

transportation committee, as well as others from adjoining neighborhood associations participated in these meetings and public hearings. The transportation committee chair reported to the board the outcome of these public hearings meetings. The county concluded this process and selected the Kenilworth corridor as “the locally preferred” route.

Currently, CIDNA, as well as other adjoining neighborhood associations, have considered this construction route site and its long-term impact on the neighborhoods. The selections will impact the adjoining homes, residences’ lifestyle, and a nationally recognized urban scenic corridor. We are exploring appropriate mitigating measures in the Draft Environmental Impact Statement (DEIS) required work phase of the SW LRT contract.

One suggestion for mitigation of the Cedar Lake Parkway/Light Rail Crossing would be to construct a tunnel under Cedar Lake Parkway, and to construct a “cut and cover” tunnel in the narrower portion of the corridor between Calhoun Isles Condominiums and Cedar Lake Shores Town Homes. There is concern about the impact that the proposed building of a station coupled with a park ‘n ride area at 21st Street and Kenilworth Trail would have on the residents and the neighborhood. There is also concern about the possible construction of a deep tunnel under the Cedar Lake / Lake of the Isles boat channel.

Dates and times for station area planning sites at:

<http://www.southwesttransitway.org/station-area-planning.html>

History on SWLRT at: <http://www.southwesttransitway.org/events.html>

Concerned residents need to contact Art to learn how they may participate and become more aware of how this facility will change their neighborhood.

Minneapolis Park & Recreation Board Commissioner Anita Tabb and John Erwin, President of the Minneapolis Park and Recreation Board, have selected a Community Advisory Commission to study impact items that may affect the park system. This group of citizens will develop recommendations for preservation of parklands and open space corridors impacted by these five proposed stations of: 1) West Lake Street, 2) 21st Street, 3) Penn, 4) Van White, and 5) Royalston.