



'Where the biggies leave off...'

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URBAN FLIGHT, SPRAWL, AND RAIL TRANSIT

By Cathy Deikman

The best transportation projects reduce sprawl while the worst projects exacerbate it. So says the Sierra Club; other leading environmentalists stress this point as well. Environmentalists have long identified sprawl as detrimental to the environment and an accelerant of climate change in terms of high energy usage, greenhouse gas (GHG) emissions, and further development of open spaces that previously acted as natural "sinks," taking CO2 out of the air. The Sierra Club lists negative impacts of sprawl exacerbating projects:

Poorly designed transportation projects result in decentralized automobile oriented development. Residents in sprawling communities drive three to four times more than those living in efficient areas that offer more transportation choices. Sprawl is costly to communities, requiring residents to subsidize public services over greater areas. In addition, sprawl destroys more

than one million acres of parks, farms and open space each year. Many projects ... pass through urban parks, nature preserves, cultural heritage sites, open spaces, and valuable farm land (Sierra Club, *Smart Choices, Less Traffic, 50 Best and Worst Transportation Projects*, 11/12, p.6).

Nonetheless, living at greater and greater distances from core cities is an ongoing national dynamic that began over five decades ago. In addition to steep environmental costs, the social and economic impacts have been far reaching. The Civil Rights Project at the Harvard Center for Community & Change described the process in *Moving to Equity*:

The form that we currently think of as "the city" is a product of both land use and transportation investment decisions. Highway investments in combination with federal housing and lending policies leading to post-

World War II suburbanization played a significant role in "white flight" from central cities to suburbs, which had a profound impact in defining urban form and racial segregation patterns. Highway investment encourages the development of suburbs located increasingly farther away from central cities and has played an important role in fostering residential segregation patterns and income inequalities (Sanchez, Stolz, Ma, "Moving to Equity," 2003 p.17).

Expenditures of public tax dollars eventually broadened to a new area: transit. The funding of transit was also disproportionately allocated to serve the new affluent sprawl, with transit funding and projects following and supporting the construction pattern of freeways and communities outside of the city (Bullard, Johnson, Torres, Eds. *Highway Robbery*, 2004 p. 5). These transit disparities in turn have provided another engine for increasing disparities across the country.

Transit Disparities and the LA Bus Riders Union

Such transit patterns and disparities are illustrated by the 30 year battle by inner city Los Angeles residents against the persistent encroachment on city bus funding and service by the growth of transit for the affluent suburbs. Initially, funding for bus service that served the transit dependent was diminished to support express buses serving more affluent suburbs of LA County. The Executive Director of the LA Labor/Community Strategy Center (LCSC), Eric Mann reviews, "For many years, bus lines to predominantly white suburbs, from Pasadena to the San Gabriel Valley to the San Fernando Valley, had better service, more direct express routes, and newer buses (Mann, "Los Angeles Bus Riders Derail the MTA," *Highway Robbery*, 34)."

Rail transit projects grew and were developed to support suburban LA communities. At the same time, money from repeated transit sales tax measures, in spite of wording attempting to ensure sufficient funding for bus service, was disproportionately shifted to rail serving affluent ridership. Bus service decreased, fares increased, and bus ridership plummeted. The LCSC formed the Bus Riders Union (BRU) in 1991 and raised the issue of the LA rail agency taking public funds from Proposition C, paid for by all Angelinos, and using them "to fund the suburbs and defund the inner city (Ibid p.35-36)." Through LCSC's intervention, the vast majority of the bus budget shortfall created by prioritizing rail over bus was restored. However, the LA rail agency took some money to restore raided bus funding from money allocated for future bus purchases, rather

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Minneapolis Sculpture Garden's Reconstruction Begins



During the construction of the new Sculpture Gardens, nearly all of the Garden's artworks will be placed in storage. Several of the most-beloved sculptures will relocate throughout the city on loan and remain accessible to the public. "Spoonbridge and Cherry" fountain and a couple of other massive artworks will remain, but most of the Garden's 40 sculptures will be gone by late Fall. Workers carefully removed prized pieces of art to make way for a 33.3 million-dollar, two-year reconstruction project. Shown here, a bronze horse named "Woodrow," by Deborah Butterfield, was being prepared to be trucked off to storage and won't be seen again until the Summer of 2017.

Photo by Dorothy Childers

Corrections of July issue

Michael Wilson's fine article on page one about Burnham Road Bridge Construction was missing his byline. On page four, Michael Wilson and Paul Petzschke wrote an informative story about the 3118 West Lake apartment site. Again the bylines were missing. We regret these omissions. Please visit our website at www.hillandlakepress.com to read these corrected articles.

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Lunch with Lisa August 26, 2015

This month: A Downtown Development Panel: Box Lux of Alatus; Curt Gunsbury of Solhem & Ken Sorensen of Mortenson. Topic: The current state of rentals and the hurdles in condo development.

St. Thomas University - Minneapolis Opus 202 \$10 lunch is offered. Discussion starts promptly at noon.



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ALL AGES OPEN STUDIO DROP IN HOURS No reservation needed! Daily! Art activities!

beARTrageous, an art studio in the Kenwood neighborhood of Minneapolis, is welcoming all families to stop in and get creative at their DAILY ALL AGES drop in studio hours starting on August 24. Owner Amanda Vallone encourages parents to use the drop-off option to take advantage of a little "me time". Parents can run errands or take advantage of the neighborhood shops; stop at Birchbark Books to browse the shelves, meet a friend for coffee at The Kenwood, or linger at the studio to make artwork with their kids.

Each child will have access to the reARTcycle station to turn trash into treasures, plus loads of other art materials such as watercolors, markers, and much more! beARTrageous instructors are there to help if you need a little inspiration. Plan a play date & bring friends! Program welcomes children ages 3 & up.

An Arts-Specific Program for Preschool Aged Children in the Twin Cities!

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Hennepin County hosting household hazardous waste collection event

Hennepin County residents can safely dispose of unwanted garden and household hazardous wastes at a community collection event: 9 a.m.-4 p.m., Thursday through Saturday, Aug. 20-22, Public Works Garage, (Off Snelling Avenue) 3607 44th St. E.

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**Plymouth Congregational Church 612-871-7400.
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** N.B. Plymouth Church's NEW SENIOR MINISTER the Rev. Dr. Carla J. Bailey, J.D., takes the pulpit on Oct. 4, 2015.

ART EXHIBITION

Begins Sept. 12; artists' reception Sept. 27, noon.

Works by glassblower Craig Campbell and painter Dan Volenec on display in the Howard Conn Gallery.

LINDEN HILLS DANCING CLUB, September 19, 2015 at Lake Harriet UMC 4901 Chowen Ave. S, Mpls (Live band - Jane Karayusuf) [Party-Theme: Floral Harvest] Pre-registration is required. Details at www.LindenHillsDancingClub.org

**AUG 25, 7 PM St. Mark's Episcopal Cathedral
519 Oak Grove, Minneapolis**

AMY KLOBUCHAR TALK & BOOK SIGNING

Save the date and make your reservation! U.S. Senator Amy Klobuchar will introduce her new book, *The Senator Next Door: A Memoir from the Heartland*. The book is \$30. Admission is free with reservation. 612-870-7800 ourcathedral.org

**Minneapolis Monarch Festival-Festival de la Monarca™ Saturday, September 12, 2015
10 am – 4 pm, near the Lake Nokomis Community Center. (East 49th Street and Woodlawn Blvd.)**

Join butterfly, music, and art lovers from all over the Twin Cities on Saturday, September 12, from 10 am to 4 pm for the 7th Annual 2015 Minneapolis Monarch Festival-Festival de la Monarca™. Filled with music, art activities, games, food and more, the day offers many fun ways for people of all ages to learn about the monarch butterfly and its amazing 2,300 mile migration from Minnesota to the mountains of Michoacán, Mexico.

Monarch butterflies raised by volunteers will be tagged with a small sticker and released at the 7th annual Minneapolis Monarch Festival – Festival de la Monarca™.

HAPPENINGS IN THE NEIGHBORHOOD

AUG. 20-22 HAZARDOUS WASTE COLLECTION
AUG. 22 9-11 AM PARK SIDING GARDENING DAY
AUG. 25 7PM AMY KLOBUCHAR BOOK TALK
AUG. 26 NOON LUNCH WITH LISA
SEPT. 3 7PM JOHN ABRAHAM-WATNE BOOK LAUNCH
SEPT. 11 1PM AUDUBON SOCIETY
SEPT. 12 SUPER SALE EAST ISLES
SEPT. 12 10-4PM MONARCH FESTIVAL NOKOMIS
SEPT. 13 RUN FOR THE PARKS LAKE HARRIET
SEPT. 17, HOME ENERGY WORKSHOP ST. MARY'S
6:30-7:30PM
SEPT. 19 LINDEN HILL DANCING CLUB
SEPT. 21 7PM POET ROBERTA HILL PLYMOUTH CHURCH
OCT. 11 CIDNA FALL FESTIVAL
OCT. 28 WINETASTING
Neighborhood monthly meetings:
CIDNA: Second Wednesday, 6pm Jones-Harrison.
KIAA: First Monday, 7pm, Kenwood Rec Center
LHNA: First Tuesday, 7pm, Kenwood Rec Center
EIRA: Second Tuesday, 7pm Grace Church

Run For The Parks: 5K Run/Walk Stroll: September 13th, 2015 At Lake Harriet

Join us at Lake Harriet on September 13th for the People for Parks' 10th anniversary Run for the Parks; 5K Run. Register early to save money:

By September 5th: \$30 adults, \$15 youth under 18 (kids in strollers free). <http://www.peopleforparks.net/>

Minneapolis Audubon Society

bbfrankli@gmail.com

Friday, September 11, 2015 1 p.m.

Everyone is welcome to our first meeting of the season and our POTLUCK PICNIC and 100th YEAR ANNIVERSARY! A raffle is scheduled for 12 noon with several great items, potluck at 12:30 p.m. – bring a dish to share and utensils. The program at 1 p.m. will feature MINNESOTA'S WILDEST BIRDER, humorist Al Batt. Al writes four weekly humor and nature columns for many newspapers, and does a show three times per week about nature on a number of radio stations. Join the Minneapolis Audubon Society for food and fun at the Bryant Square Neighborhood Center, 31st & Bryant Avenue S, just one block south of Lake Street. For more information call 952-926-4205.

John Abraham-Watne launches new book

Author and Cedar-Isles-Dean resident John Abraham-Watne launches his second novel, "Last Man on Campus," at 7 pm on September 3 at Magers & Quinn Booksellers. At 7:30 Abraham-Watne will read from his book, in which student Michael Sinclair confronts an unsettling mystery at tiny Malworth University.

Native Poet Roberta Hill reads for Literary Witnesses on Monday, Sept. 21, 7pm. at Plymouth Congregational Church (Nicollet Ave. at Franklin), Poet Joy Harjo calls Roberta Hill "one of America's best poets of her generation." Author Louise Erdrich says "Roberta Hill is a poet who understands struggle, and generously imparts her passion for renewal." The free event is co-sponsored by The Loft Literary Center and RainTaxi Review of Books. There is plenty of free parking. A reception and book signing will follow.

Roberta Hill is an enrolled member of the Oneida Nation of Wisconsin. Her fiction, poetry, and essays have appeared in *The American Indian Culture and Research Journal*, *The Beloit Poetry Journal*, *Luna*, and *Prairie Schooner* among others. She has received a Lila Wallace-Reader's Digest Fund Award and a Chancellor's Award from the University of Wisconsin. She teaches at the University of Wisconsin-Madison.

Her newest book, *Cicadas: New & Selected Poems*, gathers together seventy-five poems, from previous poetry collections *Star Quilt* and *Philadelphia Flowers*, plus a generous selection of new poems culled from the past thirty years. Roberta's poems are powerful lyrical expressions of love and respect for family, friends, and fellow artists within a wide context of contemporary life. *Literary Witnesses* is a program of the Fine Arts Board at Plymouth Congregational Church.

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Meet Your Neighbor, an enhanced Walker Art Center

Craig Wilson re-interviews David Galligan, Deputy Director and Chief Operating Officer of the Walker Art Center (Walker), about the Walker's enhancement efforts commencing this month and their hope to create a more hospitable and sustainable crossing and gateway at Vineland Place, located between the Walker and Minneapolis Sculpture Garden.

There appear to be lots of changes starting to happen at the Walker's 'Open Field' this month. **What's in store?** As of August, the construction and renovations planned for the entire 19-acre Walker/Minneapolis Sculpture Garden campus from Dunwoody Boulevard to Groveland Place are underway. On the Walker side of Vineland Place, earth moving equipment began rearranging the topography of the hillside where Allianz Life Insurance Company and the Guthrie Theater once stood. In the Minneapolis Sculpture Garden, the Walker began removing nearly all of the sculptures in order to keep them out of harm's way during the reconstruction process. Spoonbridge and Cherry will remain in place, and a few other large pieces, but otherwise the Garden will soon be cleared of its signature sculptures.

Where are the sculptures going to be stored? Many of the sculptures will be stored on site in a secure "art corral." Others are being loaned to partners in Minneapolis so they remain on public display at the Minneapolis Institute of Art, Weisman Art Museum, and Gold Medal Park.

When will the sculpture garden renovation commence? The Garden will remain open to visitors who want to see the Spoonbridge over the winter, but in the spring the Garden will be closed to the public as the most intense period of construction will begin then. The Garden will not reopen to the public until June 2017.



A sea of asphalt and hardscape, a remnant of when the Guthrie had peak traffic for performances, separates the Walker from the Sculpture Garden at Vineland Place. This creates a hazard for pedestrians and bicyclists trying to negotiate traffic and contributes to local storm water issues. The Walker hopes to narrow Vineland Place and promote storm water management onsite in tandem with their renovation efforts—but will take support from a variety of sources.

Photo by Craig Wilson

Why is the Walker hoping to narrow Vineland Place, located between the Walker Art Center and Minneapolis Sculpture Garden? There is a metaphorical "ocean" of concrete that currently confronts visitors to the Garden crossing to visit the Walker

and Walker visitors crossing into the Garden. We've been fortunate not to have had fatalities or serious injuries in this crossing, but there have been several near misses. Motorists proceeding east on Vineland too

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than use discretionary funds for possible rail projects (Ibid 36-37).

The rail and bus branches of the LA County Transportation Authority merged to form the MTA. Continuing the trend, the rail branch was given financial control over the bus branch, and significant disparities in funding for bus service for the urban core continued. Mann writes, "This establishment of a "bus versus rail" structure led to a growing polarization of the funding for predominantly low-income, inner city communities versus predominantly higher-income, white suburban communities (Ibid 36-37)."

In 1994, LCSC and the BRU took further legal action claiming that the MTA had violated both the 14th amendment and the 1964 Civil Rights Act, intentionally discriminating against racial and ethnic minorities in the delivery of transportation services while also using federal monies to operate a discriminatory transit system in contravention of DOT regulations. The MTA's own data demonstrated that 80% of bus riders were people of color, though in the county as a whole less than 60% were minorities. In 1993, whites made up 73% of Metrolink riders. Bus ridership accounted for approximately 94% of MTA ridership but only 29% of the MTA budget went to the bus system. Over 70% went to rail transit, which served 6 percent of its ridership (Reft, "Bus Riders Union to Bus Rapid Transit: Race, Class, and Transit Infrastructure in Los Angeles," KCET, 5/14/15).

The suit was settled with a Consent Decree, without the MTA admitting to intentional racism, but agreeing to supply hundreds of additional, new, clean, buses. (Mann, "Fare Play: Transit Right are Civil Rights for L.A.'s Bus Riders," Yes Magazine, p.6, 8/23/12). The LA Bus Riders Union continues to pursue legal as well as organizing and political strategies and has influenced bus riders in cities across the country seeking to end the disproportionate prioritizing of rail primarily serving choice riders over bus for transit dependent riders.

Bus Riders Unite in Portland OR

Following the national suburbanization pattern, and ranking 80th in sprawl of 221 U.S. metro areas according to Smart Growth America, Portland is seen nationally and locally as a model of LRT to the suburbs, commuter rail, and downtown streetcars. At the same time, Portland transit dependent residents have experienced repeated cuts in bus service as well as fare hikes. Oregonian writer Galen Barnett concluded in 2009, "For years, TriMet has focused on capital, light-rail and streetcar projects, while neglecting its bus service—the core of urban transit (OregonLive, "The problems with TriMet," 7/21/09)."

The environmental justice group Organizing People Activating Leaders (OPAL) launched the transit justice initiative Bus Riders Unite, in response to deteriorating bus service (Portland Afoot, "On the streets with OPAL, Portland's brainy new bus advocates, 2010)."

OPAL Executive Director Jonathan Ostar stated:

We're in a region that invests in public transit but doesn't necessarily invest in the modes of transit that speak to the needs of the most transit dependent. If we're building out a system with rail, why are we cutting the system with the bus? That sends a very clear message about who the system is for and who we want the system to be for (Holeywell, "Portland Struggles to Remain a Leader in Public Transit," 3/12, p.11)

TriMet, the Portland metro area agency responsible for both bus and rail, claimed that bus cuts during the recession were due to the worsening economic climate and high union benefits for bus drivers. However, bus advocates questioned that rationale because Portland recovered from the recession, and bus cuts continued (Ibid). Further, while funding was determined to be insufficient to maintain bus service without cuts, rail project construction continued (Klein, Kemp, "Transit for All: Does Portland Oregon's TriMet Unfairly Cut Service to the Poor?" 3/26/13). Bus route cuts often follow light rail construction. While TriMet holds meetings to ask for community input and to assess support for new LRT lines, many impacted residents are not aware that bus lines will be cut if LRT is constructed (Ashton, "TriMet pitches bus cuts for Brooklyn, Sellwood, Westmoreland," The Bee, 4/14).

An OPAL activity was a contest for the three worst bus stops in Portland, showing stark disparities depending on where bus stops are located (Portland Afoot, "Bus Riders Unite Names East Portland's three most Ridiculously Bad Bus Stops," 5/13). From an editorial in a Portland State University policy class blog: "Clearly these stops look like they belong in a different city when compared to a downtown streetcar stop."

The San Francisco Bay Area and BART

The post-World War II pattern of suburban growth in the San Francisco Bay Area involved the same disproportionate allocation of transit and transportation funding to serve and support the new affluent suburbs. The construction of the Bay Area Rapid Transit system (BART) followed the construction of freeways out of the cities to suburbs and exurbs. The impact of BART is summarized in an article featured by the Legal Services of Northern California's Race Equity Project. The authors are Richard Marcantonio, managing attorney of Public Advocates in the Bay Area, and Marc Brenman, former Senior Policy Advisor for Civil Rights, U.S. Department of Transportation.

West Oakland provides a good example. Its location at the foot of the Bay Bridge to San Francisco made it a target for regional planners who had the welfare of commuting suburban professionals, not local residents, in mind. After all, the suburban dream was nothing without access to good jobs. Thus, while West Oakland was the site of enormous public investment in transportation infrastructure, this benefited suburban professionals, and brought only grief to the community.

For those who did not lose their homes, the outcome was massive barriers dividing neighborhoods in the form of new freeways linking the suburbs to San Francisco, and the railroad tracks for the Bay Area Rapid Transit train, known as BART.

The BART experience exemplifies a common legacy of the urban renewal era, and one that is still operating in many cities today: costly rail systems designed primarily for service from the outlying areas of a metropolitan area are promoted and expanded, despite the fact that they are likely to provide few travel advantages for low-income communities of color, and often come at the expense of the local bus service on which they rely.

An article in SF BayView concluded, "On a regional level, the San Francisco Bay Area's Metropolitan Transportation Commission (MTC) ... consistently slights bus operators in favor of rail services such as CalTrain and BART that have a higher proportion of white and wealthier riders (Allen, Rein, "AC Transit riders fight for their right to ride, 55 years after Montgomery," 1/11). Examples of this slighting include the capital cost overruns and ridership shortfalls of the BART – SFO airport connector, completed in 2003, whose construction paralleled the SamTrans bus provider budget shortfalls, higher fares, and fewer buses in San Mateo County. (SFGate.com "SFO-BART ridership to airport fails to take-off," 7/8/06; Hobson, "Overcoming Roadblocks to Transportation Justice," Reimaginerpe.org, pp. 2-3)

AC Transit is the provider of bus service in Oakland and the East Bay with ridership that is 80 percent people of color, and the largest bus only provider in California. AC Transit experienced both fare hikes (James, "Oakland AC Transit Riders rally against service cuts," Reimagine, 11/18/10) and a 15 percent cut in bus routes in 2010 due to a \$56 million shortfall from recession budget cuts (Allen, Rein, "For AC Transit Riders bus service is still a civil right issue," The Bay Citizen, 12/14/10). A total of 31 routes were eliminated, and 108 of 113 routes were made shorter, required longer waits, or rerouted (SFGate.com, "AC Transit service cuts go into effect Sunday," 3/29/10). At the same time, though bitterly opposed by civil rights groups, the MTC moved forward through the planning phases with the Oakland Airport Connector (OAC) project, a \$500 million BART extension to serve primarily affluent and white suburban commuters.

During one of many OAC protests, Rev. Scott Denman asserted it was "immoral" for the MTC to prioritize the needs of people who can afford a plane ticket, over those who could barely afford a bus pass. He added, the OAC was "shovel ready, and we should bury it today; I myself will perform the last rites (Marcantonio, Mayer, "Civil Rights Coalition Challenges Unfair Transit Project," Reimagine, p.3)."

During the planning phase of OAC, an East Bay transit justice coalition including Rev. Denman working with Public Advocates won a civil rights complaint that BART had committed many civil rights deficiencies in planning the OAC. The FTA pulled \$70 million in fed-

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eral stimulus funds the MTC had earmarked for the project, which were recaptured by Bay Area transit agencies for existing services. In response, MTC worked hard to help BART find the additional \$70 million to build the OAC. (San Francisco Bay View, Ibid)

Public Advocates attorney Marybelle Nzegwu:

Yet even after FTA's devastating findings, the head of the agency that had allocated the funds —Steve Heminger of the Metropolitan Transportation Commission—explained why that half-billion dollar investment was necessary: the OAC, he said, was “designed with a *very special class of transit rider in mind*, which is air passengers. *Air passengers ride reliability*. You pay a premium to get that reliability. The implications—that it's OK to invest huge sums of public money to benefit “special classes” of affluent residents, and that minority and low-income bus riders don't need reliability in their transit service—continue to make BART's OAC a poster child for racial injustice.

We know first-hand that the Bay Area is still far from achieving transportation justice. That is nowhere clearer than African-American transit-dependent communities, which face declining bus service and rising fares. Like our segregated bus systems, BART has never been a race-neutral space. (Nzegwu, “Transportation and Social Justice in the Bay Area,” Public Advocates, 3/10/15.)

Minneapolis and Saint Paul

The national post-war pattern of suburban growth occurred locally as well. Per Minnesota Compass, the core cities of Minneapolis/St. Paul experienced a 38 % drop in population while the suburbs grew 380 % from 1950 to 1980. According to Brookings’ “Mind the Gap,” from 1980 until very recently, the core cities’ population remained unchanged, while the exurban and suburban population rings rose by over 50 %. In 1998, the Sierra Club listed the Twin Cities in its top ten “sprawl threatened” cities (Highway Robbery, p. 187). Eden Prairie provides an example of this growth with its population rising 300% from 16,000 to 50,000 from 1980 to 2000 (SWLRT DEIS, 2012) and another 12,000 by 2013.

The trend continues. In “Sprawl is Real and It's Here,” Conrad de Fiebre reviewed studies that show the Twin Cities to be in “the spread out top third of the

nation's most inefficient and edge-subsidized areas. “ In a related article analyzing growth under the Met Council Thrive MSP 2040 plan, de Fiebre points out that unless sprawl promoting policies change, growth in the Twin Cities emerging exurban edge – places like Waconia and Chanhassen 8 - 18 miles down the highway from Eden Prairie – is slated for the most new residents and the fewest new jobs, and will continue to dwarf core city population growth.

The Twin Cities also followed the national pattern of freeway construction, fueling and supporting suburban growth. It is now entering the interrelated era of rail transit expenditure and construction to the suburbs, though ‘late to the table’ from the point of view of some. Currently, SWLRT is by far the largest public works expenditure in state history. The route selection, ridership projections, and relative expenditures demonstrate the project would overwhelmingly serve the suburbs and exurbs, in line with a pattern seen nationally.

Updated SWLRT ridership projections that take recent changes into account (elimination of the Mitchell Road station and deferment of the Eden Prairie Town Center station) have not yet been made available to the public. Past projections showed, however, that almost half (46%) of SWLRT riders are expected to use stations in the two most distant and affluent cities on the route, Eden Prairie and Minnetonka. The median household income in Eden Prairie according to census data is \$95,000, while Realtor.com estimates the average household net worth at \$842,000. For Minnetonka, the median household income is \$80,000, while Realtor.com estimates average household net worth at \$792,000.

The SWLRT route chosen by the Met Council and Hennepin County avoids urban density. Overall, about 83% of riders would use suburban stations and 17% would use stations in Minneapolis, including about 3% expected at Royalston, Van White, and Penn and about 1,600 projected daily rides originating or ending at the 21st Street station. These numbers may change slightly

when new ridership projections are released, but proportions will remain generally the same.

With such low utility for urban riders, Peter Wagenius told the Met Council in October 2014 that serving transit dependent communities and people of color would have been easier had the Met Council chosen an alignment south down Nicollet Avenue and then west through the LynLake and Uptown neighborhoods. Such an alignment also would have made a second goal of light rail easier – economic development around stations (“Mpls Pledges to Pursue streetcars and BRT as a better way to serve poor and minority residents,” MinnPost, 10/14).

As in other parts of the country, affluent, professional, suburban and exurban residents in the Twin Cities Metro desire easy and quality transportation to high paying jobs. With the fast population growth in the jobs-poor exurban edge, competition for jobs in the urban core will greatly increase. The Mind the Gap study found that a higher percentage of well-paying jobs are located in the core cities rather than the suburbs, yet just 22% of the knowledge economy workers holding those jobs live in the two core cities (Mind the Gap, Brookings, p. 28). While the need for core urban employment is high, the Minneapolis Foundation found in *One Minneapolis* that less than 25% of the total jobs in the city are held by Minneapolis residents. Of the 58 % of the 275,000 jobs in the city that paid an annual wage of \$40,000 or more in 2011, only 19 percent of these prime jobs were filled by Minneapolis residents.

Further, according to *One Minneapolis*, the jobs filled by Minneapolis residents are more likely to be the city's lower wage jobs. Mind the Gap and other studies conclude that the trend of disproportionately lower wage jobs for core city residents will continue unless there is great improvement in primary factors that would decrease the employment gap. Those factors are increased educational attainment through increased funding for inner city schools and breaking down racial stereotypes that bias prospective employers away from

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POW WOW SUMMER

By James Lenfestey

There are powwows and there are powwows. Some are glitzy contest affairs, with dancers coming from all over the nation to compete for serious prize money. Others are “traditional,” a homecoming for the local band, friends and welcome visitors.

MY favorite in our region is Honor The Earth, a traditional powwow and homecoming at the Lac Courte Oreilles nation in the forest near Hayward, Wisconsin. Always the third weekend of July, the powwow ground behind the new tribal college is a lovely circular arbor surrounded by the arms of embracing white pine and red pine, bald eagles occasionally soaring overhead.

This year two of my former students were honored, so I had an extra incentive to make the drive to the tea-colored rivers and lakes of Hayward. Thelma Nayquonabe was honored on Saturday for her persistent work rebuilding the Anishinabe (Ojibwe) language, a pioneer teacher and organizer, a mother bear for her people. I arrived just in time for the noon honoring ceremony, and was surprised and pleased to be invited into the center of the circle while tribal officials wrapped Thelma in beautiful quilt. I was even more surprised to find my Minneapolis friend Larry Long also in the circle. Turns out Larry, a troubadour in the tradition of Woody Guthrie and Pete Seeger, has been working with Thelma to connect tribal elders and children through song, part of a Smithsonian recording series.

After the ceremony, all were invited to dance in Thelma’s honoring song. I found my feet rising and falling nimbly to the drum, though I had wrecked an ankle in a bicycle crash only a few days earlier. When the second song picked up speed, I did too.

I took a break from the dancing, visiting and eating Indian tacos – taco trimmings piled on thick, delicious, fattening frybread – to visit friends a few miles up the road in Cable, home of the Birkebeiner loppet in winter and Chequamegon fat tire bicycle events in summer. The tiny town was teeming with bicyclists consuming wood-fired pizza and local beer and swimming in silken nearby lakes.

The following day I attended the noon ceremony for Trixie Nayquonabe, Thelma’s sister and also a former student, who had passed on several years ago. The honoring give-away was organized by her daughter Kelly, now a mother and grandmother whom I remem-



Before Grand Entry LCO powwow

Photo by Jim Lenfestey



Drum at LCO powwow

Photo by Jim Lenfestey

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bered as a beautiful dancer. Kelly was the one who called to invite me.

Kelly spread a large quilt on the grass in the powwow circle and covered it with a stack of folded quilts, woven baskets, maple syrup, and bags of hand-harvested and parched wild rice. Then the powwow MC read off a list of people to receive these gifts in Trixie’s honor. Again I was surprised, and deeply honored, to be called up to receive a beautiful, colorful quilt, which

Urban Coyote to page 8

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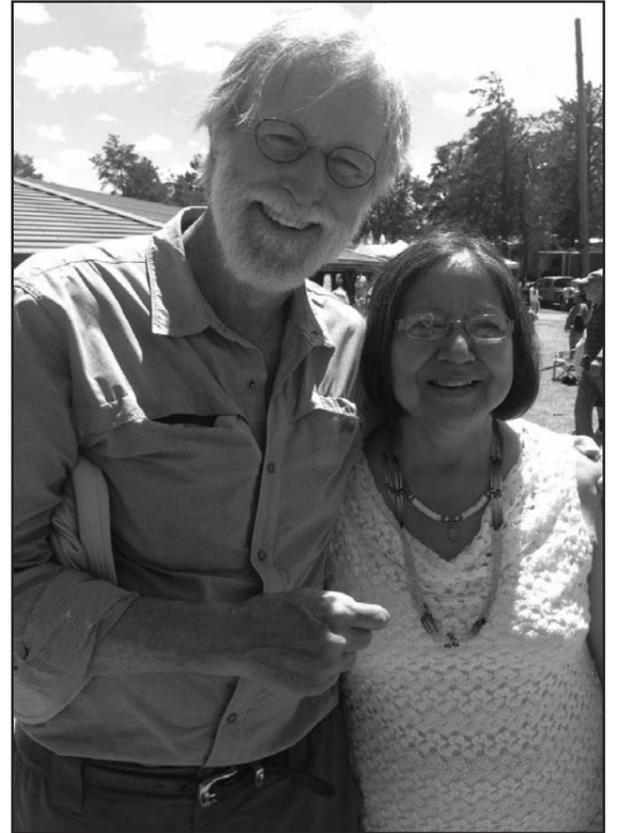
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Urban Coyote from page six

I wear around my shoulders as I write this.

Leaving for home that afternoon, I stopped at one of the many booths and purchased an intricate dream-catcher and a tiny pair of hand-made beaded moccasins for my new grandson, due to be born in August. The first ensures him only good dreams; the second will warm his little feet for his first dances on Mother Earth.

Honor the Earth powwow welcomes all who arrive, a gathering open to dancers and visitors and family of all colors – white clouds, red dust, brown fur, green skirts, black arms, blue sky. All are invited to the dance to the drum, ‘the heartbeat of the earth.’ Next July, and the next, escape for the weekend to the LCO nation, and learn, or re-learn, to Honor the Earth with your steps. www.coyotepoet.com



Jim Lenfestey and Thelma Nayquonabe.

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Interested in beefing up your home energy knowledge before the winter? Here's your chance!

Center for Energy and Environment is hosting a Home Energy 101 workshop, tailored to new homeowners in Minneapolis. We know there are many questions that come with owning a home. Come mingle with other new homeowners, hear about their home improvement projects and challenges, and learn how to stay warm in your home this winter without breaking the bank.

Thursday, September 17th at 6:30 – 7:30 pm
 St. Mary's Greek Orthodox Church, Lecture room
 3450 Irving Ave S, Minneapolis, MN 55408

At the workshop you will hear about Home Energy Squad Enhanced, a home energy visit program provided by CenterPoint Energy and Xcel Energy in partnership with the City of Minneapolis. At a Home Energy Squad Enhanced visit a team of two energy consultants will come to your home to install energy saving materials, evaluate your home's energy use with a blower door test and an infrared scan, and provide you with a customized Energy Fitness Plan that includes a quote for any recommended insulation and/or air sealing improvements. This unique opportunity is the result of the nation leading Clean Energy Partnership formed to help Minneapolis reach its clean energy goals. Thanks to this partnership, these customized energy visits are

available to new homeowners at a reduced rate of \$70.

Don't wait until winter to get started making your home more comfortable. Join your neighbors at the Home Energy 101 workshop and learn how you can benefit from improved comfort and lower energy bills.

To RSVP for the workshop contact Stacy at 612.244.2429 or sbootscamp@mncee.org

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For more information on the program visit www.mncee.org/hes-mpls



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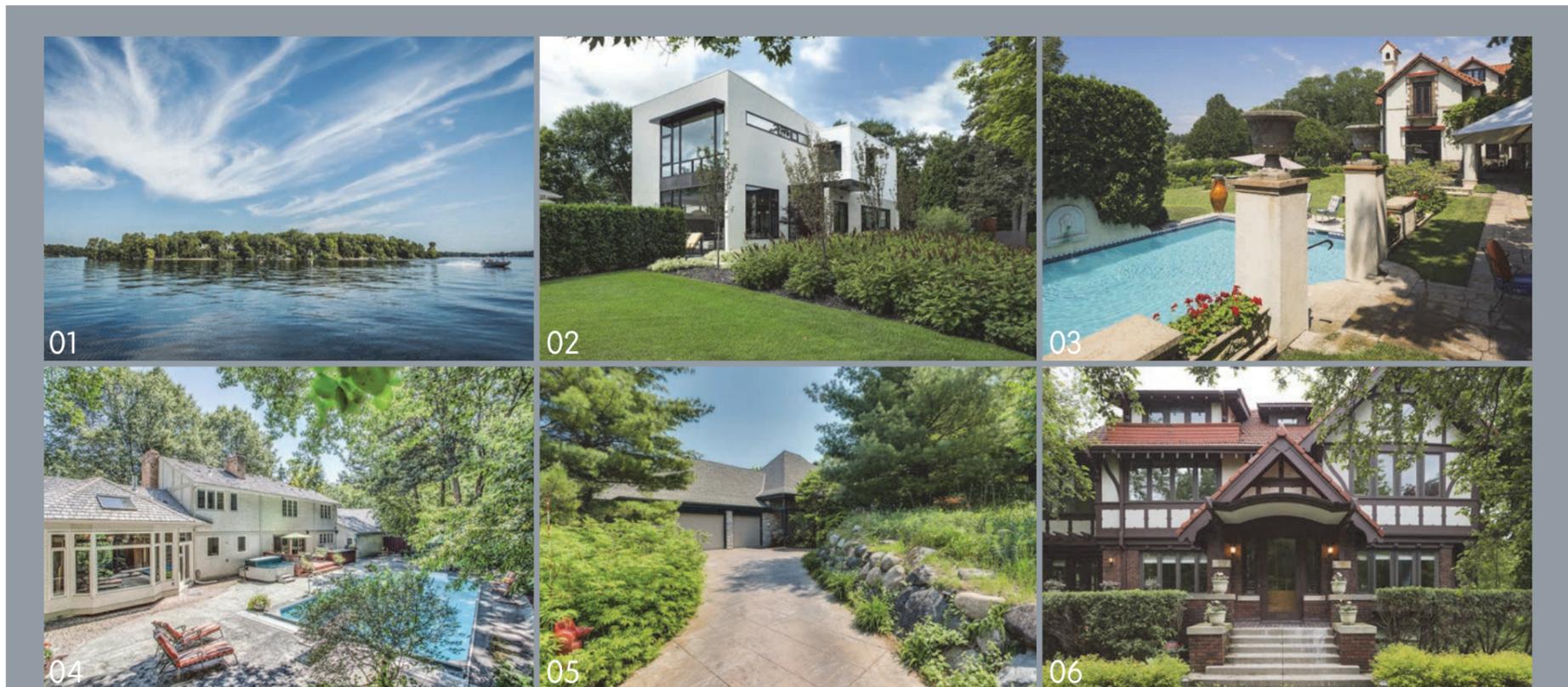


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EAST ISLES RESIDENTS ASSOCIATION (EIRA)

By John Louis, Recorder

Minutes from the EIRA Board of Directors (BOD) Meeting August 11, 2015 GraceTrinity Community Church

Board members present (10 of 11): Andrew Degerstrom (President), Carla Pardue, (Vice President), Brian Milivitz (Treasurer), Nicole EngelNitz (Secretary), Peter Mason, Nancy Johnston, Bill Elwood, Amy Sanborn, Mike Erlandson, Bruce Larson. Other East Isles residents and invited guests were also in attendance. Andrew Degerstrom called the meeting to order at 7:02 p.m.

Council Member Lisa Goodman, Ward 7th

The next Lunch with Lisa will take place Wednesday, August 26th at the University of St. Thomas, Opus Hall, RM 202. The topic this month is the current housing market, and what potential tenants are looking for (i.e. type of units, amenities around/within the development). A panel of housing developers will be present to give their views on the current market.

The City approved Temple Israel's requests for variances for their expansion project. The EIRA Board of Directors had submitted a letter of support for the project.

1708 and 1714 Lake St are going through the wrecking review process with the City. Council Member Goodman was happy with the strict stance taken on the take down of these properties, and the limiting of the amount of phosphorus that would have been released into the water systems.

Council Member Goodman supports the request by Giordano's Pizza to have a five to six table patio outside their restaurant on the Hennepin. The Council Member has fielded and responded to complaints from four residents, and has spoken with Giordano's. The Council Member believes that having successful, busy businesses are a good thing for the neighborhood. The Council Member has reviewed 311 calls in the area over the past month and there has not been a single call to 311 regarding Giordano's. Roughly eighty jobs have been created by the business.

John Gleeson, General Manager of Giordano's Pizza Presentation on Application for Sidewalk Café, 2700 Hennepin Ave

Giordano's Pizza is a family owned Chicago-based restaurant. They are seeking to add a patio of five to six tables on the Hennepin side of the restaurant. The tables will be locked up at night and the umbrellas will be brought in the store. The patio would be operated during normal operating hours. The restaurant is currently very busy, but Mr. Gleeson expects business to slow down to a normal level after Labor Day. They currently have twenty-one parking spaces, but are only required to have eleven. The restaurant is providing valet parking in a nearby parking lot to meet the needs of their business. When asked if there are signs in their parking lot that ask that customers to be quiet since they are in a neighborhood, Mr. Gleeson responded that he will talk to the landlord about addressing that. When asked from whom most of the complaints are coming from, Mr. Gleeson responded that most had come from apartment managers. Giordano's is currently open until Midnight, and they are planning on applying for a permit to stay open until 2 a.m.

Open Forum

Questions were asked about the recent crimes committed in the neighborhood and what role EIRA can play in addressing the issue. It was suggested that the coordinator should include information about recent crimes in the next EIRA newsletter and on the organization's various social media outlets. The coordinator will also contact the 5th Precinct and ask if they have increased patrols in the neighborhood in response to the uptick in crime. The coordinator will also reach out to the Uptown Association to see what ideas they have about crime prevention.

Social Committee Report

The Social Committee reported that the EIRA Ice Cream Social on July 30 was a huge success. The petting zoo was very well received. The committee would like to thank the community for their support.

EIRA once again staffed a soda booth during the Uptown Art Fair. The booth very successful.

The annual Wine Tasting fundraiser is set for Wednesday, October 28th at Calhoun Square. There have been bi-weekly meetings about having support around the tasting. EIRA will need to supply volunteers and sell tickets. EIRA keeps the proceeds from all pre-sale tickets the organization sells. Parella, located in Calhoun Square, will be providing food at the event.

Green Team

The Green Team does not meet during the summer. The Green Team will host a Cooling Party on Thursday, August 14.

The 4th annual Super Sale will take place Saturday, September 12 from 9-3pm. Last year there were 40 houses involved.

The Green Team is currently working on facilitating a neighborhood Community Solar Garden meeting. Solar Garden providers would be present at the meeting and be able to describe their services to the community. The City of Minneapolis has not authorized any solar gardens as of yet.

President's Report

EIRA is now up to date on the EIRA Wells Fargo account information.

Portions of a statement given by the Board President were recently featured in the Southwest Journal relating to the City's draft of the Blueprint for Equitable Engagement, which is currently open for comment. Below is his statement in full:

"I have heard that the Blueprint for Equitable Engagement has been a top down, rather than collaborative, process. There is a view at City Hall that some neighborhood associations do not do a good job representing the diverse interests in their neighborhoods. The inconvenient truth is that this view is not entirely unjustified. I urge other neighborhood associations not to get upset and attempt to dispute this view. Rather, associations should accept the City's challenge. In East Isles, we will be responding by highlighting some areas where we do a good job engaging underrepresented groups, some areas where we need to improve, and expressing our desire to work the City to improve our engagement overall."

Board Review

Final Approval: Comments on "Blueprint for Equitable Engagement" draft report from Neighborhood & Community Relations

The Board approved a motion to direct staff and the Board President to create and submit a letter to NCR with comments drafted by the EIRA Board, including specific language, regarding the Blueprint for Equitable Engagement.

Discussion: EIRA Membership Requirements

The Board continued their conversation with regard to updating EIRA's membership requirements. A motion was approved to create an ad hoc committee regarding the proposed changes to the membership requirements.

Discussion: Requirements for EIRA sponsored events

The Board discussed having EIRA sponsored events in East Isles residents' homes. The general consensus was that this is okay as long as the events comply with EIRA's ADA Policy and are open to all residents.

The Board also agreed that whenever an EIRA committee has an event that the Board should be notified in advance of the event. This will ensure residents and Board members will have proper notice of the event. In general there was agreement that there should be notice around all events and the Board should look into drawing up a best practices plan regarding all EIRA events.

Giordano's Pizza Presentation on Application for Sidewalk Café, 2700 Hennepin Ave

The Board approved a motion for a letter of support for the Giordano's application for a sidewalk café.

End at 9:07pm

If consistent with EIRA Bylaws, and where the availability of a public document or report in electronic forms exists, copies of EIRA Board agenda items may be obtained by an EIRA member by contacting coordinator@eastisles.org. **The next meeting is Tuesday, September 8, 2015, 7 p.m. at GraceTrinity Community Church, 1430 W 28th Street.**

Meet your Neighbor from page three

often speed through the crossing trying to make the green light at Hennepin-Lyndale. The City re-design of the Hennepin-Lyndale corridor, also scheduled for construction next year, is designed to improve pedestrian and bicycle safety, and to "green" this important connector through the heart of the city. A critical aspect of the Walker project is to "green" its frontage on Hennepin Avenue, returning the 1971 Edward Larabee Barnes building to his original design using grass as the "pedestal" for the sculptural form of the building rather than the granite that was added in a 1984 expansion. We hope to accomplish these same safety and aesthetic objectives in narrowing Vineland.□□

What is the Mayor's position on the initiative?

In her budget address last week, Mayor Betsy Hodges strongly recommended that the City contribute \$400,000 to the funding of the narrowed Vineland, pending Council approval later this year, "...My budget joins the Park Board and the Mississippi Watershed Management Organization in investing \$400,000 in a pedestrian-safety-oriented redesign of Vineland Avenue at the Walker Art Center, to help the Walker realize its major investment in a unified cultural center. This investment will leverage the significant investments that the State of Minnesota is making in the sculpture garden and the Hennepin/Lyndale commons redesign, and that the Walker itself is making, including by assessing itself over 20 year...s."□□

Are there environmental benefits to narrowing Vineland? The Mississippi Watershed Management Organization (MWMO) has contributed \$1.5 million to fund renovations in the Sculpture Garden related to improvements in storm water management. MWMO staff has also recommended a further appropriation of \$400,000 to improve storm water management with the re-design of Vineland Place. The elimination of as much as 50% of the paved surface will itself make a large contribution to substantially reducing the runoff problem. The roadway at the crossing between the Sculpture Garden and the Walker will be reduced by half. MWMO is excited about this partnership as a great demonstration of collaborative cross-sector city planning around responsible storm water management.□□

What is Lowry Hill's position on it? The Lowry Hill Neighborhood Association (LHNA) is strongly supportive of the narrowed Vineland. In Spring 2015 LHNA passed the following resolution unanimously, "...Be it resolved that LHNA supports the Walker Art Center regarding the improvements of its facility and grounds, specifically in its efforts to: Remove concrete and granite and to add greenage along the frontage of its facility on Hennepin Avenue and Vineland Place; Add biodiversity and sculptural elements to Open Field, thereby making it a more attractive landscape and

Meet your Neighbor concluded on page 14

East Isles Green Team Super Sale '15

Want to do some "clearing and cleaning" of closets, attics and garages? Get started by organizing your "stuff" for the 4th Annual East Isles Super Sale on Saturday, September 12 from 9 am to 3 pm. Last year residents hosted over 40 yard sales. This is a great opportunity to have fun, mingle with neighbors and make a little cash too. Submit your Super Sale Registration Form by August 14 for our \$5 early bird special. The Super Sale team will do all the rest to promote, organize, and draw customers. This includes your own yard sign, a listing in this year's shopper's map, and free pickup of unsold items after the sale. Cut out and complete the sale registration on page two of this issue of the Hill & Lake Press or go to the East Isles Residents Association website at <http://eastisles.org/EIRA/>. Return instructions are included in the form. In addition, download "Ten Tips for a Super Sale!" Questions? Contact EIRA's new coordinator, John Louis, at coordinator@eastisles.org or 612-743-6882.

CEDAR ISLES DEAN NEIGHBORHOOD ASSOCIATION (CIDNA)

By Monica Smith, Recorder

CEDAR ISLES DEAN NEIGHBORHOOD ASSOCIATION BOARD MEETING MINUTES, August 12, 2015

The meeting was held at Jones-Harrison Residence. Board members in attendance: Chair Craig Westgate, Vice Chair John Wessinger, Secretary Rosanne Halloran, Ed Bell, Leila Brammer, Steve Goltry, Barbara Lunde, Elaine May, and Mike Wilson. Staff: Monica Smith

Chair Craig Westgate called the meeting to order at 6:05 p.m.

Announcements

The Wine Tasting fundraiser is being planned for Wednesday, October 28.

NRP/PPP Report, Monica Smith

The CIDNA Board voted to extend the tree grant program for two years.

Kenwood Isles Area Association has delayed their request to help fund pop-up playground activities at Hidden Beach until next spring/summer.

The next gardening day at Park Siding Park is August 22, 9:00-11:00 a.m.

The next NRP Committee meeting is August 26, 3:30 p.m. at Rustica.

Blueprint for Equitable Engagement, Monica Smith

The CIDNA Board approved the content of a letter to be sent to Neighborhood and Community Relations to provide feedback on the Blueprint for Equitable Engagement draft.

Loitering Trains

Barbara Lunde raised a concern about trains that layover in the Kenilworth Corridor for varying lengths of time while they wait for permission to continue from the switching yards in St. Paul.

Southwest LRT Construction

Paul Petzschke and John Shorrock from Calhoun Isles Condominium Association (CICA) shared concerns about the construction technique that the Met Council will use to construct the SWLRT tunnel in the Kenilworth Corridor. A similar construction method was used for the Trammel Crow project at 3118 W Lake St and it caused damage to Loop Calhoun and Calhoun Isles. CICA representatives met with Met Council engineers to discuss concerns about construction that will come within 6" of CICA's garage foundation. CICA is interested in another professional opinion in light of the damage caused by the Trammel Crow project. The CIDNA Board recommended that CICA meet with City of Minneapolis transportation engineers to raise these concerns in advance of the next round of municipal consent.

Meghan Elliott of Preservation Design Works attended the meeting to participate in the SWLRT construction discussion. It appeared to her that we were

addressing two separate issues; the overall construction impact concerns on the entire SWLRT route, and those concerned specifically with the pinch-point, in particular the Calhoun Isles Condominiums. With a focus on the pinch point, she said that a consultant with expertise in the specific construction concerns could provide an analysis of the current construction plans. Meghan stated that such an analysis is outside her area of expertise. She also stated that the Calhoun Isles Condominiums are not eligible for historic preservation designation.

Land Use & Development Committee, John Wessinger and Mike Wilson

The Calhoun Isles Connector Trail idea was submitted to the Lake Calhoun/Lake Harriet Community Advisory Committee (CAC) for review in the master planning process.

The idea for a proposed trail on the south side of the Greenway between Dean Parkway and Calhoun Village was forwarded to the Multimodal Transportation Study for consideration.

Midtown Greenway Coalition, Mike Wilson

Attendance at the Greenway Glow and Tour de Fat were flat this year.

The Southwest Journal published an article on wayfinding initiatives being undertaken by the Midtown Greenway Coalition and Lake Street Council.

Efforts continue to get approval to remove the black chain link fence on the south side of the Greenway.

Cedar Lake South Beach Redesign, Monica Smith

The final meeting for future improvements to South Beach was held on July 14. The design will be included in the Lake Calhoun/Lake Harriet master planning process.

Go to www.minneapolisparcs.org and search "Cedar Lake South Beach Improvements" for more detailed information.

Calhoun/Harriet Community Advisory Committee, John Wessinger and Mike Wilson

The Community Advisory Committee (CAC) to create a new master plan for Lakes Calhoun and Harriet began in July. The next CAC meeting is August 18, 6:30 p.m. at Jones-Harrison Residence. The next Open House will be August 20, 6:30 – 8:30 p.m. at Calhoun Executive Center, 3033 Excelsior Blvd (Board Room).

Uptown Community Engagement, Rosanne Halloran and Mike Wilson

Neighborhoods and business associations held three meetings to find ways to address common issues in the greater Uptown area. Each organization will be asked to contribute \$350 to keep moving forward on projects of such as parking/transportation and safety.

Fall Festival, Elaine May

The CIDNA Board approved the budget for the Fall Festival scheduled for October 11, 2015.

Bylaws Insight, Rosanne Halloran

The IRS and the city have policies for neighborhood organizations relating to elections of public officials. Neighborhood organizations may participate in voter education, voter registration, and get-out-the-vote activities if they are conducted in a neutral non-partisan manner without reference to any candidate or political party. For more information about the policies, go to:

www.ci.minneapolis.mn.us/www/groups/public/@ncr/documents/webcontent/wcms1p-128284.pdf

The meeting was adjourned at 8:00 p.m.

Next meeting

The next meeting is Wednesday, September 9, 2015, 6:00 p.m. at Jones-Harrison.

Note to CIDNA residents: sign up for our monthly e-newsletter by sending a request to info@cidna.org.



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ASSOCIATION

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**The 4th Annual
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**Saturday, September 12
9am-3pm**

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SALE LOCATION: FRONT BACK GARAGE

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<input type="checkbox"/> books	<input type="checkbox"/> antiques
<input type="checkbox"/> clothing (adult)	<input type="checkbox"/> sports equipment
<input type="checkbox"/> furniture	<input type="checkbox"/> tools
<input type="checkbox"/> jewelry	<input type="checkbox"/> food and beverage
<input type="checkbox"/> Other: _____	

The Disabled American Veterans will pick up unsold items on Monday, Sept. 8. Check here if you would like **FREE** pick up

Registration deadline: Thursday September 10
Checks payable to: East Isles Residents Association EIRA
Mail or deliver registration to:
Jenika McGann, 2858 James Avenue South, Mpls., 55408
Maps and lawn signs will be delivered to your front door on the evening of September 11th.
You will be contacted with instructions prior to the sale weekend.
Questions? John Louis, coordinator@eastisles.org

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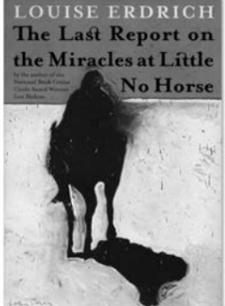
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Green Cooling Party at East Isles



Stacy Boots Camp, right, an energy expert from the Center for Energy and Environment, shared practical cooling tips for dealing with summer heat at a house party hosted by the East Isles Green Team. Eleven neighbors attended.

Photo by Dorothy Childers

East Isles Ice Cream Social



East Isles residents enjoyed a successful National Night Out event

Photo by Dorothy

National Night Out



National Night Out on Sheridan Avenue in Kenwood was a huge success. Neighbors, children, and dogs gathered to celebrate the beautiful weather and their neighborhood.

Photo by Dorothy Childers

Green Cooling Tips—for Summer and Early Fall

East Isles Super Sale on September 12!

By Betsy Allis

The approaching fall comes with a shared hope for cooler days. Just in case this doesn't happen soon enough, we invite you to try a few of the cooling strategies presented by energy expert Stacy Boots Camp (Center for Energy and the Environment) at the recent East Isles Green Team "Cooling Party", an event organized as part of our partnership with the Lake Street Energy Challenge. Most strategies are "simple and easy"; others are more sophisticated, but definitely "worth considering". All approaches cost less and use less energy than air conditioning. If you do cool with air conditioning, please consider optimizing energy efficiency with some of the green strategies listed here.

Simple and Easy

Close doors, windows, and window coverings in the morning before heating occurs. Open when temperatures cool.

Use window and floor fans strategically

Match fan size and type with room size and cooling needs. Create cross ventilation with two window fans—one drawing air in, the other out.

Turn exhaust fans in kitchen and bathroom on when cooking and bathing.

Cool one person by placing small fan near body with a direct breeze.

Turn fans off when leaving the room.

Use ceiling fans, positioning properly and setting blades to run counter-clockwise in summer and clockwise in winter

Avoid producing heat in your home on hot days. (Check out an energy efficient induction burner, which heats the pan, not the air.)

Replace hot incandescent bulb with cooler LEDs or CFL's.

Install a programmable thermostat and set at 78 degrees in the summer.

Cool your body

Take a tepid shower—just below body temp.

Wear cool clothing.

Apply a liquid ice pack to key pulse points (e.g., wrists, temples, behind your knees).

Reduce your metabolic rate with frequent small meals, spicy foods, cooling tea (e.g., chrysanthemum) and by avoiding alcohol and caffeinated drinks.

Exercise during the coolest part of the day.

Worth Considering

Consider installing a mini-split or air pump cooling system, or a whole-house fan.

Install light colored roof to reflect sun.

Plant shade trees next to your home.

Grow vines on exterior walls.

Speaking of cool, remember the East Isles Super Sale on Saturday, September 12 from 9 to 3 pm! Questions about cooling or the Super Sale? Contact John Louis at coordinator@eastisles.org. See <https://www.facebook.com/EastIslesGreenTeam> for more information.

National Night Out

By Jean Deatrick

The weather couldn't have been better. Our successful event took place on Colfax Avenue on the block where I raised my children, which made it nostalgic for me. Neighbors Katie and Bill Miller, Jeanne and Chas. Scheiderer, Jimmy Fogel, and Deborah and Ken Rich hosted and supplied generous amounts of grilled chicken, hamburgers, and hotdogs. Side dishes and wine brought by neighbors added to the lavish feast.

Children played games in a nearby yard while neighbors chatted. Sadly, we missed Barbara Fogel who made everyone feel welcome over the years. We met new neighbors Kathy and Roy Williams who recently moved from Kenwood and also Patrick Porter, the new owner of Elmer Hankes' former home. Many people knew Elmer and Barbara who lived in their home on Colfax since the 1940s. The new owner has beautifully restored the house and we told stories and reminisced about Elmer Hankes. Among many other neighbors was Miriam Segall who has lived on Mt. Curve for over 40 years. What a great neighborhood!

sand upon the waters

By Tom H. Cook

Urban Flight, Sprawl, and Rail Transit from page five

hiring minorities.

Inner city transit projects and attendant costs, such as heated bus shelters, are on hold, though vastly less in cost and scale than one \$1.75 billion LRT extension to serve the Southwest suburbs. The North Broadway streetcar or bus rapid transit is no longer included in the Met Council's master plan, yet would serve a large ridership, at a fraction of suburban LRT cost. The Penn Ave BRT, at \$35 million, projected by the Met Council to provide 9,000 daily rides, is also stalled. A proposed BRT line on Lake Street, coupled with regular bus service, would provide 22,500 daily rides at a cost of \$68 million, but this proposal has been shelved since April, 2014.

These inner city transit projects are either not advanced or not pursued with the high urgency and effort devoted to LRT. Inner city residents must add into their lives, or subtract from them, the energy, and opportunity cost to fight the ongoing, perpetual struggle to prevent, or minimize, the continuing neglect of the bus system, as both rail construction projects to the suburbs and their annual operating costs receive both funding largesse and time priority. Bus shelters and service, improved forms of transit, both streetcar and BRT, that would benefit urban residents, remain at the bottom of the transit 'to do' list. Wealth transfer and social disparities are continued and further embedded into transit itself, as Minneapolis "catches up" to other cities.

I want to go back. No, not all the way back to being a skinny 12-year-old second-string right fielder on the Pennsauken Lancers. No, I do not want to return to high school and stare longingly once more at Margie Fenimore (see HLP July '89). No thanks to being a thirty-something, lamenting the opportunities already missed and the stocks I shoulda bought. Just back to when I needed to compose my first computer password.

A butterfly flapping in the Amazon influences traffic patterns in New Guinea. The 1998 movie Sliding Doors demonstrates how missing a train can change the trajectory of a person's life. I am a believer in serendipity and random chaos. I know how dangerous it is to request the Universe grant me a really small change. But I am desperate.

I was late to the personal computer party and did not take it seriously, as is my wont with things I do not understand, like American flag lapel pins, or the metric system. Now I am standing hat in hand, asking for a reboot. I am powerless, drowning in passwords old and new. I was young and foolish (all right I was 38) when I began to use a computer often and seriously enough to require a user password. At first it was fun. I had enough pets, old friends, and baseball heroes to provide fodder for each new account.

I flung passwords around at whim. Purchasing apps, discovering eBay and Amazon, subscribing to cable channels on my iPad, and signing onto social media sites, it was a lark. It was like shooting buffalos from a moving train in the 1800s. For quite a while I was able to generate safe and often humorous (to me) words and numbers.

Trouble began as I was halfway through the 1964

Philadelphia Phillies pitching rotation: Art Mahaffey (amahaffey#30) and Chris Short (leftycshort#41). I began to get notices, reminders, warnings and threats to change, update, or complicate my passwords.

The sites want me to log in with my existing password and then amend it for security. This is a faulty premise. I do not know the old password and without it I am unable to get a new one. Many sites had let me check "Keep me signed in" or "Remember me on this device." I did not need a user name and password every time. Thinking we had a lifetime covenant, I discarded or misplaced the napkins and newspaper scraps that held my passwords and user names.

Now I am stuck. Buying new devices does not help. Short of changing my real name, they always find me. The sites talk to each other and my double secret password flits between half.com and eBay. Apple has a way to collect all of my passwords, but the mind that threw them away is the one that needs to reorder and categorize them.

This is why I need absolution, tabula rasa, a mulligan, a reboot, a cosmic makeover. Please return me to 1997. Leave the rest of my life untouched, but grant me the wisdom and opportunity to carefully record every new user name and password. I won't forget to click save.

Tom H. Cook is grateful to be beset by first world problems. He remains a computer novice after all these years.

Lowry Hill Ice Cream Social: We neglected to name the musicians who provided musical entertainment for the July Ice Cream Social in Thomas Lowry Park: Accordion: Andy Vaaler; Guitar: Bob Walser; Percussion: Liam Smith.

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Hill & Lake Press

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New CIDNA residents loving the area

By John Abraham-Watne

My wife and I recently moved to CIDNA after five years living in the West Calhoun neighborhood. The circumstances necessitating the move aren't worth describing in detail, but let's just say we needed to find a new rental company after an unfortunate experience. Thankfully we landed right in one of the great neighborhoods of Minneapolis!

Right off the bat, it's much easier to get around just positioning slightly to the north. For one thing, having access to the Midtown Greenway is incredible. Before we had to cross the busy intersections of Excelsior/Market Plaza/Lake Street. Now it's a simple one-minute dash for access to this world-class biking and walking path, and we can get to Punch, Rustica, or any of the fine local establishments in that area or take a longer journey into Uptown. It is so much better accessing this area from the north side of Lake Street, which speaks volumes about the cluttered mess of traffic we had to deal with as residents of West Calhoun.

The neighborhood itself is wonderful, an outstanding example of the many small communities that make up Minneapolis. We are right across from the "Dean Green," an excellent little park that is never busy, despite having a bike lane that runs right through it. My wife and I have spent many an amazing morning simply sitting on a bench here watching the traffic and bicycles roll by, enjoying the quiet atmosphere and gorgeous nature setting. This only continues heading north toward Lake of the Isles, a beautiful and secluded jewel of the Chain of Lakes that has plenty of walking and picnic opportunities. It's our dream to be able to afford one of the gigantic houses that ring this lake someday.

The other thing I must mention about this transition is our place of rental housing. We went from a company that didn't seem to care much about its renters' needs to one that puts our needs first and foremost in every instance. I can't say enough good things about DH Gustafson and want to state loudly what a great local rental company this is. From day one their property manager's concern was our enjoyment and acceptance of this exquisite building, which dates back to the 30s and is a stunning example of sound American architecture. Not only that, but the grounds are immaculate, and their maintenance man takes great care of things. We were told when we first checked the place out that people stay here for a long time, and we definitely can see why! I would highly recommend this company to anyone looking for affordable, great-looking rental housing in the Twin Cities, which is extremely difficult to find in this age of unaffordable "luxury" buildings popping up all over the area, which I'd wager aren't nearly as sturdy as the construction to be found in our building.

A combination of wonderful neighborhood area and excellent service provided by this company will ensure that my wife and I will stay here for many years to come. With the light rail (maybe) coming into the area over the next decade, there will be some issues of course, but we would much rather face them in this area than anywhere else. Thanks go to many institutions for enriching our lives: to the Park Board for keeping up their wonderful parks all around the area, to DH Gustafson for providing an amazing rental property, and to the city of Minneapolis for understanding the need for alternative transportation networks for us folks trying to avoid driving as much as possible. We also look forward to getting more involved in the community through the neighborhood council and with our friends in the area.

As new CIDNA residents we couldn't be happier, and are glad to be part of your neighborhood.

Meet Your Neighbor from page ten

amenity; Improve the museum entrance into the Barnes addition from Vineland, Open Field, the City Parking Ramp and the Sculpture Garden; Remove unnecessary pavement along Vineland to narrow the street which will improve pedestrian and bicycle safety, calm traffic, provide more green space and stormwater management, create a better connection between the Walker and Sculpture Garden and offer a better gateway into



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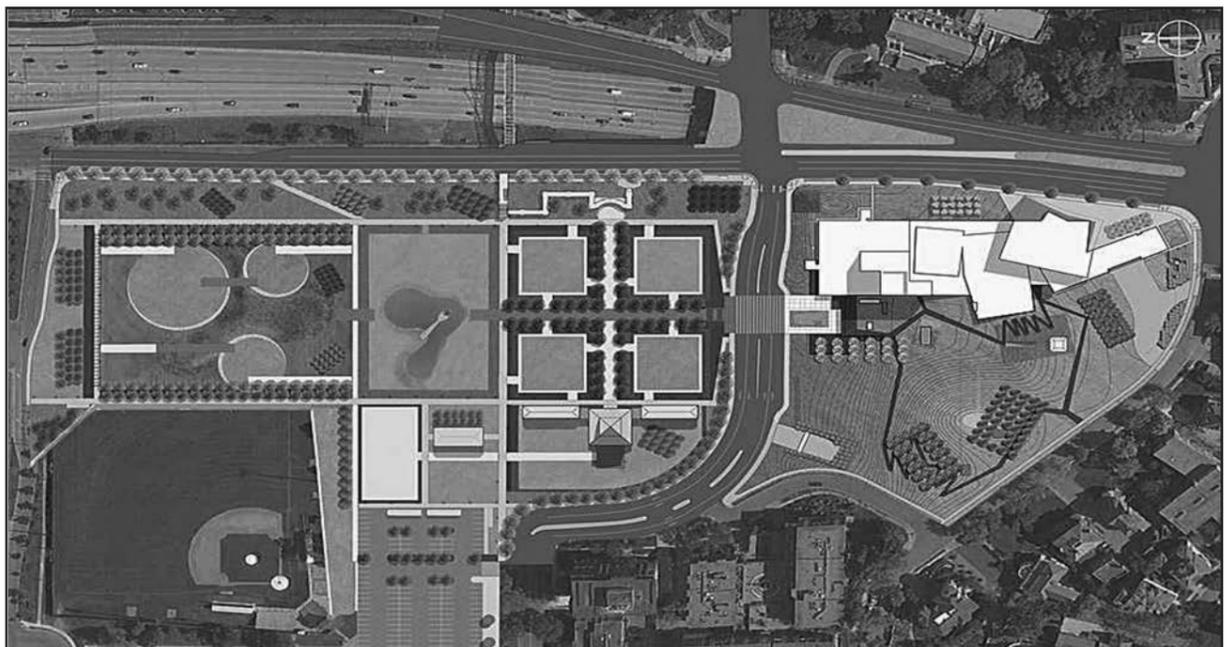
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Since March 1976, The Hill & Lake Press has served the community as a non-profit newspaper staffed by volunteers. Views expressed are not necessarily those of Hill & Lake Press.

HILL LAKE PRESS Selected Real Estate Sales July 2015											
STREET ADDRESS	ORIGINAL PRICE	Seller Contrib	DAYS MKT	SALE PRICE	TYPE	BED BATH	SQ FT	TAX VALUE	PROP TAX	YR BLT	
1425 W 28th St #505	\$ 134,900	\$ -	111	\$ 118,000	C	1/1	780	\$ 101,500	\$ 1,431	1986	
1770 Bryant S #119	129,900	3,780	175	126,000	C	1/1	756	128,000	2,137	1968	
2928 Dean Pkwy #4F	165,000	4,950	11	165,000	C	2/2	1,048	178,000	2,661	1960	
52 Groveland Terr #A412	174,000	3,410	52	170,500	C	1/1	758	151,000	1,923	1966	
3145 Dean Court #402	186,900	3,000	70	163,000	C	1/1	875	165,500	2,229	1982	
2885 Knox S #806	247,000	-	63	242,000	C	1/1	900	189,500	3,207	1979	
1826 Bryant S	249,900	6,248	26	249,900	C	2/3	1,495	209,500	3,498	1989	
2212 Fremont S #5	324,900	-	82	314,900	C	1/2	1,290	250,500	3,947	1900	
2536 Humboldt S #4	315,000	3,700	29	300,000	C	2/2	1,680	285,500	4,602	1908	
3431 St Louis Ave	350,000	-	241	330,000	C	3/2	1,751	279,000	4,647	1986	
2950 Dean Pkwy #1505	349,000	-	231	319,700	C	2/2	1,460	367,500	6,064	1977	
2407 Girard S #5	349,900	2,500	38	334,000	C	2/1	1,470	247,000	3,909	1913	
1408 Douglas Ave #2	350,000	-	4	375,000	C	2/1	1,325	265,000	4,223	1925	
3500 St Louis Ave	439,900	8,400	82	423,400	TWN	3/4	2,258	355,000	5,913	1987	
2409 W 21st St	450,000	-	46	432,500	C	2/2	2,024	364,000	4,480	1950	
1908 Fremont S	499,000	-	59	460,000	H	4/3	2,264	444,500	7,504	1902	
2809 Irving S	489,000	-	24	440,000	H	5/3	2,663	610,000	10,555	1907	
2012 Emerson S	589,000	17,400	85	580,000	H	5/4	3,534	379,500	6,367	1904	
2712 Chowen S	614,900	1,500	27	605,000	H	3/3	2,158	545,000	9,240	1941	
2920 Chowen S	749,000	-	8	738,000	H	5/4	2,975	187,000	3,115	2014	
130 Groveland Terrace	774,900	-	21	775,050	TWN	2/4	3,030	636,000	11,160	1986	
Sources:		Harvey Ettinger	Steve Havig	cume	Condo	C					
					Home	H					
					Townhouse	TWN				(Go to mplsrealtor.com for additional info)	
Broker Reciprocity Websites / Hennepin County											



Plans for improved Walker grounds and redesigned Sculpture Garden—Vineland Place is unnecessarily wide, even wider than redesigned Hennepin and Lyndale as seen here, and disconnects the spaces. The Walker is hoping a coalition of partners will help change this.

the Lowry Hill neighborhood. All approved....” They too are concerned about pedestrian and bike safety, and they also want to help fashion a more graceful entrance to the Hill Lake neighborhoods.□□

What is the timing of narrowing Vineland and creating a neighborhood gateway? The ideal time to accomplish this narrowing is next construction season when all the surrounding areas already will be under construction, including the juncture with the redesigned Hennepin-Lyndale. Contractors will be mobilized on

both sides of the street, and we're confident there will be substantial savings as a result.□□

How can Hill Lake residents be supportive? In addition to the \$800,000 in pending contributions from the City and MWMO, the Walker will contribute another \$400,000 (via 20-year assessment). The Park Board and Hennepin County also are being asked to participate in the financing. Residents can help by contacting their elected representatives at the City, County and Park Board in support of funding the project.

Namib Sand Sea

By Madeleine Lowry

We were standing at the top of a 1,000 foot sand dune in the middle of the desert. Our guide had just left us with some sage advice: "The fastest way back is straight down that way." He pointed down the side of the very, very vertical dune face.

I thought he might be kidding. Peering over the edge was like looking down the face of an 80-story building. Way at the bottom there was a flat white salt pan and the petrified trees standing on it looked like dots. I felt a sudden urge to sit down.

"How?" I asked. This was a serious question.

He laughed and turned back the way we had come, off to retrieve two of our children who had decided not to climb all the way to the top.

We had risen at 5:30 that morning for the privilege of seeing the dunes in all their glory. The early morning light cast incredible deep black shadows contrasting with the red color of the sand. The sky was an electric blue and entirely cloudless, but somehow there was some fog clinging to the dunes. This was the Namib Sand Sea, a UNESCO World Heritage Site in Namibia, and home to the largest sand dunes in the world.

We had arrived at the gates of Namib-Naukluft Park just as it opened. Like most of the Namibian National Parks this one was huge, covering an area larger than Switzerland, and we weren't going to see it all in one day. We drove past dune after dune after dune and finally parked in a lot where a 4-wheel drive shuttle took us across shifting sands to the vicinity of the dune known as Big Daddy.

Our guide had warned us that this was a one-step forward, two-step back kind of endeavor. I noticed that most of the tourists leaving the shuttle weren't headed toward Big Daddy, supposedly the highest dune in the

area. Instead, they seemed intent on taking an alternate path across a few gentle sand humps to view the second point of interest: the large white salt pan known as Dead Vlei.

The best way to climb a dune is to walk along the ridge which is sculpted to a knife's edge by the desert winds each night. Fortunately a few people had done so that morning before us. I quickly learned that it was far easier to step in someone else's footprints than to break your own path.

I'd like to say that we tripped lightly up the side of the dune to the top, no sweat. In reality, we trudged. The whole area is on a high desert plateau and I was definitely feeling the altitude. The sun was rising quickly now and with it, the temperature. It was hard going and with every step sand infiltrated our shoes until our toes were so squeezed that we had no choice but to sit down and dump out a pound or two of sand from each. My teenage son, Westie, decided to climb the dune barefoot, an experience he found somewhat uncomfortable as we were alternately planting one foot on the sunny side of the dune and the other foot in the shadows. "My left foot is so hot," I heard him say behind me, "and my right foot is freezing."

We finally reached the top and caught our breath while enjoying the cooling breezes and the incredible view. We were pretty pleased with ourselves for achieving our goal. However, once our guide delivered the news about the strategy for going down, euphoria turned to concern for keeping my neck intact.

But first, there were pictures to be taken. An international group of young people had arrived at the top just after us and they were clamoring to have their photos taken. They wanted multiple poses and handed over

several cameras. It was hard to arrange them on the spine of the dune so all their faces could be seen. It was even more difficult to step back far enough to fit them all in the shot. It was a little like taking a photo while on a tightrope.

I felt sure that going straight down this dune was not in the cards for me, but I gamely sat down on the edge and started to push myself along. I wondered if this would qualify me for "longest sand slide" in the Guinness book of world records if I survived. Westie, who apparently values his life, followed my lead and started to slide as well. My husband, Phil, on the other hand, stayed on his feet and took a few tentative steps.

"Hey, this is fun!" he said after a minute. Fun? I could see myself crashing to the bottom like a large human tumbleweed.

"Your feet sink in and slow you down. Try it!" he cajoled. Westie took a few steps and agreed that it seemed to be a reasonable method of travel. I shakily got to my feet and strategically positioned myself behind them at a close distance so I wouldn't be distracted by the long view to the bottom.

It was a weird sensation, somewhere between stepping into quicksand and walking on the moon. The sand created small avalanches with each step, but it also anchored you so you felt securely planted despite the crazy steep slope. Pretty soon Phil and Westie were running, hopping and leaping down the dune, taking videos of each other and whooping it up. Meanwhile, I made slow, steady, mostly silent progress. It was a long, long, long, long way down, but by the time we reached the salt pan I was proud of us.

We had conquered Big Daddy.

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