



Hill & Lake Press

‘Where the biggies leave off...’

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

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NOVEMBER 7 ELECTION EDITION: CITY COUNCIL ON BALLOT

Ward 7 Candidates Respond to Questions Important to Our Readers

By Craig Wilson, Editor



Ward 7 Candidates Katie Cashman and Scott Graham (Photos Respective Campaigns)

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

The 2023 Minneapolis City Council race represents a significant transition for Ward 7, following the announcement that long-serving Council Member Lisa Goodman will not be seeking reelection. Council Member Goodman has been a dedicated representative for Ward 7 since 1998, and her departure marks a new era for the ward.

In this upcoming election, three candidates will be vying for the position: Katie Cashman, Ken Foxworth and Scott Graham. To provide Hill & Lake readers with insightful perspectives on the issues that matter most, we posed a set of questions to all three candidates. Each candidate was given equal word limits and a common deadline to respond.

We reached out to all campaign teams several weeks ago, and we are pleased to share the responses we have received from Katie Cashman and Scott Graham in this month's edition (Ken Foxworth was unable to make the deadline). These responses offer valuable insights into the candidates' positions and priorities.

We believe that informed voters are essential to a thriving democracy. We encourage you to read the candidates' responses, stay engaged with the election process, and most importantly, exercise your right to vote on November 7. Regardless of your choice, your participation is a crucial step in shaping the future of Ward 7. Thank you for being

an active and informed member of our community.

How long have you lived in Minneapolis and why do you feel called to serve our community?

Katie Cashman: Minneapolis is my hometown. We need collaborative leaders to meet this moment and rebuild our city with adequate input from all residents. My priorities are strong constituent services, revitalizing Uptown and Downtown, investing in community safety and ensuring Minneapolis is resilient to the climate challenges ahead.

Scott Graham: We've called Minneapolis home since 1991 and I am not giving up on our city. I want to put my experience to work harnessing the creativity and determination of Minneapolis so we can become the just, fair and prosperous city many of us envision.

What is your favorite spot in Ward 7?

Scott Graham: Walker Sculpture Garden's Sky Peshier. It's hidden in plain sight and makes a great date destination!

Katie Cashman: Lake of the Isles or the Sky Peshier Installation by James Turrell at the Sculpture Garden.

The City Council has been ideologically divided for over a decade. What experience do you have that will help you get things done with such division?

How have you successfully brought people together when strong divisions exist?

Katie Cashman: Working at the United Nations in cities with unique cultures, languages and histories taught me the importance of diplomacy. I know how to create and negotiate shared solutions.

Scott Graham: Having spent 25 years in DFL leadership positions, I am fluent in division. By being respectful, listening and ascribing best intentions, I have collaborated with many through opposition.

Minneapolis voters defeated an amendment in 2021 that was popularly characterized as the "defund the police" amendment. The proposal would have amended the city's charter, removing the requirement to maintain a Police Department with a minimum number of officers based on population. Instead, it would have created a Department of Public Safety that takes "a comprehensive public health approach to safety." Details of the new department, including police staffing levels, if any, would have been determined by the mayor and City Council members. Did you, or would you, support this charter amendment, why or why not? And, given the current crime rates in the city what are your thoughts on ways to improve public safety?

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WARD 10 CANDIDATES OFFER CHOICE

By Marty Carlson

Marty Carlson is a regular columnist and lives in Kenwood.

With one notable exception, the 2023 race for the Ward 10 city council seat has been a quieter affair than 2021, when then-incumbent Council Member (and president) Lisa Bender opted not to run for reelection and subsequently moved to Minnetonka. Six candidates, including incumbent Aisha Chughtai, ran in a spirited campaign for the open seat, in which Chughtai ultimately received nearly 60% of the ranked-choice vote.

Fast-forward to 2023, and the candidate field stands at four. Now with the benefit of incumbency, Council Member Chughtai is seeking reelection to her seat while facing three new challengers: Bruce Dachis, Greg Kline and Nasri Warsame. Three of the four candidates identify as DFLers, while candidate Kline listed "abolish bike lanes" as his "political party or principle" in his affidavit of candidacy.

While the current Ward 10 race may be somewhat quieter than its 2021 counterpart, a notable exception is the brawl that erupted at the DFL endorsing convention on May 13th, when supporters of Nasri Warsame rushed the stage as Chughtai's turn came to speak. Injuries occurred, the police were called, and the whole incident made national news.

In consequence, Warsame was banned by the state DFL from ever again seeking or receiving the DFL endorsement. For her part, Chughtai sought to cast the young, immigrant Warsame as an instrument of the wealthy and powerful, claiming the fracas occurred "[b]ecause we've shown the wealthiest folks in this city, and the politicians they've bought, that the people of this city have the power to make real change and build the community we deserve. That's why they're afraid of us. That's why they stormed at us."

Taken in alphabetical order, here's more information on each of the four candidates:

Aisha Chughtai (incumbent)

The incumbent candidate, Aisha Chughtai, describes herself on her website as "a champion for the people in our ward, and across the city, that are often forgotten — renters, Black, Indigenous, and people of color, immigrants, students, our unhoused neighbors, and working class people." A

Continued on page 18



Hill & Lake Press

Founded in 1976, Hill & Lake Press reports community news and events, educating and informing our neighborhood community members about issues of the day. Views expressed are not necessarily those of Hill & Lake Press.

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Our goal is to offer readers diverse perspectives on newsworthy events or issues of broad public concern to the Hill & Lake community.

Don't take away my leafblower!

My wife and I live on a double corner lot with 15 oak trees and a beautiful rose garden. I have had to use a backpack leaf blower for the past 38 years to maintain the property.

At age 74 and 76 respectively, we will not be able to live in our lovely home any longer if backpack leaf blowers are made illegal in Minneapolis. Just one more example of woke progressive overreach lunacy in what used to be a wonderful place to live.

Sounds like a very substantial Amendment V. taking of a large part of the value of our property. No need to give it a second thought as I will not sue.

We will sell and move and someone else can pay the \$20K in property taxes that we pay every year.

*Paul Leutgeb
Cedar-Isles-Dean*

Dear Mr. Leutgeb,

I'm sorry that our proposal to restrict leaf blowers caused such a strong reaction in you.

I have lived on a corner lot for 42 years, albeit with fewer trees and no rose garden, and I know what a chore it is to keep things tidied up.

To clarify, we are not talking about banning all leaf blowers (although the insects would appreciate it if we did!) only the gas-powered ones which emit as much pollution as the dirty two-stroke engines on the iconic tuk-tuks used in places such as Bangkok and Jakarta. Tuk-tuks are now being phased out in those countries for that very reason.

In America, gas-powered leaf blowers have been banned in cities as diverse as Sanibel Island, Fla., and Washington, D.C., with no reports of anyone moving away as a result.

There are currently city and state rebate programs which will cover much of the cost of emission-free and quieter battery-operated backpack style blowers, which not only help protect the environment, they help protect our hearing and the serenity of our 'once wonderful' city.

*Susan Lenfestey
Hill & Lake Press*

PS. James Fallows wrote an excellent article about the damages caused by gas-powered blowers in the April 2019 issue of the Atlantic.

Park Board President Meg Forney on Cedar Lake Boulder Wall

There seems to be some misunderstanding in your September article, "Permit for Cedar Lake Boulder Wall Roils Park Board" by Marty Carlson. Per MPRB Assistant Superintendent of Planning, "I think there are some inaccuracies in the article, mostly prominently that the 1941 permission from the park board showed the encroaching features."

LETTERS TO THE EDITOR

I've read the minutes of the meeting and there is no such mapping mentioned. In fact, it seems the board's action at that time granted post-construction permission for plantings and structures dating to 1938 (or around then, but certainly before the 1941 action). The same minutes indicate owners would have to remove the encroaching features upon direction from the park board and it notes walls as a part of the encroaching features. But the 1941 action addressed several properties and did not enumerate or locate any encroaching features. To my knowledge and contrary to what is being suggested by the article's author, there is no such map.

Because the permission existed for plantings and structures and because there was a wall and because staff could not discern whether there was or was not a wall in 1941, staff was advised that permit issuance was in order. Where the Marzecs claim there was no wall in until it was constructed in the mid-1990s, they cannot demonstrate that there was not a wall in 1941 (or 1951 or 1961...). The operative factor here is the Superintendent's letter reminding the property owner of the board's ability to direct removal of encroaching elements at any time. The property owner knew of the potential for elimination of the wall and determined to proceed with the wall project.

Additionally, Commissioner Shaffer proposed a resolution to address these issues, titled RESOLUTION DIRECTING STAFF TO REQUIRE BOARD OF COMMISSIONERS APPROVAL FOR ANY ACTION RELATING TO AN ENCROACHMENT IMMEDIATELY ADJACENT TO WATERBODIES, INCLUDING AN ACTION TO ISSUE A CONSTRUCTION PERMIT, BEGINNING ON THE DATE FOLLOWING APPROVAL OF THIS RESOLUTION AND EXTENDING FOR A PERIOD OF NOT MORE THAN 365 DAYS. It passed at the September 6th, 2023 full board meeting.

*Meg Forney
President
Minneapolis Park & Recreation Board*

A Response to the Response from President Forney

A few points in response to Park Board President Meg Forney's letter to the editor regarding the Cedar Lake boulder wall article are warranted.

First, quoting an assistant superintendent, President Forney argues it was inaccurate to assert there was a map of the private encroachments existing on Cedar Lake when it issued a "temporary" permit related to those encroachments in 1941. So why did the article say there was a map? Be-

cause the 1941 permit specifically says there is a map. As in: "...the plat hereto attached entitled 'Cedar Lake Southeast Shore - Showing Private Improvements on Park Property,'" to quote directly from the 1941 permit.

While the 1941 meeting minutes may not state there was a map, why would they? The map's existence is memorialized in the plain language of the permit itself, which matters far more than the meeting minutes. Finally, during an interview for the underlying article, the assistant superintendent did not dispute that there was a map in 1941, but rather conceded that the park board could no longer find it, nor could it find the original permit from 1938.

That leads directly to the second point, which faults the objecting neighbors for failing to "demonstrate that there was not a wall in 1941 (or 1951 or 1961...)." This turns basic property law on its head. In the normal world of Real Property 101, it is the permit applicant who bears the burden of proving that they are entitled to build a particular structure in a particular place. As in, a person who wants to build a wall must prove that there was a wall in 1941 (or 1951 or 1961...) and that the replacement is consistent with the key features of its permitted predecessor. If you can't, then no permit.

Here, the park board effectively shifted the burden of proof from the applicant to the adjoining neighbors, requiring them to prove a negative. It also implicitly rejected the Marzecs' statements that they saw the original wall being constructed in the 1990s, despite the fact that such direct, personal observations are admissible legal evidence.

In his interview for the underlying article, the assistant superintendent was asked directly if the park board had a written policy regarding which party (applicant or neighbors) carried the burden of proof in encroachment applications, and the answer was that the park board has no such policy. President Forney might want to think about that before criticizing the neighbors.


On a related note (and as mentioned in the article), the Hill & Lake Press was able to do some of the park board's work for it and located both photographs and remnants of the earlier structures. As of this writing, no one from the park board has expressed any interest in seeing those materials.

Finally, President Forney directs readers' attention to the fact that on September 6, the full board approved Commissioner Shaffer's resolution directing a limited moratorium on future encroachment permits. The original article plainly stated that as well.

*Marty Carlson
Hill & Lake Press*



New boulder wall on Cedar Lake defended by MPRB President Meg Forney (Photos Tim Sheridan)



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A Warm Welcome to Our Neighbors to the South, East Bde Maka Ska and West Maka Ska Communities!

By Craig Wilson, Editor



(Photo Tim Sheridan)



WEST MAKA SKA
neighborhood council

We are delighted to extend a heartfelt welcome to our neighbors from the East Bde Maka Ska and West Maka Ska neighborhoods. In response to numerous requests, we have decided to embark on a three-month experiment to gauge the interest of residents from these communities in joining our Hill & Lake community.

Founded in 1976, the Hill & Lake Press has been faithfully reporting on community news and events, serving as an invaluable source of information and education dedicated to the Cedar-Isles-Dean, East Isles, Kenwood and

Lowry Hill neighborhoods in Minneapolis.

With a monthly circulation of 9,000 copies, the Hill & Lake Press is a cornerstone of our community. Each month, our publication is sent to all 8,000 households and businesses in our area via U.S.P.S. bulk mail. Additionally, 1,000 copies are made available at various local businesses and public buildings.

We are excited to embark on this experiment and expand our reach into neighborhoods surrounding Bde Maka Ska during the fourth quarter of 2023. If you

would like to share your thoughts, please consider sending a letter to the editor. Your feedback is invaluable to us as we strive to evaluate extending our coverage.

The Hill & Lake Press Inc. is a Minnesota 501(c)(3) corporation, and we are proud to publish the paper on a monthly basis. We are committed to providing quality content and fostering a sense of community among all our neighbors, old and new.

We look forward to connecting with our neighbors from East Bde Maka Ska and West Maka Ska!

NOV 7 ELECTION IS HERE – VOTE!

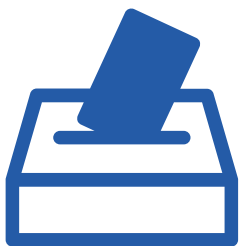
**Cast Your Vote in the
Minneapolis City Council
Election on November 7!
Early voting has started.**

Visit vote.minneapolismn.gov for comprehensive information on registration, ward boundaries, the impressive list of candidates, and, of course, details on where to cast your important vote.

Minnesota offers onsite, election-day registration for those who haven't had the chance to register yet.

Should you have any questions or require further assistance, call us at 612-673-3000 or simply dial 311. You can also reach out via email at – elections@minneapolismn.gov.

Let your voice be heard and make a difference in your community. Exercise your right to vote in the Minneapolis City Council Election. Together, we shape the future!



VOTE FOR A BRIGHTER TOMORROW!



Hello, Neighbors! News from Your New Public Representative on the Task Force for Met Council Governance.

By Mary Pattock



Mary Pattock (Photo anonymous)

Mary Pattock is a long-time contributor to the Hill & Lake Press and was an early and constant whistleblower on matters related to SWLRT (and beyond). She lives in Cedar-Isles-Dean.

I am reporting to you as one of the two “public members” of the newly established Task Force on Metropolitan Governance, created last year by a nearly

unanimous vote of legislators alarmed by the Met Council’s management of Southwest LRT construction. This legislation to reform the Met Council was authored by our own Rep. Frank Hornstein and Sen. Scott Dibble.

For readers new to this issue, SWLRT, originally pegged at \$1.2 billion, is now pushing \$3 billion, and is at least four years behind schedule.

In my view, the problem to be solved by the task force is how the council can be reorganized — perhaps into more than one agency — so that its vast and complex functions are discharged competently, with credibility and accountability.

Currently, the council is charged with planning metro-area transit, parks, affordable housing, water wastewater treatment, and coordination of municipal planning, while it also operates Metro Transit. All of its members are appointed by the governor and because of the complexity of these issues, the organization is staff-driven. This leaves residents thinking: where do our concerns

enter into Met Council decision-making?

At the task force’s September 27 meeting, Dakota County Commissioner Mary Liz Holberg, who chaired Governor Walz’s 2020 Blue Ribbon Panel on the Met Council, put her finger on one reason reform is so important:

"The Met Council never goes to bat for the metro versus greater Minnesota. The Met Council goes to bat for the governor's agenda under this structure. And so, historically, lacking a metropolitan organization that's divorced from the governor, I think, over the years has been very detrimental for the area."

You can follow the work of the task force, and sign up for email notifications of its meetings at: <https://www.lcc.mn.gov/mgtf/>

Please watch the news for opportunities to testify or submit written comments to the task force.

Everyone Is Entitled To My Opinion: It's Déjà Vu All Over Again, This Time Lyndale Avenue!

By Susan Lenfestey



Many local businesses fear that dedicated parking will be eliminated on Lyndale Avenue as Hennepin County plans its future. Their argument is that without parking, businesses fail. Supporters argue that better pedestrian, bicycle and transit infrastructure will support small business. (Photo Craig Wilson)

Susan Lenfestey lives in Lowry Hill and is a regular contributor to the Hill & Lake Press. She cofounded the paper in 1976 and serves on its board of directors.

Having conceded defeat in the effort to convince city leaders to rethink their planned makeover of Hennepin Avenue, I was ready to move on and write about all the good news in the city. Well, in parts of the city.

And then someone dropped a bundle of info on me about the makeover of Lyndale Avenue, aka County Road 22, between Franklin and 31st, currently in the planning stages with construction scheduled to begin in 2026.

This is a joint project between the City of Minneapolis, Hennepin County and Metro Transit. Because Lyndale is a county owned street, the county takes the lead in the planning process. And you guessed it, there is consideration being given to removing parking to create more bike lanes.

Don't get me wrong. I love bikes and boast about our commitment to being a bike-friendly city. I make our visitors ride the Greenway and the commuter freeway to western suburbs. I do errands by bike whenever I can.

But as (empty) bike lanes proliferated on city streets I began to feel

about them as I did about the arrival of wild turkeys in our neighborhood. The first ones were thrilling to see. We took photos, we fed them, I even sheltered one over the winter. Urban turkeys! What a comeback!

But too much of a good thing can quickly turn to a nuisance. The turkeys took over the yard, teetering in roosts on tree limbs and pooping copiously on all below, eventually attacking us if we dared walk past them to leave the house.

So far, the bike lobbyists are more considerate than the turkeys. But their drive to put bike lanes on every city street and to reduce car usage 60% by 2030 is growing equally unwelcome.

I'm sympathetic to their desperation about an overheating planet. As I write this, it's 90 degrees in October. In a perfect world we'd have no more gas-powered anything. In fact, in order to have a world at all, we need to drastically reduce our carbon footprint.

It's their insistence on a very narrow way to do that rives a wedge between us. Putting bike lanes on every city street is a symbolic feel-good effort but does little to curb carbon, especially with jammed freeways ringing the city and car-friendly suburbs just a few miles to the west. It's like holding a bake sale when we need a Marshall Plan on steroids. Granted, getting world

leaders to face up to that is no easy task.

But back to the Lyndale Avenue makeover.

According to the timeline on the county's website, they are collecting citizen input from August through October, meaning NOW. Two public gatherings have already been held, and there is no mention of any future meetings, only a survey which is fairly limited in what is asked, along with a space to write in comments. Please take a few minutes to fill out the survey, choosing your answers carefully. https://beheardhennepin.org/lyndale-avenue?tool=survey_tool#tool_tab

The only other event mentioned on the county website is the Lyndale Avenue Open Streets festival, held on October 8 and noted as a good place to "chat" with the county planning team to learn more about the project.

That the county cites Open Streets as a good place to get more info is somewhat concerning. Most people enjoy Open Street festivals and don't realize that they are put on by Our Streets, formerly the Minneapolis Bicycle Coalition, an organization that lobbies for more bike and bus lanes. The city recently cancelled its contract with Open Streets when questions were raised over the city funding an organization

that uses the funds to lobby the city.

A street festival plays to the benefit of the bike lobby. It's easy to support more bike lanes on a sunny day when everyone is celebrating community and enjoying the lack of cars and buses, but ask the same people how they feel in February when they're getting a sick child to the doctor or taking an elderly parent shopping.

There is also good news.

Unlike the Hennepin Avenue plan, which was put out for public review during Covid making it difficult for businesses and neighbors to come together with constructive feedback, the businesses on Lyndale are organizing.

Andrea Corbin, owner of the Flower Bar, 2736 Lyndale Ave., and Saed Wadi, owner of World Street Kitchen across the street, took three days to walk the length of Lyndale between Franklin and 28th, talking with business owners about the plan, particularly the possibility of removing parking.

As a result, 70 businesses have come together to create a coalition they are calling the Minneapolis Small Business Alliance. They plan to meet with city and county leaders to express their deep concerns.

"All of us are on the same page," says Corbin: "We need parking!" She points out that most of her employees live in the neighborhood and walk or bike to work. But without customers from outside the area, who need convenient parking, her business won't survive. And if her business fails, her employees will no longer be able to walk to work, or possibly even afford to live nearby.

There is much more to learn about this plan. And there is still time to organize. Go to the county's website which includes PDFs of presentations and handouts. <https://www.hennepin.us/residents/transportation/lyndale-avenue-safety>

And if you want to play a part or give a comment, please contact Andrea Corbin at mplsbusinessalliance@gmail.com or at 612-267-5404.



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

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



... And this month welcoming our neighbors from the East Bde Maka Ska and West Maka Ska neighborhoods.

At a time when Minneapolis faces some of its toughest challenges, we need leaders who will have the courage to chart our strongest path forward and offer real solutions.



“Katie Cashman understands we need streets that are safe for my children to play and grow up on. Residents know our streets best and know what needs to be done to improve pedestrian safety in our neighborhoods.”

- Liz, Ward 7 Resident

“We need fresh ideas for vacant storefronts that make retail leases affordable to small businesses. I know Katie Cashman will be a champion for a vibrant downtown for everyone.”

- Lilly, Ward 7 Resident



Ward 7 needs a Council Member who will not only represent our values, but move them to action. Katie Cashman brings the energy, experience and creative ideas we need to tackle the complex challenges facing our city.

Ward 7 Leaders and Community Groups Endorse Katie Cashman:



Former Senator Ted Mondale



State Rep Esther Agbaje

A Vote for Katie Cashman is a Vote for Principled Leadership. Vote November 7.



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WARD 7 CANDIDATES RESPOND TO QUESTIONS IMPORTANT TO OUR READERS, Front page

Scott Graham: I voted no. Public safety is Minneapolis' greatest and most pressing challenge. Police are essential. MPD needs council's support as they transform their culture and work through the consent decree. In addition to transforming police culture, we need to support alternate responses like our Behavioral Crisis Response team and violence de-escalators. The County Attorney needs to be encouraged to pursue prosecutions to reform and punish violent offenders. Getting guns off the street is a top priority.

Katie Cashman: I would not support the charter amendment. Police are a vital tool in our public safety toolbox. We deserve a fast and effective 911 response. We can expand our hiring pathways, invest in crime reduction and complementary responders and fill our vacant commercial spaces to have more eyes on the street.

Do you believe the city should implement stronger restrictions on the public use of cannabis?

Katie Cashman: Yes, smoking in city parks should be off limits and we need to control second-hand smoke. But we cannot allow restrictions to be mechanized to target communities of color.

Scott Graham: I support legalization. Where cannabis is consumed needs regulation, so the aroma isn't omnipresent. Five pounds of personal possession seems excessive. As with everything, enforcement is as important as regulation.

Do you believe rent control should be used as a tool to address the shortage of affordable housing, or for any reason?

Scott Graham: No. Rent control will greatly limit the production of all housing including affordable housing thereby harming the tenants it seeks to protect while damaging our overall economy.

Katie Cashman: I do not support rent control. I support stronger renter protections, direct rental assistance, expanding and maintaining our affordable and deeply affordable housing supply, and preventing predatory price gouging.

If you were handed a pen and asked to design the Hennepin Avenue reconstruction between Franklin and Lagoon, what would you propose (please address each of these modes specifically)?
Bike lane?

Katie Cashman: 10' for a two-way lane. Currently, many don't feel safe traveling and shopping along Hennepin by bike.

Scott Graham: Eliminate. Nearby bike infrastructure already serves the area. I propose improvements to the Bryant Ave bike infrastructure improving cyclist safety.

Bus lane? BRT?

Scott Graham: I support limited-hour bus lanes. They are flexible and give buses priority during rush, encouraging drivers to try a bus.

Katie Cashman: 22' for lanes that are bus-priority and can be used by cars in off-peak times. Great cities have great transit.

Street parking?

Katie Cashman: 8' for a street parking lane. We should also explore shared public district parking, including at the YWCA ramp.

Scott Graham: It is essential and must be retained for businesses to survive. Hard stop.

How many driving lanes?

Scott Graham: I'm fine with one but it will slow traffic. It would be great to find a way to retain two.

Katie Cashman: 20' for two lanes with dedicated turning lanes. We want people coming to, not through, Uptown.

Is there anything you would add or take away?

Katie Cashman: We need to make greater use of the large private parking lots along Hennepin. They are underutilized and must be shared by businesses for the corridor to thrive.

Scott Graham: I want proof that ridership projections support BRT. I want to re-evaluate BRT stop locations. Limited left turns are smart. Tree canopy is important as is tree watering.

Do you support the Hennepin Avenue reconstruction project, and if not, can anything be done to have the city go back to the drawing board? If the project proceeds, what will you do to make sure the city lives up to commitments it made to the community, including preserving sections of on-street parking on Hennepin Avenue, allowing bus lanes to remain shared (vs. dedicated 24/7) outside of peak travel times, preserving trees and prioritizing green space?

Scott Graham: The plan needs modifications, but it has been approved by council, signed by the mayor and is in the bidding process. I would support a reconsideration of the existing plan to ensure commitments like on-street parking, shared bus lanes and additional green space are

adhered to.

Katie Cashman: I will not lie and say that I'll be able to stop this project. I will fight for modifications to preserve more on-street parking, open up some of the large parking lots on Hennepin Ave, share bus lanes outside of peak times, and prioritize green space and public art.

The city spent \$1.24 million planning transit along Hennepin Avenue, and zero dollars supporting businesses along the important commercial corridor that is important to Hill & Lake neighborhoods. Most businesses feel slighted, especially considering that some of them will be assessed fees for infrastructure they feel will adversely impact them. What would you propose to remedy this and what can the city do during the construction phase to support the local businesses?

Katie Cashman: Hennepin Avenue reconstruction will be a tough time for businesses. I will be in constant contact with businesses and residents along the corridor, providing transparent communication. I support free ads on buses for businesses, improving the city's financial and technical assistance and prioritizing neighborhood character with art installations and greenery.

Scott Graham: The city cannot give support to Hennepin Avenue businesses that it hasn't given to other businesses in similar positions, but it can listen. Public Works should make every effort to be efficient and accommodate all stakeholders and businesses. We all need to shop and dine to support our neighbors.

Minneapolis continues to struggle with homeless encampments that present a major public health and safety challenge, both for the larger community as well as individuals in the camps. The city is charged with public safety while the county provides most other services. Do you believe encampments should be allowed? If so, what should be done to protect both those in the camps and the community as a whole?

Scott Graham: It is inhumane to allow people to live in encampments often surrounded by drug use and human trafficking. Creating deeply affordable housing through partner organizations including wrap-around support services needs to continue. Every city employee must treat homeless neighbors with dignity and disassembling must require advanced notice with support provided.

Katie Cashman: We cannot allow our city to have encampments.

We need to strengthen our partnership with Hennepin County to increase availability of culturally specific, full-spectrum shelters that can accommodate diverse needs. We need a strong housing-first approach to get folks off the street and into a more stable situation.

Many people believe that the SWLRT planning process was deeply flawed, and we are now experiencing the fifth year of invasive noise, damaging vibrations, traffic and diesel fumes as well as the closure of bicycle and pedestrian trails used by thousands. And it's not over yet. When LRT operations finally commence, how will you work to minimize the impact of expected severe noise pollution on the quiet residential and parkland areas around the 21st Street station?

Katie Cashman: We need an accountable Met Council. SWLRT construction has been an ongoing disruption to residents for years. Safety and noise challenges may emerge at the stops, so we must proactively mitigate crime by hiring transit police and other metro transit personnel to ensure a safe code of conduct.

Scott Graham: SWLRT planning was so deeply flawed in so many ways. These lessons cannot be forgotten. Track and equipment design and maintenance impact noise. Minneapolis needs to pressure the Met Council to do everything possible to mitigate impacts near both lines and stations and I will.

In the last election, voters supported a charter amendment creating more of a "strong mayor" system in Minneapolis. How do you view the current council's relationship with Mayor Frey, and how would you approach the relationship as a council member?

Scott Graham: I voted yes. I'm from the business world and an executive leader with a legislative board is a natural configuration. On council I'll strive to elevate conversations and work with the whole council and our mayor to find consensus whenever possible. Leaders at political odds often have shared goals.

Katie Cashman: Our current council member has a close relationship with Mayor Frey. That is very important to me as well. I am committed to an open and transparent relationship with the mayor so that we are able to effectively tackle the many challenges facing Minneapolis.



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LOWRY HILL TRIVIA - October 2023



**NEIGHBORHOOD KNOW-HOW,
PUT YOUR KNOWLEDGE
OF LOWRY HILL TO THE TEST.**

1. In what year did the Minneapolis Sculpture Garden, located in Lowry Hill, open?
 - A. 1975
 - B. 1963
 - C. 1988
2. What street makes up the southern border of Lowry Hill?
 - A. Franklin Avenue
 - B. 22nd Street
 - C. 24th Street
3. Lowry Hill is home to which family-owned ice cream shop?
 - A. Sebastian Joe's
 - B. Bebe Zito
 - C. Milkjam Creamery
4. What feature is Thomas Lowry Park known for?
 - A. Overlook Tower
 - B. Seven Pools
 - C. Hillside Amphitheater
5. How can you stay in the loop about Lowry Hill?
 - A. Follow LHNA on Instagram
 - B. Follow LHNA on Facebook
 - C. Sign up for LHNA E-news
 - D. All of the above



Thank you for your generous support.

Answer key - 1:C 2:B 3:A 4:B 5:D

Sign up for the LHNA email newsletter at lowryhillneighborhood.org

Consider Planting Low Maintenance Buffalo Grass

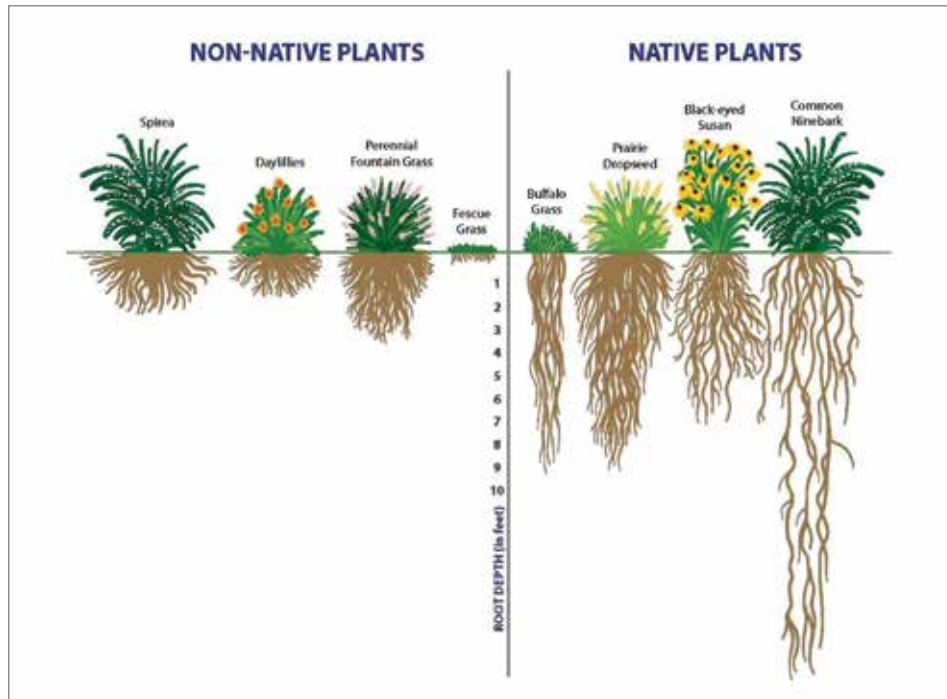
By Brian Croteau

Brian Croteau is a proponent of using native plants in landscapes.

If you're seeking an eco-friendly alternative to non-native turf grass, I'd like to introduce you to Buffalo Grass (*Bouteloua dactyloides*), a native species to Minnesota.

In the image below, you can see the strip between our driveway and a portion of our front yard beautifully covered in Buffalo Grass. What's great about it is that it requires no chemicals, no pesticides, and no fertilizers to thrive. Plus, it's highly drought-tolerant, making it a sustainable choice for your landscaping needs.

Buffalo Grass is not only low-maintenance but also a Special Concern species in Minnesota. By choosing to plant it, you'd be contributing to its preservation and helping it thrive in its natural habitat.



Native plants have much deeper root systems than non-native plants (Image courtesy of Clear Choices Clean Water®)



Hill & Lake Press

‘Where the biggies leave off...’

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(Photos Brian Croteau)



KEEP CALM AND VOTE

GO TO THE POLLS NOVEMBER 7TH

EARLY VOTING HAS ALREADY STARTED

Take our Survey!

Share your thoughts and ideas for our wonderful neighborhood.



Cedar · Isles · Dean
Neighborhood Association

(Just scan the QR code)




East Isles Update


East Isles' Safety Walking Club turns 1 year old on Oct. 24! Celebrate with new 5th Precinct Insp. Christie Nelson, and devoted local officer Lt. Chuck McCree. Meet your officials and neighbors, then walk to learn firsthand what we do and why.

We're asking neighbors to adopt drains as a simple way to keep trash out of the lake (mn.adopt-a-drain.org). If you adopt in East Isles or the Wedge, email info@eastisles.org the name and location by Oct. 15 to be entered in a drawing!

Thanks to all who pitched in at the Green Team-Safety Walking Club Mashup! We met with local business owners and picked up 80 gallons of debris along Hennepin Ave.

Finally, consider donating to East Isles to support our work toward a cleaner, safer, connected community.

Visit eastisles.org/join to:

- 1 **Donate to support** neighborhood events, resources and opportunities. 
- 2 **Subscribe to our news** and follow our social media to get updates on events and resources.
- 3 **Join a Committee** to address green issues, community safety, transit and more.



eastisles.org/join  

UPCOMING EVENTS

Ward 7 City Council Candidate Forum

Oct. 12 Thursday, 7 – 8:30 PM

Lake of the Isles Lutheran Church:
2020 W Lake of the Isles Pkwy

All candidates filing for office are invited. This will also be livestreamed and recorded (view at lwvmpis.org).

East Isles Safety Walking Club

Oct. 24 Tuesday, 5:30 – 7 PM (1-year anniversary!)

Nov. 5 Sunday, 10 – 11:30 AM

Nov. 21 Tuesday, 5:30 – 7 PM

Meet at Triangle Park: W 26th St & Irving Ave S

Get outside, meet your neighbors, pick up litter and contribute to community safety and spirit!

East Isles Board Meeting

Nov. 14 Tuesday, 6 – 8 PM

Grace-Trinity Community Church: 1430 W 28th St

East Isles residents, business owners/lessees, and non-profit, education and government reps welcome!

Give to the Max Day 2023

Save the Date: Nov. 16 Thursday

www.eastisles.org

Remember to support East Isles Neighborhood Association during Minnesota's largest 501(c)3 nonprofit fundraising day!

Dates subject to change—visit eastisles.org for the latest.

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SUN: 10 am - 3 pm

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Meet Your Neighbor

By Jim Lenfestey

RAY HARRIS, THE DON QUIXOTE OF DEVELOPERS

Jim Lenfestey is a cofounder of the Hill & Lakes Press, a long term columnist and published author and poet. Jim lives in Lowry Hill.

Ray Harris, legendary neighborhood developer, surveys his handiwork with an impish smile from his apartment on the 15th floor of The Kenwood.

Ray, 94, scoots around his rooms on his “Lamborghini,” an electric wheelchair, as he pursues his many projects past, present and future.

Unstoppable, his latest is the Ray Harris plan for the redevelopment of the stretch of Hennepin Avenue out his window, from Douglas to Lake Street, that has been yet another painful kerfuffle in the annals of bad city street redesign.

As he says in his delightful and trenchant blog, therayharris.com, “I believe that my experiences in these 60 years of my professional real estate career have filled me with some promising ideas that could improve our lives — for all of us.”

First, some background. Harris is the self-professed Don Quixote of developers, sallying forth tilting at impossible development problems others failed to defeat and making them work handsomely for all concerned.

Local proof?

When my family moved to Lowry Hill in 1974, the neighborhood was in the midst of two hot and apparently unresolvable development conundrums.

The century-old Douglas School at Franklin Avenue between Dupont and Emerson had been torn down, leaving a vacant lot. The school board insisted on selling it, neighbors fought for a park.

Irresistible force meets immovable object. Until Ray Harris rode in, proposing and eventually building the first attached townhomes in Minneapolis, with a corner portion of the site left open to the neighborhood. Some of you live in those townhomes today.

The bigger conundrum, the one that led to the founding of the Lowry Hill Neighborhood Association, was the Dunwoody site, 4.5 empty



Ray Harris, 94, the Don Quixote of developers, brings the improbable to fruition, our community and city much the better for his smart solutions then and now. (Photo Jim Lenfestey)



Ray at his desk fixing the Hennepin plan. (Photo Jim Lenfestey)

acres on Mt. Curve on which the once massive Dunwoody mansion had overlooked the city. The mansion long torn down, in 1959 a developer planned to erect a 12-story high rise residential tower on the site

The neighborhood rose up against this violation of neighborhood scale, stalled, then stopped that plan dead in the water, but what to do?

After a 20-year standoff, enter Ray Harris, who acquired the site after the original developer finally gave up, and built the neighborhood-scale townhomes, now called Mt. Curve Place, overlooking the city, threading the needle for all.

Ray also developed Calhoun Square, now known as Seven Points, on another highly controversial abandoned school site about which everyone seemed to have strong, differing opinions. Harris’ magical lance pulled off a five-year negotiation and super-complicated financing (“Yes, my family ate rice and spaghetti for a while”), the result was the region’s first in-town neighborhood retail mall, a resounding

success inhabited by mostly local businesses at the time, necessary public parking attached.

More quietly along the way he developed Greenway Gables townhomes bordering the new Loring Greenway, helped Orchestra Hall get built on a complex downtown site, worked on the original highly successful Nicollet Mall, and much more.

A Stanford grad, Ray credits his real estate knowledge to “a summa cum laude at Meatball Tech and magna cum laude at the College of Hard Knocks,” no degrees more valuable then and now.

You get the idea. If it can’t be done, Don Quixote Harris rides into the fray with patience, persistence, a workable vision, great good humor, and everyone lives happily ever after.

Now to the present.

Ray called me out of the blue last spring, after reading all the heat in the Hill & Lake Press over the redevelopment of Hennepin Avenue, city and neighborhoods bitterly divided. He saw it as an-

other fertile target for Don Quixote’s lance.

In early October, Ray completed a six-page detailed plan for the Hennepin corridor based on the sane notion that it should not just be a connector of downtown to Uptown, but an enhancement of adjacent neighborhoods by radically expanding the scope while allowing the pavement redo to proceed apace.

Look for the plan on his blog, therayharris.com. He looks forward to presenting it to council candidates, neighborhood leaders, the director of public works, the mayor and other leaders who have a stake in the success of Hennepin Avenue for all stakeholders, not just commuters.

You may think, that cow is out of the barn, that cat escaped the cradle, that dog is lost, but we’d all be damn fools not to listen to Ray Harris, the man who made a brilliant career out of solving unsolvable city problems, fashioning solutions that worked for everyone, not just the few.



Friends.
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Architects.

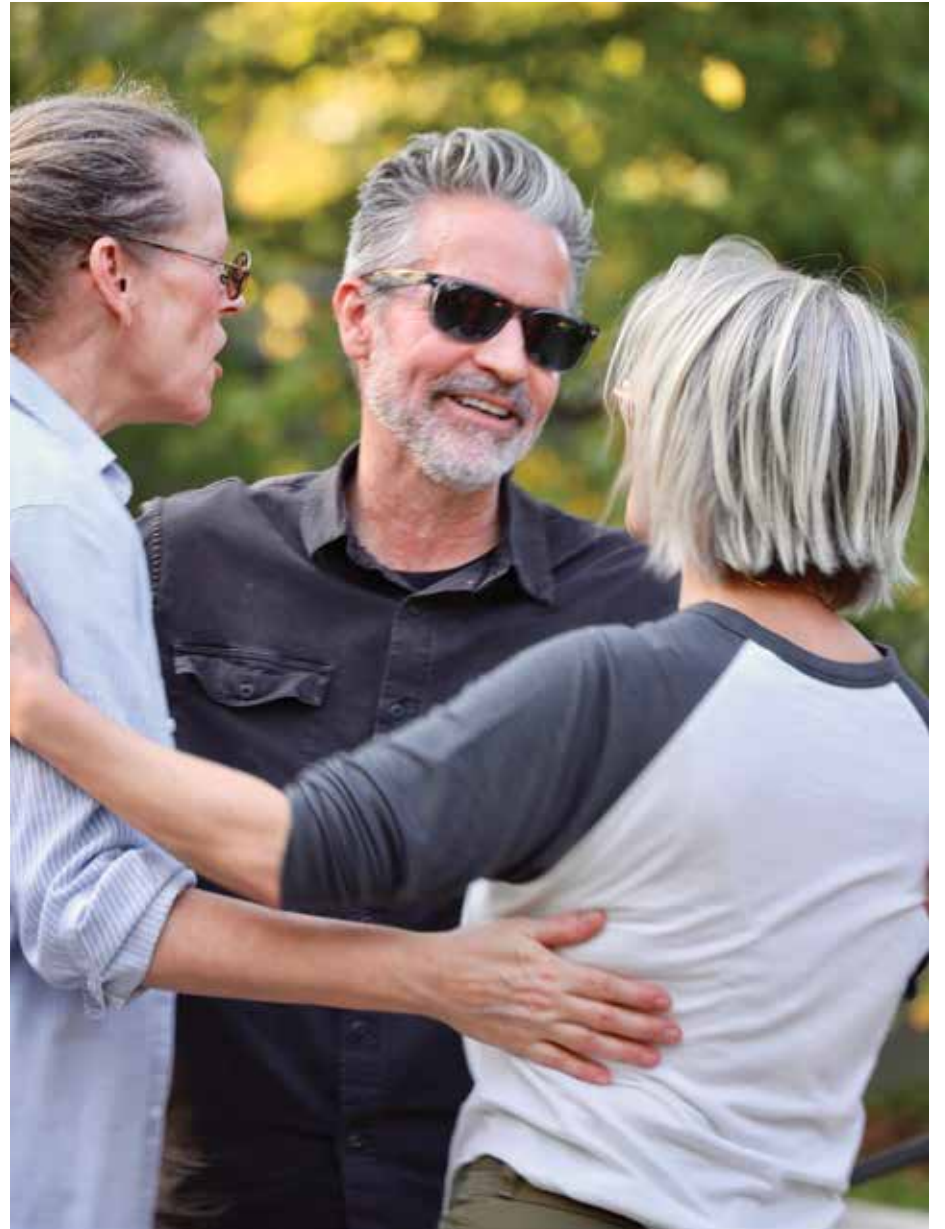


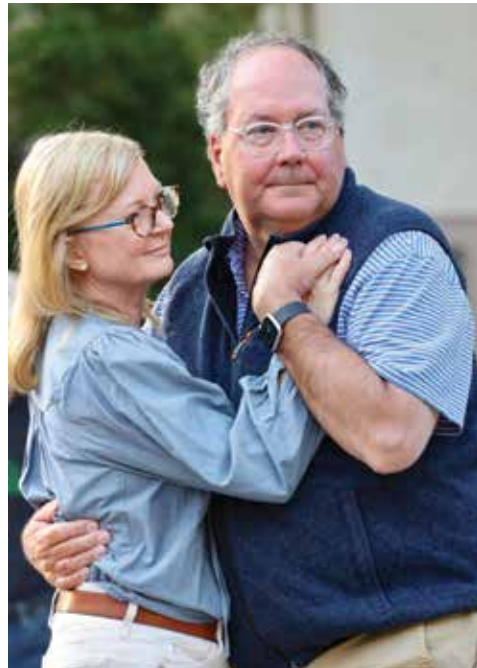
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Neighborhood Concert Hosted By Xandra Coe and Judy Meath

By Courtney Cushing Kiernat

Kenwood neighbors Xandra Coe and Judy Meath treated neighbors and random kayakers and people enjoying Lake of the Isles on a gorgeous September Sunday to a Martin Zeller concert. Martin Zeller, of local band Gear Daddies' fame, got folks of all ages dancing and singing on Kenilworth Parkway. Judy and Xandra generously hosted the concert and tasty food from Taco Way food truck for all who wandered over to enjoy the end of summer, good music, community and the generosity of neighbors. (Photos by Courtney Cushing Kiernat and Tim Sheridan)





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WORLD PEACE DAY • SEPTEMBER 21, 2023

Coinciding with International Peace Day September 21, all Kenwood students and staff created a circle of peace, sang songs and recited the peace pledge. This school-wide gathering celebrated the peaceful way at Kenwood and reinforced ideas of responsible citizenship in personal and community relationships. (Photos Karin Olson)






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Kenwood School Launches Reading Partners Program, Seeks Community Volunteers

By Karin Olson

Karin Olson is a Kenwood School parent and volunteer. She lives in Kenwood.

This year Kenwood School launched the Reading Partners program to help all students reach their full potential by supporting those not yet reading at grade level with one-on-one tutoring.

The nationally recognized, proven nonprofit program provides training, curriculum and operational guidelines and is powered by volunteers from AmeriCorps and the community.

The new program at Kenwood is seeking more volunteers from our local community to be able to serve more students.

Reading Partners curriculum is rooted in phonics work. Students are partnered with a volunteer, and they work together weekly.

The program is designed so that anyone can be a Reading Partner. Volunteers receive training and each lesson comes with a script and anything else needed to support the child through the lesson.

Kenwood resident, parent and experienced Reading Partners volunteer Meg Carlsen shared her perspective on the impact volunteers can have for growing readers. "In many ways, it's the relationship

formed between the volunteer and the student that sustains a child's energy when the work gets tough. To learn to read, you have to be vulnerable.

The Reading Partner has the opportunity to be a support system and cheerleader for the child. In learning to read, the child will make mistakes, but they need to know that it's okay to make mistakes — it's how we learn and grow.

If you've ever learned a foreign language or an instrument, it's a similar feeling — you're putting yourself out there, and you need to have faith and trust in the person who is working with you, so you'll continue doing the hard work.

I want every kid to have the best opportunity to succeed and you can't get too far if you can't read. I've seen the amazing results this program has been able to achieve, and I really believe in it. I'm thrilled that it's being offered at Kenwood this year."

Volunteers can commit to as little as one hour per week. To learn more, and to apply to become a Reading Partner, visit — readingpartners.org.

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Consult the website for more information & locations.

www.belovedcommunityaction.org



Jones-Harrison: 135 Years and Counting!

By Josie Owens



Jones-Harrison Senior Living. (Photo Tim Sheridan)

Josie Owens is a regular columnist covering art, architecture, history and lifestyle subjects. She lives in Lowry Hill.

Nestled on the edge of Cedar Lake is a secluded spot that hundreds of people have called home. Established in 1866, Jones-Harrison Senior Living has spent 135 years maintaining a senior living facility that today serves second and third generations of some of its first residents.

“Generational trust is something that we hear about all the time,” shares Jacquie Jurva, the director of Development. People who visited their grandparents at Jones-Harrison are now enjoying the same space, and a pleasant familiarity exists for

them. They have returned to a place they remember fondly from picnics and celebrations.

It is truly remarkable that Jones-Harrison has stayed true to its original vision while evolving and changing over so many years. The 1970s board presidents spoke of Commitment, Compassion, Courage because they faced some challenging times. However, this mantra was always at the heart of Jones-Harrison.

Whenever there was a need, someone stepped up to offer a solution or pitch in. Sometimes it was the donation of food or a gift of new living room furniture. Other times it was the financial advice that led to new approaches and solvency. The can-do attitude of the founders and the Women’s Christian Association,

now YWCA, carries through to today.

When it was founded, the accommodations were quite different from the ones now required by law in a senior housing facility. The first building was the Octagon House and seemed very modern at the time with its raised basement to reduce drafts and porches that offered fresh air. However, in only three years, it was deemed uninhabitable and was demolished.

Through donations of funds, materials and furnishings, Benton House was completed in 1901 with room for 40 women and a beautiful cupola on top. This was to be the first of many building projects. Benton House, along with Lindsay Hall (1923), Margaret Hall (1937) and

Bourne Hall (1957) would all be exciting new additions that would eventually be replaced by even newer buildings, Julia Dyckman Hall (1979) and Lakeside (1972).

Within all these different buildings, the same focus on the care and enjoyment of the residents has endured for 130 years. From the complete infirmary in 1957 to the Wasie Wellness Center with a warm-water therapy pool in 1998 to the most recent addition of an onsite dialysis center in 2023, Jones-Harrison has been in the forefront of new medical practices. At the same time, the staff has remained diligent about offering activities to the residents.

Residents venture into the surrounding areas on buddy walks or rickshaw rides and spend time in the beautiful gardens or at a cookout in the courtyard where the cupola now resides. They also can ride the activity bus to events around the Twin Cities. Moreover, they can always find activities on site. The library, dining rooms, a craft room with a kiln, musical concerts and religious services are just a few of the opportunities that keep the residents busy.

Jones-Harrison works on inclusion as a place where “people can be who they are.” Although originally established as a home for aged women, men were admitted in 1923. In 1950, the first Black resident moved in. Today there is the Rainbow Connection, a weekly gathering of LGBTQ residents and allies.



East Isles Safety Club. (Photo EINA)

Walking for Community One Year Later

By Shanti Mittra

For the past year, I have walked twice a month, every month, except on two occasions (one record breaking snowstorm and one dangerously hot day), on the East Isles Safety Club Walks. We meet at Triangle Park in anonymously donated orange shirts and walk throughout East Isles, along Lake of the Isles, Hennepin Avenue, Lake Street and smaller neighborhood streets.

We stop in to say hello to managers at Kowalski’s, Namaste Café, Walgreens, Nico’s Tacos, Lunds, Korean BBQ and all the other neigh-

borhood businesses, while noting the increasing empty storefronts. We walk in partnership with neighbors, local businesses and police in part to demonstrate that East Isles is cared for.

I hope you will join us on Tuesday, October 24 as we mark the one-year anniversary of the East Isles Safety Walking Club (for more information visit <https://www.east-isles.org>). If all of us step up, there's hope for change.



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"I support Scott Graham for City Council because I believe he would be the best person in this campaign to carry on the policy work and most importantly, the community, neighborhood and constituent work that I have made such a priority over my 26 years on the City Council."

- Ward 7 City Council Member Lisa Goodman



In a time of change and rebuilding in our city, Scott Graham has clear priorities for our community:

A balanced approach to **public safety** that includes:

- Hiring more police officers
- Investing in violence interrupters and mental health responders
- Supporting the consent decree implementation process

Creating equitable **housing** opportunities, including:

- Increased investment in affordable housing creation and preservation
- Direct rental assistance to help those who need it stay in their homes
- Protecting tenant rights and creating equitable paths to homeownership

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WARD 10 CANDIDATES OFFER CHOICE, Front page

child of immigrants, Chughtai states that she began her working career in retail and childcare, ultimately rising to become the political organizer for the Service Employees International Union Minnesota State Council. As a political organizer, she states that she has “spent most of my career working to elect progressive and socialist candidates.”

On the issues, Chughtai is a supporter of rent control, designating permanent places for homeless encampments and implementing the People’s Climate and Equity Plan. A supporter of defunding the Minneapolis police department during her 2021 campaign, Chughtai states that she now wants to help oversee implementation of the Minnesota Department of Human Rights consent decree, “[e]stablish community control over MPD,” and “implement restorative solutions to address the rise in violence perpetrated by young people.” Uptown is also on her to-do list: “Continue the critical work to bring Uptown back and make sure locally-owned businesses can open up and stay in Uptown.” Chughtai was a staunch supporter of the Hennepin Avenue Reconstruction Plan advocating for 24/7 dedicated BRT lanes, bike lanes and eliminating parking on Hennepin (in favor of BRT lanes).

Chughtai has received the endorsement of both the Minneapolis DFL and the Democratic Socialists of America, as well as the SEIU, AFSCME Council 5, the Sierra

Club, Women Winning, Take Action MN and many others. More information about Chughtai and her campaign can be found at: aisha-forward10.com.

Bruce Dachis

Political newcomer Bruce Dachis is a LynLake resident who has owned and operated a number of business interests in the Uptown area since 1984, primarily focused on real estate development. A lifelong Twin Cities resident whose parents hailed from North Minneapolis, Dachis states on his website that he is “running to represent Ward 10 ... because our current crime levels are unacceptable.” Says Dachis: “I believe residents should feel safe and secure in their homes and on our streets,” and that he is running “to make that a reality for all.”

On the issues, Dachis states that his number one priority is public safety, and he is concerned about the hostility faced by current officers, and — along with supporting them in their current work — wants to support programs that encourage officer candidates as the MPD works to rebuild its ranks.

Dachis also wants to see a revitalized Uptown, and believes that can be accomplished, in part, by halting the pending Hennepin Avenue redesign and revisiting Uptown’s status as a special taxing district, which he believes will discourage new businesses from entering the market.

Dachis states that he also has

special concern for people suffering from opioid addiction, which he links to the homeless crisis and unhealthy encampments for the unhoused.

Describing himself as a supporter of affordable housing, Dachis states that calls for rent control need to be balanced with economic factors such as taxes, expenses and the potential to unintentionally hinder future construction.

Although he entered the race only shortly before the candidate filing deadline, Dachis states he has received support from DFL stalwarts such as Sam and Sylvia Kaplan, Jim and Julie Graves, and Stuart Akerberg. More information about Dachis and his campaign can be found at: brucedachis.com.

Greg Kline

In a possible bid for second-choice votes in the Minneapolis ranked choice voting system, candidate Greg Kline filed to run for the Ward 10 seat on the sole principle “abolish bike lanes.” As of this writing, he does not appear to have a campaign website, nor did he respond to a request for additional information.

Nasri Warsame

Another political newcomer, Nasri Warsame describes himself on his website as “a renter, soccer coach, community service officer, and former refugee from Somalia” who is pursuing a career in law enforcement.

On the issues, Warsame states

that his campaign is built on five pillars: (1) public safety, (2) opposing rent control while holding abusive landlords accountable, (3) revitalizing Uptown, (4) ending encampments by “finding a more sustainable solution” and (5) engaging with the Minneapolis 2040 Plan, particularly as to housing, transportation and sustainability.

More information about Warsame and his campaign can be found at: nasriwarsame.com.

A Note

The Hill & Lake Press sent a request for information to each of the four campaigns. Of those campaigns, Bruce Dachis responded with a one-on-one interview, and the Chughtai campaign sent an email stating that Council Member Chughtai was temporarily off the campaign trail due to a medical issue. Neither Kline nor Warsame responded at all.

The Hill & Lake Press sends its best wishes to Council Member Chughtai for a speedy recovery!

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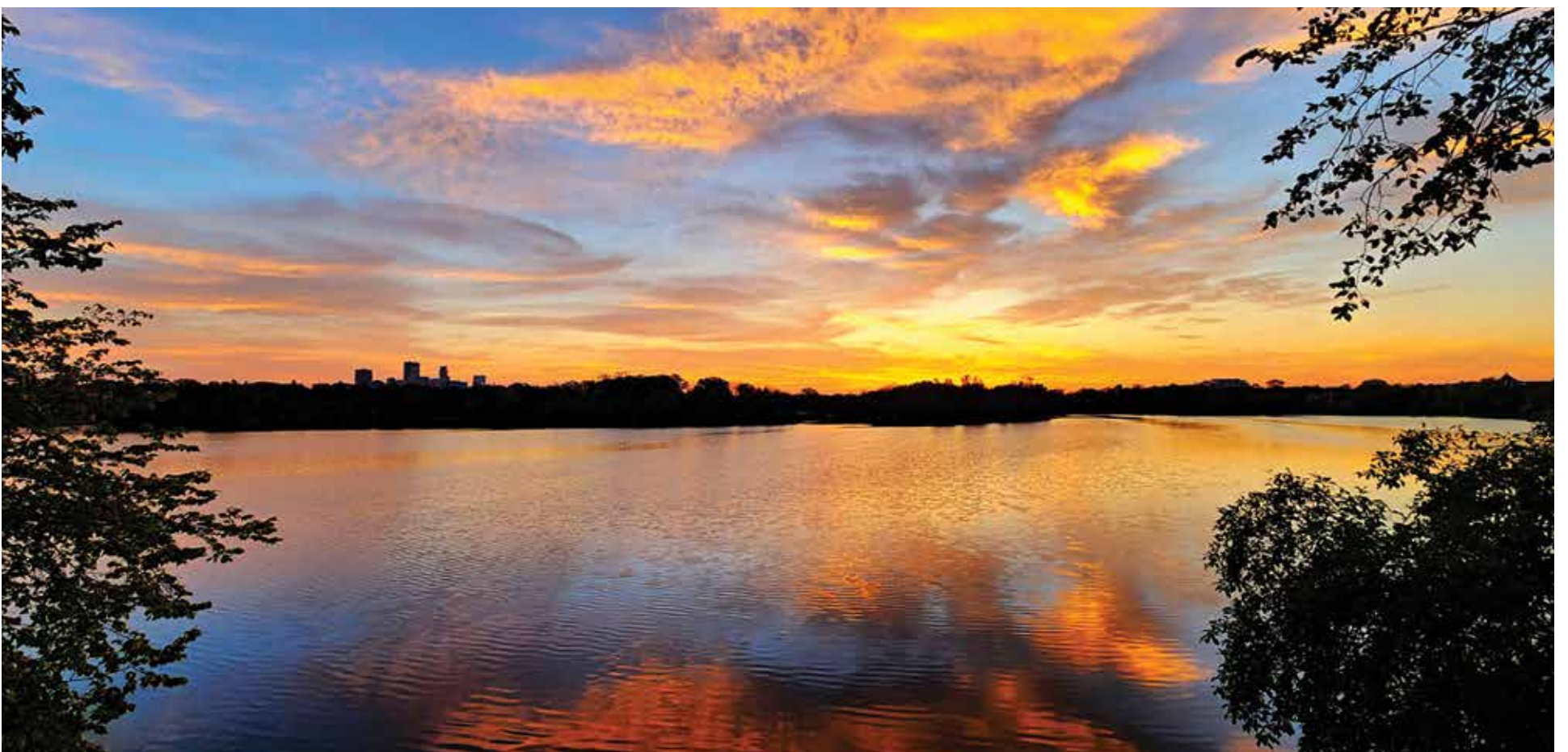


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Sunrise over Lake of the Isles. (Photo Tim Sheridan)



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The Rise of the Supersized Vehicle

Photo and Article by Carly Robinson



Carly Robinson pictured in front of a supersized Ford truck (Photo friend of author)

Carly Robinson is a software engineer and resident of Lowry Hill.

I am a 5'4" tall woman, and this truck's hood is at my head height. It physically cannot fit into any of the spaces of the lot. However, it is de-

signed, marketed and sold as a consumer car.

Why have trucks continued to grow?

One reason is a 2012 standard by the Environmental Protection Agen-

cy and national Department of Transportation increasing fuel efficiency standards. When they did so, they increased standards only for cars and light trucks.

Automakers had an easy loophole: just make the wheelbase bigger, and the increased fuel standards no longer applied. Of course, trucks got larger. It even affected everyday cars — SUVs as a category are built on a truck base, and SUVs like the Subaru Outback are not subject to these fuel economy standards.

We've gotten ourselves into an arms race.

In a roadway with trucks this size, you want a car that won't get smushed in every collision. How do we get out of this mess? One way is by refocusing on the roadway as a whole, and not just the safety of people in cars.

When a car gets its safety rating through crash testing by the National Highway Transportation Safety Administration (NHTSA), there is no standard for testing injuries outside the vehicle. Actually, there's also no requirement that the "female" dummies are anatomically proportioned. At least NHTSA may add testing around pedestrian safety soon.

Larger vehicles are at least partly responsible for the rise in pedestrian road deaths across the U.S. Physics tells us that kinetic energy is proportional to mass, so a heavier vehicle stores more energy for your body to absorb when it hits you.

Kinetic energy is also proportional to speed squared, which is why the

"20 is plenty" campaign exists. Taller trucks are also more deadly because the energy hits your torso instead of just your legs.

To undo this trend, we must understand its roots, question our individual decisions and take a society-centric view when designing our roadways. It will take all of us, working together, to drive road deaths to zero.



Hill & Lake Press

'Where the biggies leave off...'

CIRCULATION 9,000+ HOUSEHOLDS

Summer's Last Bursts of Color

By Angie Erdrich



Top Left: Spotted bee balm (*monarda punctata*) growing strong in a rain garden at Kenwood corner.

Bottom Left: Bumblebees on blanket flower, an ecologically beneficial native perennial that grows easily in the Hill & Lake community.

Middle and Right: *Liatris* species attract native bees and serve as an excellent nectar source for the adult monarch butterfly. (Photos Angie Erdrich)

WITH GRATITUDE

By Barb Davis, Advertising Manager

We want to extend our heartfelt gratitude to our advertisers for their continued support in advertising with the Hill & Lake Press, our cherished local community paper. Your partnership is invaluable to us, and it's essential to emphasize that without your advertisements, our paper simply would not exist.

Your contributions not only enable us to bring the latest news, events and stories to our readers but also foster a sense of community and connection within the Hill & Lake community. You are the lifeblood of our publication, and we cannot thank you enough for your trust and dedication.

We encourage all our readers to support the businesses and services showcased in our pages. When you

do, please let them know that you saw their advertising in the Hill & Lake Press. Your patronage not only strengthens our local economy but also helps ensure the future of our beloved community paper.

Once again, thank you for your unwavering support. Together, we continue to weave the fabric of Hill & Lake's vibrant community.

Warm regards,

Barb Davis
Advertising Manager
Hill & Lake Press



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Dear Neighbor

A monthly column by Dorothy Richmond

Dorothy Richmond is founder of the Dear Neighbor column and a longtime resident of Cedar-Isles-Dean.

Dear Neighbor,

Halloween looms, so let’s talk about the real monsters among us: gossipmongers.

Recently I met a friend for lunch. I was early so I opened my book but got through only a few words when I became engrossed in the conversation going on in the booth behind me. In my defense, it wasn’t so much eavesdropping as it was hearing. The two women were talking loudly about a mutual friend whom they were trashing.

Like much gossip, the content was callous and trifling, and they were loaded for bear discussing the absent woman’s hairstyle, her living room décor, her car, even her choice of nail polish! With friends like these. . .

Let’s face it — we’ve all engaged in such talk, mostly to vent, puff ourselves up, and perhaps get a bit of advice. These are called private conversations for a reason.

As they nattered on, I thought of a “friend” I had many years ago. I’ll call her Naomi. Naomi was funny, smart, successful, catnip to men. And wicked. As fun as it often was to spend time with her, there was a catch: She garnered some perverse pleasure in passing on unflattering things people had said about me.

The source of these memos invariably was someone I barely knew and, as is most gossip, petty. Did I need to know that someone thought my attire at a recent party was ugly? That my shoes looked cheap? That

I drove a crummy car? I did not.

At first, I wrote off these comments as silly things that didn’t matter. But they did because they stung, and I found myself hating the person who’d made the comments, not realizing the real villain was Naomi. Those gossipers never would have said these things to my face, but Naomi weaponized their chitchat. (Sometimes you should shoot the messenger.) Psychologists have a term for this: triangulation. I just call it nasty.

When I first heard the word “frenemy,” I thought immediately of Naomi.

After several darts from Naomi, I came to expect them (this is a serious clue you’re not in safe territory), and we’d get together, only to have another sniper bullet fired. One night she reported something so mean, so cruel, so unwarranted, tears popped out of my eyes. Sobbing, I asked Naomi why she did this — repeatedly passing on disparaging comments made of me. Unfazed, she replied, “It’s just feedback; I’m trying to make you a better person.” Still weeping, I asked her if I looked like it was working.

Naomi is the only female friend I’ve ever actively broken up with. We’d met for lunch, and she had to know she was on thin ice as I’d been chilly since the sob-fest. But she couldn’t resist being nasty and I couldn’t take it any longer. She threw yet another poison dart, and my response was simple and curt: I opened my wallet, pulled out a twenty, threw it on the table, said, “This isn’t going to work.” And I walked out.

I believe that everyone comes into our lives for a reason, and the Naomis of the

world can be profound teachers. When someone criticizes you to your face it doesn’t feel good, but at least you can defend or explain yourself and have a discussion. Reported nastygrams leave you hanging with no recourse, just lingering pain.

On the flip side, compliments to your face feel good, but when someone reports something kind said about you it feels even better because it is a grace, a bolstering with no ulterior motive beyond kindness. After my final encounter with Naomi, I was determined to right those wrongs by always reporting second-hand compliments to others and taking delight in their reactions. I call this “good gossip.”

They say you can forgive someone when the painful experience teaches you important lessons. In her backhanded way, Naomi did make me a better person. So, yes, I’ve forgiven her. From afar.

— Dorothy



Photo courtesy of Alex Cook, youarelovedmurals.com

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Puppy Dog Tails = Community!

Article By Mike Erlandson
Photos By Mike Erlandson and Tim Sheridan

"In this age of mega-conglomerates and the world wide web, the feeling of a neighborhood community has been lost in the race toward the 21st century," read the first sentence in the original marketing piece for Isles Bun & Coffee in 1993.

Fast forward to 2023, when community leaders, friends, families and neighbors of all ages have one thing in common — they all love puppy dog tails, a treat invented by Steve and Terri Havig

at Isles Bun & Coffee. Last month people gathered in the alley behind the bun shop to celebrate a major milestone — three decades in business. The real celebration, however, was community, as this neighborhood spot brings people together and is a key ingredient in what makes our neighborhood special.

Founded by Steve and Terri Havig and owned by Jeff and Catherine Veigel since 2001, Isles Bun

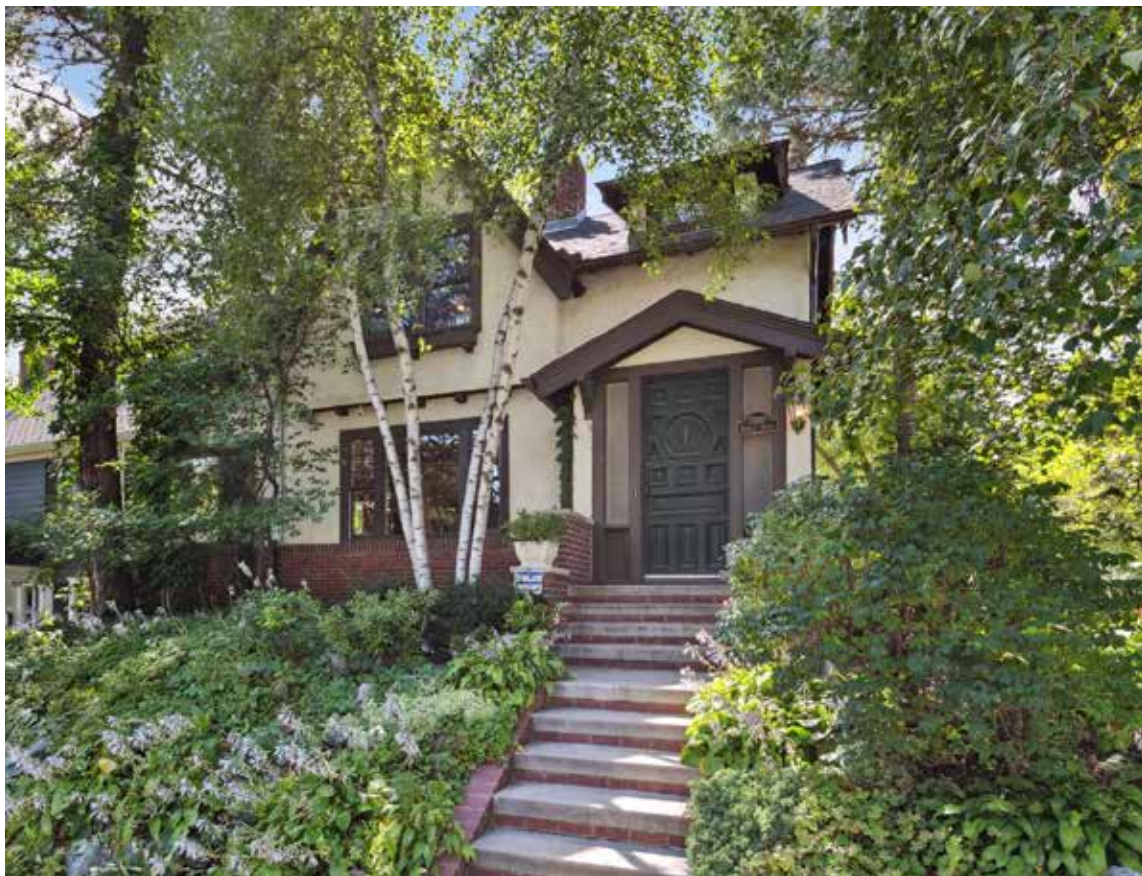
& Deli continues to deliver great coffee, sweet treats and real community. The celebration included live music, food and drink. Lakes Area Realty, also founded by Steve and Terri, was born in the basement under the bun shop and celebrated their long legacy in our community too.

As the sun set, everyone left with a smile and "sticky fingers."



Terri and Steve Havig (Photo Mike Erlandson).

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