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MPLS- 01

Feb.10

Either solution needs EXCELLENT design and mitigation. We have not seen a commitment to this.

MPLS- 02

Ten years is nothing. If you don't like the job Quit.

In 1988 my husband and I purchased a house abutting the corridor. We knew there was a railroad there. We also knew it was to be a transit corridor (trains were not allowed then). We didn't (& don't) mind the railroad. Maybe 20 year ago When Hennepin County needed a way to get TC&W trains off the greenway so they could bridge Lake Street. The neighborhood was told by ELECTED OFFICIALS the trains would be rerouted once they Golden Auto site was cleaned up.

We think this promise should be honored. So we can have access to transit.

The Area Adjacent to the Kennilworth Corridor is a transit desert. (Look at #26 schedule.)

The responders failed to answer questions. I don't know if it was on purpose but responders should have asked if the askers Question had been answered.

MPLS-03

2/10/14

- Build the Shallow Tunnel
- DO NOT Reroute freight

MPLS- 04

2/10/2014

The Southwest Light rail is important to the vitality of Minneapolis & the Twin Cities. It will provide transportation to the elderly in Bryn Mawr

It also will make it possible for North Siders to get to the Suburbs to get jobs.

MPLS- 05

2/10/14

The SWLRT project team is terrific! And, Jim A seems to have a rock star following ☺

MPLS-06

2/10/2014

I fear your plan for a shallow tunnel will not be funded & then will be stuck if co-location freight & light rail.... Relocate the freight AS PROMISED so we don't get stuck w/ Two TRAINS at grade + NO trails... an awful scenario not difficult to imagine.

MPLS-07

2-10-14

- If freight is moved 40' west in the Kenilworth corridor, you need to buy-out the property owners on the west.
- Deep bore LRT in Kenilworth & leave freight as is for now.

MPLS- 08

2/10/14

Co location – not good for the Regional Park!!!
Protect the Natural Resources.

MPLS- 09

10 Feb 2014

1. The response for not revisiting the LPA is short sighted and misguided
2. The freight rail relocation analysis is an expensive waste. The consultants limited choice of possible routes is disappointing. Very short time for analysis.
3. How much is the Met Council wasting on the Grass Roots PR firm? NO added value in our opinion.
4. NO mitigation strategies for petroleum or ethanol accidents from freight traffic only a few feet away – no emergency exits

MPLS- 10

2/10/14

It seems very apparent that you will not abort this route or this project no matter what! I am frustrated. Who thought it was a good idea to put LRT through a greenway & over waterways?! What about the turtles, fox, deer, loons, birds, agrets, blue herons?

MPLS-11

2/10/14

Why was the final planning of freight, reroute left to the very end of the planning process? Were Hennepin County planners and Met Council plan incapable of doing the freight analysis competently? It is said that the best route was chosen when in fact you haven't found a workable route even yet.

MPLS- 12

Clearly no input makes any impact – 4 years and while everyone comes out – nothing we have said has had any impact at all

MPLS- 13

2/10/14

1. Please take away the freight lines as was previously promised
2. NO co-location!
3. Phase 2 water research should be completed before a project decision can be reached
4. We should have the results of the DEIS before a decision is made.

MPLS- 14

2/10/14

We must not have co-location. The shallow tunnel is co-location! Freight Rails must not be moved closer to homes in order to co-locate in Kenilworth. Co-location with shallow tunnels will permanently damage

the natural environment. Hundreds of mature trees will be gone. Freight closer to homes with no tree breaks! In & out of a tunnel is disastrous!!!

MPLS- 15

2/10/14

Outside the box thinking should be used!

Look at taking the LRT down the greenway & let the freight stay on the Kennilworth. Use a frequent bus or trolley from Henn or Lyndale area to take LRT riders to all parts of down town.

*We need to protect the Regional Park!

MPLS- 16

2/10

Putting the LRT at grade through the Kenilworth Corridor reminds me of the Joanie Mitchell song: "They paved paradise and put up a parking lot." What a Terrible shame to destroy a beautiful area.

MPLS- 17

2-9-14

Re Route the LRT

Bad plan through residential neighborhoods & parkland. What part of NO don't you understand? Back to the drawing board, please.

Run LRT where people live & where small & neighborhood businesses can develop. The people do not support SWLRT. Political enforcement is not democracy.

MPLS- 18

Why is the cost of facilitating the railroad in this location puzzle a part of the cost of this project? This is a public transportation project – not a \$\$ project to serve RR needs – The RR's they have an entirely different set of rules & regulations & seem to be independent decision-makers.

MPLS- 19

10 Feb 2014

Insufficient modeling & testing of the effort of an a natural disaster has not been completed. Give-changing climate patterns. The project team should present to the public what would have to take place to corrupt our beautiful lakes and the dry basements of our neighbors. This should take the form of a stress test. Probabilities and outcomes should be disclosed and discussed with the public.

MPLS- 20

Feb 10, 2014

We have these public involvement processes to avoid the outcome for which we are headed: a small group disproportionately bearing the negative impacts of the project while realizing few of the benefits. With the elimination of the 21st Street station (which I agree with) you deprived Kenwood residents of the benefits of the SWLRT. Concurrently, your plan increased the negative impacts on the neighborhood. Your plan should spend as much time, money and attention on mitigating negative impacts as you are saving by eliminating 21st Str. Station, as is @ stake from Feds and as you are prepared to spend for suburban enhancements. As it stands, you propose to add noise and pollution to the neighborhood, endanger our lakes and destroy our bike path, all while cutting us off from access to the SWLRT. \$140M for a deep tunnel seems entirely reasonable.



MPLS- 21

2.10.2013

This is nothing but a disaster –a waste, a horrendous waste of taxpayer dollars and a CATASTROPHE for the environment! This WILL NOT SERVE either the people or suburb, or Minneapolis! END THIS BOONDOOGLE NOW or Reroute to Lake, Hennepin, Lyndale or Nicollet-ANYWHERE There's actual PEOPLE and our precious lakes are not as risk!!

Sincerely,

MPLS- 22

Feb 10 2014

Please stop this alignment. Please move it to a neighborhood that needs transit.

MPLS- 23

2/10/14

Reconsider the alignment. Locate the rail where people live--.

MPLS- 24

2/10/14

Municipal consent is being asked for from communities all along the SWLRT route; why is Met Council positioning a negotiated "buy" of the critical consent "paying for" another mpls project (such as, the Midtown Greenway/Trolley Project)?

These decisions need to be made in the purest sense, not because they are gained by political buyout. Integrity!

MPLS- 25

2/10/14

re: Kenilworth

Slides of artist renderings of all scenerios – aka SLP.org would be very helpful.

Although it's obvious that nothing we have to say holds any sway.

What's at stake: is an extremely beautiful, heavily-used public space that adds great value & property value to the metro area.