

**\*All comments are recorded verbatim from comment cards and discussion worksheets. No grammatical, word choice, 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 these comments\***

**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!

**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!!

**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.

**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.

**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.

**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.

**007**

1-9-2013

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

**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

**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.

**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. 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.

**011**

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

**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?

**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 long-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.

**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 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.

**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

**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.

**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 21<sup>st</sup> 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.

**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.

**019**

1/9/14

NOT A VERY ORGANIZED MEETING THE FIRST WAS WASTED ON NOTHING

**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.

**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?

**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

**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,

**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

**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 thru the midtown Greenway.

**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)

**027**

9 January 2014

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

**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!

**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.

**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.

**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!!!

**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-

**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?

**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!

**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.

**-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 burm 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.

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!)

038

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

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

2. *For those elected and appointed officials here tonight what do yo expect from them during this process?*

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

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

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

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

Understand why it was "Found" possible 6 months ago

5. *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?*

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

1. *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?*

-Safety -Expense -Quality of life

2. *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?*

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

3. *What do you want decision makers to know generally about the technical issues?*

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

1. *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?*
    - Historically what is the danger of trains running 19' above surrounding terrain.
  2. *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?*
    - Depends on TTL - cost
  3. *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.*
    - Historically, how close are homes that have been damaged, destroyed, or rendered unlivable by prior railroad accidents. Homes within that range must be acquired.
- 
1. *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?*
    - Listen to how much more it will cost them.
  2. *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?*
    - Raises in cost to them will ultimately cost me, the consumers of any freight moved by rail.
- 
1. *The consultant will be looking at the cost of construction, operations and ongoing maintenance. Are there other costs that should be considered?*
    - 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

**039**

Jan 9, 2014

THE MET COUNCIL ENGINEERS AND STAFF ARE STUDYING THE IMPACT 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 KENILWORTH CHANNEL.

**040**

Jan 7, 2014

ASSUMING THAT WATER QUALITY ISSUES AND THE CONCERNS ABOUT THE CALHOUN ISLES 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.

**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?

**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.

**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.

**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.

**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.

**046**

1/9/14

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

**047**

\*VOE to help on future meetings

1/9/2014

1. 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.
2. 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.
3. 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.
4. 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.
5. 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.

**048**

1/9/2014

6. 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.
7. 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.

**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.

**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 1<sup>st</sup> 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.

**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?

**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? HmMMM More ethical issues.

**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 co-locate freight through Mpls.

This discussion should be over with.

**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?

**055**

1/9/14

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

**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.

**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

**058**

THURSDAY

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

**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.

**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.

**061**

THURSDAY  
SWLRT = GREAT!  
FREIGHT TRAINS=GREAT!  
SAFETY-GREAT  
BIKE TRAIL – BEND IT!

**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 9<sup>th</sup>. 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,

**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,

**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