

Official transcript, May 29, 2008, joint public hearing, Minnesota Department of Transportation, Ramsey County Regional Railroad Authority and Hennepin County Regional Railroad Authority, St. Paul, Minnesota

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MN/DOT PUBLIC HEARING

5/29/08

5:00 P.M.

1 MR. LANEGRAN: My name is David
2 Lanegran. I'm a professor of geography at McAllister
3 College and I will be the moderator for this
4 evening's public hearing. There are several common
5 sense rules that we will follow as we proceed through
6 this session this evening. I will go through those a
7 little bit later in the program, but let me begin by
8 introducing two Ramsey County Commissioners that are
9 here; Toni Carter and Janice Rettman sitting here in
10 the front row. Would you commissioners please stand
11 and let people see who you are? Thank you for
12 coming. The commissioners are here to listen to your
13 input, and if you have any questions or concerns,
14 please feel free to follow-up with them at their
15 offices or at some other appropriate time. I
16 understand that we have a reasonable number of people
17 who are wishing to speak. Obviously, we are being
18 filmed, or recorded, I guess. We're probably not
19 actually being filmed nowadays, but it's St. Paul
20 television network. If you are planning to make a
21 public presentation here and do not wish, for some
22 reason, to be photographed, please indicate that when
23 you come forward and the camera will not be turned
24 upon you. So we will respect anybody who has a
25 feeling about being photographed in public.

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1 So let's begin our session tonight by a
2 presentation from Mike Schadauer on the Corridor.
3 We'll go through kind of a brief session, a briefing
4 session, and then we'll begin the public hearing.

5 MR.SCHADAUER: Hi. Is this working all
6 right? All right. I'm Mike Schadauer from the
7 Minnesota Department of Transportation, and on behalf
8 of the Department let me welcome you to the public
9 hearing tonight about the preliminary design plans
10 for the Central Corridor Light Rail Transit Project.
11 Commissioner Thomas Sorel was not able to be here
12 tonight because of a family commitment, but he sends
13 his regrets and here I am in his stay. So my job at
14 MN/DOT is to direct the metro district transit
15 section, and so my office works very closely with the
16 Central Corridor project office in the implementation
17 of the Central Corridor project.

18 My agency, MN/DOT is co-hosting this meeting with
19 the Hennepin County and Ramsey County Regional Rail
20 Authorities as part of the process of getting public
21 input on the Central Corridor Light Rail Transit
22 Project.

23 So far tonight we've had an opportunity for a
24 quick openhouse. I hope people have had an
25 opportunity to view the plans around the room here

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1 and to get any questions answered that you had.

2 Now we're going to be moving into the public
3 hearing part of the agenda. So, as the name applies,
4 this is an opportunity to hear the public's comments
5 about this project. While there will not be a
6 responses given to any of the public testimony during
7 this, we will be listening to your responses, we will
8 be recording them; we have a person here to
9 transcribe everything that happens during the session
10 tonight.

11 The purpose of today's hearing, then, is to get
12 stakeholder input on the preliminary design plans for
13 the Central Corridor Project. These comments will be
14 used by MN/DOT and by the county Regional Rail
15 Authorities as we make our comments to the
16 Metropolitan Council about this project, and then
17 those agencies will decide whether they will give
18 their approval to the Central Corridor Project or
19 disapproval. And I'll talk about that in a little
20 more detail in a moment. There will be other
21 hearings coming up later this summer; in July, for
22 example, there will be an opportunity for public
23 comments on the supplemental draft Environmental
24 Impact Statement for the project. So this is not the
25 end of the public comment process for this project.

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1 Quick bit about the route. The Central Corridor
2 Light Rail Transit Project, starting from west and
3 moving east, will start in downtown Minneapolis and
4 share the line with Hiawatha light rail transit
5 through downtown Minneapolis. It will break away
6 from the Hiawatha line just east of the Metrodome and
7 cross into the University of Minnesota area. It'll
8 go across the Washington Avenue bridge and then
9 follow a surface alignment through the University of
10 Minnesota. It'll turn north after passing through
11 the University area onto the U of M transit way or
12 bus way that connects the two University of Minnesota
13 campuses, and then hit back south to University
14 Avenue at 29th Avenue, follow University Avenue all
15 the way to just past the capital before turning
16 towards downtown and Robert Street. From Robert
17 Street it'll turn back west for a little -- couple
18 blocks on 12th Avenue, turn into downtown on Cedar
19 Street and complete its journey on 4th Street in
20 front of the St. Paul Union Depot. So there will be
21 five shared stations with the Hiawatha line, and that
22 includes the one, new one, that's being built as part
23 of the Northstar Project right now. There will be 15
24 new stations built. And then there will also be
25 infrastructure put into place for the possibility of

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1 adding three new stations at a future date as well.
2 Today, we're here for the municipal consent
3 process for the project. We are seeking your input
4 as part of the consent process as defined in the
5 Minnesota Statutes, specifically 473.3994. So this
6 calls for a local jurisdictional review of physical
7 design components of the preliminary design plans.
8 In other words, that's all these drawings that you
9 see wrapped around the room tonight as well as more
10 specific drawings that were on the table to that side
11 of the room. The local jurisdiction, so that's
12 specifically the counties and the cities through
13 which the line runs through, will have to make --
14 will either approve the preliminary design plan based
15 on their review of the plans and the input that they
16 receive from the public. So at the end of that
17 period they'll either have to approve the preliminary
18 design plan or they'll have to disapprove them. If
19 the cities or counties choose to disapprove them,
20 they're supposed to identify what changes can be made
21 in order to gain their approval.
22 The contents of the preliminary design plans are
23 shown on this slide here. It includes track
24 location, station locations and the layouts of the
25 stations. Includes roadway features, including turn

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1 lanes, lane widths, traffic signals. Includes the
 2 sidewalks along the corridor, and it includes where
 3 pedestrian crossings will be located and it
 4 identifies the LRT system elements and general
 5 locations of things like transaction power
 6 substations and communications bungalows. What it
 7 doesn't include is shown on this slide. We'll still
 8 be doing further design work after this point on the
 9 station designs themselves, public art,
 10 streetscaping, the phasing of construction, in other
 11 words, which part of the construction happens first,
 12 which parts happen later. We'll still be doing more
 13 work on property access issues and then on the
 14 relocation of the utilities that are under the
 15 streets on which the line will run.

16 There will be continued opportunities for public
 17 input to the project. So project officials will
 18 continue to seek your input, and some of those
 19 opportunities will come up with a supplemental draft
 20 Environmental Impact Statement whereas I mentioned
 21 earlier, probably about July, there will be a public
 22 hearing for that. There will be public agency
 23 reviews to seek input on that. There will also be an
 24 opportunity to provide input on the final
 25 Environmental Impact Statement mitigation process

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1 which will follow the supplemental draft
 2 Environmental Impact Statement. And then, many of
 3 you have met the community outreach coordinators that
 4 were working on this project, they will continue to
 5 be working with the public throughout this corridor
 6 for the entire project.

7 Quick bit about the timeline for this and how it
 8 fits into some of the other things going on with the
 9 project. Back on February 27th, this alignment
 10 that's being presented in the preliminary design plan
 11 was identified at a MET Council meeting and at a
 12 Central Corridor Management Committee meeting. On
 13 April 28th, then, these plans that are shown here
 14 today were submitted to the cities and counties to
 15 start the review process. Tonight, we're here, May
 16 29th at this public hearing, it's the first of a
 17 series that will occur, and this will be followed by
 18 public hearings to be hosted by the cities and the
 19 counties through which the line will run. Those will
 20 occur in early June. The cities and counties, then,
 21 are required by the statutes to provide their input,
 22 their -- I should stay their approval or disapproval
 23 by July 13th. That then will feed into the process
 24 for defining this project and the supplemental draft
 25 Environmental Impact Statement will also be coming up

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1 shortly after that. That will all be wrapped into a
 2 decision by the Metropolitan Council coming up on
 3 August 27th to specifically define the locally
 4 preferred alternative for this project. And then,
 5 finally, at the end of August or early September, the
 6 Metropolitan Council will submit their application to
 7 the Federal Transit Administration for this project
 8 and moving this project forward into final design.

9 So that concludes the quick presentation on what
 10 we're here for tonight. We'll now be asking your
 11 input and I'll turn it back to David to run the show.

12 MR. LANEGRAN: Thank you. Is everybody
 13 who wishes to make a presentation tonight signed in?
 14 Do I have all the sheets of paper? We have a limited
 15 amount of time, and to respect everybody's right to
 16 be heard we will keep a very strict clock on the
 17 presentations. Individuals will have a three-minute
 18 time allotment and people speaking on behalf of the
 19 organizations will have five minutes.

20 We are in the presence of a court reporter, so
 21 everything that is presented here will be transcribed
 22 and will become part of the public documents. We
 23 ask, when you come forward to make your
 24 presentations, that you identify yourself by name, if
 25 you're representing an organization, that

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1 organization, and an address, so that if we have some
 2 questions about your testimony and want to make a
 3 follow up inquiry we will know how to get ahold of
 4 you.

5 I would ask that you come to the front here and
 6 take a seat and make your presentation into the
 7 microphone, both for the audience here and for the
 8 people who might watch on television.

9 The first person I have is Kathleen Murphy and
 10 the second person I have is Rudolph Ellis. Would
 11 those two individuals come forward, please.

12 Welcome, and please state your full name.

13 MS. MURPHY: Good evening. My name is
 14 Kathleen Murphy, and I'm here in regards to TLC which
 15 is Transit for Liveable Communities. And what I want
 16 to say tonight is I'm so happy that this is
 17 happening, because if everybody realizes what
 18 Pawlenty did for St. Paul, with the legislature, and
 19 vetoed the money that was coming for this, and now
 20 we're actually -- can see that this is coming to
 21 life, that just boggles my mind that this is even
 22 happening. And what I want to say is it's time that
 23 the people that live in St. Paul get their share of
 24 what they should have which, for a couple years now,
 25 with the Hiawatha light rail, a proper sitting back

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1 and saying that's not fair. Why do they get that and
 2 we don't get anything? And because I don't drive, I
 3 see that that's so important. And that there are so
 4 many people that are on the Hiawatha light rail line
 5 now going to and from work, I'm hoping that it will
 6 be the same for St. Paul, and that St. Paul can now
 7 establish itself as a real city again. Because, you
 8 know, St. Paul is the capital of Minnesota. Thank
 9 you.

10 MR. LANEGRAN: Would you state your
 11 address, please.

12 MS. MURPHY: I'm in Richfield. 6601 -
 13 5th Avenue South, Richfield, Minnesota.

14 MR. ELLIS: Can everybody hear me? I
 15 guess they can. My name is Rudolph Ellis. I live in
 16 St. Paul, Minnesota. My address is 1470 North Kent
 17 Street. I won't bother with the zip code, you
 18 probably don't need that anyway. I've been working
 19 with an organization called Transit for Liveable
 20 Communities for approximately a year to a year and a
 21 half. Basically, I came into it out of curiosity. I
 22 take busses, that's my primary mode of getting around
 23 the Twin Cities. For the most part it's very good,
 24 but it does have limitations. As I've gotten more
 25 and more involved with TLC related events, I've begun

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1 to realize that even though we have one of the better
 2 systems in the midwest area, perhaps in the country,
 3 certain improvements can be made. Minneapolis has
 4 given some idea of what you can do with transit
 5 systems. There were certain problems inherent when
 6 it was first constructed in Minneapolis. I would
 7 hope that the powers that be would take into account
 8 what was done correctly in Minneapolis, some of the
 9 problems inherent with setting up the light rail,
 10 using that as a blueprint, tweak it, and be able to
 11 construct a light rail system in St. Paul, hopefully,
 12 avoiding some of the...I don't know if you would call
 13 it errors and mistakes that were made in Minneapolis.
 14 I do believe with, as most drivers here would admit
 15 with the ensuing cost of gasoline, fuel related
 16 products, basically food and just the much higher
 17 cost in living, a good transit system would help, I
 18 would hope, cause people to seek as a first resort
 19 rather than a last resort public transportation. I
 20 would think that the more improved the transportation
 21 becomes, the more light rail becomes a fact, that
 22 people will tend to think of light rail as a very
 23 viable option, not just think of transportation only
 24 in terms of myself, my automobile and what I can do
 25 with it, but how they can integrate their own

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1 personal form of transportation into a larger,
2 broader, more effective form of transportation. Not
3 just in the Twin Cities area, but, hopefully,
4 ultimately, through the state. Now if that's done
5 properly they could, perhaps, serve as a roadmap or
6 an example for the rest of the country as well.

7 MR. LANEGRAN: So, specifically, you
8 are in favor of this alignment?

9 MR. ELLIS: Yes, I am.

10 MR. LANEGRAN: Thank you. The next
11 names on my list that indicate they definitely want
12 to speak are Paul Nelson and Caroline Gray. Would
13 you -- Sorry. Caroline Gay. Would you two come to
14 the front, please.

15 Please go ahead. State your full name for the
16 record please.

17 MS. GAY: I'm Caroline Gay. I live at
18 1012 Grand Avenue in St. Paul. I work in St. Paul
19 and in Roseville. I'm representing ISAI AH, which is
20 a coalition of 90 churches in the metropolitan area.
21 And we work on what we consider social justice
22 problems, and we consider this a social justice
23 concern because we feel that all people should have a
24 right to good transportation, that this is the way
25 they get to their jobs, to their churches, and for

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1 their shopping and any other things, doctors,
2 whatever. Our group is very enthusiastic about the
3 Minneapolis light rail. They've had good results
4 with that. They've had good experiences with that.
5 With this rail, we've got the concern about the
6 stations. We all know what happened to St. Paul when
7 the freeway went in and the Rongal (phonetic)
8 community was destroyed. And we're all very
9 concerned that that not become repeated and,
10 therefore, we're asking for the extra stations at
11 Hamline, Western and Victoria in St. Paul. And that
12 if these cannot be constructed now, that the
13 foundations that are set in for a future station not
14 be paved over but be kept free so that those can,
15 actually, exist at some time. But we feel we can't
16 afford to kowtow to one area of the city and neglect
17 another part. And we definitely want our area taken
18 care of.

19 I have another concern, and that is when they're
20 doing the actual construction, that they do as little
21 harm to the businesses that are now existing as is
22 possible. To try to contain the harm done, make sure
23 there are other ways of getting to those businesses
24 during construction, and to address their concerns
25 about all the parking they're losing. It may mean

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1 that we're going to have to see that more land is
 2 purchased that they can use, or maybe some other
 3 solution that I haven't thought of, but I want that
 4 to be considered. I think -- one of my kids came up
 5 with, well, if they're going to go through the
 6 University at this point, they're going to take away
 7 part of my parking area. And as I explained to her,
 8 well, you're going to have to learn the Park and
 9 Rides and then you won't have to worry about it.
 10 You'll come in by the light rail to the University,
 11 and there's your solution to your losing what you
 12 wanted. I think that's my primary concerns. Thank
 13 you.

14 MR. LANEGRAN: Thank you. Mr. Nelson?

15 MR. NELSON: Good afternoon. Thank
 16 you. My name is Paul Nelson. I live in St. Paul at
 17 1015 Charles Avenue. And I've lived here for quite
 18 -- most of my life. I have about 20 years of
 19 experience of using the 16A bus and a number of years
 20 walking home late at night when the busses were taken
 21 out of service during incumbent -- when winter
 22 weather that would not impact the light rail
 23 significantly. I am, essentially, supportive of this
 24 project, and I think it's a good project and I will
 25 continue to be so.

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1 The specific reason that I want to comment is a
 2 little bit on the -- is on the street and roadway
 3 design. It's a little bit difficult to describe in
 4 words, but I'll do so. At the -- there is a -- the
 5 intersections that have three lanes, one left-hand
 6 turn lane and two through lanes, when they cross over
 7 to the opposite street, in the case of between, for
 8 example, Malcolm and Emerald where the right-of-way
 9 is less, by necessity, the two lanes, through lanes
 10 of traffic, veer closer to abut up next to the LRT
 11 right of way. And that is to accommodate the --
 12 maintain the existence of the boulevard sidewalk,
 13 plus some parking in some cases. And St. Paul, where
 14 we have more right-of-way, which is about 120 feet
 15 from building wall to building -- property line to
 16 property line, when the traffic lanes cross the
 17 street from a left-hand turn lane, the lanes are
 18 continued straight. And on the diagrams it shows
 19 where the current sidewalk boulevard is 12 feet, and
 20 in some places they'll say 10 or 11 1/2 feet total,
 21 they'll take the street off, there's a large section
 22 that I estimate to be about 10 or 12 feet of dead
 23 space between the LRT right-of-way and the traffic
 24 lane before another left-hand turn lane comes up or
 25 none at all where there's no left-hand turn lane.

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1 And I think part of the reason for that is to prevent
2 -- to attenuate the need to put a railing between the
3 LRT right-of-way and the traffic lane because people
4 want to see this a little bit more open. They don't
5 want the LRT to be a wall. But I think that space,
6 dead space, indicates many of these intersections in
7 St. Paul is excessive. I estimate it'd be about 10
8 or 11 feet, and I think that, fundamentally, try to
9 avoid that when they cross the through traffic lanes
10 across the street, avoid taking two or three feet off
11 the sidewalk boulevard and have more green space on
12 the sidewalk boulevard side rather than between the
13 LRT. And I think that's probably going to be doable.
14 And that's just the detail that I think is important.
15 Thank you.

16 MR. LANEGRAN: Thank you. I think you
17 expressed this very well. Scott Halstead and Ann
18 White -- sorry, Brian -- is it -- McCullum?

19 MR. MCMAHON: No, McMahon.

20 MR. LANEGRAN: University United. Oh,
21 yeah, there you are, Brian.

22 MR. HALSTEAD: Scott Halstead, 3271
23 Woodbridge Street in Shoreview, Minnesota. I'm very
24 concerned about the cost effectiveness index. I did
25 some little studies on the bus schedules from when

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1 the draft Environmental Impact Statement was taken
2 until now, and the busses are actually slightly
3 faster than they used to be. So -- and the amount of
4 time that the light rail's going to take from end to
5 end is probably going to be closer to 45 minutes. I
6 know the fact sheet says 35 minutes from downtown to
7 downtown. If you're going to ride from Union Station
8 to the new ballpark you might only get to University
9 of Minnesota in 35 minutes. So this is going to be a
10 very slow transit system that's not expandable or
11 extendable. So I think somebody better do their
12 homework real carefully when they prepare their cost
13 effectiveness index. Thank you.

14 MR. LANEGRAN: Thank you. Brian?

15 MR. MCMAHON: Good evening. Brian
16 McMahon, University United. We're a coalition of ten
17 community organizations along University Avenue,
18 including all the district councils and unwork CDC.
19 And we also have seven individual business
20 representatives on our board. And I'm here to
21 generally speak in support of the project and the
22 alignment. We're very excited about it. We think
23 it's finally going to happen. But, our support is
24 qualified by saying that as the famous architect,
25 Neese Vanderol (phonetic) once noted, "God is in the

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1 details.” And I do have some issues and questions
2 about some of the details.
3 First of all, if I want to talk a little bit
4 about a process issue, I and, probably, most people
5 who have been looking at the MET Council website
6 trying to decipher the 800 to 1,000 pages of civil
7 engineering documents representing the alignment
8 here, do have some concerns that we have not made
9 better effort at communicating visually this
10 important information, and there are alternative ways
11 to do it. And I would suggest that this be done as
12 soon as possible. There’s no reason why to
13 understand a document you literally need a page of
14 instructions with such things as “plan code CIV
15 segments, type code sequences, segment codes” and the
16 like. I’m going to leave some documents with you.
17 We have -- one of our programs is a community based
18 planning center that, basically, takes the same
19 information that the MET Council has prepared from a
20 civil engineering standpoint and puts it together in
21 a graphic form with buildings, with images, that
22 people can readily understand, and it can be made
23 interactive and just a lot easier to communicate and,
24 I think, a much better way to request the public
25 response. So I’d be happy to leave some samples of

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1 that with you.
2 Some of my other detailed issues, concerns, and
3 again, this is kind of a preliminary look, but we are
4 very concerned -- as I mentioned, a number of our
5 board members are business people and we’ve been in
6 touch with a lot of them along the corridor --
7 they’re very concerned about the impact of the loss
8 of the street parking. There are many, many studies
9 that have been done all over the country that show
10 the real value of street parking in a commercial
11 sector. And these vary from including safety to the
12 pedestrians, to have that nice edge of parked cars,
13 to economic. Just the requirement to relocate a
14 thousand street parking stalls off the street to a
15 private, very expensive real estate land is a real
16 economic burden. Not only to the individual
17 merchants, but also, to the community and the city as
18 well. So there are some serious expensive
19 replacement costs that would be involved.
20 Another factor that many studies have borne out
21 is that there is an impact on the retail businesses.
22 When customers see street parking, that is worth a
23 lot to that particular business. And there will be a
24 decline. There’s a greater reluctance on the part of
25 the auto passenger, customer, to use off-street

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1 parking than there would be to just driving up and
2 finding a stall right on the street. Now, we're not
3 saying that there aren't legitimate reasons to take
4 some of the street parking away, we just urge that it
5 be done very, very carefully, and we also urge that
6 some serious effort be made to compensate the true
7 economic loss that is as a result.

8 The one other question that I, really, haven't
9 had too much time to explore, but I'm a little bit
10 concerned about, the busses right now do have the
11 benefit of pulling off the main traffic corridor
12 where there is on-street parking. And with all the
13 on-street parking now being lost, I'm a little
14 concerned how the traffic flow would be maintained in
15 that lane if busses, literally, have no place to pull
16 off. So every time a bus stops, effectively, there
17 is a lane of traffic that comes to a complete halt.

18 A couple of other quick issues, I know that it's
19 not part of our agenda tonight to talk about such
20 things as the design of stations, public art,
21 streetscape, these are probably the most important
22 issues to our community. These are the details that
23 will, literally, make or break this line, and I can't
24 understand how something of such great significance
25 and importance is, literally, not part of the

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1 municipal consent process. And I'm asking and will
2 be speaking with our municipal consent partners that
3 there are some protections that are, literally, built
4 in to any form of municipal consent that will make
5 sure that we are properly protected to get a very
6 high quality station design, streetscape design, and
7 a community process around public art. Thank you.

8 MR. LANEGRAN: Thank you.

9 MR. MCMAHON: I can leave these with
10 you?

11 MR. LANEGRAN: Yes. Next I have Don
12 Zatroch and Pete Vang.

13 MR. VANG: Hi, my name is Pete Vang. I
14 represent the Hmong Business Association, I'm,
15 actually, the new chair, and I also represent Vang
16 Dental Clinic. Our address is 225 University Avenue,
17 right on the corner of Marion and University. We've
18 only been in that building for about a little over a
19 month, but our old address was 365 University. And
20 we've had our dental clinic on University for the
21 last ten years.

22 My concern, you know, is, basically, from the --
23 as representing the Hmong Business Association, is
24 the loss of street parking, as many have already
25 said. Our community, although, you know, it is -- we

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1 do reside a lot out here in St. Paul, are very
 2 dependent on automobile transportation. I don't have
 3 any hard data, but I'm pretty sure there's not a lot
 4 of Hmong people that ride busses and take public
 5 transportation. We rely heavily on cars. So by the
 6 way the system and the plan is laid out right now,
 7 there's going to be a lot of lost parking along
 8 University, especially in the Frogtown neighborhood
 9 where the majority of the Hmong businesses are. And
 10 that will definitely hurt. So one of our concerns
 11 and requests is that there be some business
 12 mitigation or some kind of support there to help
 13 those businesses survive the construction; especially
 14 since we're not getting the extra stops at Western,
 15 at Victoria and Hamline. In essence, all the
 16 businesses in between stops will not really benefit
 17 at all because people are going to be getting off at
 18 one mile radiuses and that's just too far. So that
 19 is really -- that's our main concern.

20 Also, we're concerned about increased
 21 assessments. I've talked to people from the city and
 22 they've said your property taxes will not be
 23 affected, but assessments are different. Sidewalks
 24 are going to have to be torn down, rebuilt, street
 25 lights have to be moved, someone's going to have to

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1 pay for that, so, as small business owners, you know,
 2 we're pretty much working on very small margins
 3 already, so increasing assessments are going to hurt.
 4 Another thing is, also, snowplowing. The way
 5 University is right now, when they plow, every snow
 6 -- whatever the snow, they push the snow, but they
 7 don't quite push it up to the sidewalk. Usually,
 8 there's about three, four feet buffer zone there, but
 9 with the way everything is going to be now, every
 10 single inch has to be accounted for. The snow will
 11 be coming up all the way up to the sidewalk and, in
 12 some cases, the sidewalks are going to be shrinking
 13 in diameter. So where are us business owners, where
 14 are we supposed to move that snow to now? That is
 15 something that, you know, not too many people have
 16 mentioned, but I think something that everyone should
 17 really take into consideration. That's it. Thank
 18 you.

19 MR. LANEGRAN: Thank you.

20 MR. ZATROCH: I'm Don Zatroch. The
 21 last name is Z-A-T-R-O-C-H. Resident of New
 22 Brighton, Ramsey County. Residence 2366 - 17th
 23 Avenue NW.

24 MR. LANEGRAN: You're going to have to
 25 speak closer to the microphone.

25

1 MR. ZATROCH: I am in support of the
 2 current alignment that's proposed. I'm also excited
 3 this line is even going to be built. I've done some
 4 legislative work down at the capital with Transit for
 5 Liveable Communities, I'm a volunteer with them, and
 6 I think this line's a long time coming. A lot of
 7 people felt this should have been the first line that
 8 was built, but that didn't happen. So, anyhow, it is
 9 happening and I'm glad about that. I've lived in
 10 other cities around the country and I think that the
 11 Twin Cities is way behind of other metropolitan areas
 12 around this country, so I think this is a good step
 13 forward. I'm in support of it. Thank you.

14 MR. LANEGRAN: Thank you. Ms. White,
 15 I'm sorry, I overlooked you. Ann White, would you
 16 come forward, please. You can have that table all by
 17 yourself. Hopefully, that will make up for my
 18 error.

19 MS. WHITE: My name is Ann White. I
 20 live at 1731 Portland Avenue in St. Paul. And I
 21 would like to give a special thank you to
 22 Commissioners Rettman and Carter for coming and
 23 listening at the public hearing today.

24 I'm representing the District Council's
 25 Collaborative which is an organization that was

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1 formed to facilitate community involvement in
 2 planning for the Central Corridor LRT and to ensure
 3 that the needs and interests of residents and
 4 businesses are fully represented in all LRT
 5 decisions.

6 The DCC is made up of representatives from ten
 7 St. Paul district councils and five Minneapolis
 8 neighborhood associations, serving a total population
 9 of approximately 180,000 people.

10 Today, we'd like to address three topics of
 11 particular concern to our member neighborhoods. The
 12 first is the inclusion of stations at Western,
 13 Victoria and Hamline. We applaud the decision of the
 14 MET Council to include the infrastructure for
 15 stations at Western, Victoria and Hamline, but we
 16 cannot stress enough that the low-income ethnically
 17 diversified and transit dependent communities these
 18 stations are designed to serve will not fully benefit
 19 from the LRT until these stations are built out. At
 20 its February 27th meeting, the MET Council agreed to
 21 set as its highest priority the building of at least
 22 one of these infill stations within the project scope
 23 if the CEI changes or as funding becomes available.
 24 We will be urging the cities and counties to honor
 25 this promise by requiring that any additional monies

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1 must first go to build out one of the infill stations
 2 as a condition of approval for the preliminary
 3 engineering plans. The DCC, also, strongly supports
 4 construction of future station platforms above-ground
 5 and opposes paving over the station infrastructure to
 6 provide an additional driving lane. Above-ground
 7 station platforms will help to ensure a quick and
 8 cost effective build out of infill stations as soon
 9 as funding becomes available. We will ask that the
 10 cities and counties support construction of station
 11 platforms above-ground and oppose the paving over of
 12 the infill station's infrastructure.

13 The second topic I'd like to address is the need
 14 to provide a pedestrian-friendly environment. The
 15 importance of pedestrian, bike, disability access and
 16 safety along and across the light rail line is a
 17 major concern for the DCC and its constituents. We
 18 believe that pedestrians must be allowed to cross
 19 safely at any intersection along the line without
 20 barriers separating communities to the north and --
 21 from those to the south. This means that either
 22 signalized or non-signalized pedestrian crossings
 23 must be provided at every intersection. All
 24 crossings should included ADA compliance signage,
 25 lights and sounds, to serve our large deaf, blind and

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1 wheelchair bound communities. And that signalized
 2 crossings, the timing of lights, should be set to
 3 allow sufficient time for the elderly, disabled or
 4 small children to cross safely. There's several
 5 intersections on the current plans with no provision
 6 for pedestrian crossings; specifically, University
 7 Avenue at Beacon, Hershel, Pierce and Asbury in the
 8 Midway area, and at Virginia, Valtier, and directly
 9 north of the capitol, at the eastern end of
 10 University Avenue, and then crossing Cedar Street at
 11 Exchange in downtown St. Paul.

12 Sidewalk width is another issue of concern to the
 13 DCC. Preliminary engineering plans indicate that in
 14 many areas sidewalks will be narrower than they are
 15 today. This runs counter to the goals of St. Paul's
 16 development strategy which calls for 12 to 14 foot
 17 sidewalks along University Avenue. We will be urging
 18 that the Central Corridor project office and the City
 19 of St. Paul planning staff work together to explore
 20 ways to provide for wider sidewalks.

21 Finally, I want to address the need to -- for
 22 inclusion of neighborhood stakeholders in the
 23 decision making process for station design and public
 24 art. I know this is not meant to be a part of the
 25 discussion today, but it is essential that

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1 neighborhood involvement begin at early stages in
2 relation to station design and public art. The DCC
3 strongly recommends that the cities and counties
4 review current Central Corridor project office
5 station design proposals and plans for -- and plans
6 for a public art process, and insists that
7 neighborhood representatives and public artists be
8 included in decision making for station design and
9 for all aspects of designing and overseeing the
10 public process.

11 MR. LANEGRAN: Thank you. Can you turn
12 your document in as written testimony, then, so all
13 of it will be included?

14 MS. WHITE: And we will be submitting
15 additional comments in written form.

16 MR. LANEGRAN: Thank you very much. I
17 have one more person on my list, Dave Van Hattum.

18 MR. VAN HATTUM: Good evening, Ramsey
19 County Commissioners, MN/DOT, and others. My name is
20 Dave Van Hattum. I am the house and advocacy manager
21 for Transit for Liveable Communities, a nonprofit,
22 nonpartisan organization located at 626 Selby. A
23 short distance from the Corridor. We're very pleased
24 to provide comments on the design of the Central
25 Corridor LRT project. Central Corridor will be the

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1 spine of a growing network of transit ways
2 complemented by improved bus, pedestrian and bicycle
3 connections. This project is key to building a
4 regional transportation system that is more energy
5 efficient, community-friendly, and affordable for
6 all. Today, today, 70 billion in state bonding for
7 the Central Corridor was signed into law. It is
8 imperative that this project remain on schedule to
9 open in 2014.

10 We are at a historic crossroads in transporta-
11 tion. Gas prices are rising rapidly, our population
12 is aging, and concerns are growing daily about oil
13 dependence and climate change. People locally and
14 nationally for the first time in many decades are
15 choosing to drive less. Thus, when we look to the
16 Central Corridor in 2014 and beyond, we envision a
17 corridor that maximizes the opportunity for all
18 residents, workers and visitors to choose an
19 alternative to driving, whether it be the train, bus,
20 bicycle or walking. We also envision a corridor that
21 creates attractive opportunities for new housing and
22 jobs. With that in mind, we recommend the following:
23 First, add up to three additional stops on the
24 eastern end of the corridor. The train should be
25 readily accessible to all neighborhoods along the

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1 corridor. When by consultant estimates, the Hamline
 2 stop, generates more ridership than the Capital East
 3 stop, it is absolutely critical that additional
 4 neighborhood stops be added.

5 Second: Bus service. Plan for a high frequency
 6 level of service on the existing Number 16 bus route
 7 and substantially increase north/south connecting bus
 8 service.

9 Three: Parking. Better utilize the thousands of
 10 existing off-street parking spaces. Also, provide
 11 incentives that reduce the need to drive and park.
 12 For example, a mandatory trail demand management plan
 13 requirement for all new development, this is
 14 currently done in Eden Prairie and Bloomington, and
 15 parking cashout for all employers along the corridor.

16 Fourth: Pedestrian environment. We strongly
 17 support the City of St. Paul's request for ten-foot
 18 sidewalks the full length of the corridor. With
 19 on-street parking gone for most of the corridor, the
 20 proposed four-foot buffer of that ten-foot --
 21 four-foot buffer zone between cars and pedestrians
 22 will include trees, lighting and street furniture
 23 that is critical to creating an inviting pedestrian
 24 environment. We also encourage a thorough
 25 examination of using the outermost travel lane

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1 exclusively for busses, bicyclists and parking during
 2 off peak hours.

3 Finally, we encourage the MET Council to allocate
 4 some of its flexible surface transportation program
 5 funds for pedestrian, bicycle improvements along the
 6 corridor.

7 Fifth: Bicycle amenities. Ideally, TLC would
 8 like to see the addition of a bicycle lane in both
 9 directions. This would accommodate the ever growing
 10 number of bicyclists and provide a natural buffer
 11 between car traffic and sidewalks. If this is not
 12 feasible under current state aid standards, we
 13 recommend that the outside travel lane be 14 feet
 14 wide and then the inside would be 11 foot. This will
 15 make for an improved environment for both bicyclists
 16 and pedestrians.

17 Sixth: More attention should be paid to station
 18 design that makes them easy to clean and maintain and
 19 to the use of more attractive poles that carry the
 20 overhead electrical wires. Public art should reflect
 21 the creativity and character of the surrounding
 22 communities. TLC supports including members of these
 23 communities during the entire public art process from
 24 identifying artists and styles to the creation of the
 25 final project that will welcome visitors to these

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1 local neighborhoods.
2 To conclude, we expect the Central Corridor to
3 spur a substantial amount of transit oriented
4 development, to encourage community and economic
5 development along the length of the corridor, and to
6 exceed current ridership projections. While this is
7 certain to increase the total number of trips on the
8 corridor, we believe that aggressive pursuit of our
9 recommendations will create an environment in which a
10 far greater share of total trips will happily be made
11 by train, bus, bicycle or foot.

12 To conclude, we strongly support this project
13 moving forward and look forward to an expanded
14 transit network in the Twin Cities region.

15 MR. LANEGRAN: Thank you. Sharon
16 Johnson and Liz Larson? I guess it's not Liz.

17 MR. LARSON: It's not Liz.

18 MR. LANEGRAN: Please go ahead. State
19 your name.

20 MS. JOHNSON: My name is Sharon
21 Johnson. I am a representative of Cedar Riverside
22 Business Association and also of Midwest
23 Mountaineering on the West Bank. I'm here to assert
24 our support for the original alignment on Washington
25 Avenue, and we are not in favor of the proposed

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1 northern alignment. I'd also like to say that we're
2 thrilled that the LRT has come this far and really
3 look forward to its inclusion. But I'd like to make
4 three points. We think that the northern alignment
5 will cause a further division of our -- physical
6 division of our business district; and we think that,
7 number two, it will add a considerable cost and time
8 delay to the project itself; and, number three, we're
9 concerned about the overall efficiency of the Central
10 Corridor if it's impaired by the northern alignment.

11 Our first concern is what I refer to as the
12 division of our business district. Our business
13 association, Cedar Riverside Business Association,
14 has worked very closely with the Central Corridor
15 personnel the outreach coordinators and the
16 University of Minnesota to establish the original
17 alignment with your station close to 19th. The
18 Central Corridor personnel were very, very helpful,
19 and we had many opportunities to make comments, we
20 had lots of meetings, we had plenty of controversy in
21 the neighborhood, and we thought it was very well
22 resolved with the University's compromise at 19th.
23 As a business district, it's important to know that
24 we, at Cedar Riverside, are kind of a gateway between
25 the city of Minneapolis and the University of

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1 Minnesota. And we have, as a business group, been
 2 working to try to unify ourselves. We have a set of
 3 businesses which we refer to as the Seven Corners
 4 businesses on the north side of Washington Avenue,
 5 and the Cedar Riverside businesses on the south side.
 6 And we're looking forward to the LRT as a great help
 7 in branding ourselves as a vibrant business
 8 destination with theater, arts, music and
 9 restaurants, and we're looking forward to unifying
 10 those two halves of our district. In fact, our
 11 business association is now changing our name from
 12 the Cedar Riverside Business Association to the West
 13 Bank Business Association in anticipation of our new
 14 district.

15 The northern alignment, if you're familiar with
 16 it, it's physical changes, creates a much wider
 17 trench under Cedar Avenue, a longer bridge, a lot
 18 more construction. And we had originally agreed on a
 19 plan which included landscaping that unified the size
 20 of our business district, created a welcoming gateway
 21 between downtown Minneapolis and the University. So
 22 we look upon the northern alignment's greatly
 23 increased trench as a divisive feature in our
 24 neighborhood. It also calls for a trench that goes
 25 up along 19th in front of the law school, so we think

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1 that the construction period will be much more
 2 intrusive; but, more so, the physical changes in the
 3 landscape as compared to the original alignment, we
 4 don't regard as useful for our economic situation.

5 Our second concern is we have been given to
 6 understand that the northern alignment will cause
 7 significant cost and time delays for the project.
 8 That, of course, is not something that we want to see
 9 happen. We're looking forward to having the LRT up
 10 and running on schedule. We are concerned that the
 11 northern alignment calls for this additional trench
 12 construction on Washington. The additional trench
 13 and construction on 19th by the law school, much more
 14 divisive and longer bridge construction between our
 15 two business halves. It's going to interfere with
 16 some existing subsidized housing and it's going to
 17 take away some heartland, all of which we believe
 18 will significantly delay the project and increase its
 19 cost, actual costs and cost of inflation.

20 And our third concern is the efficiency of the
 21 overall project. We think the original design
 22 offered a straight connection between downtown St.
 23 Paul and downtown Minneapolis. The original
 24 alignment takes the riders, LRT riders, to the center
 25 of the University campus and the doorstep of the

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1 University Hospital. The proposed northern alignment
 2 takes riders farther away from the center of campus
 3 and farther away from things that are important to
 4 us, like the Weisman Art Museum, Coffman Union,
 5 important to riders like the medical school buildings
 6 and the University classroom buildings. It also
 7 takes riders farther away from the University
 8 Hospital. We don't really think that taking riders
 9 around the outside of these important destinations is
 10 useful, overall, for the project.

11 So, to kind of wrap up, we favor the original
 12 alignment because we think it's less divisive of our
 13 business district, we think it's less expensive
 14 because of the construction and time delays of the
 15 project, and we think it's more efficient in that it
 16 takes riders to the center of campus and the door of
 17 the University Hospital. So it will better serve all
 18 of our constituents, that being West Bank Business
 19 Association, University of Minnesota, and all of the
 20 LRT riders. Thank you.

21 MR. LANEGRAN: Thank you very much.
 22 Mr. Larson?

23 MR. LARSON: Hi. My name is Greg
 24 Larson. I'm speaking here just on behalf of myself.
 25 I work at the University of Minnesota. My business

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1 address is 2221 University Avenue SE, Suite 200. I
 2 just wanted to ask that the MET Council focus on
 3 coming up with the design elements for the stretch of
 4 the route that will pass down Washington Avenue
 5 through the densest part of the campus in a way that
 6 facilitates pedestrian movement from both sides of
 7 Washington Avenue.

8 When I think of transit ways that have worked
 9 well in terms of not impeding pedestrian movement, I
 10 can think of the Nicollet Mall in Minneapolis where,
 11 essentially, there are no barriers if you want to
 12 cross Nicollet Avenue even though there are a lot of
 13 busses and cabs that use that Mall. And, also, the
 14 Denver Transit Mall which is designed much the same
 15 way, where there are no barriers to pedestrians
 16 moving. Or I think about places in Europe where the
 17 light rail systems are passing through some of the
 18 most densely pedestrian areas that you can find. If
 19 you think about the central station in Amsterdam
 20 there are no barriers to pedestrian movement, but
 21 there are trains coming in there from a variety of
 22 directions. And because they're moving slowly,
 23 people are able to negotiate whatever conflicts might
 24 arise when you're trying to cross that area.

25 And so, in recommending that, I guess, I'd like

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1 to suggest a number of things. First, I'd like to
 2 suggest that the trains, when they move down
 3 Washington Avenue on the transit way, move at a
 4 slower speed than they move when they're on other
 5 parts of the route, like from St. Paul to
 6 Minneapolis. I'd like to ask that the constructed
 7 improvements that are made on Washington Avenue, as
 8 much as possible, be placed at grade. I know that,
 9 perhaps, this isn't always possible, but to the
 10 extent it can be that there be a grade. The third
 11 thing is that you don't use fences or other barriers
 12 to prevent people from crossing Washington Avenue
 13 from one side of campus to the other. And the fourth
 14 point is that when you design that station that right
 15 now stretches for an entire two block stretch between
 16 Church Street and Harvard Street, that it be designed
 17 so that the southbound -- or, the eastbound and
 18 westbound portions are not staggered, to move the two
 19 sides of the station together. So, essentially, for
 20 that station, it's not serving as a barrier for
 21 people crossing over two entire blocks as it goes
 22 through the University. That's all I have, so thank
 23 you very much.

24 MR. LANEGRAN: Thank you. Is there
 25 anybody else who wishes to speak? Please come to the

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1 microphone tell us your name and address. There's
 2 two seats.

3 MS. GROSSMAN: Hi. I didn't come too
 4 prepared because I heard on the news the decision was
 5 being made for the part of Washington Avenue. And
 6 compared to --

7 MR. LANEGRAN: Please tell us your name
 8 and address.

9 MS. GROSSMAN: SB Grossman, at 2611
 10 Lynn, near St. Louis Park area. I'm an alumna of the
 11 University of Minnesota. And they changed Washington
 12 Avenue quite a bit, mainly because of 9/11. I've
 13 gone back quite a bit, and I'm not too thrilled with
 14 that. But I would prefer the light rail being
 15 completely on University Avenue. I think of the
 16 University of Minnesota as kind of a hometown
 17 university, and the stores and the kids walking on
 18 Washington completely intuitively tell me that there
 19 shouldn't be light rail there, it should be put on,
 20 completely on, University Avenue. What I heard on
 21 the news was it's fast and cheap. And, of course,
 22 you're going to need federal money, but does the
 23 federal government go to the University of Minnesota?
 24 And what is fast and cheap doesn't necessarily end up
 25 being the best goal. Being wise is, to me, a lot

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1 more important. Also, when the University mentioned
2 the hospitals and the research that's going on near
3 Washington Avenue, to me, that's one of the main
4 things that University of Minnesota's noted for. And
5 I just want that neighborhood to be like it has been,
6 and just put the light rail on the biggest street
7 which is mostly University Avenue. So I'm sure I'll
8 think of other things, but, as I say, I went to the U
9 of M, graduated, and I enjoyed it. Middle west sort
10 of school. Thank you.

11 MR. LANEGRAN: Thank you.

12 MS. GOMPERTZ: Hello.

13 MR. LANEGRAN: Hello.

14 MS. GOMPERTZ: My name is Katie
15 Gompertz, and my address is 4700 Lake Street. And I
16 would like to register in the records of this meeting
17 that I oppose the part of the Central Corridor
18 preliminary design plans that runs from exiting
19 downtown St. Paul to Minneapolis. I'd just like it
20 to go on the record that because of the impact I
21 think it will have stopping only half mile, at best,
22 it will destroy the minority run businesses that are
23 along University Avenue, in that section. So that's
24 my part of the plans, the entire routing along
25 University, that I would like to register that I

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1 oppose.

2 MR. LANEGRAN: Thank you.

3 MS. GOMPERTZ: Thank you.

4 MR. LANEGRAN: Matt Hollinshead.

5 MR. HOLLINSHEAD: My name is Matt
6 Hollinshead. I, actually, live in Highland Park, but
7 I lived in Marion Park for 15 years, 19 -- what was
8 it? -- 1988 to 2002. And I'm past board member of
9 the Midway Chamber and founded Midway Transportation
10 Management Organization, and have used University and
11 shopped there all my life. Born and raised in St.
12 Paul. I believe the Central Corridor is absolutely
13 necessary to St. Paul's economic future, and I
14 believe that University Avenue is one of the best
15 routes for light rail in the entire country. So we
16 have the chance to make a paradigm shift here. And
17 we are very fortunate that hundreds of people have
18 put in thousands and thousands of hours over some 20
19 years and, I believe, three EIS's. And if we can't
20 grasp this chance now, I honestly don't know what the
21 economic future of St. Paul is, and that includes the
22 future of all the businesses in the Midway in my
23 opinion. So I want to comment that I strongly favor
24 this investment. It is an investment and it will pay
25 huge dividends. Not the least of which, if we do it

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1 right, if we do the investment right, will be to
 2 structure the future of business along University
 3 Avenue so that sole proprietors, small businesses,
 4 those who are there now, can actually prosper more
 5 than they have in the past, not less. There will be
 6 some short-term pain, obviously, but I think the gain
 7 for them and for everyone else and for all the tax-
 8 payers of St. Paul with the better tax pays will be
 9 much greater if we do this as it has been proposed
 10 and designed than if we don't or if it's delayed and
 11 it goes to the bottom of the line.

12 I do want to comment on the Washington Avenue
 13 alignment. I, personally, have no idea what the
 14 merit -- what the University thinks the merits are of
 15 the northern alignment. I can't -- it's
 16 inconceivable to me that they're making this last
 17 ditch, sort of, kamikaze campaign to do a high-risk
 18 strategy which could result, again, in delaying this
 19 project, not just a year, not two years, but sending
 20 it to the very bottom of the list and maybe never
 21 getting it built. So 30 percent of the ridership is
 22 along the Washington Avenue corridor through the
 23 heart of the University campus, and it's -- I have
 24 been an adviser to University classes, I have worked
 25 along Washington Avenue and University buildings. I

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1 have used transit to get to and from there. And I
 2 wish that the -- one thing I wish is that the press
 3 would go under the hood of this story and find out
 4 who's wheeling the real weight at the University,
 5 because I don't think it's necessarily the
 6 spokespeople. I think there's some heavyweight
 7 people in the University who are, frankly, using a
 8 lot of urban legends and long disproved myths about
 9 light rail, hopefully, to satisfy whatever their own
 10 personal opinions are about it and divert the process
 11 onto a very superfluous and unnecessary study of this
 12 northern alignment. I apologize, my cell phone, I
 13 should have turned it off.

14 MR. LANEGRAN: I'm going to have to cut
 15 you off.

16 MR. HOLLINSHEAD: Thank you.

17 MR. LANEGRAN: Is there anybody else
 18 who wishes to speak?

19 MR. SINGERHOUSE: Hello, my name is
 20 Tony Singerhouse.

21 MR. LANEGRAN: Come closer to the mike.

22 MR. SINGERHOUSE: Hello, my name is
 23 Tony Singerhouse. I'm a current resident of St.
 24 Paul. I live at 425 Smith Avenue North. I'm also a
 25 current student at the University of Minnesota,

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1 studying civil engineering; particularly,
 2 transportation engineering. I wish to get into
 3 this some day, so I'm finally taking the step to get
 4 myself into this area of research. I would like to
 5 elaborate and say that I do approve of the Washington
 6 Avenue connection to University through the main
 7 heart of the University of Minnesota. I think that
 8 if the northern alignment were to be approved, it
 9 would greatly decrease the -- greatly decrease
 10 passengers and other patrons of the metropolitan bus
 11 system and light rail systems.

12 I also would like to elaborate on the three stops
 13 on the eastern side of the University Avenue line. I
 14 think it's really important, especially if we do
 15 choose to build one of the stations, one of the
 16 potential stations, personally, I believe that
 17 Hamline Avenue probably would be the best choice
 18 being that it serves many businesses such as Target,
 19 Herbergers, Wal-Mart. Right now Snelling isn't too
 20 far away; however, being it would make more sense and
 21 convenience for passengers to have a stop there for a
 22 better choice of recreational time. Thank you.

23 MR. LANEGRAN: Thank you. Is there
 24 anybody else who wishes to speak? Is there anybody
 25 else? Come forward, please.

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1 MR. BRUDERHALT: Dave Bruderhalt at
 2 2208 Sergeant in St. Paul. Went to the University
 3 and I had three sons graduate from there in the last
 4 four years, so I'm pretty familiar with it. I
 5 appreciate that the process the last couple months
 6 has mostly been a civil one; although, the last
 7 couple weeks seem to have degenerated into a little
 8 bit of name calling. There is merit in both routes.
 9 I think Washington is very direct, but I think the
 10 University also has some points. The northern route,
 11 it became an us versus them situation, and University
 12 is us. It does belong to the city. And there are
 13 some lessons learned there. I took the time to dig
 14 into it, I hope those lessons can be applied to the
 15 Washington route if that's the one that ends up to
 16 be, and the one is that over a hundred years ago the
 17 University was railroaded and had a railroad push
 18 right across its campus, and that turned out to be a
 19 very bad idea. It took over 30 years to undue it, it
 20 took a huge amount of state money, and the route that
 21 ended going, by the way, was through the Dinky Town
 22 route. The lessons learned, if you apply it to the
 23 Washington Avenue route, again, as was mentioned
 24 earlier this evening, is not to have that become a
 25 barrier, not to have that become a dangerous hazard,

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1 keep the speed down. There's already been half a
 2 dozen people severely injured on the Hiawatha route.
 3 And you know the few couple of students that get
 4 whacked by the train, there's going to be a big wall
 5 put down both sides of it and then you'll have a
 6 divided campus. So I hope that lesson can be
 7 learned.

8 The bridge, by the way, the pedestrian bridge,
 9 the former railroad bridge, that is the bridge that
 10 carried the former railroad across the heart of the
 11 campus in 1923. It was moved upstream about 1200
 12 feet and repositioned to carry the tracks there. It
 13 was built heavy enough to carry a heavy train, it
 14 certainly could carry an LRT if that's the route that
 15 it ended up going. So that's my comment. Dave
 16 Bruderhalt. Thank you.

17 MR. LANEGRAN: Thank you very much. Is
 18 there anybody else who wishes to speak? Is there
 19 anybody else? Who wishes to speak? Commissioner
 20 Rettman , would you want to say anything?

21 COMMISSIONER RETTMAN: You don't want
 22 me to get started. We could fill up the next hour.

23 MR. LANEGRAN: Then I will close the
 24 public hearing. Thank you all for coming.

25 (Whereupon, at 6:05 p.m. the foregoing

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1 proceeding was concluded.)

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1 STATE OF MINNESOTA)

2 COUNTY OF HENNEPIN)

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I hereby certify that I reported the MN/DOT
4 public hearing on the 29th day of May, 2008, in St.
Paul, Minnesota;

5

That the testimony was transcribed under my
6 direction and is a true record of the testimony of
the parties;

7

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

10 That I am not a relative or employee or attorney
or counsel of any of the parties, or a relative or
11 employee of such attorney or counsel;

12 That I am not financially interested in the
action and have no contract with the parties,
13 attorneys, or persons with an interest in the action
that affects or has a substantial tendency to affect
14 my impartiality.

15

16 WITNESS MY HAND AND SEAL this 5th day of June,
2008.

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23 Heather E. Owens

24 (Seal)

25