



Hill & Lake Press

‘Where the biggies leave off...’

Published for the East Isles, Lowry Hill, Kenwood & Cedar-Isles-Dean Neighborhoods

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GUEST OPINION

Failing Our Hennepin Avenue Businesses

By Erik F. Storlie, PhD

Last month, the Public Works Infrastructure Committee of the City Council met with city planners to consider the Hennepin Avenue reconstruction project.

In preparation for designing this project, the City spent \$1,124,589 on a transit-planning contract regarding engineering and design services with a company called Kimley-Horn and their subcontractors. The City spent NOT ONE CENT on experts who provide consultation regarding the effect of transit on commercial corridors — and it is certain that this failure will take a harsh toll on the scores of small businesses that comprise the commercial hub of our area of Minneapolis.

It was a mystery to me why a small business-killing plan would be adopted in Minneapolis. So, I did some investigating—and found a shocking answer. But first some background.

The proposed plan calls for a two-way bike lane separated by a concrete median, two car lanes separated by a median, 4 left turn signals per side, and two 24/7 bus lanes. From the beginning of public discussion about the 2040 Comprehensive Plan, many city residents have advocated for dedicated bus lanes, rather than dedicated bike lanes, on major streets. They say an improved bus service would be extremely beneficial for a racially and economically diverse population and would go a long way toward encouraging ridership.

However, the insistence on a dedicated two-way bike lane makes the improved bus plan unworkable. Ironically, only about 0.5% of the population uses bike lanes and a great majority of those who do are white males, hardly making them a worthwhile investment towards the goal of equity.

Under the current plan, 92% of on-street parking would be eliminated. City planners have insisted that there is an abundance of off-street parking, while failing to acknowledge that the bulk of it is for private use only. All the businesses on Hennepin are struggling after two-plus years of Covid, violent crime in the area, and exorbitantly high taxes. A number have left, leaving the street lined with empty storefronts.

Those who still survive will now be faced with another two-plus years of disruptive construction, for which they will, gallingly, be assessed for “street improvements.” Almost all of them have said loudly and repeatedly that their businesses will suffer and likely die.

Public Works suggested one modest change, which was considered by the committee. While maintaining the proposed bike lanes and bus lanes, it would add back much of Hennepin Avenue’s on-street parking by making the bus lanes available for parking except during rush hour in each direction. In addition, Public Works said that the City would lead an effort, together with the business community and residents, to identify additional off-street commercial parking and set up commercial loading zones on side streets—although how this would serve businesses in mid-block is unclear. It would, nevertheless, give planners time to evaluate the effect of the new design on ridership and assess the needs for the area post-pandemic, given how much has changed since the planning began.

Unfortunately, and predictably, the committee unanimously accepted the overall plan, rejecting even an opportunity to study its impact, and added a resolution supporting the 24/7 bus lane option rather than the modification, thereby continuing

to make this a political issue rather than a search for the best and most practical plan.

Although the proposed change was minor and practical, it created a huge political backlash. In May a very large number of people showed up at City Hall demanding to keep the 24/7 bus lanes. Among the groups pushing for the 24/7 bus lanes is Our Streets Minneapolis, which is funded in part by the City (i.e., the taxpayers). They also have had support from the Sierra Club, a group not known for expertise in urban transit, and which seems out of touch with the environmental impacts of killing local businesses so that people must drive to the suburbs to shop. Every DFL legislator including, of course, Rep. Hornstein and Sen. Dibble, who represent the area, signed a letter demanding the 24/7 dedicated bus lane.

I’ve asked myself why, especially given the 2040 Comprehensive Plan’s goal of supporting small businesses, the negative impact on them would be ignored.

I got my answer.

Insiders at City Hall privately confirmed that proponents of the 2040 plan would actually consider the failure of these businesses an opportunity. Then the empty buildings can be torn down and replaced with more large apartment buildings that may have commercial spaces on the first floor.

Now I know why no money was allotted to identifying the impact of this plan on Uptown’s commercial corridors, and why there is such a lack of concern, to say the least, about the fate of small businesses on Hennepin Avenue.

Erik F. Storlie, PhD. is a retired College Teacher and longtime resident of East Bde Maka Ska.

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(Photograph by Dorothy Childers).

FEATURE

Painter Offers a Colorful View of Life on the Mississippi

By Margy Ligon
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(Photograph by Jon Neuse).



Hill & Lake Press

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LETTERS TO THE EDITOR

By Craig Wilson, Editor



We have several letters to the editor this month so I will be brief! For the first time in Hill & Lake Press history we are delivering via US Post. We hope you enjoy receiving it in your mailbox and find that delivery reliability improves.

This is a big week for the future of Hennepin Avenue when the City Council makes a historic vote on its redesign. Later this month we will cover the Park Board's release of the Preferred Park Concept for Cedar-Isles Master Plan, which we will run in July.

Enjoy a lovely summer and please send us photos, artwork, stories, and poems expressing how you are experiencing the warm months at hillandlakepress@gmail.com. We hope to share these in August!

Craig Wilson lives in Lowry Hill and is the Editor of the Hill & Lake Press.

Uptown Businesses Respond to City about Hennepin Avenue Redesign

The following letter is being shared with City leaders this week on behalf of various business owners along Hennepin Avenue in anticipation of the City Council's vote on its redesign:

Hello Mayor and Council Members. We are owners of businesses along Hennepin Avenue, and we have had a chance to meet with some of you to share our concerns and requests about the Hennepin Avenue reconstruction project. We have been saying that the previous version of the project design, and its removal of Hennepin street parking, put an undue hardship on small businesses - many of them, like ours, owned by people of color - that are trying to recover from civil unrest, high criminal activity, and the pandemic. We have lost many businesses. We should be finding ways to make it easier to conduct business in the City of Minneapolis, not harder.

We support the flexible compromise put forward by Public Works on May 19, with parking on Hennepin except during rush hours, when the lanes would be dedicated to buses. This is the kind of sensible plan which we have been asking for, and we appreciate City staff being

responsive to our requests. We agree with the need to consider and address climate change, which has been a key theme of the project. But the amended plan forwarded by the Public Works and Infrastructure committee will adversely affect the entire Uptown community, threaten the viability of small and independent Uptown businesses and their employees and visitors, burden residential taxpayers, and provide yet another barrier to having an Uptown that can function as a vibrant commercial area.

Uptown is a destination, not just a rapid bus pass-through. The previous version of the design cast Hennepin as a corridor to be passed through, rather than as home to a major commercial and residential district where people with different transportation profiles come to work, shop, dine, and more. The Public Works staff recommendation, and its retention of on street parking, is a significant improvement.

Filling open storefronts with businesses. How does the City expect to attract and fill the numerous empty retail spaces in Uptown with new businesses, and keep the small businesses like ours which are trying each day to stay open, when only offering minimal parking options? The Public Works staff recommendation, and its retention of on street parking, is a significant improvement.

Bus platform positioning. As designed, some of the raised bus platforms obstruct sightlines to business. We ask that the project design be revised to an alternative plan to move the raised platform locations in front of Speedway on the northbound Hennepin route and Holiday Gas on the southbound Hennepin route. This would benefit two small local businesses, Osman Cleaners and The Balloon Shoppe.

Again, we support the flexible compromise put forward by Public Works on May 19, and not the amended plan forwarded by the Public Works and Infrastructure committee. Thank you for your consideration. We are available to answer any questions.

Ward 10 Council Member Aisha Chughtai is Wrong

I recently read the Ward 10 Newsletter from Council Member Aisha Chughtai and my blood is boiling.

For the record, I talked to every business owner/manager on the west side of Hennepin from 22nd to 28th Street a few weeks ago. Not one person endorsed the original proposal. In fact, several people reported that their longtime business would be forced to close

if parking were removed from Hennepin.

Yet, by including Osman Cleaners on her outreach list, Chughtai implies that its owner is an enthusiastic supporter I assure you this is not true. I spent 20 minutes with the owner, and she reported that her business would be irrevocably harmed by the removal of parking as well as construction of a large bus platform in front of her business, which would obstruct its view from the street. Also, the owner of The Corner Balloon Shoppe has announced that the shop would close if parking were removed from Hennepin.

Chughtai reports that the proposed plan will be in effect for 60 years. Yet, in a recent Zoom meeting, the project planning team cited 50 years. These assumptions are both disingenuous and baseless, in my judgment. Electric vehicles, as well as public charging stations, are the future. Yet, they warranted not one word in plan documents I've read.

To date, I have seen no empirical studies or data that support permanent 24/7 bus lanes. Chughtai states, without evidence, that "24/7 bus lanes are the single largest tool for racial and economic justice." Frankly, I'm not sure what she means in the absence of research data with specific citations. The plan applies to a 1.36-mile section of street from Douglas Avenue to Lake Street. On this corridor, bus stops will be reduced from 11 to three. What happens to street layout south of Lake Street to Southdale? If the current plan is not applied to the entire corridor from downtown to Southdale, the plan makes no practical sense. What is the value of "racial and economic justice" for a mere 1.36 miles? On what basis is "justice" by any definition even applicable?

What is the point of establishing an Area Parking Management Task Force "prior to the start of construction?" The task force should work in tandem with the street planning team; it should be working now to fully address and coordinate with the corridor design, not after the project is approved. Logic and common sense are required here.

Contrary to Chughtai's assertion, riding the bus, biking and walking are viable options now. However, they cannot and should not be exclusive options. Despite her advocacy for buses, bikes and walking, cars are here to stay. The difference is that the majority of those vehicles will be electric in the near future. She also cites the "countless near crashes between pedestrians and vehicles." From my 37-year experience on Hennepin, I can report that those crashes are

the result of pedestrians running across the street to beat the light, and/or vehicles speeding through intersections to beat the light. The current project design is not likely to eliminate those illegal behaviors.

I am also skeptical of Chughai's claims regarding the need for more bus lanes. She says that 17% of households in Minneapolis are transit-dependent, which would equate to 30,411 households (of 178,886 total), which cover 58 square miles of the city. How many of those households depend on the downtown-to-Southdale transit line?

Also, stakeholders need data supporting her claim that "83% of Metro Transit trips are outside a 9-5 commute" — i.e., for non-commuting purposes. Experience and common sense lead me to question the validity of this statistic.

My greatest concern about the proposal is the addition of Hennepin bike lanes. I know many people in the neighborhood who are avid, year-round cyclists; I made a point to contact those neighbors. Not one of them currently cycles on Hennepin, and none of them said they would use Hennepin bike lanes because, as one neighbor recently reported, "Why would anyone do it when there are plenty of dedicated bike lanes within a couple of blocks?"

Chughtai concludes her newsletter by supporting the current project plan because it "centers on peoples' safety, well-being and dignity." I do not discount the importance of these human values, but I fail to understand how they apply to, or are the result of the proposed plan.

Sandra Nelson is a resident of East Isles.

We Support the Hennepin Avenue Redesign

My partner and I recently purchased a condo in East Isles after a long search for a walkable, transit-oriented neighborhood for us to call home. We can walk to the grocery store, choose from many delicious restaurants only a block or two away, and easily catch a variety of buses to take us anywhere else we need.

The Hennepin redesign serves to only enhance Hennepin as the bustling, neighborhood friendly transit corridor that it is. The design takes a people-forward approach to bike lanes and pedestrians, prioritizing safety and comfort along the street. And 24/7 bus lanes will provide an efficient and effective way for any of us to catch the bus all through the city. Imagine a quick ride to restaurants in Linden Hills, without needing to worry about parking or having to drive back home.

24/7 bus lanes are critical to the success of transit along Hennepin,

including the new E-line. I've been on the bus when it has utilized transit only lanes and cruised past traffic, delivering myself and others to their destination on time. I've also been on a full bus when a car has parked in the bus-only lane, requiring the bus to maneuver back into traffic much to everyone's frustration. As council member Andrew Johnson shared at the June 9th Public Works and Infrastructure Committee meeting, dynamic lanes don't work. Cars still park in the lanes, causing a headache for transit users and traffic enforcement alike.

Our neighborhood is growing, and the need for accessible and efficient transportation is only going to increase. New housing is being completed near the Uptown Transit Station, with more housing planned at Seven Points. Imagine living next to a state-of-the-art transit line which can take you downtown in a fraction of the time it would take to drive, because of the infrastructure we're planning for today. The renovated Uptown Theater is going to become a music destination, bringing several thousand visitors to Uptown for shows. Like the state fair or a Vikings game, the best and most efficient way to get there will be by transit, running swiftly along Hennepin Ave bus-only lanes.

I look forward to all of which will be gained by the Hennepin redesign. I look forward to a pleasant walk along Hennepin Avenue to visit some of my favorite shops, and patio dining without the need to shout over traffic. I am excited to take the E-line to downtown or south Minneapolis on a whim, without worrying about parking or driving home. And I'm looking forward to bragging about how great my neighborhood is, now that we've got a better Hennepin Avenue which prioritizes people.

Christy Marsden lives in East Isles.

Crime Drops in Lowry Hill After Buy Back Program

The entity that has a contract for additional police patrols in Lowry Hill sent the following info to program supporters on May 17:

As you may have seen, this morning the Southwest Voices local news website posted a piece claiming that additional MPD patrols in Lowry Hill are not reducing crime. The author's stated purpose is to raise concerns about city-wide MPD staffing policies.

The facts: Since MPD officers started additional patrols in Lowry Hill, the number of carjackings has decreased from 8 to 2 and the number of armed robberies has decreased from 4 to 0, all in an apples-to-apples comparison of geography and length of time.

Details: In the Lowry Hill neighborhood, in the 99 days from October 30, 2021 to February 6, 2022, there were 8 carjackings

(theft of a vehicle while it was occupied) and 4 armed robberies, among other crimes. The additional patrols in Lowry Hill started on February 7, 2022. In the 99 days since, there have been 2 carjackings and 0 armed robberies in that same geography, among other crimes. All data from the City's Crime Locations Map.

There is always room for improvement, of course. In the same time periods and geography as the comparisons above, thefts of unoccupied vehicles have remained basically flat (decreasing from 9 only down to 8) and thefts of motor

vehicle parts (mostly catalytic converters) have increased from 1 to 4.

Bottom line, though, since the additional patrols started, armed robberies and carjackings have dropped dramatically. We will continue to evaluate outcomes on an ongoing basis. Thank you for your support of the program.

Cam Winton is a Lowry Hill resident writing on behalf of Minneapolis Safety Initiative.

North High Polars Track Team Takes Third Place in Boys Track & Field State Class A!

By Coach Chris Skoglund

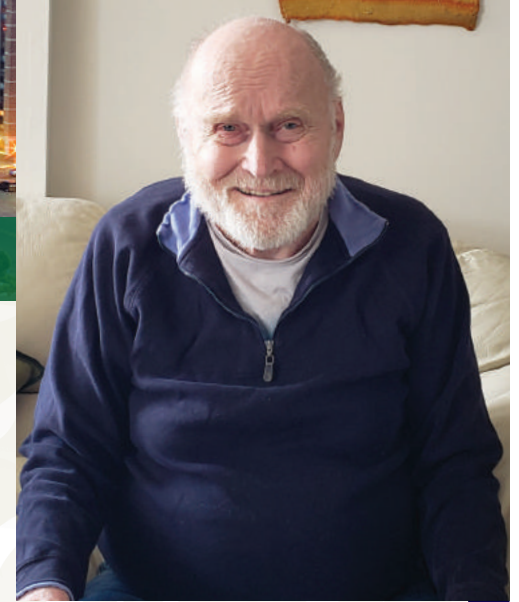


Jory Peters and Coach Chris Skoglund (Photographs by North Community High School)

The North Community High School Track Team took third place in Boys Track & Field at the State Class A competition on Friday June 10. Jory Peters, pictured left with Coach Skoglund, won the high jump with a height of 6'5". The 4x100 team— Jayland Baker, Zelaun Black, Kameron Clay, and Jaivon Hill— took first place and set a new section record! Jaivon also placed second in the 100 and Kameron Clay placed 4th in the 400 and 6th in the 200. Congratulations to our talented Polars and thank you to the Hill & Lake community for your generosity raising funds to support the team with track equipment. We are hosting the city relays April 2023, which is a really big deal. All Minneapolis schools will be there We need y'all to come out so you can see what we're made of and so that we can thank you in person!

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NEIGHBOR DR. DAVID SUTHERLAND

Dr. David Sutherland has a quiet smile and a twinkle in his eye. He enjoys his well-lit calm apartment at The Kenwood Retirement Community. It is filled with books, references to his world-wide travels, and memorabilia from his family. There's a photo of his 14-year-old grandson who occasionally beats him at chess.

David was born in St. Paul in 1940; while his father was WWII army chaplain he lived in Minneapolis until his father returned in 1945. The family then moved around while David's father served several parishes in Nebraska, Illinois, and Iowa. His father died while David was in high school, so his mother moved the family back to the Twin Cities. She bought a house in North St. Paul where David finished high school and she taught.

David's older brother was already at Augustana College in Illinois, studying to be a doctor. He joined his brother there in the late 50s. David took a year off and traveled Europe with a friend, igniting a lifetime passion for travel. They traveled via motor scooter and went all over – England, Germany, Austria, France, and more. He returned to Augustana and finished his pre-med courses.

Fortunately for Minnesota, David enrolled at the University of Minnesota Medical School in 1962. He enjoyed medical school, made lots of friends, and appreciated the collegial atmosphere. During the time he was in medical school he did research training, and worked with Dr. Robert Good, a pediatrician and immunologist. David describes Dr. Good as "a genius" and felt very lucky to do research with him.

After he finished medical school in 1966 David, his wife, and two children moved to West Virginia where he did his internship and residency at West Virginia University Hospital. It was during the Vietnam War and David knew he would be going to Vietnam at some point. In 1968, David worked at Fort Devens, Massachusetts, and then joined the Medical Corps, U. S. Army 3rd Surgical Hospital in Vietnam. He served at Quan Loi Base Camp, also known as LZ Andy or Rocket City, and then at CanTho Binh Thuy. He was assigned to orthopedics, helping soldiers who suffered bone injuries.

After his stint in Vietnam, David returned to the University of Minnesota and was in the residency program through 1975. There he worked in Dr. John Najarian's Surgical Research Laboratory.

Najarian was interested in developing innovative programs and saw David as a crucial addition to the collegial group. During this time, David became a leading expert in the field of islets and pancreas transplants. People who have chronic pancreatitis suffer a great deal of pain that can only be relieved by removing the entire pancreas (total pancreatectomy) which then results in diabetes by loss of insulin producing islets within the pancreas. The pancreas itself is very difficult to transplant. Working with his colleague Arnold Lazarow, chairman of the Department of Anatomy, David became interested in the idea of isolating and then transplanting the islets, which are about 1% of the pancreas. Dr. Lazarow's PhD student Mike Steffes worked with him to isolate human islets. They weren't successful at first, but because of the research orientation of the University of Minnesota Medical School and the encouragement of Dr. Najarian, they kept at it.

Dr. David Sutherland performed his first islet transplant in 1973 and his first pancreas transplant was in 1978. Dr. Sutherland and his team went on to perform over 2,000 pancreas transplants, more than anywhere else in the world. After his retirement in 2011, his colleagues continued and have now performed more than 3,000 pancreas transplants. David still gets thank you letters from patients from around the world. He has won numerous awards in his profession, including the Medawar Prize in 2012 for his work in transplantation. David also founded the International Pancreas Transplant Registry. He has traveled extensively to lecture and teach about his work in pancreas transplantation, and says "if somebody invites you to Greece, you want to go." The map of his world travels is bristling with pins.

David has a quiet life at The Kenwood. He enjoys conversations with other interesting residents and feels that the staff is very good at attending to his needs. When he's not reading a book of history or a biography, he also enjoys visits from his son and grandson. And he is surrounded by artifacts from his mother – warm-toned Navajo rugs from her time teaching in New Mexico. His Kenwood home encapsulates the life of a boy born in Minnesota, who traveled the world, and came back to share his wisdom, talents, and caring, so that others can live a better life.



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Meet Your Neighbor

A monthly column by Craig Wilson, Editor

David Frank, Executive Director of the Uptown Association



David Frank (Photo Uptown Association)

Craig Wilson interviews David Frank, Executive Director of the Uptown Association, about the local business community's reaction to the Hennepin Avenue Reconstruction Plan and their hope for the future of Hennepin Avenue and Uptown.

Where did you grow up and what brought you to Minneapolis?

I grew up in New York City, and this has influenced my outlook on living and working in cities ever since. Our apartment was in the shortest building on the block, 12 floors, I think. Many years ago, I was on a panel talking about building height in Minneapolis, and a local developer said to me, you are the only person I know who grew up in a big building. I have used this ever since when I talk to groups of people - I ask anyone who knows anyone who grew up in a big building to raise their hand, and in a couple of decades I have had only a few people raise their hand. I think this makes a difference in how we think about places because we are all coming from somewhere, and everything we experience is in relation to that.

I lived in Portland, Oregon for 15 years, where I worked for a private developer and the City's redevelopment agency. When I first moved to Minneapolis, people would ask me about Portland, and I would answer this way: The good and the bad that you hear about the place are both true. It is a fantastic built urban environment with outstanding on-street bike facilities and transit, and it is also very expensive to build, and government exerts more control over development of private property. I've come to believe that this is a handy way to look at most things - that the good and the bad are both true.

You have had prominent positions with the City of Minneapolis acting as the Director of Community Planning and Economic

Development (CPED) and Director of Transportation. What motivated you to assume your new position as the Executive Director of the Uptown Association?

I am energized by the work of helping neighborhoods and commercial areas achieve a vision of what they can be. There are so many property owners and businesses and stakeholders who care about the future of Uptown. I'm really enjoying the work of helping to lead towards a shared vision and then getting there as soon as we can.

What is the current state of the Hennepin Avenue Reconstruction Plan?

Public Works put out a revised recommendation for Hennepin Avenue a few months ago which considers some of what they heard from businesses about the impact an earlier version of the plan would have had on their operations. The current recommendation is working its way through City Council and Mayor review, and as of today (May 14), City Council will vote this week on the recommendation as amended by the Public Works and Infrastructure committee last week. The committee amendment would not allow parking anywhere along Hennepin.

What do businesses like about the new plan?

All the stakeholders I've spoken to believe the street needs to be reconstructed, so they are supportive of the project overall. And businesses appreciate the flexibility that the current Public Works recommendation shows by taking businesses' concerns into account with the addition of on street parking on Hennepin during non-rush-hour times.

What concerns do businesses have about the new plan?

Businesses are concerned about the impact of two years of construction on an area that has already had its share of challenges. And some businesses are concerned about visibility with the locations of the enhanced bus stops.

Many people cite Phase 1 of the Plan, Hennepin Avenue from Lake Street to 31st Ave, as an example of city planning that disregarded the interests of businesses by removing all street parking and has led to the

departure of many prominent businesses like the Apple Store, Kitchen Window and North Face. City planners and supporters of the project have admitted to the misjudgment. Is the City making the same mistake with Phase II from Douglas Avenue to Lake Street by potentially removing all street parking?

The changes a few years ago to the one block between Lake and 31st are very visible, and they have been on everyone's mind when we've heard about the upcoming project north of Lake Street. But it's worth remembering that there have been other issues besides parking involved in businesses' decisions to close, although the loss of the on-street parking certainly didn't help. We will be bringing forward some suggested changes to this block soon.

The City invested \$1.25M in transportation planning consultants but \$0 in commercial business planning expertise. Would having this expertise in the planning process have improved the outcome of the plan from the perspective of businesses?

I know from my time at the City that this is an area where Public Works and CPED have been trying to figure out how to work together, so business needs and considerations can be included in planning for infrastructure projects. I know that Public Works did a lot of outreach and heard a lot of feedback from businesses, but businesses did not see what they were asking for included in the recommendation until recently.

From an Uptown Association perspective, what would be a desirable outcome for Hennepin Avenue?

We'd like to see Hennepin as a street which works well for all users. This includes people who are coming to the area to work to shop or to hang out, as well as commuters passing through and the growing number of people who live here. That's a lot to ask of a street! Whatever the outcome of the upcoming vote, we hope to stay engaged so that the construction goes as well as possible for local businesses and residents, and the finished street can work as well as possible for all users.

What are the challenges facing Uptown more broadly and what

are some solutions you are working toward?

The first thing I hear from all stakeholders is safety. We are working on a series of presentations from local officials and experts so businesses and property owners can be as informed as possible about what they can do themselves for their property, their employees, and their customers. And we are working on vitality in the area using cell phone data to track historic and future counts of people coming to the area. We are gathering local property owners and brokers to work together on commercial leasing. And as I mentioned we will be recommending some changes for the block between Lake and 31st.

An article running this month asserts that it's well-known at the city that businesses that fail will present an opportunity for high density redevelopment that's called for in the 2040 plan. What are your thoughts on this?

The 2040 plan is a policy document which guides what will happen when properties are redeveloped. But policy documents don't come into play unless the owner chooses to redevelop the property. Many businesses have pointed out that not having parking on the street would be an additional burden on them, but driving businesses away is not the City's goal. The Council Members who are pushing for full-time bus lanes with no parking on Hennepin are using policy guidance for greenhouse gas emissions and transit as a racial equity tool; they are not trying to harm small businesses.

What is your vision for Uptown 10 years from now?

Another thing happening soon is we will be gathering stakeholders to come up with this vision. It will include learnings from commercial districts in other cities, as well as best practices from here in Minneapolis. It won't be my vision; it will be a vision informed by lots of smart people.

Craig Wilson is a Lowry Hill resident and the Editor of the Hill Lake Press. Craig has been contributing to this column since 2008.

FEATURE

By Margy Ligon

Painter Offers a Colorful View of Life on the Mississippi



(Photographs by Jon Neuse)

After our prolonged winter, watching throngs of people returning to the banks of our lakes and river has been a particularly welcomed sight. Paying close attention to these renewed signs of life is painter Jim Conaway, an astute observer of the Minnesota landscape. A new exhibition of his work, currently on view at the Groveland Gallery, provides a colorful view of *Life on the Mississippi*. While the exhibition title reflects the subject matter of Conaway's newest paintings, it also provides an apt metaphor for his extraordinary life.

Conaway has always lived in cities along the Mississippi River. Born in suburban St. Louis, he was already an accomplished oil painter as a teenager. "I always knew it was what I was going to do," he said in a recent interview in his bright studio in the North Loop warehouse district.

Having joined the U.S. Navy after high school, he spent three years as a radio operator on an oil tanker in the Mediterranean. In an extraordinary stroke of fate, he was allowed to establish his first painting studio onboard the naval vessel. Following military service, he took advantage of the GI Bill to attend Southern Illinois University, across the river from his hometown, where innovative designer R. Buckminster Fuller was on the faculty of the school's Institute of Art and Design. Fuller's theories of deductive reasoning made a profound and lasting impression on Conaway's approach to painting.

A teaching job took him to yet another river town, Davenport, Iowa, where he eventually enrolled at the University of Iowa in one of the country's first MFA programs. Here he had another chance encounter with a legendary figure. In the summer of 1964, British painter David Hockney had been hired by the University for his first U.S. teaching appointment. While Hockney's signature use of exuberant color was already evident, "He really emphasized the importance of drawing," Conaway remembers. "He told us that if you can't draw, you can't paint."

A final migration up the Mississippi brought Conaway to Minneapolis in the late 1960s. Since then, he has become an influential member of the Twin Cities' art scene. For more than 30 years, he taught studio art and ancient art history at Hamline University where he also ran the University's art gallery. Since retiring from teaching in 1996, he has devoted himself full-time to painting and his work has been exhibited and collected throughout the country. When asked if he was ever tempted to leave Minneapolis for New York, he replied with an emphatic, "No! I have everything I want here: a good family life, many longtime friends, and an active art community."

A founding member of the Traffic Zone artist cooperative, Conaway has maintained a studio just three blocks from the Mississippi since 1993. In 2016 Conaway also moved his residence to the riverfront, a move that piqued an intense

curiosity about the river's history and lore. An avid reader, Conaway immersed himself in the pivotal role the river has played in the life of the city. "As a dedicated walker, the riverside is my favorite place," he says. "For the past decade, my work has been about the Mississippi River. My paintings are all abstractions painted in my studio from shapes, lines, and colors that are stored in my memories."

Life on the Mississippi is his first show since before the pandemic. After a long hiatus, he had just returned to figure painting when COVID forced him to stop working with live models. On his daily walks, Conaway observed the people along the river and started incorporating them as abstract forms in his paintings. "I'd never seen walkers so excited to be out," he said. That palpable joy is on full display in his most recent paintings.

"The new work is a departure," says Sally Johnson, Director of the Groveland Gallery, where Conaway has shown his work for almost 50 years. "Previous paintings focused on the more industrial and urban side of the river and used more somber color. The softer palette of these new paintings reflects a different aspect of the landscape he knows so well. His painting has always vacillated between representation and abstraction, but the figure hasn't made an appearance for many years." For the current show, Johnson has included some of Conaway's early figure paintings from the 1970s.

Life on the Mississippi will be on view through July 16. It provides an excellent opportunity to visit the elegant Groveland Gallery located in the Frank B. Long mansion, a Lowry Hill historic landmark.

Life on the Mississippi: Paintings by Jim Conaway
June 11 – July 16
(opening reception with the artist on Saturday, June 18)

Groveland Gallery
25 Groveland Terrace
Tuesdays – Saturdays, 12 – 5pm
Free and open to the public

Margy Ligon is a retired arts administrator. Formerly the Director of Education at Walker Art Center, she currently volunteers in the museum's library and archive.





Painter Jim Conaway in his studio (Photo by Jon Neuse)

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Collection Saturday

June 25 - 10am-2pm

future dates: Jul 23, Aug 27, Sep 24, Oct 22

We will be sorting all donations at the curb this year, so please check carefully before you donate to save time as you drop off (we don't have the staff or space to distribute/dispose of unrequested items). Thank you so much for thinking of your neighbors -locally and throughout the world- during their time of need!

Groveland Food Shelf (grovelandfoodshelf.org)
and Joyce Uptown Food Shelf
joyceuptownfoodshelf.org)

All non-expired, shelf-stable foods and unused household product donations are welcome. The most popular items chosen by clients are

- coffee
- cooking oil
- canned meats and fish
- beans
- peanut butter

Cash donations will also be collected on-site to support Joyce Uptown's bulk purchasing efforts.

YouthLink (youthlinkmn.org)
 Listed items only, please - their space is very limited.

- Bug spray
- Deodorant (big need!)
- Adult XS & S underwear
- Bras
- Lip balm
- Hair conditioner
- Backpacks
- Diaper bags
- 2T clothing
- Newborn - 3mo clothing
- Car seats
- Baby socks
- Baby bottles

Books for Africa (booksforafrica.org)
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Gently used/new, culturally sensitive books* accepted - no mildewed, dirty, or torn books, please.

- children's and young adult books
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Published in the last 10 years:

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- medical/nursing/technical/science books
- dictionaries/thesauri/reference books

*Not accepted: encyclopedias, travel, or cookbooks.

Episcopal Relief & Development
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Cash donations will be taken to assist those displaced by the crisis in Ukraine.

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Saint Paul's Church - Our Faith in Action

JAMES CONAWAY

LIFE ON THE MISSISSIPPI

June 18 - July 16, 2022

Opening Reception:
Saturday, June 18, 12-5pm

GROVELAND

GALLERY

GUEST OPINION

by Holly Jenkins

Metropolitan Regional Parks System

Often referred to as “State Parks of the Metro,” the Metropolitan Regional Parks System contains significant regional natural resources such as lakeshore, wetlands, hardwood forests, native prairies and groundwater recharging areas.

This unique nature-based parks system is intended to balance the conservation and restoration of natural resources while providing nature-based recreational opportunities. By itself, it cannot and was never intended to provide all the metropolitan area’s recreational opportunities but rather it is intended to complement those services and high-impact recreation amenities (ie: hard court surfaces, sports fields, etc.) found throughout city parks and recreation areas.

Additionally, the Regional Parks System plays a role in addressing climate change in the region. Conserving, maintaining, and enhancing the Regional Parks System through proactive planning and asset management can increase the resilience of the region and reduce the impacts associated with climate change. Viewed through a natural resource lens, the Regional Parks System provides carbon sequestration and other benefits including stormwater management, urban heat island mitigation, biodiversity enhancement and improvements to air and water quality.

In recent years we have witnessed a concerning trend away from the nature-based quality of this parks system in the form of increased development for types of recreation historically not found in the regional parks system, while natural resources are degrading. If this trend continues, these highest quality natural areas remaining in the metro region will be

diminished while costs for annual operations and maintenance will continue to increase.

Brief History and Management Structure

In 1974, the Minnesota Legislature established the Metropolitan Regional Parks System. At that time, the Legislature found that: “The pressure of urbanization and development threatens the most valuable remaining large recreational open spaces in the metropolitan area at the same time as the need for such areas is increased. Immediate action is therefore necessary to provide funds to acquire, preserve, protect, and develop regional recreational open space for public use.” (MN Stat., section 473.302)

The organizational structure of the Regional Parks System is unique in that there is no single entity “in charge” of the Regional Parks System. Rather it is managed in partnership among ten regional park implementing agencies and the Metropolitan Council. The Minneapolis Park and Recreation Board is one of those ten agencies.

In Minneapolis, it is important to distinguish Minneapolis’ regional parks from its network of 160 neighborhood parks.

Regional parks, like Above the Falls, Minneapolis Chain of Lakes, Minnehaha and Theodore Wirth serve many people from outside Minneapolis. Because they serve a regional audience, they are eligible for funds from the state (including monies from the Legacy Amendment) and the Metropolitan Council. By comparison neighborhood parks are smaller, primarily funded by local tax dollars and predominantly serve nearby residents. Among those parks are dozens of triangles and other

tiny parks.

Basketball courts, skate parks, and other hard surface recreation amenities have historically been provided in neighborhood parks to serve nearby residents. If these types of recreation amenities are duplicated in regional parks, we lose the nature-based opportunities that attract the regional audience.

That then raises consideration over funding. Regional and state dollars intended for this nature-based system are now being invested in various ways that expand the development footprint within these critical natural settings. Larger and more buildings, expanded parking lots, duplicate recreation amenities traditionally found in neighborhood parks and recreation areas – removal of trees, degrading water quality, diminished opportunities for nature-based recreation and high quality wildlife habitat. This is indeed a concerning trend. To help reverse this trend, The Legacy of Nature Alliance (LONA) was established in 2021 to bring together organizations and individuals from across the metro region with a unifying mission “to ensure ecosystems are restored and preserved within the metropolitan regional parks system and throughout the entire region to provide high-quality habitat for wildlife, and year-round Nature-based opportunities to inspire the next generation of environmental stewards”.

Holly Jenkins is founder and co-director of Wilderness in the City, an organization dedicated to preserving and enhancing urban natural areas for future generations. This is the first in a series of articles to raise greater awareness of the Metropolitan Regional Parks System, what we are at risk of losing, and how you can take action to help preserve these valuable urban natural areas.

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A Red-bellied Woodpecker and an Oriole in Kenwood backyard (Photo Angie Erdlich).





Birchbark Books is helping with the Lawns to Legumes Demonstration Neighborhood grant from the Bureau of Soil and Water Resources (BWSR). The Kenwood Neighborhood Organization and Metro Blooms are partnering to plant 20 nearby Native pollinator gardens . As part of this effort, Birchbark Books is hosting a Little Free Native Seed Library and stocking it intermittently with seeds and native seedlings. Watch for bare root liatris over the next month and later dried seeds for fall planting. The first donation is the straight native species of coneflower that is best for our geographic area: "Upright Prairie coneflower". Straight native species are more ecologically beneficial than Cultivars (aka Nativars, hybrids). (Photo Angie Erdlich).



Dr. Keith Prussing of the Cedar Lake Park Association states that most of the Jack in the Pulpits that have spread beautifully in the Cedar Lake woods were donated over the past 30 years by a neighbor (Photo Angie Erdlich).



Did you know that when the lilacs bloom, Kenwood neighbors go hunting for morel mushrooms? (Photo Anonymous in Kenwood).

MINUTES



Annual Meeting May 25, 2022

Online Meeting

Location: Walker Art Center

Time: 6:00 PM: Social Hour with Appetizer and Cash Bar in Bazinet Lobby

LHNA Residents Present: 83 Lowry Hill Residents signed in at the reception desk, including 14 of the 15 current LHNA Board Members. There was joyous socialization.

Meeting and Elections: 7:02 PM: President Charles Scheiderer greeted everyone and commenced the Meeting in the Walker Cinema.

Please refer to the LHNA website: <http://www.lowryhillneighborhood.org>, click on Our Association in the Upper Menu, click on Annual Meetings in the Dropdown Menu, click on 2022: LHNA Annual Meeting Main Presentation (pdf file), and you will find the 46 page entire May 25, 2022 Annual Meeting Presentation.

Agenda: Opening Remarks by 7th Ward Council Member Lisa Goodman. Lisa gave a brief presentation on the power of an individual Lowry Hill Neighbor, working with Lisa and the City to tackle the Gas Guzzling, Carbon Emitting and Obnoxious Noise Polluting Lawn and Snow Service Blowers that destroy our Peace and Quiet in the Lowry Hill Neighborhood. They are now engaging the major lawn services to hopefully transition to much quieter, energy efficient battery powered blowers by tapping into the \$150,000 City Clean Energy Partnership.

President Chas Scheiderer's Yearly Update (see PDF)

Treasurer Toni D'Eramo's Financial Report (see PDF)

Events with Events Chair Jackie Brown-Baylor (see PDF)

Remarks by Crime & Safety Chair Westerman (see PDF). There was a hearty discussion on this topic that included best cameras for home use and the concerns of individual freedom from constant surveillance throughout the Lowry Hill neighborhood versus the collective protection of all.

Address by Park Board Commissioner Elizabeth Shaffer, District 4 (see PDF)

Election of LHNA Board Members President Scheiderer thanked the 3 outgoing Board Members Treasurer Toni D'Eramo, Robert Hinck and Craig Wilson.

The LHNA members present in the Cinema unanimously elected 3 new LHNA Board Members: Nate Morrow, David Bjork and William Goodnow. In addition, 7 existing LHNA Board Members whom were up for re-election, were unanimously re-elected for another two year term. They are Vickie Gilfillian-Bennett, Jennifer Wirick Breitingner, Fran Davis, John Lillehei, MD, George Montague and Sue Westerman.

President Charles thanked all neighborhood participants and adjourned the LHNA Annual Meeting at 8:23 PM.

Minutes by John Lillehei, MD
Secretary, LHNA Board



Cedar-Isles-Dean
Neighborhood Association

Annual Meeting (Part 2) May 25, 2022

Online Meeting

PARTICIPANTS

Board Members Present: Laura Cederberg (Chair), Tim Sheridan (Vice-Chair), Mike Siebenaler (Treasurer), Laura DeMarais, Mary Pattock, Claire Ruebeck

Board members absent: Stephen Goltry, Rosanne Halloran, Dean Kephart, Amanda Vallone

Others present: guest speaker Anna Eleria, Scott Herold, Mark Miller

Due to inclement weather and power outages during the May 11 Annual Meeting, the board resumed the Annual Meeting on May 19. The meeting was called to order at 7:04 pm.

Water quality expert and CIDNA resident Anna Eleria, who serves on the Cedar-Isles Master Plan Citizens Advisory Committee (CAC), concluded her presentation on water quality of Cedar Lake and Lake of the Isles. She said that in recent years, water quality at Cedar Lake has declined by transparency, chlorophyll and phosphorus measures, and is now eutrophic. Much pollution comes from St. Louis Park, but also from local neighborhood. To help protect water quality of our lakes, Anna recommended residents take the following steps: clean curbs and drains, replace turf grass with native plants, build a rain garden, pick up litter and pet waste, sweep salt and participate in future planning efforts. The CAC will make water quality recommendations to the Park Board relating to the master plan, and a recommendation to establish a permanent, city-wide water quality board of some kind.

Chair Laura Cederberg submitted the 2022 Annual Report to the Board of Directors and thanked the board and committee chairs for their contributions over the past year. Laura noted the success of the 2022 Fall Festival which drew more than 200 attendees including new families in the area. The full report is available at cidna.org.

The membership unanimously approved amendments to the CIDNA bylaws regarding floor nominations for board members and the option to implement hybrid online and in-person voting for board elections. The membership unanimously approved the establishment of term limits for board members. Elected board members may not serve more than 6 consecutive 1-year terms, unless there are vacancies on the board.

An election was held for the 2022-2023 Board of Directors: Laura Cederberg, Tim Sheridan, Mike Siebenaler, Laura DeMarais, Mary Pattock, Claire Ruebeck, Stephen Goltry, Rosanne Halloran, Dean Kephart, Amanda Vallone were elected to a new term. Two new directors were elected: Scott Herold and Mark Miller.

CIDNA's next meeting will be held Wednesday, June 8, 6-7:30.
Submitted by Laura Cederberg

At the time of publishing the minutes for the following neighborhood associations were not available. Please visit the association's website to see their May 2022 meeting minutes.



Hill & Lake Press is a non-profit newspaper funded and supported by its advertisers and neighborhood associations:

- East Isles Residents Association (EIRA)
- Kenwood Neighborhood Organization (KNO)
- Cedar-Isles-Dean Neighborhood Association (CIDNA)
- Lowry Hill Neighborhood Association (LHNA)



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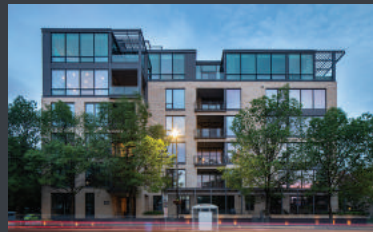


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FEATURE

By Janet Hallaway

The Yellow No. 2 Pencil Makes a Point!



(Photographs by Dorothy Childers).

They arrived on scooters and bikes, by foot, and in strollers and cars. An estimated crowd of more than 300 people of all ages lined the sidewalk, filled the streets, and camped out on the lawn at Lake of the Isles on Saturday, June 4. They were there to witness the inaugural sharpening of the 16-foot yellow pencil perched on the lawn at John and Amy Higgins' East Isles home.

John Higgins kicked off the event, addressing the crowd by microphone from a crepe paper-festooned dais on his terrace. Flanked by family, friends, and a drum corps featuring snare, bass, tenor, and cymbals players, he told the story of the giant pencil to the growing crowd.

After a storm removed the canopy of the 150-year-old burr oak tree in the Higgins' front lawn, the family was hesitant to remove the trunk of their beloved tree.

"It felt like we lost a friend, we were devastated," said Higgins

With a stroke of creative genius, the Higgins' family decided to repurpose the giant trunk into a sculpture. After making a few inquiries, they selected Minnesota artist and chainsaw-wood sculptor Curtis Ingvaldstad for the job.

Higgins described the creative process: "It could have been a knife, or straw, or arrow but very quickly the idea of a pencil emerged."

Then, taking the microphone, Sculptor Ingvaldstad divulged that Greek architecture became a source of inspiration for the pencil, describing how Greek temples appear and then recede in a landscape.

"The temple will be revealed to you and then it disappears, and then as you get closer, all of a sudden you get to this huge thing." This is precisely the effect the pencil has when viewed from different points around Lake of the Isles.

Between speeches, Higgins and friends deployed giant slingshots to catapult LOTI (for the uninitiated, Lake of the Isles) tee-shirts into the crowd from the terrace. The band played. A troupe of costumed Pencil People emerged, performing a TikTok-worthy dance routine perched on the railing of the terrace. Humorist David Reese, author of a book and the purported "number one #2 pencil sharpener," led a round of Trivia while the Pencil People distributed free LOTI pencils.

The mood was festive as people lined up for free ice cream novelties served from the window of a red, white and blue truck parked in the Higgins' driveway.

Lakes-area residents and out-of-towners expressed strong opinions about the pencil and the event.

"It's a very sharp idea," said Lowry Hill resident Brian Meeker.

"That pencil, it rubs me the wrong way," said self-professed CIDNA curmudgeon, Dave Rhude.

"It's really huge!" said eight-year-old Owen Sharp, who traveled all the way from Crystal

with his dad and five-year-old sister to see the pencil sharpening.

Finally, it was time for the sharpening. With an announcement from John Higgins, David Reese and Curtis Involstad clambered up the scaffolding surrounding the pencil. With the crowd chanting, "Let's go, Cur-tis," Ingvaldstad hoisted his giant chain saw, and with a roar, began sharpening the pencil. Within a few minutes, the shavings gave way, revealing a graphite tip to the cheering crowd.

After two-plus years of pandemic-related isolation, the pencil proved a point that community, belonging, and connection are essential to our well-being. Hats off to John and Amy Higgins for creating and sharing a delightful, whimsical, much-needed event marked by a spirit of generosity. If neighborhood associations would host awards, I nominate them for "Neighbors of the Year."

Janet Hallaway lives in Lowry Hill and is the President of the Hill & Lake Press Board of Directors.



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THE URBAN COYOTE

By James P. Lenfestey

A Letter to Mayor Frey

Re: Hennepin Avenue Reconstruction Calamity

Mayor Jacob Frey
City Hall
350 S. 5th St, Room 331
Minneapolis, MN 55415

Dear Mayor Frey:

In my nearly 50 years living in Minneapolis, I have never seen such a planning botch as the Hennepin Avenue redo now proposed. If and when it comes up before you, I hope you will veto it for a solution that is truly green.

I know you have been inundated with citizen concerns, so I will add only three.

1) Before you sign anything, pay one more visit to the block of Hennepin Avenue between Lake Street and 31st, a near retail-desert. There are several reasons, including social unrest on Lake Street. But the few surviving businesses will regale you with the hardship the loss of parking has brought them. "Aggressively anti-business" says the owner of Amazing Thailand, one of the few surviving businesses on the block. Instead of turning the rest of Hennepin Avenue into a no-parking, bike- and bus-only retail desert, the city should UNDO the calamity already visited on that Hennepin block. Susan and I are patrons of many of the small businesses along Hennepin, such as Rinata and Namaste restaurants and Osman Cleaners, all fearing death by the new anti-parking plan. Meanwhile, as a biker I know there are plentiful safe bikeways on both sides of Hennepin, never crowded, and the idea that extra off-street parking is plentiful is a chimera.

2) The fundamental problem with this city bike-first transit development is that it ignores the Twin Cities as a massively sprawling metro area with different suburban zoning and transit requirements. As important as bike friendliness is, making life transit-onerous for city families with children and those with

disabilities plus inconvenient for local businesses drives people to suburbs without similar restrictions, exacerbating, not reducing, climate costs. Density is indeed part of a city's solution to the climate crisis and supporting local businesses should be a green city priority.

3) The future of transport in a northern climate like ours is not carless but electric vehicles powered by renewables (what I do now with solar from Ramp A). That is the pragmatic climate model, including future dispatchable solar-powered vehicles for families with convenient pick-up and drop-off. That is the green model that should be facilitated by the city, not a bicycle-priority model limited mostly to able-bodied single individuals, important as that is.

My generation helped rescue cities, schools, and local retail by moving back from suburban sprawl to urban density—walkable, bikeable, navigable, parkable, close to local schools, not incidentally helping rescue the city tax base. The suburbs did not go away but remain with their ever-increasing sprawl while Minneapolis planners make our city untenable for families and others who need vehicle transport.

Thank you for listening.

Sincerely,

Jim Lenfestey

James P. Lenfestey is a 48-year resident of Lowry Hill, former editorial writer for StarTribune, and a founder of the Hill & Lake Press.

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Dear Neighbor

A monthly column by Dorothy Richmond

Let's talk about Johnny Depp v. Amber Heard. If you're thinking, "Ugh" — I'm with you. I wasn't aware this grudge match was on the horizon until my friend, Robin, whose taste for the juicy and dishy should earn her an executive position at TMZ, texted the morning the carnage began and exhorted me to tune in. So I did.

And you probably did, too. Once the trial began it was impossible to escape the endless updates. Were the McNeill-Lehrer Report still on, those venerable journalists would have been forced to get involved. To quote their erudite anchor ghosts, "Ick."

Midway through the trial, my friend, Abby, already had her decision: "When the jury decides damages, Amber and Johnny should receive nothing but be forced to pay each juror \$1 million for the sheer torture of having to listen to all this sewage and pretend to care, plus lost wages and mental harm from boredom." She then wondered which party would end up first on Dancing With the Stars.

As the war stories began to unfurl, three things came to mind: 1. Johnny and Amber are desperately damaged; 2. Their marriage was a nightmare; and 3. They are cultivated babies. Is this what money and fame (with a daily dose of narcotics) do to a person? Do massive wealth and celebrity leave one immune from responsibility?

I was raised in a house where one of the dicta was "You make a mess; you clean it up." I've passed that on and am proud that both my daughters know their way around a broom and cleaning supplies.

Personal responsibility is a marvelous deterrent to mayhem. Do you think Amber would have thought twice before hurling at Johnny that jumbo vodka bottle, thus severing a chunk of his middle finger, knowing that she, and she alone, would have to spend the next week wearing flip-flops while sweeping up stray shards of glass? I think so. And do you think Johnny would have dribbled blood all over, willy-nilly, knowing that he would have to clean the rugs and face untold laundry-day woes? I think not.

Years ago when I was teaching at the University of St. Thomas, I had a student I'll call Travis whose work ethic I'd surmised early on hovered right around zero. One day Travis showed up with a Big Gulp, 7-11's thirty-ounce contribution to the world. He sat at one of the small desks and removed the lid. I suggested he replace the top but he declined, citing the important fact that he got more drinking straight from the cup than through the straw. Big Gulp, indeed.

Sure enough, Travis knocked it over. I don't know what flavor it was, so we'll just go with red. Horrified, I looked at him sitting there, inert, and said *Límpialo* (Clean it up). He replied insouciantly, "That's what custodians are for." I loved teaching Spanish, but hated imparting childhood lessons to freshly minted adults. No, I explained, custodians are hired to deal with day-to-day maintenance, not to steam-clean carpet infused with a quarter-gallon of crimson pop. Spilling the drink was an accident. His attitude was an on-purpose. Travis cleaned it up.

I don't know if Travis learned any Spanish that day, but he got the memo that you can't outsource character.

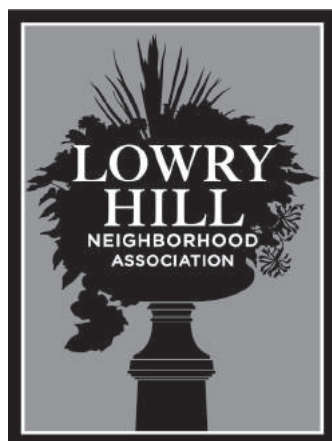
Who knows what, if anything, Amber and Johnny learned from airing the foul details of their union? Still, they demonstrated well that responsibility and civility cannot be separated.

- Dorothy

Dorothy Richmond is an experienced Spanish instructor and the author of several Spanish textbooks. She is a longtime resident of Cedar-Isles-Dean.



LOWRY HILL NEIGHBORHOOD ASSOCIATION



Don't miss the Lowry Hill
ICE CREAM SOCIAL!
SATURDAY
JULY 16th
at Thomas Lowry Park

Join us at TLP (Colfax & Douglas) from 1 p.m. to 3 p.m.

All Lowry Hill residents are invited to this free event. Enjoy free Sebastian Joe's ice cream and live music. Stop by for a short visit or hang out for a while. Meet neighbors and your LHNA Board Members.

Thank you to all residents who came to the 2022 Annual Meeting!
We had a great evening and we appreciate your support.

Save the date for these fun events!

Fishing at the Lakes is Sunday Aug 21st from 12 p.m. to 2 p.m.

Neighborhood Super Sale is Saturday Sept 10th from 9 a.m. to 3 p.m.

Historical Walking Tour is Sunday Sept 11th from 9 a.m. to 10:30 a.m.

Notice: LHNA to partner with MPD to install neighborhood cameras.
More information available on our website.

LHNA Meetings: Summer hiatus: meetings resume in September!

safety tips:

KNOW YOUR NEIGHBOR

*To help deter crime in
our neighborhood!*

Community collaboration is important in keeping everyone safe. The first thing you can do to improve neighborhood safety is simply getting to know your neighbors.

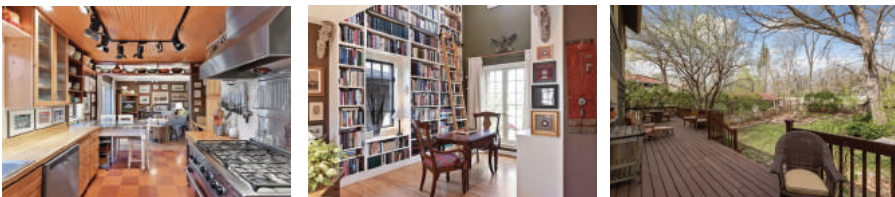
- Activate a neighborhood/block watch to keep an eye on what's happening on your street.
- Share personal contact information with each other for fast and easy communication.
- Establish one contact per group if needed for neighborhood alerts.
- Notify neighbors if you'll be out of town. Consider swapping with neighbors for lawn mowing, sidewalk shoveling, or even parking in each other's driveway.
- Stay connected with neighbors. If you notice a garage left open, packages, mail or newspapers left on the porch, let your neighbor know.
- If there is a crime incident, let neighbors know right away. They may have seen something or may have a surveillance camera that captured the crime on film.

Sign up for the LHNA email newsletter at lowryhillneighborhood.org



Spring blooms along Lake of the Isles Parkway (Garden Designer Mark Addicks, Photo Craig Wilson).

SUMMERTIME AROUND THE CITY LAKES...



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