



The following 122 comments were collected at the January 9, 2014 St. Louis Park town hall community meeting on the Southwest Light Rail Transit project through the submission of written comment cards/discussion worksheets and verbal testimony. The comments are organized into ten primary topic categories. Please note that some comments include more than one topic but are categorized by what appears to be the main theme. We undertook this analysis and organizing exercise to try and make the comments as accessible as possible coming out of the meetings and to share with project decision-makers.

Please Note: All written comments are typed verbatim from submitted comment cards and discussion worksheets. No grammatical, word choice changes or spelling has been corrected. If handwriting is unclear, then correct spelling is used and the most contextual word choice is assumed or marked illegible. Any personal identifiable information, if provided, has been deleted from submitted written comments. Verbal comments have been transcribed verbatim from an audio recording of the meeting. Personal information is included in verbal comments as this information was shared publically.

Primary Topic	Number of Comments	Percentage
1. Decision-making Process	29	24%
2. Freight Rail Safety and Technical Considerations	22	18%
3. Kenilworth Alternatives, Trails &Tunnels	22	18%
4. LRT Alignment, Ridership or Mode	18	14%
5. General Project Support	11	9%
6. Freight Rail Community Cohesion and School Impacts	8	7%
7. Environmental Impact Statement	5	4%
8. Town Hall Community Meeting Specific	4	3%
9. Water Resources, Vegetation, Greenscaping	2	2%
10. Other	1	1%

Primary Topic: Decision-making Process – 29 Comments

Comment 003

1/9/14

ALL THE OBJECTIONS HAVE BEEN RAISED UPTEEN TIMES. NOTHING NEW IS PRESENTED-THIS IS LIP SERVICE TO THE IDEA OF COMMUNITY INVOLVEMENT. WE ARE MERELY AN ANNOYANCE THAT OFICERS HAVE TO PRETEND TO CARE ABOUT – AND IF MET COUNCIL DEOS NOT RESPOND IN THIS SETTING THEY ARE HIDING.

Comment 007

1-9-2013

We need more cooperation with the Kenilworth group. They want the same thing. Keep things as they are in SLP.

Comment 010

Jan 9, 2014

My biggest concern is the very evident double standard that is being used in this process that is UNJUST to St. Louis Park, The criteria if 1. safety 2. cost 3 public acceptance & 4. aesthetics seem to be taken into consideration for the Minneapolis freight issue but these criteria do not appear to be considered for the St. Louis Park re-route options, Why not? I insist that the SLP freight re-route options be removed from consideration immediately. Freight re-route to SLP has been studied for years & no safe option has been found so stop wasting money trying to make a re-route for freight to SLP work. STOP! Bring back the safer * cheaper options in Minneapolis and put those on the table for consideration. Stop the political nonsense that is driving this process to try to re-route freight to SLP.

Comment 014

1-9-14

I live in SLP in the Bronx neighborhood on Brunswick & my house backs up to the freight track. Please make more efforts to reach out to the community to set all feedback on the light rail & freight reroute

Comment 016

1/9/14

- Please keep website map up to date w/alternatives. Provide direction to engineering study maps w/alternative
- Have a quick link to the noise analysis for each station.

Comment 022

1.9.2014

TRANSPARENCY – TOO MANY MISSING PIECES TO THIS PUZZLE AS TO WHY FREIGHT RE-ROUTE WAS KEPT ON THE TABLE WHEN NOT VIABLE & UNACCEPTABLE. DEVELOPERS & THEIR \$ MUST TALK VERY LOUDLY. PROJECT TAINTED FROM THE BEGINNING. START OVER WITH CITIZEN & TRANSIT USER INPUT AS FIRST CONSIDERATION

Comment 031

1-9-14

Why is landscaping being discussed for Minneapolis properties but not for the 20-foot monster berm for St. Louis Park? Fair is fair!!!

Comment 032

St. Louis Park Open House

1/9/2014

In the “Engineering Evaluation of freight rail relocation” document one of the freight rail options under study is Brunswick East. What is this? I do not remember this as an option in the past. Please provide detail-

Comment 042

January 9, 2014

Much of the problem concerns the pinch point in Kenilworth – WHO SOLD THE LAND UNDER THE TOWNHOUSES on the West side of The Corridor at The pinch point. If Hennepin County created the problem by selling right-of-way we should know.

Comment 048

1/9/2014

1. I am opposed to spending taxpayer dollars on property not needed for the project. The tracks were there first and people who bought homes on or near tracks did so at their own risk. I shouldn't have to pay for their bad gamble.
2. Questions I want answered:
 - Why are we not re-evaluating ALL options, including co-location?
 - Why does it take so long to communicate the simplest thing?
 - What is the Met Councils and Gov. Dayton's response to "you have bowed to political pressure from rich people"?
 - Why was moving the bike trail removed from consideration? What will it take to bring it back?
 - If you don't get municipal consent from SLP or Mpls, what happens?
 - What is the status of mitigation funding? From what I have seen, there is no consideration for this in the budget.
 - Who actually makes the decision?
- Re: the comments about community into DT; we need to serve North Mpls and get ppl in North Mpls to more lucrative jobs in the SW burbs? This is an issue of economic equality.
- Please send out a mail or email survey to all SLP homes to get feedback; this conversation has been hijacked by Safety In The Park.
- One final thought – I believe in serving the greater good. If in fact there was an at grade, safe (at least as safe as current tracks, other proposals), less costly alternative through SLP, I'd be ok with it. But we haven't seen such a proposal.

Comment 049

1/9/14

Why are we here? Why gather in put when no new info exists... Other than upset people again? Seems like the only reason is to fan the fire of pitting community against community with idiot plans. Both berm & tunnel are poorly researched & even more poorly thought. I ask you to just stop hurting people by pitting them against each other 1/your idiot proposals. Just stop. Come up w/something reasonable that works w/communities.

Comment 050

Answers to Discussion Questions:

1/9/2014

Community Impacts:

1. Take politics out of it. Show transparency as to decision – making. Use objective criteria: safety, technical viability, environmental impact, cost. Publish the scorecard w/this criteria and who voted for what
2. NO municipal consent if any of the SLP re-routes are proposed.
3. At grade route, as safe as any other alternative, less \$, mitigation \$ based on community requirements
4. Move the bike trail. That should be the 1st option on the table.
5. Traffic, business impact, impact to our historic downtown, impact to property values, impact to community vitality, emergency response times, increase of crime due to residents moving out.

Technical design & Engineering:

1. Traffic, business impact, impact to all property values, emergency response times, noise, vibration
3. Take what the engineer said seriously – a true engineering study.

Safety Considerations:

1. Traffic, emergency response times, evacuation plans – no way you can evaluate the entire city fast enough.
2. & 3. As long as the homes are needed, truly needed for the project, I don't care. However, I am opposed to purchasing property not needed simply because someone was stupid and bought property on a railroad track.

Comment 051

January 9, 2014

When the studies are done, will we see the specific metric measurement values for each of the identified and newly added metrics?

Comment 052

1/9/14

Posters downstairs railroad the Shallow tunnel. So inappropriate when studies are still being done. The unethical nature of this process is astounding. Perfect time of the year to show inaccessible bridge path to Lake Street Station. That's not there. Why? Because you know it is inaccessible? Because SWLRT was never met to serve the neighborhood through which it cuts? Hmmm More ethical issues.

Comment 060

01/10/14

Why was there \$300 million for Eden Prairie 0 reroute Their route – but no money for a deep tunnel? We will be a national laughing stock if we collocate these trains through our precious parkland.

Comment 062

Sent: Monday, January 13, 2014 12:51 PM

Subject: My comments regarding January 9, 2014 meeting at the St. Louis Park Rec Center regarding the potential re-route of freight trains through St. Louis Park for SW Light Rail

January 13, 2014

I was at the Community meeting at the St. Louis Park Rec Center last Thursday evening, January 9th. Perhaps you were too, and heard everything that I had heard.

I really feel that we taxpayers are wasting more money and time, having another entity, this Grassroots organization, study how they can make a re-route work through St. Louis Park. We citizens of St. Louis Park have been going to meetings and saying the same things for years, and we seem to be getting nowhere. I feel like we are given "lip service" by governmental officials so that when the "powers that be" make the decision of where to put the freight trains, and they decide to re-route them through St. Louis Park, that they can say, they gave us, the public sector, every opportunity for our input. However, they just chose not to listen to any of it.

It is very discouraging that we go to these "listening" meetings and voice our concerns, over and over again, and yet, not one public official has the guts to tell us just how they feel, and how they will probably vote regarding "Which alternative of the freight trains they will vote for". So we feel like we are in the dark. Where is the transparency of our government? How do we know that we can count on our public officials to represent us?

Besides the facts that we all know already:

- 1) We St. Louis Park residents are not rich, and not contributing to political campaigns, like some of the residents of Mpls. who have money to burn, and, who can protest the light rail and freight rail in their back yard through donating to political campaigns and filing lawsuits to fight the trains' location;
- 2) The two story berms that have been proposed for the latest re-route (potential for disaster and death, if there were ever to be a derailment in the future), and the grades (increased noise and vibrations) and curves (increased danger for a potential derailment) that would be necessary to run the freight trains on the proposed re-route;
- 3) The taking of homes and businesses (40, I believe);
- 4) The increased freight disrupting our children's education at the St. Louis Park High School and the Spanish Immersion School;
- 5) The diminished property values and therefore, property taxes along the freight rail re-route, which could lead to families moving out of St. Louis Park because the schools would not be as good anymore, and parents wouldn't want to have their children's education to be interrupted by train noise and vibrations, and potential breathing in of harmful chemicals;
- 6) The taking of our kids' playground at the Spanish Immersion School and Central with no replacement planned;
- 7) No mitigation planned or budgeted for in the Re-route proposal, that we residents feel is absolutely necessary if the freight were re-routed;
- 8) A two story berm would divide our City;
- 9) A rail line going North and South would disrupt and extend times taken to get police, fire and ambulances to emergencies within our city;
- 10) The City of St. Louis Park has a resolution that says we will not give our okay to a re-route if a viable alternative is available, for which there are 6 viable alternatives. So governmental authorities are not paying attention to what the City of St. Louis Park is saying; Do these same governmental authorities plan to discount what we have said and run the re-route of freight trains anyway.
- 11) And lastly, we have no idea, if , 1) after all this talk and money has been spent to study the re-location of the freight trains, whether the railroad will even give up their current location in the Kenilworth corridor, where it is safer for its freight trains to run on straight tracks, with no major

grades to go up and down, and there is lots of right away on either side of the tracks for safety considerations, and 2) they will probably need to raise their rates to their customers if the re-route were to go through;

There were some interesting and valid points brought up at the January 9th meeting, that I hadn't heard before. These included:

- 1) Residents of Mpls. also agreed that St. Louis Park should not have to have a 2 story berm dividing our city so that the freight trains could be re-routed;
- 2) Bicyclists who used the bike trails along the current freight rails did not care if they had to have their trail run on city streets for a while, or up and over the light rail lines, as long as they still had a bike trail to use;
- 3) The "powers that be" should also look at what the end users of public transportation would want, and it wasn't necessarily light rail, as one person suggested, that the light rail would take her more time than her bus ride of 30 minutes from Eden Prairie to downtown, with 17 stops along the way and additional distance to walk, just to get to her job; two others suggested that we need to have sidewalks shoveled where bus users got off the bus, suggesting that we use our resources better where we had public transportation already, and a third person suggested that people are moving from the suburbs back into the city limits of Mpls., and therefore, perhaps more buses are needed. Then, we had someone from North Mpls and someone else from the Uptown Area who both indicated that both these heavily populated areas could really use the light rail if it were in their neighborhoods. And lastly, what wasn't mentioned or talked about is, "How many of the 300+ people in the community meeting, with an average age over 40 or 50 years old, would actually ride the light rail once it was built." I know that I won't, unless it would be just once, so that I could say I had experienced it once. But then I doubt it.

So, who is it that we are trying to please with this current study to find a Freight Train Re-route? The Governor? Gail Dorfman? Peter McLaughlin? Other Hennepin County Commissioners? The outgoing Mayor R.T. Rybek? All these people's campaign contributors?

PLEASE take any and all re-route possibilities through St. Louis Park off the table for consideration.

Sincerely,

Comment 063

___ suggested that I send you my thoughts about last night's meeting and share some comments that I didn't get to make.

I'm really frustrated about some of the comments from my neighbors in St. Louis Park. Primarily the ones that said "move on to the Bottineau line and let SLP 'rest'."

I'll be the first to say that maybe I was a bit naive to believe that Met Council, and our local and state officials would be able to come to an agreement on an alignment that would be best for the commuters and the communities that will be using the SWLRT. I think I represent a voice that probably hasn't been heard and admittedly hasn't stepped up as much as we probably should have or could have. I can only say that I really believed that this would happen, one way or another.

Now, I'm not so sure.

I make no claim to know what the right solution is even though I've kept up with the multiple proposals that have been on the table. I expect my elected officials and the experts to use the vast knowledge and tools available to make the best and most equitable decision.

Here's my viewpoint. Like the woman from Eden Prairie, I'm a bus commuter. I ride the bus daily from St. Louis Park to St. Paul. And, it's not fun or easy. My commute has been at best 45 minutes, and at worst - during some of the coldest weather we've had - 3+ hours. Bus service from St. Louis Park is inadequate and unreliable. SWLRT would provide a reliable commute, run more frequently and with much more comfort. Data point: I would like to know from the SLP bus ridership, what is the satisfaction with the service in terms of frequency and reliability.

Secondly, I live in a condo just a few blocks from the proposed Wooddale station. Property values in St. Louis Park have remained high for single family homes, but the same cannot be said for the condo market. I continue to lose value on my investment and because of that lost value and lack of a market, I'm unable to sell my condo and move to a single family home. Something I had pledged to do after five years in my condo. I've now been in my condo for nine years. Data point: I would like to know how the proposed SWLRT would affect the depressed condo market in St. Louis Park.

To maintain a thriving community, we need to attract young people - not just young families. The condo market in SLP provides that opportunity - an affordable alternative to purchasing a single family home when a person hasn't yet mapped out their future. Give them the time in the Park and they'll want to stay there as much as I do.

Final point, I want to stay in St. Louis Park. I have roots there, I know I can be a benefit to my community in many ways. However, I'm seriously considering moving closer to St. Paul because in the eight months that I've been commuting by bus, the frustration has only grown.

There has to be a way to get this done and to do it in the best way possible. This is my impassioned plea to the MetCouncil and my elected officials to not miss this opportunity - to not leave St. Louis Park behind. Whether or not the residents understand the implications of passing SWLRT over, or what it is that we will be missing out on in the future is hugely questionable.

Thank you for relaying my viewpoint to those who have the power to make this happen.

Best,

Verbal Comment 01

One thing I would like to see that is different is the level of specificity for the studies for the Kenilworth corridor is incredible. They counted all those Buckthorn trees and I don't even know what the diameter was, but I can't image that it was great. But our 4F property, that goes along the line, that hasn't been studied at all. The noise and vibration along the line hasn't been studied at all for this reroute. I would

like to see you actually study the reroute in a way, with a level of specificity, with the level of care that the Kenilworth Corridor is being studied.

Verbal Comment 06

Hi, I am Thom Miller with Safety in the Park and I represent some of the people here in these comments not all of them certainly. But for the group Safety in the Park, we want to say that we disagree with the very premise of this study because it is not being done in an even applicable form. What is happening right now is there are very inexpensive, very safe alternatives in the Kenilworth Corridor that aren't being study. There being thrown out because they are unpopular politically with people in Minneapolis neighborhood. We understand that it is unpopular and if the Governor's intent is to step backwards and look at all the alternatives then we should truly look at all of the alternatives. Not just the ones that are politically popular. So what we are down to now is a reroute set of choices, rerouting through St. Louis Park that are going to be invariably unsafe, that are going to be invariably expensive, while on the other hand were are throwing out things like moving the bike trail, or not even moving the bike trail, but keeping all three modes of transportation at grade. For something like 1/6 of the price of rerouting through St. Louis Park. So we would ask and we would demand that the Met Council and the new consultant step back and truly look at all the alternatives. And if not all the alternatives then none of the alternatives. It got, we can't have it both ways.

Verbal Comment 08

Hi, my name is Susan and I live in St. Louis Park. To the point about the Met Council, obviously in St. Louis Park we feel like we are not being listened to and we keep hearing reroute, reroute, reroute and unsafe options put on the table. And to your point and if they are not listening to you, who are you listening to?

Verbal Comment 12

Hi my name is Meg McCormick and I am a 28 year resident of St. Louis Park. I am a block captain and I am a board member of the Lenox Neighborhood Association so I have been involved with the community for quite a while. What I would like to see going forward that I have not seen in the past is transparency. I want to see an objective score card for all of the options, and I mean all of the options, not just the relocation options. I want those based on safety and technical viability, and thank you to the engineer for explaining what that really means, environmental impact and cost. And I want names as to what score a person gave. I get to see that from my elected officials. I want to see that from the Met Council. Thank you.

Verbal Comment 18

Hi, I am Lee and I am from Minneapolis and I think that the people in the affected areas should be able to vote on this. Like they do in other countries. Either up or down so that we the people have an actual say in the process.

Verbal Comment 20

Hi, my name is Arie. I am a senior at the St. Louis Park senior high school. One of the things that I feel that is not being addressed is involving the high schoolers in this issue. I'm one of editors of our school news paper and I have been covering this for about a year and a half now. To be honest a lot of the students don't really know why they should care or how it would impact them. When all honestly it

would have a huge impact on the school. As it is already there are trains that pass by the school and already cause a lot of vibration and disruption to classes all the way up to the third floor. With a berm that is 18 feet higher, we would have even louder and even more disruption part of class and I think that is a huge problem. So overall I would request that we make more of an effort, that the students at the high school are really given an opportunity to understand the issue and how it would impact them and be able to give feedback. Thank you.

Verbal Comment 25

Hi everybody, my name is Andrew and I live in the East Isles neighborhood of Minneapolis. I can see some of my State Representatives here, Senator Dibble here, Representative Hornstein in the back. I have been following this issue even since it has been seriously considered. I just finished my Urban Studies degree at the University of Minnesota so I have really been paying attention to this. And while I would say that I really want my elected officials to really pay attention to going forward is really considering the transit users, people that will actually be using these transit options going forward. My friend Nick mentioned that we both took the bus here and it was not a very pleasant experience because the bus stop was not shoveled we had to climb over a snow bank. It is really disappointing to see, living in Uptown, our transit service in Uptown is pretty bad, especially during rush hour. You take a bus upwards of 25 minutes to ½ hour to get Downtown from Uptown, during rush hour on a bus that is packed to crush load capacity and is really going forward, really consider, consider the transit users as really at this point seeing this alignment skipping the densest part of this area through Uptown. Not serve the most transit users. Now I am not necessarily advocating that we reopen the Alternatives Analysis because I don't think, I am not convinced that we will get a better outcome by doing that. But in the future those questions need to be raised and the actual transit users need to be considered going forward on these decisions.

Verbal Comment 30

We are talking about money and a lot of figures here. I just want to throw one more at you: 874 dollars. Any guesses? It is actually what I have spent on babysitting the last four years, showing up at meetings like this. And I wouldn't mind doing it if I actually thought my voice was heard. But I am confident that all it is so that Met Council can put a check in a box for quote unquote public input. But, (mic cuts out) hello, we aren't the only ones not being heard. A few months back the IRT sat in a room with a ton of engineers the City of Minneapolis, the City of St. Louis Park and really importantly the railroad companies. They came up with six viable alternatives in Kenwood. These alternatives are the most logical, the cheapest, we have heard from the bikers that it works for them, it works for TC&W and it's a \$100 million cheaper. I have no idea why we are not pursuing these alternatives. I kind of been told that the governor, this is the governor's decision, that is completely false. What the governor said was to look at all options. But we're only looking at all options in St. Louis Park and again like Angela before me I have put in hundreds of hours into this. I deserve, we all deserve a clear honest and transparent answer to why these other options aren't on the table when these options in St. Louis Park that are ridiculously unsafe and even unviable with the railroad company said they are. I don't think we should move forward with this meeting until we get that answer.

Verbal Comment 32

My name is Louise Cruzika and I'm a lifelong resident of St. Louis Park. I have two comments I want to make. First, in regard to the metrics when I look under community impacts and the measurements to be

property acquisition and impacts on community cohesion, I want to know how you are going to measure that. I want that to be very transparent because clearly community cohesion is not something that you easily measure in dollars and cents. When I think about people who would lose their homes with a railroad built next to them, when they never bought their home with a railroad right next to them, that's a pretty big thing to look at in terms of impact. So I'm very curious as to what that's going to be and I think that the Council needs to be very clear about what that metric is. The other thing I would like to comment in terms of what I expect from elected officials and from non-elected officials as well is that there be no interference or steering of outcomes as we have seen by many elected officials previous to this. A lot of the contentiousness that people in St. Louis Park feel falls back to the PMT study process which clearly had some influence in it in terms of the outcome. It wasn't an honest study and it wasn't an honest outcome. And so I think it's really clear to everyone that's an elected official here, please don't try to create the outcome of the process let the process say what it truthfully is.

Verbal Comment 33

Hi, my name is Jami LaPray and as many of you know I'm one of the co-chairs of Safety in the Park. And one of the questions that I get from residents regularly is where does our city council stand on this latest round of reroute studies and I always say well they've signed a couple of resolutions but I got to thinking, the last time that resolution was signed was in 2010. We have a number of new City Council members since then. So the one thing I would like to see from our City Council is for them to publicly reassure the residents of St. Louis Park that they will deny municipal consent as long as there is a viable option in Minneapolis for the freight rail. That includes those options that have been put on the shelf, whether it's moving the bike trail or whatever it is. There are viable options and I would like to hear from each of our city council members, very shortly, they all know my email address, and I will be glad to send it out to the public what their stand is on municipal consent should there be reroute option on the table. Thank you. The mayor as well.

Verbal Comment 44

St. Louis Park people who are very polite in this meeting are under the illusion that they are being listened to. This is full of the same group of people who have been lying to us and treating us like garbage for over four and a half years. Why did we never have a serious study of mitigation, the cost of mitigation and who would pay for it. You are not serious about treating us properly and getting our input. And why the starry eyes about SW, Southwest Light Rail, it's not good in and of itself, it is only good if it is done correctly, doesn't waste taxpayer money and doesn't destroy St. Louis Park. This reroute should be taken off the table and most of the public doesn't even know it's an option to reroute the bike path or elevate it. It's been shut out of the conversation in the Star Tribune and I think quite intentionally and it's disgusting. And I think you need to address it. Thank you.

Verbal Comment 51

Hi, I'm Margaret Rog, I've lived here about twenty years. I have gone back and forth with getting ready to say something tonight and like about the metrics and various things. And I almost feel like it's a form of torture to have to continue to restate these things and engage in this conversation again and again. And so, excuse me, I'm emotional about this, but the question was asked earlier what are we asking of our legislators and what are we asking of our leaders and I would say let St. Louis Park rest. You know we, it is, the evidence is so clear that this is not a decision that is not going to go forward, doesn't make sense, its, for all the reasons that have been stated tonight and there are people in this room, not me,

that have worked a thousand, for years on this issue and it's such an insult to them to continue to have to be ready to say ok we did the right thing we worked so hard. It's like that movie mouse trap where that guy comes back to life and it's all over again and it's not right. It's not right to put our citizens through this year after year and so everybody has said it and I will say it again, please continue studying the issue that's important but take St. Louis Park out of the equation so we can rest.

Primary Topic: Freight Rail Safety and Technical Considerations – 22 Comments

Comment 002

1/8/14

Documented impact consideration of quality of life impact of heavy duty freight locomotives they'll have to utilize to get up & down berms in SLP. I live a mile away & the one time the RR used them it was thunderous-ground thumping noise that woke me from a dead sleep at 11 pm & 4 am. The RR was quick to respond to my inquiry via my city council member that the heavy-duty locomotive they were using the night before was well within Fed noise limits.

Not being able to sleep at night is where I'll have to draw the line & move out of SLP if there is a re-route.

Bisecting the community is another very undesirable feature & would also be a significant reason for me to consider moving.

Co-Locate at grade – stop big-spenders for tunnels!!

Comment 004

1/9/14

When reanalyzing the freight locations. I hope you consider relay the track in the Midtown Greenway and costs. That is what the corridor was designed for years and years ago. I am sure the cost would be very low. In respected to relocation in St. Louis Park.

Comment 009

Jan 9, 2013

If there is a viable, safe, alternative that does not harm schools, please keep this as an option Freight trains past elementary schools & high schools is not a safe alternative. This is also not a prudent use of tax dollars, when moving the bike path is safe & cheap.

Comment 013

One additional metric I would like to see is the length and standing time of cars waiting for train to pass at at-grade tracks. Much of the line is going through traffic areas that are already congested and difficult to pass.

I think less emphasis should be placed on the number of homes/businesses relocated. Emphasis should be on the community cohesion after the LRT construction, including redevelopment that can occur that enhances and is entranced by the LRT line. While the overall cost of removing/relocating homes and businesses must be considered, many folks are happier if a viable new location can be identified, and property values in the city may even increase with redevelopment (new development) along the line over time. The city and its residents should take a lone-range view of the project perhaps consultants

should work with homeowners/businesses that could be relocated to identify options so that they are less intimidated by the thought of relocation. The berm for the track is ridiculous.

Comment 037

1/9/14

THIS ISSUE HAD BEEN STUDIED, DISCUSSED, AND DISSECTED FROM EVERY ANGLE – THEN APPARENTLY GOVERNER DAYTON VETOED THAT DECISION, BECAUSE HE (OR HIS BIGGEST CAMPAIGN DONORS) APPARENTLY DIDN'T GET WHAT THEY WANTED. NOW WE HAVE TO DO IT AGAIN! A FAMOUS MAN ONCE SAID INSANITY IS DOING THE SAME THING OVER AND OVER – AND EXPECTING DIFFERENT RESULTS!

ADDITIONAL METRICS THAT SHOULD BE STUDIED:

- LONGER ARRIVAL TIMES FOR FIRE & EMS
- LONGER TIMES TO GET TO HOSPITAL
- LONGER PROPERTY VALUE/SUBSEQUENT HIGHER CRIME RATES
- LOWER SLP QUALITY OF LIFE
- INAVILITY TO CONDUCT CLASSES IN 5 SLP SCHOOLS
- TREES & VEGETATION CONCERNS VS SAFETY!! (PLEASE!)

Comment 038

Question: The St. Louis Park community has been through these analyses for many years. What would you like to see differently this time?

Answer: Abide by decisions made rather than starting over if one city objects

Question: For those elected and appointed officials here tonight what do yo expect from them during this process?

Answer: Listen and act on our concerns ove safety, then cost.

Question: What do you think St. Louis Park would need if the TC&W was rerouted through the community?

Answer: Buy out all the residents whose properties would be endangered & devalued

Question: What would the residents of St. Louis Park like to see happen if building shallow tunnels is found to be impossible?

Answer: Understand why it was "Found" possible 6 months ago

Question We've heard the community is concerned about the number of homes or businesses required to move freight rail safely as well as impacts to community cohesion. The consultant will quantify these impacts in the report. Are there other community impacts you think should be included in the report?

Answer:

- Expense for that vs. collocation
- devaluation of quality of life in SLP.

Question: Met Council has identified proposed metrics based on community feedback (see Proposed Metrics handout) that will be measured or quantified in the report. Which are you most concerned about? Are there others that you would like to see in the report?

Answer:

- Safety -Expense -Quality of life

Question: As part of the scope of work, the independent consultants will quantify technical details such as grade, curves, compensate grade, reverse curves. Are other technical details you think should be addressed in the report?

Answer: Technically how much political contributions affect which technical details got dealt with

Question: What do you want decision makers to know generally about the technical issues?

Answer:

- That honest answers will most likely be ignored or discarded if not politically expedient.

Question: We've heard significant concerns about safety and freight rail. It is proposed that the report identify metrics such as proximity to homes and schools as well as at grade crossings. Are there any other safety metrics you think should be included?

Answer:

- Historically what is the danger of trains running 19' above surrounding terrain.

Question: The freight rail consultant will quantify the number of homes that will need to be acquired for each relocation options. How many homes are too many before you'd suggest dropping the alternative?

Answer:

- Depends on TTL - cost

Question: The freight rail consultant will quantify the proximity of freight rail tracks to homes. How close is too close and would you suggest that the home be acquired if that alternative was selected.

Answer:

- Historically, how close are homes that have been damaged, destroyed, or rendered unlivable by prior railroad accidents. Homes within that range must be acquired.

Question: The independent consultant is working with the freight railroads to understand the operational impacts of relocation alternatives to their business. What are your concerns about this issue?

Answer:

- Listen to how much more it will cost them.

Question: The consultant will assess operational impacts of relocation alternatives to railroad company and the businesses it serves. How concerned are you about impacts to those Minnesota businesses?

Answer:

- Raises in cost to them will ultimately cost me, the consumers of any freight moved by rail.

Question: The consultant will be looking at the cost of construction, operations and ongoing maintenance. Are there other costs that should be considered?

Answer:

- The cost of lowered property values
- The cost of higher crime rates
- The cost in lives when emergency services cannot reach us in time, or longer times to reach a hospital

Comment 043

1-9-14

There needs to be much more analysis of any re-route options that would be as comprehensive as the impact on the lakes in Mpls. There needs to be metrics added to address the additional safety concerns related to EMS & Fire and safety at the schools. There also needs to be environmental impacts and mitigation plans added to the analyses of any re-route.

All these additional studies could be avoided by simply taking the re-route off the table as an option since it was clear from tonight's meeting that not only is SLP opposed by Mpls – does not think it is a good idea either.

Comment 044

January 9, 2014

A metric that needs to be considered is NOISE, from TC&W locomotives laboring to pull trains up the grade from the Bass Lake Spur to the MN&S (with or without berms) and brake noise as trains negotiate the down grade in the opposite direction. The noise from trains working these grades will be greater than anything now known in Hennepin County – ASK THE RAILROADS what the noise will be and have mercy on those who must hear.

Comment 058

THURSDAY

FREIGHT TRAIN REROUTE SAFETY ISSUES: AS GOOD AS BUSH LAKE TRAIL!

Comment 064

----- Forwarded message -----

Date: Tue, Jan 7, 2014 at 8:43 AM

Subject: Freight re-route

I am not able to attend but would like to be counted as one of those that does not favor the current plans for re-route through St. Louis Park. I support the requirements that have been determined for a safe and economical solution.

Thanks

Verbal Comment 03

Hi, I am Brad. I am a lifelong St. Louis Park resident. My concerns are mostly safety and I wonder if people have really thought about the fact that there is, well first of all there is permanent loss of home, permanent loss of business. But then they are talking about raising the trains 20 feet in the air, which seems a little scary. Especially even though they are taking curves out. They are not taking all the curves out. If you people haven't noticed, there was another train derailment on Wednesday, so that is four now in a very short amount of time. Also there is a 40-50 foot difference between the elevated train on the berm and the tracks that they meet up with, which means additional noise, which means additional costs and don't believe the railway isn't going to come back and ask for subsidies for a fuel allotment because there in business to make money. They are not in business, well, enough said I guess. So we need to think about that. Plus the fact the derailments said they evacuated people five miles away. Well

there is a derailment you are basically evacuating the City of St. Louis Park if there is a derailment. So we need to think about that, this is our city. I have lived here my whole life. Please don't make me wonder if it was worth it or not.

Verbal Comment 04

Hi, I am also a resident in St. Louis and like the person in back safety is also my primary concern. So the derailment that was in Casselton North Dakota, I have family there. That is a town of 23,000 people. Are schools have more people than that in St. Louis Park. I mean we wouldn't be able evacuate if something like that happened here. We are a town of what? 50,000 people? So then my next comment is addressed to the council in general. You up in front because you are new to this process. What this process has become is political pandering and anybody who lives in St. Louis Park knows what I am talking about. And I want the Council, and I want the Governor to take heed. And I want them to understand what the definition of political pandering is. I know they do. It is basically a reaction and right now you guys are catering to the political elite, high donors of Kenwood. And I am sorry, bike trails are not as important as the safety of our community, as the safety of our schools. You, we don't want this track going down in between our two schools. We don't want to have a playground disappeared. Are you guys going to build us new schools? I don't think so. And the fact that you were brought in here, in the front of the room. I thinking how more much is this costing us? How much more is the Council going to spend money and try to skew information to go the way you guys want to do? And then I also want to remind the Council, you guys aren't elected and you sure do not pay attention to what we as citizens want and I really think it is time for the Metropolitan Council to be disbanded.

Verbal Comment 05

I live in the Birchwood neighborhood in St. Louis Park and I am an electrical engineer. I am one of the people that keeps the lights on. I am familiar with engineering studies and what I would like to request of the process that is coming up is an engineering study, which we have not seen to date, regardless of the labels that have been produced. An engineering study produces equivalent solutions and then prices them and looks at externalities and defines all of those issues. That I would like to see done with the relocate, freight rail relocate work by the new consultant, who hopefully are comprised of engineers. So, you know, we are looking for something that is equivalent to the freight rail, heavy freight rail that is in St. Louis Park, which is represented by the Bass Lake Spur, running parallel to Highway 7, with regard to the railroad issues and community issues, most particularly safety issues. And I notice on your handouts, listing safety issues as proximity to schools and homes and so forth. But the technical issues include grade and curves and elevations are not listed in the safety category. Those are the things that we are concerned about with regards to safety. So essentially what we are looking for as a result out of this study is a new alternative, if people are going to pursue this freight relocate business that is at grade or below grade. That has similar distances to homes and business. Similar curves and nothing more severe with curves and grades and elevations than the Bass Lake Spur. It is sitting there. You can look at it. You can define it. And you can say this is our set of parameters that is a equivalent freight rail solutions to this corridor or to the Kenilworth corridor. It would be my expectation to see that detailed out in the next study. And if it is not then no engineering study has been done.

Verbal Comment 10

Thank you, I am Joe LaPray. I have lived in St. Louis Park my whole life. The one thing I would like to see done differently this time is respect. We have been working on this for four year, we have been coming to these meetings, hiring babysitters, giving up family time to make our position heard. We've talked about safety, we were ignored. No one said it was safe, they just said acted like it didn't matter. So we would like to have some respect. About a year ago the railroad came and said Safety in the Park is right, it isn't safe. And that changed the whole game. What I want to know is, when is TranSystems going to come out with their report? And when is the railroad's opinion of TranSystems findings going to be made public so we don't have to go to a bunch of meetings that turnout to be irrelevant because the railroads aren't going to accept is anyways. Thank you.

Verbal Comment 14

Hi, I am Frank Freedman. I am a resident of St. Louis Park. Besides safety, I want to talk to a boarder issue of something of like you to concern. Because whenever you put an option and that option involves rerouting freight, I would wish you to look at how that affects on the entire St. Louis Park. The quality of live. The pride of living. The educational system. So I am asking you to take a more global approach. If you look at reroute what will you really do to our city? I have some concerns. Thank you.

Verbal Comment 21

Hi, my name is Olivia. I just graduated from the high school in 2012. I agree with Arie. I mean, I think, honestly I am not going to lie I don't really know a whole lot about it and a bunch of people were like, ah, this girl talking, she doesn't know anything. But, I ya, I live and have lived for all my life, I just turned 20, on West Lake Street. The green stucco house by the roller garden. Ya? Yup ok. (Someone in the crowd: the one with the bulls eye on it?) Ya, exactly ok. And I just know that I am honestly, I am not sure what would affect my house, but something would happen and I agree about the high school. I remember that sometimes during class, the trains would happen and the teachers would just have to sometimes stop class. Which of course I liked because I didn't like school, so I was like, ya trains! But in general for the school it is really not great and it is super load and really annoying, even for someone that didn't like school. It gets really annoying. So my first job, most of you probably don't know, I think it is in Boston Square, like where Park Yogurt just opened, near there. There is a tiny dry cleaners called Care Cleaners. I worked there for three year and I know for a fact that that business would get whipped out. He, Glen, the guy that owns it is super nice, kind of. I mean, and he has been there for I think over 30 years, he has a lot of people that are super dedicated to him. I worked there for three years. It was a great first job. I do not want to see him loss that business because it is literally his life. He would crazy if he had to be home all the time. Like I am not even kidding, it keeps his sane, as wearied as he is, it was one of the best jobs I have ever had. Ok, I guess that it is.

Verbal Comment 37

My name is Al Bois. I'm a sixteen year old, I wish, sixteen year resident of St. Louis Park. With regard to metrics I have a few points. On safety considerations something that I don't hear mentioned very often is how much longer is it going to take for medical, fire, and EMS to get to our homes when these at-grade crossings are put in. How much longer is it going to take for us to get to the hospital. These are big safety considerations for me, my wife has MS and that's a big concern. In community impact metrics we've talked a little about lower property value and who's going to want to live in our city with these giant twenty foot berms through our city. Something that's on the flip side of that, if people don't want

to live in our city and property values drop, who is going to want to live in our city. People who can afford those properties, we are probably looking at higher crime rates in our city. So let's put some money in this for more police protection for St. Louis Park if we're going to do this to. Also, lower quality of life as crime rates go up and property values decline and people take less care of their properties because they're not worth as much anymore. Inability to conduct classes has been mentioned, I count five schools along the route, where as these trains rumble by twenty feet high, whose going to be able to pay attention to what is going on in their classes. Two more things quick, excuse me, one more, something that's the first time I've seen this in all the meetings I've attended on the subject, we're doing studies now on vegetation. I like trees, I'm a boy scout, I love trees but if I have to pick between trees and the safety of the people in St. Louis Park there's no question about how I'm going to decide.

Verbal Comment 38

Hi, I'm Eva, thirty year resident of St. Louis Park. What the gentleman just mentioned for our public safety, we have three north-south routes that take us through St. Louis Park, two of them are highways. We have three or four east-west routes. We've got two east-west bound trains running between our two fire stations, so really Louisiana's our only route. We've got to worry about the trains going east-west blocking us, now if we run a train going north and south with at-grade crossings, Cedar Lake Road, if we need to get to that part of town we're blocked. Up on Wayzata Boulevard frontage road we're blocked. The other thing is, someone mentioned we're small towns, St. Louis Park is a small town, we've got one high school, we can't move it. You can move bike trails but you can't move our high school. You can't move Central Community Center. You know, we can't run a freight train north-south in St. Louis Park.

Verbal Comment 43

Hi my name is Mark Christenson, resident of St. Louis Park and I have two metrics to look at. The first is the costs of being under prepared, so I think the recent derailments have proven it happens and to put 20 foot berms through our city it will happen and just like Katrina was under prepared look at the results of that. The costs to prevent flooding in New Orleans would have been much less than what their dealing with right now for disastrous events that happen. The second metric is to look at the couple thousand that are impacted by a tunnel, deep tunnel, I'm all for that. Do whatever it takes to keep it in the Kenilworth Corridor, but look at the metrics of the couple thousand that are impacted versus the tens of thousands of people in St. Louis Park that are impacted. And I just want to say real quick and I made some notes, when the LPA was done, we were told that the freight rail and LPA, the light rail, were separate in order to do the light rail. If the truth was told from the beginning then SLP, that SLP would get the freight rail, we would have been against the LPA and vice versa for Minneapolis. I don't think we'd ever want to be in this situation, so again Met Council under preparing for that, so if everyone was given inaccurate information because of this mismanagement and there is more mismanagement with these additional reports that are costing lots of money and for these meetings and everyone's time. We know there are six viable routes and many at only double digit costs, so this should not be an SLP, a St. Louis Park issue right now. Thank you.

Verbal Comment 52

Hi, my name is Dave Senzer, I'm actually an engineer and I work at Medtronic. I often calculate impact of safety and on these metrics you have listed under safety it has no impact in regards to people. I think that's a metric that should be a safety metric rather than proximity of tracks. When you have at-grade

crossings we'll have pedestrians killed. How many or injured? That's a calculation and it's engineering work, it's a number that can be achieved and figured out cause you already have some data having Jesse Ventura's light rail train. So, that safety consideration should be added to this. I think another pieces that's really missing and we're hearing about schools and things like that, but we don't have any numbers or metrics here on this study relative to how many people are going which way, so where's the metric on, I hear the statement on this is going to north Minneapolis, well Target Field's not exactly north Minneapolis. We certainly aren't going to the area where we have twenty-two percent unemployment to go on this. So what are the number of people who are in the twenty percent unemployment going to Eden Prairie and vice versa that's not a metric here either. So I'm not sure where that comes into play. I think the other aspect in regards to water resources, as we change the surface topology the amount of water infiltration that goes on will change. So the run-off that goes to our lakes, I don't see that, you have a lake water quality or something like that, it talks about water quality but I'm not sure how that's measured exactly going forward because it talks about existing conditions but not go forward conditions. And as we talk about relocating here or there, how does that impact the water quality going forward. I think that would be a useful metric. Thank you.

Verbal Comment 53

Hello, my name is Lynn Carper, I've been involved with the various iterations of the railroad task force since 1993. There's been various types of meetings with representatives of various communities within St. Louis Park to find ways to mitigate issues we had with the railroads in the various areas we have, switching, late night traffic, trains coming through the community. I participated in what has been called the PMT, the project management team with Kimley-Horn and what that was, it was in itself a sham. We were brought together to help decide what was going to happen with freight trains in St. Louis Park. We were given one option and that was to plan the freight rail going through St. Louis Park. We presented all of our options for mitigation and when it came back we asked for a certain clear area of homes adjacent to the tracks so that when the train did derail it was not going to crush our garages, our homes and our children. In my community, I asked for various things to protect my community, I'm up in the northeast corner, what came out of the DEIS was an orange safety fence to protect the protected turtles from going onto the railroad track. This was a sham, we may ask for mitigation, they will not give us any mitigation what so ever. We will be complicit in our own destruction. This is a Sophie's choice, what I say about freight rail relocation is not now not ever.

Verbal Comment 54

I'm Tori Conny, I've lived in St. Louis Park for thirteen years and I'm speaking on behalf of other parents of kids in elementary schools, especially PSI and the high school, two kids as does Stephanie here, but the other metric I would like to be looked at is that we have a ten square mile city and we have 51 parks in the city that we all use a lot. So what is the impact on the parks as well with the daily exhaust and environmental damage and when something goes wrong?

Primary Topic: Kenilworth Alternatives, Trails & Tunnels – 22 Comments

Comment 005

1/9/14

The best solution which also disrupts the least amount of homes & business is simple – dig shallow tunnels where necessary to allow LRT & freight rails to continue on the existing (freight) routes. Stop the nonsense of pouring dollars into researching alternative options that disrupt more residents and business owners & funnel those dollars to the most logical option described above.

The only other reasonable option is to re-route the bike path – and as a rollerblader & biker. I would support this options 100% as well. Stop wasting tax-payer dollars and time debating a solution that is crystal clear. SLP Resident.

Comment 025

1-9-2014

I live adjacent to the Kenilworth Corridor & I favor co-location, if needed take homes of the pinch point. \$ work in SLP and re-routing does not make sense safety, [illegible], [illegible] to residents & businesses alike. Or Route the rail throu the midtown Greenway.

Comment 026

1-9-2014

1. Move the bike trail = solve the safety issues at low cost! Deep tunnel works for me! Shallow – ok too!
2. Berm options are outrageous. Safety concerns of course, also cutting SLP in half huge economic blow.
➔ elevated fine too (bikes & walking trails)
3. so sad that when the Hiawatha line was built MN did not spend the little extra (a few million) to raise the height of the overpass & leave the freight Interesting point from SW Bus rider comparing 35 minute bus ride to what LRT would take w/17 stops.... LRT infeasible – how much beefing up of the bus system could be done w/ our (MN/Henn Co) part of the LRT dollars? – many comments re: local/express busses, LRT/commuter rail (ala Chicago's "L" & metro)

Comment 029

January 9, 2014

Question: Why is the relatively unsafe alternative of the Brunswick Central or DEIS option (MNS Spur re-route) still on the table to be studied when a safe alternative of removing the trail/bike path moved and/or elevated?

Question: Why did Hennepin City Regional Rail Authority purposely try to keep the freight re-route issue from being dealt with when the SWLRT project when Taxpayers, the railroad, residents and the FRA made it clear that both needed to be dealt with together.

Question: Is it still in the mix that the Met Council could in the end disregard either the shallow tunnels or Brunswick Central options and instead vote for the DEIS (MNS Spur re-route) option by renegotiating with TC&W to accept the re-route with mitigating \$\$ as commission Peter McLaughlin suggested in a Star Tribune article published in July of 2013.

Comment 033

1/9/2014

1. Work on safe bike/ped. access from LRT stations to common destinations. e.g. W. Lake Station to Lake Calhoun;
2. In crowded West Calhoun, discourage/disallow? major developments along Lake St. – Excelsior corridor until LRT infrastructure is in place and Lake/Excelsior congestion reduced.
3. Look hard at at-grade station access!! Safe?

Comment 040

Jan 7, 2014

ASSUMING THAT WATER QUALITY ISSUES AND THE CONCERNS ABOUT THE CALHOUS ILSES TOWER ARE SHOWN TO BE “NON-ISSUES”, THE SHALLOW TUNNEL OPTION SHOULD BE APPROVED BY ALL CONCERED, WITH THIS QUALIFIER. THE SWLRT BRIDGE OVER THE KENILWORTH CHANNEL MUST BE DESIGNED SO THAT IT IS AN EXCLOSED STRUCTURE THAT BLENDS INTO THE ENVIRONMENT. THIS BRIDGE CAN BE DESIGNED SO THAT THE HEIGHT FROM THE CHANNEL IS 8 FT (RATHER THAN 14 FT). THIS APPROACH WOULD KEEP THE SWLRT “TUNNELED” FOR A LONGER DISTANCE AND ALLOW FOR A COVERED, ENCLOSED SWLRT BRIDGE TO CROSS THE CHANNEL IN SUCH A WAY THAT WOULD ALLOW TO BLEND INTO THE ENVIRONMENT.

Comment 047

*VOE to help on future meetings

1/9/2014

3. I am a LRT proponent and Dayton supporter, but he made a big mistake. If re-evaluation of re-location is to be done, it's only fair that all options be re-evaluated. He bowed to political pressure from a handful of rich contributors.
4. As a taxpayer. I am extremely disappointed that eh least expensive options – move the bike trail – was removed from consideration. What makes Minneapolis' opinion more important than any other communities? Again, it's politics.
5. Criteria for evaluation must be objective across all options. Criteria should be: safety, technical viability, environmental Impact, cost. That's it! We've allowed politics to enter the decision making process. at the expense of communities and taxpayer dollars. This criteria should be presented in scorecard format to the public.
6. Safe, viable, less costly alternatives have been removed from consideration for political reasons alone – that has me distrusting anything the Met Council says or does. It seems like they are willing to sacrifice the entire SLP community in favor o the residents along the Kenilworth corridor. WOW! And all for politics. SAD.
7. Shameful. The discussion questions Mpls-SLP are very telling. Mpls is worried about trees and landscapes. SLP is worried about safety and the actual survival of our vibrant community.

Comment 053

Jan 9 meeting

Years ago an agreement was made that if there was no viable freight route through Mpls a the freight could be re-routed through St. Louis Park.

When that agreement was made I believe there was no intention to launch freight trains 20 feet in the air cutting off roads, crossing schools and playgrounds and taking out homes. They meant moving a train from one track to another.

The RR officials said the existing rails in St. Louis Park were unacceptable. There ARE viable plans to collocate freight through Mpls.

This discussion should be over with.

Comment 054

1-9-13

Is it true that you could move the bike path west of Cedar Lake for \$45M? & have room for FREIGHT & Light Rail?

Comment 055

1/9/14

Question: Has an elevated bike trails similar to the raise Olav Sabo bridge over Hiawatha Ave been considered?

Comment 057

Jan 9, 2014

I am a bicyclist & Minnetonka resident. I strongly support both LRT & bike trail connection from Minnetonka to downtown Mpls. It(trail) doesn't have to go through the Kenilworth corridor. Alternative routing is fine. I am not opposed to the shallow tunnel & collocating everything, but it is expensive. Better to put LRT on the surface & send the train on another existing track. Do not build new tracks for this little used operation

Comment 059

1/10/14

As a bicyclist I use the Kenilworth trail all the time. But I wouldn't mind if it were moved. The best solution seems to be to reroute freight traffic to existing freight tracks, and moving the bike trail to allow light rail to use the least expensive route. The most important aspect of walking & bike trails is keeping them away from car traffic. Any solution that keeps that in mind would be fine.

Verbal Comment 02

I am Diane and I lived in Stuttgart Germany 30 some years ago. I was a student and in the winter is was so nice to go down these sloping ramps with nice pavers, beautiful and there was an underground world under Stuttgart and I had hours between classes because I was student, and I could take any spoke from this rail system, light rail type system, anywhere I wanted to go, kill time. See the, go up onto the surface if I wanted to. Stuttgart is a cold State, northern State, we are a cold northern State and I think we should explore more underground service level environment. There is not enough discussion about the deep tunnel option, like we are so afraid that it will cost a little bit more money so we don't even want to touch that golden calf of money. But I was at that other meeting in Minneapolis and there were six table topics and two thirds of those report backs mentioned that we need to look at the deep tunnel option. The only big sign that was there was for the deep bore tunnel one and I am glad that his is there

again tonight. So let's start experimenting and it only going to be \$150 million extra, which is only 10%, that isn't bad. The economy is improving, we have a surplus in our state. And for the safety and satisfaction of the citizenry in our State, I don't see why we can't do this. For oil we have these huge public private outlays, we have for on land drilling, deep water drilling, pipelines, fracking, we go spend money like drunken sailors. So \$150 million, it is like tidings for the good of humanity. Please lets, for the citizen, safety satisfaction let's go deep bore tunnel.

Verbal Comment 07

My name is Stuart Chazin, I am the Chair of the Kenilworth Preservation Group and for the last year, year and a half, over a year, we have been fighting for a win-win situation. Where we have been fighting for a deep tunnel through Kenilworth Corridor. And keeping freight in Minneapolis so I want you people in St. Louis Park to know that there are people on your side that think an 18 foot berm through the city is acceptable, it is not. Also the price of the deep tunnel is a guess. The Met Council hasn't even done any research on it or any studies on it. They still have not done any studies on it. They saying it is about 320 million dollars to build the Deep Tunnel through Kenilworth Corridor. We disagree with that number. There are, they have not done the study number one, if you, they are saying the cost to do relocate through St. Louis Park of \$220 million. We believe we can get the Deep Bore Tunnel built for between 200 and 260 million dollars. Or even close to 200 million dollar deep tunnel combination with the shallow tunnel. So there are ways to make it a win-win for Minneapolis and St. Louis Park. Also the Star Tribune and other originations are saying it is about money and politicians, political stance, talking to the Governor. It is not. If you look at the demographics of the people who are fighting to keep the Deep Tunnel and to preserve the Kenilworth Corridor, along with the bike trails and preserve the houses....Lost what I was saying. What was I saying? Demographic, thank you. There is yes, Kenilworth Corridor, you think Kenwood. We are not Kenwood, we are Cedar, Minneapolis, if you look at the demographics, income, we are not high income there. You just, there is a lot of rich people, there is not. And we are not talking about a Kenilworth Corridor, we are talking about the 300 million people that use Kenilworth Corridor. I mean they call it a park. St. Louis Park doesn't want a berm, we don't disagree. I have been trying to get St. Louis Park and other organizations to a win-win solution. To work together to get the Deep Tunnel build and keep the freight out of St. Louis Park. If anybody is in agreement to keep the freight out of St. Louis Park come work with me because we are fighting for that to, for the Deep Tunnel. If you want more information, to contact me it is Stuart Chazin, or it is Kenilworth...just do it Stuart Chazin at the Chazin Group and I will get you more information and number of how we think the light rail, the deep tunnel can be build closer to 200 million dollars.

Verbal Comment 23

Sherman Kirkim from Minneapolis. The park north of Cedar Lake was bought by citizens, some of them lived around that area and given to the Park Board. It is very hard to think about giving up park land in a Metro area like this. We just don't get a chance, we had a chance to buy that land and give it to the Park Board, we should not give up park land easily. People that make light of taking a different bicycle path, look there should not be a rerouting of freight rail, the people of St. Louis Park should not put up with it. They should jump on the Deep Bore Tunnel, spend the \$150 million and you get a big chunk of park land and you have Minneapolis and St. Louis Park pulling together. Ya it is going to cost you some money. About a quarter of what the Vikings Stadium and I never go to Vikings game, I like watching on the TV. But look cost money, save the park land, don't move the freight rail, help Minneapolis come on board. Let's get this guys to look at the alternative of the Deep Bore Tunnel. Thank you.

Verbal Comment 24

Thank you, my name is Wendy Skinner and I am a pretty long time, since 1965 resident of St. Louis Park. For all the public officials I would say please be brave, be courageous, get a backbone, and in this process from what I am hearing tonight, number one is the reroute a viable option or not a viable option per engineering standards. That is one thing that I would like to see from now on. Secondly, why are even here tonight? I thought it was because of some non-verbal agreement over a decade ago. That no one can come up with written proof of and now, but, now it doesn't seem to be on the table and frankly I don't think it should. But why are we even considering a reroute when, even if it is viable in St. Louis Park, when the more obviously viable solution would be through Kenwood. I have to agree to disagree, I really grateful for the last plan was for the shallow tunnel because Hennepin County's funding for this belongs to all of us. I don't think other transportation projects should be compromised. I think doing a shallow tunnel is a hug compromise, versus doing what I prefer, but I am willing to give to do collocation on the surface. So I just thank everyone for being here.

Verbal Comment 39

My name is Kathryn Kottke and it occurs to me listening to everybody that even Minneapolis thinks this reroute shouldn't happen. So I want to go back to the other question, I can think of a thousand things that we should consider in the scope of rerouting the train, but nobody thinks the reroute should happen so I think elected officials should take it off of the table. We shouldn't be talking about the reroute anymore.

Verbal Comment 40

Hello, my name is Chris Caspart, I wasn't planning on speaking tonight. I'm now living in Golden Valley and I want to let you know that this gentleman had a great idea over here. First of all I just want to explain I believe in co-location not relocation. Second, the bike trail, right along Cedar Lake is public property, those houses, it's inaccessible to us, the public, Cedar Lake is. If we had a bike lane going on along that way in front of those bigger houses we would now have access to Cedar Lake, the public would. We would have greater options to do fun things on water or on the bike trail. And I think that's a great idea, that would really make way for more co-location and a minimal strip to get it off that way. Not very far away and more scenic. It's a win-win. Thank you.

Verbal Comment 42

Jersey, St. Louis Park. Community impacts, question number three, what do you think St. Louis Park would need for this reroute. I don't even think that's a question they shouldn't be talking about a reroute. Thirty years planning this thing, at the last minute come up with we're going to cut these trains through your city. If St. Louis Park gets the reroute I vote the City Council says the hell with the LRT.

Verbal Comment 49

Hi, my name is Frank, three points, I haven't heard anybody suggest in anyway and this includes the Minneapolis folks, that the relocate would be a good idea. I haven't heard anyone say that. Number two, I'm a cyclist, as far as I'm concerned my position has been addressed a number of times, elevate the bike trail that creates room. And my third point is I think we should hire all those people who worked on Chris Christie's team in New Jersey they can help us.

Verbal Comment 50

My name is Renee Beltrand. I live in St. Louis Park. I ride the bus everyday to downtown Minneapolis and riding the bus is great. I couldn't agree more that rerouting freight track into St. Louis Park should be off the table completely, it's absurd to think of putting a two-story berm cutting through the middle of our city. It's not safe for our children. It's not safe for our adults. It's not safe. I really like the comments from the woman from Eden Prairie about whether this is necessary and I keep hearing allusions to we need to be big city transport. I lived in Boston for almost twenty years, both in the city and in the suburbs, and it's not a straight comparison. We can't say that light rail is the same thing, it's multi layered in Boston. There are local buses, there are express buses, there is subway some of which comes above ground and turns into what you might call light rail, and there's commuter rail which runs on heavy rail shares the same track as freight and commuter rail takes people from the far reaches of the suburbs and exurbs and takes them only during rush hour times downtown. It doesn't need to run constantly like our light rail line going to the airport runs constantly because people are always going to the airport. But most people start work at approximately the same time, most people leave work at approximately the same time. And I completely appreciate that north Minneapolis needs more service. There's Southwest buses that the woman from Eden Prairie rides, why aren't there north buses that people in north Minneapolis can ride in comfort downtown that go express from a limited number of spots and then express downtown? Is that happening, do they have wifi access like the Lakeville buses have, where can we put our money instead of boring a tunnel that might potentially run our lakes? How much, if we spread that around to buses, how much would that help? Are there other solutions and I would really like to hear people talking about Uptown more cause there's high density, people are moving back into the city and that's where the population concentration is, those are the people that need the services.

Verbal Comment 58

My name is Henry and I live in St. Louis Park and an option on the reroute which ties directly into what has just been said, an option that has been taken off the table, is I just can't help thinking why has there been no consideration to rerouting the freight back to the Midtown Greenway, its original route. All it needs is a bridge over Hiawatha everything else is there.

Primary Comment: LRT Alignment, Ridership or Mode – 18 Comments

Comment 006

Jan. 9, 2014

Please seriously re-evaluate ALIGNMENT 3C, The route through Uptown and North towards downtown. While it would cost more it would have more value, as it would serve more riders. And, it would obviate the need for the proposed \$60 million streetcar.

Comment 008

1-9-14

1. Deep tunnel LRT, leave freight rail as is with a 10 mph speed limit.
2. Move LRT through Uptown, eat street, Mpls. Convention center, Royalston then Interchange.
3. Pause SW-LRT, elevate the importance of Bottineau LRT in place of Southwest LRT

Comment 027

9 January 2014

I have been convinced! We don't need the Southwest LRT at all. Take better care of our bus routes.

Comment 028

1/9/14

Would not building either route not solve all issues & save \$1.5B? The existing SW Bus system is faster & far cheaper (already exists). Bus is more flexible. We do not need this LRT!

Comment 030

Jan 9 2014

Overall I heard very eloquent speeches from many sides. What does come out is, this is a very very expensive project (and getting more & more expensive) with expenses rising more and more every minute literally. And it seems that there is no demonstrable need for the transit corridor itself. The population projections of Met Council are at serious odds with other more scientific projections. The nature of this area is density here will never support fixed guide way transit.

Comment 035

January 9 – 2014

SW LRT should go back to the drawing board. Route the LRT to where people already cluster think Nicollet Av. Make mass transit effective, and flexible. Bad plan. Start over.

Comment 041

1-9-14

I use public transportation every day to get to work in downtown Mpls. I agree with the comments made by the woman from Eden Prairie when she said that the SWLRT will not improve her commute. It would definitely slow my current commute down. The Met Council needs to step back and look at other options for a new LPA before moving further to destroy the lake areas and/or the City of St. Louis Park. I'm not against public transportation but a more layered approach would likely better serve the ridership. What about using a 394 corridor for LRT? What about Uptown?

Comment 045

9 January 2014

The purpose of a transportation system is to move people from where they are to where they want to go. The planned route does a good job running to destinations. It needs to do a better job reaching those who wish to travel. The Central Route, with the extension to Royalston Station who supply for more riders than Kenilworth. So would the Central Route through Nicollet Mall.

Comment 056

1/9/14

1. The route should be located in the population density! The population demographics is growing in the city of Mpls NOT the suburbs! Think about the future not the past! Neither SLP reroute or collocation is the right option!
2. It is appalling that the two communities were pitted against each other.

Verbal Comment 11

I rise to speak on behalf of Minnesota nice. I am from West Calhoun and I would like you to know that the main concern on the Minneapolis side of this has never been the freight rail and getting the freight rail out of there. There has been a lot more concern, from my experience of it all, about how many trains, how many light rail trains a day would come through a day, very close to houses and how safe is access going to be to the West Lake Station when you have people having to come in from so many different directions. So I think there has been more contentiousness between St. Louis Park and Minneapolis then there needs to be. Ok. So let's be nice. Thanks you. But let's also say what we think.

Verbal Comment 13

Hi my name is Dick Magreeno. I am a little nervous. I used to live in St. Louis Park, I live in Minneapolis now. I have a quick and easy suggestions that we can do going forward. My friend and I actually took the bus to this meeting and the bus stop out in front of this building is not shoveled. There is about a foot ½ of snow and a soil ice bank out there. I think it is a little disappointing that we, like the entire line that we are talking about right now, we did not considered actual transit users when planning it and so I hope moving forward that is something that we can do.

Verbal Comment 15

I think my response comes more to your first question, what would we like to see. I would like to see that we go back the LPA and look for different alignment through the Kenilworth Corridor for the LRT and I think that as long as we are taking a step back, I definitely think this is the time to do that. There are very few riders that will get one in Minneapolis, so it is not the best route. Mayor Rybak, at the time he voted for it, only voted for it because he said that he thought the freight rail would be moved. So in light of that, I prefer actually we go back to the LPA and we start over and we go through a much more populace area of Minneapolis so we can really capitalize on as many possible riders who can ride this line and makes this line a success. Thank you.

Verbal Comment 28

Hi my name is Margaret and I live in Minneapolis and I have been going to these meetings for a long time. Ever since the Met Council got involved I have been to all the meetings and at every single meeting there has also been short of a ground swell of support, saying don't, go back to the drawing board and don't put this the Southwest Light Rail through the Kenilworth Corridor. No one has listened to that. When I look at the comparison in this document that was handed out, it say the only good reason for rerouting it would be ridership. Well I thought that was the point of public transit. I don't know what I am missing on that. The freight rail reroute, I don't think anyone in Minneapolis is in favor of it. I think it is a red herring and the reason that there are no engineering studies have been done is that nobody means to do this. This is just a way of making sure that there, everybody should agree that it all should go through the Kenilworth Corridor. So I think that is what is going on.

Verbal Comment 31

Good evening, my name is George. I live in Minneapolis. I became involved in this issue in 1985 when I purchased property adjacent to the Kenilworth freight rail line. All the way along this process has been driven by Eden Prairie and the business interests out there that want to develop along the line. Route 1A that was studied was to cost 864 million dollars, in 2006 the Bear Path community, the gated community in Eden Prairie, single family residential just like us, said no we don't want it through our residential

area, we want a dog leg to go through by United Healthcare and Mitchell Road and everything else out there. So the decision makers said ok we'll add 300 million to the cost. So the project went from 900 million to 1.2 billion. Now we have a shallow tunnel on the table for 1.5 billion, I'm ok with that except your destroying a corridor that is irreplaceable. All throughout our region, you Met Council members know it, we are trying to preserve these corridors, whether it's the river first corridor in Minneapolis, the lid over 94 in on 26th Avenue North, the lid over Lake Street, there's many new trails the Met Council is putting in all over the region. We need to preserve the open space for future generations. The difference in cost between the shallow tunnel and deep tunnel is approximately 150 million dollars. The state of Minnesota cost is ten percent of that, fifteen million dollars. The Hennepin County cost of that difference, the 150 million dollars is ten percent, fifteen million dollars. The County Improvement Transit Board, CTIB, they're thirty percent, that's forty-five million dollars. Those figures all include a thirty percent contingency. So Mr. Chazin was right, the numbers are inflated. The contingency money does not need to be spent, it can be given back. You know CTIB, the County Transit Improvement Board complains they don't want to spend so much money on Southwest, that may be true, except how many of you here supported 700 million dollars for a highway bridge over to western Wisconsin that sucks the life blood out of eastern Minnesota and drains our economy. We needed a bridge over the St. Croix but we are all paying that 700 million dollars for that bridge. It's ok for everybody to chip in to do this project correctly and if we can't do this one correctly please continue to push the pause button and elevate the importance of the Bottineau Light Rail line so we can keep our region moving forward. Thank you.

Verbal Comment 34

Hi, I'm Kim Lin Boey from Eden Prairie, Minnesota. In all this planning I agree with the two gentleman upfront we need to consider the actual transit user. Here we are with all this heartbreak over reroutes, berms, and tunnels and all the cost of it. And I wonder how many of us in the room are actual regular public transport users and how many would truly use the Southwest Light Rail line. I live in Eden Prairie and I work downtown Minneapolis. I use public transit every day, I ride Southwest Transit bus service. The county has put in a lot of effort to creating bus rapid transit. I'm not convinced that we really need Southwest Light Rail. It's an inflexible option, extremely expensive. If people stop going to the suburbs to live and they don't all work in downtown, I don't see what point of Southwest transit is. We're projecting out to 2030 2040 2050 and we don't know if this solution is what is called for in the future. As a Southwest Transit bus rider it takes me 35 minutes to ride in rush hour traffic from Eden Prairie Southwest Station right by the mall and it drops me off one block away from my office downtown. Looking at the light rail plans, first of all there's seventeen stops, suppose the bus stops for one minute at every stop that's seventeen minutes that I would be sitting doing nothing, no moving forward, how is this helping me. It further drops me off at Target Field. Downtown is several blocks long it's not just at Target Field. I would be adding a ten minute walk at the beginning and end of my commute downtown. And you know with everybody in the Southwest area that rides the bus, walking that extra commute, we would be flooding the skyways. So I just don't see this is really helpful. It's not going to improve my commute at all. So why are we building it. Is it just so we can have a fancy train system and say we have a fancy train system. You know if you're retired and live in Minneapolis are you really going to be taking the train out to Eden Prairie. What's the point. This is mainly about commuters. I totally agree that congestion is a problem and that it's something we need to look at. I'm not opposed to public transport per se. But when we've already spent money and time and effort putting together these other systems that are working quite well, why do we need to then pour in all the money and effort, have all this

heartbreak and have communities pit one against the other to put in a completely in flexible solution that we can't fix later on.

Verbal Comment 47

Hi, my name is Tom Pearson, I've lived in St. Louis Park for about thirty years and I am a liberal. That's right. Liberal's love big government investment in infrastructure projects that will benefit the masses right. And light rail in particular represents all things good and green and righteous, but after being to several of these meetings and considering several bad options we're being asked to choose from, I must say my light rail fever is cured. I just don't believe it anymore that this is necessarily the best mass transit solution for our city. I really liked what the young lady from Eden Prairie said, the bus rider, she's the people we should be listening to right now. Thank you.

Verbal Comment 48

I'm Susu, I'm from Bryn Mawr neighborhood. I think that we have a lot in common by saying this is not a good plan and there's lots of reasons tunnels, and bike trails, and trees and so on, but a really interesting fact that maybe hasn't been talked about is the fact that people are moving back into the city. There is no longer this exodus out of the core, it's apparently now a fact that now as we've seen this climb back into the city for about twenty years. So the statistics are coming in, this is an old kind of plan, but the new reality is, you know, they're going to rip out the freeways from the central city's corridors and put in residential stuff. So maybe we should think kind of forward instead of backwards.

Verbal Comment 56

My name is Patty Schmitz and I live in Minneapolis and my comment is just partly around the choice of this alignment through the city it really would have never been chosen had the city of Minneapolis believed that the freight was going to continue in the corridor. And in following up to what this individual said talking about his fear about the freight trains crashing on to homes and what not, we've got it in that corridor ten-twelve feet from homes, so I am totally sympathetic to it. And what seems clear to me is that the Southwest Light Rail alignment hasn't been built, I know it has been planned and money has been spent. But it hasn't been built, it completely skips dense areas in the city and so I don't want the freight to be rerouted in St. Louis Park but I do want consideration of a different alignment from point to point.

Primary Comment: General Project Support – 11 Comments

Comment 001

1-9-14

Move forward with light rail. I'm tired of hearing wealthy white People raise such first world problems (sometimes under the guise of important issues that the studies have addressed) in opposition to this plan that will help alleviate the embarrassing degree of concentrated poverty that exists in the TC. Help a brother out!

Comment 011

I support he preferred alignment let's get this built NOW

Comment 34

1/9/2014

Do not make this a political decision. You must have the Southwest LRT be created for the future of the Twin Cities. Do it safely, do it w/transparency. Do it in a timely manner!

Comment 046

1/9/14

Keep moving forward with the project it is important and very much needed.

Comment 061

THURSDAY

SWLRT = GREAT!

FREIGHT TRAINS=GREAT!

SAFETY-GREAT

BIKE TRAIL – BEND IT!

Verbal Comment 09

Hello, my name is Rod Berg. I have a townhouse right, that backs up to the Greenway and I am an avid cyclist. So I want to bring those two points of view here. I think if we, if we look at this route and if we had enough space in the existing plan to have everything in the Kenilworth Corridor, freight rail tracks, two LRT tracks and a biking, hiking, walking path then we wouldn't be having these meetings. It would be a non-issue. But the reason we are here is that in the Kenilworth Corridor there are some pinch points that don't allow all those four paths to coexist. So as a cyclist and as someone who would like to see this built sooner rather than later for a reasonable amount of money. I don't see why we can't elevate the bike path in those areas where the pinch points, for a modest amount of money. As a cyclist, I have no issue with it. So let's do that and get this thing done now, instead of 200 million, \$300 million. Not only is the cost more but the amount of disruption and time and construction noise and dust is going to be horrible. So let's elevate the path like we did at the Sabo bridge. It will be great. Thank you.

Verbal Comment 17

Hi, I am Aaron and I am from Minneapolis and I also site on the CAC for this line. Part of what I have been doing, in addition to reading all of these reports and stuff, is actually talking to a lot of people and I want, people are taking about the global view of this, I want to address that as well. In talking to a lot of people I have heard them say, on one side or the other, it is either, we need to route it in the other guys place or we don't need light rail at all. And I just want to say to people that are possibly thinking that way that this isn't a choice between the light rail and having things the way they are now. It is between having the light rail for perhaps 4 million people that will be living here in 2050 and being able to, to have a city that is actually livable. You know, we were, we got fresh start money from Feds, we are the tops of their priority list and we are in a situation now where we need to move this and I want to see the elected official get behind this. I also want to see, I would prefer, not like I am telling you what to do, it would be my preference that we all get behind this and solve this issue in a way that gets it done before the Feds lose patience with us.

Verbal Comment 26

My name is George Carlson, I live in Minneapolis. I used to live in Eden Prairie at the other end of the line. I live near Downtown now and I just want to put in the plug for the line. I think we really need it. It is immensely important to the Twin Cities' future and the State of Minnesota's future. But what I really want to address is the bike paths. The fellow back there had it right, we can move those bike paths around so that we are not interfering with the Kenilworth Corridor at all by raising them up. I would say we could go along the eastern shore of Cedar Lake. Apparently according to an article in the Minneapolis Star Tribune a month or so ago, the land in front of the houses on Cedar Lake is actually park land. We could put the bike path right along Cedar Lake all the way down to Cedar Lake parkway and then we could go along the streets from there down to where we intersect the Greenway and the rest of the route out to St. Louis Park and so on. I am against rerouting the freight that sounds like a real boondoggle and I know everyone here is against it and I am against it too. I am against spending money on tunnels because I don't think we need to spend money on tunnels. Anybody who says that it is just a little bit and so one well we are talking about this \$200 million for a Deep Bore Tunnel, that is what the proponents say, other have said \$320 million and back last summer they were saying \$400 million. I wrote a letter to the new paper last summer and it said this is like a Viking Stadium without any fans, we are going to spend the same amount of money as we did for the Viking Stadium just to put a tunnel to appease a few people who live on a railroad Right of Way that is not that much of park land, just a way for bikers to get through. There is not as many people walking there. I think the Met Council should look at what the bikers really want and I have read every article on this for the last year and I have read all the comments on Star Tribune.com and virtually all the bikers that have comments have said the same thing I am saying and what the fellow there has been saying, just give a way to get through there, we don't have to have a big wide thoroughfare for bikes, we can go through city streets, maybe put a bridge here or there. It will be alright. Don't blame the bicyclists for spending \$300, \$400, \$500 million dollars.

Verbal Comment 27

Hi, my name is Cindy. I live in St. Louis Park and we have lived here, I don't even know how long, a long time. Anyway, what I would like to say to the elected officials is don't give up on this. You are hearing don't put it here, don't put it there, don't do it this way, don't do it this way. Do it. Just please do it. In all our travels, every good city has good mass transit system and we don't. And our highways are clogged and our, if I want to get around I have to drive. I don't want to have to drive everywhere I want to go. I want to be able to hop of the train and go. Like I can any other big city in this country. So please don't give up elected officials. I don't know how you are going to do it, just do it. Thanks.

Verbal Comment 36

Hi, my name is Vicki. I live in north Minneapolis and if I had a button or a sign to hold up tonight it would say you can't get there from here. We are the ridership, my neighborhood we have a twenty-two percent unemployment rate. We are transit dependant, we need this line, we need to get to jobs, we need to get to educational opportunities. I really hope everybody can get together and come up with a solution. We need to move this forward now.

Verbal Comment 45

Hi, can you hear me, my name is Jerry Johnson from St. Paul. Going back to metrics, geometrics, let me say something positive. What you have here in the southwest corridor is a geometric diagonal, 100 to 200 foot clear Right of Way that goes well through the suburbs. It begs to be a transportation corridor,

it's what it has been and a recreational corridor and it's what it should be. Don't mess it up, the prevailing transportation network in this entire part of town is an east-west north-south square grid. And this cuts right through it, it holds so much potential that it's kind of sad to see this thing languish for as long as it has. Whatever you all plan to do with it. Second, metrics, economics are metrics, of all the things that have been done and undone in this entire process it seems to me that the Met Council not only owes every decision maker, transportation decision maker in this entire area the same deep dive analysis of some of the low cost at-grade co-location options that have been talked about and presented. I think the Met Council owes everybody in this room and everybody in these communities the same deep dive, as uncomfortable as those numbers may end up being. So, step back, pick one of those lower cost co-location options and let's see how it stacks up and compares to some of these tunnels and what not. Then let's give area decision makers the opportunity to allocate the funds and allocate the differentials the way they see fit. Third, in terms of process, this all begs for a more agile and more comprehensive transportation planning process. This appears to have gone on for five years. In the mean time there are other options that deserve to be moved along with the same intensity and the same depth as co-location versus relocation. Because if it had, you've heard all sorts of options that are probably very viable and if you are that much closer to turning shovels and to going to the Feds and wherever for money I think you'd be better off and I think this meeting would have been had three or four years ago. Finally, when it comes to the tunnels, don't take chances with the lakes. I have to believe just about everyone in this room would one of the worst possible things you could do is to somehow screw up the lakes around here by undertaking a civil engineering project. Personally, I suspect if the Minneapolis St. Louis Railroad, when they built their infrastructure in this part of town a hundred years ago, they didn't screw up Cedar Lake or Lake of the Isles, it's hard to believe anybody else could with a tunnel but why take the risk.

Primary Comment: Freight Rail Community Cohesion and School Impacts – 8 Comments

Comment 012

1/9/2014

- The figures are a little unclear because they do not include a legend to help the reader understand which option is what.
- Is the route alternative that goes by the High School off the table?

Comment 021

How many home & businesses will be affected if freight is moved to SLP route?

How many homes will be lost if they co locate?

Comment 023

1-9-14

I wasn't called on to speak in the meeting, but I'd like to use this comment card as an opportunity to speak to the interconnectedness of the neighborhoods on neither side of the tracks in St. Louis Park. We live 1 block from the tracks and have 3 school-aged children. Our children – and others – are constantly crossing the tracks to go to friends' houses, McDonalds, and even school. Because the train traffic is minimal, this is a neighborhood that is very connected across the tracks. The thought of a 2-story berm

cutting through our neighborhood is appalling. It would literally and socially divide our community. Please do not consider re-routing the freight traffic through St. Louis Park.
Thank you,

Verbal Comment 19

Good evening everyone. My name is Kelly and I am a St. Louis Park resident. I just want to say that, start off by saying that I am so frustrated that we keep having these conversations. I feel that as a St. Louis Park resident I have not been heard, even though I spoke up at these meeting because we keep having these conversations. To have people lose their homes and business that they have work so hard for to save ground water or to not have a cyclist have to go somewhere else. I cycle on that trail all the time, it is ok, I am fine with going somewhere else with my bike. It sounds like we can have all three in the same place anyways, like we were about to vote on and have before Governor Dayton stepped in and rerouted our decision. I would also like to say that from our elected officials, I have emailed pretty much everyone. I have called, I am borderline harassing some people I would have to say. For those that have responded, thank you, it does mean a lot to have a response. To Governor Dayton's Office if there is anyone from his office here. I have emailed several times, requested the response, haven't heard anything from him, justifying why he made his decision. What I have heard in his press releases it just a bunch of bull in my opinion and I would like an honest response. I have also email Rybak's office several time and while I understand that he is no longer the Mayor, it is still an issues that deserve a response. So from our elected officials I would like to hear your actual honest opinions that mean something and actually listen to us and respond back to us because we do matter. One other point in terms of the first question, I haven't seen a study that takes into account the homes and businesses, the values and the loss of tax payer base because I am a young professional. I have options where to move and I don't have children in the school system yet. But that is a big consideration for me in the next five years of my life. If it means sending my kids to schools with freight rail traffic next to it and I have other options, I am probably going to chose that other options and so St. Louis Park is going to start losing taxpaying dollars and citizens that obey the laws and contribute positively to society.

Verbal Comment 22

Hi, I am also a resident of St. Louis Park. I just want to make a comment first because this has to do with elected and, but just appointed officials and this has been a very contentious issue and we all know that. I am going to say something that is probably not very popular. We need this Metropolitan Council, the reason I say this, I used to work at the Governor's Office back in the 90s. And I can't tell you how many times I had to take a call or listen to someone talk about how these people are not elected, we need to get rid of them. And I fully understand that we live in a democracy and we want our voices heard and we want to have people accountable for that and the Council is really only accountable to the Governor. So but, on the same hand if you try to image the Twin Cities in trying to do especially transportation planning, without having a body to oversee that all together. Could you image, the Twin Cities really is a collection of small towns when you think about it. It is not like other metro areas around the nation with a hug, one city and some little suburbs around the ring. This is a collection of little cities and you have to have Metropolitan Council that can plan those things and be somewhat independent of what the politicians are saying. So that is my little defense of the Metropolitan Council. Now, having said that the Metropolitan Council and the Governor's Office needs to hear from the community on this issue. This is a part of it, this whole discussion is a part of that. I am just going to repeat something that has been brought up many times, this 20 foot high berm thing that is going to go through St. Louis Park because I

see that as physically, emotionally, economically as a device thing that is going to split St. Louis Park in two. Like a Berlin Wall and since we are talking about politics I am just going to say it: ich bin ein St. Louis Parker. (Translation: I am a St. Louis Parker)

Verbal Comment 29

Hi, I am Angela, 12 year resident of St. Louis Park. This feels like deja vu, I have been at this meetings countless times, I have been in this room about this countless times. But I am going to say it again. I am here as a parent of a 10 year old child. There is all this talk, think about the future, think about the future, yes. That is what I am thinking about, that is what I am talking about. The future of St. Louis Park and I would like to know how many people are going to move to a city where there is a freight trail through the football stadium? How many people? Come on move to St. Louis Park, you can have a train go right through your football field, or we will put it up on a berm next to the kids here. That would be great. Or are you going to move away right? If we want to have people move into St. Louis Park and have it be a livable city we have to have good schools. We have to have school that people want to come to and right now I think St. Louis Park has a great academic reputation. Please don't put a freight train though our school. Really, it doesn't make sense.

Verbal Comment 35

I think the most important metric has already been talked about tonight which is the quality of life one. This is the, our little area here is the only area that the Metro Council has shifted a cannon towards and said we're going to destroy you for the good of the Twin Cities. And we said we need a Metro Council to make these decisions, the reason we want to have local input is that we don't want to be destroyed. We don't want to be the one at the mouth of the cannon. It's absolutely insane to rip a big rail line, it's not like we're giving up our city for some modern improvement, we're giving up our city to put 1930s technology through it to have trains rumble by. And we're just sort of the fall guy in this and the reason people resent the Met Council here is that we feel like we've been targeted to be destroyed for the good of the area. It's like that Vietnam city that we said we had to destroy it to save it. I don't think anybody here is against the idea of transportation but that it's a foregone conclusion and the only way to do that is to rip our city in half is what everybody resents. We need a solution that doesn't tear down forty some homes, that rips a big gash through this city. We have to not leap into this, the fellow over there saying there's Federal money we need it now we have to rip your city apart in order to get moving. This is just an unviable situation everybody thinks and having it done to us is the reason we want to have local uprising and not a Met Council steamroller.

Verbal Comment 46

My name is Lee Nelson and I am the parent of four children who are currently in the St. Louis Park school district. One of the things when we're talking about metrics that I'm concerned about, I have three children that are going to be attending and are attending PSI, their playground will be removed for the reroute of the freight and when I was driving today with my son in the car and I told him I was going to another light rail meeting he asked are they going to take my playground away. What is our answer for the children's playground system and their safety. They are children and this is part of our community. The people who live in St. Louis Park have invested and made the commitment to want to stay in this community and watch it grow and raise their children and it has been left up to St. Louis Park as far as my understanding is that the school district and the city itself is to be responsible for wherever our children are going to play or have recess or have outdoor activities and of course not to mention the

berm you know that will be outside of their school and the impact of a derailment. As our community wants to have its integrity and keep growing and thriving into the future, our children and their school system is the future. And to have a train run constantly and continually between the high school and PSI is unacceptable. People will be leaving our community and our community will no longer thrive because they will not want to make that commitment. St. Louis Park passed three referendums during our voting season this year and most people do not have children that go to the schools in this community anymore but they think that paying tax payer money to help improve our schools and keep people staying in the system and to have our children have the education is worth it and we need to say that a reroute through St. Louis Park is unacceptable at this point.

Primary Comment: Environmental Impact Statements – 5 Comments

Comment 020

JAN 9

I SEE THAT THERE IS PLENTY OF ATTENTION BEING PAID TO THE ENVIRONMENTAL IMPACTS OF THE FREIGHT OVER THE WATER IN THE KENILWORTH COORIDOR. HAS THE SAME AMOUNT OF CONERN BEEN PAID TO THE NOISE THROUGH A REROUTE IN SLP? PUTTING THE TRAIN ON BERMS WOULD ALLOW THE SOUND TO CARRY THROUGHOUT SLP. SOUND WALLS WOULD NOT BE AN OPTION AS IT WOULD IN KENILWORTH.

Comment 024

Comments

1. Will SWLRT accomplish the goal of decreasing congestion.
2. How long will we have to subsidize.
3. Will enough people use it?
4. Are there hidden agenda in play? A rumor – that Henn Co Commissioner G. Dorfman wanted to use the re-route to accomplish ‘sub standard’ housing for homeless and section 8 housing.
5. Since we have had prior meetings – is this a pretend meeting to pretend we are being heard?
6. If light rail goes down how would you efficiently transport people in a non-[illegible] corridor

Comment 036

1/7/14

I want to see a study on vibrations through St. Louis Park. Right now I live at Sungate West where my townhome lost 30% property value due to this reroute study. We have the MN&S line coming through our area which has caused property damage with some of our garages cracking foundation. Now this reroute line/freight will be several feet closer to our homes with a 9 foot berm outside my door will impact the stability of my home. I propose you buy out all 48 units of Sungate West where I live because we won't be able to live here anymore.

Verbal Comment 16

Thanks. I am Bill Comrardy and I am from Minneapolis. One thing, I brought this up in our meet on Tuesday when I was in Minneapolis. I believe that climate change is a real thing and I so believe peak oil is a real thing and I would like to have those consideration a part of any, any infrastructure project. I think in our area we have Met Council as a regional body that can help with that on the scale that we

need to look at this things, which is regional and is 50 or 100 year considerations. If people aren't understanding what the consideration of peak oil is, we might look at this plan right now and say, we got 4.00 dollar a gallon gas. What would 8.00 dollar a gallon or 12.00 dollar a gallon gas do to this plan?

Verbal Comment 41

Hi my name is Dick Adair. I live near the Kenilworth Corridor in Minneapolis and I have grand children, a first grader and a third grader, at PSI elementary school next to where the berms would go. So it's easy for me to see this from both sides. I'm speaking tonight for a group of people who can't be here because they haven't been born yet. Our children, grandchildren and great grandchildren. The metric I would ask, that I have heard several people say we don't need the Southwest Light Rail line, I would like to ask for information about two metrics. If we don't build this line how many extra individual automobile commutes will result and what is the effect of that on global warming and what is the effect of that on the average commute time for people getting to school or work in the Twin Cities let say forty years from now. Thank you.

Primary Comment: Town Hall Community Meeting Specific – 4 Comments

Comment 015

1-9-14

1. Have meetings in bigger rooms one in which people can sit 2. Have meetings that are held on the main floor so old people or disabled people can get to the room or have signs that show where the elevator is. 3. Put the TC&W tracks back on the Mid Town Greenway where they came from 4. Do not build the Southwest LRT and save money options. No one has heard how my neighbor can't sell their home due to all the publicity around the reroute or how my neighbor's 10 year old Labrador retriever was killed feet from his home when he was hit by the train a few months ago or how my home shakes & vibrates every time the train goes by & it goes by all hours of the day, as late as midnight. My neighbors are all impacted by LRT but some cannot attend the meetings or some think they won't be affected. Please put more effort into finding out the true impact of any option through SLP. Please include mitigation which has never been brought up to date. I'm glad to hear high school students speak up. My daughter graduated just last year, another huge safety impact to our schools, community & kids.

Comment 018

1-9-2014

THE MEETING SPACE WASN'T BIG ENOUGH.
I AM OPPOSED TO ANY REROUTE.
THE MET COUNCIL APPEAR TO HAVE BEEN COMPROMISED BY GOV DAYTON & THE KENWOOD PEOPLE.

Comment 019

1/9/14

NOT A VERY ORGANIZED MEETING THE FIRST WAS WASTED ON NOTHING

Verbal Comment 57

My name is David Lott and I live in the Birchwood neighborhood and I just want to say that I think you did a pretty good job facilitating this, this is a pretty contentious issue for our community. I'm curious based on what you've heard here tonight if you don't think it might be helpful to facilitate one of the Met Council members talking about why some of the other possible routes aren't on the table and the reroute is?

[Facilitator]- first of all we have about five minutes remaining so that's challenging in and of itself, [Member of the public- we want an answer] ok, tonight was really about hearing from you and that doesn't mean that, first of all I don't have the answers. That doesn't mean we don't want to answer those questions. I think a better way to think about this is to think about the meetings after the reports come out and to be thinking about ways to design those meetings such that we can have some Q&A and have that interaction and get feedback in a different way.

[Member of the public]- Potentially can we have that going forward which we haven't had with the Met Council that would be fantastic.

[Member of the public]- We got Met Council here, I'm willing to stay

[Crowd] [Multiple people speaking]

[Member of the public]- How about some accountability here?

[Facilitator]- I don't think it's something that we can do tonight but it is something we will take into account and that feedback we will take into account.

[Crowd] [Multiple people speaking]

[Member of the public] This is your one chance to you know bring some transparency, honesty and that what were asking. So many people in this room want that question answered, we got the Met Council here, how long can answering that question take.

[Crowd] [Multiple people speaking]

Primary Comment: Water Resources, Vegetation, Greenscaping – 2 Comments

Comment 017

1-9-14

I don't see any information about the construction process itself (for the proposed shallow tunnels) e.g.: Where will the material that is removed for the tunnels be put? Will there be a steady stream of heavy trucks through the Lakes neighborhood? Will there be some relocation of the biking/walking trails during construction? Will access to East Cedar Lake Beach and the park be cut off for the duration? Right now, there is very heavy usage of 21st Street for access, particularly in the summer. And what about

impacts to the wildlife in the park and along the trails? We walk those daily year-round and frequently see deer, fox, wild turkeys and much more.
Further, post re-construction, who will be responsible for maintain (watering, mowing, etc.) as the area regenerates into a park? Although, we might point out that it's now an urban woodland, rather than a park.

Comment 039

Jan 9, 2014

THE MET COUNCIL ENGINEERS AND STAFF ARE STUDYING THE INPACT OF THE SHALLOW TUNNEL ON WATER QUALITY AND ON THE IMPACT OF THIS DESIGN ON THE CALHOUN ISLES TOWERS & PARKING LOT. THESE STUDIES ARE TO BE APPLAUDED THESE STUDIES MUST BE DONE IN AN ABOVE BOARD MANNER. ALL CONCERNS MUST BE BROUGHT FORTH. ASSUMING THAT NO INSURMOUNTABLE PROBLEMS ARE DISCOVERED, THE SHALLOW TUNNEL OPTION SHOULD BE APPROVED, WITH THE QUALIFIER THAT AN ENCLOSED BRIDGE BE BUILT OVER THE KENNILWORTH CHANNEL.

Primary Comment: Other – 1 Comment

Verbal Comment 55

I thought of something during the meeting as the 16 year old older man over there spoke. And it reminded me of that phrase you hope for the best but you have to prepare for the worst. And it occurred to me that there could be a worst case scenario that some higher ups somewhere are wanting to just kind of push on us and because the language is similar, is everyone aware of the TPP, the Trans Pacific Partnership that the White House really wants to push through this week with what is called Fast Track. The White House could say we're just going to do this fast track and Congress will just get an up or down vote and this is kind of being slipped through while people aren't really aware of it. And it could be there's a grand plan. The TPP would up end almost all labor and environmental rules that we've developed in our country over the last two hundred years and corporations could sue local citizens for if we object to something, they could say you have to pay us for possible profits we might lose and a three member tribunal of corporates on a world level would decide everything. And its really a bad plan and so I think a scheme they might have is they want, this would let cheap labor come in from all over the world and and but I'm just saying this is very important and cheap housing they'll need it, even our Somalians in the city need cheap housing and for those campuses out in southwest have a nice theater and people could live closer to those campuses. Call the White House, [Facilitator interrupts] see because there are objections this is kind of related. [Facilitator asks that comments relate specifically to line]