St. Louis Park Railroad Study

BACKGROUND REPORT

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- *Railroad Infrastructure*
- *Current Operations*
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- *NL/Golden Auto Site Redevelopment*
- *Identification of Alternatives*

March, 1999

Prepared By:

RLK
KUUSISTO LTD
EST. 1959

ST. LOUIS PARK
RAILROAD STUDY

Background Report

Prepared for:

The City of St. Louis Park

Richard Koppy, P.E.
Project Manager
RLK Associates, Ltd.

March 1, 1999

RLK KUUSISTO LTD EST. 1959

Engineering · Planning · Surveying · Landscape Architecture

Offices: Hibbing · Minnetonka · St. Paul · Twin Ports

(612) 933-0972 · 6110 Blue Circle Drive · Suite 100 · Minnetonka, MN 55343 · FAX (612) 933-1153

ST. LOUIS PARK RAILROAD STUDY
EXECUTIVE SUMMARY

During the fall of 1998 the City of St. Louis Park retained Richard Koppy, RLK-Kuusisto, Ltd. to manage the railroad study. His assignment was to manage the tasks associated with the ongoing railroad program in St. Louis Park. The tasks that were included in the Scope of Activities were as follows:

- Manage the ongoing activities associated with the railroad program that is described thoroughly in the agreement that was approved in April, 1998;
- Reconnect with potentially affected interests in neighborhoods of St. Louis Park;
- Prepare baseline information regarding the railroads in St. Louis Park and how they relate to the regional transportation needs;
- Review the future of railroad transportation in the St. Louis Park area;
- Determine the economic and physical redevelopment opportunities and constraints of the Golden Auto Site;
- Identify alternatives and preliminary cost estimates – Provide scope of services for an environmental study of the impacts of any proposed railroad improvements.

The primary objective of the City is to reduce the impact of train movement through St. Louis Park. It has been articulated by some of the constituents as minimizing the time that trains spend in the City. Thus, providing efficient through traffic movements is a primary objective. Additionally, the predominant group of affected property owners do not expect to see the train traffic eliminated. The goal of residents that have spoken on the railroad issues is articulated well by the language of the Railroad Task Force, which is a group composed of representatives from each of the neighborhoods:

- It is the intent and goal of the Neighborhood Task Force that all rail traffic within the City run smoothly and efficiently as through traffic. This goal should be accomplished by eliminating all types of switching operations within the City.

Over the past few months, the project manager has reviewed the files of the City and Hennepin County on the railroad situation in St. Louis Park. Significant energy has been expended by city and county officials working toward short-term solutions to mitigate the railroad impacts. Additional information was obtained through the following means:

- Public meetings with the affected residents;
- Questionnaire distributed to residents;
- Questionnaire distributed to business owners/operators;
- Voice mail and E-mail hotlines established for input;
- Newsletter articles;
- Meetings held with governmental agencies and railroad companies.

This report contains background information of data that has been reviewed. It's primary objective is to build a foundation from which the City Council can begin to formulate present and future desires concerning railroad operations.

The Introduction section gives a brief explanation of each section of the report. The Appendix contains several documents and reports that provide additional background on specific topics. Throughout this document, reports and documents are referred to that elaborate on the information contained herein. If the reader wishes to view one of the documents referred to in this report, they are available through the City Manager's office.

Conclusions

Up to this point a tremendous amount of data has been reviewed that represents a great deal of energy expended on this subject by many different people in many different roles. Some involved in government agencies, some representing the railroads, and some representing the neighborhoods and businesses that are directly impacted by the railroads. This report is not intended to serve as a decision document, but rather a background report that organizes the data. Several conclusions are presented in this executive summary. The following conclusions are intended to form a basis for discussion that will ultimately lead to decisions on the direction this community will take regarding railroad operations.

1) Efforts by individuals working on the St. Louis Park railroad issues date back to early 1996. Everyone involved is anxious to develop a plan to deal with the future of rail transportation in St. Louis Park.
2) The basic goal is to develop a plan that minimizes the impacts of railroad operations on the City of St. Louis Park. The fact that the railroad industry is regulated by a federal agency limits the abilities of the local officials, making this a difficult task. The goal then is to search for a common ground where the end result will present a "win-win" solution for everyone. It appears that all the work to date has been gaining momentum and moving in this direction. The problem, however, is complex. It is not complex because it is technologically difficult to comprehend, but rather, due to the number of factors and participants involved. Truly, this is a public – private endeavor that requires a partnership of several entities to achieve the best results.

3) Several neighborhoods have different objectives, but they all have a common goal of minimizing railroad time and noise in the City. In fact, residents of the Kenwood neighborhood in Minneapolis, who are also directly impacted by the outcome of the railroad situation in St. Louis Park, share this objective as well. Additionally, officials of the cities of Hopkins and Minnetonka have joined in this study to review similar problems that these cities are experiencing from the railroad operations.
4) Strong efforts have been made to develop alternatives that create an acceptable co-existence of railroads within the community. Most solutions that have been reviewed by the City Council up to this point have been short-term in nature. When all issues are reviewed, however, long-term considerations also emerge. As Council decides on a short-term procedure, it is recommended they consider the long-term scenarios, as well. Further discussion regarding short and long term options are as follows:

Short-Term Options: 1-6 years in duration, to the year 2005

The options below should be discussed and implemented within the short-term time frame. Alternatives that are selected for implementation in the short-term must be coordinated Hennepin County Environmental Services to become eligible for use of the Environmental Response Fund. It will not be easy to achieve the results to satisfy everyone, but if each option is thoroughly reviewed, an effective action plan can be the result. The options below are explained in detail later in the report with cost estimates:

- Construct a rail connection from the east-west line to the north across the NL/Golden Site without obstructing the future LRT corridor. This corridor may be used for a high-speed bus transit way in the short-term.
- East-west line connection to the south, south of the NL/Golden Site;
- Reconstruction of the interconnect from the north-south Canadian Pacific (CP) and east-west Burlington Northern Railroad (BNSF) tracks;
- Removal of the "wye" in the Oxford/Elmwood area;
- Eliminating blocking operations from residential areas of St. Louis Park;
- Track improvements of the north-south track;
- Close streets with cul-de-sacs at intersections with railroad tracks or install signalized crossing guards;
- Landscaping and berming for noise reduction and aesthetics;
- Soundproofing homes and/or construction of noise walls;
- Acquisition and redevelopment of the NL/Golden site;

In order to provide that the improvements achieve their objectives, an operations agreement between the City and the railroad companies should be prepared and signed. Further research will also be required to determine the effectiveness and feasibility of the noise and vibration mitigation options. A scope of services for an environmental study to answer these questions is included in this report. Material is also provided that will help direct the City to position themselves to enact a future "no whistle blowing" ordinance.

The options should be discussed to determine which could be reasonably funded and completed within the short-term time period. The discussion should result in development of a Railroad Capital Improvement Program with an implementation schedule and funding plan. It will be difficult to find funding for all of the options since the total estimate of the options is greater than $20 million.

Long Term Options: 6-20 years in duration, to the year 2020

As all of the data is reviewed, it becomes apparent that there are many issues beyond those addressed by the list of short-term options. Therefore, a long-term program should also be considered.

Long Term Considerations:

- **Commuter Rail:** MnDOT is currently studying Commuter Rail Transportation in the metro area. Through a bill passed by the State Legislature in 1997, a complex study was initiated. In the series of report volumes released periodically over a two year span, MnDOT reviewed 19 existing railroad corridors throughout the Twin Cities metro area for commuter rail use. In January 1998 seven of the routes were short-listed. Two of the short-listed routes pass through St. Louis Park over the north-south rail corridor and the east-west rail corridor that runs parallel to Highway 7.

  The study was recently completed in January 1999. The final report was presented to State Legislature in February 1999. It recommended the first three stages of implementation for the following routes:

  1) Elk River to Minneapolis
  2) Minneapolis to St. Paul
  3) St. Paul to Hastings

  If approved, implementation for selected segments in all three routes will begin during the next five years. This report includes a summary of the Commuter Rail reports, as it pertains to St. Louis Park. Additionally, copies of the MnDOT Commuter Rail reports are available through the City Manager's office.

- **Light Rail Transit:** Hennepin County Regional Railroad Authority (HCRRA) has been purchasing railroad segments throughout the county in anticipation of a light rail transit (LRT) system. This report includes a summary of information regarding the conceptual system. A segment of this system is being considered through St. Louis Park. This route would run along 29th Street from Minneapolis, then along the south side of TH 7, crossing TH 100 and continuing through the city over the east-west rail corridor shared with Canadian Pacific Railway into Hopkins.

  There are no plans for this segment to be implemented in the next decade; however, the Hiawatha Corridor from the Minneapolis/St. Paul International Airport to Downtown Minneapolis has already entered the design stage with operation forecasted to begin in 2005. With the proposed construction of the Hiawatha Corridor, the first stage will be underway. Despite the fact that there are other competing LRT corridors besides the segment through St. Louis Park, the planning should begin as we study the short-term options for the freight rail situation.

Long Term Planning:

As redevelopment continues to occur in St. Louis Park, the current rail discussions present an excellent platform from which to establish long range planning efforts for transportation of people and products. The following scenarios should be addressed as long-term issues by the City Council as they review the railroad program. These scenarios are considered to be beyond the short-term time frame.

- Commuter Rail has been actively pursued as a transportation alternative by MnDOT during recent months. St. Louis Park is located along two favored routes. The potential in the long-term for commuter rail should be considered in short-term planning efforts.
- LRT will most likely be implemented outward from Minneapolis in the next decade. Long term transit planning should be an integral part of the short-term railroad program discussion.
- Another transit option being pursued by St. Louis Park, Hopkins, and Minnetonka is the use of the rail corridor to run express buses. While this scenario would precede LRT and be considered short-term, its impacts need to be considered in long-term planning.
- The current north-south railroad corridor through St. Louis Park may be able to handle the freight rail traffic that presents itself in the short-term; however, the current route will require large-scale upgrades to handle the growth of freight rail traffic coupled with Commuter Rail and LRT. The corridor is not correctly zoned or guided for this purpose at this time. Therefore, in the long term, consideration should be given to either moving or redeveloping the corridor. Redevelopment could take the form of creating open space to allow more room to buffer the railroad property from the remainder of the adjacent neighborhood.
- Highway 100 is scheduled to be reconstructed during the next decade through St. Louis Park. Consideration should be given to relocating railroad transportation to this route as the other routes reach capacity, and safety and environmental limitations.
- Eliminating blocking operations from the residential areas is included under the long-term options because of a possible multi-phased process. This improvement has been identified by many residents as one of the strongest improvements that can be made to the community. The cities of St. Louis Park, Hopkins, and Minnetonka share common ground on this topic. It would be a good idea to form a strong relationship between the cities, possibly a partnership similar to the one already in place for transit. The same railroad companies affect each of the cities with freight rail traffic, whistle blowing, rail car storage, and the noise generating blocking operations. Additionally, relocating the blocking away from residential areas to a preferred location could involve more than one City's resources.
- Part of the reason that the Elk River route was chosen for the first stage of implementation for commuter rail was because of the strong campaign organized by the cities along that corridor. The cities of this area may wish to become similarly pro-active to secure a light rail or commuter rail transit program.

How do we move forward from here?

The St. Louis Park railroad issues need to be discussed by the City Council. Decisions need to be made on the short-term options to develop and initiate action plans. It is recommended that the following steps be considered:

1) This report should be shared with the neighborhood groups and their feedback should be documented. Their position on the short-term improvement options would be a focus of the discussion.
2) An environmental study should be initiated to study the impacts and feasibility of the environmental mitigation measures. This environmental study can form the basis of an EAW for the project components that are approved. A Scope of Services for the environmental study is included in the Identification of Alternatives section of this report.
3) A second environmental study, specifically focused on the NL/Golden site, should be initiated. It will address the remediation plan that is required for construction of the railroad north connection over the contaminated site. It will also form the environmental remediation strategy for the complete redevelopment of this site. A Scope of Services for the NL/Golden Site is included in the NL/Golden Auto Site Redevelopment section of this report.
4) An engineering feasibility report should be authorized on each of the alternatives that the City Council determines are worthy of pursuing. Preliminary construction plans, detailed cost estimates, schedules, and funding plans would be essential components of the feasibility studies.
5) Prior to adopting a short-term railroad improvement plan, public meetings should be held for the purpose of sharing the information reported in the feasibility reports. The objective should be to seek input on the report and to achieve consensus in moving forward with the Capital Railroad Improvement Plan.
6) The City Council should develop an action plan and prepare a new agreement with Hennepin County that will focus on the implementation of the improvements and the funding plan.
7) St. Louis Park should form a three party team (consisting of St. Louis Park, Hopkins, and Minnetonka) to review the details of the railroad improvements that suggest relocating the blocking operations away from the residential areas. Minnetonka has already demonstrated an interest in working toward a common solution. Hopkins is aware of the situation and has met with the project manager. Although the approval of Hopkins and Minnetonka may not be required to relocate the blocking locations, it would be beneficial to long term relationships and public relations if these cities work together toward a common goal of alleviating railroad operation impacts.

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Introduction

Presence of Railroads in St. Louis Park

Railroad operations have long been a part of life for the residents of St. Louis Park. In the City's early years, railroads provided transportation of goods and passengers that was vital to the growth of the community. Since passenger travel by rail is an option that disappeared years ago, residents have become dependent on other means of transportation. Most local industries have also found other means for transportation of their products. Only two businesses in St. Louis Park currently receive rail service. One of these two businesses receives one delivery per year. At this point in time, the railroad infrastructure in St. Louis Park is primarily used for through traffic.

Railroad Revival

Contrary to general perception, the railroad industry has experienced strong growth over the last decade. Through a consolidation process that has been going on for the last two decades, five railroad companies now dominate the United States. Three of those companies operate in the Twin Cities area, Union Pacific, Burlington Northern Santa Fe, and Canadian Pacific Railway. Recent legislation deregulating railroads led to the birth of many regional carriers. These short line railroads, in many cases, have spun off from a larger company in order to handle local rail service.

The resurgence of railroads has led to substantial rail traffic increases in communities all across the country. In many locations, communities have been forced to address the problems that the growth of the railroads present. With little local control, the residents are asking railroads to minimize their operations or to maintain the levels to which the residents have grown accustomed. Whistle blowing and noise from switching of railroad cars is prevalent in many communities. Additionally, safety problems from unguarded railroad crossings are an increasing problem throughout the country.

With our streets and highways now reaching capacity, transportation planners have begun to look at railroads as an alternative for commuting. In fact, with government agencies giving commuter rail and light rail transit serious consideration, the railroad resurgence may only be beginning.

Hiawatha Avenue/Highway 55 Project

Railroad infrastructures are among the most enduring features of our nation and often stand as major obstacles in transportation planning. Proposed highway crossings of railways present planners with few options. At-grade crossings cause traffic back-ups. Bridges are options, but in some cases, topography and cost make this alternative infeasible. The only remaining option is to identify an alternative route for the rail traffic and eliminate the crossing entirely.

The latter was the case that initiated many concerns about rail traffic in St. Louis Park. Several years ago, the Minnesota Department of Transportation (MnDOT) began plans for the reconstruction of the Hiawatha Avenue/Highway 55 corridor. Prior to the project, the 29th Street rail corridor crossed the existing highway at-grade. Planners determined that the crossing could not be maintained in the new design. Bridges were determined to be infeasible. Alternative routes to the 29th Street corridor were then considered.

Kenwood/St. Louis Park Route Evaluation

The Hennepin County Regional Rail Authority (HCRRA) owns the 29th Street Corridor. When it was determined that the 29th Street Corridor would be severed, the HCRRA worked with the railroad companies that were operating through the corridor to identifying an alternative routes for their freight rail traffic. This included eliminating CPR rail service to Cepro, a barley storage facility located on 29th Street, west of Hwy 55. It also included coordinating a new route for Twin Cities and Western Railroad (TCWR) to reach the rail yards in St. Paul.

Cepro continues to receive rail service, but it is expected to be eliminated soon. HCRRA is working to relocate the facility or to find an alternate mode for delivery. Two possible routes were identified to route the TCWR trains to St. Paul. The first, was the Kenilworth Corridor through the Kenwood neighborhood of Minneapolis. This route would require reconstruction of one-and-a-half miles of track through an unused railroad right-of-way. The second alternative was the north-south track through St. Louis Park. This alternative would require the construction of two new connections. The north connection would require reconstructing a former connection to the Burlington Northern Santa Fe line. The south connection would require a new connection on the National Lead/Golden Auto site, which was a contaminated site on the national Superfund list.

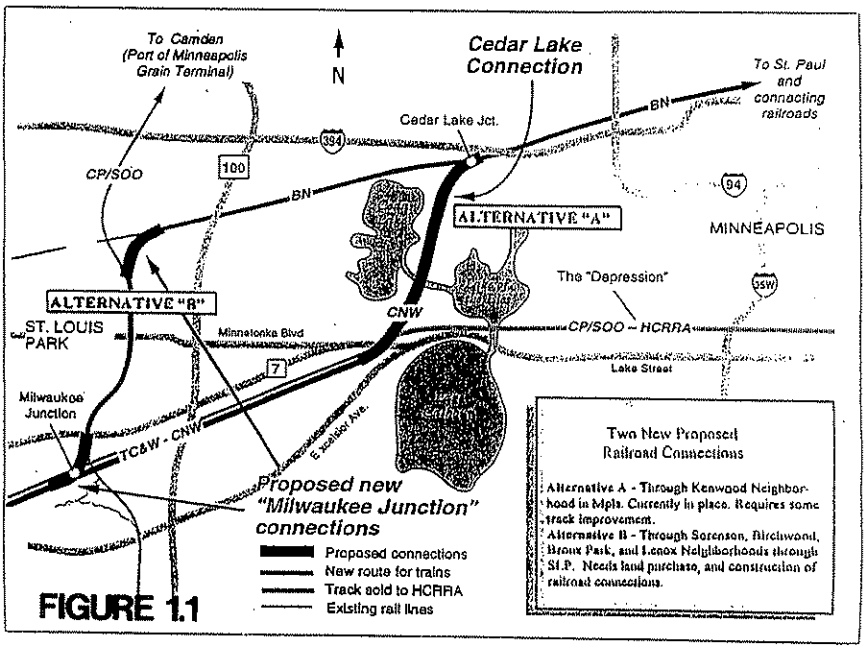


FIGURE 1.1

This figure was used to identify alternatives. Alternate A is presently in use by TCWR. The corridor is owned by the HCRRA. MnDOT funded the reconstruction.

Hennepin County contacted city officials in Minneapolis and St. Louis Park to work toward a long-term solution to re-route rail traffic. St. Louis Park city staff began to evaluate the impacts of the routes. Public meetings were conducted where residents not only stated concerns over increases in rail traffic, but also expressed concerns over current railroad operations in the city. As the research progressed, it became apparent that there were many additional factors that could also have significant effects on the future of rail traffic in St. Louis Park.

What had started out as an Option "A" versus Option "B" discussion had become much more. Residents began to ask more questions. Many were about the existing operations that were already causing a disturbance. Some of the most commonly asked questions were:

1. How can we minimize the number of trains coming through our community?
2. How can St. Louis Park limit the amount of time trains spend in the city?
3. How can we mitigate environmental impacts of the trains such as noise, vibrations, air emissions, etc?
4. How can we provide safe interactions between rail traffic and vehicle and passenger traffic?

Each one of the above questions leads to further questions. Faced with a complex set of circumstances, city officials put together a pro-active campaign that would lead the city to the best solution.

State Legislation to Create a Funding Mechanism for Railroad Improvements

In April, 1997, House File No. 1755 was introduced and approved. It was specifically focused on providing funds to the City of St. Louis Park through Hennepin County Environmental Services. The funds would be made available to the City if they entered into an agreement with the County to acquire the contaminated NL/Golden site and to provide a rail right-of-way to replace the 29th Street Corridor. Funds were to be used for an environmental clean-up of the NL/Golden site, and for the construction of a new rail connection on the site. The new interconnect would provide an efficient movement for rail traffic through the City, and eliminating a switching operation that generated a great deal of noise for several hours at a time. The legislation further directed MnDOT to assist the City and County in the cleaning up of the site and the railroad improvements. The primary features of the bill included:

- Establishes the Hennepin County Deed and Mortgage Tax. Revenues from the tax will be deposited in the Environmental Response Fund;
- Establishes NL/Golden property as the top priority for contamination clean-up funds;
- Authorizes the City and County to participate in the acquisition of the site;
- Directs the City to carry out discussions with residents of the neighborhoods that will be affected by the railroad activities;
- An agreement between the County and the City must be prepared which designates responsibilities for the cost of the improvements and what improvements will occur;

- County and City will coordinate to de-list the site from the national Superfund list;
- MnDOT will provide technical assistance relating to the railroad improvements;
- MnDOT will enter into an agreement with the County and the City regarding responsibility for safety and noise mitigation measures to be implemented.

County Agreement

After several months of meetings, in April of 1998, the City of St. Louis Park, the St. Louis Park Economic Development Authority, and Hennepin County entered into an agreement. By signing the agreement, the City became eligible for funds to investigate the impacts and feasibility of constructing a railroad interconnection between the east-west CP Rail Bass Lake Spur and the north-south CP Rail MNS Spur (See Figure 1.1). The study scope was expanded to include an in-depth study of all railroad operations within the City of St. Louis Park.

Chronology of Events from 1996 through 1998

Contained in the appendix is a chronology of events and significant meetings that took place between 1996 through the end of 1998. The organization of file documents into this chronology provides an understanding of the considerable efforts that took place to bring us to this point in time. Records of each event are available through the City Manager's office.

Organization of the Study Team

Using the funds allocated by the agreement with the county, city officials began a comprehensive study of all of the issues. The purpose of the study is to provide city staff with an understanding of the issues related to the railroad operations within the City. This knowledge base would allow the study team to identify alternatives and study the impacts of each alternative. Ultimately, the study would define alternatives for further investigation.

Due to the complexity and time demands, the City of St. Louis Park decided to seek an outside consultant to serve as project manager for the study. In September of 1998, the City selected Richard Koppy of RLK-Kuusisto as the project manager for the study.

Railroad Study Scope of Services

The scope of the study included specific efforts to investigate an environmental cleanup and redevelopment of the Golden Auto Site, including the construction of the new rail connection. The scope of services that RLK-Kuusisto contracted to provide for the project is outlined as follows:

I. Reconnect with potentially affected interests.

Coordinating meetings with all entities with potential interest in the railroad issues including neighborhood groups, industries served by the railroad and other businesses associated directly or indirectly. Additionally, RLK-Kuusisto agreed

to establish a telephone and E-mail hotline for interested parties to voice their concerns as well as publish a periodic newsletter.

II. **Prepare baseline information regarding the railroads in St. Louis Park and how they relate to the regional transportation needs.**
Historical review, mapping and documentation of the current railroad operations and facilities; economics of the railroad operations; evaluation of the regulations that the railroads operate under; and the legal rights and responsibilities that the City has regarding railroad operations.

III. **Review the future of railroad transportation (through 2020) in the St. Louis Park area and the affected interest groups.**
Evaluation of the future use of railroad facilities in St. Louis Park and surrounding areas; identification of capital improvement plans and future traffic volume projections for the railroad companies operating or planning to operate in St. Louis Park; and evaluation of impacts of light rail transit and commuter rail.

IV. **Determine the economic and physical redevelopment opportunities and constraints of the Golden Auto Site.**
Consolidate and summarize existing environmental and design development studies that have been prepared for the Golden Auto Site; evaluate the possible impact of a railroad connection on the site; and prepare topographic and environmental surveys of the property including property appraisals and phase 1 and phase 2 environmental assessments, as needed.

V. **Identify alternatives and preliminary cost estimates – Provide scope of services for environmental study.**
Prepare a summary of all possible alternatives including city ordinances; identify advantages and disadvantages of each alternative; prepare preliminary cost estimates for cost comparisons; identify possible funding sources; meet with potentially affected interests to determine their position on each alternative; and prepare a scope of services to conduct a detailed environmental study.

The railroad study was kicked off in October 1998 with a major public involvement meeting at the City Hall. Since that time, background data has been collected and organized to assist the City Council in their policy making process dealing with the railroad improvements. This report is the first product to emerge from the railroad study.

Contents of this Report

This report provides a factual account of the railroad infrastructure and operations of today and what is projected in the future. The report is divided into several chapters summarized below. An appendix is also provided which includes a number of reports or excerpts from reports that are relevant to the railroad operations in St. Louis Park.

Historical Overview: Contains a history of railroads in St. Louis Park. This section provides an understanding of the first railroads to operate within the city, and an account of how today's operations have evolved from the earliest railroads.

Railroad Infrastructure: Provides a complete summary of the physical characteristics of the railroads within St. Louis Park. Maps and descriptions are used to illustrate rights-of-way, trackage, street crossings, bridges and adjacent land use throughout the city.

Current Operations: Complete descriptions of the railroad activities in St. Louis Park are documented in this section. Included are summaries for each railroad company including origin, destination, and typical cargo. Specific operations such as switching, storage of rail cars, and other miscellaneous procedures are also described in-depth. Also included in this section are typical operating schedules and estimated rail traffic volumes.

Future Projections: This section provides estimates of future rail traffic in the city. Estimates include projections for railroad companies currently operating within the city, as well as considerations of changes that could have major impacts on rail traffic patterns for St. Louis Park. Commuter rail and light rail transit are also considered, as is a potential for I&M Rail Link to extend their rail operations through the city. Of particular interest is the material on Commuter Rail. MnDOT has several volumes of material published by Parsons Brinckerhoff on the Commuter Rail Study. The material that is relevant to St. Louis Park has been condensed and examined more closely in this section.

Potentially Affected Interests (PAI): Individuals or groups who are potentially affected by changes in railroad operations in St. Louis Park are identified in this section. Further, the concerns of these individuals or groups are documented. Collectively, these concerns will be used to measure the success or shortcomings of the alternatives. Additionally, information is analyzed and reported from the resident and business surveys.

NL/Golden Auto Site Redevelopment: A constraint analysis study is included that identifies the materials that are available, and the steps that should be taken to lead to a redevelopment of the contaminated site. Additionally, a Scope of Services is included for an environmental study that will be essential in the development process.

Identification of Alternatives: Several connection options and railroad mitigation improvements are presented in this section with cost estimates. Further, the alternatives have been examined to determine how the various PAI groups prioritize them. A scope of services for an environmental study of railroad mitigation measures, and a summary of issues regarding a "no-whistle blowing ordinance" are also included in this section.

Objectives of Report

This report is intended to meet the following objectives:

1) Provides background of the railroad infrastructure in St. Louis Park;
2) Explains who the railroad players are that impact the City of St. Louis Park;
3) Discusses the PAI Groups that are impacted by the railroad operations;
4) Attempts to define the objectives of the City with respect to this railroad project;
5) Identifies alternatives into a format for discussion by the City Council.
6) Suggests future steps to continue working toward a Railroad Capital Improvement Plan, and a redevelopment plan for the NL/Golden Auto Site.

Historical Overview

HISTORICAL OVERVIEW

Early Railroads

For over 136 years, railroads have been a part of the Minnesota landscape. The first railroad in the state of Minnesota operated between St. Paul and St. Anthony in 1862. Not long after, St. Anthony was incorporated to what is now Minneapolis. During the 1870s and 1880s, Minneapolis grew rapidly. Railroad cars from the east unloaded grain at the Pillsbury and Washburn mills, quickly making the city into one of the greatest flour milling centers in the world.

Minneapolis & St. Louis

It did not take long for the millers in Minneapolis to see profits in the wheat fields to the west. Wheat in the Red River Valley, the Dakotas and Saskatchewan could bring even greater profits, but it would take railroads to reach them. During this era, railroads were virtually unregulated. Many larger companies conspired to form a transportation monopoly, resulting in outrageous rates. The millers, who had become wealthy on their own from the laissez-faire economy, decided to start their own railroad company.

In 1870, they formed the Minneapolis and St. Louis Railway (M&SL). The original M&SL railroad operated through St. Louis Park over the east-west right-of-way that is now known as the CP Rail Bass Lake Spur. M&SL was purchased by Chicago Northwestern in 1960. Figure 2.1 on the following page shows the MS&L rail network near the peak of the company's operations in 1956.

Great Northern

By 1880, there were two more railroad companies that ran through the township that would later become St. Louis Park. The first was the St. Paul, Minneapolis, and Manitoba, known as the Great Northern, owned by James J. Hill. This company operated through the north half of the township over today's BNSF mainline.

Milwaukee Road

The third company operating within the township by 1880 was the Chicago, Milwaukee and St. Paul Railroad. This company originated in 1847 as the Milwaukee and Waukesha Railroad, which operated a line from Milwaukee to Madison, Wisconsin. Unlike most of the railroads of the time, the Milwaukee and Waukesha originally intended only to serve local farmers. The company expanded tremendously during the 1800s reaching the Twin Cities in 1867, and Chicago in 1872. In 1874, the company changed to Chicago, Milwaukee and St. Paul Railway, known as the Milwaukee Road.

In the early 1890s, Milwaukee Road constructed a depot that still stands today housing the St. Louis Park Historical Society. The M&SL east-west line through St. Louis Park was, at one time, part of the Milwaukee Road's mainline to the Pacific Northwest. This line was formerly known as the Ortonville Line.

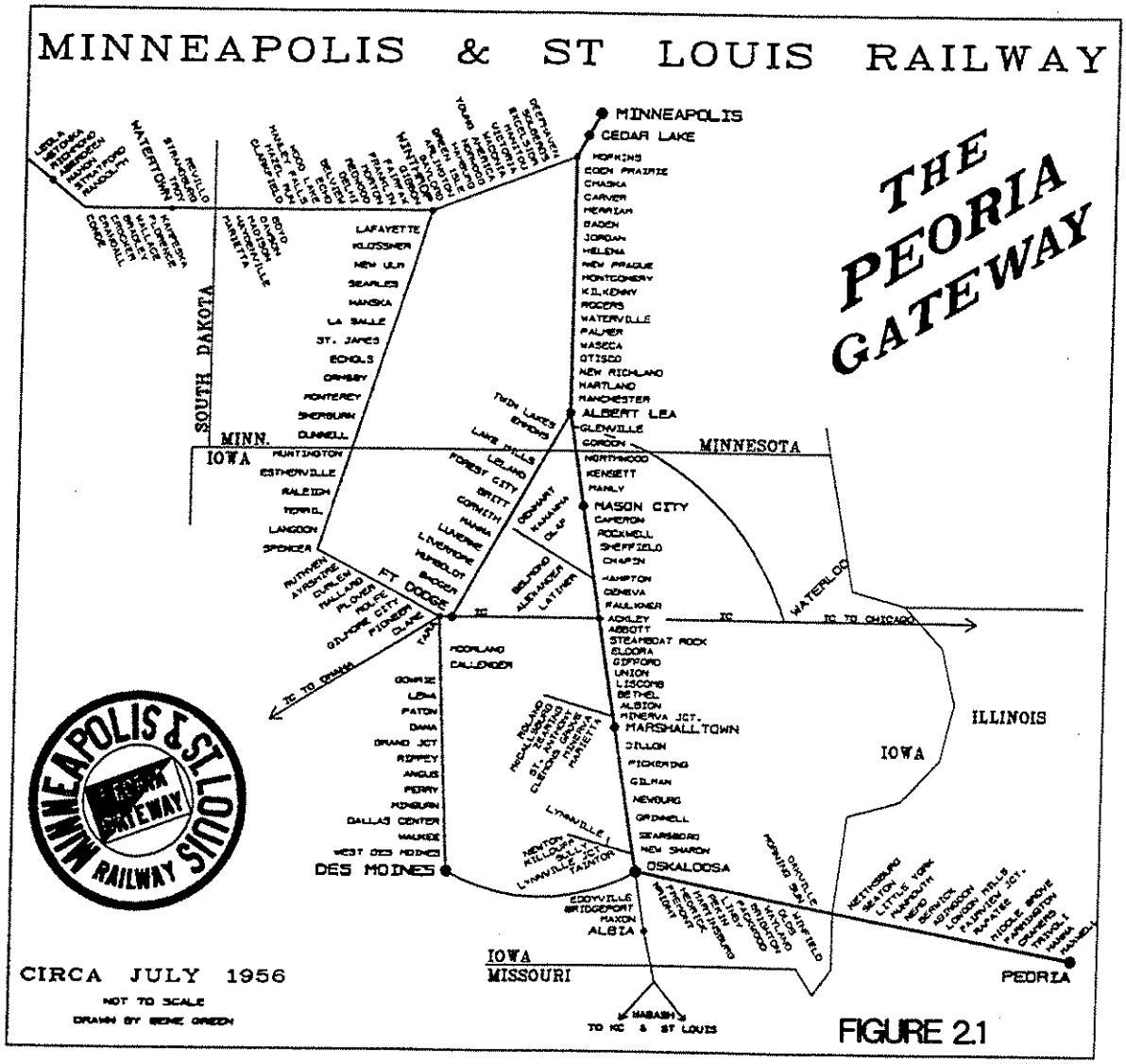


FIGURE 2.1

Economic Impact of Early Railroads

Despite the fact that none of the earliest railroads initially stopped in St. Louis Park, their presence helped strengthen the city's economy. Many local landowners profited from right-of-way sales, farmers sold oak timbers for ties, and the general labor force participated in the construction of the tracks.

Prior to 1886, the township that would later become St. Louis Park had been known as Elmwood. In August of that year, citizens of the township petitioned the county commissioners to incorporate the village of St. Louis Park. The new name was derived from a group of citizens and stockholders from Minneapolis and the township who had formed the St. Louis Park Land and Improvement Company. The company had been named after the Minneapolis & St. Louis Railway, but "Park" was added to avoid confusion with St. Louis, Missouri. The group had a vision for a town thriving in trade and industry. One of the backers of the company had connections with the M&SL and arranged for the railroad to construct a depot.

Figure 2.2 below is a plat map from around 1890. The land included in this plat was sold by Thomas B. Walker. The plat included almost one-half of the total land that makes up the City of St. Louis Park today.

Note the ring formed by the original tracks. The south portion of this ring is still in place and is used as part of the interconnect between the north-south line (now the CP Rail Bass Lake Spur) and the east-west line (now the CP Rail MNS Spur). The area in and around the ring became, and still is one of the predominant industrial areas of the city.

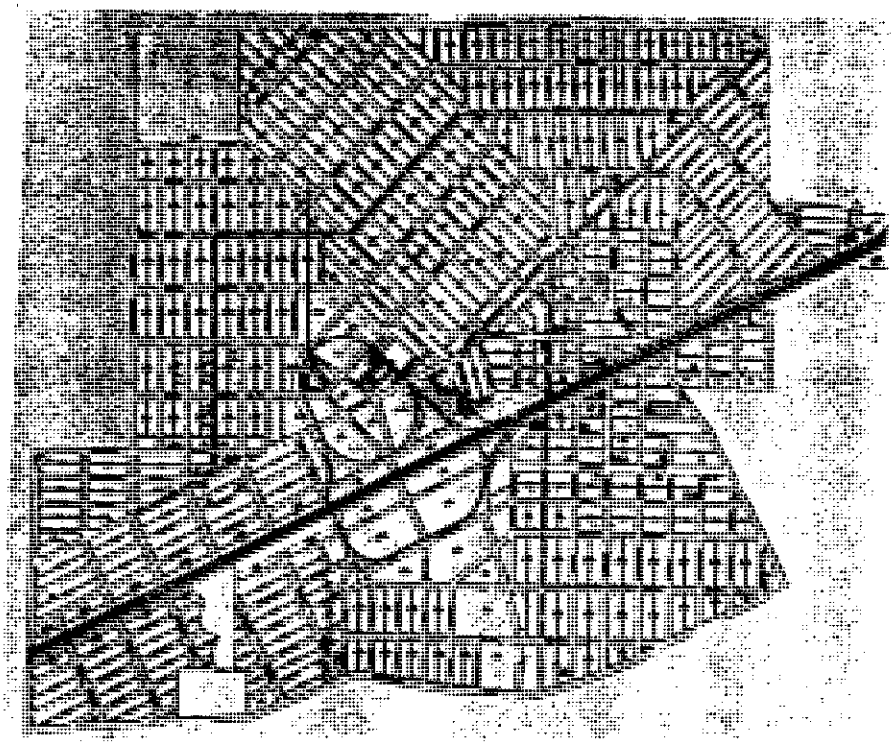


FIGURE 2.2

Street Cars

The presence of the three different railroad companies encouraged many industries to move into the city. Soon a "downtown" St. Louis Park had formed including three hotels. During the 1890s a streetcar line was constructed connecting the downtown area with Minneapolis. Residents could travel from the area near what is now the intersection of Lake Street and Highway 7 down Lake Street to Minnetonka Boulevard then on 29th Street along Lake Calhoun to the Hennepin Avenue and Lake Street area of Minneapolis. The streetcar line thrived until the 1930s when buses began service, providing more flexible routing and scheduling.

Shaping Today's Railroads

Although the original railroad corridors that were established as far back as the 1870s are still in place, the overall presence of railroads has changed significantly from their introduction. Railroads, once operating two depots within the city, provided passenger service and transport of local goods. The use of these facilities has long since disappeared. A period of decline followed by a recent resurgence in economic trends has resulted in changes to the rail systems and railroad companies.

Railroad Decline (1940-1990)

During the Eisenhower administration, interstate highways expanded rapidly. The trucking industry utilized the new highway system to serve industries more efficiently than railroads. The railroad industry could not keep up with this expansion and experienced a huge decline in service.

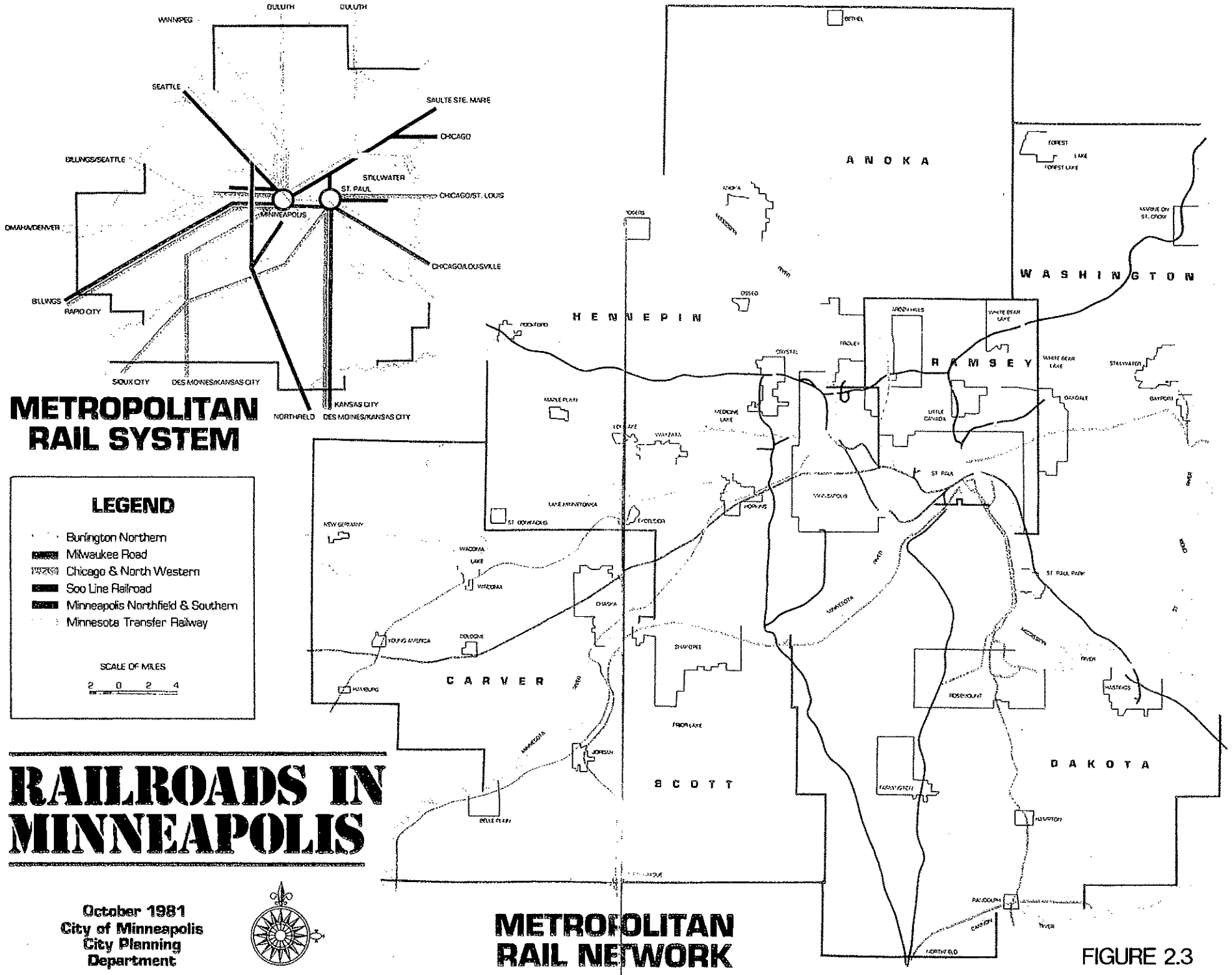
In today's dollars, it cost railroads $25,000 per year to maintain each mile of track. The reduced demand led railroads to begin removing much of the under-used tracks and selling the material for scrap to avoid maintenance costs.

Figure 2.3 is a map showing the metro area railways and ownership in 1981. This figure is an excerpt from a railroad study done by the City of Minneapolis in 1981. A comparison with the current metro area map shows even further reductions to the system over the past 18 years:

- The north-south Hutchinson Line owned by Burlington Northern through western St. Louis Park has since been removed.
- The Kenilworth corridor had also been closed, until its recent reconstruction. Now the 29th Street Corridor is scheduled for removal.
- The Chicago & North Western tracks that ran north through Hopkins and west through Excelsior, Waconia, and Young America has since been removed.
- Service tracks to several businesses north of St. Louis Park along I-394 and Hwy 55 have been removed.
- Even portions of the complex network of Burlington Northern track in the Minneapolis/St. Paul area are now extinct.

During the decline of railroads, the railroad companies themselves changed drastically as they became more efficient through strategic mergers and purchases:

- Burlington Northern has merged with Santa Fe Railway Corporation to become Burlington Northern Santa Fe.
- Soo Line purchased the Milwaukee Road and the Minneapolis Northfield & Southern. The Soo Line was later purchased by Canadian Pacific Railway.
- Chicago & North Western tracks were purchased by Union Pacific.
- Minnesota Transfer Railway has become the Minnesota Commercial Railway and has expanded its track ownership through purchases from Burlington Northern.


DULUTH
DULUTH
WINNIPEG
SEATTLE
SAULTE STE. MARIE
CHICAGO
BILLINGS/SEATTLE
STILLWATER
ST. PAUL
CHICAGO/ST. LOUIS
MINNEAPOLIS
OMAHA/DENVER
CHICAGO/LOUISVILLE
BILLINGS
RAPID CITY
SIOUX CITY
DES MOINES/KANSAS CITY
KANSAS CITY
NORTHFIELD
DES MOINES/KANSAS CITY
METROPOLITAN RAIL SYSTEM
LEGEND
Burlington Northern
Milwaukee Road
Chicago & North Western
Soo Line Railroad
Minneapolis Northfield & Southern
Minnesota Transfer Railway
SCALE OF MILES
2 0 2 4
RAILROADS IN MINNEAPOLIS
October 1981
City of Minneapolis
City Planning
Department
ANOKA
HENNEPIN
RAMSEY
WASHINGTON
CARVER
SCOTT
DAKOTA
METROPOLITAN RAIL NETWORK
FIGURE 2.3

Railroad Resurgence (1990-present)
The Staggers Act freed railroads from over-regulation in the 1980s and helped restore the industry to profitable levels. Regional and short-line railroads spun off from Class 1 carriers to operate light-density traffic. Although some of these smaller lines have operated independently for many years, most were created during the 1980s following the Staggers Act legislation.

By 1991, rail transportation had been greatly reduced. Since that time, the industry has been growing steadily, averaging four to five percent growth each year. Modern railroads are offering service that was not offered previously. Equipment is the railroad's second largest expense, trailing only labor. Now that equipment is being used more efficiently, expenses have been greatly reduced, once again making railroads a competitive alternative to trucking.

In today's period of railroad revival, existing trackage can no longer handle capacities. Many railroads have been forced to add rails in their most congested areas. Although the miles of track have decreased by 60 percent from where it once was, today's technology allows railroads to haul more tons per mile of track than ever before. Both railroads and highways are now running near capacity, and in most cases, railroads can be expanded much easier than highways.

Recent History of St. Louis Park Railroads

Minneapolis Northfield & Southern / Soo Line / Canadian Pacific Railway
In the late 1970s, Minneapolis Northfield & Southern (MNS) operated the north south line through St. Louis Park to haul pot ash and lumber. Local railroad officials estimate that in 1978-79, the north south trackage through St. Louis Park carried approximately 60,000 carloads per year.

The Soo Line had operated across the northern metro. In 1982, Soo Line purchased the MNS. Soo Line used the MNS track in St. Louis Park to serve a large number of local businesses, but the number of trains through the St. Louis Park area had reduced with the Soo Line purchase. Today roughly 8,000 carloads per year are hauled on the MNS line.

Soo Line and Canadian Pacific Railway have had a close relationship that goes back to the 1880s. In 1990, CPR purchased full control of the Soo Line. Because of different laws, labor contracts, and other unique characteristics, Soo Line continues to operate as a separate company. The CPR trackage in St. Louis Park is still managed by the Soo Line Division of CPR, and their operations remain the same as in 1982.

Burlington Northern and Santa Fe
Through several mergers during the 1960s and 1970s, the Great Northern had become known as Burlington Northern in 1972. In 1995, Burlington Northern merged with Santa Fe Railway Corporation to form Burlington Northern Santa Fe.

Twin Cities & Western Railroad Company

Twin Cities and Western Railroad (TCWR) is a latecomer to the railroad industry. The company began operations July 27, 1991 over what was formerly known as the Ortonville Line. Immediately prior to TCWR's existence, the Soo Line (now Canadian Pacific Railway) operated this corridor. During the period that Canadian Pacific operated on this line, they did not bring any loads to the Camden terminal, a river port in North Minneapolis. However, for their first five years, from 1991 to 1996, TCWR dedicated all of its marketing and sales activities on shipments destined to Camden.

Two years ago in 1996, CP sold the bridge over the Minnesota River to TCWR. This purchase allowed TCWR to access Cargill and Bungee grain elevators at Savage. Twin Cities and Western had carried 14,000 carloads per year four years ago. They now carry approximately 20,000 carloads per year.

Railroad Infrastructure

Railroad Infrastructure

The Railroad Infrastructure section provides a summary of the existing railroad infrastructure elements in the City of St. Louis Park. Maps and statistics of statewide and metro area rail networks are also included to provide an understanding of the overall system. Maps and information specific to the trackage in the city are included as follows:

- City map identifying railroad corridors and defining segments for reference in subsequent sections
- Physical properties of existing rail, including side track, service track, and businesses served
- Right-of-way information
- Bridges and street crossings
- Adjacent land use
- Field Observations

In addition to the materials in this report, our study also included GIS mapping of all in-place trackage within the St. Louis Park city limits. Figure 3.1 below shows an AutoCAD interpretation of the city's GIS file (shown shaded) with an overlay of the existing railroad tracks (shown in red). A computer file will be submitted with this report that will be inserted into the City's GIS mapping system.

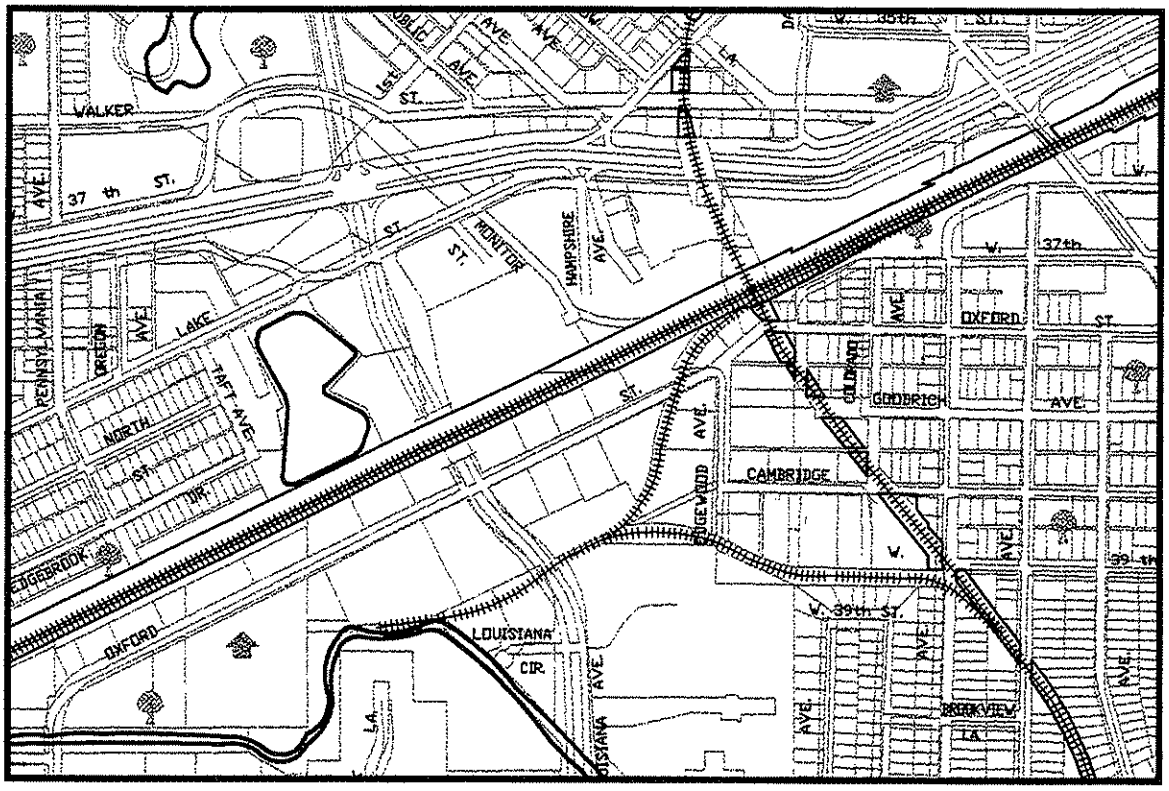


FIG. 3.1

State of Minnesota

There are approximately 4,472 route miles of track in Minnesota. Three major companies own a majority of the track network: Burlington Northern Santa Fe (BNSF), Canadian Pacific Rail (CPR), and Union Pacific (UP). Together, these companies own approximately 2,895 or roughly 65 percent of the total trackage in the State.

During 1998, there were 24 railroad companies operating in Minnesota. Railroad companies are classified according to their annual operating revenue. Class I railroads have revenues exceeding $255.0 million. Class II railroads have revenues between $20.4 million and $255.0 million, and those generating revenues less than $20.4 million are Class III railroads.

Table 3.1 below shows the classes and the track ownership of each company operating in Minnesota as of 1998. *(source: 1998 Minnesota Railroads)*. Figure 3.2 shows the railroad trackage and ownership in the state of Minnesota. Additional maps showing track rights by company are found in the Current Operations section.

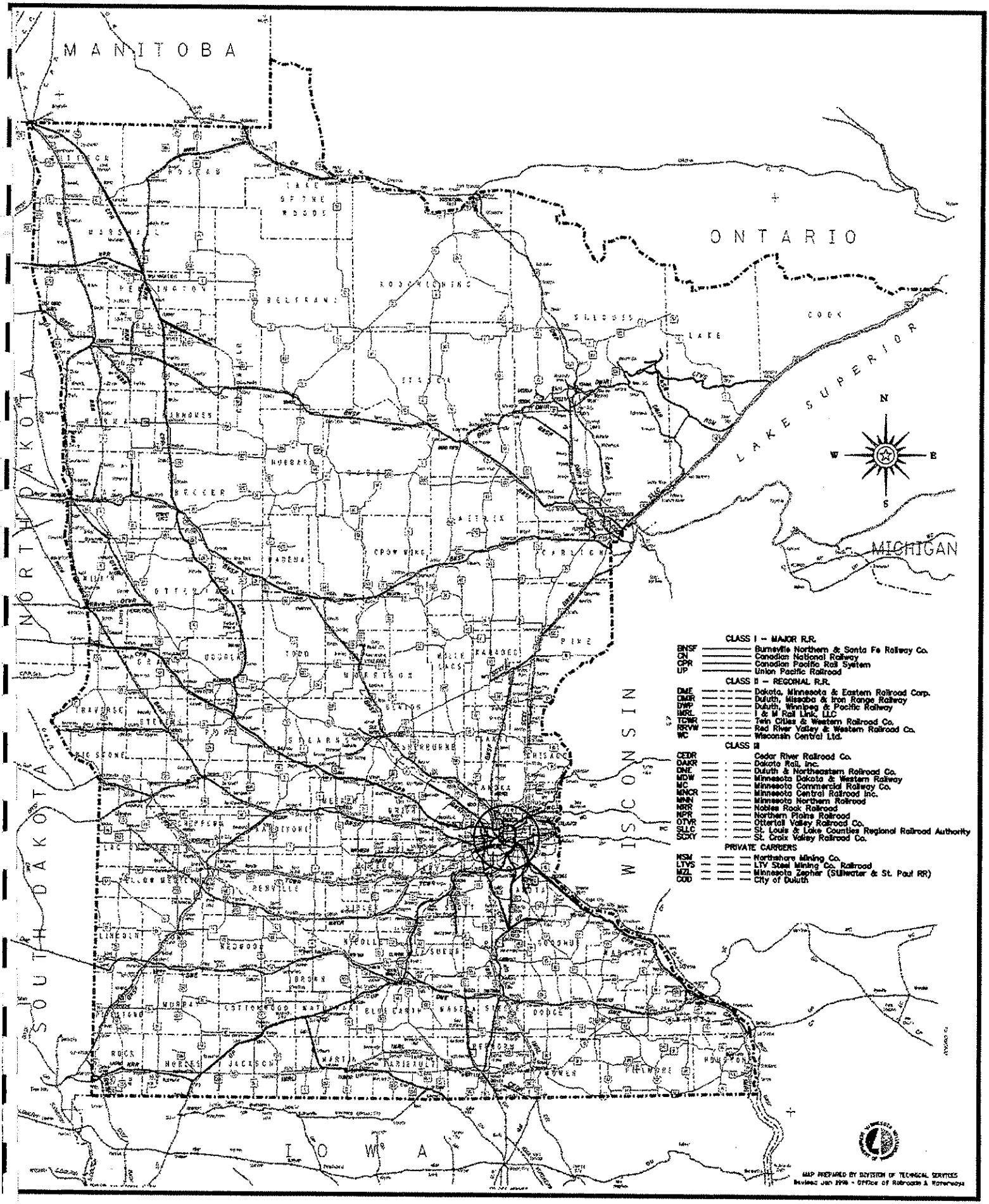
Minnesota Railroad Companies & Track Ownership

Class I Railroads	Miles of Track in MN
Burlington Northern and Santa Fe (BNSF)	***1643***
Canadian Pacific Railway (CPR)	***767***
Union Pacific Railroad (UP)	485
Canadian National Railway (CN)	44
National Railroad Passenger Corp. (Amtrack)	0
Class II Railroads	
Dakota, Minnesota & Eastern RR Corp. (DME)	278
Duluth, Missabe & Iron Range Ry Co. (DMR)	212
I & M Rail Link (IMRL)	196
Duluth, Winnipeg & Pacific Railroad (DWP)	155
Twin Cities & Western Railroad Co. (TCWR)	***145***
Wisconsin Central Ltd. (WC)	23
Red River Valley & Western Railroad (RRVW)	2

Class III Railroads	Miles of Track in MN
Minnesota Northern Railroad (MNN)	204
Minnesota Central Railroad (MCTA)	94
Otter Tail Valley Railroad (OTVR)	77
Northern Plains Railroad (NPR)	49
St. Croix Valley Railroad (SCXY)	48
Dakota Rail, Inc. (DAKR)	44
Nobles Rock Railroad Co. (NRR)	41
North Shore Scenic Railroad	25
Cedar River Railroad Company (CEDR)	19
Minnesota Commercial Railway Co. (MNNR)	13
Duluth & Northeastern Railroad Co. (DNE)	4
Minnesota, Dakota & Western Ry Co. (MDW)	4

Railroad company operating within St. Louis Park

Table 3.1



EXISTING RAILROAD LINE

STATE OF MINNESOTA

FIGURE 3.2

Minneapolis/St. Paul Metro Area

During 1998, six railroad companies operated the Twin Cities metropolitan area, defined by the area bounded by the I-494/I694 loop. Three of these companies are Class I railroads:

1. Burlington Northern and Santa Fe (BNSF)
2. Canadian Pacific Railway (CPR)
3. Union Pacific (UP)

Both BNSF and CPR have complex track networks of ownership and track rights throughout the metro area, while UP generally operates south and east of the metro area.

The remaining three railroad companies are Class II railroads:

4. Wisconsin Central Ltd. (WC)
5. Minnesota Commercial Railway Co. (MNNR)
6. Twin Cities & Western Railroad Co. (TCWR)

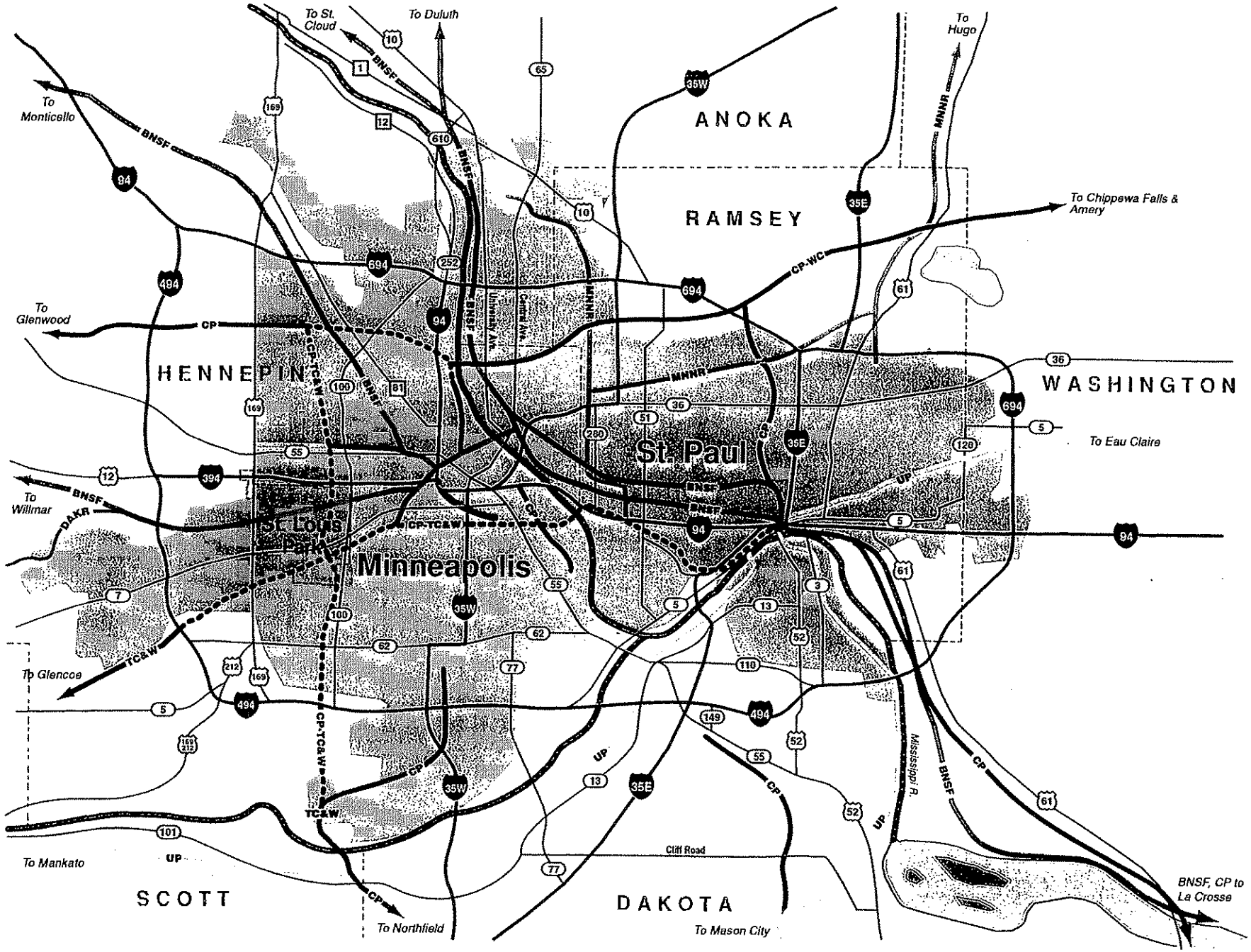
WC has one route into the metropolitan area over trackage rights from CP to the northeast. MNRR operates east of the Mississippi River. TCWR enters the metro area via its track owned west of I-494 and uses track rights from CP to travel through St. Louis Park. Additional track rights from CP, BNSF, and Hennepin County Regional Railroad Authority (HCRRA) are used by TCWR to reach terminals at Camden in North Minneapolis, Pigs Eye and MNNR Yards in St. Paul, and Bungee at Savage. TCWR also owns the bridge over the Minnesota River just north of Savage.

Map Correction

Figure 3.3 on the following page shows the railroad trackage and ownership in the metropolitan area. *(Source: 1998 Minnesota Railroads, additional information added by RLK)*. Note that this map shows the former TCWR route to Pigs Eye via the 29th Street Corridor. The tracks have since been severed at Highway 55. CP tracks remain in service up to Highway 55 from the west, but the highway crossing has been eliminated. TCWR currently uses the BNSF trackage to reach the connecting terminal at Pigs Eye. The current route used by TCWR to St. Paul can be seen in Figure 4.5 in the Current Operations Section.

General Observations

The track network of the metro area is characterized by isolated corridors that radiate from the complex inner-city track network. MnDOT identified these corridors in their recent commuter rail study. The radial arrangement provides a potential for several of the corridors to be used to carry commuters by rail from the outer ring suburbs into the inner city. Three corridors pass through St. Louis Park (refer to figures and information in the Commuter Rail section in the Appendix of this report). Also noteworthy is the lack of north-south lines through the west metro. This lack of redundancy makes the north-south line through St. Louis Park valuable.



EXISTING RAILROAD LINES

METRO AREA

FIGURE 3.3

St. Louis Park

During 1998, three railroad companies operated within the City of St. Louis Park:

1. Burlington Northern and Santa Fe (BNSF)
2. Canadian Pacific Railway (CPR)
3. Twin Cities & Western Railroad Company (TCWR)

Of the companies, only two have track ownership within the city. These companies, Burlington Northern Santa Fe and Canadian Pacific Railway, are both Class I railroads. Twin Cities and Western, which is a Class II railroad, has no track ownership within the city, but operates over track rights from Canadian Pacific Railway.

BNSF Wayzata Subdivision Mainline

BNSF owns and is the sole operator of the single track mainline known as the BNSF Wayzata Subdivision Mainline. This track generally runs east/west, south of and approximately parallel to Cedar Lake Road. This segment measures 3.6 miles from city limits to city limits.

CP Rail MNS Spur

Canadian Pacific Railway owns the CP Rail MNS Spur, which meanders north/south through the city approximately dividing it in half. This segment is a single track mainline measuring 3.7 miles from the northern to the southern city limits. Both CPR and TCWR operate over this track.

CP Rail Bass Lake Spur

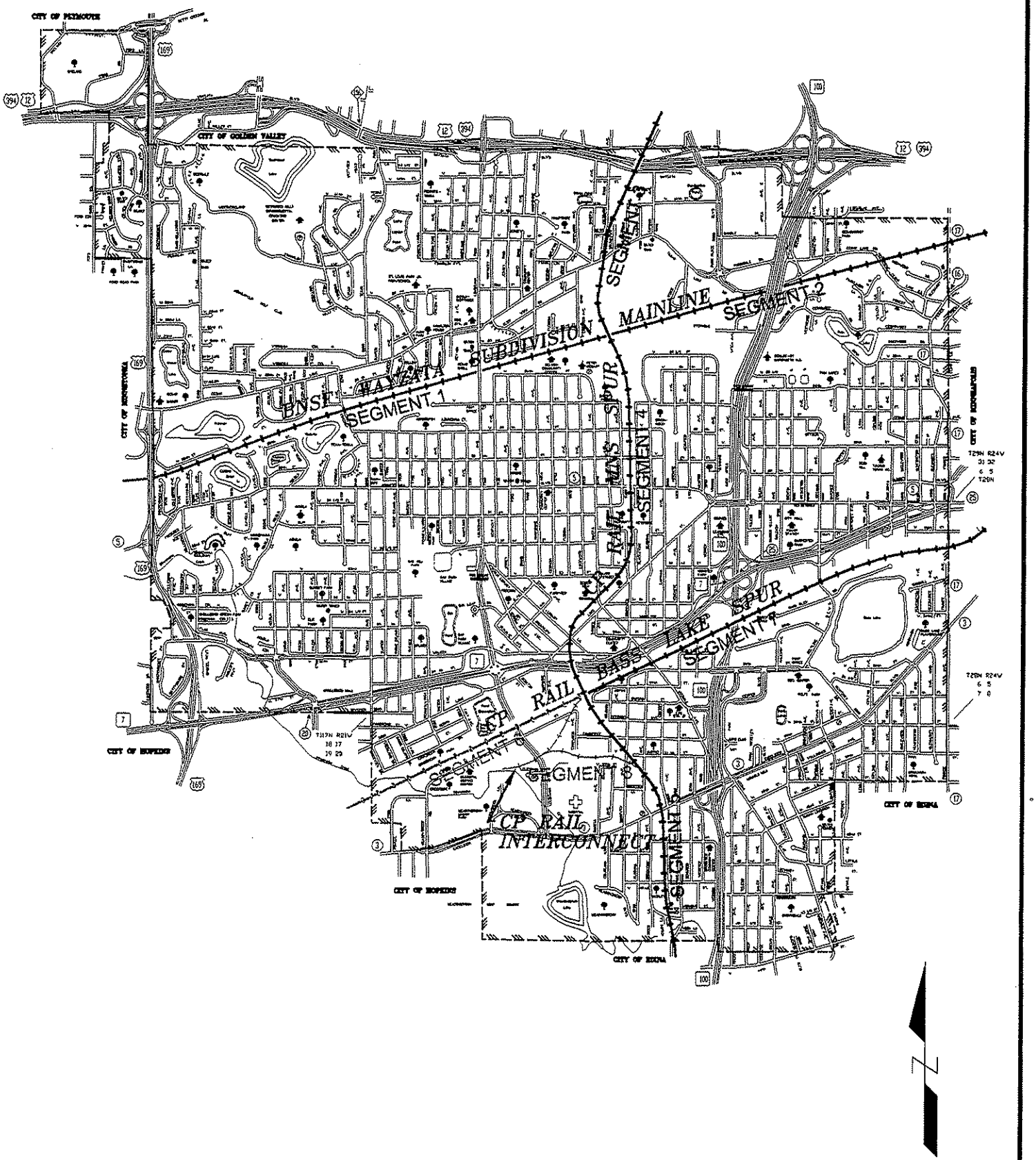
Canadian Pacific Railway also owns the CP Bass Lake Spur, which generally runs east/west approximately parallel and adjacent to Highway 7. CPR and TCWR both operate over this track as well. This segment has single track mainline with side track at various points. Some sidetracks are used by TCWR to store cars and perform miscellaneous operations described in the Current Operations section. The length of the mainline track, measured from city limit to city limit, is approximately 2.8 miles.

CP Rail Interchange Track (Switching Wye)

The interchange track (or switching wye) between the two CP Rail segments is also owned by CPR. The track is used both by CPR and TCWR to switch trains from the CP Rail Bass Lake Spur and the CP Rail MNS Spur. This track is located in the southwest region of the city.

Track Segment Designations

For reference throughout this study, the trackage within the city has been divided into eight "segments." These segments are identified on Figure 3.4 on the following page. Within the city, there are also several additional service tracks to industries and businesses. Service tracks are shown on subsequent figures prepared for each segment.



SEGMENT IDENTIFICATION MAP

CITY OF ST. LOUIS PARK

FIGURE 3.4

Segment 1: BNSF Wayzata Subdivision Mainline (west of CP Rail MNS Spur)

Track information

Single mainline track. Speed is restricted to 40 mph over west end of segment, and restricted to 25 mph to east from point 0.4 miles west of CP Rail MNS Spur. BNSF trains are dispatched from Fort Worth, TX. There are no sidetracks along this segment. The track is located on the south half of the right-of-way with room for second track on north half of right-of-way.

Right-of-way

Varies in width from 80 feet to 100 feet over most of the segment, reaching 200 feet immediately east of U.S. 169.

Bridges/Street Crossings

One rail bridge over Virginia Avenue, three underpasses: U.S. 169, Louisiana Avenue, and the CP Rail MNS Spur tracks. There are no at-grade crossings along this segment of track.

Adjacent Land Use

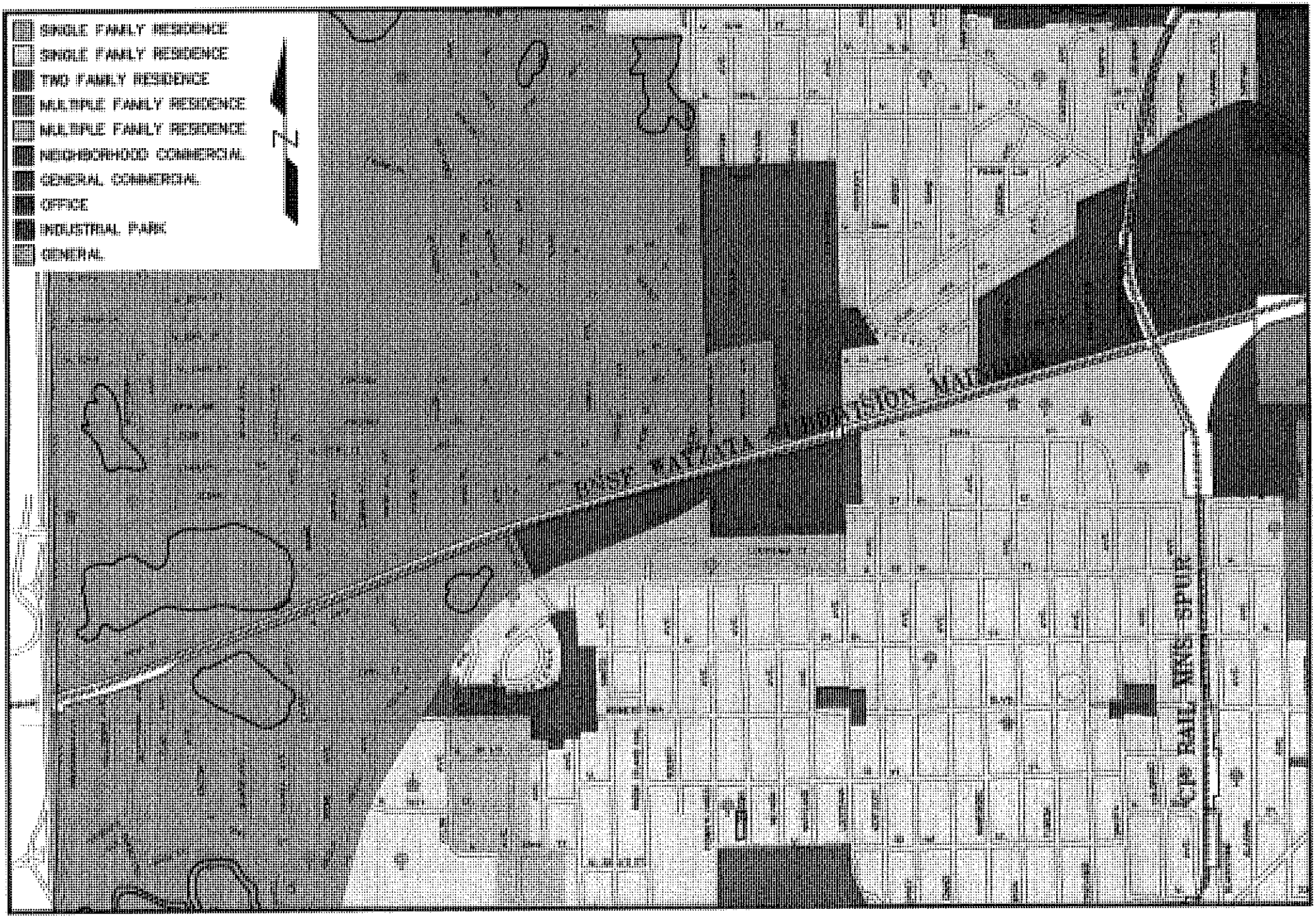
Majority of adjacent land residential. Exceptions are industrial park on 27th Street cul-de-sac west of Louisiana Avenue (south side of tracks), Peter Hobart School and park land in the southwest quadrant of CP/BNSF track intersection, and industrial land use in northwest quadrant of the track intersection.

Business Service

There are no service tracks and no businesses served over this segment.

Field Observations

@ **U.S. 169**: rail line and highway are grade separated (road over rail). Rail line is single track on sweeping curve – appears to be in good condition. Residential area to NW, 7-acre vacant parcel to SW. *(Source: Rail Corridor Assessment Report – Phase I by Parsons Brinkerhoff dated 9/16/97)*



RLK ENGINEERING LLC

ADJACENT LAND USE

SEGMENT 1

FIGURE 3.5

Segment 2: BNSF Wayzata Subdivision Mainline (east of the MNS CP Rail Spur)

Track information

Single mainline track 115#, 1974-vintage, jointed CWR at CP Rail MNS Spur interchange, and 115#, 1968-vintage, jointed CWR at TH 100. Speed is restricted to 25 mph over the entire segment. BNSF trains are dispatched from Fort Worth, TX. There are no active side tracks along this segment. The mainline is located on the south half of the right-of-way with room for second track on north half of right-of-way.

Right-of-way

Right-of-way is approximately 100 feet wide over most of segment, widening to approximately 225 feet immediately east of CPR's triangle shaped right-of-way parcel formerly used for the interchange between the CP and BNSF mainlines.

Bridges/Street Crossings

Two underpasses: one where CP Rail MNS Spur track passes over, and one consisting of multiple bridges for TH 100 and frontage roads. There are no at-grade crossings on this segment.

Adjacent Land Use

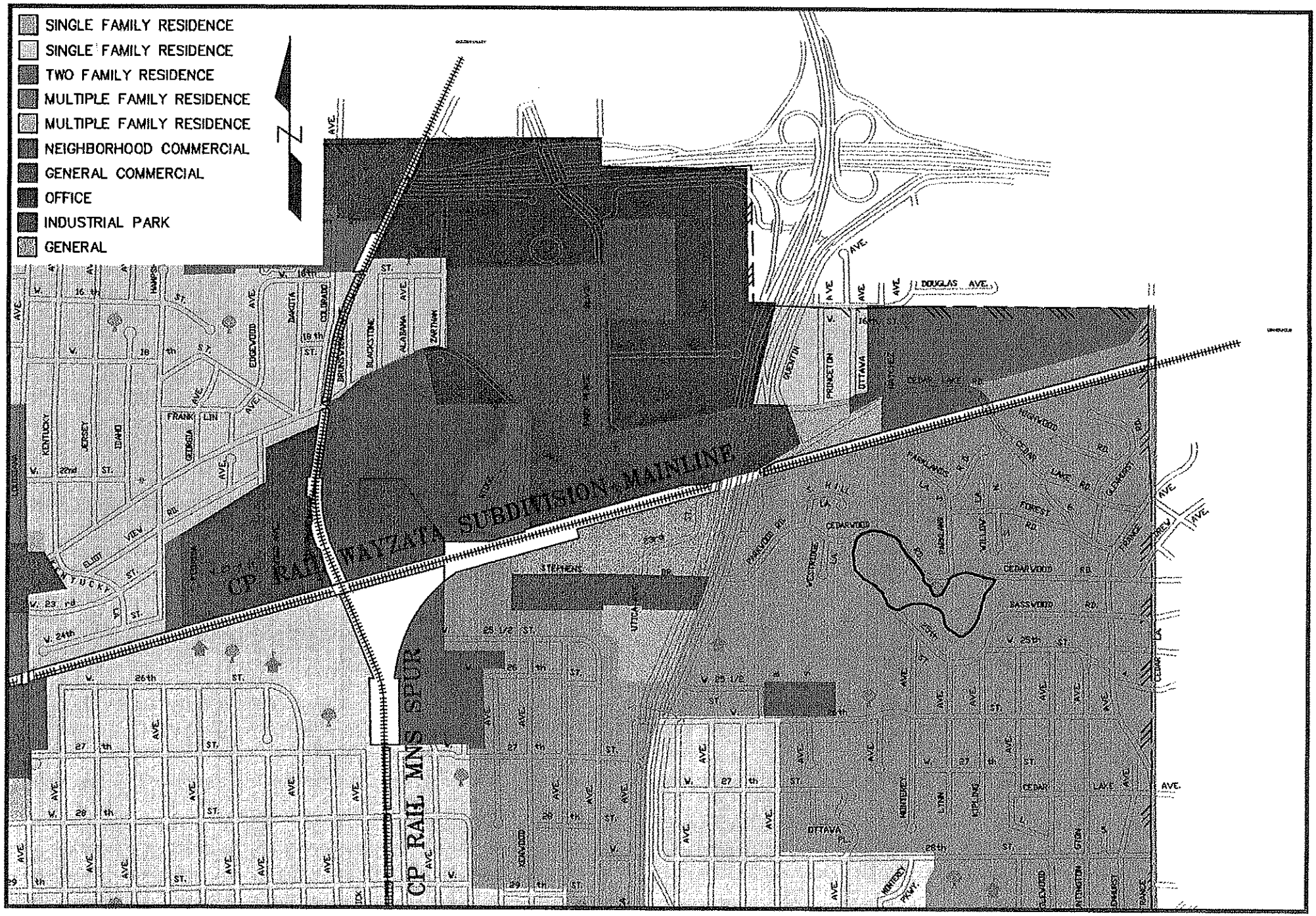
Land use east of TH 100 is primarily residential. West of TH 100, land use varies with zoning for residential, commercial, and industrial. Land use adjacent to the former junction to CP Rail MNS Spur is residential.

Business Service

There are no active service tracks and no businesses served presently. Potential exists for service to industries located on south side of tracks, west of TH 100.

Field Observations

@ T.H. 100: Highway and frontage roads are grade-separated crossing rail line on multiple bridges. Rail line is single-track with sufficient ROW to north for second track. Existing track is 115#, 1968-vintage, CWR. South rail shows wear to gauge face and off field side of railhead altogether. Bike trail and hi-tension line paralleling rail line to south of ROW. Bike trail currently ends immediately east of Hwy 100 (for now). Siding off BNSF track to S/SE several hundred feet to east. Forested land to SE of rail line. Industrial/commercial uses in NE, NW and SW quadrants. In NE quad, also some residences. *(Source: Commuter Rail Capital Program, Twin Cities Metropolitan Commuter Rail Feasibility Study – Phase II, by Parsons Brinkerhoff dated 10/14/97)*



RLK

ADJACENT LAND USE

SEGMENT 2

FIGURE 3.6

Segment 3: CP Rail MNS Spur (north of BNSF Wayzata Subdivision Mainline)

Track Information

Single mainline track, 90#, 1957-vintage, jointed rail. Speeds restricted to 10 mph over entire segment. Track runs in center of right-of-way. Topography and adjacent land use restricts availability for a second track north of Cedar Lake Road.

Right-of-way

Varies in width from 70 to 150 feet.

Bridges/Street Crossings

Track segment includes rail bridges over Interstate 394, and the BNSF trackage. There are two at-grade crossings in this region: one at Cedar Lake Road, and one at Wayzata Blvd. Both crossings are equipped with rubber mat crossings, and flashers, but no crossing gates.

Adjacent Land Use

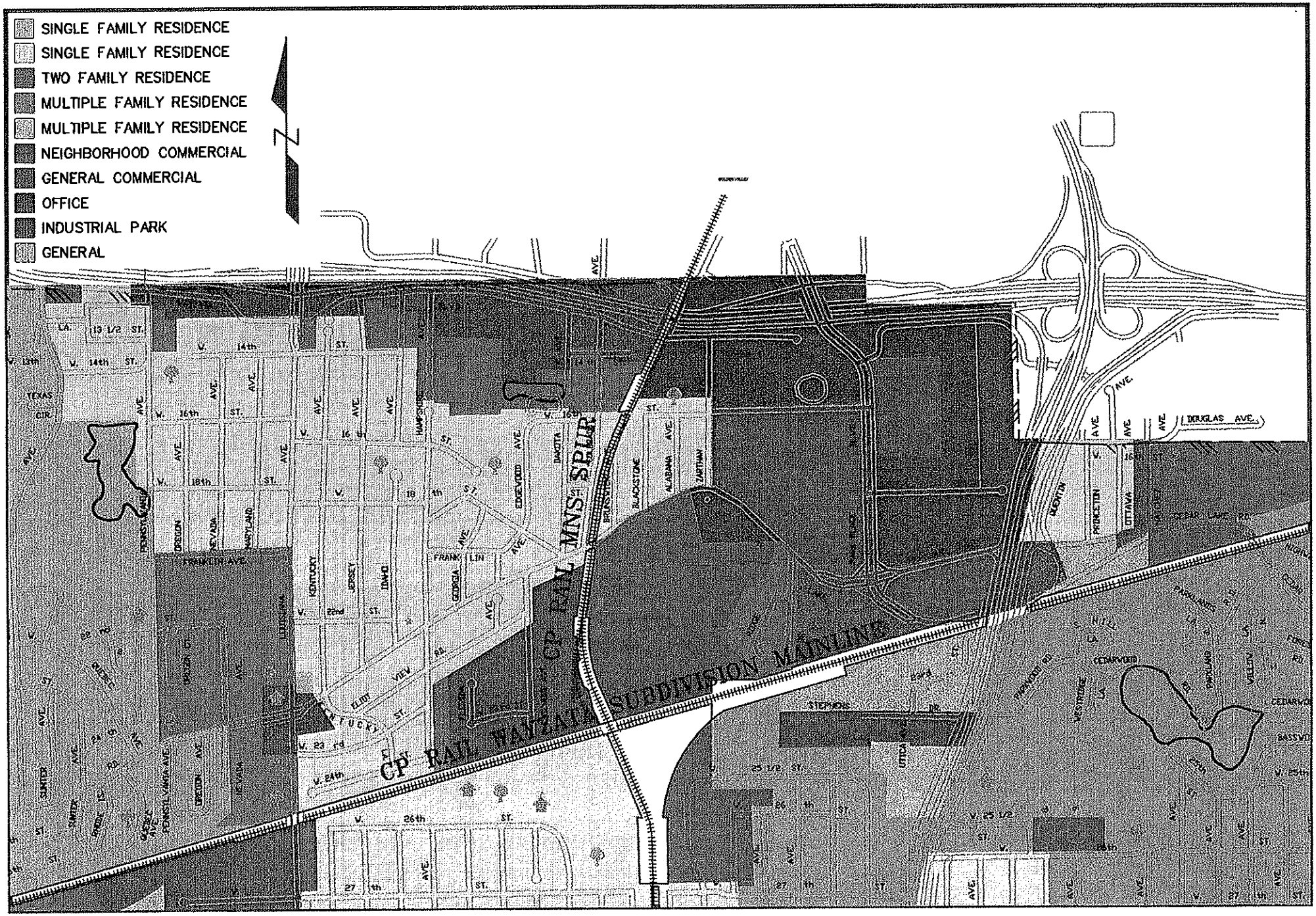
Land near I-394 is zoned for office and commercial. Land use is residential north of Cedar Lake Road. South of Cedar Lake Road, the land on the west side of the tracks is industrial; land east of the tracks is undeveloped, but is zoned for residential.

Business Service

Service track is in place to industries located south of Cedar Lake Road on west side of track, but is no longer in service. There is potential for this service to resume.

Field Observations

Track is in fair to good condition. Railroad signal at Cedar Lake Road was recently upgraded, but is not equipped with crossing gates. Crossing of frontage road south of I-394 has poor sight visibility and is not equipped with crossing gates. Land on east side of tracks south of Cedar Lake Road is undeveloped.



RLK

ADJACENT LAND USE

SEGMENT 3

FIGURE 3.7

Segment 4: CP Rail MNS Spur (between CP Rail Bass Lake Spur and BNSF Wayzata Subdivision Mainline)

Track Information

Single mainline track, 90#, 1957-vintage, jointed rail. Speeds restricted to 10 mph over entire segment. Track runs approximately in center of right-of-way. Topography and adjacent land use makes secondary track infeasible south of 27th Street. There are no side tracks or service tracks on this segment.

Right-of-way

North of 27th Street width varies from 280 feet to include triangle shaped parcel formerly used for interconnect to BNSF mainline. Right-of-way is 65 feet between 27th Street and Minnetonka Blvd, south of Minnetonka Blvd. Right-of-way consists of several parcels varying in width from 34 feet to 145 feet with a typical width of approximately 100 feet.

Bridges/Street Crossings

Segment includes five rail bridges over BNSF mainline, Minnetonka Blvd, Highway 7, Highway 7 South Frontage Road, and over the CP Rail Bass Lake Spur track. There are six at-grade crossings. None of these crossings are equipped with gates. Only crossings at Wooddale and Library Lane have flashers. The remaining four at-grade crossings at 28th Street, 29th Street, Brunswick Avenue, and Walker Street are signed only with railroad crossings and stop signs.

Adjacent Land Use

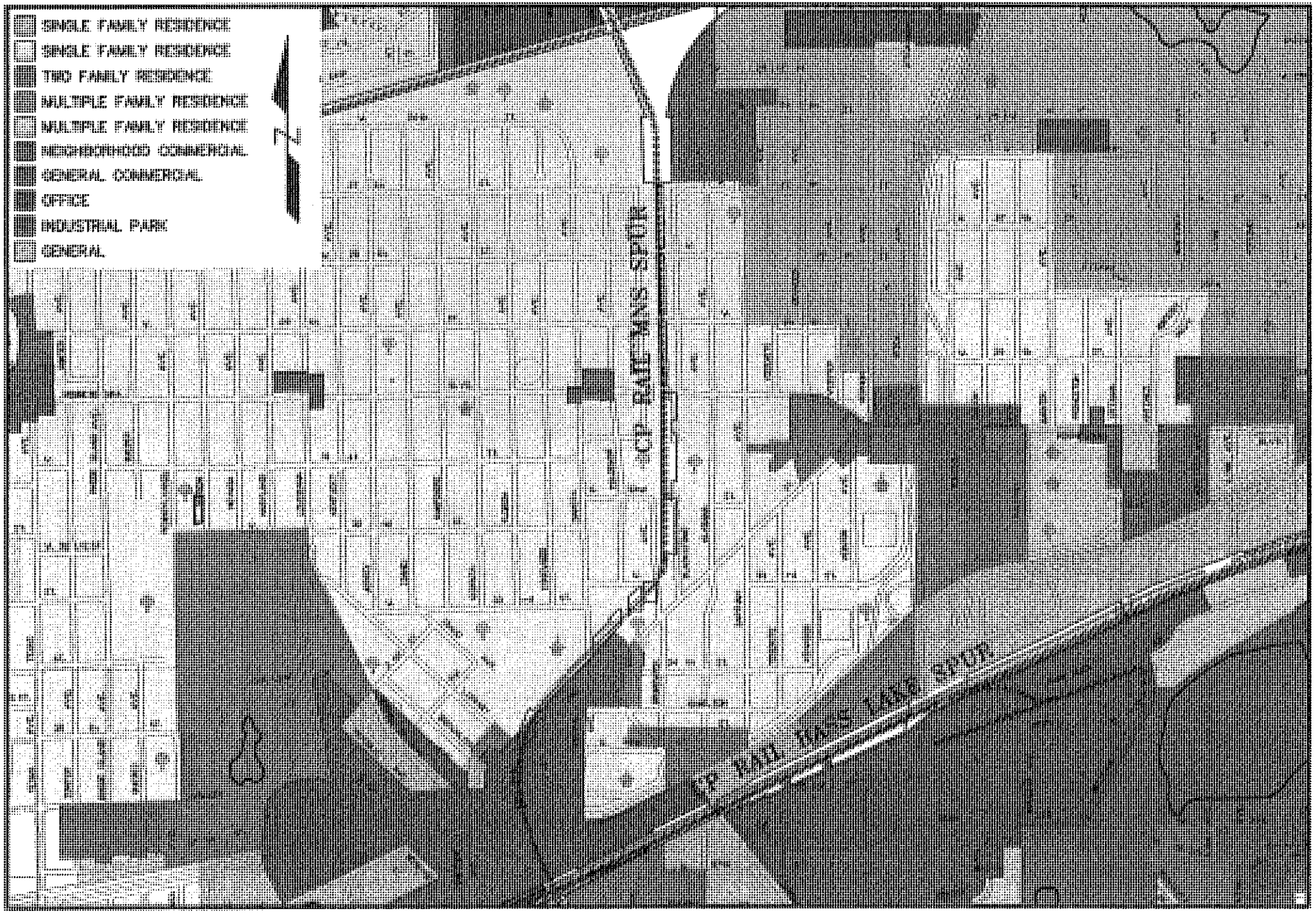
Between 25½ Street and 33rd Street, land use is high-density single-family residential homes with many homes within 100 feet of the existing tracks. South of 33rd Street, land use is primarily commercial.

Business Service

There are no businesses served, and no potential for future business service.

Field Observations

@ BNSF crossing: CP is single track, 90#, 1957-vintage, jointed rail. CP line curves to NW, then back to north-south alignment before crossing over BNSF Wayzata Subdivision. Paralleling hi-tension line is to west of CP then transitions to east as rail line curves NW. ROW for CB-BNSF interchange track in SE quadrant is still intact. Some of the switch ties for the interchange are still in place on the CP main track. MCI buried fiber optic markers along interchange ROW to south side of ROW. BNSF at this location is 115#, 1974, jointed CWR. ROW has room for second track to north. Land is industry to NW, wetlands to NE, park/residential to SW, residential to SE of interchange ROW. *(Source: Rail Corridor Assessment Report – Phase I by Parsons Brinkerhoff dated 10/8/97)*



RLK

ADJACENT LAND USE

SEGMENT 4

FIGURE

3.8

Segment 5: CP Rail MNS Spur (south of CP Rail Bass Lake Spur)

Track Information
Single mainline track, jointed rail with 10-mph speed limit.

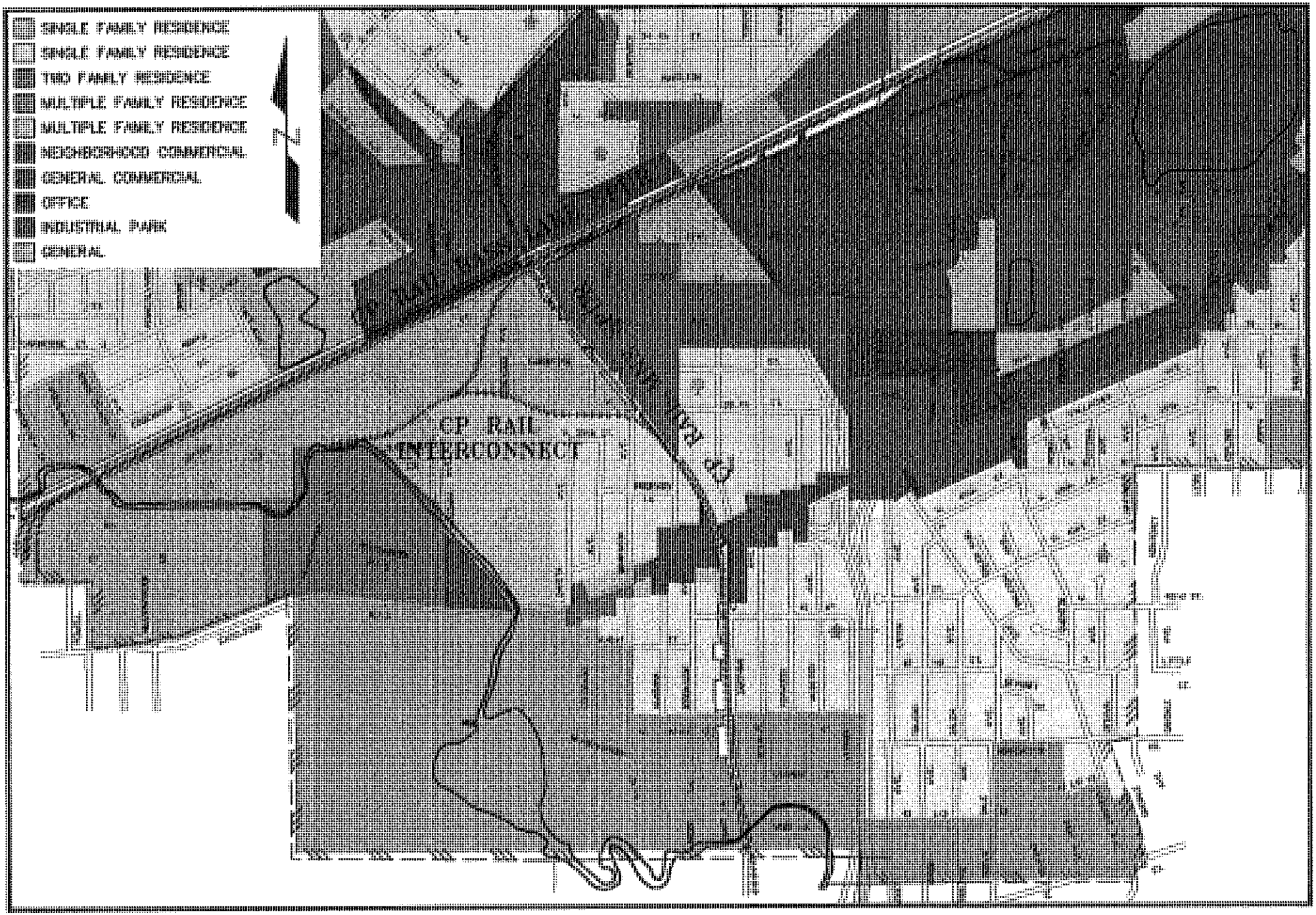
Right-of-way
North of 39th Street right-of-way is composed of several parcels varying in width from 80 to 153 feet. Between 39th Street and Excelsior Blvd, right-of-way width is 66 feet constant. South of Excelsior, right-of-way varies from 66 to approximately 164 feet.

Bridges/Street Crossings
Track includes three rail bridges over: the CP Rail Bass Lake Spur track, Cambridge Street, and Minnehaha Creek. There are eight at-grade crossings. None of these crossings are equipped with gates. The crossing at Excelsior Blvd, Alabama, and Brunswick Avenue have flashers, the remaining four at-grade crossings at 41st Street, 42nd Street, Brookside Avenue, and Yosemite are signed only with railroad crossings and stop signs.

Adjacent Land Use
Land use adjacent to this track segment is high-density single-family residential, with the exception of the industrial land use on the west side of the tracks just south of the CP Rail Bass Lake Spur track, and commercial use along Excelsior Boulevard.

Businesses Served
There are no businesses served, and no potential for future business service.

Field Observations
@Brunswick Av./St. Louis Park: Two grade crossings with Brunswick Avenue. The southernmost is the interchange track to the CP Bass Lake Spur. The north crossing is for the MNS Spur main track. Griswold-style flashers and stop signs are provided to the north and to the south of the interchange track crossing. Railroad location is signed as "Milwaukee Jct." *(Source: Rail Corridor Assessment Report – Phase I by Parsons Brinkerhoff dated 10/8/97)*



RLK

ADJACENT LAND USE

SEGMENT 5

FIGURE

3.9

Segment 6: CP Rail Bass Lake Spur (west of CP Rail MNS Spur)

Track Information

Single mainline track with side track on south side of mainline west of Minnehaha Creek, and on north side east of Minnehaha Creek. Mainline track is 112#, 1942-vintage with 30 mph speed restrictions. Side track east of creek on north side of mainline is also 112#, 1942-vintage. Side track west of creek on south side of mainline is 85# rail and is unused at this time.

Right-of-way

The right-of-way over this segment is divided into two parallel parcels. CPR owns the south half, and HCRRA owns the north half of this right-of-way. The total right-of-way width is constant, measuring approximately 164 feet over this entire segment.

Bridges/Street Crossings

There are two rail bridges along this track segment, one over Minnehaha Creek, and a second over Louisiana Avenue. There is one overpass where this segment passes under the CP Rail MNS Spur track. There are no at-grade street crossings of this segment within St. Louis Park, but there are two grade crossings just west of the city in Hopkins at Blake Road and Excelsior Blvd.

Adjacent Land Use

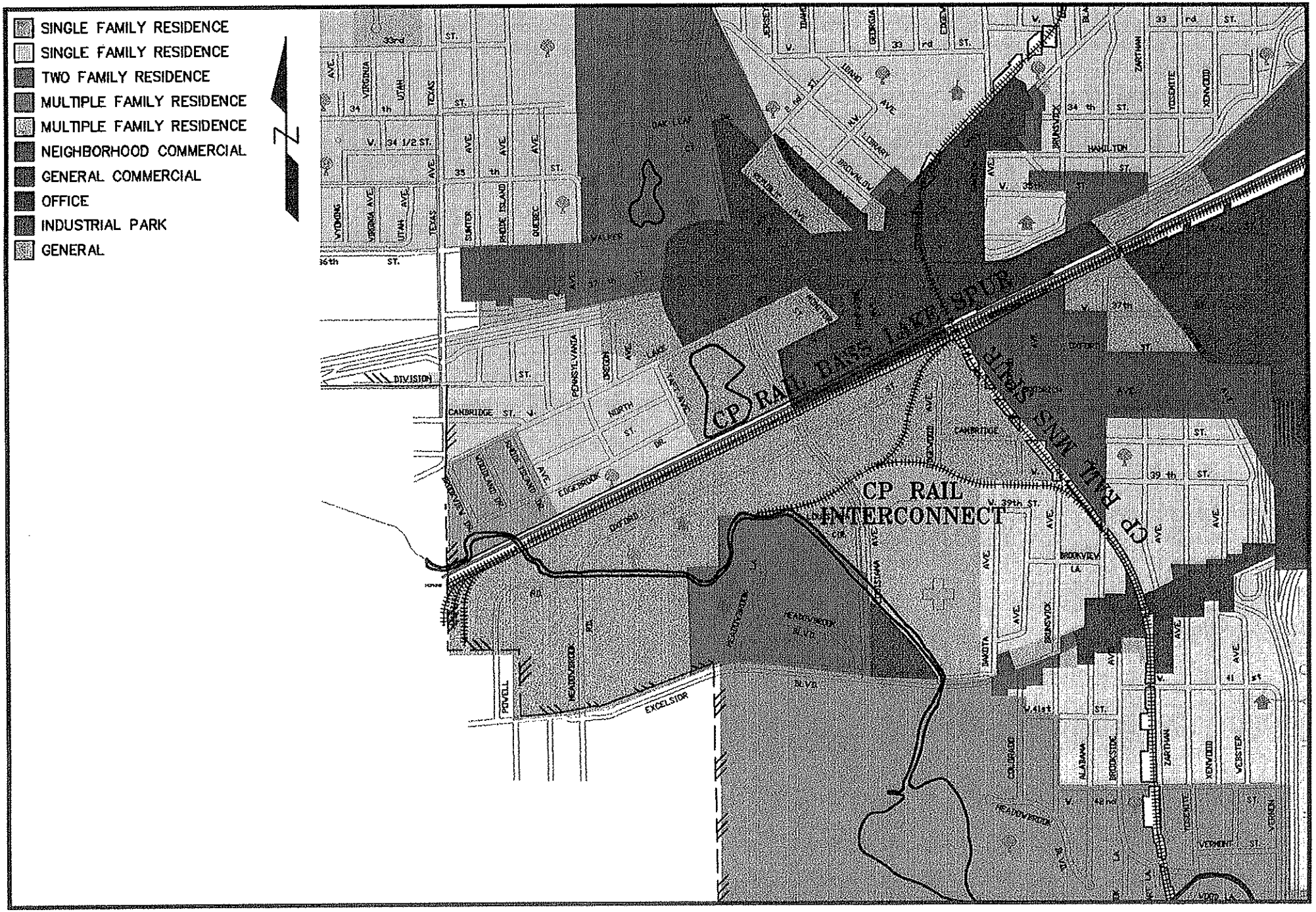
The south side of the tracks, and the north side between Taft Avenue and Louisiana Avenue is industrial. The north side of the trackage between Brookview and Taft Avenue is zoned for residential; the north side east of Louisiana is zoned for commercial use. A bituminous public trail has recently been constructed in the HCRRA right-of-way parallel and north of the CP Rail right-of-way.

Business Service

There are three service tracks in place south of the mainline west of Minnehaha Creek. These service tracks are not in use at this time, but potential exists for this service to resume.

Field Observations

@ U.S. Hwy 169/Excelsior Blvd, Hopkins: Gates and flashers provided in both directions on Excelsior Blvd. 169 on bridge over rail line to west. One main track with sidings either side of Excelsior Blvd. crossing. Main track is 112#, 1942-vintage as is siding to west of Excelsior Blvd. (north of main track). Stub end siding south of main track is not used, composed of 85# rail. Main track has several short sections of rail, also some elongated joints and occasional high spikes. CP relay house is to NW of Excelsior Blvd. crossing and intrudes into paralleling HCRRA (ex-CNW) ROW. HCRRA signs only to east of Excelsior Blvd crossing. Land use all around is SuperValu warehousing. *(Source: Rail Corridor Assessment Report – Phase I by Parsons Brinkerhoff dated 10/8/97)*



RLK

ADJACENT LAND USE

SEGMENT 6

FIGURE

3.10

Segment 7: CP Rail Bass Lake Spur (east of CP Rail MNS Spur)

Track Information

Single mainline track with sidetrack along most of the segment. The switch to the CP Rail Interchange track is at the west end of the segment. Sidetrack north of the mainline begins east of Minnehaha Creek in Segment 6 and terminates east of Highway 100. Further east of TH 100, there two switches to the south of the mainline. The first switch is to abandoned service track that runs parallel to Park Glen Road along the back of industries. The second switch leads to double sidetrack south of the mainline called Bass Lake Yard. The side track adjacent to the mainline is approximately 6500 feet, the southern side track is approximately 5500 feet. East of Bass Lake Yard, the mainline continues to the 29th Street Corridor. East of Belt Line Blvd, a crossover to the mainline in the HCRRA right-of-way on the north half of the right-of-way is the starting point of the Kenilworth corridor.

Right-of-way

The right-of-way over this segment is divided into two parallel parcels. CPR owns the south half, and HCRRA owns the north half of this right-of-way. The total right-of-way width varies from 75 feet to 235 feet.

Bridges/Street Crossings

There are two rail bridges along this track segment: the first is where the CP Rail MNS Spur crosses overhead. The second is a rail bridge over TH 100. There are also two at-grade crossings on this rail segment at Wooddale Avenue and Belt Line Blvd. Two tracks cross at Wooddale where the intersection is equipped with flashers, but no rubber mat crossings or gates. Three tracks cross Belt Line Blvd which is equipped with flashers and rubber mats, but also has no cross gates.

Adjacent Land Use

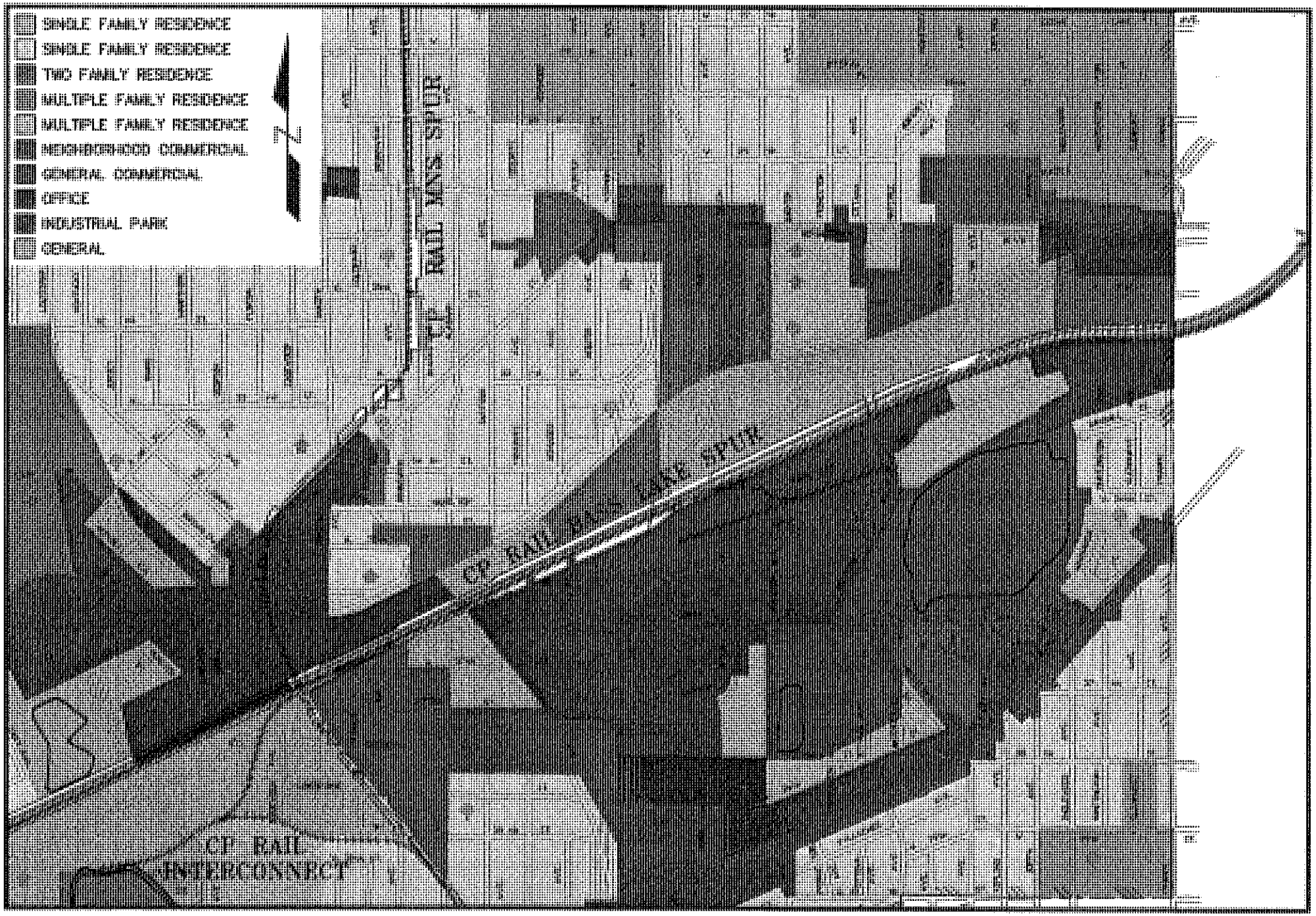
Land adjacent to this segment is mixed use including residential, commercial, and industrial. On the north side of the right-of-way, land is zoned for Industry and General District except the areas between Xenwood Avenue and TH 100, and from Joppa Avenue to the eastern St. Louis Park city limits which are zoned for Multi-Family Residential. Land on the south side is zoned for Industry, General District, and Commercial except the areas between the CP Rail MNS Spur and Wooddale Avenue, and on the east end of Park Glen Road which are zoned for residential.

Business Service

CP Rail is presently providing service to Waste Management Recycling located just west of TH 100. Additional service track along this track segment goes parallel to Park Glen Road behind several industrial buildings. This track is no longer in use and it is not likely that service on this sidetrack would resume.

Field Observations

Mainline track is in good condition throughout the segment. Sidetrack is in fair to good condition with ties depressed well into ballast at some locations. Mainline track to Kenilworth corridor is 1997 construction and is in fair to good condition with some track segments out of face. Service track that extends to the south near water tower has been paved over by Park Glen Road. The abandoned service track that extends south and parallel to Park Glen Road is in bad condition with plant and tree growth between the rails.



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ADJACENT LAND USE

SEGMENT 7

FIGURE 3.11

Segment 8: CP Rail MNS Spur & CP Rail Bass Lake Spur Interconnect

Track Information: Interconnect track is single mainline track 90#, ARA Section, 1918, jointed rail. Ends of the wye track connect with the CP Rail MNS Spur east of Brunswick Avenue and south of 39th Street, and with the CP Rail Bass Lake Spur east of the CP Rail MNS Spur overpass. The stub at the west end of the wye measures roughly 1100 feet.

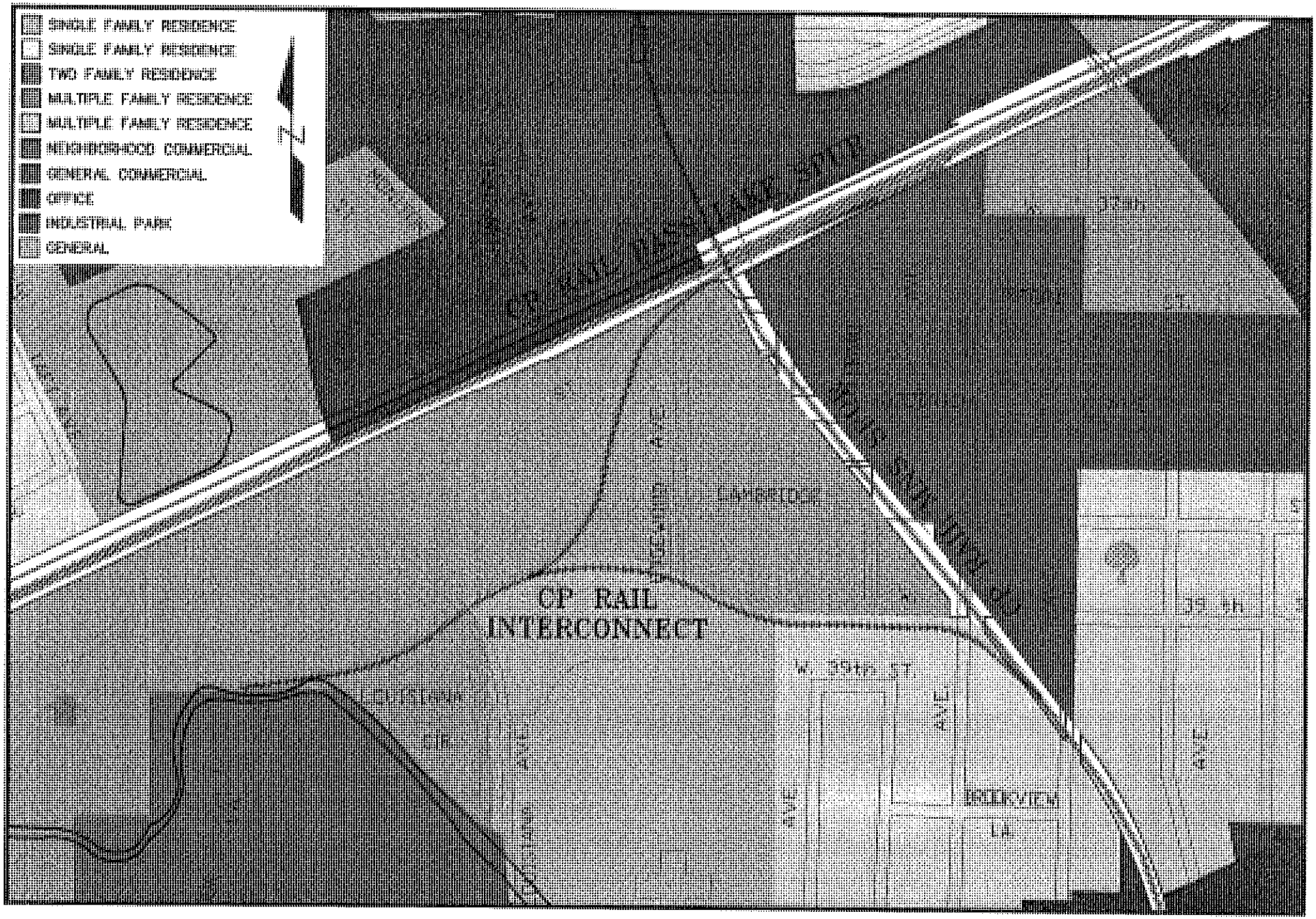
Right-of-way: There are only a few right-of-way parcels owned by the CPR over the length of the interconnect. Much of the segment is located within easements on private property. The right-of-way that remains varies in width from 31 to 90 feet.

Bridges/Street Crossings: The interconnect has three at-grade street crossings: one at Louisiana Avenue, one at Brunswick Avenue, and one at Oxford Street. The Louisiana Avenue crossing is equipped with rubber mat crossings and flashers, but no crossing gates. The crossing at Brunswick Avenue is equipped with flashers, but no rubber mat or gates. The crossing at Oxford Street has no rubber mat crossing, flashers, or gates, and is equipped only with railroad crossing and stop signs.

Adjacent Land Use: The land north of the interconnect is all zoned for General and General Commercial. Current land use in these areas is highly industrial. To the south, the land is residential west of Louisiana Avenue and east of Dakota Avenue. The remaining land to the south is the Methodist Hospital property.

Business Service: At this time, there is one business along this segment that is receiving rail service. R.B. Hill, a salt industry, receives one carload of salt per year. The business is located at the west end of the wye. There is little potential for additional businesses to be served in this region.

Field Observations: @ CP Rail Bass Lake Spur: CP MNS Spur crosses CP Bass Lake Spur and HCRRA (ex-CNW nee-M&St.L) ROW on steel trestle. To north of rail crossings, to earthen fill. Hi-tension line runs to west of MNS Spur trackage, turning west into substation in NW quadrant. Interchange track from MNS Spur to Bass Lake Spur is in SW quadrant, passing between industries before running parallel to Bass Lake Spur. Crosses under MNS Spur bridge and continues parallel to Bass Lake Spur trackage before joining it further east. Interchange track is 90#, ARA Section, 1918, jointed rail. Both tracks of CP Bass Lake Spur are 112#, 1942-vintage jointed rail. South track has newer ballast closer to switch where interchange track ends. South track also has intermittent high spikes. North track is more weed-grown than south track, and has some split ties. HCRRA ROW is wide enough for two tracks. MCI buried fiber optic cable signs run parallel and east of MNS Spur bridge. Previously mentioned substation and hi-tension tower locations may preclude any interchange track to MNS Spur from HCRRA or CP ROW's.



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ADJACENT LAND USE

SEGMENT 8

FIGURE 3.12

Current Operations

Current Operations

The Current Railroad Operations section reports the present use of the tracks in St. Louis Park, and explanations of daily operations of the railroad companies that operate within the city. Included in this section are:

- Identifying railroad companies who operate in St. Louis Park;
- Track ownership and track rights of companies operating in the city;
- Typical route origins/destinations;
- Businesses served by rail;
- Switching, Reclassification, and other miscellaneous operations;
- Current traffic volumes of rail traffic.

Due to the highly variable nature of rail transportation, the volumes presented in the tables and graphics in this section represent "typical peak volumes". Railroad operations and traffic volumes in this report are described for typical situations. Everyday volumes are likely to be at or below the volumes represented in the figures. Under extreme circumstances, however, the numbers may be exceeded. The railroad industry is highly market driven and is also susceptible to mechanical problems or other circumstances beyond their control. Either of these factors may lead to considerable short-term or long-term variations in operations.

Railroad Companies Operating within St. Louis Park

There are presently three railroad companies that operate within St. Louis Park:

1. Burlington Northern and Santa Fe (BNSF)
2. Canadian Pacific Railway (CPR)
3. Twin Cities & Western Railroad Company (TCWR)

The traffic characteristics are very different for each company. BNSF is one of the largest railroad companies in North America. BNSF operates as a "through" carrier using a single mainline track to transport cargo in both directions through the city, making no stops. CPR strictly uses their track in St. Louis Park to serve several local businesses (See Figure 4.6). Although CPR is also a Class I railroad company, they do not route any transcontinental trains over their tracks in St. Louis Park. TCWR is a regional carrier that generally carries cargo to and from clients in South Dakota and Western Minnesota to terminals in the Twin Cities. Although the nature of this traffic would classify TC&W as a "through" carrier, they do make frequent stops in St. Louis Park to perform crew changes and perform operations described below.

Twin Cities & Western Railroad Company

Twin Cities and Western Railroad Company carries roughly 20,000 cars per year, and employs approximately 50 people. TCWR is a Class II railroad. The company headquarters are in Glencoe, Minnesota.

Track Ownership/Track Rights

The company currently owns 145 miles of track, all in Minnesota between Appleton to Minnetonka. The track is 115# Class 3 rail with speeds restricted to less than 40 mph. TCWR also owns the bridge over the Minnesota River north of Savage. TCWR has track rights west of Appleton to Milbank, South Dakota, and east from Minnetonka to three different destinations: the Cargill and Bungee elevators on the Minnesota River at Savage, the Minneapolis River Terminal at Camden Place in Minneapolis and Pigs Eye and MNNR Yards in St. Paul. These track rights give TC&W a total of 229 miles on which to operate. Figure 4.1 on the following page shows the entire TC&W track rights and ownership.

Cargo

TCWR serves some of the most productive agricultural counties in Minnesota and South Dakota. Cargo is 90 percent agricultural with sugar being the main product. Sixty percent of the sugar industry inbound is coal and limestone for filtering for a self-sufficient plant in Renville. Corn and beans are a major product, while wheat is a relatively minor product. Other cargo includes barley, soybeans, beat pellets, lumber and other forest products, canned and frozen vegetables, clay, fertilizers, and agricultural machinery.

Businesses Served

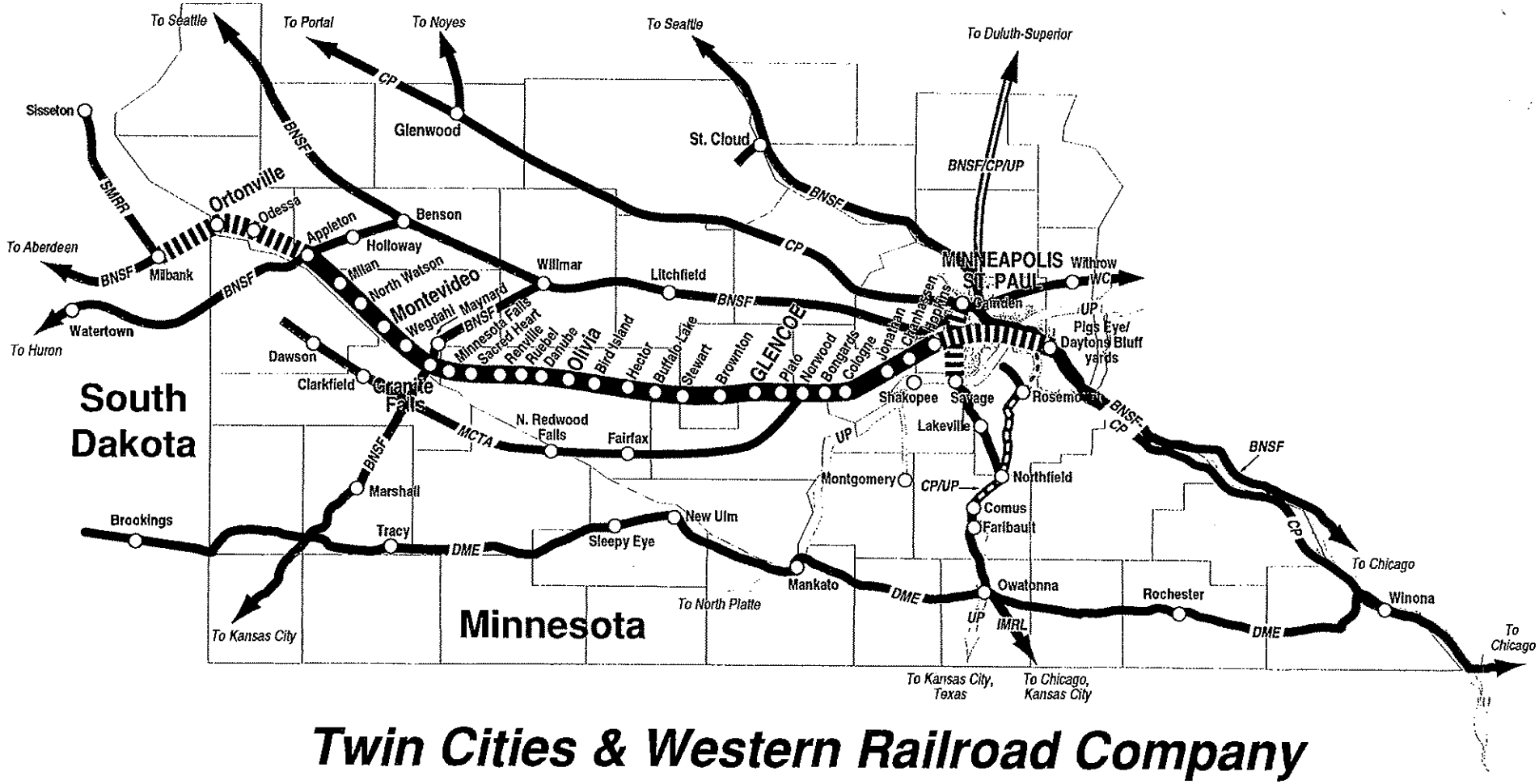
All TCWR customers are west of the City of Minnetonka. TCWR's biggest client is located in Renville, MN. Terminals where the TCWR trains drop off and pick up both loaded and empty cars are all east of St. Louis Park.

Connections

TCWR connects with the Class 1 railroads (BNSF, CP, Union Pacific, I&M Rail Link) at Pigs Eye Yard in St. Paul and with Wisconsin Central Ltd. over the Minnesota Commercial Railway at the MNNR Yard. TCWR also connects with BNSF at Appleton, Sisseton Milbank Railroad (SMRR) at Milbank, and Minnesota Central Railroad at Norwood.

Daily Operations

TCWR divides their rail corridor into four segments. The first segment is from Milbank, South Dakota to Renville, Minnesota. The second segment is from Renville to Glencoe, Minnesota. The third segment is between Glencoe and the west metro area, which includes St. Louis Park, Hopkins, and Minnetonka. The fourth segment is from the west metro to terminals at Camden, St. Paul, or Savage.



Twin Cities & Western Railroad Company

Twin Cities & Western

Trackage rights

12-1-97

Miles
0 30 60

TWIN CITIES & WESTERN RAILROAD COMPANY

FIGURE
4.1

- **Segment 1 - Milbank to Renville:** One train leaves Renville and runs west setting out empty cars and picking up loaded cars between Renville and Milbank four or more days per week as necessary.

- **Segment 2 - Renville to Glencoe:** Six days per week, TCWR has one train go on duty at Glencoe at 6:00 a.m. This train drops empty cars to the west between Glencoe and Renville, where the sugar plant is located. The train returns to Glencoe with loaded cars, primarily from the sugar plant.

- **Segment 3 - Glencoe to West Metro:** Six days per week, a crew goes on duty in the St. Louis Park/Hopkins/Minnetonka typically in mid to late afternoon. The crew typically begins its operation by "blocking" a train that has come in from Camden, St. Paul, or Savage. Cars are generally picked up in a random order from the Twin Cities terminals. "Blocking" is a process of sorting the cars into an order determined by destination. The "blocking" process is performed at the west end of one of the three sidetrack locations identified in Figure 4.10 (Refer to the Blocking section below for more information about this operation). Once the train is "blocked," the train travels west, and is left for the Segment 2 crew at Glencoe.

  The same crew will then pick up a train that was dropped at Glencoe from the Segment 2 crew for the return trip to the west metro. This train is typically blocked by the Segment 2 crew so that it is ready for pick up by the Segment 3 crew. This eastbound train drops and picks up cars between Glencoe and the west metro. On the return trip, this train enters the west metro with several cars that will be brought to a Twin Cities terminal by a Segment 4 crew. The train will drop these cars at one or more points determined by destination. This time, the east ends of the "blocking" locations identified on Figure 4.10 are used. The cars on the return trip are generally not blocked in Hopkins/St. Louis Park/Minnetonka.

- **Segment 4 - West Metro to Terminals:** During the river navigation season, typically from March to November, three different trains run the Segment 4 routes. These trains pick up cars from the St. Louis Park/Hopkins/Minnetonka "blocking" areas, carry them to one of three terminals, and return to the west metro with cars to be taken west by the Segment 3 crew. During the winter months when the river is closed, all traffic goes to St. Paul.

  Minnesota River at Savage: During 1998, the Savage terminal generated the least amount of traffic of the three routes. TCWR sent only about 30 trains to Savage generally 30 to 50 cars in length.

  Trains bound for Savage pick up cars dropped on the sidetrack along the east-west CP Rail Bass Lake Spur and use the CP Interchange track (switching

wye) to switch the train to the north-south CP Rail MNS Spur. From here, the trains proceed south through St. Louis Park, Edina, and Bloomington all over track rights from CP Rail, and cross the Minnesota River over the TCWR bridge. On the south side of the river, TCWR transloads cars onto barges. Trains return to the St. Louis Park area along the same route.

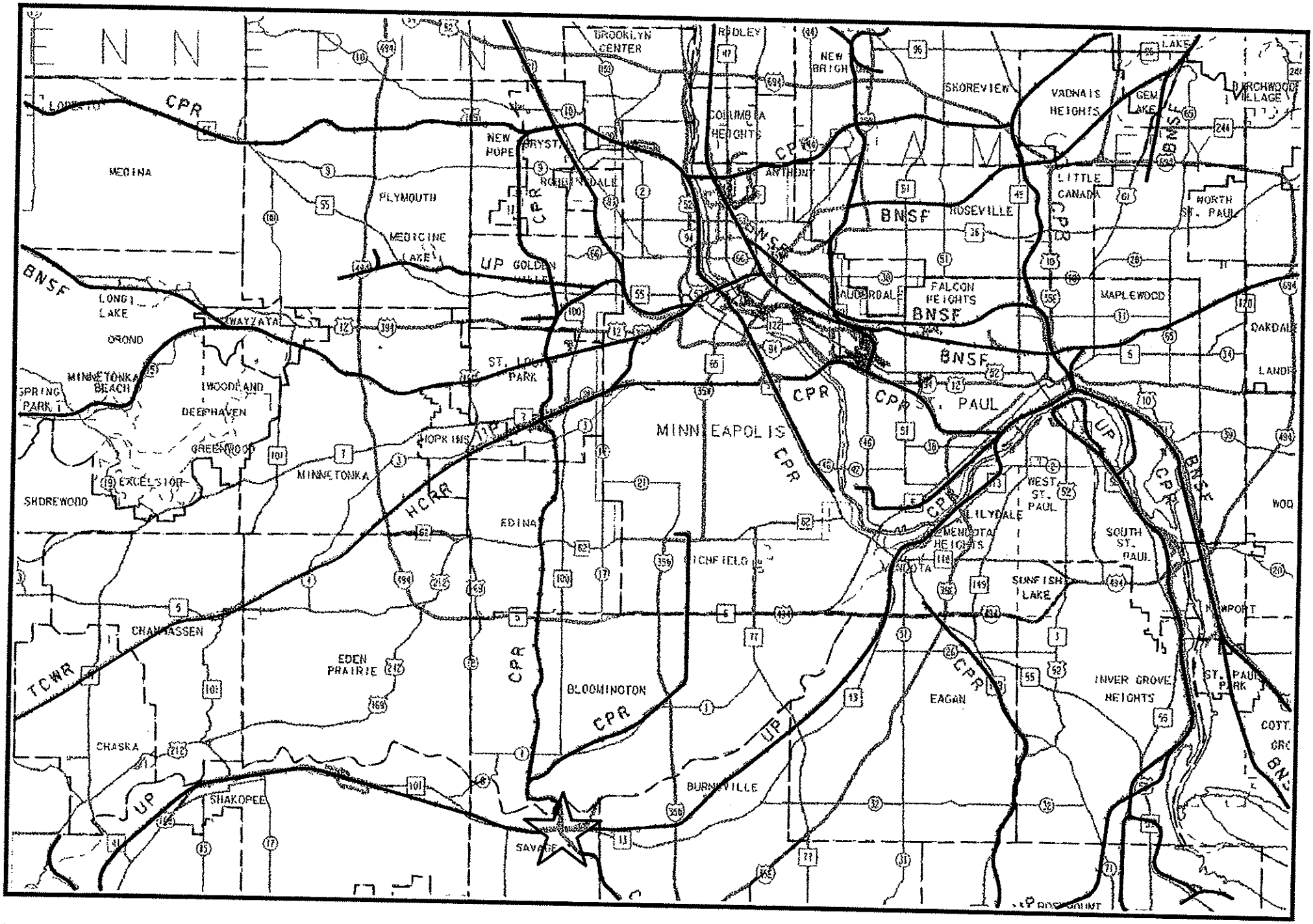
Minneapolis River Terminal at Camden Place: During the river navigation season, TCWR typically runs one round trip train per day to Camden. Depending on the supply and demand at the terminal, TCWR may make up to two round trips per day. Typical trains to and from Camden are 30 cars in length, but occasionally when more than two barges are waiting, trains can reach lengths of 45 to 60 cars.

Trains to Camden operate entirely over track rights from CPR. Trains pick up cars from the sidetrack along the east-west CP Rail Bass Lake Spur and use the CP Interchange track (switching wye) to switch the train to the north-south CP Rail MNS Spur. From here, trains proceed north through St. Louis Park, Golden Valley, Crystal, New Hope, Brooklyn Center and finally, into Minneapolis. The return trip follows the same route.

Pigs Eye and MNNR Yards in St. Paul: Sixty-five to 70 percent of TCWR traffic goes to St. Paul. The traffic is year-round and typically requires one round trip train, generally 60 cars long. Occasionally, supply/demand will require two round trips to St. Paul per day and/or trains as long as 100 cars.

As stated in the earlier Railroad Infrastructure section of the report, TCWR trains to St. Paul had previously used the 29th Street Corridor to reach St. Paul (see Figure 3.3). When the track was severed at Highway 55 in June of 1998, TCWR switched to the St. Paul route defined on Figure 4.5.

The trains to St. Paul pick up cars in the St. Louis Park/Hopkins/ Minnetonka area and travel east through St. Louis Park then switch to the Kenilworth mainline track at the east end of the city and proceed north through the Kenilworth corridor. At the north end of the Kenilworth corridor, the train connects onto the BNSF Wayzata Subdivision Mainline and runs east to the Minneapolis Junction. At this connection, the trains switch onto the BNSF St. Paul Subdivision Mainline. TCWR trains use this BNSF mainline to reach the Pigs Eye in St. Paul. Here they connect with CP, UP, I&M, and BNSF. St. Paul bound TCWR trains also make stops at the MNNR yard on the MNNR mainline south of the BNSF St. Paul Subdivision Mainline where they connect with WC trains. This stop may be done either to or from Pigs Eye. Trains return to St. Louis Park along the same route.



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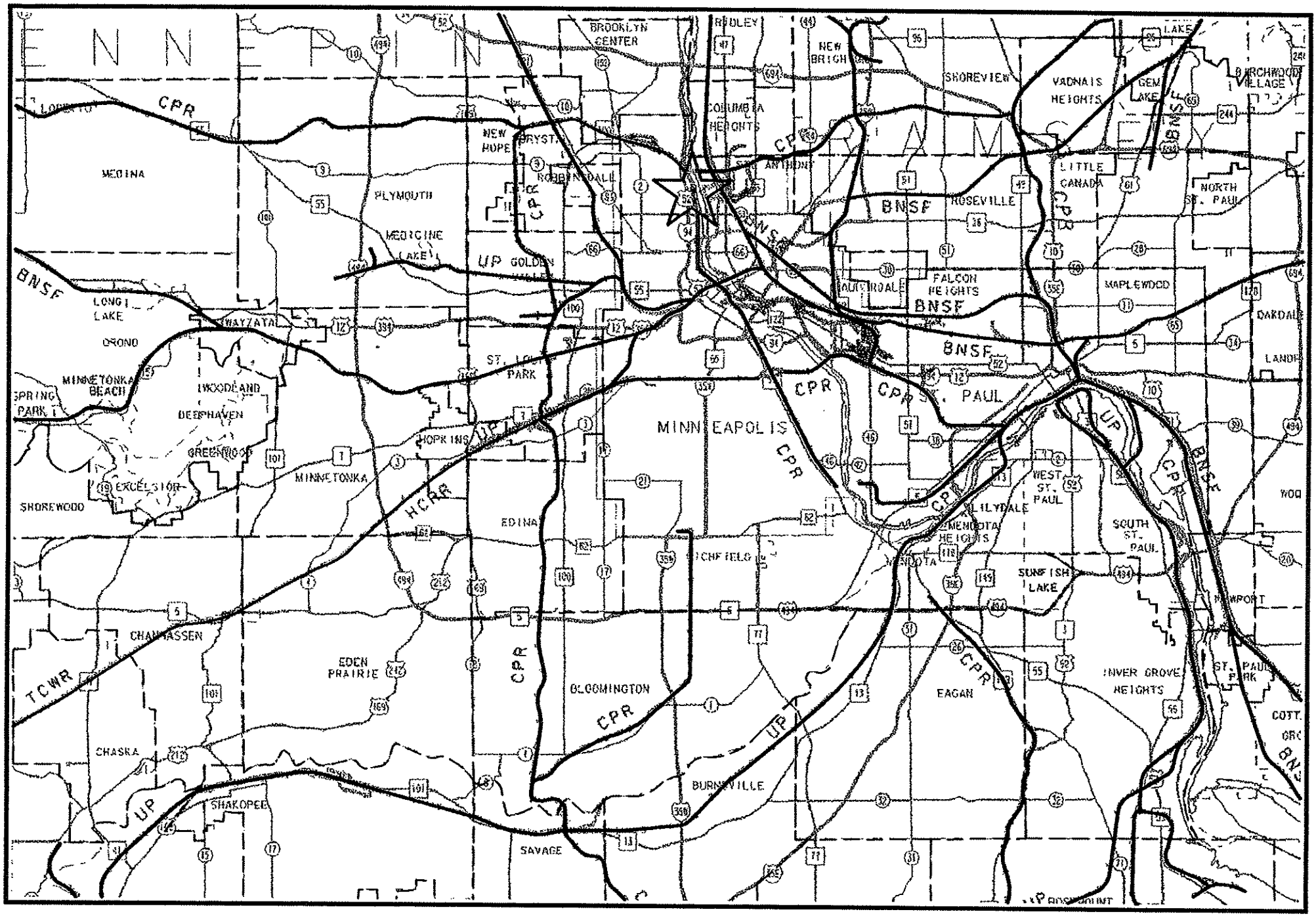
TCW ROUTE

TO SAVAGE

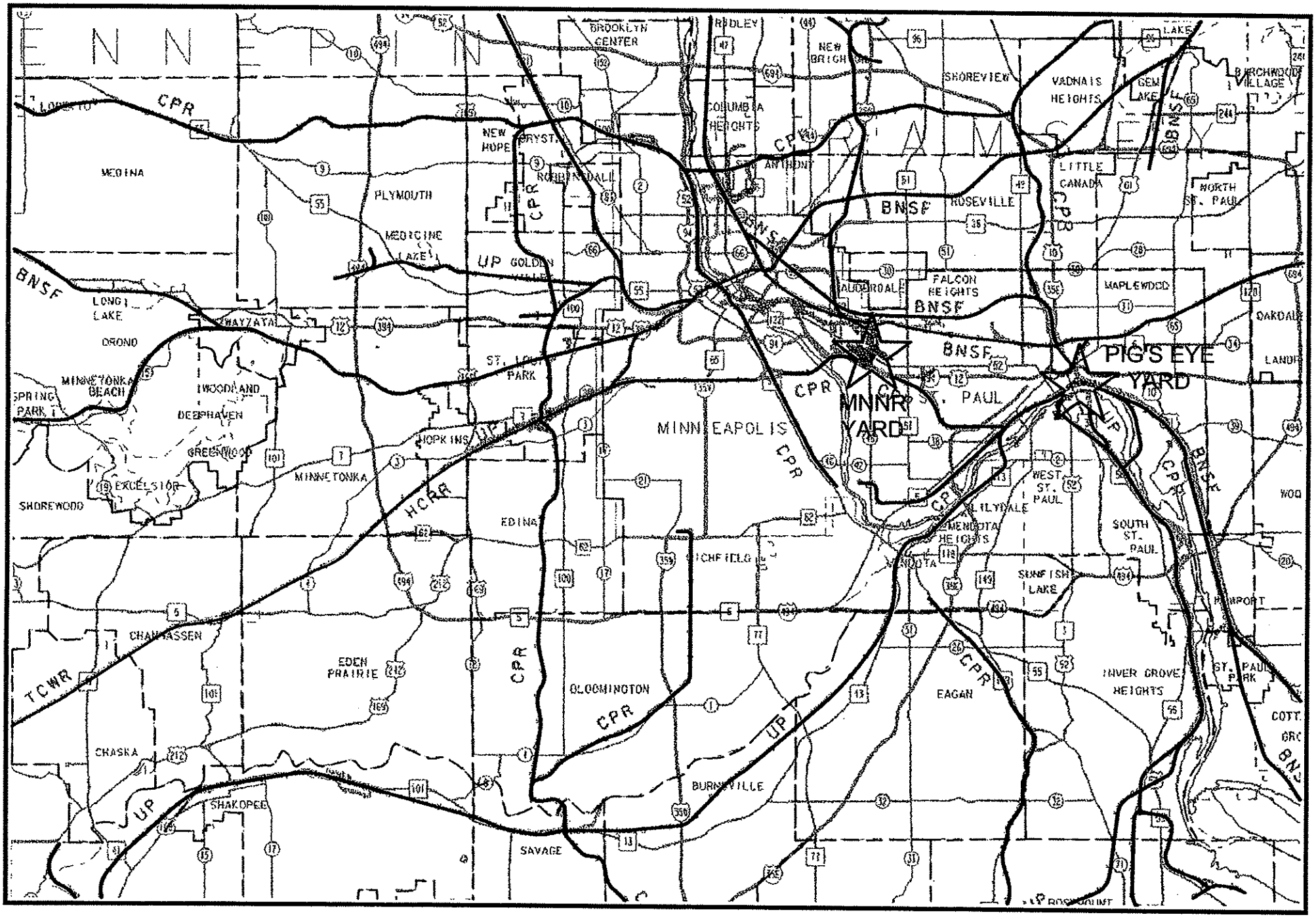
FIGURE 4.2



TCW ROUTE

TO CAMDEN

FIGURE 4.3



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TCW ROUTE

TO ST. PAUL

FIGURE 4.4

Canadian Pacific Railway

Canadian Pacific Railway is a Class 1 railroad company. CP is the seventh largest rail system in North America employing approximately 1,500 Minnesotans, including over 1,200 in the Twin Cities.

Track Ownership/Track Rights

CPR operates on over 16,000 miles of track in 14 states in the U.S. and serves all of the major cities in Canada. CP owns 767 miles of track in Minnesota alone (See Figure 4.5 on the following page - Refer back to Figure 3.3 to see the CP track network within the metropolitan area).

Canadian Pacific Railway owns the CP Rail MNS Spur (north-south line) from Northfield, MN to the Humboldt Yard, excluding the TCWR bridge over the Minnesota River. The north south line varies from 90 to 100 pound rail and is Class 1 trackage with a 10 mph speed limit over the entire length. The trackage from Savage to St. Louis Park would require significant upgrades to accommodate increased traffic volumes. At present, the rail from Savage to Lakeville is not in service. Although they have rights to operate on the Kenilworth Corridor, CP does not use this trackage at this time.

CPR also owns the CP Rail Bass Lake Spur (east-west track). CPR ownership of this track ends approximately at Interstate 494 in Minnetonka, where TCWR ownership extends to the west, and at the east border of St. Louis Park, where HCRRA ownership extends to the east.

The CP Interchange track (switching wye) which connects these two spur lines is also owned by CPR.

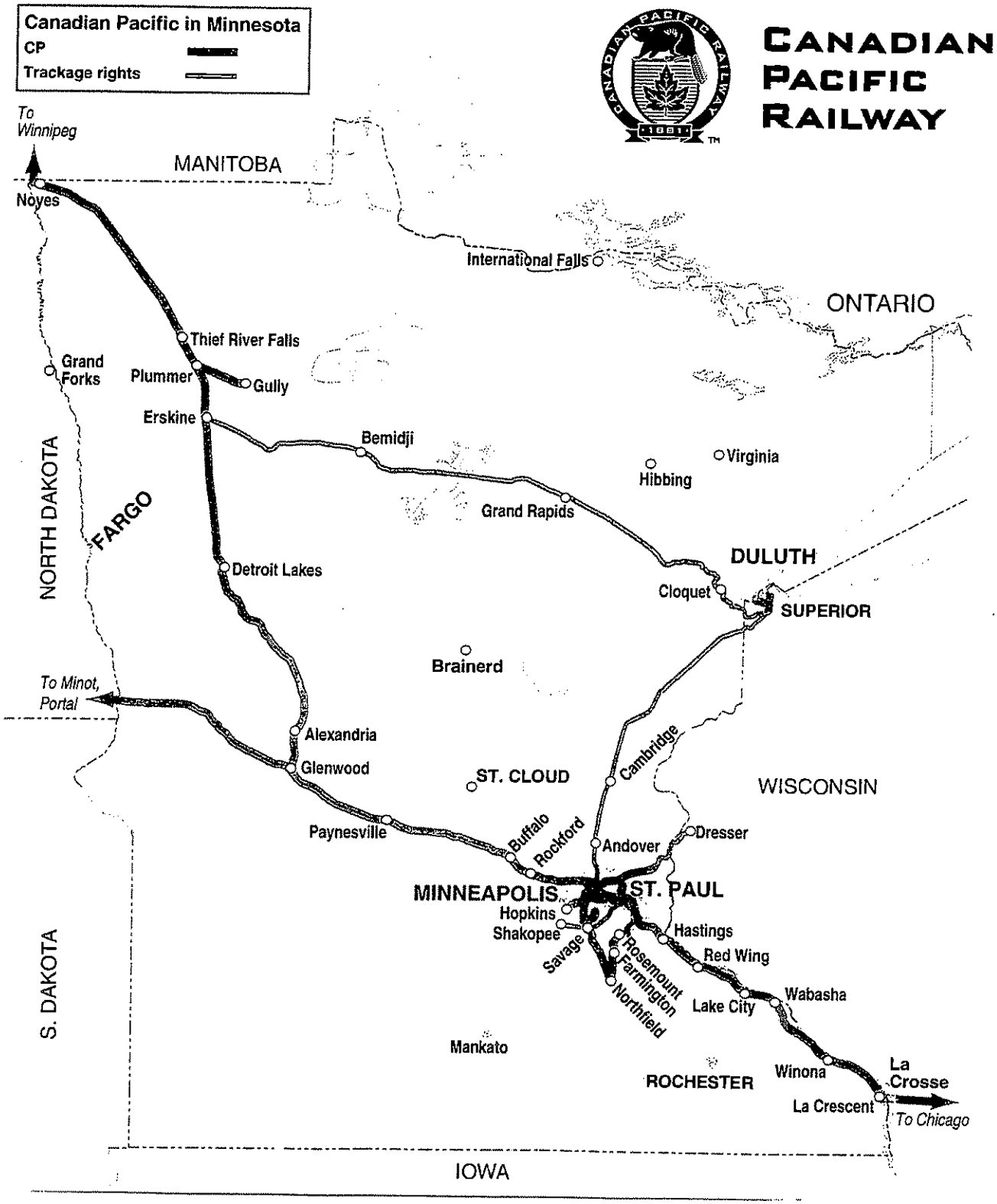
Cargo

Canadian Pacific Railway is a wholly owned subsidiary of Canadian Pacific Limited which is also involved in ocean shipping, hotels, oil, gas, coal, and other resources. A major cargo from the Twin Cities area is wheat. CPR does not haul corn to the west as do the other Class 1 railroads.

Daily Operations

Canadian Pacific Railway's activities in St. Louis Park are typical of a local carrier, serving several local businesses. Each business receives about five to six cars per day on average. CP does not route transcontinental trains over their track in St. Louis Park, store cars, or "block" trains in the St. Louis Park area.

CPR trains servicing the St. Louis Park area are dispatched from the Humboldt terminal in Plymouth, Minnesota. The company is currently operating 20 to 35 trains per day through their Humboldt Yard. This is a 50 percent increase from 1990.



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CANADIAN PACIFIC RAILWAY

STATE OF MINNESOTA

FIGURE 4.5

CPR trackage in the St. Louis Park area is managed as "come as you are track." The CPR dispatch grants initial permission to CP and TCWR operators to be in the territory. The train operators talk amongst themselves to coordinate their operations.

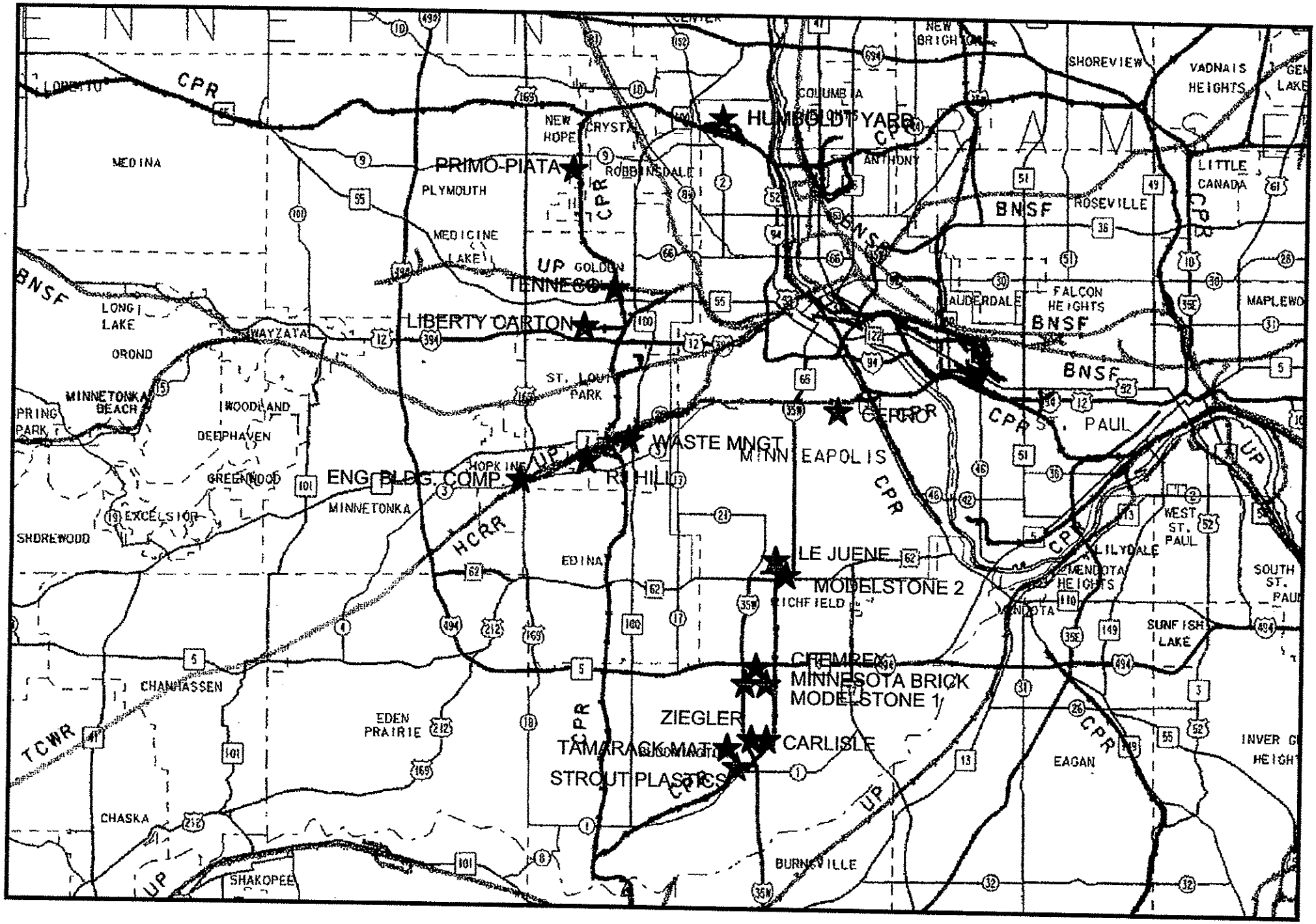
Canadian Pacific operates two trains per day, three to four days per week, to the south from Humboldt on the CP Rail MNS Spur track. One train only comes as far south as Liberty Carton on the north side of I-394, the other train comes through St. Louis Park. Figure 4.8 shows the Humboldt Yard and all of the businesses that are served by CP Rail.

- **Train to Golden Valley:** One train leaves the Humboldt Yard at 12:00 noon. This train serves Value Foods in Brooklyn Center and Liberty Carton on Louisiana Avenue in Golden Valley just north of Interstate 394. This train runs three to four days per week, typically carrying 15 to 30 cars.

- **Train through St. Louis Park:** A second train leaves the Humboldt Yard at 6:30 a.m. and travels south through St. Louis Park. This train also operates three to four times per week, typically carrying 15 to 20 cars, but the train carries approximately 30 cars three days per week when serving Cepro.

  The train reaches the CP Interchange track at about 8:00 a.m., where it uses the switching wye to connect to the CP Rail Bass Lake Spur east-west track. This train serves Waste Management recycling three to four times per week. Waste Management is served from the CP Rail Bass Lake Spur mainline trackage east of Wooddale Avenue. This train also serves Engineering Building Components Co. (EBCO) three or four days per week. EBCO is located west of St. Louis Park in Hopkins just east of Highway 169. One day per week, this train serves Cepro on the east end of the 29th Street Corridor delivering 15 barley cars each time. R.B. Hill, a salt industry on the far west end of the switching wye receives one carload of salt per year.

  Following these deliveries, the train again passes through the switching wye to continue south from St. Louis Park to serve various businesses in the Bloomington/Richfield area. The industries served are all listed on Figure 4.6. The train typically returns through St. Louis Park in mid to late afternoon.



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BUSINESSES SERVED

CANADIAN PACIFIC RAILWAY

FIGURE 4.6

Burlington Northern and Santa Fe Railway Company

Burlington Northern Santa Fe Railway Company operates one of the largest railroad networks in North America. The company serves 28 states and two Canadian Provinces with approximately 35,000 miles of trackage, including 1,643 miles in Minnesota. The BNSF rail network covers the western two thirds of the United States from the Southeast and the Midwest, to its major ports in the Pacific Northwest, and to Southern California.

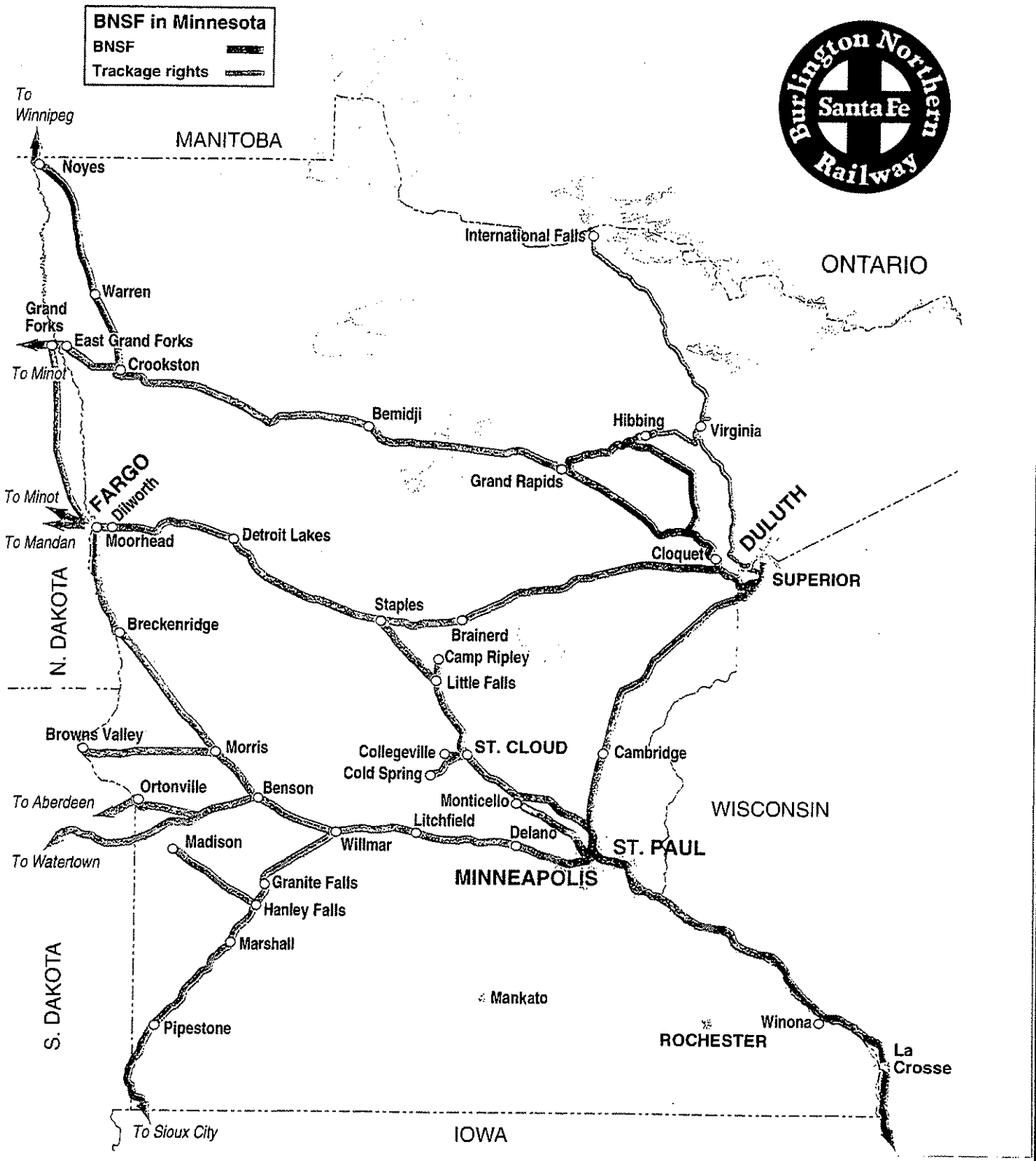
The company is a subsidiary of Burlington Northern Santa Fe Corporation and was created in September of 1995 through a merger of Burlington Northern Inc. and Santa Fe Pacific Corporation.

Figure 4.7 shows the Burlington Northern and Santa Fe Railway Company track ownership in the Minnesota. Refer to Figure 3.3 for the BNSF track in the metro area.

BNSF owns and operates the east-west trackage through St. Louis Park, which runs approximately parallel and adjacent to Cedar Lake Road. This track is a Class 3 rail with speed limits of 45 mph, and serves as a main route for BNSF from the Minneapolis/St. Paul terminals to the BNSF terminal in Willmar, Minnesota.

Daily Operations

Current BNSF traffic on the east west line through St. Louis Park has been estimated to be 16 to 17 one-way trains per day. The traffic is "through traffic" only with no stops in St. Louis Park. Trains vary in length depending on the market, but many trains reach lengths of 120 cars.



BURLINGTON NORTHERN & SANTA FE RAILWAY

STATE OF MINNESOTA

FIGURE 4.7

Switching, Blocking, and Rail Car Storage

Switching: Use of the Interchange Track (switching wye)

Both TC&W and CPR use the CP Interconnect to switch trains from the east-west CP Rail Bass Lake Spur and the north-south CP Rail MNS Spur. The various movements through the switch can be characterized under one of the three following movements:

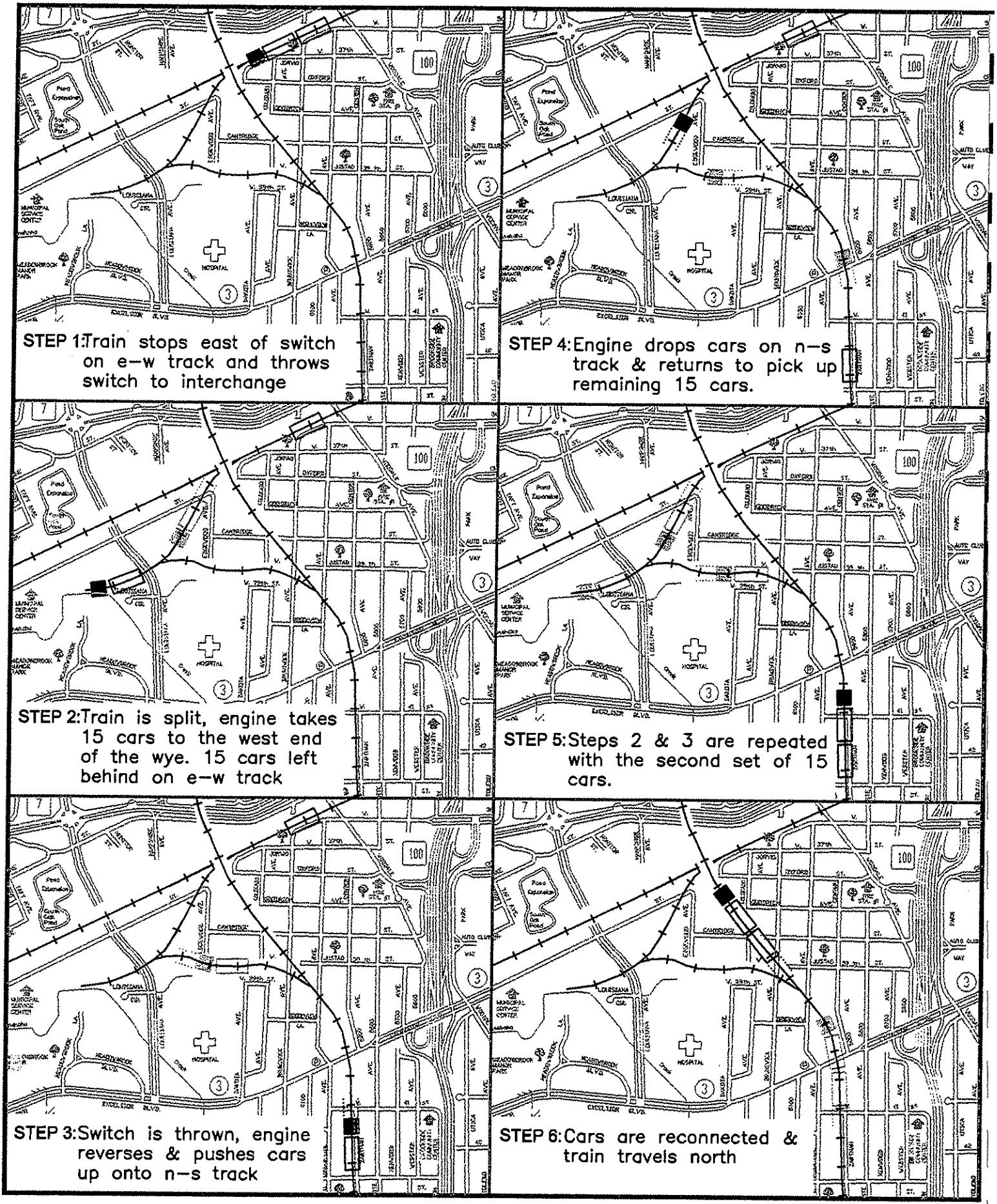
- **Switch from the east-west track to northbound:** Trains making this movement stop east of the switch to the interconnect with the engine on the west end of the train. The train then travels into the switching area, engine first, to the west leg of the switch. Limited by an 1100 foot segment west of the switch, only 15 cars can be carried per trip. Once the last car has cleared the switch on the east side of Louisiana, the operator throws the switch. The engine then pushes the cars up to the north-south track. Limited stacking room north of Excelsior Blvd forces cars to be dropped south of Excelsior Blvd, north of Yosemite Ave. The engine then returns to the cars left behind on the east-west track and repeats the process, carrying the next 15 cars through the wye. Once all cars have been carried to the north-south track, the operator reconnects all of the cars and proceeds north.

  CP Rail trains generally run 15 to 30 cars in length and require a maximum of three moves through the wye (two with cars, one returning). TC&W trains are typically 30 cars, but can run as long as 60 cars. In this case, the switch requires seven moves (four with cars, three returning) and blocks the Excelsior Blvd. intersection during the final move for several minutes. The total operation takes roughly three hours for a 30 car train, or four hours for a 60 car train.

- **Switch from the east-west track to southbound:** Train cars are carried through the switch similar to the previous example, but for this movement, the train must enter the switch with the engine trailing. Cars are stacked north of the switch to the east west line generally between Walker Street and Brunswick Avenue. Blocking of intersections is minimal with this movement. The total operation takes the same amount of time as the previous example.

- **Switch from north-line to east-west line:** The train is split on the north-south track, and enters the interconnect with the engine leading (northbound) or trailing (southbound). In either case, all cars area carried through the wye as previously described, and stacked on the east west line. If the engine is on the undesired end of the train after the operation is completed, the operator will use the sidetrack on the east west line to rotate the engine to the other end of the train.

Figure 4.8 illustrates the switching process from the east west line to northbound. Each one of the above moves generates a great deal of noise. Operators are required to blow their whistle at every intersection. The acceleration and breaking is also a loud process. Finally, the banging of the cars together to reconnect the trains generates a great deal of noise and is noticeably louder when the cars are empty.



RLK

SWITCHING WYE PROCESS

EAST-WEST LINE TO NORTHBOUND

FIGURE 4.8

Blocking Operation

Twin Cities and Western Railroad Company is the only railroad company that performs "blocking" operations within the St. Louis Park/Hopkins/Minnetonka area. As previously stated, TCWR performs this operation to sort the train cars into an order that is determined by their destination.

TCWR picks up cars at rail yards in St. Paul, Savage, and North Minneapolis to deliver to customers in Western Minnesota and Eastern South Dakota. Generally, the cars are picked up in a random order, as they are available. Once all cars are collected, the train drives west to an available "blocking" location in the St. Louis Park/Hopkins/Minnetonka area (see Figure 4.10 - see also Figures 4.11 to 4.13). Since the TC&W mainline west of I-494 is single track, there are no other locations available for sorting the cars.

Train cars that are to be dropped first, are situated closest to the engine. As trains reach the customers, this arrangement allows the operator to stop the train before the switch, and split the train. The trailing cars for clients further west are left on the mainline. The engine takes the leading cars, proceeds beyond the switch, and reverses onto the client's service track. The engine then leaves the site and reconnects with the remaining train.

To block the train, the train is stopped so that the lead car is just east of the switch. The train is then split with the engine taking the last dropped cars and backing them onto the sidetrack, leaving the first dropped cars at the front of the cars left on the mainline. The engine drops the cars on the sidetrack and pulls forward onto the mainline, reverses, and connects to the first dropped cars. The process is repeated as many times as required. A 30 car train can be blocked in less than an hour, but trains approaching 80 to 100 cars can take as long as three to four hours. Figure 4.9 illustrates the blocking process.

For TCWR's longest trains, the blocking process is performed over a total track length of over two miles. TCWR has stated that the blocking segment (east of the switch) must have capacity for at least 80 cars (4800 feet), and a headway (west of the switch) capacity of 100 cars (6000 feet). The blocking segment can be made up of several parallel sidetracks, in fact, more segments expedite the process. The headway can be a single track mainline.

Many residents complain about the loud noises that are generated by the blocking process. The following described the noise generated over each segment in the process:

- Blocking Segment: The loudest noise created by this operation is generated east of the switch. The noise is primarily attributed to the empty cars banging into each other, but also results from the revving of the engine to accelerate, and the braking.
- Headway Segment: Lower noise levels are generated west of the switch. In this region, noise is generated by revving of the engine to accelerate, then braking when the train has cleared the switch. As the train stops, noise is also generated by the trailing cars banging when they compress together.

Preference of Blocking Locations

MINNEHAHA SWITCH: For shorter trains, the Minnehaha switch is the preferred blocking location. The grades are flat, and there are no at-grade crossings for shorter trains. At this location, however, headway only accommodates 35 cars. Longer trains block Blake Road, which is a county road with high traffic volumes. The sidetrack east of the switch measures 6000 feet to the first at-grade crossing at Wooddale Avenue, which would accommodate even the longest trains (See Figure 4-11).

DOMINICK ROAD SWITCH: Longer trains requiring more headway are typically blocked at the Dominick Road switch. This switch also has flat grades, but is not used for shorter trains because the sidetrack only has capacity for 8 cars before blocking Dominick Road. Despite the fact that frequent moves are required to allow cars to pass by during blocking operations, this area is the only one practical for longer trains (See Figure 4.12).

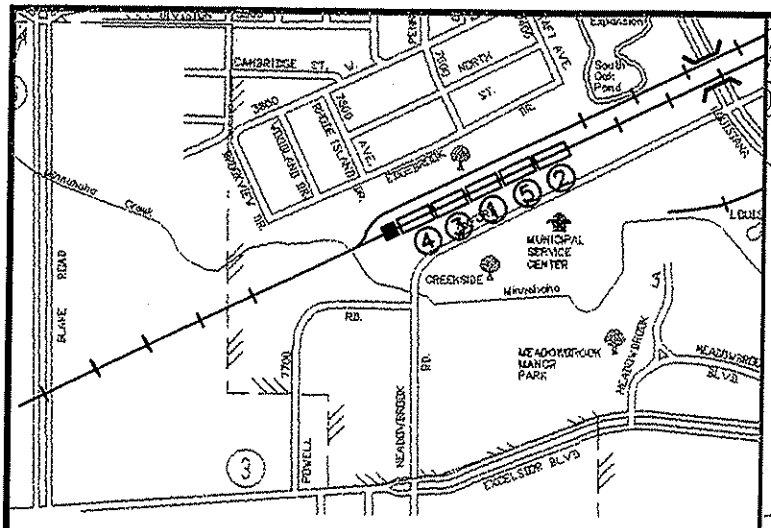
BASS LAKE YARD: Bass Lake Yard has two sidetracks, one 5500 feet and one 6500 feet in length. Including the mainline, this three-track arrangement provides a more efficient track arrangement for blocking; however, two at-grade crossings present problems. Wooddale Avenue to the west limits the headway to 2400 feet, or 40 cars, and sidetracking to the east measures only 1800 feet or 30 car lengths before blocking Belt Line Blvd. Both intersections carry heavy traffic volumes. Steeper grades in the Bass Lake switching area also were said to present problems by making braking and acceleration more difficult. Typically this location is used only when the other two areas are occupied (See Figure 4.13).

All three locations are used depending on track availability. TC&W has the contractual right to use any and all of the sidetracking along the CP track to perform these operations, provided they keep the mainline open for through traffic.

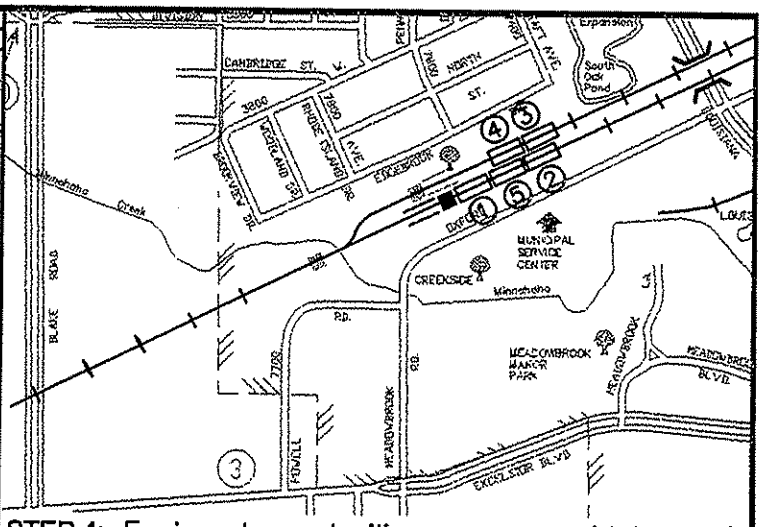
Rail Car Storage

Since TCWR does not have a switching yard, they often use the sidetrack located along the CP Rail Bass Lake Spur throughout the St. Louis Park/ Hopkins/Minnetonka area to store rail cars. Typically the storage is short-term such as between crew shift changes, overnight or over a weekend or holiday.

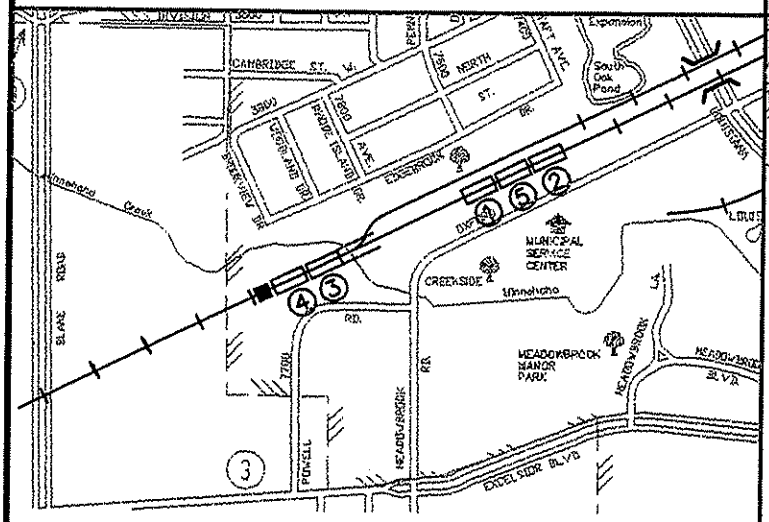
Occasionally, cars are stored for longer periods. This is typically attributed to clients not being prepared to receive the cargo or the empty cars that are picked up from the Twin Cites terminals. Cars that have de-railed or have other mechanical problems may also be stored for extended periods of time. In the case of a de-rail, the entire train must be "hospitalled" to a sidetrack location and left until all cars are inspected and repaired, if required.



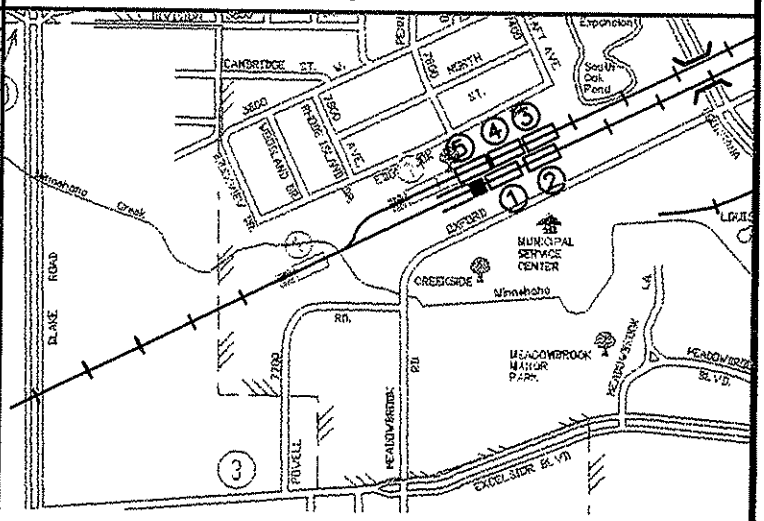
STEP 1: Train stops east of switch with cars in random order



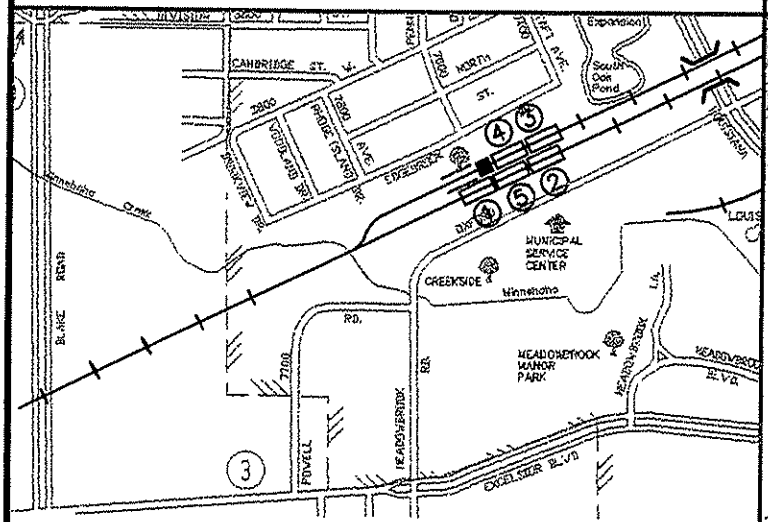
STEP 4: Engine drops trailing cars on sidetrack & returns to mainline to connect to leading car plus trailing cars



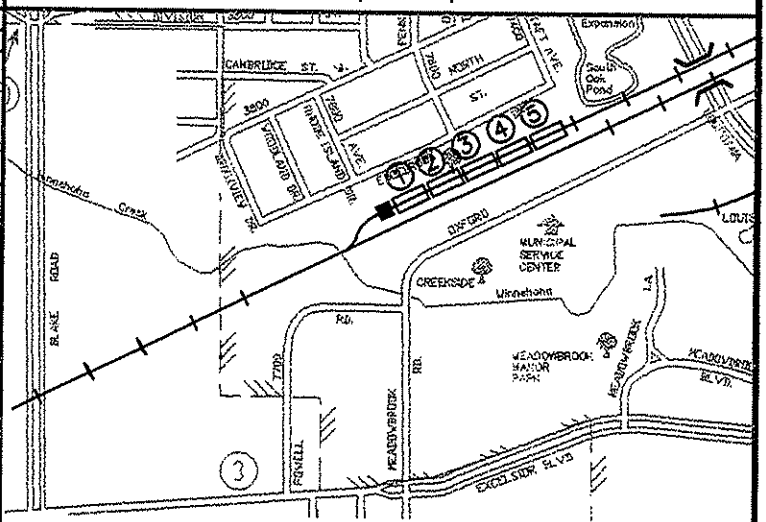
STEP 2: Train is split, engine takes trailing cars leaving lead car at front on mainline



STEP 5: Engine drops trailing cars on sidetrack but keeps lead car attached and returns to mainline to pick up the next car



STEP 3: Switch is thrown, engine reverses pushing trailing cars onto the sidetrack

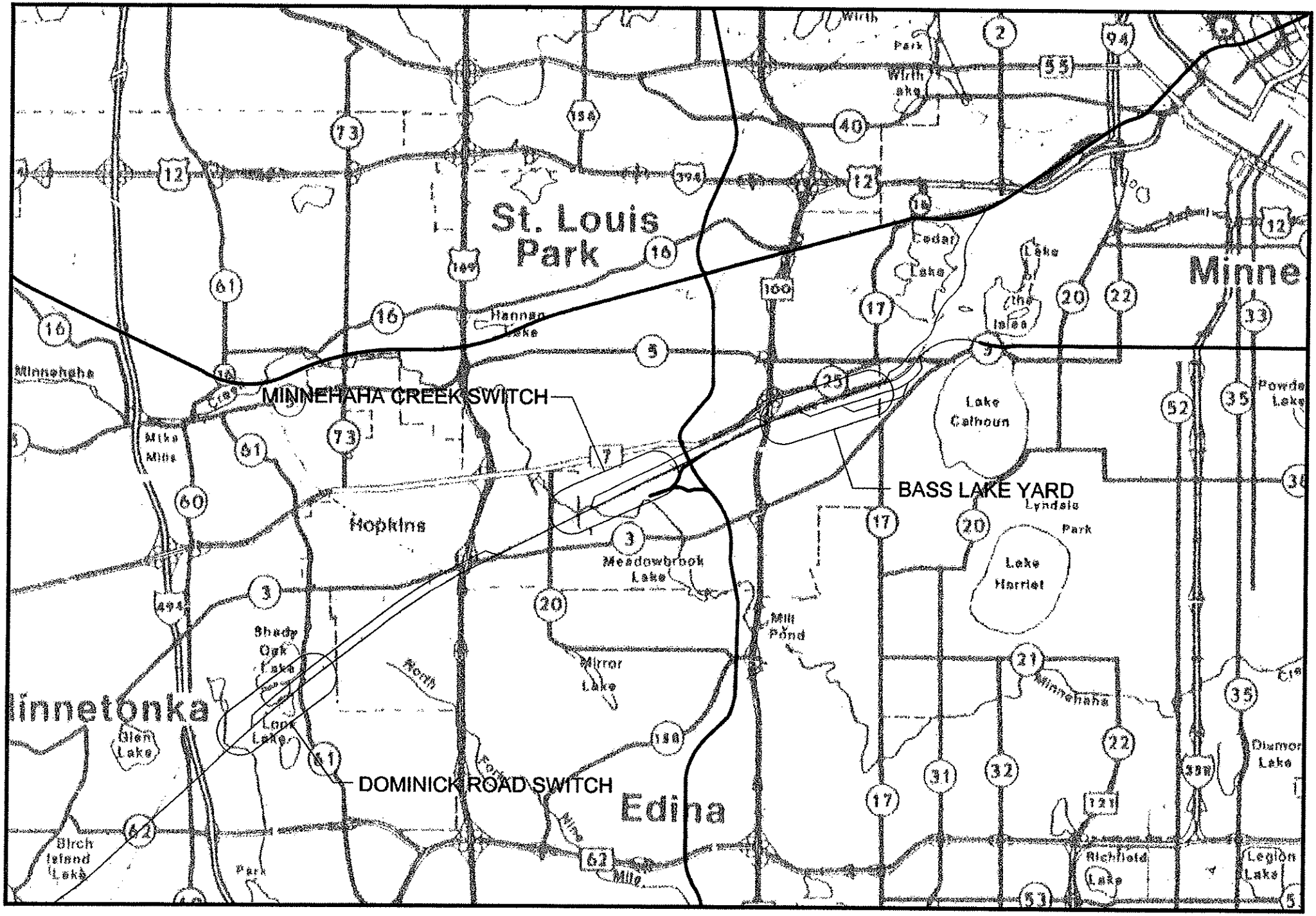


STEP 6: Process is repeated, switching cars back & forth, splitting & reconnecting until cars are in the appropriate order.

"BLOCKING" PROCESS

MINNEHAHA CREEK SIDE TRACK

FIGURE 4.9

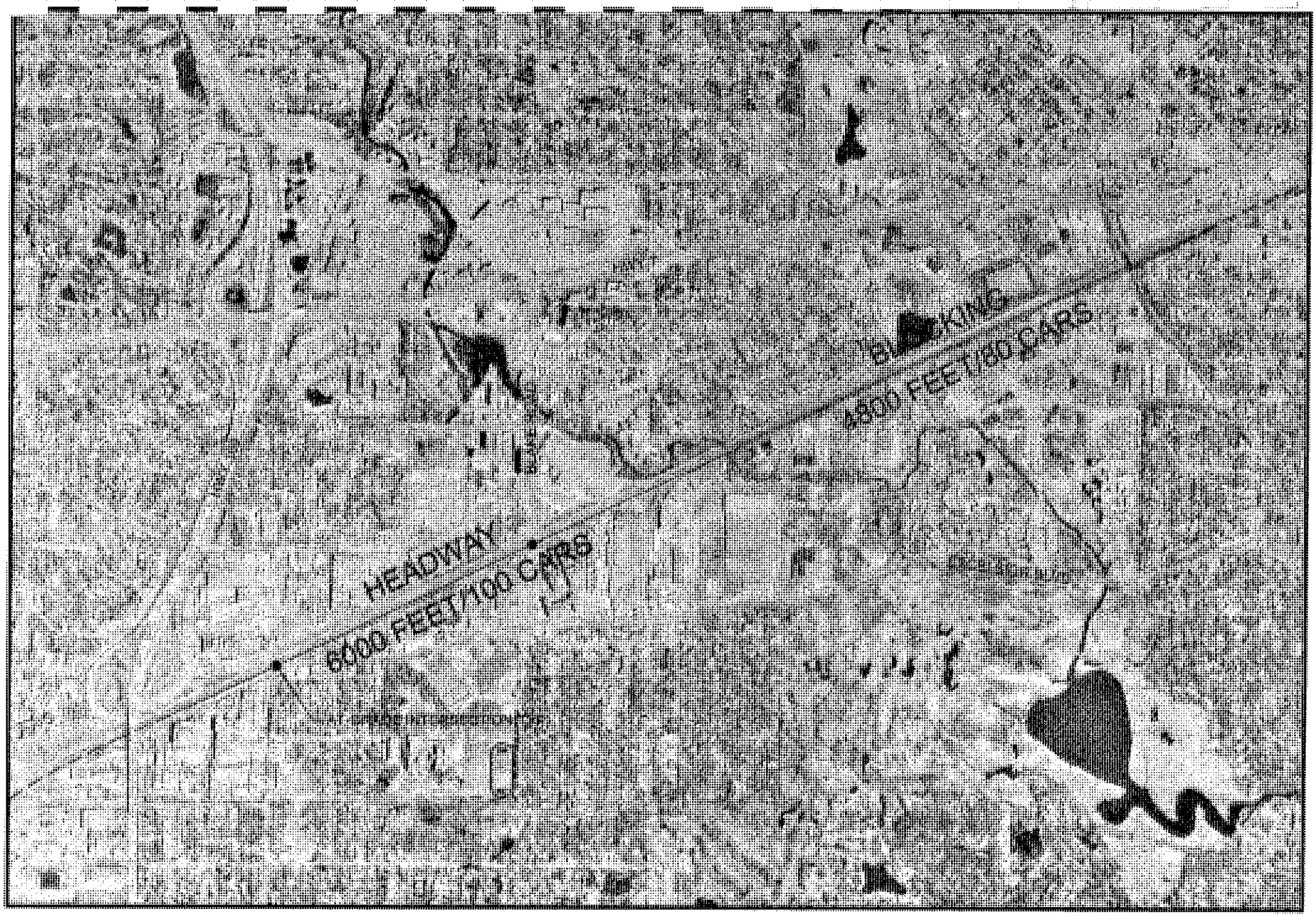


RLK

EXISTING SIDE TRACKING

CP RAIL BASS LAKE SPUR

FIGURE 4.10



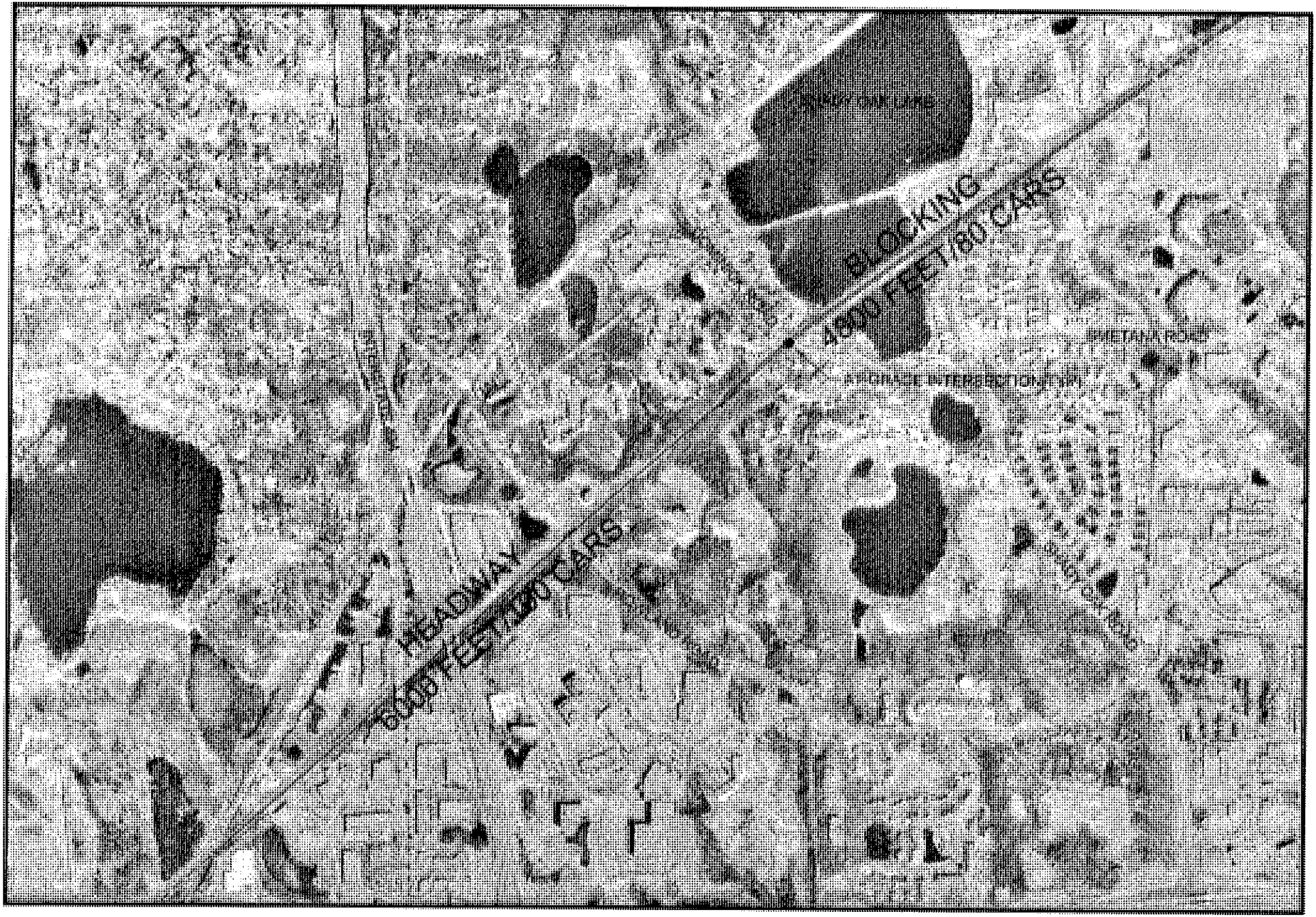
RLK

MINNEHAHA CREEK SWITCH

CP RAIL BASS LAKE SPUR

FIGURE

4.11



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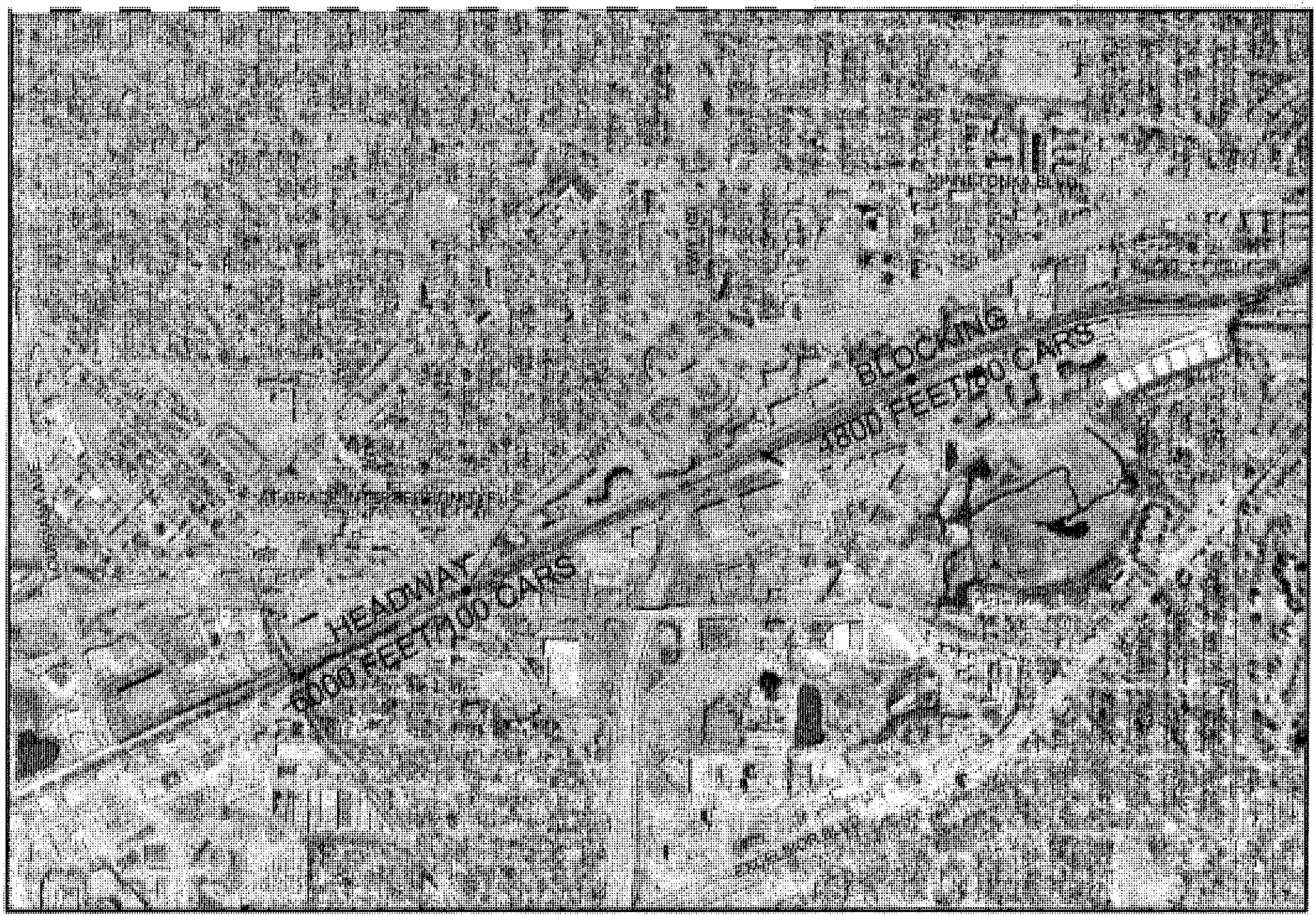
DOMINICK ROAD SWITCH

CP RAIL BASS LAKE SPUR

FIGURE 4.12



BASS LAKE YARD

CP RAIL RAIL BASS LAKE SPUR

FIGURE

4.13

Current Traffic Volumes

Railroad cargo patterns are in a constant state of flux. The cargo types and quantities are highly market driven. Farmers will often hold their products if the prices are low, and railroads will deliver the product to different destinations determined by the profit margins. For this reason, it is important to note that the volumes are only estimates of the current traffic, and these values can easily change.

The railroad industry does experience strong seasonal variations, with lower traffic volumes during the winter, and the higher volumes during the river navigation season which typically runs March to November. The highest volumes occur during the peaks of the grain harvest. Table 4.1 shows the year round TC&W traffic by car load and by trains. Table 4.2 and Figure 4.14 show the traffic volumes during the river navigation season. Table 4.3 and Figure 4.15 show rail traffic volumes during the winter when the river ports are closed.

Here are some interesting facts and statistics about trains that will provide a better understanding of the operations:

1. A typical rail car is 60 feet long and has approximately the same capacity as three-and-a-half semi-truck loads or 3,500 bushels per car.
2. A loaded car weighs roughly 200,000 pounds.
3. The maximum length for a train is 120 cars.
4. A barge holds 15 rail cars.

Estimated Current TC&W One-Way Train Car Volumes

LOADED CARS

Month	Cars per Day	Total Working days per Month	Total Cars	Total Cars to Camden	Total Cars to St. Paul	Total Cars to Savage	Cars per day to Camden	Cars per day to St. Paul	Cars per day to Savage
jan	35	25	875	0	875	0	0	35	0
feb	35	24	840	0	840	0	0	35	0
mar	60	27	1620	537	1053	30	20	39	1
apr	70	26	1820	607	1183	30	23	46	1
may	75	26	1950	653	1268	30	25	49	1
jun	80	26	2080	698	1352	30	27	52	1
jul	80	26	2080	698	1352	30	27	52	1
aug	80	26	2080	698	1352	30	27	52	1
sep	80	25	2000	670	1300	30	27	52	1
oct	80	27	2160	726	1404	30	27	52	1
nov	70	24	1680	558	1092	30	23	46	1
dec	35	24	840	0	840	0	0	35	0
TOTAL		**306**	**20025**	**5845**	**13911**	**270**			

Estimates based on approx. 20,000 total cars per year. Camden and Savage closed Dec. to Feb. (during the Winter months). The Camden, St. Paul, Savage split is based on St. Paul generating 100% of cargo during winter and 70% of total cargo. All numbers in this table represent loaded cars. It is assuming that one empty car trasported for every loaded car transported; therefore, the number of total cars transported one way is estimated below:

TOTAL CARS (LOADED & EMPTY)

Month	Cars per Day	Total Working days per Month	Total Cars	Total Cars to Camden	Total Cars to St. Paul	Total Cars to Savage	Cars per day to Camden	Cars per day to St. Paul	Cars per day to Savage
jan	70	25	1750	0	1750	0	0	70	0
feb	70	24	1680	0	1680	0	0	70	0
mar	120	27	3240	1074	2106	60	40	78	2
apr	140	26	3640	1214	2366	60	47	91	2
may	150	26	3900	1305	2535	60	50	98	2
jun	160	26	4160	1396	2704	60	54	104	2
jul	160	26	4160	1396	2704	60	54	104	2
aug	160	26	4160	1396	2704	60	54	104	2
sep	160	25	4000	1340	2600	60	54	104	2
oct	160	27	4320	1452	2808	60	54	104	2
nov	140	24	3360	1116	2184	60	47	91	3
dec	70	24	1680	0	1680	0	0	70	0
TOTAL		**306**	**40050**	**11689**	**27821**	**540**			

Table 4.1

Current Peak Daily One-Way Train Volumes
RIVER NAVIGATION SEASON - (March thru November)

		TC&W		CP Rail		BNSF		LRT		Commuter Rail		TOTAL	
		Trains	Cars	Trains	Cars	Trains	Cars	Trains	Cars	Trains	Cars	Trains	Cars
1	**SEGMENT 1:** BNSF Wayzata Subdivision Mainline (west of CP Rail MNS Spur)					18	2070					18	2070
2	**SEGMENT 2:** BNSF Wayzata Subdivision Mainline (east of CP Rail MNS Spur)					18	2070					18	2070
3	**SEGMENT 3:** CP Rail MNS Spur (north of BNSF Wayzata Subdivision Mainline)	4	180	2	60							6	240
4	**SEGMENT 4:** CP Rail MNS Spur (between BNSF Wayzata Subdivision Mainline and CP Rail Bass Lake Spur)	4	180	2	60							6	240
5	**SEGMENT 5:** CP Rail MNS Spur (south of CP Rail Bass Lake Spur)	2	120	2	60							4	180
6	**SEGMENT 6:** CP Rail Bass Lake Spur (west of CP Rail MNS Spur)	8	620	2	60							10	680
7	**SEGMENT 7:** CP Rail Bass Lake Spur (east of CP Rail MNS Spur)	8	620	2	60							10	680
8	**SEGMENT 8:** CP Rail Interconnect from CP Rail Bass Lake Spur to CP Rail MNS Spur	20	180	6	60							26	240
9	**SEGMENT** west of west-metro to Glencoe (TC&W Mainline - segment not numbered)	6	480									6	480

* SEGMENT 8 - inlcudes moves by engine(s) only thorugh the switching "Y" -- Max. number is based on 2 CP Rail trips thru w/ 30 cars per train & 4 trips by TC&W w/ 45 cars per train

1) **BNSF:** 9 trains in each direction-115 cars per train
2) **BNSF:** 9 trains in each direction-115 cars per train
3) **TC&W:** Typical: 1 round trip to Camden (2 one-way trips)-30 cars per train; Max: 2 round trips (4 one-way trips)-45 cars per train or 1 round trip w/ 60 cars per train
   CP Rail: Typical: 1 round trip train (2 one-way trips)-15 to 20 cars per train 3 to 4 days per week; Max: to Cepro trains are 30 cars (3 times per week)
4) **TC&W:** Typical: 1 round trip to Camden (2 one-way trips)-30 cars per train; Max: 2 round trips (4 one-way trips)-45 cars per train or 1 round trip w/ 60 cars per train
   CP Rail: Typical: 1 round trip train (2 one-way trips)-15 to 20 cars per train 3 to 4 days per week; Max: to Cepro trains are 30 cars (3 times per week)
5) **TC&W:** Typical: 1 round trip train (2 one-way trips)-30 cars per train less than once per week; Max: 1 round trip (2 one-way trips)-60 cars per train
   CP Rail: Typical: 1 round trip train (2 one-way trips)-15 to 20 cars per train 3 to 4 days per week; Max: to Cepro trains are 30 cars (3 times per week)
6) **TC&W:** Typical: 1 round trip to Glencoe w/80 cars per train; Max: 2 round trips w/110 cars per train
   Typical: 1 round trip to Savage or Camden w/30 cars (from Dominick or Minnehaha); Max: 2 round trips to Savage or Camden w/45 cars per train (or 1 w/ 60)
   Typical: 1 round trip to St. Paul w/80 cars per train; Max: 2 round trips w/110 cars per train
   CP Rail: Typical: 1 round trip train (2 one-way trips)-15 to 20 cars per train 3 to 4 days per week; Max: to Cepro trains are 30 cars (3 times per week)
7) **TC&W:** Typical: 1 round trip to Glencoe w/30 cars per train; Max: 1 round trips w/45 cars per train
   Typical: 1 round trip to Savage or Camden w/30 cars per train (from Bass Lake Yard); Max: 2 round trips to Savage or Camden w/45 cars per train (or 1 w/ 60)
   Typical: 1 round trip to St. Paul w/80 cars per train; Max: 2 round trips w/110 cars per train
8) **TC&W:** Typical: 1 round trip to Savage or Camden w/30 cars per train; Max: 2 round trips to Savage or Camden w/45 cars per train (or 1 w/ 60)
   CP Rail: Typical: 1 round trip train (2 one-way trips)-15 to 20 cars per train 3 to 4 days per week; Max: to Cepro trains are 30 cars (3 times per week-3 moves per trip)
9) **TC&W:** Typical: 1 round trip train (2 one-way trips)-80 cars per train, 6 days per week; Max 2 round trips per day w/110 cars per train or 3 round trips w/ 80 cars

Table 4.2

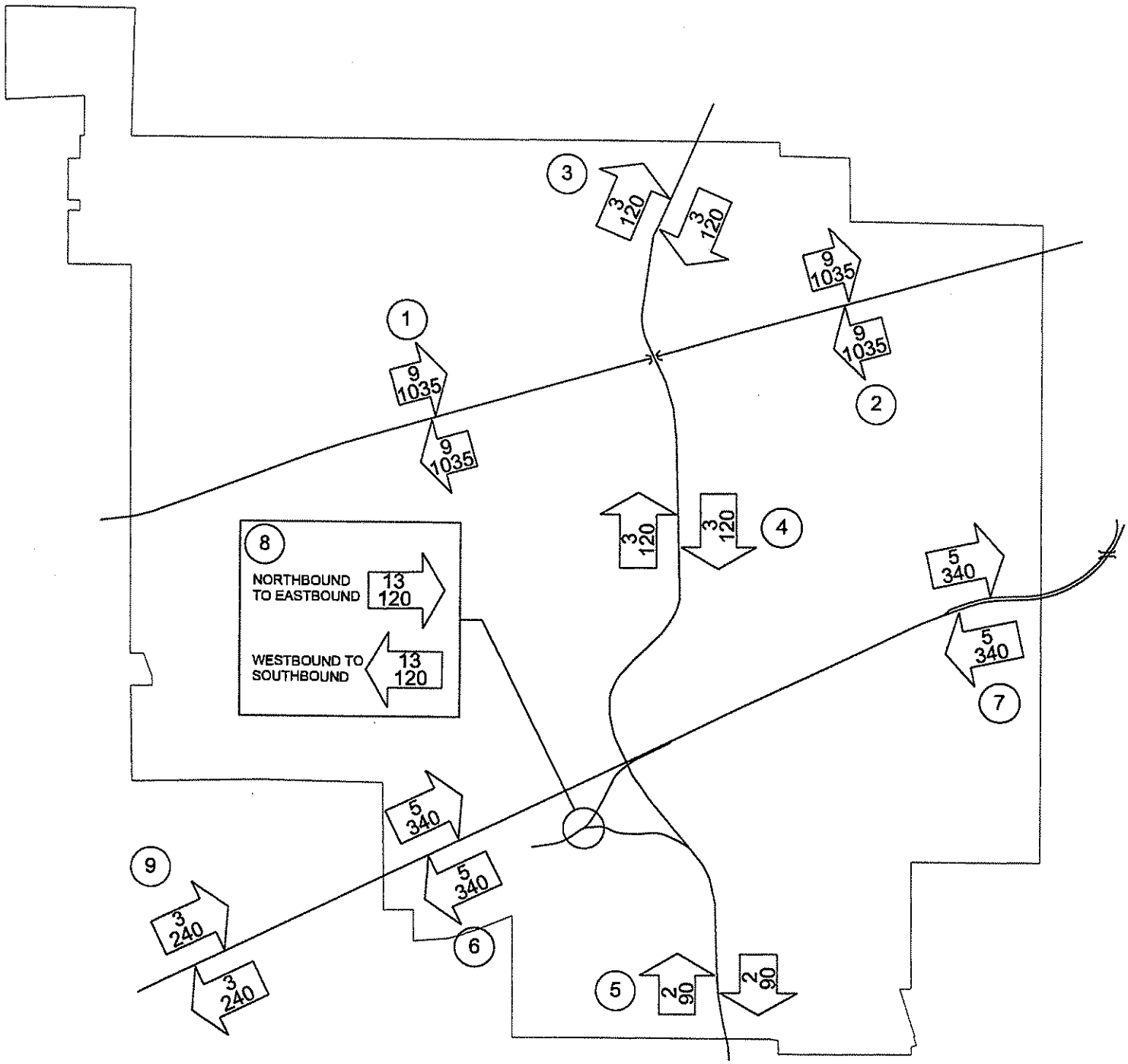
Current Peak Daily One-Way Train Volumes
WINTER - (November thru March)

		TC&W		CP Rail		BNSF		LRT		Commuter Rail		TOTAL	
		Trains	Cars	Trains	Cars	Trains	Cars	Trains	Cars	Trains	Cars	Trains	Cars
1	**SEGMENT 1:** BNSF Wayzata Subdivision Mainline (west of CP Rail MNS Spur)					18	2070					18	2070
2	**SEGMENT 2:** BNSF Wayzata Subdivision Mainline (east of CP Rail MNS Spur)					18	2070					18	2070
3	**SEGMENT 3:** CP Rail MNS Spur (north of BNSF Wayzata Subdivision Mainline)	0	0	2	60							2	60
4	**SEGMENT 4:** CP Rail MNS Spur (between BNSF Wayzata Subdivision Mainline and CP Rail Bass Lake Spur)	0	0	2	60							2	60
5	**SEGMENT 5:** CP Rail MNS Spur (south of CP Rail Bass Lake Spur)	0	0	2	60							2	60
6	**SEGMENT 6:** CP Rail Bass Lake Spur (west of CP Rail MNS Spur)	8	640	2	60							10	700
7	**SEGMENT 7:** CP Rail Bass Lake Spur (east of CP Rail MNS Spur)	4	320	2	60							6	380
8	**SEGMENT 8:** CP Rail Interconnect from CP Rail Bass Lake Spur to CP Rail MNS Spur	0	0	6	60							6	60
9	**SEGMENT** west of west-metro to Glencoe (TC&W Mainline - segment not numbered)	4	320									4	320

* SEGMENT 8 - inlcudes moves by engine(s) only thorugh the switching "Y" -- Max. number is based on 2 CP Rail trips thru w/ 30 cars per train & 4 trips by TC&W w/ 45 cars per train

1) **BNSF:** 9 trains in each direction-115 cars per train
2) **BNSF:** 9 trains in each direction-115 cars per train
3) **TC&W:** No traffic to Camden during winter months
   CP Rail: Typical: 1 round trip train (2 one-way trips)-15 to 20 cars per train 3 to 4 days per week; Max: to Cepro trains are 30 cars (3 times per week)
4) **TC&W:** No traffic to Camden during winter months
   CP Rail: Typical: 1 round trip train (2 one-way trips)-15 to 20 cars per train 3 to 4 days per week; Max: to Cepro trains are 30 cars (3 times per week)
5) **TC&W:** No traffic to Savage during winter months
   CP Rail: Typical: 1 round trip train (2 one-way trips)-15 to 20 cars per train 3 to 4 days per week; Max: to Cepro trains are 30 cars (3 times per week)
6) **TC&W:** Typical: 1 round trip to Glencoe w/50 cars per train; Max: 2 round trips w/80 cars per train (Use Minnehaha blocking area)
   Typical: 1 round trip to St. Paul w/50 cars per train; Max: 2 round trips w/80 cars per train (From Minnehaha or Dominick blocking areas).
   CP Rail: Typical: 1 round trip train (2 one-way trips)-15 to 20 cars per train 3 to 4 days per week; Max: to Cepro trains are 30 cars (3 times per week)
7) **TC&W:** Typical: 1 round trip to St. Paul w/50 cars per train; Max: 2 round trips w/80 cars per train
   Bass Lake Yard not typically used by trains to/from Glencoe in winter months
8) **TC&W:** No use of the switching wye during winter months
   CP Rail: Typical: 1 round trip train (2 one-way trips)-15 to 20 cars per train 3 to **4** days per week; Max: to Cepro trains are 30 cars (3 times per week-3 moves per trip)
9) **TC&W:** Typical: 1 round trip train (2 one-way trips)-50 cars per train, 6 days per week; Max 2 round trips per day w/80 cars per train

Table 4.3

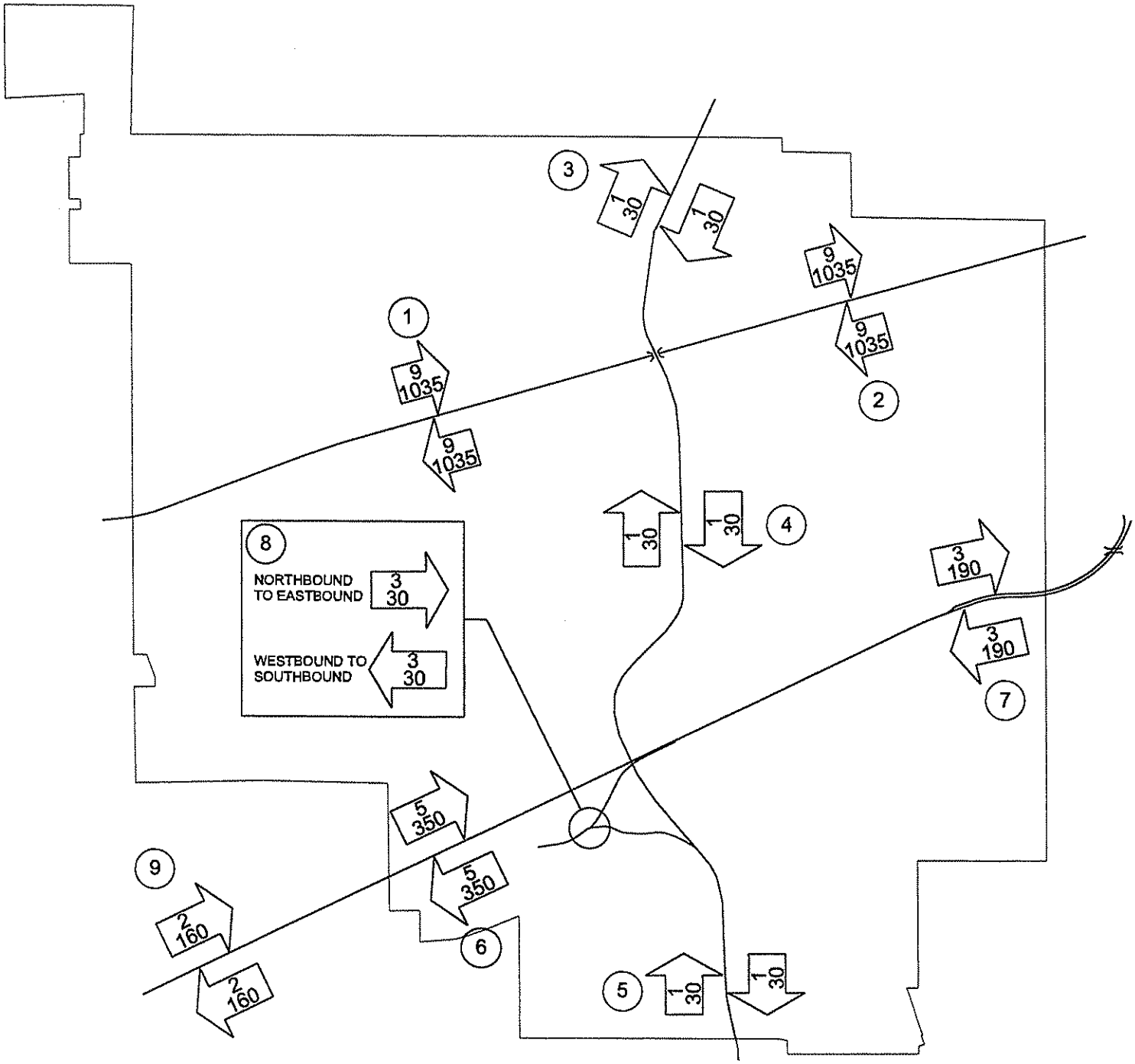


RLK KUUNSTO LTD

CURRENT PEAK TRAFFIC VOLUMES

MARCH - NOVEMBER

FIGURE 4.14



LEGEND

(X) SEGMENT NUMBER

X TRAINS
XX CARS

N

CURRENT PEAK TRAFFIC VOLUMES

NOVEMBER - MARCH

FIGURE 4.15

Future Projections

Future Projections

The Future Projections section includes rail traffic forecasts for the track segments in St. Louis Park. Projections are included for short-term (through 2005) and long-term (through 2020).

Rail traffic forecasting is a largely subjective process due to a variety of potential scenarios that may or may not take place. Projections in this report are based on the future course of events that was determined to be the most likely to occur. Analysis of additional scenarios is also included. This analysis includes a likelihood, a time frame, and the impact of the potential scenario. The following criteria were used to make projections:

1. Railroad Economy
2. Railroad Company Relationships
3. Growth Projections
4. Potential Scenarios
   - Camden Place closure
   - Kenilworth corridor closure
   - I & M Rail Link
   - Rahr barley traffic
   - Commuter rail
   - Light rail transit (LRT)

Railroad Economy

Market shifts

The potential of a consumer market shift is one of many factors that make projecting future railroad traffic a difficult task.

- **Grain:** a leading railroad cargo, is currently 15 times more expensive to ship from Seattle than from New Orleans. This is due to two factors. First, BNSF has a captive rail route in the Pacific Northwest leading to higher rates. Second, there is a tremendous imbalance of ocean-going bulk carriers.

  Right now, growth projections for grain out of Minnesota are huge. Currently, there are 16 boats per week leaving Seattle for Asia. Before the recent fall of the Asian economy, there were 54 boats per week.

  Conversely, China and Russia are large importers of American corn, despite the fact that each of these countries grows enough corn to support themselves. These countries do not have the infrastructure to transport the corn, often leading local crops to not be consumed. This is the primary reason for moving so much corn to Seattle

and New Orleans. At some point these countries may improve their infrastructure and reduce the demand for American imports.

- **Coal:** is another major cargo of the railroad industry. Energy consumption has recently undergone a period of deregulation, leading to an overall resurgence in coal consumption. Many of the existing railroad track systems that were originally constructed to haul coal are now seeing a revival. Railroads provide the most efficient means of transport and rail traffic has already increased as a result.

Opinions differ somewhat on exactly what all of this will mean to the long term future of railroad transportation. It is, however, clear that railroads are in the midst of a strong period of growth. With recent investigations into the use of existing railroad infrastructures to transport commuters, railroads may be entering their strongest growth since the birth of the industry.

Railroad Company Relationships

Historically, the highly competitive industry has led railroad companies to attempt to operate completely independently of one another. Often, competing companies would construct parallel tracks rather than "sharing" an existing corridor.

Recently, however, largely due to strategic railroad mergers that have occurred around them, Class I railroads like Canadian Pacific and Union Pacific are being forced to work together more closely than in the past. These alliances should strengthen in the future. Land availability and high track maintenance costs have led to many partnerships and mergers of existing railroad companies, as well as creations of many new companies.

Class I railroad companies have begun to focus on the transcontinental transport of cargo, primarily between major cities. The larger companies now rely on local or short line railroads to transport cargo to and from regional customers to the Class I rail yards in the major cities.

Twin Cities & Western Railroad and Canadian Pacific Railway

TCWR has a strong working relationship with CPR. In 1991, CPR sold its rail line west of Tower E-14 to Appleton, Minnesota to TCWR. In the course of that sale, CPR granted TCWR rights to operate over the east-west line, the MNS Spur, and other related side tracks located in Hopkins, St. Louis Park, Minneapolis and other municipalities.

For the most part, CPR and BNSF continue to operate independently in the Twin Cities area. The recent closure of the CPR 29th Street Corridor, however, cut off TCWR's route over their track rights from CPR to reach their main connecting terminal at Pigs Eye in St. Paul. HCRRA worked with CPR and BNSF toward an agreement that granted track rights for TCWR trains to use BNSF track to reach their main connecting terminal at Pigs Eye in St. Paul.

Burlington Northern and I & M Rail Link
Although the I & M Rail Link (IMRL) originated from a track purchase from CPR, it is actually a BNSF spin-off. IMRL began its operations in 1997 following a purchase of 1,100 miles of track from CPR. Canadian Pacific Railway owned the tracks across Iowa and Southern Minnesota through land rich with corn crops. CPR's market is primarily wheat, therefore, the tracks would be more profitable for a company that would haul the corn to the west.

Part of the sale from CPR to IMRL included the track north to Northfield from Austin, Minnesota. Also in the course of the sale, CPR granted IMRL rights to operate over the MNS line through St. Louis Park. IMRL also has the right of first refusal for the purchase of the north south line through St. Louis Park.

The strong relationship between IMRL and BNSF will likely lead these two companies to connect at some point with BNSF carrying the corn to the west coast. Possible outcomes are included in the Potential Scenarios section below.

Growth Projections

Twin Cities and Western Railroad
Since its inception in 1991, TCWR has experienced steady growth in the range of four to five percent per year. The company recently released the results of marketing meetings where they announced three-year growth plan. The plan included expectations to double their corn and bean cargo over that period. This alone would increase TCWR cargo from 20,000 to 30,000 carloads per year over that period. An expansion is also planned by their biggest client in Renville, MN. Additional growth is also anticipated by adding new customers and increasing the capacity of the service to the existing clients. Based on past trends and the following potential scenarios, our projections assume ten percent annual growth in the short-term and five percent annually in the long-term.

- **Expanding Inventory:** TCWR plans to add one train beginning in the spring of 1999 to carry cargo from clients in South Dakota and Western Minnesota to Glencoe. This would increase the fleet of trains operating west of Glencoe from two to three trains. This will not increase the number of trains operating from the St. Louis Park/ Hopkins/Minnetonka area, but the additional capacity of the trains operating west of the area may lead to an increase the number of trips and/or the lengths of trains through St. Louis Park.

- **River Bound Traffic:** TCWR's highest profit margins are with river bound traffic, presently to Savage and Camden. Rail traffic to the river terminals will continue to receive the greatest marketing efforts by the TCWR sales force. It can be expected that routes to the river terminals will continue to experience similar growth in the future as they have over the past five years.

- **Renville Sugar Plant:** At present, TCWR's largest client is the sugar plant in Renville, Minnesota. The sugar plant is planning a 40% expansion in the near future. The net result of this expansion will be a 22% increase in TCWR service to this facility and a five to six percent increase in TCWR traffic overall.

- **Track Purchase:** TCWR is studying the purchase of UP and CPR track segments along Highway 55 in Golden Valley. This purchase would lead to TCWR providing service to customers that are presently being served by CPR. Serving the local businesses with short trains as they are currently doing in the area is not typical for a Class I railroad company such as CPR.

  It has been estimated that arrangement would add 2,000 to 3,000 cars per year for TCWR through St. Louis Park. CPR prepares their local trains at their Humboldt yard. Since TCWR has no local yard to prepare its trains, the "blocking" of cars in the St. Louis Park/Hopkins/Minnetonka area could increase with this scenario.

- **Intermodal Transportation:** TCWR is also researching the possibility of adding intermodal transportation to its list of services. Intermodal transportation would involve loading semi-truck trailers or cargo in containers onto flatbed rail cars and using rail to transport the trailers to remote destinations. TCWR would receive trailers carried from areas in Western Minnesota such as Montevideo or New Ulm and load onto cars at various locations along their railway. In order to make this feasible, TCWR would have to find a Class I partner to transport to and from Chicago or other large metropolitan areas.

- **Super Valu:** If TCWR were to purchase the east-west CP Rail Bass Lake Spur through St. Louis Park, they would actively pursue Super Value as a client for rail service. In order to make this feasible, they would have to find a Class I railroad to transport cargo to and from Chicago.

Canadian Pacific Railway

CPR's service to local businesses has declined in recent years. Many companies such as McGarvey Coffee and Super Value are no longer served by rail. CPR officials expect the current level of business service to continue at its present level in the future, despite the fact that rail service to Cepro is also expected to be terminated soon. Our projections assume that CPR traffic through St. Louis Park would remain constant.

It is further assumed that if CPR service to local businesses is assumed by another local company, the rail volumes should remain constant. The number of train trips, however, may decrease (lengths would increase) if service can be combined with routes already run by a local carrier.

Burlington Northern Santa Fe

The BNSF mainline through St. Louis Park leads west to Willmar, Minnesota. The terminal at Willmar is a major station for BNSF. The station is over capacity with no room to expand. This station has become so congested that BNSF is planning to spend $10 million to rearrange access from the rail yard to land just outside of Willmar. This additional capacity suggests increases in the number of trains that BNSF is currently running on their mainline through St. Louis Park. Our projections assume five percent annual growth in the BNSF traffic through the year 2020.

Potential Scenarios

There are several potential scenarios with a strong chance of occurring that would have major impacts on rail traffic patterns and volumes in St. Louis Park. The following analysis includes likelihood, expected time frame, and the impact of the potential scenario.

- **Camden Place Closure**

  The City of Minneapolis has undergone planning efforts to redevelop the riverfront in the Camden Place vicinity. At a recent public hearing conducted by the City of Minneapolis staff, officials stated that the Camden barge traffic will cease completely in the next seven to ten years.

  TCWR is the only carrier that travels to Camden through St. Louis Park. The closure of this terminal would eliminate the TCWR route to Camden entirely. Railroad economics are already beginning to reduce the share of TCWR traffic that is handled at Camden. In fact, TCWR predicts that all of their traffic to and from this terminal may in cease in five to eight years.

  Currently, Camden is owned by the City of Minneapolis and is leased to a private owner at a favorable rate. As a result, the operator can afford a cheaper barge loading rate than Savage or St. Paul. At Camden, TCWR cargo is loaded directly onto barges without transferring cars to another railroad. A transfer is required at other terminals. When the cars are transferred to other railroad companies, they are lost for several days in transit causing delays. The combination of these factors had driven a majority of TCWR river traffic to Camden in the past.

  Reconsideration by TCWR began when their primary Camden shipper, Benson Quinn, was purchased by ADM. Benson Quinn was an independent with no through put facilities in the region, but had a strong relationship with TCWR. Now that ADM has taken over, this relationship no longer exists.

  Also, barges leaving Camden must travel through locks number 1 and 2 on the Mississippi River. Most of the lock and dam facilities on this region of the

Mississippi River are 50 years old with a design life of 40 years. Also, there is no consistency in barge capacity of the locks in this region. The U.S. Army Corps of Engineers plan for the upgrade of the Mississippi River lock and dam system was expected this past summer, but has not yet been released. It is expected that lock and dam number 1 and 2 will not be upgraded. These locks are the smallest on the system with capacity for only one or two barges. Most of the downstream locks hold nine to 12 or as many as 15 barges at a time. If locks 1 and 2 are not upgraded, economics will drive freight rail deliveries to downstream ports such as Savage.

If this situation plays out as expected, barge operator costs will increase because of the smaller lock size versus downstream ports, such as Savage, that can take up to 15 barges at a time. This could force operators at Camden to charge more, and ultimately drive the business to other terminals. In this scenario, TCWR would not be able to protect its profit margins at Camden, and would therefore begin to route its cargo to Savage instead. It is likely that TCWR will direct much more future traffic to Savage and less to Camden in the future.

Recently, the City of Minneapolis unveiled its favored plan for the Camden area on the Mississippi River. Planning studies have been going on since 1997 and have resulted in a riverfront plan that is dominated by residential and office uses. The industrial uses are eliminated. Articles on the ongoing planning for the riverfront area are included in the appendix. Meetings with the City of Minneapolis will continue to ensure that the City of St. Louis Park study integrates any long range planning efforts by the City of Minneapolis. At this time, it is anticipated that Camden will close entirely in the next 10 years. When this occurs, TCWR traffic volumes to Camden would cease entirely. Traffic to Savage would increase by an equal amount.

The Appendix of this report includes a copy of a report that was distributed at a recent public hearing by the City of Minneapolis.

Conclusion: Projections in this report assume that 50% of TCWR river traffic travel will be routed to Savage in the short-term future (year 2005), and all TCWR traffic to Camden will be eliminated in long-term projections (year 2020).

- **Kenilworth Corridor Closure**

TCWR is also the only railroad company that is currently operating on the Kenilworth corridor. Following the closure of the 29th Street Corridor, TCWR was forced to use the Kenilworth corridor as their route to Pigs Eye and MNNR yards in St. Paul. It would be difficult to close the Kenilworth corridor without providing TCWR with an alternate route.

MnDOT also appears to have an interest in maintaining the Kenilworth corridor. The corridor was identified as a portion of one of the preferred commuter rail alignments in the *Twin Cities Metropolitan Commuter Rail Feasibility Study – Phase I* report,

prepared by Parsons Brinkerhoff in October, 1997. Kenilworth was later discarded and replaced by the north-south link in St. Louis Park in the *Phase II* report. Parsons Brinkerhoff assumed in the second phase of the report that the connections would already be in-place St. Louis Park corridor.

The only in-place rail corridor that could be used as an alternate route is the CP Rail MNS Spur (north-south line) in St. Louis Park. In order to use this route, two new connections would need to be constructed. There are a number of different arrangements of connections that are identified in the Identification of Alternatives section of this report.

If the Kenilworth corridor were closed, all TCWR traffic to St. Paul would be carried over the north-south line through St. Louis Park. Traffic to St. Paul currently uses Segments 6 and 7. The new route would use Segments 6, 4, and 2. TCWR through traffic to St. Paul would be eliminated over Segment 7.

Conclusion: Due to the uncertainty of the future of this corridor, projections were made with and without the Kenilworth corridor remaining in place.

- **I&M Rail Link**

A possibility exists that I & M Rail Link (IMRL) will extend their operations northward through the City of St. Louis Park. The IMRL is a relatively new railroad company. Since they only began operations in 1997, it may be too early to determine when and if it will occur. It is clear that IMRL would like to become an additional company operating within St. Louis Park.

When they made their initial track purchase from CPR, IMRL became the owner of track as far north as Northfield, Minnesota. CPR also granted IMRL track rights over the MNS line through St. Louis Park, and the right of first refusal for the purchase of the north south line through St. Louis Park to CPR's Humboldt yard. However, in 1997, CPR sold the Minnesota River bridge on the north-south line to TCWR. IMRL now needs to make arrangements with TCWR to come north of the Minnesota River.

The IMRL trackage through northern Iowa and southern Minnesota goes through some of the richest corn cropland in the Midwest. IMRL would stand to earn a higher profit from the corn if they were able to obtain a direct rail route to the West Coast. They may be able to achieve this by one of the following options:

1. Due to their relationship with BNSF, the most likely scenario would be that IMRL would carry corn north to the BNSF mainline in St. Louis Park and leave the cars for BNSF to carry to the west coast. This scenario would not occur without a new connection from the CP Rail MNS Spur to the BNSF mainline.

2. IMRL may purchase the line north to Savage and make a connection with TCWR. From here, TCWR would carry the corn north to St. Louis Park and then west to either Granite Falls, Minnesota or Appleton, Minnesota where TCWR trains would drop corn cars for BNSF trains. This scenario would not be likely to occur without a new connection from the CP Rail MNS Spur to the CP Rail Bass Lake Spur (i.e. connection on the Golden Auto Site or connection to the south).

3. Although it appears to be unlikely, the possibility exists that IMRL and TCWR could merge to form one company. If this occurs, the newly formed company could either connect with BNSF in St. Louis Park, or carry the corn west and connect with the BNSF at either of the prior mentioned connection points. The outcome would depend on the connections that were in place.

Conclusion: Due to the uncertain outcome, the IMRL train volumes are not included in the projections in this report. If IMRL operate through St. Louis Park, they would generate two round trips (four one-way trains) of unspecified length.

- **Rahr Barley Traffic**

Rahr Malting in Shakopee is the largest handler of barley in the United States. Rahr handles approximately 16,000 rail cars through their facility each year. At present, the facility is jointly served by UP and CPR. Most of the barley comes south to Rahr from Canada. The barley is currently being carried through three or four of the UP and CP's most congested yards in Minneapolis and St. Paul. A more direct route for this barley would be south over the CP trackage through St. Louis Park. This would allow the trains to by-pass the congested yards.

Rahr also owns and uses the Cepro elevator in Minneapolis for barley storage. Cepro is presently being served by CPR via the 29th Street Corridor. HCRRA has purchased the corridor and the track is scheduled for removal. Cepro is the only business that is still being served on this line. The County is working to eliminate rail service to Cepro either by alternate mode of delivery or by relocation. One possible solution would be to expand the Rahr facility in Shakopee to handle the additional barley from Cepro. However, Rahr and Cepro claim that there is not sufficient room to expand the Rahr facility. If an expansion is pursued, the barley currently being delivered to Cepro would come south through St. Louis Park to the Rahr facility in Shakopee.

Conclusion: No additional barley traffic was included in the projections made in this report. Cepro has been receiving 15 cars, three days per week. If this barley were routed to Rahr, it would likely be hauled with the current barley to Rahr, which does not come through St. Louis Park. If all barley was routed to Rahr through St. Louis Park, it would generate approximately two round trips (four one-way trains) per day carrying roughly 50 cars per train.

- **Commuter Rail**

  Simply stated, commuter rail is the transport of passengers over existing freight rail trackage. Due to the strong network of existing freight rail corridors in the Twin Cities area, Parsons Brinkerhoff concluded in their 1997-98 study that this concept has feasible applications.

  Parsons Brinkerhoff also completed a second phase of their report during 1998, which included more detailed feasibility analysis of the routes that had received the highest ratings in the Phase 1 analysis. In January 1999, the final report was submitted to MnDOT, which included recommendations for the first stage of implementation.

  Phase I Study: Parsons Brinkerhoff prepared a feasibility study of commuter rail in the Twin Cities metro area for the Minnesota Department of Transportation. The first phase of the report was released in four documents released periodically between September 1997 and January 1998. In that portion of the study, the consultants identified 19 different routes (refer to the Commuter Rail excerpts included in the Appendix of this report). Each of these routes was composed of links, a total of 53 links were independently analyzed. Of the 19 routes, 17 are suburb to downtown routes. The remaining two routes are downtown to downtown connectors.

  The first phase recommended six routes to be further investigated in a second phase of the study. These six routes were:

  1. Route A: Bethel to Minneapolis
  2. Route B: Elk River to Minneapolis
  3. Route L: Northfield to Minneapolis
  4. Route N: Hastings to St. Paul
  5. Route S: Forest Lake to St. Paul
  6. Route T: Minneapolis/St. Paul Connector

  Route T was considered essential because it provides a connection between Minneapolis and St. Paul. The remaining five routes were preferred because of they provided the most passengers per route mile, lowest operating costs per passenger mile, and were among the top six routes in terms of operations and passenger costs per passenger mile. Routes C, F, G, J, K, P, R, and V were determined to be marginal, and Routes D, E, H, M, and U were said to have performed poorly.

  In Phase 1, the only preferred route through St. Louis Park is Route L. This route comes north through St. Louis Park over the old MNS line. Routes F (from Delano) and Route G (from New Germany) both access Minneapolis over the BNSF trackage, through St. Louis Park. These two routes were determined to be "marginal". Route H, over the TCWR track, was determined to have performed poorly by the Phase I analysis, largely because the route went through the Kenilworth corridor and assumed new construction would be required through that link.

Phase II Study: The second phase of the report involved a detailed analysis of the six routes that were short-listed by the first phase of the study. The Phase II analysis expanded the short-list to include Route H. The routing of Route H was revised, making the route more attractive. In Phase I, Route H had used the Kenilworth corridor to connect to the BNSF mainline east of St. Louis Park, and included costs to reconstruct the track. In Phase II, however, the route was shifted to have the commuter rail traffic on the north-south line through St. Louis Park, and further assumed that the two new connections would be in-place; therefore, reducing the cost substantially. It also appears that the ridership numbers were also revised in Phase II. These factors together moved this route into the list of top performers in their revised analysis. The routes listed below were the short-listed routes (See Figure 5.1).

1. Route A: Bethel to Minneapolis
2. Route B: Elk River to Minneapolis
3. Route H: Norwood/Young America to Minneapolis
4. Route L: Northfield to Minneapolis
5. Route N: Hastings to St. Paul
6. Route S: Forest Lake to St. Paul
7. Route T: Minneapolis/St. Paul Connector

The second phase of the study provides studies of the capital and infrastructure needs of commuter rail, technology/equipment assessments, economic/financial assessments, implementation/funding plans, and transportation system impacts.

Final Report
The report submitted in January 1999 was the final report of the Parsons Brinkerhoff study. This submission identified segments of Routes B, T, and N as the first stage of implementation. Second and third stages will add segments to each of these routes. The report was presented to State Legislature in February 1999. If approved, the first stage of commuter rail could begin implementation within five years.

Twin Cities Class I railroads such as Burlington Northern Santa Fe, Canadian Pacific, and Union Pacific are actively participating in the commuter rail study because of the potential government dollars being allocated to update infrastructure to accommodate commuter operations. These upgrades would also benefit their freight operations.

Other Commuter Rail Considerations: The Parsons Brinkerhoff feasibility study assumes train speeds of 60 mph over all of the track segments within St. Louis Park, excluding Segment 4 which assumed a travel speed of 45 mph.

Conclusions: It was assumed that both commuter rail routes through St. Louis Park will be implemented within the long-term analysis of the future projections (by 2020). Volume projections estimate four one-way trips for each route during the a.m. peak, and four one-way trips for each route during the p.m. peak.

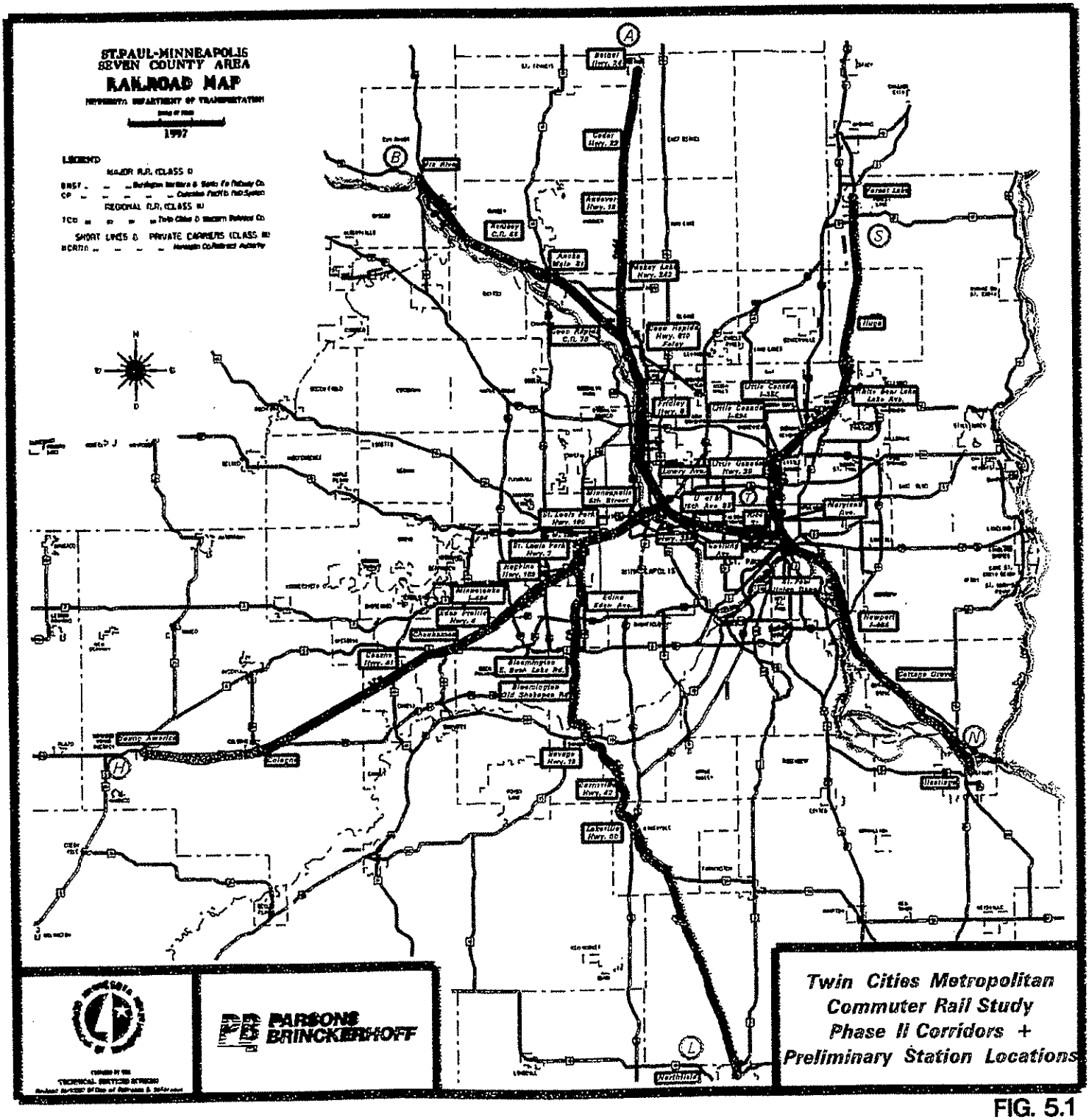

ST.PAUL-MINNEAPOLIS
SEVEN COUNTY AREA
RAILROAD MAP
1997
LEGEND
MAJOR R.R. (CLASS I)
REGIONAL R.R. (CLASS II)
SHORT LINES & PRIVATE CARRIERS (CLASS III)
PARSONS BRINCKERHOFF
Twin Cities Metropolitan
Commuter Rail Study
Phase II Corridors +
Preliminary Station Locations

FIG. 5.1

- **Light Rail Transit**

  Another form of passenger rail transportation has also been given consideration in the Twin Cities area. Light Rail Transit (LRT) is defined as lightweight passenger rail cars operating on fixed rails. Light rail vehicles are driven electrically with power being drawn from an overhead electric line. Light rail typically requires its own infrastructure independent of both commuter and freight rail, but may use shared rights-of-way.

  LRT systems are built to precise standards on tracks constructed at ground level, on aerial structures, in subways, or occasionally in streets. LRT trains can travel at speeds as high as 65 mph, while heavy commuter rail trains can train travel at even higher speeds. Generally speaking, an LRT system is capable of a much higher density of stations compared to heavy rail, which lends some major advantages to urban settings. This is primarily due to the ability of LRT trains to accelerate more quickly and navigate steeper gradients than commuter rail.

  Environmental Impact Statement: In 1989, Hennepin County Regional Rail Authority (HCRRA) released a Draft Environmental Impact Statement on the future of LRT in the Hennepin County area. The report identified four specific corridors. Each of these corridors radiate from the central business district in Downtown Minneapolis. These corridors included: (See Figure 5.2)

  1. **University Corridor:** Downtown Mpls to Oak Street/Washington Avenue
  2. **Hiawatha Corridor:** Downtown Mpls through the Minneapolis/St. Paul International Airport to the Mall of America in Bloomington
  3. **Southwest Corridor:** Downtown Mpls to 5th Avenue in Hopkins
  4. **Northwest Corridor:** Downtown Mpls to 85th Avenue in Brooklyn Park

  In addition, the Minnesota Department of Transportation studied an LRT corridor to the south along the Interstate 35W corridor. Each of these corridors could operate independently of each other and completely independent of commuter rail.

  Specifications: The LRT plan by the HCRRA would utilize the conventional LRT technology. Trains will be electrically powered steel-wheeled vehicles operating on steel rails with maximum speeds of 65 mph within private rights-of-way, such as railroad corridors, and 35 mph on streets. Power will be drawn from overhead wires. Stations would be constructed at approximately one-mile intervals.

  Train Length: Platforms would be constructed to accommodate the longest trains, which are three cars, or 270 feet in length (limited to this length due to the length of a downtown city block). It is anticipated that two-car trains would handle most peak hour trips, supplemented by three-car trains as necessary. Single car trains should suffice for most off-peak service.

Hours of Service/Frequency: Anticipated hours of service for the LRT trains will be 5:30 AM to 1:30 AM. Weekend service will begin at 7:00 AM and run until midnight. Standard frequencies will be every fifteen minutes during the day on weekdays with 30-minute headways on week nights and all day on weekends and holidays. Shorter frequencies may be instituted only if the demand exceeds the maximum capacity of the maximum length trains running at the standard 15-minute time interval.

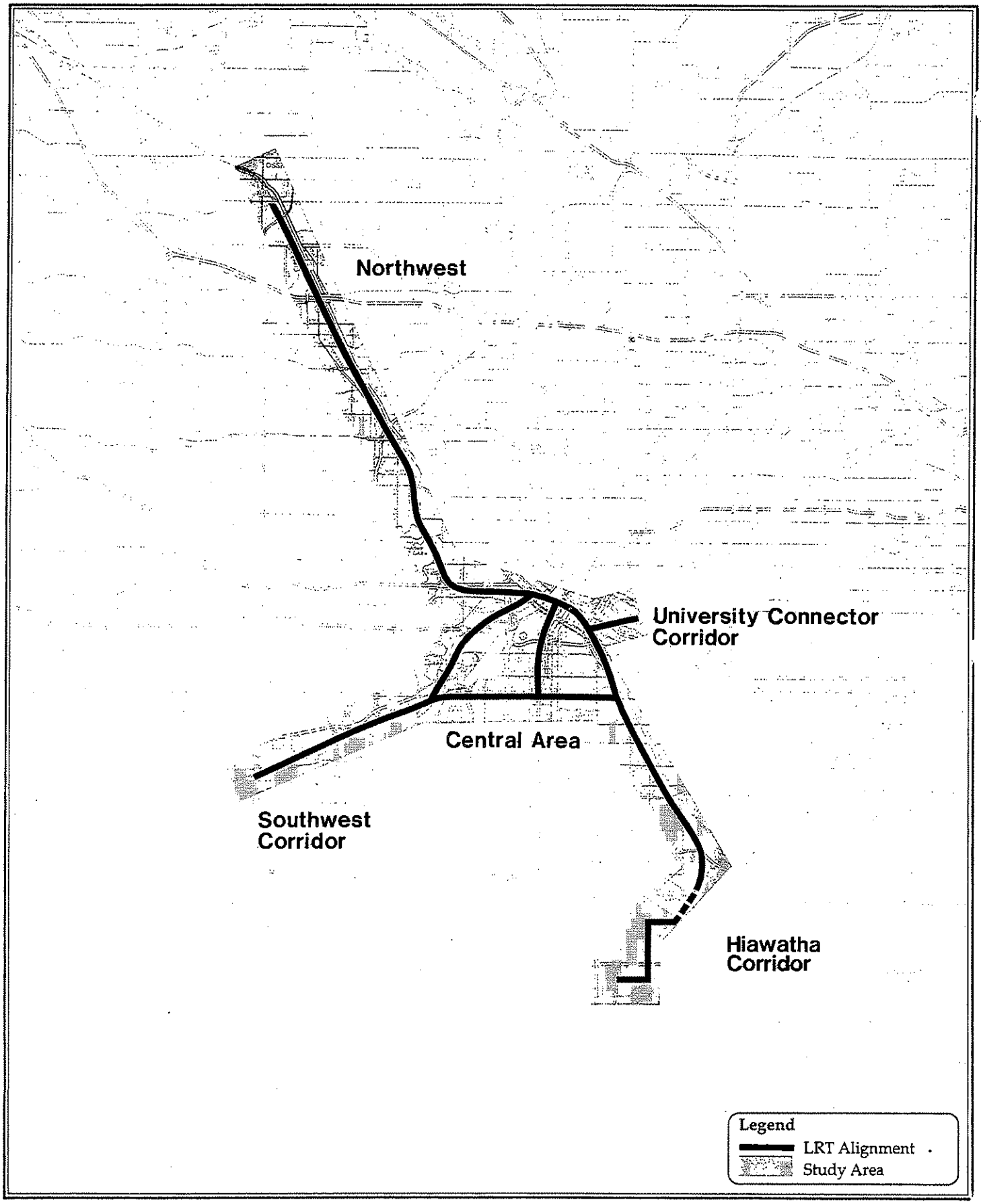
Southwest Corridor

The proposed Southwest alignment runs at-grade from 5th Avenue in Hopkins to the east through St. Louis Park approximately to the St. Louis Park/Minneapolis city boundary. (See Figure 5.3) The approximate length of the southwest corridor alignment is 3.7 miles. The LRT corridor into Minneapolis from the east end of the Southwest Corridor is called the Southwest Connection. The HCRRA report also included an alignment through the Kenilworth Corridor.

Within Hopkins and St. Louis Park, the HCRRA shares ownership of the east-west corridor with Canadian Pacific Railway. HCRRA owns the north half, and CPR owns the south. For several reasons, the HCRRA report recommended the LRT alignment to be within the CP Rail right-of-way rather than the HCRRA right-of-way. These reasons are summarized as follows:

- Four of the five proposed station sites along the Southwest Corridor are on the south side of the corridor. Therefore, it would be preferred if the LRT corridor could operate in the CP Rail right-of-way on the south half of the corridor to avoid requiring passengers to cross the freight rail tracks.
- The potential for the construction of a new Milwaukee Junction in the northwest corner of the CP Rail MNS and CP Rail Bass Lake Spur intersection. An at-grade crossing of these two rails should be avoided. If the freight rail were to remain in the south half of the right-of-way, a new interconnect would have to be bridged over the LRT trackage. To achieve the vertical clearance would be costly.
- The study identified two alternate routes to downtown Minneapolis from St. Louis Park. The first was north through the Kenilworth Corridor; the second was east over the 29th Street Corridor. If the 29th Street Corridor is the preferred route, moving freight rail to the north half of the right-of-way would eliminate a crossing of the two lines at the east end as well.

Conclusions: It was assumed that LRT will become a reality within the long-term analysis of the future projections (by 2020). Projections are taken from the frequencies established in the EIS. These included 70 one-way trips on weekdays and 34 one-way trips on weekends and holidays. Trains were assumed to be one to three cars in length.



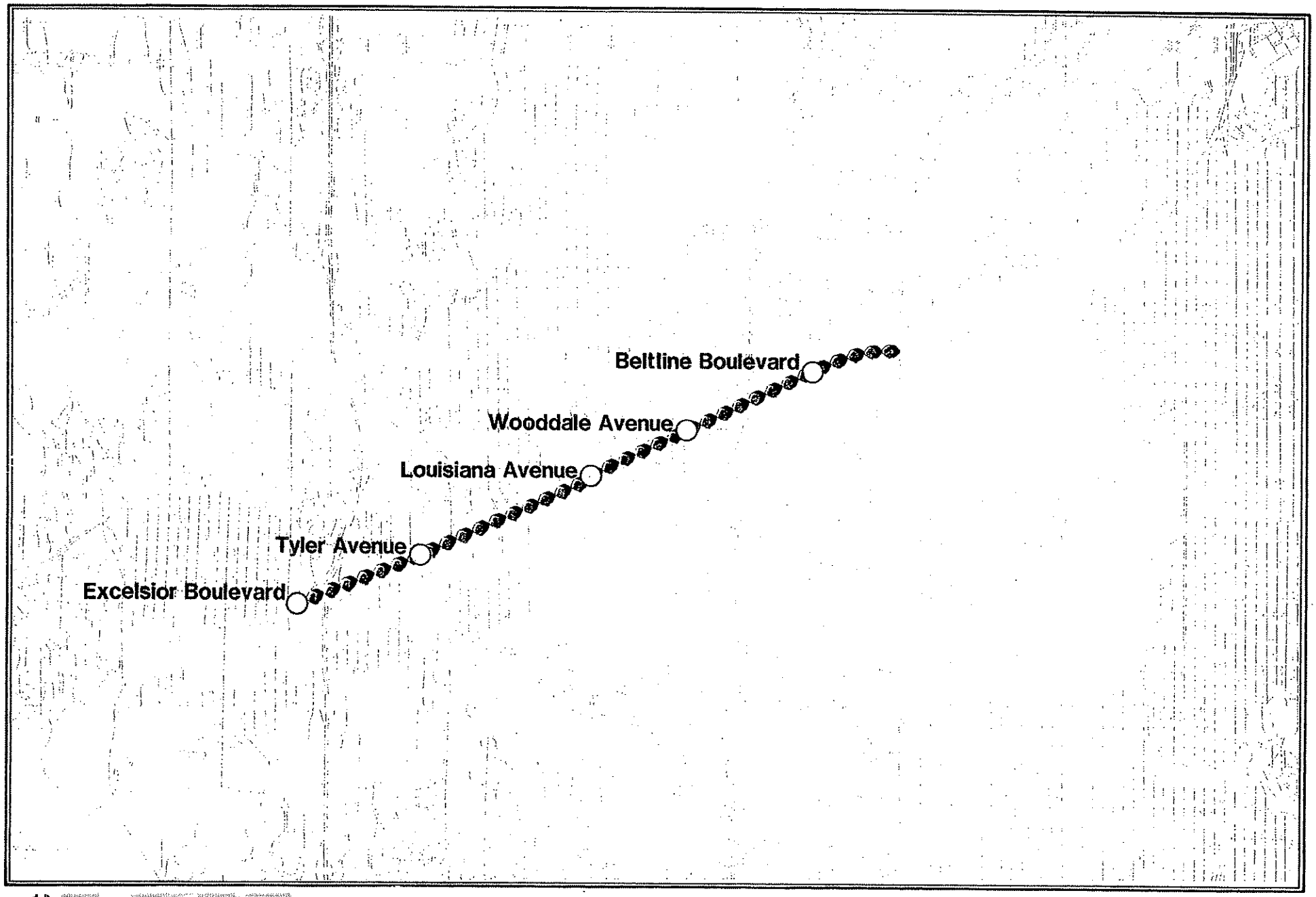
HCRRA
Hennepin County Regional Railroad Authority

Environmental Impact Statement

BRW

LRT System Study Area and Alignments

FIGURE 5.2



HCRRA
with County Regional Railroad Authority

LRT Alignment and Stations

FIGURE 5.3

High-Speed Bus Transit Way

Another option for transit that is receiving strong consideration is running express buses over the LRT corridor from the St. Louis Park/Hopkins/Minnetonka area into Minneapolis. If this concept were implemented, it would provide transit similar to future light rail. This use of the LRT corridor could be implemented during the short term.

Although the use would not be rail traffic, the potential for bus traffic over this corridor must be considered in rail planning. Grade crossings with railroad tracks must be avoided if this option is to be feasible. This factor further emphasizes the importance of relocating the heavy rail over the north half of the right-of-way. Also, the bus transit corridor has at-grade street crossings at Belt Line Boulevard and Wooddale Avenue. These intersections will require crossing gate improvements to facilitate the high-speed buses.

Conclusions: If implemented, the bus traffic will occur within the short-term. If successful, the bus transit way would likely be replaced with an LRT system, and would not remain in the long term. Bus traffic volumes are not included in the volume projections.

Projected Volumes

Tables 5.1 through 5.10 and Figures 5.4 through 5.7 present the volumes projected according to the assumptions listed above. These figures are extremely subjective due to the uncertainty of the outcome or timing of certain events. Projections follow the conclusions presented in this section of the report. Further assumptions are stated in the footnotes of each table.

Tables 5.1 and 5.2 include projections for TCWR by rail car. These tables provide a basis for the TCWR traffic presented in number of trains in Tables 5.3 through 5.10.

Tables 5.3 through 5.10 include projections for the short-term (through 2005) and long-term (through 2020). Volumes are stated as one-way trips; for example, if a particular segment shows 8 trips, this would be the equivalent to 4 round trip trains. Projections are made for both the winter (November to March) and river navigation season (March to November), due to the changes in traffic volumes between seasons. Because of the uncertainty of the future of the Kenilworth corridor, projections were made for scenarios both with and without the corridor remaining in use.

Figures 5.4 through 5.7 illustrate the peak number of trains and cars during the river navigation season. Volume projections are included for both short-term and long-term scenarios for each segment of track, and for scenarios both with and without Kenilworth corridor in use.

2005 Projected Twin Cities & Western Train Volumes

LOADED CARS

Month	Cars per Day	Total Working days per Month	Total Cars	Total Cars to Camden	Total Cars to St. Paul	Total Cars to Savage	Cars per day to Camden	Cars per day to St. Paul	Cars per day to Savage
jan	62	25	1550	0	1550	0	0	62	0
feb	62	24	1488	0	1488	0	0	62	0
mar	106	27	2870	502	1865	502	19	69	19
apr	124	26	3224	564	2096	564	22	81	22
may	133	26	3455	605	2245	605	23	86	23
jun	142	26	3685	645	2395	645	25	92	25
jul	142	26	3685	645	2395	645	25	92	25
aug	142	26	3685	645	2395	645	25	92	25
sep	142	25	3543	620	2303	620	25	92	25
oct	142	27	3827	670	2487	670	25	92	25
nov	124	24	2976	521	1935	521	22	81	22
dec	62	24	1488	0	1488	0	0	62	0
TOTAL		**306**	**35476**	**5416**	**24643**	**5416**			

Estimates based on 10% annual growth from 20,000 total cars per year. Estimates vary by season with Camden and Savage closed during the Winter months. St. Paul is assumed to continue generating 70% of TCW total cargo; Savage and Camden are estimated to generate an even 50/50 split in river traffic by 2005 It is assuming that one empty car trasported for every loaded car transported; therefore, the number of total cars transported is estimated below:

TOTAL CARS (LOADED & EMPTY)

Month	Cars per Day	Total Working days per Month	Total Cars	Total Cars to/from Camden	Total Cars to/from St. Paul	Total Cars to/from Savage	Cars per day to/from Camden	Cars per day to/from St. Paul	Cars per day to/from Savage
jan	124	25	3100	0	3100	0	0	124	0
feb	124	24	2976	0	2976	0	0	124	0
mar	213	27	5740	1004	3731	1004	37	138	37
apr	248	26	6448	1128	4192	1128	43	161	43
may	266	26	6909	1209	4491	1209	47	173	47
jun	283	26	7370	1290	4790	1290	50	184	50
jul	283	26	7370	1290	4790	1290	50	184	50
aug	283	26	7370	1290	4790	1290	50	184	50
sep	283	25	7086	1240	4606	1240	50	184	50
oct	283	27	7653	1339	4975	1339	50	184	50
nov	248	24	5952	1042	3869	1042	43	161	43
dec	124	24	2976	0	2976	0	0	124	0
TOTAL		**306**	**70951**	**10832**	**49287**	**10832**			

Table 5.1

2020 Projected Twin Cities & Western Train Volumes

LOADED CARS

Month	Cars per Day	Total Working days per Month	Total Cars	Total Cars to Camden	Total Cars to St. Paul	Total Cars to Savage	Cars per day to Camden	Cars per day to St. Paul	Cars per day to Savage
jan	129	25	3223	0	3223	0	0	129	0
feb	129	24	3094	0	3094	0	0	129	0
mar	221	27	5966	0	3878	2088	0	144	77
apr	258	26	6703	0	4357	2346	0	168	90
may	276	26	7182	0	4668	2514	0	180	97
jun	295	26	7661	0	4979	2681	0	192	103
jul	295	26	7661	0	4979	2681	0	192	103
aug	295	26	7661	0	4979	2681	0	192	103
sep	295	25	7366	0	4788	2578	0	192	103
oct	295	27	7955	0	5171	2784	0	192	103
nov	258	24	6187	0	4022	2166	0	168	90
dec	129	24	3094	0	3094	0	0	129	0
TOTAL		**306**	**73751**	**0**	**51232**	**22519**			

Estimates based on 5% annual increase from 2005 volumes. Estimates vary by season with river ports closed during the Winter months. St. Paul is assumed to continue generating 70% of total TCW cargo. Camden is projected to be eliminated from TCW service by 2020.
It is assuming that one empty car trasported for every loaded car transported; therefore, the number of total cars transported is estimated below:

TOTAL CARS (LOADED & EMPTY)

Month	Cars per Day	Total Working days per Month	Total Cars	Total Cars to/from Camden	Total Cars to/from St. Paul	Total Cars to/from Savage	Cars per day to/from Camden	Cars per day to/from St. Paul	Cars per day to/from Savage
jan	258	25	6445	0	6445	0	0	258	0
feb	258	24	6187	0	6187	0	0	258	0
mar	442	27	11933	0	7756	4176	0	287	155
apr	516	26	13406	0	8714	4692	0	335	180
may	552	26	14363	0	9336	5027	0	359	193
jun	589	26	15321	0	9959	5362	0	383	206
jul	589	26	15321	0	9959	5362	0	383	206
aug	589	26	15321	0	9959	5362	0	383	206
sep	589	25	14732	0	9576	5156	0	383	206
oct	589	27	15910	0	10342	5569	0	383	206
nov	516	24	12375	0	8044	4331	0	335	180
dec	258	24	6187	0	6187	0	0	258	0
TOTAL		**306**	**147502**	**0**	**102463**	**45039**			

Table 5.2

2005 Peak Daily One-Way Train Volumes
RIVER NAVIGATION SEASON - (March thru November)
WITH KENILWORTH CORRIDOR IN USE

		TC&W		CP Rail		BNSF		LRT		Commuter Rail		TOTAL	
		Trains	Cars	Trains	Cars	Trains	Cars	Trains	Cars	Trains	Cars	Trains	Cars
1	**SEGMENT 1:** BNSF Wayzata Subdivision Mainline (west of CP Rail MNS Spur)					24	2775					24	2775
2	**SEGMENT 2:** BNSF Wayzata Subdivision Mainline (east of CP Rail MNS Spur)					24	2775					24	2775
3	**SEGMENT 3:** CP Rail MNS Spur (north of BNSF Wayzata Subdivision Mainline)	4	180	2	40							6	220
4	**SEGMENT 4:** CP Rail MNS Spur (between BNSF Wayzata Subdivision Mainline and CP Rail Bass Lake Spur)	4	180	2	40							6	220
5	**SEGMENT 5:** CP Rail MNS Spur (south of CP Rail Bass Lake Spur)	4	180	2	40							6	220
6	**SEGMENT 6:** CP Rail Bass Lake Spur (west of CP Rail MNS Spur)	14	1020	2	40							16	1060
7	**SEGMENT 7:** CP Rail Bass Lake Spur (east of CP Rail MNS Spur)	6	660	0	0							6	660
8	**SEGMENT 8:** CP Rail Interconnect from CP Rail Bass Lake Spur to CP Rail MNS Spur												
9	**SEGMENT** west of west-metro to Glencoe (TC&W Mainline - segment not numbered)	14	1020									14	1020

* SEGMENT 8 - Assumes that the switching wye will no longer be in use

1) **BNSF:** Assumes 5% annual growth from 1999 (9 trains in each direction-115 cars per train)
2) **BNSF:** Assumes 5% annual growth from 1999 (9 trains in each direction-115 cars per train)
3) **TC&W:** Typical: Assumes Camden traffic remains at 1999 levels (growth offset by change in redirection of traffic to Savage)
   CP Rail: Typical: Train length reduced from 30 to 20 cars due to elimination of Cepro
4) **TC&W:** Typical: Assumes Camden traffic remains at 1999 levels (growth offset by change in redirection of traffic to Savage)
   CP Rail: Typical: Train length reduced from 30 to 20 cars due to elimination of Cepro
5) **TC&W:** Typical: 1 round trip train to Savage (2 one-way trips)-30 cars per train, 6 days per week; Max: 2 round trips per day w/45 cars or 1 round trip w/ 60 cars
   CP Rail: Typical: Train length reduced from 30 to 20 cars due to elimination of Cepro
6) **TC&W:** Assumes all blocking is west of St. Louis Park
   Typical: 2 round trip to St. Paul w/ 100 cars; Max 3 trips w/ 110 cars
   Typical: 1 round trip to Camden w/ 30 cars; Max 2 trips w/ 45 cars or 1 round trip w/ 60 cars
   Typical: 1 round trip to Savage w/ 30 cars; Max 2 trips w/ 45 cars or 1 round trip w/ 60 cars
   CP Rail: Typical: Train length reduced from 30 to 20 cars due to elimination of Cepro
7) **TC&W:** Assumes all blocking is west of St. Louis Park
   Typical: 1 round trip to St. Paul w/ 100 cars; Max 2 trips w/ 110 cars
   CP Rail: Assumes Cepro no longer served
8) **ELIMINATED**
9) **TC&W:** Typical: same traffic as Segment #6

Table 5.3

2005 Peak Daily One-Way Train Volumes
WINTER - (November thru March)
WITH KENILWORTH CORRIDOR IN USE

		TC&W		CP Rail		BNSF		LRT		Commuter Rail		TOTAL	
		Trains	Cars	Trains	Cars	Trains	Cars	Trains	Cars	Trains	Cars	Trains	Cars
1	**SEGMENT 1:** BNSF Wayzata Subdivision Mainline (west of CP Rail MNS Spur)					24	2775					24	2775
2	**SEGMENT 2:** BNSF Wayzata Subdivision Mainline (east of CP Rail MNS Spur)					24	2775					24	2775
3	**SEGMENT 3:** CP Rail MNS Spur (north of BNSF Wayzata Subdivision Mainline)	0	0	2	40							2	40
4	**SEGMENT 4:** CP Rail MNS Spur (between BNSF Wayzata Subdivision Mainline and CP Rail Bass Lake Spur)	0	0	2	40							2	40
5	**SEGMENT 5:** CP Rail MNS Spur (south of CP Rail Bass Lake Spur)	0	0	2	40							2	40
6	**SEGMENT 6:** CP Rail Bass Lake Spur (west of CP Rail MNS Spur)	6	660	2	40							8	700
7	**SEGMENT 7:** CP Rail Bass Lake Spur (east of CP Rail MNS Spur)	6	660	0	0							6	660
8	**SEGMENT 8:** CP Rail Interconnect from CP Rail Bass Lake Spur to CP Rail MNS Spur												
9	**SEGMENT** west of west-metro to Glencoe (TC&W Mainline - segment not numbered)	6	660									6	660

* SEGMENT 8 - Assumes that the switching wye will no longer be in use

1) **BNSF:** Assumes 5% annual growth from 1999 (9 trains in each direction-115 cars per train)
2) **BNSF:** Assumes 5% annual growth from 1999 (9 trains in each direction-115 cars per train)
3) **TC&W:** No TC&W Traffic to Camden during winter months
   CP Rail: Typical: Train length reduced from 30 to 20 cars due to elimination of Cepro
4) **TC&W:** No TC&W Traffic to Camden during winter months
   CP Rail: Typical: Train length reduced from 30 to 20 cars due to elimination of Cepro
5) **TC&W:** No TC&W Traffic to Savage during winter months
   CP Rail: Typical: Train length reduced from 30 to 20 cars due to elimination of Cepro
6) **TC&W:** Assumes all blocking is west of St. Louis Park
   Typical: 2 round trip to St. Paul w/ 100 cars; Max 3 trips w/ 110 cars
   CP Rail: Typical: Train length reduced from 30 to 20 cars due to elimination of Cepro
7) **TC&W:** Assumes all blocking is west of St. Louis Park
   Typical: 2 round trip to St. Paul w/ 100 cars; Max 3 trips w/ 110 cars
   CP Rail: Assumes Cepro no longer served
8) **ELIMINATED**
9) **TC&W:** Typical: same traffic as Segment #6

Table 5.4

2005 Peak Daily One-Way Train Volumes
RIVER NAVIGATION SEASON - (March thru November)
WITH KENILWORTH CORRIDOR ELIMINATED

		TC&W		CP Rail		BNSF		LRT		Commuter Rail		TOTAL	
		Trains	Cars	Trains	Cars	Trains	Cars	Trains	Cars	Trains	Cars	Trains	Cars
1	**SEGMENT 1:** BNSF Wayzata Subdivision Mainline (west of CP Rail MNS Spur)					24	2775					24	2775
2	**SEGMENT 2:** BNSF Wayzata Subdivision Mainline (east of CP Rail MNS Spur)	6	660			24	2775					30	3435
3	**SEGMENT 3:** CP Rail MNS Spur (north of BNSF Wayzata Subdivision Mainline)	4	180	2	40							6	220
4	**SEGMENT 4:** CP Rail MNS Spur (between BNSF Wayzata Subdivision Mainline and CP Rail Bass Lake Spur)	10	840	2	40							12	880
5	**SEGMENT 5:** CP Rail MNS Spur (south of CP Rail Bass Lake Spur)	4	180	2	40							6	220
6	**SEGMENT 6:** CP Rail Bass Lake Spur (west of CP Rail MNS Spur)	14	1020	2	40							16	1060
7	**SEGMENT 7:** CP Rail Bass Lake Spur (east of CP Rail MNS Spur)	0	0	0	0							0	0
8	**SEGMENT 8:** CP Rail Interconnect from CP Rail Bass Lake Spur to CP Rail MNS Spur												
9	**SEGMENT** west of west-metro to Glencoe (TC&W Mainline - segment not numbered)	14	1020									14	1020

* SEGMENT 8 - Assumes that the switching wye will no longer be in use

1) **BNSF:** Assumes 5% annual growth from 1999 (9 trains in each direction-115 cars per train)
2) **BNSF:** Assumes 5% annual growth from 1999 (9 trains in each direction-115 cars per train)
   TC&W: Typical: 2 round trip to St. Paul w/ 100 cars; Max 3 round trips w/ 110 cars
3) **TC&W:** Typical: Assumes Camden traffic remains at 1999 levels (growth offset by change in redirection of traffic to Savage)
   CP Rail: Typical: Train length reduced from 30 to 20 cars due to elimination of Cepro
4) **TC&W:** Typical: Assumes Camden traffic remains at 1999 levels (growth offset by change in redirection of traffic to Savage) + St. Paul traffic
   CP Rail: Typical: Train length reduced from 30 to 20 cars due to elimination of Cepro
5) **TC&W:** Typical: 1 round trip train to Savage (2 one-way trips)-30 cars per train, 6 days per week; Max: 2 round trips per day w/45 cars or 1 round trip w/ 60 cars
   CP Rail: Typical: Train length reduced from 30 to 20 cars due to elimination of Cepro
6) **TC&W:** Assumes all blocking is west of St. Louis Park
   Typical: 2 round trip to St. Paul w/ 100 cars; Max 3 round trips w/ 110 cars
   Typical: 1 round trip to Camden w/ 30 cars; Max 2 trips w/ 45 cars or 1 round trip w/ 60 cars
   Typical: 1 round trip to Savage w/ 30 cars; Max 2 trips w/ 45 cars or 1 round trip w/ 60 cars
   CP Rail: Typical: Train length reduced from 30 to 20 cars due to elimination of Cepro
7) **TC&W:** Assumes all blocking is west of St. Louis Park
   CP Rail: Assumes Cepro no longer served
8) **ELIMINATED**
9) **TC&W:** Typical: same traffic as Segment #6

Table 5.5

2005 Peak Daily One-Way Train Volumes
WINTER - (November thru March)
WITH KENILWORTH CORRIDOR ELIMINATED

		TC&W		CP Rail		BNSF		LRT		Commuter Rail		TOTAL	
		Trains	Cars	Trains	Cars	Trains	Cars	Trains	Cars	Trains	Cars	Trains	Cars
1	**SEGMENT 1:** BNSF Wayzata Subdivision Mainline (west of CP Rail MNS Spur)					24	2775					24	2775
2	**SEGMENT 2:** BNSF Wayzata Subdivision Mainline (east of CP Rail MNS Spur)	6	660			24	2775					30	3435
3	**SEGMENT 3:** CP Rail MNS Spur (north of BNSF Wayzata Subdivision Mainline)	0	0	2	40							2	40
4	**SEGMENT 4:** CP Rail MNS Spur (between BNSF Wayzata Subdivision Mainline and CP Rail Bass Lake Spur)	6	660	2	40							8	700
5	**SEGMENT 5:** CP Rail MNS Spur (south of CP Rail Bass Lake Spur)	0	0	2	40							2	40
6	**SEGMENT 6:** CP Rail Bass Lake Spur (west of CP Rail MNS Spur)	6	660	2	40							8	700
7	**SEGMENT 7:** CP Rail Bass Lake Spur (east of CP Rail MNS Spur)	0	0	0	0							0	0
8	**SEGMENT 8:** CP Rail Interconnect from CP Rail Bass Lake Spur to CP Rail MNS Spur												
9	**SEGMENT** west of west-metro to Glencoe (TC&W Mainline - segment not numbered)	6	660									6	660

* SEGMENT 8 - Assumes that the switching wye will no longer be in use

1) **BNSF:** Assumes 5% annual growth from 1999 (9 trains in each direction-115 cars per train)
2) **BNSF:** Assumes 5% annual growth from 1999 (9 trains in each direction-115 cars per train)
   TC&W: Typical: 2 round trip to St. Paul w/ 100 cars; Max 3 round trips w/ 110 cars
3) **TC&W:** No TC&W Traffic to Camden during winter months
   CP Rail: Typical: Train length reduced from 30 to 20 cars due to elimination of Cepro
4) **TC&W:** No TC&W Traffic to Camden during winter months/2round trips to St. Paul w/ 100 cars typical; Max 3 round trips w/ 110 cars
   CP Rail: Typical: Train length reduced from 30 to 20 cars due to elimination of Cepro
5) **TC&W:** No TC&W Traffic to Savage during winter months
   CP Rail: Typical: Train length reduced from 30 to 20 cars due to elimination of Cepro
6) **TC&W:** Assumes all blocking is west of St. Louis Park
   Typical: 2 round trip to St. Paul w/ 100 cars; Max 3 trips w/ 110 cars
   CP Rail: Typical: Train length reduced from 30 to 20 cars due to elimination of Cepro
7) **TC&W:** Assumes all blocking is west of St. Louis Park
   CP Rail: Assumes Cepro no longer served
8) **ELIMINATED**
9) **TC&W:** Typical: same traffic as Segment #6

Table 5.6

2020 Peak Daily One-Way Train Volumes
RIVER NAVIGATION SEASON - (March thru November)
WITH KENILWORTH CORRIDOR IN USE

		TC&W		CP Rail		BNSF		LRT		Commuter Rail		TOTAL	
		Trains	Cars	Trains	Cars	Trains	Cars	Trains	Cars	Trains	Cars	Trains	Cars
1	**SEGMENT 1:** BNSF Wayzata Subdivision Mainline (west of CP Rail MNS Spur)					32	3700					32	3700
2	**SEGMENT 2:** BNSF Wayzata Subdivision Mainline (east of CP Rail MNS Spur)					32	3700			8	32	40	3732
3	**SEGMENT 3:** CP Rail MNS Spur (north of BNSF Wayzata Subdivision Mainline)	0	0	2	40							2	40
4	**SEGMENT 4:** CP Rail MNS Spur (between BNSF Wayzata Subdivision Mainline and CP Rail Bass Lake Spur)	0	0	2	40					8	32	10	72
5	**SEGMENT 5:** CP Rail MNS Spur (south of CP Rail Bass Lake Spur)	6	600	2	40					8	32	16	672
6	**SEGMENT 6:** CP Rail Bass Lake Spur (west of CP Rail MNS Spur)	14	1440	2	40			70	210	8	32	94	1722
7	**SEGMENT 7:** CP Rail Bass Lake Spur (east of CP Rail MNS Spur)	8	840	0	0			70	210	8	32	86	1082
8	**SEGMENT 8:** CP Rail Interconnect from CP Rail Bass Lake Spur to CP Rail MNS Spur												
9	**SEGMENT** west of west-metro to Glencoe (TC&W Mainline - segment not numbered)	14	1440							8	32	22	1472

* SEGMENT 8 - Assumes that the switching wye will no longer be in use

1) **BNSF:** Assumes 5% annual growth from 2005 (12 trains in each direction-115 cars per train)
2) **BNSF:** Assumes 5% annual growth from 2005 (12 trains in each direction-115 cars per train)
3) **TC&W:** Typical: Assumes Camden traffic eliminated
   CP Rail: Typical: Train length reduced from 30 to 20 cars due to elimination of Cepro
4) **TC&W:** Typical: Assumes Camden traffic eliminated
   CP Rail: Typical: Train length reduced from 30 to 20 cars due to elimination of Cepro
5) **TC&W:** Typical: 2 round trips to Savage (4 one-way trips)-60 cars per train, 6 days per week; Max: 3 round trips per day with 100 cars
   CP Rail: Typical: Train length reduced from 30 to 20 cars due to elimination of Cepro
6) **TC&W:** Assumes all blocking is west of St. Louis Park/All Camden traffic eliminated
   Typical: 3 round trip to St. Paul w/ 85 cars; Max 4 round trips w/ 105 cars
   Typical: 2 round trips to Savage (4 one-way trips)-60 cars per train, 6 days per week; Max: 3 round trips per day with 100 cars
   CP Rail: Typical: Train length reduced from 30 to 20 cars due to elimination of Cepro
7) **TC&W:** Assumes all blocking is west of St. Louis Park
   Typical: 3 round trip to St. Paul w/ 85 cars; Max 4 round trips w/ 105 cars
   CP Rail: Assumes Cepro no longer served
8) **ELIMINATED**
9) **TC&W:** Typical: same traffic as Segment #6
   LRT: Assumes 70 one-way trips with 3 car trains over the Southwest Corridor
   Commuter Rail: Each route assumes 8 one-way trips (4 a.m./4 p.m.) - Parsons Brinkerhoff Commuter Rail Reports show both the Northfield and Norwood/Young America routes using the segments 4 and 2 - Volumes on this table assume that the Norwood/Young America route would use the Kenilworth corridor if it remains in use.

Table 5.7

2020 Peak Daily One-Way Train Volumes
WINTER - (November thru March)
WITH KENILWORTH CORRIDOR IN USE

		TC&W		CP Rail		BNSF		LRT		Commuter Rail		TOTAL	
		Trains	Cars	Trains	Cars	Trains	Cars	Trains	Cars	Trains	Cars	Trains	Cars
1	**SEGMENT 1:** BNSF Wayzata Subdivision Mainline (west of CP Rail MNS Spur)					32	3700					32	3700
2	**SEGMENT 2:** BNSF Wayzata Subdivision Mainline (east of CP Rail MNS Spur)					32	3700			8	32	40	3732
3	**SEGMENT 3:** CP Rail MNS Spur (north of BNSF Wayzata Subdivision Mainline)	0	0	2	40							2	40
4	**SEGMENT 4:** CP Rail MNS Spur (between BNSF Wayzata Subdivision Mainline and CP Rail Bass Lake Spur)	0	0	2	40					8	32	10	72
5	**SEGMENT 5:** CP Rail MNS Spur (south of CP Rail Bass Lake Spur)	0	0	2	40					8	32	10	72
6	**SEGMENT 6:** CP Rail Bass Lake Spur (west of CP Rail MNS Spur)	8	840	2	40			70	210	8	32	88	1122
7	**SEGMENT 7:** CP Rail Bass Lake Spur (east of CP Rail MNS Spur)	8	840	0	0			70	210	8	32	86	1082
8	**SEGMENT 8:** CP Rail Interconnect from CP Rail Bass Lake Spur to CP Rail MNS Spur												
9	**SEGMENT** west of west-metro to Glencoe (TC&W Mainline - segment not numbered)	8	840							8	32	16	872

* SEGMENT 8 - Assumes that the switching wye will no longer be in use

1) **BNSF:** Assumes 5% annual growth from 2005 (12 trains in each direction-115 cars per train)
2) **BNSF:** Assumes 5% annual growth from 2005 (12 trains in each direction-115 cars per train)
3) **TC&W:** Typical: Assumes Camden traffic eliminated
   CP Rail: Typical: Train length reduced from 30 to 20 cars due to elimination of Cepro
4) **TC&W:** Typical: Assumes Camden traffic eliminated
   CP Rail: Typical: Train length reduced from 30 to 20 cars due to elimination of Cepro
5) **TC&W:** No Traffic to Savage during winter months
   CP Rail: Typical: Train length reduced from 30 to 20 cars due to elimination of Cepro
6) **TC&W:** Assumes all blocking is west of St. Louis Park/All Camden traffic eliminated
   Typical: 3 round trip to St. Paul w/ 85 cars; Max 4 round trips w/ 105 cars
   No TC&W traffic to Savage during the winter months
   CP Rail: Typical: Train length reduced from 30 to 20 cars due to elimination of Cepro
7) **TC&W:** Assumes all blocking is west of St. Louis Park
   Typical: 3 round trip to St. Paul w/ 85 cars; Max 4 round trips w/ 105 cars
   CP Rail: Assumes Cepro no longer served
8) **ELIMINATED**
9) **TC&W:** Typical: same traffic as Segment #6
   LRT: Assumes 70 one-way trips with 3 car trains over the Southwest Corridor
   Commuter Rail: Each route assumes 8 one-way trips (4 a.m./4 p.m.) - Parsons Brinkerhoff Commuter Rail Reports show both the Northfield and Norwood/Young America routes using the segments 4 and 2 - Volumes on this table assume that the Norwood/Young America route would use the Kenilworth corridor if it remains in use.

Table 5.8

2020 Peak Daily One-Way Train Volumes
RIVER NAVIGATION SEASON - (March thru November)
WITH KENILWORTH CORRIDOR ELIMINATED

		TC&W		CP Rail		BNSF		LRT		Commuter Rail		TOTAL	
		Trains	Cars	Trains	Cars	Trains	Cars	Trains	Cars	Trains	Cars	Trains	Cars
1	**SEGMENT 1:** BNSF Wayzata Subdivision Mainline (west of CP Rail MNS Spur)					32	3700					32	3700
2	**SEGMENT 2:** BNSF Wayzata Subdivision Mainline (east of CP Rail MNS Spur)	8	840			32	3700			16	64	56	4604
3	**SEGMENT 3:** CP Rail MNS Spur (north of BNSF Wayzata Subdivision Mainline)	0	0	2	40							2	40
4	**SEGMENT 4:** CP Rail MNS Spur (between BNSF Wayzata Subdivision Mainline and CP Rail Bass Lake Spur)	8	840	2	40					16	64	26	944
5	**SEGMENT 5:** CP Rail MNS Spur (south of CP Rail Bass Lake Spur)	6	600	2	40					8	32	16	672
6	**SEGMENT 6:** CP Rail Bass Lake Spur (west of CP Rail MNS Spur)	14	1440	2	40			70	210	8	32	94	1722
7	**SEGMENT 7:** CP Rail Bass Lake Spur (east of CP Rail MNS Spur)	0	0	0	0			70	210			70	210
8	**SEGMENT 8:** CP Rail Interconnect from CP Rail Bass Lake Spur to CP Rail MNS Spur												
9	**SEGMENT** west of west-metro to Glencoe (TC&W Mainline - segment not numbered)	14	1440							8	32	22	1472

* SEGMENT 8 - Assumes that the switching wye will no longer be in use

1) **BNSF:** Assumes 5% annual growth from 2005 (12 trains in each direction-115 cars per train)
2) **BNSF:** Assumes 5% annual growth from 2005 (12 trains in each direction-115 cars per train)
   TC&W: Typical: 3 round trip to St. Paul w/ 85 cars; Max 4 round trips w/ 105 cars
3) **TC&W:** Typical: Assumes Camden traffic eliminated
   CP Rail: Typical: Train length reduced from 30 to 20 cars due to elimination of Cepro
4) **TC&W:** Typical: Assumes Camden traffic eliminated + St. Paul traffic
   CP Rail: Typical: Train length reduced from 30 to 20 cars due to elimination of Cepro
5) **TC&W:** Typical: 2 round trip train to Savage (4 one-way trips)-60 cars per train, 6 days per week; Max: 3 round trips per day w/100 cars
   CP Rail: Typical: Train length reduced from 30 to 20 cars due to elimination of Cepro
6) **TC&W:** Assumes all blocking is west of St. Louis Park/All Camden traffic eliminated
   Typical: 3 round trip to St. Paul w/ 85 cars; Max 4 round trips w/ 105 cars
   Typical: 2 round trip train to Savage (4 one-way trips)-60 cars per train, 6 days per week; Max: 3 round trips per day w/100 cars
   CP Rail: Typical: Train length reduced from 30 to 20 cars due to elimination of Cepro
7) **TC&W:** Assumes all blocking is west of St. Louis Park
   CP Rail: Assumes Cepro no longer served
8) **ELIMINATED**
9) **TC&W:** Typical: same traffic as Segment #6
   Commuter Rail: Each route assumes 8 one-way trips (4 a.m./4 p.m.)
   LRT: Assumes 70 one-way trips with 3 car trains over the Southwest Corridor

Table 5.9

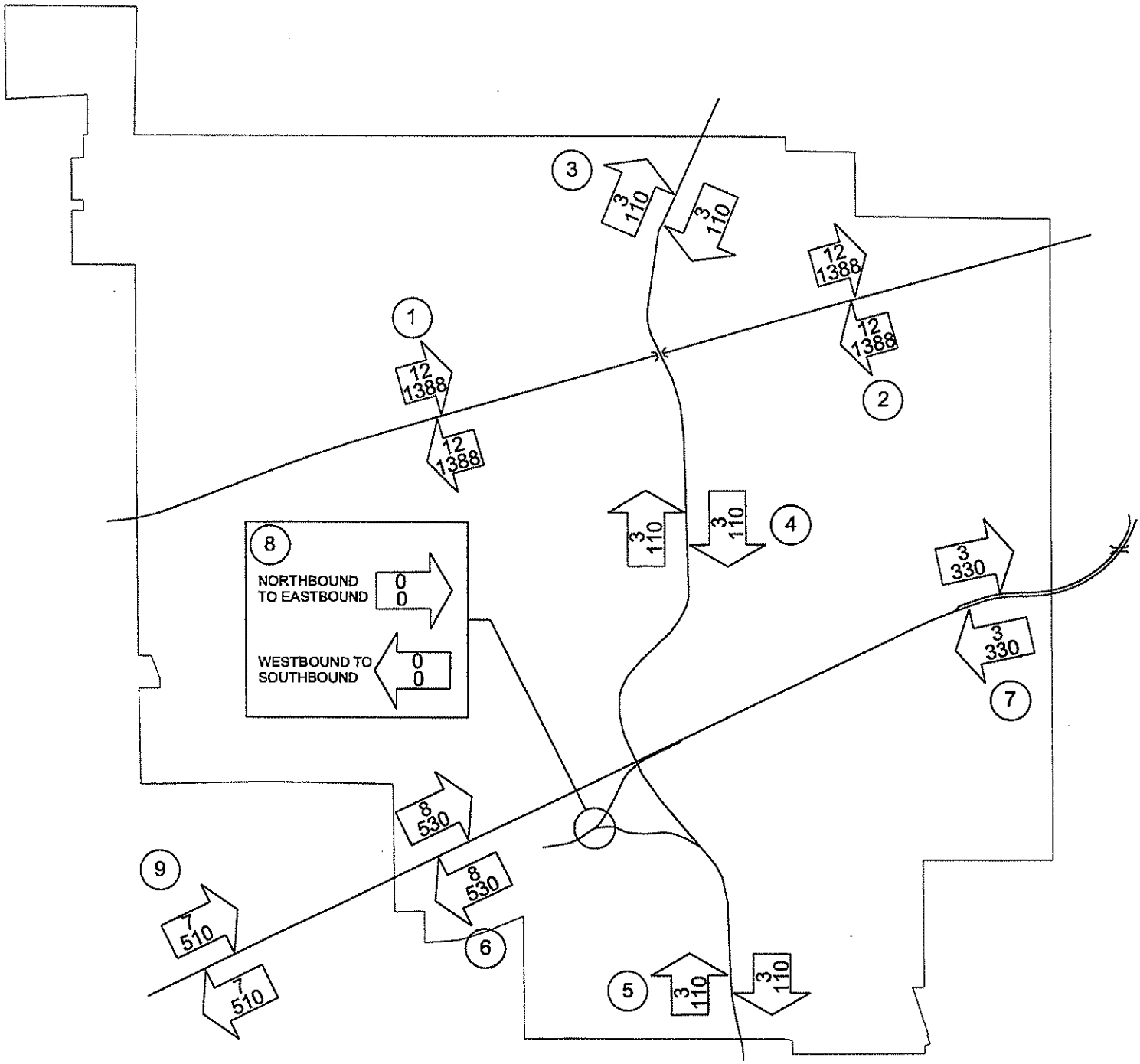
2020 Peak Daily One-Way Train Volumes
WINTER - (November thru March)
WITH KENILWORTH CORRIDOR ELIMINATED

		TC&W		CP Rail		BNSF		LRT		Commuter Rail		TOTAL	
		Trains	Cars	Trains	Cars	Trains	Cars	Trains	Cars	Trains	Cars	Trains	Cars
1	**SEGMENT 1:** BNSF Wayzata Subdivision Mainline (west of CP Rail MNS Spur)					32	3700					32	3700
2	**SEGMENT 2:** BNSF Wayzata Subdivision Mainline (east of CP Rail MNS Spur)	8	840			32	3700			16	64	56	4604
3	**SEGMENT 3:** CP Rail MNS Spur (north of BNSF Wayzata Subdivision Mainline)	0	0	2	40							2	40
4	**SEGMENT 4:** CP Rail MNS Spur (between BNSF Wayzata Subdivision Mainline and CP Rail Bass Lake Spur)	8	840	2	40					16	64	26	944
5	**SEGMENT 5:** CP Rail MNS Spur (south of CP Rail Bass Lake Spur)	0	0	2	40					8	32	10	72
6	**SEGMENT 6:** CP Rail Bass Lake Spur (west of CP Rail MNS Spur)	8	840	2	40			70	210	8	32	88	1122
7	**SEGMENT 7:** CP Rail Bass Lake Spur (east of CP Rail MNS Spur)	0	0	0	0			70	210			70	210
8	**SEGMENT 8:** CP Rail Interconnect from CP Rail Bass Lake Spur to CP Rail MNS Spur												
9	**SEGMENT** west of west-metro to Glencoe (TC&W Mainline - segment not numbered)	8	840							8	32	16	872

* SEGMENT 8 - Assumes that the switching wye will no longer be in use

1) **BNSF:** Assumes 5% annual growth from 2005 (12 trains in each direction-115 cars per train)
2) **BNSF:** Assumes 5% annual growth from 2005 (12 trains in each direction-115 cars per train)
   TC&W: Typical: 3 round trip to St. Paul w/ 85 cars; Max 4 round trips w/ 105 cars
3) **TC&W:** Typical: Assumes Camden traffic eliminated
   CP Rail: Typical: Train length reduced from 30 to 20 cars due to elimination of Cepro
4) **TC&W:** Typical: Assumes Camden traffic eliminated + St. Paul traffic
   CP Rail: Typical: Train length reduced from 30 to 20 cars due to elimination of Cepro
5) **TC&W:** Typical: 2 round trip train to Savage (2 one-way trips)-60 cars per train, 6 days per week; Max: 3 round trips per day w/100 cars
   CP Rail: Typical: Train length reduced from 30 to 20 cars due to elimination of Cepro
6) **TC&W:** Assumes all blocking is west of St. Louis Park/All Camden traffic eliminated
   Typical: 3 round trip to St. Paul w/ 85 cars; Max 4 round trips w/ 105 cars
   No TC&W traffic to Savage during the winter months
   CP Rail: Typical: Train length reduced from 30 to 20 cars due to elimination of Cepro
7) **TC&W:** Assumes all blocking is west of St. Louis Park
   CP Rail: Assumes Cepro no longer served
8) **ELIMINATED**
9) **TC&W:** Typical: same traffic as Segment #6
   Commuter Rail: Each route assumes 8 one-way trips (4 a.m./4 p.m.)
   LRT: Assumes 70 one-way trips with 3 car trains over the Southwest Corridor

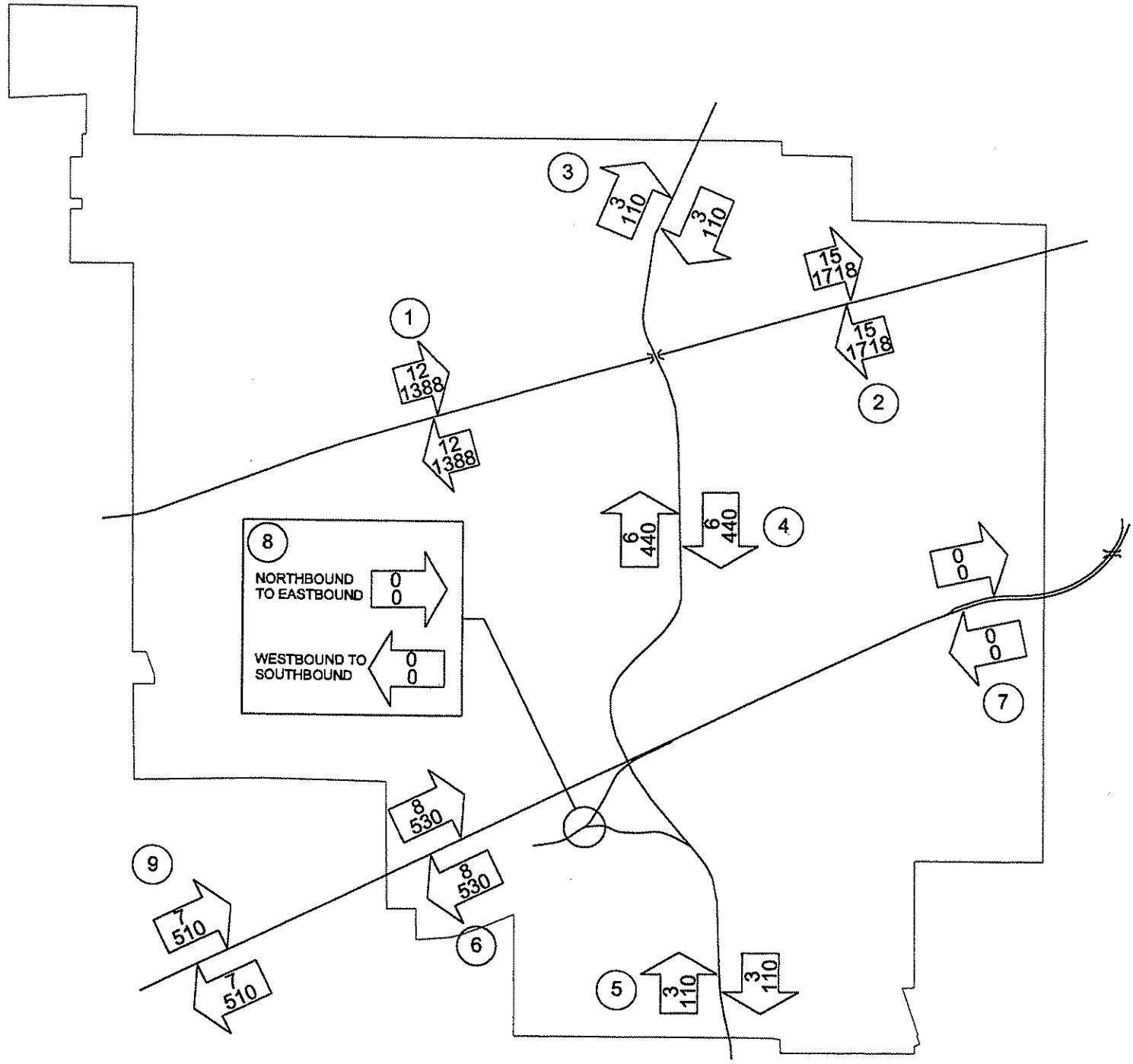
Table 5.10



2005 PEAK TRAFFIC VOLUMES

WITH KENILWORTH CORRIDOR IN USE

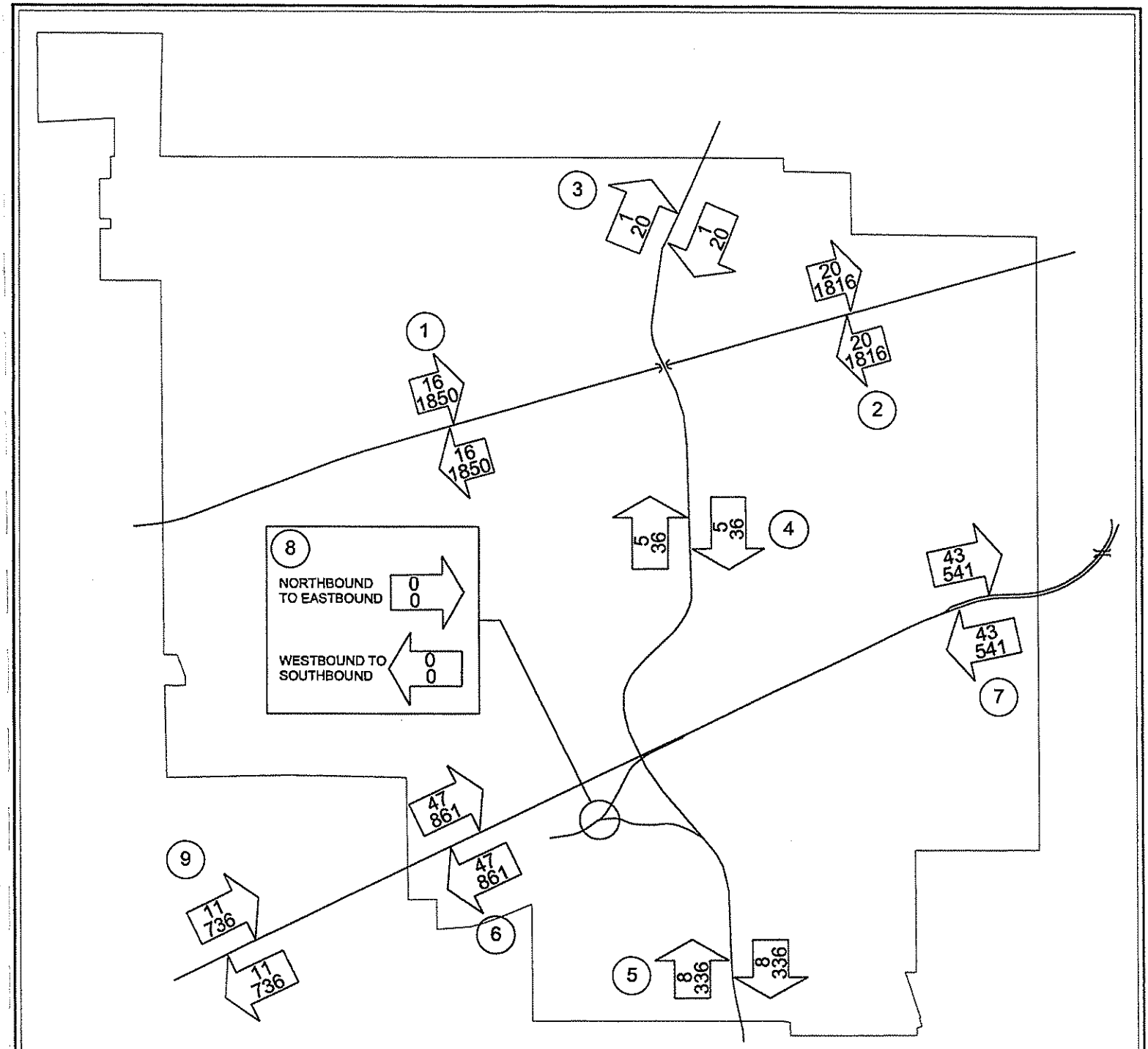
FIGURE 5.4



2005 PEAK TRAFFIC VOLUMES

WITH KENILWORTH CORRIDOR ELIMINATED

FIGURE 5.5



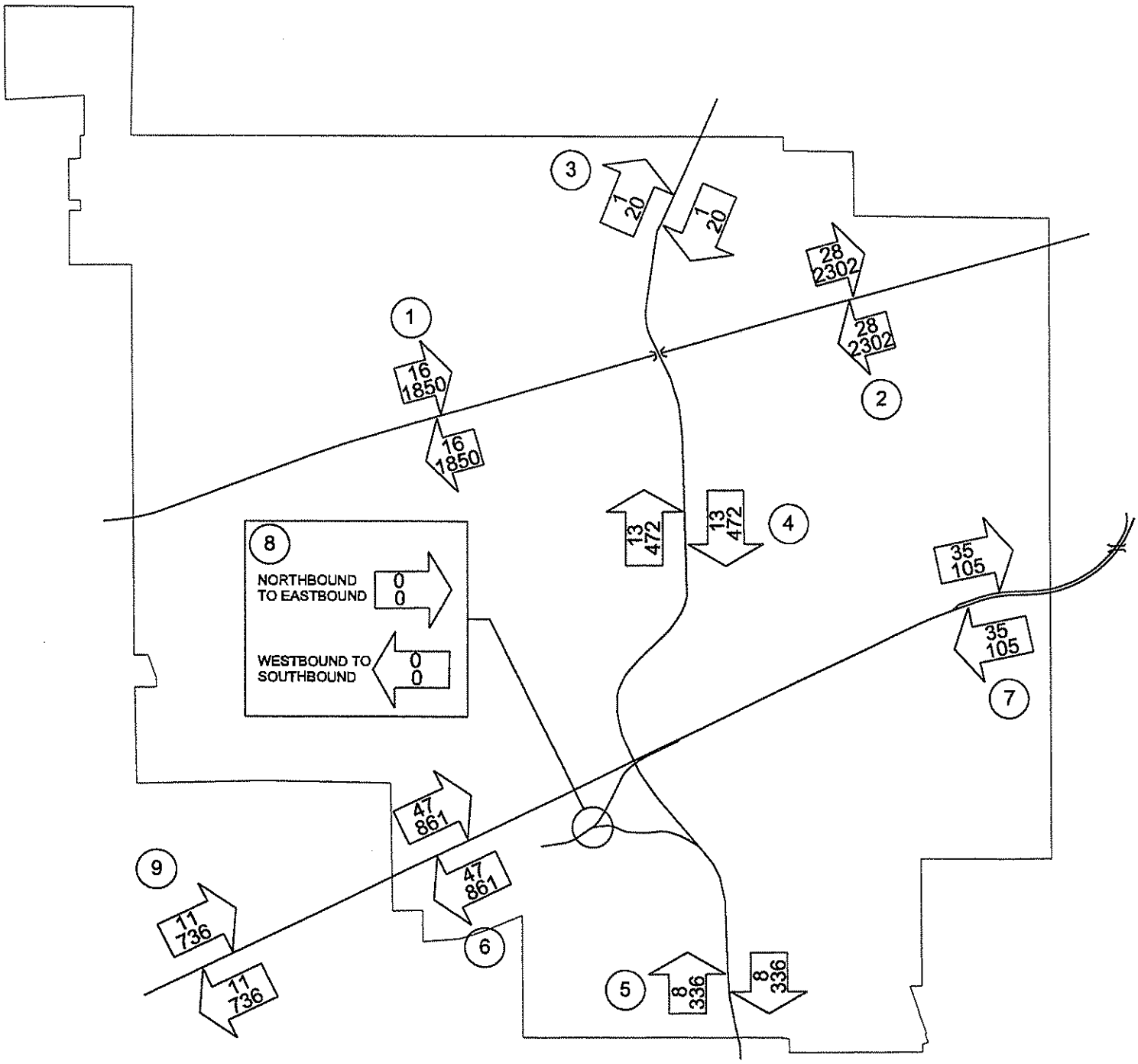
RLK KUUSISTO LTD

2020 PEAK TRAFFIC VOLUMES

WITH KENILWORTH CORRIDOR IN USE

FIGURE

5.6



2020 PEAK TRAFFIC VOLUMES

WITH KENILWORTH CORRIDOR ELIMINATED

FIGURE 5.7

Potentially Affected Interests

Potentially Affected Interests

The Potentially Affected Interests section lists the specific concerns of all individuals, companies, and agencies who are affected by railroad operations in St. Louis Park.

Identifying Interested Parties

The approach used to identify the concerned individuals began by reviewing files that had been accumulated by St. Louis Park city staff prior to the initiation of this study. The next step was to publicize the study, making as many people aware of the study as possible. The initial scope of the study was discussed at public meetings and printed in newsletters and in local newspapers.

Once the word was out, a telephone voice mailbox and an e-mail account were established to provide open communication lines for those with an interest in the study. Entities that were identified early on, such as railroad companies, adjacent cities, and governmental agencies, were met with to discuss their concerns. As the study progressed, additional groups were identified and the initial list was expanded.

Documenting Concerns

Eventually, the list of potentially affected interests was completed and PAI's were connected with in some fashion. Documenting the concerns and positions of each group is a multi-stage process. First, concerns identified in the city staff's records were recorded. Additional concerns and suggested solutions were identified by our study team through meetings, questionnaires, voice mail, and e-mail. The concerns and ideas were analyzed and used to identify alternatives presented in this manual. Follow-up meetings should be conducted to discuss reactions to possible alternatives.

Presenting the Findings

Table 6.1 on the following page lists each of the potentially affected interests and identifies the concerns of each group. Subsequent sections contain more information about specific concerns of each group including graphs of survey data.

P.A.I. MATRICES

LEGEND: In favor of item
Concerned in general

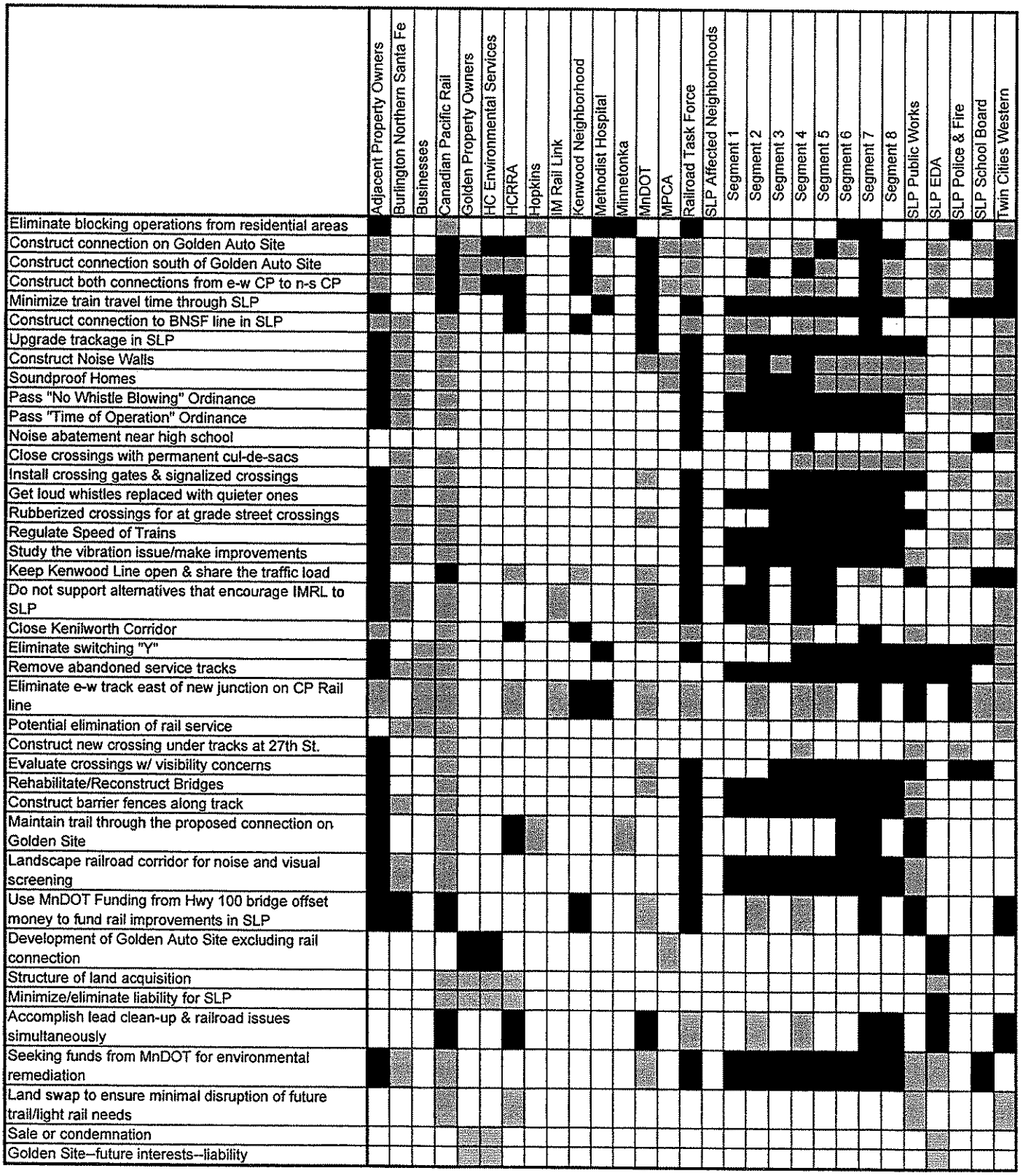


Table 6.1

St. Louis Park Residents

The citizens of St. Louis Park have been actively participating in the discussion of the railroad issues since the initial public meeting held on September 12, 1996. At the first meeting, city staff and officials from the Hennepin County Regional Rail Authority (HCRRA), Twin Cities and Western Railroad Company (TCWR), and Canadian Pacific Railway (CPR) introduced the proposed closure of the 29th Street Corridor and explained the need for an alternate route to the residents. Two alternate routes were presented at the first meeting as "Option A" versus "Option B," either the Kenilworth corridor or the north-south corridor through St. Louis Park.

As residents and city staff began to investigate the situation, it became clear that the residents' concerns varied considerably depending on their geographic relationship with the railroad. In order to identify each of the specific concerns of the residents, it is first necessary to define the study groups.

- **Adjacent Property Owners:** This group owns property within the influence zone of the railroad operations. The influence zone was defined as the area within one city block from the tracks.
- **Affected Neighborhoods:** In addition to determining the proximity to the railroad tracks, it is essential to consider what segment of track the resident is adjacent to. Many neighborhoods are affected very differently by potential changes in rail operations.
- **Railroad Task Force:** St. Louis Park City Council recognized this self-organized group of neighborhood leaders. The group work together with Council and city staff toward a common goals that would represent the best interests of the residents from all of the affected neighborhoods.

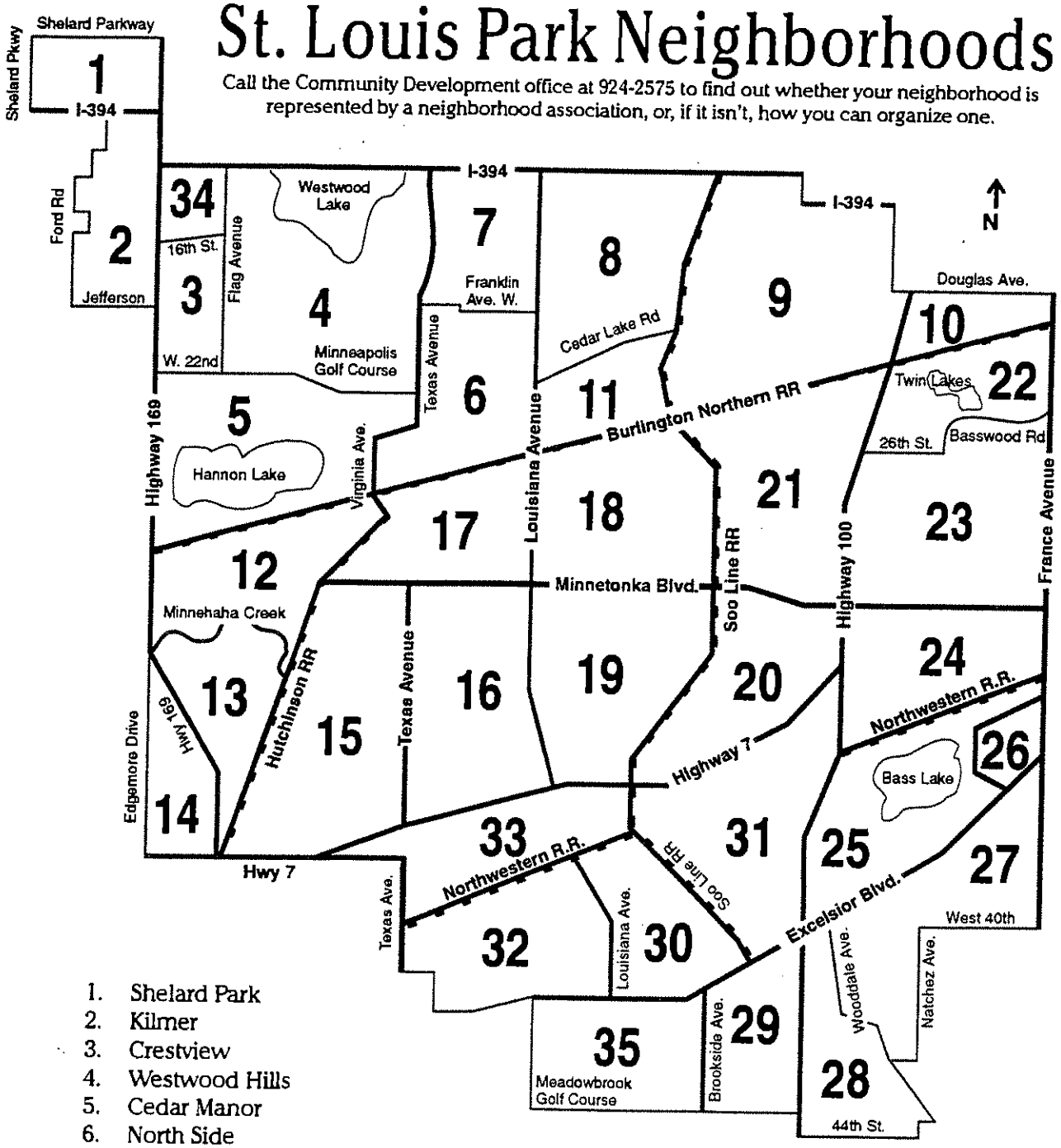
Our study team made a strong effort to connect with the citizens. On October 8, 1998, an "open house" meeting was held in the Council Chambers at City Hall. Those in attendance were given a brief presentation including an introduction of the study team, the scope of the study, and the history that led to the decision to conduct the study.

At the open house, the study team met with citizens who wanted to share their comments verbally, and questionnaires were distributed to residents to document their concerns. Additional questionnaires were mailed to those who were unable to attend the meeting. In all, approximately 60 questionnaires were received from residents. A copy of the questionnaire is included in the Questionnaire section of the Appendix of this report. The results of these questionnaires are illustrated on the graphs on the following page.

A newsletter was mailed out during the study to update the residents the progress of the study. A "railroad hotline" voice mail number was made available for residents to call in their concerns, observations, or suggestions. This proved to be a strong tool for connecting with the general public. In all, over 100 phone calls were received.

St. Louis Park Neighborhoods

Call the Community Development office at 924-2575 to find out whether your neighborhood is represented by a neighborhood association, or, if it isn't, how you can organize one.



1. Shelard Park
2. Kilmer
3. Crestview
4. Westwood Hills
5. Cedar Manor
6. North Side
7. Pennsylvania Park
8. Eliot
9. Blackstone
10. Cedarhurst
11. Eliot View
12. Cobblecrest
13. Minnehaha
14. Amhurst
15. Aquila
16. Oak Hill
17. Texa Tonka
18. Bronx Park
19. Lenox
20. Sorenson
21. Birchwood
22. Lake Forest
23. Fern Hill
24. Triangle
25. Wolfe Park
26. Minikahda Oaks
27. Minikahda Vista
28. Browndale
29. Brookside
30. Brooklawns
31. Elmwood
32. Meadowbrook
33. South Oak Hill
34. Westdale
35. Creekside

RLK

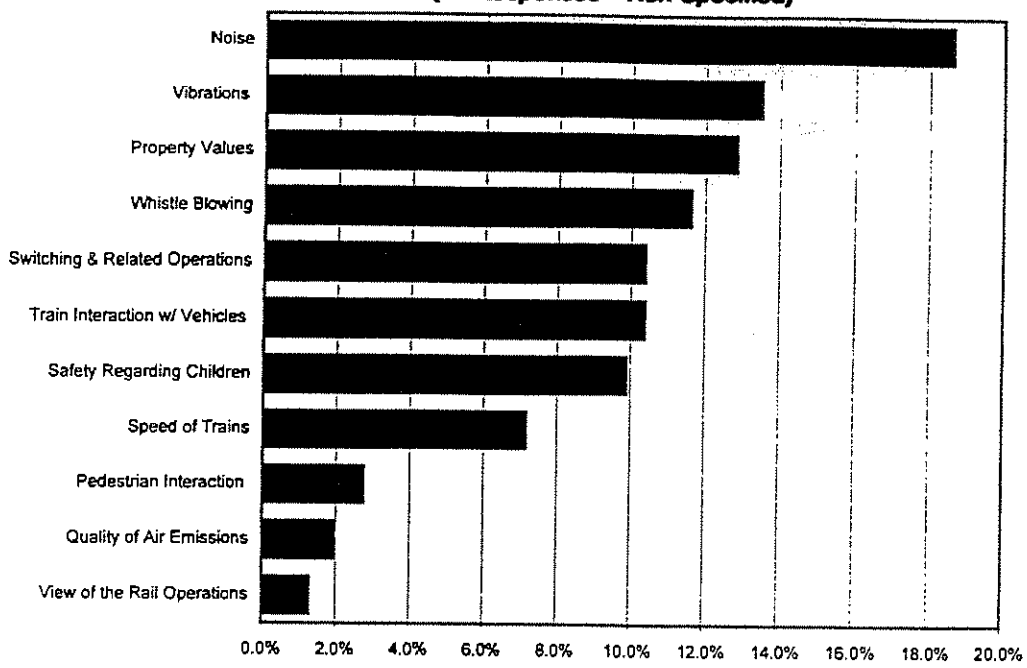
NEIGHBORHOOD MAP

CITY OF ST. LOUIS PARK

FIGURE 6.1

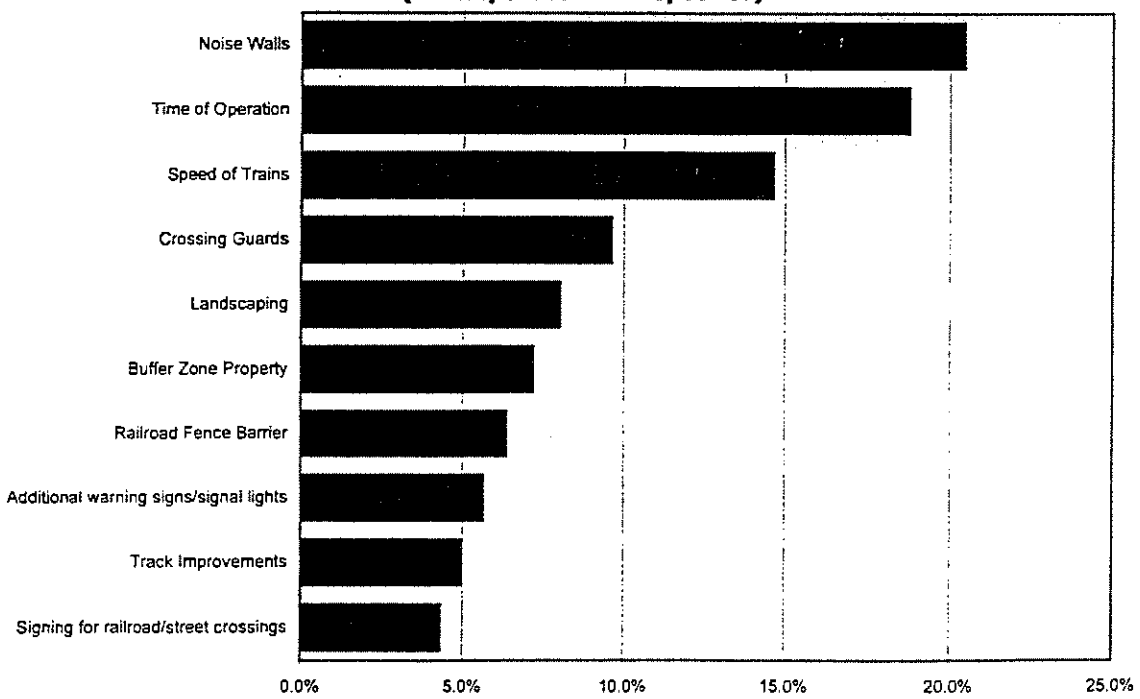
What Elements of Railway Operations Impact Your Lifestyle?

(All Responses - Non Specified)



What Can be Done to Improve the Railroad Situation?

(All Responses - Non Specified)



Adjacent Property Owners

Comments from residents were categorized by their proximity to the existing railroad tracks. Questionnaires received from those within the influence area of the railroad operations are summarized on the graphs and below:

When asked what aspects of the railroad operations have the largest impacts on the resident's lifestyle, adjacent residents responded as follows:

- **Noise and Vibration:** The top four concerns of the residents living adjacent to the railroad tracks were all related to the general noise and vibrations caused by railroad operations. Categories "Noise bothers me," "Vibrations from rail operations," "Switching and Related Train Operations," and "Whistle Blowing" accounted for 62% of the total concerns of the residents.
- **Property Values:** Potential for decline in property values resulting from additional train traffic was another large concern for this group accounting for over 11% of the weighted response.
- **Train interaction with Vehicles:** Street crossings with no flashers, cross-gates and general poor visibility at crossings were common complaints from adjacent residents. Roughly 10% of the weighted response were concerned with the interaction of trains with vehicles
- **Speed of Trains:** Approximately eight percent of the response of adjacent residents was related to the speed of the trains through their neighborhoods. Some typical comments regarding this concern were that increased train volumes or track improvements might lead to increases in the speed of the trains. Higher speeds present safety concerns for derailment as well as for vehicle and pedestrian interaction with trains. Also, residents have observed that faster trains cause higher levels of vibration.
- **Safety of Rail Operations Regarding Children:** Over five percent of the weighted responses from this group were concerned about children's interaction with trains. Specifically, many residents were concerned with the crossing near the high school with no cross-arms, and children who play around or hitch rides on the train cars that remain stopped during the switching operations.
- **Others:** The remaining concerns listed on the questionnaire: "Quality of Air Emissions from Rail Operations," "Pedestrian Interaction with Trains at Crossings," and "View of the Rail Operations" were determined to be relatively low priorities of this group. Some additional concerns to those listed on the questionnaire that were added by residents were:
    1. The bridge over Minnetonka Boulevard was a concern because of the traffic hazard presented by the narrow street width under the bridge, and the structural integrity of the bridge.
    2. Many residents adjacent to the tracks claim to have observed more frequent, heavier and longer trains already in recent months.

When asked what can be done to improve the railroad situation, adjacent residents responded as follows:

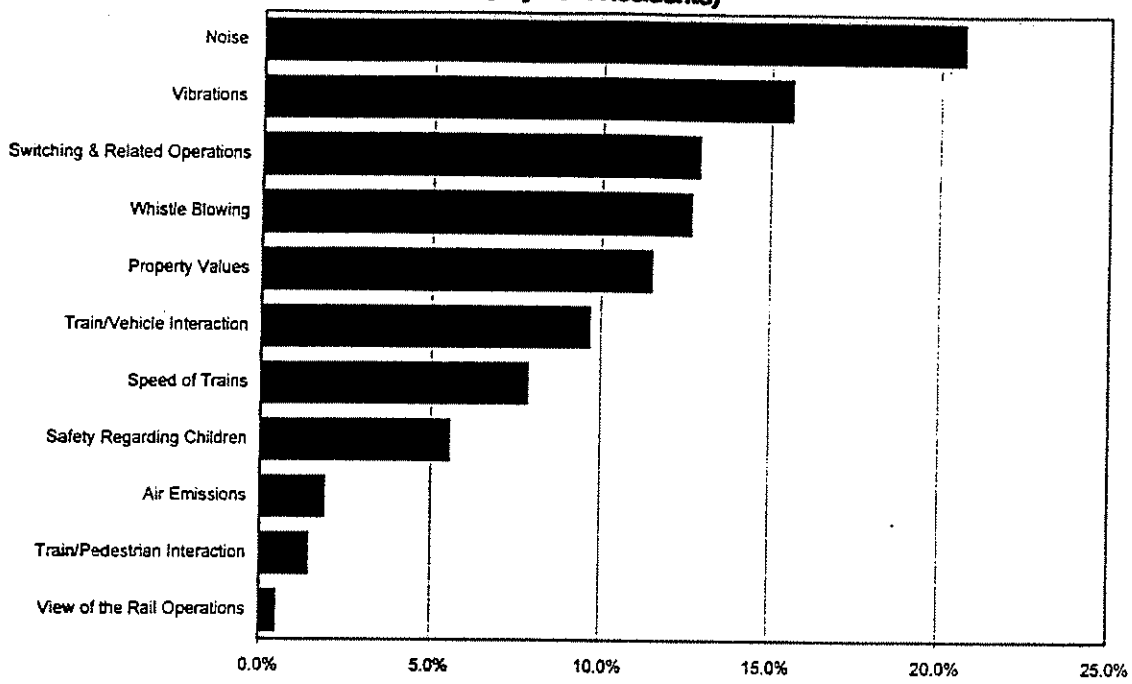
- **Noise Walls:** Over 20% of the weighted response of residents living adjacent to the railroad tracks felt that a good way to improve the railroad situation might be construction of noise walls along the railroad right-of-way. This option should be researched through an environmental study.
- **Time of Operation:** Approximately 18% of the weighted response felt that restricting the time of operation would be a good way to improve the railroad situation.
- **Speed of Trains:** The speed of the trains was another main concern of this group. Over 15% of the weighted response felt that maintaining lower speeds will help reduce the railroad impacts.
- **Crossing Guards:** Receiving slightly less than 10% of the weighted response was a request for crossing guards. Many residents feel that if crossing gates were installed, it would improve the chance of having a successful "no whistle blowing" ordinance.
- **Landscaping:** Nearly eight percent of the weighted response of adjacent residents felt that additional landscaping would be a worthwhile improvement. Several commented that they felt that this may also help with noise abatement in addition to providing aesthetics.
- **Buffer Zone Property:** Roughly seven percent of the response of these residents felt that it would be a good move for the City to develop a buffer zone along the railroad tracks.
- **Railroad Fence Barrier:** Although it only received about seven percent of the weighted response, many residents commented that they felt that adding a barrier fence along the railroad right-of-way would help keep people and wildlife away from trains and improve safety.
- **Additional Warning Signs/Signal Lights:** This response received less votes than most items, but still received considerable support. This item was usually chosen by the same group that ranked crossing guards as a top improvement.
- **Track Improvements:** Many of the adjacent residents have commented that improving the track to a seamless track would help with the noise and vibration. The relatively low questionnaire response is misleading based on other comments received.
- **Others:** Additional signing for railroad/street crossing received little support. It seems to be the general feeling that it will take more than adding signs to improve the railroad situation.

  Also, many adjacent residents commented that home sound proofing, a whistle blowing ordinance, and eliminating the blocking and switching operations would be their top choices.

The questionnaire responses are tabulated on the following page for those residents living adjacent to the railroad tracks.

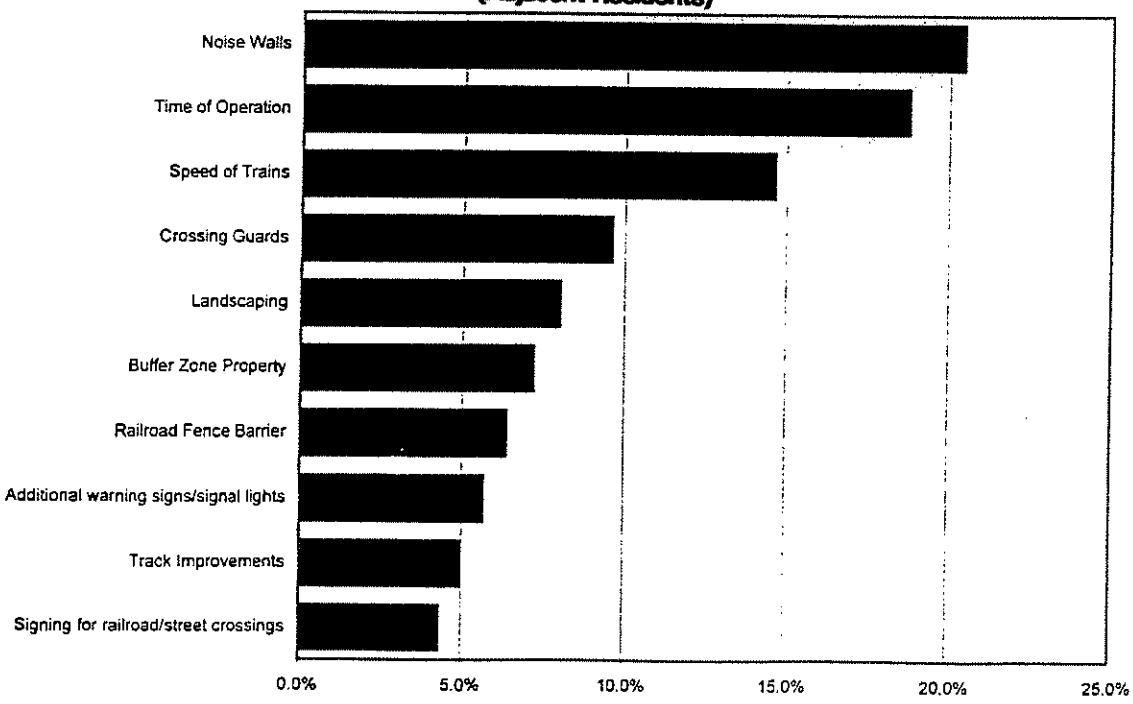
What Elements of Railway Operations Impact Your Lifestyle?

(Adjacent Residents)



What Can be Done to Improve the Railroad Situation?

(Adjacent Residents)



St. Louis Park Affected Neighborhoods

The City of St. Louis Park is divided into 35 different neighborhoods as illustrated in Figure 6.1. There are 20 neighborhoods with land adjacent to the railroad tracks. These neighborhoods have been categorized into eight regions according to their locations with respect to track segments.

Residents' concerns were identified through review of past city meeting notes, questionnaire results, "hotline" phone calls, meetings with neighborhood leaders, and position papers drafted by neighborhoods. Please note that several neighborhoods are included in the analysis of more than one segment.

Although graphs of the questionnaire results are included for each neighborhood region, some sample sets were too small to be able to draw any strong conclusions from. These are as follows:

- **Segment 3:** Insufficient number of surveys received
- **Segment 5:** Insufficient responses for "What can be done to improve the railroad?" – The graph of this data is inconclusive.
- **Segment 6:** Insufficient number of surveys received
- **Segment 7:** Insufficient responses for "What can be done to improve the railroad?" – The graph of this data is inconclusive.
- **Segment 8:** Insufficient responses for "What can be done to improve the railroad?" – The graph of this data is inconclusive.

In the cases where questionnaire data was unavailable, conclusions were drawn from best information available such as other comments listed on questionnaires, hotline calls, or from neighborhood position papers.

Segment 1 - BNSF Wayzata Subdivision Mainline (west of CP Rail MNS Spur)

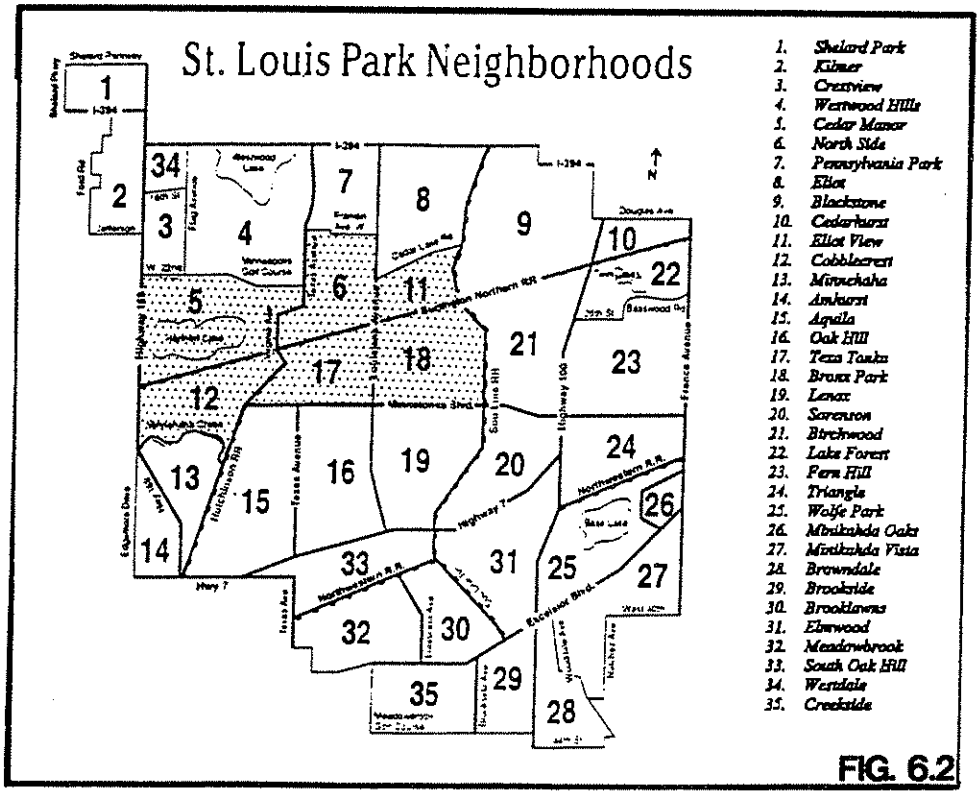


FIG. 6.2

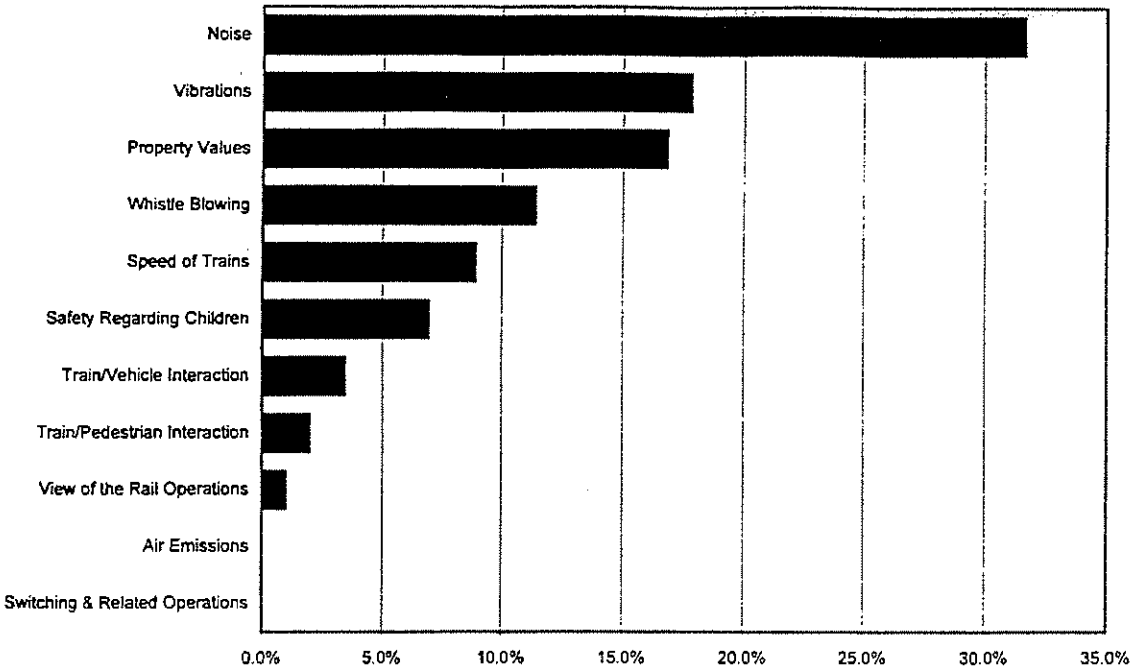
Adjacent Neighborhoods:
Cedar Manor, Cobble Crest, North Side, Texa Tonka, Eliot View, and Bronx Park.

Concerns
Questionnaire results indicate that the main concerns of this group are noise, vibrations, and whistle blowing. Concern with whistle blowing from this group may be attributed to the whistle blowing on the north south line since the nearest grade crossing on the BNSF mainline is at Oakland Road in Minnetonka, roughly 3 miles west of the St. Louis Park city boundary. Property values also rank high as a concern of this group. The group feels strongly that constructing noise walls and regulating speeds and time of operation would be worthwhile improvements.

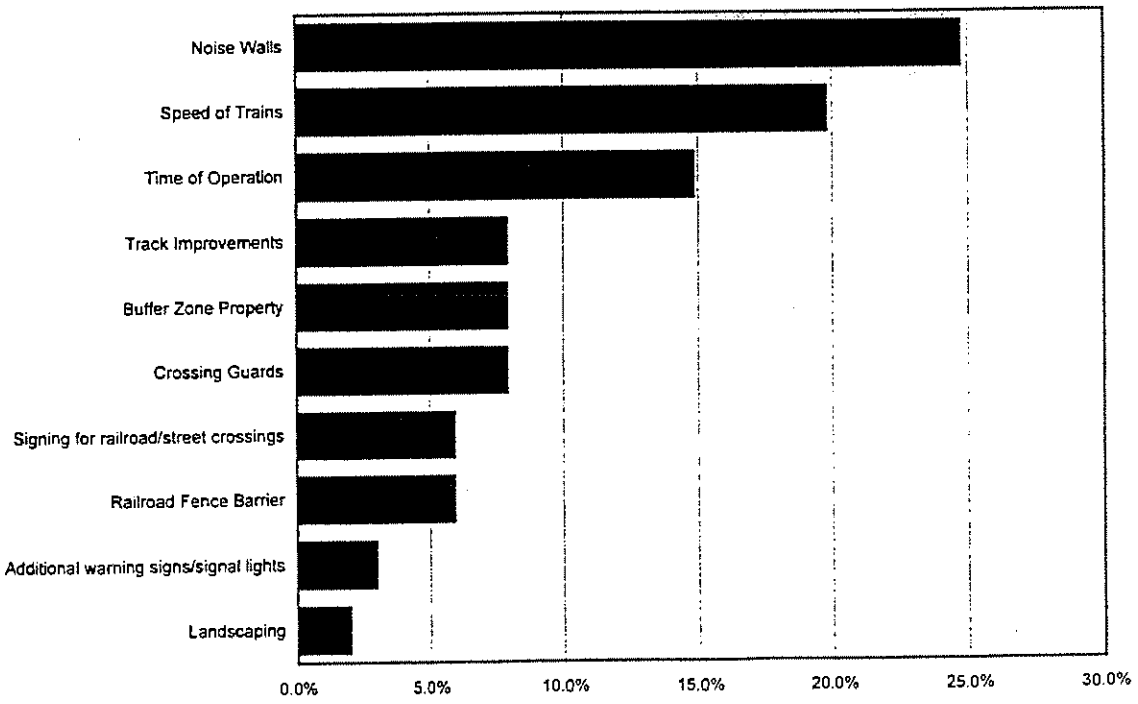
Increases in traffic on the BNSF mainline would have an effect on residents of this segment; therefore, the potential I&M connection to BNSF would be a major concern. If this occurs, it could present significant increases in rail traffic volumes. Secondary concerns are safety of pedestrians, particularly children since trains travel at relatively high speeds. Peter Hobart School is adjacent to the tracks, and there are very few barrier fences that exist along the railroad right-of-way.

Segment 1 of track will not experience any changes in traffic patterns as a result of the 29th Street Corridor closure, but the potential for increased rail traffic exists if the connection is made from the north south line to the BNSF line.

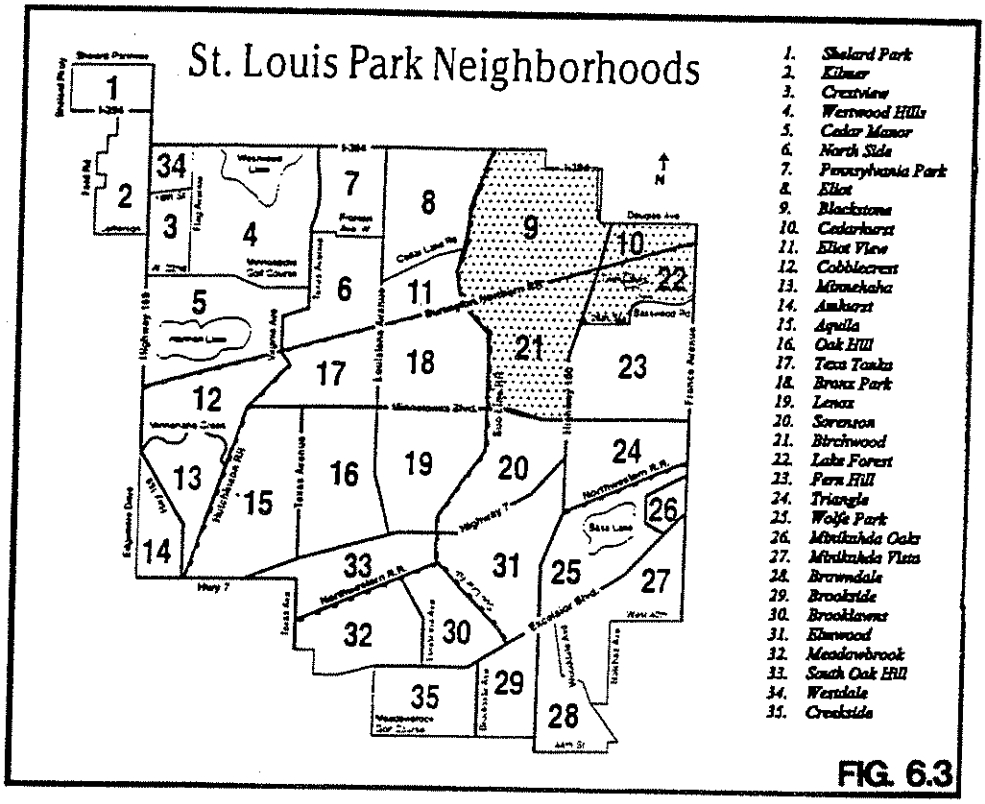
What Elements of Railway Operations Impact Your Lifestyle?
(Segment 1)



What Can be Done to Improve the Railroad Situation?
(Segment 1)



Segment 2: BNSF Wayzata Subdivision Mainline (east of the MNS CP Rail Spur)



Adjacent Neighborhoods:
Cedar Hurst, Lake Forest, Blackstone, and Birchwood.

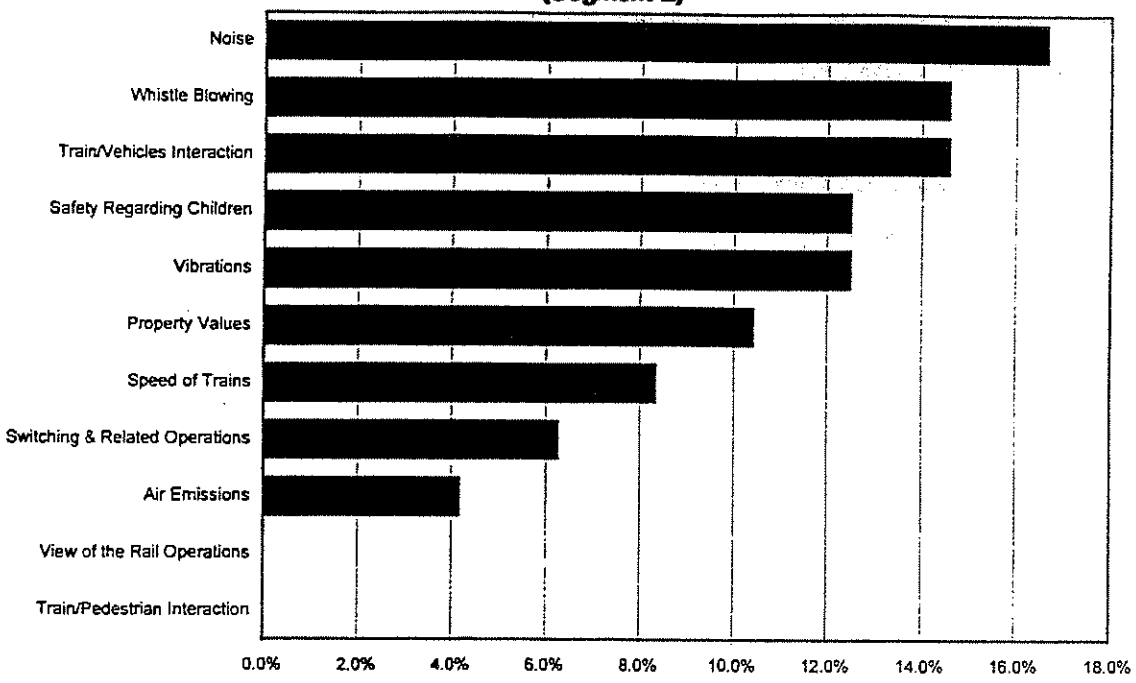
Concerns: The questionnaire responses indicate that the largest concerns of this group are noise, train and vehicle interaction, safety, vibrations, and property values. These conclusions were also confirmed by the comments and hotline phone calls received. The concern over train and vehicle interaction is mainly attributed to the Cedar Lake Road crossing of the north-south line. The issue is appearing as a concern of this segment due to the overlap with Segment 3.

This regions stands to be impacted the strongest by a connection between the CP Rail MNS Spur and the BNSF Mainline. This connection would create traffic increases from the TCWR trains to Pigs Eye in St. Paul. Secondly, it would increase the potential for IMRL to connect with BNSF. If this occurs, there is potential for BNSF to add a secondary track and for substantial increases in through traffic. This could also introduce switching operations into the area, where I&M would leave train cars for BNSF to pick up. The latter concern would have its largest effect on the Blackstone and Birchwood neighborhoods.

This group also expressed a strong concern about potential increased rail traffic having negative impacts on property values.

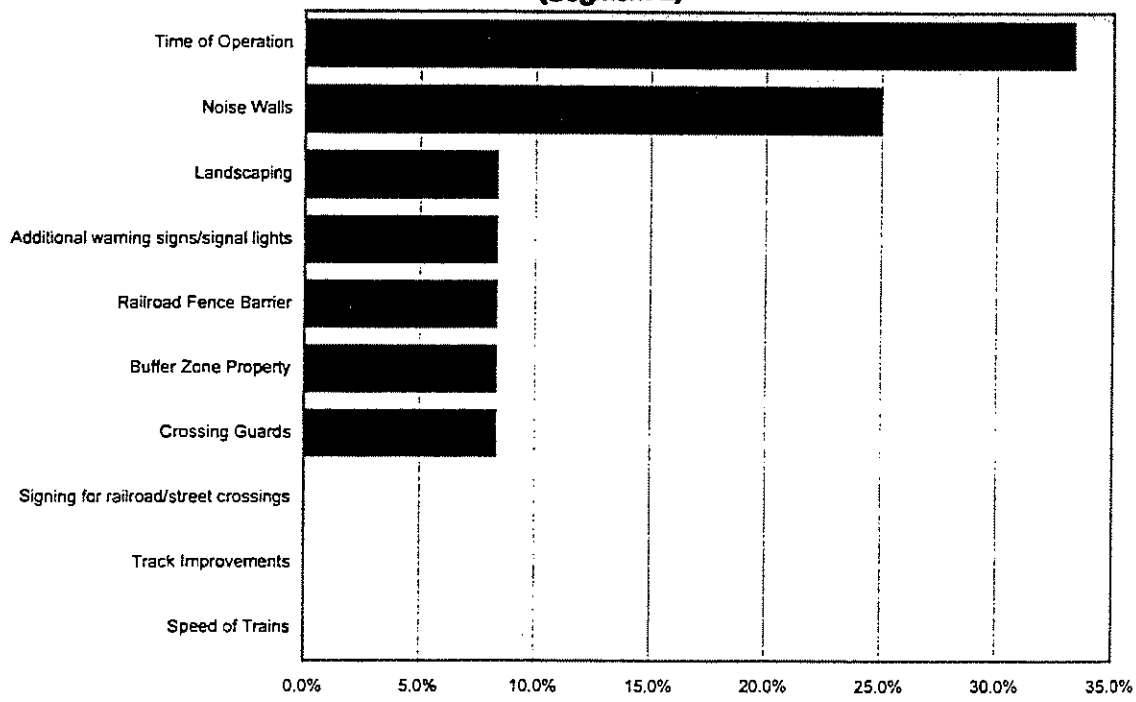
What Elements of Railway Operations Impact Your Lifestyle?

(Segment 2)



What Can be Done to Improve the Railroad Situation?

(Segment 2)



Segment 3 - CP Rail MNS Spur (north of BNSF Wayzata Subdivision Mainline)

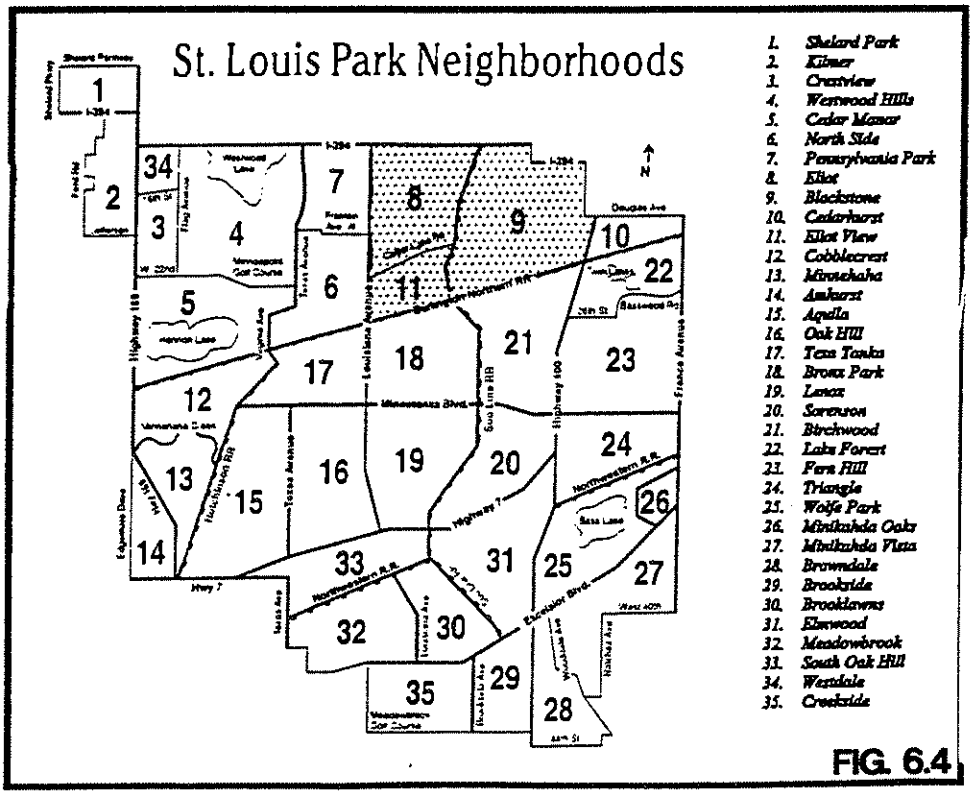


FIG. 6.4

Adjacent Neighborhoods:
Eliot, Eliot View, and Blackstone.

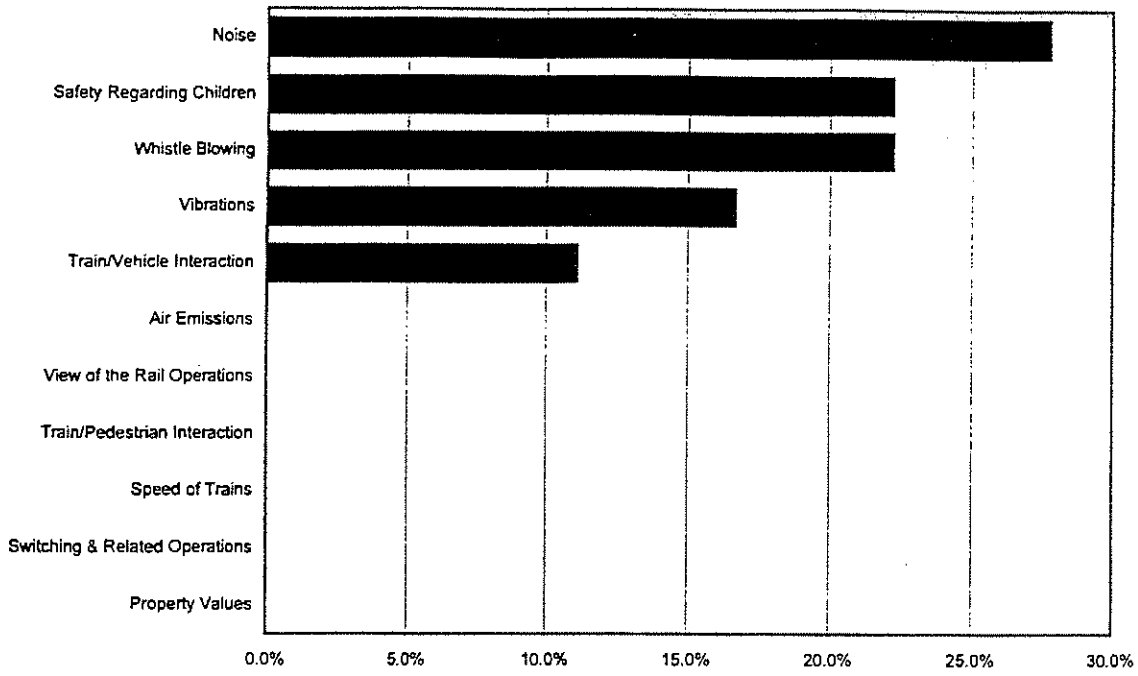
Concerns: Questionnaire results on the following page were inconclusive due to insufficient number of surveys received.

Comments received from residents of this region indicate that they are primarily concerned with noise, vibrations, whistle blowing from the through trains, and train interaction with vehicles at the Cedar Lake Road intersection.

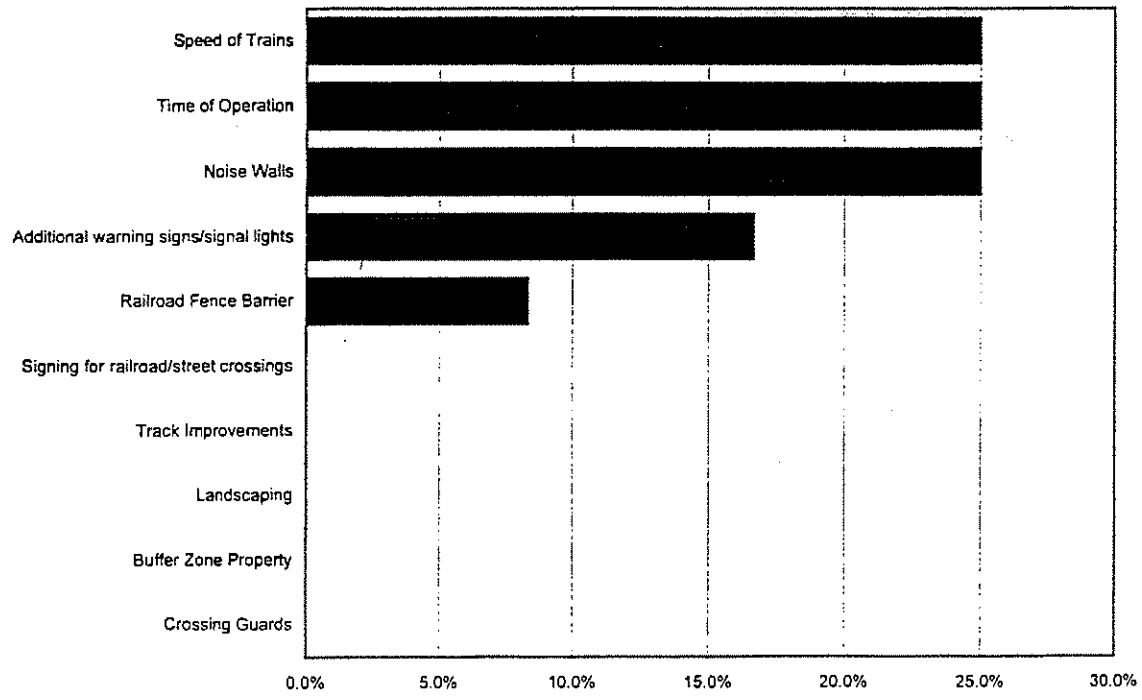
This segment of track will not experience any changes in traffic patterns as a result of the 29th Street Corridor closure. The imminent closure of Camden will actually reduce the amount of train traffic through this segment.

There is concern over reconstruction of the connection of the BNSF line to the MNS CP Rail Spur for future residential development since the parcel on the east side of the tracks south of Cedar Lake Road is zoned for residential development. If the connection were made, this parcel would be subjected to larger train volumes on the BNSF line than exist at present, making the parcel less attractive for future development.

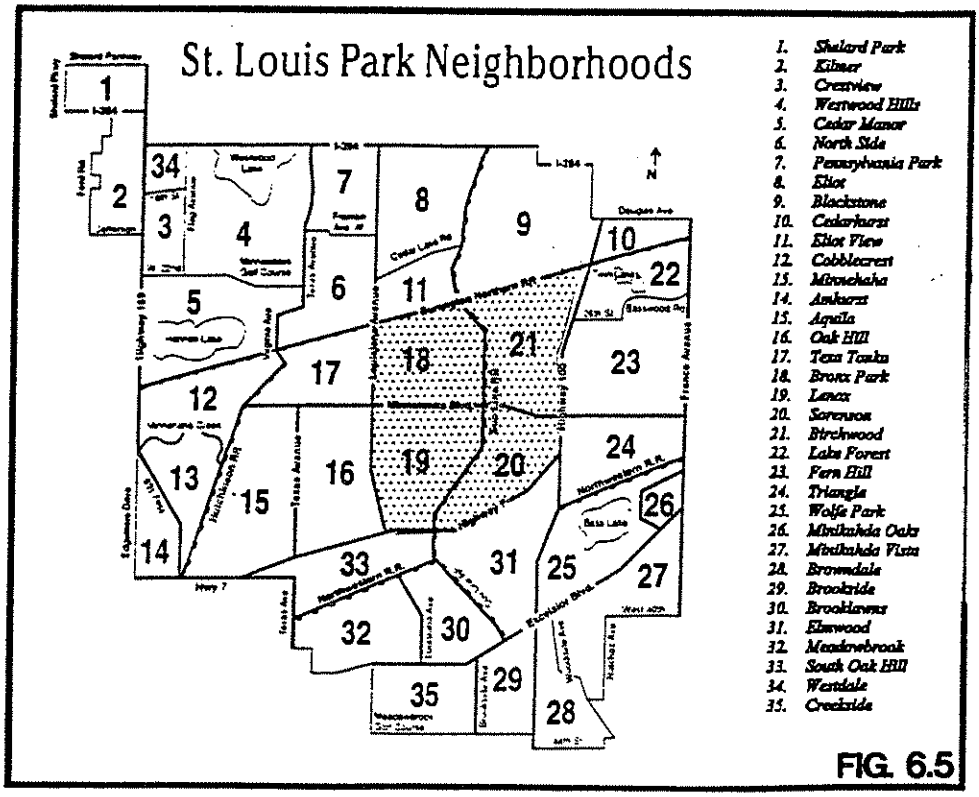
What Elements of Railway Operations Impact Your Lifestyle?
(Segment 3)



What Can be Done to Improve the Railroad Situation?
(Segment 3)



Segment 4 - CP Rail MNS Spur (between CP Rail Bass Lake Spur and BNSF Wayzata Subdivision Mainline)



Adjacent Neighborhoods:
Bronx Park, Birchwood, Lenox, and Sorenson.
(The east portion of South Oak Hill and the north portion of the Elmwood are geographically included in this category, but are excluded since no residential properties in these neighborhoods are adjacent to the MNS CP Rail Spur)

Concerns: The questionnaire results indicate that this group is very concerned about whistle blowing and property values. Together, these two items accounted for over 35% of the weighted response. Residents of this segment are also highly concerned about vibrations and with vehicle and pedestrian safety along the corridor.

Most residents have indicated that they would like to see crossing guards and noise walls. Many also felt that improving the rails to a seamless track would reduce the noise and vibrations that they are experiencing.

At-grade crossings at 28th Street, 29th Street, Brunswick Lane, and Walker Street, are signed with railroad crossing and stop signs only. The at-grade crossings at Dakota Avenue near St. Louis Park High School and Library Lane are equipped with signals, but no cross arms. Residents have also expressed concerns about poor site visibility at the crossings. Some were also concerned that there were insufficient barrier fences along the railroad right-of-way. Collectively, vehicle and pedestrian safety along this segment of rail are major concerns of this group.

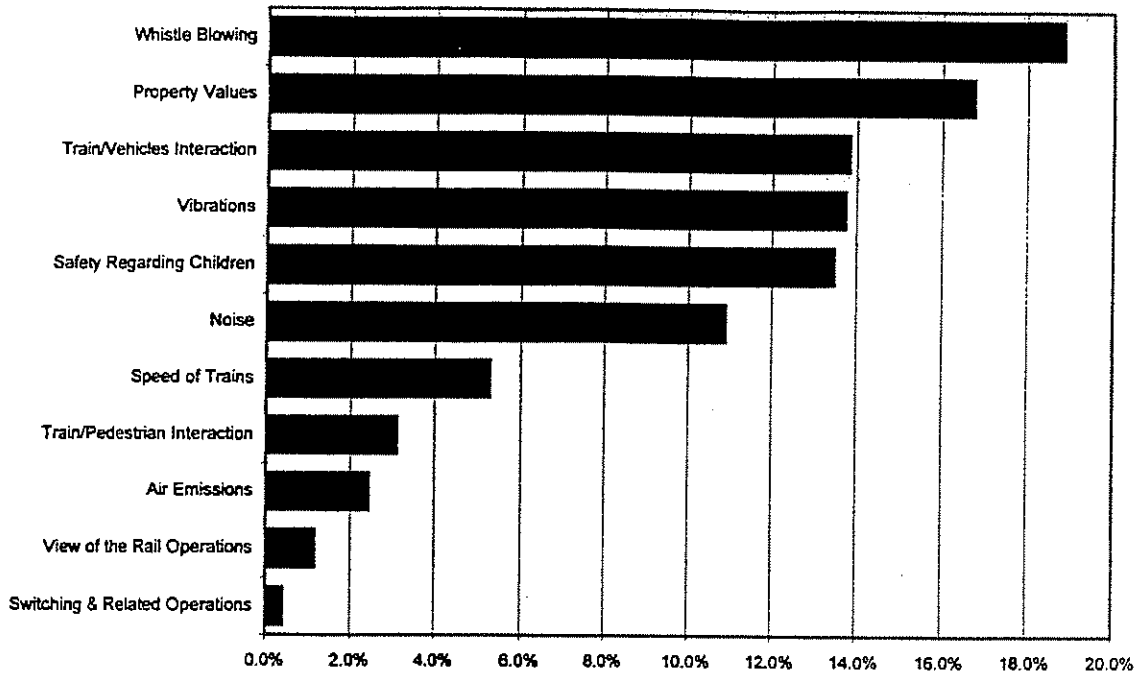
This segment of track faces increased traffic volumes from TCWR trains to St. Paul if both the connection on the Golden Auto Site and the connection to the BNSF line were made. If the connections were constructed, the traffic that is now traveling through the Kenilworth Corridor could be carried over this segment of track.

Some of the potential situations described in the Future Projections section would have a large effect on this group. There is a possibility of I&M trains coming north on this segment of track to connect with BNSF. The anticipated I&M trains would be longer and heavier than the trains presently operating on this segment of track.

Both the Northfield to Minneapolis and the Young America/Norwood to Minneapolis commuter rail routes would have substantial impacts on this region. Concerns could be raised about the safety regarding the high speeds of the commuter trains, as well as the huge increase in the number of trains on this segment of track. Estimates of commuter rail traffic add up to 16 trains per day (four trips in the morning, four trips in the evening for each route).

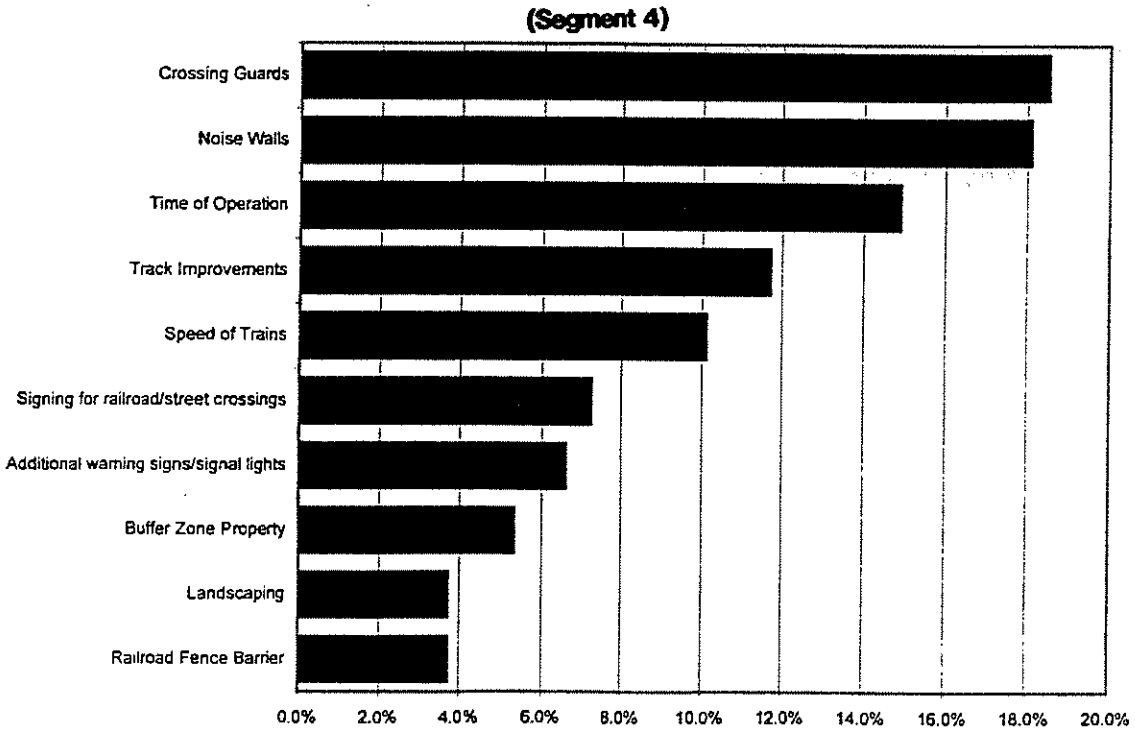
What Elements of Railway Operations Impact Your Lifestyle?

(Segment 4)

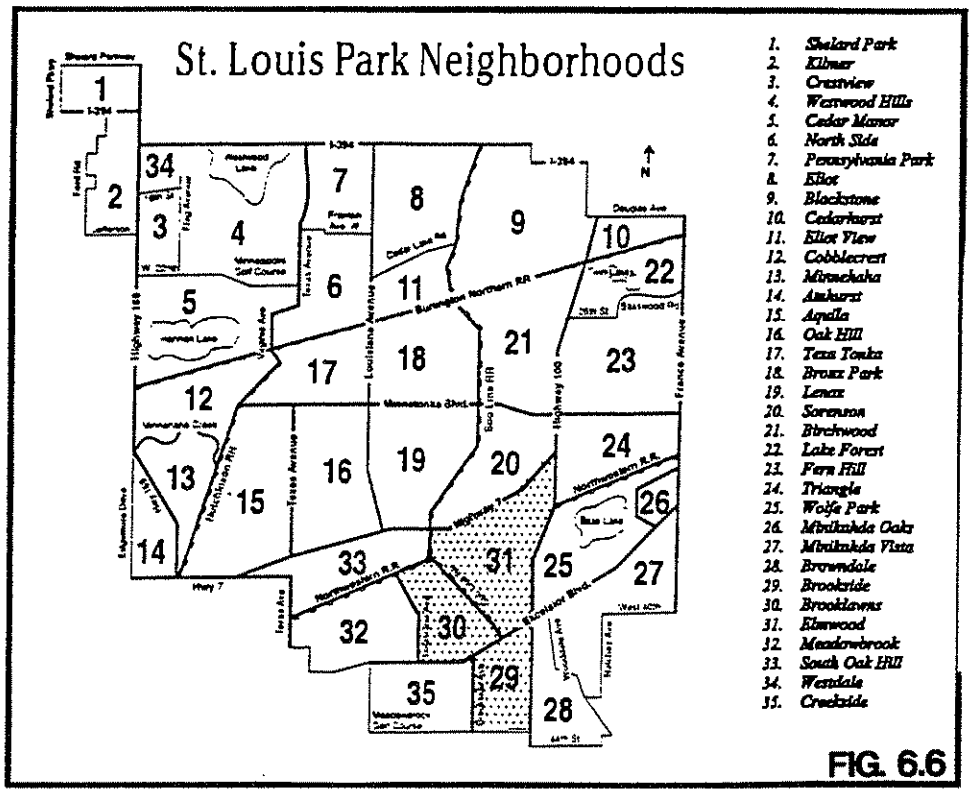


What Can be Done to Improve the Railroad Situation?

(Segment 4)



Segment 5 - CP Rail MNS Spur (south of CP Rail Bass Lake Spur)



Adjacent Neighborhoods:
Brookside, Brooklawns, and Elmwood.

Concerns: Questionnaire results confirm the comments and neighborhood position papers written by residents of this region. The major concern for residents of this region are related to the switching operation. Residents are subjected to screeching of breaks, clanging and banging cars together, and whistle blowing throughout the operation. The process can last for more than three hours, sometimes occurring in the middle of the night. Train cars are also left blocking street crossings at Brunswick Avenue, Alabama Avenue, and West 41st Avenue for extended periods of time, and occasionally Excelsior Boulevard for a shorter period. The procedure causes traffic delays as well as safety concerns for children who were said to have climbed on or under train cars while not in motion.

Traffic control of the at-grade crossings and lack of barrier fences are also present concerns regarding safety of passengers and vehicles for residents in this region.

The residents of this region support the construction of a new Milwaukee Junction on the Golden Auto Site. This would eliminate noise and other concerns associated with the current switching operation, and create a smooth movement of train traffic through the area. Additionally, they are concerned that if the switching wye remains

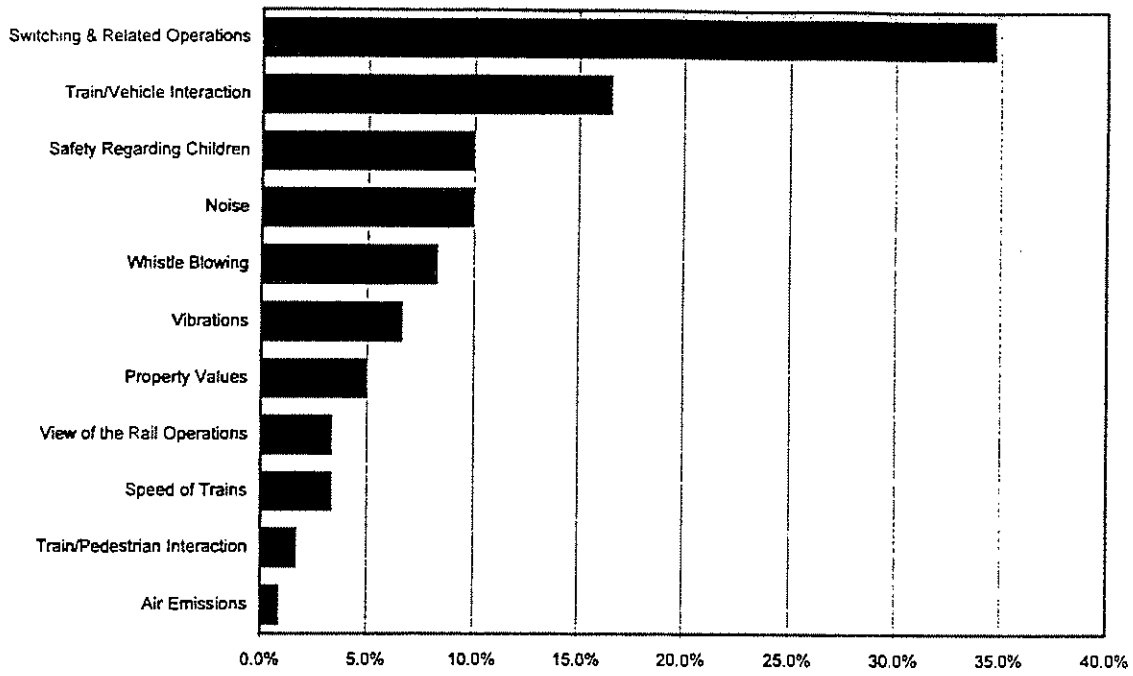
in-place following the construction of a new connection, this may lead to future reintroduction of rail traffic into the community.

Conversely, residents of this region have expressed opposition to a connection in the southwest quadrant of the CP Rail MNS Spur and CP Rail Bass Lake Spur because of the potential for significant increases in rail traffic. This connection would provide a direct route for I&M to come from the south and connect to the TC&W trackage to the west. This would introduce longer and heavier trains than those presently operating on this segment of track. A southwest connection would also encourage TC&W to increase their traffic to Savage, therefore increasing the volume of traffic on this segment of rail.

Residents would also be concerned about high speeds and increased traffic volumes if the Northfield to Minneapolis commuter rail route is implemented.

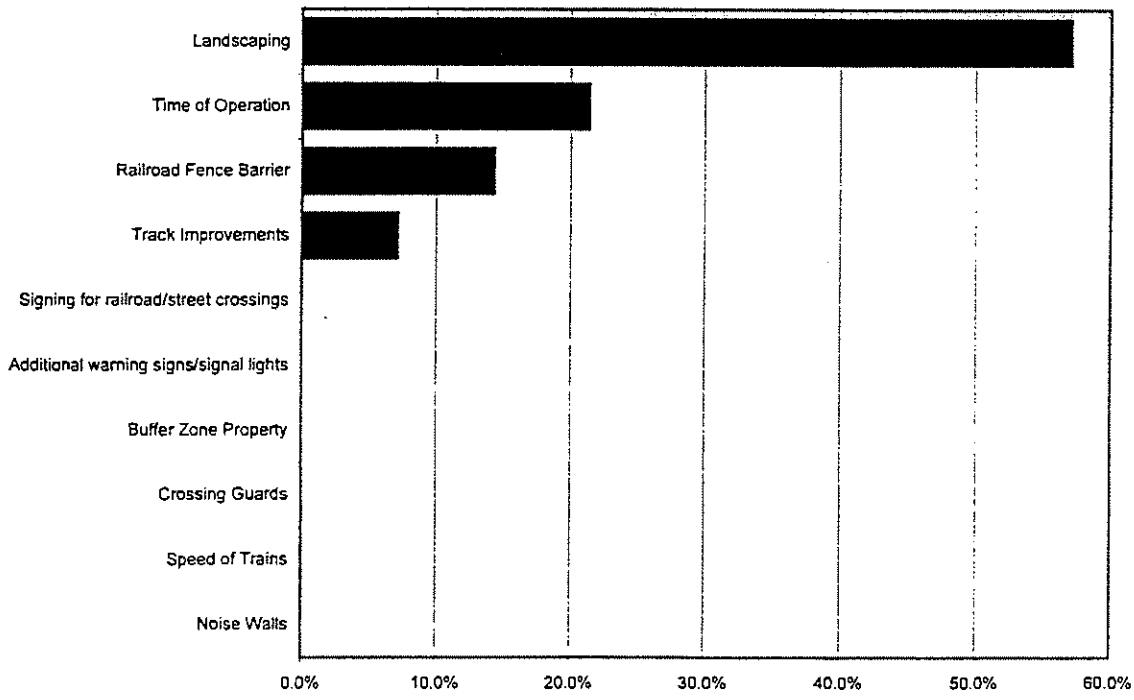
What Elements of Railway Operations Impact Your Lifestyle?

(Segment 5)

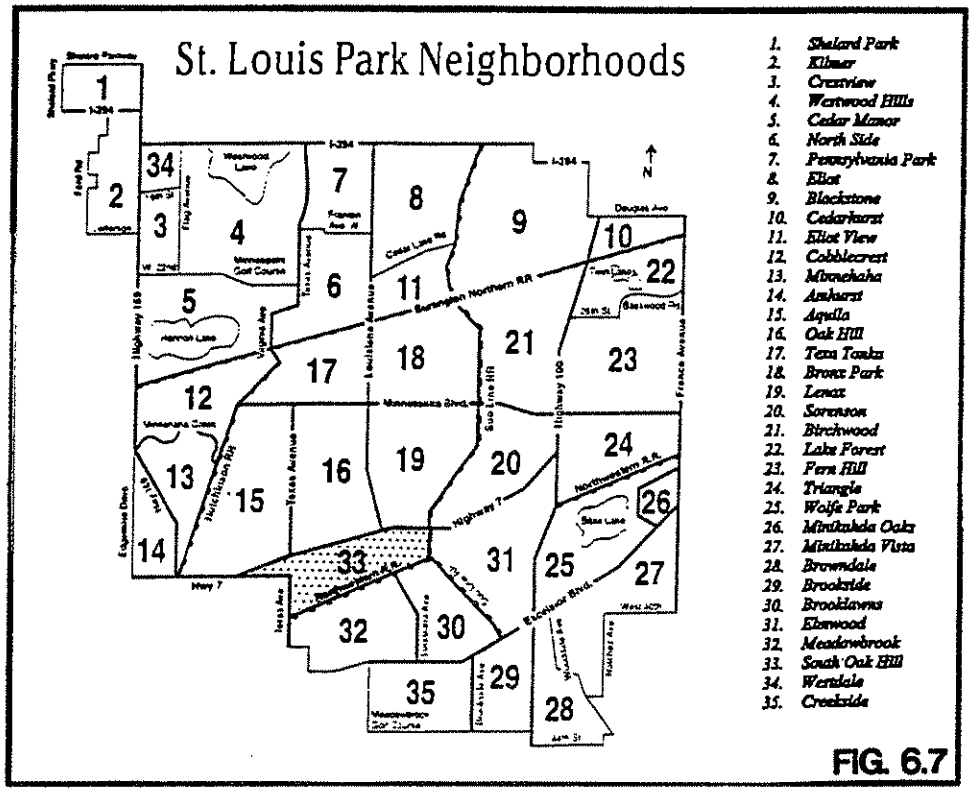


What Can be Done to Improve the Railroad Situation?

(Segment 5)



Segment 6 - CP Rail Bass Lake Spur (west of CP Rail MNS Spur)



Adjacent Neighborhoods:
South Oak Hill
(The north portions of Brooklawns and Meadowbrook are geographically included in this category, but are excluded since no residential properties in these neighborhoods are adjacent to the CP Rail Bass Lake Spur)

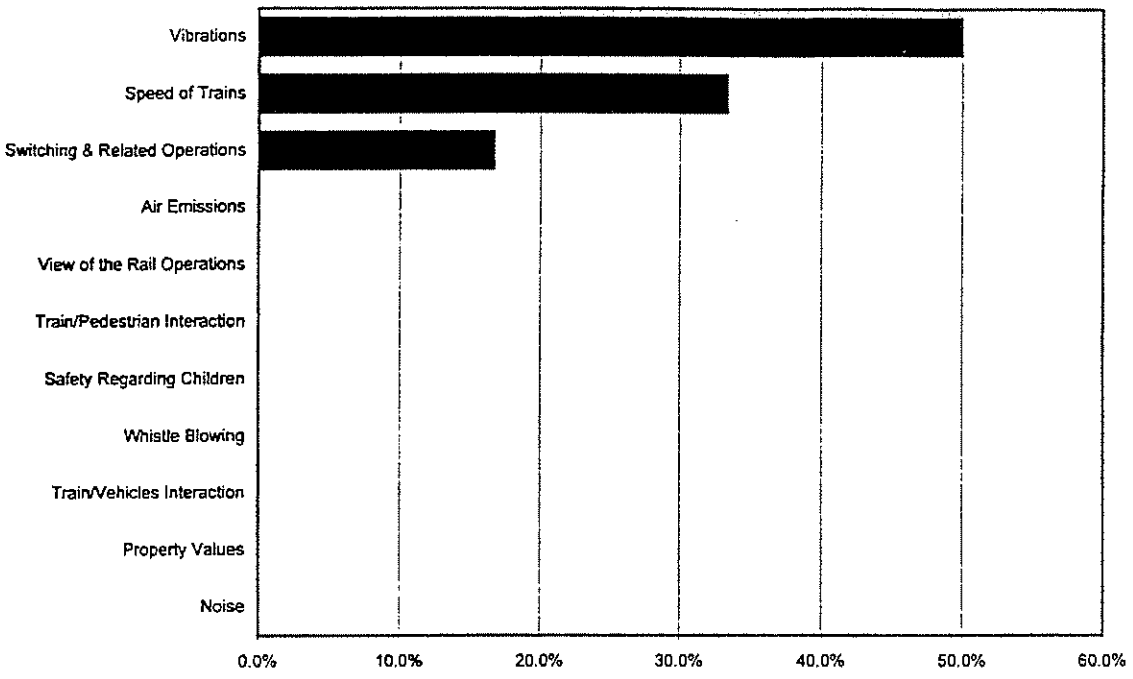
Concerns: Questionnaire results on the following page were inconclusive due to insufficient number of surveys received.

The main concern expressed by the residents of the South Oak Hill neighborhood relates to the blocking operation performed at the Minnehaha Creek location. These operations generate loud noises from breaking, clanging and banging cars together, and acceleration of the engines. This procedure can take several hours to complete, and is occasionally performed in the middle of the night.

Residents in this region would also be subjected to additional traffic from implementation of the Southwest Corridor of the LRT plan, as well as additional traffic at high speeds if the Norwood/Young America to Minneapolis commuter rail route is implemented.

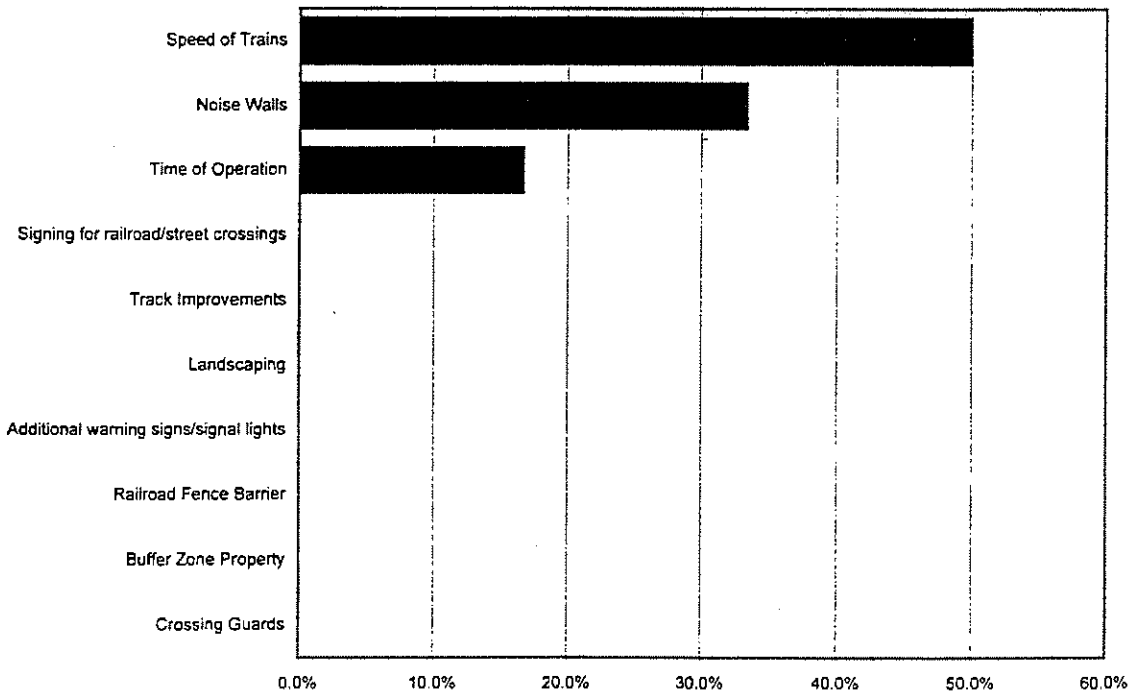
What Elements of Railway Operations Impact Your Lifestyle?

(Segment 6)

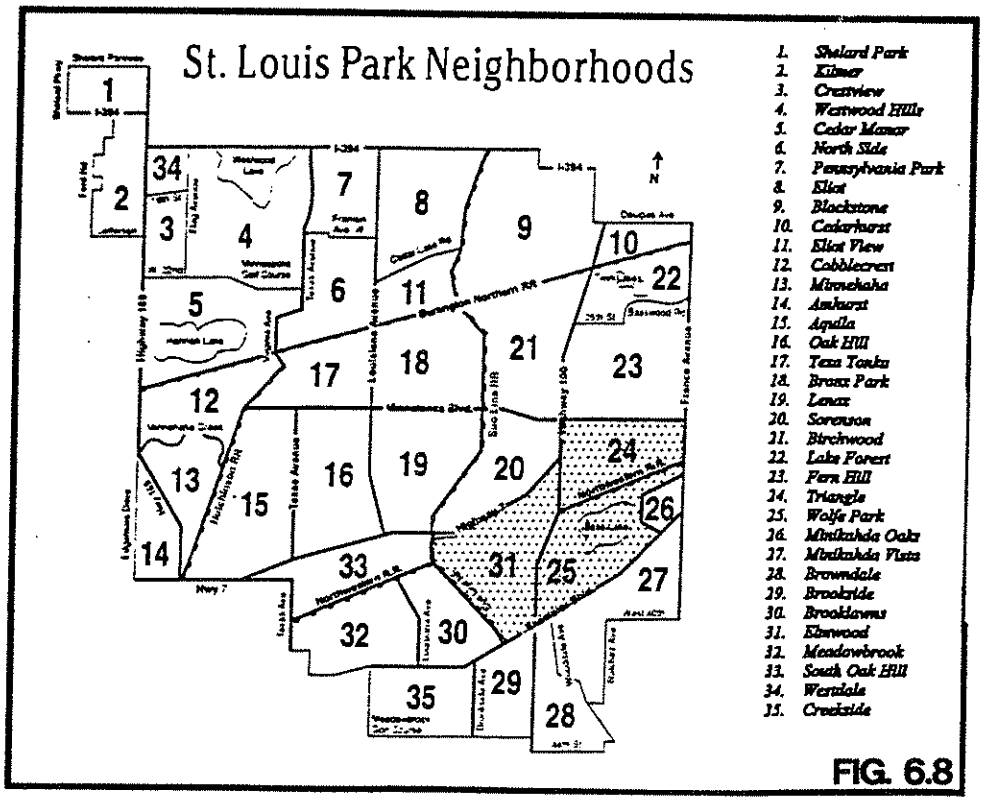


What Can be Done to Improve the Railroad Situation?

(Segment 6)



Segment 7 - CP Rail Bass Lake Spur (east of CP Rail MNS Spur)



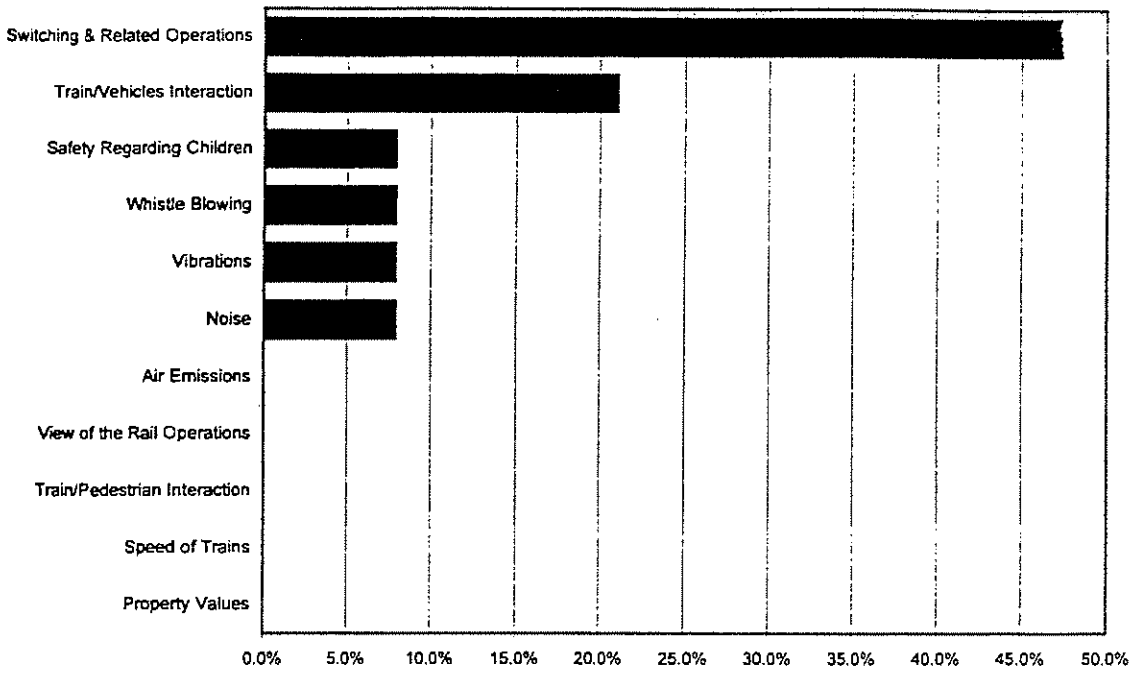
Adjacent Neighborhoods:
Elmwood, Triangle, and Wolf Park

Concerns: Residents on the west end of this segment are affected by the switching operation that is performed to switch trains from the east-west track to the north south track. Residents on the east end of this segment are concerned about the blocking operation performed at the Bass Lake Yard location. Questionnaire results confirm that these are the primary concerns of this region. Almost 50% of the weighted response of the residents was concerned with switching and related operations.

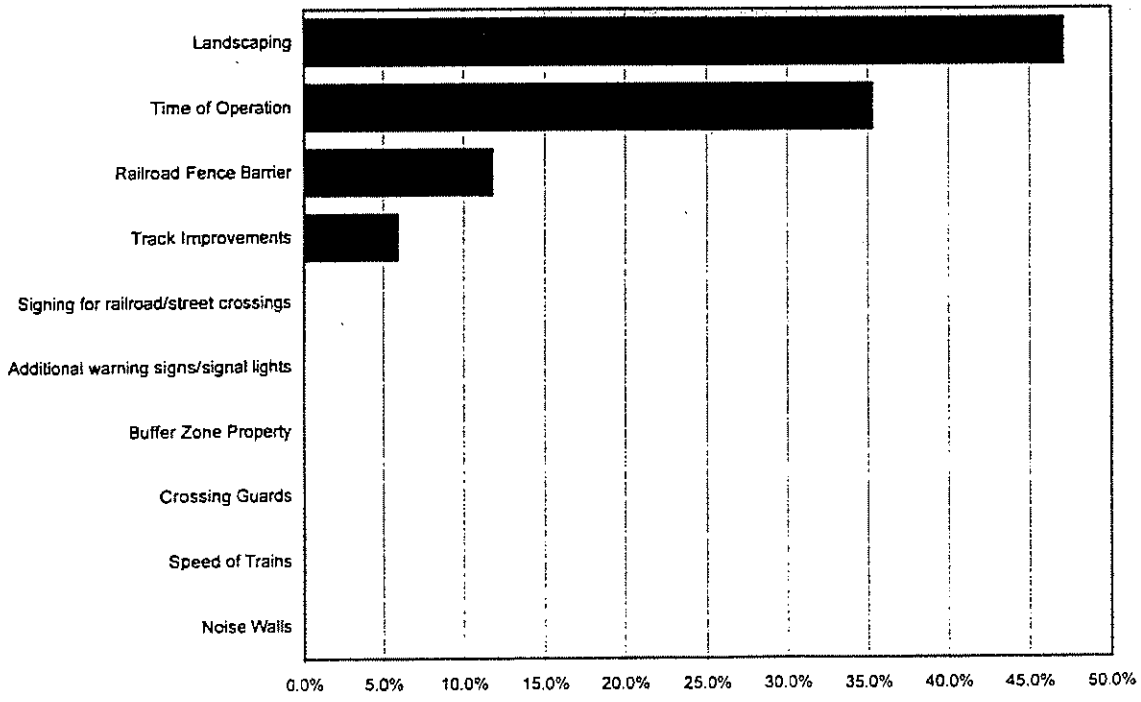
Vehicle interaction with the trains is also a major concern of the residents of this area. Railroad operations often block vehicle traffic at Wooddale Avenue and Belt Line Boulevard.

Residents of this area stand to benefit from closure of the Kenilworth corridor. If the corridor were eliminated, all TCWR traffic to St. Paul would go north on the CP Rail MNS Spur. This re-routing along with the elimination of blocking operations from the Bass Lake Yard area, would eliminate all TCWR traffic over this segment. CPR traffic over this segment will cease when the imminent elimination of rail service to Cepro occurs.

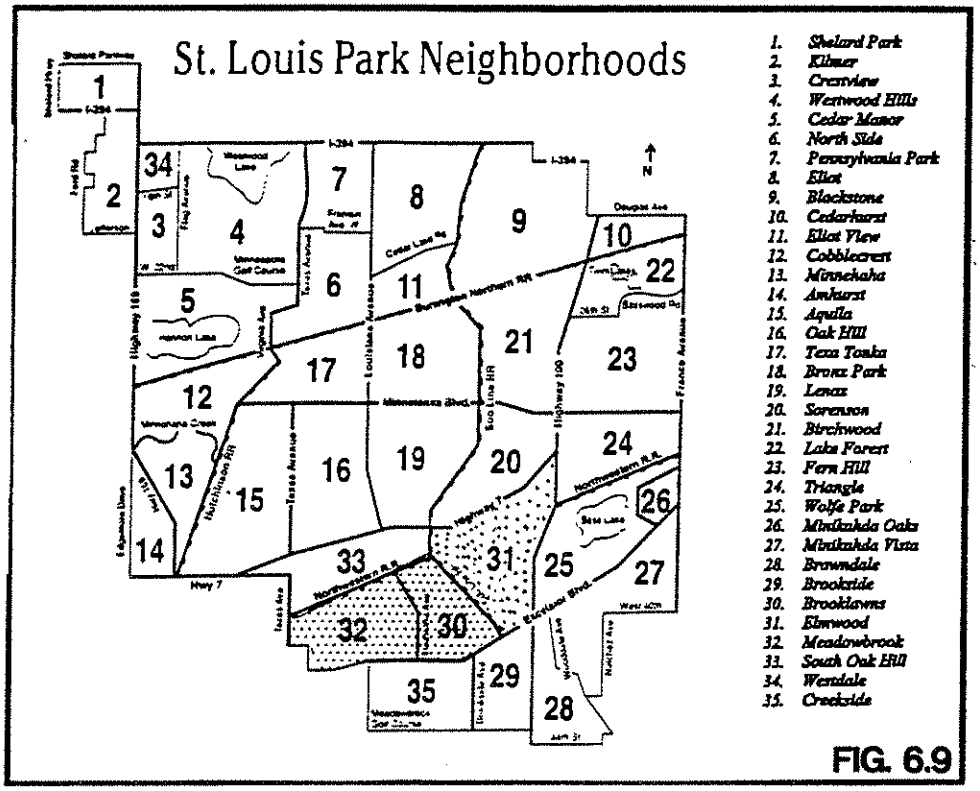
What Elements of Railway Operations Impact Your Lifestyle?
(Segment 7)



What Can be Done to Improve the Railroad Situation?
(Segment 7)



Segment 8 - CP Interchange Track (switching wye)



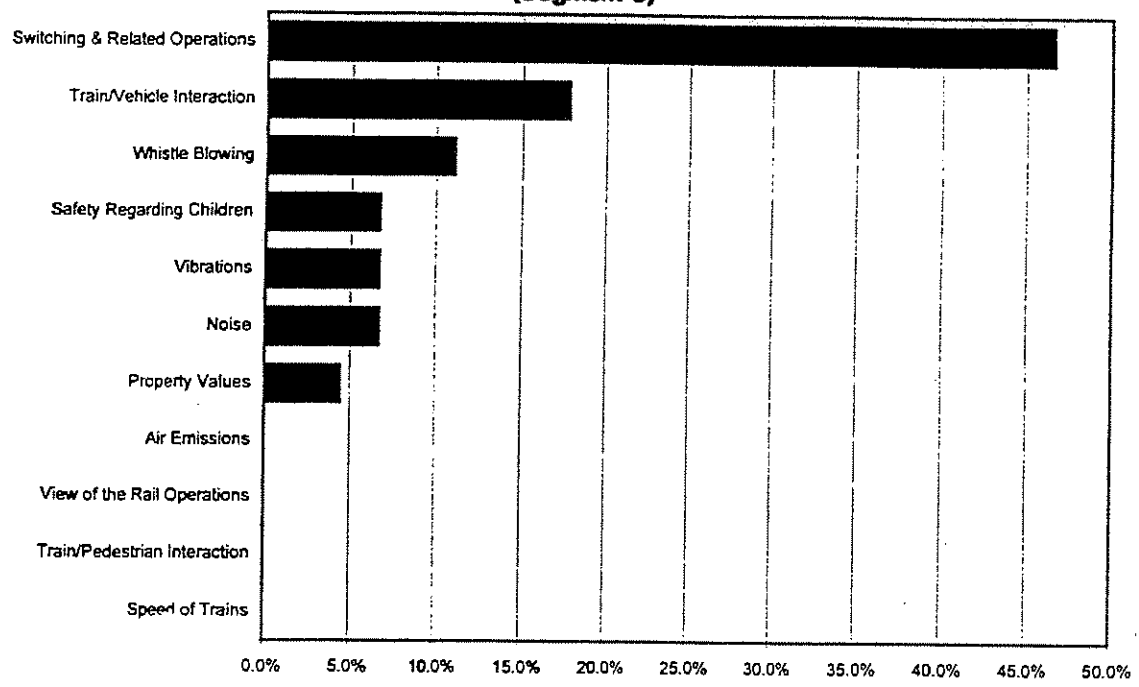
Adjacent Neighborhoods:
Meadowbrook, Brooklawns, and Elmwood

Concerns: The major concern for residents of this region is related to the switching operation. Questionnaire results confirm this conclusion. Residents not only would like to see a new Milwaukee Junction constructed to eliminate the switching operation, but they also would like to see the existing interchange track removed so that it cannot be used in the future.

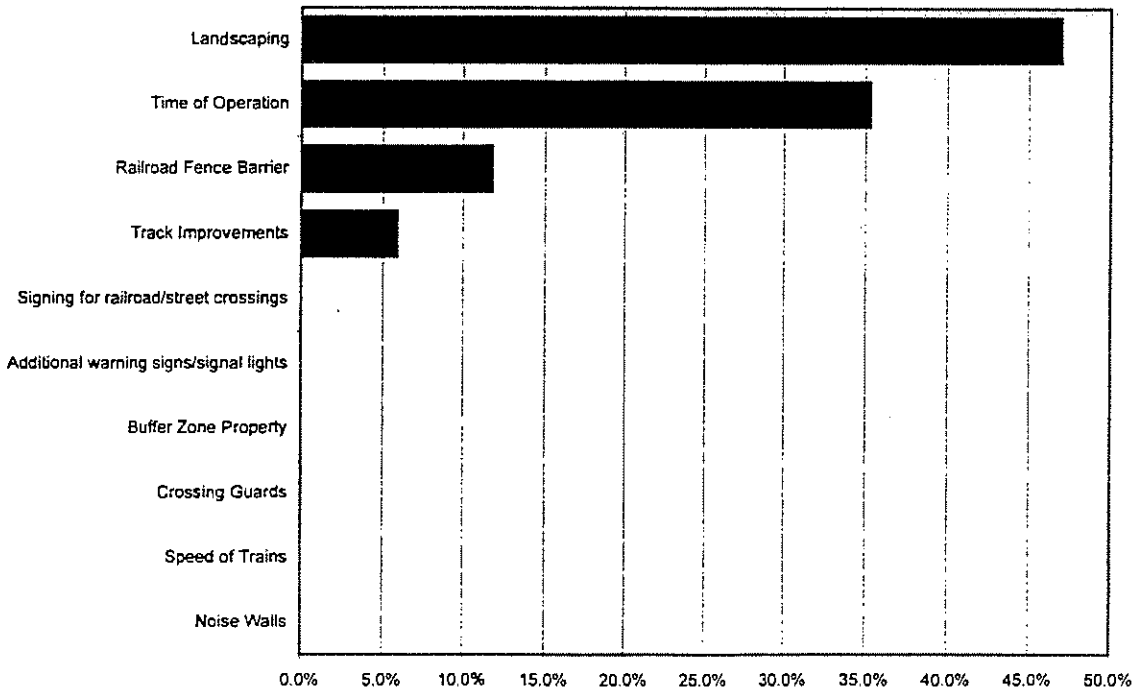
Removal of the track would also eliminate several at-grade crossings. This would therefore improve the train/vehicle interaction problems, strengthen the opportunity for implementing a whistle blowing ordinance, and improve safety in the area. Although railroad land ownership is minimal in the area, vacating easements and the sale of right-of-way parcels could create development opportunities in the area.

Removal of the switching wye would also eliminate the grade crossing at Louisiana Avenue, thereby providing Methodist Hospital with unobstructed emergency access from their facility to the north.

What Elements of Railway Operations Impact Your Lifestyle?
(Segment 8)



What Can be Done to Improve the Railroad Situation?
(Segment 8)



Railroad Task Force

The impact of the potential train rerouting was presented in very rough format at the September 12, 1996 meeting. Many residents could see that it was in their best interest to further study the situation. Several leaders from the affected neighborhoods banded together into a group that later became known as the "Railroad Task Force." Shortly after the meeting, Council officially recognized the Task Force and established objectives and ground rules for the group.

The group held their first meeting on October 8, 1996, shortly after the first public meeting was held. The Railroad Task Force worked closely with city staff and Council initially to research the situation and to identify solutions that they could support. In subsequent meetings, the Task Force prioritized their alternatives and prepared a resident "wish list." The ultimate goal of the group was to ensure that the neighborhood interests were presented to Council.

In a memo presented to City Council dated January 12, 1998, the Railroad Task Force stated their position as follows:

- The Task Force had been investigating the possibility of constructing three new connections: a connection to the BNSF line over the existing right-of-way; a new connection on the Golden Auto Site; and a third new connection in the southwest quadrant of the two CPR tracks. The Task Force stated that if all three were constructed, they expected the following:
    - Traffic to the south would experience the largest increase;
    - Traffic on the BNSF line east of the CP track would also increase by two trains per day;
    - There is a good possibility that the traffic on the north-south track between CP Rail Bass Lake Spur and the BNSF mainline would not increase.
- If the BNSF connection is made, the traffic would increase on the north-south line north of the Milwaukee Junction and on the BNSF track east of the north-south track. The Task Force estimated the cost of noise abatement at $7.8 million for noise walls, berms, landscaping, and rail improvements to counteract the incremental noise increase.

The Task Force stated base conditions for negotiation with the county were as follows:

1. They strongly recommend that no neighborhoods be subjected to increased rail traffic.
2. Remove the "wye" in the Oxford area which is presently being used for switching.
3. Eliminate all train switching activity in the City.
4. Request the Federal Railroad Administration (FRA) inspect the rail trackage and bridges and recommend safety improvements.
5. Review railroad crossings for potential closure.
6. Provide safety arms at all railroad crossings not closed.
7. Remediate the lead on the rail property at the Milwaukee Junction.

The Task Force also stated that if both connections were constructed and the TCWR traffic to St. Paul was routed through St. Louis Park, the additional conditions are:

1. Provide rail line improvements, house sound proofing, noise walls and berms to minimize the noise impact on the residents in the affected neighborhoods.

Recognizing the desire of TCWR for a connection to the south, the Task Force also stated that if this connection were constructed, the additional conditions are:

1. Ensure that no portion of the existing "wye" is used for making the connection.
2. Provide noise abatement measures and rail line improvements to protect the affected neighborhoods.

Based on land availability, the Task Force recommended noise abatement for the affected neighborhoods as follows:

Birchwood:	home sound proofing and one noise wall
Bronx:	home sound proofing
Blackstone:	home sound proofing
Cedarhurst:	noise wall
Lake Forest:	noise barriers
Lenox:	home sound proofing
Sorenson:	home sound proofing

The installation of noise barriers had assumed that the homeowners would be in favor of such a structure. The Task Force did acknowledge the possibility that homeowners may be opposed to such structures. Additionally, the Task Force stated that they had assumed that these steps would be effective, but that it had not yet been determined.

Other points made by the Task Force were as follows:

- All of the funding sources need to be explored.
- They were unaware of any effective method to reduce vibration from passing trains.
- The whistle blowing will not be reduced without closing crossings.
- Any improvement in the rail lines may result in increased train speeds.
- Allowable train speed is determined, in part, by the rail condition rating established by the FRA.
- Noise walls on opposite sides of the track may act as sound reflectors, projecting noise deeper into adjacent neighborhoods.

Although many of the original Railroad Task Force members are no longer able to be contacted, our study team met with the remaining individuals. From our meetings, it was determined that most of the original goals still apply. They did, however, acknowledge that it may not be possible to achieve the goal of no increase in train traffic to any neighborhood. The Railroad Task Force stated that they have revised their goal to state: "minimize the time spent by trains in St. Louis Park."

Adjacent Businesses

A questionnaire was mailed out to commercial and industrial landowners and business operators and owners whose property is adjacent to the railroad tracks within the City of St. Louis Park. A copy of the questionnaire is included in the Questionnaire section in the Appendix.

There are two businesses in the City of St. Louis Park that are presently served by rail:

- **Waste Management:** A recycling industry located on the south side of the CP Rail Bass Lake Spur just west of Highway 100. Served by Canadian Pacific Railway approximately three times per week, generally five to six cars per trip.
- **Robert B. Hill Company:** A salt industry located on the west end of the switching wye track. Served by Canadian Pacific Railway. Owner claims he will receive 52 cars per year, but CPR states that they only deliver one car per year to this business.

Both companies have indicated that the rail service is important to their business and that the current rail operations have a positive value for their companies.

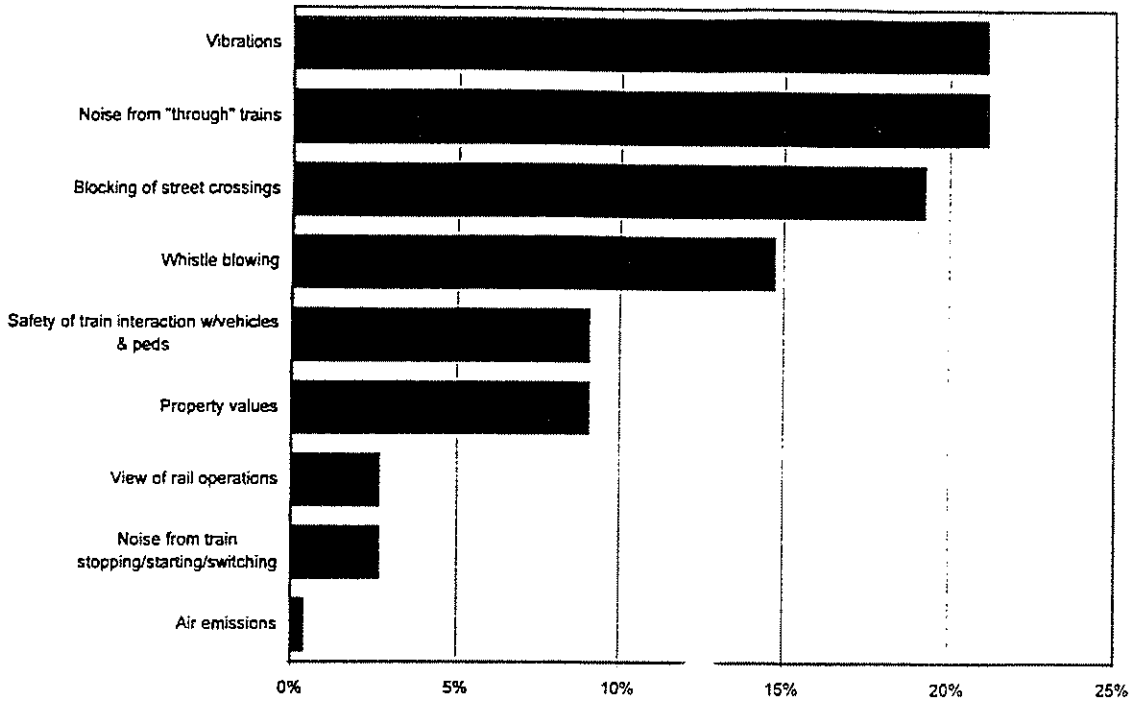
Of the remaining companies who were surveyed:

- None felt that the tracks adjacent to their business presented a positive value;
- 10% were uncertain what value the tracks had on their property or business;
- 33% felt that the tracks have a negative effect on their property or business and that track removal would be beneficial;
- 58% were indifferent, the tracks had no impact on their business or property.

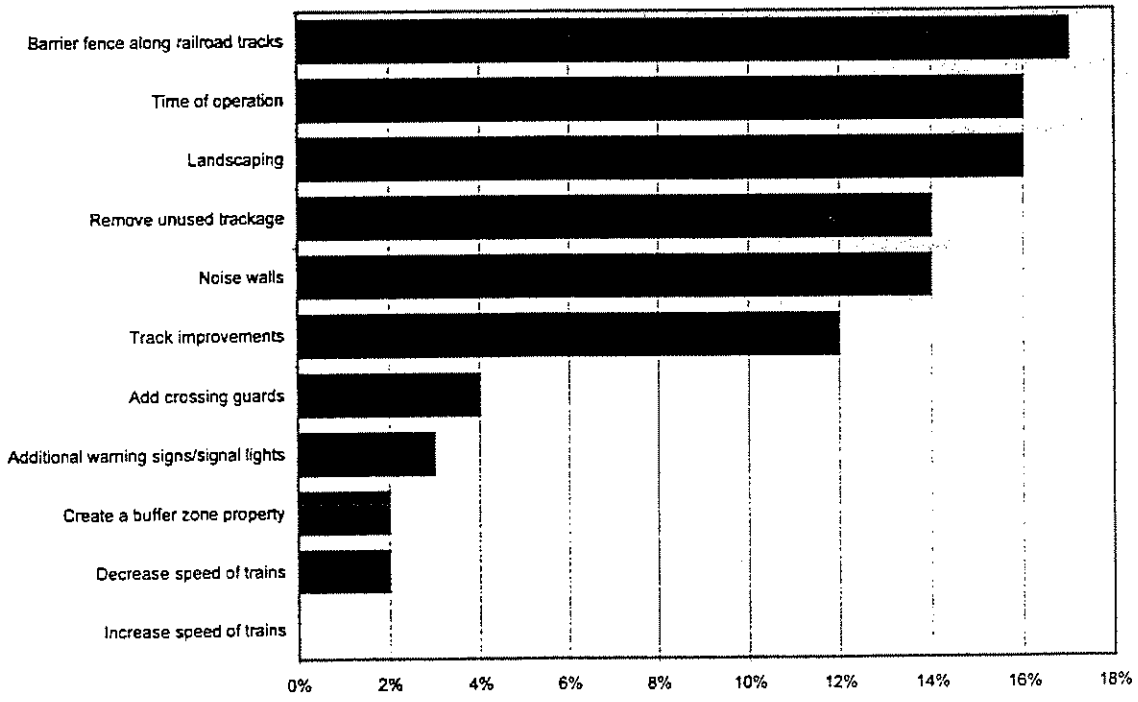
Fifteen percent of the businesses who responded stated that they are no longer served by rail, but had received rail service in the past.

The graphs on the following page represent the responses of the business or property owners to questions that were similar to those asked of the residents. The first question asked, "Which, if any, of the following have impacts on your property or business?" The second graph represents the responses to the question, "From the standpoint of your business, is there anything that can be done to improve the railroad situation?"

Impact of Railroad Operations on Property or Business



Potential Improvements for Railroad Situation



Railroad Companies

Burlington Northern Santa Fe

BNSF is indifferent to whether the TCWR trains to St. Paul enter the BNSF Wayzata Subdivision Mainline form the Kenilworth Corridor or from the CP Rail MNS Spur. However, BNSF is a strong supporter of a connection to the CP Rail MNS Spur. This connection would provide a connection point for IMRL.

The BNSF track within St. Louis Park is in good condition with no at-grade crossings. The current track provides adequate speeds. BNSF is concerned with maintaining room within its right-of-way through St. Louis Park to add a second track if volumes necessitate.

BNSF's whistle blowing position is that they will continue to honor existing "no whistle blowing ordinances" that have been honored in the past, but will not honor new ordinances. This position could change if a federal ruling releases the railroads from liability.

Canadian Pacific Railway

CPR officials have stated that the north-south rail corridor through St. Louis Park is vital to its operation. Even though CPR does not operate on the Kenilworth corridor, they have indicated that they would prefer this route be kept open to avoid congestion on the north south line in St. Louis Park.

The track conditions between Savage and St. Louis Park were said to be adequate for current traffic levels, but CPR indicated that track improvements may be required if traffic levels increase substantially.

CPR supports a new connection between the CP Rail Bass Lake Spur and the CP Rail MNS Spur tracks. They have expressed concern about removing the existing interchange track because they serve a business at the west end of the switching wye. CPR has indicated that a connection on the Golden Auto Site would be a much greater benefit to CPR's operation than a connection in the southwest quadrant. CPR has also indicated that if a new connection were constructed on the Golden Auto Site, additional sidetrack would be required on the east-west line to allow trains to rotate engines.

CPR owns, but does no use the sidetrack in the St. Louis Park/Hopkins/Minnetonka area; therefore, their concerns regarding efforts to relocate current "blocking" areas are primarily financial.

CPR would not be able to honor a "no whistle blowing ordinance" due to the unprotected at-grade crossings along all of their track segments. It is unknown if they would honor an ordinance if improvements were made to protect all crossings. CPR is presently holding discussions with Plymouth and Vadnais Heights regarding whistling policies.

Twin Cities and Western Railroad Company

TCWR has indicated that they are indifferent as to whether they use the Kenilworth or the St. Louis Park alignment to get to St. Paul. Safety of the route is their main concern.

The switching wye is a major obstruction to TCWR traffic, and they are strongly in favor of a new connection. When considering potential new connections from the CP Rail Bass Lake Spur to the CP Rail MNS Spur, TCWR would prefer a connection in the southwest quadrant if the Kenilworth corridor remains open because:

- Market shift of river traffic from Camden to Savage in the future.
- Direct route to haul IMRL corn to the west.

However, if Kenilworth is closed, TCWR would prefer a connection in the northwest quadrant (on the Golden Auto Site) because of the high volume of trains that would have to be routed north through St. Louis Park. If a new connection was constructed, the existing switching wye has no use for TCWR.

TCWR has made efforts to abide by any "no whistle blowing" ordinances that are passed. They have expressed concerns if St. Louis Park were to pass such an ordinance because of the number of unprotected intersections. TCWR has stated that they would do their best to abide by a "no whistle" ordinance, but they would still be forced to blow their whistle at any grade crossings without cross gates.

Having sidetrack available to perform blocking operations and to store cars is essential to TCWR operations. TCWR has however stated that the current locations are used because they are the only ones available. They have stated that the blocking and storing operations could be moved to Glencoe, Minnesota if a rail yard were constructed.

I&M Rail Link

Although the IMRL does not currently operate in St. Louis Park, they are very interested in changes to the city's rail system. IMRL has no interest in the Kenilworth corridor, but has stated that if the corridor were closed, they would want the CP Rail Bass Lake Spur east of the CP Rail MNS Spur to remain for storing and blocking of rail cars in that area.

IMRL has stated that their "right of first refusal" agreement with CPR for the purchase of the north south line through St. Louis Park is important to them. IMRL's primary concern is the construction of a rail connection between the CP Rail MNS Spur and the BNSF mainline. This connection would allow IMRL to exchange cars with BNSF.

IMRL is also interested in the construction of a new connection between the CP Rail Bass Lake Spur and the CP Rail MNS Spur. If a connection were built in the southwest corner, it would provide a direct route for IMRL traffic to the west. A connection on the Golden Auto site would be less desirable.

IMRL's position on "no whistle blowing" ordinances is unknown.

Adjacent Cities

City of Bloomington

City staff was contacted regarding the railroad operations that occur in the City of Bloomington. Staff claimed that to their best recollection, they had not received recent complaints from residents about rail operations. No capital improvement programs are planned for the railroad infrastructure system

City of Edina

City staff indicated that they have received a few calls recently regarding increased train traffic through Edina. It was suggested that these calls might have been generated from articles in the St. Louis Park newspapers regarding increased train traffic in St. Louis Park. Residents were concerned that the increased traffic might also affect them.

City staff also indicated that the through traffic was their primary concern. To the best of their knowledge, there are no sidings off the mainline through Edina. The last large user, GM has terminated their rail service.

Mayor Glenn Smith has indicated an interest in light rail transit or commuter rail with possible stations near the public works shop at 5146 Eden Avenue, and another smaller site near 70th Street on City owned property.

City of Hopkins

The CP Rail Bass Lake Spur is the only operational railroad land in the City of Hopkins. City staff indicated that they are concerned with the constant presence of trains within the city and they would be interested in pursuing alternatives that would minimize rail car storage and the total time spent by trains through the city.

Hopkins city staff is also concerned about the use of the side tracks within their city for "blocking" trains. In May 1997, Hopkins City Council passed a resolution that expressed opposition to moving train switching operations into Hopkins from St. Louis Park. The resolution was a response to a resolution passed in St. Louis Park that recommended moving the blocking operations into Hopkins.

In a recent meeting, however, the City of Hopkins staff indicated that they would be interested in developing a trilateral plan with Minnetonka and St. Louis Park to locate the switching in the most non-disruptive locations.

Similar to St. Louis Park and Minnetonka, the City of Hopkins indicated that their biggest concerns are impacts of noise generated from the blocking process in residential areas, blocking of street intersections, and views of the railroad operations resulting from trains left to sit for extended periods of time. Staff indicated that they have received noise complaints from residents in apartments near Blake Road from blocking operations.

City of Minneapolis - Kenwood Neighborhood
Residents of the Kenwood Neighborhood would like to see the Kenilworth corridor closed to freight rail traffic. State Legislators and County Officials have told Kenwood residents that the freight rail traffic through the Kenilworth corridor is temporary.

The use of the Kenilworth corridor is through traffic. Occasionally, TCWR trains are forced to wait for clearance onto the BNSF mainline, but TCWR reports that they have had to wait only occasionally and typically for durations less than one hour. Trains do not block intersections when they are waiting for clearance.

City of Minnetonka
The CP Rail Bass Lake Spur ends and TCWR track ownership begins near I-494 in the City of Minnetonka. TCWR uses the side tracking near Dominick Road in Minnetonka to perform its blocking operation and to store cars.

The number one concern of residents in the City of Minnetonka is the loud blocking operation, especially when performed during normal sleeping hours. Other concerns are trains blocking Dominick Road during the switching operation, whistle blowing, and rail cars stored that obstruct views of Shady Oak Lake for extended periods of time.

The City of Minnetonka had been discussing adopting an ordinance banning whistle blowing. It was determined that if such an ordinance had been passed, BNSF would not abide by the ordinance, and TCWR operators have stated that they will attempt to follow the ordinance. Plans to implement the ordinance have been put on hold until more information becomes available.

The City of Minnetonka has also participated in the funding of this railroad study to determine what can be done to improve the situation within their city limits. In City Council Study Session held on February 16, 1999, it appeared that Council may be ready to order two studies: the first, an environmental study will be ordered to study the noise and vibration levels associated with the blocking operation near Dominick Road; the second, a feasibility study of an alternative that would move the blocking operation into a predominantly industrial area in Hopkins.

City of Richfield
The future of a track segment is presently being considered for removal in the City of Richfield. As part of the Interstate 35W and Highway 62 reconstruction, the rail bridge over Highway 62 has been evaluated to see if the track segment on the north side of the highway can be eliminated.

If the track segment were closed, it may further eliminate some businesses from rail service, therefore reducing the volume of cargo through St. Louis Park for business service to the south provided by Canadian Pacific Railway.

City of Golden Valley
The north-south CP Rail MNS Spur track crosses I-394 and runs through Golden Valley ultimately reaching the CPR Humboldt Yard near Humboldt Avenue and I-94. TCWR trains use this track segment to reach Camden switching yards. CPR sends two short trains three or four times per week over this segment. The CPR trains serve local businesses.

There are two east-west lines which extend from the north-south track in Golden Valley. One of them, near Golden Valley Road south of Highway 55 is in process of being closed by the railroad.

State and County Governmental Agencies

Minnesota Department of Transportation (MnDOT)
MnDOT Officials have expressed a number of concerns related to the railroad issues in the City of St. Louis Park. These concerns are as follows:

1. Preservation of the rail corridors for the future of commuter rail and LRT.
2. The future of the existing freight rail bridge over Highway 100 (CP Rail Bass Lake Spur), and how to deal with it in the Highway 100 Reconstruction Project. They would prefer to eliminate freight rail traffic on this bridge and be able to construct a less expensive pedestrian or LRT bridge. The reconstruction project is planned for 2005-2006.
3. MnDOT officials have publicly stated that a connection from the east-west CP track to the north-south CP track should be the first priority of the City.
4. Unsignalized railroad/street crossings in St. Louis Park.

The first two concerns represent a conflict of interest. Proposed railroad improvement alternatives will have to be evaluated to preserve existing rail corridors for the future of commuter rail and LRT, and simultaneously provide an efficient bridge solution for the Highway 100 project.

MnDOT has indicated that if an alternative were selected that eliminated or reduced the cost of the Highway 100 project, the cost savings could be passed on to the City of St. Louis Park for railroad mitigation measures. MnDOT also indicated that there are federal funds available to reimburse 80% of the costs of railroad safety guards.

Minnesota Pollution Control Agency (MPCA)
MPCA officials are concerned about the clean-up of the NL/Golden Auto Site. They would support alternatives that, under the pre-development agreement between the City of St. Louis Park and Hennepin County, enable County funds to be used for the clean-up of the contaminated site. In April 1998, the NL/Golden Auto Site was de-listed from the EPA Superfund List.

Hennepin County Regional Rail Authority (HCRRA)
When the 29th Street Corridor was closed at Highway 55, the HCRRA offered to help determine an alternate route for TCWR to St. Paul. Although the Kenilworth corridor was constructed as a temporary route, the HCRRA still maintains a strong interest in defining a long-term route for this traffic.

The HCRRA is also concerned with selecting alternatives that provide for a future LRT route through the City of St. Louis Park. A new rail connection constructed on the Golden Auto Site would require a freight rail crossing of the HCRRA right-of-way that could conflict with the corridor.

The Draft Environmental Impact Statement prepared by the HCRRA indicated that a right-of-way "swap" would be preferred for reasons specified in the LRT sub-section of the Future Projections section in this report.

Hennepin County Economic Development Authority
The Hennepin County E.D.A. is concerned with the redevelopment of the Golden Auto Site. They would support alternatives that use funds set up by Hennepin County taxes and State Legislation to clean up the site to a level that would promote development and increase the tax base of the property.

Hennepin County Environmental Services
The environmental staff at Hennepin County is concerned about the cleanup of the Golden Auto Site. They would support alternatives that, under the pre-development agreement between the City of St. Louis Park and Hennepin County, enable the Environmental Response Funds to be used for the clean-up of the contaminated site.

They are further concerned that the use of the Environmental Response Funds for railroad construction be limited to the NL/Golden Auto Site. Railroad improvements that do not occur on the NL/Golden Auto Site may not be eligible for this funding.

St. Louis Park Municipal Entities

St. Louis Park Emergency Services (Police & Fire)
The blocking of street crossings is the primary concern of the St. Louis Park Police and Fire Departments. These departments would support alternatives that eliminate switching and blocking operations that often result in obstructing intersections for extended time periods.

St. Louis Park Public Works Staff
The Public Works staff is generally concerned with the overall condition and safety of the at-grade street crossings and the rail bridges. They are also concerned about how any future railroad improvements or new construction will be integrated with city's infrastructure.

Meetings were held in June 1997 between the St. Louis Park Public Works staff and MnDOT officials to discuss street crossing improvements. On June 30, 1997, city staff submitted a memo to MnDOT that identified potential improvements for street crossings and bridges in the city. The intersections are enumerated on Figure 6.10 on the following page. Intersection numbers in red refer to the numbers used in the memo submitted by Public Works staff. The numbers in blue represent the corresponding MnDOT intersection inventory numbers. MnDOT's response letter and the Identified Improvements and Railroad-Highway Grade Crossing Data Sheets are included in the Public Works Section in the Appendix.

St. Louis Park School Board

Letters have been written by the St. Louis Park School Board expressing concerns about the at-grade railroad crossing near the high school on Dakota Avenue. The lack of crossing gates present strong concerns over the safety of both vehicles and pedestrians. The disruption generated by passing trains are also a primary concern. Disruptions were attributed to noise, vibrations, and whistle blowing.

Additionally, several individuals have expressed concern about high-school students "riding" the trains for short distances. Because the maneuvers by the trains through St. Louis Park that require starting and stopping, some have apparently hitched rides on the trains. This is extremely dangerous, and the school would like to see these maneuvers eliminated and have through traffic only.

Other Potentially Affected Interests

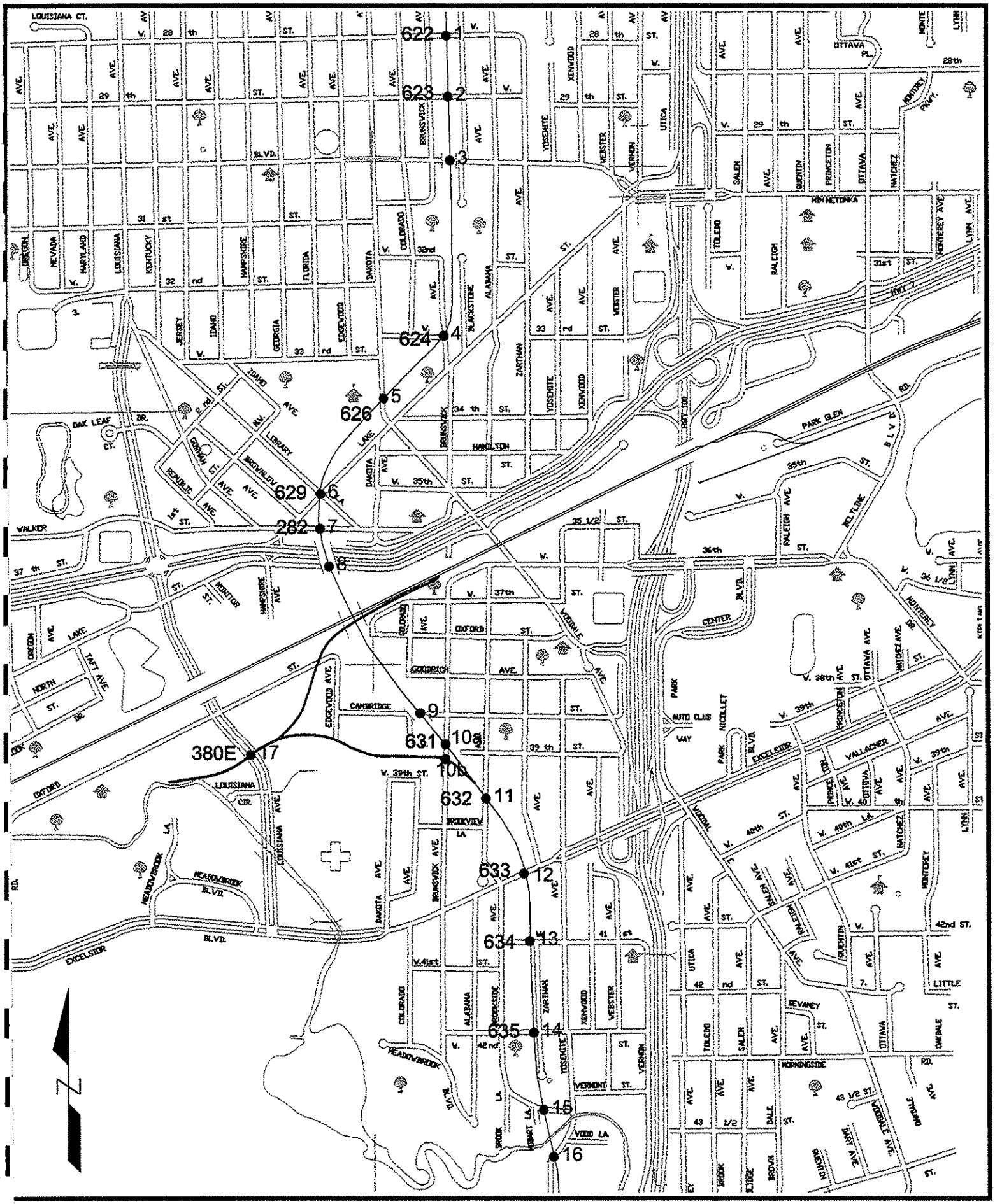
Methodist Hospital

The primary concern of Methodist Hospital is the blocking of street intersections by trains throughout the city. Delays of emergency vehicles caused by waiting for passing trains can be life threatening. The main intersection that has caused the most concern is the CP Interchange track crossing of Louisiana Avenue. This street provides the main route to the north from the hospital. The crossing is blocked during the switching process from the east-west track to the north-south track. This street crossing could be eliminated if the switching wye were removed.

A secondary concern of Methodist Hospital is the parking availability. The hospital currently has a lease to use portions of the Golden Auto Site for parking. If this site is developed, Methodist will need to find an alternate parking location. Removal of the switching wye may free up some land for parking.

Golden Property Owners

Owners of the Golden Auto Site property are concerned about using the funds established by Hennepin County to remediate the property. It is unclear at this time how the property owners feel about alternatives that allow these funds to be used for clean-up purposes.



STREET INTERSECTIONS AND IDENTIFICATION

FIGURE 6.10

NL/Golden Auto Site Redevelopment

NL/Golden Auto Site Redevelopment

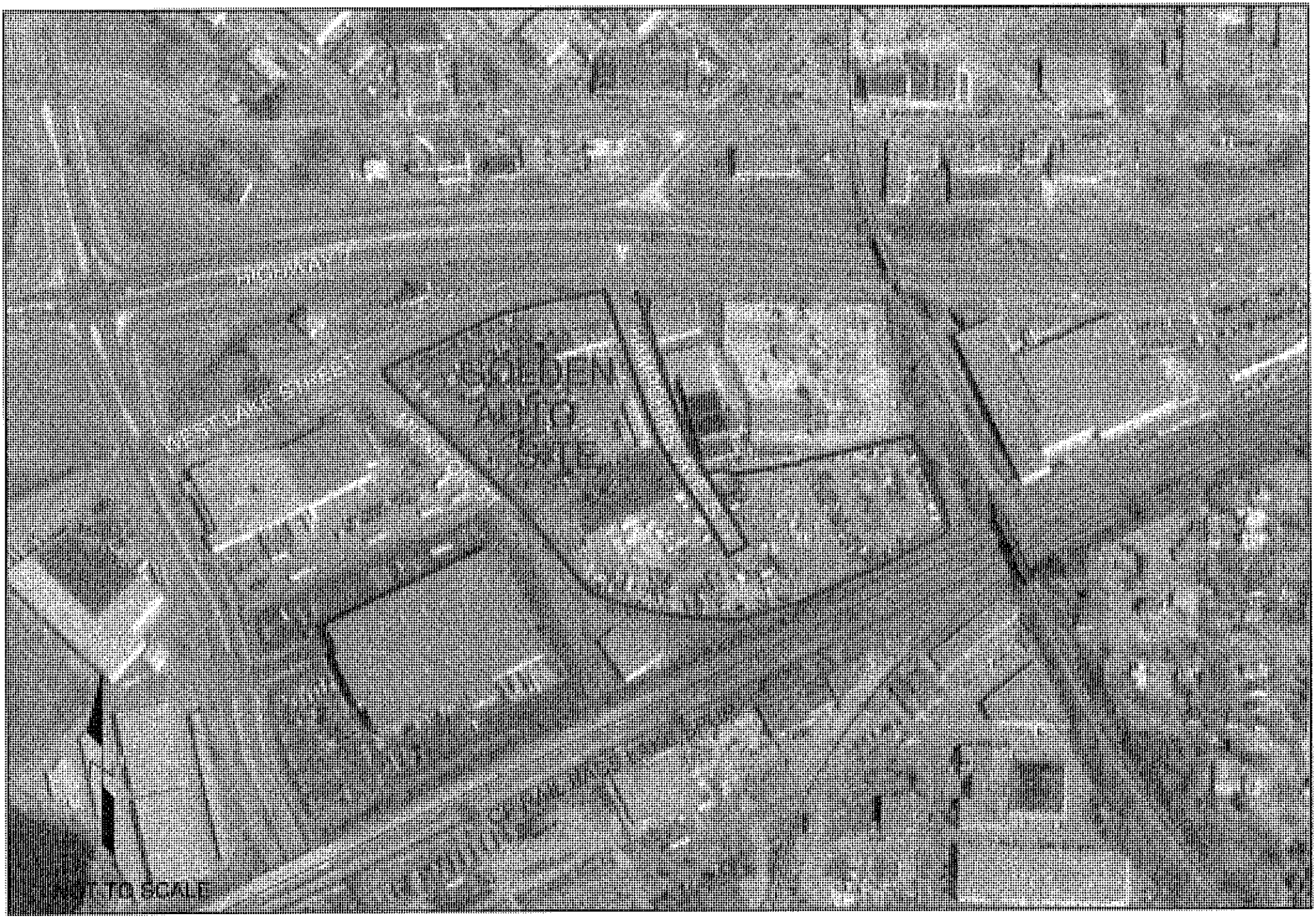
The Project Manager's role in this study is to complete the following items that will help determine the economic and physical redevelopment opportunities and constraints of the NL/Golden Auto Site (see Figure 7.1):

1. Consolidate and summarize existing environmental and design development studies that have been prepared for the Golden Auto Site;
2. Evaluate the possible impact of a railroad connection on the site from the east-west line to the north. Layout the property that will be needed for this connection project;
3. Develop topographic and environmental surveys of the property including property appraisals;
4. Complete Phase 1 and Phase 2 environmental assessments, as needed.
5. Layout the steps and schedule that must be followed to secure development on the NL/Golden Site, including an evaluation of the alternatives that could lead to eliminating the long-term lease that Methodist Hospital has for parking use.

Constraint Analysis

Collectively, the material in this section accomplishes a portion of the work described above, and suggests a plan to move forward. The following Constraint Analysis summarizes the material that is available at this time, and outlines a process and schedule to accomplish approval of a proposed development.

1. Material that is available for this site and comments about usage for future development layouts on the site.
   a. Survey of the site > Dated 3/22/89 by Schoell-Madsen; includes topography and boundary.
      - This could be used for preliminary development schemes.
      - Could be used for a preliminary submittal of a development proposal, but a new boundary and topography would be required to verify accuracy of current conditions.
   b. As-Built Plans for utilities available near this site.
      - Plans are available for water, sanitary sewer and storm sewer.
      - Gas Line services that come into the site.
   c. PUD Development Plans including site plans for a retail shopping center. No allowance has been made for the railroad connection.
      - Preliminary plat for a Robert Larsen development for the site dated 5/24/89 (commercial project); submitted in June 1989
      - Grading, drainage, and erosion control plan
      - Landscape architecture plan
      - Preliminary water, sanitary sewer plans



RLK

GOLDEN AUTO SITE

FIGURE
7.1

- Preliminary lighting plans for the site development
- Preliminary floor plans for the buildings
- Building elevations by the architect
- Boundary and topography survey by Schoell-Madsen
- Development plans by Westwood Professional Services; architecture by Shea Architects

d. Planning Concepts completed in 1997 by Westwood Professional Services. for the NL/Golden site that incorporate the railroad connection to the north and allows room for a couple of development parcels. [Existing conditions map and three layouts.]

e. Environmental – Braun Intertec has completed work for MnDOT on the de-listing including recommendations for soil borings, soil samples and analyses.
   - Braun was retained by MnDOT to develop a site action plan (see the appendix).
   - They prepared a report dated 8-21-96 that evaluated the existing sources of data for the presence of lead contamination on the site. Purpose of the plan is to provide confirmation of soil chemistry so that the site near the rail can be delisted from the National Priorities List (NPL) and the Minnesota Permanent List of Priorities (PLP). This is necessary so that this portion of the site can be used to construct a rail connection from the east–west rail line to the north – south rail line. This report is included in the appendix to this report. Scott Reed of MnDOT is the key official related to this work.
   - Federal de-listing from the National Superfund list occurred in 1998;
   - No known formal Phase 1 or Phase 2 studies have been completed;
   - Barr Engineering prepared a site investigation report for the MPCA that went to Doug Robohm in 1997–1998 Annual Report on the NL/Taracorp/Golden site. This report is contained in the appendix to this report. It was prepared to summarize groundwater monitoring and maintenance activities that have taken place at the site during 1997. It also lays out the 1998 monitoring and maintenance plan for the site.
   - MPCA policy for contaminated soil cleanup is to institute permanent remedies, which are dependent on the future land use of the property. Remediation plan for the site will have to proceed according to this policy.
   - MPCA has written that the asphalt cap is sufficient for protection of ground water quality. As installed, this cap remains protective of the public health issues and the environment.

f. Traffic studies for the purposes of examining development alternatives.
   - Nothing has been accomplished to date;
   - Based on recent development, and revisions to Highway 7 and Louisiana Avenue, a traffic study should be completed and included with any development options.

g. Zoning considerations.

- What development is permitted under the current Guide and Zoning plans?
- Highest and Best Land Use development concepts need to be developed by the City Planning staff with Pro Forma. Probable – Office/Warehouse.
- The City may wish to select a developer to prepare market driven concepts and lead the development studies.

h. Additional Site considerations.
   - Methodist Hospital has parking leases on the property that extend beyond the year 2010. They have completed parking lot improvements for their needs and currently run a shuttle service to the Hospital on Excelsior Blvd. from the parking lot. This will need to be closely examined and considered as we look at any development concept.
   - Site has been de-listed. This takes the EPA out of the picture when it comes to site acquisition and development. The next step is to enter the site into the Voluntary Investigation and Clean-up program (VIC). Within the VIC program, the steps are to first develop a site plan, then a coordinate a remediation plan with the MPCA.
   - Soils for development – there are pockets of poor soil locations on this site. Borings for structural purposes will need to be taken during the planning process.
   - Examine to NSP sub-station adjacent to the NL/Golden Auto Site to determine the impacts.

2. Planning for the Site Development process – steps to follow
   a. Retain an environmental consultant to assist in a remediation plan for the site. A model development plan using an industrial/office plan will be prepared. Use of a portion of the site for the rail connection will be included in the use of the land of the NL site. The consultant selected will need to be able to work with the MPCA and the VIC program. (See the following Environmental Study Scope of Services section)
   b. Soils will have to be studied thoroughly. Possibly we can carve out a plan that allows the placement of contaminated soils from the site during the development process in the base of the railroad connection structure.
   c. Involvement in the VIC Program should be initiated once the rail connection decision has been made. A preliminary development plan is needed for the complete site development process. This plan needs to have the railroad connection shown as part of the development proposal.
   d. The MPCA Voluntary Investigation and Cleanup (VIC) Guidance Document #1 is included in the appendix of this report.
   e. Meet with Methodist Hospital to discuss alternatives that could release their long term parking lease on the property.
   f. Communication and involvement with the Golden family representatives should be initiated early in the redevelopment process.

Environmental Study Scope of Services

The following Scope of Services is intended to be used directly to seek proposals from environmental consultant firms to assist the City and the project manager with the redevelopment study for the NL/Golden Auto Site. The list of services has been compiled through meetings with qualified environmental consultants to gain their feedback on specific efforts and requirements that will be needed to prepare the redevelopment study for the city:

The Hennepin County Environmental Services staff have reviewed the following Scope of Services and find that it is consistent with the typical industry standard approach. They further recommend that the completion of a Phase I Environmental Site Assessment (ESA) be the first step in the process.

(1) Work with the MPCA on the application of the Voluntary Investigation and Cleanup Program (VIC) to the NL/Golden site. Consult with the City staff and City Attorney relative to liability assurances available to the City under the Minnesota Land Recycling Act and Amendments.

(2) Prepare a Phase One Environmental Site Assessment consistent with ASTM Standard and MPCA VIC Program Guidance.

(3) Meet and receive input from the City and MPCA staff. Prepare a Phase Two Work Plan and report for the site as required.

(4) Prepare a VIC Phase II Environmental Site Assessment Work Plan that will evaluate areas that will be disturbed during development activities on the site. Prepare a Phase Two Investigation. The Work Plan shall be done in a manner to gain the approval of the MPCA VIC program.

(5) After consultation with the City regarding the Proposed Development Plan for the site, and coordinating our activities with the MPCA VIC program staff, develop a Response Action Plan that achieves the degree of environmental control necessary to obtain the desired assurance and approval from the MPCA. If necessary, conduct a focused feasibility study to assist in the selection of response action alternatives including cost estimates. In general, the Response Action Plan should be protective of human health and the environment while maximizing on-site management of contaminated materials consistent with site development plans.

(6) In conjunction with the development of the Remedial Action Plan, develop a Site Safety and Contingency Plan for construction activities that meets applicable Occupational Safety and Health Administration regulations.

(7) Review the groundwater monitoring and maintenance activities planned for the site in 1999. Recommend locations and construction specifications for replacing

the existing monitoring well network for the site, if required by development and the MPCA. Recommend an ongoing groundwater monitoring and site maintenance plan for the site upon completion of the development project.

(8) Prepare a soil boring plan that can be used for structural building purposes. These borings and site study will be used to locate the foundation and structures properly on the site with minimal excavation and grading of the existing soils.

(9) Work with the civil engineer on the railroad embankment design to assure soil stability and proper soil engineering. If possible, this design will include the elements of the site mitigation commented on in item #4. It is expected that the MPCA will allow contaminated soil excavated from the site to be placed in the base of the railroad embankment. The environmental consultant will be responsible for coordinating this element of approval with the MPCA.

(10) Provide soil testing and site expertise relative to the soil engineering decisions that are made during the grading and excavation process of the railroad embankment project and the site redevelopment project.

(11) Be responsible for the interaction between the MPCA and the City on all aspects of the site remediation construction plan. Additionally, assist the Civil Engineer on dust monitoring, air monitoring and stormwater control that may be needed as components of the site remediation construction details.

(12) Prepare a Response Action Implementation Report following construction that documents the response action plan activities, summarizes all environmental monitoring and related construction activities. Obtain MPCA VIC program approval of the implementation report.

Identification of Alternatives

Identification of Alternatives

This section includes a summary of the options that could be considered short-term alternatives for a railroad improvement plan. In many cases, the City does not have the authority to simply select an option and act on it directly. Therefore, classifying these items as alternatives may be a bit of a misnomer. The City does, however, have an important voice in determining the outcome of revisions to the existing railroad infrastructure, and in many cases has a great deal of leverage that could be used to persuade decisions that may initially appear to be beyond the authority of the City. Consequently, each of these options must be viewed as viable options that can either be encouraged or discouraged through a variety of means.

The discussion of the options in this section has four components:

1. **Description of the Alternatives:** includes descriptions and cost estimates for each alternative. These estimates are conceptual based on minimal analysis with some input from the railroad companies. They are intended to provide a relative basis for comparing one option against another. Further detailed design work would be required to improve margin of reliability.

2. **Decision Making Matrix:** documents the apparent views of each of the neighborhood regions as well as the railroad companies regarding the major routing alternatives. The Decision Making Matrix will help the City Council understand how each of the routing options are prioritized by these entities. This matrix can be reduced to a series of decision packages through discussions with the City Council and representatives from the various affected entities.

3. **Scope of Services for Environmental Study of Railroad Mitigation Measures:** presents a Scope of Services for a study that would be used to determine the environmental impacts, such as noise and vibrations, from existing and future rail traffic. The findings would then be compared to applicable local and state noise ordinances. The study would further be used to determine expected reduction in noise or vibration levels from several different mitigation measures. The Surface Transportation Board (STB), a federal agency, will require environmental studies prior to the detailed engineering stages for several of the alternatives. The environmental study that is suggested will be a significant step toward the completion of the required EAW.

4. **Whistle Blowing:** presents information relating to an initiation of a whistle blowing ordinance. There has been a great deal of recent discussion on this topic at the federal, state, and local levels of government. The Whistle Blowing section documents what has been done, what is coming, and what it all means to the City.

Description of the Alternatives

Several options have been addressed by the City through the process of holding neighborhood meetings during the past three years. Each is briefly discussed in this section of the report. All of the estimates include right-of-way acquisition, when appropriate, and include a 30% contingency factor. At this point in the study, these estimates have been prepared without a preliminary engineering plan. Several of the estimates were derived from a cost estimate and funding plan that was prepared for the City Council in January, 1998. RLK has reviewed the information, and where possible, updated the costs. Additionally, three percent has been added to the figures to update the construction unit cost estimates to a 1999 scale. The cost estimates could be refined during an engineering feasibility process.

(1) Construction of a new interconnect from the CP Rail east-west railroad line to the north-south railroad using a portion of the NL/Golden site:

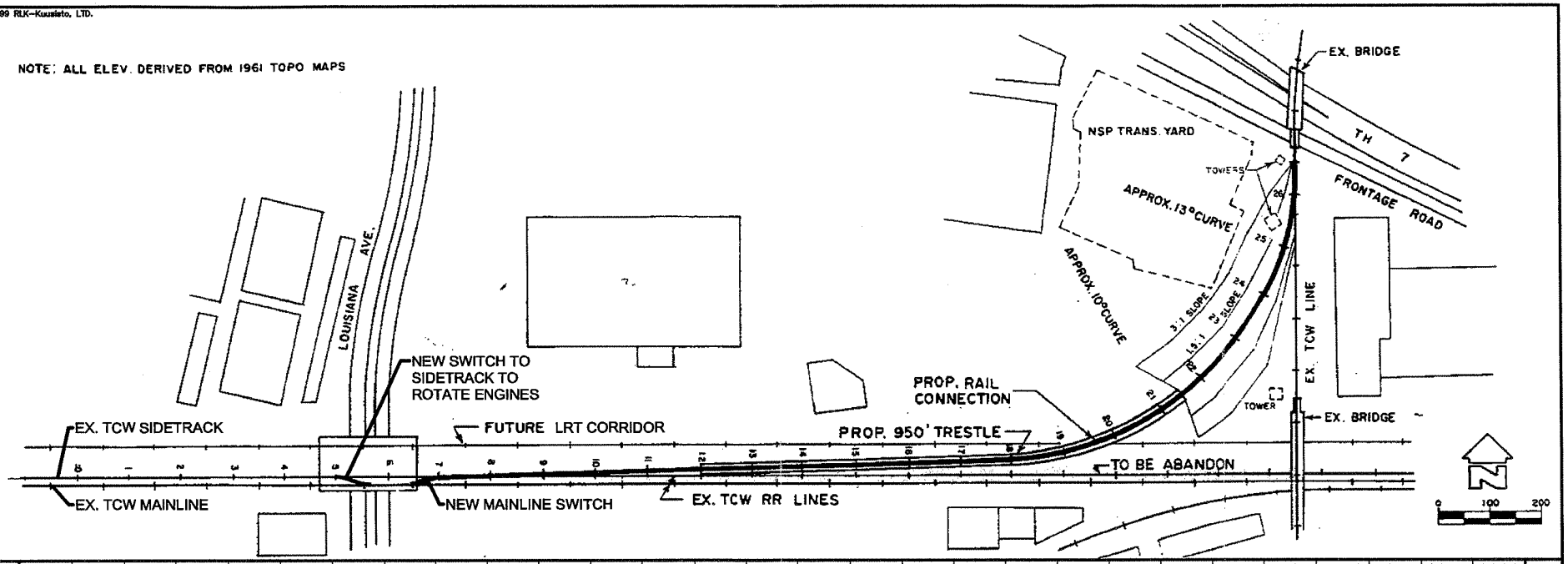
This connection has been a topic of discussion at various levels for the past three years. Constructing this new interconnect has a number of complications, as follows:

- The NL/Golden site is contaminated and full or partial site remediation would be required.
- The location of the HCRRA right-of-way. Currently, CP Rail operates on the south half and HCRRA owns the north half of the overall railroad right-of-way. A right-of-way swap may have to be facilitated to move the CP Rail trackage to the north half and HCRRA to the south half. This would enable the embankment to be constructed without presenting vertical clearance problems associated with crossing the HCRRA right-of-way for future high-speed bus or LRT use.
- Construction of this interconnect would also require sidetrack to be constructed to rotate the engines from one end of the train to the other. This is required for all movements that are not straight through such as east to south or west to north.

Constructing this new interconnect would eliminate the need for the existing "switching wye" (see Option 2). MnDOT commuter rail reports plan to use this interchange for both the Northfield and Norwood/Young America routes. Previous cost estimates have ranged from $1 million to $2 million. These early estimates, however, do not appear to have included moving the heavy rail to the north half of the right-of-way or constructing a bridge structure over the HCRRA right-of-way if the heavy rail were to remain in the south half. Figure 8.1 is a conceptual plan and profile drawing for the connection from the existing heavy rail line in the south half of the right-of-way. Figure 8.2 is a conceptual plan and profile drawing which shows the right-of-way swap. Hennepin County and MnDOT were recently made aware of the rail clearance complications. They expressed a desire for additional engineering studies be prepared to further evaluate the impacts and cost estimates.

Cost Estimate $3,800,000 from existing R.O.W.
or Cost Estimate $2,000,000 with R.O.W. swap

NOTE: ALL ELEV. DERIVED FROM 1961 TOPO MAPS



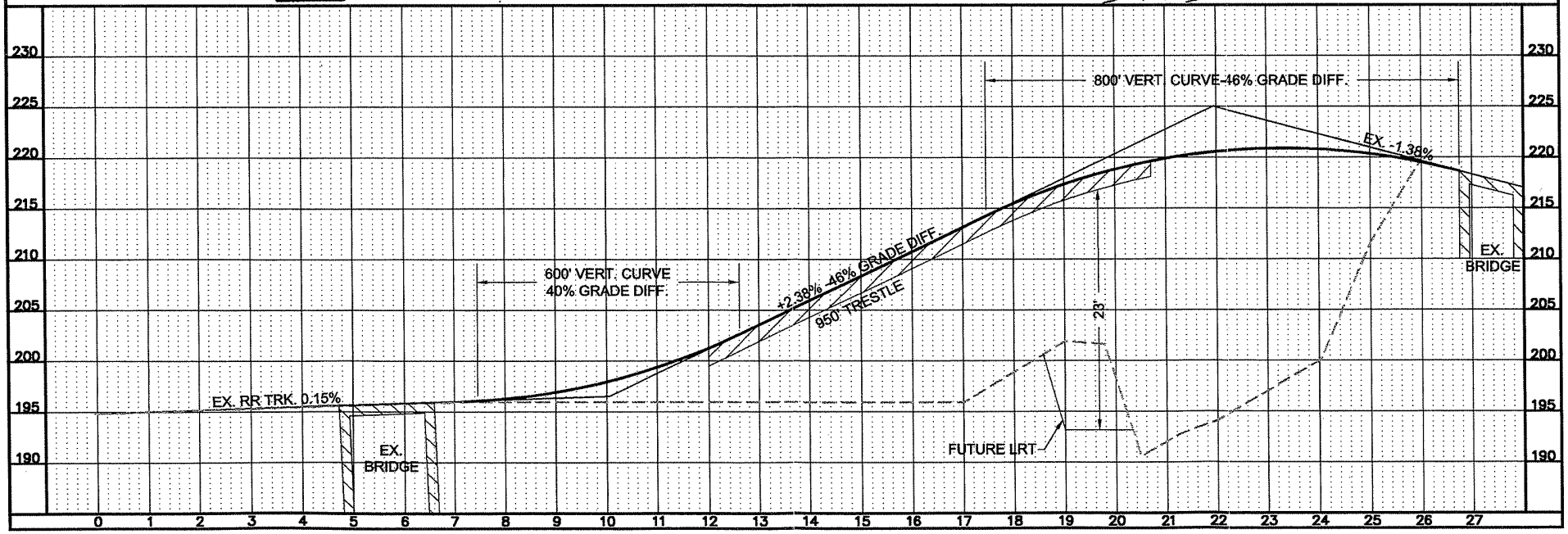


FIGURE 8.1

CONNECTION FROM EXISTING RAIL

OPTION #1

RLK KUUSISTO LTD

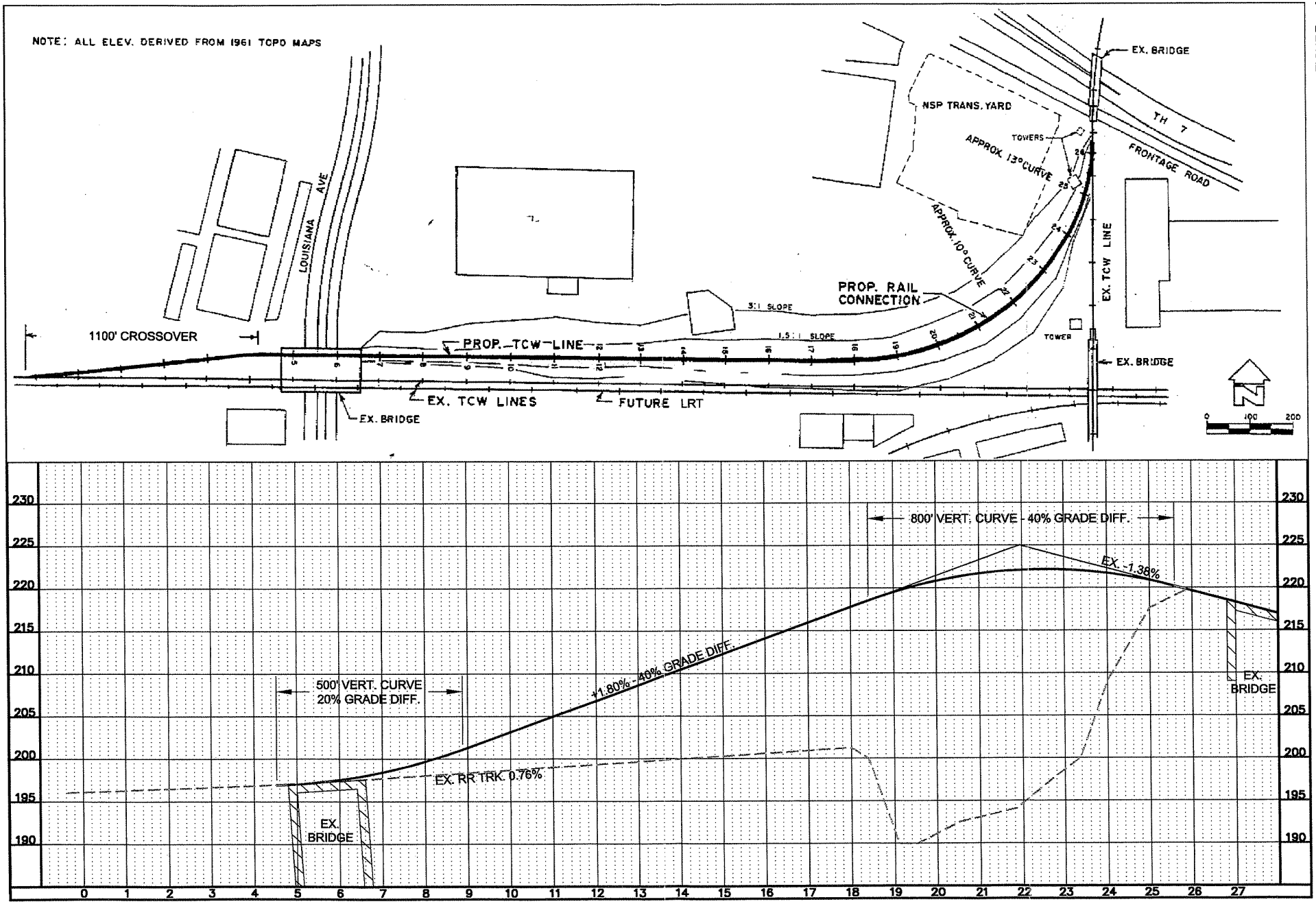


FIGURE 8.2

RIGHT OF WAY SWAP

OPTION #1

RLK ENGINEERING LTD

(2) Construction of a new interconnect to the south from the CP Rail east-west railroad line:

This connection is also being considered because it avoids two of the difficulties presented in Option 1. It would not require remediation of the NL/Golden site, and would not conflict with the HCRRA right-of-way. This alternative, however, would require property acquisition, and does have potential adverse effects on the businesses and residents in the vicinity. Although this interconnect would make it possible to eliminate the "switching wye", it would not facilitate the through movement from the east-west CP Rail track to the north that MnDOT has indicated as its route for commuter rail traffic from Norwood/Young America. With this option, however, the Norwood/Young America commuter rail traffic could use the Kenilworth corridor. TCWR's future rail traffic will increase south to Savage, and their traffic to the north to Camden will eventually cease. Therefore, they prefer this connection to Option #1 above. This alternative is illustrated in Figure 8.3.

Cost Estimate $1,800,000

(3) Reconstruct the rail connection from the CP Rail at the BNSF rail line (iron triangle):

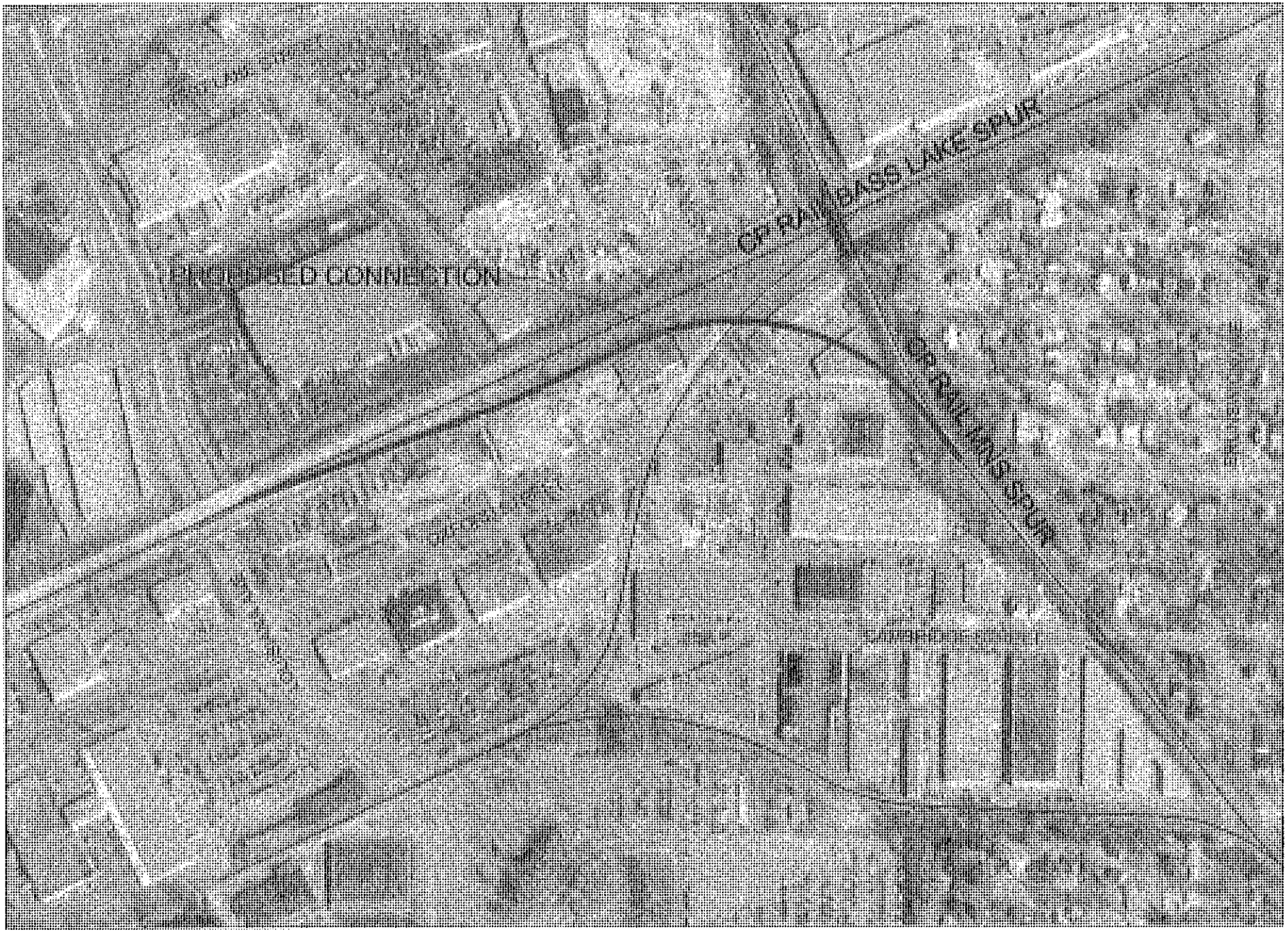
Land is available for this construction; in fact, CP Rail still owns the right-of-way parcel and the original railroad embankment remains in place. It may be possible to reduce the radius of the interchange, thereby increasing the distance between the track and the adjacent residential properties. However, grade differences and the degree of curvature need to be further analyzed to verify this possibility. Embankment for a new alignment would increase in cost. This connection is shown in Figure 8.4.

Cost Estimate $300,000 Existing Alignment
or Cost Estimate $400,000 Tighter Radius

(4) Removal of the interchange track "switching wye" in Elmwood/Oxford area:

In this area of the City, many consider this to be one of the most important improvement items. It is specifically mentioned in the bill that was passed by the State Legislature. It includes the removal of the railroad tracks that are used to switch trains between the east-west CP Rail and the north-south CP Rail tracks. There is an elevation difference between of approximately 20 feet between these two tracks. The existing wye shaped track arrangement provides the railroads an opportunity to move cars through the interchange track in segments of 15 cars at a time. In order to remove the rail, a direct connection between the tracks needs to be constructed. The existing switching wye track and associated right-of-way is illustrated in Figure 8.5.

Cost Estimate $200,000



NEW INTERCONNECT TO THE SOUTH

OPTION 2

FIGURE 8.3

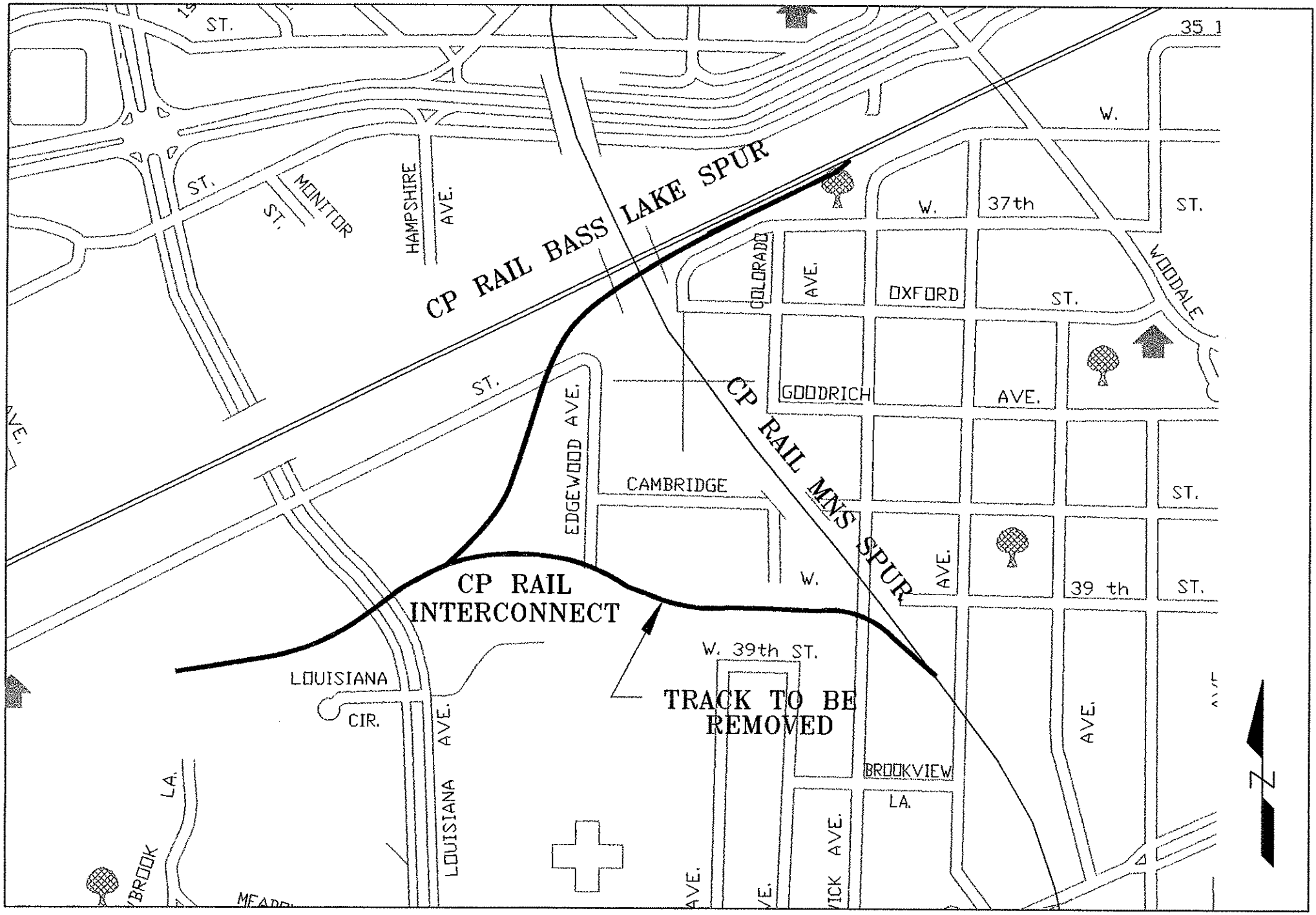
RLK

RECONSTRUCTION OF INTERCONNECT

OPTION 3

FIGURE

8.4



RLK

POTENTIAL TRACK REMOVAL

OPTION 4

FIGURE 8.5

(5) Move blocking operations away from residential areas:

Three options have been identified as potential locations for TC&W to perform their blocking operations outside of residential areas:

a) The first location is the segment roughly between 5th Avenue and Shady Oak Road in Hopkins (See Figure 8.6). This option requires installation of two switches.
b) The second option is to move the operations further west into the industrial area near the city boundary of Minnetonka/Eden Prairie beyond the residential areas near Dominick Road in Minnetonka (See Figure 8.7). This option requires installation of two switches and approximately 4800 feet of sidetrack.
c) The final option is to construct a switching yard in Glencoe, Minnesota, the headquarters of the TCWR. The cost estimate for this alternative was given by TCWR and was said to include land acquisition and construction of a new four track segment arrangement.

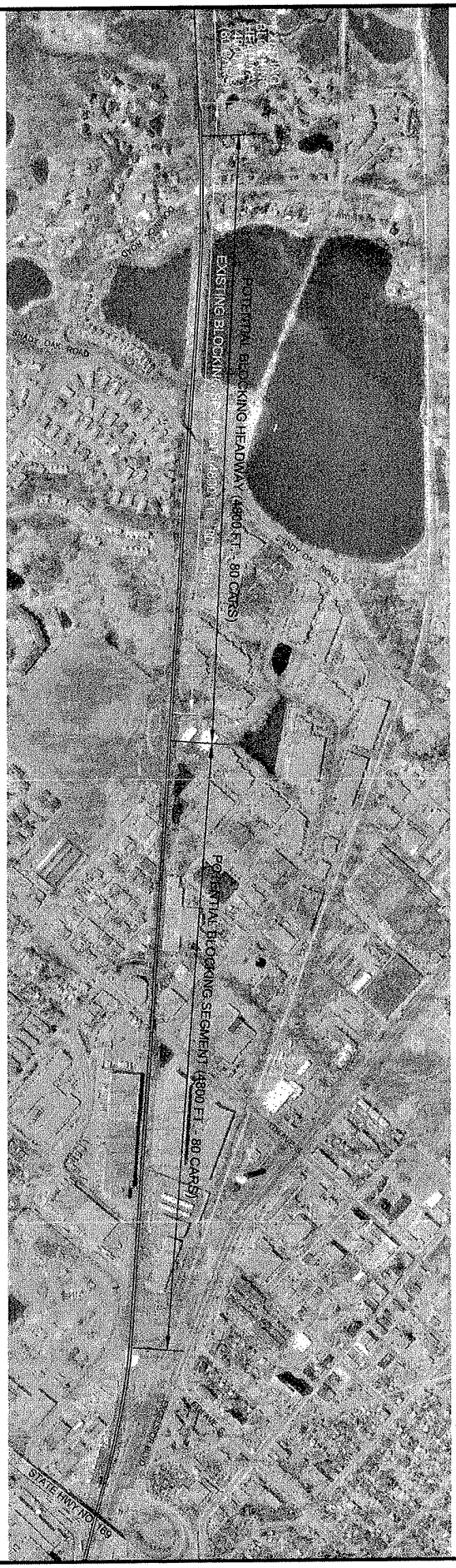
TCWR currently uses three locations in the St. Louis Park/Hopkins/Minnetonka area to block their trains. Choosing either or both locations a) and b) will not necessarily eliminate the blocking completely from the residential areas. TCWR has indicated that they could sign an agreement that would specify a new location as the preferred blocking location, but it is difficult to determine how effective or how to enforce such an agreement. Construction of a new switching yard in Glencoe would eliminate TCWR's blocking operations completely from the St. Louis Park/Hopkins/ Minnetonka area, and could greatly reduce the storage of rail cars in the area. Further work on these options will need to be closely coordinated with TCWR and CP Rail.

Cost Estimate $200,000 in Hopkins
or Cost Estimate $450,000 in Minnetonka
or Cost Estimate $750,000 in Glencoe

(6) Rail improvements of the north-south track:

The CP Rail MNS Spur north-south corridor is Class 1 rail through the entire City. This is the lowest classification for track. The railroads claim this is adequate for the current traffic volumes. Although this rating limits trains to speeds below 10 mph, the jointed rail is believed to increase noise and vibration levels. Adjacent residents would like the track to be upgraded to a seamless track to reduce noise and vibration levels. Further research is required to determine the effectiveness of such an improvement, and is included in the Scope of Services for an environmental study of Railroad Mitigation Measures. These improvements should also be coordinated with MnDOT and the Federal Railroad Authority. This cost estimate does not include any upgrading of bridges along the route.

Cost Estimate $2,350,000



NOT TO SCALE

RLK ROUNDING LTD

POTENTIAL BLOCKING LOCATION

HOPKINS AREA

FIGURE 8.6

NOT TO SCALE

RLK ENGINEERING LTD.

POTENTIAL BLOCKING LOCATION

WEST OF I-494

FIGURE 8.7

(7) Upgrade Street Crossings/Street closures:

MnDOT's completed a review of the street crossings in St. Louis Park. Their recommendation was for eight intersections be upgraded with new railroad signals electrically operated and outfitted with crossing arms. Additionally, the new crossing improvements include street reconstruction and new crossing pads. Refer to Figure 6.10 and copy of the MnDOT report in the Public Works section of the Appendix. Coordinating upgrades with anticipated FRA standards is an important component. Doing so will allow the City to implement on a "whistle blowing" ordinance in the future. MnDOT also identified five street crossings that should be closed as part of an overall intersection improvement project. Specific locations need to be further researched in the engineering feasibility reports including discussions with police and fire departments, public works staff and the neighborhood residents.

Cost Estimate $1,250,000 Upgrade Crossings
and Cost Estimate $250,000 Street Closures

(8) Landscaping and Berming:

Constructing berms and landscaping efforts have been identified for aesthetic and noise mitigation efforts at several locations along the railroad right-of-ways where adequate elevation and setback is available.

Cost Estimate $500,000

(9) Soundproofing and Noise Walls:

Cost estimates for a sound proofing of homes and construction of strategically placed noise walls were prepared by city staff and members of the Railroad Task Force. Their recommendations included soundproofing for 245 residences, and 3,500 lineal feet of noise walls. Further research is required to determine effectiveness of these improvements and to verify cost estimates. These elements are included in the Scope of Services for an environmental study of Railroad Mitigation Measures.

Cost Estimate $7,000,000

(10) NL/Golden site acquisition/Site remediation including property identified for a potential railroad interconnect:

The site has been de-listed at the federal level. MPCA needs to be involved through the VIC program and clean-up process. The cost estimate assumes that paving the site for development purposes will provide the impermeable cap that is an expected requirement. This cost will be borne by the development activities. It is further assumed that the excavated contaminated material could be placed in the fill for the railroad embankment for the northwest connection described in Option #1.

Cost Estimate $4,000,000 Site Acquisition
and Cost Estimate $500,000 Site Remediation

Total Cost Estimate for all options 1 through 10>> **Cost Estimate $18,000,000 to $20,045,000**

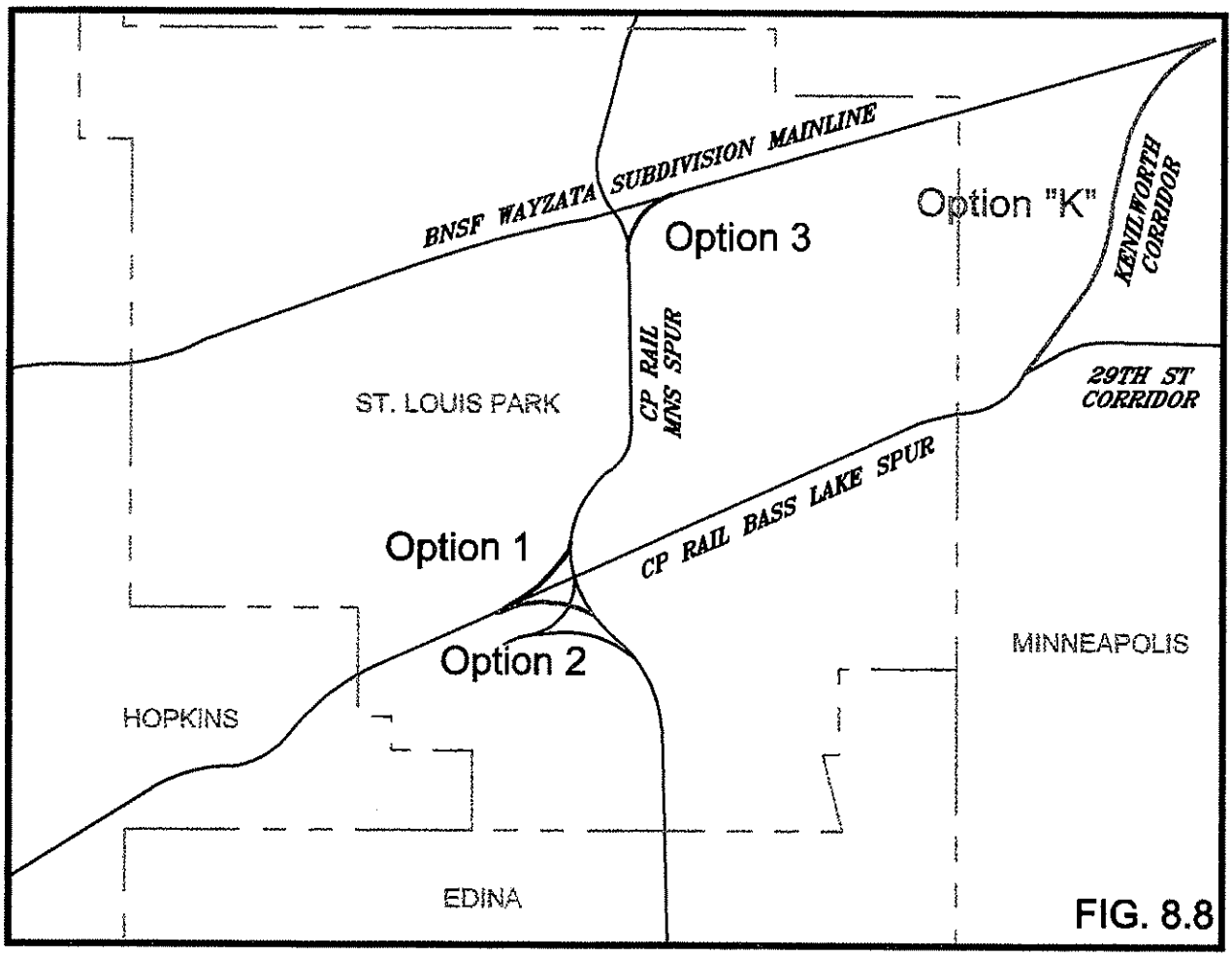


FIG. 8.8

Decision Making Matrix

Connection Options	SLP Neighborhoods (By Segment)								Mpls.– Kenwood	Railroad Companies
	1	2	3	4	5	6	7	8		
1 & K		3		3	1			1		6
2 & K	NOT IMPACTED	1	NOT IMPACTED	1		NOT IMPACTED		3		5
1 & 3					2		1		1	4
2 & 3							2		2	3
1,3,&K					2		3	2	3	4
1,2,&3							2		2	1
1,2,&K		2		2	3			3		2
2,3,&K							3		3	2
1,2,3,&K							3		3	1

The numbers in the chart represent the priority ranking for each connection arrangement alternative. Priority #1 is the preferred choice. Unranked priorities are not in the top three choices. Duplicate priority rankings represent equal rankings of more than one option.

Scope of Services for Railroad Mitigation Measures

The following is a Scope of Services for an environmental consultant to work with the City on the studies associated with the mitigation of the impacts during the implementation of the Railroad Improvement Program:

Note: All work shall be completed in accordance with the most recent version of the MPCA Noise regulations and in accordance with environmental regulations prescribed by the Surface Transportation Board.

(1) Perform noise studies of the use of the CP Interchange track (switching wye) and blocking operations at all three existing blocking locations. Noise measurements should be taken during late-night/early-morning hours coordinated between the consultant and the City. Noise standards established by MPCA and local noise regulations for these hours must also be documented.

(2) Review the noise from a whistle blowing operation and compare with a railroad crossing signal that is FRA approved for a quiet zone. Compare the noise levels from each scenario to determine the effects of the noise level reductions achieved by a whistle-blowing ordinance.

(3) Perform a noise/vibration study on seamless rails and compare to the type of rails in St. Louis Park. Evaluate the cost-benefit of requiring seamless rail applications as part of the railroad improvement program. This study will be performed on through traffic in St. Louis Park and compared with through traffic over seamless rail elsewhere in the Twin Cities metro area. Seamless rail test locations should be at locations providing similar speeds, soil conditions, and topography. Noise measurements will be made at distances from the centerline of the tracks as coordinated with the city staff.

(4) Perform noise analysis studies at several locations along the north-south and east-west railroad of the CP and the BNSF Railroad. Coordinate with the City to select ten locations where railroad operations are present and noise readings are taken three times during the day at distances from the centerline of the tracks that are coordinated with the city staff. Of key importance is to select locations that have unique elevations relative to the tracks so that a variable analysis of noise impacts are studied. Obtain simultaneous background noise level readings for comparison.

(5) Perform a study of the vibration levels that are generated at various distances from the railroad track at locations coordinated with the city staff. Comparisons must be included information on vibration thresholds to determine the potential structural and environmental impacts of the observed vibration levels.

(6) Prepare a report that summarizes the studies from steps 1 thru 5 and examines the primary types of railroad operation noise, including but not limited to the following:

- Switching (CP Interchange track in Elmwood/Oxford neighborhoods)
- Acceleration (what effect do various grade elevations have on this noise parameter – suggest appropriate design guidelines for the north connection from the east-west CP railroad)
- Horn (i.e. whistle blowing effects)
- Straight through traffic (how does this compare to the other elements and how does this relate to the distance a residential dwelling is from the track)
- Using the iron triangle connection from the CP Railroad to the BNSF Railroad, analyze the impact of noise from a through train on this connection with and without a noise wall installation.

(7) Work with the City to determine the type of noise mitigation installation that will have the most effective response to the projected noise. Use wood, concrete and modular block walls and earth berms in the analysis. Under what conditions will the various applications have the desirable effect? How far from the noise source do the walls have an effect? Report on what landscaping efforts will contribute to the noise mitigation plan. A frequency analysis will be conducted at all of the above locations/situations.

(8) Comment on the results on item #4 with respect to the applicable noise ordinances that are present in the City and the State ordinances.

(9) Review the impacts of soundproofing on three representative structures adjacent to the railroad tracks. Use two types of residential housing units (defined more specifically by the City's Inspectional Services Department), and a small apartment building. Describe the mitigation results based upon the noise studies performed in item #4 and the expected impact of soundproofing to a structure. Prepare a representative cost estimate for each of the structures included in the analysis.

(10) Sample and prepare an analysis on the impacts of the aromatic conditions associated with the operation of a 30 car train on a representative St. Louis Park railroad track adjacent to residential dwellings. Take samples on one side of the railroad tracks at 50 feet measured from centerline, including 2 samples during train operation plus 2 background samples and one blank. At a minimum VOC analysis will be completed on the samples that are collected. The consultant can suggest to the City additional analyses.

(11) It is necessary to file for approval of the rail revisions, such as the west to north connection across the N.L./Golden Site, with the Surface Transportation Board (STB), a Federal Agency charged with regulating railroads engaged in interstate

commerce. A requirement by the STB to file an application for approval of the rail construction would significantly impact the scope of the environmental services that will be needed. The environmental consultant will work with the City to prepare the appropriate documents to file for approval. This work will be negotiated separately from the scope of services articulated in items 1 through 8 once it is understood the tasks that need to be completed.

[Note: Prior to this filing (if necessary), the City will request a formal opinion from the STB on whether the new rail connections and revisions require STB approval. MnDOT will provide assistance to the City on this effort.]

Whistle Blowing

A great deal of work is in process by the Federal Railroad Authority (FRA) on preparing a federal regulation on whistle blowing procedures. The FRA recently began an EIS of the whistle blowing impacts. A copy of background information on the EIS is included in the Whistle Blowing section of the Appendix.

The City of Coon Rapids has recently engaged in a Pilot Project Train Whistle Ban program. The program is being coordinated through the FRA. The program involves installation supplementary safety measures at three different at-grade intersections along the Burlington Northern Santa Fe Hickley Subdivision mainline. A "quiet zone" will be established along this segment of track when all safety measures have been implemented. Each intersection will and monitored throughout the installation process with video cameras to determine the effectiveness of the safety measures.

The FRA is said to be making efforts to keep the costs minimal for intersection upgrades. The FRA recommendations are expected to be released as early as August of 1999. At this time, the City can begin planning for upgrades that will allow a whistle ban ordinance to be adopted.

If the City chooses to pursue a whistle ban ordinance, a study could be prepared utilizing information available at this time. The FRA may be able to provide information that will allow St. Louis Park to begin improvement efforts immediately.

Appendix

APPENDIX
TABLE OF CONTENTS

Chronology of Events

CHRONOLOGIC SUMMARY
OF
CITY'S FILES

1. **5/6/96:** Resolution 96-73. The SLP City Council says that they are opposed to any additional traffic coming through the SLP north-south line as a result of the 29th St. corridor.
2. **9/5/96:** Interoffice Memo from Scott Reed, MnDOT Hydrogeologist (779-5103) to Michael Spielmann, Consultant Design Engineer – Metro Division, regarding proposed New Milwaukee Junction – National Lead Site Action Plan. Memo includes a 6 step action plan developed by Braun Intertec for the site with an estimated range of time for each task.
3. **9/12/96:** Railroad rerouting proposal. On 9/12/96, City sponsored a neighborhood informational meeting focused on rerouting trains either through SLP or Kenwood. Ken Stevens attended and Reps of CP Rail and TCW were also present. Neighborhood reps (instituted the Task Force) got together to develop a strategy at 10/8/96 mtg
4. **10/4/96:** Letter to a neighborhood leader from MnDOT Commissioner's office. MnDOT's stance on requests of task force. Especially noteworthy is the statement that the removal of all tracks east of the new South Milwaukee Junction would not be possible since they are being used to serve CEPRO and Goodyear Tire.
5. **10/9/96:** Letter to Dee Long from Mark Andrews saying that he had received a copy of a letter from Richard Stehr of MnDOT saying that the timeline for the SLP connection was at least 2 years. Mark goes on to say that an Elmwood Neighborhood newsletter said that the County will be deciding in November on whether or not to construct the SLP spur track. He says this is not true because the County is waiting for the environmental assessment before taking up the matter. Mark says that the County attorney tells him that the County cannot puchase the Superfund site unilaterally and he recommends that the railroads purchase the site; however, he says if RR's are unwilling to buy, MnDOT should purchase.
6. **10/16/96:** Petition written by Lake Forest Neighborhood Association requesting only one of two options to be considered in RR rerouting. The first was continued use of the 29th St Corridor, construction of the new southerly connection, removal of "Y" in SLP move Edgebrook switching to Hopkins industrial area, no construction of northerly connection. The second was to route all traffic through the Kenwood neighborhood with the same conditions as the first option.
7. **10/17/96:** Letter to Senator Allan Spear and Representative Dee Long from Mark Andrew. Mr. Andrew was upset that he received a letter from a St. Louis Park neighborhood leader who told him that delisting the Golden Site may take up to two years and that he strenuously objected to trains through the Kenwood corridor and urged Dee Long and Allan Spear to write legislation that would prevent trains from entering the corridor.
8. **10/28/96:** City staff forwards residents requests to council to support several alternatives developed by the residents.
9. **11/18/96:** Resolution 96-175. The SLP City Council adopted this resolution to rescind the 96-73 Resolution and to adopt a resolution expressing support to the SLP neighborhoods and their identification of acceptable alternatives to the construction of proposed railroad routes. This resolution also included the goal statement of the Task Force and a list of 4 options for routing traffic.
10. **1/97:** Elmwood Neighborhood Newsletter: "Railroad Resolution Moves Train Traffic to Kenwood" says that the City has accepted a proposal from the neighborhood task force to eliminate switching in SLP with no increase in train traffic. Neighborhood leader said that the proposal offered several different alternatives to accomplish this, but the most likely scenario will be to route much of the excess traffic through Kenwood.

11. **1/24/97:** City of Mpls adopts resolution opposing reintroduction of rail traffic to the Kenilworth Corridor in South Mpls.
12. **1/30/97:** Memo to SLP neighborhood representatives from Gail Dorfman regarding railroad construction alternatives. Mayor writes: Dee Long is intending to pass legislation and invisted all interested parties from MnDOT, PCA, CP Rail, Mpls, HCRRA, etc., but SLP was not invited. Mayor and State Senator Steve Kelly attended anyway, and presented the SLP point of view. Option #3 was discussed in with both neighborhoods sharing the burden of the traffic. Dee Long said that she was not receptive to train traffic through Kenwood even on a temporary basis.
13. **2/3/97:** Letter from Dee Long to Mark Andrew: Dee says that she had proposed new legislation in response to earlier Andrews letter, but then he stated opposition to her new legislation at the meeting. She is unclear on expectations and asks for advice.
14. **2/6/97:** A revision to proposed legislation that would maintain the 29th Street Corridor for future use as an LRT corridor.
15. **2/12/97** Neighborhood leaders, Mayor, and city staff met with MnDOT, County, and Jim Rhodes and Steve Kelly
16. **4/3/97:** Tom Stringer of St. Louis Park Public Schools outlines a proposal with major construction items included..
17. **4/17/97:** Kenwood neighborhood meeting held, and people came away feeling that there would be no Kenwood connection.
18. **4/21/97:** Letter from State Senator Steve Kelley to city staff. Kelley updating staff on status of State Legislation that prioritizes the Golden Auto Site as #1 priority.
19. **4/21/97:** CP Rail sells track in Iowa and Southern Minnesota to I&M Rail Link. Also included in the purchase are track rights through SLP
20. **4/24/97:** City and County begin a series of meetings to work toward an agreement that would allocate funds to the City for cleanup of the Golden Auto Site
21. **4/29/97:** Lenox Neighborhood Newsletter. Author writes about the railroad developments and urges residents to show up for the 5/6/97 public meeting because Task Force had hit a snag and needed outside input. Author says that elected officials have pretty much committed to having all the traffic come thru SLP and wants the residents to make a wish list for noise mitigation (crossing arms, seamless tracks, etc.) Author continues on writing the same info quoting Mark Andrews and Bill Drusch as in other neighborhood newsletters sent out around this same time..
22. **5/6/97:** Public Meeting at the high school on railroad issues.
23. **5/8/97:** Senator Kelley's bill passed the Senate floor and will go to conference committee.
24. **5/9/97:** Article in the St. Louis Park Review titled, "Meeting about railroads passionate, inconclusive", by Richard Rainbolt. Says that about 200 people showed up at high school to "discuss, debate, argue, and otherwise influence what trains will do in SLP". Mark Andrews Hennepin County Commissioner was said to have sold out SLP. Senator Steve Kelley said he introduced a bill that requires the City and County to work together before anything can happen. Kelly said that Rep. Dee Long wanted a law that would keep trains out of Kenwood which triggered comments about influences of that upscale neighborhood.
25. **5/20/97:** Resolution 97-59 by the City of Hopkins expressing opposition to moving train switching operations from Edgebrook Park area in SLP to Hopkins.
26. **6/18/97:** MnDOT tells City staff that they would be saving as much as $20 million by rerouting the railroad over Hiawatha.
27. **6/23/97:** Task Force revises goals in part: Intent "all traffic within the City run smoothly and efficiently as "through traffic". This goal was said to have been accomplished by eliminating all types of switching operations within the City while assuring that there is no increase in rail traffic on the North/South route.

28. **7/18/97:** Public works completes its wish list for improvements associated with railroad crossings.
29. **8/14/97:** Tax bill passed that would be dedicated to environmental response fund – 1st priority of this bill is to cleanup NL Site. County agreed to implement tax, City & County now need to meet on agreement.
30. **8/14/97:** RR Task Force mtg to review recently enacted law by MN legislature and county and consider actions necessary to accomplish the four alternatives proposed by the Task Force. Attached is a summary of the City Attorney's summary regarding regulations.
31. **8/21/97:** Plan set completed for reconstruction of the Kenwood rail corridor by MnDOT
32. **8/28/97:** MPCA announces intention to delete the NL Site from the Superfund list.
33. **11/6/97:** Task force seeks cost estimates for recommended improvements.
34. **11/12/97:** Meeting notes from railroad task force meeting. 7 neighborhood leaders and Council members and city staff were present. Staff reviewed previous proposals by task force and how they could be implemented/financed. They recognized that they needed to identify other alternatives since the earlier 4 may no longer be feasible. One new alternative was to route northbound traffic through Kenilworth, then doubling back to a new northbound connection near Cedar Lk Rd. They agreed to eliminate alternatives that keep a Hwy 100 bridge as a permanent solution. They again urged Council to move ahead with construction of new connection on Golden Property and eliminating Elmwood and South Oak Hill switching. If a new route is on the north-south trackage, they want to mitigate increased traffic.
35. **11/18/97:** Resolution introduced that supported railroad construction alternatives chosen by the affected neighborhoods. Document summarizes background and requests Council to Adopt the attached resolution rescinding a previous resolution and expressing support to the neighborhoods and acceptance of their identified alternatives.
36. **12/30/97:** MnDOT met with and acknowledges a possible need for noise walls behind the townhomes at 25½ St. and Alabama. MnDOT also stated that were supporting the new rail connection on the Golden Site because it is believed to increase rail efficiency..
37. **3/16/98:** Resolution 98-53. A resolution approving a preliminary agreement between City and County on the Golden Auto Site & Rail Connections
38. **4/10/98:** Staff discusses hiring of consultant for RR Study
39. **4/22/98:** National Lead Industries site deleted from the National Priorities List.
40. **4/27/98:** FRA completed inspection, of tracks in SLP.
41. **6/3/98:** Richard Koppy interviewed for project mgr of railroad study

Camden Area Redevelopment

River Resource Alliance

Promoting safe, efficient, and environmentally sound river commerce

2500 MN World Trade Center
30 East Seventh St. / St. Paul, MN 55101-4999
612-423-7218 / 612-423-9217 Fax

January 20, 1999

Prepared by: Dan Larson, RRA Executive Director
For RRA Members and Friends

Plan Would End Barge Traffic on Upper River

Public Meeting Thursday, January 21st in Mpls.

The latest draft of a plan for the upper riverfront of Minneapolis would end barge traffic in the city as part of a large-scale redevelopment that would create a continuous riverside ribbon of parks and connect neighborhoods to the river.

The proposal preferred by planners would turn the upper riverfront green with parks to match the Mississippi gorge in south Minneapolis. It also envisions remaking the area for housing and new businesses. In doing so, it would relocate acres of heavy industry, especially those that ship by barge.

Primarily affected by the proposal are businesses like CAMAS (aggregate), Holnam (concrete) and American Iron, as well as the companies that utilize the upper harbor port in Minneapolis. This list includes fertilizer, aggregate, salt, steel, twine and short line rail interests.

Planners proposing the project have not yet come forward with figures on the costs of moving the existing companies and the subsequent loss of annual property tax revenue, but the total public investment is sure to be in the hundreds of millions of dollars. Additional costs will be incurred by transferring the cargo from barge to trucks. Initial estimates for transfering the aggregate capacity currently moved by CAMAS alone means an additional 285 gravel trucks per week on the already congested highways in the Twin Cities metropolitan area.

A public meeting has been scheduled for Thursday, January 21st, to get public reaction to the proposed direction of the master plan for the upper Mississippi River in Minneapolis. The session will run from 6 p.m. to 8 p.m. at Webber park Community Center, Webber Pkwy., and Colfax Ave. N., in Minneapolis.

The proposal is a hybrid of three earlier concepts for redevelopment of the river corridor. A team of planning consultants calls it a preferred alternative. It will be modified to reflect comments from the public and from the agencies sponsoring the study. Then it will be presented, with a plan for making the proposal happen, to those agencies for approval this summer.

(continued from the front page)

regardless of Upper River land use plans. The natural environment would be underserved because this alternative would provide too little greenspace. Current riverfront heavy industry land uses provide few jobs per acre of land. Finally, "The Working River" would not provide the desired riverfront parks and trails.

The decision to set aside "The Working River" with its focus on heavy industry and barge traffic left two "River Green" alternatives. Each of these included nearly continuous riverfront parkland, parkways and trails, a tree-lined Marshall Street, enhanced "gateway streets" into North and Northeast Minneapolis, and a river bridge devoted to pedestrians and bicyclists. The major difference between these two plans was on the west side of the river – one proposed only light industrial development while the other showed a combination of light industry and new residential neighborhoods.

The next major decision was to focus on the second of the "River Green" alternatives. "Parks and Neighborhoods." There were several factors involved in this choice but the one that stands out is this: *There is only one Mississippi River, the greatest natural resource of our region and a national asset.*

Planners believe that housing can take better long-term advantage of this amenity than can industry.

Planners then improved the "Parks and Neighborhoods" scheme by adding office and commercial areas on the west side and refining the park boundaries. The resulting plan, depicted on the front of this newsletter, would come closest to achieving all the stated objectives for these reasons:

- It takes best advantage of the amenity of the river by providing the greatest amount of river-enhancing future land use.
- It acknowledges the probable, eventual loss of barge traffic on the Upper River.
- It provides an increased number of jobs compared to current land use trends while striking a balance between jobs and housing.
- It is most able to attract regional, state and national support because it would best enhance the river, create the most attractive park environment and result in the most jobs and tax base.
- It offers more opportunities for natural environmental improvements than would an employment-only scheme on the west side.
- It offers opportunities for industrial and office infill and redevelopment west of the railroad spur south of Lowry Avenue, and near the I-94 interchange at Dowling Avenue.
- It does the most to revitalize neighborhoods in North and Northeast Minneapolis because of its new housing sites and its better park environment compared to the "Park and Industry" alternative.
- It provides locations for lively riverfront entertainment and hospitality sites on both banks.

Next Steps

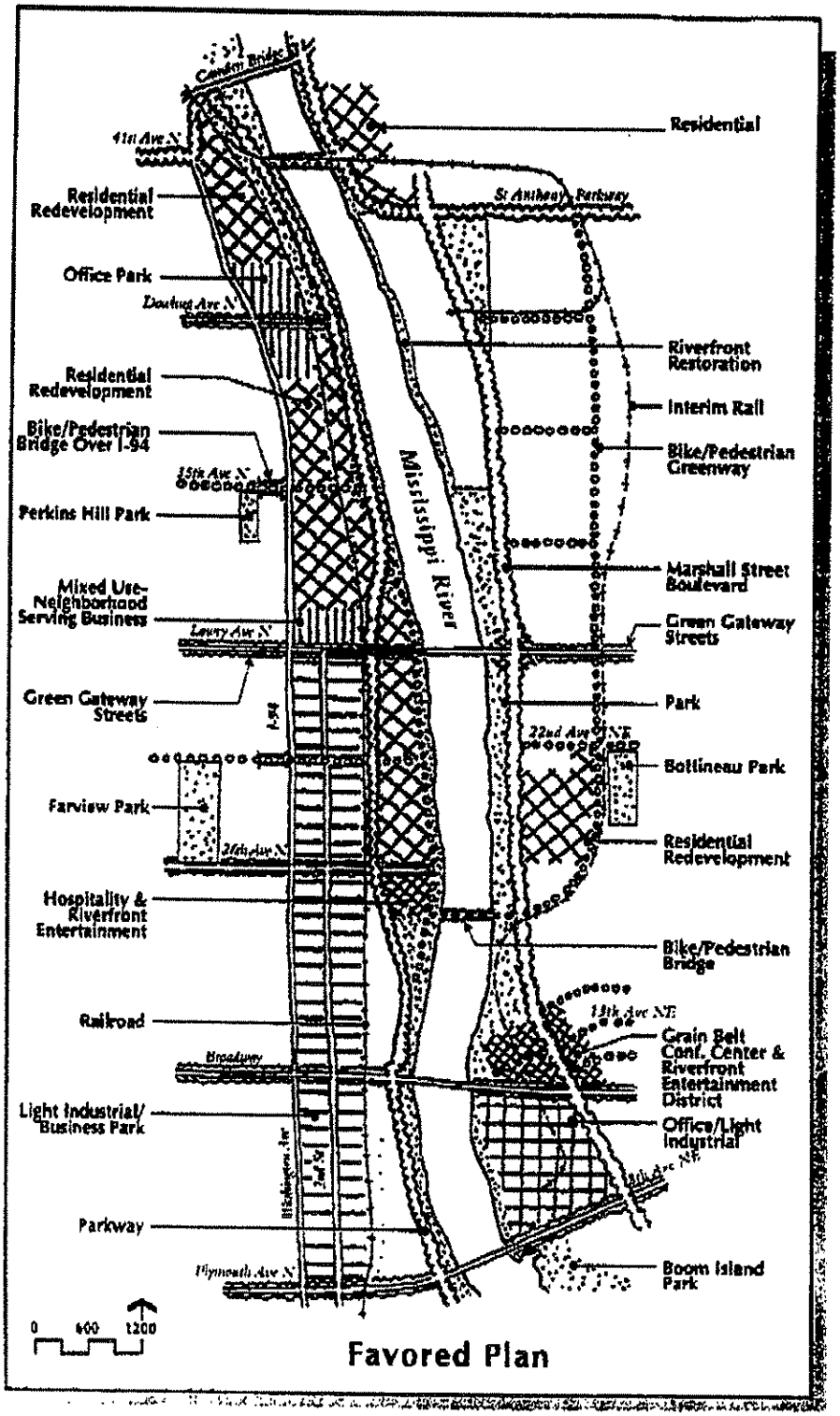
In the coming weeks and months, planners will be reviewing the alternatives and the favored plan with elected and appointed officials of the sponsoring agencies. There will be public meetings, reviews with neighborhood organizations and other small-group sessions.

Minneapolis Park & Recreation Board
400 South Fourth Street
Suite 200
Minneapolis, MN 55415 - 1400

ABOVE THE FALLS

Upper Mississippi River Master Plan • Minneapolis

VOLUME 4 JANUARY 1999



Favored Plan

Favored Plan Emerges

A favored plan is emerging from the many months of study and hours of public review about the Upper Mississippi River Corridor in Minneapolis.

Based on the Gateways to the River plan (1997), three alternatives were created then refined through public meetings and small group sessions. They were described in the previous edition of Above the Falls.

Two of the alternatives included linear parks along nearly the entire riverfront, and the third was weighted toward continued barging and improved industrial use of the riverfront. Of the first two, one proposed new residential neighborhoods on the river's west side behind the riverfront open space, and the other showed improved industrial activities.

The latest plan, illustrated by the adjacent map and dubbed "The River Green," is a hybrid of the three previous alternatives with several new ideas.

This newsletter describes the rationale for favoring that alternative and discusses only its land use aspects. Environmental, park, urban design, transportation, financial and other features will be presented in detail later.

Public Review and Comment Meeting:
Thursday, January 21
6 - 8 PM
Webber Park Community Building

Reasons for Preferring This Alternative

A wide range of options was initially considered but quickly reduced to three based upon the five main objectives: (1) enhance the natural environment, (2) promote economic development, (3) boost neighborhood revitalization, (4) improve parks and recreation and (5) lead to action.

The alternative entitled "The Working River" was eliminated in the next round of review because it would not lend sufficient support to any of the first four objectives. It would not be the strongest long-term approach to economic development because of the probable decline and loss of barge shipping

(continued on the back side)

MISSISSIPPI CORRIDOR
NEIGHBORHOOD COALITION

P.O. Box 18748 • Minneapolis, MN • 55418-0748 • 612-788-0249 FAX: 612-781-1191 • e-mail <mcnc@vitalserve.com>
web site: http://vitalserve.com/mcnc

Working to preserve, protect, enhance and restore the Mississippi River in Minneapolis to serve the interests of neighborhood residents and others who value and respect our Great River.

THANK YOU!

TO THE MISSISSIPPI CORRIDOR NEIGHBORHOOD COALITION MEMBERS FOR BRINGING US TO THIS POINT!

Today we expect to see a riverfront plan that finally recognizes the true value of the Mississippi River. While some aspects need more discussion and detailed planning with citizens, we believe this plan has great merit. It is, however, only a first step. It is not comprehensive, since it focuses only on riverfront development, but it is an important component for river and neighborhood reclamation.

Many of the features of this plan can be supported by residents who have called for land use changes since at least the late 1980s, and are contained in NRP plans, other neighborhood-based plans and in the award-winning *Conceptual River Corridor Plan* of the Mississippi Corridor Neighborhood Coalition (MCNC). **Now we need the political will to make it work.**

Make no mistake, without the persistent efforts of citizens, this $600,000 planning effort would not have been possible. Although never recognized during this planning process, it is the MCNC's *Conceptual River Corridor Plan* that set the stage for a new view of the river that puts ecology and neighborhood livability before industrial development. Our early efforts for a moratorium on industrial development on the river (November 1993), request for reducing the 675 sources of pollution in the upper corridor (April 1994), call for a master plan for riverfront redevelopment (July 1994) and publication of our award-winning river corridor plan (March 1995) were largely ignored or met with hostility. But we never gave up, and we never will. We are here to stay, and we will continue to advocate for development that respects our Great River, the neighborhoods adjacent to it and the residents who make our communities the best in the city.

We want to thank our past and current officials at the State Legislature who have consistently supported the citizens' views of a new riverfront. They have worked tirelessly to gain funding for green space, and put their reputations on the line to secure legislation that would stop inappropriate industrial development. Nothing came easy. We particularly thank former Senator Carl Kroening, the late former Representative Jim Rice, former Representatives John Sarna and Richard Jefferson, Senators Larry Pogemiller and Linda Higgins, Representatives Phyllis Kahn, Joe Mullery and Len Biernat. Former Park Commissioner Patty Hillmeyer also deserves special recognition for her 24-year campaign to restore the riverfront for public use, including Boom Island and Nicollet Island.

Please join the Mississippi Corridor Neighborhood Coalition and help advocate for appropriate land use, environmental sustainability, habitat restoration and public access to the river that respects its value as a natural resource. We need your financial support to continue to keep you informed. Please fill out the membership form and leave it with us tonight, or send it to us at the address above. THANKS!

I support MCNC's work. Please add my name to the mailing list.

Name _____

Address _____

Zip _____ Phone _____

email: _____

My contribution of $_____ is attached.

THANK YOU!

You are invited to the MCNC Quarterly Meeting
Saturday, January 23, 9:15 a.m.
Webber Park, 44th Ave at Webber Parkway No.

Agenda includes:

- Dan McGuiness, Audubon Society's Upper Mississippi River Campaign
- Dave Showalter, BRW, Inc., Park Board's Upper Mississippi River Master Plan
- Al Singer, Department of Natural Resources, metro greenways project
- Candy Santelli, Lind-Bohanon N.A., Portland's riverfront reclamation
- Nancy Kouri, MCNC, Marshall Street Redesign and Regreening project

Refreshments at 9:15, program begins promptly at 9:30. This is your opportunity to learn about some exciting new initiatives to improve the Upper Mississippi River!

Bethrent Neighborhood Council • Bottineau Citizens in Action • Clean Water Action Alliance of MN • Columbia Park Neighborhood Association • Concerned Citizens of Marshall Terrace • Hawthorne Area Community Council • Holland Neighborhood Improvement Association • Home Owners on the Mississippi for the Eco-System • Marcy-Holmes Neighborhood Association • McKinley Community • Mississippi Whitewater Park Development Corporation • N & NE River Protection Committee • St. Anthony East Neighborhood Association • Sheridan Today and Yesterday • Shingle Creek Neighborhood Association • Windom Park Citizens in Action • Victory Neighborhood Association

STAR TRIBUNE
SUNDAY, JANUARY 10, 1999

A plan to develop the upper riverfront into parks and housing would relocate acres of industry, phasing out river shipping.

Minneapolis plan would end barge traffic

By Steve Brandt
Star Tribune Staff Writer

The latest draft of a plan for the upper riverfront of Minneapolis would end barge traffic in the city as part of a large-scale redevelopment that would create a continuous riverside ribbon of parks and connect neighborhoods to the river.

The proposal preferred by planners would turn the upper riverfront green with parks to match the Mississippi gorge in south Minneapolis. It also envisions remaking the area for housing and new businesses. In doing so, it would relocate acres of heavy industry, especially those that ship by barge.

The total public investment would be hundreds of millions of dollars, although a detailed figure won't be calculated until later.

Planners expect that their proposal to phase out river shipping almost certainly would end federal operation of boat locks at and below St. Anthony Falls and probably at the Ford dam downstream. That would affect not only commercial barges but also recreational boating.

The latest synthesis of three earlier proposals for development of the river north of the Broadway bridge assumes that commercial barge traffic will end sooner or later, due to economic forces. That conclusion is likely to meet intense opposition from riverside businesses and workers that move sand and gravel, scrap metal, cement and other commodities by barge. The city controls the largest barge terminal, downriver from the Camden bridge.

RIVER from B1

Minneapolis redevelopment plan would eliminate barge traffic

The city's decision on whether to continue the facility is considered crucial to whether enough tonnage moves through the locks to justify keeping them open.

The plan specifically proposes converting the 48-acre city barge terminal and relocating several riverside heavy industries that ship by barge. This would clear the riverside for parks, parkways and trails. Other large expanses of west bank industry would be cleared for housing, office parks, entertainment areas and more job-intensive light industry.

"This is a great opportunity for the city of Minneapolis, but there are significant obstacles to be overcome," said Bob Mattson, the top planner for city parks.

Other veterans of downtown riverfront redevelopment find the scope and cost of the proposal daunting. Ann Calvert, a riverfront coordinator with the Minneapolis Community Development Agency, said the proposal presented "a pretty heart-stopping level of challenge." The agency is pushing for more business development and less housing in the redevelopment plan to improve the economic payback.

Some planners emphasize the proposal's promise. "This plan has the potential to change the very character of north and northeast Minneapolis," said Fred Kent, a longtime city riverfront planner. "If the excitement can be generated by the public and the public officials, then we can get it done — in phases, over time."

An unanswered question is whether industries that ship by river can assemble the political muscle to block redevelopment.

What's next:

Open house

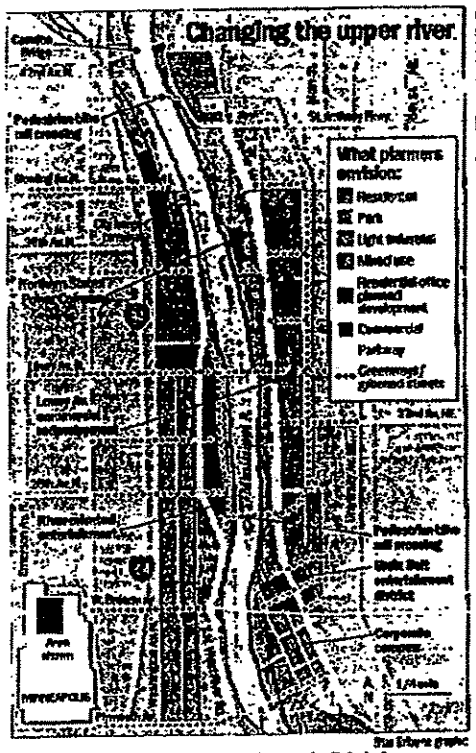
An open house has been scheduled for Jan. 21 to get public reaction to the proposed direction of the master plan for the upper Mississippi River in Minneapolis. The session will run from 6 to 8 p.m. at Webber Park Community Center, Webber Pkwy. and Colfax Av. N.

The proposal is a hybrid of three earlier concepts for redevelopment of the river corridor. A team of planning consultants calls it a preferred alternative. It will be modified to reflect comments from the public and from the agencies sponsoring the study. Then it will be presented, with a plan for making the proposal happen, to those agencies for approval this summer.

Industries fronting the river vociferously opposed last month's City Council imposition of a 12-month moratorium on industrial development within 100 yards of the river above Broadway.

Steve Durrant, of BRW, the lead local consulting firm for the upper river planning effort, said the proposal phases out river shipping because it's better to plan for what appears to be inevitable.

"All the economic input from our subcontractors and national advisers indicates river-dependent users are not contributing to the city at a scale commensurate with what they cost the city," Durrant said. Data compiled as part of the planning effort indicate that substantial areas of the industrial west bank annually pay less than 25 cents per square foot in property taxes, many times less than areas the city has recently redeveloped with more job-intensive light industry.



The city's barge terminal alone presumably could generate hundreds of thousands of dollars in new property taxes if redeveloped with businesses, Durrant said.

But those who ship on the river say there are costs that must be considered in forcing industries to ship by rail or truck instead or to use terminals in St. Paul or Savage. Those include more truck traffic and higher trucking charges for customers of such commodities as cement.

More talk sought

One upper riverfront business, CAMAS Inc., was moved upriver in the mid-1980s to accommodate central riverfront redevelopment. It handles sand and gravel used for construction projects. Bob Bierwagel, the firm's environmental manager, wants the city to sit down with river users to look for a compromise that accommodates the needs of both.

Similarly, Hennepin County Commissioner Mark Stenglein, whose district spans the river, said he thinks river shipping can coexist with park development. City Council Member Paul Ostrow differs: "The future of the river in that area is not with river-dependent industry."

The latest proposal for changing the riverfront has been lobbied by planners as their preferred alternative. They're trotting it out for public reaction before refining their numbers and developing details, such as where river overlooks would go. A finished plan is due to be presented to agencies sponsoring the study in July. Details such as zoning changes would follow from the plan. Existing businesses could then find themselves nonconforming under new zoning, affecting their ability to expand. Eventually the city, its development agency or park officials would buy their sites, relocate them, clear the land and build such public improvements as streets or parks or make the land available for private housing or business development. That redevelopment could take 25 or even 50 years.

The space now occupied by industry on the water's edge would be converted to a strip of parkland that would vary in width, generally thin on the river's west bank and wider on the east side. NE. Marshall Street would be converted to a parkway, with pedestrian and bike paths, and almost all land between Marshall and the river — except for a Northern States Power Co. plant and a few landmark houses — would become a long park.

On the west side, a new parkway beside or near the river would be built from Plymouth Avenue to near Webber Parkway. The city's terminal area would be converted to housing that would occupy most land between the Lowry Avenue and Camden bridges. Much of the area south of Lowry and away from the river would remain industrial, but the character would change from heavy industry to light industry. Some areas would be planned developments mixing office and housing on the order of the Centennial Lakes development in Edina.

River-oriented entertainment-commercial districts would be created at the current CAMAS site on 26th Avenue N., the Grain Belt complex and the Lowry-Marshall intersection. The plan proposes converting the Burlington Northern bridge near CAMAS to recreational use and adding recreational trails to the CP Rail System bridge upriver. A major new trail would be built along the rail corridor lying just east of Marshall, with trains eventually phased out. A west-side rail line stretching south to the Star Tribune printing plant would be maintained.

A series of greenways with pedestrian and bike space would be created along streets leading laterally from neighborhoods to the river. Some arterial streets would get added greenery.

Preferred Alternative

Upper Mississippi River Master Plan

- It best considers the Mississippi for intrinsic value
- Accommodates MNRRA, Minneapolis Plan Objectives, Housing Principles
- Completes Grand Rounds Parkway System
- Continues river's capability to promote future economic development
- Accommodates public involvement process
- Continues City's heritage of public access to waterfront
- Greatest amount of river-enhancing future land use
- Acknowledges potential loss of barge traffic
- Increased number of jobs and increased property taxes
- Able to attract regional, state and national support
- Opportunities for natural environmental improvements
- Opportunities for industrial and office infill and redevelopment
- Revitalize neighborhoods in North and Northeast Minneapolis
- Locations for riverfront entertainment and hospitality

Commuter Rail

The following outline summarizes the study material that relates directly to St. Louis Park on the commuter rail study conducted by MnDOT through Parkers Brinckerhoff. Excerpts from the study are also included in the Appendix of this report.

A. Phase I Study Description and Objectives
   1. 1997 Minnesota Legislation, Chapter 159, S.F. No. 1881, Article 2, Section 51 authorized the State to conduct a study of the potential for utilizing freight rail corridors in the Twin Cities area for cummuter rail service. MnDOT was designated as the responsible State agency.
   2. Objective of the study was to assess the economic, operational, social and environmental feasibility of providing commuter rail service within 19 existing freight railroad corridors which comprise the majority of the Metro area railroad network.
   3. Study products released during 1997 and Jan.1998 >
      - Executive Summary for Phase 1 -- Jan. 1998
      - Environmental and Land Use Summary Report for Phase 1 released in Dec. 1997
      - Appendix A: Rail Corridor Assessment Report Nov. 1997
      - Appendix B: Environmental and Land Use Summary report Dec. 1997
      - Appendix C: Institutional Issues Report – Dec. 1997

B. Phase I Study Methodology
   1. Rail Links were broken down, evaluated and summarized without regard to rail ownership;
   2. Preliminary commuter rail passenger station locations were determined so travel forecasts and route usage could be assessed. St. Louis Park had two locations forecasted (see Figure X)
   3. Number of railroads and volume forecasts were estimated for each link;
   4. Ridership estimates in each rail link were made;
   5. Capital costs estimates were produced on a link by link basis;
   6. Evaluation criteria used on the 19 routes that were examined:
      - Estimated ridership (passengers and passengers per route mile);
      - Operations cost per passenger;
      - Capital cost per route;
      - Cost per passenger mile;
      - Opportunities and Barriers to Implementation;
        - Potential Land Use impacts;
        - Potential Environmental impacts;
        - Highway grade crossing impacts; and
        - Number of freight rail carriers involved.

C. Phase I Study Results
   1. Conclusions, observations of the study:
      - Ridership estimates are generally low on all routes;

- Capital and operating costs are significant with the assumption of joint freight and commuter rail operation;
- Potential "fatal flaws" or barriers to implementation were found in several of the more promising routes due primarily to potential impacts to vehicular traffic from the large # of at grade crossings;
- Another important factor that occurred from Phase 1 to Phase 2 is the consultant assumed in phase 2 that the City, County and State would construct the connections at the Milwaukee Jct. and at the CP-BNRR Jct. Therefore, taking them out of the Phase 2 capital cost estimates. Additionally, the Young America line in Phase 1 was shown going up the Kenilworth corridor to the BNRR connection. In Phase 2, they revised their layout showing the Young America route going up the same corridor as the Northfield route. Thus they were able to substantially reduce capital costs for this overlapping segment by ~ $25 million. Substantial, this revision plus an increase in ridership estimates on both the Northfield route and the Young America route, vaulted Route H into a more attractive priority range, i.e. the top six routes analyzed in Phase 2. This revision had to be driven by MnDOT.

2. Seven routes were chosen for further consideration following Phase 2, a more detailed feasibility study of each of these routes. St. Louis Park had two routes make the final seven. These are Route H, Young America to Minneapolis through St. Louis Park on the TCWR line, north on the CP line to the BNSF line. Route L, Northfield to Minneapolis, thru St. Louis Park north on the CP line to the BNSF line into Mpls. Specific notes from the study:
   - The two parameters that appeared to be the most important for the study were Estimated Ridership and Total Cost per Passenger Mile. It seems apparent that the St. Cloud route (route B) has the highest priority coming out of the Commuter Rail Study. How do the Young America, Route H, and Northfield, Route L, compare to the St. Cloud connecting route through Anoka County:

	Passenger for total route	Oper/Capital Cost per mile
St. Cloud Route (Route B)	1,552	$2.06
Young America (Route H)	870	4.87
Northfield (Route L)	1,547	2.68
Range of the 19 routes (low/high)	611/1552	2.06/5.38

   - On the Young America Route H; stations were noting are located:
     - In Minnetonka near 1-494 and CSAH 62; Mfgr/Industrial area. Share parking opportunities available;
     - In Hopkins west of TH 169 south of Excelsior Blvd near the City water tower where P & R is currently available;

- In St.Louis Park near the BeltLine Blvd. area south of TH 7. (difficult to understand if this is the same station mentioned on route L near the NL site)

- On the Northfield – St. Louis Park route L; two stations were forecast for St. Louis Park:
  - South of Hwy 7 near the Elmwood area in the NL site redevelopment area. Specifically mentioned is that Henn County and the City are planning a Brownfield redevelopment project on the NL Site.
  - Near the BNRR tracks and TH 100; hard to understand where in this area you could get transportation access to a station.
  - Of further interest, station location in Edina near the shopping center (Jerry's & 50th Street); also metro transit P & R site
- Figures X & Y refer to routes H and L respectively; use figures out of Commuter Rail Capital Program Study in Appendix A

D. Phase 2 Study Objectives – PB prepared a more detailed Feasibility Study on the final selection of 7 routes (see figure Z – Metro Commuter Rail Study Phase II Corridors & Prelim. Station locations, Pg. 26 of PB report on Commuter Rail Capital Program). From the review of opational cost, ridership and capital costs, they evaluated the routes and selected the top 3 for introduction into a more detailed phase of preparing for implementation. The seven final routes selected for the Phase 2 study are the following (all routes are extended to Mpls/St. Paul via Route T):
   - Route A – Bethel to Mpls.
   - Route B – Elk River to Mpls.
   - Route H – Young America to Mpls.
   - Route L – Northfield to Mpls.
   - Route N – Hastings to St. Paul
   - Route S – Forest Lake to St. Paul
   - Route T – Minneapolis to St. Paul

   1. For each route these items were studied further from Phase 1 >
      - Infrastructure needs of each link with associated cost estimates;
      - Estimated trip forecasts with freight and commuter railroad using the tracks;
      - Refined running times for each route which includes an estimated mph speed;
      - Capital costs updates from Phase 1.
      - Revisions to other route attributes based upon additional data; for example, Route L's projected ridership increased by more than 60% according to the phase II market analysis. Therefore, the service plan for this route increased to six commuter trains per rush hour from four. This results in 12 daily commuter trains on Route L, plus CP's estimate of 4 to 5 freight trains per day; Passing sidelinks on links 11

and 60 were added. The added trackage resulted in a $26.6 million increase in capital program costs on Link 11 and $8.8 million increase on Link 60. Double tracking in the St. Louis Park section of the corridor would be necessary to accommodate freight traffic with the introduction of the commuter rail traffic.

2. Capital Costs estimated for Route H and L;
   - Route H: 38 miles $148 million
   - Route L: 48.3 miles $198 million
   - costs are in 1998 dollars and include contingencies
3. Speeds for commuter rails on Route H and L
   Range of speeds and associated data for Route H:
   - 45 mph to 79 mph
   - 38 mile corridor
   - Run Time including stops 62 min.
   - Ave. speed for corridor 36.1 mph
   - Speed restriction areas in route: Milwaukee Jct. and the CP to BNRR connection

   Range of speeds and associated data for Route L:
   - 35 mph to 79 mph
   - 48.3 mile corridor
   - Run Time including stops 75 min.
   - Ave. speed for corridor 36.8 mph
   - Speed restriction areas in route: Minnesota River Crossing; and CP to BNRR connection
4. Links that are included in this report (copied from PB report):
   - Link 60 – Milwaukee Jct. south to the Mn. River bridge;
   - Link 61 (updated in Phase 2) – Milwaukee Jct. CP Rail Bass Lake Spur; essentially from I-494 to the Milwaukee Junction
   - Link 62 – Milwaukee Jct to CP Bass Lake Spur
   - Link 63 – Milwaukee Jct to Lyndale Jct. (east from Milwaukee Jct into Kenwood / 29th St. rail Jct.)
   - Link 64 – Wayzata Jct. – St. Louis Park Jct. BNSF Wayzata Subd. Mainline (BNSF runs east-west thru St. Louis Park into Minnetonka and into Wayzata)
   - Link 65 – St. Louis Park Jct. to Hwy 100 and in to the Lyndale Jct.
   - Link 59 – St.Louis Park Jct. to BNSF; speed 10 mph; ownership CPR
5. Benefit-Cost analysis study dated October, 1998, indicate that 3 of the Phase II potential routes rank significantly higher than the others. Include in our study pg 14 & 15 from the report which includes conclusions from the PB study.
6. Include a statement in our report that the trips on the rail lines have been compared to the info provided by the PB report and amended where we

feel there info is applicable and credible. Than this material has been shared with the operating railroads.

7. Improvement costs for the rail lines through St. Louis Park are included in this section by rail segment.

Route H – Young America to Minneapolis via St. Louis Park/Kenwood connection

Link 61 > I 494 to Milwaukee Jct in SLPark

- $17,805,360

Link 63 > Milwaukee Jct to Lyndale Jct in Mpls (same as Link 59)

- $20,634,120

Link 65 > CP/BNSF Jct to Lyndale Jct in Mpls on BNSF

- $8,294720 includes double tracking, switch adjusting ADJUST Cost by removing stations, Junction connections, and misc. expenses like fencing; and than apply a per mile cost to the tracks in St. Louis Park
- $19,160,000 Route H within St. Louis Park

Route L – Northfield to Minneapolis via St. Louis Park Jct.

Link 60 > Port Cargill (near Mn River) to Milwaukee Jct. in SLPark

- $48,103,732 includes track sidings added in several areas south of St. Louis Park for passing

Link 59 > Milwaukee Jct on CPRR with BNSF Jct (iron triangle)

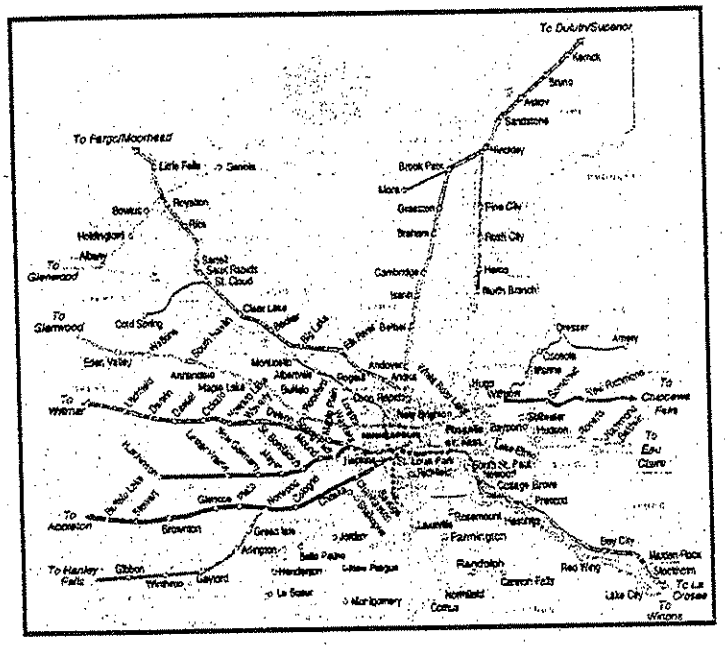
- $20,634,120 includes double tracking; Connection construction deleted from commuter rail capital program (the consultant assumed it would be completed by the City and the County)

Link 65 > CP/BNRR Jct to Lyndale Jct in Mpls on BNRR

- $8,294720 includes double tracking, switch adjusting ADJUST Cost by removing stations, Junction connections, and misc. expenses like fencing; and than apply a per mile cost to the tracks in St. Louis Park
- $15,896,000 Route L within St. Louis Park

Copies of the nine following
Commuter Rail Reports
Prepared by Parsons Brinkerhoff
are available for review
through the City Manager's Office

ENVIRONMENTAL AND LAND USE SUMMARY REPORT



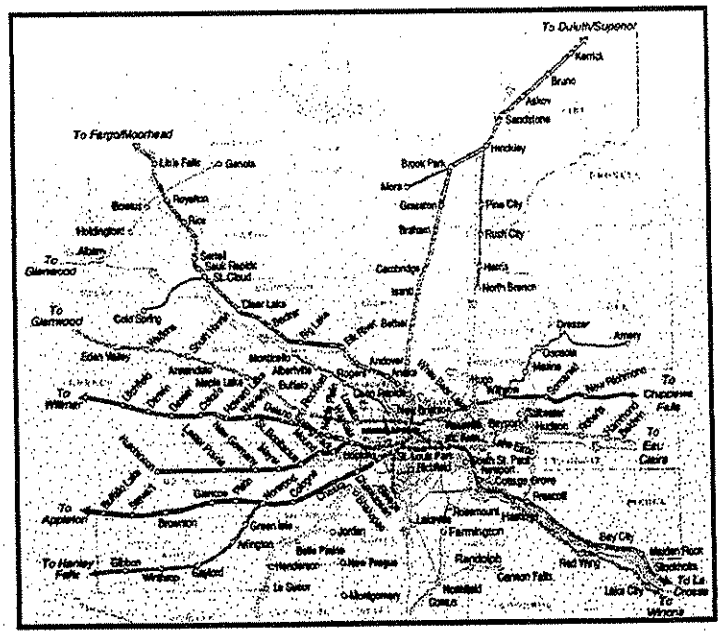
Twin Cities Metropolitan Commuter Rail Study

December 1997

PB PARSONS BRINCKERHOFF
100 YEARS

MINNESOTA DEPARTMENT OF TRANSPORTATION

RAIL CORRIDOR ASSESSMENT REPORT
PHASE I



Twin Cities Metropolitan Commuter Rail Study

APPENDIX A

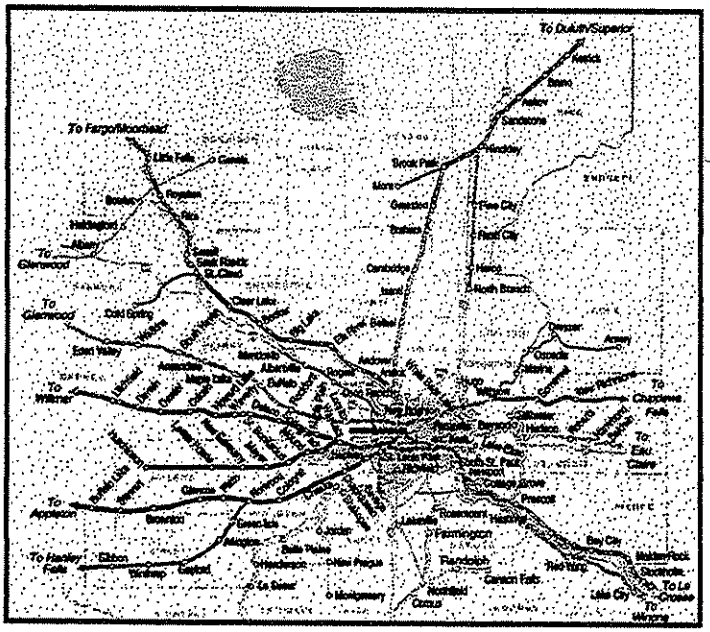
November 1997

PARSONS BRINCKERHOFF

100 YEARS

MINNESOTA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL AND LAND USE SUMMARY REPORT - PHASE I



Twin Cities Metropolitan Commuter Rail Study

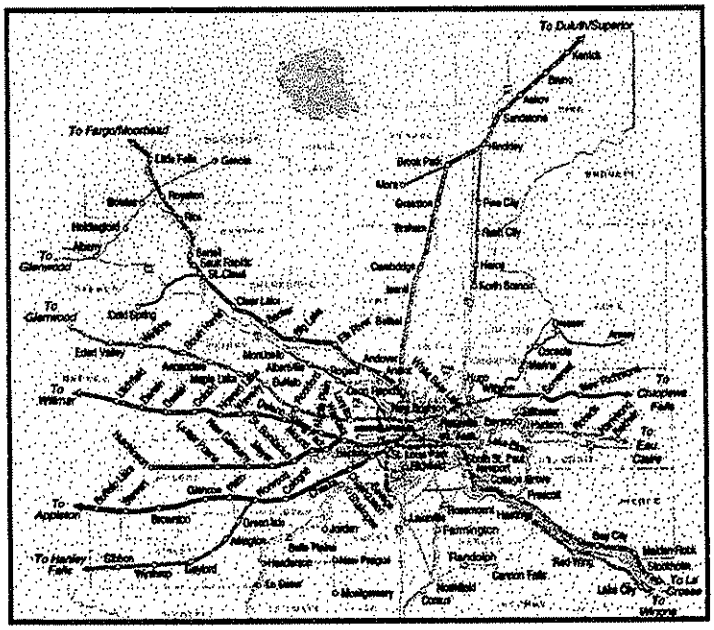
APPENDIX B

December 1997

PARSONS BRINCKERHOFF

MINNESOTA DEPARTMENT OF TRANSPORTATION

INSTITUTIONAL ISSUES SUMMARY REPORT - PHASE I



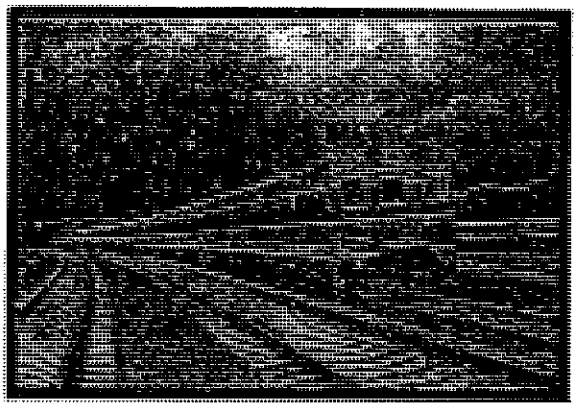
Twin Cities Metropolitan Commuter Rail Study

APPENDIX C

December 1997

PB PARSONS BRINCKERHOFF

MINNESOTA DEPARTMENT OF TRANSPORTATION



PHASE I SUMMARY REPORT

Executive Summary

Twin Cities Metropolitan Commuter Rail Study

January 1998

PB PARSONS BRINCKERHOFF
100 YEARS

MINNESOTA DEPARTMENT OF TRANSPORTATION

Commuter Rail Capital Program

Twin Cities Metropolitan Commuter Rail Feasibility Study

Phase II

August 1998

PARSONS BRINCKERHOFF

MINNESOTA DEPARTMENT OF TRANSPORTATION

Commuter Rail Benefit-Cost Analysis

Twin Cities Metropolitan Commuter Rail Feasibility Study

Phase II

October 1998

PARSONS BRINCKERHOFF

100 YEARS

MINNESOTA DEPARTMENT OF TRANSPORTATION

Final

Summary Report

Twin Cities Metropolitan Commuter Rail Feasibility Study

Phase II

January 1999

PARSONS BRINCKERHOFF

Final

Twin Cities Metropolitan Commuter Rail Feasibility Study

Phase II

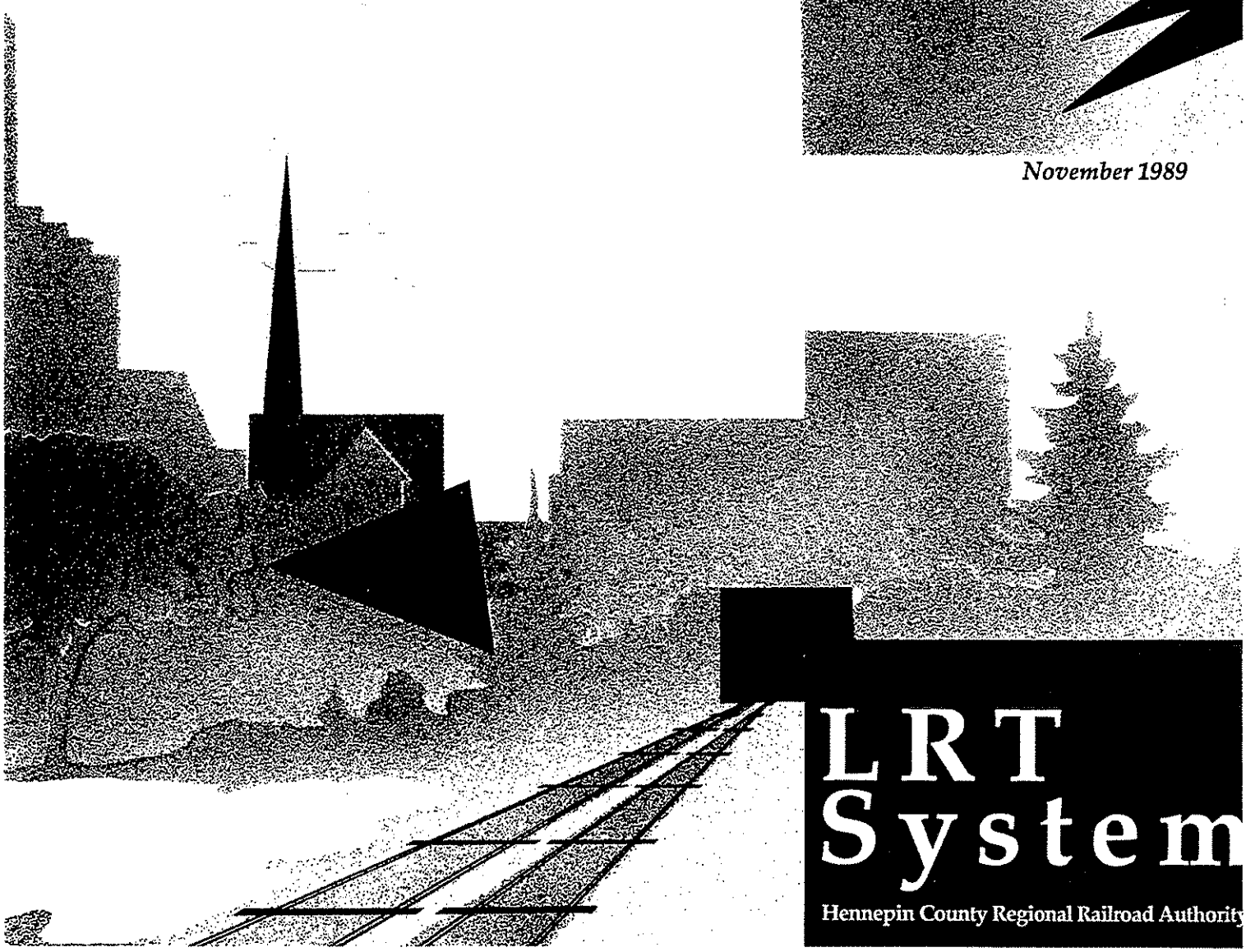
January 1999

Light Rail Transit

Draft Environmental Impact Statement

Hennepin County Light Rail Transit System

November 1989



LRT System

Hennepin County Regional Railroad Authority

COPY OF THIS REPORT IS AVAILABLE FOR REVIEW

THROUGH THE CITY MANAGER'S OFFICE

Railroad Task Force/ Neighborhood Position Statements

Position of the Railroad Task Force:

There is a recognition by the Task Force members that if all three rail connections were to be made, the train traffic through the City may be primarily increased along the CP Rail line south of the Milwaukee Junction. There will also be an increase of two trains per day on the Burlington trackage east of the north south CP Rail line There is a possibility that the net TCW rail traffic through the center of the City may not increase.(from the Milwaukee Junction to the BNSF trackage)

If the BNSF connection is made there may be some additional train traffic on the portion of the north-south line that lies north of the Milwaukee Junction. There will be additional train traffic on the portion of the BNSF line that lies between the Lake Forest and Cedarhurst neighborhoods. The expenditure for abating the increased noise will cost in the neighborhood of $7.8 million for noise walls, berms, landscaping, and rail improvement to counteract the incremental noise increase.

I. Base conditions for negotiation with the County.

1. They strongly recommend that no neighborhood be subjected to increased rail traffic.
2. Remove the "wye" in the Oxford area which is presently being used for train switching.
3. Eliminate all train switching activity in the City.
4. Request the Federal Railroad Administration (FRA) inspect the rail trackage and bridges and recommend safety improvements.
5. Review railroad crossings for potential closure
6. Provide safety arms at all railroad crossings not closed
7. Remediate the lead on the rail property at the Milwaukee Junction

II. If there is no alternative to installing the connection between the CP Rail and the BNSF the additional conditions are:

Provide rail line improvements, house sound proofing, noise walls and berms to minimize the noise impact on the residents in the affected neighborhoods.

III. If the TCW proposes to make a rail connection in the Southwest quadrant of the Milwaukee Junction the additional conditions are:

1. Ensure that no portion of the existing "wye" is used for making the connection.
2. Provide noise abatement measures and rail line improvements to protect the affected neighborhoods.

Given the land available for installation of sound barriers, short of acquisition and demolition of the homes, the following seems to be the best improvements available for the affected neighborhoods. The cost estimates assumed that all possible sound reduction methods would be applied to all neighborhoods

Possible remediation measures to address increased noise in the specific neighborhoods north of the Milwaukee Junction. The sound reduction measures recommended are based on land available for the installation of berms and walls and the presumed effects of the various options.

Birchwood	home sound proofing and one noise wall
Bronx	home sound proofing
Blackstone	home sound proofing
Cedarhurst	noise wall
Lake Forest	noise barriers
Lenox	home sound proofing
Sorenson	home sound proofing

The installation of noise walls and other structures presumes that the homeowners adjacent to the barriers want to see them installed. There has been a history of property owners being reluctant to support the

installation of barriers close to their homes. The actual existing noise levels (dBA) and projected future noise levels are unknown. There is a presumption that installation of sound deadening, noise walls, and berms and landscaping will make a meaningful change in these noise levels. This has not been determined.

Other points of consideration for the Task Force Position

- All of the funding sources need to be explored.
- We are unaware of any effective method to reduce the vibration from the passing trains.
- The whistle blowing will not be reduced without closing crossings.
- Any improvement in the rail lines may result in increased train speeds.
- Allowable train speed is determined, in part, by the rail condition rating as established by FRA
- Noise walls on opposite sides of the tracks may act as sound reflectors, projecting train noise deeper into the adjacent neighborhoods.

Railroad Issues

The Key Players and Identifiable Stance / Goals / Issues

eliminate switching / noise
minimize time the trains are running in SLP
eliminate dangerous crossings
censure good access to the fire station
minimize blocking of Louisiana Avenue, Lake St., Wooddale Ave and Excelsior Blvd.
balance conflicting interests of neighborhoods
provide a fast RR connection
adopted neighborhood proposal for 4 RR alternatives
eliminate switching/noise
neighborhood wish list
seeking funds from MNDOT for environmental remediation
decrease future costs
improve/maintain efficiency
switching operations through Hopkins
CPRail owns the railroad line and does not want any more liability (environmental)
TCW wants to reduce operating costs

* Train noise with the highest decibel reading (switching activity) must be eliminated from SLP (restore to straight through rail traffic) Build the new junction and move switching operations behind the South Oak Neighbor hood back to the industrial area of Hopkins (moved to a non-residential area).

* Six rail street crossings must be eliminated along with the areas of rail track (wye in the Oxford area and all West/East track East of the new junction. Leaving track may cause future problems for SLP.

* Install a track to allow the engine to rotate ends just West of the new junction in case train traffic needs to go South in St. Louis Park from the West/East track. This should be located in the industrial area East of Louisiana and West of the new junction. (Without this track to allow the engine to switch ends the railroads will be reluctant to remove the why in the Oxford area and tracks that cross Wooddale. This is because they would have no way to get to the South coming from the West. The RR could use this as an excuse to build the new junction in SLP and still keep all of the switching problems.)

require all rail/street crossing have lights across arms (consider a "no whistle blowing" ordinance)

require pollution cleanup at NL site

require seamless tracks to be installed on all North South track

(Noise and Cost issues)

(Re laying ballast?)

require a paved path on the old West / East line where the track is removed down to Lake Calhoun and Lake of the Isles.

require sound barriers or proofing to houses next to the track North of the new junction.

Wish List for Public Works

This railroad issue could have serious cost and construction implications for public works. There are numerous changes and improvements that will have to be made. First, a new crossing is needed at 28th St., 29th St., Brunswick, Dakota, 41st St., 42nd St., Brookside, and Alabama.

Dakota, Library Lane and Lake Street also need the crossing extended to the sidewalk. In addition, 28th St., 29th St., Brunswick, Dakota, Walker, Excelsior, 41st St., 42nd St., Yosemite and Brookside all need to be signalized. There is also concern about visibility and clearance on the approaches at 28th St., Dakota, 41st St., and 42nd St.

A few bridges in St. Louis Park will need work. Minnetonka, Cambridge and the bridge over South Service Drive of Highway 7 are too narrow or low and need to be replaced. There are also access and accident concerns, as well as width and vertical clearance problems.

Neighborhood Stance and Adopted Resolution of the City Council

Option 1 - Trains routed through Kenwood to get to St. Paul and a new connection will be made north of downtown Minneapolis to provide access to Camden. All train traffic to the north and east will be sent through Kenwood. The train traffic to the south will be accommodated in SLP and with the new southern rail connections at the Milwaukee junction

-Move the Edgebrook switching to Hopkins
-Remove the wye connection in the Oxford area
-No other rail interconnections other than noted above
-Gain commitment from MNDOT to improve Hwy. 100 RR bridge

Option 2 - Same as 1, except SLP would agree to accept half of the round trip traffic from the Camden route. This varies from number 1 only in train operations, as there is no difference in required construction.

-Move the Edgebrook switching to Hopkins
-Remove the wye connection in the Oxford area
-No other rail interconnections other than noted above
-Gain commitment from MNDOT to improve Hwy. 100 RR bridge

Option 3 - Install the southerly connection in SLP (Milwaukee Junction) to accommodate the Camden rail traffic. St. Paul traffic would be routed through Kenwood.

-Move the Edgebrook switching to Hopkins
-Remove the wye connection in the Oxford area
-No other rail interconnections other than noted above
-Gain commitment from MNDOT to improve Hwy. 100 RR bridge

Option 4 - Maintain the 29th street corridor and build bridge over Hiawatha Avenue.

-Move the Edgebrook switching to Hopkins
-Remove the wye connection in the Oxford area
-No other rail interconnections other than noted above
-Gain commitment from MNDOT to improve Hwy. 100 RR bridge
-Install the southern connection (No northerly connection)
(MOST EXPENSIVE OPTION)

Estimates of Costs and Funding Sources

	No. of Units	Units	Cost/unit	Cost	Subtotals	Funding options
Remove wye trackage					Unknown	Railroad
Move switching from South Oak Hill (TCW estimate)					$ 100,000	Railroad
Construct Milwaukee Junction NW (estimate from HCRRA)					$ 500,000	Henn. Cnty Env. Fund MnDOT bridge savings
Remediate rail property at Milwakee J. (est. from conversation w/ MPCA)					$ 850,000	Railroad
Rail crossings (estimate from MnDOT)					$ 1,160,000	Railroad crossing safety program
new signals	8	crossings	$ 100,000	$ 800,000		Railroad
upgrade surface	8	crossings	$ 40,000	$ 320,000		MnDOT bridge savings
lengthen	1	crossing	$ 15,000	$ 15,000		
close crossing	5	crossings	$ 5,000	$ 25,000		
Acquire NL property					Unknown	Henn. Cnty Env. Fund
Remediate NL site					Unknown	Henn. Cnty Env. Fund
Construct rail connection at BNSF (estimate from HCRRA)					$ 300,000	Railroad
If this connection were to occur the Task Force wants the noise abatement and rail improvements in the north neighborhoods.						
Noise walls (estimate from MnDOT table)					$ 478,500	Railroad
Sunset Ridge	650	feet	$ 110	$ 71,500		MnDOT bridge savings
Sungate	1200	feet	$ 110	$ 132,000		
Cedar Trails	1600	feet	$ 110	$ 176,000		
Lake Forest (fence)	1800	feet	$ 55	$ 99,000		
Berms (estimate from MnDOT table)					$ 110,000	Railroad
Lake Forest	2000	feet	$ 55	$ 110,000		MnDOT bridge savings
Landscaping					$ 247,500	Railroad
trees on berm	450	trees	$ 550	$ 247,500		MnDOT bridge savings
Residential soundproofing (estimate based on MAC experience)					$ 6,125,000	Railroad
Birchwood	101	residences	$ 25,000	$ 2,525,000		MnDOT bridge savings
Blackstone	16	residences	$ 25,000	$ 400,000		
Bronx	41	residences	$ 25,000	$ 1,025,000		
Cedarhurst	32	residences	$ 25,000	$ 800,000		
Lake Forest	11	residences	$ 25,000	$ 275,000		
Lenox	29	residences	$ 25,000	$ 725,000		
Sorenson	15	residences	$ 25,000	$ 375,000		
Rail improvement (north) (cost estimate from Westwood Prof. Services)					$ 812,800	Railroad
seamless rail	1.28	miles	$ 320,000	$ 409,600		MnDOT bridge savings
ties	1.28	miles	$ 300,000	$ 384,000		
ballast	1.28	miles	$ 15,000	$ 19,200		
Construct Milwaukee Junction SW (guess)					$ 1,500,000	Railroad
If this connection were to occur the Task Force wants the noise abatement and rail improvements in the south neighborhoods.						
Rail improvement (south) (cost estimate from Westwood Prof. Services)					$ 723,900	Railroad
seamless rail	1.14	miles	$ 320,000	$ 364,800		
ties	1.14	miles	$ 300,000	$ 342,000		
ballast	1.14	miles	$ 15,000	$ 17,100		
Residential soundproofing (estimate based on MAC experience)					$ 3,125,000	Railroad
Brooklawn	22	residences	$ 25,000	$ 550,000		MnDOT bridge savings
Brookside	51	residences	$ 25,000	$ 1,275,000		
South Oak Hill	33	residences	$ 25,000	$ 825,000		
Elmwood	19	residences	$ 25,000	$ 475,000		
			Sum of known estimates		$ 16,032,700	

Funding sources

Henn. Cnty Env. Fund	$ 5,000,000
MnDOT bridge savings	$ 1,500,000
Railroad crossing safety program	
Railroad companies	
Legislative appropriation	
Matching grants	
Met Council	
State Env. fund	
TIF	

Estimates of Costs and Funding Sources

	No. of Units	Units	Cost/unit	Cost	Subtotals	Funding options
Noise walls (estimate from MnDOT table)					**$ 435,000**	Henn. Cnty Env. Fund
Sunset Ridge	650	feet	$ 100	$ 65,000		MnDOT bridge savings
Sungate	1200	feet	$ 100	$ 120,000		Matching grants
Cedar Trails	1600	feet	$ 100	$ 160,000		
Lake Forest (fence)	1800	feet	$ 50	$ 90,000		
Berms (estimate from MnDOT table)					**$ 100,000**	Henn. Cnty Env. Fund
Lake Forest	2000	feet	$ 50	$ 100,000		MnDOT bridge savings
						Matching grants
Landscaping					**$ 225,000**	Henn. Cnty Env. Fund
trees on berm	450	trees	$ 500	$ 225,000		MnDOT bridge savings
						Matching grants
Residential soundproofing (estimate based on MAC experience)					**$ 4,900,000**	Henn. Cnty Env. Fund
Birchwood	101	residences	$ 20,000	$2,020,000		MnDOT bridge savings
Blackstone	16	residences	$ 20,000	$ 320,000		Matching grants
Bronx	41	residences	$ 20,000	$ 820,000		
Cedarhurst	32	residences	$ 20,000	$ 640,000		
Lake Forest	11	residences	$ 20,000	$ 220,000		
Lenox	29	residences	$ 20,000	$ 580,000		
Sorenson	15	residences	$ 20,000	$ 300,000		
Rail crossings (estimate from MnDOT)					**$ 1,160,000**	Railroad crossing safety program
new signals	8	crossings	$100,000	$ 800,000		
upgrade surface	8	crossings	$ 40,000	$ 320,000		
lengthen	1	crossing	$ 15,000	$ 15,000		
close crossing	5	crossings	$ 5,000	$ 25,000		
Rail improvement (north) (cost estimate from Westwood Prof. Services)					**$ 812,800**	Henn. Cnty Env. Fund
seamless rail	1.28	miles	$320,000	$ 409,600		MnDOT bridge savings
ties	1.28	miles	$300,000	$ 384,000		Matching grants
ballast	1.28	miles	$ 15,000	$ 19,200		
Rail improvement (south) (cost estimate from Westwood Prof. Services)					**$ 914,400**	Railroad
seamless rail	1.44	miles	$320,000	$ 460,800		
ties	1.44	miles	$300,000	$ 432,000		
ballast	1.44	miles	$ 15,000	$ 21,600		
Acquire NL property					**Unknown**	Henn. Cnty Env. Fund
Remediate NL site					**Unknown**	Henn. Cnty Env. Fund
Remediate rail property (est. from conversation w/ MPCA)					**$ 850,000**	Railroad
Construct Milwaukee Junction (estimate from HCRRA)					**$ 500,000**	Henn. Cnty Env. Fund
						MnDOT bridge savings
Construct Milwaukee Junction (guess)					**$ 1,500,000**	Railroad
Construct rail connection at BNSF (estimate from HCRRA)					**$ 300,000**	Railroad
						Henn. Cnty Env. Fund
						MnDOT bridge savings
Move switching from South Oak Hill (TCW estimate)					**$ 50,000**	Railroad
Remove wye trackage					**Unknown**	Railroad
		Sum of known estimates			**$ 11,697,200**	

Funding sources

Henn. Cnty Env. Fund	$ 5,000,000
MnDOT bridge savings	$ 1,500,000
Railroad crossing safety program	
Railroad companies	
Legislative appropriation	
Matching grants	
Met Council	
State Env. fund	
TIF	

To: City Council

From: Ernie Petersen

Subject: Attachments to Study Session Agenda Item No. 2

Date: Friday, January 9, 1998

Enclosed are copies of "Neighborhood Position Statements" from the Lake Forest, Broklawns and Elmwood, and the Birchwood neighborhoods. These neighborhoods are represented on the Railroad Task Force and have met with their respective neighborhood committees and prepared the statements to highlight their individual neighborhood concerns.

These neighborhood groups asked that their position statements be distributed to the City Council as additional background information.

I have also attached, in response to a request from the Lake Forest Neighborhood, a count of the living units abutting and within 350 feet of the affected trackage, as arranged by neighborhood.

Position Statement
Regarding Potential Increased Rail Traffic in St. Louis Park
by the Executive Committee of the Lenox Neighborhood Association

Since September 1996, there have been a series of public meetings regarding the scheduled closing of the 29th Rail Corridor in Minneapolis and its effects on St. Louis Park neighborhoods. Since the Lenox Neighborhood is one of 13 communities which would be effected by the proposed changes in rail traffic, there have naturally been many statements made and questions asked by Lenox residents during the last year and a half. The following position statement is a reflection of those concerns. This statement has not as yet been read or accepted by the larger Association, but it will certainly be brought to the attention of residents at the upcoming LNA quarterly meeting in late January.

At the present time, rail traffic cuts through the Lenox Neighborhood along our eastern boundary with Sorenson Neighborhood. Certainly no one who has moved into the neighborhood is surprised to find that there is rail traffic each day, and that trains, train whistles and other train noise are a fact of life in Lenox. There are, in fact, some Lenox residents who do not mind the daily noise. But, I have yet to find someone, living alongside or within a block of the track, who enjoys being awakened by a late-night train whistles, having to talk over them during a summer barbeque. And yet, this is a fact of life and most of us come to accept it or we have moved out.

On the other hand, what many Lenox residents find unacceptable is the threatened increase in rail traffic that would occur in St. Lous Park if Twin City and Western Railroad, the MN DOT and certain political leaders have their way. When the 29th St. Rail Corridor is cut in early 1998, rail traffic that would normally take this route to St. Paul will be diverted on the line running through the Kenwood & Cedar/Isles/Dean Neighborhoods of Minneapolis. We are told that this alternative route will be used until a suitable alternative in St. Louis Park is developed - possibly 2 to 6 years. After that time period, Lenox residents have every reason to be concerned how increased traffic will effect noise levels, property values and safety at crossings and near the High School.

While we in Lenox are very concerned about potential increases in rail traffic, the Lenox Neighborhood Association recognizes that the long-standing switching activity and noise in the South Oaks Neighborhood (which also effects the Elmwood and Birchlawn Neighborhoods) has been a nuisance needing to be resolved ever since the switching was moved there from a Hopkins industrial area.

Therefore, we request that the City of St.Louis Park pursue the following to help resolves these safety and quality of life issues:

As suggested by the Birchwood Neighborhood Association:

1. Request inspection of all tracks in St. Louis Park by the proper Federal regulatory agency to assess worthiness of the trackage.
2. Insist that the railroad or any other body other than the City of St. Louis Park foot the bill for any track or bed improvements as a result of the above inspection.
3. Produce a report on the estimated long-term impacts of increased train traffic through the City on real estate values, property tax, growth potential and quality of life in the community. Included in the study would be a plan to compensate

property owners for any negative impacts on property values and/or the marketablity of homes in the City.

As suggested by the Lake Forest Neighborhood Association:

1. Develop a "realistic cost and effectiveness" analysis of each of the proposed noise and safety mitigation options as they would apply to each effected neighborhood.

And from the Lenox Neighborhood Association:

1. Keep the Railroad Task Force member neighborhoods informed in as up-to-date a manner as possible re: changing information and proposals.
2. Make consensus building between the City and the Task Force a higher priority than political expediency regarding proposed solutions.
3. If neighborhood involvement is wanted in resolving the issues of rail traffic in St. Louis Park, we ask that the City listen and truly respect the opinions coming out of the neighborhoods.
4. Remember that the safety and quality of our neighborhoods should be at least on equal par with economic considerations.

Questionnaires

St. Louis Park Railroad Study
Survey of Residents and Property Owners
October 8, 1998

The City of St. Louis Park is presently performing a study of the railroad operations within the City. A key ingredient to the study is the input and concerns of the residents and property owners impacted by railroad operations. Please take a few moments to fill out and return this survey. Should you wish to meet with the railroad consultant for the City, and/or verbally address your concerns, please use the Railroad Study Hotline at 933-8258 ext. 128, or indicate on this paper. If you care to elaborate further, you may write your comments directly on this paper. **Thank You, your input is very important!**

1) Please indicate how close you reside next to a railroad track alignment.
   Immediately adjacent to the tracks _____
   One block _____
   Two blocks _____
   More than two blocks, please describe your proximity _____

2) What is your current perspective of the railway operation that impacts your lifestyle? Please indicate your top three priorities by labeling these items 1, 2, & 3:
   Noise bothers me _____ Switching & related train operations _____
   Whistle blowing _____ Speed of the trains _____
   Train interaction with vehicles at street crossings _____
   Pedestrian interactions with the trains at the crossings _____
   Quality of air emissions from the rail operation _____
   View of the rail operations _____ Vibrations from rail operations _____
   Safety of the rail operations regarding children _____ Property Values _____
   Other _____

3) Is there anything that could be done in your opinion to improve the railroad property, assuming the rail operations continue? Please indicate your top three priorities by labeling these items 1, 2 & 3.
   Landscaping _____ Crossing Guards _____
   Noise Walls _____ Railroad Fence Barrier _____
   Speed of Trains _____ Time of Operation _____
   Signing for the railroad/street crossings _____ Track Improvements _____
   Additional warning signs/signal lights _____ Buffer zone property _____
   Other _____

4) If a citizen's advisory committee is established, would you like to serve on it? Yes _____ No _____
   Do you wish to be on our mailing list? Yes _____ No _____
   [If you received a mailing for this meeting at the correct address, nothing further is needed.]
   Mailing address _____

5) Your name (optional) and your neighborhood name _____

6) Other comments you may have that would help us to understand the impacts of the railway operation and what you would like to see done to minimize these. [Use other side]

St. Louis Park Railroad Study
Survey of Business Property Owners & Operators
January 12, 1999

The City of St. Louis Park is presently performing a study of the railroad operations within the City. A key ingredient is the input and concerns of the business property owners and occupants impacted by railroad operations. Please take a few moments to complete the survey and return to us either by fax at 933-1153, or by mail using the enclosed self addressed stamped envelope. Should you wish to meet us to verbally address your concerns, please use the ***Railroad Study Hotline at 933-8258, ext. 128***, or indicate on this paper. If you care to elaborate further, you may write your comments on this paper. **Thank You, your input is very important!**

1) Please indicate whether you are a: (circle one)

Property Owner Business Operator Both

2) Please tell us about your business relationship with railroad companies: (check box)

☐ Our business/property presently receives railroad service.
Railroad company name: _____
Approximate carloads per year: _____

☐ Our business/property no longer is served by railroad, but has received railroad service in the past.
Railroad company name: _____
Approximate carloads per year: _____
Approx. year service was terminated: _____

☐ To the best of my knowledge our business/property has never railroad service.

3) What is your geographic relationship to railroad tracks: (please check appropriate boxes)

☐ Mainline tracks are adjacent to my business/property (no service track)

☐ Functional Service track on or adjacent to my business/property

☐ NON-Usable Service track on or adjacent to my business/property

☐ There are NO railroad tracks adjacent to my business/property

4) Please check the boxes of the statements that apply to your property/business: (Please elaborate further under Question #8 on the reverse side)

☐ My property or business relies on rail service and the current track system and operations present a positive value for my business/property.

☐ Although adjacent tracks are unused at this time, I believe that their existence provides added property value.

☐ Uncertain. Rail service might be beneficial to my property or business, but I would have to further research.

☐ Current track system and operations have a negative effect on my real estate property value or business operations. Removing adjacent trackage would be beneficial.

☐ Indifferent. Train tracks and railroad operations have no impact on my business operations or property value.

5) Please indicate which, if any, of the following have impacts on your property or business (if more than one applies, please rank by priority: 1, 2, 3, etc.)

- ☐ Noise from "through" trains
- ☐ Whistle blowing
- ☐ Vibrations
- ☐ Property values
- ☐ Air emissions
- ☐ Noise from train stopping/starting/switching
- ☐ Blocking of street crossings
- ☐ View of rail operations
- ☐ Safety of train interaction w/vehicles & peds
- ☐ Other_____

_____

6) From the standpoint of your business, is there anything that can be done to improve the railroad situation? (if more than one applies, please rank by priority: 1, 2, 3, etc.)

- ☐ Landscaping
- ☐ Noise walls
- ☐ Decrease speed of trains
- ☐ Increase speed of trains
- ☐ Remove unused trackage
- ☐ Create a buffer zone property
- ☐ Add crossing guards
- ☐ Barrier fence along railroad tracks
- ☐ Time of Operation
- ☐ Track improvements
- ☐ Additional warning signs/signal lights
- ☐ Other_____

_____

7) (Optional) Your name, company name, phone number, and address

_____

_____

_____

_____

8) Other comments you may have that would help us understand the impacts of the railway operation and what you would like to see done

Intersection/Bridge Improvements

STATE OF MINNESOTA
OFFICE MEMORANDUM

Minnesota Department of Transportation
Office of Freight, Railroads and Waterways
Railroad Administration Section
Mailstop 470
395 John Ireland Blvd.
St. Paul, MN 55155-1899

TO: Ron Erickson
Planning Engineer - Metro Division

DATE: July 18, 1997

FROM: Robert Swanson, Director
Railroad Administration Section

PHONE: 296-2472

SUBJECT: Rail Issues in St. Louis Park
Rail Connections and Grade Crossings

This memo consists of our comments concerning "List of Minimum Requirements -- rail connection--"(copy attached) and Michael Rardin's June 30, 1997 memo regarding rail crossings in St. Louis Park.

List of Requirements

Item 1. - Wanted: Eliminate switching by moving it to Hopkins.

It is my understanding is that the switching that is taking place is for the local business. The remaining rail activity consists of getting a train onto the north-south line. This may not be a significant problem. Without specific facts, it has the appearance of a big unwanted noise problem for St. Louis Park or Hopkins. If the switching is for the local businesses, it should stay in St. Louis Park.

Item 2. - Wanted: Six crossings closed by eliminating track to the east and the existing connecting tracks between the east-west line and the north-south line in the SW quad.

The tracks to the east can be eliminated after resolution of the service needs of two rail customers that are located on that portion of track. Also, the existing connecting tracks can be removed if they are not needed for local businesses.

Item 3. - Wanted: A runaround track so that the engine can be put at the other end of the train.

This is necessary. The trackage may already exist. It must be placed based on train length and operating concerns rather than the exact location specified by the City. Again, the trackage in the SW Quad. may still be needed for local businesses.

Item 4.- Wanted: All crossings in St. Louis Park to have signals with gates. The City may then use this to consider a no whistle blowing ordinance.

Local whistle ordinances will only be valid until federal rules which are in promogation take effect. Under the proposed federal rules, signals with gates will not be adequate for banning whistles. Currently, the City of Coon Rapids with signals and gates at all their crossings is still reluctant to pass a whistle ban because of local liability. We do not feel that all the current crossings should have signals with gates. A few crossings should be closed. Our comments about the warning devices are below with our reaction to Mr. Rardin's memo.

Item 5. - Wanted: As much Pollution cleanup as possible at NL site.

We do not have any information as to what this may entail.

Item 6. - Wanted: Have continuously welded track on the north-south line.

Some joints could be eliminated by field welding. Many joints will be needed, however, for all the signal systems that are wanted. Each signal system needs insulated joints to isolate the electrical currents that are in the rails. With so many signals, elimination of noise by eliminating joints may be impossible. Elimination of crossings could, therefore cut down on joints, noise, and cost.

Item 7. - Wanted: A paved path to Lake Calhoun.

This could be done as soon as the two rail customers needs, as mentioned above, are resolved. Since Hennepin County already owns the right-of-way, as soon as it was cleared, a path could be constructed by the County if they so desired.

Item (not numbered) - Wanted: sound proofing for homes near north-south track.

We do not have any information as to what this may entail.

Mr. Rardins Memo of June 30, 1997

The memo lists 17 locations that are either crossings or bridges. We do not have an opinion as to the recomendation that the 3 bridges need to be replaced (#s 3, 8, and 9). Our comments on the crossings are as follows:

	St. Louis Park	This Office
#1 - W. 28th St.	New surface and Signals	Agree
#2 - W. 29th St.	New surface and Signals	Close Crossing
#4 - Brunswick	New surface and Signals	Close Crossing
#5 - Dakota Av.	New surface and Signals	Agree
#6a - Library Ln.	No Changes	Agree
#6b - Lake St.	Widen surface, add sidewalks	Agree
#7 - Walker	New surface and Signals	Agree
#10a - Brunswick	New surface	New surf.& Signal
#10b - Brunswick	Remove	Remove (if possible)

#11 - Alabama	New surface	New surf. & Signal
#12 - Excelsior	No Changes	Agree
#13 - W. 41st St.	New surface and Signals	Keep STOP sign
#14 - W. 42nd St. Close Crossing	New surface and signals	
#15 - Brookside Av.	New surface	New surf. & Signal
#16 - Yosemite Av.	No Changes	New signal
#17 - Louisiana Av.	Remove	Remove(if possible)

In summary:

Proposed Work	St. Louis Park	Cost	This Office	Cost
New Signals	7	$700,000	7	$700,000
New Surfaces	10	$400,000	6	$240,000
Lengthen Crossing	1	$ 15,000	1	$ 15,000
Close Crossing	0	0	3	$ 3,000
Retain STOP SIGN	0	0	1	0
Total Cost		$1,115,000		$958,000

Our recomendation is based on upgrading all signals in the area. Since many are so close together and their circuitry overlap, it may not be possible to upgrade some without affecting all of them. We also recommend 3 closures. Two of them have alternative routes only one block in either direction and have very low daily traffic. They clearly do not warrant signals. The third one recommended for closure (Brunswick) has low traffic and an extremely severe angle to the crossing, making it nearly impossible to signal appropriately under existing conditions.

Please let me know if you need further information at this time.

cc: Al Vogel
Dick Stehr

To DICK STEHR
Company MnDOT-Metro Division
Location
Fax # 582-1166 Voice # 582-1360
Comments

From MANNY CARUSO
Company CITY OF SLP
Location
Date 4/24/97 Time 4:33 PM
Fax # 924-2663 Phone # 924-2587
Original Disposition: ☐ Destroy ☐ Return ☐ Call for Pickup

Per a request at the Feb. 27 meeting, this is the neighborhood "wish list" for rail traffic coming from SLP. Please comment and return to me. Thank you.

CC Roger Spielman
Chris Isaacson
Sigmund

I'm not sure who would deliver on the expectations. Do we have any problem with them?
Dick

Minimum requirements if the St. Louis Park rail connection is constructed. (Connecting the West East track in St. Louis Park to the North South track in St. Louis Park.)

1. Train noise with the highest decibel reading (switching activity) must be eliminated in all areas of St. Louis Park. This will restore St. Louis Park to straight through rail traffic as historically intended. To accomplish this they must build the new junction and move the switching operations behind the South Oak Neighborhood back to the industrial area in Hopkins. This would simply put the switching back to a non-residential area where it originally came from.

2. Six rail street crossings must be eliminated in our City (Pink on attached map) along with several areas of rail track. The areas of track that must be removed includes the wye in the Oxford area and all West East track East of the new junction (Orange on attached map). This is imperative so they do not build the new junction and use this track for storage or to switch trains around. Leaving this track in place will result in future problems for our City. I do not believe we should settle for simply a commitment that they will not use this track. I think it is safe to assume to that track left in place will sooner or later be used and cause issues for our City.

3. There needs to be a track to allow the engine to rotate ends just West of the new junction in case train traffic needs to go South in St. Louis Park from the West/East track. This should be located in the industrial area East of Louisiana and West of the new junction (Blue on the attached map). Without this track to allow the engine to switch ends the railroads will be reluctant to remove the wye in the Oxford area and tracks that cross Wooddale. This is because they would have no way to get to the South coming from the West. The railroads could use this as an excuse to build the new junction in St. Louis Park and still keep all of the existing switching problems in our City as well.

4. Require that all remaining rail-street crossing in St. Louis Park, regardless of location, receive lights and cross arms. This may allow the City to consider a no whistle blowing ordinance. At the very least it will make our City safer

5. Require as much pollution clean up as possible in regards to the NL site

6. Require seamless tracks to be installed on all of the North South track. and upgrade ballast

7. Require them to fund a paved path on the old West East line (where the track is removed) down to Lake Calhoun and Lake of the Isles.

   Require them to provide sound barriers or proofing to houses next to the track North of the new junction as affected residents see fit.

? need open minds do not think we want to get into the

TO: Al Vogel, Mn/DOT - Rail
Dick Stehr, Mn/DOT - Metro
Ernie Petersen, SLP Inspections

FROM: Michael P. Rardin, P.E., Director of Public Works MPR

DATE: June 30, 1997

SUBJECT: St. Louis Park Rail Connections
Identified Crossing Improvements

I am providing you with more detailed information concerning rail improvements with regard to this issue and the meeting held June 18 at Mn/DOT.

The attached map identifies and numbers rail lines and crossings reviewed. The enclosed data sheets provide present crossing information. The following tabulation lists the crossings and the improvements that we feel need to be done. You may be aware of other options available in lieu of these improvements, please advise if so.

Crossing No.	Location	Identified Improvements
1	W. 28th Street	Replace Crossing Surface Remove Signs, Install Signals
2	W. 29th Street	Replace Crossing Surface Remove Signs, Install Signals
3	Minnetonka Boulevard	Replace Bridge
4	Brunswick Avenue	Replace Crossing Surface Remove Signs, Install Signal
5	Dakota Avenue	Replace Crossing Surface Replace Signals
6a	Library Lane	None
6b	Lake Street	Lengthen Crossing Surface Install Sidewalks

Crossing No.	Location	Identified Improvements
7	Walker	Replace Crossing Surface Remove and Replace Signal
8	T.H. 7 (S.F.R.)	Replace Bridge
9	Cambridge	Replace Bridge
10a	Brunswick Avenue (N)	Replace Crossing Surface
10b	Brunswick Avenue (S)	None
11	Alabama Avenue	Replace Crossing Surface
12	Excelsior Boulevard	None
13	W. 41st Street	Replace Crossing Surface Remove Signs, Install Signal Remove 2nd Track - abandoned
14	W. 42nd Street	Replace Crossing Surface Remove Signs, Install Signal
15	Brookside Avenue	Replace Crossing Surface
16	Yosemite Avenue	None
17	Louisiana Avenue	None

cmr
attachments

N:/Group/PW/CBM/Document/RR0630.doc

Copies of the MnDOT Railroad-Highway Grade Crossing Data Sheets for each grade crossing are available for review through the City Manager's Office

These Forms Include:

1. Roadway information for present and proposed conditions
   A. Surface (Type & Width)
   B. Shoulders (Type & Width)
   C. Approach Grades
   D. Angle (centerline of tracks to centerline of road)
   E. A.D.T., H.C., Year of Count
   F. Speed Limit
   G. Realistic Highway Speed
   H. Parking Restrictions
2. Railroad
   A. No. of Tracks
   B. No. of Trains Daily
   C. Train Speeds
   D. Train Schedules
3. Protection Inplace
   A. Type Inplace at Crossing/Condition
   B. Type of Illumination at Crossing
   C. Advance Warning Signs
   D. Other Traffic Signs
4. Sight Distance
   A. Distance at Which Crossing is First Visible
   B. Moving Vehicle: Design Sight Distance
   C. Stopped Vehicle: Sight Distance Available

NL/Golden Auto Site

1997 Annual Report
NL/Taracorp/Golden Site
St. Louis Park, Minnesota

Prepared for
National Lead Incorporated

May 1998

Barr
Engineering Company

Whistle Blowing

Banning Train Whistles

By Jason J. Kuboushek

Due to increased train traffic, many city officials have received complaints from annoyed citizens concerning train whistles. Citizens often want the city to ban the train whistles that are disturbing their peace and quiet. However, there are several factors to take into account before passing an ordinance banning train whistles.

Federal legislation. In 1994, Congress enacted legislation (the Swift Act) addressing the train whistle problem. At first glance, the act appears to require train engineers to sound their whistles at all highway crossings. However, this is not completely true. The act does not specifically state that train whistles should be sounded at all railway crossings, but rather states the Secretary of Transportation shall prescribe regulations requiring that train whistles shall be sounded. It is also within the Secretary of Transportation's discretion to determine which railway crossings do not need whistle warnings.

The Swift Act has not yet been implemented due to a 1996 amendment, which states that the act will not become effective until 365 days after the regulations are published. As of August 1, 1998, the secretary had not yet published such regulations. Once published, the regulations required by the Swift Act will preempt any local ordinance that attempts to ban train whistles.

Federally approved exceptions. The 1996 amendment also requires the Federal Railway Administration (FRA), a division of the Department of Transportation, to take into account "local safety initiatives" when working with communities to define alternatives to whistle blowing. Given this, the FRA offers communities five options for exemption to the Swift Act requirements. The options include permanently closing the highway-rail crossing; closing the highway-rail crossing during nighttime hours only; modifying the crossing to a four-quadrant gate system; modifying the crossing with gates and median barriers; or, modifying two crossings for one-way pairing of adjacent streets. (The specific requirements of each option are available from the League's Research Department.)

Funding options. Along with the peace and quiet provided by a whistle ban, the city must also find a way to cover the expense of administering an exemption to the Swift Act. Since road closure may not be an option and gates may be too expensive for cities to purchase on their own (ranging from $100,000 to $150,000), federal and state governments have made funds available for crossing modifications and the elimination of crossing hazards.

Federal funds are available through the Intermodal Surface Transportation Efficiency Act (ISTEA). Under the ISTEA, 10 percent of the Surface Transportation Program (STP) funding for safety construction activities is to be used for railroad-highway grade crossing safety. This 10 percent amounts to approximately $4 million per year in federal funds. The money may be used for the installation of train-activated warning devices, signs and pavement markings, crossing closures, the building of bridges, and other modifications. Cities may access these funds through the Minnesota Department of Transportation's annual Area Transportation Improvement Program.

The Minnesota Department of Transportation also distributes funds for the installation and improvement of grade crossing warning devices through its State Transportation Improvement Program (STIP). Funds are distributed through a site prioritization system. Potential grade crossings are prioritized by previous accidents at the crossing, train exposure, and whether or not the crossing is signalized.

Cities often wonder why railroad companies do not pay for the installation of warning devices. Railroad companies are reluctant to pay for the installation of warning devices because they usually pay the maintenance costs for such devices. These maintenance costs can be much more expensive than the initial installation costs of the warning devices. Railroad companies also believe they should not be required to pay for signals since they are allowing vehicles to pass over their property.

City liability. Most city officials and city attorneys worry about the liability associated with passing an ordinance banning train whistles. Obviously, there is no way to ensure a city will not be named as a party to a lawsuit as a result of a train whistle ban. However, if a city follows properly adopted procedures and acts within the scope of its authority, the potential liability decreases. Discretionary immunity would likely protect a city from liability for decisions made through the balancing of safety and economic considerations. Also, the potential for accidents, and the liability associated with them, greatly decreases when cities incorporate one of the railway crossing options suggested by the FRA.

Conclusion. If a city is considering a train whistle ban, it would be in the city's best interest to study the five proposed exceptions in the Swift Act. By adopting one of these exceptions, the city's whistle ban would remain intact and the city's susceptibility to lawsuits would decrease. For further information on train whistle bans, contact the League's Research Department or the Minnesota Department of Transportation.

Jason J. Kuboushek is research assistant with the League of Minnesota Cities.

ATTACHMENT "B"

Environmental Impact Assessment
of the
Proposed National Regulation for the
Use of Locomotive Horns at Grade Crossings

(4910-06-P)
DEPARTMENT OF TRANSPORTATION
Federal Railroad Administration

ENVIRONMENTAL IMPACT STATEMENT: FRA REGULATION OF THE USE OF LOCOMOTIVE HORNS AT HIGHWAY-RAIL GRADE CROSSINGS NATIONWIDE (FRA DOCKET NO. RSGC-7)

AGENCY: FEDERAL RAILROAD ADMINISTRATION (FRA), DEPARTMENT OF TRANSPORTATION (DOT).

ACTION: Notice of Intent.

SUMMARY: FRA is issuing this notice to advise the public that an environmental impact statement (EIS) will be prepared for the proposed regulation covering the sounding of locomotive horns at highway-rail grade crossings and to solicit input into the development of the scope of that EIS.

FOR FURTHER INFORMATION CONTACT: Regarding the environmental review contact David Valenstein, Environmental Specialist, Office of Railroad Development, Federal Railroad Administration (RDV 13), 400 Seventh Street, SW (Mail Stop 20), Washington, D.C. 20590, (telephone (202) 493-6368). For information regarding the rule making process contact Bruce F. George, Staff Director, Highway Rail Crossing and Trespasser Programs, Office of Safety, FRA, 400 Seventh Street, SW (Mail Stop 25), Washington, D.C. 20590 (telephone (202) 493-6288), or Mark H. Tessler, Office of Chief Counsel, FRA, 400 Seventh Street, SW (Mail Stop 10), Washington, D.C. 20590 (telephone (202) 493-6061).

SUPPLEMENTAL INFORMATION:

BACKGROUND: The Swift Rail Development Act (Pub. L. 103-440, November 2, 1994) added Section 20153 to title 49, United States Code. That section directs the Secretary of Transportation (delegated to the Federal Railroad Administrator) to prescribe regulations requiring that a locomotive horn be sounded while each train is approaching and entering upon each public highway-rail grade crossing. In addition, 49 U.S.C. 20153 provides FRA the authority to except from this requirement, categories of rail operations or categories of grade crossings that: 1) are determined not to present significant risk with respect to loss of life or

serious personal injury; 2) for which the use of a locomotive horn is impractical; or 3) for which supplementary safety measures fully compensate for the absence of the warning provided by the locomotive horn.

The sounding of locomotive horns at highway-rail grade crossings is recognized by FRA and the railroad industry as contributing to railroad and highway safety. Studies conducted by FRA of circumstances where the sounding of horns had been restricted in eastern Florida (so-called "whistle bans") have indicated an increased incidence of collisions involving trains and highway users where locomotive horns were not sounded. Although the sounding of locomotive horns at highway-rail grade crossings is the normal practice at most of the 162,000 public grade crossings in the U.S., FRA is aware of approximately 2,200 crossings in 200 communities where locomotive horns are not routinely sounded.

In preparing for the rulemaking process required by 49 U.S.C. 20153, FRA established a public docket to enable local officials and citizens to offer their insight into the issues surrounding whistle bans and to comment on how FRA might best implement 49 U.S.C. 20153. FRA also undertook extensive research into locomotive horns and their relationship to grade crossing safety through the Department of Transportation's John A. Volpe National Transportation Systems Center. Some of the comments offered by the public expressed concerns that any regulation requiring the sounding of locomotive horns could create adverse environmental impacts in the form of significantly higher community noise levels in the vicinity of those highway-rail grade crossings where horns are presently not sounded. Based upon a review of these comments, and ongoing research, FRA has concluded that the promulgation of the regulation required by 49 U.S.C. 20153 is a major Federal action as this term is used in section 102(c) of the National Environmental Policy Act of 1969 (NEPA) (42 U.S.C. 4321 et seq.) As a consequence, FRA is initiating the preparation of an EIS as required under NEPA and the regulations of the President's Council on Environmental Quality implementing NEPA (40 C.F.R. S 1502).

ALTERNATIVES: FRA currently plans to analyze two alternatives in this environmental review, the proposed action and the "no-action" alternative. The proposed action is to comply with the statutory mandate and issue a regulation requiring the sounding of locomotive horns at every public highway-rail grade crossing in the U.S., including those where locomotive horns are presently not sounded. Such a rule would effectively preempt any State or local law or regulation to the contrary. The regulation encompassed in the proposed action would also identify a number of measures which the States and communities can undertake to provide improved safety at public highway-rail grade crossings. In such situations regular sounding of railroad horns would then become unnecessary from a safety perspective and could cease. The regulation would also establish a procedure for consideration by FRA of proposals by States, communities or other interested persons for approval of new supplementary safety measures that would permit designation of a quiet zone. The environmental impacts

of requiring the sounding of locomotive horns at public highway-rail crossings where the horns are not presently sounded and a consideration of the environmental impacts associated with the implementation of supplementary safety measures would be a part of the proposed action analysis.

The no-action alternative would involve maintenance of the status quo with respect to the sounding of locomotive horns. This would require alternative amendments to existing legislation.

AREAS OF SIGNIFICANT ENVIRONMENTAL CONCERN: FRA's review of the current practice of sounding locomotive horns at highway-rail grade crossings and the comments received thus far in the public docket of this rulemaking have identified two primary areas of environmental concern associated with the proposed regulation, noise (and related impacts) and safety.

SCOPING AND COMMENTS: FRA encourages broad participation in the EIS process during scoping and review of the resulting environmental documentation. Comments and suggestions are invited from all interested agencies and the public at large to insure the full range of issues related to the proposed action and all reasonable alternatives are addressed and all significant issues are identified. In particular, FRA is interested in determining whether there are any other reasonable alternatives consistent with the provisions of 49 U.S.C. 20153 and whether there are other areas of environmental concern where there might be the potential for significant impacts, either adverse or favorable, as a result of promulgating the proposed rule.

Due to the national scope of the proposed regulation, FRA does not plan to hold public scoping meetings. Notices soliciting comments have been and will be sent to appropriate Federal, State, and local agencies, private organizations and citizens who have expressed an interest in this rulemaking and made available to the media in areas that have been identified to date as currently subject to whistle bans or where whistle bans have been preempted by FRA order. Persons interested in providing comments on the scope of this environmental document should do so by August 7, 1998. Comments can be sent in writing to Mr. David Valenstein at the address identified above. Comments can also be sent via the Internet at:

FRAEIS@fra.dot.gov

THE REMAINING ENVIRONMENTAL REVIEW PROCESS: Comments received on the scope and methodology to be used in preparation of the EIS will be reviewed by FRA to develop the final scope of the environmental review. A summary of the comments received will be provided to agencies and members of the public expressing an interest in this environmental review. FRA and its consultants will then undertake preparation of a draft EIS which will be made available to the public for

intention that the comment period for the draft EIS will occur during the comment period associated with the proposed rule so that interested agencies and the public can combine their comments and that the environmental issues can be fully considered as FRA develops the final rule. After reviewing comments on the draft EIS, FRA will prepare a final EIS that addresses these comments and incorporates any additional analyses and material deemed necessary. The final EIS will be made available for public review for not less than 30 days before FRA takes any final action on the proposed rule.

INTERNET: This notice and all subsequent documents prepared as part of this environmental review will be available in the environmental pages of the FRA internet website, located at: http://www.fra.dot.gov

Issued in Washington, D.C. on: May 15, 1998

Donald M. Itzkoff
Deputy Administrator