



# Appendix G

## Response to Draft EIS Comments

### 9 Comments Received on Draft EIS – General Public – Written



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**From:** [Andrew Balfour](#)  
**To:** [Bottineau Transitway/Hennepin](#)  
**Subject:** Alignment Public Comment  
**Date:** Tuesday, May 06, 2014 3:29:53 PM

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I am in favor of A-C-D2 alignment. I think connecting the Maple Grove transit center, downtown Robbinsdale, going through the neighborhoods (not a park) in North Minneapolis, and finally connecting to The Interchange is the best placement for the line.

D1 shouldn't be considered. Ridership and convenience are what is important, not scenic (sparsely populated) views of a park.

Thank you.

Andrew Balfour  
[REDACTED]  
Minneapolis

**From:** [Paul Schaper](#)  
**To:** [Bottineau Transitway/Hennepin](#)  
**Cc:** [REDACTED]  
**Subject:** Light rail  
**Date:** Tuesday, May 06, 2014 3:42:30 PM

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About light rail waste of time and \$. One billion dollars could go a lot farther fixing and expanding the roads we have now. Examples on the west metro, 494 between county road 6 and the split is still only 2 lanes each way. Highway 394 from Plymouth to downtown is already outdated. That took 10 years to build. Heavy traffic at 10:00 pm. Interstate 94 from the split to Monticello is a mess. Basically the state wants to keep people from driving their own cars. This will not happen. Anyone figure cost benefit.

Sent from my iPad

I care about the wild life in the park. All of that will change. The noise pollution is a big factor. Having a station on G.V. Road will allow access to MPLS and the park way. The station there is a poor decision. Pat Jordan  
Dale Runkle



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Name: Richard Adair Organization: Bayr Mavr Neighborhood Assoc.  
Address: [REDACTED]  
Email: [REDACTED]

I support the locally preferred alternative.  
There will always be "not in my back yard" concerns.  
Keep your eyes on the prize - a functioning  
integrated transit system that moves people around  
and knits us together, especially transit-dependant  
people in high-poverty areas.  
We are building a future for generations to come.

## Bottineau Transitway Draft Environmental Impact Statement

### Comment Form

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Name: Wesley D. Johnson Organization: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 Email: \_\_\_\_\_

The ditch next to the tracks is the Storm runoff and storm water storage for all of KEWANEE WAY. We are the low house. We have had our basement flooded before and have a sump pump to keep ground water intrusion under control. Any changes to the storm ~~down~~ drainage through the ditch to the swamp would be affect the viability of housing on KEWANEE WAY if it affects the storm drainage. Currently it is something we have to watch and worry about with every major storm.

Many residents of KEWANEE WAY and the streets above use a pathway across the tracks to the fire station, ~~that~~ ability to catch buses on Golden Valley Road, and to vote. Cutting off this access is more than inconvenient. Most people would not be able to walk around as it is 3 or 4 times longer and has steep hills. Cutting off access across the tracks would isolate this part of Golden Valley from the parks, fire station, transit, and the rest of Golden Valley as regards walking or bicycle usage.

There is heavy DEER and animal traffic ~~over~~ across the tracks. Blocking this will force them onto the roadways, probably Golden Valley Road bridges.



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Name: Pat Jordan Organization: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 Email: \_\_\_\_\_

- ① LRT in G.V. does not serve the public who would be using it.
- ② The wild life, environment, pollution, noise, air quality, traffic - all are going to see big changes.
- ③ Do you realize the land by Golden Valley Road and where tracks are located is a dump under neath the top layer.  
It's a flood zone in areas there. The old Hwy 100 concrete etc was dumped there.



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Name: Joan Joska Organization: \_\_\_\_\_

Address: \_\_\_\_\_

Email: \_\_\_\_\_

- Where is the \$ for this - won't pay for itself
1. Theodore Wirth park is the main feature of our quality of life and the intent was to protect it - BDT would destroy the principle that (try planting a tree on Hiawatha line - none)
  2. Our Lake system puts us on the map for quality of life - reroute Bottineau - more buses
  3. Doesn't serve people who need public transportation minimum pay along T.W. vs Bottineau
  4. If this was right <sup>for the people</sup> there wouldn't be such strong opposition - citizens are against
  5. My home is adjacent to tracks <sup>what is our voice</sup> & has major structural issues ANY construction could cause house to collapse

Public trans. is for people who need <sup>Golden Valley 5/7/14</sup>



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Name: Brian Jonas Organization: \_\_\_\_\_

Address: \_\_\_\_\_

Email: \_\_\_\_\_

I am against the proposed LRT route along West Broadway in Brooklyn Park. I live nearby and I am greatly concerned about traffic disruptions going both in and out of my property. Turning restrictions along West Broadway would prevent me from being able to turn Left onto Maplebrook Parkway to enter Maplebrook Estates, and it would prevent me from turning left exiting from Maplebrook Parkway to go North on West Broadway. I also work in Brooklyn Park and the construction would impact my route to work, possibly sending me miles out of my way. Turning restrictions along West Broadway would affect my access to Brooklyn Park Businesses causing me to take my business to other cities. I am also concerned about the number of homes that would be lost due to LRT and West Broadway reconstruction. I am concerned about increased noise from the LRT, the roadway, and the LRT station proposed at 85th Ave, which I live near, Please reconsider the current plan and send it to Maple Grove instead of disrupting homeowners.



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Name: Rebecca Darchenty Organization: homeowner  
 Address: [REDACTED]  
 Email: \_\_\_\_\_

I support the light rail coming to Brooklyn Park 100%

If any of the issues of access or loss of property can be addressed that would be great - I know they all can't be satisfied but any is better than none

Living near the LR not on the LR is a valid comment but people also need to consider the extra expense of a tunnel or elevated train.

In forming the public map or access to college and business & how that is a positive is an impact

Thank you for your work on this project - we do need light rail to Brooklyn Park



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Name: Sharon Davis Organization: Citizen  
Address: [REDACTED]  
Email: [REDACTED]

Get Rid of MET COUNCIL.  
People should vote on this.  
Waste of money.  
People Do Not Want It.  
STOP NOW



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Name: DENIS F. DAVIS Organization: \_\_\_\_\_

Address: \_\_\_\_\_

Email: \_\_\_\_\_

*No like Rail whatsoever, No where  
~~Dis~~ Dissolve the Met Council,  
Not cost effective, do any rail systems  
operate in the Red?*

*90 Million per mile  
10 Million to add a lane of road } do.*

**From:** [Karen Lehman](#)  
**To:** [Bottineau Transitway/Hennepin](#)  
**Subject:** Golden Valley impacts  
**Date:** Thursday, May 08, 2014 12:55:57 PM

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Hello all,

My address is [REDACTED], and my property will be one of those most affected by the line. I am on a hillside nearly suspended over the tracks. I spoke last night at the Golden Valley City Council meeting, so some of my comments are recorded there. I would like to make some additional comments, based on what I have learned.

Given that my home is literally in the wildlife corridor between Wirth Park and Golden Valley Road, I am concerned that this development maintain as much of the natural character of the habitat as possible, as well as the darkness and quiet that go with that. I am happy to learn that the line will only be lighted at the stations. I am in favor of that.

I heard that no matter what, the wildlife corridor between Wirth Park and Golden Valley Road is going to be divided because the line will be fenced on both sides. That is a sad development for the foxes and deer who roam that area freely.

However, if there will be a barrier regardless, then I strongly support erecting a sound barrier wall, which could also act as a visual barrier on the east side of the line below Zephyr Place and York. A sound barrier wall would blend in better visually with the natural environment for those living above it than just having the chain link fence with the trains whooshing by.

For the engineering study, I would like them to assess how high such a wall would need to be, given that the affected houses are far above grade--and noise travels up. The ideal would be for the wall to be high enough that residents would not see the trains, and that sound would be greatly diminished. I would be happy to provide access to my property if that is necessary to take sound measurements.

I also strongly oppose any trail development below Zephyr Place and York on the east side of the line. Wirth Park has adequate biking and hiking trails.

Finally, I want resident permitted parking for Zephyr Place and York so that our quiet neighborly streets don't become parking lots.

Thank you for your consideration.

Regards,

Karen Lehman  
[REDACTED]



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Name: Shawn Lewis Organization: Urban League

Address: [Redacted]

Email: [Redacted]

The Community need both Golden Valley Road Station and Plymouth Station

DEIS COMMENTS #2 -- May 8, 2014

Marietta Smith                      Minneapolis Resident

Despite the DEIS indicating that D1 (the LPA) is the best alternative of the routes being considered, I disagree.

The negative impacts outweigh the benefits to this part of North Minneapolis -- which is further from the Penn Avenue area surroundings that would most benefit from this project. I understand that the Penn Avenue option was dropped due to the number of houses that would need to be razed.

However, there should be a better alternative -- what about Olson Highway. Granted that Plymouth Avenue is closer to the Chalet but this alternative is more costly (I'm sure there will be soil "surprises" once construction begins but that will be a bit late to make any substantial changes) and disruptive.

There are already transportation routes that culminate at Olson Highway and could easily tie into a station there.

I just believe there are too many negative impacts and costs to make the Plymouth Ave. Station the best alternative. All the land on the route from Plymouth Avenue to Golden Valley Road is ecologically sensitive and valuable. Surely there is a better alternative.

*Marietta Smith*

## Bottineau Transit Draft Environmental Impact Statement -- May 8, 2014

## COMMENT FORM

I don't believe that the conclusions of the DEIS implying that the D1 Plymouth Station location is the best alternative were made taking into consideration the permanent detrimental impact it will have on this urban ecological area.

The natural urban wetland and wildlife habitat refuge provided by the area proposed for the Plymouth Station is unique. There is no way to mitigate the damage it will impose by any mitigation means. I'm told that the mitigation does not need to be -- and likely won't be -- in the damaged area. One reason many of us purchased our homes in this area is because we loved the rural feel and aspect of that strip of land from Plymouth northward.

Because those of us who live on Xerxes Avenue North -- just across from the proposed LRT Station -- live on the Minneapolis side of the street we were not included in the initial findings -- which, coincidentally, originally did not envision a station in the Theodore Wirth BNSF corridor. It was completely short-sided and unfair to ignore our input and the impact it would have on our area. The proposed project is virtually in our FRONT YARDS and BACK YARDS!

As I understand it, the station is proposed to be constructed to the north of the Plymouth Avenue bridge. That area is just a narrow strip of land that can barely accommodate two additional sets of rail tracks, not even considering an LRT Station. The existing BNSF railroad tracks have been a part of the landscape and <sup>WERE</sup> ~~was~~ built decades before the current residential development of this area.

The damage that will be done by the heavy equipment and heavy construction cannot be repaired enough to restore the current ecological environment of that narrow strip of land. Forcing it to accommodate the proposed station by filling in the wetlands and marsh areas doesn't appear to be a good solution.

The reality of the years of noise, dirt, dust, additional traffic, loss of neighborhood safety -- just to mention a few detrimental environmental impacts -- in a decades old residential and urban ecological area is just devastating.

Also the short 45-day comment period for such a comprehensive report and its referenced reports and studies is unconscionable.

Marietta Smith

*Marietta Smith*



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Name: Marietta Smith Organization: Minneapolis Resident  
Address: [Redacted]  
Email: [Redacted]

*We need more time to review this voluminous report.*

*I still need to review Chapters 2, 3, 4, 6, 7, and 11.*

*How do we get additional review time?*



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Name: KIM BOYCE Organization: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 Email: \_\_\_\_\_

I am very supportive of the proposed transitway. Providing easier access to public transit for residents and visitors to the northwestern suburbs, as well as North Minneapolis, could prove to be a substantial asset to this region.

As I did a quick review of the reasoning and rationale outlined in the Executive Summary of the EIS, I have a much better understanding of why the D1 option was selected over the D2 option. The potential displacement of so many residents in the D2 option does create a significant negative impact on that portion of the community.

Having adequate traffic control and drop-off spaces at the proposed stations at Golden Valley Road and Theo Wirth Park are important considerations. Not everyone will be able to easily walk to these locations.

To: Brent Rusco

Re: Bottineau Transitway

I walked a ring around our woods from 37<sup>th</sup> Ave. North and The BN rail line to Golden Valley Road, then down the east side of The BN line to Highway 55, a 100+ acre expanse of wild life habitat your Draft EIS makes no reference about. I knocked only on the doors of properties abutting the BN line or abutting wooded parkland that abuts the BN line (many of these owners have maintained private wild life habitat bordering park woods for decades), with some owners living directly across the street from park or BN wild life habitat: The owners on the front lines. Here are 96 of the 102 addresses I have collected so far. 4 of them are not on the front lines but I wasn't telling anyone they couldn't sign a petition about no LRT in the woods. My biggest problem is people not answering their doors. I have listened to many property owners and I can say with assurance that the true local preference is NO BUILD!

Constance Boaniwell

### LRT? NO!

We, the owners of the properties listed below, do not want LRT going down the Burlington Northern rail line.

ADDRESS	NO LRT
1223 Washburn Ave N. Mpls	X
217 Washburn Ave N	X
1207 Washburn Ave N	X
818 Washburn Ave N Mpls	X
701 Vincent Ave NO	X
617 Thomas Ave N	X
615 Thomas Ave N Mpls	X
3416 Kyle Ave N. Crystal	X
2924 Kyle Avenue NO Golden Valley	X
2912 Kyle Avenue N	X
4300 Colfax Golden Valley	X
2656 Kyle Ave NO	X
2620 Kyle Ave N	X
2610 Kyle Ave N	X
3300 Indiana Ave N	X
4107 Clowry Ave N	NO X

### LRT? NO!

We, the owners of the properties listed below, do not want LRT going down the Burlington Northern rail line.

ADDRESS	NO LRT
3408 Kyle Ave N	✓
3350 Kyle Ave N	✓
3335 Kyle Ave N	✓
3332 Kyle Ave N	✓
3326 Kyle Ave N	✓
3320 Kyle Ave N	✓
3314 Kyle Ave N	✓
3210 Kyle Ave N	✓
3527 Kyle Ave N Mark K.	✓
3036 Kyle Ave N	✓
3000 Kyle Ave N	✓
2940 Kyle Ave N	✓
2835 June Ave North, Golden Valley	✓
2811 June Ave No Golden Valley MN	✓
2791 June Ave N Golden Valley	✓
2751 June Ave N Golden Valley MN 55422	✓ NO

### LRT? NO!

We, the owners of the properties listed below, do not want LRT going down the Burlington Northern rail line.

ADDRESS	NO LRT
3446 Indiana North Robbinsdale	NO LRT
3432 Indiana Ave N Robbinsdale	NO LRT
3424 Indiana Ave No Robbinsdale	NO LRT
3420 Indiana Ave No Robbinsdale	NO LRT
3412 Indiana Ave N Robbinsdale	NO LRT
3309 Halifax Ave N Robbinsdale	NO LRT
3506 Indiana Ave N Robbinsdale	NO LRT
3536 Indiana Ave N	NO LRT
3531 Indiana Ave N	NO LRT
3520 Indiana Ave N	NO LRT
3522 Indiana Ave N Robbinsdale	NO LRT
3614 Indiana Ave N Robbinsdale	NO LRT
3610 Indiana Ave No Robbinsdale MN	NO LRT
3649 Halifax Ave N Robbinsdale MN	NO LRT
3505 June Ave N Crystal	NO LRT

### LRT? NO!

We, the owners of the properties listed below, do not want LRT going down the Burlington Northern rail line that abuts our property!

ADDRESS	NO LRT
3520 JUNE AVE. NO ROBBIN. NO	X
3612 June Ave N Robbinsdale	NO LRT
3624 June Ave N	NO LRT
3554 JUNE AVE. NO	NO LRT
3528 June Ave N	NO LRT
3622 Indiana Ave No	NO LRT
3651 Halifax Ave N	NO LRT
3663 Halifax Ave N	NO LRT
3651 Halifax Ave N	NO LRT
3501 June Ave N	NO LRT
2631 France Ave N	NO LRT
2801 FRANCE AVEN	NO LRT
2905 FRANCE AVEN	NO LRT
2917 France Ave N	NO LRT
2235 Indiana Ave N	NO LRT
3910 BASSETT CREEK DR	NO LRT

### LRT? NO!

Communication #27

We, the owners of the properties listed below, do not want LRT going down the Burlington Northern rail line that abuts our property!

ADDRESS	NO LRT
2328 Keweenaw Way Golden Valley MN	✓
2340 Keweenaw Way Golden Valley MN	✓
2324 Keweenaw Way Golden Valley MN	✓
2332 Keweenaw Way Golden Valley	NO ✓
2350 Keweenaw Way Golden Valley	NO ✓
2416 Keweenaw Way Golden Valley	NO LRT
2460 Keweenaw Way Golden Valley	NO LRT
2490 Keweenaw Way Golden Valley	NO LRT
2500 Keweenaw Way Golden Valley	NO LRT
2601 Frank Ave N Robbinsdale MN	NO LRT
2195 Bonnie Lane Golden Valley MN	NO LRT
2631 MAJOR AVE N GOLDEN VALLEY	NO LRT
2885 Bonnie Lane Golden Valley	NO LRT
2830 Bassett Crk Dr G.V.	NO LRT
3890 BASSETT CREEK DR. G.V.	NO LRT
3900 Bassett Creek Dr. G.V.	NO LRT

### LRT? NO!

We, the owners of the properties listed below, do not want LRT going down the Burlington Northern rail line.

ADDRESS	NO LRT
824 Washburn Ave N Mpls, MN	NO LRT
2916 Oak Park No Mpls	NO LRT
2924 Oak Park No Mpls	NO LRT
1324 Xerxes Ave No	NO LRT
1306 Xerxes Ave No	NO LRT
1422 Xerxes Ave No	NO LRT
1511 Xerxes Ave North	NO LRT
1541 Xerxes Ave N	NO LRT
1631 Xerxes Ave	NO LRT
1707 Xerxes Ave N	NO LRT
1717 Xerxes Ave No	NO LRT
1806 Xerxes Ave N	NO LRT
1925 Zephyr Place	NO LRT
1815 Zephyr Place	NO LRT
1806 Zephyr Place	NO LRT
1831 YORK	NO LRT



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Name: Cathy Wildman Organization: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 Email: \_\_\_\_\_

- The issues that concern me that the Report details:
1. Impact on floodplains, wetlands, water sources for drinking + wells - public + private.
  2. The possibility of uncovering hazardous materials - 790 Recorded Sites in the B-C-D1 Preferred Alternative area.
  3. Noise - both during the construction phase in which noise decibal levels will exceed recommended levels for residential use - and the Rail noise, which, between 80-100 decibels equates to a concrete mixer, a jackhammer, and a Rock drill. This is from the Report on page 5-39.
  4. The constant operating hours + service frequencies of the light Rail, especially during early morning + late evening hours. Bells, horns, Rail noise will impact everyone nearby -



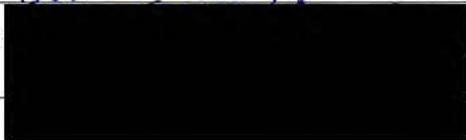
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Name: Dan Steinberg Organization: GU. Park and Rec Commission  
 Address:   
 Email: 

Would like to see a tunnel study from Golden Valley Rd.  
 to Abbot Dr. Underground. Then zig zag the  
 rail through Robbinsdale.  
 All I am asking for is a study before track is laid  
 down.



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Name: Robin Price Organization: Bassett Creek Neighbors  
 Address: [REDACTED]  
 Email: [REDACTED]

1. 30 days has not been enough to review The EIS before this meeting.
2. Continued concerns about health & integrity of Bassett Creek.
3. Concern over lack of access to quiet space in this corner of Golden Valley
4. I want to see the rail ~~go~~ down Hwy 55 or Broadway.
5. If there needs to be a light ~~train~~ stop it should serve downtown G.V. to encourage business growth.
6. Many G.V. residents are opposed to this route
7. This is NOT my preferred route.
8. Please keep T. Wirth Park pristine & on the historical register
9. ~~WV~~ Currently Bassett Creek floods near the homes on Bassett Creek Dr. - it could get worse with 100 feet of development around the rail.
10. ~~WV~~ Parking or drop off spots will be dangerous on Golden Valley Rd.

Golden Valley 5/7



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Name: Amy Overby Organization: resident  
 Address: [REDACTED]  
 Email: [REDACTED]

Regarding the social environment of proposed stations at Golden Valley Road or Plymouth Avenue:

How will safety be provided for commuters? Specifically, when individuals leave the visibility and relative safety of street level (Golden Valley Road, particularly), who will ensure safety and peace of mind at a station located under a bridge, next to a wooded woodland occasionally inhabited by transients?

In both of those locations (G.V. Road + Plymouth Ave.), I am unwilling to walk alone or with my dog when it is dark, those areas do not feel safe, because of the isolation and the highly/deeply wooded locations. If the goal of a station at those locations is to increase business/commuter traffic and usage, the isolated, invisible nature of those ~~two~~ locations will actually discourage commuter usage.

Golden Valley 5/7

MAY 19 2014



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Name: Sebbie Blodine Organization: \_\_\_\_\_

Address: \_\_\_\_\_

Email: \_\_\_\_\_

*I am opposed to the Bottineau line in its current form:  
Noise issues  
Loss of private homes  
Crime concerns  
Alternate routes not given sufficient consideration  
Want to see ridership surveys done  
Believe route chosen to appease Target - they  
have not been a good community steward.*

\_\_\_\_\_  
\_\_\_\_\_  
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\_\_\_\_\_

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Name: **Tyree Lawrence** Organization: **Resident and Stakeholder**  
Address: [REDACTED]  
Email: [REDACTED]

The City of Brooklyn Park has a mission statement: "... a Thriving Community, Inspiring Pride, Where Opportunities Exist for ALL." Our community and City Council stood by this statement and went on to declare that no projects would be considered unless they were in direct alignment with our mission, vision, and purpose. In order to remain consistent with building a thriving community, this project has to invest its resources where opportunities exist for us ALL. These opportunities MUST be transparent, authentic and very tangible. Here are some suggestions:

- Invest in the economic development initiated by the community for the community...
  - A business hub that will cultivate aspiring entrepreneurs who desire to start a business.
  - Fund the land and development of a space where people come together and feel a sense of pride where, currently, there is a void as the majority flock to other cities to satisfy the lack.
  - Invest in the support of small businesses by identifying the struggles of their current environment fueling an opportunity for REAL success vs. standardized programs that only large companies qualify for.
- Invest in LOCAL talent, goods, and services that will provide sustenance and capacity growth organically vs. OUTSOURCING and/or MAINSTREAMING to the "highly favored" benefactors.
- Invest in our YOUTH projects...
  - Contribute to the development of a pool or splash pad, so our families can bond with their children.
  - Focus on youth related transit issues so they remain connected to opportunities, programs, jobs, and internships.
- Invest grass-roots efforts and genuine engagement of community members...
  - Upgrade in communications so people feel connected to projects vs. rejection on both sides.
  - Support our leaders as an extension to the hard to reach demographics.

These are just some initial suggestions to get things moving in the right direction. These suggestions will drastically improve the quality of life in our community and counteract the negatives associated with LRT projects in general. I will be happy to personally get involved and lend any type of direction as needed from the perspective of a community stakeholder. Thank You for considering my comments and suggestions.

**From:** [Tyree Lawrence](#)  
**To:** [Bottineau Transitway/Hennepin](#)  
**Cc:** [Crystal J Myslajek](#)  
**Subject:** Bottineau Transitway Draft EIS Comment Form - Tyree Lawrence  
**Date:** Sunday, May 18, 2014 6:22:47 AM  
**Attachments:** [TL - LRT Comments.pdf](#)

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The City of Brooklyn Park has a mission statement: “... a Thriving Community, Inspiring Pride, Where Opportunities Exist for ALL.” Our community and City Council stood by this statement and went on to declare that no projects would be considered unless they were in direct alignment with our mission, vision, and purpose. In order to remain consistent with building a thriving community, this project has to invest its resources where opportunities exist for us ALL. These opportunities MUST be transparent, authentic and very tangible. Here are some suggestions:

- Invest in the economic development initiated by the community for the community...
  - A business hub that will cultivate aspiring entrepreneurs who desire to start a business. As well as grow NEW business around LRT projects.
  - Fund the land and development of a space where people come together and feel a sense of pride where, currently, there is a void as the majority flock to other cities to satisfy the lack.
  - Invest in the support of small businesses by identifying the struggles of their current environment fueling an opportunity for REAL success vs. standardized programs that only large companies qualify for.
  
- Invest in LOCAL talent, goods, and services that will provide sustenance and capacity growth organically vs. OUTSOURCING and/or MAINSTREAMING to the already “highly favored” benefactors.
  
- Invest in our YOUTH projects...
  - Contribute to the development of a pool or slash pad, so our families can bond with their children.
  - Focus on youth related transit issues so they remain connected to opportunities, programs, jobs, and internships.
  
- Invest grass-roots efforts and genuine engagement of community members...
  - Upgrade in communications so people feel connected to projects vs. rejection on both sides.
  - Support our leaders as an extension to the hard to reach demographics.

These are just some initial suggestions as to where funding should focus to get things moving in the right direction. These suggestions will drastically improve the quality of life in our community and counteract the negatives associated with LRT projects in general. I will be happy to personally get involved and lend any type of direction as needed from the perspective of a community stakeholder. Thank You for considering my comments and suggestions.

Blessings,

## TYREE LAWRENCE

Community Stakeholder and Resident



Brooklyn Park, MN 55445

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To the powers that be.

Especially the Golden Valley City Council and Met Council.

Re: Bottineau Transitway

Though I have attended numerous planning and public input meetings, which have shown an overwhelming lack of public support for the "preferred" and proposed, formerly known as the D1 route, it is frustrating to observe that these efforts and voices are largely ignored.

The EIS, Environmental Impact Study, while enormously expensive, is disappointing in that while it provides pages of data and mitigation proposals, it misses the point entirely.

Yesterday, I took a walk in the Mary Hill and Sochacki parks near my home. I stopped and closed my eyes and listened. By sound alone, I could identify, chickadees, cardinals, a red winged black bird, baby hawks, sparrows, frogs, ducks, and geese and the lovely sound of moving water. Lest I get labeled just another tree hugger, I would point out that the city planning greats of yesteryear, like Francis Gross, Charles M. Loring, Eloise Butler, and Theodore Wirth showed great foresight in preserving these wetlands and green spaces and some form of park access to every neighborhood throughout the city. They understood well, just as anyone who has travelled to NYC, and stepped into Central Park, the value of a quiet green space open to the public for refreshment and respite from the frenetic pace and noise of the city. It is a shame that after all of these years, and the will to preserve these valuable places for the well being and health of all, that we would at this juncture make such a huge mistake as to ruin the aesthetic of not one, but three beautiful parks every seven minutes. These three parks are Theodore With, Mary Hill and Walter Sochacki Parks.

*"Minneapolis parks encompass the city's defining lakes and the river banks at the core of the city's development. Acquired by purchase and donation, the parks include features of astonishing beauty, historical significance and ecological wonder, all within a thriving urban setting. More than this, the parks are imbued with personal meaning—the playgrounds that live in the memories of generations of people, are the soul of our communities."* Minneapolis Park Board

If the LRT is for commuters, it should be accessible to commuters, promote not only jobs during construction, but also neighborhood revitalization and long term business opportunities. All three of the other previously proposed routes achieve these goals to a far greater degree than the so called "preferred route". Preferred by who? BNSF? Perhaps it can be instructive to look at the recent LRT projects. What was the reasoning of running the Green Line right down University Avenue? And how has this enhanced the revitalization of business along this route? Why is the Southwest route so heavily opposed and mired in legal battles?

Once you ruin the peaceful, tranquil aesthetic of these parks, there is no turning back. This would be a travesty: especially with regard to Theodore Wirth Park, a treasure to the Twin Cities of inestimable value.

MAY 16 2014

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Name: Patricia Giles Organization: Maplebrook Estates  
 Address: [REDACTED]  
 Email: [REDACTED]

West Broadway has been an easy way of catching buses and connecting with other bus lines and being able to walk to any of the businesses along 35th to Brooklyn Blvd.

Why would you want to take away the beauty and the peaceful tranquility from these locations, where people are out taking walks, walking their dogs, meeting and greeting one another along the way.

Have you really stop and picture it, where the sound and the noise that will take place.

Have you really consider how this effects peoples home and their privacy or how things will be for driving how they get to places that didn't take them as long, now they will get in longer time

It effects everything.



MAY 15 2014



## Bottineau Transitway Draft Environmental Impact Statement

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Name: JEANNE D. WEISKE Organization: \_\_\_\_\_

Address: \_\_\_\_\_

Email: \_\_\_\_\_

THIS IS AN INTEGRATED COMMUNITY, OF RETIREES, MIDDLE CLASS WORKING FAMILIES, AND IMMIGRANTS, LOOKING FOR THE "AMERICAN DREAM". I WORKED 46 YRS, BOUGHT THE HOME I WANT TO RETIRE IN. NOW THAT I'M RETIRED, THE WHEELS OF GOVERNMENT, ARE ROLLING ACROSS OUR HOMES. AND YOU OFFER, WHAT? MARKET VALUE? THAT'S ABOUT HALF OF THE PRESENT VALUE, AND HALF WHAT THOSE OF US STILL WITH A MORTGAGE ARE PAYING. I'VE SEEN THIS WAY TOO OFTEN A CITY COUNCIL, WOULD SOW AN ESTABLISHED COMMUNITY, DRIVES OUT THE SETTLED RESIDENTS, ALL FOR THE "GREATER GOOD" - WHOSE "GREATER GOOD"? YOURS? THE FUTURE? WE PAY YOUR SALARIES! WE, THE TAXPAYERS, THE ONES YOU WISH TO DRIVE OUT. FOR A CHANGE, LISTEN TO THE PEOPLE!

MAY 15 2014



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Name: Terry Lambert Organization: Home owner  
Address: [REDACTED]  
Email: [REDACTED]

Where is the study for 85th to 93rd on West Broadway? Impact on loft of homes - many immigrant families, noise, loss of home property values. North Mpls would not allow it - why is Brooklyn Park considering this? Where is the environmental impact statement for West Broadway Expansion Project? Very low I know - Kill the West Broadway Expansion Project - Bad deal for all residents on or near West Broadway.

MAY 15 2014



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Name: Mary Ann Duggan Organization: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 Email: \_\_\_\_\_

I feel that the Light Rail is a good thing but I do not feel that coming up Broadway avenue is the way to go with it. There will be so many homes & people impacted by this decision if made. The noise & confusion of it all will hurt all of us in this area. Please consider an alternative way to go with the L. Rail. I bought my home in Maplebrook 19 yrs. ago & I love it here. If the L. Rail comes down Broadway ave. it will change everything to something that does not benefit anyone in this area. I'm 69 yrs. old & my plan is to stay here for a lot of yrs. yet. I want my retirement to be an enjoyable one not one with noise & confusion.

Thank you, Mary Ann Duggan

**From:** [Mike\\_Burakowski](mailto:Mike_Burakowski)  
**To:** [Bottineau\\_Transitway/Hennepin](mailto:Bottineau_Transitway/Hennepin); [planning@goldenvalleymn.gov](mailto:planning@goldenvalleymn.gov); [Marlene\\_Jacobs](mailto:Marlene_Jacobs)  
**Subject:** Bottineau Line EIS  
**Date:** Thursday, May 15, 2014 8:07:02 AM

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Good morning,

I was unable to attend the public meetings regarding the EIS but have reviewed the 800+ page document and wanted to share my thoughts with you.

My son and I live on Kewanee Way so this project has been a regular topic of discussion with our neighbors and friends. We have attended previous meetings at the Wirth chalet and at the Golden Valley City Hall and have read just about every document, email and update that has been provided. When interacting with our council members prior the third, strategically scheduled Golden Valley vote, the message was clear that they were voting to add Golden Valley's support to the EIS. They were also clear that if the project was not in the best interest of the city of Golden Valley, the council members would withdraw their support and suggest an alternative to the preferred route. The majority of those Golden Valley residents in attendance were not in favor of this preferred route, but I believed the word of our representatives and watched for the long awaited EIS report

Having reviewed the document, I am not convinced that the alternate route is best for Golden Valley and all prospective users. I am also not at all confident that Golden Valley or any other representative body will object to this route and demand an alternate. Subsequent emails about station planning also tells me that this is moving forward and that this email is futile.

Here's a partial list of why I object to the preferred route:

- This route appears to be "preferred" due to the least amount of impact on private property and the associated costs. While a route down Bottineau Blvd/Broadway would result in more displacement, it would broaden transportation options, provide easier access to north Minneapolis businesses and North Memorial Hospital and support growth like that seen along the Hiawatha and Green lines.
- I object to the data that suggests more riders and development as a result of the "preferred" route. The BNSF corridor takes the Bottineau line through well-established areas of Robbinsdale, woodlands and wetlands in Golden Valley and the Theodore Wirth Park. I'm at a loss to explain how those areas would support housing and business growth and increased ridership when compared to a route through north Minneapolis.
- I have to admit that I am one of the "trespassers" who regularly crosses the BNSF tracks in front of my house to get to Mary Hills and Sochacki parks. I haven't dwelled on the illegality of our actions, focusing on the ease of access that we have enjoyed for 10+ years from Kewanee Way. With that being said, our neighborhood has also been the caretakers of the surrounding property that appears to be a "no man's land" for Excel Energy, BNSF and the City of Golden Valley. Neighbors cut the grass while Excel dispatches Asplundh tree service periodically to haphazardly provide

"preventive" service to the area, ignoring trees and brush in problem areas and laying bare other areas that appear to pose no threat to overhead power lines. Buckthorn and fallen trees are a problem that neither BNSF and Golden Valley will claim. My calls to both agencies tend to be informational now - we are removing buckthorn and fallen trees when both agencies point me to the other in a maddening circle. Our care of these areas doesn't trump our "trespassing" over the tracks, but you need to be aware of our commitment to these soon-to-be-off-limits-areas for our neighborhood.

- I had a totally different understanding of the EIS and patiently waited for someone to knock on my door to interview me to determine how this project would impact us; I even emailed the Bottineau team to inquire about the lack of contact with our neighborhood. The data provided in the report is simply scientific - noise and vibration levels recorded at the top of our street. The impact to our street and others along the line cannot simply be measured in decibels and important details are missing: the deer in my backyard this morning, sleeping with the windows open and hearing only crickets and our 4:45 cardinal wakeup, the visual impact of three lines of tracks and overhead wires in place of trees and shrubs. I do not negate the impact of a rail line down the middle of Penn Ave. N. to city residents, but the quality of life on Kewanee Way enjoyed since the mid-60's will change forever. Yet the report suggests "minimal impact" to me and my neighbors, a gap in reporting that is made worse by the assertion that only five houses at the top of Kewanee Way would be sufficiently affected by noise and vibration to warrant mitigation efforts. Really? Sit with me in my office in St. Paul along the Green Line - listen to the trains (about 10 times the distance from my front window at home), listen to the bells and whistles, feel the vibration and then tell me that we won't be impacted by trains 100 feet from my front door.

- Speaking solely as a Golden Valley resident, this line does not benefit our city. If the Golden Valley Road station is chosen in your already-planned-meetings, I see few GV residents having easy access to the line. There will no parking, so connector bus lines will bring riders to the station. I will have to traverse the woods at the end of the street for access in order to avoid a 1.5 mile walk down Byrd and Zenith. I'm not sure if the Theodore Wirth station would technically be in Minneapolis or Golden Valley, but that option decreases the likelihood of Golden Valley resident use of the line. The Bottineau Blvd/Broadway option would not benefit Golden Valley resident access but I can't help but think that ridership would increase in a more populated area.

I am a proponent of light rail and will use the line wherever it ends up, but I don't feel that the preferred route is the best overall plan for the region and strongly encourage that Golden Valley and the Met Council move the Bottineau Line to the Bottineau/Broadway corridor.

Sincerely,  
Mike Burakowski

[REDACTED]  
Golden Valley  
[REDACTED]

**From:** [REDACTED]  
**To:** [Bottineau Transitway/Hennepin](#)  
**Subject:** EAS Public Comment  
**Date:** Thursday, May 15, 2014 2:50:19 PM

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Hello.

A large concern I have is for the Southern half of the Willard Hay neighborhood. We are already cut off from Theodore Wirth Park, this project has the ability to make connecting even harder. We currently have two ways to get there, cross six lanes of traffic at Highway 55 to a sidewalk on the southside or go up to the Plymouth Avenue Bridge, but no close or easy access to the trail under the bridge due to the the golf course and archery range.

I hope that trail connections from the area of Thomas North to Washburn North are being looked at. Along the Northside of Highway 55 sidewalk/trail connection over the rail road tracks to connect to the walking/bike trails on the West side of the rail road trench would be very appreciated. Also, a flyover walking/bike trail bridge at 8th or Oak Park at Washburn would also help connect the neighborhood to a park that is very hard to get to.

A city issue, I know, but we are also missing sidewalks in the neighborhood. With light rail, I expect walking to become more common and sidewalks will be needed instead of people walking down the middle of the street. Areas of concern are: 900 block of Washburn. 8th Street between Washburn and Upton and Oak Park between Xerxes and Vincent. Upton to Thomas Service Road just north of Highway 55.

Brian Anderson

[REDACTED]  
Mpls, MN 55411

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Name: Constance Bonniwell Organization: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 Email: \_\_\_\_\_

I went to the Golden Valley public hearing and was cut off at 3 minutes so I returned to the Crystal meeting, gave some of my comments to the transcriber so I wasn't cut off again, but I was, and what were the remarks I could not make to the public at the public meeting?

Met Council and Hennepin County come up with over 15 pounds of Scoping, Draft EIS and Health reports, and we are given 3 minutes to respond. Many of us attending these meetings want to hear what our fellow citizens have to say about your project, but half the people in Golden Valley and Crystal were cut off. So while you limit how much you have to listen to us, you also limit our opportunity to hear our fellow citizens.

You go through the cost and effort of holding these public meetings and the actual public hearing lasts, in Golden Valley 40 minutes and Crystal's, 20 minutes. I have never been to one that's gone over 47 minutes since some people have already experienced being cut off. They don't speak, they file written comments.

Crystal 5/14 →

Attach First  
Class Postage  
Here

Hennepin County Housing, Community Works, and Transit  
Attn: Bottineau Transitway  
701 Fourth Avenue South, Suite 400  
Minneapolis, MN 55415

These are people who have waded through much of your reports and we don't get to hear from them at all. There's a great response about BRT that's getting filed via computer. We have no reason to trust the Met Council and Hennepin County with our 100+ acre exposure of woods down the BN line.

Bot No!

# LRT? NO!

We, the owners of the properties listed below, do not want LRT going down the Burlington Northern rail line.

ADDRESS	NO LRT
1223 Washburn Ave N. Mpls	X
217 Washburn Ave N	X
1207 Washburn Ave N	X
818 Washburn Ave N Mpls	X
701 Vincent Ave NO	IX
607 Thomas Ave N	X
615 Thomas Ave N Mpls	X
3416 Kyle Ave N. Crystal	X
2724 Kyle Avenue No Golden Valley	X
2912 Kyle Avenue N	X
4300 Collier Golden Valley	X
2656 Kyle Ave No	X
2620 Kyle Ave No	X
2610 Kyle Ave No	X
3300 Indiana Ave N	X
4107 Cloway Ave N	NO X

# LRT? NO!

We, the owners of the properties listed below, do not want LRT going down the Burlington Northern rail line.

ADDRESS	NO LRT
3408 Kyle Ave N	✓
3350 Kyle Ave N	✓
3338 Kyle Ave N	✓
3332 Kyle Ave No	✓
3326 Kyle Ave N	✓
3320 Kyle Ave N	✓
3314 Kyle Ave N	✓
3216 Kyle Ave N	✓
3527 Kyle Ave N. Mark K.	✓
3036 Kyle Ave N	✓
3000 Kyle Ave N	✓
2940 Kyle Ave N	✓
2835 June Ave North, Golden	✓
2811 June Ave No Golden Valley	✓
2741 June Ave N Golden Valley	✓
2751 June Ave N Golden Valley	✓ NO

# LRT? NO!

We, the owners of the properties listed below, do not want LRT going down the Burlington Northern rail line.

ADDRESS	NO LRT
3446 Indiana North Robbinsdale	NO LRT
3432 Indiana Ave N Robbinsdale	NO LRT
3404 Indiana Ave No Robbinsdale	NO LRT
3420 Indiana Ave No Robbinsdale	NO LRT
3412 Indiana Ave N Robbinsdale	NO LRT
3309 Halifax Ave N Robbinsdale	NO LRT
3506 Indiana Ave N Robbinsdale	NO LRT
3530 Indiana Ave N	NO LRT
3531 Indiana Ave N	NO LRT
3540 Indiana Ave N	NO LRT
3542 Indiana Ave N Robbinsdale	NO LRT
3614 Indiana Ave N Robbinsdale	NO LRT
3610 Indiana Ave No Robbinsdale MN	NO LRT
3649 Halifax Ave N Robbinsdale MN	NO LRT
3505 June Ave N. Crystal	NO LRT

# LRT? NO!

We, the owners of the properties listed below, do not want LRT going down the Burlington Northern rail line that abuts our property!

ADDRESS	NO LRT
3520 JUNE AVE. NO ROBBIN.	NO LRT
3612 June Ave N Robbinsdale	NO LRT
3624 June Ave N	NO LRT
3554 JUNE AVE. NO.	NO LRT
3528 June Ave N	NO LRT
3622 Indiana Ave No	NO LRT
3651 Halifax Ave N	NO LRT
3643 Halifax Ave N	NO LRT
3651 Halifax Ave N	NO LRT
3501 Jane Ave N	NO LRT
2631 France Ave N	NO LRT
2901 FRANCE AVEN	NO LRT
2905 JUNE AVE N.	NO LRT
2917 France Ave N	NO LRT
2235 Indiana Ave N	NO LRT
3410 Bassett Creek Dr	NO LRT

# LRT? NO!

We, the owners of the properties listed below, do not want LRT going down the Burlington Northern rail line that abuts our property!

ADDRESS	NO LRT
2308 Keweenaw Way Golden Valley	NO LRT
2340 Keweenaw Way Golden Valley MN	NO LRT
2324 Keweenaw Way Golden Valley MN	NO LRT
2332 Keweenaw Way Golden Valley	NO LRT
2350 Keweenaw Way Golden Valley	NO LRT
2416 Keweenaw Way Golden Valley	NO LRT
2460 Keweenaw Way Golden Valley	NO LRT
2490 Keweenaw Way Golden Valley	NO LRT
2500 Keweenaw Way Golden Valley	NO LRT
2601 Keweenaw Way Golden Valley	NO LRT
2145 Bonnie Lane Golden Valley MN	NO LRT
2631 MAJOR AVE N GOLDEN VALLEY	NO LRT
2885 Bonnie Lane Golden Valley	NO LRT
2830 Bassett Cr. N. G.V.	NO LRT
3890 BASSETT CREEK DR. G.V.	NO LRT
3900 Bassett Creek Dr. G.V.	NO LRT

# LRT? NO!

We, the owners of the properties listed below, do not want LRT going down the Burlington Northern rail line.

ADDRESS	NO LRT
824 Washburn Ave N Mpls, MN	NO LRT
2916 Oak Park No Mpls	NO LRT
2924 Oak Park No Mpls	NO LRT
1324 XERXES AVE NO.	NO LRT
1306 XERXES AVE NO	NO LRT
1422 XERXES AVE NO	NO LRT
1511 XERXES AVE NORTH	NO LRT
1541 XERXES AVE N	NO LRT
1631 XERXES AVE	NO LRT
1707 XERXES AVE NO.	NO LRT
1717 XERXES AVE NO	NO LRT
1806 XERXES AVE NO	NO LRT
1925 Zephyr Place	NO LRT
1815 Zephyr Place	NO LRT
1806 ZEPHYR PLACE	NO LRT
1831 YORK	NO LRT

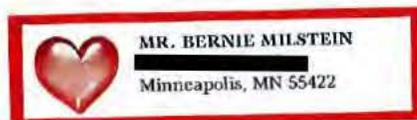
## Bottineau Transitway Project:

We Of Heathbrooke Neighborhood Association, Hidden Lakes Neighborhood Association, Bassett Creek Neighborhood Association, Sweeney Lake Neighborhood Association, are absolutely opposed to this project station at Golden Valley Road, next to the Fire Station, west of St. Margaret Mary Church, South of Theodore Wirth Parkway & Golden Valley Rd., Golden Valley for the following reasons:

1. This station will cause irreparable harm to the natural environment in the area.
2. The station should be rerouted to the tracks & central area of Downtown Golden Valley near the City Hall. It would serve the greater population and greater good of Golden Valley by being there.
3. Being at the station on Golden Valley Rd. would create excess traffic, noise, pollution, crime and noise along that Road, neighborhoods, and corridor.

4. Putting the station & transportation along Golden Valley Rd, & Wirth Parkway will detrimentally affect the property values in our neighborhoods, because of noise, pollution, dirt, excess traffic, crime, over amount of traffic on the Light Rail.
5. Our properties are sacrosanct, they are our refuge, as are the great amount of environmental refuges in this area. And, this light rail that you are trying to roll over our neighborhoods is going to be harmful to our health and mental & physical well being!
6. You have not provided us with an actual noise decibel study, a projected dirt and air quality study. You have written a deeply flawed and amateurish Health projection affects.  
So, we plead with you to reroute this Light Rail project to Downtown Golden Valley, and certainly cease and desist the current plan which will greatly harm our neighborhoods!

Sincerely, Bernie Milstein, a Golden Valley  
Resident of 47 years, who knows and loves the  
beauty and community of Golden Valley!  
Do not destroy our neighborhoods!



**From:** [Randy](#)  
**To:** [Bottineau Transitway/Hennepin](#)  
**Subject:** light rail and library  
**Date:** Tuesday, May 13, 2014 5:56:41 PM

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I support these projects being proposed for my neighborhood. As a resident of the west Broadway area, I believe this will enhance our property values and make my neighborhood a more livable place.

Sent from my Samsung Galaxy S@III

**From:** [Paul Bellward](#)  
**To:** [Bottineau Transitway/Hennepin](#)  
**Subject:** Bottineau Transitway Comments  
**Date:** Tuesday, May 13, 2014 11:44:11 PM

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To whom it may concern,

I would like to share my excitement at the idea of light rail coming to Brooklyn Park and being part of the Bottineau Transitway. I am originally from Britain where public transport is far more widespread and would love to see the same sort of access to an affordable far reaching transit system here. I see light rail as a big way to keep the Twin Cities moving forward and being part of the solution to of mass transit problem for many years to come.

The thought of being able to walk out of my door to a nearby station and being able to ride to downtown Minneapolis, MOA, airport St Paul or other cities is fantastic. This is a much needed addition to Brooklyn Park. I would hate to think of our city losing out and not being connected to the rest of the Twin cities in this way.

I do own a property relatively close to the planned rail line, I am sure that I will be able to hear the bells as the train pulls into the closest station but this small disadvantage is far outweighed by the benefits.

Please bring light rail to Brooklyn Park!

Many Thanks,

Paul Bellward

[REDACTED]

[REDACTED]

Brooklyn Park, MN 55445



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Name: *Mary Wilson*

Organization:

Address:

Email:

*We are concerned about our property value,  
safety, noise is our main issue.  
(Not wise for us) ? ?*



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Name: JANE WISSE Organization: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 Email: \_\_\_\_\_

THE EIS DOES NOT CONSIDER THE IMPACT  
 OF THE NOISE AND VIBRATION  
 RESULTS ARE BEING IGNORED



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Name: Randy Swanson Organization: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 Email: \_\_\_\_\_

I own property that is impacted @ 73rd and Highway St. I object and am frustrated by this project taking control over my property for the past 2 years & for the next several years! I cannot sell or expand or improve this property since it will eventually be taken. This also applies to all homeowners along the corridor. We are frozen in place until this project runs its inevitable mind numbing pace to eventual construction.

This confiscation during this period doesn't cost the gov't entities a dime but will cause us who are affected potential extreme hardships. I had a bonafide buyer for my property in Nov 2013 who was serious enough to bring in his architect for plan approval & was told NO by the city of BP because it would be eventually acquired for LRT. I am at retirement age & would like to sell - what are my options? None according to Henn county - until the project reaches property acquisition stage 2-3 yrs? From today.



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Name: Sharon Spence Organization: \_\_\_\_\_

Address: \_\_\_\_\_

Email: \_\_\_\_\_

1. How many transit trains are expected to run along West Broadway, and what will the time interval be.

2. How many families will leave their homes due to widening West Broadway.

3. How much traffic noise may we expect due to the Bottineau transit.

4. What caused the West Broadway Improvement project to go from 109' to 178'?

Leslie Olson

  
Brooklyn Park, MN 55445

ROAD EXPANSION/LRT NEGATIVE IMPACTS

SIGNIFICANT REDUCTION IN QUALITY OF LIFE

- \*Declining townhouse values...up to \$20,000 depreciation per Realtor meeting
- \*Difficulty in selling townhouse during each phase (being in limbo as final decision is being made by county & city/road expansion construction/LRT construction)
  - Need to disclose county plans for road/LRT
  - Maplebrook sellers all looking for the exact same buyer
- \*Double Lane Road (possible 45-50 mph)
  - More traffic (trucks/semis going to warehouses, rush hour, emergency vehicles)
  - Significant increase in noise level
  - 45-50 mph road turns into 55-60 mph with speed of traffic
- \*Wide biking/walking paths
  - More foot traffic
  - Less privacy
- \*Loss of berm/three evergreens to accommodate paths/roadway
  - Less privacy
  - Less appealing (look directly upon traffic)
  - Increased noise due to loss of barrier
  - No barrier to stop cars that swerved off road in accidents (direct access to townhouse unit)
- \*Loss of mature trees/bushes /grassy area in association (loss of nature)...more cement/pavement
- \*Closer proximity of power lines/poles to townhouse(less appealing)
- \*Higher association dues likely to occur as a result of loss of acquired townhouses

Brooklyn Park 5/13

- Lose neighborhood feel to the community
- Lose townhouses in association/whole new look to association (less appealing)
- Ukely to be higher crime rate due to more foot traffic/road traffic
- Restricted access to W Broadway (lose ability to turn North from N. Maplebrook Circle)

Limits ease of access to Hwy 610/169

- Addition of county library increases car/foot traffic/noise
- Construction phase...widening of W Broadway (long duration of construction)

Vibration of construction to home

Noise level of construction

Reduced access to road

Constant dirt/dust in house

Windows must be closed due to noise/dirt

- Addition of LRT

See all negative impacts associated with phase 1 construction (widening of road)

Once active: Increased noise (possible station announcements, bell, noise level of train)

Increased vibration to townhouse with each LRT run

Frequency of train ???

**IF I WAS A NEW BUYER, WOULD I HAVE EVER CONSIDERED A UNIT WITH THESE CONDITIONS/NEGATIVE VARIABLES?**

**ABOSLUTELY NOT**

**From:** [Amanda Nerud](#)  
**To:** [Bottineau Transitway/Hennepin](#)  
**Subject:** ATTN: Bottineau Transitway Comment  
**Date:** Tuesday, May 27, 2014 5:02:27 PM

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Hello Housing, Community Works & Transit Team:

I became a resident of the Maplebrook Estates association a little under a year ago. Having just recently become aware of the intended expansion of West Broadway, with the intent to include the possible addition of the Metro Light Rail at a later time, some more informed parties indicated that the existing Bottineau Transitway Impact Study only lists minimal impact to the Maplebrook Estates community. In the city's most recent estimate, there would be as many as 38 impacted homes. 7 buildings are a 4-corners design with half the homes affected (so the city would have to acquire all 4 corners/homes), and one building is consisting of 6 townhomes. So in the broad view, it may appear that only 8 buildings are impacted, but it becomes a much larger impact when the multi-family aspect of the building is taken into account. It was indicated at the most recent public meeting that your Impact Statement indicated a smaller list of homes to be acquired than what the city is indicating, and therefore this route was more highly preferred than others.

And this is only considering the impacted homes in the Maplebrook Estates community; further south there are additional homes (some twin homes) and other businesses (including a church) that are foreseen to be acquired to make room for the road's expansion to accommodate the 'green space' for the possible future expansion for the LRT.

I would strongly urge your team to reevaluate your study information and ensure your impact study takes into account the appropriate amount of affected homes and families when deciding which route the LRT will ultimately follow.

I appreciate your time and diligence that went into these projects already and want to make sure my opinion is posted on this matter.

Sincerely,  
Amanda Nerud  
(Maplebrook Estates Resident)  
[REDACTED]  
Brooklyn Park, MN 55445

**From:** [Mary Ann Fairbanks](#)  
**To:** [Bottineau Transitway/Hennepin](#)  
**Subject:** West Broadway light rail  
**Date:** Saturday, May 24, 2014 8:40:11 PM

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I moved to Brooklyn Park in 1970 when it was about nothing but potato and corn fields. I watched the city grow and prosper. We had great restaurants, retail, neighborhoods, etc. I then watched it deteriorate to a point to where people were embarrassed to say they were from Brooklyn Park. It is starting to make a comeback. I moved into the Maplebrook Estates townhomes in 1973. Pretty much like the city, it was a wonderful place to live, great neighborhood. Again, like the city, it went through some not so good times when the housing market took a huge downfall. Some homes are under water. From about 2008, our property values for tax purposes dropped each year – dropping by about 50%. Finally, the 2014 value for taxes payable in 2015 showed a slight increase. Light rail going through a residential area is going to drop the value of our homes again. Many homes will be lost, retired homeowners with mortgages paid off will be forced to move and enter into another mortgage, children will be forced to relocate and change schools. The homes that are not totally lost will be harmed dramatically – from the noise, the vibration, the loss of neighborhood. Even MPR and the Star Tribune have negative comments about light rail. After going through some rough times, Maplebrook Estates has remained a great neighborhood. With hard work by homeowners and the association, the area always looks clean and nice. It is a quiet neighborhood. Walk through the area. It is a neighborhood full of proud homeowners where a retired couple or a family can take a walk at night. Now we have people who know nothing about Brooklyn Park, nothing about Maplebrook Estates, and live nowhere close making a decision to run light rail through the residential area and force people out of their homes. The original draft EIS did not have light rail running down West Broadway. Alternatives have been presented that would not interfere with ONE home. Yet, Met Council and Hennepin County do not seem to be at all interested. If your retired parents lived in Maplebrook Estates, would you approve light rail going through their living room? I really don't see any reason that light rail is needed in Brooklyn Park but if it is to come, an alternate route should be chosen where people are not forced out of their homes. Putting a train down the middle of a residential road and disrupting families is just wrong. It's dangerous, it's noisy, it's disruptive. All one has to do is drive down Hiawatha in South Minneapolis to see how the train takes over a road and makes life difficult for those in cars, on bikes or pedestrians. PLEASE choose an alternate route - not West Broadway. Thank you.

Mary Ann Fairbanks

  
Brooklyn Park, MN 55445

MAY 23 2014



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<http://www.bottineautransitway.org/>.

Name: JEANNE D. WEISKE Organization: RESIDENT

Address: [REDACTED]

Email: [REDACTED]

The So Called "ENVIRONMENTAL IMPACT STATEMENT", TOTALLY IGNORED THE IMPACT OF THE NOISE AND VIBRATION OF THE "LRT" ON THE RESIDENTS ALONG THE PROPOSED CORRIDOR. AND MANY OTHERS, ARE EXTREMELY SENSITIVE TO INFRASOUND VIBRATIONS. ESPECIALLY DEEP BASS, OR, THE RUMBLE OF WHEELS ON TRACKS. THIS IS NOT, IN ANY WAY, AN ENHANCEMENT TO OUR AREA. THAT VIBRATION IS EASILY CARRIED BY THE BED ROCK OR SUB SOIL. WE ARE NOT STUPID. WE DO NOT WANT TO LIVE IN AN URBAN AREA. THAT'S WHY WE ARE HERE, NOT IN THE CITIES. THIS IS JUST ANOTHER CASE OF POLITICAL OBFUSCATION. A LITTLE HONESTY, CLARITY, WOULD GO A LOT FARTHER.



Mrs. Jeanne D. Weiske

Brooklyn Park, MN 55445



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Name: Masuma Mulla Organization: Home Business

Address: [Redacted]

Email: [Redacted] mm@55.com

"Please save our Homes and our Neighborhood."



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Name: Hassanali A. Mulla Organization: Retired MN 55445  
Address: [Redacted]  
Email: [Redacted]

"Please Save our Homes and Neighborhood", thank you

MAY 23 2014

May 28, 2014

MAY 23 2014

Hennepin County Housing, Community Works & Transit  
 Attn: Bottineau Transitway  
 701 Fourth Avenue South, Suite 400  
 Minneapolis, Mn 55415

Re: Comments to the draft EIS for the Bottineau Transitway

These comments are made to address the impact of construction on small businesses located in and near the construction zone. Of particular concern are the business nodes in the Robbinsdale (42<sup>nd</sup> Avenue) Station area, the Bass Lake Road station area, and the Brooklyn Boulevard station area.

These comments relate to the following sections of the draft EIS:

Section 4.6.4.2 Construction Phase Impacts: “Businesses may experience short-term disruptions of utility services during construction activities if utilities need to be moved or replaced.”

Table 4.6 – 5: Summary of Economic Effects by Alternative: Mentions access changes, temporary loss of parking, nuisance impacts (noise & dust),

Section 4.6.5 Avoidance, Minimization, and/or Mitigation Measures: “Measures to avoid and/or minimize adverse impacts to businesses during project construction including maintenance of traffic, maintenance of access, business signage, and advance communication of construction activities would be provided.”

The Minnesota Department of Transportation has identified seven impacts to be examined in determining the impact of construction on businesses: pedestrian access; traffic and vehicle access; temporary loss of parking; utility shut off; noise and vibrations; increase dirt and dust; and visual impacts. (Minnesota Department of Transportation, Report on Mitigation of Transportation Construction Impacts, prepared for the Legislature of the State of Minnesota, prepared by CH2MHILL (February 2009), available at <http://www.dot.state.mn.us/businessimpacts/pdfs/businessimpacts-report-feb2009.pdf>)

Variations in intensity of these impacts – particularly noise, vibrations, dirt, dust and visual impacts -- may occur due to such things as multiple types of machinery; pile driving and pavement breaking; jackhammers and hoe rams; heavy tracked equipment such as bulldozers and backhoes; increased emissions due to construction operations or traffic back-ups; and smells from sewer grates or gas leaks. Temporary fencing, equipment placement and materials storage may obstruct views, leading customers to erroneously assume a business is not open. Debris and rubble may be unsightly, pose access problems or cause injuries to customers and employees. Traffic and pedestrian access may be disrupted or even prohibited during the construction phase. The temporary removal of pedestrian lighting, sidewalks, parking and roadbeds, restrictions on turning patterns, closure of cross streets and unregulated intersections will impact accessibility.

Disruptions – particularly traffic congestion -- will impact not only the businesses next to the areas under construction, but also the businesses that rely on pedestrian and vehicular traffic that comes from the opposite side of the construction zone.

The duration of the construction project, construction sequencing, hours of construction and even trash removal will all have an impact on the operation of a business.

Utilities -- hot and cold running water, fiber optic communications, and sewer, electricity, natural gas, and telephone services -- are the lifeline for any business.

In order to minimize the loss of business revenue expected to be experienced by small businesses, the mitigation measures must address each of the seven impacts identified by MnDOT and these specific impacts. Attention to the details of mitigation measures to address these impacts is critical to the survival of small businesses. It isn't enough to maintain traffic corridors and access points; congestion must be minimized or potential customers will find other businesses to patronize. Business signage must be erected before construction begins and must provide information to both vehicular traffic and pedestrian traffic. What constitutes "advance communication" of construction activities will depend on the type of business. Businesses should be consulted long before construction begins as to the mechanism for communication (e.g. telephone, email, flyers, etc.) and the notice period desired.

In addition, mitigation measures should address not only the intentional or planned interruption of utilities but also the unintentional or unplanned disruption of these services.

The actions of the contractor and subcontractors can minimize impacts to businesses by limiting the magnitude of the construction. Therefore, the construction contract should contain terms such as regulating the days and hours of construction, mandating access requirements, requiring clean-up measures, prohibiting portable toilets within a specified zone around grocery stores and eating establishments, setting communication requirements and other measures to mitigate these impacts.

Thank you.

  
Diane Marie Dube

Minneapolis, Mn 55419

MAY 22 2014



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Name: Pamela Peters Organization: Harrison Resident

Address: [REDACTED]

Email: [REDACTED]

I am in favor of improving transportation for our state, city and most important the Harrier Neighborhood. I have seen mass transit buses for people that use it in our neighborhood. The Wirth Corp definitely needs to have a stop on Durand & Van White as well as having a spot on the advisory board. I am also concerned about continuing to have affordable housing in my neighborhood.



MAY 21 2014

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Name: Dolores Fischer Organization: townhouse owner

Address: [Redacted]

Email: [Redacted]

Do not like proposed Bottineau transitway project because it would not allow left turns on to Broadway. It would also cause considerable land and building loss. If other options are available pursue that alternative.

[Empty lined area for additional comments]

MAY 20 2014



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Name: Jane Wilson

Organization: Resident, and North Hennepin Community College employee

Address: [REDACTED]

Email: [REDACTED]

As a 37-year resident of Brooklyn Park and as a Dean at North Hennepin Community College, I am in full support of the Bottineau light rail line. I'm excited by the prospect of using it as my transportation option to the airport, the train depot, events in downtown Minneapolis or St. Paul, ~~or~~ or even to go to Robbinsdale!

Our students will benefit greatly from the transit line; it has the potential to make North Hennepin a premier destination for metro area students, a potential that brings revenue & growth not just to the college, but to the greater Brooklyn Park community.

Thank you

Jane Wilson

Dean of Fine Arts, Communication & Languages  
North Hennepin Community College



MAY 20 2014

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Name: TRAY KESTER Organization: \_\_\_\_\_

Address: \_\_\_\_\_

Email: \_\_\_\_\_

ROUTING LRT THROUGH THE TREES OF GOLDEN VALLEY, EFFECTUALLY BYPASSING NORTH MINNEAPOLIS, WILL PERPETUATE SYSTEMIC OBSTACLES TO INVESTMENT IN OUR COMMUNITY. INVESTMENT IN HOUSING AND INFRASTRUCTURE WILL FOLLOW THE LRT LINE. THIS FORM OF INSTITUTIONAL RACISM, SHOULD NOT BE PERPETUATED IN 2014.



MAY 19 2014

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Name: D. J. TOFTUM Organization: \_\_\_\_\_

Address: \_\_\_\_\_

Email: \_\_\_\_\_

My take on this new Rail-Line is that this proposed line is JUST NOT NEEDED. I am in full support of the light-rail system expanding into the north metro and Brooklyn Park in general. Running along County Rd 81 (BOTTINEAU) makes perfect sense to me. Plenty of room, existing rail tracks, and even a new parking ramp at 63<sup>rd</sup> Avenue, makes this the ideal spot for it.

This proposed line to me would destroy a neighborhood by widening West Broadway, add construction/congestion nightmares, and be a general eye-sore and increase noise ~~and~~ pollution for the whole area.

Having lived in Brooklyn Park for over 17 years, I want good, solid public transportation for the entire community. This plan seems to ignore the public interest while serving only corporate (target) best interest. Please do NOT allow this plan to continue.

Thanks alot

*DJ Toftum*



## Bottineau Transitway Draft Environmental Impact Statement Comment Form

Federal and state environmental rules require that an Environmental Impact Statement (EIS) be prepared for the proposed Bottineau Transitway project. The EIS process includes the preparation of a Draft EIS, which must be made available for public review and comment.

The Draft EIS discusses the purpose and need for the project, the alternatives considered, the impacts of these alternatives, and the agencies and persons consulted.

Comments on the Draft EIS will be accepted through May 29, 2014. All comments must be received by that date. Please include a return mailing address with all comments.

Public hearings on the Draft EIS will be held on May 7, May 8, May 13, and May 14, 2014. To learn more about the hearings and for more project information, visit the project website at <http://www.bottineautransitway.org/>.

Name: SUSAN SIMMONS Organization: \_\_\_\_\_  
Address: \_\_\_\_\_  
Email: \_\_\_\_\_

No one wants to take the long way around to G/O.

Don't need to hear the bells and announcements all day long.

Safety of kids in the area.

Emergency crews getting in & out of complex

MAY 19 2014



### Bottineau Transitway Draft Environmental Impact Statement

#### Comment Form

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Name: Lee Schiestl Organization: Home owner

Address: [Redacted]

Email: [Redacted]

Location 30 feet FROM TRACK - NO  
TO BOTTINEAU TRANSITWAY because of  
Noise - Property Values - Flood PLAIN  
destruction - Neighbor congestion - Would  
Require Buyout AT REASONABLE TERMS.

Multiple horizontal lines for additional handwritten comments.

MAY 1 5 11

Communication #97

Where do I start this conversation?

When will the government at all levels start to do the right thing for the people? When will the government stop wasting tax payer money and time? When will the government be accountable for their actions? When will the government actually work for the people of this country rather than big corporations? When will the government use common sense? When will the government stop lying to the people? When will the government stop taking bribes from rich people? When will the government do what is right for a majority of the people?

Because status quo is to do what everyone else does rather than stepping up and doing the right thing it can be hard to do and scary too. For those of us who have lived here all our lives and had grandparents and great grandparents, and great great grandparents that also lived here we are the least listened too and least benefited from this government. When our government starts to do the right thing(s), make ethical and moral choices America again will be a great place to live. We are settling for behaviors and actions less than stellar of our government.

With this being said please stop the widening of West Broadway as it is a neighborhood that should not be disturbed nor do we need a train disrupting our quiet safe neighborhood with noise, congestion, accidents, crime, vandalism, tax increases, and associations due increases. At the town hall meeting people shared so many reasons including that this train should go down Co Rd 81 where there is already a track, and the city government flip flops it's rules to fit the needs of the government or big corporations. Let's be honest here, if the board members who want this road widening and train going through owned and lived where I do they would be fighting tooth and nail to stop this entire process from being approved. You know this is true, but because they don't live here they don't care who it affects. I would be willing to trade ownership of my home for the ownership of any board member that wants this road and train process to pass and see how they like it.

17 year Maplebrook Townhome resident, Brooklyn Park

Lori Sanoski



MAY 19 2014



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Name: RAHMY J. OLSON Organization: MAPLEBROOK ESTATES

Address: [REDACTED]

Email: [REDACTED]

I NEED TO BE ABLE TO VOTE ON THIS ISSUE.  
I DIDN'T GET TO VOTE ON THE TWINS OR VIKINGS  
STADIUMS FOR WHICH I WILL NEVER ENTER  
ETHER ONE. BUT I'M PAYING FOR BOTH OF  
THEM. I WON'T BE USING THE LRT LINE AS  
WELL. FURTHER MORE IT SOUNDS LIKE I JUST  
MIGHT BE LOSING MY HOME DO TO THE MISS-  
PLACEMENT OF THE LINE GOING DOWN THE  
MIDDLE OF WEST BROADWAY IN BROOKLYN PARK.  
THIS IS NOT THE PLASE FOR THIS LINE, ITS  
TOO CONGESTED AS IT IS. I BELEAVE IN THE  
LRT FOR THE FUTURE, BUT NOT HERE.  
RUNNER DOWN 81, NO HOMES NEED TO BE TORN  
DOWN. PLEASE DON'T RAMROD THIS THING THREW  
US!

MAY 19 2014

## Bottineau Transitway Draft Environmental Impact Statement Comment Form

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Name: BARBARA LOKKEN Organization: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 Email: \_\_\_\_\_

I AM A VERY CONCERNED RESIDENT OF BROOKLYN PARK OVER THE PLAN FOR LIGHT RAIL TO GO DOWN WEST BROADWAY. WHY WOULD YOU EVER PUT IT SO CLOSE TO HOUSES AND DISRUPT ENTIRE NEIGHBORHOODS WHEN YOU COULD RUN IT DOWN 81 + CUT OVER TOWARDS THE SCHOOL + TARGET? THIS IS NOT IN THE BEST INTEREST OF HOME OWNERS, NOR THE QUALITY OF LIFE FOR THOSE WHOSE HOMES WILL BE VERY CLOSE. I'M CONCERNED ABOUT CRIME, THE KINDS OF PEOPLE THAT WILL HAVE EASY ACCESS TO OUR NEIGHBORHOODS, THE NOISE IMPACT, PROPERTY VALUE LOSS, AND THE DISREGARD FOR THE OPINIONS + VOICE OF THE PEOPLE.

IT APPEARS THAT THIS DECISION IS BASED SOLELY ON BUSINESS INTERESTS. UNLESS THE PATH IS RECONSIDERED, I WILL BE PUTTING MY HOME UP FOR SALE.

BROOKLYN PARK ALREADY HAS A TERRIBLE REPUTATION FOR CRIME. AS PEOPLE PUT THEIR HOMES UP FOR SALE + HOMES DEPRECIATE, IT WILL CONTINUE TO FLOOD PEOPLE INTO THE AREA AREA THAT CAN AFFORD LOW COST HOUSING. FOR THE LIFE OF ME, I CANNOT UNDERSTAND WHY YOU WOULD SACRIFICE THE RIGHTS OF AN ENTIRE COMMUNITY. LET THE PEOPLE VOTE. LET THE PEOPLE VOTE, LET THE PEOPLE VOTE!!! RECONSIDER THIS PLAN. TAKE A STEP BACK AND RECONSIDER. IF THIS WERE YOUR HOME ON THE LINE - YOU WOULD NEVER, EVER APPROVE THIS PLAN.

**From:** [MADGE THORSEN](#)  
**To:** [Bottineau Transitway/Hennepin](#)  
**Subject:** Public Comment on Bottineau Transitway  
**Date:** Tuesday, May 27, 2014 2:27:27 PM  
**Attachments:** [BOTTINEAU TRANSITWAY DEIS Public Comment.docx](#)

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Attached please find comments on the Bottineau Transitway project. Thank you.

Madge S. Thorsen

May 27, 2014

████████████████████  
 Golden Valley, MN 55422  
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## **PUBLIC COMMENT BOTTINEAU TRANSITWAY DEIS**

The DEIS is inadequate. The following discussion of inadequacies concentrates on alignment D-1 as it crosses Golden Valley and parts of Robbinsdale. This commentator is opposed to D-1.

### **I. GENERAL COMMENTS**

A. Sochacki and Mary Hills Nature Preserve will be irreversibly damaged.

The DEIS inappropriately downplays the damage to Sochacki and Mary Hills (and other) parks and says they are not being converted to transportation use. The DEIS is in error with respect to its conclusions about impact and FTA Section 4(f).

B. The community character of D-1 will be severely impacted.

Alignment D-1 contains acres of land with mature forests, ponds, wetlands, wildlife and a quietude that merits classification as rural. High speed transit running every seven to ten minutes 24 hours a day in such a setting is a fundamental and extremely negative change to the land and to community character. The DEIS inadequately explains any reason for concluding otherwise.

C. Cost assessment of D-1 appears understated which means comparisons among alternatives cannot be accurately made.

The real cost for D-1 appears understated because the Report makes no reference to or analysis of "constructive takings" of properties through noise and other intense transit disturbances. All of the homes adjacent to parks along D-1 are especially vulnerable and likely to experience diminution in value because of the LRT; yet such takings and damages are apparently not accounted for. It also appears that no economic analysis of the impact of loss of parkland on property values and therefore on city tax bases was done.

D. The DEIS inadequately addresses numerous additional open questions.

E. Notification about the DEIS and the comment period have been insufficient.

### **II. THE DEIS INADEQUATELY ADDRESSES THE IMPACT OF THE PROJECT ON PARKS**

#### **A. Parks along Alignment D-1 are Passive and Natural Settings**

1. The most telling single word in the DEIS about alignment D-1 is a punctuation mark. When the Report refers to the character of Sochacki, Mary Hills, South Halifax, Rice Lake (and even Wirth) parks, it puts quotation marks around the word "natural." Like this: the "natural"

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character of the parks (Chapter 4). Is it suggesting that the parks are "fake" or "unnatural?" Or unworthy of serious consideration? This disrespect for community attitudes and concerns about these important neighborhood resources reflects a biased rather than objective assessment.

2. The same bias shows at page 1 where the DEIS recites that the character of the Bottineau Transitway project area "transitions from a moderately dense urban setting in north Minneapolis to a less dense suburban setting starting in Robbinsdale, Golden Valley, and Crystal, and extending through Brooklyn Park and Maple Grove at the north end of the corridor."

It should state that "in the area from Golden Valley Road to 36th Avenue, the setting is light residential density enhanced by natural parks and rural ambient sound levels."

3. Altering the land from natural forests and wetlands to a very active rail and freight corridor has serious community and economic consequences unrecognized in the DEIS.

## **B. The DEIS Inadequately Addresses Impacts on Mary Hills Nature Preserve and Sochacki Park**

### 1. Classification of the Parks

The DEIS apparently does not treat Sochacki Park or Mary Hills Nature Preserve as noise sensitive. They are not specifically listed as category 1 receptors nor identified as passive use. See Technical Report, Noise and Vibration, Appendix. The report recites FTA guidelines which state that parks in general are not noise sensitive, Chapter 8. However, the report omits the rest of the guideline which instructs:

*"some parks---even some in dense urban areas---are used for passive recreation like reading, conversation, meditation, etc. These places are valued as havens from the noise and pace of everyday city life and they should be treated as noise sensitive. The noise sensitivity of parks should be determined on a case-by-case basis after carefully considering how each facility is used."* FTA Transit Noise and Vibration Impact Assessment FTA-VA-90-1003-06 May 2006 (emphasis added)

The DEIS neither mentions this language, conducts a "case by case" study, delves into the actual character of the parks, nor explains why this guideline was not followed.

### 2. Incompatibility with City Comprehensive Plans

The DEIS does not offer any explanation for how and whether the proposed Project is consistent with city comprehensive plans regarding the parks. DEIS Chapter 4 talks about comprehensive plans in general, but does not address the chapters of those plans that specifically cover parks.

a. The City of Robbinsdale's Comprehensive Plan Update 2030, Chapter 6 designates Sochacki as a "conservancy community park" intended for passive uses such as nature identification.

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b. Mary Hills Nature Preserve is identified in the City of Golden Valley's Comprehensive Plan Chapter 6 as "Nature and Open Space" and described as a nature area intended for visual aesthetics/buffering and preservation of natural resources, walking and "other passive uses."

The DEIS does not appear to treat Sohacki as a passive use or conservancy property and does not treat Mary Hills Nature Preserve as "nature and open space" intended for passive use. Nor does it explain how high decibel transit every 7-10 minutes day and night promotes or is consistent with each cities' plans and uses for these properties as serene natural havens.

### 3. Activities, Features and Attributes of the Parks are Unstudied

The DEIS does not accurately catalogue the activities, features or attributes of the parks which omission in turn affects every other conclusory statement throughout the report about the purported lack of impact of the Project on the parks, see Chapters 4, 5, 6, 8 and 10. Yet, information about park activities, features and attributes on a case by case basis is readily available:

a. Current. If residents and park visitors, who come from all around the two host communities, were asked how they use the parks, the answers would be: hiking, dog-walking, cross-country skiing, snow-shoeing, biking, running, photography, bird and wildlife observation, quiet contemplation, solitude - these uses are the heart of the parks' existence. Users are so adamant about the importance of these park features that in May 2009, for example, community testimony defeated a proposition to allow as mild an activity as disc golf in Sohacki Park. A typical comment at the public hearing back then explains the park's use: "[the user] has found Sohacki Park to be a jewel and a place to escape and to commune with nature. It is secluded and beautiful and he finds spirituality and peace of mind at the park. He sees dogs, kids, and older people out walking getting exercise. The park gives the City of Robbinsdale a sense of wonderment and elation." City Council Meeting Minutes, City of Robbinsdale, May 12 2009. See also, Reusse, "Robbinsdale Gem Sacrificed for Disc Golf and Chump Change," Star Tribune, May 10, 2009, <http://www.startribune.com/featuredColumns/44646172.html>. The park has always been used in that passive way. For uses of Mary Hills as a quiet getaway in a wetland woodland, see e.g., <http://goldenvalley.patch.com/listings/mary-hills-nature-area>; City of Golden Valley Comprehensive Plan, Chapter 6.

b. History. These uses go way back. In 1989, 300 volunteers planted 5,000 trees in an event called "I Helped Plant Sohacki Park." The 37 acre park was then described as "the largest in Robbinsdale, dedicated to being a place to watch wildlife in the marshes and walk among nature prairie grasses and wildflowers." Shading our Cities; a Resource Guide for Urban and Community Forests at p. 213. The forestry manager of the city at the time said the event was to help kids gain "roots" and be able to return to "check on their trees." The draft does not identify the impact of the Project on this legacy (or on "their trees").

c. Plans. Plans for passive programming of the parks continue. For example, in 2013 an event in Sohacki let kids observe a bird of prey, meet farm chickens, and take pictures with digital cameras. <http://www.threeriversparks.org/events/Groups/sampler-robbinsdale.aspx>

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Golden Valley, MN 55422  
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(2013). Arbor Day was celebrated by tree planting in 2014. The two contiguous parks hosted the Birdtown Half Marathon in May, 2014. Three Rivers Park District is assisting Robbinsdale in supplying educational programming and enhancement of natural resources in Sochacki. These are tranquil uses that recognize what the city council of Robbinsdale acknowledges is a "unique" city resource. City Council Meeting Minutes, November 26, 2013.

#### 4. No Park Noise or Vibration Measurements Were Conducted

a. The DEIS does not appear to report any baseline measurements of noise *within* the parks; the closest approximation that a lay reader can discern is from two homes that were monitored, Receptors L-10 and L-11, Noise and Vibration Technical Report at p.14. Their noise levels in 24 hours of monitoring ranged from 45 to 51 decibels, or "rural ambient noise" levels. Within the parks it is likely even quieter. Although common sense seems conclusive that converting rural ambient noise levels into 82 decibels of linear LRT noise every 7-10 minutes is a "severe impact" if there is any doubt, at a minimum, base noise levels must be measured within the parks and impacts specifically assessed (including in winter months when any dampening effects of foliage would be gone).

b. In addition, the DEIS used only FTA screening guidelines, apparently. It should have taken into account that portion of the federal guidelines which states that its noise screening procedures are not necessarily determinative: "It should be noted that these [noise] criteria are based on general community reactions to noise at varying levels which have been documented in scientific literature and *do not account for specific community attitudinal factors which may exist.* FTA Transit Noise and Vibration Impact Assessment FTA-VA-90-1003-06 May 2006 at 3-7 (emphasis added). The DEIS did not explore and does not report on specific community attitudinal factors related to these parks and to their conversion to predominate transitway use.

c. The DEIS does not carefully address or analyze vibration within the parks. Trails are within and closer than 50 feet from the proposed tracks in many locations and common sense says they would be negatively impacted by vibration.

Madge S. Thorsen

May 27, 2014

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Golden Valley, MN 55422  
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##### 5. Treatment of Visual Effects in and alongside the Parks is Inadequate

The DEIS concludes, without supplying adequate facts or reasoning, that visual impacts within the Parks are "moderate." That is inadequate because:

a. The photographs of Sochacki in the DEIS reflect an effort to create an "industrial feel" by including shots of the current power lines in each and every picture. But the DEIS itself says visuals are to be assessed from the point of view of people on the ground. Here's an alternative look at the parks from a neighborhood photographer:



Barred owl, Mary Hills

Madge S. Thorsen

May 27, 2014

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Morel Mushroom, Mary Hills

Nature Preserve



Baby snapping turtles, Mary Hills

Nature Preserve

(published in The Cities, NPR News, Article by Laura Yuen, December 19, 2012)

See also photos of Mary Hills and Sochacki at

<http://www.goldenvalleymn.gov/parks/maryhills/index.php> and <https://foursquare.com/v/walter-j-sochacki-park/.../photos>

b. No specific description of the trees to be removed, or their number, or vegetation to be stripped is given, nor is any assessment of whether replacements or replanting would even be possible. Mature trees cannot be replaced; defoliation cannot always be overcome.

c. No description or sketch or analysis is given of the planned appearance of anything within the parks including the dramatic change based on planned raised berms, tracks, roads and

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catenaries as well as artificial retaining walls, all of which would traverse Grimes Pond and the wetlands. This visual impact (and wetland destruction) does not appear to have any realistic mitigation possibilities.

d. The DEIS seems to emphasize that the parks already have one track and power lines, presumably in support of the idea that LRT would have only a "moderate" impact. But the Report does not specifically address the impact of one track being replaced by three new tracks plus a service road; that the current power lines and towers are well-screened but will be moved for the LRT and presumably become unscreened; that additional support poles, catenaries, TPSS buildings, and the trains themselves create a permanent visual intrusion in the narrow confines of Sohacki and Mary Hills. Instead, the Report concludes blandly and without factual support that impacts on the perceived "natural" (sic) characters of the parks would only be moderate. Chapter 4. The conclusion is unsubstantiated.

e. In the end, the DEIS does not answer the question: How can replacing bucolic views with a constant vision of passing trains day and night and secondary utilitarian structures be anything other than a "high" visual impact?

#### 6. Impossibility of Effective Mitigation (Tunnels?)

a. Although the report mentions "mitigation" over and over again, no explanation is given as to how light rail noise or visual impact or destruction of wetlands could be mitigated *within* the parks (visitors and wildlife want wetlands preserved not moved or traded in a bank).

b. Sound walls are proposed on the east side of the parks near heavily impacted homes. They are not proposed for the west. Even if sound walls mitigated noise for a few properties, they sacrifice views on both sides of the parks and do nothing for park users on the trails and meandering paths right next to noisy unscreened trains. Nothing is proposed that could feasibly or physically enclose the tracks from 36th Avenue to Golden Valley Road and beyond into Wirth Park in order to mitigate visual impact and sound.

c. It seems the only realistic option is to reject D-1 and place trains in an urban environment instead or put them underground. Where is the analysis of the alternative of tunnels, in D-1 or D-2? (common sense suggests they wouldn't work in a wetland park but a subway in North Minneapolis might well be a terrific resource that would lessen undesirable impacts of the LRT and enhance density and development).

#### 7. Inaccurate Analysis of Wildlife and Self-Contradiction in DEIS

The DEIS does not adequately address impacts to wildlife in and along the parks. (Chapter 5)

a. First, the wildlife inhabiting the parks is not accurately inventoried or catalogued (e.g., opossum).

b. Wildlife movement, behavior, corridors and habitat are not thoroughly analyzed. Most of the wildlife is dismissed as urban and adaptable, not rare enough to worry about. But people

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experience the parks (and their yards) through interaction with wildlife. If animals are driven from the two parks and parts of Wirth to other locations, that attribute and use disappears.

c. The report is *self-contradictory*. On the one hand, it states that "deer will be able to cross where they do today" and on the other hand, it says that the track will be fenced where humans cross. Since humans cross at every point along the railroad ROW, the report apparently means to suggest the entire line between 36th Avenue and Golden Valley road will be fenced; deer and other animals would have no access to their typical crossings, feeding or resting grounds if that is the case. Which is it?

#### 8. Restrictions on Human Access

If the entire track is fenced, humans could not cross either, as they do regularly today. It is no answer to say humans are crossing illegally. First, they have done that since the invention of tracks, here and everywhere in the world (it was shocking that the Scoping Document reported officials were "first learning" of trespass on the tracks! Really?!). Second, closing crossings to humans is infeasible because in these communities, accustomed as people are to free travel between parts of town, people are going to figure out a way to cross even if fences are erected to keep deer out. Safety and connectivity demands that if the alignment were to be built, alternative human crossings (like tunnels?) between east and west would be required.

#### 9. Hazardous Materials

The DEIS fails to analyze thoroughly hazardous waste dangers that could arise from disturbing the parks. Although waste sites are mentioned, they are not detailed and more importantly the question of concrete is inadequately addressed. (Chapter 5).

a. These two parks were once a site of construction debris, including WPA-era concrete from Highway 100. Nature has reclaimed the areas and transformed them into beautiful park land, but conducting construction activities with heavy equipment and running heavy trains on a new corridor relocated to the west and rebuilt on the east may disturb the soil and uncover asbestos-containing concrete, both during construction and every day thereafter.

b. Oral history indicates that decades ago, a locomotive derailed along the tracks and sank into the bog near and around Grimes Pond (Source: members, Robbinsdale Historical Society). Reportedly, it has never been recovered. Whether the history is true or urban legend is unknown, but the DEIS should address it in the event there may be any environmental impact (hazardous conditions or instability).

#### **C. Other Parks: South Halifax, Rice Lake, Triangle, Lee, Wirth**

##### 1. Impacts on other parks are inadequately addressed (Chapter 4)

a. Similar inadequacies plague the purported treatment of other D-1 parks. Lee and Triangle are said to be basically unimpacted because they have metal fences between the children and the extremely close tracks. (Triangle park users will "experience the effects of increased noise" (Chapter 4), but apparently, it doesn't matter since nothing else is said about it.)

Presumably, the DEIS means to suggest that a wire fence is sufficient to mitigate all issues of noise, visual impact and safety, but the conclusion is unsubstantiated.

b. No analysis of impacts based on the new uses at Lee has been done.

c. South Halifax is said to have some impacted views, but as to noise, safety and other aesthetics, the DEIS is essentially silent.

d. Wirth Park is such a huge topic, others will have to address it thoroughly; suffice to say it too has unique features involving quiet and solitude in the areas the tracks will run and where the stations might be built. The DEIS does not adequately analyze impact and disturbance to this rare natural resource.

Even in New York, they don't run trains through Central Park.

### **III. THE DEIS SECTION 4(F) ANALYSIS IS LEGALLY INADEQUATE**

The Section 4(f) analysis is legally inadequate and does not afford a sufficient basis for decision.

#### **A. Temporary occupancy**

1. The DEIS offers a confusing discussion that purports to find a temporary occupancy of Mary Hills and Sohacki during construction, but implies that the temporary occupancy is not a "use" under law because all five required conditions that make temporary occupancy not a use would be met. But in its conclusion, the DEIS recites the five conditions inaccurately.

2. In its list of the five conditions, the DEIS recites that there would be no "permanent adverse physical impact" on the parks. Chapter 8, p. 8-42.

But this is a truncated statement; the regulations actually describe this condition as: "*no interference with the protected activities, features, or attributes of the property on a temporary or permanent basis.*" (emphasis added). That is not the same as "adverse physical impact" alone.

3. So did the DEIS silently analyze "interference with activities, features and attributes" and conclude there was none, even on a temporary basis, and so the temporary occupancy is not a use? Or does it conclude that there is at least temporary interference with the activities, features and attributes of the property and so the temporary occupancy is a use? The DEIS is less than clear in this regard.

#### **B. Constructive Use**

1. Whatever it meant to say about temporary occupancy, the DEIS omits constructive use assessment of these two parks altogether. Constructive use occurs when the "project's proximity results in impacts so severe that the protected activities, features, or attributes that qualify the property for protection under Section 4(f) are substantially impaired. Substantial impairment occurs only if the protected activities, features, or attributes of the resource are substantially diminished." As courts have said, a project which respects a park's territorial integrity may still,

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by means of noise, air pollution and general unsightliness, "dissipate its aesthetic value, crush its wildlife, defoliate its vegetation and "take it" in every practical sense." DC Federation of Civil Association v. Volpe, 459 F. 2d 1231, cert. denied. March 27 1972.

2. The DEIS does not report on any study of the parks' activities, features or attributes or the whether the impacts of noisome transit disturbances amount to constructive use. It does not discuss the fact that noise which interferes with quiet uses is by definition a constructive use. 23 CFR 774.15 (e)(iv). No objective empirical evidence is presented that could support conclusions or decisions about 4(f) constructive use. This in turn means that the rest of the 4(f) analyses, such as fairly evaluating feasible and prudent alternatives, cannot reasonably be done.

3. The Supreme Court's famous articulation of the reason Section 4(f) exists should be taken to heart here:

the very existence of the statute indicates that protection of parkland was to be given paramount importance. The few green havens that are public parks were not to be lost unless there were truly unusual factors present in a particular case or the cost or community disruption resulting from alternative routes reached extraordinary magnitudes. If the statutes are to have any meaning, the Secretary cannot approve the destruction of parkland unless he finds that alternative routes present unique problems. Citizens to Preserve Overton Park, Inc. v. Volpe, 401 U.S. 412-413 (1971)

Even after many years of intervening case law and statutory changes, the FTA still recognizes the core point of a Section 4(f) evaluation: the thumb is supposed to be weighted on the scale on the side of the environment.

Here, the environmental impact on these parks is barely acknowledged; empty (and incorrect) recitation of legal language is substituted for genuine and legally required investigation.

#### **IV. THE DEIS INADEQUATELY ADDRESSES COMMUNITY IMPACTS**

The parks do come in for a little bit more discussion in connection with community impacts, Chapter 4.

##### **A. Time for a Detailed Discussion of the Parks, right?**

**Ah, perhaps here is where we will find parks' history; how they are actually used; why they are so treasured by individuals and the public; to what degree quiet, solitude, listening to bird song, taking pictures and strolling or biking along forest trails are THE essential elements of both Sohacki and Mary Hills parks and others. Here is where we will find out empirically how a constant wall of trains (traveling day and night with lights and bells and whistles and wheel squeal), construction of TPSS stations, relocation of towers, noise, vibration, pollution, deprivation of easements of light and air and view and all the rest are perfectly compatible with these unique, natural and open space preserves. Here is where the report will have to become more transparent.**

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Here is what the DEIS reports:

The natural setting of Sochacki Park may be "somewhat diminished" due to the proximity of the trail to Alignment D1. Chapter 4, p. 4-26

The "recreational experiences of [Mary Hills Nature Preserve] may be lessened due to the effects of increased transitway operations and change in setting." Chapter 4, p. 4-27.

Kids in Triangle park will experience the effects of noise. Chapter 4

The parks including South Halifax will experience "moderate" visual impact.

Things will be bad during construction (paraphrased) but no huge problem when those years have passed.

That's about it. That is the only so-called "analysis."

### **B. The Changes in Community Character are Severe.**

1. The DEIS acknowledges a change in setting and a diminution of both parks (as well as others) and then skips along to conclude that whatever happens, it would not "change the community character."

a. A change in setting would seem by definition to be a change in community character. Municipal owned parks are non-renewable resources that once lost cannot be restored. For that reason alone, major changes to parks are major changes to communities and should rarely occur.

b. In looking at community character, shouldn't there be some empiricism? Studies? Oral histories about what these parks mean? Community interviews? Deep analysis of how humans (from miles away and from many communities) interact with park features like the morel mushrooms and the snapping turtles and the deer? Where are community attitudinal factors taken into account? Where are photos, renderings, explanations of how it is even remotely possible for these parks to retain their natural character with trains slicing through them and traveling constantly round the clock, in some areas just feet from a trail? At the south end of Sochacki, the new alignments, tracks, road and TPSS may make the corridor so narrow that hikers and bikers and dog-walkers would literally be within arms length of the trains. And where is the study of impacts on neighboring homes that sit now along parkland and would sit then on a busy rail corridor and/or behind ugly sound walls?

c. A change in community character could hardly seem more obvious than in and adjacent to these parks. Sochacki in particular is a rare resource for Robbinsdale. It represents one-third of all of the cities' park acreage. Residents and visitors view it as an enchantment and place of wonder, see above. Mary Hills is likewise unusual and treasured. Introducing LRT levels of noise, vibration and all the rest seems so clearly likely to destroy these resources. Consider:

i. Trains will split the parks in half; transit operations will reduce walkability; noise and vibration will destroy the sounds of silence, of bird song and of the forest. Kids'

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programming uniquely tied to quiet uses like meeting chickens or planting trees, will be lost. The chance to spot and photograph wildlife will disappear.

ii. These parks, and others, are an essential link by foot, by ski, by bike, among Robbinsdale, Golden Valley and Wirth Park; getting from one to another will be impeded and connectedness among these three communities impaired. The DEIS inadequately addresses these points.

d. The DEIS does not adequately answer the question: how is permanent change in noise, vibration, visual aesthetics, wildlife, and uses of parks, in effect their destruction as natural preserves, not a severe impact on community character?

## **V. CHAPTER 10 OF THE DEIS DOES NOT ACCURATELY REFLECT COSTS**

### **A. ROW acquisition costs have been withheld from the public.**

Knowing how much the "preferred route" and all alternatives will cost rests on accurately reporting what the government will have to spend on acquiring land for the Project. Yet, reports on those costs have not been made public.

Chapter 10 of the Draft says:

Right of way costs identified in SCC 60 were developed by reviewing tax-assessed values for each of the impacted properties throughout the corridor. Tax assessed values were increased to develop appropriate acquisition costs to account for relocation and potential damages costs for partial takes, full takes, and temporary easements. An appraisal was completed in 2012 to determine costs associated with constructing and operating within the BNSF right of way. These costs have been included in the updated capital cost estimate. The appraised value was based on across the fence (ATF) value multiplied by a corridor enhancement factor, which is defined as the premium above and beyond the ATF value, to determine the right of way cost that was included in the capital cost estimate." (Chapter 10).

Upon inquiry, this commentator was told that copies of or further information about these reports, calculations and methodologies, are not available to the public. Thus:

- 1) the review of tax-assessed values and the identification of "each of the impacted properties" are unavailable to the public;
- 2) the "appraisal" said to have been conducted in 2012 is unavailable to the public;
- 3) whatever these figures may be, they must be at least two years out of date;
- 4) the analyses apparently do not include constructive takings.

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The data should immediately be made publicly available.

**B. Omitting estimations/projections of constructive takings, particularly in D-1 along the parks, distorts cost comparisons.**

1. Under the Minnesota Constitution and case law since Alevizos v. Metropolitan Airports Commission, private property cannot be constructively taken for public use without payment of just compensation. While not every inconvenience, annoyance or loss of peace and quiet caused by noise and other serious nuisance gives rise to inverse condemnation claims, where a property is deprived of its practical enjoyment and a definite and measurable loss in market value occurs which the property-owning public in general does not suffer, compensation must be paid.

2. Along D-1, park property is being converted into a highly traveled rail corridor . Residences in turn will experience a change from rural silence, views, seclusion, serenity and clear air to the blight of LRT noise, vibration, visual effects and pollution (light, noise, air). The impact on this small segment is more profound (Bassett Creek Drive, Bonnie Lane, Dresden Lane, June, Kyle, Halifax, Kewanee Way, Xerxes and others) than anywhere else in the Project. Hundreds of parcels along the parks would be disproportionately damaged for the benefit of other citizens elsewhere. These owners are the most likely to bring and win inverse condemnation lawsuits if compensation is not paid for the diminution of their property values. The true cost of this alignment must therefore take into account these expenses, which could amount to millions in damages and legal fees. Failure to account for constructive takings understates the ROW and other build costs of D-1 in particular.

3. The DEIS therefore artificially promotes D-1 over other potentially cheaper choices. Alignment D-1 may in fact prove more expensive than any other alternatives if all the data were analyzed. Analysis before and not after the "30%" engineering step should be done.

**C. The DEIS relies on generalized studies of LRT effects on community property values but does not come to grips with individual diminution of property value.**

The DEIS strives to show that LRTs favorably impact property values. It cites to selective studies that purport to show that property values go up or hold steady as a result of LRT projects. This is inadequate in that:

1. Most studies find LRT impacts are mixed and that nuisance factors do reduce property values for residences in very close proximity to LRT tracks, even in urban areas (whereas property values along D-1 in Robbinsdale and Golden Valley are even harder hit because essentially rural). See e.g., <http://www.tandfonline.com/doi/full/10.1080/03081060.2012.739311#tabModule>. This disproportionate impact is exactly what the Constitution prohibits: some properties cannot be forced to bear unique burdens in order to enhance the value of other properties or communities.

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2. Both sound walls and power lines can negatively impact property values. The DEIS proposes new sound walls and relocates power lines in and along the parks, but apparently does not account for the monetary damage of any of this on the parks or parkway private property. See e.g., <http://homeguides.sfgate.com/much-power-lines-lower-real-estate-value-2979.html>; [http://998top.com/fba/irer/papers/past/vol10n2\\_pdf/06Julien\\_and\\_Lanoie%20\\_113-130.pdf](http://998top.com/fba/irer/papers/past/vol10n2_pdf/06Julien_and_Lanoie%20_113-130.pdf).

3. No noise measurements were made at numerous clusters of houses along the parks and tracks, presumably (it is not clear) because they were more than 350 feet away. But noise and other impacts can travel much further; some receptors along other alignments were located as much as 700 feet away. Chapter 8, Noise and Vibration Technical Report. No moderate or severe impacts were identified on the west side of the tracks in D-1, even though these homes are currently at rural ambient noise levels and the tracks are being moved closer to them. Impact upon relevant residences and property values has therefore not been adequately measured or taken into account.

4. The report concludes that D-2 should be rejected as an alternative to D-1 primarily because D-2 would experience more takes and partial takes of property. But it does no projections or estimates of constructive takes of high value parkway property and other residences adjacent to the proposed expanded tracks and so understates the effects and costs of D-1. Without that thorough analysis, alignment D-2 and other alternatives cannot be accurately compared to D-1 and a "preference" can only be based on speculation. D-1 may in fact be the most expensive and least prudent and feasible of all alternative choices, but the DEIS does not enable the public or decision-makers to accurately conduct that analysis.

D. No economic impact analysis of park loss has been done.

1. Even if LRT impacts do not amount to constructive takings, the economic impacts resulting from the LRT's use of and damage to the parks must be considered.

2. Research confirms that park amenities, especially passive use amenities, increase property values, often throughout the whole community. See e.g., Crompton, [The Impact of Parks and Open Space on Property Values](#), [http://www.cprs.org/membersonly/winter07\\_propertyvalues.htm](http://www.cprs.org/membersonly/winter07_propertyvalues.htm). Loss of such park amenities correspondingly decrease property values, especially proximate properties.

3. In urban locations, LRT may not have significant negative economic impacts and may in fact improve the economics for places like North Minneapolis. But ruining Sochacki and Mary Hills may decrease property values substantially in those cities substantially, especially of homes in close proximity but also for property blocks away. This damage may not amount to constitutional takings, but may sufficiently reduce home values such that the tax bases of both Robbinsdale and Golden Valley would suffer to the tunes of millions in assessed valuations.

3. Think of it this way. Let's say that Golden Valley's City Council was presented with a proposition that said: "we planners have a great idea that would reduce the value of 100-150

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Golden Valley homes, with a median value of \$200,000, by 20% each. In return, Golden Valley receives minor benefits, if any. Want to sign up?" Would decision-makers say "sure?" That is why the impact of the loss of park amenities has to be taken into account in any analysis of the financial costs of D-1.

4. Economic impact analysis of park loss must be done to make fair financial assessments possible.

## **VI. MISCELLANEOUS QUESTIONS**

### **A. Ridership and Alternatives**

1. Anticipated ridership appears to be overstated and overly optimistic based on the data presented. Didn't the Hiawatha line lose riders in 2013; why are Bottineau projections so robust?

2. RBT is cheaper, less impactful, and more consistent with realistic ridership expectations, isn't it?

3. What does the City of Golden Valley get for its citizens in return for giving up its parks?

4. Where is the cost-benefit analysis that incorporates the fact that an average mile of light-rail line costs two to five times as much as one mile of an urban freeway lane? In Portland, the light rail carries one percent of the city's travelers but cost 2.3 billion. How does that make sense, as opposed to a more comprehensive approach to travel in general: electric buses, go cars, better highways and street repair, integrating other green transportation like segways, pedal cabs, bikes, whatever. More jobs, more development, less pain.

### **B. Why is North Minneapolis shortchanged once again?**

1. North Minneapolis is in deep need of urban transit and of the hoped-for accompanying development opportunities. Yet it is excluded as a preferred alternative.

2. North Minneapolis is already a busy urban corridor that would be far more appropriate for light rail or for RBT or a more modern and green comprehensive treatment of mass transit. Residents actually need it; Golden Valley does not.

3. Ways to avoid the concerns expressed about D-2 in North Minneapolis have been inadequately explored (what about tunnels and subways? what about moving homes rather than removing them; what about revisiting a path other than Penn Avenue?)

### **C. What role does BNSF Play?**

1. BNSF seems to gain a great deal of private benefit from the expenditure of public funds on all these studies of its privately-owned land. How much is BNSF paying toward the costs of the DEIS, EIS and related procedures? How much will it pay for construction? 2. How much

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is BNSF to be paid for the prospective use of its ROW all along the "preferred alternative" versus other alternatives studied?

3. Is there anything about this project that enables BNSF to significantly change its freight traffic along the "preferred alignment" especially D-1? In other words, does the co-location, new proposed tracks or type of tracks, building of an access road, shift in the location of the current tracks, total and partial and constructive takings of private land, permitting and zoning processes - does any of that enable BNSF to increase its own use over what it could have otherwise done independently without the LRT? For example, is it going to be easier to transport hazardous products like frac sand or frac sand oils because of public cooperation?

4. What are its plans for its future freight traffic along D-1 in particular?

5. Who are BNSF's lobbyists for this project and is there any record of their activities?

6. Planners at open houses repeatedly justified the choice of D-1 and the impact on the parks by saying that BNSF could use its right of way however it wanted, anyway, so the cities might as well have some degree of control. First, does BNSF really have carte blanche and second, what did BNSF indicate it planned to do if planners did not choose alignment D-1 in particular? Why is everybody so eager to recite unknown future activity of BNSF to justify D-1? Help the public understand what pressures, if any, were brought to bear.

#### **D. Gateway Project**

The Gateway Project is now ahead of Bottineau in terms of preference for federal funding. What impact does that have on projected time frames? Does that mean we have more time to start all over again and get this right, choosing other more sensible alternatives than an already obsolete technology along an alignment that destroys public parks and benefits so few?

#### **D. Historic and Other Property**

1. What empirical support is there for the idea that the art gallery and historical museum in the Robbinsdale Library Building would not be disturbed by three tracks, 50 feet closer at an open intersection with bells and whistles and wheel squeal?

2. Where is the discussion of impacts on the Golden Valley fire station?

3. A station at Saint Mary Margaret's would interfere with learning, play and safety of the children at this school. The DEIS inadequately addresses these problems.

4. Minneapolis reports that it wants to see intensive commercialization and development along the LRT route. Is that appropriate for Wirth Park, Mary Hills and Sochacki and the adjoining quiet residential neighborhoods? No, it isn't. That's why the tracks should be located in cities, not in parks.

████████████████████  
Golden Valley, MN 55422  
████████████████████

**E. Answer now**

Throughout this process, the public has been told that answers will come later - during initial phases, the Scoping Process would be the answer; after the Scoping Process, we were assured that the DEIS would be the answer; now, we will probably be told that answers will come at the 30 percent engineering phase or in the final EIS. Why not answer questions quicker, faster and cheaper rather than continually postponing responses to legitimate inquiry?

**F. Efforts to inform the public have been insufficient and the comment period too short.**

The DEIS is 834 pages long, full of technical jargon. The comment period is too short to enable the public to fully assimilate, study, organize and comment on the complex issues covered (or not covered) in the report. This is especially true when supporting information for the DEIS was withheld, see above.

Efforts to inform the public of the release of the report were inadequate. Low tech methods of notification like leafleting and posters in public places, as well as higher tech mechanisms like television, radio and social media, were all underutilized. The process has been handled almost exclusively with website notifications, which do not reach everyone. Local residents have expressed surprise that the process was even happening right now. A few evening and afternoon public meetings was not enough.

The comment period should be extended or reopened and better notice given.

**G. Proviso and Thanks**

The DEIS is highly technical and difficult for any non-engineer, non-acoustic expert, non- biologist, etc. to understand, so if any of these comments are flat-out in error, it is unintentional. We can only do our best!

Many people no doubt worked in good faith on the DEIS, so to them, thanks.

**May 17, 2014**

**DEIS Comments:**

**When the Pre-Planning Committee issued its July 2012 report there was no mention of a Plymouth Avenue Station.**

**My concern is how did the Plymouth Avenue Station go from not even being considered to LPA status in such a short span of time. It appears that there was not the amount of advance planning notices with opportunities for input, comments from the most directly impacted communities on the "proposed" new route as was available during the original planning pre-July 2012.**

**Originally, the D2 Route (there was no Plymouth Avenue D1) was scheduled to go down Penn Avenue North -- the route which most directly services the target community in several of the LRT project's objectives. Now it has been totally ruled out of consideration. When asked why, the answer given is because it would have required the removal of too many homes.**

**However, at the Crystal Community Center DEIS meeting on Thursday, May 14, 2014, one of the commentors stated that according to the current plans about 80 homes -- in just one area around the 93<sup>rd</sup> Avenue North area (and many around 63<sup>rd</sup>? Avenue) would have to be removed to accommodate the current configuration of the Bottineau (Blue Line) LRT. Why is that acceptable there but not on the more appropriate Penn Avenue configuration?**

**I am also concerned that the DEIS investigators did not do a thorough investigation of the Plymouth Avenue-Theodore Wirth area -- including some of the Golden Valley areas especially since this corridor was a more recently considered route than those detailed in the July 2012 Pre-Planning Report.**

**After having attended numerous meetings and reviewing several documents -- although insufficient time was NOT ALLOWED to review the DEIS Report -- it appears that the decision was already made to build this stretch of the Bottineau (Blue Line) LRT corridor as "proposed" regardless of community input and concerns. It appears that many of these meetings and "exercises" were/are just held to satisfy requirements of "community input" without due consideration to concerns raised.**

**Marietta Smith, [REDACTED]**  
[REDACTED]

**TO:** Bottineau Transitway Committee  
**FROM:** Norm Sannes, Golden Valley resident  
**Re:**

**DATE:** May 27, 2014

## **Bottineau Follies (a.k.a. Northwest Passage, Five Centuries Later)**

After listening to proponents make a case for this project it is clear this idea is half baked . . . an expensive solution struggling to find a problem it might solve.

This is nothing more than an opportunity for government to spend a billion dollars or more of other people's money on itself while plunging clumsy footprints thru "environmentally sensitive" areas of Theodore Wirth Park, Mary Hills Nature Area and Sochaki Park. In the EIS material this portion of the route is euphemistically described merely as "existing railway corridor". An "in person" walk along this "railway corridor" reveals that it is literally **PACKED** with stuff environmentalists routinely go to the mat to protect: large ponds, bogs, swamps and other wetland . . . a literal wildlife refuge in the middle of town. I can't imagine ANY other project, public or private, that would be granted the permits required to build access ways and infrastructure in these areas.

It is obvious this route was chosen over more typical routes for public transportation—routes through neighborhoods where there are **PEOPLE LIVING**—because **IT IS MORE EXPEDIENT** to build where **THERE ARE NO PEOPLE LIVING NEARBY**. When you plow thru existing neighborhoods, people push back. When you slash through the parks, ponds and marshes, there's no one living there you have to bother with. The deer, rabbits, turtles and owls don't **VOTE** and they don't **PAY TAXES**—the only two things that matter to our governmental "betters". But deer, rabbits and birds don't ride trains, either. If anyone is going to ride in these shiny streetcars (cutting edge technology if we were living in the 1870's) you ought to route them thru neighborhoods where there are some people who might want to ride in them. It's hard to see where more than a handful of people are going to get on or off these trains along the proposed route all the way from Highway 55 and Penn Avenue in Minneapolis to 63<sup>rd</sup> Avenue North in Brooklyn Park. And projected ridership north of that is what used to be called "blue sky". But none of this matters because the project **MUST BE BUILT!** That is **ALL** that matters. Dozens of government jobs and political "careers" depend on the money tied to the project moving forward. By the time everyone sees that nobody rides the trains and taxpayers are left saddled with the costs of keeping them running attention will be focused on some other project that **MUST BE BUILT!**

When I attended the public meeting in Golden Valley and looked at the ID tags on people promoting the project and the names of the various and numerous governmental units and agencies hoping to gorge themselves on pieces of this billion dollar pie it brought into focus just "**WHY**" the train **MUST BE BUILT**. The economic value of this project is **LESS** than worthless; taxpayers would be better served if the money were poured into a trench and burned.

Norm Sannes

Golden Valley MN 55422




MAY 28 2014



### Bottineau Transitway Draft Environmental Impact Statement Comment Form

Federal and state environmental rules require that an Environmental Impact Statement (EIS) be prepared for the proposed Bottineau Transitway project. The EIS process includes the preparation of a Draft EIS, which must be made available for public review and comment.

The Draft EIS discusses the purpose and need for the project, the alternatives considered, the impacts of these alternatives, and the agencies and persons consulted.

Comments on the Draft EIS will be accepted through May 29, 2014. All comments must be received by that date. Please include a return mailing address with all comments.

Public hearings on the Draft EIS will be held on May 7, May 8, May 13, and May 14, 2014. To learn more about the hearings and for more project information, visit the project website at <http://www.bottineautransitway.org/>.

Name: Mike Proctor Organization: Unconcerned  
 Address: [Redacted]  
 Email: [Redacted]

What is the impact on the water tables - level and flow of water in Sockaki and Mary Hills  
 where will the water go - we have had many issues with flooding - what is the impact of the new lift coming to have on this?  
 I see nothing addressing this

MAY 28 2014



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Name: MAE MOREN Organization: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 Email: \_\_\_\_\_

Bottineau Transitway

Having lived on Theodore Wirth Parkway most of my life I'm opposed to the LRT here because of the problems with the bus system - when I was a teenager it was no problem taking a bus downtown for a dance or to meet friends at night -

While working downtown I'd take a bus and there were few problems but now if you don't go at rush hour it becomes a very different experience, not at all pleasant.

If there isn't safety measures for buses why add more problems -

Address the problems that are here a new shiny LRT is not going to make going to places safe -

Sincerely  
 Mae Moren

MAY 27 2014

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Name: Letta Hinderman Organization: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 Email: \_\_\_\_\_

When I bought my future retirement home in Maplebrook Estates - over 20 years ago - it never occurred to me that my home would be condemned. Broadway was well developed and has continued to fill in the few empty spots - <sup>example</sup> churches, a business complex, many houses, a large townhouse complex, the college, a car dealership, a park, a mall diamond, 4 shopping areas. Why must the light rail destroy this neighborhood? This area is too developed for light rail. It should be placed in a route which does NOT destroy established neighborhoods. Broadway is not a proper place. What about the 20 hour per day noise of the LR? What about the vibration? This LR should be placed elsewhere where there is room so homes, etc. do not have to be destroyed or impacted. I am not against Broadway becoming 4 lanes. But Broadway is NO PLACE for light rail or medians with trees, grass. Too much damage is being done ~~to~~ <sup>to</sup> our community.

**From:** [nilslois.berg](#)  
**To:** [Bottineau Transitway/Hennepin](#)  
**Subject:** Comments on Bottineau and the DEIS  
**Date:** Wednesday, May 28, 2014 7:36:03 PM  
**Attachments:** [I don't want to spend much time talking about process.docx](#)

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I don't want to spend much time talking about process, but a few words need to be said. My wife and I attended the last DEIS meeting on May 7, but since I hadn't had the opportunity to read the document beforehand, I decided to just listen. I did have the opportunity to ask a few questions after the meeting and that was helpful.

I learned the document was 1200 pages long and even the representatives present probably had not read it either. After all, it had only been "recently released." And then this past Tuesday evening a new set of demographics appeared from Hennepin County. I guess it leaves me wondering why all of this pertinent material arrives just prior to these get togethers. Terrible timing. Who can possibly wade through all of this stuff and then hope to participate in an intelligent conversation on the other side of it?

The materials are either a month too late or these meetings are a month too soon to be productive or useful. It makes this whole venture feel like a quick shuffle.

One thing I did learn from the latest meeting that I did find interesting, though, was that the Bottineau Preferred Alternative route was selected because the planners did not want to displace somewhere between 72 and 175 families in North Minneapolis. (LRT representatives have given me both of these figures in this very room). That's a noble thought—even if it is more than a tad disingenious. In reality, LRT is all about social engineering and about telling people where they have to live. Retrofitting trains through valued neighborhoods, parks and lake areas is all about community disruption and displacement. To think of it as anything else is an exercise in deception and illusion.

Be that as it may, let me get to my major concerns:

1. The DEIS document has an extensive section on water management. That's good. Waterflow going in and out of Rice Lake is a major concern for many of us. Robbinsdale apparently plugged up the flow under the BNSF tracks a number of years ago and we experienced significant flooding in both Mary Hills and our backyards as a result. The flow was so strong you could nearly whitewater raft in our yards. When Robbinsdale put in the new drainage culverts, things improved somewhat for us, but not for our neighbors who live downstream. To this day we all remain interested in any water tampering that is occurring upstream.
2. What is in it for freight? Reports about train delays, accidents and oil movement seem to appear on a frequent basis in our edition of The Star Tribune. Maybe you have seen the articles. It makes me think that if I was running the BNSF and I have trains backed up I would be interested in gaining shipment capacity. If you won't or can't give that to me, why would I be interested in sitting across the table from you? And if I am on the Golden Valley City Council, I wouldn't want to have to go back to my constituents and tell them that I had been successful in getting the railroad to bring longer, heavier and possibly oil laden trains through our neighborhood.
3. Finally, my real concern for the evening. I see nothing in the DEIS addressing the fact that the Mary Hills Nature Center and Sochacki Park are both sitting on a landfill. The landfill area is the final resting place of old Highway 100. If you walk through the various paths in the parks, the concrete slabs you will readily see are the

remnants of the roadway. The interesting thing about this is that much of Highway 100 was built as a post depression, Department of Public Works Project in the 1930's. Back then, before people knew better, a mineral called asbestos was commonly used in many forms of construction-- including highways. Asbestos fibers apparently bonded to and strengthened the cement. They were not affected by temperature changes and they helped provide protection from salt damage. I don't know if there actually is asbestos present in the concrete and, from what I can tell, neither does the DEIS document mention it. I do know though that a variety of respiratory ailments can be directly traced to asbestos. And according to the Mesothelioma website, exposure over time can have dire consequences. The article states " an unmarred block of cement presents no danger, but.... any time it is cracked or broken, microscopic bits of asbestos are released. Once airborne, they can be breathed in by unsuspecting victims who discover years later that the material has lodged in their respiratory system. The article states that people can still be exposed to asbestos if they come across broken chunks of cement that contain the hazardous mineral."

I bring this up not to instill fear but to encourage caution should this project proceed. Light rail does not exist in its own little vacuum. Any effort to displace freight and reroute it through the Mary Hills Nature Center could conceivably turn a dormant landfill into a Hazardous Waste site.

Everything truly is interconnected and needs to be dealt with as such!

Sincerely,

H. Nils Berg

!

**From:** [nilslois.berg](#)  
**To:** [Bottineau Transitway/Hennepin](#)  
**Subject:** Comments on DEIS Statement/Bottineau LRT  
**Date:** Wednesday, May 28, 2014 7:43:06 PM  
**Attachments:** [Document2.docx](#)

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May 17, 2014

Assisting with my infant grandson's tub bath last evening got me to thinking about , of all things, water displacement. The more toys we added, the higher the water rose. We didn't get anywhere near the point where the tub's built-in drain took over, but if we had, that drain would have automatically siphoned off water to prevent overflow. Funny how the mind works, but this, in turn, got me to thinking further about the Mary Hills flood plain.

We live on Dresden Lane abutting the Mary Hills Nature Center. Since we have experienced times of substantial flooding in the past, we remain very concerned about any development occurring upstream from our property. I mentioned this at the Golden Valley Bottineau concerns meeting on May 15, 2014. Actions undertaken by Robbinsdale both caused and corrected a portion of our flooding problem. But, again, our concern remains...and here is why.

Like the tub, the water-holding areas in Sochacki Park are a limited, well-defined area. They can only contain a certain volume of water. If you place more things in the water, like the substantially enlarged footings for three sets of railroad tracks instead of the current one, you wind-up filling in a significantly larger segment of the water catchment area. This would cause the water to deepen and/or spread out. This would pose a major problem for those of us living downstream and for the Mary Hills Nature Center. Even a small rainfall could produce major flooding. If you were to try to address this issue by placing more large culverts in the two water basin areas, the volume of water flowing out of these areas and into Rice Lake would increase markedly and would potentially be a problem for landowners who live around the Lake. Even if those

culverts functioned efficiently, like the aforementioned tub drain, the amount of water they would channel into Rice Lake would quickly overtake the capacity of the lake. The Lake, in turn would try to pass this faster moving, higher volume of water into Bassett Creek. The problem would now be shared with property owners downstream. I say shared because the problem has not disappeared for the residents upstream. Bassett Creek, you see, already has difficulty handling the volume of water we get in a heavy rainfall. It is unable to stay within its banks and will frequently overflow. If you were to walk along the creek banks, you would readily see that the water is in the process of carving a deeper channel with wider banks. Erosion is becoming more of an issue as the root systems of bank-anchoring trees are being more progressively exposed and the trees themselves are falling into the Creek. Even though the outflow of water has deepened and sped up, the Creek is unable to handle the increasing volume of water flowing into it. As a result, the water can't get downstream so it backs up. And for those of us living upstream from Bassett Creek, while our flooding used to come from upstream, it now comes from downstream. Our recent rainstorms bore witness to that.

The only feasible way to correct this worsening situation is to start corrective actions below Theodore Wirth Park and then begin working your way back upstream.

Any Draft EIS document that does not address this issue is little more than a "fill-in-the-blanks" exercise at best. At worst, if the motivation behind the Draft is to "prove" that the Preferred Alternative is the only rail route worth considering, then the Draft itself is little more than a cherry-picking document that is determined to prove its case at the expense of the facts and the experiences of those of us who live along the proposed route.

**From:** [Scott Nieman](#)  
**To:** [Bottineau Transitway/Hennepin](#)  
**Cc:** [Margo Ashmore](#); [Opinion@startribune.com](#); [joe.bowen@ecm-inc.com](#); [editor@camdenews.org](#); [contact@nenorthnews.com](#)  
**Subject:** Analysis of Draft Environmental Impact Statement (Draft EIS) for Bottineau Transitway  
**Date:** Wednesday, May 28, 2014 11:17:38 PM  
**Attachments:** [Bottineau Transitway Letter - Scott Nieman 2014-05-26.pdf](#)

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Please find attached a detailed analysis of the Draft EIS for the Bottineau Transitway - an extension of the Blue line. I understand the deadline for comments are May 29, 2014.

Best regards,

Scott Nieman

Scott Nieman

[REDACTED]  
Robbinsdale, MN 55422

[REDACTED]  
May 26, 2014

Subject: Bottineau Transitway Draft EIS

To all concerned individuals and stakeholders:

This letter is a follow up to my **3 minutes** allotted time for comments at the public forum held at the Crystal Community Center. As previously stated, I am very much in support of the intent of Bottineau Transitway as positive step forward to advancing our public transportation needs in the Twin Cities area. However, after detailed review of the Draft Environmental Impact Statement I am very concerned that:

- 1) the report **misrepresents the environmental consequences and the overall benefits** of the 'Preferred Alternative'; specifically the **D1** segment that passes through Theodore Wirth Parkway the proposed construction of either of the two stations options at the park, and
- 2) a **D2 subway option was never even considered, mentioned, or cost estimated** (based on total cost of ownership, not just immediate project construction costs),
- 3) there was **very limited public service announcements for the public forums**, especially to known community groups that have vested interest in public transportation, and embarrassingly insufficient time for residents to articulate their views, and there was no representation from the Minneapolis City Council.

The remaining content of this letter elaborates upon these concerns, and provides feedback in the form of a community 'report card'.

To elaborate on the first point:

- The summary statement in Section 2.6 **completely contradicts the summary** of the EIS data in Table 5.2-1. The D1 option running through the Theodore Wirth Park along Bassett Creek clearly has the **most environmental impact** of ALL the segments (A, B, C, D1, D2). Why was this concluded as the preferred option in Section 2.6?
- The D1-7 'wetland' (as discussed in section 5.2.4.1) *floods* near the proposed Plymouth Avenue Station practically every year I have lived in the area including the week of May 3 of this year, requiring closure of the parkway. Flooding of the roadway **limits access to the proposed station**, making it an illogical option.
- This Bassett Creek area has an incredible and very sensitive **ecosystem** that would be unquestionably disturbed if there is any attempt to mitigate (5.2.5) future flooding for the sake of a light rail station. That is unacceptable – every historical attempt that humans have made to '**make nature better**' has ultimately failed via some form of downstream ripple effect. The URL below provides is a video example of that ecosystem less than 100 yards from where the Plymouth station is proposed (the video shows the flood and the sound of the frogs and birds, which would be replaced by the future sound of a train):

[http://www.mediafire.com/view/53vu293ch9becle/20130622\\_171343.mp4](http://www.mediafire.com/view/53vu293ch9becle/20130622_171343.mp4)

If one argues that the damage has already been done via the existing rail, that only proves my point.

- The Golden Valley station option on the D1 segment is clearly not a much better environmental option; the construction of the proposed underground parking -- especially the access road to the parking area - will feed unwanted sediment into Bassett Creek.



2013-06-22 Flooded Theodore Wirth Parkway

- It is naive to believe that North Minneapolis residents would be well served by placing a substation at either the proposed Plymouth Avenue or Golden Valley Road locations. Very few people will take a bus traveling west, so they can ride the light rail to travel east -- they will instead use a bus -- therefore the use by North Minneapolis residents will be extremely limited, failing to meet ridership objectives. When I brought this matter up with Joe Gladke of Hennepin County, he responded that most Northsiders prefer to ride the bus anyway -- which raises suspicion that by-passing North Minneapolis was very intentional.
- The report does not address the noise pollution for residents, or provide a mitigation plan for the noise in the form of diffusion walls, which would not be acceptable in areas near Theodore Wirth Park adjacent to residential areas. This was one of the major concerns raised by the residents attending the secret public forums.
- By-passing North Minneapolis is a huge mistake and lost opportunity for economic development in an area that has been economic depressed, worsened by the 2011 tornado which devastated the specific area which a train station should be located. It has wide open spaces for development, hence very low cost.

In summary, the D1 option therefore fails to meet a majority of the key objectives of the project, including increasing ridership for those in need, minimizing environmental impact, and promotion of economic development for North Minneapolis residents who need jobs. I provide later for the record, a detailed 'report card' of how the D1 option compares to the key objectives outlined in the Draft EIS.

Regarding point #2, I find it disturbing that the D2 option was ruled out when all the available options were not considered or documented. An urban subway approach fits Minnesota weather much more than above ground light rail, and shows a sense of maturity in the form of urban public transportation. Applying light rail in a dense urban setting is not logical, and is a symptom of the classic 'I have a hammer everything looks like a nail' mistake. Light rail transit only works in the suburbs, and when you get into the city, you must go underground. I recommend a rail approach modeled after the MetroRail in Washington D.C., whereas when you get out to Gaithersburg, Maryland, the rail goes above ground.

The D2 subway approach provides the following benefits:

- Lower long term maintenance costs since the rail would not be exposed to winter elements.
  - Lower construction costs than above-ground total construction and maintenance costs
    - Consider Seattle's on-going efforts where they are drilling through volcanic rock, vs. Minneapolis' clay, sand and limestone
    - Reduced land acquisition costs since the rail would be directly under Penn Avenue Station
    - No bridges to construct or bridge maintenance
    - No sound barriers to construct
    - No snow removal required
  - Little to no impact to vehicle traffic and parking after construction, improved access to local businesses; compared to the new traffic problems on University Avenue since the Green Line construction
  - Reduced noise pollution, which was echoed as a major concern at the public forums I attended
  - Increased ridership for those in need
  - Improved public safety
    - low risk to pedestrians and bicycles,
    - eliminates the potential of accidents, consider we have had an average of 8 accidents per year on the existing Hiawatha Avenue Blue line in the last 10 years, and 3 car accidents already on the Green line before it officially opens
- <http://kstp.com/article/stories/s3438823.shtml>
- Guaranteed rider payment, if Metro Transit uses of a similar ticketing system to the MetroRail,
  - Utilization of available, wide open spaces created by the North Minneapolis 2011 tornado; there is great opportunity to place an escalator at the NW corner of Penn Avenue and West Broadway intersection, for access to the subway.
  - Placing a transfer station at Penn Avenue and West Broadway intersection provides great economic development opportunities in an area that has long attempted to create an Arts District; e.g., consider the redevelopment of the Capri Theater and the Five Corners development project, which is still struggling to find an anchor business such as the jazz club/ restaurant originally envisioned. (This approach is consistent with the Penn Avenue Community Works Project RESOLUTION NO. 12-0238, which has had extremely little progress since passed in 2012).
  - Eliminates the perception of racism.



Vision of Penn Avenue Subway Construction (ref. Seattle's SoundTransit web site)

Regarding point #3, implementation of a D2 subway option addresses the concerns raised by Neighborhoods Organizing for Change (NOC). Recently, this group has made presentations to Metropolitan Council members, as there is great concern that North Minneapolis not getting its fair share of transit amenities, despite having a heavily transit-dependent population. They have raised concerns about disproportion number of shelters to protect against the weather, when compared to South Minneapolis riders, who have much lower ridership levels. This group has appeared to gain support of Metropolitan Council Member Gary Cunningham, husband of Minneapolis Mayor Betsy Hodges.

<http://www.startribune.com/local/minneapolis/258843021.html>

Please take note that I will be forwarding this analysis/ letter to Met Council members as well.

When compared to the D.C. MetroRail system, our rail system is infant in its maturity, and is not yet viewed as the strategic asset it could be, to improve the vitality of downtown Minneapolis and St Paul. By comparison, downtown Washington D.C. economy thrives largely due to the Metro -- in general, there are very few vehicles downtown other than taxis. Most people hop on the MetroRail to very quickly get downtown and its mostly underground for a reason. As for Minneapolis, its downtown is struggling because its too much of a hassle to park and businesses are leaving as they cannot survive as a result. And we lost a huge opportunity to place the rail system underground on 5th Street, eliminating traffic and pedestrian concerns, preserving the limited on-street parking.

In light of these concerns, while I am in support of the Bottineau Transitway to extend the Blue line, the project needs to be put on hold until a D2 subway option through North Minneapolis analysis is completed. We must do better.

Best regards,

Scott

Community 'Report Card'

Goal	Objectives	Report Card on 'Preferred Alternative'; particularly comparing D1 vs D2 <u>Subway</u>
Goal 1: Enhance Regional Access to Activity Centers	1 Maximize total transit riders 2 Improve service to people who depend on transit 3 Expand reverse commute and off-peak transit opportunities 4 Increase transit system linkages, access to regional destinations, and multimodal transportation opportunities 5 Maximize transit access to housing, employment, schools, community services, health care facilities, and activity centers	1 D1 fails; D2 subway maximizes 2 D1 makes it harder than bus; D2 subway segment better 3 D1 is marginal, while D2 maximizes opportunity assuming that the A leg is used for 'service' jobs in Maple Grove 4 D1 is marginal, while D2 subway maximizes 5 D1 fails; D2 subway maximizes opportunity with activity centers include YMCA and Capri Theater
Goal 2: Enhance the Effectiveness of Transit Service within the Corridor	6 Maximize new transit riders 7 Maximize passengers per hour of revenue service 8 Maximize traveler time savings	6 D1 and D2 both do not address new ridership; North Mpls has the highest use of MTC ridership in metro, therefore D2 subway relieves the existing strain on the transit system 7 D2 maximizes, D1 provides lowest opportunity 8 D1 increase time; D2 subway provides a major hub at Penn / Broadway
Goal 3: Provide a Cost-Effective and Financially Feasible Transit System	9 Balance project costs and benefits 10 Minimize project capital and operating cost 11 Maximize long-term investment in the regional transit system 12 Maximize flexibility to efficiently expand the transit investment to accommodate transitway demand beyond 2030 weekday travel demand forecasts	9 D1 is potentially cheaper due to existing rail, but benefits are low, and side effect and long term costs and risks are high; D2 subway has higher labor expenditure, lower capital costs, and greatest long term benefits 10 D1 is lower capital, higher operating costs; D2 subway has higher capital, lower operating costs (traffic accidents/law suits, weather mitigation, 11 D2 subway provides maximum long term investment, 12 D2 Subway option is the start of a subway system modeled after DC MetroRail, and can be best expanded under existing Hennepin County roads (and should have been the Green Line model)
Goal 4: Promote Sustainable Development Patterns	13 Promote land development and redevelopment that supports sustainable transportation policies 14 Ensure compatibility with local and regional comprehensive plans 15 Support economic development and redevelopment efforts	13 D1 does not promote land development, and is not acceptable for Theodore Wirth Park; D2 subway opportunity is NOW consider the North Mpls land now available since the tornado; e.g., Penn Avenue / W Broadway area 14 Clearly there is not an effective plan, considering LRT and BRT are the only options being considered; need new thinking and models that are working for other cities 15 D1 fails; D2 subway maximizes
Goal 5: Support Healthy Communities and Sound Environmental Practices	16 Minimize impacts on wetlands/water/floodplains, parks, visual resources, noise/vibration, and historic/cultural resources 17 Minimize short- and long-term impacts to property, property access, and on-street parking 18 Maximize cohesion, preservation, and enhancement of Bottineau Transitway communities	16 D1 fails; D2 subway maximizes 17 D2 subway maximizes 18 D1 fails miserably 19 D1 is closer to bicycle trail, however, as a bicyclist, I don't consider that necessarily a good thing. D2 subway option has good access at multiple locations, including Penn Avenue/West Broadway and Plymouth and Penn Avenue 20 Noise pollution is highest with D1; D2 subway puts the noise underground and eliminates that concern.

	<p>19 Maximize pedestrian and bicycle connections to the Bottineau Transitway</p> <p>20 Maximize health, environmental, and economic benefits to the Bottineau Transitway communities</p> <p>21 Minimize disproportionately high and adverse impacts on the region's minority and/or low income communities</p> <p>22 Minimize area traffic impacts</p>	<p>D2 provides greatest potential for urban economic development</p> <p>21 D1 bypasses the North side (perhaps intentionally); D2 subway directly targets those in need</p> <p>22 D1 has great impact to Theodore Wirth Park, creating congestion and parking concerns on the parkway; D2 subway minimizing traffic since the train is under existing roadways</p>
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**From:** [Amy Rock](#)  
**To:** [Bottineau Transitway/Hennepin](#)  
**Subject:** Bottineau comment  
**Date:** Thursday, May 29, 2014 11:07:32 PM

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Hennepin County:

Abandon the LPA in Mpls . Routing LRT through the Burlington Northern Santa Fe Railroad corridor is extremely short term thinking. The corridor is an enormous asset as urban greenspace. Do not ruin it with LRT for which there can be only limited ridership in this location. The County is not required by law to use this land for mechanized mass transit and should not proceed with this LPA.

Most importantly, LRT in this location will permanently degrade Theodore Wirth Park.

The purported and projected benefit of LRT is not equal to the vast economic and public health losses of permanently degrading adjacent Mpls parkland. What would Theodore Wirth do? Honor the legacy that has made Minneapolis' parks number 1 in the nation. <http://parkscore.tpl.org/rankings.php>

Amy Rock  
Minneapolis

**From:** [Chris](#)  
**To:** [Bottineau Transitway/Hennepin](#)  
**Subject:** Bottineau LRT is poorly planned  
**Date:** Thursday, May 29, 2014 10:35:34 PM

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Dear Citizens and city and county board members:

It has become clear that this proposed (and now starting to be implemented) construction of this LRT line is motivated by money. Federal and State funds being dedicated to a fixed rail system this is unsuitable for police/EMS use and is uniquely vulnerable to attacks by potential terrorists. This project as proposed need to be chopped off at the ankles. It amounts to subsidized transportation and (in cases of non-daily riders who don't pay fares) free transportation. It is much easier for those who would prefer to ride for free to take light rail versus having to face a bus driver who may demand payment of a fare.

I don't have the time to list all the reasons why this project is immoral, evil and just plain wrong. I saved for years to buy my house and now I'm facing being tossed out on the street for this fool's venture so a few people can grab their piece of the action, just like many others who face being unjustly displaced. Fortunately, in their smug arrogance, the people who rammed this through forgot a few vital details, which may likely lead to legal derails. The sad part is, I will fund both sides of this, as a Complainant and a Taxpayer.

Best,

Chris Reiter  
Robbinsdale, MN

**From:** [REDACTED]  
**To:** [Bottineau Transitway/Hennepin](#)  
**Subject:** Comments to Draft Environmental Impact Statement Bottineau Transitway  
**Date:** Thursday, May 29, 2014 11:33:52 PM

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The Bottineau Transitway was voted on and approved for segment B to be the alternate route years ago. However those studies showed only 11 homes being removed from segment B in the final report as of March 2010 and the current DEIS in March 2014 shows only 8 houses of full acquisition all south of Brooklyn Blvd. In 2007, the county road 103 plan was just to add turn lanes and sidewalks, now the project has turned into removal of at least 28 homes, another 23 homes and a church are in jeopardy, and 17 homes and 2 business partial acquisitions will be needed, all due to running a median in road for LRT. What the former report and the current DEIS are missing is that segment B from Candlewood drive to past 93<sup>rd</sup> avenue is not included in the report due to a county road project already planned. From Bottineau representatives at the meetings I was told, they only needed to disclose the project is already planned and not any additional information. As a citizen of this state I ask how can a report say for Bottineau transitway only 11 homes being removed and the met council approve the alternate route based on this information. The option A was except to take a similar number of homes, which does seem realistic since the train would go through a small residential area and then through the gravel yards.

Segment B's information is incorrect in all the documentation provided on the Bottineau Transitway studies. What good is it to issue a report and information for met council to vote on that does not include all the information pertain to all projects involved? Where is the transparency of the project? Where is the accountability for met council to gather all the information regarding a light rail line? I feel that this project was intentionally left out so Segment B would be approved since it showed minimal impact and comparable to segment A option to go to Maple Grove. It almost seems like the way it has been handled could border the definition of fraudulent. Is this a unique or a recurring situation that the county road projects can hide the significant impacts of LRT and not fully disclosed other projects in LRT projects/studies, so they get approved?

For example when you compare two different vehicles, the Ford F150 and Dodge 1500, estimates are the same with same features. You agree and sign a deal with Dodge. Then Dodge comes back later and says well it stated on the sticker the base package the engine is built by Joe Smith Company. Dodge now informs you the cost will be over 3x the vehicle total but you already agree and signed you were buying the Dodge. Then Dodge explains to the customer that Dodge only builds the outside of the truck and the engine is built by Joe Smith Company. Sorry it is two different projects but sorry we didn't have to disclose that information other than saying Joe Smith Company makes the engine. You need to go to Joe Smith Company and get the estimate for the engine, sorry where have you been not attending executive meetings with Dodge. In no other form of business this would be legal. This was example is basically what has happened to the impacted neighborhoods.

The residents of Brooklyn Park that are impacted just get answers like the Bottineau transit will have to answer that or Bottineau transitway representatives say the county represents need to answer. At May 21, 2014 meeting on the West Broadway Reconstruction the question came up about funding and county representatives could not answer but handed off the question to the Bottineau transitway representatives. So the person explains how the Bottineau transitway is funded but that is incorrect

for the County road 103 meeting which per county website is funded only by city and county. No one is accountable in this project to the impacted citizens, everyone either gives answers true to their project but not true to other parts of the project. The Bottineau transitway study, Hennepin County, and the City of Brooklyn Park should be ashamed at how this project has preceded without proper disclosure to the public. "I'm not saying that means we take homes, but I do think there are aspects of this project that are important," said Brooklyn Park Mayor Jeff Lunde on April meeting per Channel 12. However, the West Broadway Hennepin County website shows homeowner acquisition information for property owners in March. There seems to be so much confusion and wrong information given.

I still do not understand how the project presented only can have this impact when walking down West Broadway. I wonder if more homes will be need to be taken from the project. I have concerns about noise, vibrations of the trains, safety for small children, special assessments to home owners, traffic lights (not being able to turn across tracks without signal light), how close house will be to the train, and what will be done for landscaping/barriers to improve the look of the area.

It needs to be looked into how LRT project and anything else the met council is involved in, are the projects being fully disclosed of the impacts and costs. Why is it just coming out on May 19, 2014 the number of properties impacted, when studies and etc have been occurring since 2008 per the Bottineau transitway website? Reviewing the prior historical documentation of the Bottineau transit and the attendance to the meetings is very questionable. It seems the impacted people are not finding out they are impacted before everything is all ready for a final vote or already voted on. Policies and procedures need to be reviewed. Decisions can still be made, the point is that everything is done secretive and deceptive.

Jennifer Peschong

**From:** [Zimmerman, Jason](#)  
**To:** [Bottineau Transitway/Hennepin](#)  
**Subject:** comments from Golden Valley residents 2  
**Date:** Thursday, May 29, 2014 11:12:31 AM

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Dear members of the Golden Valley City Council and Commissioner Higgins,

Thank for the opportunity to share my comments on May 7 with all of you. My property is at [REDACTED]. I have since submitted written comments to the Bottineau Transitway team at the Metropolitan Council. I have some additional thoughts I would like to share with all of you, given your interest in protecting Golden Valley's interests without standing in opposition to larger regional interests.

It is clear that Golden Valley is in an adaptation and mitigation situation all around. As a stand-alone community, we would be better served by better bus transit than by light rail. However, it appears that the D1 option is the only truly viable option for the outlying communities. So we must adapt as best we can.

I am in favor of only one station in Golden Valley, preferably at Golden Valley Road, largely to decrease environmental disruption. I say that, even though I am likely to suffer the negative noise, parking, and decreased security consequences on Zephyr Place. If I am not mistaken, the impacts on wetlands will be greater at the Plymouth stop. Let's not do that. However, if the priority is Plymouth, then I think we should not develop Golden Valley Road. We only truly need one stop in Golden Valley, if we are thinking about people getting out of our community to places they want to go.

I now understand that no matter what, the line will be fenced, and that it will only be lit at the stations: one bad thing for the natural areas, and one good thing. Fencing will cut the wildlife corridor connecting Theodore Wirth Park and the east side of the line for the four-legged animals. Fortunately, birds will not be as affected. And the majority of the area will be unlit, which is great. I support that.

So I am now focused on how to reduce the impact on those of us living on York and Zephyr Place whose homes hang out over the rail line, particularly for noise and visual pollution. Given that the line will be fenced regardless, I request that you advocate for a sound barrier below York and Zephyr Place, adequate to address the fact that sound travels up. The engineering study would need to address this unique aspect of above-grade housing. The barrier may require more height, or different placement (for example, on the informal path that currently exists on the east side of the line). It would be a plus that it might also provide a sight barrier so that we would continue to see trees and a neutral static wall, rather than seeing trains whizzing by every 10 minutes. This would allow this area to maintain some of its unique character and reduce impacts that might encourage me, and perhaps others, to sell our homes.

For security reasons, I also request that you not develop a path along the east side of the line. I have already had one attempted break-in from someone using the informal path, and making it easier for people to have this "back door" out of the neighborhood with no eyes on the street would be detrimental to the community. People might think that a lighted path is safe. If no one is looking, it doesn't matter, and then we just deal with light pollution in a currently blessedly dark place. Wirth Park has good paths. Making sure that there are good sidewalks on Golden Valley Road should be adequate.

As I said to Commissioner Higgins and Council Member Clausen after the meeting, what you heard at the meeting was not resistance to change, but expression of loss. Golden Valley will be a different place once the line goes through, and people know that. Many will choose to leave to seek a place that has the qualities that Golden Valley currently possesses, and new people will come in who are more interested in getting to work easily. For those leaving, Golden Valley will be a worse place, and for those arriving, it will look better. My goal is not to leave, to protect as much of Golden Valley's current natural character as possible. If I can tolerate the change in the environment, I will stay. At this point, tolerable is all I'm aiming for.

All the best,

Karen Lehman



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**Jason Zimmerman** | City Planner | City of Golden Valley  
7800 Golden Valley Road | Golden Valley, MN 55427  
763.593.8099 | 763.593.8109 (Fax) | 763.593.3968 (TTY)  
[jzimmerman@goldenvalleymn.gov](mailto:jzimmerman@goldenvalleymn.gov)



**From:** [REDACTED]  
**To:** [Bottineau Transitway/Hennepin](#)  
**Cc:** [REDACTED]  
**Subject:** Bottineau lightrail  
**Date:** Thursday, May 29, 2014 11:38:23 PM

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I reside at [REDACTED].

First, I understand what light rail can do for communities and future development within the city. Light rail is considered a clean transportation. Benefits can be accounted for.

However, what you have to understand is how it affects individual families. Fortunately for me, I bought my property and had a significant down payment. However, with devaluation, etc. IF I were forced to sell, I would not come out. The proponents and agencies involved stated they would pay off mortgages where people are underwater. That's all fine and dandy, but what about potential sweat equity people put into their homes? What about the fact that they'll be forced to move and purchase new property? Do they have the money to put down on a new property? Will they have a similar interest rate with what they're paying now? Those are all differences that must be accounted for with these families. If they're not forced to move, they don't have to worry about those circumstances!

For me specifically, I will be having my first child in the next few weeks. At this time, I have no idea what light rail means for me and my growing family. Proponents say values will increase and that anybody would want to have my home. Really???

What's the guarantee? and if values decrease because of this, how do you make up for it? Thankfully, values are now rebounding and will continue to do so, but when this process plays out, the shit of the deal is that values will naturally continue to rebound and improve but yet "an appraisal" will be done now, prior to values naturally rebounding. This is a pile of dung as the entities involved will be forcing home owners to take "fair market" value based on the low point of valuations in the past 10 years or more. How can you say this is a "fair" deal?

Next, my home was built with the intent of "normal" residency....whatever that means. To me, it means normal traffic, normal neighbors, etc. Light rail isn't NORMAL. My home was not constructed with the intent of trains coming by every 10 minutes shaking and rattling my (our) home foundations. Unfortunately, I don't believe a value can be placed on what kind of damage all this vibration will do to homes, homes that weren't constructed with this in mind.

The new library that is going in.....I'd be willing to bet they are specifically planning on how to construct the foundation with the intent of light rail being there. I'd also be willing to bet that there would be a different plan in place to construct the library if light rail was not in the plans. Thus, homeowners who will have land bought, are getting screwed again.....but most, including me, will have no idea how extensive this damage could be until it's too late. Who will be stuck with the damages and bills? More than likely, the unfortunate home owner is my guess!

Next, traffic. Light rail will be in my back yard. Traffic will be increased. What is going to be done to homeowners who have to tolerate this? Air traffic was diverted in Minneapolis and home owners were provided upgrades to help with the sound issue.

Is that in the plans for us home owners? Its bad enough local cops speed up and down W. Broadway with sirens blaring! It's ridiculous and now adding this will be dreadful. As for traffic, how will be able to access streets? Will be have full right of way? My guess is no. Again, as a homeowner it's affecting me. I will have to change plans to get to work. This adds minutes to my commute. I say minutes which doesn't sound like much, but add it up! Time is money!!! Over time, I'm losing alot of money possibly! How about the increase in random llight rail travelers coming right through out back yard? What is the safety concerns that we need to worry about? What will BP or Hennepin County do to ensure our safety?

As my children age, how will this affect my taxes? How will this affect schooling and commuting for my family?

General inconvenience....how about when the construction goes on? I will have to tolerate constant dust..dust which gets into homes and makes for constant cleaning. Again, more dollars spent by me, the home owner! I've done alot of work in my back yard....taking land is one thing but it may mean tearing up additional land to complete the road construction. What will become of my privacy fense and all my gardening plots? What willl happen to my trees and bushes that I trim each year? What will the access from street to my backyard be? How much is safety taken into account?

As for taxation, the project says it won't cost us anything...that they're hoping for federal funds....what do the idiots of these projects think???? Do you realize we all pay taxes so we're paying for it in some way!

For me, take the \$500 million or whatever that number is and invest it in our education system! That's where this money should go! For \$500m, how about simply busing people to the light rail hubs????? That seems much more cost effective.

I could go on and on with concerns....many of which are just beginning with a growing family. Many concerns will present themselves as time goes on so there are alot of unanswered questions.....a lot of questions that won't even be realized until later as the project unfolds.....

I'd hope the council or whomever considers taking this project up through or by Fleetfarm. Far less homes are affected....

In closing, place yourself in the place of us homeowners. If you were us, how would you handle it? How would it affect you and your children? Just think about it.....

--Rich Laundreaux, a concerned resident

**From:** [PAMELA HOLM](#)  
**To:** [Bottineau Transitway/Hennepin](#)  
**Subject:** bottineau blueline proposal 2014  
**Date:** Friday, May 30, 2014 12:01:52 AM

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whom it may concern,

*What is it about our green spaces that humans love to attack? Is it because of the lush greenness, the silence between birdsongs that makes some sadly afflicted humans think Hey! Let's make noise! Let's build! The less green space we have, even when it is a park, the more people want to "utilize" the space. Minimize everything green! Just another casualty of human progress. And so it goes for the poor Mary Hills Nature area and Walter Souchaki Park. Which, by the way, is the Bassett Creek Water Shed. Which is, of course, the Bassett Creek Watershed run off flood plain. Apparently your "Environmental Impact Studies" must be asleep at the wheel or even more sadly paid off by Target PAC because if one goes to the City Offices of Robbinsdale and Golden Valley, one can get the insurance environmental assessments of the area which state that this area is Flood Plain. This is also a marshland. So, how cynical and against the public interest does one have to be to infer that engineering wise, the costs of building on this will be significantly more than stated? Not to mention the environmental impact.*

*And so let us go now to the alternative route Penn Avenue which has sadly been forgotten. This is the corridor refused because Target didn't want it's precious employees subjugated to the poor and the black Americans as it trundled through North Minneapolis. As good Minnesotans, lets us state the real truth. It was going to go through "too slow" as I heard in one meeting. Yeah, that's the reason. Shall we say RACISM. Let's not let those dirty blacks contaminate our lightrail line. We'll just pay them off. And so to, sad to say, are the community activists cosy in the Penn and Plymouth intersection. Why should they be bothered while their constituents have to suffer? I'm sure that Target will give them money to "help the economically disadvantaged out". As I have pointed out in several meetings, apparently people have not studied the world public transitways or even examined Minneapolis's own public bus line. There could be direct transit lines just like direct bus lines into Minneapolis from the suburbs to send people from Targets' campus down their federally subsidized transit line to downtown. Nevermind, that that over 35% of houses on Penn or landlord owned. Nevermind that over 50% of people in North Minneapolis do not have a car. Who are we federally and statewise subsidizing? Target corporation. Great. Poor birds. Poor animals.*

*I live in hope that the people who attempted/succeeded to get this through will, in the future, have their effigies pilloried and descendants live in shame.*

*Pamela Holm*

**From:** [Zimmerman, Jason](#)  
**To:** [Bottineau Transitway/Hennepin](#)  
**Subject:** comments from Golden Valley residents 1  
**Date:** Thursday, May 29, 2014 11:13:25 AM

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Communication #145

Jason, Hope you had a good holiday.I would like to make you aware of the wild life along Bassett Creek and the surrounding area along the LRT. This area has noted at least 21 various birds. From this group only one is protected by the new U.S. Mogratory Bird Act of 2013, that would be the Pileated Woodpecker. We ( the Neighborhood ) are concerned with this bird since it is seen about 8 months of the year and require large dead trees for its habitat .

Thank you,

Erv Heim

[REDACTED]

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Jason Zimmerman | City Planner | City of Golden Valley  
7800 Golden Valley Road | Golden Valley, MN 55427  
763.593.8099 | 763.593.8109 (Fax) | 763.593.3968 (TTY)  
[jzimmerman@goldenvalleymn.gov](mailto:jzimmerman@goldenvalleymn.gov)



**From:** [Paul Flower](#)  
**To:** [Bottineau Transitway/Hennepin](#); [Shep Harris](#); [Joanie Clausen](#); [asnope@goldenvalleymn.gov](mailto:asnope@goldenvalleymn.gov); Communication #144  
[lfonnest@goldenvalleymn.gov](mailto:lfonnest@goldenvalleymn.gov); [sschmidgall@goldenvalleymn.gov](mailto:sschmidgall@goldenvalleymn.gov)  
**Subject:** Bottineau Light Rail Comment  
**Date:** Thursday, May 29, 2014 8:06:14 AM

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To the Metropolitan Council, Hennepin County Board and Golden Valley City Council,

We are residents of Golden Valley. We live near the proposed route for the Bottineau light rail line. We are opposed to the proposed route for the light rail line for the following reasons. While we are not opposed, per se, to the idea of improving mass transit, we believe this particular proposal to be a bad idea. The area of the proposed route in Golden Valley is in an undeveloped nature area, with wetlands, a forest, a peaceful walking trail, and abundant wildlife. It is used and enjoyed by many people who have purposely chosen to purchase homes near such an area to live and raise their families. Such an area is something to be valued and preserved in the midst of a major urban center. This will all be greatly disturbed by the creation of additional rail lines and trains running every 7.5 minutes and continuing through the night. Besides the negative environmental impact, we believe that this proposal needs to also be looked at from the perspective of how will this particular route be of benefit to residents of Golden Valley. It does not run through a densely populated area, and it does not provide easy access for those who may wish to use the light rail. Rather, it goes through a nature area that will not provide much, if any, room for a stop or parking for a station. It would seem to make much more sense to run the line through a more populated area, such as along Penn Avenue, where many more people would be served by light rail. Such a route would also serve North Memorial Hospital. Or, if the light rail is to serve Golden Valley, it should follow route near a major thoroughfare, such as Hwy. 100 or 169. In short, we hope that this is not a "done deal", and that the powers that be will look very closely at the negative aspects of the proposed route and will decide against proceeding with this plan.

Respectfully yours,

Paul and Jane Flower

[REDACTED]

Golden Valley, MN 55422

[REDACTED]

**From:** [Cathy Deikman](#)  
**To:** [Bottineau Transitway/Hennepin](#)  
**Subject:** Bottineau DEIS comment  
**Date:** Thursday, May 29, 2014 11:26:48 PM

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Communication #141

I am writing to express my opposition to using the Burlington Northern Santa Fe Railroad corridor for LRT. This alignment is a triple negative: 1) it does not serve urban transit needs 2) it is a physical and sensory blight that will significantly and permanently degrade adjacent Theodore Wirth Park 3) it ruins the potential urban greenspace of the rail corridor.

Cathy Deikman  
Minneapolis

To Susan Haigh  
 Re: Bottineau Transitway

Metropolitan Council  
 MAY 9 2014  
 Received Chairs Office

LRT? NO!

Communication #140

We, the owners of the properties listed below, do not want LRT going down the Burlington Northern rail line.

ADDRESS		NO LRT
1223 Washburn Ave N	Mpls	X
1217 Washburn Ave N	"	X
1207 Washburn Ave N	"	X
818 Washburn Ave N	Mpls	X
701 Vincent Ave N	"	X
617 Thomas Ave N	"	X
615 Thomas Ave N	Mpls	X
3416 Kyle Ave N	Crystal	X
2924 Kyle Avenue N	Golden Valley	X
2912 Kyle Avenue N	"	X
4300 Culver Golden Valley	"	X
2656 Kyle Ave N	"	X
7620 Kyle Ave N	"	X
2610 Kyle Ave N	"	X
3300 Indiana Ave N	"	X
4107 Conway Ave N	"	NO X

I walked a ring around our woods from 37th Ave. North and the BN rail line to Golden Valley Road, then down the east side of the BN line to Highway 55, a 100+ acre expanse of wildlife habitat your Draft EIS does not make any acknowledgement of. I knocked only on the doors of properties abutting the BN line or abutting wooded park land abutting the BN line (many of these owners have maintained private wildlife habitat bordering park woods for decades), with some owners living directly across the street from park or BN wildlife habitat. Here are 96 of the 102 addresses I have collected so far. My biggest problem is people not answering their doors.

I have listened to many property owners and I can say with assurance that the true locally preferred alternative is NO BUILD!

Sincerely,  
 Constance Bonniwell

LRT? NO!

We, the owners of the properties listed below, do not want LRT going down the Burlington Northern rail line.

ADDRESS		NO LRT
3408 Kyle Ave N	"	✓
3350 Kyle Ave N	"	✓
3338 Kyle Ave N	"	✓
3332 Kyle Ave N	"	✓
3326 Kyle Ave N	"	✓
3320 Kyle Ave N	"	✓
3314 Kyle Ave N	"	✓
3310 Kyle Ave N	"	✓
3527 Kyle Ave N	Mark K.	✓
3036 Kyle Ave N	"	✓
3000 Kyle Ave N	"	✓
2940 Kyle Ave N	"	✓
2835 June Ave North	Golden Valley	✓
2811 June Ave N	Golden Valley	✓
2791 June Ave N	Golden Valley	✓
2751 June Ave N	Golden Valley	NO ✓

LRT? NO!

We, the owners of the properties listed below, do not want LRT going down the Burlington Northern rail line.

ADDRESS		NO LRT
3446 Indiana North	Robbinsdale	NO LRT
3432 Indiana Ave N	Robbinsdale	NO LRT
3424 Indiana Ave N	Robbinsdale	NO LRT
3420 Indiana Ave N	Robbinsdale	NO LRT
3412 Indiana Ave N	Robbinsdale	NO LRT
3309 Halifax Ave N	Robbinsdale	NO LRT
3506 Indiana Ave N	Robbinsdale	NO LRT
3530 Indiana Ave N	"	NO LRT
3531 Indiana Ave N	"	NO LRT
3520 Indiana Ave N	"	NO LRT
3542 Indiana Ave N	Robbinsdale	NO LRT
3614 Indiana Ave N	Robbinsdale	NO LRT
3610 Indiana Ave N	Robbinsdale	NO LRT
3649 Halifax Ave N	Robbinsdale	NO LRT
3505 June Ave N	Crystal	NO LRT

LRT? NO!

We, the owners of the properties listed below, do not want LRT going down the Burlington Northern rail line.

ADDRESS		NO LRT
3520 June Ave N	Robbinsdale	NO LRT
3612 June Ave N	Robbinsdale	NO LRT
3624 June Ave N	"	NO LRT
3554 June Ave N	"	NO LRT
3528 June Ave N	"	NO LRT
3622 Indiana Ave N	"	NO LRT
3651 Halifax Ave N	"	NO LRT
3643 Halifax Ave N	"	NO LRT
3651 Halifax Ave N	"	NO LRT
3501 June Ave N	"	NO LRT
2631 France Ave N	"	NO LRT
2801 France Ave N	"	NO LRT
2905 France Ave N	"	NO LRT
2917 France Ave N	"	NO LRT
2235 Indiana Ave N	"	NO LRT
3910 Bassett Creek Dr	"	NO LRT

LRT? NO!

We, the owners of the properties listed below, do not want LRT going down the Burlington Northern rail line.

ADDRESS		NO LRT
2308 Keweenaw Way	Golden Valley	NO LRT ✓
2340 Keweenaw Way	Golden Valley	NO LRT ✓
2324 Keweenaw Way	Golden Valley	NO LRT ✓
2332 Keweenaw Way	Golden Valley	NO LRT ✓
2350 Keweenaw Way	Golden Valley	NO LRT ✓
2416 Keweenaw Way	Golden Valley	NO LRT ✓
2400 Keweenaw Way	Golden Valley	NO LRT ✓
2440 Keweenaw Way	Golden Valley	NO LRT ✓
2500 Keweenaw Way	Golden Valley	NO LRT ✓
2601 Keweenaw Way	Golden Valley	NO LRT ✓
2195 Bonnie Lane	Golden Valley	NO LRT ✓
2631 Major Ave N	Golden Valley	NO LRT ✓
2885 Bonnie Lane	Golden Valley	NO LRT ✓
2830 Bassett Creek Dr	G.V.	NO LRT ✓
3890 Bassett Creek Dr	G.V.	NO LRT ✓
3900 Bassett Creek Dr	G.V.	NO LRT ✓

LRT? NO!

We, the owners of the properties listed below, do not want LRT going down the Burlington Northern rail line.

ADDRESS		NO LRT
824 Washburn Ave N	Mpls, MN	NO LRT ✓
3916 Oak Park No	Mpls	NO LRT ✓
2924 Oak Park No	Mpls	NO LRT ✓
1324 Xerxes Ave N	"	NO LRT ✓
1306 Xerxes Ave N	"	NO LRT ✓
1422 Xerxes Ave N	"	NO LRT ✓
1511 Xerxes Ave North	"	NO LRT ✓
1541 Xerxes Ave N	"	NO LRT ✓
1631 Xerxes Ave	"	NO LRT ✓
1707 Xerxes Ave N	"	NO LRT ✓
1717 Xerxes Ave N	"	NO LRT ✓
1806 Zephyr Place	"	NO LRT ✓
1815 Zephyr Place	"	NO LRT ✓
1806 Zephyr Place	"	NO LRT ✓
1831 YORK	"	NO LRT ✓

**From:** [Terry Christle](#)  
**To:** [Bottineau Transitway/Hennepin](#)  
**Subject:** super pumped  
**Date:** Thursday, May 29, 2014 9:52:22 AM

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Promise we won't fight over a tunnel, just want and need our transit way done.....hope we get funding and stay on schedule!

Good work to all involved, we look forward to the train!

Thanks

Terry Christle  
Champlin, MN

**From:** [Steve Chesney](#)  
**To:** [Bottineau Transitway/Hennepin](#)  
**Subject:** Public Comment on the Draft Environmental Impact Statement  
**Date:** Thursday, May 29, 2014 7:08:11 PM

Communication #137

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I support the routing of the transitway as described in the public meetings and the draft statement. There are negatives of course, homes will be bought out. There will be a different kind of traffic and noise through the neighborhood.

But I think the routing mostly minimizes those effects by avoiding large natural areas and mostly following commercial and institutional strips. I think the cultural and human benefits outweigh the negatives. IT's a new way to bind together downtown, older neighborhoods and newer developments in a way that highways and roads simply cannot accomplish.

I look forward to seeing the benefits on such things as the underused strip mall on 85<sup>th</sup> and Broadway. But mostly I look forward to being able to park near that intersection (only a mile or so from my home) and having easy access to Downtown abd Target Field. It will be a plus to my environment.

-----  
Steve Chesney

  
Brooklyn Park, MN 55443

**From:** [Christophe Wall-Romana](#)  
**To:** [Bottineau Transitway/Hennepin](#)  
**Subject:** Comments on the DEIS  
**Date:** Thursday, May 29, 2014 11:10:42 PM

Communication #135

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1. The Bottineau Line project aims to bring the LRT to the northeast quadrant of the greater Twin Cities area. Among the benefits sought and adduced as rationales are road decongestion and positive economic fallout for the region. But the Bottineau Line plans serve mostly low-density areas, shirking low-income communities of color of North Minneapolis, and instead, as touted in the Hennepin County video 'Bottineau LRT' it uses the "190 high-paying jobs" planned at Baxter Pharmaceuticals in Brooklyn Park as a justification. Linking with corporate campuses seems to play too central a role in the design and location of the Bottineau Line, to the detriment of other factors, such as the distribution of low-income high mass transit users in the project area. The Bottineau Blvd axis running SE-NW from the Target Field Transit Center to W. Broadway Ave. (closest to proposed alignment 2d) is the obvious and preferred location as it intersects the areas of North Minneapolis (roughly between Glenwood and Dowling and Penn and Lyndale) that are all at once the densest (according to the 2008 Population Census Density Map by Census Block Group [ESRI, 2008, DEIS 7-7]), have the lowest income (according to the 2013 Median Household Income Map by Census Block Group [ESRI, 2013]), and the least proportion of vehicles per household (DEIS 1-22). My main opposition to the project centers therefore on its avoidance of the central challenge presented by the North metro area: committing to develop a historically under-served and economically segregated area for the betterment of the greater Twin Cities. The D2 proposed line (and its avatars, D2a, b and c) was a very poor choice: it has high environmental impacts with insufficient mitigation; low neighborhood buy-in or participation (Section 11-10 mentions the Maple Grove express bus whose service is so good that users may not switch to LRT, proving that low-impact express bus service is a stronger alternative than investigated by the DEIS); and botched interactions with the public (2012 presentation of D2 project, for instance; also the Golden Valley joint commission meeting on 5/21 was said to have been badly advertised and explained to the citizenry by one member of the commission). The Bottineau Line project fails to contribute adequately to economic injustice redress while the input of corporate stakeholders is disproportionately represented, to the detriment of the majority of the low-income population of color of the area. The push for a regional LRT solution instead of expanded local, express and suburban bus service—which represent together 86% of ALL transit in the metro area, and is thus the favored mode by most transit riders—may be misdirected when it comes to the North. The Bottineau study area is 52.4% minority, that is minorities are the majority. Yet the bulk of that population in North Minneapolis, will not be served by the D1 alternative. The rationale of the project is to aid minorities which aren't being helped by the final design.

2. Page 7-33 of the DEIS stipulates that transit provides a positive role in promoting social equity. The problem with the Environmental justice section is that it does not analyze economic justice. In fact, that is the greatest problem with the Bottineau project: it is blatantly unfair to the community that is most in need of economic justice and it simply circumvents the key issue of how the Met Council approaches the redevelopment and reinvigoration of North Minneapolis.

3. Golden Valley and other Southern Corridor communities (Crystal, New Hope, Robbinsdale) whose populations have declined over the last 20 years, are asked with the Bottineau Line to help with the job creation and residential increase in population of the Northern Corridor communities of Brooklyn Park and Maple Grove (DEIS, p. 1-13). The Southern cities should therefore receive the highest level of mitigation from the project for being 'good citizens', and Southern Corridor municipalities should hold back consent until project leaders recognize the need for respectful mitigations. The language in 4.2.5 proposes minimal or non-existent mitigations. Because there is no planned impact on community cohesiveness and character, mitigations are quickly reduced to Best Management Practices, limited to informing residents about construction disruptions and deigning "to keep access to bus stops open" (DEIS 4-36). Yet the DEIS has insufficiently studied the importance of Sochacki Park/Mary Hills for both the character and cohesiveness of populations of Golden Valley, Crystal and others that use and love these beautiful and peaceful watershed areas. Mitigation offered by the DEIS are paltry, patronizing and downright offensive

4. Letter from the Army Corps of Engineer, March 22, 2012: to US dept. of transportation: "Time and money spent on the proposal prior to applying for a section 404 permit cannot factored into the corps' decision whether there is a less damaging practicable alternative to the proposal." ." I ask that the same rationale be made clear in the final EIS: that money and efforts invested in this project must not constitute not the basis for its final acceptance by lead agency, the Met Council or municipalities that can withhold their consent if mitigations to their citizenry is not deemed sufficient.

5. Frequency and alarm system are two key areas. The Bottineau is supposed to have a frequency into the 3-4 min. at peak times when the green line with 50% more ridership has only a 10 min. maximum with noise mitigation such as floating-slab platforms. I ask that the Bottineau be not given carte blanche when it comes to frequency—and aggregate noise impact on quality of life has not been properly studied in the DEIS--and instead that municipalities reserve consent until a frequency lower than that of the green line is offered, that is, proportionally to the respective planned ridership of both lines. Horn should only be used for emergency or special operation as in the green line, and bell should be the default.

6. The DEIS should include a section regarding mitigations offered on the Southwest Corridor line since residents and municipalities have a right to know and project leaders have a duty to inform. Frequency and noise levels should also be compared across the green line, the Southern corridor line and the Bottineau: again, there are no grounds to keep this very useful information out of the final EIS.

7. Construction hours. The project's leaders need to commit to respectful and

reasonable construction hours, regardless of local ordinances: all residents impacted should have their noise comfort equally protected so that no environmental justice when it comes to noise is equal throughout the project area. The maximum construction allowed should be 8am to 6pm, no work on weekends and holidays.

8. I note in closing an aggressive and dismissive tone among project leaders that is reflected by the DEIS when it comes to describing more candidly the pros and cons of the project and its impact. This tone is reflected by the use of the phrase "it is anticipated that" which conceals both the author(s) of the anticipated item and the rationale for it. I would like every important decision—frequency, mitigation, aggregate noise impact—to be clearly and transparently explained to the residents involved. The DEIS is a federally mandated way of entering into a fair discussion with the people which a large project will impact. That conversation thus far is a bureaucratic monologue: most residents have no idea what is in store, the DEIS is an opaque and daunting document, and outreach by project proponent has been dismal. Municipalities also must do a much better job at getting the word out to their citizenry, and elected officials have a duty to be answerable to their communities whether on the Met Council or in smaller entities. Do a better job at giving a clear picture of what the future holds for all residents impacted by the Bottineau! In fact, it should be mandated that a documents with pros and cons be circulated to all residents directly impacted per the DEIS.

Christophe Wall-Romana  
Associate Professor  
Director of Graduate Studies

University of Minnesota  
Department of French and Italian

[REDACTED]

[REDACTED]

**From:** [billyb](mailto:billyb)  
**To:** [planning@goldenvalleymn.gov](mailto:planning@goldenvalleymn.gov); [Bottineau Transitway/Hennepin](#)  
**Subject:** Comments on the Bottineau Light Rail Transit Draft Environmental Impact Statement  
**Date:** Thursday, May 29, 2014 5:39:59 PM

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May 29, 2014

We found the Bottineau Light Rail Transit (LRT) Draft Environmental Impact Statement (DEIS) to be adequate in every way.

We believe that the Bottineau LRT line is an important part of our regional transit way system, and that the project effectively addresses regional transportation and accessibility needs of a growing population in Minneapolis and the northwest suburbs in the future.

The Bottineau line proactively addresses increasing traffic congestion with an environmentally sustainable solution and serves a uniquely transit dependent population--in all of Minneapolis and inner ring suburbs--with reverse commute access to jobs in the northwest suburbs.

We believe that we need to provide both the Golden Valley Road and the Plymouth Avenue North stations to provide LRT access to two very different communities, Golden Valley and North Minneapolis, respectively.

We think that we need to listen carefully to our neighbors in Golden Valley who are rightly concerned about all of the environmental consequences that will be a part of the LRT project and we think that the DEIS is very sensitive to these concerns.

We believe that we should establish "Quiet Zones" proscribed in the DEIS in the areas north of Highway 55 and South of 36th Avenue North. Since there will be no on grade crossings in this section every effort should be made to completely eliminate all train bells entering and exiting the Golden Valley Road and Plymouth Avenue stations, eliminate all wayside bells on the stations and eliminate all train horns except in cases of emergencies, and eliminate or minimize all public address announcements on the train or in the station to a very, very low volume.

We appreciate the DEIS discussion of noise barriers in the project and expect that a productive discussion can be made with specific nearby neighborhoods about what is most effective, and of eliminate all tight radius curves at stations or along the line.

Many of our Golden Valley neighbors spoke about the need for security on the LRT trains, stations and in the Golden Valley Road corridor itself and all lighting and additional security accommodations must be made because the location of this particular station is isolated.

Adequate bus, vehicle, bike, wheelchair, and pedestrian access should be an integral part of LRT station area design, it should be safe and convenient to drop off and pick up passengers.

Thank you for allowing us to comment on the DEIS, we think that it is very well done and we are looking forward to the construction of this necessary and important project.

Beyond the narrower scope of the DEIS, we would like to add that the LRT station on Golden Valley Road and the project itself with its regional reach will open up many exciting possibilities for the City of Golden Valley to work with Hennepin County to modernize County Highway 66 to truly connect all of Golden Valley to a new world class transit system.

Golden Valley can get its own upgraded bus service along Golden Valley Road (it is a patchwork system today) that connects to the City Center by the way of Honeywell, Byerly's, Courage Kenney Center, and the LRT station. Our city can have off street bike lanes that are family friendly along Golden Valley Road to make all of the same connections and pedestrians and people with

disabilities will have their own safer sidewalk spaces if bike riders are accommodated on defined bike lanes.

We can all enter the 21st Century with the positive changes that the Bottineau LRT line will bring if we all work together to use the most modern engineering and design practices both on the LRT line and on all of our connecting roadways!

Billy Binder and Julie Bartell

[REDACTED]

Golden Valley MN 55422

[REDACTED]

**From:** [Ben Stein](#)  
**To:** [Bottineau Transitway/Hennepin](#)  
**Subject:** Bottineau Transitway Draft Environmental Impact Statement Comment Form  
**Date:** Thursday, May 29, 2014 11:32:08 PM  
**Attachments:** [04082014DEIS CommentForm.pdf](#)

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Communication #157

Please find my submission for EIS comment attached.

Thank you,

Ben Stein

[REDACTED]  
Brooklyn Park, MN 55445  
[REDACTED]

## Bottineau Transitway Draft Environmental Impact Statement

### Comment Form

Federal and state environmental rules require that an Environmental Impact Statement (EIS) be prepared for the proposed Bottineau Transitway project. The EIS process includes the preparation of a Draft EIS, which must be made available for public review and comment.

The Draft EIS discusses the purpose and need for the project, the alternatives considered, the impacts of these alternatives, and the agencies and persons consulted.

**Comments on the Draft EIS will be accepted through May 29, 2014. All comments must be received by that date. Please include a return mailing address with all comments.**

Public hearings on the Draft EIS will be held on May 7, May 8, May 13, and May 14, 2014. To learn more about the hearings and for more project information, visit the project website at <http://www.bottineautransitway.org/>.

Name: Ben Stein Organization: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 Email: \_\_\_\_\_

Thank you for taking time to consider my comments. Three years ago, almost to the day, my family and I moved to Brooklyn Park from a north eastern suburb. Had we been aware of a plan to bring light rail down West Broadway, we would not have purchased the house we did. We have been blessed enough to be able to find and afford a good home in a cul-de-sac in a good neighborhood. At least two of our neighbors have lived here since the neighborhood was developed. Our house is now a home. Our neighbors are now are friends. Our children play together, we help each other with snow removal, yard and house projects and have grown stronger as a community. I understand the need for improving West Broadway. What I do not understand is need for light rail to run down the middle of West Broadway. I choose to live in the suburbs to avoid overly dense neighborhoods and the infrastructure that accompany it, such as trains. Light rail would bring disruption to our community, including sight, sound, vibration, safety concerns for our children and motorists on West Broadway, not to mention the impact to housing values for those of us who would be very close to the trains. Please consider alternate routs for the train such as 83rd Ave N to Wyoming Ave N / Winnetka. Such a rout would line the train for future expansion into Champlin. Please consider not only all the homes which would be razed to make room for light rail, but the adjacent properties that will be impacted. If the road is to be improved, please skip the median and the train, do not send our community down the tracks.

MAY 30 2014

## Bottineau Transitway Draft Environmental Impact Statement Comment Form

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Name: Dan Steinberg Organization: \_\_\_\_\_

Address: \_\_\_\_\_

Email: \_\_\_\_\_

Hewannee way on page h2 Not mentioned on table 5.1-3 should be mentioned.

Figure 5.7-3 missing results ~~from~~ should have Bonnie Ln  
Table 5.7-6 missing results should have Bonnie Ln.

Table 8.3-2 Historic Properties No mention of St. Margret.

~~Table~~ Figure 5.5-1 No mention of Hazardous Material 5.5-1

More mention of the possible bus changes

Table 5.6-3 Summary - Study of noise on Bonnie LN and Hewannee way.



Regarding LRT

I am concerned about losing the animals & parks of Theodore Wirth.

I am concerned that other people from Golden Valley will not use the trains like N. mpls. would.

I am concerned that the flood plain by the tracks will pose problems.

I am concerned that the dumped debris from old Hwy 100 will be a hazardous

②

mess when they have  
to dig it out.

I am concerned about  
the way it will  
change the park  
along the tracks.

I am concerned about  
the noise and  
pollution from the  
trains.

This is just off  
the top.

Pat Jordan

## Bottineau Transitway Draft Environmental Impact Statement

### Comment Form

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Name: ERWIN J. HEIM

Organization:

Address:

Email:

UPON REVIEW AND PENDING PROCESS THE DI LINE  
THRU C.V. IS NOT WELL SERVED, IT DOES NOT SERVE  
THE RESIDENTS THRU WALKING - LIMITED PARKING  
PRESENTLY THE LOCAL RESIDENTS THAT USE THE BUS  
SERVICE FIND MINIMAL RIDERS, EVEN AT PEAK HOURS,  
THIS MAY BE DUE TO THE FACT THAT ALL C.V. RESIDENCES  
HAVE AT LEAST ONE CAR, W/E WOULD BE BETTER  
SERVED WITH REVIEW OF THE BUS SERVICE, IT CAN  
MOVE THRU MORE NEIGHBORHOODS. RECENT BLOGS  
ABOUT THE GREEN LINE TALK ABOUT HAVING TO TRAVEL  
FURTHER TO GET TO THE CRT SINCE BUS ROUTES  
WILL BE DELETED.

BUT THE MAJOR FACT IS THE EAST EDGE OF C.V.  
IS A RURAL SETTING NEAR A MASON DOWNTOWN CITY  
WITH WILD LIFE NOT SEEN OR EQUAL IN ANY  
OTHER PART OF THE COUNTRY, WITH THE CRT  
THIS WILL BE LOST.

W/E DO NOT NEED THE CRT - AS NORTH MAPS  
RESIDENCES STATED - ADD MORE BUSES OR  
THAT TYPE OF TRANSPORTATION.

### Bottineau Transitway Draft Environmental Impact Statement Comment Form

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Name: Carmen Heim Organization: \_\_\_\_\_

Address: \_\_\_\_\_

Email: Carmen D Heim

I've commented, written and put post its at the Park Board and LRT since 2012

I Don't agree with D I, <sup>we</sup> live in flora/fauna of The National Scenic Ground rounds where we've lived 28 yrs. I support LRT that is in an area of redevelopment, or existing roadways. Look how ugly Univ. Ave is now. Mirror that in a concrete redev area that needs life. UNBelievable 'our GK council let this be explored for years and dollars. ITS "A CURSE ON GRACE" TO DO THIS TO OUR PARKS, in this City. NO more noise disruption frequency and vibration disruptions in a live flourishing parks and wet lands. We live on Bassett Creek. we play outdoors so maybe you are responsible for decreasing our God Given Soulful serene quality of life. NO D1 Low ridership for cheapest Fastest route in The Grand Rounds National Scenic area. SCANDAL: what the EI of yrs of const.

We use this area for walk, xoski, birding

## Bottineau Transitway Draft Environmental Impact Statement

### Comment Form

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Name: Gwyn Dalrymple Organization: Maplebrook Estates  
 Address: [REDACTED]  
 Email: [REDACTED]

I have lived in Maplebrook Estates for 13 years. I am a single mom; my son is 15 years old. I have always worked full time with no outside financial help, except from family when needed. I have put a lot of money into this house just for upkeep and expected to get some money out of it. My house is very close to West Broadway, as far as I can tell - the four or five units in front of me will be gone, which seems to me that I will be way too close to the Lightrail - NOT HAPPY about it at all!! A lot of residents will be affected in many ways, not just the people that will be displaced. What about my property value? What about the noise? This is a RESIDENTIAL AREA - what are you thinking? I have no problem with fixing up West Broadway but the Lightrail is taking it too far. Please remember we all have a story - we are families - times are tough already and this will not help; some of our lives get better - just worse!

**From:** [Zimmerman, Jason](#)  
**To:** [Bottineau Transitway/Hennepin](#)  
**Subject:** comments from Golden Valley public hearing 8  
**Date:** Thursday, May 29, 2014 11:04:34 AM

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Margaret Wall-Ramano, 2912 Kyle Avenue North, said she is concerned about the noise that will come with this project and how it will impact the D1 neighborhood. She said a deeply felt imperative and core pleasure of every Minnesotan is to be outdoors as much as possible once winter is gone. A lot of recreational activities take place not necessarily at parks, but at home in front and back yards and on porches, stoops and balconies. Soaking up the warmth of family and friends, drinking, grilling, throwing a ball, watching the kids run through the sprinkler, chasing the dog, gardening, and taking a nap in the sun are the kinds of things we live to do in the warm weather months after suffering through our long winters, everybody knows this. The DEIS includes a noise reading for her neighborhood that characterizes the ambient noise as rural ambient, that's how quiet their neighborhood is, it's unbelievable, and it's into this peaceful environment that the LRT will charge, effectively destroying people's ability to enjoy the use of their outdoor spaces in the way that they expect to be able to do. This will radically change people's lives not only temporarily with the construction activities, for how many years she hasn't been able to find out, but permanently with constant noise interruptions day in and day out. Some of her worst impacted neighbors will basically only be able to enjoy their homes when they are asleep, if they can stay asleep, which is a very wrong thing. She said she was flabbergasted to learn that in Golden Valley construction noise will be allowed 365 days a year between the hours of 7 am and 10 pm. This is an outrage and it must be corrected. Right now she asks that the City Council or the powers that be swiftly amend the City's noise ordinance to bring it in line with that of Minneapolis. It's ironic that Minneapolis, the big noisy, bustling city recognizes that its citizens need, and have the right to have, quiet after 6 pm while Golden Valley, whose quiet is one of its main treasures does not, and in fact has given it away and for what? It's admirable to be a cooperative regional neighbor, but not when the well-being and property rights of your own citizens are thrown under the train.

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**Jason Zimmerman** | City Planner | City of Golden Valley  
7800 Golden Valley Road | Golden Valley, MN 55427  
763.593.8099 | 763.593.8109 (Fax) | 763.593.3968 (TTY)  
[jzimmerman@goldenvalleymn.gov](mailto:jzimmerman@goldenvalleymn.gov)



**From:** [Zimmerman, Jason](#)  
**To:** [Bottineau Transitway/Hennepin](#)  
**Subject:** comments from Golden Valley public hearing 2  
**Date:** Thursday, May 29, 2014 11:04:54 AM

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Communication #191

Christophe Wall-Romana, 2912 Kyle Avenue North, said he is a daily bus user and is strongly against the Bottineau LRT proposed alignment. He said the DEIS asks Golden Valley to sacrifice its environmental and recreational assets for an LRT project that will benefit the City very little and will serve mostly other communities further north. He said only 2.5% of the population will use the LRT and will meanwhile damage forever the peace and quality of life of all. It will also affect the beauty of two parks as well as Theodore Wirth which thousands of people from Golden Valley use. He said the project is expedient rather than respectful of people's lives. He said the LRT alignment completely bypasses North Minneapolis which is a big problem because they are the densest users of mass transit, with the lowest income and lowest car ownership in all of the Twin Cities area. He said the D2 option along Penn Avenue is the only other given option which the DEIS invalidates in the name of environmental justice, rightly so and D2 is a bad alignment, but other alignments should be considered. Time and money should not pressure the City into accepting a flawed alignment. He asked the Commissioners to preserve the natural environment in the City's recreational facilities and more importantly preserve the right of all present and future Golden Valley residents to enjoy these fragile resources by keeping the precious wetlands and beautiful landscape intact.

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**Jason Zimmerman** | City Planner | City of Golden Valley  
7800 Golden Valley Road | Golden Valley, MN 55427  
763.593.8099 | 763.593.8109 (Fax) | 763.593.3968 (TTY)  
[jzimmerman@goldenvalleymn.gov](mailto:jzimmerman@goldenvalleymn.gov)



**From:** [Zimmerman, Jason](#)  
**To:** [Bottineau Transitway/Hennepin](#)  
**Subject:** comments from Golden Valley public hearing 6  
**Date:** Thursday, May 29, 2014 11:04:39 AM

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Communication #178

Brad Thorson, 2811 June Avenue North said he needs to see some renderings of what this is going to look like. If you look at the environmental impacts in the DEIS they are moving the rail line, they are adding two other lines, they are putting up a sound barrier or possible fence, he has no idea what this will look like. He said some renderings have been done for the station in the Wirth area but there is nothing at all for the public to see as to what sort of impact that will have and how it will change the way the park can be used.

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**Jason Zimmerman** | City Planner | City of Golden Valley  
7800 Golden Valley Road | Golden Valley, MN 55427  
763.593.8099 | 763.593.8109 (Fax) | 763.593.3968 (TTY)  
[jjzimmerman@goldenvalleymn.gov](mailto:jjzimmerman@goldenvalleymn.gov)



**From:** [Zimmerman, Jason](#)  
**To:** [Bottineau Transitway/Hennepin](#)  
**Subject:** comments from Golden Valley public hearing 4  
**Date:** Thursday, May 29, 2014 11:04:42 AM

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Madge Thorsen, 2811 June Avenue North, said the draft EIS is legally inadequate in a number of ways. It doesn't analyze whether Mary Hills and Sochacki are being constructively used by the project within the meaning of Section 4F of the Federal Transportation Act when noise and vibration and defoliation and deforestation impacts essentially rob parks of their essence, that is a use, and a whole lot of things follow from that in terms of what needs to occur next if the parks are being used. Yet, the draft EIS is silent as to these two parks and that part of the required analysis. The same is true with respect to temporary occupancy. She said the DEIS recites in chapter four that the project is consistent with Comprehensive Plan of Golden Valley and Robbinsdale, but it doesn't mention the park sections of those plans. Chapter six in Golden Valley's plan says Mary Hills is a natural preserve for visual aesthetics and buffering, for walking and for passive recreational uses. Those appear to be inconsistent with shooting 82 decibels of linear noise down the tracks every 7 minutes, but you wouldn't even know that because that analysis is not provided, the facts are not there on which to base a decision. She said she also thinks the DEIS also underestimates the cost of the D1 alignment because it does not analyze inverse condemnation damages. A government can take property, not just by grabbing it, but by creating effects that diminish market values. She suggested the Commissioners talk to the Metropolitan Airport Commission who has been in noise litigation for 20, 30, 40 years. If the costs are understated they can't be compared to the D2 or any other alignment and the comparison of options are deprived which is a core flaw in the analysis of the EIS document. So Golden Valley as stewards of public land really needs to make some serious comments about this draft EIS.

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7800 Golden Valley Road | Golden Valley, MN 55427  
763.593.8099 | 763.593.8109 (Fax) | 763.593.3968 (TTY)  
[jzimmerman@goldenvalleymn.gov](mailto:jzimmerman@goldenvalleymn.gov)



**From:** [Zimmerman, Jason](#)  
**To:** [Bottineau Transitway/Hennepin](#)  
**Subject:** comments from Golden Valley public hearing 9  
**Date:** Thursday, May 29, 2014 11:04:31 AM

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Father Paul Moudry, Pastor, St. Margaret Mary Church, said their concerns are noise and pollution. If a station is built across the street from their church and the tracks go along their western border the noise will be really incredible with 200 trains per day going by with bells ringing as the train comes and goes from the station. The lights that would go on at the station and potential parking areas would be detrimental to some of things that they do at their campus with the neighborhood as well. Another concern is the pollution. He knows the buses are scheduled to stop on Golden Valley Road which might be environmentally friendly, but all the automobiles coming to and from the station and park and ride with all their noise and exhaust would not. He said their campus looks quiet and melancholy but it's very active 12 months of the year and they have an elementary school on the property so there are a lot of safety concerns. He said strangers cannot go across the school property. There are currently a few who go to the bus stop, but this would really increase if there is any kind of a light rail station. There have been offerings in some of the printed materials that their campus is one site being considered for a park and ride, they strongly oppose that. He wants to make it clear to everybody that their campus isn't for sale, their parish isn't dying, it is growing and that the parish owns the property, not the arch diocese. So noise, light and air pollution are some of their greatest concerns. And the traffic going to and from their parish with lots of senior citizens is confusing for them now, it will be even worse with added traffic.

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**Jason Zimmerman** | City Planner | City of Golden Valley  
7800 Golden Valley Road | Golden Valley, MN 55427  
763.593.8099 | 763.593.8109 (Fax) | 763.593.3968 (TTY)  
[jzimmerman@goldenvalleymn.gov](mailto:jzimmerman@goldenvalleymn.gov)



**From:** [Zimmerman, Jason](#)  
**To:** [Bottineau Transitway/Hennepin](#)  
**Subject:** comments from Golden Valley public hearing 11  
**Date:** Thursday, May 29, 2014 11:04:20 AM

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Communication #175

Mary Leach, 301 Meadow Lane South, said she absolutely cannot understand why usage isn't being maximized. She finds it very difficult to understand why the Bottineau line is not running through North Minneapolis for people who need the transportation the most. There is the most vacant land for parking lots all along Broadway which is one demolished building after another. She just fails to understand why we aren't taking all this federal money and maximizing the usage for the greatest benefit for the greater good and people who really need this. She said she is also concerned about going through parkland which is such a precious and rare commodity. She said it is very hard to understand how plans have evolved to this point considering what the needs and objectives are.

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7800 Golden Valley Road | Golden Valley, MN 55427  
763.593.8099 | 763.593.8109 (Fax) | 763.593.3968 (TTY)  
[jzimmerman@goldenvalleymn.gov](mailto:jzimmerman@goldenvalleymn.gov)



**From:** [Zimmerman, Jason](#)  
**To:** [Bottineau Transitway/Hennepin](#)  
**Subject:** comments from Golden Valley public hearing 10  
**Date:** Thursday, May 29, 2014 11:04:25 AM

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Communication #174

Edward Johnson, 2718 Dupont Avenue South, said he is concerned about the comments that have been made so far. He hopes that this has not devolved into another situation currently being faced with the Southwest Corridor where the NIMBYs are definitely on the way to destroying that line. He would hate to see the same thing happen to this line. This nation, whether we want to realize it or not, is running out of energy, cheap oil, gas and coal and we need to do all we can to develop electrified rail in this country and especially here in the Twin Cities where we are so far behind compared to other cities. He said he wants to make sure that this project is realized as a benefit both to the environment and to future generations. He said there will be some construction noise and he lived along the Hiawatha line while it was being built and he had no problem with living with the construction noise and he has found that the line itself have very little noise compared to the traffic on Hiawatha Avenue. He said he hopes the line and stations will be retrofitted with restrooms for the aging population because that seems like something that has been missed in the plans. He also hopes there will be some connecting street car lines eventually to mitigate some of the bus and traffic noise. He said we've got to get serious about electrified rail in this country and if we don't progress with the federal money that will help, we won't get any and Minnesota doesn't get much federal money compared to what we put into Washington. This is one way of getting some of our money back.

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7800 Golden Valley Road | Golden Valley, MN 55427  
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[jzimmerman@goldenvalleymn.gov](mailto:jzimmerman@goldenvalleymn.gov)



**From:** [Zimmerman, Jason](#)  
**To:** [Bottineau Transitway/Hennepin](#)  
**Subject:** comments from Golden Valley public hearing 1  
**Date:** Thursday, May 29, 2014 11:04:52 AM

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Sean Fahey, 3941 Bassett Creek Drive, said that the DEIS shows that Golden Valley is not going to get any open space or environmental benefit. If anything, there is going to be increased traffic and reduced air quality. He said there may be development opportunities but from an environmental standpoint that just means there will be environmental degradation and wetland filling according to chapters five and six in the DEIS. He said the City should try to fight for mitigations as much as possible and use municipal consent as a way to get mitigations needed for sound and light. He said the City shouldn't be afraid to use municipal consent as a tool to make this project as beneficial as possible to Golden Valley.

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763.593.8099 | 763.593.8109 (Fax) | 763.593.3968 (TTY)  
[jzimmerman@goldenvalleymn.gov](mailto:jzimmerman@goldenvalleymn.gov)



**From:** [Zimmerman, Jason](#)  
**To:** [Bottineau Transitway/Hennepin](#)  
**Subject:** comments from Golden Valley public hearing 5  
**Date:** Thursday, May 29, 2014 11:04:45 AM

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Communication #172

Joanie Clausen, 2516 Lee Avenue North, said she received an email from a resident that she would like put on record. She has been told that there will be fencing around the Bottineau line and she is concerned that would make it hard for animals and residents to go back and forth. The residents in the area near St. Margaret Mary would not be able to use the nature area in the same manner. She is also concerned about noise and said a sound wall with natural trees and bushes would be best or a temporary sound wall should be installed until trees mature.

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7800 Golden Valley Road | Golden Valley, MN 55427  
763.593.8099 | 763.593.8109 (Fax) | 763.593.3968 (TTY)  
[jzimmerman@goldenvalleymn.gov](mailto:jzimmerman@goldenvalleymn.gov)



**From:** [Zimmerman, Jason](#)  
**To:** [Bottineau Transitway/Hennepin](#)  
**Subject:** comments from Golden Valley public hearing 7  
**Date:** Thursday, May 29, 2014 11:04:36 AM

Communication #171

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Nils Berg, 2440 Dresden Lane, said it seems like the materials are month too late or this meeting is a month too early to be productive and it feels as though this whole venture has a quick shuffle. He said he finds it interesting that the Bottineau preferred alternative was selected because the planners didn't want to displace either 72 or 175 families in North Minneapolis both of which the LRT representatives have said. He said that's a noble thought even if it is more than a tad disingenuous. In reality, the LRT is all about social engineering. It goes beyond social planning it is about telling people where they have to live. Retrofitting trains through valued neighborhoods is all about community disruption and displacement and to think of it as anything else is an exercise in deception and illusion. He said the DEIS document has an extensive section on water management and that's a good thing. Water flow going in and out of Rice Lake is a major concern for those who live in the area. He said Robbinsdale plugged up the flow under the BNSF tracks a number of years ago and as a result they experienced significant flooding in both Mary Hills Park and in their back yards. The water flow was so strong that they could literally white water raft in their yards. When Robbinsdale put in the new drainage culverts the matter was resolved and to this day those who live south of that area remain interested in any water tampering that's occurring upstream. He asked what is in it for freight. Reports about train delays, accidents and oil movement seem to appear on a frequent basis in the Star Tribune. He said it makes him think that if he was Burlington Northern Rail and he had trains backed up he would be interested in gaining shipping capacity. If you won't or can't give that to them, why would they be interested in sitting across the table from them and if he was the Golden Valley City Council, he wouldn't want to have to go back to his constituents and tell them that he had been successful in getting the railroad to bring longer, heavier and possibly oil laden trains through their neighborhood. He said his real concern is that he sees nothing in the DEIS addressing the fact that Mary Hills Nature Center and Sochacki Park are both sitting on a landfill. The landfill area is the final resting place for old Highway 100. The various paths in the parks have concrete slabs that can readily be seen are the remnants of the old roadway. The thing of interest about that is much of Highway 100 was built as a post-depression Department of Public Works project in the 1930s. Back then, before people knew any better, asbestos was commonly used in many forms of construction including highways. Asbestos fibers bonded to and strengthened the cement. It was not affected by temperature changes and helped provide protection from salt damage to the roadways. He said he doesn't know if there is actually any asbestos present in the concrete and from what he can tell neither does the DEIS document because it doesn't mention it. He said he does know that a variety of respiratory ailments can be directly traced to asbestos. According to the Mesothelioma website exposure over time can have dire consequences. An article he read states that an unbroken block of cement presents no danger, but any time it is cracked or broken, microscopic bits of asbestos are released. Once airborne they can be breathed in by an unsuspecting victim who discovers years later that the material has lodged in their respiratory system. The article states that people can still be exposed to asbestos if they come across broken chunks of cement that contain the hazardous material. He said he doesn't bring this up to instill fear but to encourage caution. He said light rail does not exist in its own little vacuum you need to look at the whole picture. The City Council does not live in a vacuum either and needs to be acutely aware of how moving heavy freight more deeply into Mary Hills could negatively impact the health and

welfare of City residents. Anything that causes ground vibration could disturb materials that need to be kept dormant.

Communication #171

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**Jason Zimmerman** | City Planner | City of Golden Valley  
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763.593.8099 | 763.593.8109 (Fax) | 763.593.3968 (TTY)  
[jzimmerman@goldenvalleymn.gov](mailto:jzimmerman@goldenvalleymn.gov)



MAY 29 2014

## Bottineau Transitway Draft Environmental Impact Statement

### Comment Form

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Name: Marta Spencer

Organization: \_\_\_\_\_

Address: \_\_\_\_\_

Email: \_\_\_\_\_

Random Thoughts: I speak as someone who will never use the Transitway to go to work, due to motion sickness. Also - I can drive to work faster than the Transitway will get me there.

I resent the fact that the word Transitway was used instead of some form of Railway ~~system~~ system. Transitway is a vague word. I thought it dealt with roads - not rail.

Maplebrook Estates will be greatly impacted by all of the construction, along with noise, detours, our east entrance will not allow us to travel north along Broadway. The new library will add traffic, and possible accidents. There will be longer wait time for us at 85<sup>th</sup> as we try to leave our complex.

I don't look forward to hearing the chime of the bells ringing at intersections as trains cross, nor the sound of the train horn honking, nor feel the possible vibration as the train passes.

MAY 29 2014

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Name: Linda A. Paulson Organization: home owner

Address: [REDACTED]

Email: [REDACTED]

My back yard butts up against West Broadway. I've been told I'll probably loose about 10 feet from that side of my yard due to this project. That will probably mean my fence will have to be removed as well as my lilac bushes & lilac tree will be removed. If that is the case then what I would like to see happen is the following:

- 1) Move my lilac tree to another location in my back yard.
- 2) Remove the hill completely leaving my yard all one level
- 3) Install an 8 foot sound ~~barrier~~<sup>proof</sup> fence
- 4) Remove the boulevard completely of grass eliminating my having to mow grass on the other side of the fence.

Thank you for listening to my opinion & desire.

Sincerely

*Linda A. Paulson*

MAY 29 2014

Communication #168



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Name: HARRIET LERDAL  
SOZANNE LUNDAREN Organization: RESIDENT

Address: [REDACTED]

Email: ELIMINATE LRT B-C-D1 AND CONSIDER D2

1. WE HAVE LIVED @ THIS ADDRESS FOR 38 YEARS AND BOUGHT HERE BECAUSE OF GREEN SPACE, WILDLIFE (DEER, WILD TURKEYS, QUIET, EAGLES, HAWKS, AND A VARIETY OF MIGRATORY BIRDS), THEODORE WIRTH PARK, THE DRIVE, ST MARGARETS CHURCH W/ OPEN GREEN SPACE, PARKS AND ADJOINING TRAILS. ALL WERE REASONS TO LIVE IN THIS AREA.
- ALL OF THE ABOVE WILL BE AFFECTED IF THE LRT-D1 ROUTE FOLLOWS THE PRESENT RR RIGHT OF WAY THROUGH GOLDEN VALLEY AND UNDER G.V. ROAD
2. THE GV/WIRTH INTERSECTION IS ALREADY BUSY DURING CERTAIN TIMES OF THE DAY. ADDING PARKING, TAKING AWAY GREEN SPACE TO ACCOMMODATE LRT AND PLACING A STATION HERE WOULD ONLY CAUSE MORE PROBLEMS (TRAFFIC, NOISE, CRIME,)
3. THERE HAS BEEN A DISCUSSION TO TAKE OUT THE FIRE STATION PLACING ALL OF THE AREA E. OF 100 IN JEOPARDY.
4. THE D1 ROUTE RIDERSHIP IS LESS THAN POSSIBILITIES ON D2, WITH D2 OFFERING GREATER ACCESS TO EMPLOYMENT & HOUSING.

-OVER-

5. IF I READ CORRECTLY 10.5 ACRES OF WETLANDS WOULD BE AFFECTED WITH ROUTE D1. FILLING IN THESE AREAS WILL AFFECT OTHER AREAS THAT HAVE NOT BEEN ADDRESSED, NOT TO MENTION THE HORTICULTURAL AND WILDLIFE IMPACT.
6. IF LIGHT RAIL IS APPROPRIATE FOR WASHINGTON AVE. THROUGH THE U<sup>I</sup>oM - WHY CAN'T IT RUN DOWN PENN. INSTEAD OF THROUGH PARKS, WETLAND, AND GREEN SPACE?
7. YOU WILL NEVER BE ABLE TO REPLACE WHAT YOU DESTROY - ONLY TO CREATE OTHER PROBLEMS. THEREFORE: ELIMINATE ROUTE D1 AND CONSIDER D2 WHERE THERE WILL BE POTENTIALLY MORE RIDERSHIP WITH FEWER IMPACTS TO THE ENVIRONMENT.

HARJET LERDAL  
SUZANNE LUNDGREN  
GOLDEN VALLEY, MN.  
55422

Communication #168



Hennepin County Housing, Community Works, and Transit  
Attn: Bottineau Transitway  
701 Fourth Avenue South, Suite 400  
Minneapolis, MN 55415



MAY 29 2014

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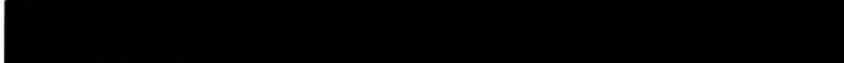
The Draft EIS discusses the purpose and need for the project, the alternatives considered, the impacts of these alternatives, and the agencies and persons consulted.

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Public hearings on the Draft EIS will be held on May 7, May 8, May 13, and May 14, 2014. To learn more about the hearings and for more project information, visit the project website at <http://www.bottineautransitway.org/>.

Name: Dean Tambo Organization: live behind the track

Address: 

Email: 

We really need to do something for the environment and the future of our prairie and wetlands. Lets not just talk and have votes and money be a priority, but show that the environment is important by stopping the expansion of light rail. This would show that we are serious about the future and put some real meaning in our words.



MAY 29 2014

#1

## Bottineau Transitway Draft Environmental Impact Statement

## Comment Form

Federal and state environmental rules require that an Environmental Impact Statement (EIS) be prepared for the proposed Bottineau Transitway project. The EIS process includes the preparation of a Draft EIS, which must be made available for public review and comment.

The Draft EIS discusses the purpose and need for the project, the alternatives considered, the impacts of these alternatives, and the agencies and persons consulted.

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Name: Darlene Lankes

Organization: none - neighbor behind

Address:

Email:

#1 I believe in mass transit ex - Hiawatha line from Uets administration to the mall of America - works & helps alot of people - very loud - bells & trains.

#2 I live behind the proposed alternative less than one block away - I've walked the valley for over 19 years - 4/5 days a week - 6:00 - 4:00 - The only noise you hear are animals - & wildlife - ex - ducks & birds & deer.

#3 Wetlands - you will ruin - the 9.4 - 10.2 - acres of wetland - mitigation with moderate & severe impacts will take the only Nature Center in Golden Valley.

#4 people in north, they want an road thru it - D2 would satisfy the reason for this train.

#5 Our area is quiet with NO people who depend on transit. They target wants our area for their employees

#2

**Bottineau Transitway Draft Environmental Impact Statement  
Comment Form**

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The Draft EIS discusses the purpose and need for the project, the alternatives considered, the impacts of these alternatives, and the agencies and persons consulted.

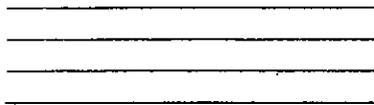
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Name: \_\_\_\_\_ Organization: \_\_\_\_\_  
Address: \_\_\_\_\_  
Email: \_\_\_\_\_

- #6 In Sec 5.3 - all wetlands areas with the potential, area of disturbance were considered an impact.
- #7 The only reason the B-CP is preferred is because A) the one small track was in existence & B) its the cheapest.
- #8 The Environmental Impact report mentions all the wild life within the area - a few are - Deer, woodchuck, wood ducks, geese - Loons/sometimes Owl - Canadian Beavers - Fox, Coyotes - Carcass,
- #9 Hazardous risks for material contamination should be NO-WHEKE!
- #10 - There is no noise at all except from animals - the train that goes thru twice a day is very quiet with no BELLS -
- #11 This study is very limited and BIASED - I expected more from the Environmental experts.

Attach First  
Class Postage  
Here



#3

Hennepin County Housing, Community Works, and Transit  
Attn: Bottineau Transitway  
701 Fourth Avenue South, Suite 400  
Minneapolis, MN 55415

Please have the Federal government  
use the money elsewhere - This  
is a nature center. Please don't  
ruin it. We have very few  
people even using the bus in  
this area.  
The district uses the area for  
environmental classes.

MAY 29 2014



## Bottineau Transitway Draft Environmental Impact Statement Comment Form

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Name: PAM DALRYMPLE Organization: \_\_\_\_\_

Address: \_\_\_\_\_

Email: \_\_\_\_\_

I feel that all alternatives for the Light Rail was not looked at. There was an A option and B Option (west Broadway) what about a C Option not down the middle of a neighborhood. There will be houses within 50 feet of the Light Rail. As far as I know the current and proposed Light Rails don't go through a neighborhood where houses 50 feet from the train. West Broadway does not need to be redone to 2 lanes on the other side of 85th Avenue - since 610 exits have opened there is not the 13,000 cars indicated in the 2011 study. Please look into an Option C. I don't want to replace my peace and quiet at my home with a train noise. I work downtown and know what noise the trains make. Why not take the train farther down on Bottineau Boulevard and put in a transit station with buses running regularly to the Target Campus. Please don't put the train on West Broadway - pick another location for it instead of through a working peoples neighborhood.  
Sam Dalrymple



MAY 29 2014

### Bottineau Transitway Draft Environmental Impact Statement Comment Form

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Name: LOIS BINDER Organization: \_\_\_\_\_  
Address: \_\_\_\_\_  
Email: \_\_\_\_\_

The Bottineau Transitway will be a great boon to our area and city & state. Every effort should be made to lessen the noise factor for the neighborhood. I know it will alleviate the pollution factor from the thousands of cars that would otherwise drive through our area. Build it fast + build it safe.  
Lois Binder  
I want it in my neighborhood.

**From:** [Crikket 4evr](#)  
**To:** [Bottineau Transitway/Hennepin](#)  
**Subject:** Comments EIS  
**Date:** Thursday, May 29, 2014 11:52:43 PM

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Dear Sir/Madam,

I have read with interest the results of the EIS with regards to the proposed routes of the Bottineau Transitway Project. In theory, I am personally very much in favor for mass transit in urban areas which I believe alleviates congested roads and drives down pollution.

However, one area of the report particularly stands out as being contradictory and that is the decision that route D1 should take preference over route D2.

To build from Robbinsdale over the Walter Sochacki Park, through the Mary Hills Nature Area up to Golden Valley Road is a mistake based on these observations:

1. This is a floodplain. Building on floodplains is both notoriously difficult and expensive. In this area there are deep lakes, bogs and marshland which would require deep and costly drilling to find secure foundations for the track.
2. Route D1 does not serve anybody. Route D1 runs through uninhabited wetlands. D2 runs through an urban area. Mass transit is built to serve and transport people. I agree that the uninhabited route D1 is a quicker option if you are trying to transport people from one end to the other, but if this is the case why not use busses? I note it would be easy to have 'fast trains' during peak periods along route D2 if speed from one end to the other is a major concern, but this has not been mentioned in the report. Route D1 appears to be a private line avoiding the urban areas, which contradicts the reason for mass transit in the first place.
3. Neighborhood needs. Route D2 runs through a working class neighborhood. In other working class areas of Minneapolis where mass transit has been introduced, regeneration has been quick and has given a much needed boost to the economy of that area from property prices to flourishing local businesses. Building D1 through an uninhabited floodplain would offer none of these advantages and deprive a community of much needed growth. This appears to be an opportunity to do some good for a Minneapolis community and it is being squandered.
4. This area is a park and full of wildlife. Walter Sochacki Park links into Theodore Worth Parkway and is a thoroughfare for deer and much other wildlife. When I walked the route I saw deer, coyote, turtles and raccoons including a doe giving birth to a fawn directly next to the current track. To have to build tunnels/bridges through the wetlands to accommodate these creatures' natural roaming patterns would be expensive.
5. Minneapolis is famous for its parks. The reason many people choose Minneapolis over other urban areas is due to its metro-area parks. These should be protected at all costs and not destroyed.
6. Cost. Revenue is generated by the paying customer. Although the initial build costs of D1 may perhaps be less expensive, building a line through an uninhabited area will not generate any future income. D2 will immediately generate revenue from

the onset.

Communication #163

I look forward to your response and please feel free to let me know if you would like clarification or have any questions.

Best regards,

Freddy Crawford

**From:** [Margaret Wall-Romana](#)  
**To:** [Bottineau Transitway/Hennepin](#)  
**Subject:** DEIS Public Comment  
**Date:** Thursday, May 29, 2014 9:33:12 AM

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Communication #161

Hennepin County Housing, Community Works, and Transit  
Attn: Bottineau Transitway  
701 Fourth Avenue South, Suite 400  
Minneapolis, MN 55415

PUBLIC COMMENT Re: Bottineau DEIS, May 28, 2014, 9:30am

This letter is to voice my strong objection to the Preferred Alignment of the proposed Bottineau LRT through Golden Valley, as described in the Draft Environmental Impact Study.

Hennepin County Commissioner Mike Opat has described the area through which the line would run as "an active freight rail corridor, not a pristine wildlife corridor", which he described as strewn with litter and poorly maintained. This is a disingenuous characterization. He is referring to a lovely, peaceful, wildlife-filled wetland area upon whose trails people stroll, run, bike, birdwatch and dose their souls with the balm of natural beauty – through which a freight train track currently happens to run. Is it "pristine"? No it is not. Is anything in our urban area "pristine"? Is it wonderfully quiet except for birdsong? A great deal of the time it is, in fact. Is it of value, and a special, irreplaceable natural resource for its neighbors, its city and the Twin Cities area? Yes! Should we who value it accept that it will be ravaged? No!

I object to this disingenuous denigration of Sochacki Park & Mary Hills Nature Area in pursuit of the Bottineau Line. The Preferred Alternative will not serve the transit interests of Golden Valley – it is very badly placed for that. What it will do is destroy a cherished nature area and the peace of neighbors along its path in order to allow several hundred trains a day to speed through the city, bypassing areas of greatest transit need, while serving the desires of other entities and communities. This route will be strenuously opposed.

Sincerely,

Margaret Wall-Romana  
[REDACTED]  
Golden Valley, MN 55422  
[REDACTED]



# Appendix G

## Response to Draft EIS Comments

### 10 Transcript – Brooklyn Park Hearing



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Bottineau Transitway Draft Environment  
Impact Statement Public Hearing  
Before Hennepin County Commissioner Mike Opat  
Thursday, May 13, 2014  
Brooklyn Park, Minnesota

\*\*\*\*\*

Reported By: Lori Morrow, RPR, CRR, CLR, CCP

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PANEL MEMBERS PRESENT:

Mike Opat, Hennepin County Commissioner, District 1  
John Jordan, Brooklyn Park City Council  
Bob Mata, Brooklyn Park City Council  
George Selman, Robbinsdale City Council  
Rich Gates, Brooklyn Park City Council  
Lona Schreiber, Metropolitan Council

PUBLIC SPEAKERS:

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Barbara Lokken	3 (to comment reporter)
Randy Althouse	4 (to comment reporter)
Lana Ensrud	16
John McCarthy	19
Mary Ostrom	20
Chuck Sutphen	21
Chris Berne	24
Daniel Couture	27
Thomas Hanson	29
Jean Kidd	31
Scott Greenman	33
Steven Jones	34
Harry Kuehn	35
George Kroll	35

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(Reporter's Note: The first two speakers, Ms. Lokken and Mr. Althouse, spoke directly to the comment reporter and did not speak publicly to the commission.)

MS. BARBARA LOKKEN: Barbara Lokken, L-o-k-k-e-n, and my address is 7924 Oregon Avenue North, Brooklyn Park.

I've got a couple of concerns certainly from where I live on what's happening. And one of them is what kind of -- what will it do to the crime in the area. Brooklyn Park has so many problems with crime as it is now. And as a homeowner, I'm really concerned about what kind of crime it might bring to the area. And I know we don't have a crystal ball, and we can't predict that, but has there been any kind of a study done on that on other areas that have had light rail and how it's affected the crime in the area? So that's my first point.

My next point is that of noise. I'm just -- there's a row of houses on the other side of us, and their backyards face West Broadway. And those people are going to have a lot of their backyards taken away. And I'm just really worried about the noise level that we're going to hear in the neighborhood and what's being done to help that noise level.

And the third issue I have is that of property

1 value. I'd like to see any kind of a study that's been  
2 done on property value and how it affects homes that are  
3 close to light rail. And how does the city respond to  
4 that? Or is it just tough luck for people who live  
5 close? You know?

6 And then I also have another question. Is  
7 there anything we can do to reverse it, maybe have that  
8 line go down not West Broadway but Highway 81? And I  
9 know they have done all kinds of studies and this and  
10 that, I'm sure. But as the people that live in  
11 Brooklyn Park, do we have any chance of reversing the  
12 current decisions on this? And if we do, how do we go  
13 about working through that process?

14 MS. KIMBERLY ZLIMEN: I want to make one more  
15 quick announcement for anybody who came in after the last  
16 time. The public hearing will be starting at 5:30, but  
17 you can sign up at this table right over here to give  
18 verbal testimony. And you can also submit written  
19 comments from now and through May 29 on the Draft EIS,  
20 the Bottineau Project. But sign up over here if you want  
21 to give verbal testimony at tonight's public hearing.

22 MR. RANDY ALTHOUSE: Randy Althouse, that's  
23 R-a-n-d-y, A-l-t-h-o-u-s-e, 7117 - 88th Avenue North,  
24 Brooklyn Park, 55445.

25 I just wanted to say I read this literature,

1 and I support the changes they're proposing. I think  
2 it's a great idea. And I like the new library idea and  
3 the light rail. I think it would be great, and I think  
4 it would help boost the property values of the homeowners  
5 in the area. That's really all I have to say.

6 (Reporter's Note: The public hearing  
7 begins at this point.)

8 COMMISSIONER OPAT: Good evening. This is a  
9 new system for me, so I'm trying to get oriented here. I  
10 appreciate the help. My name is Mike Opat. I'm a  
11 Hennepin County Commissioner, and I will be conducting  
12 the public hearing tonight.

13 We're going to go over some logistics. But  
14 before we do that, we have some Brooklyn Park City  
15 Council members here. I'm going to make the apologies  
16 for the mayor. He had something come up at work. He's  
17 not going to be able to be here tonight. I know he  
18 intended to be.

19 We have council members here. So maybe we  
20 could start at the end, and, Council Member Gates, you  
21 could give an introduction.

22 COUNCIL MEMBER GATES: Council Member Rich  
23 Gates from the Central District.

24 COUNCIL MEMBER SCHREIBER: Lona Schreiber,  
25 Metropolitan Council, District 2, which includes the

1 Cities of Brooklyn Park and Brooklyn Center.

2 COUNCIL MEMBER JORDAN: John Jordan, West  
3 District City Council.

4 COUNCIL MEMBER SELMAN: George Selman,  
5 Robbinsdale City Council. I also chair the Community  
6 Advisory Committee for the corridor.

7 COUNCIL MEMBER MATA: Bob Mata, West District.

8 COMMISSIONER OPAT: Bob has a meeting down the  
9 hall. He's going to be coming back.

10 Appreciate everybody coming out tonight, and I  
11 appreciate all of you coming out tonight. I'm sure folks  
12 got a chance to meet back in the open house area to look  
13 at some of the information there.

14 Tonight we're having the public hearing for the  
15 Draft Environmental Impact Statement. Some of the  
16 logistics -- well, first off, so what that is is a public  
17 hearing, and it means just that. We're here to listen to  
18 you. We're not going to be involved in a give and take  
19 here. We want to give everybody their three minutes at  
20 the podium if they choose to use three minutes. If you  
21 want to be a speaker, you can sign up in the back. Maybe  
22 folks could wave their hands back there. I can't see the  
23 screens, but when your name is -- when you're on deck, if  
24 you'd come up here and sit at one of the first three  
25 chairs here -- there's paper on them for the upcoming

1 speakers -- and then you can -- there we go. All right.  
2 Then we'll be able to move through in an orderly fashion.

3 Some of the folks up here have other  
4 commitments that they will be on. I'm going to be here  
5 for the duration of the public hearing, so just -- it's a  
6 busy night, and people will be coming and going.

7 What else did I want to mention here?

8 I just ask you to, in respect for all the  
9 speakers and all the different opinions, just refrain  
10 from any cheering or clapping or applause. We'll let  
11 everybody have their three minutes hopefully  
12 uninterrupted, and we'll move through it, and we'll get  
13 through this and hopefully gather a lot of opinions and  
14 information tonight.

15 So with that, I'm going to let Joe Gladke from  
16 the county give a little bit of an intro to the project,  
17 and then we'll begin with the public hearing.

18 JOE GLADKE: Thank you, Commissioner Opat.

19 I'm Joe Gladke with the Hennepin County  
20 Engineering and Transit Planning.

21 I'm just going to provide a brief overview  
22 tonight. We've had a series of meetings over numerous  
23 years. But some people, this might be your first  
24 meeting, so I just want to provide a brief overview of  
25 kind of where we're at right now, where we've been, and

1 kind of where the project is going from here.

2 The Bottineau Project involves several  
3 different agencies. At the federal agency level, we have  
4 the Federal Transit Administration. Hennepin County is  
5 currently the lead agency regarding the selection of the  
6 locally preferred alternative as well as a Draft  
7 Environmental Impact Statement. Later on this summer,  
8 we'll be transitioning the project from Hennepin County  
9 on to the Metropolitan Council. They will really be the  
10 lead entity regarding the FEIS, moving it forward with  
11 preliminary engineering and ultimately with construction  
12 and operations should the project continue to progress.

13 We also have a partnership with all the cities  
14 along the line. They are very valuable to the entire  
15 process. They control land use around the station  
16 locations, and they are involved with getting input on  
17 the project and making sure that it fits within the  
18 community.

19 As far as the Bottineau LRT Project, you might  
20 also hear it referred to as the Metro Blue Line  
21 Extension. The Hiawatha Project was renamed Metro Blue  
22 Line. And this would be an extension of that. If you  
23 were in the other room, you probably got a chance to see  
24 the video that kind of shows where it would start in  
25 downtown near Target Field, head west on 55, up the BNSF

1 Railroad corridor, then head north on West Broadway up to  
2 the final station. It is part of a larger system that we  
3 envision for the entire Metropolitan area.

4 As far as where we're at right now, we have  
5 spent several years looking at a variety of different  
6 alternatives. We have a variety of alternatives on the  
7 north end, a variety of alternatives on the south end.  
8 We kind of got through that process. We're kind of at  
9 the final end of the Draft Environmental Impact  
10 Statement. That's kind of shown in the green blocks  
11 going across.

12 The next step in that process will be the Final  
13 Environmental Impact Statement, which will likely begin  
14 toward the end of this year. We'll probably still take  
15 another one to two years beyond that. Also on the top  
16 line going across as far as kind of the project  
17 development aspect of it, there's currently a request for  
18 proposals out where Met Council is looking to hire a firm  
19 to begin the preliminary engineering for the project.  
20 That will be at least two years probably with that.  
21 There's also a city approval process as part of the  
22 approval of the plans moving forward.

23 Then on the bottom of the process there, we  
24 kind of have land use planning. That's another kind of  
25 process that's happening continuously with some of these

1 other processes as well.

2 We currently are working on the stations on the  
3 southern end, two in Minneapolis, two in Golden Valley.  
4 We'll likely be hiring a consultant toward the end of  
5 this summer that will again work on the station area  
6 planning. This is really kind of a half-mile radius  
7 around each one of the potential station locations where  
8 they look at pedestrian connections, bike connections,  
9 land use around that, what should be considered for  
10 potential changes as this type of investment moves  
11 forward.

12 Very early on in the process, there were kind  
13 of five goals that were looked at regarding this project.  
14 Those five goals were to enhance regional access to  
15 activity centers, enhance the effectiveness of transit  
16 service within the corridor, provide a cost effective and  
17 financially feasible transit system, promote sustainable  
18 development patterns to support healthy communities and  
19 sound environmental practices. These are really kind of  
20 the five goals that were really looked at, looking to  
21 carry forth in looking at the various alternatives as  
22 well as the results.

23 We have looked at a variety of alternatives.  
24 Back in early -- actually early 2012, we had some  
25 meetings regarding scoping where we came out with a

1 variety of communities along the line, got input  
2 regarding some of the key issues that folks thought that  
3 were needing additional analysis as part of the DEIS. We  
4 got input on the scoping decision. The scoping decision  
5 document came out as a result of that in May of 2012.  
6 That was a process that was looked at regarding the  
7 selection of the locally preferred alternative moving  
8 forward. In addition to that, shortly after that scoping  
9 decision document was the preparation of the DEIS.  
10 That's currently finished. We're in the kind of the  
11 comment period right now associated with that. And the  
12 comment period will be open until May 29.

13           Exactly what is the DEIS? Well, the DEIS  
14 assists decision makers with the assessment of the impact  
15 associated with the project documents, the protests and  
16 the need, as well as the alternatives that are  
17 considered. It addresses transportation, social and  
18 environmental impacts, as well as historical impacts and  
19 other types of impacts. You'll see in the other room we  
20 have kind of a detailed listing of the different sections  
21 within the DEIS where you can find specific information  
22 if you have more detailed questions. It also defines  
23 potential mitigation measures that could be considered as  
24 part of the project, facilitates review by federal,  
25 state, and local agencies, facilitates review by the

1 general public, satisfies both national and state  
2 environmental laws, and also provides a comparison of  
3 alternatives and identifies an environmentally preferred  
4 alternative.

5           You'll notice in the DEIS there are four  
6 different options that are studied. Up on the north end  
7 of the corridor, you'll see a study of a Maple Grove  
8 section as well as a Brooklyn Park. Maple Grove is known  
9 as A. Brooklyn Park is B. The blue section there is C,  
10 which is kind of all the alternatives on the southern  
11 end. There's an option known as D1, which stays within  
12 the railroad corridor. There's another option known as  
13 D2, which went out onto West Broadway and south on Penn.  
14 And then they all come in and tie in at Target Field. So  
15 these are the options that you'll see are studied in the  
16 DEIS.

17           Going back to those five goals that I mentioned  
18 earlier, and looking at those five alternatives in  
19 addition to a no-build alternative and enhanced bus  
20 alternative as well, this is kind of a high level  
21 assessment to where that turns out. There are 22  
22 different evaluation criteria surrounding those five  
23 goals. And that's how they come up with kind of how  
24 these range. And they range -- such as alternative BCD1  
25 is both a locally preferred alternative and the

1 environmental preferred alternative. And that is a map  
2 right here from those two options. Again, it is the  
3 Brooklyn Park segment BCD1.

4 We have a series of open houses that we're  
5 having right now. We're here tonight in Brooklyn Park.  
6 We're going to be tomorrow night in Crystal. I also want  
7 to mention that there's going to be another meeting on  
8 May 21 that's going to talk about the Roadway Project  
9 along West Broadway. The Roadway Project is a vision  
10 that happened prior to the LRT Project happening along  
11 West Broadway. So there is going to be more detailed  
12 information about that meeting on the 21st if you're  
13 interested in attending that as well.

14 Treatment of the DEIS comments. Hopefully, you  
15 saw some of the comments forms that are here. You're  
16 certainly welcome tonight to provide verbal comments.  
17 You can also provide written comments. Those comments  
18 will all be gathered. And we've asked for your email  
19 address as part of the comments as well so we can  
20 acknowledge that, yes, we did receive your comments.  
21 Those comments will then be taken and gathered and kind  
22 of put into different classification categories. Those  
23 will be shared with the consultants that will be working  
24 on both the preliminary engineering as well as the final  
25 environmental impact statement.

1           So we do plan on trying to give back to those  
2           comments, but it will be quite some time before people  
3           kind of hear a response based upon their comments  
4           relative to the process. But that's going to be -- as we  
5           get into the FEIS, we can address those comments that  
6           come up with more work on the project. There's very kind  
7           of a high level of engineering work that is done  
8           currently. There's much more detail of work that needs  
9           to happen during our preliminary engineering and during  
10          the last stage as well.

11           With that, I'm going to turn it over to  
12          Commissioner Opat to begin the public hearing. I think  
13          he's going to go over again kind of some of the ground  
14          rules, and then we'll begin the hearing.

15           COMMISSIONER OPAT: Thank you, Joe. And again,  
16          if anybody wants to sign up to speak, the table is in the  
17          back. I'll ask that you raise your hands again, and then  
18          those speakers who are on deck, please come up here.

19           I'll just mention, this is again the third of  
20          four public hearings. Tomorrow night in Crystal will be  
21          the fourth. And we're at the end of -- this has been a  
22          long process, since 2008 I see on one of the slides.  
23          It's hard to believe we've been at this -- well, it's  
24          been longer than that. But even this last period for six  
25          years now.

1           And then the other -- for timing purposes,  
2 Mr. Gillette over here will give you a little 30-second  
3 wrap-up sign there to kind of help you out. And I'll  
4 just ask people to relax. And we're here to listen.

5           And then the last thing I'll say is I know  
6 there's concern about both the road project, and some of  
7 you may be here about that. That is going to be a  
8 separate public hearing. And for some, the obvious  
9 question might be, well, why wouldn't you do all of these  
10 together. And the answer is, there's no guarantee we'll  
11 get all the funding for this project. The light rail  
12 projects are -- all of them are in the neighborhood of a  
13 billion dollars. If you're following the Southwest  
14 Corridor, even more than that. And half of that is to  
15 be -- we seek federal funding for that. And we're in  
16 competition with regions around the country. So in order  
17 to -- meanwhile, the road needs improvement much sooner  
18 than that. So that's why they travel on separate paths,  
19 so to speak.

20           So with that, we'll begin. The first speaker  
21 is -- and please state your name and address for the  
22 public record. And I'm going to apologize in advance for  
23 any mispronunciation. I'm going to do the best I can  
24 here.

25           So Lana Ensrud is first, and on deck you can

1 see John McCarthy, Mary Ostrom, and Chuck Sutphen.

2           JOE GLADKE: Commissioner Opat, if I can  
3 interrupt you one second. I'm going to talk to several  
4 people in the room next door. If people have questions  
5 this afternoon, I'll be available in the other room to  
6 address those questions and help people make sure they  
7 try and get answers to their questions. We had quite a  
8 crowd earlier, and I didn't necessarily get a chance to  
9 talk to everyone. So we will be in the other room to  
10 answer more questions.

11           COMMISSIONER OPAT: All right. Thank you.

12           MS. LANA ENSRUD: Good evening. Thank you for  
13 this opportunity. My name is Lana Ensrud. I'm a 26-year  
14 resident at Brooklyn Park, and I live at 10531 Welcome  
15 Drive North.

16           I've spoken once before before the council  
17 and to some of the city staff who originally told us  
18 don't worry about it, this is not going to happen on  
19 West Broadway. Every week, most days actually, in the  
20 Star Tribune there are articles about light rail. And I  
21 would like to quote just from a couple of those and ask  
22 you to consider -- particularly our city leaders, ask you  
23 to consider these issues that I'm about to mention  
24 running down the middle of our city.

25           One article addresses the safety issue. This

1 article is about the Green Line, which is launching soon.  
2 And it states that St. Paul Police are launching a safety  
3 campaign for drivers and pedestrians because trains will  
4 run as often as every 10 minutes. And the city council  
5 member in St. Paul said, quote, we got people crossing  
6 the barriers in some cases, we got motorists making left  
7 turns at times that they shouldn't or getting stuck in  
8 the middle of the intersection on the tracks in some  
9 cases, and we know that there have been accidents  
10 involving light rail.

11 There's been an issue with vibrations and  
12 noise. One article talks about, for example, Minnesota  
13 Public Radio, where they say, quote, the floor is  
14 vibrating, the ceiling is shaking, the structure is  
15 making noise, and the Met Council has been forced to  
16 spend a million dollars' worth of concrete and rubber  
17 pads outside the MPR, a couple of churches in the area,  
18 and a U of M research lab.

19 There is an issue of how it will look, how  
20 hectic the area becomes. You know, to the southwest,  
21 residents are up in arms saying that the tranquility of  
22 those neighborhoods will be lost. The paper says they  
23 are worried about the aesthetics of 220 trains a day  
24 coming through their neighborhoods.

25 There's an issue with our own Brooklyn Park

1 citizens, not just those who will lose their homes but  
2 anyone who currently drives on West Broadway or lives  
3 near it. You know, it is troubling to me that the  
4 decision on this light rail is being made by people who  
5 do not live in the neighborhoods. Our two city council  
6 members who oppose it are the only two of our city  
7 leaders who actually live in that district.

8           There is article after article about light rail  
9 that raises red flags about the wisdom of putting a line  
10 right through the middle of our city, tearing up streets  
11 while it's being built, access to neighborhoods,  
12 businesses, churches after its built.

13           And, you know, having said that, light rail is  
14 coming to Brooklyn Park. The only question is where  
15 should that route go. Common sense tells me it is not a  
16 wise decision for our city. You know, we've talked about  
17 this before.

18           I have three questions for our city leaders I  
19 would like to hear the answers to. What is more  
20 desirable about the West Broadway route than any other  
21 option? Who will benefit specifically from this route?  
22 And why is Brooklyn Park unique from all these other  
23 suburbs who want light rail routed out of site and  
24 through unpopulated areas?

25           Thank you.

1 COMMISSIONER OPAT: Next is John McCarthy.

2 MR. JOHN MCCARTHY: John McCarthy, 8001 College  
3 Park Drive.

4 I happen to live in a pocket neighborhood. If  
5 you do anything on West Broadway, you are going to  
6 severely hamper coming in and out of my neighborhood for  
7 all the residents in that neighborhood. I also work for  
8 the City of Minneapolis. And to this day, whenever I'm  
9 out on 26th and Hiawatha, all day long that light rail  
10 screws things up. You didn't put the money in there to  
11 sync the lights with the light rail. You still haven't  
12 fixed it. Things like that seem to be overlooked. You  
13 just want to cram the rail in and get the thing going,  
14 and it screws up the traffic wherever it goes. So  
15 syncing the lights.

16 Also, you want to widen West Broadway. Are you  
17 going to cut into the college's land as well as the  
18 residents, or are you going to do it all on one side  
19 until they get past the college and then widen it on both  
20 sides? Are you going to have a dogleg? That's going to  
21 affect you laying sewer, water, all of that.

22 Are you going to completely close down  
23 West Broadway as you're working on that project? And  
24 if you do so, when you do set up for the light rail for  
25 later, if you're planning on splitting it right down

1 the middle of West Broadway, that doesn't work so good  
2 downtown. In the winter, I work nights. In the summer,  
3 I work during the day. Wherever the light rail runs  
4 downtown, even where the infrastructure is set up for it,  
5 when you can only be on this side of the tracks or this  
6 side, all you have are headaches. You have people that  
7 cannot figure it out. You're always having congestion  
8 and light issues and people trying to turn.

9 Also, I don't know how the sewer system runs.  
10 When you start tearing all that up, are you going to have  
11 temporaries up for months and months and months while you  
12 refit?

13 And will there be any additional assessments or  
14 levies put on us? Because you say, well, we're going to  
15 get the funding for this, and then this is going to pay  
16 for that. And then you go to do it, and, oh, gee, we're  
17 short of money, so guess who is going to take another  
18 short to pay for it.

19 Thank you.

20 COMMISSIONER OPAT: Thank you. Mary Ostroum.

21 MS. MARY OSTROUM: My name is Mary Ostroum. I  
22 live at 8560 South Maplebrook Circle. I'm a part of  
23 Maplebrook Estates Townhomes. I didn't make it to the  
24 previous meeting in April, but my neighbors who did say  
25 that some of the council members asked where have we

1       been. Why couldn't we have known about this project.

2                   The answer to that question is simple. We've  
3       been at work. Maplebrook Estates consists largely of  
4       working-class people, residents who basically pour every  
5       dime into improving their homes. Our homes are getting a  
6       little older. We're at the point now where we're  
7       replacing windows, putting in new furnaces, putting in  
8       new central air-conditioners. We are a group of  
9       residents who care deeply about making improvements to  
10      our townhomes and making them the best they can be,  
11      improvements, I think, that would never be compensated by  
12      the county in their purchase price of our properties.  
13      And I think, if anything, planners should be looking at  
14      decreasing speed limits on West Broadway, adding more  
15      stoplights, and respecting the fact that this is a  
16      residential neighborhood. I don't know whose advice the  
17      planners and politicians who work for this project have  
18      been taking, but I think, clearly, that it is the wrong  
19      advice for Maplebrook Estates.

20                   Thank you.

21                   COMMISSIONER OPAT: Thank you. Chuck Sutphen.

22                   MR. CHUCK SUTPHEN: That's a good way to  
23      pronounce it.

24                   COMMISSIONER OPAT: Good?

25                   MR. CHUCK SUTPHEN: Yeah. That's the Dutch

1 way.

2 COMMISSIONER OPAT: What's the other way?

3 MR. CHUCK SUTPHEN: With a short U.

4 My name is Chuck Sutphen, and I live at 8309  
5 Rhode Island Drive North in Brooklyn Park. And I'm one  
6 of those people who will be cut off. I won't be able to  
7 come here to meetings at the City Hall because the street  
8 will be torn up, and there's no way out of our  
9 neighborhood east -- I mean west. There's no way out.  
10 So if you got West Broadway broken up, torn up, well, I  
11 won't be able to make any of the meetings. I'm sorry.

12 But I spent seven years on the CLIC, the  
13 Citizen Long-Range Improvement Committee. And for six of  
14 those seven years, I tried to get people to fix this  
15 street, West Broadway, before some college kid gets run  
16 over, because there's no sidewalk on the west side of the  
17 street. And they keep saying, oh, we're going to have  
18 the light rail, we're going to get the light rail, we're  
19 going to get it all fixed.

20 There's a big mud puddle there at 83rd Avenue  
21 where the water won't run anywhere. In the wintertime,  
22 it's a sheet of ice. They won't fix it. They are  
23 waiting for the light rail. Well, I'm waiting for the  
24 light rail, too, to go somewhere else.

25 I lived in New York where they have the L

1 trains and the subways. I lived in Philadelphia where  
2 they had the L trains and subways. In the city proper,  
3 the trains were up, or they were underground. They  
4 weren't in the middle of the street. They took the  
5 trolleys out in Philadelphia and put in electric buses  
6 called trackless trams, tremendously more efficient than  
7 a train. And what about the geese who try to cross the  
8 street? They get run over by cars now. What's going to  
9 happen when the trains are coming through there, and the  
10 geese don't know to stop for the train?

11 If I go to the V.A., when I go to make my left  
12 turn into the compound, the red light is on. You know  
13 how that works. That red light stays on forever. And  
14 then when it finally does turn green, the things are  
15 down, and the train comes. Then the light turns green  
16 again, and the trains come from the other way. So then  
17 the light turns red again, and you're sitting there for  
18 10 minutes waiting to get into the V.A. Now, is that  
19 ridiculous or what?

20 So I would appreciate it -- I mean, people need  
21 rapid transit. But the poor people who it's supposed to  
22 serve are not going to be able to get on the train  
23 because they have to take a taxi to the train station. I  
24 mean, my goodness, let's be practical. It's going to  
25 cost billions of dollars, and those dollars are not free,

1 just like freedom isn't free. Is that right, sir?

2 MALE SPEAKER: That's right.

3 MR. CHUCK SUTPHEN: Freedom is not free. Your  
4 tax money, whether it's state, county, federal, it's all  
5 coming out of your pocket. And they are taking it to do  
6 some, what they call here a boondoggle. There's nobody  
7 that can ride that train for what it costs to operate it.  
8 Nobody.

9 Thank you.

10 COMMISSIONER OPAT: Thank you. Chris Berne.

11 MR. CHRIS BERNE: It's Chris Berne, and I live  
12 at 8743 North Maplebrook Circle.

13 I'm a light rail supporter, but I think the  
14 current plan up West Broadway is flawed. The roadway --  
15 I'll beg to differ what the Commissioner said earlier  
16 about that the road and the light rail are separate.  
17 They are integrated because the county wants to build the  
18 road now with light rail in mind, even though light rail  
19 hasn't been approved yet. So it is part and parcel of  
20 the same issue that we'll be talking about here next  
21 week.

22 The current plan for Broadway will dislodge 30  
23 to 50 families out of a one-mile corridor of this road.  
24 And it will also negatively impact dozens of other  
25 families who don't necessarily butt up against the rail

1 line but will be in very close proximity.

2 Many of these homes that will be taken are  
3 under water. Everybody that lives there is middle income  
4 or low income. Many of these are immigrant families who  
5 have come to this country to find a better way. This is  
6 their home. This is their dream. And it will be taken  
7 away from them.

8 In the Middlebrook Townhouse Association where  
9 I live, it's a development of 436 people -- families, not  
10 people. Excuse me. Families. It is slated to lose  
11 dozens of homes. The cost to purchase these homes is  
12 multiplied because most of these units are either quads  
13 or six-plexes. So if you take one, you need to take  
14 four. Now, when you buy the home, you have not bought  
15 the land. The land is owned by the common interest  
16 community of Maplebrook Townhouse Association. That land  
17 will need to be purchased. Furthermore, with the loss of  
18 eight to ten percent of our homes in that community,  
19 there will be an ongoing, permanent loss of revenue for  
20 our community that will need to be part of this  
21 discussion.

22 I have an alternative plan that I would like  
23 the engineers to take a look at. I've discussed it now  
24 with some of the city council members of Brooklyn Park  
25 and have gotten positive response. I'm a business owner,

1 so I know what I'm going to be saying here may not sit  
2 well with business people. But I think what we need --  
3 what it needs to do is come in south of Fleet Farm along  
4 83rd, go north up Wyoming, doglegging into Winnetka,  
5 across 610 where Winnetka used to go across. It is all  
6 public right-of-way. It is all roadway. There is not a  
7 single home that will be taken. There is not a single  
8 business that will need to be disrupted. There will be  
9 access issues, as there are access issues along Broadway.  
10 I get that. I understand that. But I think it deserves  
11 this consideration, and I think it needs to be looked at.

12 If the light rail were to go there, one of the  
13 issues is the community college will not be directly  
14 served. They will be within three blocks. If you've  
15 ever lived in Minneapolis, taken public transport,  
16 walking three blocks to your bus stop is nothing. Once  
17 you get downtown, you might have to walk three, four,  
18 five, six blocks to get to where you're going. Three  
19 blocks to serve the community college is not an issue as  
20 far as I'm concerned.

21 We don't want another Southwest Light Rail  
22 debate here. Let's get this done right on the front side  
23 rather than spending tens of millions of dollars  
24 afterwards to fix a problem that wasn't done right  
25 initially.

1 Thank you.

2 COMMISSIONER OPAT: Thank you.

3 Dan Couture.

4 MR. DAN COUTURE: Good afternoon. My name is  
5 Dan Couture. I live at 8521 South Maplebrook Circle.

6 And my issue with the Draft Environmental  
7 Impact Study is the fact that it's incomplete and  
8 inaccurate. I'm going to just ask everyone in the room.  
9 If you own a home between -- along West Broadway between  
10 78th Avenue North and 93rd Avenue North, please raise  
11 your hand. Hold them up, please. I want everybody to  
12 see.

13 The folks who are raising their hands right now  
14 are not reflected in this Draft Environmental Impact  
15 Statement, because the properties between 78th Avenue and  
16 93rd Avenue aren't included in any of the statistics that  
17 were considered when you were evaluating Option A to go  
18 through Maple Grove or Option B to go through  
19 Brooklyn Park.

20 Thank you. You can put your hands down.

21 Is anyone here to talk about wetlands, saving  
22 wetlands, or are we basically here to save our homes,  
23 maintain our property values, to enjoy the peace and  
24 quiet that we presently enjoy along West Broadway? We  
25 don't want light rail trains coming 500 times a day every

1 10 minutes, 21 hours a day, from 4:00 a.m. to 1:00 a.m.  
2 clanging their bells all along West Broadway.

3           The issue that I have -- a cynical person would  
4 say that the reason why the West Broadway reconstruction  
5 project was broken out from the light rail Bottineau  
6 Transitway was to separate and to hide the impact of  
7 these people's homes on the project, because, currently,  
8 you're only showing that you have to take eight homes  
9 along segment B, when, in fact, the true number is closer  
10 to 60. And the number of homes impacted is closer to  
11 100, not the 30 that are listed. That's what we're here  
12 about. We're not here to save wetlands or trails. We're  
13 not asking you to dig tunnels. We want you to put this  
14 somewhere else. Keep it along 81. Take it up through  
15 the granite quarry and head it towards Maple Grove.  
16 These folks want to hang onto their homes. They want to  
17 maintain their property values. People want to live near  
18 transit. They don't want to live on transit.

19           FEMALE SPEAKER: Thank you.

20           MR. DAN COUTURE: I think everyone who has seen  
21 this is familiar with this document. It's a scorecard  
22 that they use to evaluate all the options. On here it  
23 says, if any area, any one area of an alternative is  
24 considered poor, the entire alternative is graded poor.  
25 I think the fact that we're going to be losing 60 homes

1 along West Broadway and impacting another 100 homes that  
2 we're taking property from is going to grade the adverse  
3 impacts for the BCD1 option poor, which then makes the  
4 Maple Grove option the only non-poor option remaining.

5 COMMISSIONER OPAT: Thank you.

6 Thomas Hanson.

7 MR. THOMAS HANSON: Thomas Alfred Hanson,  
8 6741 - 83rd Place.

9 I've lived in Brooklyn Park all my life. And  
10 I'm glad to see light rail coming up. My folks sold  
11 their house on 94 and Lyndale right where the fire  
12 station is, where an on-ramp -- I bet everybody has drove  
13 up 94 and got on the on-ramp there from the farmer's  
14 market there at one time. And the freeway didn't  
15 actually end until 1979. My dad died before he ever had  
16 an opportunity to use it.

17 And you can't stop progress. Yeah, you can  
18 change it. You can alter it. But I do believe it's one  
19 of the best things that can possibly happen for  
20 Brooklyn Park. We have a lot of industry up there. We  
21 have the college. We have a new library coming. People  
22 who complain now are probably not good for anybody in 20  
23 or 30 years when it becomes a valuable asset, and there  
24 will be more traffic than there is today on 94, 81, 252.  
25 I know everybody loves sitting in traffic. Where you can

1 sit on a train and fly down to downtown, and it's just  
2 like the trunk, the tree, little limbs coming into the  
3 main trunk and they zip you downtown. Three dollars to  
4 go from here to the airport, Mall of America, St. Paul or  
5 Southwest is a phenomenal idea.

6 Yeah, it's going to impact people. Impacted my  
7 folks. We moved to Brooklyn Park. I live close to it.  
8 I'm for it 100 percent. Yeah, there's maybe an  
9 alternative going up the railroad tracks all the way to  
10 Monticello, but that's not what we're here for. So I  
11 like the ES55 alternative, BCD1 myself. And I think over  
12 a period of time, when we're all gone and we look back,  
13 it will be just like Chicago's L that's like riding a  
14 boxcar compared to light rail that goes down to the mall  
15 right now. And I'm glad to see the county and the city  
16 look ahead and say let's check Broadway before we decide  
17 to not build West Broadway and then turn around and tear  
18 it up a couple of months later or a couple of years later  
19 because all of a sudden it's going to go through no  
20 matter what. So I'm glad they're thinking ahead and  
21 working together as a team instead of everybody always  
22 saying they're spending my tax money, they should have  
23 done this before, they should have done this.

24 Well, everybody is commenting, and that's my  
25 comment. We've lost a lot of wetlands. We lose them all

1 the time. And just take a drive out pheasant hunting in  
2 Montevideo, Minnesota. You can see drain tiling  
3 everywhere. I mean, you're worried about wetlands on  
4 West Broadway? Give me a break. There's drain tiling  
5 that just does not quit. And then they wonder why the  
6 rivers flood after the ground thaws and the drain tiles  
7 rip up.

8 Thank you very much for the opportunity.

9 COMMISSIONER OPAT: Thank you.

10 Jean Kidd.

11 MS. JEAN KIDD: Jean Kidd. I live at 1717  
12 Xerxes Avenue North in Golden Valley.

13 I'm sorry I'm at your meeting. I couldn't make  
14 our meeting in our community.

15 My issue with -- and I was at the 2008 meeting,  
16 so I've been along in this project a long time.

17 My issue is with the Met Council, that this is  
18 going to switch over to their control so that your  
19 elected officials are no longer in the loop of decision  
20 making. And this body that will govern over this project  
21 is not elected. And that's my issue with this entire  
22 project is that a group of individuals that are  
23 hand-picked, hand-selected, and not involved in the  
24 election process where we as members of a democracy get  
25 to participate are going to be making decisions about all

1 of us.

2 When it comes to the wetlands, I don't know how  
3 they're going to navigate or where they're proposing  
4 multiple stations right outside my door. And it's  
5 interesting that two bridges, one on Golden Valley Road  
6 and then one on Plymouth, were just recently redone.  
7 Their tracks would not fit underneath that. So you're  
8 talking about draining the wetlands down there. And I  
9 find it interesting that they want to propose a station  
10 on Plymouth Avenue when in fact I was part of a process  
11 when the bus company wanted to stop having bus service on  
12 Plymouth Avenue because they said we don't have the  
13 ridership to support it anymore. Then, lo and behold,  
14 we're going to put a station there.

15 I am for light rail. What I'm looking for,  
16 though, is transparency in the process. And that, to me,  
17 does not exist. I don't know what's gone on from what I  
18 saw originally in 2008 what was proposed and what's  
19 looking -- what I'm looking at now. It wasn't even  
20 remotely similar. And where did that happen? Because  
21 I've been involved. And it was like all of a sudden  
22 we've got a completely different project. And no one  
23 will -- everybody always says, oh, well, I wasn't  
24 involved in the project back then. I don't know what  
25 happened. I'm not there. It's where is the

1 accountability? Who does know? Linda Higgins probably  
2 knows. I know. The members of my community know. But  
3 like everybody here, they tend to take that path of least  
4 resistance where they think they can put things through  
5 and no one will show up. I'm so happy everybody showed  
6 up here. So I'm looking for transparency, and I want the  
7 Met Council to be a voted-on body, not people that just  
8 get to be put on there to make decisions and the elected  
9 officials are no longer in that process and then we say,  
10 oh, the Met Council did it. That's not fair. That's not  
11 why we live in America.

12 So that's all I have to say. Thank you for  
13 your time.

14 COMMISSIONER OPAT: Scott Greenman.

15 MR. SCOTT GREENMAN: My name is Scott Greenman.  
16 I've lived in Brooklyn Park for 13 years. I grew up in  
17 San Francisco and in and around San Francisco, one of the  
18 only cities to keep their rail system. I've lived in  
19 Chicago. I spent a summer in New York. I know what rail  
20 does, and I'm for this project.

21 My questions are -- well, I live at 7575  
22 Louisiana Avenue North, which is an impacted property,  
23 right across from Cub and Target. Those homes -- those  
24 twin homes are impacted. And it looks like they're going  
25 to go from what it says -- what the map says.

1 I think this project, and especially the  
2 alignment going up Broadway, is basically going to  
3 connect Target to Target, Minneapolis to Brooklyn Park  
4 North. And I think there are better ways to do it. We  
5 have a rail line that goes to Monticello, goes right into  
6 Maple Grove. Why not use that? Maple Grove probably  
7 doesn't want it. What do you think? I think they don't.

8 I'm going to be impacted, like I said. I'm for  
9 the project. It's -- I don't see any of my neighbors  
10 here. Does anyone live in that area? Anyone? Anyone?  
11 No? It's a big thing. Literally, my view is Cub and  
12 Target. And I'm -- I don't know. I'm nervous. I'm  
13 concerned. And I'm trying to lend my voice to what's  
14 going on. And I'll be at all the other meetings, and I  
15 will keep an eye on what's going on.

16 Thank you very much.

17 COMMISSIONER OPAT: Steven Jones.

18 MR. STEVEN JONES: Hi. My name is Steve Jones,  
19 and I live at 7956 Orchard right over here, but I own a  
20 property over there that's involved. That's 8208 Quebec  
21 Court.

22 I just found out about this shortly before the  
23 last meeting. And the lack of transparency around this  
24 is really concerning to me, as several other people have  
25 said. And now I'm just getting involved in it. I think

1 we just need to look at it a little more. What's coming  
2 out in spades here is that what we're building here is a  
3 conduit to Target for low cost labor for them, and we're  
4 ruining my neighborhood for them, and I don't like it.

5 So thank you.

6 COMMISSIONER OPAT: Harry Kuehn.

7 MR. HARRY KUEHN: Hi. My name is Harry Kuehn.  
8 I live at 8770 North Maplebrook Circle.

9 I just have a few comments. One of the council  
10 members at the last meeting said where have you been. He  
11 goes, where have you been? It's been in the papers.  
12 Yes, we all know that. Don't treat us like an idiot. We  
13 know it's coming. But the impact is not known. For  
14 example, if you want a new house, you have to be 50 feet  
15 at least minimum from the roadway. Now they are going to  
16 put that thing 20 feet from my deck. That's okay. We're  
17 going to grandfather you in. Thank you. You know? It's  
18 nuts. And I guess the city council members, were you  
19 going to put your face on the side of this train going  
20 down the road? Because that will be your legacy. And  
21 would any of you want this thing to run 20 feet from your  
22 house? I don't think anybody would.

23 That's all I've got to say. Thank you for your  
24 time.

25 COMMISSIONER OPAT: George Kroll.

1           MR. GEORGE KROLL: Hi. George Kroll. I live  
2 at 8700 Maryland, and so I'm right off of West Broadway  
3 but in far enough that my property won't be impacted  
4 directly.

5           I think we've heard a lot of good comments so  
6 far. And it seems like the people here realize that  
7 light rail is probably going to come. The question is  
8 what's it around. I think there's a lot of people in the  
9 community who aren't represented here tonight. And I  
10 just want to urge everyone to take one of these Bottineau  
11 Transitway forms and take them home. It says, "Draft  
12 Environmental Impact Statement." They were in that room  
13 out there. Get a copy. Circulate them to your  
14 neighbors. Make sure that your neighbors and that you  
15 yourselves send in your comments to the Hennepin County  
16 Housing, Community Works, and Transit so that your voices  
17 can be heard. We all need to rally our community members  
18 who aren't here so that their opinions can be heard.

19           And I'm thinking the majority opinion here is  
20 that we don't want light rail coming down West Broadway.  
21 I think people realize that light rail will come, but  
22 there are better alternatives. And we need to make sure  
23 the people who aren't represented here in our community  
24 have their voices heard and these forms get into our  
25 decision makers. So I'm just urging everyone to do that.

1 Thank you.

2 COMMISSIONER OPAT: Thank you. All right. Is  
3 anyone else signed up? Okay. In that case, I want to  
4 again let you know that the open house part will go on  
5 for a little while. And with that, thank you all again  
6 for coming and for sharing your remarks.

7 And let us adjourn.

8 (Concluded at 6:17 p.m.)

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# Appendix G

## Response to Draft EIS Comments

### 11 Transcript – Crystal Hearing



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Bottineau Transitway Draft Environment  
Impact Statement Public Hearing Before  
Hennepin County Commissioner Linda Higgins  
Friday, May 14, 2014  
Crystal, Minnesota

\*\*\*\*\*

Reported By: Lori Morrow, RPR, CRR, CLR, CCP

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PANEL MEMBERS PRESENT:

Linda Higgins, Hennepin County Commissioner, District 2

Pat Backen, Robbinsdale City Council

Mike Freiberg, Minnesota House of Representatives,  
District 45B

Mark Hoffman, Crystal City Council, Ward 1

Andy Snope, Golden Valley City Council

PUBLIC SPEAKERS:

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Constance Bonniwell 3, 15

Barb Thoman 18

Scott Nieman 20

Jolene Nelson 22

Bob Fischer 23

Daniel Couture 24

Christopher Reiter 26

Chris Berne 30

\*\*\*\*\*

1 (Reporter's Note: The first speaker, Ms. Bonniwell,  
2 spoke directly to the comment reporter prior to the public  
3 hearing and then also spoke a second time publicly to the  
4 commission.)

5 MS. CONSTANCE BONNIWELL: My name is Constance  
6 Bonniwell, B-o-n-n-i-w-e-l-l. I live at 2812 - 30th  
7 Avenue South, Minneapolis, 55406.

8 These are the comments that I am making to the  
9 transcriber because I don't think I'll have time to  
10 finish my remarks within three minutes.

11 Eliminating BRT as an option is unacceptable.  
12 If you do, you will only increase opposition to LRT. You  
13 have planned a good BRT grid on the north side. If you  
14 ran BRT down 81, you would have enough money to add an  
15 east-west route that connects 81 with Lowry.

16 A lot of the public speakers at the May 7  
17 public hearing spoke in support of Bus Rapid Transit. I  
18 would have, too, but my comments were cut off at three  
19 minutes. So this is the kind of Draft EIS you get when  
20 it's written to achieve one thing. LRT down the BN line  
21 is manipulative. 560 million for BRT. It's full of  
22 vague, rambling statements such as, Other elements of the  
23 project are established formally during subsequent  
24 engineering based on additional information, including  
25 openly near travel demand forecasts. Indeed, elements of

1 the project are established, but they are not divulged.  
2 No map of the wetlands you intend to fill in, though you  
3 say you plan to fill in six acres with D1. No boring  
4 test results, which are of interest to property owners.  
5 No map of staging areas, though Robbinsdale is already  
6 prepping your way into one in Sochacki Park. You could  
7 have more accurately designated traction power stations.  
8 You came up with so many maps that did not include Turtle  
9 Pond and other wetlands. People wonder if you are so  
10 reticent with information because you're trying to  
11 minimize the window of opportunity we have to repel your  
12 plans. We wonder if you were even at the step to do a  
13 Draft EIS, it lacks so much information.

14           And then back to the quote. Other elements of  
15 the project are established formally during subsequent  
16 engineering. Does this include the social engineering  
17 you do to get this LRT built? All those it's happening  
18 in articles in newspapers when Bot No! has never gotten  
19 state matching funds? The social engineering with these  
20 public hearings is unimpressive also.

21           This Draft EIS gives us no reason to trust you  
22 with our woods.

23           Thank you for your consideration.

24           (Reporter's Note: The public hearing  
25 begins at this point.)

1                   COMMISSIONER HIGGINS: Good evening, everyone.  
2 Thank you for coming to the meeting about the Draft  
3 Environmental Impact Statement for the Bottineau  
4 Transitway.

5                   My name is Linda Higgins. I'm County  
6 Commissioner in District 2. The Bottineau Transitway  
7 line runs through two districts, the district that I get  
8 to represent, District 2, and District 1, the part of the  
9 line that goes through Commissioner Mike Opat's district.  
10 Mike was here earlier tonight. He's actually just  
11 outside coaching his son's baseball games. So he'll  
12 probably come popping his head in at some point.

13                   We would invite you, if you have not had a  
14 chance to sign up and you would like to speak, we have a  
15 table over to your left at the front of the room. Go  
16 ahead and just sign up. And then we will have up on the  
17 screen the list of people so you'll know who is speaking,  
18 who is next. And so it will work out very well for that.  
19 So feel free to just get up and sign up.

20                   We also have water and cookies from the  
21 Cookie Cart in the back of the room. They are really  
22 good. Be sure you have at least one.

23                   At this point, I'm going to turn the microphone  
24 over to Joe Gladke, and he's going to tell you how we're  
25 going to proceed tonight and give you some other

1 information about the line.

2 MR. GLADKE: Great. Thank you,  
3 Commissioner Higgins.

4 I'm Joe Gladke, manager of Engineering and  
5 Transit Planning with Hennepin County. I'm just going to  
6 provide a brief overview tonight. I know I've seen some  
7 of you at some of the previous meetings, and some of you  
8 this may be your first meeting, so I'm just going to try  
9 and get through a brief overview of kind of where we've  
10 been with the project, where we're at right now, where  
11 the project is going.

12 COMMISSIONER HIGGINS: Hey, Joe, we can't hear  
13 you back here. I don't know if people can hear you out  
14 there.

15 MR. GLADKE: There. Sounds even better. So  
16 I'm just going to go through a few brief slides, and then  
17 we'll get on to the public testimony.

18 The Bottineau Project has a variety of agencies  
19 that are involved with this. At the Federal Government  
20 level, our lead agency is the Federal Transit  
21 Administration. And right now, Hennepin County is  
22 currently the lead agency locally on the project, and we  
23 work in partnership with the Metropolitan Council. And  
24 as the project advances, the project will be  
25 transitioning from Hennepin County on to Metropolitan

1 Council later on this summer. They will be responsible  
2 for preliminary engineering as well as the Final  
3 Environmental Impact Statement. They will be also in  
4 charge of construction should the project progress to  
5 that.

6 We also have all of our city partners along the  
7 line. We have five different cities that are involved  
8 with the project as well. They're in charge of the land  
9 use planning and some of the local impacts for these  
10 projects and making sure that this project will fit  
11 within the communities and looking at the station area  
12 planning, which I'll talk about momentarily.

13 You might also hear about the Metro Blue Line  
14 Extension. That's another name for the Bottineau LRT  
15 Project. The Metro Transit has recently kind of gone  
16 through a rebranding of some of their major transit  
17 routes. What was known as the Hiawatha Line is now known  
18 as the Metro Blue Line. This will be an extension from  
19 Target Field Station where the Hiawatha, or Metro Blue  
20 Line, ends today. It will go out west on Highway 55 and  
21 then up the railroad corridor up to West Broadway and  
22 then head up to just north of 610 near the Target North  
23 campus.

24 This slide right here kind of shows three  
25 independent processes that are happening that are

1 somewhat all interrelated. The first line across the  
2 top, kind of the blue bars. That really gets into kind  
3 of the process that the Federal Transit Administration  
4 requires these projects to go through.

5 And then the middle line is kind of the  
6 environmental, both the state and federal, requirement  
7 that need to be met for projects like this.

8 And then across the bottom we have land use  
9 planning. That looks at the half-mile radius around each  
10 one of these stations. They look at pedestrian  
11 connections, land use, how things may or may not want to  
12 change in the future around some of these transit  
13 stations.

14 Where we're at today right now, we're at kind  
15 of the tail end of the Draft Environmental Impact  
16 Statement phase.

17 So moving forward, there's still another year  
18 to two years that will be part of the Final Environmental  
19 Impact Statement. That won't begin until likely toward  
20 the end of this year. Metropolitan Council currently has  
21 a request for proposals out for the preliminary  
22 engineering aspect. That consultant will be hired  
23 probably towards the end of the summer or the fall. Will  
24 be at least two years of engineering beyond that --  
25 excuse me -- preliminary engineering and then an

1 additional year or two of engineering beyond that.

2 So I heard a couple questions tonight about  
3 when will this be opened up. This project still has a  
4 very long way to go, and there's quite a bit of process  
5 that has to happen as well as the funding has to all come  
6 together to make this project happen. So it will be  
7 quite some time before we worry about buying a ticket  
8 quite yet.

9 Early on in the process, we had kind of five  
10 goals that we looked at as far as what are we trying to  
11 accomplish with the project. Those five goals were to  
12 enhance regional access to activity centers, enhance the  
13 effectiveness of transit service within the corridor,  
14 provide a cost effective and financially feasible transit  
15 system, promote sustainable development patterns, support  
16 healthy communities and sound environmental practices.  
17 Those kind of led the overall efforts.

18 This slide here talks about kind of similar  
19 time periods about where we've been. Back in 2008, we  
20 started what was an alternatives analysis study. It  
21 looked at a variety of different options of trying to get  
22 kind of from the northwest area, kind of connecting into  
23 downtown. So there are a variety of different options on  
24 the north end and on the south end. We looked at a  
25 variety of options of what might be the best options

1 moving forward. Through that process, there was kind of  
2 a short list of projects that moved forward. I'll show  
3 you a map momentarily on that.

4 In early 2012, we had a series of public  
5 meetings that we went out and talked to people about  
6 issues and concerns that -- in fact, we studied them as  
7 part of the DEIS. So with the DEIS, we now have a lot of  
8 those issues and concerns that were brought up during the  
9 scoping process that have been identified. So hopefully,  
10 you'll see some of those things.

11 Everything is not fully known at this point in  
12 time. There's more engineering work that has to happen  
13 on this project that define this project as it is. And  
14 there's more environmental analysis that's needed for the  
15 project as well.

16 But kind of where we're at right now, we're  
17 kind of at the tail end of the DEIS. We have a public  
18 comment period right now. And I'll have a few more  
19 specifics on that momentarily.

20 Some people may know -- may want to know what  
21 is this DEIS that I've been referring to. And it really  
22 assists decision makers in the assessment of the impact  
23 associated with the projects. It documents the purpose  
24 and the need for the project as well as alternatives that  
25 are studied. It addresses transportation, social,

1 environmental, historical impacts as well as a whole host  
2 of others. We've got some handouts in the back if people  
3 want to see all of the different areas within the DEIS  
4 that are studied. And there's kind of a reference guide  
5 that can kind of steer you toward a specific period  
6 within the DEIS if you have a specific area of interest.  
7 It also defines potential mitigation measures.  
8 Mitigation measures are more further defined in the Final  
9 Environmental Impact Statement.

10 It does facilitate review by federal, state,  
11 and local agencies, as well as the general public. It  
12 satisfies both the federal and the state environmental  
13 laws that are necessary for a project like this. It also  
14 provides a comparison of alternatives and identifies the  
15 environmentally preferred alternative.

16 As far as the options that were studied in the  
17 DEIS, this map here shows those options. On the north  
18 end, we have two different options that were studied, one  
19 that connected over toward Maple Grove, which is  
20 Option A, and the other option was Option B, which goes  
21 up to Brooklyn Park. Option C was common to all of the  
22 options. And then on the southern end, we had Option D1,  
23 which stays within the railroad corridor, and Option D2,  
24 which exits the rail corridor just south of 36, heads  
25 down West Broadway, south on Penn, and then they all end

1 up at the Target Field Station downtown.

2 I just mentioned the five goals that we had  
3 early on in the process. If we look at those five goals,  
4 there were 22 different evaluation criteria that came out  
5 of those five goals. If we go through kind of a ranking  
6 of those 22 criteria, we kind of come up with somewhat of  
7 a score associated with each one of those. So we have a  
8 no-build option as well as an enhanced bus option and  
9 then the four LRT build options that I talked about  
10 earlier.

11 And if you look at the overall summary ranking  
12 of those, the LRT Option BCD1 is the alternative that is  
13 known as the locally preferred alternative as well as the  
14 environmentally preferred alternative. And this here is  
15 the map of the locally preferred alternative and the  
16 environmentally preferred alternative. This is the  
17 option that will then move forward as part of preliminary  
18 engineering as well as the FEIS.

19 This is the last of the four public hearings  
20 and open houses that we've had. We've had good turnout  
21 at all the events thus far. And in addition to providing  
22 verbal testimony here tonight, we have comment forms in  
23 the back as well so people can provide written comments,  
24 or you can provide verbal testimony here tonight. We  
25 also have comment forms available on the website if you

1 would like to take some more time to submit them via mail  
2 or email. We ask for your email so we can keep in touch  
3 with you and acknowledge that we actually have received  
4 your comments. We would also want to let people know  
5 that these projects take quite some time to move forward.  
6 So you're not going to see your comments get addressed  
7 until we get into that Final Environmental Impact  
8 Statement. So it might be a year or two before we have  
9 more detailed answers to some of the questions that still  
10 remain that you ask right now. We're going take those  
11 comments. We're going to post them all on the project  
12 website so people can see a variety of comments that were  
13 received on the project. We're also going to take those  
14 comments and try and classify them into different  
15 categories so that they can then be passed on to the  
16 firms that will be working on the FEIS and engineering  
17 and the staff so that they see that these are issues that  
18 still need further analysis before further advances.

19 So with that, I'm going to turn it over to  
20 Commissioner Higgins to begin the public hearing. I've  
21 had a chance to talk with some of you already. But if  
22 you still have more questions, please feel free to see  
23 the staff that's in the back room there. We'll be there  
24 to address any questions. The public testimony will  
25 begin as part of the -- if you have more questions, and

1 you want to have some dialogue, come see the staff in the  
2 back. We also have the on deck seats up here in the  
3 front. So if you see your name, you can come on up front  
4 and be prepared to provide your testimony.

5 COMMISSIONER HIGGINS: Thank you, Joe.

6 The way we have it set up is that each person  
7 will get three minutes to speak. And we have a timer,  
8 who will give you a little yellow flag at 30 seconds, and  
9 then the red card will come up at the end of the  
10 three-minute period, and we'll ask you to wrap up your  
11 thoughts at that point.

12 Joe's turning the microphone around so that you  
13 can speak to us here at the table. I'm going to let you  
14 know that this is a way for you to comment. This isn't a  
15 question-and-answer period. If you have questions about  
16 the line, Joe and others will be in the back of the room  
17 or back where we have the open house for you to  
18 personally ask your questions and take as much time as  
19 you want to with that. But that's not the purpose of the  
20 hearing here tonight.

21 Let me introduce the people who are sitting  
22 here at the table before we get started. To my far left  
23 is Council Member Andy Snope, one of the Golden Valley  
24 City Council members. Next to him is Representative Mike  
25 Freiberg, also from Golden Valley, but also represents

1 Crystal and Robbinsdale and New Hope. Okay. Got that  
2 almost right. Council Member Mark Hoffman is from the  
3 City of Crystal. And to my right, Council Member  
4 Pat Backen is from Robbinsdale, and Council Member  
5 George Selman is from Robbinsdale as well.

6 We want you to know that we'll be listening  
7 intently.

8 And we also have a court reporter here so that  
9 we can accurately capture your comments so that we can  
10 reflect those as we go forward with the environmental  
11 impact work that we will be doing.

12 So as you see up in front on the screen, we  
13 will have a list of people who have signed up to speak.  
14 You'll see who is speaking and then who will be up next.  
15 If you are one of the upcoming speakers, if you would  
16 like to move to one of the seats in the front row, that  
17 would be great. That will make it just a little easier  
18 to pass from one person to another.

19 Any questions?

20 If not, the first speaker is Constance  
21 Bonniwell. Welcome.

22 MS. CONSTANCE BONNIWELL: I live at 2812 - 30th  
23 Avenue South in Minneapolis, but I grew up in  
24 Robbinsdale. My father bought the property at 2923  
25 France in 1960.

1           The BCD1 plan would go through St. Mary  
2 Hills Park on its eastern border, Sochacki on its eastern  
3 border, Wirth on its eastern and sometimes western  
4 borders, South Halifax Park on its western border, and  
5 St. Mary Hills Nature Area is very close to that. That's  
6 five parks.

7           There's reasons why the FDA discourages LRT  
8 through parks, one being to avoid projects getting  
9 stalled by widespread opposition. Here I would like to  
10 give you a copy of 96 owners around this woods who don't  
11 want LRT going down the BN line. I've got more. I'm  
12 still working on it, but that can go to you.

13           The number one reason people give for their  
14 opposition is protecting the woods. I can say with  
15 assurance that the true and localized you can get  
16 preference is no build. I have listened to many owners  
17 of wildlife habitat that abuts the BN line or park  
18 wildlife habitat. This Draft EIS gives us no reason to  
19 trust you with our woods.

20           We do not understand your aversion to Bus Rapid  
21 Transit down Bottineau Boulevard, also known as  
22 Highway 81, the originally planned route. Your  
23 \$56 million estimated cost for Bus Rapid Transit would  
24 probably make it the most expensive BRT per mile project  
25 in the country. You achieve this poor economic showing

1 for Bus Rapid Transit by calculating the cost of it going  
2 down a railroad track. Your environmental report never  
3 mentions that zero emission natural gas buses are  
4 available. So you certainly don't calculate how many of  
5 them you could have bought with all the money you've  
6 already spent on studies to give yourself permission to  
7 put LRT down the BN line. More people prefer that you  
8 buy zero emission gas buses as soon as possible.

9 BRT down 81 is very popular. It keeps LRT out  
10 of our woods, it's closer to more densely populated  
11 areas, and it's cheaper. It's the mass transit of the  
12 21st Century. A state-of-the-art BRT system in the  
13 Northwest Metro would be a fine legacy for Met Council  
14 and Hennepin County planners to provide transit users.

15 Eliminating BRT as an option, as you're trying  
16 to do with this Draft EIS, is unacceptable. If you do,  
17 you will only increase opposition.

18 More than half of the speakers at the May 7  
19 public hearing spoke in favor of Bus Rapid Transit. And  
20 I would have, too, but my comments were cut off at three  
21 minutes.

22 COMMISSIONER HIGGINS: Thank you very much.

23 MS. CONSTANCE BONNIWELL: Am I done?

24 COMMISSIONER HIGGINS: Yes.

25 MS. CONSTANCE BONNIWELL: I was going to talk

1 about how your cutting us off denies us the right to hear  
2 our fellow citizens. Not only does it discount the  
3 amount of time you have to --

4 COMMISSIONER HIGGINS: Thank you.

5 MS. CONSTANCE BONNIWELL: -- listen to us, it  
6 prevents us from hearing our fellow citizens.

7 COMMISSIONER HIGGINS: You're also welcome  
8 always to give us your comments in writing. I see you  
9 have notes there. We would be happy to take those in  
10 writing as well.

11 Thank you very much, Constance.

12 MS. CONSTANCE BONNIWELL: Bot No! Bot No!

13 COMMISSIONER HIGGINS: Thank you. The next  
14 speaker is Barb Thoman.

15 MS. BARB THOMAN: Good evening. My name is  
16 Barb Thoman. I work for an organization called Transit  
17 for Livable Communities. We're located in St. Paul,  
18 Minnesota. And we have members all across the metro area  
19 and a few in Greater Minnesota. All of our members are  
20 people who want expanded public transit and more options  
21 for walking and biking. We have a number of members with  
22 disabilities who cannot drive and people who cannot  
23 afford a motor vehicle.

24 So this project, the Bottineau Project, is a  
25 really important link in an expanded transit system that

1 our region sorely needs. The project, along with  
2 arterial rapid bus, more express bus service, more local  
3 service, and additional rail lines are greatly needed in  
4 this region. They are long overdue. We are a very -- a  
5 region with a very large regional highway system. We've  
6 spent a tremendous amount of money widening local roads  
7 and widening highways. And now it's time that we really  
8 invest in public transit and sidewalks and trails and  
9 building out these other systems that we have neglected.

10 This line is really important. It's going to  
11 connect people to schools, to jobs, to entertainment, and  
12 to parks. One of the things you'll note about many of  
13 our parks is they have a parking problem. And there are  
14 a lot of people who can't get to parks because there  
15 isn't a transit option. LRT is a clean travel option.  
16 It reduces emissions. It's very cost efficient. When  
17 you look at the numbers from the Federal Transit  
18 Administration and you look at the subsidy per passenger,  
19 they are always the lowest on light rail because they  
20 carry a lot of people in both directions all day long,  
21 and they serve our high capacity corridors.

22 Sadly, our region doesn't have the money it  
23 needs to build out our full public transit system,  
24 including the Bottineau Line. We don't have the funding  
25 they have in Dallas and Denver and Houston and Seattle

1 especially, Vancouver, Calgary, all of these other  
2 places. And so we hope that all of you and people who  
3 support this line will support the Move Minnesota effort  
4 to increase funding for public transit, walking, biking  
5 and for road repair. And if anyone wants to know more  
6 about that, they can talk to me in the back of the room.  
7 Thank you very much.

8 COMMISSIONER HIGGINS: Thank you.

9 The next speaker is Scott Nieman followed by  
10 Jolene Nelson.

11 MR. SCOTT NIEMAN: Hi. I'm Scott Nieman. I  
12 have a property -- I live at 4548 Zenith Avenue North and  
13 have had a property in North Minneapolis at 3306 Thomas  
14 Avenue North, and I've been on the north side for over 30  
15 years.

16 And one of the observations that I have,  
17 there's no one here from the City of Minneapolis,  
18 the city council. And I do want to make a statement  
19 that, first of all, I'm very much in favor of the  
20 Bottineau Transitway, but I do think it's under  
21 serving North Minneapolis in its current preferred  
22 option.

23 One of the things I want to highlight is that  
24 Section 2.6, there's a statement on the least damage to  
25 the environment. It contradicts the statements in the

1 summary of Table 5.21, which shows that there was 18 --  
2 over 18,000 cubic yards of flood plain impact. That is  
3 not the least damage. I think most people know that the  
4 Theodore Wirth Parkway, the D1-7 wetland floods every  
5 single year. It flooded last week. We had to shut down  
6 the Theodore Wirth Parkway road. That concerns me  
7 significantly because of what would be planned for  
8 mitigation of that would probably be dredging or some  
9 other means to divert water which is in the floodplain.  
10 We would have some serious ripple effect as far as the  
11 ecological -- the ecosystem that lives down there. So I  
12 don't think we can make nature better by dredging that  
13 area.

14 I really think that the D2 alternative was not  
15 adequately looked at. I do not see any evidence of a  
16 subway option being investigated to go underneath  
17 West Broadway and have a substation at where the old  
18 Burger King resided. An escalator going down and having  
19 a subway under Penn Avenue, which would have reduced  
20 impact to land acquisitions, would have lower, long-term  
21 maintenance cost. It would have really no impact to  
22 vehicle traffic except during construction. And it would  
23 have improved safety risks for pedestrians and vehicles.  
24 Similar -- you know, we've had lots of accidents on  
25 Hiawatha. We don't want anymore, especially in this

1 area.

2 I do think that placing a substation at Penn  
3 and Broadway provides incredible economic development  
4 opportunities in an area that's been long trying to have  
5 an arts district serving the Capri Theater and other  
6 venues in the 5 Corners [sic] development effort. That  
7 has just basically failed. So -- done?

8 So I will have a four-page summary that I'll be  
9 emailing.

10 COMMISSIONER HIGGINS: Thank you.

11 Jolene Nelson followed by Bob Fischer.

12 MS. JOLENE NELSON: Hi. I'm Jolene Nelson,  
13 6008 Hampshire Avenue North, Crystal, Minnesota.

14 The line runs right behind my house, so the  
15 railroad is right behind my house. And my main concern  
16 with this is with the track moving, it's going to move  
17 closer to my home causing -- the railroad track itself,  
18 causing more noise and vibration. And currently, there's  
19 trees that have grown up around there and in my backyard  
20 where my son plays. So my concern would be those trees  
21 are going to be removed, and I'm not going to see the  
22 train right away, and the highway noise from County  
23 Road 81, in addition to the light rail running, it's  
24 going to cause more noise there and vibration as well.  
25 And so my concern is how fast the speeds are going to be.

1 Is there going to be any kind of noise mitigation,  
2 whether that be trees planted in place of what's taken  
3 down? Is there going to be a new wall to minimize the  
4 amount of noise and vibration that would happen? I think  
5 it's going to affect a lot of people in that same way.  
6 And so I am a proponent of the light rail as long as  
7 those concerns are taken care of. And that's it.

8 COMMISSIONER HIGGINS: Thank you very much.  
9 Bob Fischer, followed by Daniel Couture.

10 MR. BOB FISCHER: Good evening. Thank you  
11 first of all. I've had the -- I live on Hampshire  
12 Avenue, so I'm actually Jolene's neighbor.

13 A couple of points. I certainly won't take my  
14 three minutes. I've lived in a city, in D.C., that had  
15 the Metro. So I know the advantages of that. So I'm  
16 100 percent supportive of this. And I'm also supportive  
17 that it's going in my backyard. To Jolene's point, there  
18 needs to be some type of a barrier established. Whether  
19 it's natural or if it's a wall or if it's a wall with  
20 sound board, there certainly needs to be something,  
21 because it's disappointing to see the goals and not --  
22 there could be as easy a sixth goal of protecting the  
23 people that will be involved in this. I know it's built  
24 into that and it's threaded in that, but I think there's  
25 a better opportunity to involve more people, because I

1 work with developmentally disabled adults and senior  
2 populations. This just opens up a whole new world for  
3 them. So I applaud that.

4 And my last comment. Extremely disappointed  
5 with the gentleman from Crystal. I've lived in my house  
6 for three years. I've not gotten one piece of mail  
7 telling me that this was going to happen in my backyard.  
8 So I don't think that's asking for too much, because I  
9 know our neighbors up and down Hampshire Avenue would all  
10 take the same position as I have. I accidentally found  
11 out about this. And I know you've met your obligations  
12 by posting this how you need to, and it's on the public  
13 forum. But I think a piece of snail mail in three years  
14 would have been appropriate. So I'm very disappointed in  
15 that lack of communication.

16 So thank you.

17 COMMISSIONER HIGGINS: Thank you very much.

18 Daniel Couture followed by Christopher Reiter.

19 MR. DANIEL COUTURE: Good evening. My name is  
20 Dan Couture. I'm here representing Brooklyn Park,  
21 specifically segment B along West Broadway.

22 I'm not against light rail. I understand the  
23 need for transit basically to support, you know, the  
24 growing population needs and disperse populations.

25 However, I am coming here tonight to basically speak out

1 against the locally preferred options known as BCD1 in  
2 favor of ACD1 primarily because -- and it's unfortunate  
3 that the Draft Environmental Impact Statement doesn't  
4 accurately reflect the impact to the properties along  
5 West Broadway between 78th Avenue and 93rd Avenue to the  
6 north.

7 Because of a concurrent county project, which  
8 is barely referenced in the 800 pages -- it's one  
9 paragraph out of the 800 pages where it talks about this  
10 project. Because of it, there's 100 homes that are going  
11 to be impacted, property that's going to be taken. About  
12 half those homes, at least 50 of them, the families are  
13 going to be displaced. And they're probably the lucky  
14 ones, because it's probably going to be financially  
15 devastating to the ones that are left behind. The ones  
16 that are going to be stuck with homes that could be as  
17 little as 50 feet away from the transit line, that are  
18 going to be virtually unsellable, would not be the kind  
19 of place, I think, anybody would want to live because  
20 these trains run 21 hours a day every 10 minutes, and  
21 they have very loud bells that clang anywhere near a  
22 station. And 85th Avenue would be a station.

23 These are modest homes. This is a  
24 working-class neighborhood. Folks who live there are --  
25 there's a large number of seniors, a large minority

1 population. A lot of the folks can't make it to meetings  
2 like here tonight because they're still at work or they  
3 are having dinner with -- sitting down to dinner with  
4 their families.

5 I think, unfortunately, if the folks who are  
6 evaluating those various alternatives knew about these  
7 additional 100 homes that are going to be impacted, if  
8 they knew about the additional 50 families that would  
9 need to be displaced, I think it would definitely have  
10 affected the community cohesion score that the B segment  
11 would have received. I think that would have made it  
12 easier for folks to vote in favor of the Option A for the  
13 locally preferred option.

14 The benefits -- the price tags for the A versus  
15 B are the same. Both a billion dollars. Both have  
16 similar ridership of about 27,000 average riders a day.  
17 They both have a college as a destination. They both  
18 have major employers as well as residents at the tail end  
19 of the property. But the one thing that Maple Grove has  
20 that Brooklyn Park doesn't offer is a major regional  
21 retail center. So for that reason, I hope that it's not  
22 too late that the commissioners involved with making a  
23 final decision on what route is chosen could reconsider  
24 their option to go down West Broadway and vote in favor  
25 of ACD1.

1 Thank you.

2 COMMISSIONER HIGGINS: Thank you.

3 Christopher Reiter followed by Chris Berne.  
4 It's the Chris section of the lineup.

5 MR. CHRISTOPHER REITER: Hi. Christopher  
6 Reiter, 3612 June Avenue North in Robbinsdale.

7 First off, which by the way, we've had  
8 hearings -- public hearings in Minneapolis, Brooklyn  
9 Park, Crystal, and one more.

10 COMMISSIONER HIGGINS: Golden Valley.

11 MR. CHRISTOPHER REITER: Golden Valley. But  
12 there hasn't been one for Robbinsdale, which I don't  
13 think is very fair. I think there should be one set up.  
14 There's a lot of homeowners that are going to be  
15 impacted, many severely, according to the noise portion  
16 of this analysis, including myself. And I'm also listed  
17 as an impacted property. There's a line through my tool  
18 and lawn shed in the back. And so it looks like my fence  
19 and my shed and the power line pole and probably a few  
20 trees and numerous shrubberies that block that whole  
21 sight line towards the railroad tracks would have to be  
22 removed. I do see -- I'm reviewing the impact statement  
23 here that they plan on putting up -- there's a plan to  
24 put up some barriers, but it doesn't say how high they  
25 are. And with these scheduled to go by every 10 minutes,

1 I can envision the value of my property plummeting to  
2 about probably maybe 70 percent of what it's worth right  
3 now if this goes through. And that's pretty optimistic,  
4 in my opinion.

5 I honestly think that either the line should  
6 run on Highway 81 and then Bottineau Boulevard. I don't  
7 think it should not only [sic] be going through all those  
8 houses that are impacted in Crystal and many in  
9 Robbinsdale, but if it's going to go to the -- if it has  
10 to go in as opposed to buses -- I know Connie mentioned  
11 the natural gas buses, which I think would be a great  
12 alternative. We could use existing infrastructure for  
13 that. It wouldn't have not only the impact of all the  
14 light rails going by every 10 minutes, but the  
15 construction. So I think that it should -- the whole  
16 line should run along there. And as opposed to the 42nd  
17 Avenue Station by the police department there, they  
18 should just have a station down at the corner of 42nd and  
19 Bottineau Boulevard. And right now, there's quite a good  
20 section of Bottineau that already has a major median  
21 running down the middle of it, which could be expanded  
22 out a little bit to accommodate the light rail.

23 But I just -- I don't see the benefit of this  
24 program to anybody that happens to be severely impacted  
25 or even marginally impacted by this line. And I know

1 we've had some other hearings, and I've been to one or  
2 two other hearings previously. And I just don't  
3 understand why with all this major impact to homeowners  
4 who -- like in my case, this is my first house. I bought  
5 it in 2008. And I don't really have the means to  
6 relocate right now, although I would like to because I  
7 know, like I said, just as soon as the work starts, the  
8 value of my property -- the ability to sell it is going  
9 to -- it's going to be hard to even sell at that point.  
10 And I don't know -- I don't know how I'm possibly going  
11 to sleep at night with trains going by every 10 minutes  
12 and get up for work at Hennepin County. I really wish  
13 you would take a close look at reexamining the whole line  
14 that runs off of already existing thoroughfares.

15 And I appreciate the opportunity to get my  
16 comments.

17 I also would like to reiterate that I do think  
18 there should be a Robbinsdale public hearing. With the  
19 massive number of people that are impacted in  
20 Robbinsdale, they should have their say as well.

21 That's all I have to say.

22 Thank you.

23 COMMISSIONER HIGGINS: Thank you very much.

24 And just a reminder, if anybody has come in who  
25 would like to testify and hasn't signed up, please go to

1 the table at the front of the room and at the far left,  
2 and we'll get you on the list. Also, for people who  
3 don't feel like talking, there are paper forms in the  
4 back where you can write to your heart's content and  
5 either give them back or email them or even put them on  
6 the website.

7 So Chris Berne, you're next.

8 MR. CHRIS BERNE: Thank you. It's Chris Berne.

9 COMMISSIONER HIGGINS: I've gotten everyone's  
10 name wrong tonight. I'm sorry.

11 MR. CHRIS BERNE: It's okay. Everybody does  
12 it, even last night from your cohort, Mr. Opat.

13 So Chris Berne, and I live at 8743 North  
14 Maplebrook Circle in Brooklyn Park.

15 As I intimated, I was at the hearing last  
16 night. And the reason I am here tonight is to make  
17 sure -- because I knew there was going to be new --  
18 different officials here tonight and a different group of  
19 residents, I thought it was important for them to hear  
20 what was said last night.

21 The issue for us up in Brooklyn Park, as  
22 Dan Couture talked about a little bit earlier, is the  
23 final terminus route of this project up through the  
24 West Broadway corridor in Brooklyn Park. We are on an  
25 extremely fast track up there because the county in its

1 wisdom is going to be rebuilding West Broadway. And what  
2 they want to do is make assumptions at this point in time  
3 that the rail line is going to go through, and they want  
4 to build the road with that in mind. The problem is it's  
5 going to take 30 to 50 homes with the idea that this  
6 might come through, and they want to do it starting this  
7 fall. So we're very concerned about that.

8 Most of these homes are modest income, low  
9 income. There's a lot of minorities. The other thing  
10 that we have in Brooklyn Park is a lot of immigrants.  
11 And a lot of immigrant families who have come to this  
12 country with the great old American dream of home  
13 ownership are now going to be told you have to leave your  
14 home. That's not the message that we as Americans want  
15 to send to those that come to our country.

16 But we have also offered an alternative pathway  
17 just three blocks adjacent to West Broadway that does not  
18 require taking any homes. It does not require any  
19 industrial buildings to be taken or any businesses in any  
20 way to be taken. The Brooklyn Park City Council is now  
21 going to be taking a look at that. And so there may be  
22 some delays on this project because they want to take a  
23 look at what's happening up there. So I just wanted to  
24 make sure that everybody is aware of that. What's going  
25 on on the north end hasn't been talked about too much

1 here tonight, but that is part and parcel of this  
2 project.

3 None of us want to have a repeat of the  
4 Southwest Light Rail Project nightmare. There's already  
5 too much rancor. There's already too much delay, too  
6 many tens of millions of dollars that are being wasted.  
7 And we would like to see this done in a better manner on  
8 this one. And hopefully, some cooler heads will prevail.

9 Thank you very much.

10 COMMISSIONER HIGGINS: Thank you. Is there  
11 anybody else who hasn't signed up or would like to talk  
12 as long as we're here?

13 Okay. Then if you came in during the  
14 presentations, if you would like to stop back and look at  
15 some of the maps and the documents, they are on the other  
16 side of this wall. Enjoy the cookies, talk to your  
17 neighbors, say good night, and go enjoy this beautiful  
18 evening.

19 Thank you all for coming.

20 (Concluded at 6:40 p.m.)

21 \*\*\*\*\*

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# Appendix G

## Response to Draft EIS Comments

### 12 Transcript – Golden Valley Hearing



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PUBLIC HEARING REGARDING:  
  
BOTTINEAU TRANSITWAY DRAFT  
  
ENVIRONMENTAL IMPACT STATEMENT

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Taken May 7, 2014 By Paula Richter, RPR, CRR

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APPEARANCES :

HENNEPIN COUNTY COMMISSIONER: Ms. Linda Higgins

Mr. Joe Gladke - Hennepin County

Mr. Mike Freiberg - State Representative

Councilmembers:

Mr. Andy Snope - Golden Valley

Ms. Joanie Clausen - Golden Valley

Mr. Larry Fonnest - Golden Valley

Mr. Pat Backen - Robbinsdale

Mr. George Selman - Robbinsdale

Mr. Blong Yang - Minneapolis, Ward 5

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

6

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

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

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

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

25 MR. SNOPE: All right. Andy Snope

1 from Golden Valley.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

25 As part of the input, we have a

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

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

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

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

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

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

22 MS. HIGGINS: Thank you, Joe.

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

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

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

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

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

1 we're proceeding tonight.

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

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

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

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

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

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

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

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

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

4                   Like it's entire four acres.

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

9                   "Would be lessened" is more  
10 honest.

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

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

25                   What wildlife habitat is left in

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

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

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

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

24 There's a real trust builder.

25 And you, the representatives of

1 that area --

2 MS. HIGGINS: Constance --

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

5 MS. HIGGINS: Thank you.

6 Sean Fahey?

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

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

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

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

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

13 Thanks.

14 MS. HIGGINS: Thank you.

15 Cathy Wildung.

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

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

25 But to me, my number one concern

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

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

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

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

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

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

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

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

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

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

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

6 Thank you.

7 MS. HIGGINS: Thank you.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

24 But thank you.

25 MS. HIGGINS: Thank you.

1 Kasia McMahan.

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

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

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

1           few people.

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

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

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

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

5 MS. HIGGINS: Thank you.

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

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

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

25 First was the weather -- the

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

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

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

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

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

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

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

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

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

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

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

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

25 I lived in Cleveland, Ohio when it

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

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

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

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

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

5 Thank you for listening.

6 MS. HIGGINS: Thank you.

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

15 Our next speaker is Karen Lehman.

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

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

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

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

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

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

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

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

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

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

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

8 Thank you.

9 MS. HIGGINS: Thank you.

10 Bernie Milstein, followed by  
11 Gillian Rosenquist.

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

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

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

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

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

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

25 Now, the population that's around

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

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

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

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

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

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

8 MS. HIGGINS: Thank you.

9 Gillian Rosenquist.

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

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

25 So I would ask that there be

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

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

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

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

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

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

18 MS. HIGGINS: Thank you.

19 Bill Linder.

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

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

25 I also have to apologize because I

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

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

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

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

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

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

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

11 Thank you.

12 MS. HIGGINS: Thank you.

13 Margaret Wall-Romana.

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

20 MS. HIGGINS: And the address?

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

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

1 who live on Kyle Avenue.

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

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

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

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

3 MS. CLAUSEN: Sochacki.

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

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

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

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

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

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

6 Thank you.

7 MS. HIGGINS: Thank you.

8 Dan Steinberg.

9 MR. STEINBERG: Hi. Good evening.

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

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

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

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

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

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

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

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

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

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

21                        MS. HIGGINS: Thank you.

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

25                        Once again, if you want to use the

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

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

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

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

18 (Whereupon, the foregoing  
19 deposition was adjourned at 7:51 p.m.)  
20  
21  
22  
23  
24  
25

1 STATE OF MINNESOTA

CERTIFICATE

2 COUNTY OF RAMSEY

3

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

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

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

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

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

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

16

17

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19

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

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# Appendix G

## Response to Draft EIS Comments

### 13 Transcript – Minneapolis Hearing



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Bottineau Transitway Draft Environment  
Impact Statement Public Hearing  
Before Hennepin County Commissioner Linda Higgins  
Thursday, May 8, 2014  
Minneapolis, Minnesota

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Reported By: Lori Morrow, RPR, CRR, CLR

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Adam Duininck, Metropolitan Council Member, Dist. 8  
Gary Cunningham, Metropolitan Council Member, Dist. 7  
George Selman, Robbinsdale City Council Member  
Blong Yang, Minneapolis City Council Member, Ward 5

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\*\*\*\*\*

1 COMMISSIONER HIGGINS: Welcome, everybody, to  
2 our meeting tonight about the Bottineau Transitway.  
3 I'm County Commissioner Linda Higgins, one of the two  
4 county commissioners who represents the Cities in  
5 this line along with Commissioner Mike Opat.

6 We have a fair number of other elected  
7 officials and appointed officials who are here  
8 tonight. I would like them to introduce themselves  
9 as well. And then we'll get going with the program  
10 and hear what you have to say.

11 COUNCIL MEMBER DUINICK: Thanks, Linda. I'm  
12 Adam Duininck. I'm in the Metropolitan Council,  
13 District 8, which is Northeast Minneapolis and  
14 portions of South Minneapolis.

15 COUNCIL MEMBER CUNNINGHAM: I think you can  
16 hear me. Can you hear me back there? All right. My  
17 name is Gary Cunningham, and I represent District 7  
18 on the Metropolitan Council, which is South Central  
19 Minneapolis, Downtown Minneapolis, North Minneapolis,  
20 and Robbinsdale.

21 COUNCIL MEMBER SELMAN: George Selman. I'm  
22 on the Robbinsdale City Council, and I chair the  
23 Community Advisory Committee for the Bottineau  
24 Corridor.

25 COUNCIL MEMBER YANG: Good evening.

1 Blong Yang, City Council Member for Minneapolis for  
2 Ward 5, which is here.

3 COMMISSIONER HIGGINS: Has anybody else come  
4 in? Go ahead.

5 MR. JOE GLADKE: Great. Thank you,  
6 Commissioner Higgins. I'm Joe Gladke with Hennepin  
7 County Engineering Transit Planning. I'm just going  
8 to provide a few slides as an overview for this.  
9 This meeting is really about hearing your input, but  
10 we just want to provide a brief update of kind of  
11 where the project has been, where it's at right now,  
12 and where it's likely to go in the future. I know  
13 some people -- I see many familiar faces here who  
14 have been to lots of meetings, and there might be  
15 some other new faces that this may be your first  
16 meeting. So I want to just try and give you a bit of  
17 background, get through these quickly, and then get  
18 on to hearing what your thoughts are.

19 The Bottineau Project is involving numerous  
20 entities. We have the Federal Transit  
21 Administration. They're really our lead federal  
22 agency involved. Hennepin County has been leading  
23 the efforts regarding looking at various  
24 alternatives, looking at the Draft Environmental  
25 Impact Statement. The Metropolitan Council has been

1 a partner with us as well. They are going to be a  
2 signatory of the DEIS as well. As the project moves  
3 forward later on this summer, the project will be  
4 transitioning from Hennepin County to the  
5 Metropolitan Council. They will be leading the  
6 efforts on the preliminary engineering, the Final  
7 Environmental Impact Statement, as well as  
8 construction should the project advance to that.

9 We've also had great participation from the  
10 cities along the corridor. The cities have a big  
11 stake in this. They are the local land use  
12 authorities. They are involved with the zoning and  
13 potential land use changes along the alignment. And  
14 they are active participants in the process as well.

15 You might hear about the Bottineau LRT  
16 Project, and you're probably going to be hearing more  
17 and more about the Metro Blue Line Extension. That  
18 is the same thing. There's been a rename of the  
19 system. They're going more to a color scheme on  
20 this. And what was known as the Hiawatha Light Rail  
21 Line is now known as the Metro Blue Line. And this  
22 would be an extension of the Metro Blue Line. So as  
23 it exists right now, the Metro Blue Line ends at  
24 Target Field Station. And in the future, it would  
25 proceed west on Highway 55 and then up the rail

1 corridor up towards, I guess, West Broadway up  
2 near Brooklyn Park and then would continue up  
3 West Broadway up to just north of Highway 610  
4 up near the Target North there.

5 As far as where the project is at right now,  
6 this kind of shows three parallel processes that are  
7 happening on the project. And these are happening  
8 somewhat at the same time. Tonight we'll hear kind  
9 of about the middle one here, the Green, talking  
10 about the environmental study. This is the Draft  
11 Environmental Impact Statement. And after that, the  
12 next step will be the Final Environmental Impact  
13 Statement. We anticipate the Metropolitan Council  
14 will secure a consultant to proceed with that work  
15 probably toward the end of 2014. They have requests  
16 for proposals out right now for the engineering  
17 services. And that really kind of gets into the  
18 project development phase. That's been kind of one  
19 of the formal phases that's part of the federal  
20 process that they have to go through. So we  
21 anticipate that consultant will be hired toward the  
22 end of summer or early fall, and work will continue.

23 A lot of people have asked how quickly could  
24 this happen. And I guess we kind of put this  
25 timeline together, but we'll certainly note down

1 below that this is a very optimistic schedule  
2 assuming everything comes together. There certainly  
3 is funding that would be needed at the state level,  
4 the county level, the Counties Transit Improvement  
5 Board, the federal level. So there's lots of pieces  
6 of the puzzle that all have to come together to make  
7 a major project like this happen.

8 I also want to note along the bottom that one  
9 of the other key aspects of the work on the corridor  
10 is the land use planning that goes along with these  
11 types of corridors. They do look at the areas not  
12 just where the tracks would be laid but the areas  
13 around the stations and what types of other  
14 improvements may be needed in that area to try and  
15 provide better access to the stations to get people  
16 in and out. That might be better sidewalks. It  
17 might be pedestrian scale lighting and other types of  
18 improvements around the stations.

19 There's currently a consultant that has been  
20 hired to look at the first four stations, meaning the  
21 two in Minneapolis and the two stations that are  
22 being studied in Golden Valley as well. And that  
23 consultant is on right now. They are going to be  
24 having more meetings coming up later on this summer,  
25 and they anticipate the station area planning

1 beginning later on this year for the rest of the  
2 stations, meaning Robbinsdale, Crystal, and  
3 Brooklyn Park. So that's kind of a snapshot of kind  
4 of where we're at and what might be happening in the  
5 future.

6 Early on in this process, there were five  
7 goals that were looked at. And we looked at a  
8 variety of options for this corridor. The five goals  
9 were to enhance regional access to activity centers,  
10 to enhance the effectiveness of the transit service  
11 within the corridor, to provide a cost effective and  
12 financially feasible transit system, to promote  
13 sustainable development patterns in the corridor, to  
14 support healthy communities and sound environmental  
15 practices.

16 So after those five goals were kind of looked  
17 at, kind of previously we had looked at a whole range  
18 of alternatives up on the north end and on the south  
19 end. And so there was a wide range of alternatives  
20 that were considered before we actually got to the  
21 [inaudible]. Back in January of 2012, we had a  
22 series of scoping meetings where we went out into the  
23 community and asked what do you think are critical  
24 issues as the project advances. We got a lot of  
25 input on that. You'll probably see most of the items

1 that were brought forth as far as input from the  
2 citizens are the items that are addressed in the  
3 DEIS. As part of that, the scoping decision kind of  
4 looked at what specific options will be studied in  
5 the DEIS. I'll show you a map of that momentarily.  
6 And work has also happened regarding that  
7 alternatives analysis that looked at what is really  
8 the best project that should move forward. And then  
9 there's also the environmental aspect of that. So  
10 I'll touch on that momentarily.

11 And the DEIS now has been released in April  
12 of 2014, and the comment period extends through  
13 May 29. And some people might ask what is the DEIS.  
14 If you've been in the other room, we've got some  
15 copies of it in there. It's a very thick document.  
16 It looks at a whole host of issues. It assists  
17 decision makers in the assessment of different  
18 impacts of the project. It documents the protests  
19 and the need. And it looks at a variety of  
20 alternatives as part of that. It addresses  
21 transportation, social, environmental, and  
22 historical, a variety of potential impacts. It also  
23 defines potential litigation measures, but it doesn't  
24 specifically define what those measures may be. For  
25 example, last night I talked to quite a few people

1 that had questions and concerns about noise. And in  
2 some of those areas -- on the maps, it kind of shows  
3 some of those areas where maybe a sound wall would be  
4 considered. And some folks said, well, even though a  
5 sound wall might be required here, I don't want to  
6 look at a sound wall. Would you consider planting a  
7 row of trees or something else that would blend in.  
8 And so those are types of discussions that happen  
9 more as we transition into FEIS and get into some of  
10 the more specifics about how some of those potential  
11 mitigation measures might be addressed.

12 The DEIS also facilitates review by a variety  
13 of federal, state, and local agencies, as well as the  
14 public, it satisfies both federal and state  
15 environmental law requirements, and it provides  
16 comparison of alternatives. It also identifies the  
17 environmentally preferred alternative.

18 As far as the options that were studied in  
19 the DEIS, up on the north end of the corridor, there  
20 was Option A, which goes to Maple Grove. Option B  
21 was studied as well. That goes toward Brooklyn Park.  
22 Option C is common to all of the options that were  
23 studied. There on the south end, Option D1 was  
24 looked at, which stays in the railroad corridor down  
25 to Highway 55. And then Option D2 was also looked

1 at, which comes out of the rail corridor, heads down  
2 West Broadway and then down Penn, east on 55. Then  
3 all the options again tie in at Target Field Station  
4 and become part of the existing Blue Line.

5 I talked earlier about the five goals that  
6 were looked at at the beginning. As part of those  
7 five goals, there are 22 different evaluation  
8 criteria that were measured as part of that. And  
9 this is kind of a summation of all of those  
10 evaluation criteria along with the different  
11 option -- the build options shown to the right. In  
12 addition to the build options, there was a no-build  
13 option as well as a TSM option that was considered.  
14 And when you look at how those various options  
15 compared, the Option B, C, D1 is the environmentally  
16 preferred alternative. And here's a map of that  
17 there. This option has been adopted by the  
18 Metropolitan Council into the Transportation Policy  
19 Plan. So this is really the option that's moving  
20 forward. But you'll see there's a variety of options  
21 that were studied.

22 As part of the input, we've got a series of  
23 public open houses. We were in Golden Valley last  
24 night. And we must have put on a fairly good show  
25 because I think I saw about four or five people that

1 were actually there last night that came back for  
2 more. So we'll have to see if they come next week as  
3 well. Or maybe two is enough. But we're going to be  
4 here tonight. And next week we're going to be in  
5 Brooklyn Park and Crystal after that. And again,  
6 people can provide verbal comments here tonight. We  
7 also have comment sheets in the other room.

8 If you have more questions that you would  
9 like to get answered, the staff will be in the other  
10 room to address those questions. In this room here,  
11 we're primarily going to have testimony from folks.  
12 So you'll have a chance to do that. But if you have  
13 questions, please see us in the other room.

14 As far as your comments, if you provide  
15 written comments, you'll be requested to provide  
16 email addresses as well. We like to acknowledge that  
17 we have received your comments. Those comments will  
18 be addressed as the project moves forward, but it  
19 won't happen in a very timely fashion.

20 As I mentioned a little bit earlier, the next  
21 consultant likely will not be hired until toward the  
22 end of 2014. It will likely be a year or two beyond  
23 that before, you know, the FEIS is finally ready.  
24 And those comments will get input as far as  
25 preliminary engineering work moving forward and the

1 work that will happen as part of the FEIS. So we'll  
2 gather the comments. We'll post those comments on  
3 the project website. And we'll try to put them into  
4 a variety of categories so that both the engineers  
5 and the planners and environmental specialists that  
6 are looking at the future work, they take that input  
7 as the work advances forward.

8 So with that, I'm going to turn it over to  
9 Commissioner Higgins to begin the public hearing.

10 COMMISSIONER HIGGINS: Thank you, Joe.

11 We have chairs up in the front row for  
12 people -- so that we can get people speaking one  
13 after another in a fairly rapid order. And --

14 Are we going to have the names up on the  
15 screen again?

16 So as people have come in and wanted to  
17 testify, they signed up at the table over at the  
18 front, left corner. If you also would like to  
19 testify and haven't signed up yet, please make your  
20 way over there. So you can see we have names in the  
21 order of speaking.

22 So if John would make his way to the  
23 microphone, and then Vicki and Arlene and Elaine will  
24 be just ready to go.

25 Just a reminder, this is not a question and

1 answer period. As Joe said, there will be experts  
2 and our staff people in the other room who will be  
3 able to answer your questions. But tonight we want  
4 to hear your comments about the environmental aspects  
5 of the Bottineau Line. And we ask you to speak for  
6 no more than three minutes. And we've got, you know,  
7 the standard coloring system. At 30 seconds to go,  
8 you'll get a sign that says you have 30 seconds left,  
9 and then, thus, the red card comes up. And we would  
10 ask you to then, you know, wrap up your sentence and  
11 then yield to the next person.

12 So thank you all for coming. I want to make  
13 sure I say that before we start and as we end. But  
14 we're here tonight to listen to you. So thank you.

15 And take it away, John.

16 What did I forget to say? Oh, yeah. That's  
17 right. We would ask that people don't cheer and  
18 applaud and boo and all of that to the speakers. It  
19 is just something that we think isn't necessary for  
20 the comment period.

21 We also have a note taker here in the front  
22 row so that your comments will be recorded so that  
23 when we go to work further through the comments that  
24 people give us, we've got an accurate record of them,  
25 just so you know.

1           Okay. Take it away, John.

2           MR. JOHN MUNGER: All right. My name is  
3 John Munger, 1211 Washburn Avenue North. I am the  
4 executive director of the Loppet Foundation. I'm  
5 really here with that hat on. We are a  
6 North Minneapolis and really Theodore Wirth Park  
7 oriented organization and work very closely with the  
8 Minneapolis Park and Recreation Board to provide  
9 outdoor, active kind of opportunities in the  
10 Minneapolis area. So, obviously, Theodore Wirth Park  
11 is really important, which is why we're advocating  
12 for several tunnels through the park. Just kidding.  
13 So that was funny, you guys. No one broke a smile  
14 even. People are very sensitive now.

15           We actually do have some concerns about the  
16 route through the park. We've been working with  
17 staff on those. We're not overly concerned, but,  
18 obviously, the impacts on the trails through the park  
19 and the ski trails and the mountain biking and so  
20 forth are something that we're interested in making  
21 sure continues. So that's kind of one aspect of  
22 what, you know, we want to see happen there.

23           We don't have a real strong opinion on the  
24 different routes, whether it goes the Penn Avenue  
25 route or the Wirth Park route. But we do have a

1 strong opinion that if it does go the Wirth Park  
2 route that we think there's a real opportunity to  
3 have a stop at Plymouth. And really, I like the  
4 way -- as you said in the other room, the way the  
5 Theodore Wirth stop is probably better than the  
6 Plymouth Avenue stop. And it looks like that's on  
7 the plans. And so that's wonderful. But just to  
8 kind of talk about what that means, you know, when  
9 one of the primary things that you're trying to  
10 accomplish is to support healthy communities. And  
11 having a stop for Theodore Wirth Park is one of the  
12 ways to do that. Obviously, North Minneapolis is  
13 kind of an area that has some health disparities.  
14 Making Theodore Wirth more accessible for people to  
15 get to via light rail, I think, is really important.  
16 It's about the same size as Central Park in New York  
17 City. And people don't really kind of realize that.  
18 But it's this great opportunity and this great park  
19 right on the edge of North Minneapolis. And over the  
20 past dozen, twenty years, the park has really grown  
21 in use. You can go there pretty much any winter  
22 afternoon, and there's tons and tons of kids out  
23 there. Having a stop there, I think, will just make  
24 that all the more easy for folks.

25 And I see my red card is coming, so I'm going

1 to leave you folks. Thanks so much.

2 COMMISSIONER HIGGINS: Thank you.

3 COUNCIL MEMBER CUNNINGHAM: Madam Chair, I  
4 need to disclose that I am on the board of the  
5 Loppet Foundation. So just for the record.

6 COMMISSIONER HIGGINS: Okay. Good to know.  
7 And before Vicki starts, let me put on my hostess hat  
8 for a minute. We have cookies and water in the back.  
9 Please enjoy them. They are pretty tasty.

10 Vicki.

11 MS. VICKI MOORE: Thank you so much for  
12 coming out to our community. When you guys mention  
13 the Blue Line, I think of it as being an  
14 international line because it passes through the  
15 communities of so many new Americans, and it passes  
16 through the communities of so many environmental  
17 justice communities. A lot of the discussion in the  
18 community has been around alignments and stops and  
19 change. I see this as the potential for transit  
20 development. In my neighborhood, when we talk about  
21 trying to bring people and developers in, they'll say  
22 you don't have enough people to support the business.  
23 You don't have enough amenities for our workers.

24 So going forward, I would like to see more  
25 conversation about economic development. I really

1 support the Penn Avenue Station and making the park a  
2 destination. I know that -- I believe that if the  
3 park is a destination, there will be economic  
4 development going up Plymouth to Penn, small  
5 businesses, and that we should be growing small  
6 businesses that are community-owned businesses, and  
7 this is our opportunity to do that. I know that my  
8 neighborhood will be supporting businesses along  
9 Olson Highway.

10 If we're going to do this, I think it's  
11 really important that -- as we move forward that we  
12 consider equitable development standards and  
13 community benefits agreements. I think by doing so,  
14 you're engaging the community in a way that they can  
15 start to see the benefit and the potential of what's  
16 coming to us as this line moves through our  
17 neighborhood rather than just looking at change and  
18 perhaps wanting to keep things the way they are  
19 rather than looking at how things could be.

20 So that's all I had to say. Thank you very  
21 much for coming out.

22 COMMISSIONER HIGGINS: Thank you. And I  
23 forgot to have you give your address as well, if  
24 everybody would do that.

25 MS. VICKI MOORE: I live in the Harrison

1 neighborhood at Second and Oliver.

2 COMMISSIONER HIGGINS: Good. Thanks.

3 Arlene followed by Elaine followed by Russ.

4 MS. ARLENE EL-AMIN: I'm Arlene El-Amin. I  
5 live at 1708 Eighth Avenue North.

6 I have a concern. When I looked at the map  
7 tonight, it looked like Eighth Avenue would be a real  
8 alternative route for persons who were traveling down  
9 Penn -- or excuse me -- Olson and might get stopped  
10 by a train that's approaching and that they might  
11 divert over to Eighth Avenue, which would be from  
12 Penn Avenue all the way down to probably Van White.  
13 I live on a corner where there's a triangle there,  
14 and there's like three streets converging. I have  
15 about 12 -- 14 grandchildren under the age of 12 that  
16 play a lot when they come to my house. I would be  
17 very much concerned about the increase in traffic  
18 that might be impacting that area and hope that  
19 perhaps you thought about maybe a -- I think they  
20 call it a roundabout or something, something that  
21 would slow the traffic down, because, inevitably,  
22 there is going to be a traffic increase in that area.

23 I have another concern about the ability to  
24 cross Olson Highway. Right now people can go to  
25 Olson Highway, catch a bus maybe at every other

1 street. I'm not sure the distance between the stops  
2 for the rail, but I'm pretty sure there won't be this  
3 type of access to go across Olson Highway. Is there  
4 any thought being given to maybe walking bridges that  
5 people can cross over? I think this is going to  
6 impact some people very much, especially neighbors  
7 and friends who have -- who live on both sides of  
8 Olson Highway. And if they've got to walk four to  
9 six blocks just to get across the street, that could  
10 be some difficulty for some people.

11 I'm also concerned about how would -- the  
12 people who normally would go across Olson Highway and  
13 catch a bus now, how would they get across the street  
14 with the rail actually -- you know, having the bar go  
15 there; you can't go there. So how would they  
16 transverse the area to get there? You know? How far  
17 will I have to walk from Penn to get to Irving to  
18 cross over to the other side? You know? I think  
19 that that's going to be a real problem for especially  
20 our senior citizens and for the children, because,  
21 you know, children are going to have a tendency --  
22 they're going to try to jump those tracks. I  
23 remember as a child myself, we took shortcuts. When  
24 I was living in Chicago, and we went across the  
25 tracks.

1           So I hope those are things that you're  
2           considering in this development.

3           COMMISSIONER HIGGINS:   Okay.   Thank you.  
4           Elaine.

5           MS. ELAINE WYNNE:   Thank you.   I'm  
6           Elaine Wynne, and I live near the arts high school on  
7           Georgia Avenue.   I grew up on a farm, lived almost 30  
8           years in Minneapolis, and been out in Golden Valley  
9           for 20 years.   My husband and I love light rail.   We  
10          would like it in our backyard.   When I adjust the  
11          environmental impacts, I'm concerned about what will  
12          happen to three parks, but particularly Wirth Park,  
13          and also the ridership.   I feel like Golden Valley  
14          is a drive-through.   It's -- you know, there's going  
15          to be one stop really not very close to anybody  
16          where anybody lives.   And Golden Valley actually  
17          uses public transportation a lot and I think would  
18          increase it.   I like the one that came down  
19          Highway 100 and went on Penn Avenue.   That was  
20          always my favorite.   I've always said that.

21          I think that I couldn't -- I didn't read the  
22          800 pages, but I didn't see anywhere where there was  
23          a real serious assessment of what is the cost of  
24          destroying wetlands and that they would be.   There  
25          would be a lot more destruction of the wetlands than

1 is often put out at these meetings.

2 And then one curiosity I have is how much  
3 will the owners and stockholders of BNSF Railroad be  
4 receiving for the purchase of this land needed for  
5 the light rail? And why have no agreements been  
6 negotiated -- any tentative agreements at least? I  
7 know there are estimates, but do we actually know  
8 that those estimates are going to be anywhere close  
9 to what we're going to need to pay the railroad for  
10 this? And does it really in terms of cost balance  
11 out when you take that into consideration?

12 Thank you.

13 COMMISSIONER HIGGINS: Thank you. Russ  
14 followed by Linda and then Roger.

15 And I would like to tell you that  
16 Council Member Jennifer Munt has joined us to  
17 my right.

18 MR. RUSS ADAMS: Thank you, Madam Chair.

19 I'm Russ Adams with the Alliance for  
20 Metropolitan Stability. We're in the Stuart  
21 neighborhood at 525 East Franklin Avenue. I did not  
22 read the entire DEIS, but fortunately for me, I have  
23 a colleague who likes nothing better than to read  
24 very thick documents. And our comments are based on  
25 our review.

1           The first thing I want to say is compliment  
2           the staff on the Bottineau Project for their improved  
3           community engagement strategies. That's something  
4           that has been noticed by many of the community groups  
5           we work with. We're a coalition of 33 organizations,  
6           but we've worked very closely with 17 community-based  
7           environmental justice groups operating along the  
8           Bottineau Corridor through community engagement team  
9           work that we do.

10           I also want to point out that the  
11           Bottineau Corridor is an environmental justice  
12           corridor. 52 percent of the residents within that  
13           mile radius along the corridor are people of color.  
14           And according to the Met Council, 14 percent of the  
15           people living in the corridor do not own a single  
16           car, are transit dependent. We want to encourage you  
17           to think about how the transit investment,  
18           corresponding land use, and economic development  
19           generate community benefits and equitable outcomes  
20           for the low income communities of color in the  
21           corridor.

22           And also, remember that the corridor connects  
23           two significant, large EJ populations between  
24           Minneapolis and Brooklyn Park.

25           I am going to jump around on this because I

1 don't have enough time to go through this point by  
2 point.

3 I want to start with jobs. I want to start  
4 with actual economic outcomes, which is really point  
5 number four under "Anchor Institution Strategy."  
6 There was a very compelling commentary in the  
7 Star Tribune this week that talked about let's stop  
8 talking about equity and start delivering real  
9 results. So we are part of a group that is pressing  
10 the Southwest Corridor to think about a community  
11 compact that would actually have very specific  
12 equitable commitments by all governmental parties.  
13 We think that would be a good strategy for Bottineau.  
14 I'm going to leave a copy of that with the staff.  
15 And I want to remind you that some of those  
16 components would be connecting people to real job  
17 opportunities along the corridor, utilizing the  
18 synergy that we could get through Hennepin County and  
19 DEED Workforce Training Centers and employment  
20 assistance firms as has been done with the  
21 Central Corridor and Vikings Stadium.

22 Let's raise the goal on hiring for the  
23 construction force. Let's bring it to 40 percent.  
24 That will better reflect the population of both  
25 North Minneapolis and populations of color along the

1 line. Let's make it easier for disadvantaged  
2 business enterprises to contract. And let's do ZIP  
3 code employment goals for these groups.

4 You can see a number of other examples  
5 specific and some general in this. And we're always  
6 available to chat.

7 Thank you.

8 COMMISSIONER HIGGINS: Thank you. As Linda  
9 is coming up, I would like to remind you, if you  
10 would like to speak, please make your way to the  
11 table, and Denise will get you on the list.

12 MS. LINDA GALLANT: Can I pretend we're in  
13 Congress and accede some of my time to him so he has  
14 a couple more minutes? Thank you.

15 COMMISSIONER HIGGINS: He talks to us  
16 regularly.

17 MS. LINDA GALLANT: My name is Linda Gallant.  
18 I live at 1707 Xerxes Avenue North in Golden Valley.  
19 I feel like I live in North Minneapolis. Some people  
20 might say that's the wrong side of the tracks. I  
21 think it's the right side of the tracks. I want to  
22 say that I think, first of all, I would guesstimate  
23 that the majority of people in this room today  
24 believe that this is a done deal, do not believe that  
25 there is any further consideration for being honestly

1 and seriously given to the other routes. I think we  
2 should all focus on that. That's what people  
3 believe.

4 I know what federal regulations say about the  
5 options. I want to say two things. I think the DEIS  
6 report -- I didn't read the whole thing, but I read  
7 the entire noise section. I'm not a scientist, but  
8 I could figure it out. First of all, I think the  
9 report gives short shrift to the economic justice  
10 realities. Does not have any specifics, but how  
11 does this group that carefully avoids the population  
12 centers of North Minneapolis, carefully goes  
13 around them, how is it going to provide greater  
14 opportunities for people in my neighborhood,  
15 North Minneapolis, to get to better jobs? It  
16 says we're going to -- I talked to the Metropolitan  
17 Transit person yesterday. We're going to look into  
18 that. We're going think about it. I think the time  
19 is now to be far more specific, far more focused, and  
20 far more willing to say this is what we're going to  
21 do in terms of if we're going to say this is a  
22 transit system to get people to those good jobs out  
23 in the burbs. We've got to say how we're going to  
24 do it, because right now we're not -- you know,  
25 these stations aren't near too many people. Let's

1 get real.

2 Number two, I think the report gives short  
3 shrift to the massive impact -- 220 trains a day --  
4 on Theodore Wirth Park. I want more attention paid  
5 to what is going to be done to try to reduce,  
6 mitigate the impact of this 220 trains a day on the  
7 most wonderful park in the Twin Cities. I didn't  
8 know it was as big as Central Park. Somebody else  
9 just said that. That's fantastic. I used to live in  
10 New York City. But Central Park would not allow 220  
11 trains a day to go through it. And we have to be  
12 very careful of that.

13 And I want more attention given to precise  
14 proposals about noise mitigation. I want to tell the  
15 woman who spoke earlier. She said it's not in her  
16 backyard. It is in my backyard literally. And I  
17 can't find anything in the report that talks about  
18 what's the precise proposal for noise mitigation.

19 And I guess I couldn't give him more time  
20 because I used up too much of mine.

21 Thanks.

22 COMMISSIONER HIGGINS: Thank you, Linda.

23 Roger.

24 MR. ROGER SMITHRUD: Roger Smithrud. I live  
25 at 2357 James Avenue North, about approximately two

1 blocks from Penn, two blocks from West Broadway.

2 I have been watching this a little bit on the  
3 side grounds and not paying enough attention as I  
4 should. But after finding out that I'm having to  
5 take the bus a lot more than I used to, I'm finding  
6 out that catching the bus is a lot harder to do on  
7 time schedules. And having a light rail that has set  
8 time schedules that they are posting and saying how  
9 long they will be there would make a dramatic  
10 difference for me if I had to get downtown, if I had  
11 to go out to the hospital, which I've been making  
12 more trips there than usual. And to me, it would  
13 have a tremendous impact being on the D2 route rather  
14 than the D1 route, even though I think it's a lot  
15 less controversy to go the D1 route, and it's a  
16 lot more work and a lot more politics, a lot more  
17 negotiations and understanding and a lot more hard  
18 work to get the D2 route to go. But I think it  
19 would benefit North Minneapolis not just with  
20 transportation but with business opportunities and  
21 potential growth, making North Minneapolis more  
22 known as a good place to go than even South  
23 Minneapolis. It would be almost like wanting  
24 to go downtown without being downtown.

25 Thank you.

1           COMMISSIONER HIGGINS: Thank you. Is there  
2 anybody else who has not signed up who would like to  
3 have this chance to speak? If not, once again, we  
4 have staff in the other room who would be willing to  
5 answer some questions if they can for you if you have  
6 questions. And then I guess thank you for coming  
7 and -- oh, that's right. There are paper forms in  
8 the other room as well if you want to write rather  
9 than talk, and those are available. You can turn  
10 those in by email, or you can get the forms off of  
11 the Bottineau Transitway website and turn them in by  
12 the 29th of May. We're still accepting for two,  
13 three more weeks.

14           One more person to speak? Okay. All right.  
15 We have another person to speak. Thank you for  
16 coming.

17           MR. AASIM SHABAZZ: Aasim Shabazz. And I  
18 live near North at 1041 James Avenue, about a half --  
19 maybe three blocks from the Van White Station.

20           First, I want to start off with saying thanks  
21 for this forum. But based on looking at the -- not  
22 all 800 pages, but I have some comments based on my  
23 role.

24           The outreach and engagement piece for this  
25 part as we move forward, I know it's a critical part

1 of it for community members. And if there's more  
2 time, like for this event, the rain, mitigating  
3 [inaudible] may have stopped people from coming out  
4 if they don't live within walking distance, but we  
5 can create that. That's my first thing.

6 The environmental impact as far as on  
7 business and disruption in the near North communities  
8 between Olson Highway, as was mentioned by Arlene  
9 earlier about the stops and the pedestrian traffic, I  
10 think that needs to be given more thought about what  
11 that looks like in a design. I know that that's  
12 pushed down to the land use and the city. But is  
13 there something within this that we can look at the  
14 safety factors? Because students are at risk. There  
15 are schools over in that district, and it is a high  
16 residential district. So more thought should be  
17 considered to that.

18 When we look at the impact of the station  
19 between the Plymouth -- I guess we're calling it  
20 Theodore Wirth Station -- I'm not sure -- and the  
21 Golden Valley Station, what is being done to look at  
22 or set correct expectations around the myths about  
23 the spacing and the lanes for the track and  
24 alternatives that are being presented right now?  
25 Because there are several arguments to say there's

1 not enough space, and that way they're destroying  
2 wetlands. Are there opportunities to set that right  
3 in the near term, so in the final document, we know  
4 what the actual numbers are and what the potential  
5 damage is.

6 And the last part is the zoning around the  
7 three stops that are near North. That would be  
8 Van White, Plymouth, and then the one downtown at  
9 the interchange. When we look at that for the  
10 density, the residential, can we look at the  
11 development of the economic -- the lack of economic  
12 business development opportunities that exist right  
13 now? It's heavily residential. It doesn't really  
14 speak to the routing of traffic and directing, I want  
15 to say, the roles in a design that will allow us to  
16 grow, allow us to have access to amenities. Right  
17 now, it's just going to create another throughway on  
18 Olson Highway but not enough for amenities of the  
19 businesses and the communities involved. So if  
20 there's --

21 I've got 30 seconds, so the rest I'll waive.  
22 Thank you.

23 COMMISSIONER HIGGINS: Thank you very much.  
24 Last call. It looks like Natalie Yaeger. Thank you  
25 for coming.

1 MS. NATALIE YAEGER: Hi. I apologize. I'm  
2 just getting here, so I'm not quite as prepared as I  
3 wanted to be.

4 COMMISSIONER HIGGINS: Sure. We have you  
5 speak for no more than three minutes. We'll give you  
6 a 30-second warning. If you'll start with your name  
7 and your address, that would be great.

8 MS. NATALIE YAEGER: Sounds great. My name  
9 is Natalie Yaeger. I'm at 2736 Vincent Avenue North.  
10 I've been very involved in the Northside  
11 Transportation Network and dedicated quite a few  
12 years already researching and trying to figure out  
13 the ins and outs of this project. I have to say that  
14 right now, you know, I'm really disappointed in where  
15 things have gone. It really breaks my heart to see  
16 that the north side really hasn't been represented in  
17 the current plan for where the railway is going.  
18 I've seen many, many other options that would be a  
19 better fit for us. I actually lived in Vancouver,  
20 Canada, where we had a wonderful transportation  
21 system. And really, what transportation means to me  
22 is that it actually services the people. And where  
23 I'm seeing the current route, I don't really feel  
24 that it services the people or the needs of  
25 Minneapolis or the North Minneapolis residents, me

1 being one of them.

2 I personally would have been impacted by the  
3 route that would go -- the D1 route, I believe. D1,  
4 D2, I'm getting a little confused right now, but the  
5 one that goes down Broadway and then Penn. I would  
6 be right -- like less than a half a block off of  
7 that. I have no concerns right now. We currently  
8 are a one-car family. My husband relies on bus  
9 transport for his work, and he does not get adequate  
10 service. The buses run every 45 minutes. We're  
11 right off Broadway. And nor does the bus sometimes  
12 even show up. So we are not really being serviced  
13 right now. I'm very concerned about the bus rapid  
14 transit option for those reasons, and I would like to  
15 see a lot of investment provided for an equitable  
16 transportation system for our area. And I really  
17 feel that the light rail was that option.

18 I spoke at the County Commissioner's Office.  
19 There were 15 people that spoke -- or the County  
20 Commissioner's meeting when they were trying to  
21 decide on this. 15 people spoke. Only one was  
22 against having light rail come down the D1 route  
23 where that was. It was very disheartening to see the  
24 county commissioners not taking the people's voices  
25 into account, so. And then also, it also breaks my

1           heart to see it going through Theodore Wirth Park,  
2           which is where my kids ski and everything and we do a  
3           lot of activities.

4                        So thank you.

5                        And can I add one more thing? We  
6           definitely need a stop in the Golden Valley area  
7           for North Minneapolis.

8                        Thank you.

9                        COMMISSIONER HIGGINS: Thank you. All right.  
10          Are we done? Okay.

11                      FEMALE SPEAKER: Got one more.

12                      COMMISSIONER HIGGINS: One more person?  
13          Okay.

14                      MR. DAVID GREEN: Hi. I'm David Green.  
15          Normally, I'm at these meetings representing ISAIAH,  
16          but I'm just going to speak for myself tonight. I  
17          got here late, and I got here late because I have  
18          this little guy to take care of. A 5:30 meeting  
19          weekdays for something as important as this is  
20          outrageous. People ought to be able to come to this  
21          meeting, ought to be able to testify. I'm shocked  
22          that 40 minutes into this we're done with this  
23          testimony. That's not right. We either need to have  
24          another meeting on the north side or something  
25          because I couldn't get here on time. A lot of

1 people -- the last speaker said she just got here.

2 So that's all I have to say. Thanks.

3 COMMISSIONER HIGGINS: All right. Is there  
4 anybody else? Anybody else who would like to speak?

5 Well, thank you all for coming. And I know  
6 people will be around to talk. And have a great  
7 evening. Thank you.

8 (Reporter's Note: At this point, the  
9 meeting adjourned. The following are individuals  
10 who spoke directly to the comment reporter and did  
11 not speak publicly to the commission.)

12 MS. LENORA WARE: Lenora Ware, 1031 Knox  
13 Avenue North, Minneapolis, Minnesota, 55411.

14 In regards to what happened in the meeting  
15 tonight, I just want to say I honestly don't want a  
16 train in our neighborhood because I don't want the  
17 people to have to lose their homes. And that's  
18 basically what's going to happen. And if they did  
19 have a train, I just don't like the fact that they  
20 keep using our tax money. And the cost of living is  
21 not going down. It's going up in our neighborhood.  
22 And they use the money to get people from the suburbs  
23 in, but they are not charging them what they are us.  
24 It's like our tax dollars are being used to support  
25 the suburbanites. And I just would like that money

1 to be used for our kids and our elders and ourselves  
2 in our neighborhood and people in our community.

3 They had the North Star train. And the  
4 North Star train has more -- what is it -- amenities.  
5 And we don't have that on the trains in the Cities  
6 for us. Again, it's our tax money. So why don't we  
7 get the same thing in the city they are getting in  
8 the suburbs and we're paying for it?

9 And that's all. Thank you.

10 If they do have the train, please have more  
11 safety and security for all of us and more  
12 compassionate police force.

13 MR. CURTIS ADAMS: Curtis Adams, 1031 Knox  
14 Avenue North, Minneapolis, Minnesota, 55411. I don't  
15 think they should bring the train over here because  
16 people would lose a lot of their homes, and I think a  
17 lot more people would be getting arrested or fined  
18 because people don't like to pay on the trains  
19 because they just think they could get away with it.

20 MS. ALYSSA LIPKE-PIER: My name is Alyssa  
21 Lipke-Pier, and I'm an architect, and I live at 1045  
22 Washburn Avenue North. I'm also on the planning  
23 commission for the City of Minneapolis, but I'm not  
24 here in that capacity today. I'm just here as a  
25 citizen who has lived in north for over a decade.

1 And I'm here because I'm assuming the Bottineau Line  
2 is going to run along Theodore Wirth Park anyway. So  
3 I just wanted to talk about station locations. I  
4 have concerns that it's going to come down to either  
5 Plymouth Avenue or Golden Valley Road. And I feel as  
6 though a lot of the benefits of Golden Valley are the  
7 fact that they want to do a park-and-ride that could  
8 attract people to drive and park there and take light  
9 rail into downtown or elsewhere. But I think that  
10 there are different benefits that need to be looked  
11 at for putting it at Plymouth, and specifically at  
12 the northeast corner of that intersection, so north  
13 of Plymouth Avenue on the east side rather than on  
14 the south side of Plymouth Avenue, specifically  
15 because North Minneapolis is already cut off from  
16 most of the amenities. We have 55 to the south. We  
17 have 94 that blocks us from the river. Now we're  
18 going to have a train blocking us from our only other  
19 major amenity, which is Theodore Wirth Park. So at  
20 the very least, if we're going to end up being  
21 blocked off from everything, we should at least have  
22 the amenity of having a stop in our neighborhood that  
23 also would bring people to the park. And the major  
24 park buildings are right there at Plymouth Avenue.  
25 If you put it at Golden Valley Road, there's nothing.

1 So I think that having a station at Plymouth Avenue  
2 on the northern side of the street could actually set  
3 up Theodore Wirth as more of a destination park to  
4 draw from around the metro along the light rail lines  
5 so we would have more families and people  
6 experiencing North in a way that they haven't  
7 experienced it before as well as giving people from  
8 North a way to get to the airport or to downtown or  
9 to other things so the light rail wouldn't just be  
10 serving surrounding suburbs and people who don't live  
11 in North but would actually be an amenity for North  
12 to enhance our park and enhance our connection to the  
13 city. So I don't know in terms of development if  
14 it's very much. It's in a park. So either way, the  
15 only development I think Golden Valley would spur  
16 would be a parking lot, or a parking ramp, which --  
17 you know, whatever. I would rather see both  
18 personally because I can see where they serve very  
19 different needs, but I think if it came down to one  
20 or the other, the moral and ethical choice is  
21 Plymouth Avenue, because it actually -- instead of  
22 just taking away, it actually adds a little bit of  
23 value back. And North has waited long enough for  
24 that.

25 And so in addition, I think that it actually

1 in terms of siting and planning, it would fit better  
2 with establishing more of a destination point for  
3 that park anyway just from a -- you know, if I was  
4 looking at it as an architect and as an urban  
5 planner, that's where I would think the best station  
6 would be in terms of enhancing the city and the  
7 Grand Rounds.

8 So there's my two cents.

9 Fund both. And if you can't, just fund  
10 Plymouth.

11 P.S., I also think we need to have  
12 connections that get people from North across the  
13 tracks, whether it's land bridges or some sort of  
14 connection, because right now, given that's our only  
15 access to a major amenity, and it's going to get cut  
16 off with a train that has a fence -- we were already  
17 told there would be a fence. The fence needs to look  
18 nice, and there needs to be pedestrian bridges over  
19 it to get into the park, because right now there are  
20 paths that have been there for a hundred years that  
21 families have used generationally, and they're still  
22 used today, even though they're not formal entrances  
23 to the park. So some of those need to be preserved  
24 or rebuilt or reestablished just so it's not a total  
25 cutting off of an amenity.

1 MS. CANDY BAKION: Candy Bakion, 701 Olson  
2 Memorial Highway, Apartment 201, Minneapolis,  
3 Minnesota, 55405.

4 Dear Commissioners, I would like to make sure  
5 that you hold fast to keep a focus on keeping the  
6 light rail stations planning in the community and  
7 community focused with a lens on equity and  
8 affordable for all. And my hope is to provide  
9 economic advantages for the surrounding communities  
10 along the light rail and beautification along with  
11 that, also access in ways of for the youth, for the  
12 elders, for the middle class to be able to access the  
13 lines, providing alternative methods and support at  
14 station area planning, and to make it pretty, and to  
15 provide more resources to the powers that be to  
16 engage the community and provide some really cool  
17 swag.

18 (Concluded at 7:20 p.m.)

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