Appendix L
Draft EIS Comments and Responses

Guide to Appendix L

Appendix L contains comments received on the Southwest LRT (METRO Green Line Extension) Draft Environmental Impact Statement (EIS) during the public comment period held from October through December 2015, following publication of the Draft EIS on October 12, 2012. All comments received on the Draft EIS were reviewed, responded to, and incorporated into the Final EIS, as appropriate. Appendix L is divided into three parts:

- Attachment 1: Index of comments received on the Draft EIS
- Attachment 2: Comments received on the Draft EIS
- Attachment 3: Responses to comments received on the Draft EIS

These attachments are described as follows:

Attachment 1: Index of Comments Received on the Draft EIS
Attachment 1 contains a table with each of the comments received on the Draft EIS. The table includes:

- Comment ID Number: A unique comment identification number assigned to each comment
- Source: The method the comment was received (e.g., postal mail, email, public hearing, etc.)
- Commenter: The name of the individual submitting the comment, if provided
- Commenter Organization: The name of the organization, business or group, if provided
- Original Comment Page Number: The page number where the comments begin, as found in Attachment 2, Comments Received on the Draft EIS
- Themes: The theme or themes in Attachment 3, Responses to Comments Received on the Draft EIS, that respond to the comments received on the Draft EIS

Attachment 2: Comments Received on the Draft EIS
Attachment 2 includes a copy of each of the comments received on the Draft EIS, and each comment illustrates which theme or themes in Attachment 3, Responses to Comments Received on the Draft EIS, respond to the comment or comments.

Attachment 3: Responses to Comments Received on the Draft EIS
The Federal Transit Administration (FTA) and the Metropolitan Council (Council) grouped the comments into common themes and prepared responses to each theme. Each theme includes one or more summary of comments, and each summary of comments is followed by a response. This appendix contains FTA's and the Council's topical responses on the following themes:

A. Support for the Project
B. Opposition to the Project
C. Opposition to relocation of freight rail out of the Kenilworth Corridor
D. Opposition to co-location of freight rail and light rail in the Kenilworth Corridor
E. Concerns about LRT within the Kenilworth Corridor
F. Concerns about Eden Prairie LRT alignment
G. Prefers or proposes other alternatives
H. Concerns about the operations and maintenance facility (OMF) and ancillary facilities
I. Concerns about park-and-ride lots and stations
J. Other specific design concerns
K. Concerns about Purpose and Need for the Project
L. Concerns about public involvement, agency coordination, and NEPA process

M. Concerns about social and economic impacts
N. Concerns about environmental effects
O. Concerns about noise and vibration methodology and impacts
P. Concerns about transportation system impacts
Q. Concerns about modifications to freight rail infrastructure
R. Concerns about safety and security
S. Concerns about Section 4(f) and Section 106 properties
T. Concerns about cost and schedule
U. Technical and typographical corrections
V. Information requests

Appendix M of this Final EIS includes FTA's and the Council's responses to the comments received during the comment period on the Supplemental Draft EIS and on the Amended Draft Section 4(f) Evaluation. That appendix uses a somewhat different approach in responding to comments. Appendix M uses a combination of individual responses to individual communications from commenters and a small set of *Master Responses* that apply to a variety of substantially similar comments. Some of the responses within this appendix refer to Appendix M.

Attachment 1: Index of Comments Received on the Draft EIS

Index of Comments Received on the Southwest LRT Draft EIS

ID No.	Source	Commenter	Commenter Organization	M (Attachment 2)	Themes
1	Email	Jerry Kavan	Slosburg Company	L.2-1	V
2	Email	John Caton	None	L.2-2	O, P
3	Email	Katherine Wenigmann	Barr	L.2-3	I, P, R
4	Email	Jessica Mador	MPR News	L.2-5	V
5	Email	Eric Anondson	None	L.2-6	V
6	Email	Elmer Wedel	Not Provided	L.2-8	V
7	Email	John Caton	None	L.2-10	B, C
8	Email	Jason Wedel	WSB & Associates	L.2-11	H
9	Email	Marissa Lasky	Not Provided	L.2-13	V
10	Email	Lee Colby	None	L.2-14	V
11	Email	Aaron Isaacs	None	L.2-15	I, J, O, P
12	Email	Jeffrey Simon	None	L.2-16	B, G
13	Email	Amanda Tranby	Best and Flanagan LLP	L.2-17	V
14	Email	Matthew Gordy	Iowa State University, Department of Landscape Architecture	L.2-18	V
15	Email	Betsy Szymanski	Supervalu National Account Team Nestle DSD	L.2-19	A
16	Email	Ilya Velikson	None	L.2-20	V
17	Postal Mail	Not Provided	None	L.2-21	A
18	Email	Curt Rahman	West Lake Street Business Representative SW Light Rail Business Advisory Committee	L.2-23	C
19	Email	Leila Brammer	Gustavus Adolphus College	L.2-42	O
20	Email	Barbara Fleet	None	L.2-43	F, G, O
21	Email	Rodgers, Rodge Adams	None	L.2-47	E, I, L, P

ID No.	Source	Commenter	Commenter Organization	M (Attachment 2)	Themes
22	Email	Arthur E. Higinbotham	SW LRT CAC member for W. Lake St. station	L.2-48	E, O
23	Email	David M. Hibbard	Ruby Tuesday, Inc.	L.2-49	F, M
24	Email	Albert Hepp	BuySelf Realty, Inc.	L.2-50	F, O
25	Email	Elmer Otto	Not Provided	L.2-51	P
26	Email	Marissa Lasky	Lasky Co.	L.2-53	V
27	Email	John Shorrock	Not Provided	L.2-55	E, L, N, O, S
28	Email	David Burd	Not Provided	L.2-56	A
29	Email	James A. Benshoof	Not Provided	L.2-57	P, V
30	Email	Damon Farber	None	L.2-66	E, O
31	Email	Brent Bovitz	None	L.2-69	P
32	Email	Katherine & Damian McManus	None	L.2-70	C
33	Email	Sengdara Vannavong Grue	None	L.2-71	C
34	Email	Gwen Kurvers	Wrecker Services, Inc.	L.2-73	M
35	Email	Cheryl Martin	EdinaRealty.com, Birchwood Neighborhood of St. Louis Park	L.2-77	C, E, L
36	Email	Mike Pliner	None	L.2-80	C, L, T
37	Email	Mark Sawinski	None	L.2-81	C, Q
38	Email	Nancy Sauro	Not Provided	L.2-82	A
39	Email	Bob Suko on behalf of Mark Wegner	Twin Cities and Western Railroad	L.2-83	Q
40	Email	John Caton	Not Provided	L.2-84	C
41	Email	Karen Colt	Not Provided	L.2-85	C
42	Email	Gary Bush	Not Provided	L.2-88	C, L, T
43	Email	Nancy Brown	Nancy S. Brown Marketing Research	L.2-100	C

ID No.	Source	Commenter	Commenter Organization	M (Attachment 2)	Themes
44	Email	Diane Dowd	Not Provided	L.2-102	C
45	Email	Jane Grudt	Not Provided	L.2-103	C, L, T
46	Email	Tony Kelleran	Not Provided	L.2-112	V
47	Email	Michael Dole, MD	Dakota Medical Clinic	L.2-113	C
48	Email	Bob Suko	Twin Cities & Western Railroad	L.2-114	Q
49	Email	Mary Gaines	Not Provided	L.2-115	C
50	Email	Bill James	Not Provided	L.2-116	C
51	Email	Patrick Wells	Kiwanis Club of St. Louis Park, Safety in the Park!	L.2-118	C, L
52	Postal Mail	Ervin & Marian Ostendorf	Not Provided	L.2-123	C
53	Postal Mail	Mel and Jane Martinson	Not Provided	L.2-126	C
54	Postal Mail	William J. Sr., William J. Jr., and Carol F. Donlon	Not Provided	L.2-129	C, T
55	Email	Marc Ballbach	Not Provided	L.2-132	A, J, L, P
56	Email	Leilani Bloomquist	Not Provided	L.2-133	B
57	Email	Arthur E. Higinbotham	SW LRT CAC Representative for the W. Lake St. station	L.2-134	I, P
58	Postal Mail	Patrick Wells	Kiwanis Club	L.2-135	C
59	Postal Mail	David Gaines	Not Provided	L.2-139	C
60	Postal Mail	David Gaines	Not Provided	L.2-141	C
61	Postal Mail	David Gaines	Not Provided	L.2-143	C
62	Email	Judy Wells	Not Provided	L.2-145	C
63	Email	Brian Zachek	Not Provided	L.2-147	C, L
64	Email	Lynne Stobbe	Not Provided	L.2-149	C
65	Email	Jeffrey Mueller	Not Provided	L.2-151	C
66	Email	Greg Johnson	Bryant Graphics	L.2-152	C

ID No.	Source	Commenter	Commenter Organization	M (Attachment 2)	Themes
67	Postal Mail	Gwen Jacobson	Not Provided	L.2-153	C
68	Email	Edith Nosow	Not Provided	L.2-155	C, L
69	Email	Mike Novak	Not Provided	L.2-158	A, L
70	Postal Mail	Thomas P. Cremons	Not Provided	L.2-159	C, E, L
71	Postal Mail	Erin Harlan	Not Provided	L.2-163	C
72	Postal Mail	Erin Harlan	Not Provided	L.2-165	C
73	Email	Vici Scheuble and Thomas Morizio	ACIST Medical Systems	L.2-167	A, P
74	Email	Richard Adair	Not Provided	L.2-169	I
75	Email	Arthur E. Higinbotham	CIDNA Board Transportation Co-chair	L.2-170	E, G, O
76	Email	Arthur Higinbotham	Not Provided	L.2-171	M
77	Email	Sharon Lehrman	Nutrition, Health and Wellness	L.2-172	C, L
78	Email	Arthur Higinbotham	CIDNA Board Transportation, Co-chair	L.2-173	E, G, O
79	Email	Harry Baxter	Not Provided	L.2-174	A
80	Email	Peter L. Roos	Not Provided	L.2-175	I, P
81	Email	Sara K Hackenmueller	Not Provided	L.2-177	F, N, O
82	Email	Paula Evensen	Not Provided	L.2-179	C, O, Q
83	Email	John Shorrock	Not Provided	L.2-181	E, O
84	Postal Mail	Eveline Haag	Not Provided	L.2-182	C, L
85	Postal Mail	Eric Melbye	Not Provided	L.2-184	C
86	Postal Mail	Eric Melbye	Not Provided	L.2-186	C, T
87	Postal Mail	Susan Melbye	Not Provided	L.2-188	C
88	Postal Mail	Susan Melbye	Not Provided	L.2-190	C
89	Postal Mail	Susan Melbye	Not Provided	L.2-192	C, L

ID No.	Source	Commenter	Commenter Organization	M (Attachment 2)	Themes
90	Postal Mail	Ben G. Zimmerman	Not Provided	L.2-194	A
91	Postal Mail	Erin Harlan	Not Provided	L.2-196	C, T
92	Postal Mail	Gene Mellgren	Not Provided	L.2-198	C, L
93	Postal Mail	Thomas Carpenter	Not Provided	L.2-200	A
94	Postal Mail	Mike Held	Not Provided	L.2-202	C, L
95	Postal Mail	Michael Daly	Not Provided	L.2-204	C
96	Postal Mail	Michael Daly	Not Provided	L.2-206	C
97	Postal Mail	Mike Daly	Not Provided	L.2-208	C, L
98	Postal Mail	Barbara Daly	Not Provided	L.2-210	C
99	Postal Mail	Barbara Day	Not Provided	L.2-212	C, T
100	Postal Mail	Barbara Daly	Not Provided	L.2-213	C, L
101	Postal Mail	Bert and Beverly Schmitt	Not Provided	L.2-215	C, L
102	Postal Mail	Duane Googins	Not Provided	L.2-217	C, L, T
103	Postal Mail	Gail Miller	Not Provided	L.2-221	C, L, T
104	Postal Mail	Joanne Strate	Not Provided	L.2-225	B, O
105	Email	Ron Coltman	Not Provided	L.2-227	E
106	Email	Sue Basill	Not Provided	L.2-228	A, D, Q
107	Email	Francis & Mary Schmit	Not Provided	L.2-230	C
108	Email	Paul McCullough	Not Provided	L.2-231	C
109	Email	Joan Kuenzi	Not Provided	L.2-232	C
110	Email	Megan Schaack	Not Provided	L.2-233	C
111	Email	Nancy Ritzman	Not Provided	L.2-234	C
112	Email	William Vandover	Not Provided	L.2-235	C, T

ID No.	Source	Commenter	Commenter Organization	M (Attachment 2)	Themes
113	Email	Anne Wardleworth	North American Properties	L.2-238	F, M, O, P
114	Email	Shelley Emick for Geoffrey Jarpe	Maslon Edelman Borman & Brand, LLP	L.2-241	F, N
115	Email	Matt Muyres	Not Provided	L.2-243	P
116	Email	Ellen Lipschultz	Not Provided	L.2-244	C
117	Postal Mail	Susan Melbye	Not Provided	L.2-245	C
118	Postal Mail	Sara K Hackenmueller	Not Provided	L.2-247	F, M, N, O
119	Postal Mail	Michelle Schaan	Not Provided	L.2-249	C, L
120	Postal Mail	Brandy Schaan	Not Provided	L.2-251	C, L
121	Postal Mail	Ethel Mellgren	Not Provided	L.2-253	C, L
122	Postal Mail	Geoffrey Jarpe	Maslon Edelman Borman & Grand, LLP	L.2-255	B, F, N
123	Postal Mail	Muriel Barclay	Not Provided	L.2-257	C
124	Postal Mail	Roy and Judy Falness	Not Provided	L.2-259	C, L
125	Postal Mail	Roy and Judy Falness	Not Provided	L.2-261	C
126	Email	Karen Bertulli	Not Provided	L.2-263	C
127	Email	Ruthann Shull	Village in the Park Condominium Association	L.2-265	D, M, R
128	Email	Damon and Becky Farber	Not Provided	L.2-269	E, M, N, O, P, T, V
129	Email	Steven R. Goldsmith, MD	Professor of Medicine, University of Minnesota	L.2-279	E, M, N, P, O
130	Email	Matthew Moran	Not Provided	L.2-283	C, L
131	Email	John M Woodward	Not Provided	L.2-284	C
132	Email	Charles Fink	Not Provided	L.2-285	T
133	Email	Drew Terwilliger	Not Provided	L.2-286	G, N, P, O
134	Email	Jackie Olafson	St. Louis Park Emergency Program (STEP)	L.2-289	C
135	Postal Mail	Mark Purdy	Not Provided	L.2-291	C, T

ID No.	Source	Commenter	Commenter Organization	M (Attachment 2)	Themes
136	Postal Mail	Mark Purdy	Not Provided	L.2-293	C
137	Postal Mail	Mark Purdy	Not Provided	L.2-295	C
138	Postal Mail	Mark Purdy	Not Provided	L.2-297	C
139	Postal Mail	Mark Purdy	Not Provided	L.2-299	C
140	Postal Mail	Mark Purdy	Not Provided	L.2-301	C, T
141	Postal Mail	Mark Purdy	Not Provided	L.2-303	C, L
142	Postal Mail	Mark Purdy	Not Provided	L.2-305	C
143	Postal Mail	Chris Lavin	Not Provided	L.2-143	C
144	Postal Mail	James Benshoof	10417 Associates, LLP	L.2-309	M, O, P
145	Postal Mail	Gerald I. Stamm	Not Provided	L.2-314	C
146	Postal Mail	Steven Steuck	Not Provided	L.2-316	P, N, R
147	Email	Rebecca Phelan	Not Provided	L.2-318	C, T
148	Email	Josh Klein	Parallel Technologies, Inc.	L.2-320	A
149	Email	Roger Shipp	Not Provided	L.2-321	C, T
150	Email	Rachel Callanan	Not Provided	L.2-322	C
151	Email	DJ Heinle	North Loop Neighborhood	L.2-323	H, I, M, O, P
152	Email	Arthur Higinbotham	Not Provided	L.2-330	T
153	Email	Marilyn Olson	Not Provided	L.2-332	A
154	Email	Arthur E. Higinbotham	Not Provided	L.2-333	T
155	Email	Doug Nelson	GDL Ltd Partnership	L.2-335	I, M
156	Email	Judy Mitchell	Canadian Pacific Railroad	L.2-336	C, L, Q, N
157	Email	Butch Johnson	www.musicbarn.com	L.2-340	J, I, L
158	Email	Nancy Eder	Not Provided	L.2-342	L, I

ID No.	Source	Commenter	Commenter Organization	M (Attachment 2)	Themes
159	Email	Carolyn Blesi	Not Provided	L.2-343	C
160	Email	Jack Sullivan	Best & Flanagan LLP	L.2-344	V
161	Email	Butch Johnson	www.musicbarn.com	L.2-345	J, I
162	Email	Eric Ecklund	Not Provided	L.2-347	C, G
163	Postal Mail	David Rhees	West Calhoun Neighborhood Council	L.2-354	D, I, R
164	Postal Mail	Stephen G. May	Not Provided	L.2-356	C, T
165	Email	Eric Roberts and Laura Davis	Not Provided	L.2-358	D, E, O
166	Email	Damon Farber	Not Provided	L.2-359	E, M, N, O, P, T, V
167	Email	Jodie Scott	KPMG LLP	L.2-360	D, E, N, O, R, A
168	Email	Kelly Ryman	Not Provided	L.2-362	C
169	Email	Dr. Eric Larsson and Kara Riedesel	Not Provided	L.2-363	D, E, I, O
170	Email	Jodie Scott	KPMG, LLC	L.2-366	D, E, N, O, R, A
171	Email	Mark Sawinski	Not Provided	L.2-369	C
172	Email	Helene Herbst	Not Provided	L.2-370	C
173	Postal Mail	Mace and Audrey Goldfarb	Not Provided	L.2-372	E, G, N, O, R
174	Postal Mail	Brendalee and Theodor Litman	Not Provided	L.2- L.2-375	C
175	Postal Mail	Carol Waugh	Not Provided	L.2-377	C
176	Postal Mail	Sarai Brenner and Dr. James Mickman	Not Provided	L.2-379	D, E, O, P
177	Postal Mail	Douglas M. Nelson	GDL Ltd. Partnership (Brin Northwestern Glass)	L.2-381	M
178	Postal Mail	Blaine Miller	Not Provided	L.2-383	A, D, I, O
179	Postal Mail	Jeanne M. Englund	Not Provided	L.2-385	I

ID No.	Source	Commenter	Commenter Organization	M (Attachment 2)	Themes
180	Email	Mark Pupeza	Paper Depot, Inc	L.2-387	M, P
181	Email	Dr. Russell L. Palma	Not Provided	L.2-394	E, G, N, O, R
182	Email	Dale Stenseth	Not Provided	L.2-395	C, L
183	Email	Mark Pupeza	Paper Depot, Inc	L.2-397	V
184	Email	Brian Payne	Centro de Trabajadores Unidos en la Lucha CTUL	L.2-398	A, L, M
185	Postal Mail	Cindi Thompson	Not Provided	L.2-403	C
186	Postal Mail	Yvonne Haik	Not Provided	L.2-405	D, E, N, O
187	Postal Mail	Jody Healy	Not Provided	L.2-407	D, E, I
188	Email	Christian Berry	Not Provided	L.2-407	C
189	Email	Susanne Wollman	Not Provided	L.2-410	C
190	Email	Bonnie Black	Not Provided	L.2-411	E, P, U
191	Email	Randy Newton	City of Eden Prairie	L.2-412	F, H, I, L, N, O, P, U
192	Email	Barbara Dorset	Not Provided	L.2-426	G, M, N, O
193	Email	Susan Shapiro	Not Provided	L.2-427	G, M, N, O
194	Email	Maggie Pastarr and Steve Andersen	Not Provided	L.2-428	E, I, P
195	Postal Mail	Mark Pupeza	Paper Depot, Inc.	L.2-429	M, P
196	Postal Mail	Amy Earle	Not Provided	L.2-438	C
197	Postal Mail	David Smiglewski	City of Granite Falls, MN	L.2-440	C, G
198	Postal Mail	Anne L. Wardleworth	North American Properties	L.2-442	F, M, O, P
199	Postal Mail	Rick Getschow	City of Eden Prarie, City Manager	L.2-445	F, H, I, L, N, O, P, U
200	Postal Mail	Joan Grootwassink	Not Provided	L.2-459	F, G
201	Postal Mail	R. Rawlings and L. Hipkiss	Not Provided	L.2-461	E, O, I, M, N, R
202	Postal Mail	Roy Williams	Not Provided	L.2-463	E, I, O

ID No.	Source	Commenter	Commenter Organization	M (Attachment 2)	Themes
203	Postal Mail	Donna O'Quinn	Not Provided	L.2-465	C
204	Postal Mail	Rachel Seurer	Not Provided	L.2-467	I, R
205	Postal Mail	Mary Gosselin	Not Provided	L.2-469	C
206	Postal Mail	Tom Quandt	Lakes Citihomes	L.2-473	E, M, N, O, P
207	Postal Mail	Dale Stenseth	Not Provided	L.2-475	C, L
208	Postal Mail	Rosemary H. Walsh	Not Provided	L.2-477	D, G, P
209	Postal Mail	Ruth Danielowski	Not Provided	L.2-479	C
210	Postal Mail	Larry Schuette	Form-A-Feed, Inc, General Manager	L.2-481	C, G
211	Postal Mail	Lloyd A. Williams	Not Provided	L.2-483	C, L
212	Postal Mail	Lee Ann Landstrom	Not Provided	L.2-485	C, L
213	Postal Mail	Kelly Peterson	Not Provided	L.2-487	C
214	Postal Mail	Sam Olson	Not Provided	L.2-488	C
215	Postal Mail	Sophia Olson	Not Provided	L.2-489	C
216	Postal Mail	Jeff Olson	Not Provided	L.2-490	C
217	Postal Mail	Maggie Lingner	Not Provided	L.2-492	C
218	Postal Mail	Marian Moore	Not Provided	L.2-494	C, E, I, N, O
219	Postal Mail	Martin Richmond	Not Provided	L.2-496	E, G
220	Postal Mail	Jon Gjerde	Not Provided	L.2-498	C, T
221	Postal Mail	Jon Gjerde	Not Provided	L.2-500	C, L
222	Postal Mail	Jon Gjerde	Not Provided	L.2-502	C
223	Postal Mail	Jon Gjerde	Not Provided	L.2-504	C
224	Postal Mail	Jon Gjerde	Not Provided	L.2-506	C
225	Email	Terence Hughes	House Dressing Company, Inc	L.2-508	E, R

ID No.	Source	Commenter	Commenter Organization	M (Attachment 2)	Themes
226	Email	Jennifer Ringold	Minneapolis Park and Recreation Board	L.2-509	D, E, I, L, N, O, P, R, S, T, U, M
227	Email	Sherm Stanchfield	Stanchfield Realty and Property Managment, LLC	L.2-546	C
228	Email	Erin Cosgrove	Not Provided	L.2-548	C
229	Email	Traci Morelli	Not Provided	L.2-551	V
230	Email	Elmer J. Otto	Not Provided	L.2-552	A
231	Email	Gloria and Jeffrey Murman	Not Provided	L.2-553	C
232	Email	Todd and Sharon Duncan	Not Provided	L.2-555	C
233	Email	Tricia Zeigle	Not provided	L.2-558	A, D
234	Email	Valincia Darby	Department of the Interior, Office of Environmental Policy and Compliance (OEPC)	L.2-559	L, S
235	Email	Richard A. Weiblen	Liberty Property Trust	L.2-562	A, F, H, I, J, L, M, N, O, P
236	Postal Mail	Helene Herbst	Not Provided	L.2-569	C, T
237	Postal Mail	Clayton R. Johnson	Not Provided	L.2-572	C
238	Postal Mail	Michael Nelson, John DeWitt, and Soren Jensen	Midtown Greenway Coalition	L.2-575	A, D, P, E, N
239	Postal Mail	Elaine Rothman	Not provided	L.2-579	N, O
240	Postal Mail	Lois Zander	Co-chair, Sorensen Neighborhood Association	L.2-582	L, C
241	Postal Mail	Denise Sergent	Not Provided	L.2-585	C
242	Email	Gloria and Jeffrey Murman	Not Provided	L.2-587	C
243	Email	Judy Gaviser	Not Provided	L.2-588	M, O, P, R
244	Email	Adam Platt	Not Provided	L.2-589	A, E, I
245	Email	Christin Winkler	Not Provided	L.2-590	C
246	Email	Christin Winkler	Not Provided	L.2-592	C

ID No.	Source	Commenter	Commenter Organization	M (Attachment 2)	Themes
247	Email	Christin Winkler	Not Provided	L.2-94	C
248	Email	Steve Andersen	West Calhoun Neighborhood	L.2-596	I, O
249	Email	Jeffrey J. Byers	Not Provided	L.2-597	C
250	Email	Donald C. Pflaum	City of Minneapolis Public Works	L.2-599	A, C, D, H, I, J, K, L, M, N, O, P, R, S, E, U, Q
251	Email	Jenny Kriha	Not Provided	L.2-642	E, I, N, P, O, R
252	Email	Brady D. Busselman	Not Provided	L.2-643	C
253	Email	Ann Mongoven	ISAIAH Transportation Equity Task Force	L.2-644	A, H, I, L, M, P, K, N, U
254	Email	Dean Petersen and Madeleine Henry	Not Provided	L.2-650	A, E, N, O, P, L, M, R
255	Email	Cheryl DeVaal	Not Provided	L.2-651	C, L, T
256	Email	Phil Freshman	Not Provided	L.2-657	C
257	Email	Rich Rinker	Not provided	L.2-659	I, P
258	Email	Celeste Gaspard	Not Provided	L.2-660	C, T
259	Email	Jan Benson	Not Provided	L.2-661	C
260	Email	Richard Dworsky	Not Provided	L.2-662	C, G, L
261	Email	Chris Gaspard	Not Provided	L.2-666	C, L, T
262	Postal Mail	Bonnie Lindgren	Not Provided	L.2-668	C
263	Postal Mail	Robert T. Holt	Not Provided	L.2-671	B, G, I
264	Postal Mail	Frank B. Freedman	Not provided	L.2-675	C, L, T
265	Postal Mail	Tiera Rozman	Not provided	L.2-678	C
266	Postal Mail	Michael A. Rozman	Not provided	L.2-679	C
267	Postal Mail	Sharon Duncan	None	L.2-682	C

ID No.	Source	Commenter	Commenter Organization	M (Attachment 2)	Themes
268	Postal Mail	Richard A. Weiblen	Liberty Property Trust	L.2-686	A, F, H, I, J, L, M, N, O, P
269	Email	Laura Anne Haynes	Not Provided	L.2-693	C, T
270	Email	Norma Adams	Not Provided	L.2-694	E, G, I, L, O, P
271	Email	Rhea Sullivan	West Calhoun Neighborhood Council, Edge of Lake Calhoun Business Association	L.2-696	E, I, M, P, R
272	Email	Todd Klemmensen	MTS Systems Corporation	L.2-705	V
273	Email	Kathy Grose	Not Provided	L.2-706	C, L
274	Email	Clark R. Gregor	Not Provided	L.2-708	C
275	Email	Marit Eriksmoen	Housing Preservation Project and the Alliance for Metro Stability	L.2-709	M, L, U
276	Email	Denise Zurn	Not Provided	L.2-727	C, L, T
277	Email	Andy Hingeveld	Scott County Board of Commissioners	L.2-734	A, C, P, N
278	Email	Ann Beuch	Blake Road Corridor Collaborative & ICA Food Shelf	L.2-737	A, I, L, M, P
279	Email	Dave Schaenzer	Not Provided	L.2-740	D, E, I
280	Email	Shawn Smith	Not Provided	L.2-741	D, E, I, O
281	Email	Michael Pliner	Not Provided	L.2-742	C
282	Email	Jake Beek	Not provided	L.2-744	V
283	Postal Mail	Zinaida and Vlado Kecman	Not Provided	L.2-745	C, L
284	Postal Mail	Sandy Kline and Leslie Olson	Not Provided	L.2-747	C, L, T
285	Postal Mail	Phil Freshman	Not provided	L.2-749	C
286	Postal Mail	Zinaida and Vlado Kecman	Not Provided	L.2-751	C
287	Postal Mail	Zinaida and Vlado Kecman	Not Provided	L.2-753	C
288	Postal Mail	Zinaida and Vlado Kecman	Not Provided	L.2-755	C
289	Postal Mail	Zinaida and Vlado Kecman	Not Provided	L.2-757	C

ID No.	Source	Commenter	Commenter Organization	M (Attachment 2)	Themes
290	Postal Mail	John Erwin	Minneapolis Park & Recreation Board	L.2-759	D, E, I, L, N, O, P, R, S, T, U, M
291	Email	Nicholas Shuraleff	Not Provided	L.2-796	I
292	Email	Mary Shuraleff	Not Provided	L.2-798	E
293	Email	Louise Delagran	Not Provided	L.2-799	D, I, P
294	Email	Dr. Steven R. Goldsmith	University of Minnesota, Heart Failure Program, Hennepin County Medical Center	L.2-800	E, I, N, O, P
295	Email	Fran Schmit	Not provided	L.2-804	C
296	Comment Form	Tom Randgaard	Not Provided	L.2-805	D, N, O
297	Postal Mail	Corinne Egan	Not provided	L.2-807	C
298	Comment Form	C. Dreher	Not provided	L.2-809	I, M, N
299	Comment Form	Sandra Dower	Not provided	L.2-811	D, E, I, N
300	Postal Mail	Brian Egan	Not provided	L.2-813	C
301	Email	Anne Selbyg	Not provided	L.2-815	C
302	Postal Mail	Frank B. Freedman	Not provided	L.2-817	C, L, T
303	Postal Mail	Richard Dworsky	Not provided	L.2-819	C
304	Postal Mail	Tom Wolf	Scott County Board of Commissioners	L.2-821	A, C, P, N
305	Postal Mail	Lisa M. Yepes	Not provided	L.2-824	C
306	Postal Mail	Angela M. Erdrich	Not provided	L.2-827	I, E, N
307	Postal Mail	James Heintzman	Not Provided	L.2-829	C
308	Postal Mail	Richard Dworsky	Not provided	L.2-831	C, L
309	Email	Jim Smart	Not Provided	L.2-833	D, P
310	Email	Nathan Jorgenson	Exterior Designer	L.2-834	D, G
311	Email	Kevin Kirsch	Marketing Communications, CliftonLarsonAllen LLP	L.2-835	A

ID No.	Source	Commenter	Commenter Organization	M (Attachment 2)	Themes
312	Email	Robert E. Sherman	Not Provided	L.2-836	D, I, E
313	Email	Andrew Dipper	Not Provided	L.2-837	D, G
314	Email	Not Provided	Not Provided	L.2-838	D, G
315	Email	Olaf Lukk	Not Provided	L.2-839	D, I
316	Email	Mary "Cathy" Smith	Not Provided	L.2-840	A
317	Email	Rita Sjoberg	Not provided	L.2-841	G
318	Email	David Buran	Not Provided	L.2-842	E, A
319	Postal Mail	Lawrence W. Olson	Not Provided	L.2-843	O
320	Postal Mail	Richard Earle	Not Provided	L.2-845	C
321	Postal Mail	James A. Yarosh	St. Louis Park Public Schools	L.2-848	C, L
322	Postal Mail	James A. Yarosh	St Louis Park Public Schools	L.2-854	C, L
323	Email	Bill Lewis and Lynda Borjesson	Not Provided	L.2-860	D, E, M, O, P
324	Email	Toni DuFour	Not Provided	L.2-862	D, E, I
325	Email	David Ruebeck	Not Provided	L.2-863	D, E, N, O, P
326	Email	William Ehrich	Not Provided	L.2-864	K I, O
327	Email	Louann Lanning	Not Provided	L.2-865	B, E, I, K, M, O, R
328	Email	Matthew Alspach	Not Provided	L.2-868	E, G, P
329	Email	Jane Willis	Not Provided	L.2-869	E
330	Email	Cheryl and Paul LaRue	None	L.2-870	D, E, L, M, N, O, P
331	Email	Jason Gaines	None	L.2-877	G
332	Email	Molly Gaines	Not Provided	L.2-878	G
333	Email	Paul Krawczyk	Not Provided	L.2-879	N
334	Email	Cynthia E. Marsh, PH.D.	Not Provided	L.2-880	D, E, I, O

ID No.	Source	Commenter	Commenter Organization	M (Attachment 2)	Themes
335	Email	Monica Smith	CIDNA	L.2-882	C, D, E, I, L, M, N, O, P, R, S, G, H, T
336	Email	Meg J. McMonigal	Planning and Zoning Supervisor, City of St. Louis Park	L.2-946	V
337	Email	Alexandra Coe	Not Provided	L.2-947	D, E
338	Email	David Howd	Not Provided	L.2-948	G, C
339	Email	Marcia E. Urban	Not Provided	L.2-953	E, N
340	Postal Mail	Mike Fadlovich	Not Provided	L.2-954	G, E
341	Postal Mail	Barbara Lundgren	Not Provided	L.2-956	E, I, N, O, P
342	Email	Kolean Pitner	Not Provided	L.2-958	D, L
343	Email	James Hagen	Not Provided	L.2-959	A
344	Email	Elise Durbin	Community Development Supervisor, City of Minnetonka	L.2-960	H, J, I, L, M, N, O, P, U, V
345	Email	Jack Y. Perry	Briggs and Morgan	L.2-980	A, F, G, I, L, M, K, R
346	Email	Sue Sanger	Not Provided	L.2-990	A, C, L, Q, T
347	Email	Not Provided	Not Provided	L.2-994	A, C, L, Q, T
348	Email	Sue Sanger	Not Provided	L.2-995	A, C, L, Q, T
349	Email	Kate Christianson	Not Provided	L.2-996	D
350	Postal Mail	James & Mary Schwebel	Not Provided	L.2-997	G, O
351	Email	Christa Stoebner	Surface Transportation Board, Office of Environmental Analysis	L.2-999	C, K, L, Q, S, U
352	Email		Surface Transportation Board	L.2-1010	
353	Email	Nancy Newcomb	Odds and Ends Furniture Gallery	L.2-1011	M, T
354	Email	Jeff Roy and Jeanne Stevens	Summit Hill	L.2-1012	A, C, L
355	Email	Paul F. Leutgeb	Not Provided	L.2-1016	B, E, T

ID No.	Source	Commenter	Commenter Organization	M (Attachment 2)	Themes
356	Postal Mail	Nancy Green	Calhoun Isles Condominium Association	L.2-1018	D, E, I, L, N, O, P, R, G, M
357	Postal Mail	Jack Y. Perry	Briggs and Morgan	L.2-1045	A, F, G, I, L, M, K, R
358	Postal Mail	Julie Wischnack	City of Minnetonka	L.2-1055	H, J, I, L, M, N, O, P, U, V
359	Email	Bill VanArsdale	Eaton Corporation	L.2-1075	F, I, L
360	Email	Robert M. Brockway	Not Provided	L.2-1085	E
361	Email	Beth Swedberg	Not Provided	L.2-1087	E, N, O
362	Email	Robert D. Salmen	Equity Financial Services Corp.	L.2-1088	I, M, N, O, P, U, R
363	Email	James Kirkham, MD	Not Provided	L.2-1097	D, E
364	Email	Jackie Cherryhomes	The Fish Guys, Stark Electronics, LBP Mechanical	L.2-1099	I, M, N, P, U
365	Postal Mail	Kathy Williams	Not Provided	L.2-1106	C, L
366	Postal Mail	Stephanie Lauenstein and William Mullen	Not Provided	L.2-1108	E, I, D
367	Postal Mail	Richard Johnson and John Erickson	Cedar Lake Shores Townhome Association (CLSTA)	L.2-1110	D, E, G, I, M, N, O, P, R
368	Email	Michael Hayman	Minnehaha Creek Watershed District	L.2-1116	I, L, N, P
369	Email	Rhea Sullivan	West Calhoun Neighborhood Council	L.2-1120	A, D, E, G, I, L, M, N, O, P, R, S, T, H
370	Email	Jennifer Hicks	None	L.2-1146	D, E, L
371	Email	Jim Campbell	Southwest Corridor Investment Partnership	L.2-1148	A
372	Email	Pat Bursaw	Minnesota Department of Transportation, Office of Planning, Program Management, and Transit	L.2-1150	F, H, I, L, P, N, O, Q, U
373	Email	Jim Campbell	Southwest Corridor Investment Partnership	L.2-1157	A
374	Email	Marc Berg	None	L.2-1159	C, L
375	Email	Joan Vanhala	Alliance for Metropolitan Stability	L.2-1164	A, H, I, L, M, N, P

ID No.	Source	Commenter	Commenter Organization	M (Attachment 2)	Themes
376	Email	Larry Cermak	CMVGA/Minneapolis Farmers Market	L.2-1179	A, I, M, P, R, O
377	Email	Karen Kromar	Minnesota Pollution Control Agency	L.2-1185	L, N, O, U
378	Email	Scott Barriball	Farmer's Market Annex	L.2-1188	I, L, M, P
379	Email	Edward Ferlauto	None	L.2-1193	D, E, I, O, P, N
380	Email	Marcie Pietrs	None	L.2-1199	C, G, P
381	Postal Mail	Not Provided	The Fish Guys, LBP Mechanical, Stark Electronics	L.2-1203	I, M, N, P, U
382	Postal Mail	William VanArsdale	Eaton Corporation	L.2-1209	F, I, L, A
383	Email	Arthur Higinbotham	None	L.2-1219	I, P
384	Email	Aron Khoury	None	L.2-1260	A
385	Email	Jacques Brunswick	None	L.2-1261	C, E, O
386	Email	Scott Friedman	None	L.2-1264	A, D, E, I, O, P, R
387	Email	Tim O'Brien	None	L.2-1265	E, I, L
388	Email	Kenneth Cram	Not Provided	L.2-1267	D, E, O
389	Email	Kent Marshall	None	L.2-1268	E, I, O, P
390	Email	Tom Schuster	43 Hoops Basketball Academy	L.2-1269	I, M
391	Email	Robin Bischoff	None	L.2-1272	E, I, O, R
392	Email	Cheryl Taddei	None	L.2-1275	E, O
393	Email	Marlin Possehl	Bryn Mawr Neighborhood Association	L.2-1276	A, C, D, E, H, I, K, L, M, N, P, U
394	Email	Meg McCormick	Not Provided	L.2-1291	A, L, M
395	Email	Lisa Walker	Not Provided	L.2-1292	I
396	Email	Arthur Higinbotham	Not Provided	L.2-1293	I, L, M, P, R, S
397	Email	Margaret Edstrom	Not Provided	L.2-1294	J, L, N, O

ID No.	Source	Commenter	Commenter Organization	M (Attachment 2)	Themes
398	Email	Vida Ditter	Bassett Valley Redevelopment Oversight Committee (The ROC)	L.2-1296	A, D, H, I, L, M, P, K, N
399	Postal Mail	Victoria Rutson	Surface Transportation Board	L.2-1307	C, K, L, Q, S, U
400	Postal Mail	Scott D. Nagel	ADM - Benson Quinn	L.2-1318	C, G, L
401	Postal Mail	Stephen Borstad	AGRI Trading	L.2-1319	C, G
402	Postal Mail	Larry Serbus and Curt Meyer	Bird Island Bean Co. LLC	L.2-1320	C, G
403	Postal Mail	Brad Aaseth	Bird Island Soil Service Center, Inc	L.2-1321	C
404	Postal Mail	Duane Anderson	Central Bi Products	L.2-1322	C, G
405	Postal Mail	Signature Illegible	Central Bi-Products	L.2-1323	C, G
406	Postal Mail	Ron Schlimme and Sandy Gillespi	Clinton Co-op Farmers Elevator Association	L.2-1324	C, G
407	Postal Mail	Jim Orchard	Cloud Peak Energy	L.2-1325	C, G
408	Postal Mail	Craig Hebrink	Co-Op Country Farmers Elevator	L.2-1326	C, G
409	Postal Mail	Jerry Settje	Corona Grain and Feed	L.2-1327	C, G
410	Postal Mail	Tom Otto	Dairy Farmers of America	L.2-1328	C, G
411	Postal Mail	Rodney Winter	Equity Elevator Trading Company	L.2-1329	C, G
412	Postal Mail	Scott Dubbelde	Farmers Cooperative Elevator Co	L.2-1330	C, G
413	Postal Mail	Glen C. Moe	Cenex Farmers Union Co-Op Oil Company	L.2-1331	C, G
414	Postal Mail	Jon Ahrens	Cenex Farmers Cooperative Oil Company	L.2-1332	C, G
415	Postal Mail	Bob Mortsenson	FDGI A Division of Agrex Inc	L.2-1333	C, G
416	Postal Mail	Larry Schuette	Form-A-Feed, Inc.	L.2-1334	C, G
417	Postal Mail	Tom Traen	Glacial Plains Cooperative	L.2-1335	C, G
418	Postal Mail	Lois Lovehaug	Glacial Plains Cooperative	L.2-1336	C, G
419	Postal Mail	Eric M. Baukol	Granite Falls Energy LLC	L.2-1337	C, G

ID No.	Source	Commenter	Commenter Organization	M (Attachment 2)	Themes
420	Postal Mail	John Brondts	Hanley Falls Farmers Elevator	L.2-1338	C, G
421	Postal Mail	Ben Hedtke	Hanley Falls Farmers Elevator	L.2-1339	C, G
422	Postal Mail	Scott Blumhoefer	Heartland Corn Products	L.2-1340	C, G
423	Postal Mail	Rob Everist	L.G. Everist Inc	L.2-1341	C, G
424	Postal Mail	Rick Everist	L.G. Everist, Inc.	L.2-1342	C, G
425	Postal Mail	Dale Carlson	Lyman Lumber Company	L.2-1343	C, G
426	Postal Mail	Peter Valentin	Meadowland Farmers Coop	L.2-1344	C, G
427	Postal Mail	Blair B. Bury	Midwest Asphalt Corporation	L.2-1345	C, G
428	Postal Mail	Bob Zelenka	Minnesota Grain and Feed Association, MGFA	L.2-1346	C
429	Postal Mail	Jane Reminger	Minnesota Valley Regional Rail Coalition	L.2-1347	C, G
430	Postal Mail	Lisa Brickey	The Mosaic Company	L.2-1348	C, G
431	Postal Mail	Douglas E. Punke, CEO	RPMG LLC Inc.	L.2-1349	C, G
432	Postal Mail	Andy Slinden	Seneca Foods Corporation	L.2-1351	C, G
433	Postal Mail	Rick Rose	Seneca Foods Corporation	L.2-1352	C, G
434	Postal Mail	Eugene Lutteke	South Central Grain and Energy	L.2-1353	C, G
435	Postal Mail	Kelvin Thompsen	President and CEO, Southern Minnesota Beet Sugar Cooperative	L.2-1355	C, G
436	Postal Mail	Chuck Steffl	Step Saver Inc	L.2-1357	C, G
437	Postal Mail	Paul Mattson	Western Consolidated Cooperative	L.2-1358	C, G
438	Postal Mail	Dean Isaacson	Western Consolidated Cooperative	L.2-1359	C, G
439	Postal Mail	Dennis Brandon	Western Co-Op Transport Association	L.2-1360	C, G
440	Postal Mail	Philip Deal	Wheaton-Dumont Coop Elevator	L.2-1361	C, G
441	Postal Mail	Jeff J. Nielsen	United Farmers Cooperative, UFC	L.2-1362	C, G
442	Postal Mail	Butch Altman	United Farmers Cooperative, UFC	L.2-1363	C, G

ID No.	Source	Commenter	Commenter Organization	M (Attachment 2)	Themes
443	Postal Mail	James S. Johnson	United Grain Systems, LLC	L.2-1364	C, G
444	Postal Mail	Signature Illegible	City of Arlington	L.2-1365	C, G
445	Postal Mail	Deb Lingl	City of Bird Island	L.2-1367	C, G
446	Postal Mail	Joyce Nyhus	City of Buffalo Lake	L.2-1368	C, G
447	Postal Mail	Laurie Gauer	Glencoe Area Chamber of Commerce	L.2-1369	C, G
448	Postal Mail	Jeff Heerdt	Mayor, City of Hector	L.2-1370	C, G
449	Postal Mail	Ted Ziemann	Mayor, City of Milan	L.2-1372	C
450	Postal Mail	Marvin E. Garbe	President, City of Montevideo Economic Development Authority	L.2-1373	C, G
451	Postal Mail	Steven C. Jones	City Manager, City of Montevideo	L.2-1374	C, G
452	Postal Mail	Carl Colwell	Mayor, Morton City Council	L.2-1375	C, G
453	Postal Mail	Tom Simmons	City Administrator, City of Norwood Young America	L.2-1376	C, G
454	Postal Mail	Dan Coughlin	Olivia, City Administrator	L.2-1378	C, G
455	Postal Mail	Not Provided	City of Plato, Plato City Council	L.2-1379	C, G
456	Postal Mail	Jeff Erkenbrack	Mayor, City of Stewart	L.2-1380	C, G
457	Postal Mail	Dave Trebelhorn	Mayor, City of Winthrop	L.2-1381	C, G
458	Postal Mail	Michelle Knutson	Big Stone County Auditor's Office	L.2-1383	C
459	Postal Mail	Tom Workman	Office of County Commissioner, Carver County	L.2-1385	C, G
460	Postal Mail	Beverly Wangerin	Commissioner, County of McLeod	L.2-1386	C, G
461	Postal Mail	Bob Fox and Julie Rath	Minnesota Valley Regional Rail Authority	L.2-1388	C, G
462	Postal Mail	Julie Rath	Redwood Area Development Corporation	L.2-1390	C, G
463	Postal Mail	Lon Walling	Redwood County Board of Commissioners	L.2-1391	C, G
464	Postal Mail	Gary Hendrickx	Upper Minnesota Valley Regional Development Commission	L.2-1392	C, G
465	Postal Mail	Bob Fox	Renville County Board of Commissioners	L.2-1393	C, G

ID No.	Source	Commenter	Commenter Organization	M (Attachment 2)	Themes
466	Postal Mail	Christina Hettig	Renville County HRA EDA, Housing and Economic Development	L.2-1394	C, G
467	Postal Mail	Roger R. George	Roberts County Commissioners	L.2-1396	C, G
468	Postal Mail	James S. Johnson	President, MinnRail Inc.	L.2-1397	C
469	Postal Mail	Timothy Dolan	Sibley County Economic Development Commission	L.2-1399	C, G
470	Postal Mail	Harold Pettis	Sibley County Commissioner Board Chair	L.2-1401	C, G
471	Postal Mail	Dick Mattson	County of Wright	L.2-1402	C, G
472	Postal Mail	David E. Schauer	Sibley County Attorney	L.2-1403	C, G
473	Postal Mail	Randy Wilson	City of Glencoe	L.2-1406	C, G
474	Postal Mail	Pat Bursaw	Minnesota Department of Transportation Metropolitan District	L.2-1408	F, H, I, L, P, N, O, Q, U
475	Postal Mail	Karen Kromar	Minnesota Pollution Control Agency	L.2-1415	L, N, O, U
476	Postal Mail	Cheryl and Paul Larue	CIDNA homeowners	L.2-1418	D, E, L, M, N, O, P
477	Postal Mail	Jennifer Huebscher	Not provided	L.2-1425	C
478	Postal Mail	Jennifer Huebscher	Not provided	L.2-1426	C
479	Postal Mail	Margaret Edstrom	Not Provided	L.2-1428	J, L, N, O
480	Postal Mail	Tamara E. Cameron	Department of the Army, St. Paul District Corps of Engineers	L.2-1430	K, L, N
481	Email	David M. Hibbard	Director of Assets, Ruby Tuesday, Inc.	L.2-1434	F, I, M
482	Email	Cheryl Boldon	Chief Manager of South West Station, LLC	L.2-1435	B, F, G, I, L, M, N, P, O, R
483	Email	Kelly Nelson	Minneapolis North Loop Resident, SWLRT CAC Member	L.2-1444	G, J, I, L
484	Email	Joanne Strate	Not Provided	L.2-1445	B, C, G, J, L, M, N, O, P, R, T
485	Postal Mail	Robert D. Salmen	Royalston City Market	L.2-1448	I, M, N, O, P, U, R
486	Postal Mail	David Boxer and Emily Benz	Not Provided	L.2-1458	I, O

ID No.	Source	Commenter	Commenter Organization	M (Attachment 2)	Themes
487	Postal Mail	Jeff Jacobs	City of St. Louis Park	L.2-1459	A, C, E, G, I, K, L, M, O, P, Q, R, S, T, U, N
488	Postal Mail	Mark Wegner	Twin Cities and Western Railroad	L.2-1909	C, Q, T, L, S
489	Email	Robert Corrick	Not Provided	L.2-2098	D, E, I
490	Email	Todd Klemmensen	MTS Systems Corporation	L.2-2100	F, M, N, O
491	Email	Linda and Warren Mack	Not Provided	L.2-2103	D, E, N, O, S
492	Email	Tara Beard	City of Hopkins	L.2-2104	I, M, N, O, P, R, S, U
493	Email	Nathan Paul	Not Provided	L.2-2113	C
494	Email	Jerry Stamm	Not Provided	L.2-2114	C
495	Email	Karen Lee Rosar	North Loop Neighborhood Association (NLNA)	L.2-2115	H, I, M, O, P
496	Email	Brad Pfaff CCIM	Greenway Commercial Properties	L.2-2122	I, P
497	Email	Joel Abrahamson and Dorea Ruggles	ISAIAH Coalition of Faith Communities	L.2-2123	A, H, I, L, M, P
498	Email	Katherine Low	Not Provided	L.2-2128	D, E, I, M, P
499	Email	Jonathan Vlaming	Three Rivers Park District, Planning, Design and Technology	L.2-2130	L, P, T, U
500	Email	Greg Taylor	Not Provided	L.2-2135	A, C, I, P
501	Email	John Sinks	Not Provided	L.2-2138	E, M, O
502	Postal Mail	James Wisker	Minnehaha Creek Watershed District	L.2-2140	I, L, N, P
503	Postal Mail	David Hibbard, CSM, CPM	Ruby Tuesday	L.2-2144	F, M
504	Postal Mail	John J. Ursu	Not Provided	L.2-2146	I, E, M, O, T, L
505	Postal Mail	Jeremy Anderson	Not Provided	L.2-2152	C, L
506	Postal Mail	Curt Rahman	Not Provided	L.2-2158	C
507	Postal Mail	Jami Ann and Joseph LaPray	Not Provided	L.2-2172	C, L
508	Postal Mail	Not Provided	Safety In The Park	L.2-2175	A, C, G, K, L, O, S, T

ID No.	Source	Commenter	Commenter Organization	M (Attachment 2)	Themes
509	Postal Mail	Chris Maurer	Not Provided	L.2-2529	C
510	Postal Mail	Chris Maurer	Not Provided	L.2-2530	C
511	Postal Mail	Chris Maurer	Not Provided	L.2-2531	C
512	Postal Mail	Chris Maurer	Not Provided	L.2-2532	C
513	Postal Mail	Chris Maurer	Not Provided	L.2-2533	C
514	Postal Mail	Chris Maurer	Not Provided	L.2-2534	C
515	Postal Mail	Chris Maurer	Not Provided	L.2-2535	C, L
516	Postal Mail	Chris Maurer	Not Provided	L.2-2536	C
517	Postal Mail	Jackson Palmer-Kern	Not Provided	L.2-2538	C, L
518	Postal Mail	Jackson Palmer-Kern	Not Provided	L.2-2539	C
519	Postal Mail	Anthony Shaw	Not Provided	L.2-2541	C
520	Postal Mail	Anthony Shaw	Not Provided	L.2-2542	C
521	Postal Mail	Gary Wadtke	Not Provided	L.2-2544	C
522	Postal Mail	Gary Wadtke	Not Provided	L.2-2545	C
523	Postal Mail	Terri Arguijo	Not Provided	L.2-2547	C
524	Postal Mail	Michael Kottke	Not Provided	L.2-2549	C
525	Postal Mail	Michael Kottke	Not Provided	L.2-2550	C
526	Postal Mail	Michael Kottke	Not Provided	L.2-2551	C
527	Postal Mail	Michael Kottke	Not Provided	L.2-2552	C, L
528	Postal Mail	Michael Kottke	Not Provided	L.2-2553	C
529	Postal Mail	Michael Kottke	Not Provided	L.2-2554	C
530	Postal Mail	Michael Kottke	Not Provided	L.2-2555	C
531	Postal Mail	Lois Gibbs	Not Provided	L.2-2557	C

ID No.	Source	Commenter	Commenter Organization	M (Attachment 2)	Themes
532	Postal Mail	Lois Gibbs	Not Provided	L.2-2558	C
533	Postal Mail	Lois Gibbs	Not Provided	L.2-2559	C
534	Postal Mail	Lois Gibbs	Not Provided	L.2-2560	C
535	Postal Mail	Lois Gibbs	Not Provided	L.2-2561	C
536	Postal Mail	Lois Gibbs	Not Provided	L.2-2532	C, L
537	Postal Mail	Lois Gibbs	Not Provided	L.2-2563	C
538	Postal Mail	Lois Gibbs	Not Provided	L.2-2564	C
539	Postal Mail	Steve Shaw	Not Provided	L.2-2566	C
540	Postal Mail	Steve Shaw	Not Provided	L.2-2567	C
541	Postal Mail	Scott Wyberg	Not Provided	L.2-2569	C
542	Postal Mail	Scott Wyberg	Not Provided	L.2-2570	C
543	Postal Mail	Scott Wyberg	Not Provided	L.2-2571	C
544	Postal Mail	Scott Wyberg	Not Provided	L.2-2572	C
545	Postal Mail	Scott Wyberg	Not Provided	L.2-2573	C, L
546	Postal Mail	Scott Wyberg	Not Provided	L.2-2574	C
547	Postal Mail	Scott Wyberg	Not Provided	L.2-2575	C
548	Postal Mail	Scott Wyberg	Not Provided	L.2-2576	C
549	Postal Mail	Brad Armstrong	Not Provided	L.2-2578	C
550	Postal Mail	Brad Armstrong	Not Provided	L.2-2579	C
551	Postal Mail	Brad Armstrong	Not Provided	L.2-2580	C
552	Postal Mail	Brad Armstrong	Not Provided	L.2-2581	C, L
553	Postal Mail	Brad Armstrong	Not Provided	L.2-2582	C
554	Postal Mail	Brad Armstrong	Not Provided	L.2-2583	C

ID No.	Source	Commenter	Commenter Organization	M (Attachment 2)	Themes
555	Postal Mail	Brad Armstrong	Not Provided	L.2-2584	C
556	Postal Mail	Michele Maurer	Not Provided	L.2-2586	C
557	Postal Mail	Michele Maurer	Not Provided	L.2-2587	C, L
558	Postal Mail	Michele Maurer	Not Provided	L.2-2588	C
559	Postal Mail	Michele Maurer	Not Provided	L.2-2589	C
560	Postal Mail	Michele Maurer	Not Provided	L.2-2590	C
561	Postal Mail	Michele Maurer	Not Provided	L.2-2594	C
562	Postal Mail	Michele Maurer	Not Provided	L.2-2592	C
563	Postal Mail	Michele Maurer	Not Provided	L.2-2593	O, D, M, P, R
564	Postal Mail	Michele Maurer	Not Provided	L.2-2594	C
565	Postal Mail	Elizabeth A. Wyberg	Not Provided	L.2-2596	C, L
566	Postal Mail	Elizabeth A. Wyberg	Not Provided	L.2-2597	C
567	Postal Mail	Elizabeth A. Wyberg	Not Provided	L.2-2598	C
568	Postal Mail	Elizabeth A. Wyberg	Not Provided	L.2-2599	C
569	Postal Mail	Elizabeth A. Wyberg	Not Provided	L.2-2600	C
570	Postal Mail	Elizabeth A. Wyberg	Not Provided	L.2-2601	C
571	Postal Mail	Elizabeth A. Wyberg	Not Provided	L.2-2602	C
572	Postal Mail	Elizabeth A. Wyberg	Not Provided	L.2-2603	C
573	Postal Mail	Kathryn Kottke	Not Provided	L.2-2605	C, L
574	Postal Mail	Rachel Raz	Not Provided	L.2-2608	C
575	Postal Mail	Rachel Raz	Not Provided	L.2-2609	C
576	Postal Mail	Rachel Raz	Not Provided	L.2-2610	C
577	Postal Mail	Rachel Raz	Not Provided	L.2-2611	C

ID No.	Source	Commenter	Commenter Organization	M (Attachment 2)	Themes
578	Postal Mail	Rachel Raz	Not Provided	L.2-2612	C, L
579	Postal Mail	Rachel Raz	Not Provided	L.2-2613	C
580	Postal Mail	Rachel Raz	Not Provided	L.2-2614	N/A
581	Postal Mail	Rachel Raz	Not Provided	L.2-2615	C
582	Postal Mail	Rachel Raz	Not Provided	L.2-2616	C
583	Postal Mail	Rachel Raz	Not Provided	L.2-2617	C
584	Postal Mail	Linda Richardson-Beard	Not Provided	L.2-2618	C
585	Postal Mail	Judith Terp	Not Provided	L.2-2619	C
586	Postal Mail	Mary C. Krafft	Not Provided	L.2-2620	E, C
587	Postal Mail	Kathryn Clayton	Not Provided	L.2-2621	C
588	Postal Mail	Billy Steve Clayton	Not Provided	L.2-2622	C
589	Postal Mail	Lowell and Karen Vickerman	Not Provided	L.2-2623	C
590	Postal Mail	Greg Lasica	Not Provided	L.2-2624	C
591	Postal Mail	Camille Lasica	Not Provided	L.2-2625	C
592	Postal Mail	Marcie Pietrs and Ted Morgan	Not Provided	L.2-2626	C
593	Email	Linda Lott	Not Provided	L.2-2627	C, L
594	Email	Christopher Cremons	Horizon Spatial Analytics	L.2-2630	C
595	Email	Ken Fairchild	Not Provided	L.2-2632	A, L, T
596	Email	Michael Farrar, Marion Collins	Not Provided	L.2-2633	E, I, O, N
597	Email	Terry Saario	Not Provided	L.2-2634	E, N
598	Email	Damon and Becky Farber	Not Provided	L.2-2635	E, M, N, O, P, V
599	Email	Arthur E. Higinbotham	Not Provided	L.2-2640	E, G

ID No.	Source	Commenter	Commenter Organization	M (Attachment 2)	Themes
600	Email	Mary Thorpe-Mease	Not Provided	L.2-2641	D, E, I, N
601	Email	Debra Berns and Amy Lederer	None	L.2-2643	D, E, I, M, N, O
602	Email	Karen Hroma	Safety in the Park	L.2-2646	A, C, G, K, L, O, S, T
603	Email	Colleen Dreher	The Lakes Citihomes Association	L.2-2745	D, E, I, M, N, O, P
604	Email	Colleen Dreher	The Lakes Citihomes Association	L.2-2749	D, E, I, M, N, O, P
605	Email	Jodie Lampcov Fahey	None	L.2-2754	C
606	Email	Lee Lynch	Greenrox Partners, LLC	L.2-2755	E
607	Email	Lynne Stobbe	None	L.2-2756	C
608	Email	Jocelyn Simon	None	L.2-2758	C
609	Email	Mark Christiansen	None	L.2-2760	C
610	Email	Judy Meath	None	L.2-2763	E, G, N, O, S
611	Email	Mary Schwanke	None	L.2-2765	D, E, I, N, O, P, G
612	Email	Deborah Lott	None	L.2-2766	C, T
613	Email	Dave Pelner	United Health Group	L.2-2768	I
614	Email	Mary Benbenek	None	L.2-2771	D, E, I, M, O, P
615	Email	Vicki Moore	None	L.2-2773	A, I
616	Email	Mary Armstrong	None	L.2-2774	C, G
617	Email	Catherine and George Puzak	None	L.2-2776	D, E, G, J, N, S
618	Email	Jeff Urban	None	L.2-2783	E, C
619	Email	Christopher Johnson	Not Provided	L.2-2784	E, I, M, O, P, T
620	Email	Anna Kabe	None	L.2-2786	I, P
621	Email	Kevin Bigalke	Nine Mile Creek Watershed District	L.2-2787	I, L, N, U

ID No.	Source	Commenter	Commenter Organization	M (Attachment 2)	Themes
622	Email	Kevin Locke	City of St. Louis Park	L.2-2791	A, C, E, G, I, K, L, M, O, P, Q, R, S, T, U, N
623	Email	Derek Lindquist	None	L.2-2792	C
624	Email	Rachel Seurer	None	L.2-2793	I
625	Email	James Lundy	Enivronmental Health Division, Minnesota Department of Health	L.2-2794	N
626	Email	Jane Cracraft	None	L.2-2797	C
627	Email	Gary Orcutt	First Western Bank and Trust	L.2-2798	N, O, P, M
628	Email	Dr. Kamil Ugurbil and Dr. Jutta Ellerman	None	L.2-2800	E, I, M, N, O, S
629	Email	Dr. Jutta Ellermann and Dr. Kamil Ugurbil	None	L.2-2811	E, I, M, N, O, S
630	Email	Jeanette Colby	Kenwood Isles Area Association	L.2-2823	D, E, I, L, M, N, O, P, Q, R, S, U
631	Email	Keith Prussing	Cedar Lake Park Association	L.2-2848	A, D, E, I, N, O, P, M, S
632	Email	Stuart Chazin	The Chazin Group, Inc.	L.2-2876	E, I, N, S
633	Email	Lee Larson	L & N Transportation Consulting Services	L.2-2878	C, G
634	Email	Pat MulQueeny	Eden Prairie Chamber of Commerce	L.2-2880	F, L, P, I, M
635	Email	GlenNiece Kutsch	Auto Source, Inc. and Auto Source Holdings, LLC	L.2-2882	F, H, M
636	Email	Zelda Curti	RaroVideo USA LLC	L.2-2884	E, M
637	Email	Dan Mack	CHS Inc.	L.2-2885	C
638	Email	Jonathan Pribila	None	L.2-2888	E, I, L, N, O, P, R, S
639	Email	Tamara Ward	Harrison Neighborhood Association	L.2-2895	H
640	Comment Form	Joni Strozyk	Not Provided	L.2-2896	I
641	Comment Form	Becca Hall	Not Provided	L.2-2897	I

ID No.	Source	Commenter	Commenter Organization	M (Attachment 2)	Themes
642	Comment Form	Wendy Thoren	Not Provided	L.2-2898	I
643	Comment Form	Jennifer Ritter	Not Provided	L.2-2899	H, M, N
644	Comment Form	Robert A. Thompson	Not Provided	L.2-2900	M
645	Comment Form	John Myles	Not Provided	L.2-2901	A, K, M
646	Comment Form	Timothy Lee Ewing	Not Provided	L.2-2902	M, I
647	Comment Form	Tracy L. Jefferson	Not Provided	L.2-2903	K, M
648	Comment Form	William L. Allen	Not Provided	L.2-2904	M
649	Comment Form	Doug Geromanos	Not Provided	L.2-2905	M, I
650	Comment Form	Phillip Henderson	Not Provided	L.2-2906	M
651	Comment Form	Shaquille Sargent	Not Provided	L.2-2907	M
652	Comment Form	Antonio Bledsoe	None	L.2-2908	M, I
653	Comment Form	Terry Collins	None	L.2-2909	M
654	Comment Form	Myesha Dawkins	Not Provided	L.2-2910	M
655	Comment Form	Nikkia Collins	None	L.2-2911	I, M
656	Comment Form	Erton W. Okele	Not Provided	L.2-2912	I, M
657	Comment Form	Ronald Williams	Not Provided	L.2-2913	M
658	Comment Form	Bobby Ferguson	Not Provided	L.2-2914	K, M
659	Email	Barbara Dahlquist	None	L.2-2916	E, L, N, O
660	Email	John Howard	None	L.2-2918	C, G, K, P
661	Email	Thomas Johnson	Gray Plant Mooty for the Kenilworth Preservation Group	L.2-2923	D, E, N, O, P, S
662	Email	Lisa Bailey	None	L.2-2932	E, I
663	Email	Scott Harris	None	L.2-2933	E
664	Email	A.J. Colianni	None	L.2-2934	D, E, O, N

ID No.	Source	Commenter	Commenter Organization	M (Attachment 2)	Themes
665	Email	Thom Miller	Not Provided	L.2-2935	A, C, G, K, L, O, S, T
666	Email	Karin Miller	Not Provided	L.2-3033	C, L
667	Email	Thaddeus Lightfoot	Dorsey & Whitney LLP for Gander Mountain	L.2-3034	F, I, K, L, M, A, P, R, U
668	Email	Gary Simons	Not Provided	L.2-3196	P, A, T
669	Email	William Z. Pentelovitch and Vivian G. Fisher, MD	Not Provided	L.2-3197	D, E, I, M, N, O, P, R, S, T
670	Email	Peder Knutsen	Not Provided	L.2-3201	E, M, N, O, R
671	Email	Lynn Blumenthal	Not Provided	L.2-3202	E, L, N, O, S
672	Email	David and Diane Lilly	Not Provided	L.2-3215	E, G, M, N, O, P, T
673	Email	Laura Knutsen	Not Provided	L.2-3217	E, N, O, P, R
674	Email	Lisa Gulbranson	Not Provided	L.2-3218	C
675	Email	Jeffrey Peltola	Public Works Public Good	L.2-3219	E, I, J, L, P
676	Email	Karin Quick	None	L.2-3229	E, M
677	Email	David and Diane Lilly	None	L.2-3230	E, G, M, N, O, P, T
678	Email	Kyla and Richard Wahlstrom	Not Provided	L.2-3233	D, E, I, M, O
679	Email	Ralph and Dixie Imholte	Not Provided	L.2-3235	E, I, O
680	Email	Dr. Steven and Michelle Inman	Not Provided	L.2-3236	D, E, I, O, P
681	Email	D. J. Heinle	Minneapolis SW LRT Corridor Coalition, Steering Committee	L.2-3238	E, H, O, A, D, I, M, R
682	Email	Irving Lynne Carper	Not Provided	L.2-3241	C
683	Email	Chad Hayenga	None	L.2-3256	C
684	Email	Margaret Edstrom	Not Provided	L.2-3258	J, L, N, O

ID No.	Source	Commenter	Commenter Organization	M (Attachment 2)	Themes
685	Email	John Madison and Claudia Johnston Madison	Not Provided	L.2-3261	C, L
686	Email	Angela Berntsen	None	L.2-3283	L, C, T
687	Email	Chad Hayenga	None	L.2-3264	L
688	Email	Doug and Lisa Tanner	None	L.2-3265	D, E, G, N, O, P, L, R
689	Email	Thomas E. Johnson	Railroad & Metallurgical Engineering, Inc	L.2-3267	C, L, T
690	Email	Dr. Oliver and Jeanette Peterson	None	L.2-3290	E
691	Email	Christine Homsey and Trent Waite	Not Provided	L.2-3291	E, O, P
692	Email	Nancy Litwin	Eden Prairie Center	L.2-3293	A, F, J, L, M, O, P, I
693	Email	Louise Kurzeka	Not Provided	L.2-3296	C
694	Email	Walter Duffy and Shelley Fitzmaurice	Not Provided	L.2-3298	D, E, G, L, M, N, O, P, S, T, U
695	Email	Alan Winner	None	L.2-3306	A, F, I
696	Email	Brian Bajema	None	L.2-3307	B, E, M, N, O, P, C, R, T
697	Email	Steven Thiel and Jonathan Pribila	None	L.2-3309	E, I, L, N, O, P, R, S
698	Email	Pamela Peters	Harrison Neighborhood Association	L.2-3316	M
699	Email	Irene Elkins	None	L.2-3317	C, L
700	Email	Larry Hiscock	Harrison Neighborhood Association	L.2-3318	A, H, I, K, L, M
701	Email	Larry Hiscock	Harrison Neighborhood Association	L.2-3349	A, H, I, K, L, M
702	Email	Larry Hiscock	Harrison Neighborhood Association	L.2-3361	A, H, I, K, L, M
703	Email	Marnie Jacobsen	None	L.2-3392	D, I, O
704	Email	Lori Schmeling	None	L.2-3393	E, N

ID No.	Source	Commenter	Commenter Organization	M (Attachment 2)	Themes
705	Email	John Nicklow	Santorini Restaurant	L.2-3394	L, P
706	Email	Faith Cable Kumon	Smith Partners PLLP	L.2-3395	A, D, M, P
707	Email	Nora Whiteman	None	L.2-3397	D, E, G, I, N
708	Email	Elizabeth Kilburg	None	L.2-3398	E, A, N
709	Email	Doreen Pearson	None	L.2-3399	C, L
710	Email	Larry Moran	Kenwood Isles Area Association	L.2-3400	D, E, I, L, M, N, O, P, Q, R, S, U
711	Email	Karen Hroma	None	L.2-3429	C, L
712	Email	Susan Urban	None	L.2-3438	C
713	Email	Mary Scarbrough Hunt	None	L.2-3440	C
714	Email	Reed Swensen	None	L.2-3441	B, G, K, M, N, O, P, R, T
715	Postal Mail	Gary Colaerno	None	L.2-3443	C
716	Postal Mail	Joan Meath	None	L.2-3444	C
717	Postal Mail	Caitlin Baird	None	L.2-3445	C
718	Postal Mail	Not Provided	None	L.2-3446	C
719	Postal Mail	Not Provided	Not Provided	L.2-3447	C
720	Postal Mail	Mitchell G. Baird	Not Provided	L.2-3448	C
721	Postal Mail	Jeanie Levinsohn	None	L.2-3449	C
722	Postal Mail	Hannah Rae Hedlund	Not Provided	L.2-3450	C
723	Postal Mail	Karla Lambert	Not Provided	L.2-3451	C
724	Postal Mail	Gary H. Rayna	Not Provided	L.2-3452	C
725	Postal Mail	Pablo Tapia	Asamblea de Derechos Civiles	L.2-3454	M
726	Postal Mail	Bill Wendlandt	Not Provided	L.2-3456	C

ID No.	Source	Commenter	Commenter Organization	M (Attachment 2)	Themes
727	Postal Mail	Pat Olin	Not Provided	L.2-3457	C
728	Postal Mail	Jerry Vasquez	None	L.2-3458	C
729	Postal Mail	Terri Spencer	Not Provided	L.2-3459	E, C
730	Postal Mail	Walda Schipper	None	L.2-3460	C
731	Postal Mail	Christa Sack	Not Provided	L.2-3462	C
732	Postal Mail	Natalie Johnson	None	L.2-3463	C
733	Postal Mail	Elwood Knowles	Not Provided	L.2-3464	C
734	Postal Mail	Delores Novatney	None	L.2-3465	C
735	Postal Mail	LaDonna & George Reynolds	Not Provided	L.2-3466	C
736	Postal Mail	Margaret Wenner	Not Provided	L.2-3467	C
737	Postal Mail	Judy & Bonnie Bekkerus	Not Provided	L.2-3468	C
738	Postal Mail	Dawn Fish and Lorne Brunner	Not Provided	L.2-3469	C
739	Postal Mail	Nathan Willenbring	Not Provided	L.2-3470	C
740	Postal Mail	Jennifer Willenbring	Not Provided	L.2-3471	C
741	Postal Mail	Paige Prestholdt	Not Provided	L.2-3472	C
742	Postal Mail	Amy Fokuo	None	L.2-3473	C
743	Postal Mail	Duke Fokuo	None	L.2-3474	C
744	Postal Mail	Renee Beltrand	None	L.2-3475	C
745	Postal Mail	Scott Zinnel	Not Provided	L.2-3476	C
746	Postal Mail	Peter Fiore	Not Provided	L.2-3477	C
747	Postal Mail	Sean O'Donnell	Not Provided	L.2-3478	C
748	Postal Mail	Jennie Hedlund	Not Provided	L.2-3479	C

ID No.	Source	Commenter	Commenter Organization	M (Attachment 2)	Themes
749	Postal Mail	Michael and Kathryn Kottke	Not Provided	L.2-3480	A, C, G, K, L, O, S, T
750	Postal Mail	David Greene	ISAIAH	L.2-3572	A, H, I, K, L, M, N, P
751	Postal Mail	Asamblea de Derechos Civiles	Asamblea de Derechos Civiles	L.2-3670	M
752	Postal Mail	Rachel Raz	Not Provided	L.2-3688	C
753	Postal Mail	Marlys Kirk	Not Provided	L.2-3689	C
754	Postal Mail	Mark Berg	Not Provided	L.2-3690	C
755	Email	Mary Scarbrough Hunt	Not Provided	L.2-3691	O
756	Email	Mary Scarbrough Hunt	Not Provided	L.2-3695	O
757	Email	Mary Scarbrough Hunt	Not Provided	L.2-3700	O
758	Email	Mary Scarbrough Hunt	Not Provided	L.2-3705	O
759	Email	Tom Rush	Not Provided	L.2-3710	E, I, N
760	Email	Joanne Strate	not provided	L.2-3711	B, J, L, M, O, R
761	Email	Dean Abbott	Calhoun Isles Condominiums	L.2-3712	E, O
762	Email	Damon and Becky Farber	Not Provided	L.2-3715	E, M, N, O, P, V
763	Email	Kathy Spraitz	Not Provided	L.2-3720	E, N, S
764	Postal Mail	Karen Scott	Not Provided	L.2-3723	C, F, L, M, T, U
765	Postal Mail	Joyce Kantz	None	L.2-3727	C
766	Postal Mail	Joyce Kantz	None	L.2-3728	C
767	Postal Mail	Joyce Kantz	Not Provided	L.2-3729	C
768	Postal Mail	Joyce Kautz	Not Provided	L.2-3730	C, T
769	Postal Mail	Joyce Kantz	Not Provided	L.2-3731	C, L
770	Postal Mail	Joyce Kantz	Not Provided	L.2-3732	C
771	Postal Mail	Barbara Nelson	Not Provided	L.2-3733	C

ID No.	Source	Commenter	Commenter Organization	M (Attachment 2)	Themes
772	Postal Mail	Mark Scott	Not Provided	L.2-3734	C
773	Postal Mail	Joyce Kantz	Not Provided	L.2-3735	C
774	Postal Mail	Joyce Kantz	Not Provided	L.2-3736	C
775	Postal Mail	Joyce Kantz	Not Provided	L.2-3737	C
776	Postal Mail	James R. Lundy	Minnesota Department of Health	L.2-3738	N
777	Postal Mail	Not Provided	The Lakes Citihomes Association	L.2-3743	D, E, I, M, N, O, P
778	Postal Mail	Tom Schuster	43 Hoops, LLC	L.2-3750	I, M
779	Postal Mail	Brad Pfaff	Greenway Commercial Properties	L.2-3753	E, G, I, M, P
780	Postal Mail	Kevin D. Bigalke	Nine Mile Creek Watershed District	L.2-3755	I, L, N, U
781	Postal Mail	Bonnie Dehn	Central Minnesota Vegetable Growers Association	L.2-3758	I, M, P, O, A, R
782	Postal Mail	Cheryl L. Boldon	SouthWest Station, LLC. and SouthWest Station Mgmt., LLC	L.2-3764	B, F, G, I, L, M, N, P, O, R
783	Comment Form	Marian Bagley	None	L.2-3774	S, E, I, M, N
784	Postal Mail	Not Provided	The Residents of Calhoun Towers	L.2-3776	L, E, I, M, P
785	Postal Mail	Catherine and George Puzak	Not Provided	L.2-3778	D, E, G, J, N, S
786	Postal Mail	Jonathan Vlaming	ThreeRivers Park District, Planning, Design and Technology	L.2-3782	L, P, T, U
787	Postal Mail	William C. Griffith	Larkin, Hoffman, Daly and Lindgren, Ltd. for Claremont Apartments	L.2-3787	J, L, M, N, O
788	Postal Mail	Marlin Possehl	Bryn Mawr Neighborhood Association	L.2-3799	A, C, D, E, H, I, K, L, M, N, P, U
789	Postal Mail	Debra Berns and Amy Lederer	Not Provided	L.2-3812	D, E, I, M, N, O
790	Email	Joanne Strate	Not Provided	L.2-3816	B, C, G, J, L, M, N, O, P, R, T
791	Email	Geri Kulsrud	Larkin Hoffman on behalf of Claremont Apartments	L.2-3819	J, L, M, N, O

ID No.	Source	Commenter	Commenter Organization	M (Attachment 2)	Themes
792	Comment Form	Warsame Elm	New American Academy	L.2-3832	M
793	Comment Form	Hawega Osman	New American Academy	L.2-3833	M
794	Comment Form	Ubah Abdi	New American Academy	L.2-3834	M
795	Comment Form	Hassan Malmud	New American Academy	L.2-3835	M
796	Comment Form	Rago Aliyow	New American Academy	L.2-3836	M
797	Comment Form	Zaymoub M. Ali	New American Academy	L.2-3837	M
798	Comment Form	Hassan Hashi	New American Academy	L.2-3838	M
799	Comment Form	Hussein Ibrahim	New American Academy	L.2-3839	M
800	Comment Form	Fadema Hihowle	New American Academy	L.2-3840	M
801	Comment Form	Maryan Ali	New American Academy	L.2-3841	M
802	Comment Form	Najmo Hoosh	New American Academy	L.2-3842	A, T
803	Comment Form	Asha Mohamid	New American Academy	L.2-3843	M
804	Comment Form	Habiba Matan	New American Academy	L.2-3844	M
805	Comment Form	Maryan Ali	New American Academy	L.2-3845	M
806	Comment Form	Avda Siyad	New American Academy	L.2-3846	M
807	Comment Form	Mariam Haji	New American Academy	L.2-3847	M
808	Comment Form	Halima Halane	New American Academy	L.2-3848	M
809	Comment Form	Fathi Yusuf	New American Academy	L.2-3849	M
810	Comment Form	Faduno Buluf	New American Academy	L.2-3850	M
811	Comment Form	Hawa Ahmed	New American Academy	L.2-3851	A, M
812	Comment Form	Not Provided	New American Academy	L.2-3852	M
813	Comment Form	Hassan Ali	New American Academy	L.2-3853	M
814	Comment Form	Not Provided	New American Academy	L.2-3854	M

ID No.	Source	Commenter	Commenter Organization	M (Attachment 2)	Themes
815	Comment Form	Nur Elmi	New American Academy	L.2-3855	M
816	Comment Form	Abdiwali Mahamed	New American Academy	L.2-3856	M
817	Comment Form	Hussein Ibrahim	New American Academy	L.2-3857	M
818	Comment Form	Ismahan Mohamed	New American Academy	L.2-3858	M
819	Comment Form	Shammudin Hasni	New American Academy	L.2-3859	A, M
820	Comment Form	Kayse F. Adam	New American Academy	L.2-3860	A, M
821	Comment Form	Ded Farrah	New American Academy	L.2-3861	M
822	Comment Form	Fadunno Aweys	New American Academy	L.2-3862	M
823	Comment Form	Saynab Bleud	New American Academy	L.2-3863	M
824	Comment Form	Liban Mohammed	New American Academy	L.2-3864	A, M
825	Comment Form	Abukar Babire	New American Academy	L.2-3865	M
826	Comment Form	Ahmed Elmi	New American Academy	L.2-3866	M
827	Comment Form	Mohamed Ismail	New American Academy	L.2-3867	A, M
828	Comment Form	Faisal Hersi	New American Academy	L.2-3868	M
829	Comment Form	Ibrahim Hirsi	New American Academy	L.2-3869	M
830	Comment Form	HuJale Khalis	New American Academy	L.2-3870	M
831	Comment Form	Stamer Jiron	New American Academy	L.2-3871	A, M
832	Comment Form	Sahura Abdi Hussein	New American Academy	L.2-3872	A, M
833	Comment Form	Mushin Omar	New American Academy	L.2-3873	A, M
834	Comment Form	Mustafa Mohamed	New American Academy	L.2-3874	A, M
835	Comment Form	Abdi Sahid	New American Academy	L.2-3875	A, M
836	Comment Form	Favhiya Ahmed	New American Academy	L.2-3876	A, M
837	Comment Form	Amina Ali	New American Academy	L.2-3877	A, M

ID No.	Source	Commenter	Commenter Organization	M (Attachment 2)	Themes
838	Comment Form	Hassan Ali	New American Academy	L.2-3878	A, M
839	Comment Form	Fadumo Duale	New American Academy	L.2-3879	M
840	Comment Form	Sahra Cabdi Xesan	New American Academy	L.2-3880	A, M
841	Comment Form	Ibrahim Mohamed Sahra	New American Academy	L.2-3881	A, M
842	Comment Form	Omar Muhumed	New American Academy	L.2-3882	M
843	Comment Form	Ahmed Warsame	New American Academy	L.2-3883	A, M
844	Comment Form	Ayan Ali	New American Academy	L.2-3884	M
845	Comment Form	Fosia Ashour	New American Academy	L.2-3885	M
846	Comment Form	Mesfin Mulugeta	New American Academy	L.2-3886	M
847	Comment Form	Abdullahi Sheikh Ibrahim	New American Academy	L.2-3887	M
848	Comment Form	Sahro Adin	New American Academy	L.2-3888	A, M
849	Comment Form	Ibrahim Ali	New American Academy	L.2-3889	M
850	Comment Form	Suldano Mohamed	New American Academy	L.2-3890	A, M
851	Comment Form	Faduno Kariye	New American Academy	L.2-3891	A, M
852	Comment Form	Ahmed Abdalla	New American Academy	L.2-3892	M
853	Comment Form	Arfon Hassan	New American Academy	L.2-3893	M
854	Comment Form	Hoden Abdi Ali	New American Academy	L.2-3894	A, M
855	Comment Form	Habiba Hamza	New American Academy	L.2-3895	A, M
856	Comment Form	Fatumo Hussan	New American Academy	L.2-3896	M
857	Comment Form	Sahra Hussein	New American Academy	L.2-3897	M
858	Comment Form	Fowsiya Warsame	New American Academy	L.2-3898	A, M
859	Comment Form	Ali Hussein	New American Academy	L.2-3899	A, M
860	Comment Form	Ali Shiekh	New American Academy	L.2-3900	M

ID No.	Source	Commenter	Commenter Organization	M (Attachment 2)	Themes
861	Email	Todd Carlsen	Not Provided	L.2-3901	G, P
862	Postal Mail	Kenneth A. Westlake	Chief, NEPA Implementation Section, Office of Enforcement and Compliance Assurance, United States Environmental Protection Agency	L.2-3903	H, K, L, M, N, O, S, U, V
863	Postal Mail	Tim Lynch	Carver County	L.2-3918	C, G
864	Transcribed Verbal Comment	Barry Schade	Bryn Mawr Neighborhood Association	L.2-3923	A, D, I, M, P
865	Transcribed Verbal Comment	Tim Hayes	LBP Mechanical	L.2-3925	I, M
866	Transcribed Verbal Comment	Bob Salmen	Not Provided	L.2-3926	I, M
867	Transcribed Verbal Comment	Duane Peterson	Stark Electronics	L.2-3929	I, M
868	Transcribed Verbal Comment	Art Higinbotham	None provided	L.2-3931	I, P, T
869	Transcribed Verbal Comment	Scott Barriball	Not Provided	L.2-3933	I, M
870	Transcribed Verbal Comment	Craig Westgate	Cedar Isles Dean Neighborhood Association (CIDNA)	L.2-3935	E, M, O, P, S
871	Transcribed Verbal Comment	Ryan Edstrom	None	L.2-3937	C
872	Transcribed Verbal Comment	Peter Rickmeyer	Not Provided	L.2-3939	E, O, N
873	Transcribed Verbal Comment	Joshua Houdek	Sierra Club, Northstar Chaprter	L.2-3941	A, I
874	Transcribed Verbal Comment	Todd Klingel	Minneapolis Regional Chamber of Commerce	L.2-3943	A

ID No.	Source	Commenter	Commenter Organization	M (Attachment 2)	Themes
875	Transcribed Verbal Comment	Randy Peterson	Not Provided	L.2-3945	
876	Transcribed Verbal Comment	Jeanette Colby	Kenwood Isles Area Association	L.2-3945	A, E, I, M, N, O, R, S
877	Transcribed Verbal Comment	Russ Adams	Alliance for Metropolitan Stability	L.2-3947	A, M
878	Transcribed Verbal Comment	Mark Stensrud	Not Provided	L.2-3950	A, E, O
879	Transcribed Verbal Comment	Malik Holt	Harrison Neighborhood Association	L.2-3951	A, H, I, M, N
880	Transcribed Verbal Comment	John Hartwig	Not Provided	L.2-3955	B, K, R
881	Transcribed Verbal Comment	Jack Levy	Not Provided	L.2-3957	E, O
882	Transcribed Verbal Comment	Kathleen Murphy	Transit for Livable Communities	L.2-3959	A
883	Transcribed Verbal Comment	Vickie Moore	Not Provided	L.2-3960	A, L, M
884	Transcribed Verbal Comment	Marc Ballbach	Not Provided	L.2-3961	A, S
885	Transcribed Verbal Comment	Rolf Erickson	None Provided	L.2-3962	T
886	Comment Form	Candace Bakion	Not Provided	L.2-3964	I
887	Transcribed Verbal Comment	Tom Harmening	City Manager of St. Louis Park	L.2-3976	A, C
888	Transcribed Verbal Comment	Thom Miller	None	L.2-3978	C, L

ID No.	Source	Commenter	Commenter Organization	M (Attachment 2)	Themes
889	Transcribed Verbal Comment	Jami LaPray	None	L.2-3982	C, T
890	Transcribed Verbal Comment	Joseph LaPray	None	L.2-3984	C
891	Transcribed Verbal Comment	Brenda Litman	None	L.2-3986	A, C
892	Transcribed Verbal Comment	Louise Kurzeka	None	L.2-3988	C
893	Transcribed Verbal Comment	Clark Johnson	None	L.2-3990	C
894	Transcribed Verbal Comment	Janet Weivoda	None	L.2-3991	A, C, T
895	Transcribed Verbal Comment	Brian Zachek	None	L.2-3993	A, C, L
896	Transcribed Verbal Comment	Sharon Lehrman	None	L.2-3996	C
897	Transcribed Verbal Comment	Tom Johnson	Railroad and Metallurgic Engineering	L.2-3998	C
898	Transcribed Verbal Comment	Betty Shaw	None	L.2-4001	C
899	Transcribed Verbal Comment	Tom Pearson	None	L.2-4003	C
900	Transcribed Verbal Comment	Chad Hayenga	None	L.2-4005	C
901	Transcribed Verbal Comment	Carma Hayenga	None	L.2-4008	C
902	Transcribed Verbal Comment	Fran Schmit	None	L.2-4008	C

ID No.	Source	Commenter	Commenter Organization	M (Attachment 2)	Themes
903	Transcribed Verbal Comment	Kandi Arries	None	L.2-4009	C
904	Transcribed Verbal Comment	Will Schroeer	Minneapolis Regional Chamber of Commerce and the St. Paul Area Chamber of Commerce	L.2-4011	A
905	Transcribed Verbal Comment	Paul Danicic	None	L.2-4014	A, C
906	Transcribed Verbal Comment	Greg Hannon	None	L.2-4014	G
907	Transcribed Verbal Comment	Barb Thoman	Transit for Livable Communities	L.2-4016	A
908	Transcribed Verbal Comment	David Hound	Sierra Club	L.2-4018	A, N
909	Transcribed Verbal Comment	Rolf Peterson	St. Louis Park School Board	L.2-4020	C, T
910	Transcribed Verbal Comment	Denise Sergent	None	L.2-4023	C, L
911	Transcribed Verbal Comment	Peter Rickmyer	None	L.2-4024	C
912	Transcribed Verbal Comment	Cheryl Martin	None	L.2-4028	A, C, T
913	Transcribed Verbal Comment	Kathryn Kottke	Bronx Park Neighborhood	L.2-4028	C
914	Transcribed Verbal Comment	Mike Daly	None	L.2-4030	C, T
915	Transcribed Verbal Comment	Jay Lyons	None	L.2-4031	A
916	Transcribed Verbal Comment	Mary Gosselin	None	L.2-4033	C

ID No.	Source	Commenter	Commenter Organization	M (Attachment 2)	Themes
917	Transcribed Verbal Comment	Shelbi Hayenga	None	L.2-4034	C
918	Transcribed Verbal Comment	Sharon Duncan	None	L.2-4036	C
919	Transcribed Verbal Comment	Christine Roth	None	L.2-4038	C
920	Transcribed Verbal Comment	Shelly Silvernail	None	L.2-4040	C
921	Transcribed Verbal Comment	Lyn Wik	None	L.2-4042	C, T
922	Transcribed Verbal Comment	Lynne Carper	Member St. Louis Park Planning Commission, Chair St. Louis Park Charter Commission	L.2-4044	A, C
923	Transcribed Verbal Comment	Frank Freedman	None	L.2-4047	C
924	Transcribed Verbal Comment	Tom Kutschke	None	L.2-4048	D
925	Transcribed Verbal Comment	Renee Beltrand	None	L.2-4050	C, T
926	Transcribed Verbal Comment	Bob Aderhold	None	L.2-4051	A
927	Transcribed Verbal Comment	Sue Sanger	None	L.2-4052	G, T
928	Transcribed Verbal Comment	Veronica Min Wotipka	None	L.2-4053	A
929	Transcribed Verbal Comment	Karin Miller	None	L.2-4055	C
930	Transcribed Verbal Comment	Lynn Stobbe	None	L.2-4055	C

ID No.	Source	Commenter	Commenter Organization	M (Attachment 2)	Themes
931	Transcribed Verbal Comment	Matt Muyres	None	L.2-4058	G
932	Transcribed Verbal Comment	Angela Burnson	None	L.2-4059	C
933	Transcribed Verbal Comment	Kathy Gross	None	L.2-4060	A, C
934	Transcribed Verbal Comment	Dale Stenseth	None	L.2-4062	C
935	Transcribed Verbal Comment	Steve Ptaszek	None	L.2-4063	C
936	Transcribed Verbal Comment	Sue Nauha	None	L.2-4065	C
937	Transcribed Verbal Comment	Karen Daly	None	L.2-4066	C
938	Transcribed Verbal Comment	Jon Gjerde	None	L.2-4068	C
939	Comment Form	Michael Kottke	Not Provided	L.2-4072	C
940	Comment Form	Joanne Strate	Not Provided	L.2-4074	J, R, T
941	Comment Form	Blair Moe	Not Provided	L.2-4076	C
942	Comment Form	Matt Muyers	Not Provided	L.2-4078	F
943	Comment Form	Christine Roth	Not Provided	L.2-4080	C, L
944	Comment Form	Cesar Arias Perez	Not Provided	L.2-4082	C
945	Comment Form	Paul Jacobs	Not Provided	L.2-4084	C
946	Comment Form	Bob Walijorg	Not Provided	L.2-4086	C
947	Email	Lynne Stobbe	Not Provided	L.2-4088	C
948	Comment Form	Jennifer Kiss	Not Provided	L.2-4090	C

ID No.	Source	Commenter	Commenter Organization	M (Attachment 2)	Themes
949	Comment Form	Jennifer Kiss	Not Provided	L.2-4092	C
950	Comment Form	Jennifer Kiss	Not Provided	L.2-4094	C
951	Comment Form	Loren Botner	Not Provided	L.2-4096	C, L
952	Comment Form	Loren Botner	Not Provided	L.2-4098	C
953	Comment Form	Kay Drache	Not Provided	L.2-4100	C
954	Comment Form	Kay Drache	Not Provided	L.2-4102	C
955	Comment Form	Kay Drache	Not Provided	L.2-4104	C, L
956	Comment Form	Nancy S. Brown	Not Provided	L.2-4106	C
957	Comment Form	Betty Shaw	Not Provided	L.2-4108	C
958	Comment Form	Bill Neuendorf	Not Provided	L.2-4110	A
959	Comment Form	Melanie Henderson	Not Provided	L.2-4112	
960	Comment Form	Sharon Lehrman	Not Provided	L.2-4114	C
961	Comment Form	Not Provided	Not Provided	L.2-4116	C
962	Comment Form	Robert Adervold	Not Provided	L.2-4118	A
963	Transcribed Verbal Comment	Jason Wedel	Allan Mechanical	L.2-4128	H
964	Transcribed Verbal Comment	Steve Williams	Bobby and Steve's Auto World	L.2-4130	F, G, M
965	Transcribed Verbal Comment	Geoff Jarpe	Maslon Edelman Borman & Brand	L.2-4132	F, M
966	Transcribed Verbal Comment	Barbara Fleet	None	L.2-4134	F, M, R, T
967	Transcribed Verbal Comment	Elaine Rothman	None	L.2-4136	B
968	Transcribed Verbal Comment	Mario Colloly	Center of Workers United in Struggle	L.2-4137	M

ID No.	Source	Commenter	Commenter Organization	M (Attachment 2)	Themes
969	Transcribed Verbal Comment	Brian Payne	Center of Workers United in Struggle	L.2-4139	M
970	Transcribed Verbal Comment	John Lee	None	L.2-4142	G
971	Transcribed Verbal Comment	Cheryl Boldon	Southwest Station, L.L.C. and Southwest Station Management, L.L.C.	L.2-4143	F, G, I, M, U
972	Transcribed Verbal Comment	James Samuelson	IBEW Local 160	L.2-4146	A
973	Transcribed Verbal Comment	Wanda Prescott	Ridgedale Group Claremont Apartments	L.2-4147	M, N, O
974	Transcribed Verbal Comment	Jeff Strate	None	L.2-4149	F, N, P, A, C
975	Transcribed Verbal Comment	John Nicklow	Santorini	L.2-4151	F, M, P
976	Transcribed Verbal Comment	Patty Schmitz and Alex Deitz	None	L.2-4153	D, E, A
977	Transcribed Verbal Comment	Tom Schuster	43 Hoops Basketball Academy	L.2-4155	I, A, M
978	Transcribed Verbal Comment	Jeff Goto	Costco	L.2-4158	F, M
979	Transcribed Verbal Comment	David Greene	Isaiah	L.2-4160	A, M
980	Transcribed Verbal Comment	Jeffrey Peltola	Not Provided	L.2-4163	I
981	Transcribed Verbal Comment	Art Higinbotham	Not Provided	L.2-4166	T
982	Transcribed Verbal Comment	Dave Van Hattum	Transit For Livable Communities	L.2-4168	A

ID No.	Source	Commenter	Commenter Organization	M (Attachment 2)	Themes
983	Transcribed Verbal Comment	Todd Larson	Not Provided	L.2-4170	A, C
984	Transcribed Verbal Comment	Susan Friske-Pfaff	Not Provided	L.2-4171	F, O
985	Transcribed Verbal Comment	Asad Aliweyd	New American Academy	L.2-4172	A, M
986	Transcribed Verbal Comment	Blair Moe	None Provided	L.2-4175	A, C, T
987	Transcribed Verbal Comment	Steve Chelesnik	Emerson Process Management/Rosemount	L.2-4176	A, F
988	Transcribed Verbal Comment	Jack Perry	Briggs and Morgan Law Firm representing Costco	L.2-4177	F, I, T
989	Transcribed Verbal Comment	Dan Endblom	None Provided	L.2-4180	F, N
990	Transcribed Verbal Comment	Mat Muyers	None Provided	L.2-4182	N
991	Transcribed Verbal Comment	Jeff Laux	None Provided	L.2-4183	A, D, E,
992	Comment Form	Shelly Silverwall	Not Provided	L.2-4188	C, G
993	Comment Form	Dan Enblom	Not Provided	L.2-4190	F, N
994	Comment Form	Fred Koppelman	Not Provided	L.2-4192	B, T, P
995	Comment Form	Glen Niece Kutsch	Not Provided	L.2-4194	H
996	Comment Form	Lynwik	Not Provided	L.2-4196	C
997	Postal Mail	Thom Miller	Not Provided	L.2-4198	C, K

Attachment 2: Comments Received on the Draft EIS

SWcorridor/Hennepin
Sent by: Adele C Hall/PW/Hennepin

01/16/2013 01:25 PM

To
cc
bcc
Subject Fw: Draft Environmental Impact Statement

Jerry Kavan <jkavan@slosburg.com>

10/12/2012 09:22 AM

To "'SWcorridor@co.hennepin.mn.us'" <SWcorridor@co.hennepin.mn.us>
cc
Subject RE: Draft Environmental Impact Statement

I see that the DEIS has been released for public review. I would like a pdf version to be sent to me by email, or downloading instructions sent. Please advise as soon as possible so we can begin our review.

V

Jerry Kavan
Project Manager
Slosburg Company
10040 Regency Circle, Suite 200
Omaha, NE 68114
402.391.7900 [office] or 402.201.1086 [cell]
jkavan@slosburg.com
www.slosburg.com
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701 Fourth Avenue South - Suite 400 | Minneapolis, MN 55415 | MC L608 Office
612.543.1094 | Mobile 612.250.2004 | adele.hall@co.hennepin.mn.us

Jerry Kavan <jkavan@slosburg.com>

08/10/2012 03:46 PM

To

"'swcorridor@co.hennepin.mn.us'" <swcorridor@co.hennepin.mn.us>

cc

Subject

Draft

Environmental Impact Statement

When is the DEIS due to be released to the public?

V

Jerry Kavan
Project Manager
Slosburg Company
10040 Regency Circle, Suite 200
Omaha, NE 68114
402.390.6341 [direct]
402.391.7900 ext 341 [office]
402.201.1086 [cell]
jkavan@slosburg.com
www.slosburg.com

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JCaton30@aol.com
10/12/2012 12:25 PM

To swcorridor@co.hennepin.mn.us
cc
bcc
Subject Against LTR

O6

P4

Sirs;

I don't want the extra noise and congestion that LTR will bring to St Louis Park. We are already punished with airplane noise that we can do nothing about. The horns and crossing bells are just more ways to make it miserable to live here. I think the congestion at Wooddale and Hi. 7 is bad enough with the poorly designed bridge ramps. Having more parking there would be a mess.

Thanks You,
John Caton

"Katie O. Wenigmann"
<KWenigmann@barr.com>
10/12/2012 03:34 PM

To '"swcorridor@co.hennepin.mn.us"'
<swcorridor@co.hennepin.mn.us>
cc
bcc
Subject DEIS Comment - Wooddale Ave Intersection Safety

Dear Hennepin County,

I2 P9 R2 P8

I would like to submit comments in response to the SOUTHWEST TRANSITWAY DRAFT ENVIRONMENTAL IMPACT STATEMENT. As a civil engineer and a resident of St. Louis Park, I support the Southwest Corridor light rail in my neighborhood. However, I am concerned about the safety of motorists and pedestrians at the Wooddale Ave intersection, which is planned to be at-grade. I see the construction of the light rail as an opportunity to improve safety for pedestrians and motorists.

I suggest further analyzing this area, especially conducting traffic counts in the summer, when pedestrians and cyclists most heavily use the Southwest Trail. Appendix H shows that traffic counts were originally completed in February/March of 2010 when few pedestrians use the area. A detailed evaluation of this area is necessary for motorist, pedestrian and train safety, possibly requiring additional signals at the Highway 7/Wooddale Ave interchange.

My other concerns about the Wooddale Ave intersection include:

- Many motorists do not yield to pedestrians on the Southwest Trail. I could see this becoming a larger problem as traffic backs up behind the light rail and motorists become more impatient. Pedestrians will be able to safely cross Wooddale Ave when the train signal is operating, but I am concerned about the next 1 to 4 minutes after the train passes and motorists are backed up.
- The number of roads and turning possibilities on Wooddale Avenue between 36th Street and Hamilton Street is too many; many motorists are confused to whether they are in the correct lane to turn onto Highway 7, the frontage road, 36th Street or 35th Street. This confusion may cause motorists not to pay attention to the Southwest Trail crossing of Wooddale Ave.
- The angle of the Wooddale Ave and Highway 7 interchange makes it difficult for motorists exiting Highway 7 to see traffic on Wooddale Ave.
- During peak hours, I observe many motorists exiting Highway 100 North at the 36th Street exit, turning left onto 36th Street, turning right onto Wooddale Ave, and then left onto Highway 7 West. An improvement to the Highway 100 and Highway 7 interchange (increasing the green interval for traffic exiting Highway 100 North) could reduce traffic taking this alternate route.

Thank you for your consideration.

Katherine Wenigmann
3321 Brownlow Ave #1
St. Louis Park, MN 55426
Office: 952-832-2828
Email: KWenigmann@Barr.com

Katie O. Wenigmann, PE

Water Resources Engineer
Minneapolis office: 952.832.2828
kwenigmann@barr.com
www.barr.com

resourceful. naturally. BARR

"Mador, Jessica"
<jmador@mpr.org>
10/12/2012 04:07 PM

To <swcorridor@co.hennepin.mn.us>
cc
bcc
Subject please add me to your mailing list

V

Please add me to your mailing list for all media releases.

Thanks,

Jess Mador
Reporter | MPR News
651-290-1216
jmador@mpr.org
http://minnesota.publicradio.org/about/people/mpr_people_display.php?aut_id=30164

Eric Anondson
<xen@visi.com>
10/12/2012 04:17 PM

To "swcorridor@co.hennepin.mn.us"
<swcorridor@co.hennepin.mn.us>
cc
bcc
Subject Re: Southwest Transitway Draft Environmental Impact Statement Available for Review & Comment

The link to the draft blocks view of it. I would love to read it but I need to be able to see it first!
Eric

V

On Oct 12, 2012, at 3:55 PM, "Southwest Transitway" <swcorridor@co.hennepin.mn.us> wrote:

If you're having trouble viewing this email, you may see it online.

Share this:

Southwest Transitway DEIS Available

The Southwest Transitway Draft Environmental Impact Statement (DEIS) is now available for your review and comment. The DEIS documents the potential social and environmental impacts of the Southwest Transitway project and discusses the purpose and need for the project, the alternatives considered, the impacts of those alternatives, and the agencies and people consulted.

Where can I read the DEIS?

The DEIS and supporting technical memoranda and appendices are available on southwesttransitway.org.
Hard copies have been placed in city halls and libraries along the corridor. Click here for a list of locations.

How do I comment on the DEIS?

Comments must be submitted by Tuesday, December 11 and may be submitted:
By Email: swcorridor@co.hennepin.mn.us
By Mail:
Hennepin County Housing, Community Works & Transit
Attn: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415
Or at a Public Hearing:
Tuesday, November 13
4:00 – 5:00 pm Open House; 4:30 pm Public Hearing
Hennepin County Government Center
300 South Sixth Street A-2400
Minneapolis, MN 55487
Wednesday, November 14
5:00 – 6:00 pm Open House; 6:00 pm Public Hearing
St. Louis Park City Hall
5005 Minnetonka Boulevard
St. Louis Park, MN 55416

Thursday, November 29
5:00 – 6:00 pm Open House; 6:00 pm Public Hearing

Eden Prairie City Hall
8080 Mitchell Road
Eden Prairie, MN 55344
For more information please visit www.southwesttransitway.org

701 Fourth Avenue South, Suite 400 | Minneapolis, MN 55415
www.southwesttransitway.org
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Elmer Wedel
<ewedel@allanmechanical.com>
10/12/2012 04:48 PM

To "swcorridor@co.hennepin.mn.us" <swcorridor@co.hennepin.mn.us>
cc
bcc
Subject RE: Southwest Transitway Draft Environmental Impact Statement Available for Review & Comment

The pedestal? Can we have get it by Tuesday? I have the other one. Elmer

V

From: Southwest Transitway [mailto:swcorridor@co.hennepin.mn.us]
Sent: Friday, October 12, 2012 3:56 PM
To: Elmer Wedel
Subject: Southwest Transitway Draft Environmental Impact Statement Available for Review & Comment

If you're having trouble viewing this email, you may see it online.

Share this:

Southwest Transitway DEIS Available

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8080 Mitchell Road
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JCaton30@aol.com
10/13/2012 10:19 AM

To swcorridor@co.hennepin.mn.us
cc
bcc
Subject All this for the yuppy Eden Prairie

Sirs:

I read in the paper today how the over all good out weighs the citizen. Bull Shit! It should be a vote that asks permission to create all this noise and congestion in our neighborhoods. You say that then it wouldn't get done FINE! We're the ones who have to put up with this crap. We should have a say in what happens in our lives! St Louis Park has been everyone unimportant neighbor who won't say anything if you dump something in their back yard. Others want to run freight trains within 50' of the doors to our high school. Real Smart! All incoming planes from every direction but east have to line up for the runway right over St Louis Park Wonderful... Now some pencil pushing ass who doesn't have to put up with any of this stuff says "Go ahead, they won't mind" because that the good of the people out weigh the rights of others. Wonderful capitalistic world.

B

C

John Caton
6311 W 33rd St
St Louis Park, MN
55416

Jason Wedel
<JWedel@wsbeng.com>
10/13/2012 12:37 PM

To "swcorridor@co.hennepin.mn.us" <swcorridor@co.hennepin.mn.us>
cc Elmer Wedel <ewedel@allanmechanical.com>, Jeremy Wedel <jwedel@allanmechanical.com>
bcc
Subject EIS Comments for the SW Transit as they pertain to 7875 Fuller Road

To Whom It May Concern:

I writing to you on behalf of my family's business, Allan Mechanical, which is located at 7875 Fuller Road in Eden Prairie. It is our understanding that there are still four potential locations for the Operations and Maintenance Facility (OMF) to service the new SW Corridor light rail system. Our concern is with Eden Prairie 1 OMF, which is described in Section 6.2.2.5 of the Draft Environmental Impact Statement (DEIS). The DEIS does not provide any specifics on impacts to the existing buildings and property currently adjacent to this location. We would like to see more information on the proposed site layout. Any impacts to our property will detrimental to our business and we need to understand exactly what is being proposed. If there is more information available we would greatly appreciate it. H1

We want to go on record that we are opposed to the taking of any portion of our property for the OMF. We searched long and hard to find a site that fit our needs a number of years ago and we have invested a lot of money into this property. This property is uniquely suited for our business for several reasons. First, the current City zoning allows for outdoor storage. We are a commercial HVAC company and we are constantly purchasing and receiving mechanical equipment that we temporarily store outside on our property. Second, we have immediate access to the freeway at the intersection of Fuller Road and Highway 5. This provides us the accessibility we need to service our clients throughout the Twin Cities area. Finally, we have specialized equipment in our building that we utilize for the production of ductwork and other items associated with HVAC construction. This equipment is costly and difficult to install. Relocating this equipment would be a significant expense.

We thank you for the opportunity to provide our comments on the DEIS. If you have any questions or would like additional information, please contact me at 612-369-3931.

Sincerely,

Jason Wedel

Elmer Wedel

Jeremy Wedel

Jason Wedel, PE
Municipal Senior Project Manager
d: 763-287-8520 | c: 612-369-3931
WSB & Associates, Inc. | 701 Xenia Avenue South, Suite 300 | Minneapolis, MN 55416

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Marissa Lasky
<laskyco@mnlakes.net>

10/13/2012 04:08 PM

To "swcorridor@co.hennepin.mn.us"
<swcorridor@co.hennepin.mn.us>

cc

bcc

Subject I am unable to open Information

CAn you email me at least a map of the proposed railway corridors proposed or determined? It will not open in this device.

V

Info@umnrentals.com
Marissa Lasky

Sent from my iPhone

Lee Colby
<leemcolby1@yahoo.com>

10/13/2012 04:39 PM

Please respond to
Lee Colby
<leemcolby1@yahoo.com>

To "swcorridor@co.hennepin.mn.us"
<swcorridor@co.hennepin.mn.us>
cc
bcc
Subject null

I would like to read the DEIS for the Southwest corridor light rail. I am almost 80 years old and will not go downtown at rush hour. I'm not a fool. When will the DEIS be available on the internet??

V

Lee Colby

AaronMona@aol.com
10/13/2012 10:44 PM

To swcorridor@co.hennepin.mn.us,
Joseph.Gladke@co.hennepin.mn.us,
john.levin@metc.state.mn.us,
cc
bcc
Subject Comments on SW Corridor EIS

1. The EIS assumes that SW Metro express route 690 will continue running in competition with the LRT. This is a fundamentally bad decision. It robs the LRT of up to 2000 daily riders, and burdens the region with the cost of running duplicative commuter services. LRT travel time between Eden Prairie and downtown is competitive and could be made more so (see 2. and 3.). P1

2. The alignment between Southwest Station and Hopkins is unnecessarily curved and slow. There are 20 low speed curves:

10 mph	5 curves
15 mph	2
20 mph	6
25 mph	4
30 mph	3
Total	20

This does not count the 25 mph speed restrictions entering the stations. All this slow operation will increase operating cost by requiring more trains. It will make the LRT less competitive with the automobile. There are two obvious solutions:
a. Straighten the curves as much as possible, including those station approaches.
b. Increase superelevation. Follow the practice of SEPTA's Route 100 Norristown High Speed Line, the former Philadelphia & Western. It featured 8 inches of superelevation and routinely operated at 70-80 mph through its 5 degree curves. J8

3. To achieve a shorter running time, increase the speed limit to 65 mph, as DART does in Dallas. 55 mph is arbitrarily slow, given the large amount of tangent track east of Hopkins. Also eliminate the Penn Avenue station. Unless there is major development next to it (which appears very unlikely), it will generate almost no ridership.

4. The Royalston station should be relocated. Ideally, it should be on the east-west alignment along 6th Ave. N. as close to 7th Street as possible. This will create a joint station and transfer point with the Bottineau Corridor. More important in the near term, it will provide a convenient transfer connection with bus routes 5, 19 and 22. Bus transfers will be the majority of riders at this station and it should be located accordingly. I2

5. For both the LRT and freight railroad, implement the FRA-approved quiet zone measures, so train horns won't be needed. O3

Aaron Isaacs
612-929-7066

Jeffrey Simon
<jas@rephunter.net>
10/15/2012 09:51 AM

To swcorridor@co.hennepin.mn.us
cc
bcc
Subject Oppose light rail SW LRT

In comparison to roads and buses, light rail in our area is a loser.

B

- It will always be subsidized, as the true cost per ride has been shown to be over $8 (the Hiawatha line cost is $6.42 when capital costs are included)
- It will not create jobs, any more than the Hiawatha line has.
- It will not appreciably lower traffic congestion.
- Buses are already in place, and not working to capacity.
- It is not flexible, as buses are.
- 75% of Eden Prairie residents live within 30 minutes of work, and do not need rail.
- It appears to be yet another program intended to simply increase the size of government.

G1

Jeffrey Simon
jasimon9@comcast.net
Direct: 952-974-0306
Cell: 952-994-4724

"Amanda K. Tranby"
<atranby@bestlaw.com>
10/15/2012 11:51 AM

To "'swcorridor@co.hennepin.mn.us'"
<swcorridor@co.hennepin.mn.us>
cc
bcc
Subject Order hard copies of the Draft EIS

Dear Sir/Madam:

Can you please let me know if hard copies of the Draft EIS are available for private businesses, and if so, what is the cost/procedure to obtain them?

V

Thank you for your assistance.

Best regards,
Amanda Tranby
Administrative Assistant to Jack Sullivan
DIRECT 612.843.5817

BEST & FLANAGAN

BEST & FLANAGAN LLP
225 South Sixth Street, Suite 4000 Minneapolis, Minnesota 55402
TEL 612.339.7121 FAX 612.339.5897 BESTLAW.COM

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"Gordy, Matthew R [L A]"
<mgordy@iastate.edu>
10/16/2012 01:47 PM

To "swcorridor@co.hennepin.mn.us"
<swcorridor@co.hennepin.mn.us>
cc
bcc
Subject SW Corridor Rail Feasibility Study, 2003

Hello,

I am unable to access the chapters from the 2003 Rail Feasibility Study from the SWLRT website on this page http://www.southwesttransitway.org/project-progress-past-a-future.html
The links are either inactive (Chapter 1) or link to a username and password for an FTP site (the other chapters.) Are these documents still available for viewing, and can you help me to access?

V

Best regards,
Matthew

Matthew Gordy
Assistant Professor, Department of Landscape Architecture
492 College of Design
Iowa State University
Ames, IA 50011
t: 515.294.6149
e: mgordy@iastate.edu

"Szymanski,Betsy,EDEN PRAIRIE,Sales & Distribution" <betsy.szymanski@us.nestle.com>

10/16/2012 02:56 PM

To <swcorridor@co.hennepin.mn.us>
cc
bcc
Subject Comments

A

I'm so very excited about any expansion to our light rail system, especially the Southwest LRT. Considering our traffic congestion is 10th worst in the country (last stat I recall anyway), a well developed light rail system is long overdue. Parking downtown for different sporting events and concerts can also be a challenge, which additional light rail lines will help alleviate. Also, with this will help create jobs. Yay! I currently live in St. Louis Park, a block or two off of where the Belt Line stop would be, and I work in Eden Prairie – in the Golden Triangle Business Park. I can't wait!

Thanks for letting me comment!

Betsy Szymanski
Analyst | Supervalu National Account Team
Nestlé DSD - Ice Cream
Betsy.Szymanski@US.Nestle.com

Ilya Velikson
<ilya.velikson@gmail.com>
10/17/2012 02:57 PM

To swcorridor@co.hennepin.mn.us
cc
bcc
Subject Question on LPA

To whom it may concern:

Has Locally Preferred Alternative route choice been finalized? If not, then when is the deadline? V
Will there be any public statements or press releases with the status/timeline updates? V
Thank you,

-- Ilya Velikson

Comment #17

A

Dear Met Council:

We in Eden Prairie (families & small businesses) are excited about Light Rail coming to Eden Prairie!

Keep up the good work!

RECEIVED
OCT 17 2012
BY:

MINNEAPOLIS MN 554

16 OCT 2012 PM 3 L

SW Corridor Transit Project
701 Fourth Ave S, #400
Minneapolis, MN 55415

5541581843

"Curt Rahman"
<curtrahman@gmail.com>
10/18/2012 06:29 PM

To <swcorridor@co.hennepin.mn.us>
cc
bcc
Subject SWDEIS Comments attached- please acknowledge receipt

Maximum allowed infrequent vibration by FTA guidelines: 83

Measurements at my commercial building today: 84

Proposed increased vibration with no mitigation: 92 (per the FTA description-"difficulty reading computer screens", "like working next to a bulldozer")

C

I and dozens of others own commercial property within 50 feet of the tracks along the MN&S proposed reroute. **I had vibration levels done at my building and they exceed federal guidelines today.** The reroute proposal will increase vibrations by 10% without any mitigation being proposed for vibration. The proposal without further vibration mitigation is unacceptable to my businesses and most others along west lake street and will be unacceptable to residences.
Lastly, it is convenient that Kimley-Horn has changed their rating of this project from "occasional" impact to "infrequent" impact, but the fact remains, that even with the "infrequent" impact rating, **vibration levels done at my building exceed federal guidelines today and cannot be allowed to increase as proposed without mitigation. Failure to address this now will only invite lawsuits and delays to the project similar to those experienced on the central corridor.**

Curt Rahman
West Lake Street Business Representative
SW Light Rail Business Advisory Committee
612-207-5411

From: Curt Rahman [mailto:curtrahman@gmail.com]
Sent: Wednesday, June 27, 2012 1:15 PM
To: Sam.oconnell@metrotransit.org
Subject: EAW comment on the MN&S Freight Rail Study
Importance: High

Dear Mr. O'Connell,

I had vibration analysis done last year at my commercial buildings near the High School in St. Louis Park. Please see attached and below. I thought I would bring this to your attention now as it is expected that vibrations will increase as a result of the reroute if the MN&S lines are used.

Since the current level of vibrations exceed federal guidelines, I would suspect that there will be issues with many commercial buildings along the line that will require purchase as a result of the reroute.

Please let me know if you want me to resubmit this information once the EAW comment period is open.

Curt Rahman
612-207-5411

From: Curt Rahman [mailto:curtrahman@gmail.com]
Sent: Sunday, May 15, 2011 9:53 AM
To: frank.pafko@state.mn.us
Cc: Tony Baxter; Jeff Jacobs
Subject: EAW comment on the MN&S Freight Rail Study
Importance: High

Attached you will find additional vibration analysis done by ESI that shows a remarkable difference from measurements taken by Kimley-Horn. This shows that vibrations exceed federal guidlines today. I would like all of this information included in the record as part of the formal comment period on the EAW for the MN&S Freight Rail Study in St. Louis Park. There has been no vibration mitigation proposed, and in fact, vibrations are expected to increase dramatically in both frequency and severity. Should this reroute happen without a REDUCTION of vibration to levels within federal guidelines, you will be facing costs to purchase and relocate many businesses, buildings and homes at a cost that has not been considered as a part of the EAW analysis.

I would also like to point out that this information was previously provided to Kimley Horn in April and has not been addressed in the final EAW. April emails to Kimley-Horn are attached also.

I would appreciate your acknowledgement of reciept of this email and your instructions as to whether or not this must be sent in the mail to you also.

Thank you very much for your assistance!

Curt Rahman, PMT business representative, West Lake Street
612-207-5411 cell

MN&S FREIGHT RAIL STUDY

HENNEPIN COUNTY REGIONAL RAILROAD AUTHORITY AND THE MINNESOTA DEPARTMENT OF TRANSPORTATION IN COOPERATION WITH THE CITY OF ST. LOUIS PARK

VIBRATION CRITERIA

Land Use	Vibration Velocity Level (VdB)		
	Frequent Events (70+/day)	Occasional Events (30-70/day)	Infrequent Events (<30/day)
Special Buildings (concert halls, auditoriums, etc.)	65	65	65
Residential (houses, hotels, motels)	72	75	80
Institutional (schools, libraries, museums, etc.)	75	78	83

Kimley-Horn and Associates, Inc.

April 25, 2011

Mr. Curt Rahman
6418 West Lake Street
St Louis Park, Minnesota

Phone: 612-207-5411

ESI ENGINEERING, INC.
7831 Glenroy Road/Suite 430
Minneapolis, Minnesota 55439
Tel: (952) 831-4646
Fax: (952) 831-6897
Internet: esi-engineering.com

Summary Report for Train Vibration at 6418 West Lake Street St Louis Park, Minnesota

ESI-ENGINEERING, INC.

Dear Mr. Rahman:

This letter summarizes the results of train vibration measurements made at 6418 West Lake Street in St Louis Park, Minnesota on April 13, 2011. I understand that the Hennepin County Regional Railroad Authority, the Minnesota Department of Transportation, the city of St. Louis Park and several private rail companies are considering relocating freight rail service from the Kenilworth Corridor to the MN&S line in St. Louis Park. Further, the MN&S line is approximately 45 ft from your building. There are currently 2 to 3 trains per day that pass your building at speeds typically below 15 mph. You are concerned about the future plans that would both increase the number of trains, the train lengths and the speeds. Figure 1 shows the location of the tracks relative to your building.

C

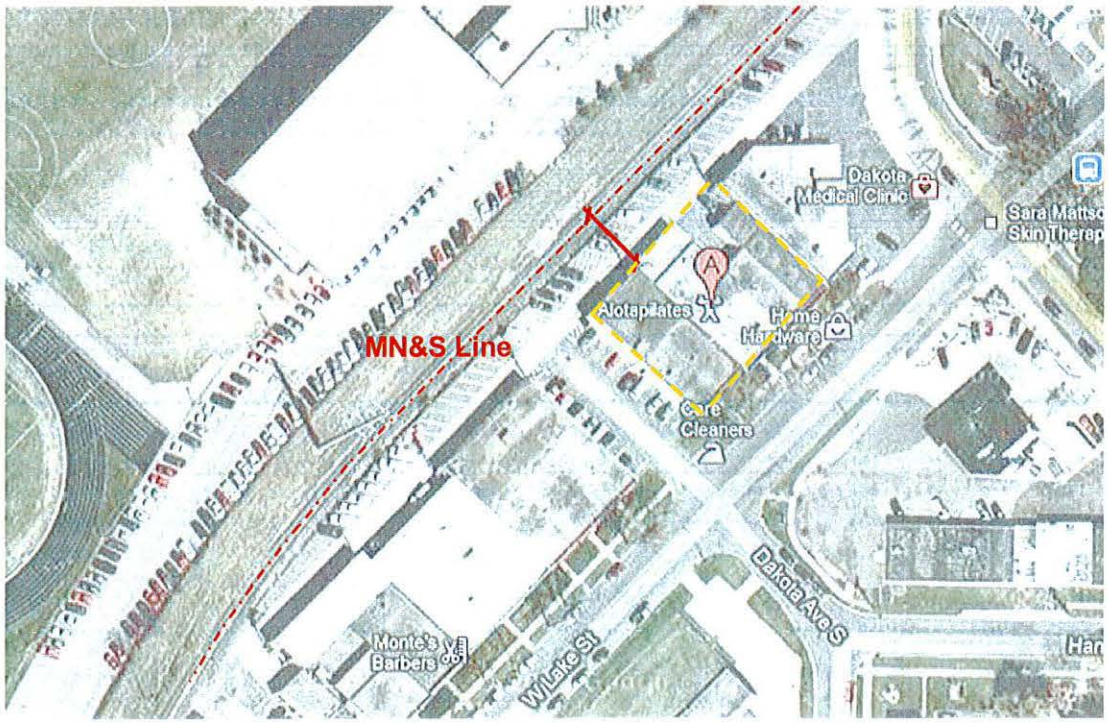


Figure 1 – Aerial photo of the buildings at 6418 West Lake Street and the MN&S line.

Vibration measurements were made a location nearest the tracks, on the northwest side of the building approximately 50 ft from the track. The monitoring system ran from approximately 7:00 AM through 4:00 PM on April 13, 2011. Vibration measurements were made slab on grade in three orthogonal directions. PCB model 393A03 accelerometers were used and the data was sampled at 640 samples per second. The recorded acceleration waveforms were integrated and moving 1 second rms levels were calculated, as recommended in the Federal Transportation Administration guidance manual (Transit Noise and Vibration Impact Assessment, May 2006). The vibration levels are presented in this letter as velocity in decibel units, VdB, relative to 1 micro inch per second.

Two trains passed the building on April 13th. Figure 2, 3 and 4 present the results for the first train which passed between 11:14 AM and 11:16 AM. The maximum rms level was 84 VdB in the vertical direction. The second train had a similar vibration level.

Please let me know if you have any questions or need additional information.

Sincerely,

ESI Engineering, Inc.

Anthony J. Baxter

Anthony J. Baxter, P.E.
Principal

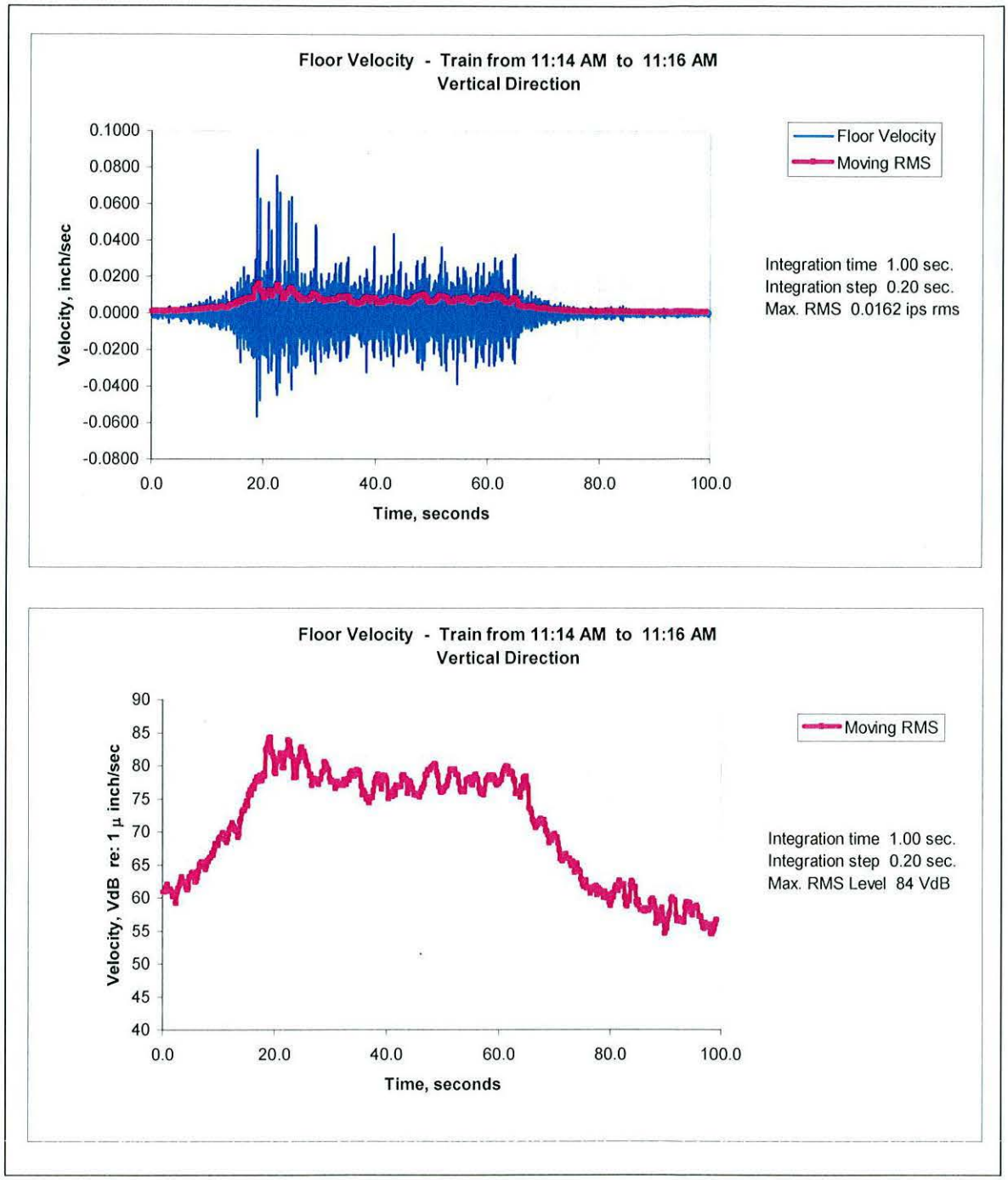
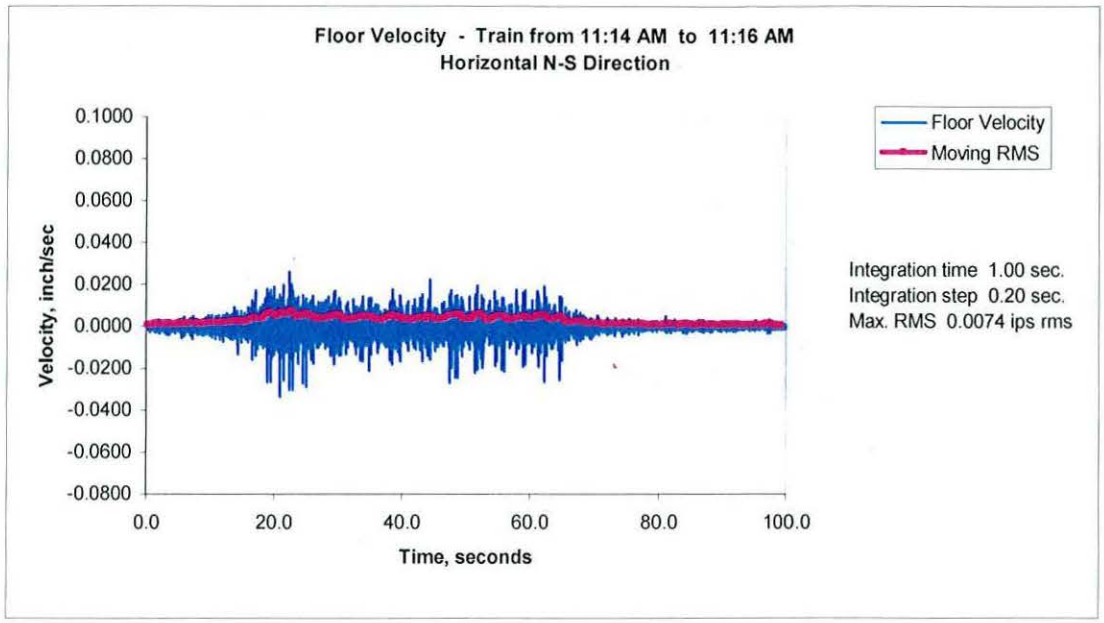


Figure 2 – Measurement of vertical direction vibration with a maximum level of 84 VdB.



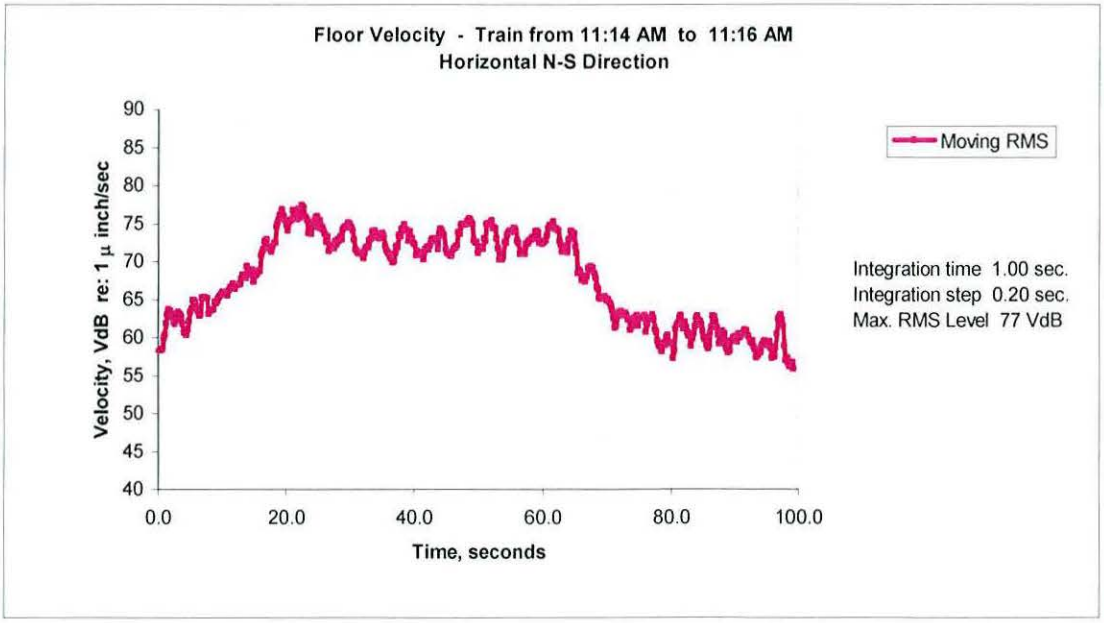


Figure 3 – Measurement of horizontal N-S direction vibration with a maximum level of 77 VdB

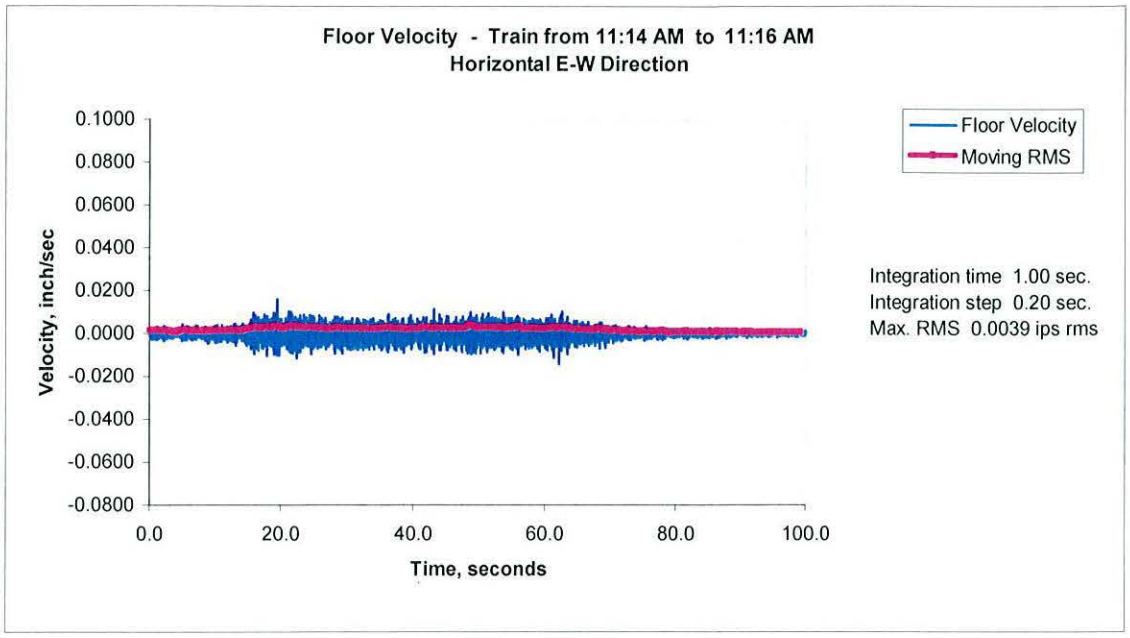


Figure 4 – Measurement of horizontal E-W direction vibration with a maximum level of 72 VdB.

Curt Rahman- PDA- 612-207-5411

6418 and 6420 West Lake Street, St. Louis Park, MN 55416

5-15-2011

Mr. Frank Pafko

Director, Office of Environmental Stewardship

MN Department of Transportation

395 John Ireland Boulevard, MS 620

St. Paul, MN 55155-1899

Mr. Pafko,

C

All of us that work and live and own buildings along the proposed MN&S rail line experience pretty severe vibration today; vibration that already exceeds federal guidelines. Business owners have told me that when the train comes by it feels like an earthquake. I have had to stop phone conversations when the train comes by because of the rumbling vibrations.

Interestingly, Kimley-Horn did a vibration study at 2 places along the tracks and tells us the vibration level at my building at 6418 west Lake Street should be about 75VdBs today. Since there are only 2 trains a day now, the federal guidelines say that we should be able to handle up to 83 at that location. I hired an engineering firm, ESI, to do vibration analysis at my building and the actual level is 84 today! Higher than the federal guidelines allow today!

Now, consider that the proposed reroute will increase both the frequency and severity of the vibration along the line, according to Kimley-Horn. We will see increases of 5-8 VdBs and because of the additional train frequency we need to use the "occasional events" Federal Guideline which tells us that we need to tolerate only 78 VdBs, yet the predicted actual vibration level will go up to 90 or more!

All levels Measured and in the table are in VdBs	Federal Guidelines infrequent trains- today's guidelines	Actual Measurements at 6418 West Lake St - 50 feet from track center line	Federal Guidelines Occasional Trains	Expected increase due to reroute 5-8 vdb
Sensitive Businesses	65	??	65	??
Homes	80	??	75	??
Businesses	83	84	78	89-92

This needs further evaluation at multiple business locations, residence locations and in classrooms adjacent to the tracks. You can't increase vibrations along a line when they already exceed federal guidelines. You need to make sure that your costs include reducing vibration to federal levels or you will be buying businesses, buildings and relocation costs as well as homes along the line that exceed the federal guidelines both today and after the construction.

Curt Rahman, PMT West Lake Street Business Representative 612-207-5411

----- Original Message -----
From: Tony Baxter
To: Curt Rahman
Sent: Tuesday, April 26, 2011 3:22 PM
Subject: RE: One Week From Today....

Curt,
Since you asked about the second train... Attached is the plot of the vertical vibration for 24 seconds of the train passing. The max level was 84 VdB, the same as the first train.

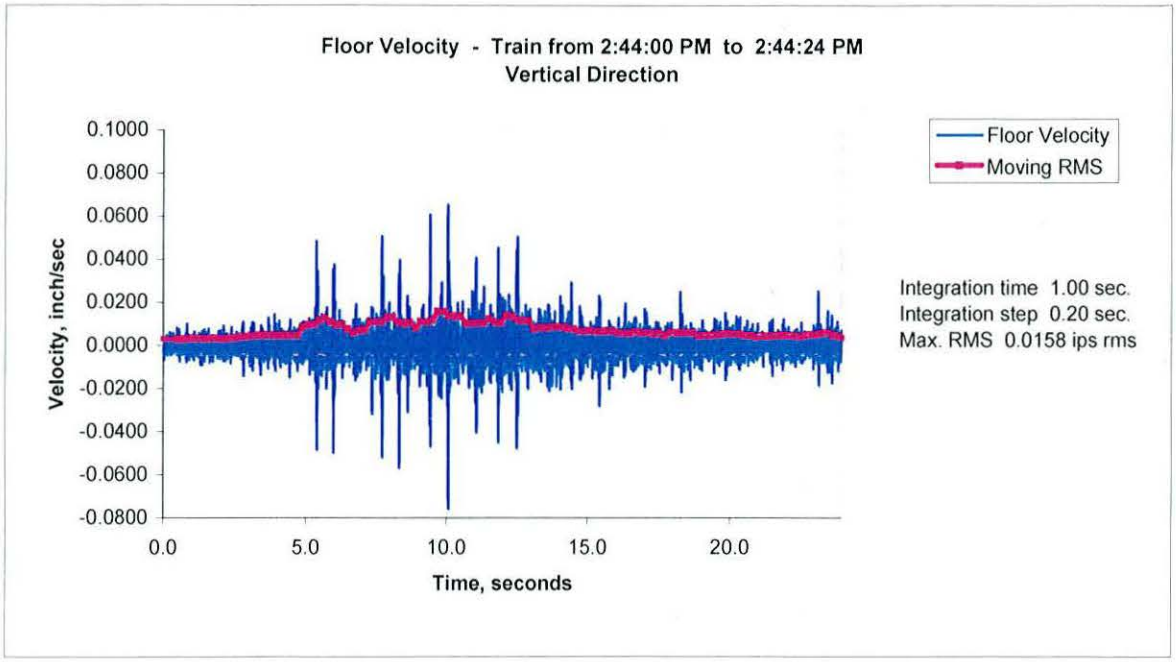
Tony

Anthony J. Baxter, P.E.
ESI Engineering, Inc.
7831 Glenroy Rd. / Suite 430
Minneapolis, MN 55439
tele: 952-831-4646
tbaxter@esi-engineering.com

ESI Engineering Inc.

Project / Location: Curt Rahman - Train Vibration
Date: 13-Apr-2011

Ch3 - vertical



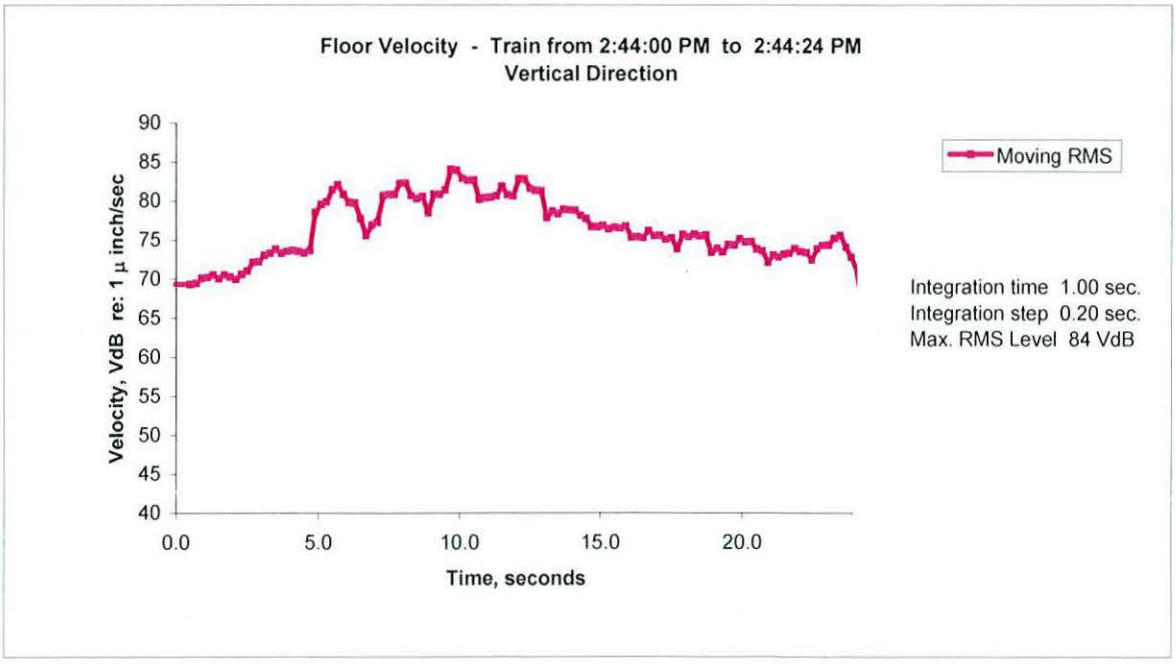
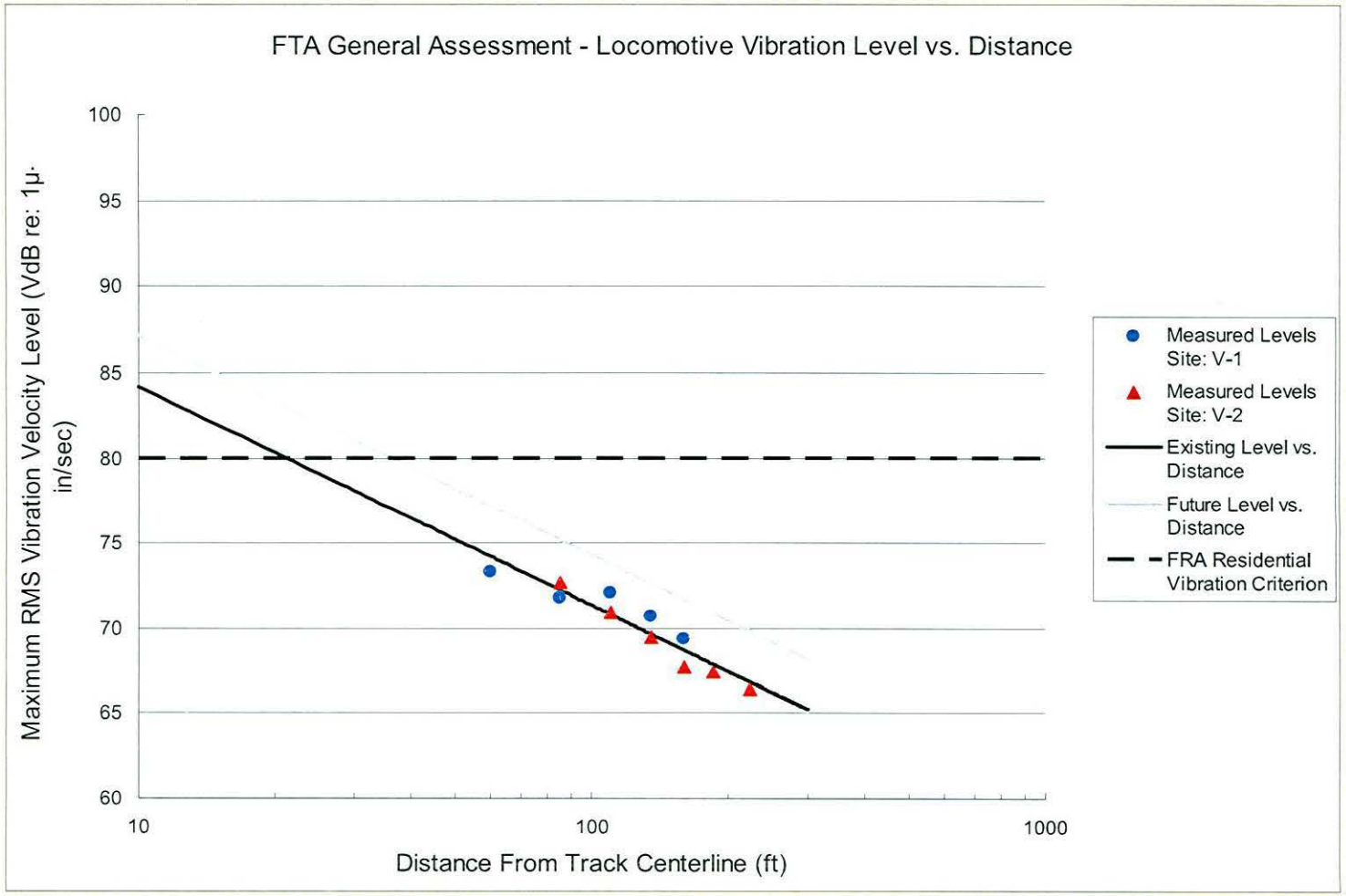


Figure 1

MN&S FREIGHT RAIL STUDY

HENNEPIN COUNTY REGIONAL RAILROAD AUTHORITY AND THE MINNESOTA DEPARTMENT OF TRANSPORTATION IN COOPERATION WITH THE CITY OF ST. LOUIS PARK

COMMUNITY VIBRATION



Kimley-Horn and Associates, Inc.

Comment #18

Attachment #7

Main Identity

From: "Witzig, Jeanne" <Jeanne.Witzig@kimley-horn.com>
To: "Rahman, Curt" <curtrahman@gmail.com>
Cc: <la.Xiong@co.hennepin.mn.us>; "Pafko, Frank (DOT)" <frank.pafko@state.mn.us>; "Kevin Locke" <klocke@stlouispark.org>; <kdoty@umn.edu>; "Spencer, Tim (DOT)" <timothy.spencer@state.mn.us>
Sent: Wednesday, April 20, 2011 11:58 AM
Subject: FW: FW: MN&S Freight Rail Study - PMT #6 Meeting Summary

Curt, thank you for your comment regarding the vibration analysis for the MN&S Freight Rail Study.

A noise and vibration report is being prepared to address this complex question and will be part of the Environmental Assessment Worksheet (EAW). It will provide more clarity on the methodology, impacts and mitigation.

At this time, we anticipate that the EAW will be published in May, with a 30-day review and comment period. If upon your review of the EAW you have further comments on the noise and vibration analysis conducted for this study, or on other areas of the evaluation/EAW, you are welcome to submit those comments for inclusion in the EAW record.

Regards, Jeanne Witzig

From: Curt Rahman [mailto:curt@pdaminneapolis.com]
Sent: Friday, April 08, 2011 10:57 AM
To: Witzig, Jeanne; Ia.Xiong@co.hennepin.mn.us; KHroma@CBIZ.com; Robb Enslin; Tim Dunsworth; Marjorie Douville; Margaret Heil; Paula Evensen; Lynne Carper; Jeremy Anderson; Kandi Ames; Lois Zander; lapray@comcast.net; Thom Miller; Katie.Walker@co.hennepin.mn.us; Timothy.Spencer@state.mn.us; Peter.Dahlberg@state.mn.us; frank.pafko@state.mn.us; klocke@stlouispark.org; Meg McMonigal; Rolf Peterson; Danielson, Paul; Michael.Couse@aecom.com; bsuko@tcwr.net; MWegner@TCWR.NET; amber.backhaus@leonard.com; David.Wolter@bnsf.com; Douglas.Perry@bnsf.com; Chris Johnson; Jake Spano; Warren Djerf; Kristin.RohmanRehkamp@target.com; Kristi Rudelius-Palmer; judy_mitchell@cpr.ca; crobertson@sjoquist.com; Claudia Johnston; eric.knudson@knudson-assoc.com; Kathryn Kottke; safetyinbirchwood@yahoo.com; Hasselbring,Bruce
Cc: mittelstaedtjohn@yahoo.com; dkrafft@bitstream.net; Je_L@yahoo.com; Jim Beneke; Greg Suchanek; Mike Rozman; Jeff Roy; eveline.m.haag@wellsfargo.com; Marc Berg; Michael.Couse@aecom.com; Laabs, Jessica; Jeff Jacobs; Phil Finkelstein; Sue Sanger Home; Anne Mavity; Julia Ross; Paul Omodt Home; Sue Santa Home; gores.nancy@slpschools.org; sweitzer.julie@slpschools.org; shapiro.larry@slpschools.org; rykken.pam@slpschools.org; richardson.bruce@slpschools.org; yarosh.jim@slpschools.org; cleowedge@comcast.net; Ron Latz; Steve Simon; Ryan Winkler; Tom Harmening; kerri.pearce.Ruch@co.hennepin.mn.us; pomodt@psbpr.com; Danielson, Paul; Hermann, Mike; Kunkel, Beth; Matthew Flory; Dutchboy31@juno.com; BlackstoneAssn@tcq.net; lpannell@mninter.net; lindasandbo@msn.com; Vote4democracy@yahoo.com; info@slptriangle.org; Robb Enslin; jvlbartl@yahoo.com; sharon.abelson@yahoo.com; Gail.Dorfman@co.hennepin.mn.us; al@smdcompanies.com; srowe@acnpapers.com; TLOTO@yahoo.com; Doug Guild; barrylaz@gmail.com; cbdonlon@usfamily.net; mikecohn@yahoo.com; merlinluke@hotmail.com; dklinkhammer@comcast.net; helene.herbst@comcast.net; crj7972@gmail.com; maryherfurth@yahoo.com; kdoty@umn.edu; jswyman@hotmail.com; lgulbranson@att.net; googi001.gail@gmail.com; michael.rose@patch.com; jddugdare@yahoo.com; Tom Johnson; sdworakoski@yahoo.com; gazzy92@gmail.com; susanmelbye@edinarealty.com; skiss4@gmail.com; jebmyers@gmail.com; mbuchk@eartlink.net; jpmeyerdl@yahoo.com; brooklawnsslp@gmail.com; alex@midlandglass.com; Lance D. Meister; Christianson, Dave (DOT); rachelcallahan@yahoo.com; angela_bern@yahoo.com; huntms1@aim.com; Tony Baxter
Subject: MN&S Freight Rail Study - PMT #6 Meeting Summary

On page 14 of the attached Final PMT document, Kimley- Horn states that the "occasional events" column should now be used to evaluate the vibration impact of this project. That means that residences should tolerate up to 75 VdB and routine businesses should tolerate up to 78 VdB of vibration. (on table 1 attached)

Using the Kimley-Horn measurements and predictions from the "SLP Vibration Predictions" chart attached to this email, residences closer than 90 feet of the rail line will exceed the federal vibration guidelines and businesses within 50-60 feet of

the tracks will exceed the guidelines. This is a huge change because the preliminary analysis concluded that only residences within 40 feet of the tracks had issues and there were no business issues.

How many houses are within 90 feet of the tracks?

How many businesses are within 50-60 feet of the tracks? I know there are some because I own one 45 feet from the tracks.

Curt Rahman
Business Representative West Lake St.
612-207-5411 cell

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Comment #18

Attachment #8

Main Identity

From: "Curt Rahman" <curt@pdaminneapolis.com>
To: "Witzig, Jeanne" <Jeanne.Witzig@kimley-horn.com>; <la.Xiong@co.hennepin.mn.us>; <KHroma@CBIZ.com>; "Robb Enslin" <renslin34@hotmail.com>; "Tim Dunsworth" <timdunsworth4034@comcast.net>; "Marjorie Douville" <sarjmarj@aol.com>; "Margaret Heil" <margaret@bodyrelease.com>; "Paula Evensen" <paulaevensen@yahoo.com>; "Lynne Carper" <icarper1@fairview.org>; "Jeremy Anderson" <jeremy@angelar.com>; "Kandi Ames" <ksengels@gmail.com>; "Lois Zander" <loisz18@yahoo.com>; <lapray@comcast.net>; "Thom Miller" <thom@two-rivers.net>; <Katie.Walker@co.hennepin.mn.us>; <Timothy.Spencer@state.mn.us>; <Peter.Dahlberg@state.mn.us>; <frank.pafko@state.mn.us>; <klocke@stlouispark.org>; "Meg McMonigal" <mmcmonigal@stlouispark.org>; "Rolf Peterson" <Rolf1@comcast.net>; "Danielson, Paul" <paul.danielson@kimley-horn.com>; <Michael.Couse@aecom.com>; <bsuko@tcwr.net>; <MWegner@TCWR.NET>; <amber.backhaus@leonard.com>; <David.Wolter@bnsf.com>; <Douglas.Perry@bnsf.com>; "Chris Johnson" <mdsj.caj@usfamily.net>; "Jake Spano" <coldsplice@gmail.com>; "Warren Djerf" <warren@brookcomm.net>; <Kristin.RohmanRehkamp@target.com>; "Kristi Rudelius-Palmer" <krp@umn.edu>; <judy_mitchell@cpr.ca>; <crobertson@sjoquist.com>; "Claudia Johnston" <claudiajohnston@comcast.net>; <eric.knudson@knudson-assoc.com>; "Kathryn Kottke" <prufrock1969@hotmail.com>; <safetyinbirchwood@yahoo.com>; "Hasselbring,Bruce" <bruce.h@ace-aircontrolessentials.com>
Cc: <mittelstaedtjohn@yahoo.com>; <dkrafft@bitstream.net>; <Je_L@yahoo.com>; "Jim Beneke" <JimBeneke@msn.com>; "Greg Suchanek" <suchgr@comcast.net>; "Mike Rozman" <mrozman@comcast.net>; "Jeff Roy" <summithill@visi.com>; <eveline.m.haag@wellsfargo.com>; "Marc Berg" <MBergdude@aol.com>; <Michael.Couse@aecom.com>; "Laabs, Jessica" <Jessica.Laabs@kimley-horn.com>; "Jeff Jacobs" <jacobsjeffrey@comcast.net>; "Phil Finkelstein" <bankfink@gmail.com>; "Sue Sanger Home" <suesanger@comcast.net>; "Anne Mavity" <AnneMavitySLP@comcast.net>; "Julia Ross" <juliaross.slp@gmail.com>; "Paul Omodt Home" <omodt5@msn.com>; "Sue Santa Home" <susansanta@aol.com>; <gores.nancy@slpschools.org>; <sweitzer.julie@slpschools.org>; <shapiro.larry@slpschools.org>; <rykken.pam@slpschools.org>; <richardson.bruce@slpschools.org>; <yarosh.jim@slpschools.org>; <cleowedge@comcast.net>; "Ron Latz" <sen.ron.latz@senate.mn>; "Steve Simon" <rep.steve.simon@house.mn>; "Ryan Winkler" <rep.ryan.winkler@house.mn>; "Tom Harmening" <THARMENING@stlouispark.org>; <kerri.pearce.Ruch@co.hennepin.mn.us>; <pomodt@psbpr.com>; "Danielson, Paul" <paul.danielson@kimley-horn.com>; "Hermann, Mike" <mike.hermann@kimley-horn.com>; "Kunkel, Beth" <Beth.Kunkel@kimley-horn.com>; "Matthew Flory" <livinginlenox@gmail.com>; <Dutchboy31@juno.com>; <BlackstoneAssn@tcq.net>; <lpannell@mninter.net>; <lindasandbo@msn.com>; <Vote4democracy@yahoo.com>; <info@slptriangle.org>; "Robb Enslin" <renslin34@hotmail.com>; <jvlbartl@yahoo.com>; <sharon.abelson@yahoo.com>; <Gail.Dorfman@co.hennepin.mn.us>; <al@smdcompanies.com>; <srowe@acnpapers.com>; <TLOTO@yahoo.com>; "Doug Guild" <dguild@usfamily.net>; <barrylaz@gmail.com>; <cbdonlon@usfamily.net>; <mikecohn@yahoo.com>; <merlinluke@hotmail.com>; <dklinkhammer@comcast.net>; <helene.herbst@comcast.net>; <crj7972@gmail.com>; <maryherfurth@yahoo.com>; <kdoty@umn.edu>; <jswyman@hotmail.com>; <lgulbranson@att.net>; <googi001.gail@gmail.com>; <michael.rose@patch.com>; <jddugdare@yahoo.com>; "Tom Johnson" <tom@railmet.com>; <sdworakoski@yahoo.com>; <gazzy92@gmail.com>; <susanmelbye@edinarealty.com>; <skiss4@gmail.com>; <jebmyers@gmail.com>; <mbuchk@eartlink.net>; <jpmeyerdl@yahoo.com>; <brooklawnsslp@gmail.com>; <alex@midlandglass.com>; "Lance D. Meister" <lmeister@hmmh.com>; "Christianson, Dave (DOT)" <Dave.Christianson@state.mn.us>; <rachelcallahan@yahoo.com>; <angela_bern@yahoo.com>; <huntms1@aim.com>; "Tony Baxter" <tbaxter@esi-engineering.com>; "Kevin Locke" <klocke@stlouispark.org>
Sent: Tuesday, April 26, 2011 4:05 PM
Attach: Vibration Criteria.pdf; Curt Rahman - Summary on Train Vibration April 25, 2011.pdf; National Transportation Vibration Guidelines.pdf; SLP Vibration Predictions.pdf
Subject: New Vibration Study attached

I had independent vibration measurements done at my building on West Lake Street by an Engineering firm ESI. Their report is attached labeled "Curt Rahman- Summary on Train Vibration April 25, 2011". Measurements were taken April 13th, 2011. Measurements in the building showed 84 VdB. **By the charts provided by Kimley-Horn, vibration measurements today already exceed acceptable guidelines** and probably do at most businesses and many homes along the tracks.

In addition, **Kimley-Horn predicts increased vibration frequency and a severity increase of 5-8 VdB** which puts many of the buildings past the 90 VdB level and far in excess of the 78 VdB the Federal guidelines mandate.

Considering this new information, additional vibration studies need to be done and further mitigation for vibration needs to be added to the project.

Curt Rahman, PMT West Lake Street Business Representative
612-207-5411 cell

----- Original Message -----
From: Curt Rahman
To: Witzig, Jeanne ; la.Xiong@co.hennepin.mn.us ; KHroma@CBIZ.com ; Robb Enslin ; Tim Dunsworth ; Marjorie Douville ; Margaret Heil ; Paula Evensen ; Lynne Carper ; Jeremy Anderson ; Kandi Ames ; Lois Zander ; lapray@comcast.net ; Thom Miller ; Katie.Walker@co.hennepin.mn.us ; Timothy.Spencer@state.mn.us ; Peter.Dahlberg@state.mn.us ; frank.pafko@state.mn.us ; klocke@stlouispark.org ; Meg McMonigal ; Rolf Peterson ; Danielson, Paul ; Michael.Couse@aecom.com ; bsuko@tcwr.net ; MWegner@TCWR.NET ; amber.backhaus@leonard.com ; David.Wolter@bnsf.com ; Douglas.Perry@bnsf.com ; Chris Johnson ; Jake Spano ; Warren Djerf ; Kristin.RohmanRehkamp@target.com ; Kristi Rudelius-Palmer ; judy_mitchell@cpr.ca ; crobertson@sjoquist.com ; Claudia Johnston ; eric.knudson@knudson-assoc.com ; Kathryn Kottke ; safetyinbirchwood@yahoo.com ; Hasselbring,Bruce
Cc: mittelstaedtjohn@yahoo.com ; dkrafft@bitstream.net ; Je_L@yahoo.com ; Jim Beneke ; Greg Suchanek ; Mike Rozman ; Jeff Roy ; eveline.m.haag@wellsfargo.com ; Marc Berg ; Michael.Couse@aecom.com ; Laabs, Jessica ; Jeff Jacobs ; Phil Finkelstein ; Sue Sanger Home ; Anne Mavity ; Julia Ross ; Paul Omodt Home ; Sue Santa Home ; gores.nancy@slpschools.org ; sweitzer.julie@slpschools.org ; shapiro.larry@slpschools.org ; rykken.pam@slpschools.org ; richardson.bruce@slpschools.org ; yarosh.jim@slpschools.org ; cleowedge@comcast.net ; Ron Latz ; Steve Simon ; Ryan Winkler ; Tom Harmening ; kerri.pearce.Ruch@co.hennepin.mn.us ; pomodt@psbpr.com ; Danielson, Paul ; Hermann, Mike ; Kunkel, Beth ; Matthew Flory ; Dutchboy31@juno.com ; BlackstoneAssn@tcq.net ; lpannell@mninter.net ; lindasandbo@msn.com ; Vote4democracy@yahoo.com ; info@slptriangle.org ; Robb Enslin ; jvlbartl@yahoo.com ; sharon.abelson@yahoo.com ; Gail.Dorfman@co.hennepin.mn.us ; al@smdcompanies.com ; srowe@acnpapers.com ; TLOTO@yahoo.com ; Doug Guild ; barrylaz@gmail.com ; cbdonlon@usfamily.net ; mikecohn@yahoo.com ; merlinluke@hotmail.com ; dklinkhammer@comcast.net ; helene.herbst@comcast.net ; crj7972@gmail.com ; maryherfurth@yahoo.com ; kdoty@umn.edu ; jswyman@hotmail.com ; lgulbranson@att.net ; googi001.gail@gmail.com ; michael.rose@patch.com ; jddugdare@yahoo.com ; Tom Johnson ; sdworakoski@yahoo.com ; gazzy92@gmail.com ; susanmelbye@edinarealty.com ; skiss4@gmail.com ; jebmyers@gmail.com ; mbuchk@eartlink.net ; jpmeyerdl@yahoo.com ; brooklawnsslp@gmail.com ; alex@midlandglass.com ; Lance D. Meister ; Christianson, Dave (DOT) ; rachelcallahan@yahoo.com ; angela_bern@yahoo.com ; huntms1@aim.com ; Tony Baxter
Sent: Friday, April 08, 2011 10:57 AM
Subject: MN&S Freight Rail Study - PMT #6 Meeting Summary

On page 14 of the attached Final PMT document, Kimley- Horn states that the "occasional events" column should now be used to evaluate the vibration impact of this project. That means that residences should tolerate up to 75 VdB and routine businesses should tolerate up to 78 VdB of vibration. (on table 1 attached)

Using the Kimley-Horn measurements and predictions from the "SLP Vibration Predictions" chart attached to this email, residences closer than 90 feet of the rail line will exceed the federal vibration guidelines and businesses within 50-60 feet of the tracks will exceed the guidelines. This is a huge change because the preliminary analysis concluded that only residences within 40 feet of the tracks had issues and there were no business issues.

How many houses are within 90 feet of the tracks?

How many businesses are within 50-60 feet of the tracks? I know there are some because I own one 45 feet from the tracks.

Curt Rahman
Business Representative West Lake St.
612-207-5411 cell

rail systems, such as the MN&S Spur, ground borne noise criteria are applied only to buildings that have sensitive interior spaces that are well insulated from exterior noise.

The FTA also has vibration criteria for locations with existing vibration, such as the MN&S Spur. For locations where trains will be added where existing trains currently operate, vibration impact must be assessed to determine if there will be additional impacts. For infrequently used rail corridors (less than 5 trains per day), such as the MN&S Spur, vibration impacts are assessed using the criteria in **Table 17**. For this assessment, the locomotive events are considered to be infrequent, and the rail cars are considered to be occasional.

Table 17. Ground-Borne Vibration and Noise Impact Criteria by Land Use Category

Land Use Category	Ground-Borne Vibration Impact Levels (VdB re 1 micro-inch/sec)			Ground-Borne Noise Impact Levels (dB re 20 micro Pascals)		
	Frequent Events[1]	Occasional Events[2]	Infrequent Events[3]	Frequent Events[1]	Occasional Events[2]	Infrequent Events[3]
Category 1: Buildings where low ambient vibration is essential for interior operations.	65 VdB[4]	65 VdB[4]	65 VdB[4]	N/A[5]	N/A[5]	N/A[5]
Category 2: Residences and buildings where people normally sleep.	72 VdB	75 VdB	80 VdB	35 dBA	38 dBA	43 dBA
Category 3: Institutional land uses with primarily daytime use.	75 VdB	78 VdB	83 VdB	40 dBA	43 dBA	48 dBA

Notes:
1. "Frequent Events" is defined as more than 70 vibration events of the same source per day. Most rapid transit projects fall into this category.
2. "Occasional Events" is defined as between 30 and 70 vibration events of the same source per day. Most commuter trunk lines have this many operations.
3. "Infrequent Events" is defined as fewer than 30 vibration events of the same kind per day. This category includes most commuter rail branch lines.
4. This criterion limit is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. Vibration sensitive manufacturing or research will require detailed evaluation to define the acceptable vibration levels. Ensuring lower vibration levels in a building often requires special design of the HVAC systems and stiffened floors.
5. Vibration-sensitive equipment is generally not sensitive to ground-borne noise.

Source: FTA, May 2006.

The vibration impact assessment was carried out in accordance with FTA methodology for a "General Noise Analysis" using project data defined in the Noise Section. The potential vibration impacts of the project are related primarily to the increased in maximum operating design speed in the corridor (10 to 25 mph). The following are project assumptions used in the impact analysis for the vibration assessment:

- Identify vibration-sensitive land use: Vibration-sensitive land use along the project corridor was initially identified based on preliminary alignment drawings, aerial photography and GIS mapping.
- Project freight vibration levels: Vibration levels from freight operations were projected based on measurements of existing trains, as described in below. The only changes relevant to the vibration assessment are the increased speeds from 10 to 25 mph and the upgrade of the track and existing track structure from jointed to continuously welded rail with new ballast sections and ties. Vibration levels increase with increasing speed by a 20 Log relationship, so doubling the speed will increase vibration levels by 6 dB and halving the speed will reduce vibration levels by 6 dB.
- Assess impact based on the criteria: The projections determined the vibration levels at each sensitive receptor and vibration impact was assessed according to the appropriate FTA criteria, depending on the land use category.
- Recommend mitigation measures where required and appropriate: Mitigation can include ballast mats, special fasteners, and other means of reducing vibration levels.

Existing Conditions

The major source of existing vibration in the project corridor is the CP freight trains. Measurements of vibration from existing trains were conducted at two locations as described below:

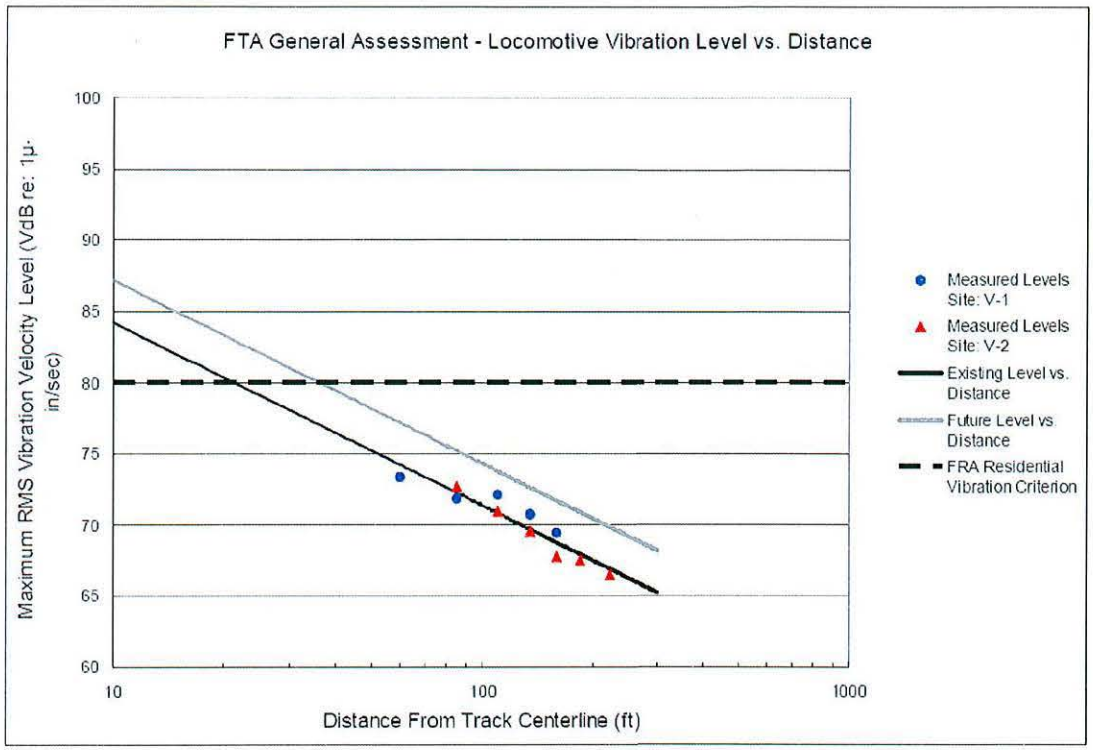
Site V-1: Measurement site V-1 was located adjacent to St. Louis Park High School and residences on Library Lane. The ground-borne vibration levels from a passing freight train were measured at multiple distances ranging from 60 to 160 feet from the track. The measured freight train was traveling in the southbound direction at approximately 10 mph and consisted of two locomotives pulling six cars.

Site V-2: Measurement site V-2 was located in Keystone Park between Blackstone Avenue and Alabama Avenue. The ground-borne vibration levels from a passing freight train were measured at multiple distances ranging from 85 to 225 feet from the track. The track was on an embankment in this location due to the crossing over Minnetonka Boulevard to the north. The measured freight train was traveling in the northbound direction at approximately 10 mph and consisted of two locomotives pulling eleven cars.

The locations of the existing vibration measurements are shown in **Figure 10** and the results of the existing vibration measurements are shown in **Exhibit 3** below, along with projections of future vibration levels from trains with the higher speeds and the continuously welded rail. The results indicate that for the existing trains, locomotive vibration levels of 80 VdB (the criterion for vibration impact for infrequent events) would be experienced up to 30 feet from the tracks. For existing rail cars, which typically have vibration levels 5-8 VdB lower than locomotives, vibration levels of 75 VdB (the criterion for vibration impact for occasional events) would also be experienced up to 30 feet from the tracks.

Based on measurements conducted in Alaska during the summer and winter, there is some variation in vibration levels for efficient soil types, such as peat or clay. This variation results in lower vibration levels in the winter, as compared with the summer. However, for typical soil conditions, which the measurements indicate existing in the MN&S corridor, the vibration levels are the same during the summer and winter.

Exhibit 3. Vibration Measurement Results and Projections



Impacts

The vibration assessment assumed an increase in speed from 10 to 25 mph along with an improvement from jointed rail to continuously welded rail, which will lower vibration levels by 5 VdB. The results of the vibration analysis indicate that locomotive vibration levels of 80 VdB (the impact criterion for infrequent events) would be experienced up to 40 feet from the tracks and that rail car vibration levels of 75 VdB (the impact criterion for occasional events) would also be experienced up to 40 feet from the tracks. There is only one building, an apartment above a business at the southern end of the corridor, which is located within 40 feet of the tracks (**Figure 11**).

Mitigation: Area "B"

There is one location identified with vibration impact on the MN&S Spur. The building identified with impact appears to be a mixed use building with an apartment above a welding shop. A more detailed analysis of this building would need to be conducted to determine if there would be a vibration impact. If impact is identified, potential mitigation measured would be assessed

To:
Cc:
Bcc:
Subject: Fw: 2820 Cedar Lake Parkway and light rail

To: <kerri.pearce.ruch@co.hennepin.mn.us>
From: Leila Brammer <lbrammer@gustavus.edu>
Date: 10/19/2012 12:08PM
Subject: 2820 Cedar Lake Parkway and light rail

Kerri,

Thanks so much for the information. My email question is below. Let me know if you need anything else. Enjoy your weekend, L.

I am considering purchasing 2820 Cedar Lake Parkway. I am quite interested in the impact that light rail will have on that location. I have read the environmental report but was unable to determine which grouping of houses I was in (on the noise study, four areas on that section of the track are listed. I'm not sure which area is 2820 and what impacts will be on that location). O1

I would appreciate any information you can provide to help me assess the situation. I very much appreciate your help. Thanks so much, Leila

Leila Brammer
Professor
Communication Studies
Gustavus Adolphus College
St. Peter, MN 56082
507-933-6190

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"B FLEET"
<bafleet@msn.com>
10/19/2012 01:23 PM

To <swcorridor@co.hennepin.mn.us>
cc
bcc
Subject SW Transit Light Rail in EP

TO: SW Light Rail Project Committee

F0

I would like to express my thoughts and concerns. The whole idea of a light rail is to make commuting easy and readily accessible for people to move about and not have the pollution or the congestion of driving a car. Great idea! I support it up to a certain point I feel it needs to end at **The Eden Prairie Town Center.**

G2

Why? The SW Station Metro Transit Area were built on wetlands and have had many problems with the parking lot settling and shifting. I strongly feel the vibrations of a light rail running every 7 1/2 min. would create further problems.

O4

O6

Further I am **strongly against** it running from **SW Station to Mitchell Rd**. I live at the SW Station Condo's and this would greatly affect us. I know what I'm about to say is very bold .....but I truly CANNOT believe they even considered this from the start. Anyone with 1/2 a brain or even a kindergarten kid could see that there is NO ROOM.....They actually thought they could just cram it in the tight space between Hwy. 5 & our condo's. TOTALLY ABSURD!!! IS THERE ANYONE OUT THERE THINKING?

There are so many reasons 1st and foremost these condo's were built on the wetlands the constant vibrations every 7 1/2 minutes could greatly compromise our condo buildings integrity and destroy them. There are 237 units at the SW Station Condo's with approximately 500 residents that live here. As homeowners this is of course extremely disturbing and disconcerting. **Also the close proximity, the light rail would run within a few feet of our buildings is a great invasion of our privacy let alone an eye sore, noise issues and a deflation of the value of our condo's property**.

F0

It is my hope that all of you please take a serious look at this and consider this from our viewpoint.

Like I mentioned at the beginning I support the light rail running **only** to the point of the **Eden Prairie Town Center** but don't go beyond **OR** if it does it needs to go in **another direction.**

F0

Thank you,
Barbara Fleet
952.451.2889

RECEIVED
OCT 22 2012
B.

B FLEET

From: "B FLEET" <bafleet@msn.com>
To: <swcorridor@co.hennepin.mn.us>
Sent: Friday, October 19, 2012 1:22 PM
Subject: SW Transit Light Rail in EP

TO: SW Light Rail Project Committee

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There are so many reasons 1st and foremost these condo's were built on the wetlands the constant vibrations every 7 1/2 minutes could greatly compromise our condo buildings integrity and destroy them. There are 237 units at the SW Station Condo's with approximately 500 residents that live here. As homeowners this is of course extremely disturbing and disconcerting. **Also the close proximity, the light rail would run within a few feet of our buildings is a great invasion of our privacy let alone an eye sore, noise issues and a deflation of the value of our condo's property**.

It is my hope that all of you please take a serious look at this and consider this from our viewpoint.

Like I mentioned at the beginning I support the light rail running **only** to the point of the **Eden Prairie Town Center** but don't go beyond **OR** if it does it needs to go in **another direction.**

Thank you,
Barbara Fleet
952.451.2889

I have emailed you a copy of this letter and now am sending you a letter. All contact info is on the back side.

Thank you
Barbara Fleet

10/19/2012

Draft Environmental Impact Statement Comment Form

Southwest Transitway Project

Federal and state environmental rules require that an Environmental Impact Statement (EIS) be prepared for the proposed Southwest Transitway project. The EIS process includes the preparation of a Draft Environmental Impact Statement (DEIS), which must be made available for public review and comment.

The DEIS discusses: (1) the purpose and need for the project; (2) the alternatives considered; (3) the impacts of these alternatives; and (4) the agencies and persons consulted.

Comments on the DEIS will be accepted through December 11, 2012. All comments must be received by that date. Please include a return mailing address with all comments.

Public hearings on the DEIS will be held in November 2012. To learn more about the hearings, please visit

Name: BARBARA FLEET

Address: 13570 TECHNOLOGY DR. #2104

City/State/Zip: EDEN PRAIRIE, MN 55344

Telephone: 952-451-2889 Email: bafleet@msn.com

Thank you!

BARBARA FLEET
13570 TECHNOLOGY DR. #2104
EDEN PRAIRIE MN 55344

MINNEAPOLIS MN 554

20 OCT 2012 PM 2 L

RECEIVED
OCT 22 2012
BY:

Hennepin County
Housing Community Works + Transit
ATT: Southwest Transitway
701 4th Ave S Suite 400
Mpls. MN 55415

5541531843

To:
Cc:
Bcc:
Subject: Fw: Southwest DEIS

From: Rodgers Adams <RodgeA@comcast.net>
To: gail.dorfman@co.hennepin.mn.us
Date: 10/22/2012 11:20 AM
Subject: Southwest DEIS

Commissioner Dorfman,

I am an individual interested in the light rail plans partly because of a general interest in development projects and partly as editor of a newsletter for Lake Point condominiums, which would be served by the West Lake station. I have lightly skimmed parts of the the DEIS, and have two questions regarding the appropriate timing and vehicle for comments regarding points that don't seem to be directly addressed in the DEIS.

1) The DEIS is based on certain assumptions regarding what the various lines will be like. For example, it seems to assume that the preferred alternative includes having the light rail line bridged over Cedar Lake Av. Personally, I think that would be a visual monstrosity in a residential and parkland area. How do citizens become involved in a useful discussion about alternatives, such as leaving the at-grade crossing as is, or raising the elevation of Cedar Lake Av. a small amount and bridging over a lowered light rail line?

E8

L4

2) The DEIS seems to be focused on the direct traffic impact at individual crossings. But the West Lake station would have no new crossing issues. It might, however, have significant impact on streets in the area (including Chowen Av., 32nd St., Excelsior Blvd., Market Plaza, and Lake St., especially if a park-and-ride facility is provided with the West Lake station. How do citizens become involved in useful discussions about making sure that the Southwest light rail project includes provisions to address the station's impact on nearby streets?

I2

P4, P9

L1

Rodge Adams
Editor, Lake Point Views
2950 Dean Pkwy. #1005
RodgeA@comcast.net

arthur higinbotham
<ahiginbotham@msn.com>
10/22/2012 01:13 PM

To swcorridor <swcorridor@co.hennepin.mn.us>
cc Gail.Dorfman <gail.dorfman@co.hennepin.mn.us>
bcc
Subject Noise Basis for Kenilworth Corridor in DEIS

Section 4.6.4 of the SWLRT DEIS covers Noise, Existing Conditions. The basis for noise measurements should be with the absence of freight trains, which were permitted temporary use of the corridor in 1986, by the Hennepin County Commission and the HCRRA. This section compares LRT noise levels at grade with the freight trains using the corridor; this is an error of assessing the environmental effects and should be corrected. O1

Commissioner Mark Andrew, who represented the 3rd District at that time ackowledged the temporary nature of the freight trains. His remarks have been corroborated by current Commissioner Gail Dorfman on several occasions; she also agreed that the base noise level should be that without freight rail on the corridor.

The use of the wrong noise baseline understates the impact of LRT noise on the corridor. Noise from the LRT trains should be measured at grade as well as at the apex of the proposed Cedar Lake Parkway overpass and at several elevations of condominium towers adjoining the corridor, most notably Calhoun Isles Condominiums, but also at other high rise residences within 900 feet of the corridor, which would include the Calhoun Beach Club buildings, Lake Pointe Condominiums, and other buildings. O1

The issue of noise incident frequency has also been overlooked in the DEIS. LRT trains passing through the corridor every 2.75 minutes during rush hours will have a major impact on the peace and tranquillity for not only residents, but for bicycle and pedestrian users of the Kenilworth trail between the Lake Street viaduct and the Cedar Lake trail to where it separates from the LRT just southwest of Target Field, the Midtown Greenway from E. Lake of the Isles Parkway west to the city line, and the Cedar Lake trail around Cedar Lake, and for boaters on the Cedar Lake/Lake of the Isles channel. These are noise impacts within the city of Minneapolis; there will be additional noise impacts in the southwest suburbs. E4

A trench for the LRT at the Cedar Lake Parkway instead of an overpass will only resolve a small fraction of these noise issues; a tunnel under Cedar Lake Parkway commencing just north of the Lake Street viaduct and extending north of the Burnham bridge will address more of the LRT noise issues. E8

Arthur E. Higinbotham
SW LRT CAC member for W. Lake St. station
3431 St. Louis Av. Mpls 55416
Tel.: 612-926-9399

David Hibbard
<DHibbard@rubytuesday.com>

10/23/2012 08:49 AM

To "swcorridor@co.hennepin.mn.us" <swcorridor@co.hennepin.mn.us>
cc
bcc
Subject Ruby Tuesday at Eden Prairie, MN

M4
F0

As Asset Manager for Ruby Tuesday, I'm trying to figure out if any of our restaurants will be affected with a right of way taking with the Southwest light rail. For one, it appears that the Eden Prairie location may be impacted.
I am the contact person for Ruby Tuesday, and would like a more detailed map of the route when that is available. Thanks for your help.

Regards,

David M. Hibbard, CSM, CPM
Director of Assets
Ruby Tuesday, Inc.
865.380.7054

"Albert Hepp"
<AHepp@BuySelf.com>
10/23/2012 09:22 AM

To <swcorridor@co.hennepin.mn.us>
cc
bcc
Subject SW rail question

I own a condo in SW Station, in the building where the plans show the rail really, really close to our building (13560 Technology Drive, Eden Prairie)

Our condo association has been told there will be remediation for our building. Can you please explain:
1. The line looks like it curves right by our building, when I ride the light rail the trains make lots of loud noise when they go over curves in the track. Can you direct me to a place on the Hiawatha line where I can see a typical type of remediation for this issue (a curve very close to residences)? F0 O6
2. The line will cross over two bus only roads at grade right by southwest station, will those crossings be exempt for warning whistles, bells, etc because they are special use/bus only, or will the trains sound the standard warnings of approach to an at grade crossing? F0 O6
3. Where can I find information about the expected noise around and upon approaches to a light rail station? F0
4. Is there documentation available of all the remediation projects that were done for the Hiawatha and Central corridor? O7

Thank you.
Albert Hepp

BuySelf Realty, Inc.
Flat Fee Realtor Services and Home Selling Tools for Home Sellers
BBB Accredited Business, Better Business Bureau Online Reliability Program
http://www.BuySelf.com
Toll Free 866-990-6211
Toll Free Fax 877-341-3093

Like Us on Facebook at http://www.facebook.com/MLSFlatFee

OTOShak10
<otoshak10@comcast.net>
10/23/2012 08:56 PM

To swcorridor@co.hennepin.mn.us
cc
bcc
Subject twest Trnsitway DEIS comment

October 23, 2012

Southwest Transitway comment: A letter that was sent to State House members in 2003.
House File No. 745 was to ban engineering studies on the line for three years.

May 22, 2003

rep.mike.beard@house.mn

Copies to: Reps. Peter Adolfson, Mark Buesgens, Mary Liz Holberg, Chris DeLaforest, Steve Sviggum, Karen Klinzing, Bruce Anderson, Peter Nelson, Connie Ruth, Doug Magnus, Eric Paulsen, Dan Severson, Phil Krinkie, Ron Erhardt, William Kuisle.

Representative Beard,

I was to the Hennepin County Rail Authority Open House for the Southwest LRT Study, at the Southwest Metro Transit Station at Eden Prairie. It was from 4 P. M. to 7 P. M., today.

It is about using either Light Rail Transit or Commuter Rail on this corridor. I got to talk with Katie Walker and Derik Crider, who are doing the study.

Even Mr. Crider didn't know that the Scott County Transit buses have regular scheduled runs to the Southwest Metro Station, and how people from Shakopee can get on the bus right here, to the station, and then go all the way to downtown Minneapolis. They could get on the train at the station. Depending on whether the line uses light rail or diesel, the ride would be either straight through, or just one stop to transfer.

P3

Mr. Crider and I talked about House File No. 745, and your being a co-author. This would be against a service for your constituents. I told Mr. Crider that you must not have known about our Scott county buses going to the Southwest Metro Transit Station. There is a schedule for these buses, available from Scott county Transportation Services, at the Scott County Government Center: Phone: (952) 496-8341.

House File No. 745 is a bad bill for Shakopee people. Drivers are getting so aggressive, I want to get off the highways. All my trips to downtown Minneapolis or St. Paul or to the Capitol are now by bus. The train also does not have to share the highway with the cars. And, the bus driving on the shoulder has problems with drivers not yielding when merging. Please do all you can to help us out.

Sincerely,

Elmer Otto
1057 Eastview Circle
Shakopee, MN 55379
Phone: (952) 496-2493
EOtto90813@aol.com

Lasky Company
<info@umnrentals.com>
10/24/2012 05:55 PM

To <swcorridor@co.hennepin.mn.us>
cc
bcc
Subject Re: I am unable to open Information

V

Marissa,
Lauri printed - by your door.

On 2012-10-24 10:34, SWcorridor@co.hennepin.mn.us wrote:
> Ms. Lasky,
> Maps of the corridor are available on the project website at
> www.southwesttransitway.org or in the hard copies of the Draft
> Environmental Impact
> Statement, which can be found in city halls and libraries in
> Minneapolis, St. Louis Park, Hopkins, Minnetonka, and Eden Prairie.
> Please see our
> website for the full list of locations. If you'd like, I can send you
> a hard copy of the executive summary, which includes a CD with the
> entire
> document and associated maps.
> Please provide your mailing address if you'd like me to send it.
> Thank you,
> Adele
>
>
> Adele Hall
> Senior Transit Planner | Hennepin County Department of Housing,
> Community Works & Transit
> 701 Fourth Avenue South - Suite 400 | Minneapolis, MN 55415 | MC L608
> Office 612.543.1094 | Mobile 612.250.2004 |
> adele.hall@co.hennepin.mn.us
>
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>
> Marissa Lasky <laskyco@mnlakes.net>
>
>
>
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>
> 10/13/2012 04:08 PM
>
> To
>
> "swcorridor@co.hennepin.mn.us" <swcorridor@co.hennepin.mn.us>
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> Subject
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> I am unable to open Information
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>
> CAn you email me at least a map of the proposed railway corridors
> proposed or determined? It will not open in this device.
>
> Info@umnrentals.com
> Marissa Lasky
>
> Sent from my iPhone
> Disclaimer: Information in this message or an attachment may be
> government data and thereby subject to the Minnesota Government Data
> Practices Act, Minnesota Statutes, Chapter 13, may be subject to
> attorney-client or work product privilege, may be confidential,
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> transmission error and then promptly delete this message from your
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--
Lasky Co.
Minneapolis
Ph. 612-377-1167
Fx. 612-377-3206

"shorrock"
<shorrock@visi.com>
10/24/2012 06:14 PM

To <swcorridor@co.hennepin.mn.us>
cc
bcc
Subject Deis comment on SW LRT

E2, E4, E8, E10

I have read many parts of the DEIS. I live in a dense urban community at Calhoun Isles by Cedar lake Parkway and the Grand Rounds zip 55416. This line as proposed is to drive a train every 5 mins through a Park and within 40 ft. of many home dwellers windows. **At the present time we live in a quiet community**. This 90 ton train will raise the noise, vibration, EMR, privacy violation, natural habitat destruction, pollution way beyond anything experienced now. Studies that have been done for the DEIS for noise, vibration, EMR, privacy, pollution, habitat, park violations **are all very general and not related to many people's circumstances**. Building eyesore bridges as is proposed in dense urban areas creating noise at high levels is not good social policy. This is a disgrace and should not happen in this social age and smacks of totalarianism. Regards

N2, N11,N8,

S3, S4

O1, O6

L4

John Shorrock
shorrock@visi.com
612-730-3602

Dave Burd
<daveburd@hotmail.com>
10/24/2012 10:05 PM

To <swcorridor@co.hennepin.mn.us>
cc
bcc
Subject Southwest Corridor Light Rail: BUILD IT !!!!!

A

When I worked in downtown Minneapolis until a few years ago, I regularly rode the Hiawatha Line light rail to and from work. With very few exceptions, the light rail trains run ON SCHEDULE, AS PLANNED for a **reasonably-priced fare**. Metro Transit has had excellent advertising promotions in the past that compare the bus/train fare to the TOTAL COST of driving a single-occupant car, and mass transit makes sense. With the extreme weather conditions in Minnesota (rain, snow, ice, blizzard white-out conditions), trains are extremely reliable and on-time. Commuters from as far as Eden Prairie would be able to commute into downtown Minneapolis and/or points along the proposed Southwest Corridor efficiently despite harsh weather conditions. Likewise workers, shoppers, and other riders will be able to ride to retail and commercial destinations from downtown Minneapolis to all points along this light rail route.

With the Hiawatha Light Rail Line, the Central Corridor Light Rail Line, the Northstar Commuter Rail Line, and all of the Metro Transit bus routes that feed riders into this Twin Cities rail network, the Southwest Corridor Light Rail Line joins an essential quadrant to this **complete transit network**. Future light rail and commuter rail lines will also feed into this transit network.

BUILD IT !!!!!

David Burd
Eagan
(651) 681-0329

Catherine M. Walker/PW/Hennepin
10/25/2012 11:18 AM

To SWcorridor/Hennepin@Hennepin
cc
bcc
Subject Fw: Question about DEIS for Southwest Transitway

Katie Walker
Senior Administrative Manager
Southwest LRT Community Works Manager
Hennepin County
Housing, Community Works & Transit

NEW ADDRESS: 701 Building Fourth Avenue South – Suite 400 | Minneapolis, MN 55415
612.385-5655

----- Forwarded by Catherine M. Walker/PW/Hennepin on 10/25/2012 11:18 AM -----

From: "JAMES A BENSHOOF" <jabenshoof@msn.com>
To: <Katie.Walker@co.hennepin.mn.us>
Cc: "George Watson" <GWatson@wsbeng.com>, <SJStadler@hopkinsmn.com>, "Kersten Elverum" <kelverum@hopkinsmn.com>
Date: 10/15/2012 09:52 AM
Subject: Question about DEIS for Southwest Transitway

Katie,

I have taken a quick look at the DEIS that was released this past Friday and have one question which pertains to our office building at 10417 Excelsior Blvd. in Hopkins. Attached is an enlargement of a portion of a sheet from Appendix F-Part 1: Conceptual Engineering Drawings. This drawing focuses on the extension of 8th Avenue south of Excelsior Blvd., where it crosses the LRT tracks. As you will note, the sole access for our office building property is on the west side of this southerly extension of 8th Avenue.

P4

Referring to the attached drawing, my question is what is the meaning of the pink line in the middle of the 8th Avenue extension south of Excelsior Blvd.? If that pink line is intended to suggest a raised center island, I need to immediately indicate that the portion of the pink line across our driveway is a serious problem. Looking at the drawing, one obvious problem is that users of our property would have no legal means of exiting from the parking lot. Such users would have to turn south and trespass on the Hopkins Honda property in order to exit to Excelsior Blvd. Furthermore, such a restriction on exiting from our property would violate an easement agreement we executed with the City, which assures that users of our property will have direct access to Excelsior Blvd. for both ingress and egress purposes via the southerly extension of 8th Avenue.

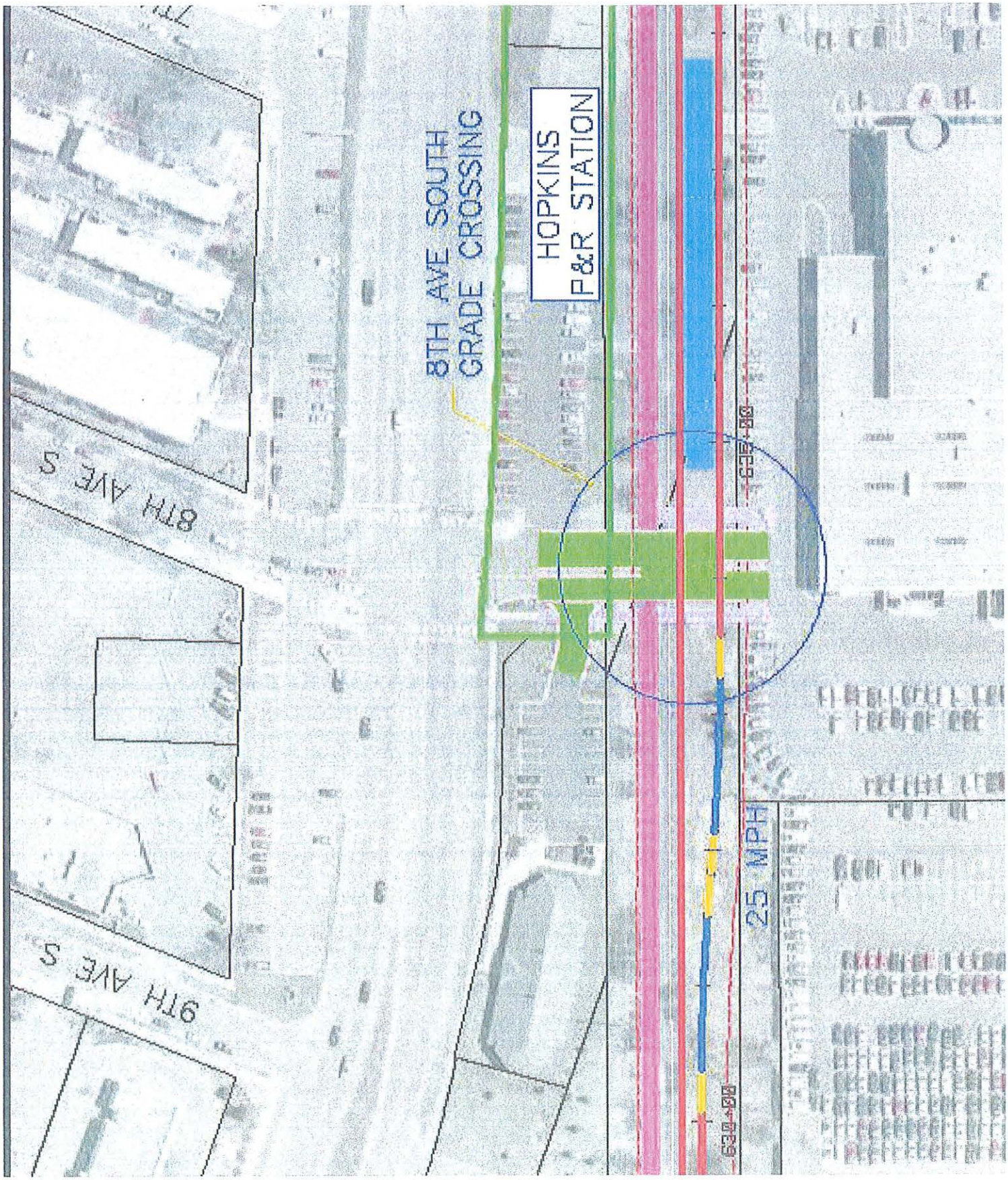
V

Please clarify the intention of the referenced pink line in the attached drawing. If this is meant to suggest a raised center island, please indicate how you intend to proceed to eliminate the raised island blocking our driveway. It seems that one option would be to begin the raised island on the south side of our driveway and utilize pavement striping from there north to Excelsior Blvd.

Please respond to this matter as soon as possible, so we can decide whether we need to raise this issue in formal comments regarding the DEIS.

LRT near Hopkins Station - DEIS 10-12.pdf

Jim


8TH AVE S
9TH AVE S
8TH AVE SOUTH
GRADE CROSSING
HOPKINS
P&R STATION
25 MPH

RE: Question about DEIS for Southwest Transitway

George Watson to Katie.Walker@co.hennepin.mn.us, JAMES A BENSHOOF, Kersten Elverum, "SJStadler@hopkinsmn.com" , "Adele.Hall@co.hennepin.mn.us" 10/25/2012 11:39 AM

Katie,

The question is access to 10417 Excelsior Blvd. As shown on the document it appears that it will be limited to right turns only by a median placed in 8th Avenue South. Can you confirm or deny that that is the intent shown on the drawing?

George Watson

George Watson, RLA
Landscape Architecture Group Manager
d:763-231-4849 | c:612-812-2140
WSB & Associates, Inc. | 701 Xenia Avenue South, Suite 300 | Minneapolis, MN 55416

-----Original Message-----
From: Katie.Walker@co.hennepin.mn.us [mailto:Katie.Walker@co.hennepin.mn.us]
Sent: Thursday, October 25, 2012 11:33 AM
To: JAMES A BENSHOOF
Cc: George Watson; Kersten Elverum; SJStadler@hopkinsmn.com; Adele.Hall@co.hennepin.mn.us
Subject: Re: Question about DEIS for Southwest Transitway

Thanks for you interest in the Southwest DEIS. I would encourage you to continue to review the Southwest Transitway DEIS and submit comments on the DEIS during the public comment period. As stated earlier comments received during the comment period, which extends through December 11, 2012, will be forwarded to the Met Council and FTA and will be addressed during Preliminary Engineering (PE) and the Final EIS.

In response to your technical question about the pink line, it refers to the reconstructed interim use bike trail that is currently housed within the HCRRA right-of-way.

Katie Walker
Senior Administrative Manager
Southwest LRT Community Works Manager
Hennepin County
Housing, Community Works & Transit

NEW ADDRESS: 701 Building Fourth Avenue South - Suite 400 | Minneapolis, MN 55415
612.385-5655

From: "JAMES A BENSHOOF" <jabenshoof@msn.com>
To: <Katie.Walker@co.hennepin.mn.us>
Cc: "George Watson" <GWatson@wsbeng.com>, <SJStadler@hopkinsmn.com>,

"Kersten Elverum" <kelverum@hopkinsmn.com>
Date: 10/15/2012 09:52 AM
Subject: Question about DEIS for Southwest Transitway

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Please respond to this matter as soon as possible, so we can decide whether we need to raise this issue in formal comments regarding the DEIS.

Jim (See attached file: LRT near Hopkins Station - DEIS 10-12.pdf)Disclaimer: Information in this message or an attachment may be government data and thereby subject to the Minnesota Government Data Practices Act, Minnesota Statutes, Chapter 13, may be subject to attorney-client or work product privilege, may be confidential, privileged, proprietary, or otherwise protected, and the unauthorized review, copying, retransmission, or other use or disclosure of the information is strictly prohibited. If you are not the intended recipient of this message, please immediately notify the sender of the transmission error and then promptly delete this message from your computer system.

RE: Question about DEIS for Southwest Transitway

George Watson to Katie.Walker@co.hennepin.mn.us 10/25/2012 12:16 PM
"Adele.Hall@co.hennepin.mn.us", JAMES A BENSHOOF, Kersten Elverum, "SJStadler@hopkinsmn.com", "scott.reed@hdrinc.com"

Katie,

If you were referring to more clarification on my part as to the question at hand, please see the diagram attached. I believe it will make my concern clear!

George Watson

George Watson, RLA
Landscape Architecture Group Manager
d:763-231-4849 | c:612-812-2140
WSB & Associates, Inc. | 701 Xenia Avenue South, Suite 300 | Minneapolis, MN 55416

-----Original Message-----
From: Katie.Walker@co.hennepin.mn.us [mailto:Katie.Walker@co.hennepin.mn.us]
Sent: Thursday, October 25, 2012 11:45 AM
To: George Watson
Cc: Adele.Hall@co.hennepin.mn.us; JAMES A BENSHOOF; Kersten Elverum; SJStadler@hopkinsmn.com; scott.reed@hdrinc.com
Subject: RE: Question about DEIS for Southwest Transitway

I will ask HDR staff for a response to your question, but it may require more clarification. The trail is indicated in pink on the conceptual engineering drawings with the green indicating roadway reconstruction.

Katie Walker
Senior Administrative Manager
Southwest LRT Community Works Manager
Hennepin County
Housing, Community Works & Transit

NEW ADDRESS: 701 Building Fourth Avenue South - Suite 400 | Minneapolis, MN 55415
612.385-5655

From: George Watson <GWatson@wsbeng.com>
To: "Katie.Walker@co.hennepin.mn.us" <Katie.Walker@co.hennepin.mn.us>, JAMES A BENSHOOF <jabenshoof@msn.com>
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Katie Walker
Senior Administrative Manager
Southwest LRT Community Works Manager
Hennepin County
Housing, Community Works & Transit

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612.385-5655

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To: <Katie.Walker@co.hennepin.mn.us>
Cc: "George Watson" <GWatson@wsbeng.com>, <SJStadler@hopkinsmn.com>, "Kersten Elverum" <kelverum@hopkinsmn.com>
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Referring to the attached drawing, my question is what is the meaning of the pink line in the middle of the 8th Avenue extension south of Excelsior Blvd.? If that pink line is intended to suggest a raised center island, I need to immediately indicate that the portion of the pink line across our driveway is a serious problem. Looking at the drawing, one obvious problem is that users of our property would have no legal means of exiting from the parking lot. Such users would have to turn south and trespass on the Hopkins Honda property in order to exit to Excelsior Blvd. Furthermore, such a restriction on exiting from our property would violate an easement agreement we executed with the City, which assures that users of our property will have direct access to Excelsior Blvd. for both ingress and egress purposes via the southerly extension of 8th Avenue.

Please clarify the intention of the referenced pink line in the attached drawing. If this is meant to suggest a raised center island, please indicate how you intend to proceed to eliminate the raised island blocking our driveway. It seems that one option would be to begin the raised island on the south side of our driveway and utilize pavement striping from there north to Excelsior Blvd.

Please respond to this matter as soon as possible, so we can decide whether we need to raise this issue in formal comments regarding the DEIS.

Jim (See attached file: LRT near Hopkins Station - DEIS 10-12.pdf)Disclaimer: Information in this message or an attachment may be government data and thereby subject to the Minnesota Government Data Practices Act, Minnesota Statutes, Chapter 13, may be subject to attorney-client or work product privilege, may be confidential, privileged, proprietary, or otherwise protected, and the unauthorized review, copying, retransmission, or other use or disclosure of the information is strictly prohibited. If you are not the intended recipient of this message, please immediately notify the sender of the transmission error and then promptly delete this message from your computer system.

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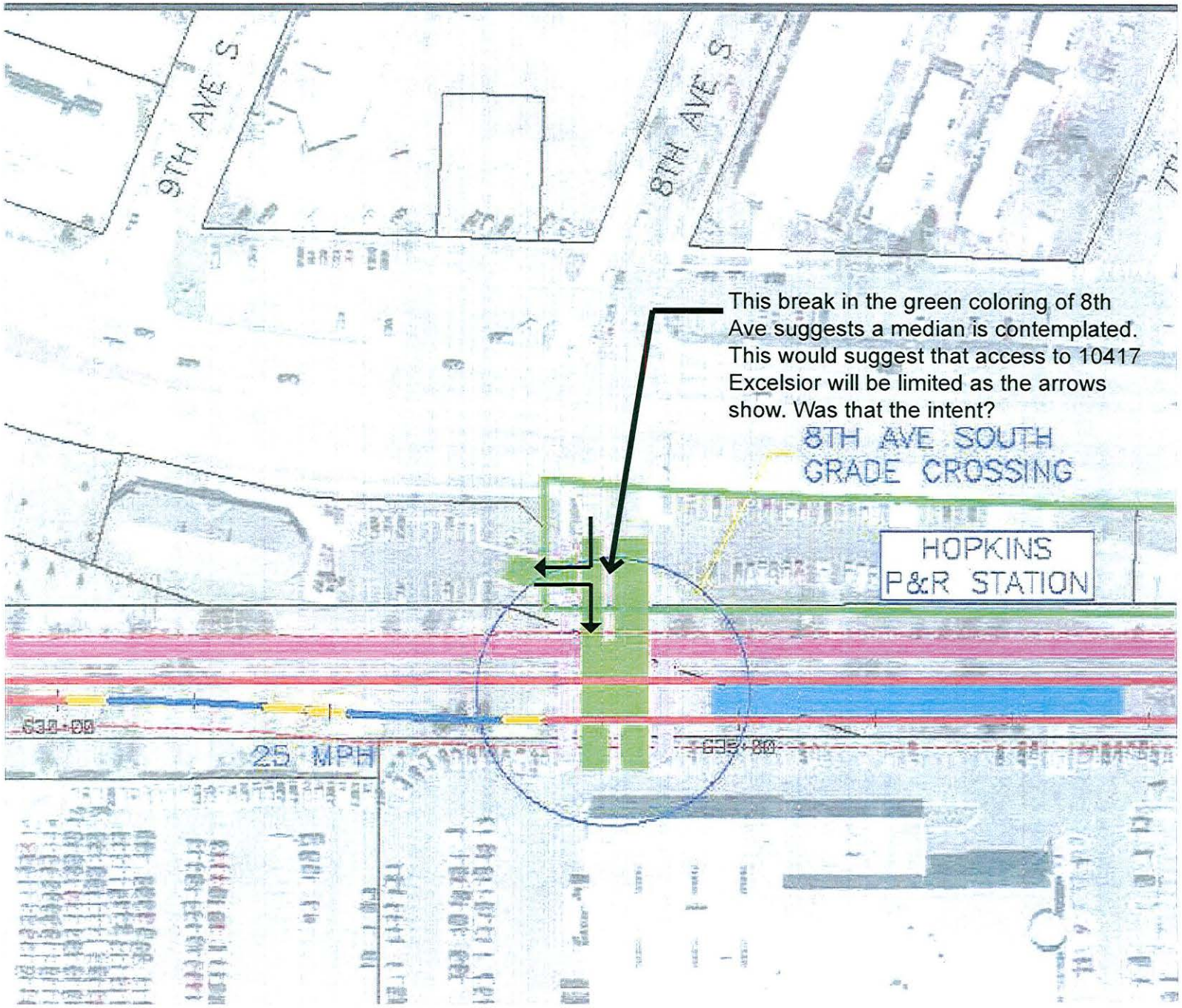
9TH AVE S
8TH AVE S
This break in the green coloring of 8th Ave suggests a median is contemplated. This would suggest that access to 10417 Excelsior will be limited as the arrows show. Was that the intent?
8TH AVE SOUTH GRADE CROSSING
HOPKINS P&R STATION
25 MPH

Catherine M. Walker/PW/Hennepin
10/25/2012 03:21 PM

To SWcorridor/Hennepin@Hennepin
cc
bcc
Subject Fw: SW corridor

Katie Walker
Senior Administrative Manager
Southwest LRT Community Works Manager
Hennepin County
Housing, Community Works & Transit

NEW ADDRESS: 701 Building Fourth Avenue South – Suite 400 | Minneapolis, MN 55415
612.385-5655

----- Forwarded by Catherine M. Walker/PW/Hennepin on 10/25/2012 03:21 PM -----

From: Becky Farber <beckybfarber@aol.com>
To: "katie.walker@co.hennepin.mn.us" <katie.walker@co.hennepin.mn.us>
Date: 10/15/2012 03:36 PM
Subject: SW corridor

>
> Hello Katie
>
> Can you tell me what your organization's current position / thinking / recommendation is for the intersection of cedar lake parkway with the SW corridor alignment?
>
> At grade crossing of parkway and tracks as currently exists?
> Elevated track and at grade parkway?
> Below grade track / tunnel with at grade parkway?
> Other?
>
> What mitigative measures, if any, are being considered? Are there ANY drawings available that illustrate one or all of the above options?

Also, are there any preliminary or detailed study results relative to noise and vibration at the intersection of burnham road and cedar lake parkway both during and after construction.

> I look forward to your response.
>
> Respectfully,
> Damon Farber. (dfarber@damonfarber.com)
>
>
>
> Sent from my iPad

E8
E0
O1,
O12

SWcorridor/Hennepin
Sent by: Adele C Hall/PW/Hennepin

01/16/2013 03:17 PM

To
cc
bcc
Subject Fw: SW corridor

From: Becky farber <beckybfarber@aol.com>
To: "Ringold, Jennifer B." <JRingold@minneapolisparks.org>
Cc: "Katie Walker (Katie.walker@co.hennepin.mn.us)" <Katie.walker@co.hennepin.mn.us>
Date: 10/19/2012 09:10 AM
Subject: SW corridor

Jennifer,

Thanks for your response. I have emailed Katie the same questions and
await her reply. I appreciate the transparency of the process on the
part of all agencies and look forward to a resolution that reflects
common sense, design and engineering parameters, concern for al the
residents along the corridor, and environmental sensitivity.

Best,
Damon

>
>
> -----Original Message-----
> From: Becky Farber [mailto:beckybfarber@aol.com]
> Sent: Saturday, October 13, 2012 10:24 AM
> To: Ringold, Jennifer B.
> Cc: Becky Farber
> Subject: Re: SW corridor
>
> Hi Jennier,
>
> Another quick question...
>
> Since our home is at the corner of cedar like parkway and burnham
> road we know we will be impacted by design, environmental issues,
> construction and the built-out project.
>
> What is the mprb's assessment of the noise and vibration we might
> incur during and as a result of construction?
>
> Will you please respond AND forward my concerns to the county along
> with a cc to me so that I know with whom I should be corresponding
> at the county?
>
> Many thanks.
> Damon Farber
>
> Sent from my iPad
>
> On Oct 13, 2012, at 8:50 AM, Becky Farber <beckybfarber@aol.com>
> wrote:
>

>> Hello Jennifer,
>>
>> Can you tell me what the mprb's current position / thinking /
>> recommendation is for the intersection of cedar lake parkway with
>> the SW corridor alignment?
>>
>> At grade crossing of parkway and tracks as currently exists?
>> Elevated track and at grade parkway?
>> Below grade track / tunnel with at grade parkway?
>> Other?
>>
>> What mitigative measures, if any, are being considered? Are there
>> ANY drawings available that illustrate one or all of the above
>> options?
>>
>> I look forward to your response.
>>
>> Respectfully,
>> Damon Farber. (dfarber@damonfarber.com)
>>
>>
>>
>> Sent from my iPad

Brent Bovitz
<MNSK8ER@gmail.com>
Sent by:
mn2skico@gmail.com

10/27/2012 10:14 AM

To swcorridor@co.hennepin.mn.us, swlrt@metrotransit.org
cc
bcc
Subject SW LRT

As an avid skater and biker living in Southwest Eden Prairie, many of us use the trail system to get into the city. What are your plans for including a paved trail alongside the southwest LRT line like they do in Minneapolis along 55 from Lake street to the Dome? Will the LRT take over the Hopkins section of the trail or do you plan to include a paved trail along the whole 15 mile route? P9

Please strongly consider including a paved trail alongside the whole 15 mile route. The trail systems in the Twin Cities are what make our cities stand out above the rest. We hear it over and over again from out of state people. They say how lucky we are to have such a great trail system. I would hate for this project to cut off our access into the city. P9

Please respond with your current plans for a paved trail along the 15 mile route as I haven't seen anything written.

Thank you!

Brent Bovitz
Eden Prairie

Katherine McManus
<katherine@itreasures.biz>

10/27/2012 12:17 PM

To "swcorridor@co.hennepin.mn.us"
<swcorridor@co.hennepin.mn.us>

cc

bcc

Subject Freight Reroute in St. Louis Park

I am writing to express my concerns over rerouting more freight trains through St. Louis Park in order to accommodate the Southwest Light Rail plan. I am strongly against this plan and wish to see an alternative developed. I have two students at the SLP High School who are walkers. Every day they cross those tracks to and from school and when going to the soccer fields for games and practices. There is not a proper crossing at this location which is the path students take, crossing right in front of the RR crossing, after cutting through McDonald's. Not only is this dangerous, as cars do not have to stop, but the addition of more trains that are longer, faster and possibly at risk for derailment given the curve that immediately preceeds this crossing is an accident waiting to happen...an accident that could take the life of one our SLP students who may be rushing to class or just not paying attention, sipping on a coffee from the McCafe, chatting with friends, thinking they have their whole life in front of them...!

C

This reroute through The Park SHOULD NOT MOVE FORWARD! It should die BEFORE one of our students does!!

Thank you,

Katherine & Damian McManus
3106 Zarthan Avenue South
St. Louis Park, MN. 55416

SWcorridor/Hennepin
Sent by: Adele C Hall/PW/Hennepin

01/16/2013 03:19 PM

To
cc
bcc
Subject Fw: St.Louis Park MN&S Freight Train Relocation

From: Sengdara Vannavong Grue [mailto:svannavong@yahoo.com]
Sent: Tuesday, October 23, 2012 10:17 PM
To: Haigh, Susan
Subject: St.Louis Park MN&S Freight Train Relocation

To: SUSAN HAIGH, CHAIR – Metropolitan Council

From:
Sengdara Grue,
2701 Brunswick Ave S
St. Louis Park, MN 55416

Re: Southwest Light Rail and Railroad relocation

Date: 23-Oct 2012

The MET Council and Hennepin County have been planning to re-route freight rail traffic from the Minneapolis Kenilworth corridor to the St. Louis Park MN&S corridor to make way for Southwest Light Rail. The proposed re-route could put many St. Louis Park residents, businesses and school-children in harm's way.

The Draft Environment Impact Statement has been recently released. The statement does not support the collocation of the freight and light rail on the same Kenilworth corridor. Currently, the Kenilworth corridor houses freight traffic, zoned accordingly with safety mitigations. The statement reports that there would not be any safety issues with rerouting the freight train traffic thru the St. Louis Park MN&S corridor.

C

My family lives directly on the St. Louis Park MN&S corridor; our property line measure less than 75ft from the train tracks. Needless to say that relocation of the freight train will directly impact us. We have lived in our home for 10 years. Surprisingly, we have not been bothered by the proximity of the train tracks to our home, mainly because the train runs twice a day and number of cars is palatable (less than 20). The relocation of the freight train to the MN&S line will have substantial impact to our family; significant increase in the frequency of train runs and the number of cars will increase. I fear the impact will make it impossible to live in our home and this city.

I've deduced and convinced that the Draft Environment Impact Statement has become a social class battle between the working class families in St. Louis Park vs the 'high quality, high value homes' located along the Kenilworth corridor. We, the families and residents of St. Louis Park, do not have the funds to pay costly lawyers to fight this battle of wills, however, we value our homes and our city just as much as the Kenilworth neighborhood. The city of St. Louis Park and

residents are not opposed to Light Rail but we implore Hennepin County and the MET Council to invest in mitigations for the hundreds of families, many with children, along with businesses and schools along the corridor.

C

Respectfully,

Sengdara Grue
Concerned St. Louis Park Resident

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Gwen Kurvers
<gwenkurvers@yahoo.com>

10/31/2012 01:25 PM

Please respond to
Gwen Kurvers
<gwenkurvers@yahoo.com>

To Katie Walker <swcorridor@co.hennepin.mn.us>
cc
bcc
Subject SW Transit Comment

Katie,

Please find the attached letter from Mark Anderson.

Thank You !

Gwen Kurvers
Accounting Manager
Wrecker Services, Inc.
200 E. Lyndale Ave. N.
Minneapolis, MN 55405
612-330-0013
612-330-9099 Fax

Wrecker Services Inc.
www.wreckerservices.com

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LOCK-OUTS
JUMP STARTS
SNOW PLOWING
PARKING LOT MAINTENANCE
TRACTOR TRAILER SERVICE

October 31, 2012

Hennepin County
Housing, Community Works & Transit
Attn: Southwest Transitway
701 Fourth Avenue South Suite 400
Minneapolis, MN 55415

To Whom It May Concern,

Wrecker Services, Inc. ("Wrecker") and Mark Anderson has been informed that the property on which Wrecker conducts its business is needed for the SWLRT. We have attended several meetings and this project is of great concern to us. M4

Wrecker Services, Inc. has been conducting its business on the corner of Glenwood and East Lyndale Avenue North for over 20 years. Among other things, we have been working on police dispatch 24/7, 365 days a year for the City of Minneapolis, which means we have a high volume of truck traffic to and from our property. Both proposed routes, whether Royalston or Border, would take a major portion of Wrecker Services, Inc. land. Substantial downsizing of our property would greatly inhibit our storage capacity and business operation, and essentially, result in the inability for Wrecker to conduct business.

Our business relies on this high profile corner, which is readily accessible for us to downtown Minneapolis and the Minneapolis Impound Lot in rapid response time. Furthermore, we are required by the City of Minneapolis ordinances to have our impound lot within the city's limits. We are not aware of any relocation sites in our neighborhood. Relocation sites are a significant concern for Wrecker Services, Inc. because of the limited number of properties zoned for our use within the City of Minneapolis. Because of limited relocation properties available at this current time, we feel relocating across town is a detriment to our provided services and livelihood. In addition, there is no assurance that the city would grant us a license to conduct business at a new site, even if such a site is available at a price which would allow making it economically feasible for Wrecker to conduct business. M4

Sincerely,

Mark Anderson
President

200 E. LYNDALE AVE. N. • SUITE 100 • MINNEAPOLIS, MN 55405 (612) 330-0013 • FAX # (612) 330-9099 • Email: inquiries@wreckerservices.com

Wrecker Services Inc.
www.wreckerservices.com

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FLATBEDS
WHEEL LIFTS
LOCK-OUTS
JUMP STARTS
SNOW PLOWING
PARKING LOT MAINTENANCE
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October 31, 2012

Hennepin County
Housing, Community Works & Transit
Attn: Southwest Transitway
701 Fourth Avenue South Suite 400
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Sincerely,

Mark Anderson
President

200 E. LYNDALE AVE. N. • SUITE 100 • MINNEAPOLIS, MN 55405 (612) 330-0013 • FAX # (612) 330-9099 • Email: inquiries@wreckerservices.com

Wrecker Services Inc.
www.wreckerservices.com
200 E. LYNDALE AVE. N.
SUITE 100
MINNEAPOLIS, MN 55405

RECEIVED
OCT 31 2012
BY:

RECEIVED
OCT 31 2012
BY:

Hennepin County
Housing, Community Works & Transit
Attn: Southwest Transitway
701 Fourth Avenue South Suite 400
Minneapolis, MN 55415

"Martin, Cheryl"
<CherylMartin@edinarealty.com>
10/31/2012 07:52 PM

To '"swcorridor@co.hennepin.mn.us"'
<swcorridor@co.hennepin.mn.us>
cc
bcc
Subject FW: Response to the DEIS study in regard to the freight train re-route

October 31, 2012

To whom it may concern at Southwest Transitway:

I'd like to share my thoughts and reactions to the Draft Environmental Impact Statement (DEIS), that was recently released, regarding the Southwest Transitway Project. It was supposed to also look at the impacts of re-locating the freight rail, that now goes through the Kenilworth Corridor, to a spur line that goes through St. Louis Park neighborhoods, and alongside our St. Louis Park High School. I don't think that the DEIS accurately portrays the impact the re-route of the freight trains would have on our community, and our people in St. Louis Park. E0 L4

Although I have not personally read the 1000 to 1500 page document, several of my friends at a neighborhood organization called "Safety in the Park" have read the document and gave over 50 of us residents, in a meeting on October 30, 2012, a summary of what they found in the DEIS. I am in **disbelief** how an official study like the DEIS could have left out so much pertinent information, real facts, on the real impact of the relocation of the freight rail on the residents of St. Louis Park, and, bias their report on why the freight cannot stay where it is in the Kenilworth corridor and be there along with the light rail line. It was as if it doesn't matter what our St. Louis Park residents' concerns are. They were totally ignored. There was also a lot of misinformation.

We residents of St. Louis Park have gone to many meetings in the past few years regarding the possible re-route of the freight trains, and tried to voice our concerns. We have been told at some scoping meetings for the SWLRT that we were not at the appropriate meeting to voice our concerns about the proposed re-route. We have been told that the re-route was not a "done" deal," and yet, the Hennepin County Commissioners had apparently decided at least two years ago that it was a done deal, and have been stringing us .St. Louis Park residents along, giving us hope that we would be listened to and our concerns were important. We were at meetings where we outlined the mitigations that we felt necessary in order for us to agree to a re-route, and none of these mitigations was mentioned in this study. We have even voiced our concerns about the re-route possibility to the County Commissioners, Mn Dot, The Metropolitan Council and the St. Louis Park City Council, and none of these concerns appeared in the DEIS. It is as though our St. Louis Park residents and our concerns don't even exist, and that it doesn't matter what we say or think, our thoughts and concerns were just swept under a rug. L2

There did not appear to be any facts for co-location, when keeping the freight trains in the Kenilworth corridor, would be a cheaper option, a safer option, and a better option for all people affected in both Mpls. and St. Louis Park. In fact, there was a comment in the DEIS, probably from a Mpls, resident, that said, that keeping the freight trains in Kenilworth would be "Ugly". C

I'm sorry!!! But, when did "ugly" take precedence over "safety" of our people and the "savings" of millions of dollars, by leaving the trains where they are in Kenilworth corridor. Also, there used to be 14 railroad tracks running in Mpls in this same location years ago, a regular railroad yard.

In Chapter 3 of the DEIS on Social Effects of the Freight trains, the study outlined by category of what percent of residents, businesses, homeowners, etc. would be affected by the freight rail where it currently is, and the total came out to 45%. That meant that 45% of the Kenilworth Corridor route goes by areas where people live and work. If the freight was re-routed on the MN & S line, that total would mean that 78% of this route goes by areas where people live and work. Obviously, leaving the freight rail where it is would affect far fewer people, yet this DEIS study was biased toward the re-route. How is that logical?

In Chapter 4 of the DEIS study it refers to the noise and vibrations that would affect our St. Louis Park residents, and our high schoolers when at school, yet it uses the current train usage and speeds (2 trains per day with maybe 40 cars going at 10 MPH) versus the projected usage and speeds if the trains were re-routed, (which could be up to 8 trains a day with over 100 cars each, going 25 MPH) where steeper grades are designed to go over Hwy 7 and around the high school. How is this a logical and realistic comparison for noise and vibrations? The re-routed trains would be going up steep grades, wheels would be churning and squealing, and trains would have to be braking when going down the steep grades, and trains would be heavier with coal on them which means more noise. Also, if there is a difference in weight between the freight cars, the freight cars will wobble more back and forth, which, not only will be more noisy, but it will be more dangerous. It will be especially more dangerous with a 100 car freight train, going 25 miles per hour, that would encompass all four of the tight curves around Hwy 7 and the high school at the same time, and be within 50 feet of homes along the line. Along the re-route, we will have a great deal more noise and vibrations than this study indicates. How is this an accurate comparison in a very important DEIS study, when we citizens expect such a study to be an accurate and unbiased assessment of the situation?

Visibility will be a real problem going around these curves. With current trains on the MN & S tracks, it is difficult enough for the trains to stop within 200 feet if there were to be an emergency like high schoolers on the tracks or an accident. There would be no possibility of stopping the longer, faster freight trains if they would be re-routed to the MN & S tracks.

As far as mitigations for us residents in St. Louis Park, if there is a re-route, it appears that the only mitigation that we have been offered is a quiet zone around the high school, and yet in reality, with the long 25 MPH trains, and the curves in the tracks, and the lack of visibility, the train engineers are going to have to toot their horns for safety reasons. We were told this by someone who works with the railroads. The train engineers do not want a train death on their consciences, so they will toot their horns, even if it is a quiet zone. So this quiet zone will not exist.

This Chapter did not go very far back in years to look at possible train derailments. It went back only 5 years. If the study had gone back further, it would have found more train derailments. It did not mention the two derailments that the City of Mpls and St. Louis Park/Hopkins have had in the past two years. Again, there is "missing information" that should have been included in this DEIS study.

The DEIS study also left out what impact the re-route would have on the City of St. Louis Park. and the residents who live along the MN & S line, especially to their property values with

more trains, more noise and more chance of derailments. Who is going to compensate them for their lost value. Some of the homes are so close to the tracks that they should be bought up if there is a re-route.

Not only was there a lot of information left out of the DEIS, but there was a lot of misinformation and it said things that don't make sense, as already mentioned. **And it totally ignored the fact that the railroads have said that the Kenilworth corridor is a better option for their trains as it has a straighter route, no dangerous curves, and no steep grades to negotiate.** Our Hennepin County Commissioners have ignored this fact. This translates into greater safety for people/homes/schools etc. when the freight rail is in the Kenilworth Corridor. That would not be true if the train was re-routed to the MN & S tracks. Plus, it would be less noisy, have less vibrations, and the train engineers would have more visibility than if the train had to go around curves if it was re-routed.

This DEIS was a very biased study, and very deceptive. I can only imagine that this bias was introduced to the people who did the study by the Hennepin County Commissioners, who already have their minds made up that they want the freight trains out of the Kenilworth corridor and re-routed onto the MN & S spur line that was never designed for a freight rail line.

I certainly hope that there will be more study, a fair study, as to what the impact would be on the community of St. Louis Park before the decision is made as to whether the freight rail will be re-routed or stay where it is at in the Kenilworth corridor. I am not opposed to the Southwest light rail coming through, just to the re-route of freight trains. I just hope that our City Council continues to ask for the resolutions to be met that they have asked for in the past, before they give their blessings to a re-route. These Resolutions include the following:

1, 1996 resolutions 96-73 – Opposes any re-routing of freight trains in St. Louis Park. Signed by Gail Dorfman (now Hennepin County Commissioner) and yet Gail is pushing this re-route on the City of St. Louis Park.

2, 2001 resolution 01-120 – Opposes re-routing of freight in St. Louis Park, but points out that the city is willing to negotiate should the need arise.

3. 2010 resolution 10-070 Reinforced the 2001 resolution opposing a freight rail re-route.

4. 2010 resolution 10-071 – Reinforced the 2001 resolution asking for proof that no other viable option for freight exist. (Yet do-location does exist and is cheaper)

5. 11-058 – Opposes the re-routing of freight because the engineering study commissioned
by St. Louis Park proved there is a viable alternative to the proposed re-route.

Sincerely,

Cheryl Martin, Birchwood neighborhood of St. Louis Park
5728 W. 26th St.
St. Louis Park, Mn. 55416

Mike Pliner
<brianwinters83@yahoo.com>

11/01/2012 07:57 AM

Please respond to
Mike Pliner
<brianwinters83@yahoo.com>

To "swcorridor@co.hennepin.mn.us"
<swcorridor@co.hennepin.mn.us>
cc
bcc
Subject Freight rail re-route in St Louis Park

To whom it may concern:

I have read your preferred option for the freight rail reroute and I have a few questions.

First, as a taxpayer, I would like to know if this is the most cost effective option. The available information shows that there are less costly alternatives to the approach that you are advocating. Under your proposed plan, the entire track and most bridges would have to be replaced in order to accommodate the increased traffic of the freight trains. Utilizing co-location will not involve these costs; the existing tracks that will be utilized for the LRT will require significant upgrades in order to be safe for the community and sufficient for needs of the traffic for the LRT. C

Second, I would like to know if this is the safest option, considering the proximity of the MN S line to schools in St Louis Park. Can there be any assurances issued with regard to the safety of the most vulnerable elements of our community -- the children? Is it not the duty of our elected officials to make decisions that will improve the quality of life within the community? I fail to see how this change will in any way improve the quality of life for the residents or the students in this community.

I have viewed many of your council meetings with regard to this matter and have concerns with regard to the transparency of the process. There have been comments made as a matter of public record by your commissioner that 'there have been promises made with regard to the freight traffic going away from their current location'. I would like to know what the commissioner meant by her comments and to whom the promises were made and what exactly those promises were. If the commission is making decisions based on prior promises that have not been publicly disclosed as part of this process I do not see how the the studies you have compiled have any meaning whatsoever. It seems like this decision was made long before any of the studies began based on the commissioner's promises to an as yet unnamed party or parties. If this is actually the case then all of the processes up to this point have been a mere formality and a monumental waste of taxpayer money. L2 T4

Signed,

A concerned citizen.

sawin002@umn.edu
11/01/2012 04:54 PM

To swcorridor@co.hennepin.mn.us
cc
bcc
Subject Light Rail and Freight Rail

C

Q0

I reviewed your website and route options for light trail transit.

I'm interested in knowing what will happen to current freight rail traffic given each option for light rail routes.

1. Will the light rail and freight rail coexist on tracks parallel to each other through Kenilworth?

2 Will freight rail freight rail patterns change such as divert freight traffic North through St. Louis Park via West Lake Street, St. Louis Park High School, Peter Hobart School to 394 then East to Mpls?

Thank you,
Mark Sawinski

sauro002@umn.edu
11/01/2012 09:05 PM

To swcorridor@co.hennepin.mn.us
cc
bcc
Subject I support LRT

The bus works great for commuting, but it is not convenient in the middle of the day and not available at all if attending an evening or weekend event downtown. Light rail will get me to places where I don't want to drive and park. And as I get older, I will be more mobile with light rail and less dependent on my driving ability. In the short term it may be expensive, but in the long term LRT will save on pollution and wear and tear on the roads and ease up traffic congestion.

A

Nancy Sauro
8750 Meadowvale Drive
Eden Prairie

Bob Suko
<BSuko@TCWR.NET>
11/03/2012 06:38 AM

To "swcorridor@co.hennepin.mn.us" <swcorridor@co.hennepin.mn.us>
cc Mark Wegner <MWegner@TCWR.NET>
bcc
Subject SWLRT DEIS COMMENT/QUESTION

The following question is being sent on behalf of Mark Wegner, President of Twin Cities & Western Railroad. Please if you would be so kind, direct the response back to him at mwegner@tcwr.net.

To Whom It May Concern:

Within Appendix H there is the "MN&S Freight Rail Report" - St. Louis Park and Minneapolis Hennepin County Minnesota, dated March 13, 2012.

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Within that report, on page 12, it states that "Track design for the Proposed Action will comply with requirements set forth by:", among others, "Current CP and BNSF track engineering and design standards".

I'd appreciate it if you would research and provide me with written correspondence from BNSF and CP that validates this assertion.

Thank you very much,

Mark Wegner, President
Twin Cities and Western Railroad

JCaton30@aol.com
11/04/2012 06:21 PM

To swcorridor@co.hennepin.mn.us
cc
bcc
Subject We don't want LTR

Sirs;

We don't at least 6 major trains running 35' from the door of the high school! Duh!!! I'm sick to hell of having some people, who don't live here or would be impacted by this dumb move, telling us what will be. There will be accidents and it will be on your shoulders.

C

John Caton
6311 W 33rd St
St Louis Park, MN
55416

Karen Colt
<hoola1234@gmail.com>
11/04/2012 07:56 PM

To swcorridor@co.hennepin.mn.us
cc
bcc
Subject Response to the SWLRT- Draft Environmental Impact Statement (DEIS)

November 4, 2012

Dear Sir or Madam:

My name is Karen Colt and I am a homeowner who lives in the Sunset Ridge Condominiums development located at 2240 Ridge Drive, Unit #21, St. Louis Park, MN 55416. I am writing in response to the Southwest Light Rail Transit Draft Environmental Impact Statement (DEIS), which includes the proposed freight rail re-route in St. Louis Park to make way for the development of the SLRT. As a homeowner, I have two issues I would like to address concerning topics that are discussed in the DEIS: 1) noise/vibration; and 2) property values.

Noise/Vibration Discussed in the SLRT-DEIS at Chapter 1, Section 1.3.2.3

The DEIS is flawed in that it glosses over and does not address the real impacts that would result in re-routing the freight train traffic to make room for the light rail. The DEIS paints the picture that the increase in vibration will not be significant, which is misleading and incorrect. The DEIS offers the creation of "quiet zones" to end the majority of the noise issues. This solution is insufficient because: 1) Quiet zones do not limit locomotive noise, as multiple locomotives laboring with long trains will make more noise than the locomotives that currently use the MN&S; 2) Since there are currently no trains at night, even one additional night train means more noise and sleep disruption; 3) Despite the creation of a "quiet zone," the train wheels moving on the curves will squeal; 4) There are exceptions to complying with the "quiet zone," such as the driver of the train blowing the horn if there is a dangerous situation where others need to be alerted. In conclusion, just because you designate an area as a "quiet zone," it does not necessarily mean it will be less disruptive to the homeowners living near the railroad tracks.

C

Additionally, the DEIS only considers the immediate traffic increase from

the re-route -- it does NOT consider the additional traffic that will most likely occur in the future. Currently trains travel on the MN&S for approximately two hours a month. If the re-route occurs there will be a minimum of 6 hours and 39 minutes or a 232.5% increase in train related vibration will occur each a month. Currently, all vibration and its negative impacts occur five days a week during regular business hours. In the future, vibration will occur on weekends and nights as well as during business hours. Not only will the duration of vibration increase, but also the amount of vibration will increase with longer, heavier trains.

Property Values

In Chapter 9 of the DEIS, which discusses the indirect impacts of the freight train re-route, there is no mention of how it will effect homeowners' property values. Why is that? This is a very big impact and it should be considered, especially since the cost of re-routes to residents has been documented in other instances. According to a 2001 article I read in the *Appraisal Journal,* the increase in freight rail traffic in an area will negatively affect properties 250' feet from the rail tracks by 5-7%. Since all of the properties along the MN&S are well within 250' feet, it is logical to assume that property values along the MN&S will drop more than 7% if the re-route occurs.

Even more disturbing than the fact that the decrease in property values is not addressed in the DEIS is the fact that it does not pose or attempt to answer two very important questions: 1) What happens to the tax base of St. Louis Park when the drop in value is realized?; and 2) How are property owners who lose value because of this government action going to be compensated for their loss? It is extremely unfair for the Hennepin County to ask any resident to pay a higher price for the benefits of light rail than others.

In closing, the DEIS contains some significant flaws concerning the proposed re-route. Re-building a lightly used spur line so it can become a main track for freight trains should either be abandoned altogether, or alternatively, the issues I mentioned in this letter need to be more thoroughly evaluated. As a taxpayer and a homeowner, I urge you to strongly consider the points that I have raised. I am all for the development of the light rail, but not when there is an alternative to keeping the freight train on the Kenilworth Corridor. The re-route of the freight train would be to the detriment of so many homeowners and it

would be unnecessary.

Thank you for your time and consideration.

Sincerely,

Karen M. Colt
2240 Ridge Drive, Unit #21
St. Louis Park, MN 55416
Tel: 952.210.7878
Email: hoola1234@gmail.com

Gary Bush
<garyrbush@gmail.com>
11/05/2012 12:40 PM

To swcorridor@co.hennepin.mn.us
cc
bcc
Subject Southwest corridor

To Whom It May Concern: (Noise/vibration)

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) published in regard the SWLRT which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done. As this action is proposed and described in Chapter 1, Section 1.3.2.3 as rebuilding a little known, lightly used spur line into a main freight rail line, which will initially allow a 788% increase of rail car traffic. What the SWLRT-DEIS does not address, but should, are the real world impacts of this action on the affected area.

C

Besides my general concerns about the SWLRT-DEIS, the portion of the report dealing with Noise (3-93 and 94) and Vibration (4-117) causes me the greatest concern. The SWLRT-DEIS underestimates the effects of vibration for because it considers only the immediate traffic increase from the re-route and not additional traffic that is likely to occur. Currently trains travel on the MN&S for approximately two hours a month. If the re-route occurs there will be a minimum of 6 hours and 39 minutes or a 232.5% increase in train related vibration will occur each a month. Currently, all vibration and its negative impacts occur five days a week during regular business hours. In the future vibration will occur on weekends and nights as well as during business hours. Not only will the duration of vibration increase, but also the amount of vibration will increase with longer, heavier trains. The assumption stated in the SWLRT-DEIS that the increase in vibration is insignificant is incorrect. Listed below are reasons why the assumptions are incorrect:

We are also led to believe that creating a quiet zone will end all of the noise issues. This assumption is incorrect for the following reasons:
1. A quiet zone is not a sure thing.
a. Implementation could be denied by the school board because the building of a quiet zone will limit access to the Senior High School
b. Locomotive engineers are compelled to blow the horn if they perceive a dangerous situation. What kind of responsible person would drive a train through a series of blind crossings, past several schools without blowing the horn?
2. Quiet zones do not limit locomotive noise
a. Multiple locomotives will be necessary for pulling a fully loaded train up the .86% grade if the new interconnect.
b. Multiple locomotives laboring with long trains will make more noise than the locomotives that currently use the MN&S

3. Trains traveling west will need to use their breaks to maintain a slow speed going down grade and through curves
4. Train wheels on curves squeal; the tighter the curve the greater the squeal.
5. Bells on crossing arms in a quiet zone will ring the entire time a train is in the crossing.
6. Because there are currently no trains at night, even one night train means diminished livability.

None of the mitigation requested by the City of St. Louis Park on behalf of her residents is being considered. This mitigation is not frivolous; it is necessary to maintain the safety, livability and property values for the residents of St. Louis Park.

Name: Gary R.
Bush

Address: 4181 Yosemite Ave.
S.

City/State/zip: St. Louis Park, MN
55416

Telephone: 9529292076
E-Mail: garyrbush@gmail.com

To Whom It May Concern: (safety)

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) published in regard the SWLRT which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done. As this action is proposed and described in Chapter 1, Section 1.3.2.3 as rebuilding a little known, lightly used spur line into a main freight rail line, which will initially allow a 788% increase of rail car traffic. What the SWLRT-DEIS does not address, but should, are the real world impacts of this action on the affected area. C

Besides my general concerns about the SWLRT-DEIS, the portion of the report dealing with Safety (3-132 and 133) causes me the greatest concern. Only a passing reference to safety and the proposed re-route is mentioned in the SWLRT-DEIS; however there are many features about the MN&S, which make it undesirable as a freight, rail main line. The reasons the MN&S is an unsafe main rail line include, but are not limited to the following:

- Multiple grade level crossings
- Proximity to St. Louis Park schools, homes and businesses – many are closer than the

length of a rail car

- Number of pedestrians who transverse crossing every day
- Permeable soil under MN&S
- Medical emergency response hindered when crossings are blocked – only one fire station has emergency medical response (page 80)
- Tight Curves. Derailments are more likely to occur on curves than on straight track
- Hazardous materials are being carried on the rail line without sufficient right of way.

None of the mitigation requested by the City of St. Louis Park on behalf of her residents is being considered. This mitigation is not frivolous; it is necessary to maintain the safety, livability and property values for the residents of St. Louis Park.

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To Whom It May Concern: (crossings)

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) published in regard the SWLRT which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done. As this action is proposed and described in Chapter 1, Section 1.3.2.3 as rebuilding a little known, lightly used spur line into a main freight rail line, which will initially allow a 788% increase of rail car traffic. What the SWLRT-DEIS does not address, but should, are the real world impacts of this action on the affected area.

Besides my general concerns about the SWLRT-DEIS, the portion of the report dealing with freight rail trains blocking street crossings (6-38 and 39) causes me the greatest concern. In the SWLRT-DEIS we are told the blocked crossings will not cause significant travel or safety issues. To the consultant sitting miles away the increase may seem insignificant, but to residents who must travel the area and rely on quick responses from emergency vehicles the 580% increase in blocked crossing time is unacceptable. C

A supposed benefit of the proposed re-route is explained in chapter 1, pages 11 and 12 of the SWLRT-DEIS. According to the document Twin City and Western (TCW) freight trains will regularly travel north of St. Louis Park into Golden Valley, Crystal and New Hope. When the trains travel north they will have to cross Cedar Lake Road; however, no data is given for the impact of this blocked crossing.

Issues about blocked crossings not dealt with in the SWLRT-DEIS include, but are not limited to the following:

- Effects of multiple blocked crossings on residents' ability to move freely about their neighborhood
- Amount of time it takes congestion to clear once a train has passed.
  - Making turns from one street to another with backed up traffic
  - Pedestrian safety as traffic clears
- Possibility that trains will be going slower than the "worst case scenario" in the EAW – Trains often stop at McDonald's for train crews to have a break. When they resume travel they will NOT be going 10 mph.
- Medical response times can be affected
  - Narrow side streets will be blocked with waiting automobiles
  - Only one fire station has medical response
- When train volumes increase what will be done to alleviate auto traffic congestion

None of the mitigation requested by the City of St. Louis Park on behalf of her residents is being considered. This mitigation is not frivolous; it is necessary to maintain the safety, livability and property values for the residents of St. Louis Park.

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To Whom It May Concern: (property values)

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) published in regard the SWLRT which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done. As this action is proposed and described in Chapter 1, Section 1.3.2.3 as rebuilding a little known, lightly used spur line into a main freight rail line, which will initially allow a 788% increase of rail cars traffic. What the SWLRT-DEIS does not address, but should, are the real world impacts of this action on the affected area. C

Besides my general concerns about the SWLRT-DEIS, the portion of the report dealing with loss of property value in the re-route area should be in Chapter 9: Indirect Impacts, but it is not, and this causes me great concern. The SWLRT-DEIS does not mention the impact of re-routed freight trains from a main line fright corridor to a bridge line on property values of the re-route area. Freight rail re-routes are not exclusive to Minnesota and the cost of the re-routes to residents has been documented. For example, according to an article in a 2001 issue of The Appraisal Journal bringing additional freight rail traffic to an area will negatively affect properties 250' feet from the rail tracks by 5-7%. All of the properties along the MN&S are well with in 250'. Based on this article one can conclude that property values along the MN&S will drop more than 7%. Two major questions arise that are not addressed in the SWLRT-DEIS. First, what happens to the tax base of St. Louis Park when the drop in value is realized? Second, how are property owners who lose value because of this government action going to be compensated for their loss? It is unreasonable for the Hennepin County to ask any resident to pay a higher price for the benefits of light rail than others.

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To Whom It May Concern: (safety at the high school)

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) published in regard the SWLRT which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done. As this action is proposed and described in Chapter 1, Section 1.3.2.3 as rebuilding a little known, lightly used spur line into a main freight rail line, which will initially allow 788% increase of rail car traffic. What the SWLRT-DEIS does not address, but should, are the real world impacts of this action on the affected area.

C

Besides my general concerns about the SWLRT-DEIS, the portion of the report dealing with freight rail noise and safety at the High School (Chapters 3, 4, and 9) causes me the greatest concern. The unique noise and safety issues associated with locating main line freight within 35 feet of the High School parking lot and 75 feet from the building are not adequately discussed. When the High School is mentioned the information is dismissive. At no point in the SWLRT – DEIS are the negative impacts the extra freight trains will have on the learning environment and safety of the students at St. Louis Park High School. Before the proposed re-route should even be considered the cost of sufficiently mitigating the impact to St. Louis Park High School need to be evaluated.
Examples of concerns include but are not limited to the following:

- A plan for emergency evacuation of the school should evacuation be necessary when a train is passing
- How will the many classrooms affected by train noise be sound proofed
- How will the students who want to use the new rail bridge to cross Hwy. 7 on their way to school be kept off the bridge.
- How will the added vibration of longer, heavier and more frequent trains be mitigated to the investment the school makes in technology is not lost.
- How will the safety hazards of blind crossings, curves and hundreds of teenagers in close proximity be eliminated
- How will a derailment be prevented so our children's lives are not at risk

None of the mitigation requested by the City of St. Louis Park or the St. Louis Park School Board

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on behalf of her residents is being considered. This mitigation is not frivolous; it is necessary to maintain the safety, livability and property values for the residents of St. Louis Park.

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E-Mail: garyrbush@gmail.com

To Whom It May Concern: (closing 29th street)

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) published in regard the SWLRT which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done. As this action is proposed and described in Chapter 1, Section 1.3.2.3 as rebuilding a little known, lightly-used spur line into a main freight rail line, which will initially allow a 788% increase of rail car traffic. What the SWLRT-DEIS does not address, but should, are the real-world impacts of this action on the affected area.

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Besides my general concerns about the SWLRT-DEIS, the portion of the report dealing with the closing of the 29th street crossings (Chapter 3/p. 135) causes me the greatest concern. Residents from the Birchwood neighborhood requested on behalf of the Birchwood neighborhood that the grade crossing at 29th Street stay open. According to page 135 of the DEIS the 29th street crossing is being closed as a mitigation measure. However, the closing of the crossing will not benefit the neighborhood; it will, in fact, jeopardize residents because it will make emergency vehicle access difficult-if not impossible-during winter months due to narrowed streets.

None of the mitigation requested by the City of St. Louis Park on behalf of her residents is being considered. This mitigation is not frivolous; it is necessary to maintain the safety, livability and property values for the residents of St. Louis Park.

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To Whom It May Concern: (DEIS is not Objective)

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) published in regard the SWLRT which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done. As this action is proposed and described in Chapter 1, Section 1.3.2.3 as rebuilding a little known, lightly used spur line into a main freight rail line, which will initially allow a 788% increase of rail car traffic. What the SWLRT-DEIS does not address, but should, are the real world impacts of this action on the affected area. C

Riddled with phantom assumptions, unsubstantiated assertions, and inexplicable omissions, the DEIS is not a serious attempt to consider the effect of the proposed re-route.

Chapter 1 of the DEIS states that without the re-route the TC&W's only options for moving its freight will be to access the MN&S tracks by use of the notorious switching wye in St. Louis Park, or to transfer cargo from railcars to highway trucks. The unstated assumption behind this statement is that the current route used by the TC&W will be severed. Presenting the either/or assumption for the switching wye or highway trucks creates the illusion of a fait accompli, when in fact the TC&W's current route through the Kenilworth corridor is a viable alternative.

Unsubstantiated assertions include the depiction in the DEIS that the historical character of the Kenilworth corridor (Chapter 3, page 58) would be compromised by its continued use for freight train traffic. The Kenilworth corridor was the home to not just railroad tracks, but an entire railroad yard for over one hundred years, beginning long before the current homes in the area were built.

Inexplicably omitted from the DEIS is how the re-route would be funded (Chapters 5 and 8). The re-route must be considered as part of the SWLRT and even without mitigation construction of the interconnect and upgrading the tracks on the MN&S to handle the heavier traffic is estimated to cost $125,000,000, money that was not originally included in the projected cost of the SWLRT, but the projected budget for the SWLRT has not been adjusted to recognize the T0 T1

added expense. Also, missing from the cost estimates are the costs for maintaining the interconnect structure after it is built.

None of the mitigation requested by the City of St. Louis Park on behalf of her residents is being considered. This mitigation is not frivolous; it is necessary to maintain the safety, livability and property values for the residents of St. Louis Park.

Name: Gary R.
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55416

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To whom it may concern: (The process to choose the Locally preferred Alternative was flawed)

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) published in regard the SWLRT which includes the proposed freight rail re-route in St. Louis Park, Minnesota.
The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done.
Besides my general concerns about the SWLRT-DEIS, I am particularly concerned with Chapter 12 (Public and Agency Coordination and Comments). NEPA 1500.2(d) states that the leading agency must "encourage and facilitate public involvement in decisions which affect the quality of the human environment." This regulation was clearly ignored in regards to the potential freight rail re-route issue. Hennepin County did not "encourage and facilitate" public involvement concerning this issue. In fact, Hennepin County refused attempts for public comments and concerns regarding the freight rail issue at all of the outreach meetings listed in table 12.1-1 and all of the community events listed in table 12.1-2. Public comments regarding the freight issue were denied at the 2008 Oct 7, 14, and 23 scoping meetings and the comment period that followed as listed in section 12.1.3.1. Public comments regarding the freight issue were refused at the 2010 May 18, 18 and 20 open houses. Most importantly, public comments regarding the freight issue were denied during the entire LPA section process. This included all of public hearings listed in section 12.1.4.1. In summary, all public comments regarding the freight rail issue were denied at all of SWLRT's major milestones leading up to the DEIS. Worse, the public was not made aware of the significant environmental impacts caused by SWLRT and the potential freight re-route because the freight issue was not discussed at any of the SWLRT

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meetings leading up to the DEIS. The only opportunity the public was given by Hennepin County to discuss the freight rail re-route was at the PMT meetings discussed in section 12.1.5. However, any discussion of possible alternatives to the re-route (co-location) or the freight re-route's connection with SWLRT was strictly forbidden at these PMT meetings. Lastly, the DEIS fails to mention the 2011 April 17 and 28 freight re-route listening sessions that were held by the city of St. Louis Park. Hundreds of St. Louis Park residents voiced their opposition to the freight re-route. Because those opposed to the re-route have been denied comment during the entire SWLRT planning process leading up to the DEIS, the freight rail issue needs to be dropped or significant more work needs to be done on the alternative studies and public outreach.

Thank You,

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Telephone: 9529292076
E-Mail: garyrbush@gmail.com

To Whom It May Concern: Noise and vibration

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The proposed action of re-routing freight is described in Chapter 1, Section 1.3.2.3. The MN&S Spur tracks are a lightly used spur line within a high density urban, residential setting and directly adjacent to the St Louis Park Senior High. The current freight occurs five days a week, Monday-Friday, during normal business hours. The proposed action of re-routing freight would introduce mainline traffic and the community, residents, and students will be exposed to longer, heavier trains during weekends, evenings, and nighttime. In detail, the re-route will allow a 250% increase in trains and a 650% increase of rail cars traffic. The increase of freight exposure will directly and negatively impact the community health and cohesion of the neighbors adjacent to the tracks. In addition, there will be negative impacts to the school system and educational quality within St Louis Park, including the decreased safety of students at the High School.

C

Besides my general concerns about the freight rail re-route, the section of the SWLRT DEIS that describes the noise and vibration has flawed methods and conclusions. The vibration and the noise measurements were done with current MN&S traffic. It is important to note that the

re-routed freight will be longer, more frequent, and include more locomotives per train.
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Vibration, Chapter 4.8.4: The conclusion that vibration will have no insignificant impacts is incorrect Vibration impacts will be longer in time and the total amount will increase with the heavier freight and additional locomotives.

Noise, Chapter 4.7.5:
Quiet zones: The DEIS fails to describe the real world issues with the quiet zone. The SLP Senior High is both bookended by two blind curves and has athletic facilities on both sides of the tracks. The operating rail company, TC&W, has stated in a public document that it has safety concerns with a quiet zone due to the proximity of the tracks to schools, residents, and businesses. It will be impossible to design a quiet zone that will be both safe for the area while maintaining access for the adjacent Senior High school and local businesses. The quiet zone is listed as mitigation for noise impacts but it is a mitigation that is not supported by the neighborhoods, school board, or the operating rail companies.

A quiet zone will not eliminate all noise impacts and the assessment fails to measure other sources:
a. the rail to wheel curve squeal from the tight interconnect curve
b. the additional noise of the locomotives as it throttles up both the southern interconnect ramp and grade change at the northern connection,
c. trains traveling west will need to use their brakes to maintain a slow speed going down grade and through curves
d. diminished livability from the introduction of night freight traffic
e. the amount of time exposed to the noise impacts of the stationary crossing bells will increase significantly due to increase in train numbers.

The re-routing of freight will negatively impact the safety, livability, and community cohesion of residents, students, and communities. The SWLRT DEIS does not adequately describe the impacts and as such, the freight reroute should not be given any further consideration as a option.

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Bush_____
__

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S._____

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55416_____

Telephone: 9529292076_____
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Send Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) responses to:

Hennepin County Housing, Community Works and Transit
Attn: Southwest Transit way
701 Fourth Ave. S., Suite 400,
Minneapolis, MN 55415

Or:

swcorridor@co.hennepin.mn.us

For more DEIS information go to: www.southwesttransitway.org

Nancy Brown
<nbrownmpls@aol.com>
11/05/2012 01:14 PM

To swcorridor@co.hennepin.mn.us
cc
bcc
Subject Concerns about the SWLRT DEIS findings and SW LRT strategy for freight re-route through St. Louis Park

I have attached a letter addressing my concerns. Thanks very much for your consideration in this matter.

Nancy Brown
Nancy S. Brown Marketing Research
2625 Salem Avenue
Minneapolis, MN 55416
952.922.5947

Hennepin County Housing, Community Works and Transit
ATTN: Southwest Transitway

November 3, 2012

To whom it may concern:

I am writing in response to the Southwest Light Rail Transit Draft Environmental Impact Statement that also addresses the re-routing of freight rail in St. Louis Park. C

In Chapter 1, Section 1.3.2.3, the report identifies the option of rebuilding a spur line into a main freight line in St. Louis Park but does not address the monumental safety implications for St. Louis Park residents if initiated. C

The re-route would increase freight rail car traffic approximately 788%. What is particularly fearsome is that the freight traffic increase would overexpose St. Louis Park High School and alternative high school students to danger, as they cross the street to go to McDonald's and other eateries, to their stadium or to walk to and from school to their homes. Unfortunately, some high school students can be impulsive, distracted by cell phones, music, friends or tablets, pre-occupied or otherwise not engaged in looking out for trains (and cars). Some have even been known to 'play chicken' with trains. My railroad engineer friend has told me that it takes a mile to stop a freight train with more than 100 cars. Is this re-route worth taking a risk of losing a St. Louis Park student or adult who is not being vigilant? I don't think so. Yet, the report doesn't address this critical concern or provide any options or responsibility for mitigation. C

The rebuild of the spur would also involve constructing a steep rail ramp, with several dangerous tight curves. This design appears to increase the risk of derailments; more so than if the rail track was straight and flat. To explore the possible implications of this scenario further: what if the freight cars are carrying hazardous materials when they derail and subsequently crash and roll into residents' and/or businesses' back yards? If this happens, I hate to think of the consequences, particularly the potential of lost lives and/or serious injuries. C

I am a great supporter of light rail. I have used the Hiawatha line to go to the airport, and I find it so easy and efficient. I would like St. Louis Park to have easy access to LRT as well. However, I am very worried about a decision for community-situated light rail that involves the re-routing of hundreds of freight trains through the Park's highly populated business and residential areas. There has to be a safer solution.

If the re-route option is chosen, I am also concerned that the areas in proximity to the trains will not have enough mitigation in place to maintain the safety of its citizens. In addition, I don't understand why freight trains cannot continue to be routed through the Kenilworth corridor, which appears, in most places, to be wide enough to be able to support multiple tracks with safe clearance (unlike some places in St. Louis Park which have less than a length of a car rail as a protective zone). C

Please explore the safety and livability needs of St. Louis Park residents when considering freight rail alternatives. Regrettably, none of the mitigation requests by the City of St. Louis Park are addressed or acknowledged in this report. It is as if we residents are invisible or, even worse, 'second class' citizens… C

Thank you for considering my concerns. I would be most happy to discuss them with you. (My contact information is below.)

Sincerely,

Nancy S. Brown

Nancy S. Brown
2625 Salem Avenue St. Louis Park, MN 55416
952.922.5947 NBrownMpls@aol.com

dd316200
<dd316200@yahoo.com>

11/05/2012 01:15 PM

Please respond to
dd316200
<dd316200@yahoo.com>

To "swcorridor@co.hennepin.mn.us"
<swcorridor@co.hennepin.mn.us>

cc

bcc

Subject SWLRT comments - CO-LOCATE FREIGHT & SWLRT IS ONLY SOLUTION!

C

We're all anxious to have SWLRT but it's INSANE to re-route Kenilworth freight traffic through St. Louis Park. It will make the City unliveable and very dangerous and noisy. There is no amount of mitigation that will change this. Do it right (and safely) or don't do it at all!
Thanks
Diane Dowd
3049 Louisiana Ave S
St. Louis Park, MN

To Whom It May Concern: (Noise/vibration)

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) published in regard the SWLRT which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done. As this action is proposed and described in Chapter 1, Section 1.3.2.3 as rebuilding a little known, lightly used spur line into a main freight rail line, which will initially allow a 788% increase of rail car traffic. What the SWLRT-DEIS does not address, but should, are the real world impacts of this action on the affected area.

C

Besides my general concerns about the SWLRT-DEIS, the portion of the report dealing with Noise (3-93 and 94) and Vibration (4-117) causes me the greatest concern. The SWLRT-DEIS underestimates the effects of vibration for because it considers only the immediate traffic increase from the re-route and not additional traffic that is likely to occur. Currently trains travel on the MN&S for approximately two hours a month. If the re-route occurs there will be a minimum of 6 hours and 39 minutes or a 232.5% increase in train related vibration will occur each a month. Currently, all vibration and its negative impacts occur five days a week during regular business hours. In the future vibration will occur on weekends and nights as well as during business hours. Not only will the duration of vibration increase, but also the amount of vibration will increase with longer, heavier trains. The assumption stated in the SWLRT-DEIS that the increase in vibration is insignificant is incorrect. Listed below are reasons why the assumptions are incorrect:

We are also led to believe that creating a quiet zone will end all of the noise issues. This assumption is incorrect for the following reasons:

1. A quiet zone is not a sure thing.
    a. Implementation could be denied by the school board because the building of a quiet zone will limit access to the Senior High School
    b. Locomotive engineers are compelled to blow the horn if they perceive a dangerous situation. What kind of responsible person would drive a train through a series of blind crossings, past several schools without blowing the horn?
2. Quiet zones do not limit locomotive noise
    a. Multiple locomotives will be necessary for pulling a fully loaded train up the .86% grade if the new interconnect.
    b. Multiple locomotives laboring with long trains will make more noise than the locomotives that currently use the MN&S
3. Trains traveling west will need to use their breaks to maintain a slow speed going down grade and through curves
4. Train wheels on curves squeal; the tighter the curve the greater the squeal.
5. Bells on crossing arms in a quiet zone will ring the entire time a train is in the crossing.
6. Because there are currently no trains at night, even one night train means diminished livability.

None of the mitigation requested by the City of St. Louis Park on behalf of her residents is being considered. This mitigation is not frivolous; it is necessary to maintain the safety, livability and property values for the residents of St. Louis Park.

Name: Jane Grudt

Address: 9306 W 23rd St

City/State/zip: St Louis Park, MN 55426

Telephone:952-361-0897 E-Mail: jgrudt@aol.com

To Whom It May Concern: (safety)

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) published in regard the SWLRT which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

C

The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done. As this action is proposed and described in Chapter 1, Section 1.3.2.3 as rebuilding a little known, lightly used spur line into a main freight rail line, which will initially allow a 788% increase of rail car traffic. What the SWLRT-DEIS does not address, but should, are the real world impacts of this action on the affected area.

Besides my general concerns about the SWLRT-DEIS, the portion of the report dealing with Safety (3-132 and 133) causes me the greatest concern. Only a passing reference to safety and the proposed re-route is mentioned in the SWLRT-DEIS; however there are many features about the MN&S, which make it undesirable as a freight, rail main line. The reasons the MN&S is an unsafe main rail line include, but are not limited to the following:

- Multiple grade level crossings
- Proximity to St. Louis Park schools, homes and businesses – many are closer than the length of a rail car
- Number of pedestrians who transverse crossing every day
- Permeable soil under MN&S
- Medical emergency response hindered when crossings are blocked – only one fire station has emergency medical response (page 80)
- Tight Curves. Derailments are more likely to occur on curves than on straight track
- Hazardous materials are being carried on the rail line without sufficient right of way.

None of the mitigation requested by the City of St. Louis Park on behalf of her residents is being considered. This mitigation is not frivolous; it is necessary to maintain the safety, livability and property values for the residents of St. Louis Park.

Name: Jane Grudt

Address: 9306 W 23rd St

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Telephone:952-361-0897 E-Mail: jgrudt@aol.com

To Whom It May Concern: (crossings)

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) published in regard the SWLRT which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done. As this action is proposed and described in Chapter 1, Section 1.3.2.3 as rebuilding a little known, lightly used spur line into a main freight rail line, which will initially allow a 788% increase of rail car traffic. What the SWLRT-DEIS does not address, but should, are the real world impacts of this action on the affected area.

Besides my general concerns about the SWLRT-DEIS, the portion of the report dealing with freight rail trains blocking street crossings (6-38 and 39) causes me the greatest concern. In the SWLRT-DEIS we are told the blocked crossings will not cause significant travel or safety issues. To the consultant sitting miles away the increase may seem insignificant, but to residents who must travel the area and rely on quick responses from emergency vehicles the 580% increase in blocked crossing time is unacceptable.

C

A supposed benefit of the proposed re-route is explained in chapter 1, pages 11 and 12 of the SWLRT-DEIS. According to the document Twin City and Western (TCW) freight trains will regularly travel north of St. Louis Park into Golden Valley, Crystal and New Hope. When the trains travel north they will have to cross Cedar Lake Road; however, no data is given for the impact of this blocked crossing.

Issues about blocked crossings not dealt with in the SWLRT-DEIS include, but are not limited to the following:

- Effects of multiple blocked crossings on residents' ability to move freely about their neighborhood
- Amount of time it takes congestion to clear once a train has passed.
    - Making turns from one street to another with backed up traffic
    - Pedestrian safety as traffic clears
- Possibility that trains will be going slower than the "worst case scenario" in the EAW – Trains often stop at McDonald's for train crews to have a break. When they resume travel they will NOT be going 10 mph.
- Medical response times can be affected
    - Narrow side streets will be blocked with waiting automobiles
    - Only one fire station has medical response
- When train volumes increase what will be done to alleviate auto traffic congestion

None of the mitigation requested by the City of St. Louis Park on behalf of her residents is being considered. This mitigation is not frivolous; it is necessary to maintain the safety, livability and property values for the residents of St. Louis Park.

Name: Jane Grudt

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To Whom It May Concern: (property values)

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) published in regard the SWLRT which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done. As this action is proposed and described in Chapter 1, Section 1.3.2.3 as rebuilding a little known, lightly used spur line into a main freight rail line, which will initially allow a 788% increase of rail cars traffic. What the SWLRT-DEIS does not address, but should, are the real world impacts of this action on the affected area.

C

Besides my general concerns about the SWLRT-DEIS, the portion of the report dealing with loss of property value in the re-route area should be in Chapter 9: Indirect Impacts, but it is not, and this causes me great concern. The SWLRT-DEIS does not mention the impact of re-routed freight trains from a main line fright corridor to a bridge line on property values of the re-route area. Freight rail re-routes are not exclusive to Minnesota and the cost of the re-routes to residents has been documented. For example, according to an article in a 2001 issue of The Appraisal Journal bringing additional freight rail traffic to an area will negatively affect properties 250' feet from the rail tracks by 5-7%. All of the properties along the MN&S are well with in 250'. Based on this article one can conclude that property values along the MN&S will drop more than 7%. Two major questions arise that are not addressed in the SWLRT-DEIS. First, what happens to the tax base of St. Louis Park when the drop in value is realized? Second, how are property owners who lose value because of this government action going to be compensated for their loss? It is unreasonable for the Hennepin County to ask any resident to pay a higher price for the benefits of light rail than others.

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To Whom It May Concern: (safety at the high school)

I am writing in response to the Southwest Light Rail Transit (SWLRT) - Draft Environmental Impact Statement (DEIS) published in regard the SWLRT which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

C

The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done. As this action is proposed and described in Chapter 1, Section 1.3.2.3 as rebuilding a little known, lightly used spur line into a main freight rail line, which will initially allow 788% increase of rail car traffic. What the SWLRT-DEIS does not address, but should, are the real world impacts of this action on the affected area.

Besides my general concerns about the SWLRT-DEIS, the portion of the report dealing with freight rail noise and safety at the High School (Chapters 3, 4, and 9) causes me the greatest concern. The unique noise and safety issues associated with locating main line freight within 35 feet of the High School parking lot and 75 feet from the building are not adequately discussed. When the High School is mentioned the information is dismissive. At no point in the SWLRT -DEIS are the negative impacts the extra freight trains will have on the learning environment and safety of the students at St. Louis Park High School. Before the proposed re-route should even be considered the cost of sufficiently mitigating the impact to St. Louis Park High School need to be evaluated.
Examples of concerns include but are not limited to the following:

- A plan for emergency evacuation of the school should evacuation be necessary when a train is passing
- How will the many classrooms affected by train noise be sound proofed
- How will the students who want to use the new rail bridge to cross Hwy. 7 on their way to school be kept off the bridge.
- How will the added vibration of longer, heavier and more frequent trains be mitigated to the investment the school makes in technology is not lost.
- How will the safety hazards of blind crossings, curves and hundreds of teenagers in close proximity be eliminated
- How will a derailment be prevented so our children's lives are not at risk

None of the mitigation requested by the City of St. Louis Park or the St. Louis Park School Board on behalf of her residents is being considered. This mitigation is not frivolous; it is necessary to maintain the safety, livability and property values for the residents of St. Louis Park.

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Telephone:952-361-0897 E-Mail: jgrudt@aol.com

5

To Whom It May Concern: (closing 29th street)

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) published in regard the SWLRT which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done. As this action is proposed and described in Chapter 1, Section 1.3.2.3 as rebuilding a little known, lightly-used spur line into a main freight rail line, which will initially allow a 788% increase of rail car traffic. What the SWLRT-DEIS does not address, but should, are the real-world impacts of this action on the affected area.

C

Besides my general concerns about the SWLRT-DEIS, the portion of the report dealing with the closing of the 29th street crossings (Chapter 3/p. 135) causes me the greatest concern. Residents from the Birchwood neighborhood requested on behalf of the Birchwood neighborhood that the grade crossing at 29th Street stay open. According to page 135 of the DEIS the 29th street crossing is being closed as a mitigation measure. However, the closing of the crossing will not benefit the neighborhood; it will, in fact, jeopardize residents because it will make emergency vehicle access difficult—if not impossible—during winter months due to narrowed streets.

None of the mitigation requested by the City of St. Louis Park on behalf of her residents is being considered. This mitigation is not frivolous; it is necessary to maintain the safety, livability and property values for the residents of St. Louis Park.

Name: Jane Grudt

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6

To Whom It May Concern: (DEIS is not Objective)

I am writing in response to the Southwest Light Rail Transit (SWLRT) - Draft Environmental Impact Statement (DEIS) published in regard the SWLRT which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done. As this action is proposed and described in Chapter 1, Section 1.3.2.3 as rebuilding a little known, lightly used spur line into a main freight rail line, which will initially allow a 788% increase of rail car traffic. What the SWLRT-DEIS does not address, but should, are the real world impacts of this action on the affected area. C

Riddled with phantom assumptions, unsubstantiated assertions, and inexplicable omissions, the DEIS is not a serious attempt to consider the effect of the proposed re-route.

Chapter 1 of the DEIS states that without the re-route the TC&W's only options for moving its freight will be to access the MN&S tracks by use of the notorious switching wye in St. Louis Park, or to transfer cargo from railcars to highway trucks. The unstated assumption behind this statement is that the current route used by the TC&W will be severed. Presenting the either/or assumption for the switching wye or highway trucks creates the illusion of a fait accompli, when in fact the TC&W's current route through the Kenilworth corridor is a viable alternative.

Unsubstantiated assertions include the depiction in the DEIS that the historical character of the Kenilworth corridor (Chapter 3, page 58) would be compromised by its continued use for freight train traffic. The Kenilworth corridor was the home to not just railroad tracks, but an entire railroad yard for over one hundred years, beginning long before the current homes in the area were built.

Inexplicably omitted from the DEIS is how the re-route would be funded (Chapters 5 and 8). The re-route must be considered as part of the SWLRT and even without mitigation construction of the interconnect and upgrading the tracks on the MN&S to handle the heavier traffic is estimated to cost $125,000,000, money that was not originally included in the projected cost of the SWLRT, but the projected budget for the SWLRT has not been adjusted to recognize the added expense. Also, missing from the cost estimates are the costs for maintaining the interconnect structure after it is built. T0 T1

None of the mitigation requested by the City of St. Louis Park on behalf of her residents is being considered. This mitigation is not frivolous; it is necessary to maintain the safety, livability and property values for the residents of St. Louis Park.

Name: Jane Grudt

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To whom it may concern: (The process to choose the Locally preferred Alternative was flawed)

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) published in regard the SWLRT which includes the proposed freight rail re-route in St. Louis Park, Minnesota. C

The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done.

Besides my general concerns about the SWLRT-DEIS, I am particularly concerned with Chapter 12 (Public and Agency Coordination and Comments). NEPA 1500.2(d) states that the leading agency must "encourage and facilitate public involvement in decisions which affect the quality of the human environment." This regulation was clearly ignored in regards to the potential freight rail re-route issue. Hennepin County did not "encourage and facilitate" public involvement concerning this issue. In fact, Hennepin County refused attempts for public comments and concerns regarding the freight rail issue at all of the outreach meetings listed in table 12.1-1 and all of the community events listed in table 12.1-2. Public comments regarding the freight issue were denied at the 2008 Oct 7, 14, and 23 scoping meetings and the comment period that followed as listed in section 12.1.3.1. Public comments regarding the freight issue were refused at the 2010 May 18, 18 and 20 open houses. Most importantly, public comments regarding the freight issue were denied during the entire LPA section process. This included all of public hearings listed in section 12.1.4.1. In summary, all public comments regarding the freight rail issue were denied at all of SWLRT's major milestones leading up to the DEIS. Worse, the public was not made aware of the significant environmental impacts caused by SWLRT and the potential freight re-route because the freight issue was not discussed at any of the SWLRT meetings leading up to the DEIS. The only opportunity the public was given by Hennepin County to discuss the freight rail re-route was at the PMT meetings discussed in section 12.1.5. However, any discussion of possible alternatives to the re-route (co-location) or the freight re-route's connection with SWLRT was strictly forbidden at these PMT meetings. Lastly, the DEIS fails to mention the 2011 April 17 and 28 freight re-route listening sessions that were held by the city of St. Louis Park. Hundreds of St. Louis Park residents voiced their opposition to the freight re-route. Because those opposed to the re-route have been denied comment during the entire SWLRT planning process leading up to the DEIS, the freight rail issue needs to be dropped or significant more work needs to be done on the alternative studies and public outreach. L2

Thank You,

Name: Jane Grudt

Address: 9306 W 23rd St

City/State/zip: St Louis Park, MN 55426

Telephone:952-361-0897 E-Mail: jgrudt@aol.com

To Whom It May Concern: Noise and vibration

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The proposed action of re-routing freight is described in Chapter 1, Section 1.3.2.3. The MN&S Spur tracks are a lightly used spur line within a high density urban, residential setting and directly adjacent to the St Louis Park Senior High. The current freight occurs five days a week, Monday- Friday, during normal business hours. The proposed action of re-routing freight would introduce mainline traffic and the community, residents, and students will be exposed to longer, heavier trains during weekends, evenings, and nighttime. In detail, the re-route will allow a 250% increase in trains and a 650% increase of rail cars traffic. The increase of freight exposure will directly and negatively impact the community health and cohesion of the neighbors adjacent to the tracks. In addition, there will be negative impacts to the school system and educational quality within St Louis Park, including the decreased safety of students at the High School.

C

Besides my general concerns about the freight rail re-route, the section of the SWLRT DEIS that describes the noise and vibration has flawed methods and conclusions. The vibration and the noise measurements were done with current MN&S traffic. It is important to note that the re-routed freight will be longer, more frequent, and include more locomotives per train.

Vibration, Chapter 4.8.4: The conclusion that vibration will have no insignificant impacts is incorrect Vibration impacts will be longer in time and the total amount will increase with the heavier freight and additional locomotives.

Noise, Chapter 4.7.5:

Quiet zones: The DEIS fails to describe the real world issues with the quiet zone. The SLP Senior High is both bookended by two blind curves and has athletic facilities on both sides of the tracks. The operating rail company, TC&W, has stated in a public document that it has safety concerns with a quiet zone due to the proximity of the tracks to schools, residents, and businesses. It will be impossible to design a quiet zone that will be both safe for the area while maintaining access for the adjacent Senior High school and local businesses. The quiet zone is listed as mitigation for noise impacts but it is a mitigation that is not supported by the neighborhoods, school board, or the operating rail companies.

A quiet zone will not eliminate all noise impacts and the assessment fails to measure other sources:

a. the rail to wheel curve squeal from the tight interconnect curve
b. the additional noise of the locomotives as it throttles up both the southern interconnect ramp and grade change at the northern connection,
c. trains traveling west will need to use their brakes to maintain a slow speed going down grade and through curves
d. diminished livability from the introduction of night freight traffic
e. the amount of time exposed to the noise impacts of the stationary crossing bells will increase significantly due to increase in train numbers.

The re-routing of freight will negatively impact the safety, livability, and community cohesion of residents, students, and communities. The SWLRT DEIS does not adequately describe the impacts and as such, the freight reroute should not be given any further consideration as a option.

Name: Jane Grudt

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Telephone:952-361-0897 E-Mail: jgrudt@aol.com

Tony Kelleran
<tkelleran@gmail.com>
11/06/2012 10:40 AM

To swcorridor@co.hennepin.mn.us
cc
bcc
Subject Express trains?

Are there plans to have express trains running from Southwest Station to Downtown Mpls? If not, what are the proposed travel times between SS and Mpls?

V

"Michael Dole, MD"
<md2@usfamily.net>
11/07/2012 08:16 AM

To <swcorridor@co.hennepin.mn.us>
cc
bcc
Subject concern about sw corridor plan

C

I am a very big fan of light rail in general even though rerouting freight traffic next to my business and the St Louis Park High school will disrupt client travel at times. It will cause significant vibration and noise but I am not to concerned about these issues. My biggest concern is that, unless the rail is above or below grade at the Dakota Ave S and W Lake St crossings, there are going to be huge disruptions for students and parents getting to and from school. This will back traffic up significantly. Also, the turns the rail takes in this neighborhood will force the trains to be traveling at very slow speeds which compounds the problem. I hope there is a plan to address these issues.
Thank you for all your hard work to make light rail happen!
Michael Dole, MD
Dakota Medical Clinic
3408 Dakota Ave S
St Louis Park, MN 55416

Bob Suko
<BSuko@TCWR.NET>
11/07/2012 08:22 AM

To "swcorridor@co.hennepin.mn.us" <swcorridor@co.hennepin.mn.us>
cc Bob Suko <BSuko@TCWR.NET>
bcc
Subject Question- TCWR

Within Appendix H of the recently issued DEIS there is the "MN&S Freight Rail Report" - St. Louis Park and Minneapolis Hennepin County Minnesota, dated March 13, 2012.

Within that report, on page 12, it states that "Track design for the Proposed Action will comply with requirements set forth by:", among others, "Current CP and BNSF track engineering and design standards". Q0

I'd appreciate it if you would research and provide me with written correspondence from BNSF and CP that validates this assertion. Q2

Thank you for your time and consideration,

Bob Suko
Twin Cities & Western Railroad

Mary Gaines
<marybethgaines@gmail.com
>

11/07/2012 04:55 PM

To swcorridor@co.hennepin.mn.us
cc
bcc
Subject comment - please read

To Whom It May Concern:
I am writing in response to the Southwest Light Rail Transit (SWLRT) - Draft Environmental Impact Statement (DEIS) published in regard the SWLRT which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

C

The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done. As this action is proposed and described in Chapter 1, Section 1.3.2.3 as rebuilding a little known, lightly used spur line into a main freight rail line, which will initially allow a 788% increase of rail car traffic. What the SWLRT-DEIS does not address, but should, are the real world impacts of this action on the affected area.

Besides my general concerns about the SWLRT-DEIS, the portion of the report dealing with Safety (3-132 and 133) causes me the greatest concern. Only a passing reference to safety and the proposed re-route is mentioned in the SWLRT-DEIS; however there are many features about the MN&S, which make it undesirable as a freight, rail main line. The reasons the MN&S is an unsafe main rail line include, but are not limited to the following:

- Multiple grade level crossings
- Proximity to St. Louis Park schools, homes and businesses - many are closer than the length of a rail car
- Number of pedestrians who transverse crossing every day
- Permeable soil under MN&S
- Medical emergency response hindered when crossings are blocked - only one fire station has emergency medical response (page 80)
- Tight Curves. Derailments are more likely to occur on curves than on straight track
- Hazardous materials are being carried on the rail line without sufficient right of way.

None of the mitigation requested by the City of St. Louis Park on behalf of her residents is being considered. This mitigation is not frivolous; it is necessary to maintain the safety, livability and property values for the residents of St. Louis Park.

Mary Beth Gaines
5740 W Lake Street
St Louis Park, MN 55416
marybethgaines@gmail.com

Bill James <bjames@q.com>
11/07/2012 05:09 PM

To Gail Dorfman <gail.dorfman@co.hennepin.mn.us>, Katie Walker <swcorridor@co.hennepin.mn.us>
cc Susan Haigh <Susan.Haigh@metc.state.mn.us>, Jan Callison <jan.callison@co.hennepin.mn.us>
bcc
Subject Fwd: [Safety in the Park!] Protest the freight re-route through St. Louis...

History: This message has been forwarded.

Looks like we are going to have a nice little show next week in St. Louis Park....

C

Bill James III
Personal email
E: bjames@q.com
M: 612-281-1089

In any moment of decision, the best thing you can do is the right thing, the next best thing is the wrong thing, and the worst thing you can do is nothing.

Theodore Roosevelt

From: "Karen Smith" <notification+y42gwmrn@facebookmail.com>
Subject: [Safety in the Park!] Protest the freight re-route through St. Louis...
Date: November 7, 2012 3:47:37 PM CST
To: Safety in the Park! <117915694891698@groups.facebook.com>
Reply-To: Reply to Comment < g+40s0rzo9000000nhlcem005h4mn5l0zi000zg3uxv6ck27946@groups.facebook.com>

Karen Smith posted in Safety in the Park!

Karen Smith

Protest the freight re-route through St. Louis Park!!! Several residents are organizing a protest at the St. Louis Park City Hall on Nov 14th from 5:30 to 6pm. As you may know, Hennepin County is hosting an open house for the SWLRT DEIS at SLP City Hall during this time. A public forum will follow (6pm-7pm) The public forum is a great opportunity for individuals to voice concerns about the proposed re-route through SLP. Since we all need to be there for the open forum, why not have a protest beforehand? The protest will take place on the sidewalks in front of City Hall (facing Minnetonka). Bull horns are prohibited, but participants are encouraged to make signs. Although the Safety In the Park facebook page is a great place to discuss the protest, I want to make sure everyone knows that this protest is being

organized by concerned residents and anyone who has concerns about the proposed re-route is welcome. Our goal is to have a minimum of 100 people at the protest. Several media outlets have been contacted and have committed to being there with cameras. An RSVP is clearly not necessary but a headcount will be helpful for planning purposes. Please email safetyinbirchwood@yahoo.com to let us know you are coming. There is also a "protest the freight reroute in SLP" facebook event that you can forward to your friends.

View Post on Facebook · Edit Email Settings · Reply to this email to add a comment.

Patrick Wells
<patwells@msn.com>
11/07/2012 10:59 PM

To <info@mnunited.org>, <dayton.media@state.mn.us>, <info@markdayton.org>, "Jeff Jacobs, Mayor of St. Louis Park" <jacobsjeffrey@comcast.net>, Sue Sanger
cc
bcc
Subject Safety in St. Louis Park

Hi,

Please help with the defense of safety in St. Louis Park. The proposed Kennilworth re-route to the St. Louis Park MN&S track defies logic. Safety, logistical, and financial reasons say that the proposal is not worthy of support. On its face the re-route proposal reflects the need to satisfy past political favors at the expense of the St. Louis Park Citizens' safety. C

The St. Louis Park Community concerns with regard to the rail re-reroute propoasla are nonpartisan. We are requesting an honest, community centered response to the rail re-route proposal. In the consideration of the rail re-route issue, our elected officials have unexpectally failed us. Many of us voted for Gail Dorfman, our county commissioner. L2

In most instances, Gail and our other county comissioners have been reasonable and have been good representatives. I, personally, have always voted for Gail Dorfman. However, Gail and the other county commissioners have supported the rail re-route at the expense of St.Louis Park's safety. Their support of rail re-route crosses the line of reasonableness. We need to speak up and say that the re-route is bad policy. The Hennepin County Commissioners' support for the re-route is based on promises which they recall that Hennepin County made, without our knowledge or consent, to property owners along the Kenilworth Corridor. These promises are recollections which are unsupported by documents or reasonbleness or fairness to all parties affected.

We are in the comment period regarding the rail re-route. Anyone in Hennepin County can comment. We hope than everyone comments to stop the railroad re-route. This issue is of the upmost importance. The safety and security of the St. Louis Park community is at stake. C

The St. Louis Park Kiwanis Club has passed a resolution opposing the rail re-route. The St. Louis Park City Council has also opposed the re-route. The St. Louis Park Schools are opposed to the re- route. C

Here is the link to the silent Safety in the Park video about the rail re-route:

http://www.youtube.com/watch?v=QZR8EEty-B4&feature=youtu.be

Here is the link to the Safety in the Park website:

http://safetyinthepark.com/index.php?option=com_content&view=article&id=45&Itemid=54

Next Wednesday evening, is a scheduled meeting at St. Louis Park City Hall regarding the railroad re-route. Please plan to attend to show your support for Safety in the Park.

Attached is the St. Louis Park Kiwanis Club resolution. Please forward comments to Hennepin County. Hennepin County contact information is attached.

Patrick Wells, St. Louis Park Kiwanis Club, 612-803-2015

Kiwanis Club of St. Louis Park

We, the undersigned, being members of the Kiwanis Club of St. Louis Park consent and agree that the following resolution was made:

On Wednesday, November 7th, 2012
At our noon meeting
At Citizens Independent Bank

Whereas:

1. Hennepin County and the Metropolitan Council are considering a re-route of freight rail traffic from the Kenilworth Corridor to the MN& S (Dan Patch) track in St. Louis Park.

2. Logistics and cost analysis would favor keeping the freight rail traffic in the Kenilworth Corridor. The Kenilworth Corridor is straight and flat. The Kenilworth Corridor modifications, in anticipation of light rail, would be less expensive than the costs which would be associated with a re-route to the MN&S Line. C

3. Safety concerns associated with the re-route to MN&S are many. Unlike the Kenilworth Corridor, the MN&S Line has many crossings and blind turns, making MN&S Line unsuitable for freight rail traffic. The MN&S Line passes very close to the St. Louis Park High School. The MN& S Line is elevated in many places, resulting in greater risk to nearby homes in the case of a derailment. Hazardous materials, which will be transported by freight trains on the MN&S, should not be sent through such an insufficient corridor as the MN&S provides. C

Therefore, it is resolved, that Kiwanis Club of St. Louis Park shall:

1. Oppose the proposed re-route of the Kenilworth freight rail traffic to the MN&S Line in St. Louis Park.

2. Recommend that, if a re-route is considered, that safety of the St. Louis Park residents be made a primary concern by Hennepin County and by the Metropolitan Council. St. Louis Park should be as safe as Minneapolis is with the present Kenilworth Corridor.

St. Louis Park Kiwanis Club Member Signatures:

The Secretary of the Kiwanis Club of St. Louis Park certifies that the above is a true and correct copy of the resolution that was duly adopted at a meeting of the dated meeting of the board of directors.

Signature of Secretary

Nov 2012
Date

JACK D. ANDRASHKO
Printed name of Secretary

Send Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) responses to:

Hennepin County Housing, Community Works and Transit
Attn: Southwest Transit way
701 Fourth Ave. S., Suite 400,
Minneapolis, MN 55415

Or:

swcorridor@co.hennepin.mn.us

For more DEIS information go to: www.southwesttransitway.org

RECEIVED
NOV 07 2012
BY:

To Whom It May Concern:

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) published in regard the SWLRT which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done. As this action is proposed and described in Chapter 1, Section 1.3.2.3 as rebuilding a little known, lightly used spur line into a main freight rail line, which will initially allow a 788% increase of rail cars traffic. What the SWLRT-DEIS does not address, but should, are the real world impacts of this action on the affected area.

C

Besides my general concerns about the SWLRT-DEIS, the portion of the report dealing with loss of property value in the re-route area should be in Chapter 9: Indirect Impacts, but it is not, and this causes me great concern. The SWLRT-DEIS does not mention the impact of re-routed freight trains from a main line fright corridor to a bridge line on property values of the re-route area. Freight rail re-routes are not exclusive to Minnesota and the cost of the re-routes to residents has been documented. For example, according to an article in a 2001 issue of The Appraisal Journal bringing additional freight rail traffic to an area will negatively affect properties 250' feet from the rail tracks by 5-7%. All of the properties along the MN&S are well with in 250'. Based on this article one can conclude that property values along the MN&S will drop more than 7%. Two major questions arise that are not addressed in the SWLRT-DEIS. First, what happens to the tax base of St. Louis Park when the drop in value is realized? Second, how are property owners who lose value because of this government action going to be compensated for their loss? It is unreasonable for the Hennepin County to ask any resident to pay a higher price for the benefits of light rail than others.

Irvin Ostendorf
Name: Marian Ostendorf
Address: 2737 Brunswick Av. S.
City/State/zip: St. Louis Park, MN
Telephone: 55416- E-Mail:

SOUTHWEST transitway

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Place Stamp Here

Hennepin County

Housing, Community Works & Transit
ATTN: Southwest Transitway

701 Fourth Avenue South, Suite 400

Minneapolis, MN 55415

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Ms Marian Ostendorf
2737 Brunswick Ave S
St Louis Park, MN 55416-1818

MINNEAPOLIS MN 553
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Hennepin County
Housing, Community Works + Transit
attn. SOUTHWEST TRANSITWAY
701-4th Avenue S. Suite 400
Minneapolis, MN 55415

554153 1843

RECEIVED
NOV 08 2012
BY:

To Whom It May Concern:

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C

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Besides my general concerns about the SWLRT-DEIS, the portion of the report dealing with freight rail trains blocking street crossings (6-38 and 39) causes me the greatest concern. In the SWLRT-DEIS we are told the blocked crossings will not cause significant travel or safety issues. To the consultant sitting miles away the increase may seem insignificant, but to residents who must travel the area and rely on quick responses from emergency vehicles the 580% increase in blocked crossing time is unacceptable.

A supposed benefit of the proposed re-route is explained in chapter 1, pages 11 and 12 of the SWLRT-DEIS. According to the document Twin City and Western (TCW) freight trains will regularly travel north of St. Louis Park into Golden Valley, Crystal and New Hope. When the trains travel north they will have to cross Cedar Lake Road; however, no data is given for the impact of this blocked crossing.

Issues about blocked crossings not dealt with in the SWLRT-DEIS include, but are not limited to the following:

- Effects of multiple blocked crossings on residents' ability to move freely about their neighborhood
- Amount of time it takes congestion to clear once a train has passed.
    - Making turns from one street to another with backed up traffic
    - Pedestrian safety as traffic clears
- Possibility that trains will be going slower than the "worst case scenario" in the EAW – Trains often stop at McDonald's for train crews to have a break. When they resume travel they will NOT be going 10 mph.
- Medical response times can be affected
    - Narrow side streets will be blocked with waiting automobiles
    - Only one fire station has medical response
- When train volumes increase what will be done to alleviate auto traffic congestion

None of the mitigation requested by the City of St. Louis Park on behalf of her residents is being considered. This mitigation is not frivolous; it is necessary to maintain the safety, livability and property values for the residents of St. Louis Park.

Name: Mel Martinson Jane Martinson
Address: 2736 BRUNSWICK AVE. SO.
City/State/zip: St. Louis Pk. MN. 55416
Telephone: 952-929-4857 E-Mail: MJMARTINSON3@GMAIL.COM
612-747-5542

SOUTHWEST transitway

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Place Stamp Here

Hennepin County

Housing, Community Works & Transit
ATTN: Southwest Transitway

701 Fourth Avenue South, Suite 400

Minneapolis, MN 55415

Fold here

Mel Or Jane Martinson
2736 Brunswick Ave. S
Minneapolis MN 55416-1819

MINNEAPOLIS MN 553

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HENNEPIN COUNTY
Housing, Community Works + Transit
ATTN: SOUTHWEST Transitway
701 4th Ave So. Suite 400
MpLs, MN. 55415

55415184300

RECEIVED
NOV 08 2012
BY:

To Whom It May Concern:

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) published in regard the SWLRT which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done. As this action is proposed and described in Chapter 1, Section 1.3.2.3 as rebuilding a little known, lightly used spur line into a main freight rail line, which will initially allow a 788% increase of rail car traffic. What the SWLRT-DEIS does not address, but should, are the real world impacts of this action on the affected area. C

Riddled with phantom assumptions, unsubstantiated assertions, and inexplicable omissions, the DEIS is not a serious attempt to consider the effect of the proposed re-route.

Chapter 1 of the DEIS states that without the re-route the TC&W's only options for moving its freight will be to access the MN&S tracks by use of the notorious switching wye in St. Louis Park, or to transfer cargo from railcars to highway trucks. The unstated assumption behind this statement is that the current route used by the TC&W will be severed. Presenting the either/or assumption for the switching wye or highway trucks creates the illusion of a fait accompli, when in fact the TC&W's current route through the Kenilworth corridor is a viable alternative.

Unsubstantiated assertions include the depiction in the DEIS that the historical character of the Kenilworth corridor (Chapter 3, page 58) would be compromised by its continued use for freight train traffic. The Kenilworth corridor was the home to not just railroad tracks, but an entire railroad yard for over one hundred years, beginning long before the current homes in the area were built.

Inexplicably omitted from the DEIS is how the re-route would be funded (Chapters 5 and 8). The re-route must be considered as part of the SWLRT and even without mitigation construction of the interconnect and upgrading the tracks on the MN&S to handle the heavier traffic is estimated to cost $125,000,000, money that was not originally included in the projected cost of the SWLRT, but the projected budget for the SWLRT has not been adjusted to recognize the added expense. Also, missing from the cost estimates are the costs for maintaining the interconnect structure after it is built. T0 T1

None of the mitigation requested by the City of St. Louis Park on behalf of her residents is being considered. This mitigation is not frivolous; it is necessary to maintain the safety, livability and property values for the residents of St. Louis Park.

Name: William J. Donlon SR. Carol F. Donlon

Address: 2729 BRUNSWICK AVE.

City/State/zip: ST. LOUIS PARK MN. 55416

Telephone: 952-929-5462 E-Mail: CBDONLON@HOTMAIL.COM.

William J Donlon Jr

SOUTHWEST transitway

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Place Stamp Here

Hennepin County

Housing, Community Works & Transit
ATTN: Southwest Transitway

701 Fourth Avenue South, Suite 400

Minneapolis, MN 55415

Fold here

William Donlon
2729 Brunswick Ave S
St Louis Park, MN 55416-1818

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Hennepin County
Housing, Community Works & Transit
Attn: Southwest Transitway
701 Fourth Ave. S. Suite 400
Minneapolis, MN 55416

55415184300

133

Marc Ballbach
<mballbach@gmail.com>
11/08/2012 01:31 PM

To swcorridor@co.hennepin.mn.us
cc
bcc
Subject Introduction

I am glad to see that there are some public meetings coming up this month and wanted to submit some comments/concerns in writing in the event that I can't attend in person.

I live in the Glen Lake area of Minnetonka on Excelsior Blvd and I bike commute downtown to Capella University where I am an IT consultant. I have ridden my car into work 3 time this year. I take the bus when the weather is bad and have only done so once since April - the rest was biking.

So, I am pretty passionate and excited about the SW Corridor. First off, I would love to help out in the planning in any way that might make sense. In particular, I want to make sure the needs of bikers are met during and certainly after the construction phases. My experience with these trails is quite good as, starting in Hopkins on Shady Oak Rd, I bike the exact proposed route of the SW corridor daily. A P9

At this point, my main concern is having a good plan in place to accommodate for pedestrians, bikers, cars, trucks and trains at the intersection of Excelsior and Jackson Avenue N/Milwaukee Street (in front of the new Cargill buildings. This is already a nasty intersection to bike through and I am concerned that adding light rail to that mix, if not done well, could make it even worse. J9

I am also interested in the bike and transit infrastructure west of the Shady Oak station (on Excelsior Blvd and on the existing trails that are not paved at that point).

As I mentioned, I am very excited about all of this and would love the opportunity to participate going forward. L1

Marc Ballbach - 952.491.0377

Leilani Bloomquist
<ljbloomquist@gmail.com>
11/08/2012 04:36 PM

To swcorridor@co.hennepin.mn.us
cc
bcc
Subject Train behind Sunset Ridge Condos - Opposed to this addition

Hi There,

B

I wanted to write about the proposed train addition behind Sunset Ridge Condo's in St Louis Park. I'm against adding a train to this area - I don't want any additional noise or traffic, nor do I want to see my taxes hiked another $1000K per year. Our taxes are already very high and we have fantastic bus routes and a bus stop right in front of our association. I'm 100% AGAINST this addition to our neighborhood.

Thank you,
Leilani Bloomquist
2170 Ridge Drive #31
St Louis Park 55416

arthur higinbotham
<ahiginbotham@msn.com>
11/09/2012 03:16 PM

To swcorridor <swcorridor@co.hennepin.mn.us>
cc
bcc
Subject SWLRT DEIS

This e-mail is in response to Section 11.0 Evaluation of Alternatives of the SWLRT DEIS:

Table 11.1-1 compares the Goal 2 End to End Travel Time for all of the routes. Unfortunately, it uses as the basis for comparison the travel time from Eden Prairie to Target Field. Target Field is not the destination for most SW LRT riders, who will be trying to reach places of employment in downtown Minneapolis. The area with the highest TAZ density, as compiled by the Metro Council, will be in the vicinity of 8th St. and the Nicollet Mall. This area is most easily accessed from the 11th/12th Street station on Route 3C-2 or from the 8th and Nicollet station on Route 3C-1, not from the Van White station on Kenilworth Routes 1A and 3A, the Royalston station (Target Field), the Intermodal station or the stations on South 5th St. on those same routes, all of which will require additional walking time to places of employment near 8th St. and the Nicollet Mall. P2

Furthermore, while the 11th/12th Station is connected by the skyway system to most of these destinations, the first stations of Routes 1A and 3A are not and are at least 5 minutes more distant; for the Van White and Royalston stations, there is only a partial skyway connection. The rest of the walk must be on outdoor city sidewalks that will be difficult for the elderly and handicapped to nagivate from November through March due to unplowed snow, ice and high winds. Eden Prairie residents are going to be extremely disappointed to find they have to endure these hardships; effects on ridership have not been considered in the DEIS and should be. hence, the comparative travel times of 31.5 minutes on the 1A and 3A routes and the 40 minutes on the 3C-1 and 3C-2 routes are erroneous because they target the wrong destination and ignore the walking time from the station of disembarkation to the place of employment. This point has been raised with the HCRRA SW Alternatives committees and their technical representatives repeatedly over the past 6 years and has been repeatedly ignored. I2

Arthur E. Higinbotham
3431 St. Louis Av.
Minneapolis, Mn. 55416
SW LRT CAC Representative for the W. Lake St. station

SOUTHWEST transitway

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BY:

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Patrick Wells
3379 Brunswick Ave. S.
St. Louis Park, Minnesota 55416

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Hennepin County
Housing, Community Works & Transit
ATTN: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

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Draft Environmental Impact Statement Comment Form

Southwest Transitway Project

Federal and state environmental rules require that an Environmental Impact Statement (EIS) be prepared for the proposed Southwest Transitway project. The EIS process includes the preparation of a Draft Environmental Impact Statement (DEIS), which must be made available for public review and comment.

The DEIS discusses: (1) the purpose and need for the project; (2) the alternatives considered; (3) the impacts of these alternatives; and (4) the agencies and persons consulted.

Comments on the DEIS will be accepted through December 11, 2012. All comments must be received by that date. Please include a return mailing address with all comments.

Public hearings on the DEIS will be held in November 2012. To learn more about the hearings, please visit www.southwesttransitway.org

C

As a member of the Kiwanis Club of St. Louis Park, I am submitting the attached resolution opposing the Kenilworth rail re-route to the MN&S track through St. Louis Park. This proposed re-route would create an clear threat to the safety of our children and to people living in the path of the re-route.

The attached resolution was approved by the Kiwanis Club of St. Louis Park on November 7, 2012.

Name: Patrick Wells

Address: 3379 Brunswick Ave. S.

City/State/Zip: St. Louis Park, Minn. 55416

Telephone: 612-803-2015 Email: patwells@msn.com

Thank you!

Kiwanis Club of St. Louis Park

We, the undersigned, being members of the Kiwanis Club of St. Louis Park consent and agree that the following resolution was made:

On Wednesday, November 7th, 2012
At our noon meeting
At Citizens Independent Bank

Whereas:

1. Hennepin County and the Metropolitan Council are considering a re-route of freight rail traffic from the Kenilworth Corridor to the MN& S (Dan Patch) track in St. Louis Park.

2. Logistics and cost analysis would favor keeping the freight rail traffic in the Kenilworth Corridor. The Kenilworth Corridor is straight and flat. The Kenilworth Corridor modifications, in anticipation of light rail, would be less expensive than the costs which would be associated with a re-route to the MN&S Line.

C

3. Safety concerns associated with the re-route to MN&S are many. Unlike the Kenilworth Corridor, the MN&S Line has many crossings and blind turns, making MN&S Line unsuitable for freight rail traffic. The MN&S Line passes very close to the St. Louis Park High School. The MN& S Line is elevated in many places, resulting in greater risk to nearby homes in the case of a derailment. Hazardous materials, which will be transported by freight trains on the MN&S, should not be sent through such an insufficient corridor as the MN&S provides.

Therefore, it is resolved, that Kiwanis Club of St. Louis Park shall:

1. Oppose the proposed re-route of the Kenilworth freight rail traffic to the MN&S Line in St. Louis Park.

2. Recommend that, if a re-route is considered, that safety of the St. Louis Park residents be made a primary concern by Hennepin County and by the Metropolitan Council. St. Louis Park should be as safe as Minneapolis is with the present Kenilworth Corridor.

St. Louis Park Kiwanis Club Member Signatures:

Joseph P. Carroll

Paul Olson

Jack D. Andrashko

The Secretary of the Kiwanis Club of St. Louis Park certifies that the above is a true and correct copy of the resolution that was duly adopted at a meeting of the dated meeting of the board of directors.

Jack D. Andrashko
Signature of Secretary

Nov 7 2012
Date

JACK D. ANDRASHKO
Printed name of Secretary

November 9, 2013
Hennepin County Housing, Community Works and Transit
Attn: Southwest Transit way
701 Fourth Ave. S., Suite 400,
Minneapolis, MN 55415

To Whom It May Concern:
I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) published in regard the SWLRT which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done. As this action is proposed and described in Chapter 1, Section 1.3.2.3 as rebuilding a little known, lightly used spur line into a main freight rail line, which will initially allow a 788% increase of rail car traffic. What the SWLRT-DEIS does not address, but should, are the real world impacts of this action on the affected area.

C

Besides my general concerns about the SWLRT-DEIS, the portion of the report dealing with Safety (3-132 and 133) causes me the greatest concern. Only a passing reference to safety and the proposed re-route is mentioned in the SWLRT-DEIS; however there are many features about the MN&S, which make it undesirable as a freight, rail main line. The reasons the MN&S is an unsafe main rail line include, but are not limited to the following:

- Multiple grade level crossings
- Proximity to St. Louis Park schools, homes and businesses – many are closer than the length of a rail car
- Number of pedestrians who transverse crossing every day
- Permeable soil under MN&S
- Medical emergency response hindered when crossings are blocked – only one fire station has emergency medical response (page 80)
- Tight Curves. Derailments are more likely to occur on curves than on straight track
- Hazardous materials are being carried on the rail line without sufficient right of way.

None of the mitigation requested by the City of St. Louis Park on behalf of her residents is being considered. This mitigation is not frivolous; it is necessary to maintain the safety, livability and property values for the residents of St. Louis Park.

David Gaines
5740 W Lake Street
St Louis Park, MN 55416
952-929-1213

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5740 W. Lake St.
SLP, MN 55416

November 9, 2013
Hennepin County Housing, Community Works and Transit
Attn: Southwest Transit way
701 Fourth Ave. S., Suite 400,
Minneapolis, MN 55415

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C

Besides my general concerns about the SWLRT-DEIS, the portion of the report dealing with Noise (3-93 and 94) and Vibration (4-117) causes me the greatest concern. The SWLRT-DEIS underestimates the effects of vibration for because it considers only the immediate traffic increase from the re-route and not additional traffic that is likely to occur. Currently trains travel on the MN&S for approximately two hours a month. If the re-route occurs there will be a minimum of 6 hours and 39 minutes or a 232.5% increase in train related vibration will occur each a month. Currently, all vibration and its negative impacts occur five days a week during regular business hours. In the future vibration will occur on weekends and nights as well as during business hours. Not only will the duration of vibration increase, but also the amount of vibration will increase with longer, heavier trains. The assumption stated in the SWLRT-DEIS that the increase in vibration is insignificant is incorrect. Listed below are reasons why the assumptions are incorrect:

We are also led to believe that creating a quiet zone will end all of the noise issues. This assumption is incorrect for the following reasons:

1. A quiet zone is not a sure thing.
    a. Implementation could be denied by the school board because the building of a quiet zone will limit access to the Senior High School
    b. Locomotive engineers are compelled to blow the horn if they perceive a dangerous situation. What kind of responsible person would drive a train through a series of blind crossings, past several schools without blowing the horn?
2. Quiet zones do not limit locomotive noise
    a. Multiple locomotives will be necessary for pulling a fully loaded train up the .86% grade if the new interconnect.
    b. Multiple locomotives laboring with long trains will make more noise than the locomotives that currently use the MN&S
3. Trains traveling west will need to use their breaks to maintain a slow speed going down grade and through curves
4. Train wheels on curves squeal; the tighter the curve the greater the squeal.
5. Bells on crossing arms in a quiet zone will ring the entire time a train is in the crossing.
6. Because there are currently no trains at night, even one night train means diminished livability.

None of the mitigation requested by the City of St. Louis Park on behalf of her residents is being considered. This mitigation is not frivolous; it is necessary to maintain the safety, livability and property values for the residents of St. Louis Park.

David Gaines
5740 W Lake Street
St Louis Park, MN 55416
952-929-1213

5740 W Lake St.
SLP, MN 55416

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BY:

Hennepin Cty Housing Community Work/transit
Attn: Southwest Transit Way
701 Fourth Ave S. Suite 400
Minneapolis MN 55415

554158843

November 9, 2013
Hennepin County Housing, Community Works and Transit
Attn: Southwest Transit way
701 Fourth Ave. S., Suite 400,
Minneapolis, MN 55415

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The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done. As this action is proposed and described in Chapter 1, Section 1.3.2.3 as rebuilding a little known, lightly used spur line into a main freight rail line, which will initially allow 788% increase of rail car traffic. What the SWLRT-DEIS does not address, but should, are the real world impacts of this action on the affected area.

C

Besides my general concerns about the SWLRT-DEIS, the portion of the report dealing with freight rail noise and safety at the High School (Chapters 3, 4, and 9) causes me the greatest concern. The unique noise and safety issues associated with locating main line freight within 35 feet of the High School parking lot and 75 feet from the building are not adequately discussed. When the High School is mentioned the information is dismissive. At no point in the SWLRT –DEIS are the negative impacts the extra freight trains will have on the learning environment and safety of the students at St. Louis Park High School. Before the proposed re-route should even be considered the cost of sufficiently mitigating the impact to St. Louis Park High School need to be evaluated.
Examples of concerns include but are not limited to the following:

- A plan for emergency evacuation of the school should evacuation be necessary when a train is passing
- How will the many classrooms affected by train noise be sound proofed
- How will the students who want to use the new rail bridge to cross Hwy. 7 on their way to school be kept off the bridge.
- How will the added vibration of longer, heavier and more frequent trains be mitigated to the investment the school makes in technology is not lost.
- How will the safety hazards of blind crossings, curves and hundreds of teenagers in close proximity be eliminated
- How will a derailment be prevented so our children's lives are not at risk

None of the mitigation requested by the City of St. Louis Park or the St. Louis Park School Board on behalf of her residents is being considered. This mitigation is not frivolous; it is necessary to maintain the safety, livability and property values for the residents of St. Louis Park.

David Gaines
5740 W Lake Street
St Louis Park, MN 55416
952-929-1213

5740 W. Lake St.
SLP, MN 55416

MINNEAPOLIS MN 553
08 NOV 2012 PM 5 L

RECEIVED
NOV 09 2012
BY:

Hennepin County Housing Com. Works & Transit
attn: SW Transit Way
701 Fourth Ave S, Suite 400
Minneapolis, MN 55415

55415184300

Judy Wells
<judy.o.wells@gmail.com>
11/10/2012 11:01 AM

To swcorridor@co.hennepin.mn.us
cc patwells@msn.com, Susan Sanger <suesanger@comcast.net>
bcc
Subject Comment on the Southwest Transitway Draft Environmental Impact Statement

Hi,

Re: **SOUTHWEST TRANSITWAY DRAFT ENVIRONMENTAL IMPACT STATEMENT**

I am writing to you to express my concerns about the proposed freight train re-route through St Louis Park neighborhoods.

C

I live at 3379 Brunswick in St Louis Park and often take the 17 metro transit bus to and from downtown. When I come home, I get out at the Minnetonka Blvd and Colorado Ave intersection, walk to Brunswick Ave, cross the railroad tracks at the bend in the track, and continue on down Brunswick Ave to my house.

The railroad tracks curve in this section, and it is impossible to see the oncoming train, although it can be heard. The street is blocked off to automotive traffic, but there is a lot of foot traffic across the train tracks at this intersection.

The railroad track in this area passes between Roxbury Park and Keystone Park in the area where I walk. I know people, including myself, walk up the hill and across the tracks to get from one park to another. Re-routing additional trains in this neighborhood is dangerous for those of us walking home, walking between the parks and enjoying our community.

I am in my 60s and usually do not have any trouble getting around, but during the winter before last when there was a lot of snow on the ground I was walking home from the bus stop one night and got to the railroad tracks on Brunswick between the bus stop and my home. The street is blocked off to cars, but pedestrians often go across the railroad tracks there near my house.

It had been snowing quite heavily. The snow had been plowed up off the street into the area by the tracks. The snow was so deep and soft that I got stuck up past my knees in the snow as I was attempting to cross the railroad tracks. I couldn't get free. I was stuck in between the tracks and thought I might be the poster child/lady for getting hit by an oncoming train in that section of the the track.

After writhing about a bit, I finally was able to get my feet out of the snow and roll across the tracks and down to the other side. Thank goodness no train was coming by during this maneuver, or I could have been dead, not just embarrassed. Having fewer trains racing by could certainly save lives!

I wholeheartedly support light rail. But re-routing the freight trains so that more of them run very

close to houses/garages, the St Louis Park High School and our local parks is clearly not a good idea and it is not safe for residents.

Please work to explore all other possibilities before increasing train traffic in a part of our community that was clearly not designed for significant train use.

If it is not possible to stop the freight train re-route, then I recommend that we put some kind of sturdy tall barrier around the tracks in areas such as the intersection on Brunswick and around the neighborhood parks so that people would be physically prevented from getting on the tracks and getting into trouble. I often see young people, probably walking down from the high school, in this area near the tracks and the parks. I worry that increased train traffic will lead to accidents. We need to keep ourselves, our neighbors and our kids safe.

Thank you for your consideration.

Best regards,

Judy Wells
3379 Brunswick Ave S
St Louis Park, MN 55416
judy.o.wells@gmail.com

Brian Z
<brian.zachek@gmail.com>
11/10/2012 05:41 PM

To swcorridor@co.hennepin.mn.us
cc
bcc
Subject Citizen comment on SWLRT-DEIS in St. Louis Park, MN

11/10/12

To whom it may concern:

I am writing a response to the Southwest Light Rail Transit (SWLRT) - Draft Environmental Impact Statement (DEIS) published in regard to the SWLRT which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done. As this action is proposed and described in Chapter 1, Section 1.3.2.3 as rebuilding a little known, lightly used spur line into a main freight rail line, which will initially allow a 788% increase of rail car traffic. What the SWLRT-DEIS does not address, but should, are the real-world impacts of this action on the affected area. C

My main concerns about the SWLRT-DEIS are as follows:

1.) The MN&S spur rail line is clearly unsafe as a main rail line.
2.) The grade crossing at 29th Street must stay open.
3.) Co-location with SWLRT and the TC&W's current freight rail route through the Kennelworth corridor is a viable, superior and cheaper option to freight re-route along the MN&S.
4.) The freight re-route will result in a loss of property values along affected areas, particularly the Birchwood neighborhood.
5.) The re-route will block street crossings and impede the response of emergency vehicles.
6.) The re-route will cause dramatic noise and safety issues by the High School. The proposed "quiet zones" are not adequate mitigation to address this.
7.) The section of the SWLRT- DEIS that describes the noise and vibration study has flawed methods and conclusions.
8.) Hennepin County did not encourage and facilitate public involvement in decisions which affect the quality of the human environment concerning the re-route. L2

It is also important to note that none of the mitigation requested by the City of St. Louis Park on behalf of her residents is being considered. This mitigation is not frivolous; it is necessary to maintain the safety, livability and property values for the residents of St. Louis Park.

While I am personally pleased and grateful for the fact that the SWLRT- DEIS singles out my family's home as one of two that must be purchased, I am still outraged that this document does not afford the same treatment of the other citizens of St. Louis Park who will be badly affected by

this re-route. My wife (who has a disability) and others like her should not have their routes to Methodist Hospital and Park Nicollet Clinic impeded by unnecessary train traffic. My lovely daughter, and thousands of students like her should not have to endure a High School made unnecessarily dangerous and noisy by the re-route. The freight re-rout should be prevented. If it is forced on the community of St. Louis Park, at least 40 homes along the re-route should be purchased and the area be turned into a greenway/bike path which would actually be a boon to my city instead of blighting my neighborhood.

SWLRT is a great idea. The freight re-route is not, especially as it is dealt with in the SWLRT-DEIS. We can do better for St. Louis Park. Much better.

Sincerely,

Brian Zachek
6108 Minnetonka Blvd.
St. Louis Park, MN 55416
952.922.9165
Brian.zachek@gmail.com

Lynne Stobbe
<lynnestobbe@gmail.com>
11/10/2012 09:04 PM

To swcorridor@co.hennepin.mn.us, jacobsjeffrey@comcast.net, hallfinsip@gmail.com, Jake Spano <spanoslpcouncil@gmail.com>, suesanger@comcast.net,
cc
bcc
Subject Responding to Southwest Light-rail Transit Re-Route through St. Louis Park

To Whom It May Concern:

C

I am opposed to the freight rail re-route through St. Louis Park. When I first heard of this proposal I thought this was nuts. Why would anyone in their right minds propose high levels of freight traffic through a neighborhood where the homes (Postage Size Lots) are very close to the tracks? If a train de-railed it could potentially take out multiple homes and cause millions of dollars in damage. Why would Hennepin County, and the State want this re-route when they had just spent millions of dollars putting a bridge over Highway 7 at Wooddale, and then this re-route would make that areas traffic impossible?

And why would anyone think it is OK to propose this re-route right through the center of the St. Louis Park High School Campus - separating the school from the athletic fields - basically dividing the campus in half. This whole process is politics run amok! There is a reason Gail Dorfman is our ex major.

After what happened in the deadly train accident in Anoka in 2003, you would think that the State, Hennepin County, the Federal Government, and the Railroad companies would take the lessons of that accident, and apply it's concerns to this case.

In that accident four young people were killed in a train crossing (train/vehicle). The jury found the railroad 90% responsible for the accident, and the families were awarded millions.

By putting this proposed freight rail re-route through St. Louis Park, Hennepin County, the State, Federal Government, and the Railroad will be endangering the lives of our high school students, and all of the families that live too close to this route.

According to the Department of Transportation:
"94% of all railroad crossing accidents are caused by risky behavior." HELLO - do you know of any high school students that participate in risky behavior? Teenagers = Risky Behavior.

"It can take a train a full mile or more to brake - even after it hits something." That's nearly 18 football fields to stop. Do you think any teenager that is late to football practice or to school might try to dart in front of one of these trains to get to the athletic field or the school?

We who live near the high school routinely see the High School students duck under the railroad gates to run across the tracks to McDonald's. The students also daily cross these tracks in their cars to get to their student parking. With the proposed re-route, and longer trains this is more

risk to our students.

"Nearly half of all rail crashes occur when the train is traveling under 30mph. Approximately every two hours in the US a collision occurs between a train and either a vehicle or a pedestrian." That's 12 incidents a day, and Hennepin County, the State, Federal Government, and the Railroad thinks it's OK to increase this risk percentage by putting this train re-route through the middle of a high school campus. Very Risky - It will most likely cost lives.

We cannot have this re-route through St. Louis Park. NOTHING - not proposed walking paths, biking paths, or even future light rail - can ever replace kids in our lives. This proposed rail re-route will endanger way too many lives.

What I have not addressed here is the impact this will have on the home values in St. Louis Park, and our quality of life. Is the state prepared to spend millions to compensate us for our homes losing value, livability, and the general impact this will have on the quality of our lives? Is the State and the Railroad prepared to buy homes, sound proof, and replace window on many more homes to compensate us on the damage to our homes environmentally, physically, and financially?

Also lets not forget the total distrust the citizens of St. Louis Park have for Hennepin County Commissioner Gail Dorfman. We have all heard of your promises to the rich elite neighborhood of Minneapolis' affluent Kenwood neighborhood - this whole process has reminded me of crooked insider trading. **NO RAIL RE-ROUTE in ST. LOUIS PARK!!!!!**

Lynne Stobbe
3056 Dakota Avenue South
St. Louis Park, MN. 55416
(952)922-0893

--
lynnestobbe@gmail.com

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Jeffrey Mueller
<jefmueller@hotmail.com>
11/11/2012 03:44 PM

To <swcorridor@co.hennepin.mn.us>
cc
bcc
Subject Southwest LRT comment

To whom it may concern,

My name is Jeff Mueller and I'm a resident of St. Louis Park. I would like to make a few comments. I do not live on the railroad tracks, but I know that it will impact me in two ways. Firstly, I live at 3129 Dakota which is one street and a park away from the railroad tracks (essentially 2 streets if the park wasn't there). Currently, I hear the trains (which honestly I find quite quaint), but more importantly I also *feel* them. My house actually shakes whenever a train goes by even though I'm 2 streets away from the tracks. How is the commission going to remediate for damage to people's home (that will most likely occur) when there are a lot more trains passing by on a regular basis? I have a number of settling cracks in my home that I can't prove were caused by the trains, but an increase in the frequency of trains will surely cause more settling of my home (which shouldn't be settling at 70 years old). I don't have a problem with the current number of trains passing by, but I fear that an increase will be detrimental to the structure of my home. Secondly, I live by the high school where an increase in the number of trains passing through on a regular basis will not only be dangerous to the students, but will also cause big backups on Dakota. What is the commission planning on doing to remedy this situation?

I would like to firmly voice my opposition to an increase in trains in St. Louis Park. There is no reason that LRT can't reside next to the current train tracks and spare St. Louis Park residents damage to their homes, an increase in noise, and an increase in traffic. Thanks for listening.

C

Respectfully, Jeff Mueller

P.S. I am not anti-light rail. In fact I can't wait to be able to jump a train to easily travel downtown and beyond, but there is a better way than the proposed train increase through St. Louis Park.

"Greg Johnson"
<greg@bryantgraphics.com>
11/12/2012 09:56 AM

To <swcorridor@co.hennepin.mn.us>
cc <curtrahman@gmail.com>
bcc
Subject s w light rail line

To whom this may concern,

I am the owner of two buildings on Walker Street near the proposed upgrade of the Southwest Light Rail Line project, 6500 and 6504. I am also the owner of the business, Bryant Graphics Inc., which operates out of those buildings. Bryant Graphics is a highly technical commercial printing company which employs eighteen full time employees.

C

My (our) concern about the project is the amount of ground vibration which may transfer into our buildings from the proposed increase in traffic and speed of the trains. Neither of our buildings have basements to minimize these factors. I would like to see any studies that have been done or proposed addressing this situation. We are also concerned with the noise coming from the train warning horns. Questions being, how loud, and how often.

Please respond to these concerns by phone at my personal number 952-947-5914 or by this e-mail or by letter or by in person meeting.

Thank you.

Greg Johnson

Bryant Graphics
6504 Walker Street
St louis Park, MN 55426

Ph 952-836-1401
Fx 952-927-6340

To Whom It May Concern:

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) published in regard the SWLRT which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

C

The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done. As this action is proposed and described in Chapter 1, Section 1.3.2.3 as rebuilding a little known, lightly used spur line into a main freight rail line, which will initially allow a 788% increase of rail car traffic. What the SWLRT-DEIS does not address, but should, are the real world impacts of this action on the affected area.

Besides my general concerns about the SWLRT-DEIS, the portion of the report dealing with Safety (3-132 and 133) causes me the greatest concern. Only a passing reference to safety and the proposed re-route is mentioned in the SWLRT-DEIS; however there are many features about the MN&S, which make it undesirable as a freight, rail main line. The reasons the MN&S is an unsafe main rail line include, but are not limited to the following:

- Multiple grade level crossings
- Proximity to St. Louis Park schools, homes and businesses – many are closer than the length of a rail car
- Number of pedestrians who transverse crossing every day
- Permeable soil under MN&S
- Medical emergency response hindered when crossings are blocked – only one fire station has emergency medical response (page 80)
- Tight Curves. Derailments are more likely to occur on curves than on straight track
- Hazardous materials are being carried on the rail line without sufficient right of way.

None of the mitigation requested by the City of St. Louis Park on behalf of her residents is being considered. This mitigation is not frivolous; it is necessary to maintain the safety, livability and property values for the residents of St. Louis Park.

Name: Gwen Jacobson

Address: 2908 Dakota Ave.

City/State/zip: St. Louis Park MN 55416

Telephone: 612-708-3355 E-Mail: gwejacobson@comcast.net

SOUTHWEST transitway

Fold here

MINNEAPOLIS MN 553
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Liberty
FOREVER

Gwen Jacobson
2908 Dakota Ave.
St. Louis Park MN 55416

Hennepin County
Housing, Community Works & Transit
ATTN: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

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NOV 13 2012
BY:

55415184300

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"Snuff" <snuff@q.com>
11/13/2012 11:52 AM

To <swcorridor@co.hennepin.mn.us>
cc
bcc
Subject Comment on the Proposed Freight Train Rerouting

To Whom It May Concern:

Please find attached my signed letter of comment on the proposed freight train rerouting to the MN&S line.

Thank you for your interest.

Sincerely,

Edith Nosow
3031 Brunswick Avenue S.
St. Louis Park, MN 55416

Tel.: 952-926-0890
E-mail: snuff@q.com

Edith Nosow
3031 Brunswick Avenue S.
St. Louis Park, MN 55416
November 13, 2012

Hennepin County Housing, Community Works and Transit
Attn: Southwest Transitway
701 Fourth Ave. So. Suite 400
Minneapolis, MN 55415

To Whom It May Concern:

I am writing to comment on the recently released Draft Environmental Impact Statement for the Southwest Light Rail Transit project, which includes the rerouting of freight traffic to St. Louis Park. I have attended a community meeting organized by the non-partisan, non-profit group Safety in the Park and support their stance in favor of a co-location of the light rail and freight traffic instead of rerouting the freight traffic to the current MN&S line.

C

Chapter 3 deals with the social effects of the project. It states that freight rail relocation is the best option. However, the full impact on St. Louis Park and the attitudes of those impacted there are ignored. The study says that there would be no land use changes in the area of the freight relocation and deals in depth with social impacts in other areas but does not deal with the social, economic, or safety impacts on the area of the proposed freight rail relocation. Furthermore, the DEIS fails even to mention the likely impact on wildlife that currently inhabits the area between the park to the east of the MN&S line, the railway line itself, and the adjacent properties to the west; namely, deer, rabbits, and the occasional coyote.

L2

As proposed and described in Chapter 1, Section 1.3.2.3, the action would involve rebuilding a little-known, lightly used spur line into a main freight rail line, which would initially allow a 788% increase of rail car traffic. The re-route would at least triple the number of daily operations. The number of cars and length of trains would increase many times. The composition of train cargo would change to include hazardous substances. The noise levels from the necessarily increased numbers of locomotives, squealing of the wheels, and use of horns, as well as vibrations from longer, faster, heavier trains would have a serious negative impact on the quality of life of those of us living, working, and attending school along the line, not only during the day but at night. Recently, when the line was being repaired at night, I was awakened by trains on more than one occasion. The occasional heavy vibrations during the day that startle me are tolerable. I would not wish any increase in noise or vibration, either in terms of my well-being and that of my neighbors or possible structural damage to our homes.

My property abuts the raised MN&S line. My garage is only about 30 feet from the MN&S line, down a steep embankment; and my house is only 100 feet away. The idea of having to live with a constant subconscious fear of a derailed train crushing me and my home, let alone the possible damage caused by hazardous freight, is intolerable. And, of course, the property values of those businesses and homes bordering the line in this heavily populated area would be bound to fall significantly. One does not wish to live in constant fear of losing one's life investment.

I am also concerned about the other safety considerations. The portion of the report dealing with Safety (3-132 and 133) makes only passing reference to safety in connection with the proposed freight rerouting. Some of the safety issues involved with such a rerouting are the multiple grade-level crossings, the number of pedestrians crossing the tracks each day, and hindered medical emergency response when the crossings are blocked, the latter of which would occur far more with the proposed freight rerouting onto the MN&S line.

Considering also the increased cost of about $123 million, a large portion of which would have to be borne by the taxpayers of Hennepin County, to effect the freight rerouting as opposed to a co-location, I would advocate that the DEIS and the entire plan for this project be reassessed. As currently proposed, the project would inflict profound and enduring damage to communities in both St. Louis Park and Minneapolis. As a member of the St. Louis Park community, I agree with the city's position that light rail would be an asset to the entire community, but not at the cost of the serious negative impact on the neighborhoods in St. Louis Park that would be inevitable should the freight lines be rerouted to the MN&S line.

Sincerely,

Edith Nosow

Edith Nosow

Tel.: 952-926-0890
E-mail: snuff@q.com

mike novak
<novak48@hotmail.com>

11/14/2012 09:33 AM

To <swcorridor@co.hennepin.mn.us>
cc
bcc
Subject Please choose Route 3c-1

I'm a frequent Light Rail rider and supporter. I'm originally from Fargo, and spent many years in Chicago. I've been in Minneapolis for 2 years, and can't fathom why there isn't more support for light rail expansion. It's so important to keep our city on the cutting edge, and stay competitive with other cites of similar size. A

I believe that route 3c-1 is the best choice. It would serve the most people, and has the potential to take the most cars off the road.

The train has to be where people want to go, rather than where it's easiest to build. Take the route down the center of the city no matter how difficult or the cost. Future generations will thank us!

Sending the route down Nicollet, then heading west on Lake would serve the cities needs best. There is a high concentration of business, and people there.

The other routes don't seem to make a whole lot of sense to me.

Keep me informed about how I can influence the route to go this way. L1

Mike Novak
Minneapolis

Thomas P Cremons
3035 Brunswick Ave. So.
St. Louis Park, MN 55416
Nov. 10, 2012

Hennepin County Housing, Community Works and Transit
Attn: Southwest Transitway
701 Fourth Ave. So. Suite 400
Minneapolis, MN 55415

To Whom It May Concern:

I am writing to comment on the recently released Draft Environmental Impact Statement for the Southwest Light Rail Transit project which includes the rerouting of freight traffic in St. Louis Park. I believe that the study is seriously flawed, was based largely on political considerations, and ignores or minimizes the damages which will be caused to communities, both in St. Louis Park and in Minneapolis. My objections include the following.

C

L2

Chapter 3 deals with the social effects of the project. It states that freight rail relocation is the best option. This conclusion was driven by political considerations and motivated by a need to appease affluent, politically well connected interests in Minneapolis and overcome their objections to the disruption that light rail operations would create in their neighborhoods. The full impact on St. Louis Park and the attitudes of those impacted there are ignored. The study says that there would be no land use changes in the area of the freight relocation and deals in depth with social impacts in other areas but does not deal with the social, economic, or safety impacts in the area of the proposed freight rail relocation.

The document says that LRT would not affect community cohesion in the Kenilworth corridor but does not take into consideration the difference in frequency between light rail and freight rail or the traffic and parking issues that will be created by light rail in this neighborhood. The section on the co-location alternative expresses concern for changes to the character of the neighborhood due to co-location but ignores the facts that this route has, historically been a wide rail corridor and rail yard and that the major disruption will be caused by the increased noise, frequency of operation, traffic problems and parking problems caused by the addition of light rail to the corridor, not by the existing level of freight operations.

E1

The section on freight rail relocation (p.60) states that "Since the MN&S is an active freight rail corridor and the relocation of TC&W traffic to the MN&S would add only a small increase in freight rail traffic, significant impacts to community cohesion along the

MN&S would not be anticipated". This is a blatant distortion of the facts. The re-route would, at least, triple the number of daily operations. The number of cars and length of trains would increase many times. The composition of train cargo would change to include hazardous substances. Once the connections to the main rail lines are built, traffic along the MN&S could increase to levels not foreseen by the study and limited only by rail traffic patterns, the economy, and the needs of the railroads. The speed and weight of the trains and resulting noise and vibration would increase. Safety of children in the parks along the MN&S and the students in the schools along the MN&S would be reduced. The families living along the MN&S would see a decline in their quality of life, the safety of their homes and the liveability of their neighborhoods. In fact, community cohesion would be impacted in a very negative way.

E1

The section on safety of the MN&S corridor (p.130) uses historical data to minimize the possibility or impacts of derailments, chemical spills, etc. but does not take into account the increased risk due to faster, longer, or more frequent trains, nor does it take into account changing compositions of the loads on these trains. Further, it fails to acknowledge that when the MN&S is connected to the main freight lines, the freight traffic may increase far beyond the levels currently anticipated.

Chapter 4 deals with the noise and vibration impacts on residences along the MN&S line and claims that there would be no impact on most of these residences. The studies used to support these conclusions are based on current operations. They do not take into account the increased weight or speed of the trains or the increased power required to pull these longer, faster, heavier trains. Nor do they deal with the expanded hours of operation. Many of these trains will be passing very close to residences in the middle of the night. I believe that this is indeed a significant impact. The only mitigation proposed is quiet zones at crossings and welded rail. Neither will address the noise or vibration of multiple diesel engines pulling heavy loads around corners and up hills or the squealing of train wheels. Train engineers are free to ignore the quiet zones if they feel that safety is compromised and the presence of several blind curves and multiple crossings will cause them to do so.

Chapter 5 deals with the economic impact of the project but fails to address the economic impact on families or businesses along the MN&S corridor which will see a decline in the value of their properties due to increased freight traffic. This is an area primarily of working class people and retirees, many of whom have already been harmed by the housing crisis and recession and can not afford any more economic setbacks. In addition, homes near the proposed LRT corridor in Minneapolis face a potential loss of value due to frequent LRT trains, parking issues, and increased traffic trying to access the LRT. These are real economic impacts.

Chapter 11 deals with the evaluation of alternatives. One justification for relocating freight rail is that retention of freight rail in the Kenilworth Corridor would divide neighborhoods while SWLRT would "bring the areas together." It is a stretch to see how LRT with its multiple tracks and frequent operations would not further divide the neighborhoods. The increased freight traffic will certainly divide neighborhoods in St.

Louis Park, but this is ignored. The document uses the rationale that co-location would require the removal of "over 60 units of primarily high quality, high income" housing as a reason to opt for freight relocation. It glosses over the fact that freight rail relocation will cost tens of millions in rail construction, far more than the cost of acquiring the 60 housing units. It does not account for the costs of any real mitigation along the MN&S tracks. It fails to account for the loss of quality of life and safety for hundreds of not quite so high income people in St. Louis Park. This smacks of economic chauvinism.

Chapter 12 is concerned with community involvement and input. When the proposed route was being selected and the prospect of freight rail relocation was raised, people who wanted to comment on or object to the freight relocation portion of the project were told that freight rail relocation was a separate issue and that they would not be allowed to comment on that issue. St. Louis Park representatives on the Project Management Teams were consistently ignored when they raised objections to freight relocation or asked for real mitigation. Resolutions of the St. Louis Park City Council have been ignored and elected city officials have been demeaned in meetings of Hennepin County commissioners. In fact, only some input was welcome.

L2

I feel that for the above reasons and many more, the DEIS and the entire plan for this project need to be reassessed. Light rail, if done correctly and with consideration for the communities impacted, can be a very positive development. As currently proposed, the project will do profound and long lasting damage to communities in both St. Louis Park and Minneapolis.

Sincerely,

Thomas P. Cremons

Thomas P. Cremons
3035 Brunswick Ave. So.
St. Louis Park, MN 55416

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Attn: Southwest Transitway
701 Fourth Ave. So. Suite 400
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To Whom It May Concern:

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) published in regard the SWLRT which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

C

The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done. As this action is proposed and described in Chapter 1, Section 1.3.2.3 as rebuilding a little known, lightly used spur line into a main freight rail line, which will initially allow a 788% increase of rail car traffic. What the SWLRT-DEIS does not address, but should, are the real world impacts of this action on the affected area.

Besides my general concerns about the SWLRT-DEIS, the portion of the report dealing with freight rail trains blocking street crossings (6-38 and 39) causes me the greatest concern. In the SWLRT-DEIS we are told the blocked crossings will not cause significant travel or safety issues. To the consultant sitting miles away the increase may seem insignificant, but to residents who must travel the area and rely on quick responses from emergency vehicles the 580% increase in blocked crossing time is unacceptable.

A supposed benefit of the proposed re-route is explained in chapter 1, pages 11 and 12 of the SWLRT-DEIS. According to the document Twin City and Western (TCW) freight trains will regularly travel north of St. Louis Park into Golden Valley, Crystal and New Hope. When the trains travel north they will have to cross Cedar Lake Road; however, no data is given for the impact of this blocked crossing.

Issues about blocked crossings not dealt with in the SWLRT-DEIS include, but are not limited to the following:

- Effects of multiple blocked crossings on residents' ability to move freely about their neighborhood
- Amount of time it takes congestion to clear once a train has passed.
    - Making turns from one street to another with backed up traffic
    - Pedestrian safety as traffic clears
- Possibility that trains will be going slower than the "worst case scenario" in the EAW – Trains often stop at McDonald's for train crews to have a break. When they resume travel they will NOT be going 10 mph.
- Medical response times can be affected
    - Narrow side streets will be blocked with waiting automobiles
    - Only one fire station has medical response
- When train volumes increase what will be done to alleviate auto traffic congestion

None of the mitigation requested by the City of St. Louis Park on behalf of her residents is being considered. This mitigation is not frivolous; it is necessary to maintain the safety, livability and property values for the residents of St. Louis Park.

Name: Brian Harlan

Address: 2701 Colorado Ave

City/State/zip: St. Louis Park, MN 55416

Telephone: 952-929-2322 E-Mail: bharlan13@fairview.org

SOUTHWEST transitway

Fold here

HARLAN
2701 COLORADO AVE
St. LOUIS PARK, MN 55416

Hennepin County
Housing, Community Works & Transit
ATTN: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

RECEIVED
NOV 14 2012

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To Whom It May Concern:

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) published in regard the SWLRT which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done. As this action is proposed and described in Chapter 1, Section 1.3.2.3 as rebuilding a little known, lightly used spur line into a main freight rail line, which will initially allow 788% increase of rail car traffic. What the SWLRT-DEIS does not address, but should, are the real world impacts of this action on the affected area.

C

Besides my general concerns about the SWLRT-DEIS, the portion of the report dealing with freight rail noise and safety at the High School (Chapters 3, 4, and 9) causes me the greatest concern. The unique noise and safety issues associated with locating main line freight within 35 feet of the High School parking lot and 75 feet from the building are not adequately discussed. When the High School is mentioned the information is dismissive. At no point in the SWLRT –DEIS are the negative impacts the extra freight trains will have on the learning environment and safety of the students at St. Louis Park High School. Before the proposed re-route should even be considered the cost of sufficiently mitigating the impact to St. Louis Park High School need to be evaluated.
Examples of concerns include but are not limited to the following:

- A plan for emergency evacuation of the school should evacuation be necessary when a train is passing
- How will the many classrooms affected by train noise be sound proofed
- How will the students who want to use the new rail bridge to cross Hwy. 7 on their way to school be kept off the bridge.
- How will the added vibration of longer, heavier and more frequent trains be mitigated to the investment the school makes in technology is not lost.
- How will the safety hazards of blind crossings, curves and hundreds of teenagers in close proximity be eliminated
- How will a derailment be prevented so our children's lives are not at risk

None of the mitigation requested by the City of St. Louis Park or the St. Louis Park School Board on behalf of her residents is being considered. This mitigation is not frivolous; it is necessary to maintain the safety, livability and property values for the residents of St. Louis Park.

Name: Brin Harlan
Address: 2701 Colorado Ave
City/State/zip: St. Louis Park, MN 55416
Telephone: 952-929-2322 E-Mail: BHARLAN@FAIRVIEW.ORG

SOUTHWEST transitway

Fold here

MINNEAPOLIS MN 553

13 NOV 2012 PM 3 L

Freedom
FOREVER

Harlan
2701 Colorado Ave
St. Louis Park, MN 55416

Hennepin County
Housing, Community Works & Transit
ATTN: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

RECEIVED
NOV 14 2012
BY:

55415164300

Fold here

Morizio Thomas
<Thomas.Morizio@acistmedical.com>
Sent by: Scheuble Vici
<Vici.Scheuble@acistmedical.com>

11/15/2012 08:56 AM

To "swcorridor@co.hennepin.mn.us"
<swcorridor@co.hennepin.mn.us>
cc
bcc
Subject Southwest LRT

Hello!
Attached please find the response from ACIST Medical Systems in regards to the Southwest LRT.

Thank you.

Regards,
Vici Scheuble
Office Supervisor
ACIST Medical Systems
7905 Fuller Road
Eden Prairie, MN 55344
Direct: 952.995.9373
Cell: 952.412.9455
Fax: 612.656.2981
Vici.scheuble@acistmedical.com

ACIST MEDICAL SYSTEMS

The information contained in this e-mail and any attachments is confidential and may also be privileged. If you are not the named recipient please notify the sender immediately and delete it from your files. Do not disclose the contents to any other person, use it for any purpose, or store or copy the information in any medium.

ACIST® MEDICAL SYSTEMS

November 15, 2012

To Whom it May Concern:

On behalf of ACIST Medical Systems, we believe that the proposed Southwest Light Rail Transit (LRT) line, serving Eden Prairie, Minnetonka, Edina, Hopkins, St. Louis Park, Minneapolis Neighborhoods, and downtown Minneapolis is a great idea. We are not only excited about this proposal, but we believe that it will expand our business by allowing people who do not have the means of individual transportation to have accessibility to ACIST Medical Systems. The proposed LRT is not only a good way in expanding accessibility to ACIST Medical Systems, but will lead to a healthier environment, something ACIST Medical Systems takes with great pride.

A

We have a number of employees that would possibly take this new source of transportation to work; however, we are uncertain of one thing. Will local transportation be available for individuals to and from their place of employment in the Eden Prairie area? We anticipate this may be a concern for other businesses in the area and would look to our Chamber of Commerce, Eden Prairie Government Offices and Southwest Transit to address this issue and provide feedback to the community.

P1

P3

If you have any questions or concerns, please feel free to contact me.

Best Regards,

Thomas Morizio
President and Chief Operating Officer
ACIST Medical Systems
7905 Fuller Road
Eden Prairie, MN 55344
office: (952) 995-9311
mobile: (612) 802-5221
thomas.morizio@acistmedical.com

Richard Adair
<adair001@umn.edu>
11/15/2012 09:35 AM

To swcorridor@co.hennepin.mn.us
cc
bcc
Subject Penn Av station

Why build an expensive and geographically difficult station at Penn?

Simply put, the reward is greater than the price. The intersection of Penn Av and 394 is THE prime example of a place begging for high-density development along the entire Green Line. It's close to downtown, the perfect place for a kiss-and-ride drop off before the traffic nightmare caused by the 394 tunnel, has plenty of unused space, and it's beautiful. I2

Downtown Minneapolis was built on a flat plain next to St. Anthony Falls. It lacks the dramatic setting of Chicago, Duluth, or even St. Paul. The surrounding hills are covered with single-family houses, golf courses, and cemeteries—except this one. I invite you to pull off at the Penn exit and and watch the glass towers of downtown fire up with color at sunset, serve as a backdrop for a rising full moon, or be enveloped by steam on a below-zero morning. It's a spectacular place that will inevitably attract high-density housing and restaurants—if there is a station nearby. Go for it!

Richard Adair

200 Upton Av S, Minneapolis, MN 55405

arthur higinbotham
<ahiginbotham@msn.com>
11/15/2012 10:26 AM

To swcorridor <swcorridor@co.hennepin.mn.us>
cc
bcc
Subject SWLRT DEIS Commentary

Subject: Comments on SWLRT, Section 3.0 Social Effects
Date: Thu, 15 Nov 2012 16:19:12 +0000

Please consider the following commentary:

"The DEIS for the SWLRT shows an aerial bridge for the LRT over Cedar Lake Parkway on the southeast corner of Cedar Lake. This steel and and concrete structure will rise 43 feet above grade and will be visible to CIDNA, Kenwood and West Calhoun residences as well as to canoeists and kayakers on Cedar Lake. It also violates the Minneapolis Shoreline Overlay Ordinance, which prohibits structures of more than 35 feet or two and a half stories above grade around the chain of lakes. Rising at 4.8% grade, the approaches will block the views of residences for 900 feet on either side of the intersection. Bicyclists and pedestrians using the Kenilworth trail will have their park experience reduced by following this bridge and its approaches for one-third of a mile. The structure will broadcast the noise from over 250 LRT trains daily to residents and recreational users of the area, particularly in the narrow portion of the Kenilworth corridor between W. Lake Street and the Cedar/Isles channel. E8 O1

Grade separation at Cedar Lake Parkway is essential to prevent traffic back-ups around the Chain of Lakes and interruption of bicyclist and pedestrian flow, but an aerial overpass is not the way to go. Running the LRT in an exposed trench does not solve the visibility and noise problem, and running the parkway over a partially depressed trench will make it impossible to connect with Burnham Road and Sunset Boulevard, impairing emergency vehicle access to residences along Cedar Lake. The best solution is a cut-and-cover tunnel extending from the Lake Street viaduct to north of the Cedar/Isles channel, becoming a bored tunnel to go beneath that channel." E8 G2

Arthur E. Higinbotham
CIDNA Board Transportation Co-chair
3431 St. Louis Av.
Minneapolis 55416
Tel.: 612-926-9399
Occupation: Retired

arthur higinbotham
<ahiginbotham@msn.com>
11/15/2012 10:36 AM

To swcorridor <swcorridor@co.hennepin.mn.us>
cc
bcc
Subject DEIS Commentary on SWLRT

M5

Economic Justice, Section 10, fails to recognize that the 1A and 3A routes fail to provide direct transportation to the southwest suburbs for residents ot the TMZ population districts in Uptown Minneapolis, without having to make a connection by bus or car to the W. Lake Street station on the already saturated Lake St./Excelsior Boulevard corridor. This same Section 10 touts these routes as providing reverse commuting opportunies for residents of North Minneapolis, failing to recognize that North Minneapolis residents would be much better served by the Bottineau line to take them to places of employment in Plymouth and Robbinsdale, which are much closer to their places of residence than Hopkins, Minnetonka or Eden Prairie.

Arthur E. Higinbotham 3431 St. Louis Av. Minneapolis, Mn. 55416 Tel.: 612-926-9399

Sharon Lehrman
<sharonlehrman@yahoo.com
>

11/15/2012 11:26 AM

Please respond to
Sharon Lehrman
<sharonlehrman@yahoo.com>

To swcorridor@co.hennepin.mn.us

cc Sue Sanger <suesanger@comcast.net>, Anne Mavity <annemavityslp@comcast.net>, Susan Santa <susansanta@aol.com>, Jeffrey Jacobs

bcc

Subject statement about DEIS and the SLP freight reroute

Hello my name is Sharon Lehrman. I grew up in the Birchwood neighborhood of St Louis Park (SLP) in a home on 27th and Xenwood that my parents owned for almost 50 years. My husband and I are homeowners of 18 years in the same neighborhood at 2610 Vernon Ave S. There's a special bond and pride for those of us who grew up here in SLP. You may have seen the Nov. 6 article in the NY Times called Minnesota Mirror written by Pulitzer prize winner, author, and columnist Thomas Friedman. He came here to look at the election through the window of his hometown of St. Louis Park. Tommy is also an old family friend and we graduated together from SLP high school. He often talks about how growing up in SLP is the anchor and moral compass that keeps him grounded and "normal." AS A PERSON WHO GREW UP HERE, LIVED IN CA, and came back, I can say there really is something about MN nice.

C

L4

I AM VERY WORRIED THAT THE REROUTING OF FREIGHT TRAINS IS CONSIDERED A DONE DEAL. In a Nov. 4 Star Tribune article our mayor Jeff Jacobs is quoted as saying opposing the freight reroute "is like being opposed to winter--you can oppose it but it's coming." And in a Nov. 13 Star Tribune article Commissioner Gail Dorfman is quoted as saying "I think this is a win-win for St. Louis Park in all respects, as long as we adequately mitigate for the freight rail." I just don't see how THIS IS A WIN WIN FOR SLP and that's why I'm sending this email. THIS WILL COST taxpayers at least $123M more than co-location in the Kenilworth corridor not inculding any additional cost of mitigation. Why has full mitigation been omitted from the DEIS plan for the reroute?

But the most IMPORTANT ISSUE for me IS THAT THE REROUTE it is a disaster waiting to happen. This really comes down to the safety of our residents.

I am asking those of you who will have the power to make this decision, how will you feel when the first SLP high school student is killed and the first car is hit on Library Lane because those extra long trains don't have time to stop and the first derailment spills railcars into the backyards of those homes along the tracks because there's not an adequate safety buffer? Will you be there to console those parents, those families, and those residents? Will you be able to sleep at night knowing you made this

See Comment #75 for Theme Delineations

arthur higinbotham
<ahiginbotham@msn.com>
11/15/2012 10:36 PM

To swcorridor <swcorridor@co.hennepin.mn.us>
cc
bcc
Subject SWLRT DEIS Commentary

Subject: Comments on SWLRT, Section 3.0 Social Effects
Date: Thu, 15 Nov 2012 16:19:12 +0000

Please consider the following commentary:

"The DEIS for the SWLRT shows an aerial bridge for the LRT over Cedar Lake Parkway on the southeast corner of Cedar Lake. This steel and and concrete structure will rise 43 feet above grade and will be visible to CIDNA, Kenwood and West Calhoun residences as well as to canoeists and kayakers on Cedar Lake. It also violates the Minneapolis Shoreline Overlay Ordinance, which prohibits structures of more than 35 feet or two and a half stories above grade around the chain of lakes. Rising at 4.8% grade, the approaches will block the views of residences for 900 feet on either side of the intersection. Bicyclists and pedestrians using the Kenilworth trail will have their park experience reduced by following this bridge and its approaches for one-third of a mile. The structure will broadcast the noise from over 250 LRT trains daily to residents and recreational users of the area, particularly in the narrow portion of the Kenilworth corridor between W. Lake Street and the Cedar/Isles channel.

Grade separation at Cedar Lake Parkway is essential to prevent traffic back-ups around the Chain of Lakes and interruption of bicyclist and pedestrian flow, but an aerial overpass is not the way to go. Running the LRT in an exposed trench does not solve the visibility and noise problem, and running the parkway over a partially depressed trench will make it impossible to connect with Burnham Road and Sunset Boulevard, impairing emergency vehicle access to residences along Cedar Lake. The best solution is a cut-and-cover tunnel extending from the Lake Street viaduct to north of the Cedar/Isles channel, becoming a bored tunnel to go beneath that channel."

Arthur E. Higinbotham
CIDNA Board Transportation Co-chair
3431 St. Louis Av.
Minneapolis 55416
Tel.: 612-926-9399
Occupation: Retired

harrybaxter@comcast.net
11/16/2012 01:03 PM

To swcorridor@co.hennepin.mn.us
cc
bcc
Subject Routes through St. Louis Park

A

I was present at the meeting in SLP on November 14th and have never in my life heard so much NIMBY tarted up as cant on safety. What the Safety in the Park protest amounts to is that *of course* they are in favor of light rail as long as someone else, preferably the people who already have the noise and vibration, take all the additional inconvenience as well. Taking at face value data from a 13-year-old study which they themselves cite in their propaganda pamphlet, let me make one point. If you add an LRT train every 15 minutes to a 20-fold increase in freight traffic, there will be precious little of either neighborhood accessible without huge detours, because the traffic jams as the rail line crosses Wooddale will stretch from Target to Louisiana and make a mockery of the money already invested in the junction of Wooddale and Highway 7, as well as the proposed expenditures for the junction of Highway 7 and Louisiana. It's time those people took their fair share of the sacrifices for the "progress" which they so piously endorse.

SWcorridor/Hennepin
Sent by: Adele C Hall/PW/Hennepin

01/16/2013 03:20 PM

To
cc
bcc
Subject Fw: maps for Glenwood Ave area

From: Peter Roos <plroos@msn.com>
To: "Kerri.Pearce.Ruch@co.hennepin.mn.us" <Kerri.Pearce.Ruch@co.hennepin.mn.us>
Date: 11/09/2012 04:52 PM
Subject: Re: maps for Glenwood Ave area

Thanks Kerri

I did see those and they are certainly helpful - We are also interested in seeing anything regarding the proposed construction of Border Avenue as a through street to Glenwood - realizing that has not probably been designed at this point... P6

We will attend the public hearing next week and speak briefly with more detailed written comments to follow before the December deadline.

Thanks again!

Sent from my iPhone
Peter L Roos
Roos and Associates

On Nov 9, 2012, at 4:14 PM, Kerri.Pearce.Ruch@co.hennepin.mn.us wrote:

> Peter -
>
> In response to your voicemail looking for more detailed maps of the proposed SW LRT line in the vicinity of Glenwood Ave, I would refer you to the Draft Environmental Impact Statement (DEIS) that is currently available for public comment. The DEIS is available on the Southwest Transitway website at www.southwesttransitway.org. I2
>
> The section you are most likely to be interested in is Appendix F - Part 1 - Conceptual Engineering Drawings. Pages 60 and 61 of that section show the Locally Preferred Alternative alignment in the area around Glenwood Avenue. I hope that these maps meet your needs for more detailed information. I would remind you that they are very early engineering drawings and will be refined by the Met Council through the Preliminary Engineering and Final Design processes.
>
> Thanks for your interest in the Southwest DEIS. I would also encourage you to continue to review the Southwest Transitway DEIS and submit comments on the DEIS during the public comment period. Comments received during the comment period, which extends through December 11, 2012, will be forwarded to the Met Council and FTA and will be addressed during Preliminary Engineering (PE) and the Final EIS.

Kerri Pearce Ruch
Principal Planning Analyst | Housing, Community Works and Transit
701 Fourth Avenue South – Suite 400 | Minneapolis, MN 55415 | MC L608
office: 612.348.3080 | **mobile:** 612.919.6056 | kerri.pearce.ruch@co.hennepin.mn.us

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Sara Hackenmueller
<sara.hackenmueller@gmail.com>

11/20/2012 11:16 AM

To swcorridor@co.hennepin.mn.us
cc
bcc
Subject Comment on the Southwest Corridor

Thank you.

Sara K. Hackenmueller
13560 Technology Drive #1119
Eden Prairie, MN 55344

To the Federal Transit Administration, the Hennepin County Regional Railroad Authority and Metropolitan Council:

My name is Sara Hackenmueller and I live at the Southwest Station Condominiums, address: 13560 Technology Drive, Eden Prairie, MN 55344. The property will directly be impacted by the light rail, if the line begins at Mitchell Road to extend to the Southwest Transit Station. Chapter 4: Environmental Effects, Page 4-88, ID: 3-A, Description: Segment 3 between Mitchell Station and Southwest Station, Land Use Category: 2, Severe Impacts Land (Units): 1 (91). The Draft Environmental Impact Study does not name Southwest Station Condominiums specifically, but there are 91 Units in one of the buildings of our complex, including my condo which faces Highway 5. Our property was built on a large expanse of wetlands that expanded at least one mile to the northeast and several miles to the southwest. It underwent extensive development to deal with the weak compressible organic soils. Studies and testing must be completed in order to maintain the integrity of the soil and all of the buildings on the property. I am very concerned about the proximity of the light rail to the property; we will face many issues with vibration and noise. Another concern is the increase of traffic that will occur on Technology Drive, especially with the property set between two of the largest stations on the Southwest Corridor route: Mitchell Station and Southwest Transit Station. I do utilize the Southwest Transit Station every day to get to work and I appreciate the goal to move Minnesota forward with alternative forms of public transportation. I thank you for this opportunity to express my concerns and I hope proper studies and testing will be completed on our property and any issues are successfully mitigated.

N3

O6

F0

Sincerely,

Sara K. Hackenmueller

Sara K. Hackenmueller
13560 Technology Drive
#1119
Eden Prairie, MN 55344

Paula Evensen
<paulaevensen@yahoo.com>

11/20/2012 07:35 PM

Please respond to
Paula Evensen
<paulaevensen@yahoo.com>

To "swcorridor@co.hennepin.mn.us" <swcorridor@co.hennepin.mn.us>, Anne Mavity <AnneMavitySLP@comcast.net>
cc
bcc
Subject trains

To: Met Council, Federal Transit Authority, St Louis Park City Council,

I understand a speaker was booed at a meeting here in St Louis Park. Despicable. This is why those of us who disagree with Safety In The Park stay away from meetings.

I live at 6321 W. 37th St. I have a RR track in front of my house going east and west and another track one half block away going north and south. Often times there are trains sitting on the east west track. They might sit there for days. One day this summer there was a train engine idling in front of my house for over FIVE HOURS. It started before I got up that morning and went on til lunch time. My whole house was rumbling for FIVE HOURS. I tried to holler and wave my arms to tell then to move but they didn't see me. The noise was making me insane and the diesel fumes were making me nauseous. The kids and I couldn't stay outside. I was about to call 911 to tell them to move the train when it finally left. If we have any power to influence the RR during this light rail process we must keep the trains moving right through! O6 Q2

We need to remove the switching wye so trains move through our fine city without stopping. [and starting and stopping and switching and stopping and starting...] Q1

My home, with a track in front [actually 3 tracks in front] and another track one half block away, will have a Light Rail station one and one half blocks the other direction. This will give me light rail trains and whistles every 7 to 10 minutes. Don't tell me someone else will be affected by trains more than my neighbors and me. OK, except for the folks in the townhouse that would need to be removed in Mpls. How the SITP people can recommend tearing down someone else's home so they won't get trains by their home confounds me.

Speaking of light rail stations, I believe the three stations near my home would be very unsafe if freight and light rail trains were running alongside each other. St Louis Park doesn't have many north south roads. Louisiana, Wooddale and Belt Line Blvd will each have a light rail station. Do we really want light rail, light rail passengers, freight rail, a trail, cars, school buses, fire engines and pedestrians competing at these intersections? Wow.

If the trains were to be rerouted, there would be a turn very near my home as well. We must be vigilant to ensure this turn is as safe and quiet as possible. The reroute would afford us the opportunity to use new technology to improve all tracks involved. We must C

focus our attention on the necessary mitigations we can do to make the reroute safe near our High School, our roadways and our neighborhoods.
Thank you
Paula Evensen
6321 W. 37th St
SLP 55416
952-924-0519

"shorrock"
<shorrock@visi.com>
11/20/2012 08:41 PM

To <swcorridor@co.hennepin.mn.us>
cc
bcc
Subject Noise levels quoted by the DEIS

E4

O1, O6

I live at Calhoun Isles 55416 40 ft from the track. The DEIS reports that ambient noise is 44dB. The LRT will raise this to 114dB due mainly to wheel squeal on the curve of the track. This level of noise is equivalent to a Rock band or a Steel Mill and is at human pain threshold. For trains passing at every 3 minutes this is not socially acceptable. An alternative to mitigate it like a covered trench should be investigated. Even a single bi directional track where trains can go at 50mph and not 25mph would be possible. Such an investigation should be done. Regards. John Shorrock.

John Shorrock
shorrock@visi.com
612-730-3602

RECEIVED
NOV 21 2012
BY:

November 14, 2012

Hennepin County
Housing, Community Works & Transit
Attn: Southwest Transitway
704 4th Avenue S., Ste 400
Minneapolis, MN 55415

To Whom It May Concern:

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) published in regard the SWLRT which includes the proposed freight rail re-route in St. Louis Park, MN.

C
L4

The DEIS impact study does not address all of the concerns of the residents of St. Louis Park, especially those residents that live directly by the tracks. The DEIS study indicated that there will be no impact to the homeowners. How can that be true? No reference was made for noise, vibrations, safety, loss of home value, quality of life, mitigation costs, etc. What are the benefits to St. Louis Park residents if the freight trains are re-routed here. As I see it, there are no practical benefits for the City of St. Louis Park or her residents. Have you looked down the road in 10 to 15 years and logically thought through what this will do to the community of St. Louis Park. Will St. Louis Park still be a quiet community to raise a family? Or, a community with loud, noisy freight trains passing through at 25 mph with no consideration for the homeowners. Just this past week, four disabled veterans in Midland, TX were killed and 17 seriously injured by a freight train during a parade to celebrate their service. What is the possibility that this incident could happen here in our city? Would a prospective buyer buy a home in St. Louis Park or send their children to a school with a number of freight trains going by daily. Did the County believe this re-route would be acceptable to the residents of St. Louis Park and we should just live with the noise, vibration, loss of home value, etc.?

None of the mitigation requested by the City of St. Louis Park, on behalf of her residents, is being considered. This mitigation is not frivolous; it is important to maintain the safety, livability and property values for the residents of St. Louis Park.

Thank you.

Eveline M. Haag

Eveline Haag
2937 Brunswick Avenue So.
St. Louis Park, MN 55416
952-922-7649

Eveline Haag
2937 Brunswick Ave. So.
St. Louis Park, MN 55416

MINNEAPOLIS MN 553

20 NOV 2012 PM 2 L

RECEIVED
NOV 21 2012
BY:

Hennepin County
Housing, Community Works & Transit
Attn: Southwest Transitway
704 4th Avenue S., Ste 400
Minneapolis, MN 55415

55415180704

RECEIVED
NOV 21 2012
BY:

To Whom It May Concern:

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) published in regard the SWLRT which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

C

The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done. As this action is proposed and described in Chapter 1, Section 1.3.2.3 as rebuilding a little known, lightly used spur line into a main freight rail line, which will initially allow a 788% increase of rail cars traffic. What the SWLRT-DEIS does not address, but should, are the real world impacts of this action on the affected area.

Besides my general concerns about the SWLRT-DEIS, the portion of the report dealing with loss of property value in the re-route area should be in Chapter 9: Indirect Impacts, but it is not, and this causes me great concern. The SWLRT-DEIS does not mention the impact of re-routed freight trains from a main line fright corridor to a bridge line on property values of the re-route area. Freight rail re-routes are not exclusive to Minnesota and the cost of the re-routes to residents has been documented. For example, according to an article in a 2001 issue of The Appraisal Journal bringing additional freight rail traffic to an area will negatively affect properties 250' feet from the rail tracks by 5-7%. All of the properties along the MN&S are well with in 250'. Based on this article one can conclude that property values along the MN&S will drop more than 7%. Two major questions arise that are not addressed in the SWLRT-DEIS. First, what happens to the tax base of St. Louis Park when the drop in value is realized? Second, how are property owners who lose value because of this government action going to be compensated for their loss? It is unreasonable for the Hennepin County to ask any resident to pay a higher price for the benefits of light rail than others.

Name: Eric Melbye
Address: 2757 Florida Ave S
City/State/zip: St Louis Park MN 55426
Telephone: 952 239 0373 E-Mail: ericmelbye@yahoo.com

SOUTHWEST
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Hennepin County

Housing, Community Works & Transit
ATTN: Southwest Transitway

701 Fourth Avenue South, Suite 400

Minneapolis, MN 55415

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BY:

To Whom It May Concern:

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) published in regard the SWLRT which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done. As this action is proposed and described in Chapter 1, Section 1.3.2.3 as rebuilding a little known, lightly used spur line into a main freight rail line, which will initially allow a 788% increase of rail car traffic. What the SWLRT-DEIS does not address, but should, are the real world impacts of this action on the affected area. C

Riddled with phantom assumptions, unsubstantiated assertions, and inexplicable omissions, the DEIS is not a serious attempt to consider the effect of the proposed re-route.

Chapter 1 of the DEIS states that without the re-route the TC&W's only options for moving its freight will be to access the MN&S tracks by use of the notorious switching wye in St. Louis Park, or to transfer cargo from railcars to highway trucks. The unstated assumption behind this statement is that the current route used by the TC&W will be severed. Presenting the either/or assumption for the switching wye or highway trucks creates the illusion of a fait accompli, when in fact the TC&W's current route through the Kenilworth corridor is a viable alternative.

Unsubstantiated assertions include the depiction in the DEIS that the historical character of the Kenilworth corridor (Chapter 3, page 58) would be compromised by its continued use for freight train traffic. The Kenilworth corridor was the home to not just railroad tracks, but an entire railroad yard for over one hundred years, beginning long before the current homes in the area were built.

Inexplicably omitted from the DEIS is how the re-route would be funded (Chapters 5 and 8). The re-route must be considered as part of the SWLRT and even without mitigation construction of the interconnect and upgrading the tracks on the MN&S to handle the heavier traffic is estimated to cost $125,000,000, money that was not originally included in the projected cost of the SWLRT, but the projected budget for the SWLRT has not been adjusted to recognize the added expense. Also, missing from the cost estimates are the costs for maintaining the interconnect structure after it is built. T1 T0

None of the mitigation requested by the City of St. Louis Park on behalf of her residents is being considered. This mitigation is not frivolous; it is necessary to maintain the safety, livability and property values for the residents of St. Louis Park.

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BY:

To Whom It May Concern:

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) published in regard the SWLRT which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

C

The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done. As this action is proposed and described in Chapter 1, Section 1.3.2.3 as rebuilding a little known, lightly used spur line into a main freight rail line, which will initially allow 788% increase of rail car traffic. What the SWLRT-DEIS does not address, but should, are the real world impacts of this action on the affected area.

Besides my general concerns about the SWLRT-DEIS, the portion of the report dealing with freight rail noise and safety at the High School (Chapters 3, 4, and 9) causes me the greatest concern. The unique noise and safety issues associated with locating main line freight within 35 feet of the High School parking lot and 75 feet from the building are not adequately discussed. When the High School is mentioned the information is dismissive. At no point in the SWLRT –DEIS are the negative impacts the extra freight trains will have on the learning environment and safety of the students at St. Louis Park High School. Before the proposed re-route should even be considered the cost of sufficiently mitigating the impact to St. Louis Park High School need to be evaluated.
Examples of concerns include but are not limited to the following:

- A plan for emergency evacuation of the school should evacuation be necessary when a train is passing
- How will the many classrooms affected by train noise be sound proofed
- How will the students who want to use the new rail bridge to cross Hwy. 7 on their way to school be kept off the bridge.
- How will the added vibration of longer, heavier and more frequent trains be mitigated to the investment the school makes in technology is not lost.
- How will the safety hazards of blind crossings, curves and hundreds of teenagers in close proximity be eliminated
- How will a derailment be prevented so our children's lives are not at risk

None of the mitigation requested by the City of St. Louis Park or the St. Louis Park School Board on behalf of her residents is being considered. This mitigation is not frivolous; it is necessary to maintain the safety, livability and property values for the residents of St. Louis Park.

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BY:

To Whom It May Concern:

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) published in regard the SWLRT which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

C

The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done. As this action is proposed and described in Chapter 1, Section 1.3.2.3 as rebuilding a little known, lightly used spur line into a main freight rail line, which will initially allow a 788% increase of rail car traffic. What the SWLRT-DEIS does not address, but should, are the real world impacts of this action on the affected area.

Besides my general concerns about the SWLRT-DEIS, the portion of the report dealing with freight rail trains blocking street crossings (6-38 and 39) causes me the greatest concern. In the SWLRT-DEIS we are told the blocked crossings will not cause significant travel or safety issues. To the consultant sitting miles away the increase may seem insignificant, but to residents who must travel the area and rely on quick responses from emergency vehicles the 580% increase in blocked crossing time is unacceptable.

A supposed benefit of the proposed re-route is explained in chapter 1, pages 11 and 12 of the SWLRT-DEIS. According to the document Twin City and Western (TCW) freight trains will regularly travel north of St. Louis Park into Golden Valley, Crystal and New Hope. When the trains travel north they will have to cross Cedar Lake Road; however, no data is given for the impact of this blocked crossing.

Issues about blocked crossings not dealt with in the SWLRT-DEIS include, but are not limited to the following:

- Effects of multiple blocked crossings on residents' ability to move freely about their neighborhood
- Amount of time it takes congestion to clear once a train has passed.
    - Making turns from one street to another with backed up traffic
    - Pedestrian safety as traffic clears
- Possibility that trains will be going slower than the "worst case scenario" in the EAW – Trains often stop at McDonald's for train crews to have a break. When they resume travel they will NOT be going 10 mph.
- Medical response times can be affected
    - Narrow side streets will be blocked with waiting automobiles
    - Only one fire station has medical response
- When train volumes increase what will be done to alleviate auto traffic congestion

None of the mitigation requested by the City of St. Louis Park on behalf of her residents is being considered. This mitigation is not frivolous; it is necessary to maintain the safety, livability and property values for the residents of St. Louis Park.

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Susan Melbye
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To whom it may concern:

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The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done. C

Besides my general concerns about the SWLRT-DEIS, I am particularly concerned with Chapter 12 (Public and Agency Coordination and Comments). NEPA 1500.2(d) states that the leading agency must "encourage and facilitate public involvement in decisions which affect the quality of the human environment." This regulation was clearly ignored in regards to the potential freight rail re-route issue. L2 Hennepin County did not "encourage and facilitate" public involvement concerning this issue. In fact, Hennepin County refused attempts for public comments and concerns regarding the freight rail issue at all of the outreach meetings listed in table 12.1-1 and all of the community events listed in table 12.1-2. Public comments regarding the freight issue were denied at the 2008 Oct 7, 14, and 23 scoping meetings and the comment period that followed as listed in section 12.1.3.1. Public comments regarding the freight issue were refused at the 2010 May 18, 18 and 20 open houses. Most importantly, public comments regarding the freight issue were denied during the entire LPA section process. This included all of public hearings listed in section 12.1.4.1. In summary, all public comments regarding the freight rail issue were denied at all of SWLRT's major milestones leading up to the DEIS. Worse, the public was not made aware of the significant environmental impacts caused by SWLRT and the potential freight re-route because the freight issue was not discussed at any of the SWLRT meetings leading up to the DEIS. The only opportunity the public was given by Hennepin County to discuss the freight rail re-route was at the PMT meetings discussed in section 12.1.5. However, any discussion of possible alternatives to the re-route (co-location) or the freight re-route's connection with SWLRT was strictly forbidden at these PMT meetings. Lastly, the DEIS fails to mention the 2011 April 17 and 28 freight re-route listening sessions that were held by the city of St. Louis Park. Hundreds of St. Louis Park residents voiced their opposition to the freight re-route. Because those opposed to the re-route have been denied comment during the entire SWLRT planning process leading up to the DEIS, the freight rail issue needs to be dropped or significant more work needs to be done on the alternative studies and public outreach.

Thank You,

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Telephone: 952-239-0379 E-Mail: susanmelbye@edinarealty.com

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Minneapolis, MN 55415

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Comment #90

MPLS 11/13/12

~~St. Louis Park 11/14/12~~

Draft Environmental Impact Statement Comment Form

Southwest Transitway Project

Federal and state environmental rules require that an Environmental Impact Statement (EIS) be prepared for the proposed Southwest Transitway project. The EIS process includes the preparation of a Draft Environmental Impact Statement (DEIS), which must be made available for public review and comment.

The DEIS discusses: (1) the purpose and need for the project; (2) the alternatives considered; (3) the impacts of these alternatives; and (4) the agencies and persons consulted.

A

Comments on the DEIS will be accepted through December 11, 2012. All comments must be received by that date. Please include a return mailing address with all comments.

Public hearings on the DEIS will be held in November 2012. To learn more about the hearings, please visit www.southwesttransitway.org

I approve of the DEIS for the Southwest LRT and the future construction of th Line. SW LRT is another critical link in our LRT system. The anticipated success of the SW LRT can be predicted by the great utility of our first Line, the Hiawatha. Two of the main assets of SW are 1) the potential for lessening car traffic and associated pollution due to commuting through the area and 2) increased development, both commercial and residencial, stimulated by the Line. Finally, speeding up the access to businesses and the trips for busy commuters would be a higly desired benefit for our ecomomy and life in general.

Thank you,

Ben G. Zimmerman (member, Sierra Club)
2225 Folwell Ave
St Paul, MN 55108

Name:

Address:

City/State/Zip:

Telephone: 651 645 1662 Email: Zimme003@umn.edu

Thank you!

transitway

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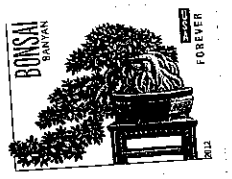
Zimmerman
2225 Folwell Ave
St Paul, MN, 55108



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ATTN: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

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To Whom It May Concern:

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None of the mitigation requested by the City of St. Louis Park on behalf of her residents is being considered. This mitigation is not frivolous; it is necessary to maintain the safety, livability and property values for the residents of St. Louis Park.

Name: Brian Harlan

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HOUSING, COMMUNITY WORKS: TRANSIT
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55415

554151843

To whom it may concern:

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) published in regard the SWLRT which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done.

C

L2

Besides my general concerns about the SWLRT-DEIS, I am particularly concerned with Chapter 12 (Public and Agency Coordination and Comments). NEPA 1500.2(d) states that the leading agency must "encourage and facilitate public involvement in decisions which affect the quality of the human environment." This regulation was clearly ignored in regards to the potential freight rail re-route issue. Hennepin County did not "encourage and facilitate" public involvement concerning this issue. In fact, Hennepin County refused attempts for public comments and concerns regarding the freight rail issue at all of the outreach meetings listed in table 12.1-1 and all of the community events listed in table 12.1-2. Public comments regarding the freight issue were denied at the 2008 Oct 7, 14, and 23 scoping meetings and the comment period that followed as listed in section 12.1.3.1. Public comments regarding the freight issue were refused at the 2010 May 18, 18 and 20 open houses. Most importantly, public comments regarding the freight issue were denied during the entire LPA section process. This included all of public hearings listed in section 12.1.4.1. In summary, all public comments regarding the freight rail issue were denied at all of SWLRT's major milestones leading up to the DEIS. Worse, the public was not made aware of the significant environmental impacts caused by SWLRT and the potential freight re-route because the freight issue was not discussed at any of the SWLRT meetings leading up to the DEIS. The only opportunity the public was given by Hennepin County to discuss the freight rail re-route was at the PMT meetings discussed in section 12.1.5. However, any discussion of possible alternatives to the re-route (co-location) or the freight re-route's connection with SWLRT was strictly forbidden at these PMT meetings. Lastly, the DEIS fails to mention the 2011 April 17 and 28 freight re-route listening sessions that were held by the city of St. Louis Park. Hundreds of St. Louis Park residents voiced their opposition to the freight re-route. Because those opposed to the re-route have been denied comment during the entire SWLRT planning process leading up to the DEIS, the freight rail issue needs to be dropped or significant more work needs to be done on the alternative studies and public outreach.

Thank You,

Name: Gene R Mellgren
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Telephone: 952 926 8552 E-Mail:

SOUTHWEST transitway

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Gene R MeLLGRen
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Government Center 11/13/12

Draft Environmental Impact Statement Comment Form

Southwest Transitway Project

Federal and state environmental rules require that an Environmental Impact Statement (EIS) be prepared for the proposed Southwest Transitway project. The EIS process includes the preparation of a Draft Environmental Impact Statement (DEIS), which must be made available for public review and comment.

The DEIS discusses: (1) the purpose and need for the project; (2) the alternatives considered; (3) the impacts of these alternatives; and (4) the agencies and persons consulted.

Comments on the DEIS will be accepted through December 11, 2012. All comments must be received by that date. Please include a return mailing address with all comments.

Public hearings on the DEIS will be held in November 2012. To learn more about the hearings, please visit www.southwesttransitway.org

A

I do not live in the southwest metro but I am a heavy public transportation user. I believe that building a robust public transportation system is vital for building a great city for the future and so I strongly support the Southwest Transitway Project. Building more transit options for Minnesotans promotes greater efficiencies of time, energy, and money in many ways. For example, someone who rides the LRT into downtown saves time because of its speed and straight in route, money because the ticket would be cheaper than the equivalent amount of gas, and save energy because they are not driving their own car. In addition to the efficiencies that benefit the rider, the person who still decides to drive a car also saves time, money, and energy because with one less car on the road means they will ~~break~~ brake less which means they will get to where they are going faster, use less gas and so save money and energy. I support the Southwest transitway and my preference is Build Alternative LRT 3A

Name: Thomas Carpenter

Address: 1365 Eustis Street #15

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Thank you!

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Saint Paul, MN 55108

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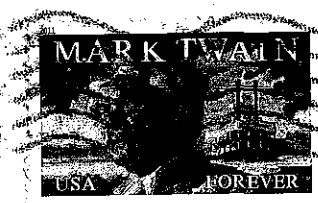

Hennepin County
Housing, Community Works & Transit
ATTN: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

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55415 1604300

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To whom it may concern: (The process to choose the Locally preferred Alternative was flawed)

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) published in regard the SWLRT which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done.

C

Besides my general concerns about the SWLRT-DEIS, I am particularly concerned with Chapter 12 (Public and Agency Coordination and Comments). NEPA 1500.2(d) states that the leading agency must "encourage and facilitate public involvement in decisions which affect the quality of the human environment." This regulation was clearly ignored in regards to the potential freight rail re-route issue. Hennepin County did not "encourage and facilitate" public involvement concerning this issue. In fact, Hennepin County refused attempts for public comments and concerns regarding the freight rail issue at all of the outreach meetings listed in table 12.1-1 and all of the community events listed in table 12.1-2. Public comments regarding the freight issue were denied at the 2008 Oct 7, 14, and 23 scoping meetings and the comment period that followed as listed in section 12.1.3.1. Public comments regarding the freight issue were refused at the 2010 May 18, 18 and 20 open houses. Most importantly, public comments regarding the freight issue were denied during the entire LPA section process. This included all of public hearings listed in section 12.1.4.1. In summary, all public comments regarding the freight rail issue were denied at all of SWLRT's major milestones leading up to the DEIS. Worse, the public was not made aware of the significant environmental impacts caused by SWLRT and the potential freight re-route because the freight issue was not discussed at any of the SWLRT meetings leading up to the DEIS. The only opportunity the public was given by Hennepin County to discuss the freight rail re-route was at the PMT meetings discussed in section 12.1.5. However, any discussion of possible alternatives to the re-route (co-location) or the freight re-route's connection with SWLRT was strictly forbidden at these PMT meetings. Lastly, the DEIS fails to mention the 2011 April 17 and 28 freight re-route listening sessions that were held by the city of St. Louis Park. Hundreds of St. Louis Park residents voiced their opposition to the freight re-route. Because those opposed to the re-route have been denied comment during the entire SWLRT planning process leading up to the DEIS, the freight rail issue needs to be dropped or significant more work needs to be done on the alternative studies and public outreach.

L2

Thank You,

Name: Mike Held
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EMail: mikeheld@hotmail.com

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Freedom FOREVER

Mike Held
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Besides my general concerns about the SWLRT-DEIS, the portion of the report dealing with Safety (3-132 and 133) causes me the greatest concern. Only a passing reference to safety and the proposed re-route is mentioned in the SWLRT-DEIS; however there are many features about the MN&S, which make it undesirable as a freight, rail main line. The reasons the MN&S is an unsafe main rail line include, but are not limited to the following:

- Multiple grade level crossings
- Proximity to St. Louis Park schools, homes and businesses – many are closer than the length of a rail car
- Number of pedestrians who transverse crossing every day
- Permeable soil under MN&S
- Medical emergency response hindered when crossings are blocked – only one fire station has emergency medical response (page 80)
- Tight Curves. Derailments are more likely to occur on curves than on straight track
- Hazardous materials are being carried on the rail line without sufficient right of way.

None of the mitigation requested by the City of St. Louis Park on behalf of her residents is being considered. This mitigation is not frivolous; it is necessary to maintain the safety, livability and property values for the residents of St. Louis Park.

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MINNEAPOLIS MN 553

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USA FIRST-CLASS FOREVER

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NOV 19 2012
BY:

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Besides my general concerns about the SWLRT-DEIS, the portion of the report dealing with loss of property value in the re-route area should be in Chapter 9: Indirect Impacts, but it is not, and this causes me great concern. The SWLRT-DEIS does not mention the impact of re-routed freight trains from a main line fright corridor to a bridge line on property values of the re-route area. Freight rail re-routes are not exclusive to Minnesota and the cost of the re-routes to residents has been documented. For example, according to an article in a 2001 issue of The Appraisal Journal bringing additional freight rail traffic to an area will negatively affect properties 250' feet from the rail tracks by 5-7%. All of the properties along the MN&S are well with in 250'. Based on this article one can conclude that property values along the MN&S will drop more than 7%. Two major questions arise that are not addressed in the SWLRT-DEIS. First, what happens to the tax base of St. Louis Park when the drop in value is realized? Second, how are property owners who lose value because of this government action going to be compensated for their loss? It is unreasonable for the Hennepin County to ask any resident to pay a higher price for the benefits of light rail than others.

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Telephone: 922-0009 E-Mail:

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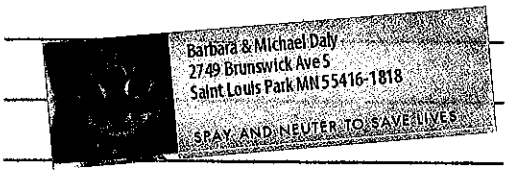

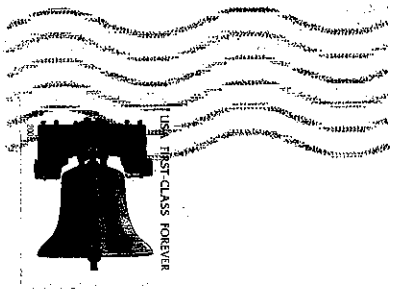

Hennepin County

Housing, Community Works & Transit
ATTN: Southwest Transitway

701 Fourth Avenue South, Suite 400

Minneapolis, MN 55415

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NOV 19 2012
BY:

To whom it may concern:

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) published in regard the SWLRT which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done. C

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Thank You,

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Telephone: 952-922-0009 E-Mail:

SOUTHWEST transitway

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Mike Daly
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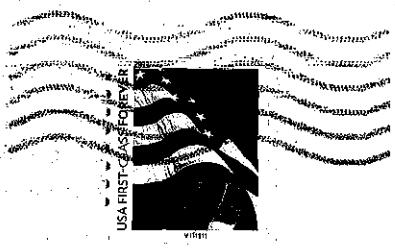

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Comment #98

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C

The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done. As this action is proposed and described in Chapter 1, Section 1.3.2.3 as rebuilding a little known, lightly used spur line into a main freight rail line, which will initially allow 788% increase of rail car traffic. What the SWLRT-DEIS does not address, but should, are the real world impacts of this action on the affected area.

Besides my general concerns about the SWLRT-DEIS, the portion of the report dealing with freight rail noise and safety at the High School (Chapters 3, 4, and 9) causes me the greatest concern. The unique noise and safety issues associated with locating main line freight within 35 feet of the High School parking lot and 75 feet from the building are not adequately discussed. When the High School is mentioned the information is dismissive. At no point in the SWLRT –DEIS are the negative impacts the extra freight trains will have on the learning environment and safety of the students at St. Louis Park High School. Before the proposed re-route should even be considered the cost of sufficiently mitigating the impact to St. Louis Park High School need to be evaluated.
Examples of concerns include but are not limited to the following:

- A plan for emergency evacuation of the school should evacuation be necessary when a train is passing
- How will the many classrooms affected by train noise be sound proofed
- How will the students who want to use the new rail bridge to cross Hwy. 7 on their way to school be kept off the bridge.
- How will the added vibration of longer, heavier and more frequent trains be mitigated to the investment the school makes in technology is not lost.
- How will the safety hazards of blind crossings, curves and hundreds of teenagers in close proximity be eliminated
- How will a derailment be prevented so our children's lives are not at risk

None of the mitigation requested by the City of St. Louis Park or the St. Louis Park School Board on behalf of her residents is being considered. This mitigation is not frivolous; it is necessary to maintain the safety, livability and property values for the residents of St. Louis Park.

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ATTN: Southwest Transitway

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NOV 19 2012

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Riddled with phantom assumptions, unsubstantiated assertions, and inexplicable omissions, the DEIS is not a serious attempt to consider the effect of the proposed re-route.

Chapter 1 of the DEIS states that without the re-route the TC&W's only options for moving its freight will be to access the MN&S tracks by use of the notorious switching wye in St. Louis Park, or to transfer cargo from railcars to highway trucks. The unstated assumption behind this statement is that the current route used by the TC&W will be severed. Presenting the either/or assumption for the switching wye or highway trucks creates the illusion of a fait accompli, when in fact the TC&W's current route through the Kenilworth corridor is a viable alternative.

Unsubstantiated assertions include the depiction in the DEIS that the historical character of the Kenilworth corridor (Chapter 3, page 58) would be compromised by its continued use for freight train traffic. The Kenilworth corridor was the home to not just railroad tracks, but an entire railroad yard for over one hundred years, beginning long before the current homes in the area were built.

Inexplicably omitted from the DEIS is how the re-route would be funded (Chapters 5 and 8). The re-route must be considered as part of the SWLRT and even without mitigation construction of the interconnect and upgrading the tracks on the MN&S to handle the heavier traffic is estimated to cost $125,000,000, money that was not originally included in the projected cost of the SWLRT, but the projected budget for the SWLRT has not been adjusted to recognize the added expense. Also, missing from the cost estimates are the costs for maintaining the interconnect structure after it is built. T0 T1

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Name: Barbara Daly

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BY:

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SOUTHWEST transitway

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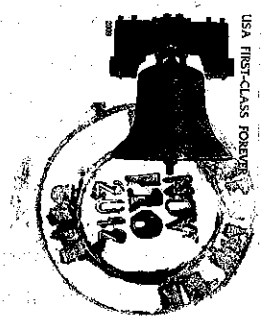

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The data used to evaluate the proposed freight re-route does not include the studies conducted by the City of St. Louis Park or by Safety In the Park, all of which contraindicate the need to reroute freight traffic but rather show that **co-location of the SWLRT and freight traffic on the Kenilworth would be the CHEAPEST AND SAFEST ALTERNATIVE and LEAST DISRUPTIVE TO THE MOST RESIDENTS**. Many experts have shown that the study completed by Hennepin County and the Met Council was inaccurate (even getting the measurements of the right-of-ways on the current freight line – Kenilworth Corridor wrong!), clearly designed to support the proposed reroute. **The Kenilworth Corridor is designed to handle heavy freight traffic, has the room to do so in co-location with the SWLRT and is the PREFERRED ALTERNATIVE FOR THE RAILWAYS INVOLVED.** (The Kenilworth corridor was the home to not just railroad tracks, but an entire railroad yard for over one hundred years, beginning long before the current homes in the area were built.) The MN&S line is a spur line, not meant to carry the types of heavy freight that is coming to this area in the future. It cannot carry mile long freight trains safely.

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The proposed re-route of freight traffic from the Kenilworth Corridor (where the SWLRT will run) to the MN&S line in St. Louis Park makes no sense fiscally, environmentally, nor for the safety of those affected.

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T0

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SAFETY CONCERNS

- There are five schools within a half-mile of the re-route (the St. Louis Park Senior High School building is within 75 feet of the tracks); ***there are NO SCHOOLS along the co-location route***.
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Name:____Duane Googins____Duane Googins 11-9-2012

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and Transit
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NOV 20 2012
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3380 Library Lane
Mpls., MN 55426-4224

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BY:

Hennepin Co. Housing, Community Works
and Transit
ATTN: Southwest Transit Way
701 Fourth Ave. S., Suite 400
Mpls., MN 55415

55415184300

Joanne STRATE
<strate51@msn.com>
11/24/2012 11:48 AM

To swcorridor <swcorridor@co.hennepin.mn.us>
cc
bcc
Subject Southwest LRT

B

O6

I live in Beachside Townhomes, specifically 5417 Pompano Drive, segment 3/category 2, which is 1 block from the proposed Smetana Crossing on line 3A. This crossing in on a steep hill which gets slippery during the winter. There will be many accidents accordingly. Also this crossing is doomed for the people who live in the senior home of St. Therese which is 1 block away. Ambulances speed up & down Smetana daily trying to save lives when minutes matter. Take brings me to DEIS study results where there will be 45 moderate noise impacts and 18 severe. The estimated number of impacted residential unists ia 196 moderate and **114 SEVERE!** I'll be in the severe catetory! It's bad enough that LRT is 85% subsidized by the taxpayers and this line will cost **$12,000,000 YEARLY, but totally disregard lives and displace home owners is beyond my comprehension!** There are alternatives and AT THE VERY LEAST MAKE THIS CROSSING A QUIET ZONE! No train whistles, or post-mounted horns blaring every 10:00 from 5a-1a. Use 4 quadrant gates and a medium barrier only. Imagine you lived here and have some sense of responsibilty and common sense!

STOP LRT - CHANGE THE LINE - SAVE LIVES - SAVE HOME OWNERSHIP/VALUES - CREATE A QUIET ZONE!

Joanne Strate
952-935-3999
strate51@msn.com

Category 2

There are a total of 46 Moderate Noise Impacts and 18 Severe Noise Impacts to Category 2 land uses in this segment. The estimated number of impacted residential units is 196 Moderate and 114 Severe. Some of the impacts are due to proximity of receptors to the alignment and high speeds of operation. Additional impacts are due to an anticipated at-grade crossing at Smetana Road. Light rail vehicles are anticipated to use both horns and bells at the Smetana Road at-grade crossing due to operating speeds higher than 45 mph.

Category 3

There are no noise impacts to Category 3 land uses in this segment.
Table 4.7-5 shows the impacts by noise subsegment.

Table 4.7-5. Potential Noise Impacts in Segment 3 [LRT 3A (LPA), LRT 3C-1 (Nicollet Mall) and LRT 3C-2 (11th/12th Street)] Noise Subsegment	**Land Use Category**	**Moderate Impacts Land (Unitsa)**	**Severe Impacts Land (Unitsa)**
ID		**Description**	

3-A	Segment 3 between Mitchell Station and Southwest Station	1	-	-
2		2 (146)		1 (91)
3		-		-
3-B		Segment 3 between Southwest Station and Eden Prairie Town Center Station		No impacts predicted
3-C		Segment 3 between Eden Prairie Town Center Station and Golden Triangle Station		No impacts predicted
3-D		Segment 3 between Golden Triangle Station and City West Station		No impacts predicted
3-E		Segment 3 between City West Station and Opus Station		No impacts predicted
3-F	Segment 3 between Opus Station and Shady Oak Station	1	1 (1)	-
2		44 (50)		17 (23)
3		-		-
Segment 3 TOTAL		1	1 (1)	-
2		46 (196)		18 (114)
3		-		-

"RON COLTMAN"
<rscoltman@msn.com>
11/24/2012 05:58 PM

To <swcorridor@co.hennepin.mn.us>
cc
bcc
Subject SOUTHWEST TRANSITWAY TRAFFIC IMPACT

Hi,

I wanted to make a comment regarding the queuing analysis done for the intersection of Cedar Lake Parkway and the Kenilworth corridor. I think it may have overlooked the fact that traffic already backs up, sometimes taking as long as ten or fifteen minutes to get through the intersection during the evening rush hour, just due to the bicycle traffic on the trail and the volume of vehicle traffic. I have waited in line as far back as the southwest corner of Cedar Lake.

E8

Any additional freight *or* light rail traffic would cause backups *in addition* to the existing problems. It will most likely be backed up *every day* for extended periods of time, making it a nightmare for those who live here. There are no other options for accessing the homes in the Burnham Road neighborhood.

Thank you for your time and consideration,

Ron Coltman

"Sue Basill"
<sbasill@comcast.net>
11/25/2012 11:52 AM

To <swcorridor@co.hennepin.mn.us>
cc
bcc
Subject Written comment for DEIS - SW LRT

Comments to DEIS – Southwest Transitway:
Respectfully Submitted November 25, 2012

The Southwest Light Rail Transit (SW LRT) line is being planned with three stations in St. Louis Park (SLP). This project will bring some of the most transformative and positive changes our community has ever seen - jobs, housing development, investment, environmental benefits, and connectivity with downtown Minneapolis/ St. Paul. In any event as a St. Louis Park resident who will be affected by more noise form the Southwest Transistway I am completely in favor of light rail no matter where the freight trains end up being routed.

Watching the discussion on light rail and freight traffic I felt compelled to comment. It is essential we move this project forward. I have found it very interesting that rarely are the benefits to St. Louis Park talked about if freight rail traffic that is already going through our city, still goes through our city, just on a different route. Thus, I have highlighted some of them below. A

Re-routing the freight trains away from the tracks in SLP that would cross the SW LRT stations at Wooddale and Beltline, and moving them to the existing MN&S tracks in SLP, would have many benefits to the community, that are rarely heard, if done properly. I will touch on them and current concerns of existing freight rail traffic below.

Trains are most dangerous and loud when they stop, and then start again. Neighbors of five St. Louis Park neighborhoods currently know this first hand. This can last for several hours and is the highest and longest decibel reading for train noise. Also it is very dangerous as it gives children an opportunity to jump on slow moving trains and get up to the high school from the South. Keeping trains moving means that they clear our city quicker, and they don't create the noise and safety concerns that happen during stopping, blocking, switching and starting. The city of SLP has said for nearly fifteen years that removing the "wye" is a priority. The "wye" is the part of the tracks in St. Louis Park behind Cambridge Street where the train tracks are laid out in the shape of the letter "y". This is where freight trains coming in from the west stop, uncouple, re-couple, and repeat that process, sometimes for four hours or longer, until the entire train is put back together and heading out along the MN&S, the north/south track in St. Louis Park. This is all because there is no clean junction connecting the East/West tracks to the North/South tracks in St. Louis Park. In this SW LRT project, if trains are rerouted in St. Louis Park there is an opportunity to build a rail connection that will allow for a clean connection; however this must be conditioned upon removing the "wye" and the noisy blocking and switching from St. Louis Park forever. This type of change will improve the safety in the community and livability. Lastly it also removes four rail street crossings at Louisiana, Oxford, Brunswick, and Alabama. To note these five neighborhoods, who experience the worst kind of train noise today (stopping and starting for hours) will also be receiving new additional noises with SW LRT trains clanging through every 7-10 minutes. Rerouting the trains would at least give them some relief from the unnecessary traffic (inability for freight trains to go straight through based on current infrastructure) they experience today. It is noteworthy that if the wye is removed and a junction is built total freight train traffic time in the St. Louis Park will actually be decreased due to the efficiency of providing a straight through route. Q1

Technology has improved the operations and infrastructure of railroads and if the re-route moves forward and is done prudently, one of the opportunities of improvements is new tracks that have fewer vibrations and noise. Without the re-route, it is unlikely that any improvements will be forthcoming anytime soon, meaning that the existing vibrations and noise, outdated crossings that are of concern to some businesses and neighbors will continue without being improved.

A re-route in St. Louis Park would eliminate freight traffic, traveling next to a heavily used LRT station, busy bike trail and next to dense multifamily housing and SLP neighborhoods. If freight traffic continues on the same route as

it does today it actually will continue to impact more households and people at Wooddale and Beltline neighborhoods, than if rerouted. This is especially true since switching, blocking, stopping and starting significantly increase the amount of time freight rail train traffic spend in our town.

Moreover, Wooddale and 36th is already seeing increased traffic congestion and livability concerns for the residents of the surrounding neighborhoods. The City of SLP's own consultant showed traffic modeling with freight trains at these intersections that puts cars queuing that backs up into Highway 7, not to mention into our neighborhoods. These neighbors will already have to deal with increased traffic going to the LRT station, more people, and more noise from the LRT train bells. Keeping freight traffic to this mix exacerbates an already difficult situation. Similarly, the bike crossing at Beltline Boulevard has seen far too many accidents and several fatalities, not to mention innumerable close calls. The volume of traffic by itself, added to a difficult mid-block crossing, creates safety issues at Beltline where the station will be located. If freight traffic is rerouted two more freight rail crossings can be removed at Wooddale and Beltline.

D

The city has two fire stations on opposite sides of towns, designed to ensure that no part of the city is ever cut off from first responders; however, current freight rail traffic cuts off first responders from Fire Station One at Wooddale, and emergency traffic going to Methodist at the wye where it crosses Louisiana. A reroute would eliminate this current issue at major crossings.

Lastly we want light rail to move forward as soon as possible, for the beautiful biking system to continue and for freight rail traffic going through St. Louis Park to get through the community as quickly and easily as possible, without excessive stop and start times. Straight through freight traffic on existing tracks is something we should all expect being in town that was named after the Rail Roads. Thus, if a reroute does become necessary understand if done correctly, with the right amount of mitigation, safety improvements, and removal of the wye and unneeded tracks, there are many benefits and fair balance for the entire St. Louis Park community.

I am much looking forward to riding the SW LRT. Please move forward as quickly as possible with this project.

Respectfully,

Sue Basill
St. Louis Park, MN

To Whom It May Concern:

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The proposed action of re-routing freight is described in Chapter 1, Section 1.3.2.3. The MN&S Spur tracks are a lightly used spur line within a high density urban, residential setting and directly adjacent to the St Louis Park Senior High. The current freight occurs five days a week, Monday- Friday, during normal business hours. The proposed action of re-routing freight would introduce mainline traffic and the community, residents, and students will be exposed to longer, heavier trains during weekends, evenings, and nighttime. In fact, the re-route will allow a 788% increase in the number of rail car traffic in this area. The increase of freight exposure will directly and negatively impact community health, cohesion of the neighborhoods adjacent to the tracks and educational quality within St Louis Park Schools. In addition, there will be negative impacts to the community at large. These impacts include but are not limited to, increased noise and vibration, increase in diesel fumes from laboring locomotives, loss of mobility when multiple crossing are blocked simultaneously, decreased safety for home owners and students at the High School, decreased access to small businesses and a decrease in tax base caused by lower property values in the affected area.

C

I oppose the freight rail re-route as outlined in the SWLRT DEIS. I believe it will create an unsafe and unlivable situation for our school children, our local businesses, and our residents.

Thank you,

Name:____Francis & Mary Schmit_____

Address:_3370 Library Lane_____

City/State/zip:_____St Louis Park, MN 55426-4224_____

Telephone:_952.929.9174_____ E-Mail:_____schmfran@hotmail.com

Paul McCullough
<mccullough.p@gmail.com>
11/26/2012 09:14 AM

To swcorridor@co.hennepin.mn.us
cc Safety in the Park <safetyinthepark@gmail.com>
bcc
Subject SW Light Rail - proposed Re-route of freight trains.

C

I am opposed to the re-route of freight trains in St. Louis Park.
The plan to co locate both Freight and the SW light rail is the safest and most cost effective option.
I had the opportunity to review this issue including the excellent presentation by the Safety in the Park Group.
They are to be commended and I fully support their position. Please co- locate the Freight traffic and the light rail on the same line.

Paul m.

Paul McCullough
9840 Edgewood Rd.
Bloomington Mn. 55438
cell phone: 612-418-4851

<kuenzi@comcast.net>
11/26/2012 09:54 AM

To <swcorridor@co.hennepin.mn.us>
cc
bcc
Subject Reroute!

I am a resident of St. Louis Park. My family and I moved here 17 years ago for the schools and for the small town feel. This freight reroute will make school impossible for the kids in those classes. It noise and vibration is a horrible distraction. The tracks are so close to the school that is is inevitable that there will be accidents as kids in headphones cross from Munchies and Mc Donald's to school. The trains may interrupt getting to school and block emergency vehicles from accessing school in the event of an emergency.

C

I love the light rail, but I think collocation will be better. It's being done elsewhere. Also, look to what mayor Ryback said about the impact if air traffic to the middle class neighborhoods... There is a much higher impact to our middle class kids and families with the train reroute.

LISTEN TO US!

Joan Kuenzi

Sent from Xfinity Mobile App

Megan Schaack
<megan.schaack@gmail.com
>

11/26/2012 10:43 AM

To swcorridor@co.hennepin.mn.us
cc
bcc
Subject Why I strongly oppose the SWLRT DEIS

C

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The proposed action of re-routing freight is described in Chapter 1, Section 1.3.2.3. The MN&S Spur tracks are a lightly used spur line within a high density urban, residential setting and directly adjacent to the St Louis Park Senior High. The current freight occurs five days a week, Monday- Friday, during normal business hours. The proposed action of re-routing freight would introduce mainline traffic and the community, residents, and students will be exposed to longer, heavier trains during weekends, evenings, and nighttime. In fact, the re-route will allow a 788% increase in the number of rail car traffic in this area. The increase of freight exposure will directly and negatively impact community health, cohesion of the neighborhoods adjacent to the tracks and educational quality within St Louis Park Schools. In addition, there will be negative impacts to the community at large. These impacts include but are not limited to, increased noise and vibration, increase in diesel fumes from laboring locomotives, loss of mobility with when multiple crossing are blocked simultaneously, decreased safety for home owners and students at the High School, decreased access to small businesses and a decrease in tax base caused by lower property values in the affected area. In addition the DEIS does not include a *mitigation plan* for St. Louis Park, which is necessary.

I **oppose** the freight rail re-route as outlined in the SWLRT DEIS. I believe it will create an unsafe and unlivable situation for our school children, our local businesses, and our residents. And as a taxpayer, I do not understand nor support the additional $123 million dollar expenditure the re-route costs over and above co-location. Safety before bike trails.

Thank you,

Megan Schaack
3420 Rhode Island Ave S.
St. Louis Park, MN 55426
952-935-5871

"Nancy Ritzman"
<nancy@carlsonfields.com>
11/26/2012 10:52 AM

To <swcorridor@co.hennepin.mn.us>
cc <safetyinthepark@gmail.com>
bcc
Subject Freight Reroute in SLP - STOP

C

To the Hennepin County - Housing, Community Works & Transit Department

This is my first time writing. I am so much in agreement to stop the rerouting of the freight trains tthrough St Louis Park. I am so against this that we are planning on moving from our SLP neighborhood of 21 years. The reason is the At Grade crossings. They are more numerous than shown in most examples. In the Brookside neighborhood (SW of Excelsior Blvd and Hwy 100), the tracks cross all the main traffic arteries out of our heavily populated neighborhoods, and so will make it too difficult to even access our area or get out of it once these trains start. Who said there is 1 mile between at grade crossings? That is an absolute lie. You are ruining the quality of life in St Louis Park – as well as the obvious safety reasons in our neighborhood and in others alongside the tracks – as well as those just trying to navigate the streets via cars.

Sincerely,

Nancy Ritzman
4150 Xenwood Ave So
St Louis Park, MN 55416
952-928-9956

Fritz Vandover
<fritzvandover@gmail.com>
11/26/2012 11:08 AM

To swcorridor@co.hennepin.mn.us
cc
bcc
Subject Comments regarding Southwest Light Rail and MN&S Freight rail re-route

To Whom it May Concern:

Please accept this e-mail as my comments about the proposed re-route of the MN&S in St. Louis Park as part of the proposed Southwest Light Rail project.

C

I should begin by stating two things about me and my wife. The first is that our home is not directly impacted by the proposed re-route of the freight rail. The home where my wife and I and our two children live, which we built in 2010, is just south of Excelsior Boulevard. That portion of the MN&S line is not slated to receive additional freight traffic in the event that the re-route takes place.

However, the east side of our home, which we built in 2010, is a mere 90 feet from the MN&S tracks. Fortunately, the approximately two trains a day that operate do so during the day when we are at work and our children are at school, so we largely forget that the trains even run. But that doesn't mean my wife and I are not sensitive to the potential for increased rail traffic in the future.

The second item I should mention is that we are not strangers to living among major transportation corridors. I grew up in St. Louis, Missouri approximately 500 feet from the BNSF double-track mainline (which carries very long coal trains moving at 25mph) and the eight-lane Interstate 44. Here is the intersection where my childhood home is and where my parents still live: http://goo.gl/maps/xK5Zd.

My wife and I also lived in South Minneapolis for 4 1/2 years, right under the path of planes using the north parallel runway and very close to Interstate 35W, as this map shows: http://goo.gl/maps/XOOsU . The sound of a plane landing or taking off was a constant backdrop in our daily lives.

So the sounds of major transportation infrastructure are not new to us. We understand that they are part of living in a metropolitan area.

With that information as a backdrop, here are my comments to support my position that the proposed freight rail re-route through St. Louis Park should not be implemented and that the Kenilworth Corridor should be utilized instead:

T0

1. The Cost. Quite simply, the cost to build the infrastructure for the re-route is high. It will take, by some estimates, $123 million additional dollars to build that infrastructure to raise the trains up the 30 feet to get them over the current tracks running along Highway 7 and make the

other track upgrades to accommodate the 25 mph speed increase.

T2

T4

That additional $123 million does not include the cost of any mitigation measures in the event of the re-route. There must be mitigation if the re-route takes place. If no mitigation takes place, the negative impacts of the re-route will only be amplified, and they will take a toll on property values (and, thus, property taxes) along the route and the quality of life in the area.

Who will bear the additional costs of the infrastructure? The State of Minnesota? Will that cost be passed on to taxpayers in the county or the entire state? In a time of constant budgetary pressure, it is hardly appropriate to put additional cost pressure on taxpayers when a viable alternative - the Kenilworth Corridor - exists.

There is a secondary cost that no one is factoring, which is the additional fuel cost the railroads will need to pay in order to climb up to that new elevated track. They will pass that on to their customers. Furthermore, burning that fuel will will create additional pollution in the area as well as the noise of locomotives straining to make the climb.

2. The Corridor. The current MN&S corridor is not appropriate for longer, faster trains. It was never a true railroad right of way. It is a railroad corridor that was cobbled together from existing vacant lots after the turn of the 20th Century (http://en.wikipedia.org/wiki/MN%26S_Spur). This is why it is so narrow, why it has tight turns that are blind, why it and passes so close to some homes and businesses in the St. Louis Park area, and why there are so many at-grade crossings. It is, in short, a very poor corridor for carrying additional freight.

The Kenilworth Corridor, however, is a much better corridor for carrying freight rail in addition to the proposed SW Light Rail. It is wide, has longer sweeping turns, and has fewer grade crossings.

3. The viability of co-location. There have been suggestions by some proponents of the freight re-route that co-location will blunt the potential for residential housing and commercial development along the new Light Rail line, preventing the expansion of the tax base that would accompany that development. My response to that argument is, "show us the evidence."

The anecdotal evidence in St. Louis Park is that freight rail traffic on the TC&W tracks does not blunt real estate development at all. The TowerLight senior housing development (http://www.towerlightsenior.com/) is just finishing up at Wooddale and 36th Street in St. Louis Park, and it is only about 500 feet from the grade crossing at Wooddale Ave (http://goo.gl/maps/KoHKN). That grade crossing is quite loud when the locomotives blow their horns. Hoigaard Village is just east of that grade crossing at 36th and Highway 100 and is undergoing a massive expansion (http://www.hoigaardvillage.com/proto/index.php). Further down 36th street, the 36 Park luxury apartment building (http://www.36park.com/) is a 192 unit apartment building within earshot of the Wooddale and Beltline grade crossings (and whistles) as well as Highway 100.

The progress and apparent success of these developments do not seem to be hindered by the

presence of the very noisy TC&W trains, so how would co-location of light rail and freight rail within that corridor be any different? If anything, the addition of light rail to this corridor is going to further enhance the attractiveness of the location to developers and potential residents, especially if the freight rail noise can be mitigated.

In closing, I urge the Metropolitan Council and the other stakeholders to choose co-location of the freight rail and light rail in the Kenilworth Corridor. The finances make more sense, the characteristics of the corridors favor co-location in the Kenilworth Corridor, and the development of the area has shown that residents already tolerate freight noise.

Thank you, and please do not hesitate to reply if you need me to clarify any of my points.

Sincerely,
William Vandover
5915 W. 42nd St.
St. Louis Park, MN 55416
612-296-1665

"Wardleworth, Anne"
<Anne.Wardleworth@NAProperties.com>
11/26/2012 12:19 PM

To <swcorridor@co.hennepin.mn.us>
cc
bcc
Subject DEIS Official Comment Submission

See Comment #198 for Theme Delineations

To Whom It May Concern:

Please find attached a copy of NAP Southwest Station, LLC's response to the DEIS.

We look forward to your feedback.

Kind Regards,

<<scan0006.pdf>>

Anne L. Wardleworth
Director of Sales and Leasing
North American Properties
Direct: 952.852.1010/972.374.5273
Facsimile: 952.906.0905/214.596.9258
Email: anne.wardleworth@naproperties.com
Website: http://www.naproperties.com

NORTH AMERICAN PROPERTIES

November 26, 2012

Hennepin County Housing, Community Works, & Transit
Attn: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

RE: **Southwest Transitway Draft Environmental Impact Statement**

To Whom It May Concern:

NAP Southwest Station, LLC is the owner of 88 condominiums at Southwest Station Condominiums located along Highway 5 between Prairie Center Drive and Mitchell Road in Eden Prairie. Upon reviewing the draft environmental impact statement (DEIS), we have a few concerns we'd like to share with your committee.

According to our condominium Disclosure Statement:

> Steps have been taken to deal with the weak compressible organic soils, including surcharging the site with soil in amounts recommended by the engineer on the site on which Southwest Station Condominiums have been constructed before the installation of pile-driven foundations. Soil was brought in and placed across the site and then left for approximately one year – six months longer than recommended – to accelerate the amount of settlement the site would be exposed to in the coming years. Additionally, vertical wick drains were installed to accelerate the degree of settlement. After monitoring and testing the surcharge and wicking, the soils were removed and trucked from the site.

As this statement clearly confirms, the soil conditions are volatile on this site. Therefore, NAP Southwest Station, LLC wants to know what is going to be done to mitigate the potential problems that the installation of the tracks will create as we do not want to jeopardize the measures NAP Southwest Station, LLC took to protect the buildings from settling. It is imperative proper measures are taken to maintain the integrity of the buildings during construction and when the tracks are open as the buildings will be subject to constant disturbance from the vibration. Have your engineers studied this issue? What measures are they recommending be put in place?

Additional concerns include increased noise and traffic in and around the neighborhood. It seems prudent that a sound wall, additional sound insulation in the building, and/or new sound insulated windows and doors should be installed to help limit the increased noise transfer. Not only will noise increase along Highway 5 where the LRT will be installed, but due to the increased traffic along Technology Drive to enter and park at the transit station,

4956 NORTH O'CONNOR ROAD
IRVING, TX 75062
PH: 972.374.5300 FAX: 214.596.9258 WEB: WWW.NAPROPERTIES.COM

ATLANTA ξ CINCINNATI ξ DALLAS ξ FT. MYERS ξ MINNEAPOLIS

all of those residences will also be affected by the noise.

In regards to the increased traffic, we assume either Technology Drive will be widened and/or stop lights will be added to ensure our residents can safely enter and exit the community given the increased traffic in this area. Even today, the traffic flow in and around the community is difficult so we can only imagine how challenging it will become once the LRT opens.

The DEIS notes 91 condominium homes as being severely impacted by the LRT. Interestingly, there are exactly 91 homes in building one (13560 Technology Drive). However, upon further investigation 237 homes in the community will be severely impacted by the LRT (13560 Technology Drive, 13570 Technology Drive, and 13580 Technology Drive) given the vibration, noise, and increased traffic. Not to mention, due to the proximity of the rail line to the condominium community, NAP Southwest Station, LLC is very concerned at how this may negatively impact the housing values.

At this time, our preference is certainly for the rail line to either stop at the Southwest Station Metro Transit location off of Prairie Center Drive and Technology Drive or have the line redirected to the north side of Highway 5.

Thank you for taking our concerns under advisement. We appreciate any consideration you can provide. We look forward to feedback regarding our position and concerns.

Sincerely,

Anne L. Wardleworth
As Authorized Agent for NAP Southwest, LP
As Managing Agent for NAP Southwest Station, LLC

"Shelley Emick"
<Shelley.Emick@maslon.com
>
11/26/2012 01:52 PM

To <swcorridor@co.hennepin.mn.us>
cc "Geoffrey Jarpe"
<Gjarpe.MASLON_PO.MASLON_DOM@maslon.com>
bcc
Subject Southwest Transitway Letter of 11/26/12

Attached you will find a letter placed in the mail today. Please call with questions.

Shelley Emick
Legal Secretary to Geoffrey Jarpe

Shelley Emick | Secretary
shelley.emick@maslon.com
(p) 612.672.3417 | (f) 612.642.4817

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When it matters most.

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MINNEAPOLIS, MN 55402-4140

Geoffrey P. Jarpe
Direct Dial: (612) 672-8360
geoffrey.jarpe@maslon.com

Via E-mail and Regular Mail

November 26, 2012

Hennepin County
Housing, Community Works & Transit
701 Fourth Avenue South, Ste 400
Minneapolis, MN 55415

Re: Southwest Transitway – Draft Environmental Impact Statement

Ladies and Gentlemen:

We are the attorneys for the owner of the property located at 11455 Viking Drive in Eden Prairie. The property is improved with a modern office building in which operations of BMO Bank and other businesses are located.

We have reviewed the Draft Environmental Impact Statement for the Southwest Transitway Project and as directed in the Executive Summary, we submit these written comments.

F0

Our client opposes alternative LRT 3A, which has been designated as the "locally preferred alternative." The principal reason for opposing this alignment is the massive bridge that is proposed to carry trains over the existing highways at this location. The bridge height at that location and its proximity to our client's building damage it quite significantly. There is substantial interference with the easements of light, air and view, along with likely interference with the use and enjoyment of the property insofar as access and the frequent operation of trains in both directions are concerned

N9, N2

F0

This presents a very difficult, if not intolerable, situation for the subject property. We therefore urge you to give serious deliberation to and consideration of these factors, with the result that this alignment be altered so that damages to this property are eliminated.

Thank you very much for your anticipated cooperation.

Very truly yours,

Geoffrey Jarpe

GPJ/sle
930052

Matt Muyres
<matt.muyres@gmail.com>
11/26/2012 05:48 PM

To swcorridor@co.hennepin.mn.us
cc
bcc
Subject bike trail

BIKE TRAIL question....

On pg 49 of Appendix F of the DEIS...

AT the Woodale street crossing, the diagram shows the existing bike path from the current location being swtitched to just south of the new lrt line.

P9

Why? And what is happening to the old trail then? (in pink)

Matt

elip3@comcast.net
11/26/2012 09:40 PM

To swcorridor@co.hennepin.mn.us
cc safetyinthepark@gmail.com
bcc
Subject stop the reroute

My phone number was not included at the bottom when this was emailed a few minutes ago.

.....

To whom it may concern at Southwest Transitway:

C

The time and energy it requires to derail a costly, dangerous, wrong initiative boggles the mind. A commercial venture seeks the legal right to damage our living conditions in all the ways that have spelled out countless times, and at an exorbitant cost to boot.

As has been stated countless times, it is a physically dangerous, environmentally unsafe, noisy, traffic-disrupting, property-value diminishing, and tax-decreasing idea. Whose ethics are even considering this absurd proposal?

Even with the right of eminent domain, residents' properties need to be purchased. However, in this case, a commercial venture proposes to simply have its way, free of responsibility.

Do the right thing.

Sincerely,
Ellen Lipschultz
3925 Dakota Ave S
St. Louis Park 55416
962-927-6148

RECEIVED
NOV 26 2012
BY:

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The proposed action of re-routing freight is described in Chapter 1, Section 1.3.2.3. The MN&S Spur tracks are a lightly used spur line within a high density urban, residential setting and directly adjacent to the St Louis Park Senior High. The current freight occurs five days a week, Monday- Friday, during normal business hours. The proposed action of re-routing freight would introduce mainline traffic and the community, residents, and students will be exposed to longer, heavier trains during weekends, evenings, and nighttime. In detail, the re-route will allow a 788% increase of rail cars traffic. The increase of freight exposure will directly and negatively impact the community health and cohesion of the neighbors adjacent to the tracks. In addition, there will be negative impacts to the school system and educational quality within St Louis Park, including the decreased safety of students at the High School.

C

Besides my general concerns about the freight rail re-route, the section of the SWLRT DEIS that describes the noise and vibration has flawed methods and conclusions. The vibration and the noise measurements were done with current MN&S traffic. It is important to note that the re-routed freight will be longer, more frequent, and include more locomotives per train.

Vibration, Chapter 4.8.4: The conclusion that vibration will have no significant impacts is incorrect Vibration impacts will be longer in time and the total amount will increase with the heavier freight and additional locomotives.

Noise, Chapter 4.7.5:

Quiet zones: The DEIS fails to describe the real world issues with the quiet zone. The SLP Senior High is both bookended by two blind curves and has athletic facilities on both sides of the tracks. The operating rail company, TC&W, has stated in a public document that it has safety concerns with a quiet zone due to the proximity of the tracks to schools, residents, and businesses. It will be impossible to design a quiet zone that will be both safe for the area while maintaining access for the adjacent Senior High school and local businesses. The quiet zone is listed as mitigation for noise impacts but it is a mitigation that is not supported by the neighborhoods, school board, or the operating rail companies.

A quiet zone will not eliminate all noise impacts and the assessment fails to measure other sources:

a. the rail to wheel curve squeal from the tight interconnect curve
b. the additional noise of the locomotives as it throttles up both the southern interconnect ramp and grade change at the northern connection,
c. trains traveling west will need to use their brakes to maintain a slow speed going down grade and through curves
d. diminished livability from the introduction of night freight traffic
e. the amount of time exposed to the noise impacts of the stationary crossing bells will increase significantly due to increase in train numbers.

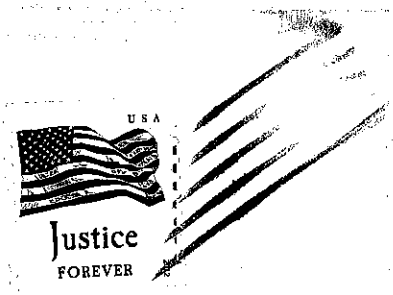
The re-routing of freight will negatively impact the safety, livability, and community cohesion of residents, students, and communities. The SWLRT DEIS does not adequately describe the impacts and as such, the freight reroute should not be given any further consideration as an option.

Name: Susan Melbye
Address: 2757 Florida Ave S
City/State/zip: St Louis Park MN 55426
Telephone: 952-239 0379 E-Mail: susanmelbye@edinarealty.com

SOUTHWEST transitway

Fold here

Melbye
2757 Florida Ave S
SLP MN 55426



Hennepin County

Housing, Community Works & Transit
ATTN: Southwest Transitway

701 Fourth Avenue South, Suite 400

Minneapolis, MN 55415

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RECEIVED
NOV 26 2012
BY:

To the Federal Transit Administration, the Hennepin County Regional Railroad Authority and Metropolitan Council:

See Comment #81 for Theme Delineations

My name is Sara Hackenmueller and I live at the Southwest Station Condominiums, address: 13560 Technology Drive, Eden Prairie, MN 55344. The property will directly be impacted by the light rail, if the line begins at Mitchell Road to extend to the Southwest Transit Station. Chapter 4: Environmental Effects, Page 4-88, ID: 3-A, Description: Segment 3 between Mitchell Station and Southwest Station, Land Use Category: 2, Severe Impacts Land (Units): 1 (91). The Draft Environmental Impact Study does not name Southwest Station Condominiums specifically, but there are 91 Units in one of the buildings of our complex, including my condo which faces Highway 5. Our property was built on a large expanse of wetlands that expanded at least one mile to the northeast and several miles to the southwest. It underwent extensive development to deal with the weak compressible organic soils. Studies and testing must be completed in order to maintain the integrity of the soil and all of the buildings on the property. I am very concerned about the proximity of the light rail to the property; we will face many issues with vibration and noise. Another concern is the increase of traffic that will occur on Technology Drive, especially with the property set between two of the largest stations on the Southwest Corridor route: Mitchell Station and Southwest Transit Station. I do utilize the Southwest Transit Station every day to get to work and I appreciate the goal to move Minnesota forward with alternative forms of public transportation. I thank you for this opportunity to express my concerns and I hope proper studies and testing will be completed on our property and any issues are successfully mitigated.

Sincerely,

Sara K. Hackenmueller

Sara K. Hackenmueller
13560 Technology Drive
#1119
Eden Prairie, MN 55344

Sara K. Hackenmueller
13560 Technology Dr. #1119
Eden Prairie MN 55344

MINNEAPOLIS MN 553
21 NOV 2012 PM 3 L

Hennepin County
Housing, Community Works & Transit
ATTN: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

5541518430O

RECEIVED
NOV 26 2012
BY:

To whom it may concern:

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) published in regard the SWLRT which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

C

The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done.

Besides my general concerns about the SWLRT-DEIS, I am particularly concerned with Chapter 12 (Public and Agency Coordination and Comments). NEPA 1500.2(d) states that the leading agency must "encourage and facilitate public involvement in decisions which affect the quality of the human environment." This regulation was clearly ignored in regards to the potential freight rail re-route issue. Hennepin County did not "encourage and facilitate" public involvement concerning this issue. In fact, Hennepin County refused attempts for public comments and concerns regarding the freight rail issue at all of the outreach meetings listed in table 12.1-1 and all of the community events listed in table 12.1-2. Public comments regarding the freight issue were denied at the 2008 Oct 7, 14, and 23 scoping meetings and the comment period that followed as listed in section 12.1.3.1. Public comments regarding the freight issue were refused at the 2010 May 18, 18 and 20 open houses. Most importantly, public comments regarding the freight issue were denied during the entire LPA section process. This included all of public hearings listed in section 12.1.4.1. In summary, all public comments regarding the freight rail issue were denied at all of SWLRT's major milestones leading up to the DEIS. Worse, the public was not made aware of the significant environmental impacts caused by SWLRT and the potential freight re-route because the freight issue was not discussed at any of the SWLRT meetings leading up to the DEIS. The only opportunity the public was given by Hennepin County to discuss the freight rail re-route was at the PMT meetings discussed in section 12.1.5. However, any discussion of possible alternatives to the re-route (co-location) or the freight re-route's connection with SWLRT was strictly forbidden at these PMT meetings. Lastly, the DEIS fails to mention the 2011 April 17 and 28 freight re-route listening sessions that were held by the city of St. Louis Park. Hundreds of St. Louis Park residents voiced their opposition to the freight re-route. Because those opposed to the re-route have been denied comment during the entire SWLRT planning process leading up to the DEIS, the freight rail issue needs to be dropped or significant more work needs to be done on the alternative studies and public outreach.

L2

Thank You,

Name: Michelle Schaan
Address: 3204 Brunswick Ave S.
City/State/zip: St. Louis Park MN 55416
Telephone: 612 799 2377 E-Mail:

SOUTHWEST transitway

Fold here

Schaan
3204 Brunswick Ave S
St. Louis PARK MN 55416

MINNEAPOLIS MN 553
23 NOV 2012 PM 6 L

Equality
FOREVER

Hennepin County
Housing, Community Works & Transit
ATTN: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

55415184300 Fold here

Comment #120

RECEIVED
NOV 26 2012

To whom it may concern:

C

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) published in regard the SWLRT which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done.

L2

Besides my general concerns about the SWLRT-DEIS, I am particularly concerned with Chapter 12 (Public and Agency Coordination and Comments). NEPA 1500.2(d) states that the leading agency must "encourage and facilitate public involvement in decisions which affect the quality of the human environment." This regulation was clearly ignored in regards to the potential freight rail re-route issue. Hennepin County did not "encourage and facilitate" public involvement concerning this issue. In fact, Hennepin County refused attempts for public comments and concerns regarding the freight rail issue at all of the outreach meetings listed in table 12.1-1 and all of the community events listed in table 12.1-2. Public comments regarding the freight issue were denied at the 2008 Oct 7, 14, and 23 scoping meetings and the comment period that followed as listed in section 12.1.3.1. Public comments regarding the freight issue were refused at the 2010 May 18, 18 and 20 open houses. Most importantly, public comments regarding the freight issue were denied during the entire LPA section process. This included all of public hearings listed in section 12.1.4.1. In summary, all public comments regarding the freight rail issue were denied at all of SWLRT's major milestones leading up to the DEIS. Worse, the public was not made aware of the significant environmental impacts caused by SWLRT and the potential freight re-route because the freight issue was not discussed at any of the SWLRT meetings leading up to the DEIS. The only opportunity the public was given by Hennepin County to discuss the freight rail re-route was at the PMT meetings discussed in section 12.1.5. However, any discussion of possible alternatives to the re-route (co-location) or the freight re-route's connection with SWLRT was strictly forbidden at these PMT meetings. Lastly, the DEIS fails to mention the 2011 April 17 and 28 freight re-route listening sessions that were held by the city of St. Louis Park. Hundreds of St. Louis Park residents voiced their opposition to the freight re-route. Because those opposed to the re-route have been denied comment during the entire SWLRT planning process leading up to the DEIS, the freight rail issue needs to be dropped or significant more work needs to be done on the alternative studies and public outreach.

Thank You,

Name: Brandy Schram

Address: 3204 Brunswick Ave S.

City/State/zip: St. Louis Park MN 55416

Telephone: 612-716-9494 E-Mail: Brandy.schram@yahoo.com

SOUTHWEST transitway

Fold here

3204 Brunswick Ave S
~~Ave S~~ St. Louis PARK MN
55416

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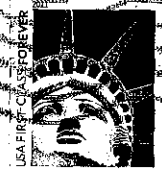
23 NOV 2012 PM 2 L



Hennepin County
Housing, Community Works & Transit
ATTN: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

Fold here

55415184300

Comment #121

RECEIVED
NOV 26 2012
BY:

To whom it may concern:

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) published in regard the SWLRT which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done.

C

L2

Besides my general concerns about the SWLRT-DEIS, I am particularly concerned with Chapter 12 (Public and Agency Coordination and Comments). NEPA 1500.2(d) states that the leading agency must "encourage and facilitate public involvement in decisions which affect the quality of the human environment." This regulation was clearly ignored in regards to the potential freight rail re-route issue. Hennepin County did not "encourage and facilitate" public involvement concerning this issue. In fact, Hennepin County refused attempts for public comments and concerns regarding the freight rail issue at all of the outreach meetings listed in table 12.1-1 and all of the community events listed in table 12.1-2. Public comments regarding the freight issue were denied at the 2008 Oct 7, 14, and 23 scoping meetings and the comment period that followed as listed in section 12.1.3.1. Public comments regarding the freight issue were refused at the 2010 May 18, 18 and 20 open houses. Most importantly, public comments regarding the freight issue were denied during the entire LPA section process. This included all of public hearings listed in section 12.1.4.1. In summary, all public comments regarding the freight rail issue were denied at all of SWLRT's major milestones leading up to the DEIS. Worse, the public was not made aware of the significant environmental impacts caused by SWLRT and the potential freight re-route because the freight issue was not discussed at any of the SWLRT meetings leading up to the DEIS. The only opportunity the public was given by Hennepin County to discuss the freight rail re-route was at the PMT meetings discussed in section 12.1.5. However, any discussion of possible alternatives to the re-route (co-location) or the freight re-route's connection with SWLRT was strictly forbidden at these PMT meetings. Lastly, the DEIS fails to mention the 2011 April 17 and 28 freight re-route listening sessions that were held by the city of St. Louis Park. Hundreds of St. Louis Park residents voiced their opposition to the freight re-route. Because those opposed to the re-route have been denied comment during the entire SWLRT planning process leading up to the DEIS, the freight rail issue needs to be dropped or significant more work needs to be done on the alternative studies and public outreach.

Thank You,

Name: Ethel Mellgren
Address: 4160 Salem Ave. So.
City/State/zip: Mpls. Mn. 55416
Telephone: 952-926-8552 E-Mail:

SOUTHWEST transitway

Fold here

Mrs. Ethel Melgren
4160 Salem Ave. So
Mpls. Mn. 55416

MINNEAPOLIS MN 553
23 NOV 2012 PM 6 L

USA
Freedom
FOREVER

Hennepin County
Housing, Community Works & Transit
ATTN: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

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5541516099

MASLON
MASLON EDELMAN BORMAN & BRAND, LLP

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www.maslon.com

3300 WELLS FARGO CENTER
90 SOUTH SEVENTH STREET
MINNEAPOLIS, MN 55402-4140

RECEIVED
NOV 27 2012
BY:

Geoffrey P. Jarpe
Direct Dial: (612) 672-8360
geoffrey.jarpe@maslon.com

See Comment #114 for Theme Delineations

Via E-mail and Regular Mail

November 26, 2012

Hennepin County
Housing, Community Works & Transit
701 Fourth Avenue South, Ste 400
Minneapolis, MN 55415

Re: Southwest Transitway – Draft Environmental Impact Statement

Ladies and Gentlemen:

We are the attorneys for the owner of the property located at 11455 Viking Drive in Eden Prairie. The property is improved with a modern office building in which operations of BMO Bank and other businesses are located.

We have reviewed the Draft Environmental Impact Statement for the Southwest Transitway Project and as directed in the Executive Summary, we submit these written comments.

Our client opposes alternative LRT 3A, which has been designated as the "locally preferred alternative." The principal reason for opposing this alignment is the massive bridge that is proposed to carry trains over the existing highways at this location. The bridge height at that location and its proximity to our client's building damage it quite significantly. There is substantial interference with the easements of light, air and view, along with likely interference with the use and enjoyment of the property insofar as access and the frequent operation of trains in both directions are concerned.

This presents a very difficult, if not intolerable, situation for the subject property. We therefore urge you to give serious deliberation to and consideration of these factors, with the result that this alignment be altered so that damages to this property are eliminated.

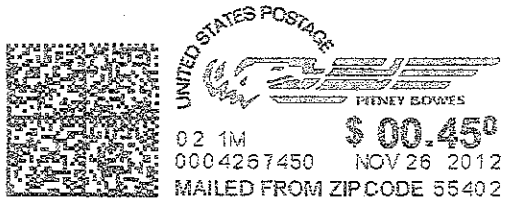
Thank you very much for your anticipated cooperation.

Very truly yours,

Geoffrey Jarpe

GPJ/sle
930052

MASLON
MASLON EDELMAN BORMAN & BRAND, LLP
3300 Wells Fargo Center
90 South Seventh Street
Minneapolis, MN 55402-4140



Hennepin County
Housing, Community Works & Transit
701 Fourth Avenue South, Ste 400
Minneapolis, MN 55415

55415$1849 C089

RECEIVED
NOV 27 2012

Comment #123

To Whom It May Concern:

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The proposed action of re-routing freight is described in Chapter 1, Section 1.3.2.3. The MN&S Spur tracks are a lightly used spur line within a high density urban, residential setting and directly adjacent to the St Louis Park Senior High. The current freight occurs five days a week, Monday- Friday, during normal business hours. The proposed action of re-routing freight would introduce mainline traffic and the community, residents, and students will be exposed to longer, heavier trains during weekends, evenings, and nighttime. In fact, the re-route will allow a 788% increase in the number of rail car traffic in this area. The increase of freight exposure will directly and negatively impact community health, cohesion of the neighborhoods adjacent to the tracks and educational quality within St Louis Park Schools. In addition, there will be negative impacts to the community at large. These impacts include but are not limited to, increased noise and vibration, increase in diesel fumes from laboring locomotives, loss of mobility with when multiple crossing are blocked simultaneously, decreased safety for home owners and students at the High School, decreased access to small businesses and a decrease in tax base caused by lower property values in the affected area.

C

I oppose the freight rail re-route as outlined in the SWLRT DEIS. I believe it will create an unsafe and unlivable situation for our school children, our local businesses, and our residents.

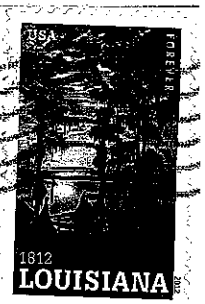
Thank you,

Name: Muriel Barclay
Address: 3325 Kentucky Ave. S.
City/State/zip: St. Louis Park, MN 55426
Telephone: 952-922-4870 E-Mail: muriel barclay@gmail.com

Muriel Barclay
3225 Kentucky Ave. S
Minneapolis, MN 55426

MINNEAPOLIS MN 553

26 NOV 2012 PM 3 L



Hennepin County - Housing Community Works & Transit
Attn: Southwest Transitway
701 Fourth Ave. S. Suite 400
Minneapolis, MN 55415

RECEIVED
NOV 27 2012

To whom it may concern: (The process to choose the Locally preferred Alternative was flawed)

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) published in regard the SWLRT which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done.

C

L2

Besides my general concerns about the SWLRT-DEIS, I am particularly concerned with Chapter 12 (Public and Agency Coordination and Comments). NEPA 1500.2(d) states that the leading agency must "encourage and facilitate public involvement in decisions which affect the quality of the human environment." This regulation was clearly ignored in regards to the potential freight rail re-route issue. Hennepin County did not "encourage and facilitate" public involvement concerning this issue. In fact, Hennepin County refused attempts for public comments and concerns regarding the freight rail issue at all of the outreach meetings listed in table 12.1-1 and all of the community events listed in table 12.1-2. Public comments regarding the freight issue were denied at the 2008 Oct 7, 14, and 23 scoping meetings and the comment period that followed as listed in section 12.1.3.1. Public comments regarding the freight issue were refused at the 2010 May 18, 18 and 20 open houses. Most importantly, public comments regarding the freight issue were denied during the entire LPA section process. This included all of public hearings listed in section 12.1.4.1. In summary, all public comments regarding the freight rail issue were denied at all of SWLRT's major milestones leading up to the DEIS. Worse, the public was not made aware of the significant environmental impacts caused by SWLRT and the potential freight re-route because the freight issue was not discussed at any of the SWLRT meetings leading up to the DEIS. The only opportunity the public was given by Hennepin County to discuss the freight rail re-route was at the PMT meetings discussed in section 12.1.5. However, any discussion of possible alternatives to the re-route (co-location) or the freight re-route's connection with SWLRT was strictly forbidden at these PMT meetings. Lastly, the DEIS fails to mention the 2011 April 17 and 28 freight re-route listening sessions that were held by the city of St. Louis Park. Hundreds of St. Louis Park residents voiced their opposition to the freight re-route. Because those opposed to the re-route have been denied comment during the entire SWLRT planning process leading up to the DEIS, the freight rail issue needs to be dropped or significant more work needs to be done on the alternative studies and public outreach.

Thank You,

Name: Roy & Judy Falness
Address: 3718 Yosemite Ave. S
City/State/zip: St. Louis Park, MN 55416
Telephone:
EMail: nfalness@comcast.net

SOUTHWEST transitway

Fold here

Judith Falness
2718 Yosemite Ave. S.
Saint Louis Park, MN 55416-1856

MINNEAPOLIS MN 553
MINNEAPOLIS MN 553
26 NOV 2012 PM 2 L
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Hennepin County

Housing, Community Works & Transit
ATTN: Southwest Transitway

701 Fourth Avenue South, Suite 400

Minneapolis, MN 55415

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5541518430O

RECEIVED
NOV 27 2012
BY:

C

To Whom It May Concern: (closing 29th street)

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) published in regard the SWLRT which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done. As this action is proposed and described in Chapter 1, Section 1.3.2.3 as rebuilding a little known, lightly-used spur line into a main freight rail line, which will initially allow a 788% increase of rail car traffic. What the SWLRT-DEIS does not address, but should, are the real-world impacts of this action on the affected area.

Besides my general concerns about the SWLRT-DEIS, the portion of the report dealing with the closing of the 29th street crossings (Chapter 3/p. 135) causes me the greatest concern. Residents from the Birchwood neighborhood requested on behalf of the Birchwood neighborhood that the grade crossing at 29th Street stay open. According to page 135 of the DEIS the 29th street crossing is being closed as a mitigation measure. However, the closing of the crossing will not benefit the neighborhood; it will, in fact, jeopardize residents because it will make emergency vehicle access difficult—if not impossible—during winter months due to narrowed streets.

None of the mitigation requested by the City of St. Louis Park on behalf of her residents is being considered. This mitigation is not frivolous; it is necessary to maintain the safety, livability and property values for the residents of St. Louis Park.

Name: Roy & Judy Falness
Address: 2718 Yosemite Ave S
City/State/zip: St. Louis Park MN 55416
Telephone: _____ E-Mail: rfalness@comcast.net

SOUTHWEST transitway

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Judith Falness
2718 Yosemite Ave. S.
Saint Louis Park, MN 55416-1856

DGR

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Hennepin County

Housing, Community Works & Transit
ATTN: Southwest Transitway

701 Fourth Avenue South, Suite 400

Minneapolis, MN 55415

55415184300

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"Bertulli, Karen"
<KBertulli@winthrop.com>

11/27/2012 12:27 PM

To '"swcorridor@co.hennepin.mn.us"'
<swcorridor@co.hennepin.mn.us>

cc

bcc

Subject Resident comment letter - SWLRT DEIS

Attached please find a comment letter regarding the above mentioned topic.

Sincerely-

Karen Bertulli,
SLP Resident

To Whom It May Concern:

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) which includes the proposed freight rail re-route in St. Louis Park, Minnesota. I am a St. Louis Park resident and am extremely concerned about the proposed re-route. While I support the SWLRT, I am vehemently opposed to the re-route as currently proposed and am writing to express my concerns. I request that no action be taken until reasonable alternatives are studied and considered.

C

The proposed action of re-routing freight is described in Chapter 1, Section 1.3.2.3 of the DEIS. The MN&S Spur tracks are a lightly used spur line within a high density urban, residential setting and directly adjacent to the St Louis Park Senior High. The current freight occurs five days a week, Monday- Friday, during normal business hours. The proposed action of re-routing freight would introduce mainline traffic and the community, residents, and students will be exposed to longer, heavier trains during weekends, evenings, and nighttime. In fact, the re-route will allow a 788% increase in the number of rail car traffic in this area. The increase of freight exposure will directly and negatively impact community health, cohesion of the neighborhoods adjacent to the tracks and educational quality within St Louis Park Schools. In addition, there will be negative impacts to the community at large. These impacts include, but are not limited to: increased noise and vibration; increase in diesel fumes from laboring locomotives; loss of mobility when multiple crossing are blocked simultaneously; decreased safety for home owners and students at the High School both due to railway proximity and due to blocked crossings (how current proximity is allowable, and an increase in traffic is even being entertained is beyond comprehension – the potential for derailment near a school is entirely unacceptable); decreased access to small businesses; and a decrease in tax base caused by lower property values in the affected area.

I oppose the freight rail re-route as outlined in the SWLRT DEIS. I believe it will create an unsafe and unlivable situation for our school children, our local businesses, and our residents. St. Louis Park is a wonderful community and a great place to live – please keep it that way.

Thank you,

Name: Karen Bertolli

Address: 3736 Inglewood Ave S

City/State/zip: St Louis Park, MN 55416

Telephone: E-Mail: kbertolli@winthrop.com

Village In The Park
<villageinthepark@paradisemn.com>
11/27/2012 12:46 PM

To "swcorridor@co.hennepin.mn.us" <swcorridor@co.hennepin.mn.us>
cc Patricia Neal <dpneal@sympatico.ca>
bcc
Subject Rail Traffic SW Corridor

Good afternoon,

I have attached a letter from Pat and Don Neal supporting the rerouting of freight traffic away from Wooddale Ave. With that letter you will find a resident petition that supports the reroute.

Thank you,

Ruthann Shull
Office Manager
Village in the Park Condominium Association
3600 Wooddale Avenue
St. Louis Park, Minnesota 55416
villageinthepark@paradisemn.com
Tel: 952-926-1563
Fax: 952-926-1723

3600 Wooddale Ave So., Unit 313
St. Louis Park, MN 55416
November 15, 2012

Hennepin County
Housing, Community Works & Transit
701 Fourth Avenue South, Ste. 400
Minneapolis, MN 55415

To Whom It May Concern,
We attended the November 14 hearing in St. Louis Park regarding the draft EIS. Due to the large number of participants, we were unable to make a public statement.

Our concerns with the Kenilworth Corridor option are:

- **Accommodating additional freight rail with existing bike and pedestrian trails** R1
- **Compromising the safety and suitability of light rail transportation with freight traffic**
- **Increasing the queues at crossings related to Highway 7 and Wooddale Ave.**
- **Complicating the accessibility to the south access to Highway 100 from Wooddale** M3
- **Endangering human traffic at the proposed light rail station and parking area at the Wooddale location**
- **The increasing senior population in the immediate Wooddale area**
- **The substantial use of Wooddale by the newly constructed St. Louis Park Fire Department personnel and vehicles** R3
- **The accessibility of neighborhood residents**
- **The increasing building of high density apartments, condo units, and life care facilities in the Wooddale and 36th Street area**

Additionally, our Elmwood Neighborhood has similar concerns as those who oppose the rerouting of freight traffic: noise, ground vibration, hazards from chemicals and emissions, and decreasing property values.

Our Elmwood neighborhood has experienced changes related to being a section of an inner ring suburb: increasing size of Highway 7 and Highway 100, additional air traffic, and pollutants from small industry. The impact of the proposed light rail line is a positive for our area and the larger southwest metro area. We strongly agree that the rerouting of freight traffic away from Wooddale Ave. is the correct path for the Met Council to take. D

Thank you for considering our concerns.

Sincerely,
Donald Neal
Patricia Neal
Donald and Patricia Neal

We support the attached letter from Donald and Pat Neal dated November 15, 2012. "We strongly agree that the rerouting of freight traffic away from Wooddale Ave. is the correct path for the Met Council to take."

Name	Address
Barbara Knuth	952-681-7552 3600 Wooddale Ave
[illegible]	3600 Wooddale Ave #[illegible]
Liz [illegible]	3600 Wooddale Ave Unit [illegible]
Kurt [illegible]	3600 WOODDALE AVE #116
[illegible] Burgess	3600 WOODDALE AVE #112
[illegible] Fallenstein	3600 Wooddale Ave #114
Marian Robinson	3600 Wooddale Ave #106
Hogan Petersen	3600 Wooddale Ave So #205
[illegible] Cilburg	3600 Wooddale Ave So 211
[illegible]	3600 Wooddale Ave So 213
Patricia [illegible]	3600 Wooddale 108
[illegible]	3600 Wooddale #207
Theresa + Tom Reardon	3600 Wooddale Ave So Unit 209
[illegible]	3600 Wooddale Ave S #[illegible]
Blanche Galloway	3600 Wooddale Ave So #217
Marian [illegible]	3600 Wooddale Ave So #214
Beverly Peterson	3600 Wooddale Ave S #206
Molly [illegible]	3600 Wooddale Ave. S #311
[illegible]	" " " " "
[illegible]	" " " #215
Greg + Renee Hannon	" " " " #310
David Martin	3600 Wooddale Ave S #216
[illegible]	3600 Wooddale Ave S #117
Kim Loehr	" " #305
Maria Olson	3600 Wooddale Ave S #326
Chuck + Ann Newman	3600 Wooddale Ave S #110
[illegible]	3600 Wooddale Ave #304

We support the attached letter from Donald and Pat Neal dated November 15, 2012. "We strongly agree that the rerouting of freight traffic away from Wooddale Ave. is the correct path for the Met Council to take."

Name	Address
[illegible]	[illegible] #101
[illegible]	[illegible] Unit 318
[illegible]	3600 [illegible] #118
[illegible]	3600 Wooddale Ave S #117
[illegible]	3600 Wooddale Ave S #319
[illegible]	3600 Wooddale Ave #[illegible]
Mary Ann Johnson	3600 Wooddale Ave S #216
[illegible]	[illegible]

Damon Farber
<dfarber@damonfarber.com>

11/27/2012 04:12 PM

To "swcorridor@co.hennepin.mn.us"
<swcorridor@co.hennepin.mn.us>
cc
bcc
Subject Southwest Corridor LRT DEIS Comments

1. Page 3-34, Segment A (see Exhibit 1) stipulates that under the co-location Option(LRT 3A-1) three homes on Burnham Road will be taken ("permanently used"). According the DEIS (Chapter 3, page 3-34, Segment A) those homes are" the first three single family homes north of Cedar Lake Parkway along Burnham Road". As many as 57 town homes north of the West Lake Station are also slated for removal. In addition there will be "disturbance" to parkland on the east side of Cedar Lake to accommodate a realigned Burnham Road where it intersects with Cedar Lake Parkway. I questioned this at the November 13, 2012 open house/public hearing and both the Hennepin County and its engineering representative stated that it was an error that three homes on Burnham Road were to be taken. Rather two homes on Burnham Road (2650 and 2542) and one home on Park Lane (42) were the single family homes being considered for removal under the co-location scenario. M4

There is no text describing any taking of private property on Burnham Road or Park Lane under Option LRT 3A, which assumes that the freight train would be moved to St Louis Park. Page 11-3 of the DEIS indicates 4 properties, including .81 acres of Cedar Lake Park (I assume that this is the area by the beach north of Cedar Lake Parkway and west of Burnham Road), potentially being "used" permanently along with the historic channel. In that same table under the LRT 3A Option it appears that only one property and the historic channel are to be "used" permanently. Is that one property 2650 Burnham Road or is it the Cedar Lake Park? Neither the project engineer nor Hennepin County Community Works and Transit can confirm the addresses in either option. This needs to be clarified. Which properties are being alluded to in the DEIS for Options LRT 3A-1 and LRT 3A? E2

2. In October of this year I sent a note to the MPRB and to SW Transit/ Hennepin County Community Works asking for detailed information regarding design options for how the intersection of Cedar Lake Parkway with the Kenilworth Trail might be handled (See Exhibit 3). I also asked for more definitive data on noise and vibration testing specific to that crossing. I was referred to the DEIS which it seems to me does not adequately address these aspects in enough detail to allow for reasonable conclusions. I appreciate that the Final EIS will be less general and have a more detailed scope with greater insight into site specific issues and adverse impacts of the LRT upon affected properties neighborhoods. The Hiawatha LRT corridor can prove a substantive, quantifiable example of what we along the Southwest LRT corridor might expect. As such, any references that addressed real construction and real resultant influences related to social, environmental and transportation impacts along the Hiawatha LRT corridor will be especially helpful for the layman to better understand and anticipate the impacts that will result from both construction and implementation along the SW Kenilworth LRT Corridor. O1, O6, O7, O12

Quantitatively what is the current noise/decibel level at the intersection of Burnham Road with Cedar Lake Parkway? I assume that decibel readings were taken before, during, and after construction of the Hiawatha Line. For the purpose of comparison what was the noise level - prior to and following completion - inside and outside structures 100 ft and 150 ft from the center line of the Hiawatha LRT at East 32nd and East 53 Streets. Along Hiawatha berms, landscaping (noise cannot be mitigated by plantings) walls and a combination of the two were used. However, that is not possible at crossings. So again, it seems reasonable to ask for real, empirical, historical data to be provided that illustrates noise levels along the

Hiawatha corridor at key intersections. Also there are two elevated bridges, one at East 28th and a second that crosses Hiawatha at Crosstown Hwy 62. Will you please provide the same before and after data for those two locations in case an LRT overpass is the final design solution at the Cedar Lake Parkway crossing? V

3. Vibration both during the construction process and after project completion may have serious ramification on nearby properties. I am obviously concerned about potential structural impacts and cracking to my home at 2650 Burnham Road which is at the corner of Cedar Lake Parkway and Burnham Road, during construction and following project completion. I respectfully request that you provide vibration readings/documentation for all the same locations identified above to ascertain if vibration, along with noise, might be shown from a quantifiable, historical perspective. O1, O6, O12

4. According to a 4/20/2010 technical memo by HDR Engineers, the LRT train will cross Cedar Lake Parkway every 3.75 minutes under the LRT 3A option. Will you please confirm this? Page 4-8 of the DEIS notes that there will be 198 trips between 7 am and 10 pm, 60 LRT trips between 10 pm and 7 am, 48 LRT trips between 6 am and 9 am and another 48 trips between 3 pm and 6:30 pm for a total of 354 trips per day. with speeds ranging from 20 to 50 miles per hour. Will you please confirm the gates will be down no longer than 30 seconds for each of the 354 trips? What is the design speed of the LRT if it is at grade where it crosses Cedar Lake Parkway? What is the speed if the LRT is elevated above Cedar Lake Parkway. Will you confirm that the bells at crossings will occur no longer than 5 seconds for each of the 354 crossing and will the train horn blast in addition? Please provide answers to each of these questions if the co-location Option(LRT3A1) is selected. V E1

5. Traffic counts for Cedar Lake Parkway and Burnham Road were taken on February 16, 2010, and Chapter 6 notes that vehicular circulation was modeled based upon those counts, and that due to "low pedestrian counts" it was determined that pedestrians, were not to be modeled. Would this same conclusion have been reached had the counts been taken almost at any time during the spring, summer or fall seasons when there is increased vehicular flow and much higher pedestrian traffic and bicycle movement along both Cedar Lake Parkway and the Kenilworth Bike Trail – both of which support a significant volume of pedestrians and bicyclers who use these two avenues for recreation and commuting? Have counts been taken that are not illustrated in the Draft EIS that might support a reassessment of the value and importance of the pedestrian and bicyclist. P8

6. From a safety standpoint there can be no question that an at-grade crossing is the least desirable solution. We regularly observe bikers and pedestrians being hurt, hear screeching tires as motorists slow down and/or speed up, are subjected to biker' obscenities being hurled at motorists who fail to yield or observe traffic signs. An at grade crossing is unsafe as my wife can allude to after having been sent to the hospital for stitches after a major fall at the intersection of Cedar Lake Parkway with the railroad tracks. If there is a flyover bridge (see Exhibit 2) to accommodate the LRT tracks above Cedar Lake Parkway I am concerned about the impact to wildlife, visual and aesthetic character, materials selection, and resultant noise, and would urge that if that is the design solution selected the engineers be sensitive to a incorporate an historic recall and reference to other bridges in the Cedar, Isles, Dean neighborhoods that are integral to the Historic Grand Rounds and Parkway System. Also, a very significant concern beyond those identified above and in the DEIS is the visual impact of a band of light emanating from the LRT train windows from dusk to dawn as we look out our windows. Light trespass is a very real environmental impact that has not been addressed in the DEIS and it should be. Wouldn't you agree? E8 N2

I would prefer to have serious consideration given to a tunnel Option for the LRT rather than a bridge or at-grade crossing at Cedar Lake Parkway. New, updated and modified economic

data has just been added to the DEIS. I saw no dollars assigned to a tunnel / LRT underpass solution. It's possible I missed it? Is it available? I recognize that it is more expensive, including the need for to work outside the current ROW, but it is technically possible. After all there are many tunnels around the world that go under rivers and oceans so while hydrology and hydrostatic pressure are a serious consideration, it can be engineered and overcome. Please comment. E8 T0

Recently the MPRB, its consultant and the citizen advisory committee (CAC) proposed a middle ground solution where the LRT tracks begin to recede into a trench from a point north of the West Lake Street station to a point south the 21 Street Station. The historic Cedar Lake Parkway would arch over the recessed tracks from east of Cedar Lake Park and the Beach to meet grade on the east side of the proposed LRT trough. There are, to be sure, still pedestrian/ bike/auto and LRT conflicts where the tracks, Cedar Lake Parkway, Kenilworth Bike Trail and walking paths converge, but such a solution which would keep the LRT "low" and the Parkway with its more pedestrian aspects "higher" seems like a reasonable compromise that could, with some creative engineering and design, allow all properties to remain, address many traffic and safety concerns, and respond to myriad environmental issues within a fiscally responsible approach. This is the creative type of thinking, conceptualization and approach we would endorse.

Respectfully submitted,

Damon and Becky Farber
2650 Burnham Road, Minneapolis, MN 55416
612-298-9446 dbfarber@earthlink.net

and St. Louis Park have focused substantial planning efforts for future development surrounding the corridor, particularly around the proposed station areas.

Segment A

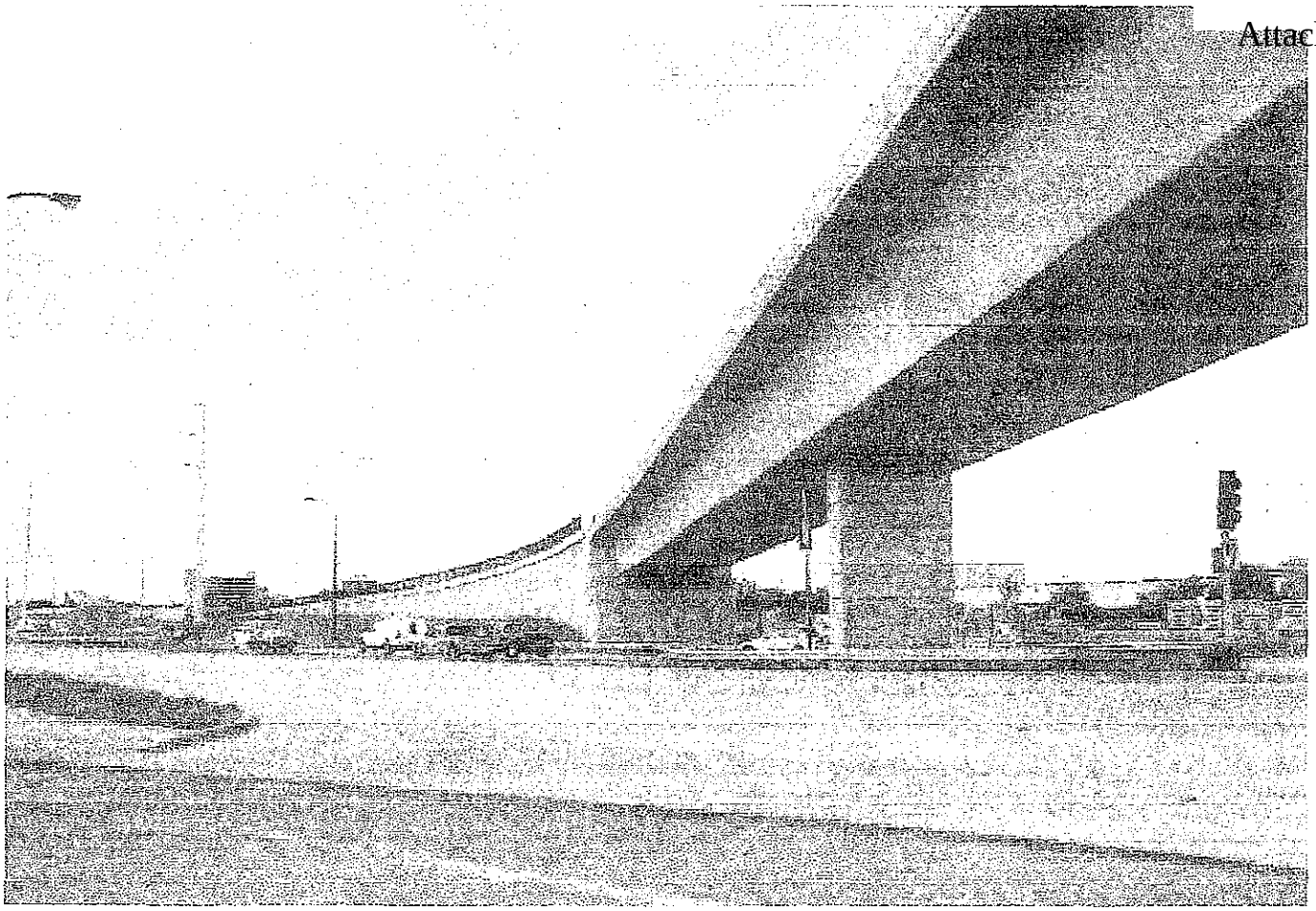
In Minneapolis, land use changes are anticipated along each of the planning segments. Residential land uses surrounding the Segment A alignment are mainly low- to medium-density, single-family detached housing near Cedar Lake and Lake of the Isles. Closer to downtown Minneapolis, land uses change to areas of undeveloped or underutilized land and industrial or industrial-commercial uses closest to the downtown core. The land uses closest to downtown are reflective of the industrial development patterns at the turn of the 20th Century. Implementation of LRT service and stations along the Segment A alignment would likely result in some land use changes surrounding the stations, particularly north of the lakes where tracts of undeveloped land are being considered for development. Implementation of LRT 3A-1 (co-location alternative) in the Kenilworth Corridor could influence a number of land use changes in the area. In order to achieve adequate ROW for placement of the three facilities, up to 57 townhomes would be removed in the area north of the West Lake Station on the west side of the corridor and 3 single-family houses would be removed north of Cedar Lark Parkway along Burnham Road. Additionally, there would be disturbance to Minneapolis Park Board properties on the east side of Cedar Lake in order to create adequate clearance.

Segments C-1 and C-2

In contrast to Segment A, Segment C-1 and Segment C-2 of the LRT 3C-1 (Nicollet Mall) and LRT 3C-2 (11th/12th Street) Build Alternatives would operate through densely populated areas of Minneapolis. Recent development activities along the Midtown Corridor, coupled with the extensive planning efforts of the City of Minneapolis supporting higher population and employment densities suggest that the Uptown and Midtown regions of Minneapolis will continue to be major growth centers of the city. Developers in the Minneapolis region continue to show interest in the Midtown region, and are interested in creating transit- and pedestrian-oriented mixed-use developments.

Freight Rail Relocation

In St. Louis Park one business (industrial use) would be relocated to accommodate new track (elevated track and associated retaining walls) on the south end of the Freight Rail Relocation Segment (MN&S Section) but the area would remain industrial in character. The design of the direct northerly connection from the CP Bass Lake Spur to the CP MN&S Spur was developed to minimize ROW impacts in this area, and hence provide optimal developable land. Land use is not anticipated to change along the primarily residential areas of the north-south section, because improvements are within the existing rail corridor. The proposed track leading into the BNSF Wayzata Subdivision on the north end of the Freight Rail Relocation segment would be constructed on unused rail ROW. While the track would be constructed within that existing ROW, the use of that land would change from inactive to active railroad use. Along the BNSF Section of the Freight Rail Relocation segment, planned improvements are within the existing rail ROW (north side), and no changes in land use are anticipated as a result of the changes to the BNSF Wayzata Subdivision.



Cedar Lake Parkway is a contributing element of the National Register eligible Grand Rounds Historic District. Constructed elements of the project, including the proposed bridge and the guideway, would have a substantial impact on this historic landscape. This issue will be addressed during Section 106 consultation.

The impact of replacing an existing bridge over the channel that connects Cedar Lake and Kenilworth Lagoon could be substantial because of sensitive receptors traveling in the lagoon. The existing bridge and the Kenilworth Lagoon and Channel are historic, located in the eligible Grand Rounds Historic District. The existing bridges are non-contributing elements of the historic district, and are not eligible individually for the National Register. Therefore, the removal of one or both of the bridges would not constitute an adverse visual effect. However, the bridge design, bank treatment, and aesthetics for the new facility and the potential replacement or modification of the existing pedestrian bridge would have a substantial effect on this historic landscape. This issue will be addressed during Section 106 consultation.

A BNSF flyover bridge proposed in the conceptual engineering plans would not have impacts on any sensitive receptors.

The segment travels under Burnham Road Bridge. The segment is located next to an existing freight rail corridor and no visual impacts on the bridge are anticipated.

Visual impacts to sensitive receptors located on the west side of the segment north of I-394 at Bryn Mawr Meadows Park would generally not be substantial because of mature vegetation buffers and an existing freight rail corridor.

Original Message-----
From: Adele.Hall@co.hennepin.mn.us [mailto:Adele.Hall@co.hennepin.mn.us] On Behalf Of SWcorridor@co.hennepin.mn.us
Sent: Friday, November 09, 2012 9:46 AM

To: beckybfarber@aol.com; Damon Farber
Cc: Katie.Walker@co.hennepin.mn.us
Subject: Re: Fw: SW corridor

Mr. Farber,
Thanks for your interest in the Southwest DEIS. I encourage you to review the Southwest Transitway DEIS and submit comments on the DEIS during the public comment period, which extends through December 11, 2012. Comments will be forwarded to the Met Council and Federal Transit Administration and will be addressed during the upcoming Preliminary Engineering (PE) and the Final EIS phases.

To address your questions regarding Cedar Lake Parkway, please visit Appendix H Part 1 pages 336-346, which contains a detailed traffic analysis of the intersection you reference. Chapter 3 page 116 shows an example of the structure type that could be used in this location.

I suggest reviewing Chapter 4 sections 7 and 8 regarding noise and vibration. These sections present an analysis of noise and vibration in the area near your residence, and will reference Appendix H, which has additional detail and data.

Thank you,
Adele

Adele Hall
Senior Transit Planner | Hennepin County Department of Housing, Community Works & Transit
701 Fourth Avenue South – Suite 400 | Minneapolis, MN 55415 | MC L608 Office 612.543.1094 | Mobile 612.250.2004 | adele.hall@co.hennepin.mn.us

cc:Catherine M. Walker/PW/Hennepin
10/25/2012 03:21 PM

To SWcorridor/Hennepin@Hennepin
Senior Administrative Manager
Southwest LRT Community Works Manager
Hennepin County Housing, Community Works & Transit

NEW ADDRESS: 701 Building Fourth Avenue South – Suite 400 | Minneapolis, MN 55415
612.385-5655
Forwarded by Catherine M. Walker/PW/Hennepin on 10/25/2012 03:21 PM -----

From: Damon and Becky Farber <beckybfarber@aol.com>
To: "katie.walker@co.hennepin.mn.us" <katie.walker@co.hennepin.mn.us>
Date: 10/15/2012 03:36 PM
Subject: SW corridor

Hello Katie
Can you tell me what your organization's current position / thinking / recommendation is for the intersection of cedar lake parkway with the SW corridor alignment?

E8

1. At grade crossing of parkway and tracks as currently exists?
2. Elevated track and at grade parkway?
3. Below grade track / tunnel with at grade parkway?
4. Other?

What mitigateive measures, if any, are being considered? Are there ANY drawings available that illustrate one or all of the above options?

O1, O6

Also, are there any preliminary or detailed study results relative to noise and vibration at the intersection of Burnham road and cedar lake parkway both during and after construction.

I look forward to your response.

Respectfully,
Damon Farber

Sent from my iPad dfarber@damonfarber.com

(locally referred to as the Kenilworth Corridor), and a short segment of the BNSF owned Wayzata Subdivision from downtown Minneapolis to the MN&S Subdivision in St. Louis Park (see Figure 2.3-2).

According to data obtained from the Federal Railroad Administration (FRA) and the MN&S Freight Rail Report (HCRRA, 3/2012), the number of trains currently operating in the study area is as follows:

- MN&S Spur - CP currently operates one local assignment (round trip) daily with a light tonnage train (10 to 30 car trains) on the MN&S Spur to serve local industries
- BNSF Wayzata Subdivision - 8 to 20 trains run per day including TC&W.
- CP Bass Lake Spur and HCRRA Cedar Lake Junction TC&W operations include:
  - One freight train (round trip) with two to four locomotives and 50 cars operating six days per week.
  - One freight train (round trip) with two to four locomotives and 20 cars operating three to four days per week.
  - A unit ethanol train with two locomotives and 80 cars operating once every two weeks.
  - A unit coal train with four locomotives and 120 cars, operating once every two weeks in one direction only.

Table 2.3-2. MN&S Spur Existing vs. Future Freight Rail Trains

Number of Trains under Existing Conditions	Number of Trains under Proposed Conditions
1 round trip (2 trains) daily with a light tonnage train (10 to 30 car trains)	1 round trip (2 trains) daily with a light tonnage train (10 to 30 car trains)
	1 round trip (2 trains) with 2 to 4 locomotives and 50 cars operating 6 days per week
	1 round trip (2 trains) with 2 to 4 locomotives and 20 cars operating 3 to 4 days per week
	1 ethanol train with 2 locomotives and 80 cars operating once every 2 weeks
	1 coal train with 4 locomotives and 120 cars, operating once every 2 weeks in one direction only

4.7.3.4 Project Noise Levels

Future project-related noise levels are determined through calculation procedures in the FTA guidance manual. The manual includes general noise emission levels for the noise sources proposed for this project. Measured noise emission levels of similar or identical noise sources are more accurate than the general noise emission levels because they represent project-specific conditions. The project team measured airborne noise from the Hiawatha LRT as the basis for the sound exposure levels used in the analysis. Reference sound exposure levels (SEL) for Southwest Transitway noise sources were determined using field measurements on the Hiawatha line and FTA guidance.

Table 4.7-2 summarizes the sound exposure levels used in Southwest Transitway detailed noise analysis.

Table 4.7-2. Sound Exposure Levels used in the Noise Analysis

Noise Source	Sound Exposure Level (SEL), dBA	Notes
Light Rail Vehicle Pass-by on embedded track	84	This value is based on measurements of light rail vehicle pass-bys on the Hiawatha line. The site included at-grade, embedded track.
Light Rail Vehicle Pass-by on ballast track	81	This value is based on measurements of light rail vehicle pass-bys on the Hiawatha line. The site included at-grade, ballast track.
Stationary Crossing Signal	106	This value is based on measurements of stationary crossing signals on the Hiawatha line.
Light Rail Vehicle Audible Warning Signal (bells)	88	This value is based on measurements of bell operation during light rail vehicle pass-bys on the Hiawatha line.
Light Rail Vehicle Warning Horns	99	This value is based on measurements of high-horn operation during light rail vehicle pass-bys on the Hiawatha line.
Light Rail Vehicle Curve Squeal	114	This value is based on measurements of curve squeal by light rail vehicle pass-bys on the Hiawatha line.

Airborne noise impacts were determined using Detailed Noise Assessment methods from the FTA (May 2006) guidance document. The following operational assumptions were incorporated into the assessment.

- 198 LRT trips during the day (7:00 a.m. to 10:00 p.m.).
- 60 LRT trips during the night (10:00 p.m. to 7:00 a.m.).
- 16 trips during each peak hour of operation (6:00 a.m. to 9:00 a.m., 3:00 p.m. to 6:30 p.m.).
- Three articulating cars per transit train.
- Speeds range from 20 to 50 miles per hour (mph), and vary in different segments of the project corridor.
- Light Rail Vehicle bells are used for five seconds as vehicles approach grade crossings, crosswalks and station platforms.

Comment #128

Attachment #6

Table 4.8-5. OMF Vibration Screening Results

OMF Site	Number of Potential Vibration Impacts			Total Number of Potential Vibration Impacts
	Category 1	Category 2	Category 3	
Eden Prairie 1	0	0	1	1
Eden Prairie 2	0	0	1	1
Eden Prairie 3	0	0	0	0
Minneapolis 4	0	1	0	1

The Minneapolis 4 OMF site has the potential to cause vibration impacts at one adjacent Category 2 residential land use. The vibration screening analysis identified one Category 3 land use (an office building) within the screening area for Eden Prairie 2. The potentially affected office building was not otherwise assessed for vibration from the transit line operation due to its distance from the proposed alignment. For the Eden Prairie 1 site, one Category 3 land use (a church) was identified within the screening area. This church was not otherwise assessed for vibration from the transit line operation due to its distance from the proposed alignment. No vibration-sensitive sites were identified within the screening distance for the Eden Prairie 3 OMF site.

4.8.4 MN&S Freight Rail Relocation

Under build alternatives LRT 1A, LRT 3A (LPA), LRT 3C-1 (Nicollet Mall) and LRT 3C-2 (11th/12th Street) TC&W freight activity, which currently follows portions of the Segment 4 and Segment A alignments would be relocated. TC&W freight rail operations currently operating in the Kenilworth Corridor in St. Louis Park and Minneapolis would be relocated to the CP MN&S Spur and BNSF Wayzata Subdivision in St. Louis Park. The MN&S Freight Rail Report included an assessment of the vibration impacts associated with the freight relocation. Refer to Appendix H for the complete vibration assessment of the MN&S freight rail relocation project.

Future vibration levels associated with the MN&S freight rail relocation were assessed in accordance with FTA methodology. The potential vibration impacts of the MN&S freight rail relocation are primarily related to the increased speeds in the corridor. The assessment started with the reference vibration curve for locomotives and assumed an increase in speed from 10 to 25 mph, and also assumed the improvement from jointed rail to continuously welded rail will lower vibration levels by 5 VdB. The results of the vibration analysis indicate that locomotive vibration levels of 80 VdB (the impact criterion for infrequent events) would be experienced up to 40 feet from the tracks and that rail car vibration levels of 75 VdB (the impact criterion for occasional events) would also be experienced up to 40 feet from the tracks. There is only one building, an apartment above a business at the southern end of the corridor on Library Lane, which is located within 40 feet of the tracks.

4.8.5 Short-Term Construction Effects

Construction activities that may induce noticeable vibration may include blasting, pile driving, concrete demolition, jackhammers, and the use of heavy tracked vehicles such as bulldozers and earth movers. The most serious of these would be blasting and pile driving. While it is anticipated that some pile driving may occur, the likeliness of any blasting is low. The Final EIS will identify which site specific locations

"Munt, Jennifer"
<Jennifer.Munt@metc.state.mn.us>
11/27/2012 10:43 PM

To "'sgoldsmith.md@gmail.com'" <sgoldsmith.md@gmail.com>
cc "'swcorridor@co.hennepin.mn.us'" <swcorridor@co.hennepin.mn.us>
bcc
Subject FW: SWLRT

Dr. Goldsmith,

Thanks for sharing your statement about the Southwest LRT DEIS. To ensure that your comments are documented in the public record, I have copied Hennepin County. The Metropolitan Council will responded to comments in the Final Environmental Impact Statement. Our decision about freight location will be made in early 2014.

If you'd like to testify in person, one public hearing remains. It's this Thursday, Nov. 29 at 6 p.m. at Eden Prairie City Hall, 8080 Mitchell Road. I will be there to listen.
Jennifer Munt
Metropolitan Council member
District 3

From: Steven Goldsmith [mailto:sgoldsmith.md@gmail.com]
Sent: Sunday, November 18, 2012 8:11 PM
To: Munt, Jennifer
Subject: SWLRT

Jennifer, I have written several times to the press and elsewhere over the past few years about the SWLRT. I live in Kenwood but my own property would not be directly affected by this project, unlike that of others who are heavily involved. However, I believe that Route 3a if implemented as planned will be a disaster for parts of SLP and Minneapolis. The DEIS totally sugarcoats the problems. Jeannette Colby suggested I share the attached piece with you, which I will submit as a personal response. There are many technical avenues on which this can and should be blocked, but the big picture is in the end the most important, and one which I don't feel the community has grasped. And our leaders don't care. So the final EIS is critical. The bottom line is that the 'environmental impact' of the route as currently planned would be to destroy the environment between Lake and Penn as it is now, or at least to irrevocably alter it much for the worse, forever. The attached piece goes into more detail.

Thanks. I hope you are sympathetic to trying to get this done RIGHT if it has to be done!

SRG

--
Steven R. Goldsmith, M.D.
Professor of Medicine, University of Minnesota
Director, Heart Failure Program, Hennepin County Medical Center
Director, Minnesota Heart Failure Consortium

Response to the DEIS

The language used throughout the DEIS as it characterizes the impact of the proposed route for the SWLRT as it passes from Lake St to Penn Ave is very typical of this type of document. Repeatedly it cites 'visual impact', 'noise' and 'vibration' as likely negatives to surrounding properties and park users. While of course technically accurate, such dry, clinical language utterly fails to capture what the true 'environmental impact' of this route would be. Currently the area between Lake St and Penn Ave is a largely quiet residential area filled with homes ranging from the modest to the very high end, combined with a lovely, pastoral strip of parkland running along the east border of Cedar Lake after passing across the Kenilworth Bridge. In the midst of this urban oasis of green runs a critical segment of the Cedar Lake Bike Trail, used by hundreds of commuters and recreational bikers every day for much of the year.

M1

N2, N1

O1

This area has grown up for decades in relative harmony with the remnants of a once busier freight corridor. The current handful of slow diesel trains a day poses little real disturbance to the area since the total time in which train noise and vibration are present is less than an hour a day. This would all change radically if the SWLRT route is implemented as currently planned, either at grade, or worse, at grade with an enormous "fly-over" bridge through part of the area. The implementation of this route as currently envisioned would irrevocably shatter the entire character of this urban greenspace. That is the true "environmental impact" of this plan, and the language in the DEIS simply does not reflect the consequences of what would occur.

The infrastructure for an electrically powered LRT would permanently deface the entire corridor. This is not an industrial area, or one near a major highway or commuter route (like the Hiawatha and Central Corridor LRTs) where such defacement is less intrusive. This is as noted largely greenspace encompassing both a neighborhood and a park. Installing the infrastructure for LRT would permanently ruin the overall aesthetic of the corridor as it now exists. This is not a subjective matter – anyone should be able to visualize how the area would look with electrical overhead lines, support towers, safety barriers etc superimposed on what is there now. Mentioning this obvious and substantial harm should be very much within the purview of an environmental impact statement, but the sanitized language in the current document does not even attempt to capture this first and basic problem with the proposed route.

N2

Running many dozens of trains each day from dawn to midnight through this corridor at grade, or worse, in part over a gigantic and totally site-inappropriate fly-over bridge, would permanently diminish the desirability this area as a place to live. Property values would fall dramatically and tax revenue from the area would drop accordingly. Comparative studies showing that property values go up with LRT are not relevant to this project since LRT is not typically put through highly developed urban parkland and neighborhoods. I doubt if a single comparator exists. So the environmental impact of this line is likely to be economically catastrophic for one of

the loveliest established neighborhoods in the city of Minneapolis. Simply referring to noise and vibration and visual impact is NOT an accurate assessment of the true environmental impact of this proposed route.

Running many dozens of trains a day alongside one of the critical links in the Midtown Greenway is also likely to significantly diminish the use of this vital route for commuting and recreational bicyclists. There is little mention of this in the DEIS but certainly, confronted with the noise and vibration and even danger of frequent fast trains and the presence of ugly electrical infrastructure the Greenway will become a much less attractive place for cyclists. Ironically in the context of a LRT project, many who use it for commuting might elect to drive instead, and those who use the area for recreation will simply go elsewhere. This again is a legitimate concern for a DEIS when analyzing the total impact of a new project on the current usage patterns of the area in question, as well as the more purely aesthetic and environmental factors, but not much is said.

E1, E7

P9

My fundamental reaction to reading the relevant sections of this DEIS is that it grossly understates the total impact of the proposed LRT Route on the area from Lake St. to Penn Ave. Words such as 'ruin', 'destroy', and 'irrevocably degrade' would be far more apt than clinical commentaries on 'likely noise, visual impact and vibration'. In effect the DEIS looks at details, at the trees, if you will -- and utterly misses the forest. Because of this failure the relative benefits of the proposed line seem greater than they really are, or at least could be considered to be. Add in the legitimate concerns of St. Louis Park and those germane to West Lake Street and you have not a minor series of acceptable problems, but rather a potentially catastrophic impact of this route on vital, well-established businesses, schools, homes and parks situated along its final segment as it approaches downtown Minneapolis.

E0, E2

It is noteworthy that Eden Prairie successfully negotiated for a route which did not create the havoc for their community that this one would for ours. There were alternatives to Route 3a and ideally given the TRUE environmental impact of this route to St. Louis Park and Minneapolis planners ought to revist the choice of route. If this cannot be done, and if this Line is really perceived to be vital to the future of Twin Cities transit, then it ought to be done right, without the devastation the current plan will create.

There is a solution, or at least a partial solution. Trains cannot be at grade from Lake St to Penn Ave, that is the bottom line. And there cannot be a giant railway bridge either, that would just magnify the problems where it would be located and would do nothing for the remaining segment. The trains must be buried, preferably in a tunnel, or at least in a deep trench. This is the only way to at least attempt to preserve the essential aesthetic of the corridor as it currently exists. A final EIS should insist that this be a cardinal feature of a final design, regardless of cost – and make it clear that the current proposal emphasizing at- or above-grade alternative is unacceptable. SWLRT should serve the needs of the entire area, without significantly and negatively harming a large segment of it. We need the EIS to

E0, E8

support what should be this obvious necessity. And if this goal cannot be met for either financial or logistical reasons, the alternative should not be to move ahead in spite of the problems, but rather to return to first principles and use a different route. This type of project will only happen once, we will live with the consequences for decades, and so the community as a whole deserves a design which truly benefits the entire region, without the degree of compromise inherent in the current proposed design.

Matthew Moran
<matthewmoran22@hotmail.com>

11/27/2012 11:22 PM

To <swcorridor@co.hennepin.mn.us>
cc
bcc
Subject Promises Are Meant to Be Broken, There is No Way Someone w/Bigger Political Ambitions is Going to Get by After This Debacle

I'm the first to admit. I'm late to the game on this. I have seen the orange signs for a number of years. I thought. I'm nine blocks away to the west and five blocks away to the North. Shouldn't be a problem. I occassionally hear a train in the evening. I grew up in the train town of Elmhurst IL. The railyards were just to the east of my suburb and I walked to and from school along the tracks. But the rounding error by the consultant spurred my interest. So I read the Startribune article. Went to the Safety in the Park website and then went on to read the 67 page consultant report followed by watching the youtubepresentation by Safety in the Park. As I turned each page and watched each slide go by I became more and more outraged at the suggested re-route. This plain and simple does not make sense. There has to be more going on here. I always wondered why the first light rail ran from downtown to Mall of America and are typically empty cars. There was no resistance to the light rail in its path from strong neighborhoods.

Even if you don't live along the tracks if you are a resident of Saint Louis Park this is going to affect your daily life. It is going to potentially cause you to wait longer to drop your kids off at school, it is going to affect your childrens education in high school as they will have multiple disruptions throughout the day as trains pass, and finally it is going to affect your financials as our property values are going to suffer under this plan.

I understand promises that have been made in the 1990s to areas that are politically well connected. The one thing that an elected official needs to remember. Is that when they were elected and took the oath of office, it was based on the vote of the many. Just as the many chose to vote for that official. In the future the many can decisively change their mind.

I grew up in Chicago. Politics there is ugly. There are many examples of decisions that just don't smell right. The size of the mistake harms the credibility of the consultant. This change in the numbers I would say ranks right up there.

It is time for the people of St Louis Park. Not just the ones within three to four blocks of the tracks to stand up be counted and assert the pressure that they have on the Mayor, the City Council, the School Board and the Met Council. To ensure that the proper decision is made and that the freight rail line and light rail line co-exist in the same corridor. C

Last week Edina sent a swift message to the MAC council on the routing of planes. Richfield absolutely got walked on. It was a complete shame. We need to utilize the same playbook of protest. L1

Thank you,
Matt Moran
Saint Louis Park

Woody Woodward
<wwoodward@blakeschool.org>
11/28/2012 06:06 AM

To swcorridor@co.hennepin.mn.us
cc
bcc
Subject Comment on DEIS

To whom it may concern,

C

This email is my communication in voicing concern with the St. Louis Park Freight reroute possibility. I am concerned for not only the quality of my own home life (living a block and a half from the tracks) but also the quality of life and safety of a significant number of people who also live next to or near the tracks.

It has come to my attention that there is a viable alternative which is less expensive and safer for all and retains the quality of life that our community currently has. Developing the current location of the freight trains is the much better option.

Know that I support the advancement of the railway, but the St. Louis Park reroute would be the wrong choice for the entire community.

I find it significant that the city council of St. Louis Park has passed resolutions to firmly voice their opposition to the reroute plan. They set out conditions to be met by the DEIS which address plans for mitigation if the reroute plan moves forward. I understand that no plans for mitigation have been set forth.

There is a viable alternative.

Sincerely,

John M. Woodward
2756 Alabama Avenue So.
St.Louis Park, MN 55416

<CHARLES.FINK@wellsfargo.com>
11/28/2012 10:31 AM

To <swcorridor@co.hennepin.mn.us>
cc
bcc
Subject LRT

Currently busses from Eden Prairie to downtown take approx 30 minutes. Will the LRT be a faster trip to the downtown area? I don't see how the LRT could pay for itself so wouldn't it be another tax?

Example I have to go to daycare so I need a car to take me from LRT station to daycare. I am essentially making car payments plus my taxes would increase. Can you address my concerns? T1

Wouldn't this impact the less fortunate people more directly because they have to pay higher taxes and cannot afford a car because they are paying higher taxes? T3

Charlie Fink
Wholesale Disclosure and Deficiency Resolution
Phone number 612-312-6029
Fax Number 877-873-5947
e-mail address: Charlie.Fink@wellsfargo.com

Drew Terwilliger
<drewterwilliger@gmail.com>

11/28/2012 10:42 AM

To swcorridor@co.hennepin.mn.us
cc
bcc
Subject Comments from Local Residents

To Whom it May Concern,

After reading through the DEIS report and reading through the information available to the public about the southwest corridor LRT project we have the following comments:

We would like to begin with the most important comment we have. We believe that the Alternate Route 3C is a significantly better route than that of the 3A routes, and my reasoning goes above and beyond individual specifics listed in the DEIS to address the point that the 3A routes will bring the LRT through a commercial area (uptown, Nicollet area) where the 3A route goes through quiet residential neighborhoods. As you are well aware, siting this line is very difficult and there will be only one shot at it. Let's make sure that what Metropolitan Council puts it in the most sensible area to benefit the entire Metropolitan area. Running the light rail through a commercial area, heavily populated, and specifically zoned for restaurants, retail, shops and other commercial development is a far better use of time, money, and space than of having a large mass transit system run through a quiet neighborhood, such as the one surrounding the Kenilworth Trail. G1

We really don't know how to communicate this clearer than that, let's do what makes the most sense: have the LRT service busy commercial areas and not quiet neighborhoods. Please consider the Route Option 3C instead of 3A.

It appears from the DEIS that anywhere the LRT track is located, there will be significant noise issues. That being said we urge the Metropolitan Council to further examine and study the expected increases in noise and disturbances that the Southwest Corridor LRT will create. These are people's homes, many of which have their life savings invested in, and creating a LRT which creates additional noise will decrease property. We ask the question, would you like to live 50 feet from a train which makes 250 trips a day? We are urging the Metropolitan Council to further examine and study the effects of noise beyond what has currently been studied. O4, O5, O6

We also wanted to comment on the increases traffic the LRT will create around the West Lake Station, citing specific examples from the DEIS:

4.6 Air Quality

N9

4.6.1.3 Traffic Analysis page 4-69

Air quality data summarized in Tables 406-2 to Table 4.6-4indicate compliance with standards

for air pollutants.

4.6.4 Long Term Effects page 4-75

The traffic analysis completed for this DEIS indicates that several intersections are anticipated

P4

to degrade to LOS D, E, or F as a result of at grade crossings, LRT stations, specifically those with

park and ride, will cause localized increases in traffic along adjacent roadways.

COMMENTS: Studies have not been conducted about future traffic patterns on the already saturated streets surrounding the proposed West Lake Station. Presence of small businesses in the area as well as visitors who have a destination of Calhoun Lake Parkway and other park and trail facilities contribute to current traffic congestion and overload within the half mile radius of the proposed West Lake Street Station. Please refer to the Capstone Project that discusses traffic and trail usage in Minneapolis. Currently, automobile traffic is frequently gridlocked in the area surrounding the proposed West Lake Street Station. It is expected that the West Lake Street Station will attract additional automobile use in this area. The Area is already experiencing extreme traffic congestion and adding additional traffic will only exacerbate the problem.

P4

No degree of degradation of the air quality should occur in this already saturated area as a result of the West Lake Street Station. Request additional study of the current traffic flow and projected traffic flow increase related to LRT use based on studies of the Hiawatha line ridership characteristics for traveling to the LRT stations. These studies should then be used as the basis for planning the design of the West Lake Street Station, if the West Lake Street Station is to be built.

N9

We thank you for your consideration of these comments and hope that the Metropolitan Council makes the correct decision in siting, noise reduction, and traffic reduction.

Regards,

Drew Terwilliger & Other Residents of:

3168 Dean Court

Minneapolis, MN 55416

612-716-1615

"Olafson, Jackie"
<jackie@stepslp.org>
11/28/2012 01:32 PM

To "swcorridor@co.hennepin.mn.us"
<swcorridor@co.hennepin.mn.us>
cc "hallfinslp@gmail.com" <hallfinslp@gmail.com>, Jeff Jacobs
<JJacobs@wilkersonhegna.com>,
"spanoslpcouncil@gmail.com"
bcc
Subject STEP's repsonse regarding the light rail

Hello Mr. O' Connell,

This letter contains the concerns raised by the STEP Board of Directors and the staff at St.Louis Park Emergency Program.

The letter specifically addresses several critical mitigation measures that are crucial to act upon as the light rail project moves ahead.

Please confirm receipt of this e- mail.

Thank You

Jackie Olafson
Executive Director
Our new Address is:
6812 W. Lake St.
St. Louis Park, MN 55426
Phone # 952-925-4899 X17
Fax #952-925-5161

ST. LOUIS PARK EMERGENCY PROGRAM

Empowering Lives & Restoring Hope.

November 27, 2012

Hennepin County Housing, Community Works & Transit
ATTN: Southwest Transitway, Sam O'Connell
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

Mr. O'Connell,

C

The St. Louis Park Emergency Program (STEP) has our operations and owns a building at 6812 West Lake Street, about 60 feet from the proposed reroute of freight rail on the MN&S line. Today we experience excessive vibrations, noise, and disruption to our operations as a result of existing rail traffic on the line.

Our primary concerns are that there will be NO INCREASE in noise, vibration or traffic disruption to our clients as a result of the rerouting of freight. We must insist on the following:

1. Track upgrades so that there is no increase in vibration at STEP. This must include vibration dampening with sub-ballast rubber mats, cement ties or whatever state of the art vibration mitigation is available.

2. Track upgrades so there is no increase in Noise at STEP. This must include a whistle free zone and rail lubricators. We are on the curve where the engines will be struggling to gain speed.

3. Route coal trains outside of St. Louis Park so there is never an issue of 200 car coal trains with their noise, vibration and traffic issues.

4. Stop arms installed at the rail crossing all directions so that our clients with disabilities and children can safely cross the streets in all directions.

5. There should be no delay of public buses or metro mobility that our clients rely on. Streets should not be blocked in excess of 5 minutes for any given train.

6. As previously mentioned, we are on the curve and very concerned about derailment. There needs to be an evacuation plan and a city emergency plan that addresses derailment at this location.

While this is not an exhaustive list, we share these concerns with the school district, other building and business owners along the line and residents in the area. This reroute cannot be allowed to proceed without these mitigation measures.

Respectfully submitted ,

Jackie Olafson

Executive Director

Dick Parsons

Chair of the STEP Board of Directors

6812 W Lake Street St. Louis Park, MN 55426
Phone 952-925-4899 Fax 952-925-5161 www.stepsip.org Find us on Facebook

Comment #135

RECEIVED
NOV 28 2012
BY:

To Whom It May Concern: (DEIS is not Objective)

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) published in regard the SWLRT which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done. As this action is proposed and described in Chapter 1, Section 1.3.2.3 as rebuilding a little known, lightly used spur line into a main freight rail line, which will initially allow a 788% increase of rail car traffic. What the SWLRT-DEIS does not address, but should, are the real world impacts of this action on the affected area. C

Riddled with phantom assumptions, unsubstantiated assertions, and inexplicable omissions, the DEIS is not a serious attempt to consider the effect of the proposed re-route.

Chapter 1 of the DEIS states that without the re-route the TC&W's only options for moving its freight will be to access the MN&S tracks by use of the notorious switching wye in St. Louis Park, or to transfer cargo from railcars to highway trucks. The unstated assumption behind this statement is that the current route used by the TC&W will be severed. Presenting the either/or assumption for the switching wye or highway trucks creates the illusion of a fait accompli, when in fact the TC&W's current route through the Kenilworth corridor is a viable alternative.

Unsubstantiated assertions include the depiction in the DEIS that the historical character of the Kenilworth corridor (Chapter 3, page 58) would be compromised by its continued use for freight train traffic. The Kenilworth corridor was the home to not just railroad tracks, but an entire railroad yard for over one hundred years, beginning long before the current homes in the area were built.

Inexplicably omitted from the DEIS is how the re-route would be funded (Chapters 5 and 8). The re-route must be considered as part of the SWLRT and even without mitigation construction of the interconnect and upgrading the tracks on the MN&S to handle the heavier traffic is estimated to cost $125,000,000, money that was not originally included in the projected cost of the SWLRT, but the projected budget for the SWLRT has not been adjusted to recognize the added expense. Also, missing from the cost estimates are the costs for maintaining the interconnect structure after it is built. T1 T0

None of the mitigation requested by the City of St. Louis Park on behalf of her residents is being considered. This mitigation is not frivolous; it is necessary to maintain the safety, livability and property values for the residents of St. Louis Park.

Name: Mark Purdy
Address: 2848 Blackstone Ave S
City/State/zip: St Louis Park MN 55416
Telephone: 952-920-9358 E-Mail:

SOUTHWEST transitway

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MINNEAPOLIS MN 553

27 NOV 2012 PM 5 L

Mr. Mark T. Purdy
2848 Blackstone Ave.
St. Louis Park, MN 55416

Hennepin County

Housing, Community Works & Transit
ATTN: Southwest Transitway

701 Fourth Avenue South, Suite 400

Minneapolis, MN 55415

55415164300

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RECEIVED
NOV 28 2012
BY:

C

To Whom It May Concern: (safety at the high school)

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) published in regard the SWLRT which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done. As this action is proposed and described in Chapter 1, Section 1.3.2.3 as rebuilding a little known, lightly used spur line into a main freight rail line, which will initially allow 788% increase of rail car traffic. What the SWLRT-DEIS does not address, but should, are the real world impacts of this action on the affected area.

Besides my general concerns about the SWLRT-DEIS, the portion of the report dealing with freight rail noise and safety at the High School (Chapters 3, 4, and 9) causes me the greatest concern. The unique noise and safety issues associated with locating main line freight within 35 feet of the High School parking lot and 75 feet from the building are not adequately discussed. When the High School is mentioned the information is dismissive. At no point in the SWLRT –DEIS are the negative impacts the extra freight trains will have on the learning environment and safety of the students at St. Louis Park High School. Before the proposed re-route should even be considered the cost of sufficiently mitigating the impact to St. Louis Park High School need to be evaluated. Examples of concerns include but are not limited to the following:

- A plan for emergency evacuation of the school should evacuation be necessary when a train is passing
- How will the many classrooms affected by train noise be sound proofed
- How will the students who want to use the new rail bridge to cross Hwy. 7 on their way to school be kept off the bridge.
- How will the added vibration of longer, heavier and more frequent trains be mitigated to the investment the school makes in technology is not lost.
- How will the safety hazards of blind crossings, curves and hundreds of teenagers in close proximity be eliminated
- How will a derailment be prevented so our children's lives are not at risk

None of the mitigation requested by the City of St. Louis Park or the St. Louis Park School Board on behalf of her residents is being considered. This mitigation is not frivolous; it is necessary to maintain the safety, livability and property values for the residents of St. Louis Park.

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southwest transitway

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MINNEAPOLIS MN 553

27 NOV 2012 PM 4 L

Equality FOREVER

P

Mr. Mark T. Purdy
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Housing, Community Works & Transit
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Minneapolis, MN 55415

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RECEIVED
NOV 28 2012
U.C.

Comment #137

To Whom It May Concern: (property values)

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) published in regard the SWLRT which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

C

The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done. As this action is proposed and described in Chapter 1, Section 1.3.2.3 as rebuilding a little known, lightly used spur line into a main freight rail line, which will initially allow a 788% increase of rail cars traffic. What the SWLRT-DEIS does not address, but should, are the real world impacts of this action on the affected area.

Besides my general concerns about the SWLRT-DEIS, the portion of the report dealing with loss of property value in the re-route area should be in Chapter 9: Indirect Impacts, but it is not, and this causes me great concern. The SWLRT-DEIS does not mention the impact of re-routed freight trains from a main line fright corridor to a bridge line on property values of the re-route area. Freight rail re-routes are not exclusive to Minnesota and the cost of the re-routes to residents has been documented. For example, according to an article in a 2001 issue of The Appraisal Journal bringing additional freight rail traffic to an area will negatively affect properties 250' feet from the rail tracks by 5-7%. All of the properties along the MN&S are well with in 250'. Based on this article one can conclude that property values along the MN&S will drop more than 7%. Two major questions arise that are not addressed in the SWLRT-DEIS. First, what happens to the tax base of St. Louis Park when the drop in value is realized? Second, how are property owners who lose value because of this government action going to be compensated for their loss? It is unreasonable for the Hennepin County to ask any resident to pay a higher price for the benefits of light rail than others.

Name: Mark Purdy
Address: 2848 Blackstone Ave S.
City/State/zip: St Louis Park MN 55416
Telephone: 952-920-9358 E-Mail:

SOUTHWEST transitway

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MINNEAPOLIS MN 553

27 NOV 2012 PM 3 L

USA

Liberty FOREVER

Mr. Mark T. Purdy
2848 Blackstone Ave.
St. Louis Park, MN 55416

Hennepin County

Housing, Community Works & Transit
ATTN: Southwest Transitway

701 Fourth Avenue South, Suite 400

Minneapolis, MN 55415

5541518430O

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RECEIVED
NOV 28 2012
BY:

To Whom It May Concern: (closing 29th street)

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) published in regard the SWLRT which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

C

The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done. As this action is proposed and described in Chapter 1, Section 1.3.2.3 as rebuilding a little known, lightly-used spur line into a main freight rail line, which will initially allow a 788% increase of rail car traffic. What the SWLRT-DEIS does not address, but should, are the real-world impacts of this action on the affected area.

Besides my general concerns about the SWLRT-DEIS, the portion of the report dealing with the closing of the 29th street crossings (Chapter 3/p. 135) causes me the greatest concern. Residents from the Birchwood neighborhood requested on behalf of the Birchwood neighborhood that the grade crossing at 29th Street stay open. According to page 135 of the DEIS the 29th street crossing is being closed as a mitigation measure. However, the closing of the crossing will not benefit the neighborhood; it will, in fact, jeopardize residents because it will make emergency vehicle access difficult—if not impossible—during winter months due to narrowed streets.

None of the mitigation requested by the City of St. Louis Park on behalf of her residents is being considered. This mitigation is not frivolous; it is necessary to maintain the safety, livability and property values for the residents of St. Louis Park.

Name: Mark Pierce
Address: 2848 Blackstone Ave S
City/State/zip: St Louis Park Mn 55416
Telephone: 952-920-9358 E-Mail:

SOUTHWEST transitway

Fold here

Mr. Mark T. Purdy
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27 NOV 2012 PM 5 L

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55415 1843 C089

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Comment #139

NOV 28 2012

To Whom It May Concern: (safety at the high school)

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Name: Mark Purdy
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MINNEAPOLIS MN 55

27 NOV 2012 PM 2 L

Freedom
FOREVER

P

Mr. Mark T. Purdy
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Hennepin County

Housing, Community Works & Transit
ATTN: Southwest Transitway

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Minneapolis, MN 55415

55415164900

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RECEIVED
NOV 28 2012
BY:

To Whom It May Concern: (DEIS is not Objective)

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Chapter 1 of the DEIS states that without the re-route the TC&W's only options for moving its freight will be to access the MN&S tracks by use of the notorious switching wye in St. Louis Park, or to transfer cargo from railcars to highway trucks. The unstated assumption behind this statement is that the current route used by the TC&W will be severed. Presenting the either/or assumption for the switching wye or highway trucks creates the illusion of a fait accompli, when in fact the TC&W's current route through the Kenilworth corridor is a viable alternative.

Unsubstantiated assertions include the depiction in the DEIS that the historical character of the Kenilworth corridor (Chapter 3, page 58) would be compromised by its continued use for freight train traffic. The Kenilworth corridor was the home to not just railroad tracks, but an entire railroad yard for over one hundred years, beginning long before the current homes in the area were built.

Inexplicably omitted from the DEIS is how the re-route would be funded (Chapters 5 and 8). The re-route must be considered as part of the SWLRT and even without mitigation construction of the interconnect and upgrading the tracks on the MN&S to handle the heavier traffic is estimated to cost $125,000,000, money that was not originally included in the projected cost of the SWLRT, but the projected budget for the SWLRT has not been adjusted to recognize the added expense. Also, missing from the cost estimates are the costs for maintaining the interconnect structure after it is built. T0 T1

None of the mitigation requested by the City of St. Louis Park on behalf of her residents is being considered. This mitigation is not frivolous; it is necessary to maintain the safety, livability and property values for the residents of St Louis Park.

Name: Mark Perry
Address: 2848 Blackstone Ave S
City/State/zip: St Louis Park MN 55416
Telephone: 952-920-1300 E-Mail:

SOUTHWEST transitway

Fold here

MINNEAPOLIS MN 553

27 NOV 2012 PM 5 L

Justice FOREVER

P

Mr. Mark T. Purdy
2848 Blackstone Ave.
St. Louis Park, MN 55416

Hennepin County

Housing, Community Works & Transit
ATTN: Southwest Transitway

701 Fourth Avenue South, Suite 400

Minneapolis, MN 55415

5541531843 C083

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RECEIVED
NOV 28 2012
BY:

Comment #141

To whom it may concern: (The process to choose the Locally preferred Alternative was flawed)

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) published in regard the SWLRT which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

C

The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done.

Besides my general concerns about the SWLRT-DEIS, I am particularly concerned with Chapter 12 (Public and Agency Coordination and Comments). NEPA 1500.2(d) states that the leading agency must "encourage and facilitate public involvement in decisions which affect the quality of the human environment." This regulation was clearly ignored in regards to the potential freight rail re-route issue. Hennepin County did not "encourage and facilitate" public involvement concerning this issue. In fact, Hennepin County refused attempts for public comments and concerns regarding the freight rail issue at all of the outreach meetings listed in table 12.1-1 and all of the community events listed in table 12.1-2. Public comments regarding the freight issue were denied at the 2008 Oct 7, 14, and 23 scoping meetings and the comment period that followed as listed in section 12.1.3.1. Public comments regarding the freight issue were refused at the 2010 May 18, 18 and 20 open houses. Most importantly, public comments regarding the freight issue were denied during the entire LPA section process. This included all of public hearings listed in section 12.1.4.1. In summary, all public comments regarding the freight rail issue were denied at all of SWLRT's major milestones leading up to the DEIS. Worse, the public was not made aware of the significant environmental impacts caused by SWLRT and the potential freight re-route because the freight issue was not discussed at any of the SWLRT meetings leading up to the DEIS. The only opportunity the public was given by Hennepin County to discuss the freight rail re-route was at the PMT meetings discussed in section 12.1.5. However, any discussion of possible alternatives to the re-route (co-location) or the freight re-route's connection with SWLRT was strictly forbidden at these PMT meetings. Lastly, the DEIS fails to mention the 2011 April 17 and 28 freight re-route listening sessions that were held by the city of St. Louis Park. Hundreds of St. Louis Park residents voiced their opposition to the freight re-route. Because those opposed to the re-route have been denied comment during the entire SWLRT planning process leading up to the DEIS, the freight rail issue needs to be dropped or significant more work needs to be done on the alternative studies and public outreach.

L2

Thank You,

Name: Mark Purdy
Address: 2848 Blackstone Ave S
City/State/zip: St Louis Park Mn 55416
Telephone: 952-920 9358
EMail:

SOUTHWEST transitway

Fold here

MINNEAPOLIS MN 553

27 NOV 2012 PM 3 L

Mr. Mark T. Purdy
2848 Blackstone Ave.
St. Louis Park, MN 55416

Hennepin County

Housing, Community Works & Transit
ATTN: Southwest Transitway

701 Fourth Avenue South, Suite 400

Minneapolis, MN 55415

55415184300

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RECEIVED
NOV 28 2012
BY:

To Whom It May Concern: (property values)

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) published in regard the SWLRT which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

C

The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done. As this action is proposed and described in Chapter 1, Section 1.3.2.3 as rebuilding a little known, lightly used spur line into a main freight rail line, which will initially allow a 788% increase of rail cars traffic. What the SWLRT-DEIS does not address, but should, are the real world impacts of this action on the affected area.

Besides my general concerns about the SWLRT-DEIS, the portion of the report dealing with loss of property value in the re-route area should be in Chapter 9: Indirect Impacts, but it is not, and this causes me great concern. The SWLRT-DEIS does not mention the impact of re-routed freight trains from a main line fright corridor to a bridge line on property values of the re-route area. Freight rail re-routes are not exclusive to Minnesota and the cost of the re-routes to residents has been documented. For example, according to an article in a 2001 issue of The Appraisal Journal bringing additional freight rail traffic to an area will negatively affect properties 250' feet from the rail tracks by 5-7%. All of the properties along the MN&S are well with in 250'. Based on this article one can conclude that property values along the MN&S will drop more than 7%. Two major questions arise that are not addressed in the SWLRT-DEIS. First, what happens to the tax base of St. Louis Park when the drop in value is realized? Second, how are property owners who lose value because of this government action going to be compensated for their loss? It is unreasonable for the Hennepin County to ask any resident to pay a higher price for the benefits of light rail than others.

Name: Mark Peyrot
Address: 2848 Blackstone Ave S
City/State/zip: St Louis Park Mn 55343
Telephone: 952-920-9358 E-Mail:

SOUTHWEST transitway

Fold here

P

Mr. Mark T. Purdy
2848 Blackstone Ave.
St. Louis Park, MN 554

Hennepin County

Housing, Community Works & Transit
ATTN: Southwest Transitway

701 Fourth Avenue South, Suite 400

Minneapolis, MN 55415

5541581843 C083

Fold here

NOV 28 2012
BY:

Comment #143

11-26-12

To Whom It May Concern:

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

C

The proposed action of re-routing freight is described in Chapter 1, Section 1.3.2.3. The MN&S Spur tracks are a lightly used spur line within a high density urban, residential setting and directly adjacent to the St Louis Park Senior High. The current freight occurs five days a week, Monday- Friday, during normal business hours. The proposed action of re-routing freight would introduce mainline traffic and the community, residents, and students will be exposed to longer, heavier trains during weekends, evenings, and nighttime. In fact, the re-route will allow a 788% increase in the number of rail car traffic in this area. The increase of freight exposure will directly and negatively impact community health, cohesion of the neighborhoods adjacent to the tracks and educational quality within St Louis Park Schools. In addition, there will be negative impacts to the community at large. These impacts include but are not limited to, increased noise and vibration, increase in diesel fumes from laboring locomotives, loss of mobility with when multiple crossing are blocked simultaneously, decreased safety for home owners and students at the High School, decreased access to small businesses and a decrease in tax base caused by lower property values in the affected area.

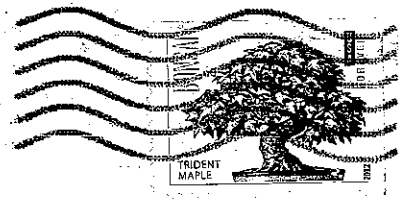
I oppose the freight rail re-route as outlined in the SWLRT DEIS. I believe it will create an unsafe and unlivable situation for our school children, our local businesses, and our residents.

Thank you,

Name: CHRIS LAVIN
Address: 4405 HIGHWAY 7 APT H
City/State/zip: ST. LOUIS PARK, MN 55416
Telephone: 952-836-4555 E-Mail: CJL4859@GMAIL.COM

Chris Lavin
4405 Highway 7, Apt. H
St. Louis Park, MN 55416

MINNEAPOLIS MN 553
27 NOV 2012 PM 7 L



HENNEPIN COUNTY - HOUSING, COMM. WORKS & TRANSIT
ATTN: SOUTHWEST TRANSITWAY
701 FOURTH AV S. SUITE 400
MPLS, MN 55415

55415184300

RECEIVED
NOV 28 2012

10417 Associates, LLP
5417 Doncaster Way Edina, Minnesota 55436

November 27, 2012

Hennepin County Housing, Community Works and Transit
ATTN: Southwest Transitway
701 Fourth Avenue S., Suite 400
Minneapolis, MN 55415

RE: Comment Letter Regarding Southwest Transitway Draft Environmental Impact Statement

To whom it may concern:

INTRODUCTION

On behalf of 10417 Associates, LLP, this is to express our comments regarding the Southwest Transitway Draft Environmental Impact Statement (DEIS). Our comments pertain to potential impacts of this project on an office building that we own at 10417 Excelsior Boulevard in the City of Hopkins.

Based on a review of the DEIS, we have comments on three potential types of effects the project would cause to our property:

- Access impacts
- Noise impacts
- Vibration impacts

O6

ACCESS IMPACTS

The sole access for our property is a driveway on the west side of the extension of 8th Avenue south of Excelsior Boulevard. Sheet 44 of 70 in Appendix F for the DEIS shows a pink line which extends across our driveway in the middle of the southerly extension of 8th Avenue. We have been told by Southwest Transitway consultants that this pink line represents a potential raised center island, which would separate southbound traffic from northbound traffic. Our concern is that this raised center island would restrict movements at our driveway to right turns in and out only.

P4
M4

The following two major negative consequences would occur if movements at our driveway are restricted to right turns in and out:

a) Such an access restriction would violate the access easement we executed with the City of Hopkins when the City approved our development. This access easements provides assurances that users of our property will have direct access to Excelsior Blvd. for both ingress and egress purposes via the southerly extension of 8th Avenue.

M4

b) Construction of a raised median across our driveway would result in no legal means for motorists to exit from our property. When leaving, motorists would have to turn right and trespass on the Hopkins Honda property in order to connect with a public street.

We request that the DEIS be modified to acknowledge these negative impacts and then either to remove the concept of a raised center island on this southerly portion of 8th Avenue or to clearly state that the project would require acquisition of the office property at 10417 Excelsior Boulevard. P4

NOISE IMPACTS

Potential noise impacts that the project would cause for our office building were addressed on page 3 of a letter from Rick Getschow, City Manager for the City of Hopkins to Katie Walker of Hennepin County dated November 7, 2008. The first full bullet point on page 3 of Mr. Getschow's letter states: "There is concern regarding vibration and noise impacts to a business within the commercial office building located very near the proposed tracks at 10417 Excelsior Boulevard. One of the tenants in this building is an audiologist who routinely conducts sensitive hearing tests." O6

As follow-up to this written statement, Jim Benshoof sent an email to Katie Walker on May 20, 2009, which included the following statements: "Hearing Care Specialists have a sound treated test booth in their space at 10417 Excelsior Blvd., where they conduct diagnostic hearing evaluations. The purpose of the booth is to eliminate practically all ambient noises. If the ambient noise level is above a certain threshold, the test results are not valid. Thus, a key question we would ask your help to address is whether the ambient noise level would exceed the maximum permitted for testing purposes when a train would operate through the 8th Avenue crossing and across the frontage of our property? If the answer to this question is yes, then we would seek your help to establish appropriate mitigation measures." O6

The "Transit Noise and Vibration Impact Assessment" report published by the Federal Transit Administration (FTA) in May 2006 clearly indicates that an audiology clinic is a category 1 noise sensitive type of land use, which requires careful analyses. Such requirements are expressed through the following statements in this report: O6

- Page 3-7. The second to last paragraph includes the following statement: "Category 1 includes uses where quiet is an essential element in their intended purpose…"
- Page 6-4. The second to last paragraph includes the following statement: "A Detailed Noise Analysis should usually be performed on all noise-sensitive land uses where impact is identified by the General Noise Assessment. If a General Noise Assessment has not been done, but there appears to be potential for noise impacts, all noise-sensitive sites within the area defined by the noise screening procedure should be included."
- Page 6-5. The last paragraph begins with the following statement: "Select as an individual receiver of interest: (1) every major noise-sensitive building used by the public…"

Given that our building is a category 1 type of land use and given the analysis requirements specified by the FTA, we are very concerned that the DEIS noise analysis seems to have ignored our building. Figure 4.7-2 in the DEIS does not identify our property as a noise sensitive land use under categories 1, 2, or 3. Further, page 4-79 in the DEIS identifies only one category 1 noise-sensitive land use in Segment 4, which is not our office building. O6

To correct this oversight, we request that the DEIS be modified to recognize our property at 10417 Excelsior Boulevard as a Category 1 noise-sensitive land use. Further, we request that analyses be performed to the full extent required by the FTA to determine whether the project would cause adverse noise impacts for our property. We would request that these analyses include a response to the questions raised in Jim Benshoof's email to Katie Walker dated May 20, 2009. O6

VIBRATION IMPACTS

As indicated under the preceding section on noise impacts, the letter submitted by Rick Getschow of the City of Hopkins to Katie Walker on November 7, 2008, also raised the issue of potential vibration impacts on our property at 10417 Excelsior Boulevard in Hopkins.

The previously referenced FTA report dated May 2006 clearly indicates that the presence of audiology clinic in our building means that building is included in vibration category 1 – high sensitivity. Specific statements which confirm this level of significance include: O6

- Page 8.2. The first bullet point under 8.1-1 begins as follows: "Included in Category 1 are buildings where vibration would interfere with operations within the building, including levels that may be well below those associated with human annoyance."
- Page 8-4. This page begins with the following statement: "There are some buildings, such as concert halls, TV and recording studios, and theaters, that can be very sensitive to vibration and noise but do not fit into any of the three categories. Because of the sensitivity of these buildings, they usually warrant special attention during the environmental assessment of a transit project."
- Page 11-17. The first paragraph under 11.4 begins: "The goals of the vibration assessment are to inventory all sensitive land uses that may be adversely impacted by the ground-borne vibration and noise from the proposed project and to determine the mitigation measures that will be required to eliminate or minimize the impact."

As in the noise analysis, we are very concerned that despite the sensitive Category 1 character of our office building at 10417 Excelsior Boulevard, our property was not addressed in the vibration analysis. Our property is not identified as a vibration sensitive land use in Figure 4.8-2. Further, page 4-111 in the DEIS does not identify our property as a category 1 land use in segment 4. O6

To correct this oversight, we request that the DEIS be modified to recognize our property at 10417 Excelsior Boulevard as a Category 1 vibration-sensitive land use. Further, we request that analyses be performed to the full extent required by the FTA to determine whether the project would cause adverse vibration impacts for our property. If such impacts are identified, we request that appropriate mitigation measures be established. O6

CONCLUSIONS

We appreciate your consideration of comments expressed in this letter regarding potential access, noise, and vibration impacts on our office building at 10417 Excelsior Boulevard in the City of Hopkins. Further, we appreciate that you will make appropriate modifications to the DEIS to ensure that the issues raised in this letter are fully addressed per all applicable FTA requirements.

Sincerely,
10417 ASSOCIATES, LLP

James A. Benshoof, Partner

C. Mr. Steve Stadler, City of Hopkins

10417 Associates, LLP
5417 Doncaster Way
Edina, MN 55436

MINNEAPOLIS MN 553
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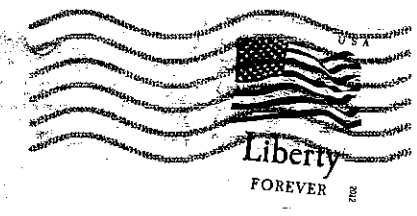


Hennepin County Housing, Community Works
and Transit
ATTN: Southwest Transitway
701 Fourth Avenue S., Suite 400
Minneapolis, MN 55415

55415184300

RECEIVED
NOV 29 2012
By:

To Whom It May Concern:

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

C

The proposed action of re-routing freight is described in Chapter 1, Section 1.3.2.3. The MN&S Spur tracks are a lightly used spur line within a high density urban, residential setting and directly adjacent to the St Louis Park Senior High. The current freight occurs five days a week, Monday- Friday, during normal business hours. The proposed action of re-routing freight would introduce mainline traffic and the community, residents, and students will be exposed to longer, heavier trains during weekends, evenings, and nighttime. In fact, the re-route will allow a 788% increase in the number of rail car traffic in this area. The increase of freight exposure will directly and negatively impact community health, cohesion of the neighborhoods adjacent to the tracks and educational quality within St Louis Park Schools. In addition, there will be negative impacts to the community at large. These impacts include but are not limited to, increased noise and vibration, increase in diesel fumes from laboring locomotives, loss of mobility with when multiple crossing are blocked simultaneously, decreased safety for home owners and students at the High School, decreased access to small businesses and a decrease in tax base caused by lower property values in the affected area.

I oppose the freight rail re-route as outlined in the SWLRT DEIS. I believe it will create an unsafe and unlivable situation for our school children, our local businesses, and our residents.

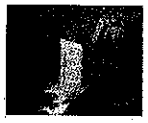
Thank you,

Name: GERALD I. STAMM
Address: 4401 SO. CEDAR LK RD
City/State/zip: ST. LOUIS PK, MN. 55416
Telephone: 952 374-4001 E-Mail: JSrunfun@aol.com

PLEASE DON'T WASTE ANYMORE TIME, ENERGY & MONEY ON THIS PROJECT. IT BELONGS ON THE KENILWORTH LINE.

THANKS!

PRES.
SO. CEDAR TRAILS TOWNHOME OWNERS ASS'N.



Mr. Jerry Stamm
4401 Cedar Lake Rd. S
St. Louis Park, MN 55416-3701

MINNEAPOLIS MN 553
28 NOV 2012 PM 2 L

HENNEPIN CO.-HOUSING COMMUNITY
WORKS & TRANSIT
ATT: SW TRANSITWAY
701 4TH AVE. SO. SUITE 400
MPLS. MN. 55415

55415184500

RECEIVED
NOV 29 2012
BY:

Dear Staff;

Here are my comments on the DEIS for the Southwest Rail project. I have examined the first three volumes of the report.

I saw something shocking in volume 3 of the DEIS report. The map LRT Segment alternative 4 sheets 7-9 shows the removal of the trail north of the rail tracks through Saint Louis Park and removal of the trail bridge crossing of Highway 100. I hope this is a mistake. Volume one says nothing about a permanent closure of any trails.

P9

The rail bridges across 494, Highway 212 and Excelsior Boulevard and the tunnel under Flying Cloud are good ideas. If bridges were not built at these locations, there would be unbearable traffic jams with an at grade crossing.

I have some predictions if the LRT project is completed.

N8, N2

Environmentalists will be horrified when they see a 30 to 40 foot swath of the route clearcut. Builders will have to cut down dozens if not hundreds of trees to have enough space for 2 sets of light rail tracks. Some are mature and look as if they are at least 20 to 30 years old. I suspect that the builders may even have to remove some of the trees just planted in the last few year's arbor day plantings. This will disappoint many of those who helped plant them.

Many trail users will be unhappy that the quiet, shady trail has become a barren wasteland due to the tree removal.

Tree removal will also significantly impact the view of homeowners along the route in Eden Prairie.

P4 R2

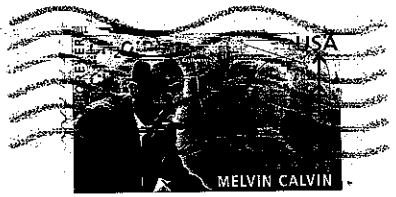
I am skeptical about the impact of traffic at Beltline and Woodale. The report seems to indicate that traffic would not be a great obstacle. I have seen the traffic in rush hour at Beltline. Trains passing through every ten minutes could create backups to Minnetonka Boulevard. The space between Highway 7 and the railroad tracks is only about 7 car lengths. The report probably assumes that rush hour drivers will drive rationally. This is not always true. An impatient driver going north on Woodale who charges into the 36th Street intersection just as the light turns red could easily back traffic up on 36th Street to Highway 100. Blocking the intersection, he would prevent anyone from moving until the light changed.

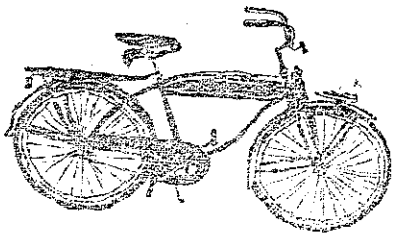
Sincerely
Steven Glentz

STEVEN STEUCK
8812 W 36TH ST APT 2
MINNEAPOLIS MN 55426-3934

MINNEAPOLIS MN 553

28 NOV 2012 PM 7 L





HENNEPIN COUNTY
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701 FOURTH AVENUE SOSTE400
MINNEAPOLIS MN 55415

5541518430 3/1

Rebecca Phelan
<rebeccaphelan@hotmail.com>
11/29/2012 07:52 AM

To "swcorridor@co.hennepin.mn.us" <swcorridor@co.hennepin.mn.us>
cc Rebecca Phelan <rebeccaphelan@hotmail.com>
bcc
Subject RE: Rail re route

This purpose of this e-mail is to comment on the DEIS and on the proposed re route of the freight line through St Louis Park.

I am opposed to the re route for three maine reasons:

C

It is unsafe
It is expensive
It will negatively impact the entire city of St Louis Park.

The DEIS does not adaquetly consider how this freight re route will impact the community of St Louis Park.

It is clear to me after looking at the proposed line that this re route will be a safety issue for the city of St Louis Park. The proposal intends to re route freight along a line that was never intended to run freight. The route will pass through the SLP High School campus as well as neighborhoods. I have a child that currently attends the HS and another one on the way. I do not want my children or the children of others to have their education impacted by the freight noise and vibration. Now the trains are an irritant at the HS. If the rail traffic increases to the level that is predicted, this will have a major impact on our HS. I also see the safety issue as major,
These analogies that trains have been running past the HS for years and nothing has happened, is comparing apples to oranges. The HS will be facing a very different type of rail traffic and much great saftey issues with the proposed re route. I also see the congestion that this new rail line could create to be a major issue for everyone who is trying to move around in St Louis Park.

The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done. As this action is proposed and described in Chapter 1, Section 1.3.2.3 as rebuilding a little known, lightly used spur line into a main freight rail line, which will initially allow a 788% increase of rail car traffic. What the SWLRT-DEIS does not address, but should, are the real world impacts of this action on the affected area.

Besides my general concerns about the SWLRT-DEIS, the portion of the report dealing with Noise (3-93 and 94) and Vibration (4-117) causes me the greatest concern. The SWLRT-DEIS underestimates the effects of vibration for because it considers only the immediate traffic increase from the re-route and not additional traffic that is likely to occur. Currently trains travel on the MN&S for approximately two hours a month. If the re-route occurs there will be a minimum of 6 hours and 39 minutes or a 232.5% increase in train related vibration will occur each a month. Currently, all vibration and its negative impacts occur five days a week during regular business hours. In the future vibration will occur on weekends and nights as well as during business hours. Not only will the duration of vibration increase, but also the amount of vibration will increase with longer, heavier trains. The assumption stated in the SWLRT-DEIS that the increase in vibration is insignificant is incorrect. Listed below are reasons why the assumptions are incorrect:

We are also led to believe that creating a quiet zone will end all of the noise issues. This assumption is incorrect for the following reasons:

1. A quiet zone is not a sure thing.

a. Implementation could be denied by the school board because the building of a quiet zone will limit access to the Senior High School

b. Locomotive engineers are compelled to blow the horn if they perceive a dangerous situation. What kind of responsible person would drive a train through a series of blind crossings, past several schools without blowing the horn?

2. Quiet zones do not limit locomotive noise

a. Multiple locomotives will be necessary for pulling a fully loaded train up the .86% grade if the new interconnect.

b. Multiple locomotives laboring with long trains will make more noise than the locomotives that currently use the MN&S

3. Trains traveling west will need to use their breaks to maintain a slow speed going down grade and through curves

4. Train wheels on curves squeal; the tighter the curve the greater the squeal.

Bells on crossing arms in a quiet zone will ring the entire time a train is in the crossing

It is a very expensive alternative. The re route will cost the taxpayers at least an additional 25 million dollars. This does not include any mitigation. Mitigation will surely be necessary. The DIES does not allow for any mitigation expenses. This is simply not honest. The cost of this re route is expensive and will get more expensive. T2

I urge you to go back to the drawing board. Take an honest, objective look at this freight re route issue. Look at in terms of safety, cost and quality of life for the community of St Louis Park.

Sincerely,

Rebecca Phelan
3944 Joppa Ave South
St Louis Park, MN 55416

Josh Klein
<jklein@ptnet.com>
11/29/2012 11:14 AM

To "swcorridor@co.hennepin.mn.us"
<swcorridor@co.hennepin.mn.us>
cc
bcc
Subject null

A

This is a great idea. The light rail would decrease the traffic congestion that we all experience everyday in the South West metro. During rush hour there is one person in each car and the congestion is usually in one direction. This backs up for miles each day. Let's get this thing built so we can get hundreds maybe thousands of people/cars a day off the road and into a more affordable method of transportation.

Josh Klein - Inside Account Manager
Parallel Technologies, Inc.
7667 Equitable Drive
Eden Prairie, MN 55344
d: (952) 278-0334
jklein@ptnet.com • www.ptnet.com

<rogerlshipp@comcast.net>
11/29/2012 03:03 PM

To <swcorridor@co.hennepin.mn.us>
cc
bcc
Subject Southwest LRT

For all of the studies and environmental assessments that get done for these kinds of projects, I always wonder why they do not get done with more efficient use of space. Instead there is always an excessive amount of frontage, clearance and overall footprint that, when done, one would comment that it appears wasteful in use of space. The LRT is one of those. If added to a roadway or other existing route, it would damage much less property and not carve another blemish on the landscape.

Secondly, with regard to the rerouting of freight trains to St. Louis Park, why? I understood that the current routing through Kenwood is too close to a bicycle path or some such thing. So what? How much space does a bike path really require? Furthermore, a bike path is pretty flexible when compared to a railroad track and has much less investment. Keep the freight going where it has been. C

No matter what, with the deficit costs of this line, will taxpayers have a say in whether this line should even be done? We are already paying $10-15 million for the Hiawatha Line and I don't know about the Northstar. How much subsidy will the Southwest line require annually? It is a great concept on paper and everyone gets to feel warm and fuzzy to be able to say that we have light rail transit, but does any promoter talk about the cost to operate? T0 T1 T3

Lastly, please do not screw up local roadways and street navigation by stopping all traffic at intersections near the rail line when the train comes through, like has happened on Hiawatha. That truly is the tail wagging the dog.

I look forward to your replies. Thank you.

Roger Shipp

Rachel Callanan
<rachelcallanan@yahoo.com>

11/30/2012 01:50 AM

To "swcorridor@co.hennepin.mn.us"
<swcorridor@co.hennepin.mn.us>
cc
bcc
Subject SWLRT comment

C

I wholly endorse the SW Light Rail--I cannot wait to hop on the light rail and get all the way to the capitol while reading the paper! (I do lobbying at the State Capitol.) But as an SLP taxpayer and parent of SLP HS students, you cannot ignore the disproportionate impact on SLP. SLP HS is one of the top ranked High Schools in the state. However, with increased freight rail traffic JUST 35 FEET from the high school, I believe it will disproportionately impact SLP compared to other communities that stand to benefit from SWLRT. I advocate for the co-location of the light rail with the existing freight rail running through the Kenilworth area. Yes, homes will be lost with this route, but I feel that for the long term (decades or longer) protecting SLP high school outweighs any individual property rights concerns.

Sincerely,

Rachel Callanan
2316 Westridge Ln.
St. Louis Park MN 55416

"Heinle, DJ"
<DJHeinle@cmarch.com>
11/30/2012 09:13 AM

To "swcorridor@co.hennepin.mn.us" <swcorridor@co.hennepin.mn.us>
cc "David Frank (david0frank@gmail.com)" <david0frank@gmail.com>, Karen Lee Rosar <karen.rosar@comcast.net>,
bcc
Subject North Loop NA DEIS Comments

Attn Stakeholders of SWLRT DEIS,

The North Loop Neighborhood Association has formally adopted these comments and are submitting them for your review. If you have any questions, please feel free to contact myself, association president David Frank, or vice president Karen Lee Rosar.

Thanks,

DJ Heinle, AIA
Director

CMA
architecture · planning · interior design

219 North 2nd Street, Suite 301
Minneapolis, MN 55401-1454
d 612.547.1334
c 612.387.6531
p 612.338.6677
f 612.338.2995
www.cmarch.com

Motion of Support – **SWLRT DEIS Comments**

RE: Southwest Transitway Draft Environmental Impact Statement

The following comments were approved by the North Loop Neighborhood Association board on November 28, 2012.

2.1.3

Issue: As it relates to the Locally Preferred Alternative for the Royalston station concerning safety, access, accessibility, visual sightlines, and cross-access. There should be an at-grade platform and access at the Royalston Station path across 7th Street and Hwy 55. I2

Outcome: To have improved access to the railway transit line, providing clear and direct pedestrian connections. Connections shall include Minneapolis Farmers' Market, the Upper North Loop, the Sports District (Target Center and Twins ballpark Target Field), and the Minneapolis downtown Central Business District.

Outcome: To provide safe access between these areas to the railway transit line.

Outcome: Grade separated facilities have created pedestrian, automobile, and bicycle barriers in the neighborhood for years. Safety plans shall include keeping LRT vehicles at grade with other modes of transportation in an effort to maintain safe and functional viewing corridors, sightlines, visual cues, and connections.

Outcome: Balance short-term impacts to automobile traffic with long-term adverse impacts to development, community, street grid, and visual connections from railway overpasses/bridges/tunnels.

Proposal: Provide street grade LRT at the Royalston alignment as it crosses 7th Street, not within a tunnel or elevated on a bridge. This is in support of the City of Minneapolis' North Loop Small Area Plan, as adopted in the City's Zoning policy. (Refer to attached renderings for an at-grade crossing specifically drafted for this location.) I2

Advantages: Development opportunities increase for the station area due to the limited need for elevation changes, allowing for access to the existing Minneapolis Public Works facility site. Additional development is improved by allowing close-by access and near ROW locations for buildings, pathways, and circulation space. Cost savings would be M1

realized and recaptured by eliminating the tunneling cost for underground, or semi-underground trenching and elimination of bridge and trestles. Visibility also improves ridership by increasing sightlines to the station itself by non-area residents accessing the site. The Royalston Station is indicated as an overflow station for the Twins ballpark Target Field. Interrupting the visual cues and sightlines from one to the other adversely will affect ridership levels with these blocking obstructions. I2

2.1.3

Issue: The locally preferred alternative routes the Royalston Station along Royalston Avenue. The route should be aligned on Border Avenue. I2

Outcome: The street grid should be made continuous as outline in the North Loop Small Area Plan. Healing the street grid will improve access to the Transitway and the station. The border Alignment aids this positive street grid access. (Refer to attachment for illustration.) Holden Avenue is proposed to be closed on 6-20 (6.2.2.2) affecting the street grid.

Outcome: Alignment on Border Avenue will provide clear enhanced connections for pedestrians directly to the Minneapolis Farmers' Market, the Upper North Loop, the Twins ballpark Target Field, and to the existing bus routes along Hwy 55 and 7th Street. M1

Outcome: Grade separation from the Minneapolis Farmers' Market to the planned Royalston Station would require a vertical transportation to get pedestrians and bicyclists up and down the 30 feet of elevation change. Minimize cut and fill, embankments, and elevation change for the railway. I2

Outcome: Provide safe and functional pedestrian, automobile, and bicyclist access which serve stakeholders and users in its fullest capacity.

Outcome: Provide direct access to the Minneapolis Farmers' Market and area residents. Current design would require a multiple block walk by pedestrians accessing a Royalston Station.

Outcome: Provide for enhanced TOD and redevelopment of the area around the Border Avenue Station. M1

Outcome: Provide enhanced visibility to the line, surrounding areas, and positive view corridors.

Proposal: Provide route along Border Avenue alignment as shown in the attachment.

Advantages: No vertical transportation access would be required for the block long path, as required by a Royalston Station alignment, via Border Avenue, recapturing these costs would be positive to the Transitway. Holden Avenue could be preserved with a Border Avenue alignment, greatly increasing street grid connectivity. Bicyclists benefit from a Border Avenue alignment and Station due to a more direct connection, visibility, and safe ROW connections to the Cedar Lake Trail system. Private land ownership exists in the area that would be required to make a pathway for the Royalston Station to the Farmers' Market. Again, a Border Avenue alignment would eliminate the need for I2

these private land acquisitions. Costly elevation changes are avoided by utilizing a Border Avenue alignment. The Border Avenue Station would be located very near the Farmers' Market, a major destination and source for ridership. There are more development opportunities along both sides of the Border Avenue Station option. Pedestrian access is more direct to existing bus routes on 7th street and 5th Avenue with a Border Avenue Station. The Royalston Station may require an overpass, bridge, tunnel, or trenching, these costs would be eliminated by a Border Avenue Station; thus, recapturing these costs, providing enhanced views to the railway line for pedestrian safety, and benefits from visibility also allows for greater ridership. Additional residential access is gained by the Border alignment as it allows for direct access to the neighboring transitional shelter housing populations and access to shelter meals. Crossover bridge savings would also be recaptured as the Border Avenue Station would eliminate this bridge at Glenwood Avenue. M1

2.3.3.9

Issue: The Operations & Maintenance Facility (OMF) identified four options, one of which is to be located in the North Loop Neighborhood and does not fulfill criteria used in the site selection process as described in Appendix H. H1

Outcome: Preferred location near one end of the line: The North Loop is home to the Interchange, a regional transportation hub that currently connects Hiawatha LRT with the Northstar Commuter Rail. In 2014 it will connect Central Corridor LRT to St. Paul. Southwest LRT will interline with Central Corridor LRT so consequently the identified OMF is mid-line.

Outcome: Compatibility with adjacent current and planned land uses as found in the North Loop Small Area Plan projects large-scale 10-story developments that are transit-oriented. This location for the OMF would have a negative impact on residential density in order to support the regional transportation system.

Outcome: Land zoned in this area is incorrectly identified in the DEIS as being industrial/light industrial. In fact the area is zoned B4S Downtown Services district and not industrial in nature. An OMF would be a barrier to TOD opportunities.

Proposal: To locate the OMF outside the North Loop.

Advantage: The majority of the land needed for the proposed OMF at this site is private. Costly acquisitions can be avoided by siting the facility at one of the other proposed locations. TOD opportunities would be increased by siting a mix of residential, office, and commercial uses rather than an OMF. H1

Chapter 3

Issue: The DEIS does not include any mention of the Minneapolis Zoning related to the North Loop Small Area Plan.

Outcome: This zoning regulation and policy has impacts along the area of the Royalston Station, the mid-line connection to the Central Corridor, the Interchange facility, and the pathway for the railway transit to Van White Station. I2 M1

Proposal: List this document as supporting evidence within the DEIS. Apply its

goals, zoning regulations, land use, transit recommendations, and development issues to the Southwest Transitway.

Advantage: This document supports many desirable outcomes for development, transit-oriented development, safety, and access. I2 M1

3.2
Issue: The Minneapolis Farmers' Market as a regional destination and potential use for the railway transit line.

Outcome: Recognize this vital regional resource within the Environmental Impact Statement.

Proposal: Include the impact to the land use and economics of the railway taking into account the business of the Farmers' Market. M1

Advantage: Ridership should have increases shown on market days, thus an increase in fares. This is a vital area amenity and Citywide resource.

Chapter 4, 4-83, 4-97 O6
Issue: No noise sensitive areas were indicated near the Royalston Station.

Outcome: To reduce impact to neighboring residential areas.

Outcome: Be sensitive to area residents by limiting LRT vehicle noise which will also impact future residential developments. The North Loop area is the fastest growing neighborhood by population in the City of Minneapolis as 2010 census data shows. This area will continue to be an area for residential population growth moving forward, especially as Minneapolis is calling for a doubling of population by 2025.

Proposal: Limit LRT vehicles to 20mph design speed and reduce idling LRT vehicles. Remove bridges and tunnels as pathways for LRT vehicles.

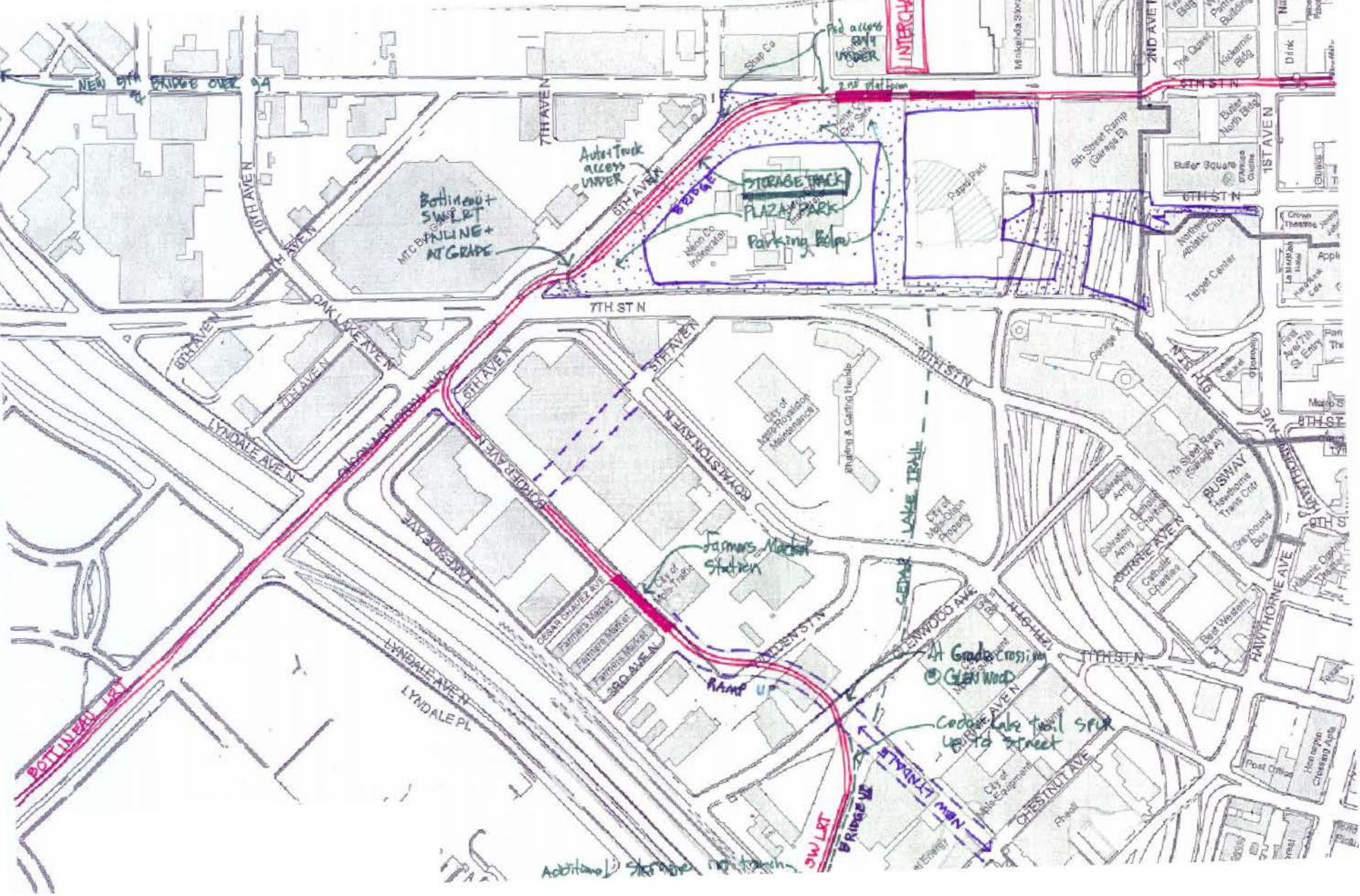
Advantage: This will keep noise to a minimum and reduce the noise impact to the area. The removal of bridges and tunnels will limit the reverberation and sound impact wave formations that are increased due to closed-in hardscape areas that occur in both tunnels and bridge embankments/structures.

6.2.2.2
Issue: The closing of the Royalston Avenue and 5th Ave N intersection is mentioned. This would have gravely negative consequences to the area's street grid, access to local businesses, and development opportunities. The existing Royalston businesses are industrial that require frequent, direct, and unfettered access from semi-trucks. P6

Proposal: Continue to allow for access from Royalston Avenue to 5th Ave N, by way of an at-grade crossing if needed.

Appendix F, part 1, page 61 I2
Issue: Royalston Station and railway path is planned as a tunnel. Due to the location of the Interchange facility, it no longer is possible to create the tunnel.

6th Ave Streetscape: At-Grade LRT with Integrated Pedestrian Route


NEW 9TH ST BRIDGE OVER 94
Ped access only UNDER
INTERCHANGE
2nd platform
Auto+Truck access UNDER
STORAGE TRACK
PLAZA PARK
Parking Bldg
Bottineau + SW LRT MTC BYPASS LINE + AT GRADE
BRIDGE
7TH AVE N
10TH AVE N
9TH AVE N
8TH AVE N
7TH ST N
OAK LAKE AVE N
LYNDALE AVE N
BORDER AVE N
LINDEN AVE
GOVERNMENT PLAZA
10TH ST N
LAKE TRAIL
Farmers Market Station
CEDAR AVE
GLENWOOD AVE
At Grade crossing @ GLENWOOD
RAMP UP
Cedar Lake trail spur up to Street
LYNDALE PL
BOTTINEAU LRT
SW LRT
BRIDGE UP
LYNDALE
MAIN
CHESTNUT AVE
HAWTHORNE AVE
BUSWAY
Additional Storage Track
Target Center
Butler Square
Rapid Park
City of Metro Royalston Maintenance
City of Metro Trains
City of Metro Equipment
Farmers Market
Cesar Chavez Ave
3RD AVE N
Post Office
Hennepin Crossing Apts

arthur higinbotham
<ahiginbotham@msn.com>
11/30/2012 11:49 AM

To swcorridor <swcorridor@co.hennepin.mn.us>
cc
bcc
Subject SWLRT DEIS Response

The following is a summary of my comments at the Eden Prarie hearing on the SWLRT DEIS, with one correction as noted:

"Section 8.0, Table 8.1-1 of the SWLRT DEIS shows $218,044,000 for Guideway and Track Elements and $122,810,000 Stations, Stops, Terminals Intermodal for LRT 3A. The video released by the SW Transitway entitled, "A Virtual Ride from Eden Prairie to Target Field" illustrates infrastructure that could not possibly be covered by these cost estimates. A better estimate for these costs, based on costs of other projects, including $5.1 million for the Martin Sabo pedestrian/bicycle flyover at 29th St. and Hiawatha and $100 million for the bored tunnel underneath the airport from the VA building to the Humphrey terminal, includes:

T0

I494 Flyover (at interchange withwy. 212)	$50 million
Highway 212 Flyover	$40 million
Highway 62 Flyover	$40 million
3000 foot bridge over Minnetonka wetland	$30 million
Highway 169 Underpass	$20 million
T&CW Freight Relocation to St. Louis Park	$120 million
W. Lake St. Station Access Roads	$30 million
Cedar Lake Parkway LRT/Trail Tunnel	$10 million
(Note that cut and cover tunnel is substituted for overpass)	
2 New Bridges over Cedar/Isles Channel	$5 million
Cedar Lake Trail Underpass	$5 million
LRT Flyover of BNSF Tracks	$10 million
LRT Flyover of N. 7th St.	$10 million
Park and Ride Ramps (Eden Prairie/Hopkins/ Wooddale/Belt Line)	$60 million
15 Station Stops (W. Lake and Penn Av. @ $15 million each)	$150 million
Track and Webguide (16.4 miles)	$30 million
Environmental Requirements:	$100 million
Safety/Security Fences	
Pedestrian/Bicycle Flyovers	
Noise Barriers	
Vegetation Replacement	
Penn Av. Station Vehicle Access	$10 million
Royalston Station Commercial Offstreet Parking	$5 million
Excelsior Boulevard Traffic Congestion Relief	$25 million
Contingency (for Mitigation)	$75 million
Total	$825 million

Summary:

Track and Webguide/Station Stops	$825 million
NOT DEIS Totals	$341 million

Total Project Cost	$1881 million
NOT DEIS Totals	$1275 million

This increase of 50% will affect position of SWLRT on FTA New Starts list. Early completion of PE will costs and should not be delayed any further."

Arthur E. Higinbotham
3431 St. Louis Av., Minneapolis, Mn. 55416
Tel.: 612-926-9399

Marilyn Olson
<mdolson24@aol.com>
11/30/2012 11:55 AM

To swcorridor@co.hennepin.mn.us
cc
bcc
Subject southwest light rail

This email is to inform the EP city council and Hennepin County that I am in favor of the SW light rail system. It provide for less highway congestion plus add employment opportunities to the area.
It is my understanding that the bike trails from EP to Minneapolis will remain and be parallel to the train route in some areas.

A

arthur higinbotham
<ahiginbotham@msn.com>
11/30/2012 12:01 PM

To swcorridor <swcorridor@co.hennepin.mn.us>
cc
bcc
Subject RE: SWLRT DEIS Response

The project total number should now be $1,759,200,000 rather than $1,881,000,000.

Art

From: ahiginbotham@msn.com
To: swcorridor@co.hennepin.mn.us
Subject: SWLRT DEIS Response
Date: Fri, 30 Nov 2012 17:49:45 +0000

See Comment #152 for Theme Delineations

The following is a summary of my comments at the Eden Prarie hearing on the SWLRT DEIS, with one correction as noted:

"Section 8.0, Table 8.1-1 of the SWLRT DEIS shows $218,044,000 for Guideway and Track Elements and $122,810,000 Stations, Stops, Terminals Intermodal for LRT 3A. The video released by the SW Transitway entitled, "A Virtual Ride from Eden Prairie to Target Field" illustrates infrastructure that could not possibly be covered by these cost estimates. A better estimate for these costs, based on costs of other projects, including $5.1 million for the Martin Sabo pedestrian/bicycle flyover at 29th St. and Hiawatha and $100 million for the bored tunnel underneath the airport from the VA building to the Humphrey terminal, includes:

I494 Flyover (at interchange withwy. 212)	$50 million
Highway 212 Flyover	$40 million
Highway 62 Flyover	$40 million
3000 foot bridge over Minnetonka wetland	$30 million
Highway 169 Underpass	$20 million
T&CW Freight Relocation to St. Louis Park	$120 million
W. Lake St. Station Access Roads	$30 million
Cedar Lake Parkway LRT/Trail Tunnel	$10 million
(Note that cut and cover tunnel is substituted for overpass)	
2 New Bridges over Cedar/Isles Channel	$5 million
Cedar Lake Trail Underpass	$5 million
LRT Flyover of BNSF Tracks	$10 million
LRT Flyover of N. 7th St.	$10 million
Park and Ride Ramps (Eden Prairie/Hopkins/ Wooddale/Belt Line)	$60 million
15 Station Stops (W. Lake and Penn Av. @ $15 million each)	$150 million
Track and Webguide (16.4 miles)	$30 million
Environmental Requirements:	$100 million
Safety/Security Fences	
Pedestrian/Bicycle Flyovers	
Noise Barriers	
Vegetation Replacement	

Penn Av. Station Vehicle Access	$10 million
Royalston Station Commercial Offstreet Parking	$5 million
Excelsior Boulevard Traffic Congestion Relief	$25 million
Contingency (for Mitigation)	$75 million
Total	$825 million

Summary:

Track and Webguide/Station Stops	$825 million
NOT DEIS Totals	$341 million
Total Project Cost	$1881 million
NOT DEIS Totals	$1275 million

This increase of 50% will affect position of SWLRT on FTA New Starts list. Early completion of PE will costs and should not be delayed any further."

Arthur E. Higinbotham
3431 St. Louis Av., Minneapolis, Mn. 55416
Tel.: 612-926-9399

GDL Ltd. Partnership
2300 2nd St. N.
Mpls., MN 55411-2209
(*Brin Northwestern Glass*)

Hennepin County
Housing, Community Works & Transit
701 4th Ave. S. Ste 400
Mpls., MN 55415

11.29.12

Subject: Southwest Transitway

Property:	144 Glenwood Ave.	Property ID	22-029-24-33-0052
	147 Holden St.	Property ID	22-029-24-33-0057
	136 Pacific Pl.	Property ID	22-029-24-33-0026

To Whom It May Concern:

It appears that the light rail will reduce my parking lot which will not make it possible for trucks to service my building at 144 Glenwood Avenue. This will also eliminate many of my parking spaces. If Holden Avenue is blocked off how will trucks have access to my property?

M4
I2

Sincerely,

Douglas M. Nelson

Judy Mitchell
<Judy_Mitchell@cpr.ca>
11/30/2012 01:43 PM

To "swcorridor@co.hennepin.mn.us"
<swcorridor@co.hennepin.mn.us>
cc Bill Tuttle <Bill_Tuttle@cpr.ca>
bcc
Subject Comments on Southwest Transitway DEIS

Attached are Canadian Pacific's comments on the Southwest Transitway Draft Environmental Impact Statement.

---------- IMPORTANT NOTICE - AVIS IMPORTANT ---------- Computer viruses can be transmitted via email. Recipient should check this email and any attachments for the presence of viruses. Sender and sender company accept no liability for any damage caused by any virus transmitted by this email. This email transmission and any accompanying attachments contain confidential information intended only for the use of the individual or entity named above. Any dissemination, distribution, copying or action taken in reliance on the contents of this email by anyone other than the intended recipient is strictly prohibited. If you have received this email in error please immediately delete it and notify sender at the above email address. Le courrier electronique peut etre porteur de virus informatiques. Le destinataire doit donc passer le present courriel et les pieces qui y sont jointes au detecteur de virus. L' expediteur et son employeur declinent toute responsabilite pour les dommages causes par un virus contenu dans le courriel. Le present message et les pieces qui y sont jointes contiennent des renseignements confidentiels destines uniquement a la personne ou a l' organisme nomme ci-dessus. Toute diffusion, distribution, reproduction ou utilisation comme reference du contenu du message par une autre personne que le destinataire est formellement interdite. Si vous avez recu ce courriel par erreur, veuillez le detruire immediatement et en informer l' expediteur a l' adresse ci-dessus. ---------- IMPORTANT NOTICE - AVIS IMPORTANT ----------

CANADIAN PACIFIC

Suite 1000
120 South 6th Street
Minneapolis, MN 55402

November 30, 2012

VIA E-MAIL: swcorridor@co.hennepin.mn.us

Hennepin County
Housing, Community Works & Transit
ATTN: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

RE: Comments on Southwest Transitway Draft Environmental Impact Statement

Dear Sir or Madam,

Canadian Pacific would like to thank Hennepin County for the opportunity to review the Draft Environmental Impact Statement (DEIS) for the Southwest Transitway project. We appreciate the efforts in providing a review mechanism for commenting on the DEIS.

In reviewing the DEIS, Canadian Pacific remained focused on ensuring our freight service will not be hindered in serving our customers and reaching interline connections. Following our railroad's review, CP feels it is important to note that many questions regarding engineering design, ownership, maintenance and operation of the freight railroad infrastructure have not been adequately addressed. Q2

We appreciate various references in the document to a goal of delivering a safe, efficient and economical freight rail alternative. Achieving this will require more work in preliminary engineering on details such as the grade and curvature of the new connections for the relocation alternative and the specific improvements needed to meet Federal Railroad Administration requirements for quiet zones at each intersection. Many of these questions were raised by CP in its June 2011 comments on the Environmental Assessment Worksheet, a copy of which is attached. C

It is also important to recognize this is only the latest step in a complex matter, and going forward more detailed dialogue will be required on the various alternatives to ensure the project's goals are addressed to the satisfaction of Canadian Pacific and other impacted railroads. Canadian Pacific, as owner and operator of some of the railroad track under study, is prepared to work with the Twin Cities Metropolitan Council project team to address the outstanding issues. Final design will require CP's concurrence and our railroad will need to approve any proposed changes made to our property. L3

Respectfully submitted,

Judy Mitchell

Judy Mitchell
Director Strategic Initiatives
Passenger Rail US

Enclosure

CANADIAN PACIFIC RAILWAY

501 Marquette Avenue
Minneapolis, Minnesota 55402

June 14, 2011

Mr. Frank Pafko
Director, Office of Environmental Stewardship
Minnesota Department of Transportation
395 John Ireland Boulevard, MS 620
St. Paul, MN 55155-1899

VIA E-MAIL: frank.pafko@state.mn.us

RE: Comments on MN&S Freight Rail Study Environmental Assessment Worksheet

Dear Mr. Pafko:

Thank you for the opportunity to comment on the environmental assessment of the proposed upgrades to the MN&S rail corridor. As owner and operator of some of the railroad track under study, the Canadian Pacific (CP) will ultimately need to concur in the final design and approve the proposed changes made to our property. These comments are not intended to fulfill that function, nor are they intended to serve as an endorsement or rejection of the proposed project. Rather, by submitting comments, CP would like to ensure that any assumptions about the project are accurate and that the proposal aligns with our expectations about how we manage and operate the MN&S property. In that spirit, we would like to make you aware of the following:

- At this time, CP has not made any commitments to own, operate or maintain the new structures or track proposed in the EAW.
- We have reviewed comments to be submitted by the Twin Cities and Western Railroad (TC&W) and are largely in agreement with their concerns.
- The document fails to recognize impacts to CP of the upgraded infrastructure and increased tonnage. The cost of operating and maintaining the new track, structures, signalization system, and connections from the Bass Lake Spur to the MN&S and from the MN&S to the BNSF will be much more expensive and is expected to exceed any revenue derived from TC&W's use of the track. C
- The proposed physical improvements should address the operating needs of the railroads for grade and curvature. Such a significant investment for improvements should result in a design that is not operationally deficient. C
- Quiet zones can be an effective tool for improving grade crossing safety while minimizing noise. However, designing and constructing the improvements needed to meet FRA requirements for quiet zones may be difficult – especially considering the site and geometrics in the MN&S corridor. C
- CP will experience track outages during construction of the proposed project, particularly during reconstruction of the bridge over Trunk Highway 7. The disruptions will challenge the ability for CP's customers, including Progressive Rail, to receive service C

7812747v2

for almost a month. No plan for phasing construction to accommodate disrupted CP traffic is provided. (page 14)

- There are references to a number of permits that may be required for completion of the project. (page 16) Without analyzing the specifics of any of the identified permit requirements, we simply note that state and local permitting requirements may be subject to preemption by the federal laws regulating rail transportation.
- If any attempts are made to reduce the grade of the new connection from .86% for improved railroad operations, Minnehaha Creek could be impacted. Even existing grades at locations on the MN&S of 1.5% and 1.2% present operating difficulties for the proposed longer, heaver trains.
- Due to the possibility of disturbing contaminants at the Golden Auto National Lead Site, it is unlikely that CP would be interested in taking on responsibility for construction or ownership of the new connection between the Bass Lake Spur and the MN&S.
- Some proposed physical improvements, such as the installation of fencing, are not betterments that the CP would ordinarily agree to make and would have to be built and maintained by others.
- CP has not committed to owning the new retaining walls (page 71). The process of designing these walls will require a high level of community engagement. This is not something CP is in a position to undertake, but that a public entity would need to coordinate.

C

L3

Q2

C

N10

C

If the proposed project moves forward, CP wants to ensure balance between the interests of the railroads, our customers, and those of the community. Based on the scope of the project and characteristics of some of the improvements, CP may decline to take possession of them, as significant cost and liability are shifted to us. We do not make this point to undercut the potential viability of the project if properly carried out, but to caution that there are still significant decisions to be made that will impact private and public expectations going forward.

Respectfully submitted,

Judy Mitchell

Judy Mitchell
Director Strategic Initiatives
Passenger Rail US
Canadian Pacific Railway

7812747v2

Butch Johnson
<butch@aabaca.com>
11/30/2012 02:36 PM

To Katie Walker <swcorridor@co.hennepin.mn.us>
cc
bcc
Subject DESI - LRT Stations

Hi,
I attended a meeting last night to discuss concerns about the LRT and was given this email to respond to.
Here are my thoughts.

Blake LRT Station

I2

I support moving Blake LRT Station & Parking Ramp to south side of tracks. Much better access for cars coming from 169 & Excelsior Blvd. even the cars coming from Hwy 7 may find easier access from Excelsior Blvd.
I also think that having the station closer to Super Valu and Cargill would attract riders.

Down Town Station

I really like the potential of this station for Hopkins. Having a 21 century transportation station as the Gate Way to the small town feel of Hopkins is a win win for all. This station is located where MTM Minneapolis Threshing Machine was located at the end of 1800's and eventually merged in to Minneapolis Moline. Lots of history at this location.

Shady Oak LRT Station

With this station actually in Hopkins but close to the Minnetonka border seems to allow Minnetonka an opportunity to encroach on Hopkins city planning. I would encourage cooperation between the cities to create a plan that does not conflict with the Hopkins city plans.

Opus LRT Station

J5

Because the Opus road patterns are difficult to understand I would like to see access and exit routes to and from 169 and Shady Oak simplified. It does appear that one could make Bren a through road going both ways and make access to the LRT station simpler from both Shady Oak & 169 more efficient. Am I seeing a new road created in the graphic for what I don't know?

L1

Please add me to any update emails or if there is a way I could participate further let me know.
Thanks for the opportunity to share my thoughts.
Butch

Please include previous correspondence when replying.

Butch Johnson
butch@aabaca.com
5750 Shady Oak Rd.
Minnetonka, MN 55343
www.musicbarn.com

Office 952-933-7307
Fax 952-939-0040

nancy eder
<edernancy@hotmail.com>
11/30/2012 03:01 PM

To <swcorridor@co.hennepin.mn.us>
cc
bcc
Subject DEIS comments

To Hennepin County and the city of Minneapolis,

As a citizen of Hennepin County, a member of ISAIAH, and a person interested in the redevelopment of the northside, I would like to comment on the DEIS.

I have read the comments submitted by David Green, and agree with them. On a cold spring day, we filled a school bus to tour the Basset Creek Valley and Harrison neighborhood. The plans developed by the Harrison neighborhood association, in cooperation with the city and county, make a lot of sense. One person in our group could not believe that now the city and county are pulling back from supporting these carefully developed plans, mostly so they can place a train storage facility in Basset Creek Valley. Some of our members live in expensive condos overlooking this area, and they are also concerned about the amount of diesel smoke that would waft up to their buildings. Obviously, a train storage facility should not be placed near concentrated housing.

The Harrison neighborhood, and the business area along Glenwood Avenue, clearly needs development. The light rail station at Van White Blvd. would contribute to this. This area was begun to be developed and now the city and county must not drop the ball. The multiple-use housing that replaced older housing near the freeway is working. Now we need to continue to develop that southern part of the North side. We all can see that this area will be alluring to business and housing development once it is clear that the city will not neglect it. It is, as Isaiah's summary points out, the only large area as yet undeveloped near downtown. Development here must consider the present residents and those who cannot afford expensive housing. They need access to all parts of the city for jobs and school. I2

Please do not shut out the voice of the Harrison neighborhood committee. We need to continue to involve those affected in decisions made about their neighborhoods. L1

Nancy Eder
336 Apple Lane
Richfield, MN 55423
612-388-5913

To Whom It May Concern:

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The proposed action of re-routing freight is described in Chapter 1, Section 1.3.2.3. The MN&S Spur tracks are a lightly used spur line within a high density urban, residential setting and directly adjacent to the St Louis Park Senior High. The current freight occurs five days a week, Monday- Friday, during normal business hours. The proposed action of re-routing freight would introduce mainline traffic and the community, residents, and students will be exposed to longer, heavier trains during weekends, evenings, and nighttime. In fact, the re-route will allow a 788% increase in the number of rail car traffic in this area. The increase of freight exposure will directly and negatively impact community health, cohesion of the neighborhoods adjacent to the tracks and educational quality within St Louis Park Schools. In addition, there will be negative impacts to the community at large. These impacts include but are not limited to, increased noise and vibration, increase in diesel fumes from laboring locomotives, loss of mobility with when multiple crossing are blocked simultaneously, decreased safety for home owners and students at the High School, decreased access to small businesses and a decrease in tax base caused by lower property values in the affected area.

I oppose the freight rail re-route as outlined in the SWLRT DEIS. I believe it will create an unsafe and unlivable situation for our school children, our local businesses, and our residents.

C

Thank you,

Name: Carolyn Bless
Address: 3734 Toppa Ave. South
City/State/zip: St. Louis Park, MN 55416
Telephone: 952-922-5005 E-Mail:

Jack Sullivan
<jsullivan@bestlaw.com>
11/30/2012 04:59 PM

To "swcorridor@co.hennepin.mn.us"
<swcorridor@co.hennepin.mn.us>
cc
bcc
Subject Request for public documents.

History: This message has been forwarded.

I write to request access to or copies of the public comments regarding the Southwest Transitway Draft Environmental Impact Statement that have been submitted through today's date, November 30, 2012.

V

If this request is denied, please do so in writing, and please cite the legal basis for the denial. Thank you.

Sincerely,

Jack Sullivan
Attorney
DIRECT 612.341.9706
JSULLIVAN@BESTLAW.COM | V-CARD

BEST & FLANAGAN

BEST & FLANAGAN LLP
225 South Sixth Street, Suite 4000 Minneapolis, Minnesota 55402
TEL 612.339.7121 FAX 612.339.5897 BESTLAW.COM

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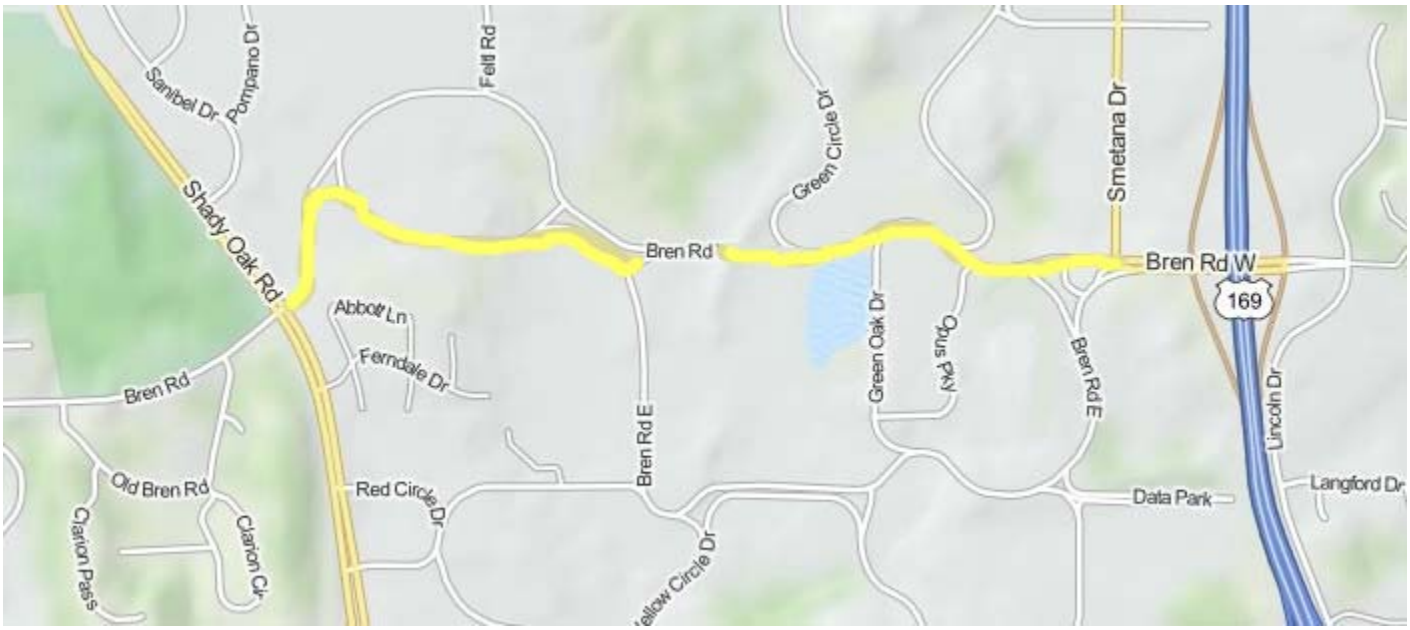
Butch Johnson
<butch@aabaca.com>
11/30/2012 05:28 PM

To Katie Walker <swcorridor@co.hennepin.mn.us>
cc Billee Kraut <aabaca@aabaca.com>
bcc
Subject DESI - Opus LRT Stations

Hi,
I went back and looked at Bren again and I think it would be fairly simple to make Bren a 2 way all the way.
It now starts out on both ends as a 2 way and then goes to ways in the middle. Why not make it simple to drive
through Opus and easy access to the LRT station. The yellow line in the graphic below is one way to solve this.
You would need to have a few new intersections.
Smetana is a 2 way all the way.
Thanks again,
Butch

J5



Opus LRT Station
Because the Opus road patterns are difficult to understand I would like to see access and exit routes to and from 169 and Shady Oak simplified. It does appear that one could make Bren a through road going both ways and make access to the LRT station simpler from both Shady Oak & 169 more efficient.
Please add me to any update emails or if there is a way I could participate further let me know.
Thanks for the opportunity to share my thoughts.
Butch

I2

Please include previous correspondence when replying.

Butch Johnson
butch@aabaca.com
5750 Shady Oak Rd.
Minnetonka, MN 55343
www.musicbarn.com
Office 952-933-7307
Fax 952-939-0040

Eric Ecklund
<eecklund11@gmail.com>
11/30/2012 11:36 PM

To swcorridor@co.hennepin.mn.us
cc
bcc
Subject Southwest Corridor Rail Alternative

I am a resident of Bloomington, and close to the terminus of the Southwest Corridor light rail line in Eden Prairie. I am a full supporter of this project, but I've seen the disagreement over what to do with the freight trains in the Kenilworth Corridor. This is not an easy answer, and in any outcome there will be winners and losers. It is very late into the Southwest Corridor project, but I have researched a possible alternative to this issue. I attached a PDF document showing information about light rail trains sharing tracks with freight trains on the Kenilworth Corridor and details about new rolling stock for the Southwest Corridor and other rail projects in Minnesota.

G3

Although it may be too late to reconsider more alternatives for the Southwest Corridor, as a future civil engineer and supporter of public transportation in Minnesota I hope to be involved in many more light rail projects in this region in the coming years.

Thank you.

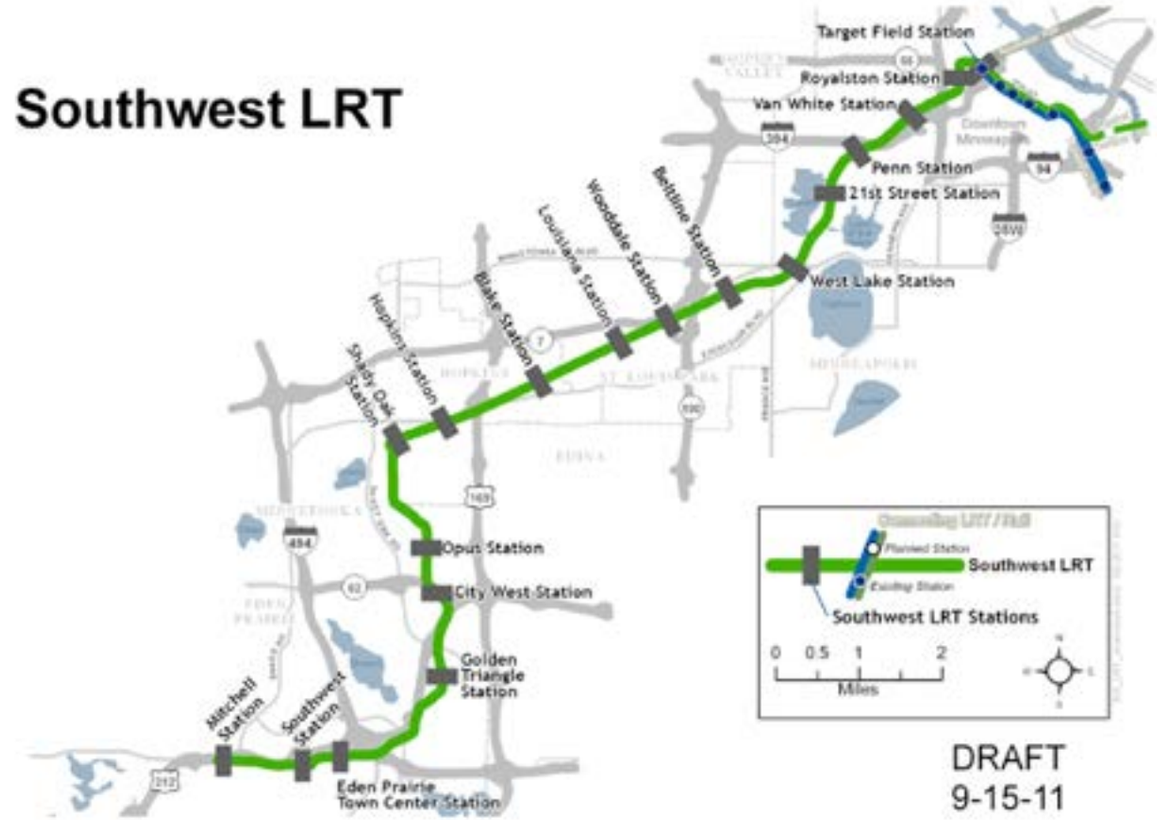
Southwest Corridor Compromise

By Eric Ecklund

Current Proposal

The Southwest Corridor Transitway is a light rail project from Minneapolis Interchange Station (Target Field) serving the southwest suburbs of St. Louis Park, Hopkins, Minnetonka, and Eden Prairie. The Southwest Corridor would be a continuation of the Central Corridor light rail line from downtown St. Paul. The current proposal are for light rail trains to operate on the Kenilworth Corridor, which is currently used by freight trains and a commuter bicycle trail, between Minneapolis and Hopkins. Freight trains would move operations to the MN&S short-line (Dan Patch Line) through St. Louis Park with a rail bridge connecting the Kenilworth Corridor with the MN&S, and new track built from the MN&S to BNSF Railroad's Wayzata subdivision going towards downtown Minneapolis. Light rail trains would operate alongside freight trains between St. Louis Park and Hopkins and during the approach to downtown Minneapolis. Overall the Southwest Corridor in it's current proposal would cost around $1.25 billion to build, and would commence operations in 2018.

Some residents of St. Louis Park are concerned about the moving of freight trains to the MN&S, mainly for safety because tracks are within feet of people's backyards and St. Louis Park High School. Tracks on the MN&S have been questioned for their condition, especially if longer and heavier freight trains operate on this line. Canadian Pacific owns the MN&S tracks and is currently making track improvements on this rail line, but there is still a concern for car traffic and foot traffic being backed up at railroad crossings because of longer trains running at slow speeds. The reroute of freight trains will cost around $23 million. If this issue is not worked out the cost of the Southwest Corridor could rise, and the start-up of operations could be significantly delayed.



Shared Track Alternative

One of the alternative studies for the Southwest Corridor was light rail trains sharing tracks with freight trains on the Kenilworth Corridor, which would reduce cost significantly and freight trains could continue to operate on the Kenilworth Corridor. Under Federal Railroad Administration (FRA) regulations, existing and new light rail vehicles would need to be retrofitted for operation on active freight train tracks, which would be costly and may affect operations on the Hiawatha and Central Corridor light rail lines. Light commuter trains, which have similar characteristics to light rail trains, could operate on the corridor currently proposed, and share tracks with freight trains on a small portion of the Kenilworth Corridor. The rest of the Kenilworth Corridor will probably have enough room for freight train operations to be separate from Southwest Corridor operations. The commuter bicycle trail can also stay in the Kenilworth Corridor, except possibly in the Lake of the Isles area, where there is little clearance for trains. During the approach to downtown Minneapolis the Southwest Corridor trains would operate on separate tracks from freight trains. The Southwest Corridor trains would most likely use the Northstar Commuter Rail station platform at Target Field Station for the terminus in Minneapolis. This means that the Southwest Corridor would not be a continuation of the Central Corridor from St. Paul, but in order for this project to be done right some cuts from the original proposal would need to be done.

Currently the Kenilworth Corridor is only used by Twin Cities & Western (TC&W), who operates two freight trains daily six to seven days per week on the Kenilworth Corridor. TC&W also operates five to seven unit trains per month, some running on the Kenilworth Corridor and others don't. Train schedules would be negotiated with TC&W and any other railroad companies operating on the Kenilworth Corridor. The schedule of the light rail trains will probably be affected if tracks are shared on the small portion of the Kenilworth Corridor, but it won't be a major affect.

The Bombardier Flexity Swift, used on the Hiawatha Line.

The red dotted line is the portion of the Kenilworth Corridor where passenger trains would share tracks with freight trains. This portion would be expanded to two lines of track to reduce conflict of train schedules. The Kenilworth Trail may need to be relocated, or property purchased, along this portion to allow clearance for two lines of track.

Rolling Stock

The type of rolling stock that would be considered for the Southwest Corridor to share tracks with freight trains are diesel multiple units (DMUs). An example of a DMU is the Stadler GTW (pictured at right).

While DMUs can operate on tracks used by freight trains, the FRA requires that they operate under temporal separation. Temporal separation is a procedure where freight train operations are suspended while passenger trains are in operation, and vice versa. This procedure would most likely not work for the Southwest Corridor. An exemption by the FRA is the only way this proposal can be further studied. Keep in mind that in some places, including most European countries, DMUs share tracks with freight trains and high speed passenger trains everyday. Likely only a small portion of the Kenilworth Corridor will require freight trains sharing tracks with DMUs. Most, or the rest of the corridor, has enough room for freight train operations and passenger train operations to be separate.

The FRA also requires that station platforms along active freight train tracks be lowered to reduce the risk of railroad crew getting hit by the platform while working on freight trains. This would mean when passengers are boarding they need to climb steps, and people with disabilities will need special assistance to board the train. On light rail lines including the Hiawatha Line, level boarding platforms are used so boarding is easy for all passengers. Along the small portion of the Kenilworth Corridor where DMUs would share tracks with freight trains, the step-boarding process would be required. This will most likely not work for the Southwest Corridor because it requires the train to be at the platform considerably longer for passengers boarding and de-boarding. To solve this issue, gauntlet tracks could be installed on the Kenilworth Corridor so freight trains have clearance when passing stations, and level boarding by Southwest Corridor trains would be allowed.

All passenger trains that share tracks with freight trains are required by the FRA to be increased in buffer strength, so damage to the passenger train is reduced if it collides with a freight train.

Although light commuter trains like the Stadler GTW have similar characteristics to light rail trains, in some situations light commuter trains are not ideal, including steep grades and tight turns. These issues should be taken into consideration if light commuter trains are studied for the Southwest Corridor.

Facts about the Stadler GTW:

The Stadler GTW can be electric powered from overhead lines, or diesel powered, which eliminates the need to install overhead power lines. The Stadler GTW has similar passenger capacity to the light rail trains operated on the Hiawatha Line (the Flexity Swift); the Stadler GTW can seat 108 passengers and standing room for 92 passengers, and the Flexity Swift can seat 66 passengers and standing room for 120 passengers. The Stadler GTW weighs 144000 pounds, where as the Flexity Swift weighs 107000 pounds. The Stadler GTW diesel type can achieve almost the same acceleration as the light rail trains to be used on the Central Corridor (the Siemens S70). Service acceleration of the Siemens S70 is 1.34 meters per second. Service acceleration of the Stadler GTW is 1 meter per second. There are different versions of the Stadler GTW, depending on passenger capacity needs. The data above is for the Stadler GTW 2/6 version, which is used on two commuter rail lines in Texas. In addition to the Southwest Corridor, a DMU rolling stock could be used on other rail projects in the Twin Cities including the Bottineau Corridor.

Conclusion

Many alternatives have been studied for the Kenilworth Corridor, and all of the alternatives have pros and cons, and any alternative chosen will have winners and losers. The MN&S should not be used as a major freight rail corridor. In the past, the MN&S was served by many freight trains daily, but in the present there are too many houses along the MN&S for more freight trains. The Kenilworth Corridor has almost no curves and most housing along the Kenilworth Corridor isn't close to the tracks.

More in depth studies of the Southwest Corridor should be done if the option of track sharing between freight trains and DMUs on the Kenilworth Corridor is chosen.

If track sharing is chosen, the neighborhoods living along the MN&S won't have to worry about more freight trains, the Kenilworth Corridor could be used for the Southwest Corridor and freight trains, and there would be no need to build an expensive rail bridge from the Kenilworth Corridor to the MN&S.

Works Cited

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West Calhoun Neighborhood Council
3208 West Lake Street, Box # 1
Minneapolis, MN 55416
Voice Mail: 612-928-3511

RECEIVED
NOV 30 2012
BY:

November 14, 2012

Hennepin County Commissioner Gail Dorfman
Hennepin County Government Center
300 S. Sixth St.
Minneapolis, MN 55487-0999

Dear County Commissioner Dorfman:

As the Minneapolis neighborhood organization adjacent to the Southwest Transitway and West Lake Street station, the West Calhoun Neighborhood Council has serious concerns regarding the option of co-locating freight rail lines with the Southwest Transitway. D

Upon studying the options listed in the Southwest Transitway Draft Environmental Impact Statement, WCNC sees co-location of freight train tracks and light rail as untenable. Much of the route through the city and into St. Louis Park already includes a recreational bike and pedestrian path adjacent to the tracks in a narrow corridor. Retaining freight train traffic would create safety and congestion issues for those using the trail and attempting to reach light rail platforms. R1

In addition, when the proposed Midtown trolley begins service along the Midtown Greenway route, ending at the West Lake Street station, co-location of freight train service would create further congestion. I2

Thus, WCNC strongly supports relocation of the freight trains to the alternate site in St. Louis Park. D

Sincerely,

David Rhees

David Rhees, Chair
West Calhoun Neighborhood Council

West Calhoun Neighborhood Council
3208 West Lake Street, Box # 1
Minneapolis, MN 55416

MINNEAPOLIS MN 553

14 NOV 2012 PM 5 L

Hennepin County Commissioner Gail Dorfman
Hennepin County Government Center
300 S. 6th Street
Minneapolis, MN 55487-0999

55487099S

Comment #164

RECEIVED
NOV 30 2012

To Whom It May Concern:

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) published in regard the SWLRT which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done. As this action is proposed and described in Chapter 1, Section 1.3.2.3 as rebuilding a little known, lightly used spur line into a main freight rail line, which will initially allow a 788% increase of rail car traffic. What the SWLRT-DEIS does not address, but should, are the real world impacts of this action on the affected area. C

Riddled with phantom assumptions, unsubstantiated assertions, and inexplicable omissions, the DEIS is not a serious attempt to consider the effect of the proposed re-route.

Chapter 1 of the DEIS states that without the re-route the TC&W's only options for moving its freight will be to access the MN&S tracks by use of the notorious switching wye in St. Louis Park, or to transfer cargo from railcars to highway trucks. The unstated assumption behind this statement is that the current route used by the TC&W will be severed. Presenting the either/or assumption for the switching wye or highway trucks creates the illusion of a fait accompli, when in fact the TC&W's current route through the Kenilworth corridor is a viable alternative.

Unsubstantiated assertions include the depiction in the DEIS that the historical character of the Kenilworth corridor (Chapter 3, page 58) would be compromised by its continued use for freight train traffic. The Kenilworth corridor was the home to not just railroad tracks, but an entire railroad yard for over one hundred years, beginning long before the current homes in the area were built.

Inexplicably omitted from the DEIS is how the re-route would be funded (Chapters 5 and 8). The re-route must be considered as part of the SWLRT and even without mitigation construction of the interconnect and upgrading the tracks on the MN&S to handle the heavier traffic is estimated to cost $125,000,000, money that was not originally included in the projected cost of the SWLRT, but the projected budget for the SWLRT has not been adjusted to recognize the added expense. Also, missing from the cost estimates are the costs for maintaining the interconnect structure after it is built. T1 T0

None of the mitigation requested by the City of St. Louis Park on behalf of her residents is being considered. This mitigation is not frivolous; it is necessary to maintain the safety, livability and property values for the residents of St. Louis Park.

Name: Stephen G. May

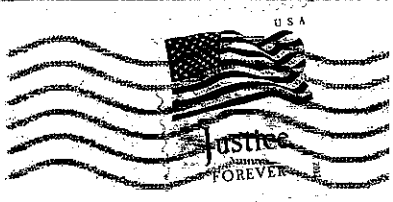
Address: 3901 Yoppe Ave

City/State/zip: St. Louis Pk, MN 55416

Telephone: 952-922-3843 E-Mail:

S. May
3901 Hoppa Ave
St. Louis Pk, MN
55416

MINNEAPOLIS MN 553
29 NOV 2012 PM 6 L



Hennepin County - Housing, Community Works & Transit
Attn: Southwest Transitway
701 Fourth Ave S., Suite 400
Minneapolis, MN 55415
55415164300

Eric Roberts
<ericrhys@comcast.net>
12/01/2012 11:26 PM

To swcorridor@co.hennepin.mn.us
cc jmcolby@earthlink.net
bcc
Subject Public comment on SW LRT proposal

We're writing a personal note in support of the KIAA response regarding the proposed LRT line.

Most importantly, we strongly share the opinion that:

1) The freight lines must be relocated to avoid unnecessary destruction and dislocation of our neighborhood homes and parkland.
2) The bridge over Cedar Lake Parkway must be below grade to avoid an unsightly and disconnecting bridge at that crossing
3) All efforts possible must be made to mitigate noise.
4) We're constant users of the Cedar Lake park, all effort must be made to retain it.

We appreciate your attention to these items.

Eric Roberts
Laura Davis
2400 W. Lake of the Isles Pkwy
Minneapolis, MN 55405
612-377-6212

D

E8

O1

Damon Farber
<dfarber@damonfarber.com>
12/02/2012 11:49 AM

To "swcorridor@co.hennepin.mn.us"
<swcorridor@co.hennepin.mn.us>
cc
bcc
Subject Address Correction / DEIS Comments - Damon Farber

See Comment #128 for Theme Delineations

Please not that the addresses in my earlier comments 1-6 (see comment 1 below) indicated that the addresses identified to be affected by co-location were 2650 Burnham Road and 2542 Burnham and 42 Park Lane. That is INCORRECT and should be adjusted to reflect 2650 Burnham (taxpayer - Rebecca and Damon Farber) **2642** Burnham Road (taxpayer - Walter Duffy and Shelly Fitzmaurice) and 42 Park Lane (taxpayer - Cinda Collins)

1. Page 3-34, Segment A (see Exhibit 1) stipulates that under the co-location Option(LRT 3A-1) three homes on Burnham Road will be taken ("permanently used"). According the DEIS (Chapter 3, page 3-34, Segment A) those homes are" the first three single family homes north of Cedar Lake Parkway along Burnham Road". As many as 57 town homes north of the West Lake Station are also slated for removal. In addition there will be "disturbance" to parkland on the east side of Cedar Lake to accommodate a realigned Burnham Road where it intersects with Cedar Lake Parkway. I questioned this at the November 13, 2012 open house/public hearing and both the Hennepin County and its engineering representative stated that it was an error that three homes on Burnham Road were to be taken. Rather two homes on Burnham Road (2650 and 2542) and one home on Park Lane (42) were the single family homes being considered for removal under the co-location scenario.

There is no text describing any taking of private property on Burnham Road or Park Lane under Option LRT 3A, which assumes that the freight train would be moved to St Louis Park. Page 11-3 of the DEIS indicates 4 properties, including .81 acres of Cedar Lake Park (I assume that this is the area by the beach north of Cedar Lake Parkway and west of Burnham Road), potentially being "used" permanently along with the historic channel. In that same table under the LRT 3A Option it appears that only one property and the historic channel are to be "used" permanently. Is that one property 2650 Burnham Road or is it the Cedar Lake Park? Neither the project engineer nor Hennepin County Community Works and Transit can confirm the addresses in either option. This needs to be clarified. Which properties are being alluded to in the DEIS for Options LRT 3A-1 and LRT 3A?

Respectfully,
Damon Farber
612-298-9446

"Scott, Jodie A"
<jodiescott@kpmg.com>
12/02/2012 12:48 PM

To "swcorridor@co.hennepin.mn.us"
<swcorridor@co.hennepin.mn.us>
cc
bcc
Subject LRT Comments

See Comment #170 for Theme Delineations

To Whom It May Concern,

I am writing to provide comments on the Draft Environmental Impact Statement for the proposed Southwest Light Rail Transit (LRT) route passing through Minneapolis's Kenwood neighborhood. I am one of the many Kenwood residents that support the line for its potential benefits to our neighborhood, but am concerned that the implementation of the LRT be done in such a way to respect the character and beauty of our neighborhood. I wanted to pass along the following comments for you to consider incorporating into KIAA's response.

The proposed LRT will pass through the Kenwood neighborhood, which includes one of the seven districts of the Minneapolis' Grand Rounds National Scenic Byway. The Grand Rounds were primarily built in the 1930s as a CCC project, and was designated as a National Scenic Byway in 1998. This is quite unique – not only are most National Scenic Byways are in rural areas, but Minneapolis' Grand Rounds are the country's longest continuous system of public urban parkways!

The urban planners who established this fantastic system had the foresight to develop a feature that has been the crown jewel of Minneapolis for over a century. The Grand Rounds are surrounded by lovely parks, trails, and lakes, as the Minneapolis city planners bought up all the land immediately adjoining its lakes during its formative period, turning them into public parks rather than allowing them to be privately developed. As a result, these lakes and surrounding parks have become one of the most popular destinations in the state, drawing millions of people annually with their sandy shores, mature trees and miles of recreational paths. The natural beauty of this area serves as an urban oasis not only for Kenwood residents, but a unique city retreat for visitors from the suburbs, greater Minnesota and beyond.

The planners of the LRT have an obligation to ensure that the plans for the proposed route not only respect this history, but are developed to enhance the unique features of this neighborhood for another century. The following factors should be addressed in the planning process:

- Freight rail should be relocated, to minimize the impact of the LRT on the existing trails and parkland that is so integral to the Grand Rounds and surrounding neighborhoods
- The existing parkland, trails and open green space should be preserved to the greatest extent possible: city leaders for over a century have maintained these beautiful spaces, and the plans should ensure that they are preserved for the next hundred years.
- Noise should be addressed to minimize impact on the neighborhood
- The visual impact of the LRT infrastructure on the neighborhood should be balanced with well designed landscape and hardscape elements to reflect the natural beauty of the area
- Public safety concerns should be addressed to ensure that the area surrounding the LRT does not provide opportunities for illegal behavior and safety hazards to ruin this urban oasis
- The intersection of the LRT with Cedar Lake parkway should be respectful of the beauty of the neighborhood; the proposal to build a concrete bridge – similar to one found in an industrial corridor – is completely inappropriate for a residential neighborhood and incongruous with the otherwise lovely

features of this district of the National Scenic Byway.

- Light pollution affecting the neighborhood should be considered to ensure the impact of the development is mitigated to the extent possible
- The delicate land between Cedar Lake and Lake of the Isles, which has a very high sensitivity to pollution of the water table system, should be protected and any contaminated soils should be dealt with appropriately.

Thank you for your consideration of the impacts of the proposed LRT route on our neighborhood!

Best Regards,

Jodie Scott
Director
KPMG LLP
phone 612.305.5210
fax 612.465.2657

****
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****

Kelly M <kellym10@live.com>

12/02/2012 03:18 PM

To <swcorridor@co.hennepin.mn.us>
cc
bcc
Subject Train Re-Route in St. Louis Park

C

I live next to the trach and strongly oppose the re-route. I moved in knowing there was a train track and actually researched heavily the number of trains that use the track before I purchased. Adding more trains will diminish the value of my property and cause a safety concern on Cedar Lake Road.

Kelly Ryman
2170 Ridge Dr., #21
SLP, MN 55416

"Dr. Eric Larsson"
<elarsson@att.net>
12/02/2012 05:01 PM

To swcorridor@co.hennepin.mn.us
cc jmcolby@earthlink.net
bcc
Subject Comment on the Southwest LRT DEIS

We live within two blocks of a proposed stop on the new Southwest LRT line.

D

We support relocation of the freight rail. We use the adjacent parkland and trails weekly. They are a major route for us to use green transportation to the downtown. We plan to use both bikes and the new LRT to get there.

E8

We oppose the bridge over Cedar Lake Parkway. It is essential that a solution be made, because the current freight rail traffic causes lengthy traffic jams around the Cedar Lake intersection. The more frequent LRT will certainly exacerbate the situation. However, we would prefer a tunnel for the LRT which will have a much lesser environmental impact on the parkland there. See the attached picture of the traffic backup on Burnham Road on April 23, 2009, when the one-way bridge was opened to two-way traffic due to construction. Every train during rush hour tremendously backs up the commuter traffic that uses this route.

We want the noise reduced. The current freight rail is noisy. When the trains run by, we feel our house rattle. By moving the freight rail, we hope this will lessen the overall impact of noise and inconvenience of the LRT. However, the constant noise from the LRT will still vastly outpace the current situation. We hope that the best possible mitigation controls will be put in place.

We demand preservation of the current park trails. The Cedar Lak Park and Kenilworth Trail are jewels in the city of Minneapolis, that greatly increase property values. In addition the transit value of the bike paths also greatly increases property values and reduces overall gas-powered traffic in our area. The current gas-traffic is at its maximum. See the attached picture of the traffic backup on Burnham Road on April 23, 2009, when the one-way bridge was opened to two-way traffic due to construction. Please maintain the accessibility of bike and foot traffic as the LRT is put in place.

I2

We oppose the 21st St. Station, because local traffic is already at its maximum. Key streets in the area are already designated as one-way due to the dramatic amount of commuter traffic that uses these residential streets. See the attached pictures of the traffic backups when a train is going through. Every train during rush hour tremendously backs up the commuter traffic that uses this route.

O1

We oppose a Park-and-Ride at the 21st St. Station, because local traffic is already at its maximum. Key streets in the area are already designated as one-way due to the dramatic amount of commuter traffic that uses these residential streets. See the attached picture of the traffic backup on Burnham Road on April 23, 2009, when the one-way bridge was opened to two-way traffic due to construction. Every train during rush hour tremendously backs up the commuter traffic that uses this route.

We demand vibration mitigation for the LRT. The current freight rail can be heard from our home. When the trains run by, we already feel our house rattle.

Thank you for your attention.

Yours,

Eric Larsson and Kara Riedesel

Kara Riedesel
Eric Larsson
2440 West 24th Street
Minneapolis, MN 55405-2321
612.281.8330
612.281.8331
kriedesel@att.net
elarsson@att.net

"Scott, Jodie A"
<jodiescott@kpmg.com>
12/02/2012 05:12 PM

To "Scott, Jodie A" <jodiescott@kpmg.com>,
'"swcorridor@co.hennepin.mn.us"'
<swcorridor@co.hennepin.mn.us>
cc
bcc
Subject DEIS Comments

I am resubmitting this under a new make it clear that my comments are in regards to the DEIS.

-----Original Message-----
From: Scott, Jodie A
Sent: Saturday, December 01, 2012 11:04 AM Eastern Standard Time
To: swcorridor@co.hennepin.mn.us
Subject: LRT Comments

To Whom It May Concern,

I am writing to provide comments on the Draft Environmental Impact Statement for the proposed Southwest Light Rail Transit (LRT) route passing through Minneapolis's Kenwood neighborhood. I am one of the many Kenwood residents that support the line for its potential benefits to our neighborhood, but am concerned that the implementation of the LRT be done in such a way to respect the character and beauty of our neighborhood. I wanted to pass along the following comments for you to consider incorporating into KIAA's response. A

The proposed LRT will pass through the Kenwood neighborhood, which includes one of the seven districts of the Minneapolis' Grand Rounds National Scenic Byway. The Grand Rounds were primarily built in the 1930s as a CCC project, and was designated as a National Scenic Byway in 1998. This is quite unique – not only are most National Scenic Byways are in rural areas, but Minneapolis' Grand Rounds are the country's longest continuous system of public urban parkways!

The urban planners who established this fantastic system had the foresight to develop a feature that has been the crown jewel of Minneapolis for over a century. The Grand Rounds are surrounded by lovely parks, trails, and lakes, as the Minneapolis city planners bought up all the land immediately adjoining its lakes during its formative period, turning them into public parks rather than allowing them to be privately developed. As a result, these lakes and surrounding parks have become one of the most popular destinations in the state, drawing millions of people annually with their sandy shores, mature trees and miles of recreational paths. The natural beauty of this area serves as an urban oasis not only for Kenwood residents, but a unique city retreat for visitors from the suburbs, greater Minnesota and beyond. N1

The planners of the LRT have an obligation to ensure that the plans for the proposed route not only respect this history, but are developed to enhance the unique features of this

neighborhood for another century. The following factors should be addressed in the planning process:

- Freight rail should be relocated, to minimize the impact of the LRT on the existing trails and parkland that is so integral to the Grand Rounds and surrounding neighborhoods D E2

- The existing parkland, trails and open green space should be preserved to the greatest extent possible: city leaders for over a century have maintained these beautiful spaces, and the plans should ensure that they are preserved for the next hundred years. E2 N1

- Noise should be addressed to minimize impact on the neighborhood E4 O5, O6

- The visual impact of the LRT infrastructure on the neighborhood should be balanced with well designed landscape and hardscape elements to reflect the natural beauty of the area E4 N2

- Public safety concerns should be addressed to ensure that the area surrounding the LRT does not provide opportunities for illegal behavior and safety hazards to ruin this urban oasis E9 R1

- The intersection of the LRT with Cedar Lake parkway should be respectful of the beauty of the neighborhood; the proposal to build a concrete bridge – similar to one found in an industrial corridor – is completely inappropriate for a residential neighborhood and incongruous with the otherwise lovely features of this district of the National Scenic Byway. E8 N2

- Light pollution affecting the neighborhood should be considered to ensure the impact of the development is mitigated to the extent possible E4 N2

- The delicate land between Cedar Lake and Lake of the Isles, which has a very high sensitivity to pollution of the water table system, should be protected and any contaminated soils should be dealt with appropriately. E3 N6, N10

Thank you for your consideration of the impacts of the proposed LRT route on our neighborhood!

Best Regards,

Jodie Scott
Director
KPMG LLP
phone 612.305.5210
fax 612.465.2657

****
******

The information in this email is confidential and may be legally privileged. It is intended solely for the addressee. Access to this email by anyone else is unauthorized. If you are not the intended recipient, any disclosure, copying, distribution or any action taken or omitted to be taken in reliance on it, is prohibited and may be unlawful. When addressed to our clients any opinions or advice contained in this email are subject to the terms and conditions expressed in the governing KPMG client engagement letter.
****
******

sawin002@umn.edu
12/02/2012 06:22 PM

To swcorridor@co.hennepin.mn.us
cc
bcc
Subject Freight and Light Rail Co-Location

There should be no reroute of freight rail through St. Louis Park.
The existing Kenilworth line has plenty of room for co-locating freight and light rail.
It's straighter, flatter, safer and MUCH less costly for taxpayers if freight and light rail co-locate.
Reroute bicycles and trail users. The few people that use this trail can adjust to a reroute, no problem. Minimal impact on a few people but If rail is rerouted... tremendous impact at all levels.
Common sense, fiscal responsibility must prevail.
If assessed fairly and reported in truth with full disclosures to the public the answer will be Kenilworth light and freight rail co-location.
Sincerely,
Mark Sawinski
5737 West Lake Street
St. Louis Park, MN 55416

C

herbsthelene
<helene.herbst@comcast.net
>

12/03/2012 08:46 PM

To swcorridor@co.hennepin.mn.us
cc
bcc
Subject Comments to Southwest Light Rail Transit - Draft Environmental Impact Statement

To Whom It May Concern:

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) published in regard to the SWLRT which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done.

As this action is proposed and described in Chapter 1, Section 1.3.2.3 as rebuilding a little known lightly-used spur line into a main freight rail line, which will initially allow a 788% increase of rail car traffic through St. Louis Park.

C

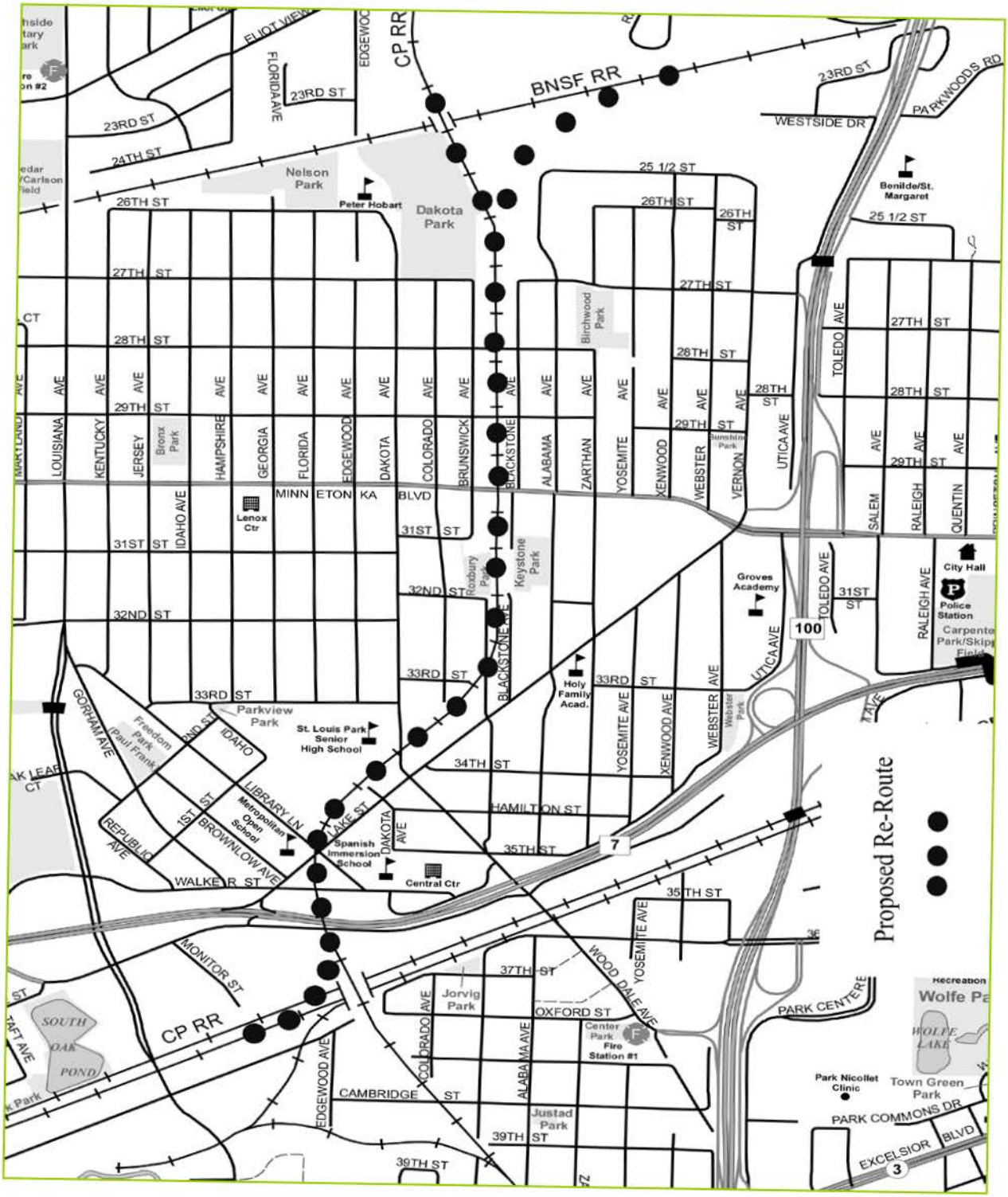
If you look at the attached map, you can see how this proposed re-route will cut through a major swath of St. Louis Park and disrupt the daily lives and safety of homeowners, students, commuters and business owners. Moreover, this spur line was never designed to be used as a major freight corridor as is being proposed in the DEIS.

Common sense begs that a better option must be available. The good news is that there is; co-locating freight rail along the SWLRT line (within the Kenilworth Corridor) has shown to be a safe, viable and cheaper option.

Please carefully consider the negative impact this re-route of freight rail will permanently have on the city St. Louis Park and whether funding this re-route versus funding co-locating is the smartest use of taxpayer dollars.

Sincerely,

Helene Herbst
2717 Alabama Avenue South
St. Louis Park, MN 55416
952-926-2599
helene.herbst@comcast.net


Proposed Re-Route
BNSF RR
CP RR
ELIOT VIEW
FLORIDA AVE
EDGEWOOD
23RD ST
24TH ST
25 1/2 ST
26TH ST
27TH ST
28TH ST
29TH ST
31ST ST
32ND ST
33RD ST
34TH ST
35TH ST
37TH ST
39TH ST
WESTSIDE DR
PARKWOODS RD
Nelson Park
Peter Hobart
Dakota Park
Birchwood Park
Benilde/St. Margaret
LOUISIANA AVE
KENTUCKY AVE
JERSEY AVE
Bronx Park
HAMPSHIRE AVE
GEORGIA AVE
FLORIDA AVE
EDGEWOOD AVE
DAKOTA AVE
COLORADO AVE
BRUNSWICK AVE
BLACKSTONE AVE
ALABAMA AVE
ZARTHAN AVE
YOSEMITE AVE
XENWOOD AVE
WEBSTER AVE
VERNON AVE
Sunshine Park
UTICA AVE
TOLEDO AVE
SALEM AVE
RALEIGH AVE
QUENTIN AVE
MINNETONKA BLVD
IDAHO AVE
Lenox Ctr
Keystone Park
Groves Academy
City Hall
Police Station
Carpenter Park/Skipper Field
100
Holy Family Acad.
Webster Park
Parkview Park
St. Louis Park Senior High School
GORHAM AVE
Freedom Park (Paul Frank)
IDAHO
LIBRARY LN
Metropolitan Open School
LAKE ST
REPUBLIC AVE
BROWNLOW AVE
Spanish Immersion School
Central Ctr
HAMILTON ST
7
WALKER ST
MONITOR ST
WOOD DALE AVE
Jorvig Park
OXFORD ST
Center Park Fire Station #1
PARK CENTER
Wolfe Park
WOLFE LAKE
SOUTH OAK POND
CAMBRIDGE ST
Justad Park
Park Nicollet Clinic
Town Green Park
PARK COMMONS DR
EXCELSIOR BLVD
3

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DEC 03 2012
BY:

December 1, 2012

Hennepin County Housing

Community Works and Transit

ATT: Southwest Transitway

701 Fourth Ave. South, Suite 400

Minneapolis, MN 55415

Re: Response to SW LRT DEIS

Concerns:

As community members and property owners directly impacted by the SW LRT plans we are concerned about the following issues:

- Noise
- Vibration
- Safety
- Visual Effects

Noise:

The level of noise in the Calhoun Isles area will have severe impact on our community. It is an increase over the ambient of one million times in intensity. E1

Vibration:

The vibration of the proposed LRT frequency presents concerns about the long-range effects on the concrete construction of our Calhoun Isles Condominium and Town Houses. The frequency of proposed schedule (every 3.5 minutes) increases the potential of damage to our property. O1, O4

Safety:

The Park Siding Park is a playground just across a single lane street from the Kenilworth trail and right a-way. The Kenilworth biking and walking train crosses the LRT tracts at three locations. Will these crossings remain safe? R2

Visual Effects:

Our current environment is peaceful and pastoral. To place a fast LRT train, running every 3-½ minutes places the peace and tranquility of our community in jeopardy. The current plan calls for a bridge that will rise up and cross Cedar Lake Ave. This will certainly have a disturbing impact ~~and~~ the beauty of the area. N2, N1

To Minneapolis residents this area has been a park, bike path, and lakes that have brought pleasure to many. A surface LRT would destroy this.

Suggested Alternative to Current Plan:

Place the LRT below grade level. This could be accomplished with a tunnel or ditch with fully enclosed sound barrier. The West Lake Street Station should be enclosed also. Such a system would ease the problem of the Cedar Lake Blvd. intersection, allowing the road to be a grade bridge over the LRT track. G2

Thank you for the opportunity to express our concerns and suggested alternative.

Mace & Audrey Goldfarb

3141 Dean Ct. #1102

Minneapolis, MN 55416

Mace & Audrey Goldfarb
3141 Dean Ct. #1102
Minneapolis, Minnesota
55416

MINNEAPOLIS MN 553

01 DEC 2012 PM 7 L

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forever

Hennepin Co. Housing
Community Works & Transit
Att: Southwest Transitway
701 Fourth Ave. So., Suite 400
Minneapolis, MN. 55415

55415$1943

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DEC 03 2012

To the Members of the Metropolitan Council re proposed relocation of freight rail:

For safety concerns, heavy freight rail should be kept on the wide Kenilworth Corridor and co-located there with light rail as has been done in several other cities!

C

We are looking forward to the coming Southwest Light Rail Train as a much needed part of our transportation network. However, we strongly oppose the reroute of the freight trains from the Kenilworth corridor to St. Louis Park, an unnecessary, expensive governmental move that would create serious safety hazards in St. Louis Park. As you know, this move is proposed by Hennepin County and the Met council, NOT by the railroad.

It is unconscionable to move the freight traffic from a wide flat area that has historically been a railroad yard, built to handle freight trains and multiple tracks, with wide right of ways in most places, to a narrow, multi curved bed running through a much more congested area in St. Louis Park and next to a major high school. At St. Louis Park High multitudes cross the tracks daily going to McDonalds, to the football field, and just walking along the tracks on their way to and from school. It is also unconscionable to spend 23 million dollars, not including the surprisingly undetermined costs of the not yet defined mitigation, creating unnecessary safety hazards for our residents!

Increased noise and increased vibration due to the much longer, much more frequent trains is another issue at SLP High and to hundreds of homes along the route.

Also, while a short 8 car train can stop in 100 feet, a 132 car freight train running at 25 miles an hour requires a mile or more to stop. The long freight trains will therefore not be able to stop for a student, or even an auto or bus caught on the tracks at one of the numerous at grade crossings in St. Louis Park.

In addition, A long freight train would be on several tight curves at once exponentially increasing the likelihood of derailment. Since a significant part of the track is elevated and close to homes, this poses a real threat even if the train is not carrying a hazardous product like ethanol which some do.

Therefore, to say that a track bed suitable for short, 8 car trains running at 10 mph is also suitable for a 132 car freight trains running at 25 mph with sharply increased frequency each day is ludicrous and strains credibility. Unfortunately, The Draft Environmental Impact Statement ignores the facts re St. Louis Park and minimizes the dangers created by the proposed, unnecessary relocation

Consider the safety hazards of relocation, and avoid making this major error! Thank you-

Brendalee & Theo (Ted) Litman, residents since 1962

Brendalee and Theodor Litman
3301 Gettysburg Ave. So.
St. Louis Park, MN, 55426
952-938-4131 litma002@umn.edu

Brenda & Ted Litman
3301 Gettysburg Ave So
St Louis Park, MN 55426

MINNEAPOLIS MN 553
01 DEC 2012 PM 5 L

Hennepin County
Housing, Community Works & Transit
ATTN: Southwest Transitway
701 - Fourth Ave. So, Suite 400
Minneapolis, MN 55415

376

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BY:

Comment #175

C

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The proposed action of re-routing freight is described in Chapter 1, Section 1.3.2.3. The MN&S Spur tracks are a lightly used spur line within a high density urban, residential setting and directly adjacent to the St Louis Park Senior High. The current freight occurs five days a week, Monday- Friday, during normal business hours. The proposed action of re-routing freight would introduce mainline traffic and the community, residents, and students will be exposed to longer, heavier trains during weekends, evenings, and nighttime. In detail, the re-route will allow a 788% increase of rail cars traffic. The increase of freight exposure will directly and negatively impact the community health and cohesion of the neighbors adjacent to the tracks. In addition, there will be negative impacts to the school system and educational quality within St Louis Park, including the decreased safety of students at the High School.

Besides my general concerns about the freight rail re-route, the section of the SWLRT DEIS that describes the noise and vibration has flawed methods and conclusions. The vibration and the noise measurements were done with current MN&S traffic. It is important to note that the re-routed freight will be longer, more frequent, and include more locomotives per train.

Vibration, Chapter 4.8.4: The conclusion that vibration will have no significant impacts is incorrect Vibration impacts will be longer in time and the total amount will increase with the heavier freight and additional locomotives.

Noise, Chapter 4.7.5:

Quiet zones: The DEIS fails to describe the real world issues with the quiet zone. The SLP Senior High is both bookended by two blind curves and has athletic facilities on both sides of the tracks. The operating rail company, TC&W, has stated in a public document that it has safety concerns with a quiet zone due to the proximity of the tracks to schools, residents, and businesses. It will be impossible to design a quiet zone that will be both safe for the area while maintaining access for the adjacent Senior High school and local businesses. The quiet zone is listed as mitigation for noise impacts but it is a mitigation that is not supported by the neighborhoods, school board, or the operating rail companies.

A quiet zone will not eliminate all noise impacts and the assessment fails to measure other sources:

a. the rail to wheel curve squeal from the tight interconnect curve
b. the additional noise of the locomotives as it throttles up both the southern interconnect ramp and grade change at the northern connection,
c. trains traveling west will need to use their brakes to maintain a slow speed going down grade and through curves
d. diminished livability from the introduction of night freight traffic
e. the amount of time exposed to the noise impacts of the stationary crossing bells will increase significantly due to increase in train numbers.

The re-routing of freight will negatively impact the safety, livability, and community cohesion of residents, students, and communities. The SWLRT DEIS does not adequately describe the impacts and as such, the freight reroute should not be given any further consideration as an option.

Name: Carol Waugh
Address: 3200 Alabama Ave S
City/State/zip: St Louis Park MN 55416
Telephone: 952-922-5487 E-Mail:

SOUTHWEST transitway

Fold here

MINNEAPOLIS MN 553

29 NOV 2012 PM 3 L

Carol Waugh
3200 Alabama Ave. S.
St. Louis Park, MN 55416-2010

USA
Freedom
FOREVER

Hennepin County

Housing, Community Works & Transit
ATTN: Southwest Transitway

701 Fourth Avenue South, Suite 400

Minneapolis, MN 55415

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BY:

Draft Environmental Impact Statement Comment Form

Southwest Transitway Project

Federal and state environmental rules require that an Environmental Impact Statement (EIS) be prepared for the proposed Southwest Transitway project. The EIS process includes the preparation of a Draft Environmental Impact Statement (DEIS), which must be made available for public review and comment.

The DEIS discusses: (1) the purpose and need for the project; (2) the alternatives considered; (3) the impacts of these alternatives; and (4) the agencies and persons consulted.

Comments on the DEIS will be accepted through December 11, 2012. All comments must be received by that date. Please include a return mailing address with all comments.

Public hearings on the DEIS will be held in November 2012. To learn more about the hearings, please visit www.southwesttransitway.org

To DEIS

From James Mickman M.D, Sarai Brenner Mickman

D

I have come to accept the LRT however with these caveats:

1) No Freight Rail - relocate it. It is unfair for our neighborhood to have both the LRT + heavy rail. The park will be massively effected by colocating, so the Freight MUST be moved.

2) No cement overhead train at cedar lake parkway. Build a tunnel! The bridge is an eye sore and inappropriate to parkland.

E2, E8

3) Make sure that there is maximal noise mitigation.

4) Keep the Kemilworth trail intact.

O5

5) NO parking lot at 21st. It will increase people from burbs coming in and parking negating the purpose of reducing traffic into Minneapolis

P10

Name: Sarai Brenner / James Mickman MD

Address: 2526 Upton Av S

City/State/Zip: Mpls MN 55405

Telephone: 612 374 2736 Email: sarahbrenner@gmail.com

Thank you!

SOUTHWEST Transitway

Fold here

Sarah Brenner / James Mannman
2526 Upton Av S
Mpls., MN 55405

MINNEAPOLIS MN 553
30 NOV 2012 PM 7 L

USA

Forever

Hennepin County

Housing, Community Works & Transit
ATTN: Southwest Transitway

701 Fourth Avenue South, Suite 400

Minneapolis, MN 55415

55415184300

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DEC 03 2012

GDL Ltd. Partnership
2300 2nd St. N.
Mpls., MN 55411-2209
(Brin Northwestern Glass)

Hennepin County
Housing, Community Works & Transit
701 4th Ave. S. Ste 400
Mpls., MN 55415

11.29.12

Subject: Southwest Transitway

Property:	144 Glenwood Ave.	Property ID	22-029-24-33-0052
	147 Holden St.	Property ID	22-029-24-33-0057
	136 Pacific Pl.	Property ID	22-029-24-33-0026

To Whom It May Concern:

It appears that the light rail will reduce my parking lot which will not make it possible for trucks to service my building at 144 Glenwood Avenue. This will also eliminate many of my parking spaces. If Holden Avenue is blocked off how will trucks have access to my property?

M4

Sincerely,

Douglas M. Nelson

BRIN NORTHWESTERN GLASS COMPANY

2300 NORTH SECOND STREET • MINNEAPOLIS, MN 55411 • PHONE 612-529-9671

Hasler

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$00.45

11/30/2012

Mailed From 55411

US POSTAGE

Hennepin County
Housing, Community Works & Transit
701 4th Ave. So. Ste 400
Mpls, MN 55415-1687

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Draft Environmental Impact Statement Comment Form

Southwest Transitway Project

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The DEIS discusses: (1) the purpose and need for the project; (2) the alternatives considered; (3) the impacts of these alternatives; and (4) the agencies and persons consulted.

Comments on the DEIS will be accepted through December 11, 2012. All comments must be received by that date. Please include a return mailing address with all comments.

Public hearings on the DEIS will be held in November 2012. To learn more about the hearings, please visit www.southwesttransitway.org

Our neighborhood will be severely and negatively impacted by an increase in noise, pedestrian, and automobile traffic with the LRT

I support LRT with the following provisions: A

① Minimize the noise impact as much as possible O5

② Build off street parking to minimize street parking I1

③ Security is a huge issue. Design of the stations & parking structures should take this into account

④ Relocate the freight line. LRT is enough!! D

⑤ Have a realistic plan for the increase in traffic flow!!

Name: Blaine Miller

Address: 1916 Kenwood Place

City/State/Zip: Apolis MN 55405

Telephone: 612 825 0657 Email: blainermiller@umn.net

Thank you!

SOUTHWEST transitway

Fold here

Miller
1916 Kenwood Pkwy
Mpls, MN 55405

Hennepin County

Housing, Community Works & Transit
ATTN: Southwest Transitway

701 Fourth Avenue South, Suite 400

Minneapolis, MN 55415

Fold here

RECEIVED
DEC 03 2012
BY:

Draft Environmental Impact Statement Comment Form

Southwest Transitway Project

Federal and state environmental rules require that an Environmental Impact Statement (EIS) be prepared for the proposed Southwest Transitway project. The EIS process includes the preparation of a Draft Environmental Impact Statement (DEIS), which must be made available for public review and comment.

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Public hearings on the DEIS will be held in November 2012. To learn more about the hearings, please visit www.southwesttransitway.org

I1

My concern regarding a parking lot on 21st street is that greatly increased traffic around/near Kenwood Elementary school will bring greatly increased danger to the pedestrians (students + parents) and the many school ~~buses~~ buses that already cause traffic congestion and delay. This will be a significant morning hazard to many.

Name: Jeanne M England
Address: 2117 Penn Avenue South
City/State/Zip: Minneapolis MN 55405
Telephone: Email:

Thank you!

SOUTHWEST transitway

Fold here

Jeanne M. Englund
2117 Penn Avenue South
Minneapolis, MN 55405

MINNEAPOLIS MN 553

01 DEC 2012 PM 3 L

USA Freedom FOREVER

Hennepin County

Housing, Community Works & Transit
ATTN: Southwest Transitway

701 Fourth Avenue South, Suite 400

Minneapolis, MN 55415

5541518430O

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Mark P
<markap@paperdepotinc.com
>

12/04/2012 09:31 AM

To swcorridor@co.hennepin.mn.us
cc
bcc
Subject comments, Southwest Corridor Light Rail Transit

The attached document is my comments on the impact the Southwest Light Rail Transit Corridor project as proposed will have on my business.

Mark Pupeza,CEO
Paper Depot, Inc.
221 Border
Minneapolis, MN, 55405
612-333-0512

Paper Depot, Inc, 221 Border, Minneapolis, MN, 55405

ROYALSTON ROUTE

Closing Holden: Saturday and Sunday Farmers Market days are very congested with cars and traffic. My store is between the Minneapolis Farmers Market and the Farmers Market Annex. There are only three ways to get to my store, Holden from Royalston, Border from Highway 55, and East Lyndale from the South. There are only two ways to leave my store, East Lyndale headed north and Holden to Royalston. If Holden is closed access in and out will be greatly reduced, congestion will increase, and customers who drive here, based on current patterns, will be less likely to come. We currently see customer patterns in which our business picks up after the Farmers Market closes at about 2 pm. Many customers say they wait to come to Paper Depot in order to avoid the traffic and congestion caused by the Farmer's Market. Limiting access in and out will amplify the problem. Access in and out needs further study or I need mitigation for the loss of business that will result from increased congestion. P4

Loss of parking on Holden and Royalston: There is never enough parking in the area on Saturday and Sunday when the Farmer's Market is open. Non-customers try to use my lot, which forces me to have a paid attendant in my lot to restrict access to my customers. Removing parking on Royalston and/or Holden will greatly increase the pressure for remaining parking. I will have to hire additional parking attendants. Parking needs to be further studied or I will need mitigation to compensate me for increased expenses. P10

Construction traffic on 3rd Ave No: All vehicles must use Third Ave N to gain access to either our parking lot or our freight door. If construction traffic is allowed on 3rd Ave N it will restrict customer access to our parking lot and semi truck access to get to our freight door. Semis delivering to or picking up from Paper Depot load and/or unload in the street. If construction traffic is allowed on 3rd Avenue North it will make it virtually impossible for us to continue in business. This issue needs further study or we will need mitigation to compensate for the loss of our business. M2

Construction traffic on East Lyndale Avenue and Border : With Holden closed, all traffic must come to us on Border or East Lyndale Ave N. If construction traffic is allowed on Border or East Lyndale it will interfere with our customers' and suppliers' ability to find and gain access to our location. This will result in lost revenue. Further study of construction routes is needed or I will need mitigation to cover lost revenue.

M2

P5

Paper Depot, Inc, 221 Border, Minneapolis, MN, 55405

BORDER ROUTE

Closing Holden: Saturday and Sunday Farmers Market days are very congested with cars and traffic. My store is between the Minneapolis Farmers Market and the Farmers Market Annex. There are only three ways to get to my store, Holden from Royalston, Border from Highway 55, and East Lyndale from the South. There are only two ways to leave my store, East Lyndale headed north and Holden to Royalston. If Holden is closed access in and out will be greatly reduced, congestion will increase, and customers who drive here, based on current patterns, will be less likely to come. We currently see customer patterns in which our business picks up after the Farmers Market closes at about 2 pm. Many customers say they wait to come to Paper Depot in order to avoid the traffic and congestion caused by the Farmer's Market. Limiting access in and out will amplify the problem. Access in and out needs further study or I need mitigation for the loss of business that will result from increased congestion.

P4

Closing Border

If Border is closed temporarily during construction or permanently it will limit access to my business to East Lyndale Avenue North to 3rd Avenue North. It would limit exit from my business to 3rd Avenue North to East Lyndale. It would be difficult for customers coming from I-94, West Lyndale, or Highway 55, to find my business. This needs further study or I would need mitigation to cover the loss of revenue resulting from customers who could not find me. This will also cause congestion because egress from my property and the Farmers Market would be limited to East Lyndale. The resulting congestion would cause a loss of business. This needs further study or I would need mitigation to compensate for lost revenue resulting from traffic congestion.

P5

Loss of parking on Holden and Border: There is never enough parking in the area on Saturday and Sunday when the Farmer's Market is open. Non-customers try to use my lot, which forces me to have a paid attendant in my lot to restrict access to my customers. Removing parking on Border and/or Holden will greatly increase the pressure for

P10

remaining parking. I will have to hire additional parking attendants. Parking needs to be further studied or I will need mitigation to compensate me for increased expenses. P10

Construction traffic on 3rd Ave No: All vehicles must use Third Ave N to gain access to either our parking lot or our freight door. If construction traffic is allowed on 3rd Ave N it will restrict customer access to our parking lot and semi truck access to get to our freight door. Semis delivering to or picking up from Paper Depot load and/or unload in the street. If construction traffic is allowed on 3rd Avenue North it will make it virtually impossible for us to continue in business. This issue needs further study or we will need mitigation to compensate for the loss of our business. M2 P5

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Construction traffic on East Lyndale Avenue and Border : With Holden closed, all traffic must come to us on Border or East Lyndale Ave N. If construction traffic is allowed on Border or East Lyndale it will interfere with our customers' and suppliers' ability to find and gain access to our location. This will result in lost revenue. Further study of construction routes is needed or I will need mitigation to cover lost revenue. P5

Paper Depot, Inc, 221 Border, Minneapolis, MN, 55405

EXTENSION OF BORDER TO GLENWOOD AVENUE

Closing Border

If Border is closed temporarily during construction it will limit access to my business to East Lyndale Avenue North to 3rd Avenue North. It would limit exit from my business to 3rd Avenue North to East Lyndale. It would be difficult for customers coming from I-94, West Lyndale, or Highway 55, to find my business. This needs further study or I would need mitigation to cover the loss of revenue resulting from customers who could not find me. This will also cause congestion because egress from my property and the Farmers Market would be limited to East Lyndale. The resulting congestion would cause a loss of business. This needs further study or I would need mitigation to compensate for lost revenue resulting from traffic congestion. P4

Construction traffic on 3rd Ave No: All vehicles must use Third Ave N to gain access to either our parking lot or our freight door. If construction traffic is allowed on 3rd Ave N it will restrict customer access to our parking lot and semi truck access to get to our freight door. Semis delivering to or picking up from Paper Depot load and/or unload in the street. If construction traffic is allowed on 3rd Avenue North it will make it virtually impossible for us to continue in business. This issue needs further study or we will need mitigation to compensate for the loss of our business. M2 P5

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Construction traffic on East Lyndale Avenue and Border : With Holden closed, all traffic must come to us on Border or East Lyndale Ave N. If construction traffic is allowed on Border or East Lyndale it will interfere with our customers' and suppliers' ability to find and gain access to our location. This will result in lost revenue. Further study of construction routes is needed or I will need mitigation to cover lost revenue. M2 P5

Paper Depot, Inc, 221 Border, Minneapolis, MN, 55405

RELOCATION

Lost billboard revenue: I have a billboard on my property that represents a substantial revenue stream that would be lost in the event of Paper Depot being relocated. This issue needs further study or we would need mitigation to cover the loss of revenue. M2

Change of location: My business has a large regional component. I located here to have easy access to I-94 so people from out of town would be able to find me. I have been in this building since 1996 and in this neighborhood since 1973. I have spent thousands of dollars advertising this location. Relocation out of this neighborhood would force me to start over in advertising my location. This issue needs further study or we would need mitigation to cover the loss of business. M4

Lost easement revenue: the Farmers Market Annex pays for the right to cross Paper Depot property and to set Market booths on Paper Depot property. Relocation of either Paper Depot or Farmers Market Annex would cause a loss or revenue. This issue needs further study or we would need mitigation to cover the loss of revenue. M2

Loss of foot traffic: Our proximity to the Farmers Market, Farmers Market Annex, and Target Field brings foot traffic to our location and increases our revenue. Relocation of Paper Depot or either of the Farmers Markets would cut our foot traffic and revenue. This issue needs further study or we would need mitigation to cover the loss of business. M4

"Palma, Russell L"
<russell.palma@mnsu.edu>
12/04/2012 02:28 PM

To "swcorridor@co.hennepin.mn.us"
<swcorridor@co.hennepin.mn.us>
cc
bcc
Subject comments on SW Light Rail line

I am writing in response to the DIES and the proposed SW Corridor Light Rail Line. While I am strongly supportive of the light rail line, I have the following concerns in the area where I live, between the proposed West Lake and W 21st Street stations. I favor putting the light rail line in a trench or tunnel below grade level between these two stations for the following reasons: G2

1) safety: This is a very crowded area, with many pedestrians, bicyclists and children. There is Park Side Park, two Cedar Lake beaches, the Greenway, Kenilworth and Cedar Lake bike paths, and people who walk to businesses on Lake Street and Excelsior. Having the light rail line on grade would be very disruptive and dangerous to these groups. R2 E9

2) noise: The light rail corridor is extremely narrow in this area, and there are single family homes, town homes and condominium homes in very close proximity to the proposed line. To have light rail trains of the frequency proposed, and where the tracks are curved (producing squeal), will produce a significant increase in ambient noise. O1, O4

3) visual impact: The proposed bridge over Cedar Lake Parkway would be grossly out of scale with the buildings in the area and present an extreme visual change in a currently park-like atmosphere, as would the electrical line towers. Again, putting the corridor in a trench or tunnel would alleviate this issue. N2

This corridor is so narrow in this area, another suggestion would be to have a single set of tracks between the W 21st Street and West Lake stations, where the trains would alternate leaving the stations in either direction. Further, this would reduce the cost of putting the light rail in a trench or tunnel. G2

Sincerely,

Dr. Russell Palma
3141 Dean Court #1004
Minneapolis, MN 55416

D S
<nocomprende@yahoo.com>

12/04/2012 02:59 PM

Please respond to
D S
<nocomprende@yahoo.com>

To swcorridor@co.hennepin.mn.us
cc
bcc
Subject Comments on SWLRT DEIS

Attached is a word document containing my comments on the SWLRT DEIS

Dale Stenseth
3153 Edgewood Ave S
St. Louis Park, MN

12-03-2012
To Whom It May Concern:

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The proposed action of re-routing freight is described in DEIS Chapter 1, Section 1.3.2.3. C

It becomes clearer every day that Hennepin County has had an unpublished agenda to reroute Freight Rail from the first day. The proof of this includes oral and published comments made by a Hennepin County Commissioner early in the process: "This is a done deal." The same commissioner is also quoted as saying, "Promises were made." (To Kenwood residents to reroute the freight traffic out of Kenwood.)

The railroad does not want the proposed freight rail reroute. The existing Kenilworth route is the shortest and straightest and most level route. It is clear that huge incentives to use the longer, more expensive reroute would have to be offered to the railroad, an additional tax payer expense. Hennepin County does not want to recognize or include this significant and continuing cost.

The proposed Hennepin County Flyover Bridge, to get freight traffic over HWY 7, is such a boondoggle that the railroad has stated they would not take ownership or be responsible for bridge or ramp maintenance. Again, tax payers would be stuck with this unrecognized cost.

Additional, noisier diesel power would be required to get freight trains up and over the proposed Hennepin County Flyover Bridge, increasing danger and noise.

Hennepin County has consistently downplayed and minimized safety, economic, environmental, and quality of life impacts to St. Louis Park.

Hennepin County is actively engaged in socio-economic discrimination, in trying to move freight rail from the Kenwood area to poorer neighborhoods.

Finally, in what appears to be another act of bad faith, another Hennepin County consultant 'typo' has been identified in the Strib, understating costs of the proposed reroute by 100 MILLION dollars. (11/28/2012)

Because of all the reasons stated above, I oppose the freight rail re-route as outlined in the SWLRT DEIS.

Co-location of freight and light rail through the Kenilworth Corridor is the only option that is economically feasible and practical.

This DEIS, the EAW, and every step of the process has been biased. (Hennepin County Commissioner statements, “It’s a done deal,” and “Promises were made.”) L4

Because of prior comment filtering behavior, Hennepin County can not be trusted to include all comments, so this comment is being copied to Federal officials with a request to suspend any funding for any Freight reroute or SW Light Rail. Surely there are other more deserving and more honest requests for federal money.

Most sincerely,

Dale Stenseth
3153 Edgewood Ave S
St. Louis Park, MN 55426 952-926-8102 nocomprende@yahoo.com

Mark P
<markap@paperdepotinc.com
>

12/04/2012 03:30 PM

To swcorridor@co.hennepin.mn.us
cc
bcc
Subject SWLRT comments

Are the comments made by the public on the SWLRT DEIS concerning the impact of the SWLRT available online for public review?

V

Mark Pupeza, CEO
Paper Depot, Inc.

Brian Payne <brian@ctul.net>

12/04/2012 06:04 PM

To swcorridor@co.hennepin.mn.us
cc
bcc
Subject DEIS Comment Form - CTUL

Please see the attached DEIS Comment form from CTUL regarding the Southwest Transitway.

Draft Environmental Impact Statement Comment Form
Southwest Transitway Project

Federal and state environmental rules require that an Environmental Impact Statement (EIS) be prepared for the proposed Southwest Transitway project. The EIS process includes the preparation of a Draft Environmental Impact Statement (DEIS), which must be made available for public review and comment.

The DEIS discusses: (1) the purpose and need for the project; (2) the alternatives considered; (3) the impacts of these alternatives; and (4) the agencies and persons consulted.

Comments on the DEIS will be accepted through December 11, 2012. All comments must be received by that date. Please include a return mailing address with all comments.

Public hearings on the DEIS will be held in November 2012. To learn more about the hearings, please visit www.southwesttransitway.org

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We are writing from the Centro de Trabajadores Unidos en la Lucha (CTUL) to include our input about the Draft Environmental Impact Statement (DEIS) for the Southwest Transitway Project. CTUL is a low-income Latino immigrant-led organization that is organizing for fair wages and fair working conditions in the Twin Cities. Over the past five years, CTUL has partnered with hundreds of low-income Latino immigrants to recover over a half a million dollars in unpaid wages and damages from unscrupulous employers who violated federal and/or state labor laws by not paying minimum wage or overtime. Around two-thirds of our constituency lives in South Minneapolis, and the other one-third live in the surrounding metro area. Most of our constituency works in the suburbs. A large percentage of our constituency lives and/or work along the proposed Southwest Transitway Project routes.

We are writing to express our support for the 3A (LPA) proposed route, as it appears to provide the most access to transportation and to workplaces for low-income Latino immigrants. The combination of this proposed route with the Hiawatha, Central Corridor and Bottineau Lines will open up transportation options significantly to low-income minority populations, allowing more access to different work options and therefore the capacity to choose between jobs that pay more or less, and between employers that violate federal and/or state labor laws and those that respect the law. In addition, the routes will provide more access to organizations and government entities that provide information about labor and human rights, allowing for access to information that is crucial for the economic well-being of the community. A

At the same time, we would like to express our concerns about the depth of the DEIS in relation to the project's potential impact on low-income Latino immigrants. Page ES-8 expresses a concern about the potential impacts to low-income and minority populations; Page 1-13 Goal 5 states that a goal of the line is to "support economic development"; and page 5-1 discusses the economic effects of the proposed line. Yet nowhere in the study does it discuss the potential economic impacts of the proposed route <u>from the perspective of low-income minority populations</u>. Specifically, we see three shortcomings in the DEIS that could be improved from the perspective of low-income minority populations: M5

1. **Conduct a study about jobs along the proposed route before and construction.** M5
2. **Engage low-income minority populations in research about the potential effects of the proposed route on their community.** M5 L1
3. **Ensure that construction jobs are open to low-income minority populations.** M5

Conduct a study about jobs along the proposed route before and construction.

M5

It is our understanding that the 3A (LPA) proposed route will include stops near Cargill headquarters, United Health Group headquarters, Comcast headquarters, Target stores, Lunds & Byerly stores, Eden Prairie Center Mall, and many other large employers. Such a route will no doubt provide significantly beneficial economic effects to the employers, yet we wonder about the economic effects to the low-income and minority populations who work directly for the companies or are sub-contracted to do work at those locations. We can look to the example of the Hiawatha line to understand this question more.

Despite the fact that many large employers along the Hiawatha line, including those at and near the Mall of America, have profited significantly from the Hiawatha line by having more access to potential clients from the surrounding metro area, most of the employees who carry out the work at those locations have not seen beneficial economic effects.

- In 2008, CTUL partnered with housekeepers at a hotel near Mall of America. Workers complained that they were forced to work up to 1-3 hours off the clock every day to keep up with an overwhelmingly rigorous workload. After CTUL partnered with workers to file a lawsuit, workers were able to recover an estimated quarter of a million dollars in unpaid wages and damages.
- Retail cleaning workers who are contracted by companies to clean the Target store on lake street and many stores at Mall of America have seen drastic decreases in wages and working conditions over the past ten years. In 2011 CTUL partnered with over a dozen employees of Diversified Maintenance, a cleaning company that cleans Target, Sears and other stores throughout the metro area. Workers complained that they had to work seven days a week, and were forced to use "ghost employee" timecards at least one day a week to avoid having to pay overtime. Currently there is a conditional class action lawsuit against Diversified Maintenance potentially involving hundreds of workers at stores throughout the Midwest.
- Many other workers at Mall of America still earn minimum wage of $7.25 per hour, which comes to around $15,000 per year – well below the poverty threshold of $22,113 for a family of four.[1]

According to a recent study from the Center for Transportation Studies of the University of Minnesota, "Hiawatha and related transit upgrades are estimated to have brought more than 5,000 low-wage jobs into areas near downtown Minneapolis and suburban Bloomington light-rail stations." [2] While it is positive that the Hiawatha line has provide transportation alternatives for low-income communities, and has provided access to jobs for traditionally low-income communities, it is disturbing to note that the Hiawatha line has in fact created more low-income jobs, rather than creating living wage jobs that are accessible to traditionally low-income

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[1] United States Census Bureau

[2] "Understanding the Impacts of Transitways: How Light-Rail Transit Improves Job Access for Low-Wage Workers"

communities. Rather than having a positive economic effect on low-income minority populations, the Hiawatha line appears to have established a "Corridor of Poverty-Level Jobs".

Large employers are already organizing to influence how the proposed stations and land development from the Southwest Transitway Project develop around them through the Southwest Corridor Investment Partnership with companies including Target Corporation, Comcast Corporation, UnitedHealth Group Inc., and Excel Energy.[3] This partnership no doubt has access to vast resources that aim to ensure positive economic development for large employers, but there do not seem to be similar resources that aim to ensure positive economic development for low-income minorities who work for these and other employers along the proposed route.

Public transportation projects should not only provide positive economic effects for large employers and the already wealthy populations; they should also provide positive economic effects for low-income and minority populations. To truly understand the potential environmental impacts of the proposed Southwest Transit Project in relation to economic development for low-income and minority populations, there should be a study about the wages and working conditions in jobs along the proposed route both before and after the route has been completed.

Engage low-income minority populations in research about the potential effects of the proposed route on their community. M5

We are glad to see that the Southwest Transitway project has taken significant steps to engage diverse populations living in the areas that would be served by the project, presenting information about the project and providing opportunities for the public to participate in the project's alternatives analysis, route planning and station-area planning activities. This is an important step towards engaging low-income minority populations in the process of the development of the Southwest Transitway project.

Yet the actual preparers of the document and information that has been presented to the public include federal, state and county employees, as well as employees of two large consulting firms: HDR Engineering, Inc. and WSB and Associates, Inc. There are no low-income minority members of the community represented in the list of preparers. This means both that low-income minority populations did not play a role in researching and preparing the DEIS about their own community, and that all of the funding that went towards researching and preparing the document went to large private companies, rather than towards low-income minority populations who live and/or work in the areas that would be served by the project. Instead, it appears that individuals who are already well-to-do and who do not live and/or work in the areas that would be served by the project are <u>paid</u> to do research and prepare documents about the potential impacts to low-income minority populations who <u>do</u> live and/or work in the areas that would be served by the project; then low-income minority members of the community are expected to <u>volunteer</u> to join public forums to give input about that research and those prepared documents. L4

[3] "Corporate intrigue on future Southwest LRT line," Finance & Commerce, Drew Kerr, November 5, 2012

We do not believe that the consulting firms that were hired to conduct the DEIS has the capacity to research the potential economic effects of proposed transit routes on low-income communities of color. Low-income minority populations who live and/or work along proposed routes for public transit should be engaged directly in researching the potential economic effects of proposed transit routes on their communities, and should benefit from the resources invested in the research. This could be done by providing resources towards establishing partnerships between community organizations that represent low-income minority populations, and the Center for Transportation Studies or other programs at the University of Minnesota. Such a project could go beyond just researching the potential economic effects to also provide information about workers' rights, and about organizations and government agencies that defend those rights. This would be an important step towards ensuring that similar workplace violations are not perpetuated along the Southwest line as has happened along the Hiawatha line.

Ensure that construction jobs are open to low-income minority populations. M5

In addition, we are concerned about accessibility for low-income Latino immigrants to the prevailing wage construction jobs that will result from the proposed Southwest Transitway Project. Many members of CTUL work in residential construction earning sub-poverty wages – an industry where wage theft is prevalent. Our constituency would like to have access to public construction jobs that ensure fair wages and working conditions. In fact, the Hennepin county and cities within Hennepin County have set goals for minority participation in state-funded contracts at 32%, and many surrounding counties in the metro area have set goals for minority participation in state-funding contracts at 22%.[4] While this goal is an important step in the right direction, the goal is rarely met. This is because there are many restrictions that we believe prevent minority populations from getting those jobs. To remedy this, we would like to propose that an investigation be done about:

1. The current requirements to gain access to jobs in publicly funded construction projects,
2. Why these requirements exist, and if they are necessary, and
3. The potential limitations that these requirements place on accessibility to the jobs for minority populations.

Conclusion

We appreciate the opportunity for input from traditionally low-income minority populations about the potential environmental impacts of the Southwest Transit Project. We look forward to collaborating with the multiple players involved in this project to ensure that the project becomes a "Corridor of Opportunity" for low-income minority populations, rather than a "Corridor of Poverty-Level Jobs". L1 M5

Name: Brian Payne
Address: CTUL, 2511 E. Franklin Ave.
City/State/Zip: Minneapolis, MN 55406
Telephone: 612-859-5750
Email: brian@ctul.net

[4] Minnesota Department of Human Rights, http://www.humanrights.state.mn.us/about/press_03-21-12.html

RECEIVED
DEC 04 2012
BY:

To Whom It May Concern:

C

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) published in regard the SWLRT which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done. As this action is proposed and described in Chapter 1, Section 1.3.2.3 as rebuilding a little known, lightly used spur line into a main freight rail line, which will initially allow a 788% increase of rail cars traffic. What the SWLRT-DEIS does not address, but should, are the real world impacts of this action on the affected area.

Besides my general concerns about the SWLRT-DEIS, the portion of the report dealing with loss of property value in the re-route area should be in Chapter 9: Indirect Impacts, but it is not, and this causes me great concern. The SWLRT-DEIS does not mention the impact of re-routed freight trains from a main line right corridor to a bridge line on property values of the re-route area. Freight rail re-routes are not exclusive to Minnesota and the cost of the re-routes to residents has been documented. For example, according to an article in a 2001 issue of The Appraisal Journal bringing additional freight rail traffic to an area will negatively affect properties 250' feet from the rail tracks by 5-7%. All of the properties along the MN&S are well with in 250'. Based on this article one can conclude that property values along the MN&S will drop more than 7%. Two major questions arise that are not addressed in the SWLRT-DEIS. First, what happens to the tax base of St. Louis Park when the drop in value is realized? Second, how are property owners who lose value because of this government action going to be compensated for their loss? It is unreasonable for the Hennepin County to ask any resident to pay a higher price for the benefits of light rail than others.

1211

We bought our house at 3005 Brunswick over 20 years ago as a nice safe nest egg and place to raise a family. The train is elevated behind our house and the tracks are up on a hill about 25 feet from our back fence. We are one house down from the railroad bridge that crosses Minnetonka so there is no chance of the tracks being moved over or altered. The noise and vibration from increased freight rail traffic would be very detrimental to our quality of life. If by chance a train derailed, which JUST happened in New Jersey, it would crush our trees, our fence, and possibly our dogs or kids if they happened to be in the yard. The length of the proposed trains would also block multiple street crossings at once, making it harder for pedestrians, cars, and emergency vehicles to access our neighborhood. Please stop the freight rail re-route!

Name: Cindi Thompson
Address: 3005 Brunswick Ave. S.
City/State/zip: St. Louis Park, MN 55416
Telephone: (952) 926-0212 E-Mail: chippermom@comcast.net

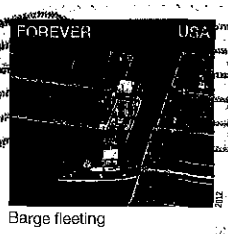
SOUTHWEST transitway

Fold here

MINNEAPOLIS MN 55
03 DEC 2012 PM 5

Ms. Cindi Thompson
3005 Brunswick Ave S
Minneapolis MN 55416-2045

Happy Holidays



Barge fleeting

Hennepin County

Housing, Community Works & Transit
ATTN: Southwest Transitway

701 Fourth Avenue South, Suite 400

Minneapolis, MN 55415

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5541518 4300

Draft Environmental Impact Statement Comment Form

Southwest Transitway Project

RECEIVED
DEC 04 2012

Federal and state environmental rules require that an Environmental Impact ~~Statement (EIS) be prep~~ared for the proposed Southwest Transitway project. The EIS process includes the preparation of a Draft Environmental Impact Statement (DEIS), which must be made available for public review and comment.

The DEIS discusses: (1) the purpose and need for the project; (2) the alternatives considered; (3) the impacts of these alternatives; and (4) the agencies and persons consulted.

Comments on the DEIS will be accepted through December 11, 2012. All comments must be received by that date. Please include a return mailing address with all comments.

Public hearings on the DEIS will be held in November 2012. To learn more about the hearings, please visit www.southwesttransitway.org

I have always been, and remain, AGAINST the light rail running in the Kenilworth corridor. I think it is shameful that there is such a lack of concern for this unique natural area that will be so adversely affected by light rail. I worked hard with a group early on to promote the uptown route - but it seems that politics wins out! I live on 20th and Upton. The noise and vibration (and view) will interfere with my daily life - walks along the trail will no longer be nature walks, opening windows will not be a relaxing prospect, the animals will disappear from our area, the lake will become so crowded that pollution will increase + traffic will be unbearable. E0 O1 N8

I am against co-location of freight + Light-rail and would prefer the freight only. Having Both will double all the above problems + will be NOT cost effective because of all the property elimination + bridge building costs. I still find it impossible to believe that this was the best alternative, monetarily or any other way. You might as well take our property and move us all out. D

Name:

Address:

City/State/Zip: Yvonne Haik 2011 Upton Av. So. Mpls 55405

Telephone: Email: YHaik1@Yahoo.com

Thank you!

SOUTHWEST Transitway

Fold here

Ms. Yvonne M. Haik
2011 Upton Ave. S
Minneapolis, MN 55405-2214

Hennepin County

Housing, Community Works & Transit
ATTN: Southwest Transitway

701 Fourth Avenue South, Suite 400

Minneapolis, MN 55415

55415$1643 Fold here

RECEIVED
DEC 04 2012

Draft Environmental Impact Statement Comment Form

Southwest Transitway Project

Federal and state environmental rules require that an Environmental Impact Statement (EIS) be prepared for the proposed Southwest Transitway project. The EIS process includes the preparation of a Draft Environmental Impact Statement (DEIS), which must be made available for public review and comment.

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Public hearings on the DEIS will be held in November 2012. To learn more about the hearings, please visit www.southwesttransitway.org

I support freight rail relocation to avoid the destruction of homes & parkland that Bo location would entail. As a biker & roller skier who uses the Kenneworth & Cedar Lake Trails daily, I would like to reinforce how valuable those trails are to recreation & public bicycle commuters. Please do not destroy the current beauty & use of these trails as LRT is routed through the area. These trails all work incredibly well as a connection to the Greenway, Lake trails, etc. That was the whole point when these trails were designed. A noisy & imposing bridge at Cedar Lake & Kenilworth Trails should be reconsidered. These trails are not like Lake St. & Hiawatha, which is heavy populated with stores, businesses & commuter traffic. Wildlife would be greatly disturbed & that aspect of the trail system is what makes it unique. A proposed station at 21st St. is also going to bring increased traffic. This should be studied. D E2 I2

Name: Judy Healy

Address: 3316 Oliver Ave. S.

City/State/Zip: Minneapolis, MN 55405

Telephone: Email:

Thank you!

SOUTHWEST Transitway

Fold here

2316 OLIVER Ave. S.
Mpls, MN 55405

2011 USA forever

Hennepin County

Housing, Community Works & Transit
ATTN: Southwest Transitway

701 Fourth Avenue South, Suite 400

Minneapolis, MN 55415

Fold here

chberry@q.com
12/05/2012 01:48 PM

To swcorridor@co.hennepin.mn.us
cc jacobsjeffrey@comcast.net, hallfinslp@gmail.com, spanoslpcouncil@gmail.com, suesanger@comcast.net, AnneMavitySLP@comcast.net, susansanta@aol.com,
bcc
Subject SWLRT DEIS

To Whom It May Concern:

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The proposed action of re-routing freight is described in Chapter 1, Section 1.3.2.3. The MN&S Spur tracks are a lightly used spur line within a high density urban, residential setting and directly adjacent to the St Louis Park Senior High. The current freight occurs five days a week, Monday- Friday, during normal business hours. The proposed action of re-routing freight would introduce mainline traffic and the community, residents, and students will be exposed to longer, heavier trains during weekends, evenings, and nighttime. In fact, the re-route will allow a 788% increase in the number of rail car traffic in this area. The increase of freight exposure will directly and negatively impact community health, cohesion of the neighborhoods adjacent to the tracks and educational quality within St Louis Park Schools. In addition, there will be negative impacts to the community at large. These impacts include but are not limited to, increased noise and vibration, increase in diesel fumes from laboring locomotives, loss of mobility with when multiple crossing are blocked simultaneously, decreased safety for home owners and students at the High School, decreased access to small businesses and a decrease in tax base caused by lower property values in the affected area.

C

I oppose the freight rail re-route as outlined in the SWLRT DEIS. I believe it will create an unsafe and unlivable situation for our school children, our local businesses, and our residents.

Thank you,
Christian Berry

Name: Christian Berry
Address:2753 Colorado Ave S
City/State/zip:St. Louis Park, MN, 55416
Telephone:952-929-1510
E-Mail:chberry@q.com

Susanne Wollman
<sjw2847@gmail.com>
12/05/2012 02:16 PM

To swcorridor@co.hennepin.mn.us
cc
bcc
Subject Rail re-route through St. Louis Park

C

To re-route these trains through St. Louis Park just doesn't make sense. It will cost **millions more** to re-route them rather than co-locate, with NO mitigation for the people who live and work in St. Louis Park. St Louis Park has 5 schools within a half mile of the reroute and St. Louis Park Senior High is within 75 feet of the tracks, where as the co-location has NO SCHOOLS along the route. As it will take mile long trains at least mile to stop, the re-route endangers children not to mention the houses that you could stand on the back step and throw a rock to hit the trains. Many houses are VERY close to the tracks, yet no vibration impact studies have occurred with apparent unconcern for the impact on these houses property values. The re-route will cause at least six crossings to be blocked several times a day for more than 10 minutes. The time it would take emergency vehicles to drive around these trains is unimaginable.

I believe it makes sense, especially in these hard times, to make the choice that is most fiscally responsible for the people of Hennepin County. Clearly, re-routing the trains through St. Louis Park does not fiscally make sense.

Susanne Wollman
St Louis Park resident for 16 years

Bonnie Black
<bonbon377@gmail.com>
12/05/2012 02:43 PM

To swcorridor@co.hennepin.mn.us
cc
bcc
Subject SW Corridor Work Destination Figures and the 21st St Station

The Kenilworth line does not serve the people of Minneapolis due to its proposed route through the LEAST densely populated (and highest income) parts of the city, i.e., Kenwood, ECCO, Cedar/Dean/Isles, and East Isles. Who really thinks that the nearby local populations will give up their SUV's to ride the LRT?

Re: Reverse commute. Fewer than 6% of the population of the above areas (including Bryn Mawr) go to either St.Louis Park and Eden Prairie combined. P2

Probably you have the following data from the Wilder Research Neighborhood Compass website based on the 2010 Census. I found this very interesting. Based on the info re the neighborhoods of Kenwood, CedaIslesDean, Bryn Mawr, ECCO and East Isles, of the 12,247 total population, 6463 work. Work destinations are Mpls 43% (2674), St. Paul 7% (437), StLPk 2.9% (193), Eden Prairie 3.2% (207). The number of people who use public transport currently is 895 -- 9.8%, most of whom live near the Hennepin Ave bus routes. Those people more than likely would continue to use the buses rather than make their way 1+ miles westward to use the LRT stations. E10

Those people going to Eden Prairie need transportation to their many distant workplaces, once they arrive in Eden Prairie. Hmmm. What is the logic here?

The idea that 1000 users per day would use a station at 21st St is quite erroneous. Someone made that figure up. It is statistically unsupportable that of the total 6463 working people in these neighborhoods 1/6 of them would use the LRT. The current bus into Kenwood alone cannot support itself on the little use it gets during rush hours only. P2 U

The increased influx of people to Cedar Lake Beach will necessitate increased police patrols. Imagine the access if there's an LRT stop there. Already people are coming in their cars from all over the city in the summer. The neighborhood safety concern is great.

So those are my thoughts. Maybe redundant, but I just wanted to be one of the voices that speaks out about the absurdness of putting the LRT through here.

I've written the mayor with my thoughts, too.

Bonnie Black 1988 Sheridan So.

Randy Newton
<RNewton@edenprairie.org>
12/05/2012 03:50 PM

To "swcorridor@co.hennepin.mn.us"
<swcorridor@co.hennepin.mn.us>
cc "Katie.Walker@co.hennepin.mn.us"
<Katie.Walker@co.hennepin.mn.us>
bcc

Subject City of Eden Prairie Southwest LRT DEIS Comments

Attached for reference is the City of Eden Prairie's Southwest LRT DEIS comments.
A hard copy of this letter has been mailed to:

Hennepin County
Housing, Community Works & Transit
ATTN: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

Randy Newton, PE, PTOE
Assistant City Engineer | Traffic Engineer
City of Eden Prairie
8080 Mitchell Road
Eden Prairie, MN 55344
952 949-8339
rnewton@edenprairie.org

OFC 952 949 8300
FAX 952 949 8390
TDD 952 949 8399

8080 Mitchell Rd
Eden Prairie, MN
55344-4485

edenprairie.org

December 4, 2012

Hennepin County
Housing, Community Works & Transit
ATTN: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

SUBJECT: Southwest LRT DEIS Comments

To Whom It May Concern:

The City of Eden Prairie has reviewed the Southwest Transitway Draft Environmental Impact Statement (DEIS). We appreciate the opportunity to review the DEIS and respectfully submit the following comments, which were approved at the November 15, 2012, City Council meeting (resolution attached), for consideration:

General Comments

1) The City of Eden Prairie continues to support Alternative 3A as the preferred alternative as it serves the Major Center Area and Golden Triangle Area and provides the best opportunities for development, redevelopment, and economic development. Alternative 3A clearly has the highest ridership potential and the greatest positive economic impact to Eden Prairie and the region primarily due to its close proximity to existing and future job concentrations. However this alternative could be further improved in these respects by moving the Town Center Station closer to the Town Center or the Eden Prairie Center. I2

2) In order to better serve the Eden Prairie Town Center and Eden Prairie Center the feasibility of a more centrally located and walkable Town Center Station needs to be evaluated during the Preliminary Engineering process. Attached for reference are several concept location areas for the proposed Town Center Station that should be considered. I2

3) Consistent with the statements included in the Operations and Maintenance Facility Site Evaluation memorandum (Appendix H of the DEIS), a more thorough and full evaluation of the Southwest LRT line and all potential Operations and Maintenance Facilities (OMF) must occur before the OMF is sited. The evaluation must include all potential sites along the line and not just the sites included in the DEIS OMF documentation. The siting of the OMF must take into account and minimize impacts to local businesses, tax capacity, station area transit oriented development, and adjacent land uses. Furthermore construction and operation of the OMF must meet all applicable zoning codes, building codes and other city requirements for the City in which it is placed. H1

4) The selection of the location, size and type (at-grade, structured, mix-used, etc.) of the park and ride facilities is a critical issue which must be closely coordinated with the City of Eden Prairie. The City believes there is significant opportunity to improve on the siting and size of the Park and Ride locations shown in the conceptual engineering drawings. In particular the City has the following park and ride related comments:
   - The City's preference is to minimize parking at the Town Center Station. This station is envisioned to be centrally located and walkable to a number of retail and residential properties. In addition, it is anticipated that the park and ride demand at this station can be shifted to adjacent stations.
   - The City would also prefer to minimize the size of the park and ride at the Golden Triangle Station as these additional trips could be better allocated to future development. P3
   - The use of the existing Southwest Station Park and Ride must be coordinated with Southwest Transit. This is a large existing park and ride facility and any potential changes in service could affect the available parking supply.
   - In order to accommodate and allow for station area development all larger park and ride facilities should be built as structured parking. Also, joint development opportunities should be explored at these locations.
   - In all cases the size of the facility must be balanced with parking demand to assure adequate parking supply for Park and Ride users and to avoid potential parking overflow issues that would impact adjacent businesses or residential neighborhoods.

5) The design of the Southwest LRT must complement and be coordinated with the services offered by Southwest Transit. Future Southwest Transit operations are critical to the design and operation of the Southwest LRT line. Southwest Transit needs to be an active partner in the Preliminary Engineering process. P3

6) The LRT crossing of Valley View Road at Flying Cloud Drive should be converted to a grade separated crossing. The Valley View Road corridor is a major artery serving Eden Prairie's Golden Triangle and Major Center areas which provides critical access to both I-494 and Highway 212. The operation of this corridor is extremely dependant on and sensitive to effective traffic signal coordination. The traffic analysis included in DEIS indicated failing operations along this corridor making it an inappropriate location for an at-grade LRT crossing. P4

7) Similarly the City of Eden Prairie has significant concerns about the impacts of an at-grade crossing of Mitchell Road. Mitchell Road is a major north-south artery through Eden Prairie providing access to both Highway 5 and Highway 212. Effective signal coordination is critical to the operation of this corridor. The impacts of this proposed at-grade crossing must be fully evaluated based on actual proposed LRT operating characteristics to determine the true impacts of an at-grade crossing in this location. In addition proposed development in the area including the impacts of the Mitchell Road station and park and ride must be accounted for. F0

8) The location, placement, and screening of the Traction Power Sub-Stations (TPSS) and other signal cabinets must be closely coordinated with the City of Eden Prairie. This equipment must be located, screened, and designed as appropriate to avoid impacts to existing and future developments. H3

9) The project must evaluate alternatives and determine solutions for mitigating design and construction impacts of the project on all businesses, residents, and properties along the corridor.

Detail Comments

1) Section 3.1.2.2 (Segment) - DEIS states that the selected parcels on the south side of Technology Drive near Southwest Station are zoned Office. These parcels are zoned I-2. U

2) Section 3.1.5.2 (Operations and Maintenance Facility) - School District land use adjacent to Wallace Road is zoned Public/Quasi Public. H1

3) Section 4.1.3.6 (Groundwater Sensitivity) - Tritium has been identified within the City's groundwater system which leaves most of our groundwater system as vulnerable and highly sensitive. The Emergency Management Zone has been mapped for our Wellhead Protection Plan and should be evaluated for the DEIS as this extends beyond the areas referenced in the document. N4

4) Section 4.1.5.2 (Groundwater) - The document states that groundwater contamination from construction related spills is likely to affect the water table in areas of high and very high sensitivity as identified in Section 4.1.3. This section should be updated to reference the City's local information on sensitivity. N4

5) Section 4.2.1 (Legal and Regulatory Overview) - The regulations referenced should include the State's Nondegradation Rules, NPDES regulations and the local stormwater rules N6

6) Section 4.2.1 (Legal and Regulatory Overview) - Table 4.2-1 should be updated to include the information that Nine Mile Creek Watershed District (NMCWD) has Wetland Conservation Act and Stormwater permitting authority within their District. N5,N6

7) Section 4.2.1.6 (Local: Watershed Districts) - The information within this section should be updated to include NMCWD permitting authorities. N5,N6, N7

8) Section 4.2.2.2 (Wetlands, Streams and Lakes) - The document could provide more accurate information regarding potential impacts by using the City's wetland mapping. This could then be used to calculate a more accurate representation of wetland impacts for the remaining sections (such as 4.2.3.5). For example, a wetland is located within the vicinity of the proposed OMF 2. N5

9) Section 4.10 (Electromagnetic Interference and Utilities) - Short and long term impacts to public utilities must be minimized and mitigated by the project. These utilities provide critical public service which must be maintained at all times. N11

10) Section 4 (General) – The proposed Alternative 3A alignment passes immediately adjacent to the Eden Prairie Water Plant. The potential effects of vibration and stray current on the facility including the underground storage tanks, collector lines and distribution lines will need to be evaluated and if necessary mitigated. In addition the drive aisle around the outside of the facility is critical to the efficient use of the facility and must be maintained. O6

11) Section 6.2.2.3 (Traffic Signal Priority and Preemption) – The information in this section indicates that both traffic signal priority and preemption will be used at LRT at-grade crossings. The impacts of these proposed operations must be fully evaluated based on actual proposed LRT operating characteristics to determine the impacts and appropriate mitigation of the proposed at-grade crossings. P4

12) Section 6.2.2.3 (Intersection LOS Analysis) – This section indicates that the key periods of operational analysis are the AM and PM peak hours. In some locations the noon time rush may be as significant and should be evaluated as well. This is the case in the Eden Prairie Major Center Area (general area bounded by the Prairie Center Drive / Valley View Road ring road). P4

13) Section 6.2.2.3 (Intersection LOS Analysis) – The Traffic Study included in the appendix indicated that the same growth rate was used for traffic projections throughout the corridor. The proposed LRT project spans a large geographical area with a range of development patterns. Given these differences separate growth rates should be developed for each roadway corridor. P4

14) Section 6.2.2.3 (Intersection LOS Analysis) – The operational analysis in this section indicates failing operations in the Highway 212 / Valley View Road interchange area. The operation of this corridor is extremely dependant on and sensitive to effective traffic signal coordination and any implementation of traffic signal priority or preemption is expected to significantly impact its operation. These factors make the Valley View Road crossing an inappropriate location for an at-grade LRT crossing. F0

15) Section 6.2.2.3 (Intersection LOS Analysis) – The proposed grade crossing of Mitchell Road must be fully evaluated to determine its true impacts. The methodology used in the DEIS traffic analysis assumed standard priority/preemption impacts to the Mitchell Road traffic signals which may or may not be consistent with what will be required by LRT operations. In addition the analysis must take into account the proposed development in the area including the Mitchell Road station and park and ride, impacts to effective signal coordination which is critical to the operation of the corridor, and impacts to emergency vehicle pre-emption and operation due to its frequent use and the close proximity of both the police and fire stations. F0

16) Section 6.2.2.3 (Intersection LOS Analysis) – Eagle Ridge Academy school is located at 7255 Flying Cloud Drive immediately adjacent to the proposed LRT crossing of Flying Cloud Drive. The traffic characteristics of this site including the morning and afternoon vehicle queuing need to be accounted for in evaluating and designing the proposed at-grade crossing. P4

17) Section 6.2.2.4 (Transit Station Access) – The DEIS includes no analysis of the traffic impacts of the proposed stations and park and ride facilities. These facilities must be evaluated to determine the impacts and the appropriate mitigations. I2

18) Section 6.2.2.4 (Transit Station Access) – The existing Southwest Station commercial site and park and ride currently experiences on-site congestion at peak times that occasionally impacts Technology Drive. Any proposed expansion to this site needs to evaluate both the public street and on-site impacts. I2

19) Section 6.2.2.5 (Operations and Maintenance Facility) – The section on OMF 3 fails to indicate the long term effects this proposed location will have on development and redevelopment in the Mitchell Road station area. These impacts are in direct conflict with Goal 5 of the project "Support Economic Development". The section also fails to indicate the likely long term wetlands impacts and the expected heavy use of Wallace Road during construction. H1

20) Section 6.2.2.5 (Operations and Maintenance Facility) – The DEIS includes no analysis of the traffic impacts of the proposed Operations and Maintenance facility. This facility must be evaluated to determine its traffic impacts and any appropriate mitigations. H1

21) Section 6.2.2.6 (Building Facility Access) – This section does not indicate that the bus access ramps to / from Highway 212 and Southwest Station are anticipated to be impacted.

22) Section 6.2.3 (Short-Term Construction Effects) – Temporary construction impacts must be evaluated and to the extent possible minimized and mitigated. This includes providing viable access to all properties at all times. In particular construction options and techniques for the proposed tunnels and grade crossings must be fully evaluated and coordinated with the City. Also viable access will need to be provided to all properties at all times. F1

23) Section 6.3.1.4 (Bicycle and Pedestrian Facilities) – Short and long term impacts to the Minnesota River Bluffs LRT Regional Trail must be minimized and mitigated in order to maintain the use of the trail both during and after construction of the LRT. P9

24) Section 6 (General) – A north-south trail running adjacent to the proposed LRT line and connecting Valley View Road and Shady Oak Road should be evaluated during project development. The trail would improve trail and sidewalk connectivity and would enhance pedestrian and bike access to the Golden Triangle station. P9

25) Section 6 (General) - As currently shown the Town Center Station may require that a new access point to/from the south be developed. This access point will provide a secondary access to Technology Drive businesses both during and after construction. The access will also provide an important and direct connection to the Town Center. I2

26) Table 9.4 (Reasonably Foreseeable Future Actions) – The City of Eden Prairie is currently proceeding with improvements to Shady Oak Road (County Road 61) between and including the interchange at Highways 62 and 212. The northern phase of the project is currently under construction. Construction of the southern phase is expected to start in 2014 or 2015. The proposed LRT alignment passes through the Shady Oak project just to the east of the Highway 212 interchange. The Southwest LRT project will need to continue to work cooperatively with the City and other project partners to assure that design and construction issues are appropriately coordinated and to keep the Shady Oak Road project on schedule. In addition in order to limit the combined construction impacts of the projects potential options for accelerating portions of the Southwest LRT project should be investigated. L3

27) Table 9.4 (Reasonably Foreseeable Future Actions) – Improvements to Highway 5 and Highway 212 between their merge and I-494 should be included in this table. This segment of roadway is currently congested and potential improvements should be considered. The Southwest LRT project needs to work in coordination with MnDOT to assure that the project does not create a significant impediment to the future improvements along Highway 5 and Highway 212. L3

28) Section 9.6.11.4 (Water Resources Mitigation) - The use of mitigation bank credits for permanent impacts to wetlands is proposed. This would result in impacts to the immediate watershed where the impacts are located as no mitigation bank credits are available here. The document should state that they will evaluate the immediate watershed and determine if there are potential mitigation opportunities that could be developed that would provide mitigation credits and reduce impacts to the local biota. N5

29) Table 12.2-2 (Preliminary List of Required Permits) - Add Nine Mile Creek Watershed District to table for Sediment/Erosion Control Permits and Wetland Conservation Act Permit. N5, N6

30) Appendix F (Conceptual Engineering Drawings) – The existing Lone Oak Center development (southwest quadrant of Highway 212 / Mitchell Road interchange) is not shown on the plans. This development needs to be accounted for in the design and development of the project. U

31) Appendix F (Conceptual Engineering Drawings) – The existing Gander Mountain development (north side of Technology Drive between Prairie Center Drive and Flying Cloud Drive) is not shown on the plans. This development needs to be accounted for in the design and development of the project. F0

32) Appendix F (Conceptual Engineering Drawings) – The United Health Group development (southeast quadrant of Highway 62 / Shady Oak Road interchange) is not shown on the plans. This development needs to be accounted for in the design and development of the project. U

33) Appendix H (Soil, Groundwater, and Dewatering Conditions – 8th page) - Not all residents in the area are on municipal water. Properties on Willow Creek Road and Willowwood (area west of Highway 212) are served by wells. There may also be some private irrigation wells. U

Sincerely,

Rick Getschow
City Manager

Attachments

CC: Mayor and City Council

CITY OF EDEN PRAIRIE
HENNEPIN COUNTY, MINNESOTA

RESOLUTION NO. 2012-161

SUBMIT COMMENTS ON THE
DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)
FOR THE SOUTHWEST TRANSITWAY

WHEREAS, the Southwest Transitway is a proposed 15-mile light-rail line serving Eden Prairie, Minnetonka, Hopkins, St. Louis Park and Minneapolis; and

WHEREAS, the Federal and state environmental rules require that an Environmental Impact Statement (EIS) be prepared for the proposed Southwest Transitway project. The EIS process includes the preparation of a Draft Environmental Impact Statement (DEIS), which must be made available for public review and comment; and

WHEREAS, the Southwest Transitway Draft Environmental Impact Statement (DEIS) is available for public comment through December 11, 2012; and

WHEREAS, the City Council appreciates the opportunity to review the DEIS and desires to respectfully submit comments on the DEIS.

NOW, THEREFORE, BE IT RESOLVED that the Eden Prairie City Council authorizes the City Manager to submit comments on the DEIS consistent with the November 15, 2012 draft comment letter during the DEIS public comment period.

ADOPTED by the Eden Prairie City Council on November 20, 2012.

Nancy Tyra-Lukens, Mayor

ATTEST:

Kathleen Porta, City Clerk

Southwest Transitway

Town Center Station Location Considerations

General

- The feasibility of more centrally located and walkable Town Center Station should be evaluated during the Preliminary Engineering Process
- Minimize Town Center Station parking. If possible re-allocate parking to Southwest Station and Mitchell Road.

Location Priorities

- Walkability to Housing and Employment (Ridership Potential)
- Close proximity to Eden Prairie Center. Station within ¼ mile to a mall entrance.
- Maximize potential redevelopment and reinvestment opportunities.
  - Considered recent investments in area
- Separation from Southwest Station LRT Station
- Acceptable traffic impacts of track alignment

Potential MCA Station Locations

Location A – Town Center

- Guide Plan Approved Town Center Location
- Close proximity to existing and future housing and employment densities
- Potential for planned re-development
- Walkable to Eden Prairie Center (across Flying Cloud Dr)
- Anticipated Moderate Track Alignment Impacts

Location B – EPC Northeast

- Close proximity to Eden Prairie Center
- Potential for re-development
- Walkable to existing and future housing and employment uses in Town Center (across Flying Cloud Dr)
- Anticipated Moderate Track Alignment Impacts

Location C – MCA South

- Close proximity to Presbyterian Homes and walkable to residential uses south of MCA (across Prairie Center Dr)
- Walkable to housing and employment uses in Town Center
- Walkable to Eden Prairie Center (across Flying Cloud Dr)
- Potential for re-development
- Anticipated High Track Alignment Impacts

N

Legend

- Center of Radius Rings
- Station Area
- 1/4, 1/2 Mile Radius Ring

STATION AREA A

April 18, 2012

N

Legend

- Center of Radius Rings
- Station Area
- 1/4, 1/2 Mile Radius Ring

STATION AREA B

April 18, 2012

N

Legend

- Center of Radius Rings
- Station Area
- 1/4, 1/2 Mile Radius Ring

STATION AREA C

April 18, 2012

barbara dorset
<b.dorset@yahoo.com>

12/05/2012 06:23 PM

Please respond to
barbara dorset
<b.dorset@yahoo.com>

To "swcorridor@co.hennepin.mn.us"
<swcorridor@co.hennepin.mn.us>
cc
bcc
Subject SW LRT concerns

I would like to voice my concern about the SW LRT.
I have lived in the Calhoun Isles Condominiumns for the last 13 years. My unit directly faces the Kenilworth Bike and Walking trail. Here are issues I have never had to deal with before but will have to deal with on a daily basis once the SW LRT arrives.

1. noise- noise level will be well above acceptable expecially for me since I live on the 9th floor O1
2. vibration- unknown effects on a concrete structure, plus having to live with it on a constant basis
3. safety -park for kids is right next to the fast, vibrating, noisy LWT
4. visual pollution -I will look out my window to see poles, wires, and train cars. Currently I see trees, birds, trails and a park. N2, N11
5. high voltage wires will kill birds, like Eagles and Cranes.
6. My property value with decrease as a result of the SW LWT. Any surveys that demonstrate property values increase as a result of a LWT do not take into consideration the financial damage to high end properties. All properties in these surveys are of low or modest value. M2

If the LWT were placed below grade level, none of these issues would be a concern. We should wait until we have the money to do the project right. Place it underground. G2

Sincerely,
Barbara Dorset
3151 Dean Ct., Apt.903
Mpls. Mn 55416
612-920-0294

rhinosite@aol.com
12/05/2012 07:14 PM

To swcorridor@co.hennepin.mn.us
cc
bcc
Subject Southwest LRT Concerns

O1, O6

To whom is may concern:

I am very worried about the SW LRT. I live in the Calhoun Isles Condominiums and face the Kenilworth bike trail. Here are my issues regarding its construction:

1. The noise level will be well above acceptable levels, which is both an environmental hazard, as well as a health hazard.
2. Protecting the environment - This is a beautiful habitat, with many wild animals, including fox, deer and rabbits, which will lose their homes. The high voltage will also kill birds such as eagles, geese, and cranes.
3. Vibration- the effects are unknown on our buildings, which puts us at risk
4. Denigration of our park system - the bike paths are an essential part of our neighborhood and throughway to downtown.
5. Expense - the numbers now suggest that building it on the Greenway through Uptown would be more cost effective PLUS have increased usage.
6. My property value with decrease as a result of the SW LWT.

N8, N11

M2

If the LWT were placed below grade level or moved to the Greenway, none of these issues would be a concern. We should wait until until there is funding to do it right, rather than make a mistake and have to do it again.

G2

Sincerely,

Susan Shapiro
3151 Dean Ct., Unit 704
Mpls. Mn 55416
612.926.8322

"Steve Andersen"
<steve@showhouseproductions.com>
12/05/2012 09:53 PM

To <swcorridor@co.hennepin.mn.us>
cc
bcc
Subject Light rail concerns

I2

P9

E7

I live very close to the proposed transit station near Lake Calhoun. I'm concerned about the traffic congestion currently and the increased traffic that the light rail will cause. I'd like to see a traffic study of the area. It also seems imperative that there be a good pedestrian-friendly (and bike-friendly) route between the light rail station and Lake Calhoun while finding a way not to make driving in the area impossible. Maggie Pastarr 3326 W. 32nd St. Mpls 55416

Comment #195

See Comment #180 for Theme Delineations

Paper Depot

materials for the paper arts

SWLRT

Paper Depot
materials for the paper arts

RECEIVED
DEC 05 2012
BY:

December 4, 2012

Hennepin County
Housing, Community Works & Transit
ATTN: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

Re: Southwest Light Rail Transit Comments

This booklet contains my comments regarding the impact the proposed Southwest Light Rail Transit project will have on my business. I have responded to the proposal as written as well as anticipated possible changes to the project.

Sincerely,

Mark Pupeza, CEO

221 Border Ave North | Minneapolis ,MN | 55405
p: 612.333.0512 | www.paperdepotinc.com | f: 612.333.5830

Paper Depot, Inc, 221 Border, Minneapolis, MN, 55405

ROYALSTON ROUTE

Closing Holden: Saturday and Sunday Farmers Market days are very congested with cars and traffic. My store is between the Minneapolis Farmers Market and the Farmers Market Annex. There are only three ways to get to my store, Holden from Royalston, Border from Highway 55, and East Lyndale from the South. There are only two ways to leave my store, East Lyndale headed north and Holden to Royalston. If Holden is closed access in and out will be greatly reduced, congestion will increase, and customers who drive here, based on current patterns, will be less likely to come. We currently see customer patterns in which our business picks up after the Farmers Market closes at about 2 pm. Many customers say they wait to come to Paper Depot in order to avoid the traffic and congestion caused by the Farmer's Market. Limiting access in and out will amplify the problem. Access in and out needs further study or I need mitigation for the loss of business that will result from increased congestion.

Loss of parking on Holden and Royalston: There is never enough parking in the area on Saturday and Sunday when the Farmer's Market is open. Non-customers try to use my lot, which forces me to have a paid attendant in my lot to restrict access to my customers. Removing parking on Royalston and/or Holden will greatly increase the pressure for remaining parking. I will have to hire additional parking attendants. Parking needs to be further studied or I will need mitigation to compensate me for increased expenses.

Construction traffic on 3rd Ave No: All vehicles must use Third Ave N to gain access to either our parking lot or our freight door. If construction traffic is allowed on 3rd Ave N it will restrict customer access to our parking lot and semi truck access to get to our freight door. Semis delivering to or picking up from Paper Depot load and/or unload in the street. If construction traffic is allowed on 3rd Avenue North it will make it virtually impossible for us to continue in business. This issue needs further study or we will need mitigation to compensate for the loss of our business.

Construction traffic on East Lyndale Avenue and Border : With Holden closed, all traffic must come to us on Border or East Lyndale Ave N. If construction traffic is allowed on Border or East Lyndale it will interfere with our customers' and suppliers' ability to find and gain access to our location. This will result in lost revenue. Further study of construction routes is needed or I will need mitigation to cover lost revenue.

Paper Depot, Inc, 221 Border, Minneapolis, MN, 55405

BORDER ROUTE

Closing Holden: Saturday and Sunday Farmers Market days are very congested with cars and traffic. My store is between the Minneapolis Farmers Market and the Farmers Market Annex. There are only three ways to get to my store, Holden from Royalston, Border from Highway 55, and East Lyndale from the South. There are only two ways to leave my store, East Lyndale headed north and Holden to Royalston. If Holden is closed access in and out will be greatly reduced, congestion will increase, and customers who drive here, based on current patterns, will be less likely to come. We currently see customer patterns in which our business picks up after the Farmers Market closes at about 2 pm. Many customers say they wait to come to Paper Depot in order to avoid the traffic and congestion caused by the Farmer's Market. Limiting access in and out will amplify the problem. Access in and out needs further study or I need mitigation for the loss of business that will result from increased congestion.

Closing Border

If Border is closed temporarily during construction or permanently it will limit access to my business to East Lyndale Avenue North to 3rd Avenue North. It would limit exit from my business to 3rd Avenue North to East Lyndale. It would be difficult for customers coming from I-94, West Lyndale, or Highway 55, to find my business. This needs further study or I would need mitigation to cover the loss of revenue resulting from customers who could not find me. This will also cause congestion because egress from my property and the Farmers Market would be limited to East Lyndale. The resulting congestion would cause a loss of business. This needs further study or I would need mitigation to compensate for lost revenue resulting from traffic congestion.

Loss of parking on Holden and Border: There is never enough parking in the area on Saturday and Sunday when the Farmer's Market is open. Non-customers try to use my lot, which forces me to have a paid attendant in my lot to restrict access to my customers. Removing parking on Border and/or Holden will greatly increase the pressure for

remaining parking. I will have to hire additional parking attendants. Parking needs to be further studied or I will need mitigation to compensate me for increased expenses.

Construction traffic on 3rd Ave No: All vehicles must use Third Ave N to gain access to either our parking lot or our freight door. If construction traffic is allowed on 3rd Ave N it will restrict customer access to our parking lot and semi truck access to get to our freight door. Semis delivering to or picking up from Paper Depot load and/or unload in the street. If construction traffic is allowed on 3rd Avenue North it will make it virtually impossible for us to continue in business. This issue needs further study or we will need mitigation to compensate for the loss of our business.

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Construction traffic on East Lyndale Avenue and Border : With Holden closed, all traffic must come to us on Border or East Lyndale Ave N. If construction traffic is allowed on Border or East Lyndale it will interfere with our customers' and suppliers' ability to find and gain access to our location. This will result in lost revenue. Further study of construction routes is needed or I will need mitigation to cover lost revenue.

Paper Depot, Inc, 221 Border, Minneapolis, MN, 55405

EXTENSION OF BORDER TO GLENWOOD AVENUE

Closing Border

If Border is closed temporarily during construction it will limit access to my business to East Lyndale Avenue North to 3rd Avenue North. It would limit exit from my business to 3rd Avenue North to East Lyndale. It would be difficult for customers coming from I-94, West Lyndale, or Highway 55, to find my business. This needs further study or I would need mitigation to cover the loss of revenue resulting from customers who could not find me. This will also cause congestion because egress from my property and the Farmers Market would be limited to East Lyndale. The resulting congestion would cause a loss of business. This needs further study or I would need mitigation to compensate for lost revenue resulting from traffic congestion.

Construction traffic on 3rd Ave No: All vehicles must use Third Ave N to gain access to either our parking lot or our freight door. If construction traffic is allowed on 3rd Ave N it will restrict customer access to our parking lot and semi truck access to get to our freight door. Semis delivering to or picking up from Paper Depot load and/or unload in the street. If construction traffic is allowed on 3rd Avenue North it will make it virtually impossible for us to continue in business. This issue needs further study or we will need mitigation to compensate for the loss of our business.

Construction traffic on East Lyndale Avenue and Border : With Holden closed, all traffic must come to us on Border or East Lyndale Ave N. If construction traffic is allowed on Border or East Lyndale it will interfere with our customers' and suppliers' ability to find and gain access to our location. This will result in lost revenue. Further study of construction routes is needed or I will need mitigation to cover lost revenue.

Paper Depot, Inc, 221 Border, Minneapolis, MN, 55405

RELOCATION

Lost billboard revenue: I have a billboard on my property that represents a substantial revenue stream that would be lost in the event of Paper Depot being relocated. This issue needs further study or we would need mitigation to cover the loss of revenue.

Change of location: My business has a large regional component. I located here to have easy access to I-94 so people from out of town would be able to find me. I have been in this building since 1996 and in this neighborhood since 1973. I have spent thousands of dollars advertising this location. Relocation out of this neighborhood would force me to start over in advertising my location. This issue needs further study or we would need mitigation to cover the loss of business.

Lost easement revenue: the Farmers Market Annex pays for the right to cross Paper Depot property and to set Market booths on Paper Depot property. Relocation of either Paper Depot or Farmers Market Annex would cause a loss or revenue. This issue needs further study or we would need mitigation to cover the loss of revenue.

Loss of foot traffic: Our proximity to the Farmers Market, Farmers Market Annex, and Target Field brings foot traffic to our location and increases our revenue. Relocation of Paper Depot or either of the Farmers Markets would cut our foot traffic and revenue. This issue needs further study or we would need mitigation to cover the loss of business.

Paper Depot
materials for the paper arts
221 Border Ave North | Minneapolis, MN | 55405
p: 612.333.0512 | www.paperdepotinc.com | f: 612.333.5830

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BY:

Hennepin County
Housing, Community Works & Transit
ATTN: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

DEC 05 2012

December 4, 2012

Hennepin County – Housing, Community Works & Transit
Attn: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

Dear HC Southwest Transitway:

I am writing this letter to you in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) published recently. I am especially interested in the SWLRT that includes the proposed freight rail re-route in St. Louis Park, Minnesota.

I have come to believe that the current SWLRT-DEIS contains significant flaws and that the planned freight rail re-route idea either needs to be abandoned completely or a great deal more study must be done.

C

My greatest concern is for the St. Louis Park residents. The SWLRT-DEIS makes only passing reference to the safety issues that I find myself focused on now. From my perspective, this proposal/plan would rebuilt a little-used rail line and convert it into a main freight rail line, which will allow for a huge increase of rail car traffic. This is unsafe for many reasons:

1. Its physical proximity to St. Louis Park schools, homes and businesses—it will bisect the St. Louis Park high school campus!
2. It will create multiple grade level crossings.
3. It will impair routine, daily transportation for many people in St. Louis Park—both pedestrian and motorized traffic.
4. It will greatly increase noise pollution and widespread property damage in the community due to increased vibration.
5. Firsts responders to *any* emergency call-for-help could be hindered when rail crossings are blocked.
6. Tight curves in the railroad track will make derailments more likely.
7. Railroad cars may carry hazardous materials that will create conditions for much more communitywide damage than anyone has currently been able to imagine.

Finally, none of the mitigation requests by the City of St. Louis Park on behalf of its residents is being given fair and just consideration. This mitigation is important—it is necessary to maintain the safely and livability and property values for the residents of St. Louis Park.

Amy Earle
2628 Florida Avenue South
St. Louis Park, MN 55426

Telephone: 952-929-6943
Email: amy.earle@mac.com

Ms. Amy Earle
2628 Floida Avenue S
Minneapolis, MN 55426

MINNEAPOLIS MN 554

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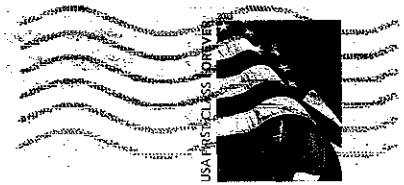

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Hennepin County
Housing, Community Works
& Transit
Attn: Southwest Transitway
701 4th Ave S. #400
Minneapolis, MN 55415

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Comment #197

City of Granite Falls

641 Prentice Street
Granite Falls, MN 56241-1598
Phone (320) 564-3011 FAX (320) 564-3013
7-1-1 or 1-800-627-3529 Voice, TTY, ASCII
www.granitefalls.com

Office of Mayor

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DEC 05 2012
BY:

December 3, 2012

Hennepin County Housing, Community Works & Transit
ATTN: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

C

Dear Hennepin County Housing, Community Works & Transit;

The City of Granite Falls is served by the Twin Cities & Western Railroad Company (TC&W) for economical freight rail transportation. Ours and other rural Minnesota regions provide a significant amount of exports for the State of Minnesota and having economical freight rail transportation is critical to allow rural Minnesota to compete in the global marketplace. It is also indispensable to have a freight carrier with local roots to work with on rail related issues.

C

We understand that the Southwest Transitway Draft Environmental Impact Statement (DEIS) recommends a relocation of the freight rail route to accommodate the Southwest Light Rail Transitway (SWLRT). The movement of freight and people is an important community and economic development issue for our community and the entire state. Based on information provided by TC&W, we understand that the recommended freight rail relocation design as shown in the DEIS released on October 12, 2012 will result in increased costs for TC&W to operate its trains to and from our city. It is vital that the area served by the TC&W retain an economical freight rail transportation option. The proposed design as recommended in the DEIS is not acceptable to maintain our competitive freight rail transportation.

Alternatives to your recommended design would be:

1.) Do engineering for the reroute that meets TC&W's engineering standards, C
2.) Co-locate the SWLRT with the current freight route, G1
3.) Reroute freight back to the 29th St Corridor, where TC&W ran until 1998, or G2
4.) Route the SWLRT up the MN&S rail line G2

We recommend Hennepin County and the Met Council address TC&W's concerns over the design of the freight rail relocation shown in the DEIS, and work with the TC&W to arrive at a freight rail solution that preserves our region's existing economical freight rail transportation.

C

Sincerely,

David Smiglewski
Mayor, City of Granite Falls

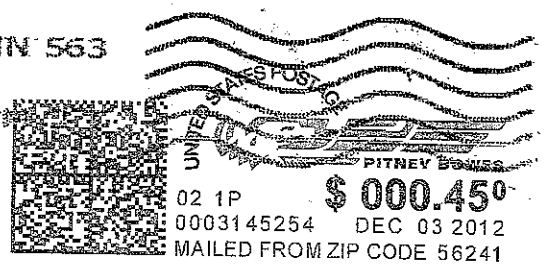
After 5 days, return to

CITY of GRANITE FALLS

City Hall
641 Prentice
GRANITE FALLS, MN 56241-1517
AN EQUAL OPPORTUNITY EMPLOYER AND PROVIDER

SAINT CLOUD MN 563

03 DEC 2012



DEC 05 2012

BY:

Hennepin County Housing, Community Works & Transit
ATTN: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

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NORTH AMERICAN PROPERTIES

RECEIVED
DEC 05 2012
BY:

November 26, 2012

Hennepin County Housing, Community Works, & Transit
Attn: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

RE: **Southwest Transitway Draft Environmental Impact Statement**

To Whom It May Concern:

NAP Southwest Station, LLC is the owner of 88 condominiums at Southwest Station Condominiums located along Highway 5 between Prairie Center Drive and Mitchell Road in Eden Prairie. Upon reviewing the draft environmental impact statement (DEIS), we have a few concerns we'd like to share with your committee.

According to our condominium Disclosure Statement:

> Steps have been taken to deal with the weak compressible organic soils, including surcharging the site with soil in amounts recommended by the engineer on the site on which Southwest Station Condominiums have been constructed before the installation of pile-driven foundations. Soil was brought in and placed across the site and then left for approximately one year – six months longer than recommended – to accelerate the amount of settlement the site would be exposed to in the coming years. Additionally, vertical wick drains were installed to accelerate the degree of settlement. After monitoring and testing the surcharge and wicking, the soils were removed and trucked from the site.

As this statement clearly confirms, the soil conditions are volatile on this site. Therefore, NAP Southwest Station, LLC wants to know what is going to be done to mitigate the potential problems that the installation of the tracks will create as we do not want to jeopardize the measures NAP Southwest Station, LLC took to protect the buildings from settling. It is imperative proper measures are taken to maintain the integrity of the buildings during construction and when the tracks are open as the buildings will be subject to constant disturbance from the vibration. Have your engineers studied this issue? What measures are they recommending be put in place? O6

Additional concerns include increased noise and traffic in and around the neighborhood. It seems prudent that a sound wall, additional sound insulation in the building, and/or new sound insulated windows and doors should be installed to help limit the increased noise transfer. Not only will noise increase along Highway 5 where the LRT will be installed, but due to the increased traffic along Technology Drive to enter and park at the transit station, O6

4956 NORTH O'CONNOR ROAD
IRVING, TX 75062
PH: 972.374.5300 FAX: 214.596.9258 WEB: WWW.NAPROPERTIES.COM

ATLANTA ξ CINCINNATI ξ DALLAS ξ FT. MYERS ξ MINNEAPOLIS

all of those residences will also be affected by the noise.

In regards to the increased traffic, we assume either Technology Drive will be widened and/or stop lights will be added to ensure our residents can safely enter and exit the community given the increased traffic in this area. Even today, the traffic flow in and around the community is difficult so we can only imagine how challenging it will become once the LRT opens. F0 P4

The DEIS notes 91 condominium homes as being severely impacted by the LRT. Interestingly, there are exactly 91 homes in building one (13560 Technology Drive). However, upon further investigation 237 homes in the community will be severely impacted by the LRT (13560 Technology Drive, 13570 Technology Drive, and 13580 Technology Drive) given the vibration, noise, and increased traffic. Not to mention, due to the proximity of the rail line to the condominium community, NAP Southwest Station, LLC is very concerned at how this may negatively impact the housing values. M2

At this time, our preference is certainly for the rail line to either stop at the Southwest Station Metro Transit location off of Prairie Center Drive and Technology Drive or have the line redirected to the north side of Highway 5. F0

Thank you for taking our concerns under advisement. We appreciate any consideration you can provide. We look forward to feedback regarding our position and concerns.

Sincerely,

Anne L. Wardleworth
As Authorized Agent for NAP Southwest, LP
As Managing Agent for NAP Southwest Station, LLC

SWS Condos
13560 Technology Dr.
Eden Prairie, MN 55344

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Works + Transit
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701 Fourth Ave. So., Suite 400
Minneapolis, MN 55415

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FAX 952 949 8390
TDD 952 949 8399

8080 Mitchell Rd
Eden Prairie, MN
55344-4485

edenprairie.org

December 4, 2012

Hennepin County
Housing, Community Works & Transit
ATTN: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

See Comment #191 for Theme Delineations

SUBJECT: Southwest LRT DEIS Comments

To Whom It May Concern:

The City of Eden Prairie has reviewed the Southwest Transitway Draft Environmental Impact Statement (DEIS). We appreciate the opportunity to review the DEIS and respectfully submit the following comments, which were approved at the November 15, 2012, City Council meeting (resolution attached), for consideration:

General Comments

1) The City of Eden Prairie continues to support Alternative 3A as the preferred alternative as it serves the Major Center Area and Golden Triangle Area and provides the best opportunities for development, redevelopment, and economic development. Alternative 3A clearly has the highest ridership potential and the greatest positive economic impact to Eden Prairie and the region primarily due to its close proximity to existing and future job concentrations. However this alternative could be further improved in these respects by moving the Town Center Station closer to the Town Center or the Eden Prairie Center.

2) In order to better serve the Eden Prairie Town Center and Eden Prairie Center the feasibility of a more centrally located and walkable Town Center Station needs to be evaluated during the Preliminary Engineering process. Attached for reference are several concept location areas for the proposed Town Center Station that should be considered.

3) Consistent with the statements included in the Operations and Maintenance Facility Site Evaluation memorandum (Appendix H of the DEIS), a more thorough and full evaluation of the Southwest LRT line and all potential Operations and Maintenance Facilities (OMF) must occur before the OMF is sited. The evaluation must include all potential sites along the line and not just the sites included in the DEIS OMF documentation. The siting of the OMF must take into account and minimize impacts to local businesses, tax capacity, station area transit oriented development, and adjacent land uses. Furthermore construction and operation of the OMF must meet all applicable zoning codes, building codes and other city requirements for the City in which it is placed.

4) The selection of the location, size and type (at-grade, structured, mix-used, etc.) of the park and ride facilities is a critical issue which must be closely coordinated with the City of Eden Prairie. The City believes there is significant opportunity to improve on the siting and size of the Park and Ride locations shown in the conceptual engineering drawings. In particular the City has the following park and ride related comments:
   - The City's preference is to minimize parking at the Town Center Station. This station is envisioned to be centrally located and walkable to a number of retail and residential properties. In addition, it is anticipated that the park and ride demand at this station can be shifted to adjacent stations.
   - The City would also prefer to minimize the size of the park and ride at the Golden Triangle Station as these additional trips could be better allocated to future development.
   - The use of the existing Southwest Station Park and Ride must be coordinated with Southwest Transit. This is a large existing park and ride facility and any potential changes in service could affect the available parking supply.
   - In order to accommodate and allow for station area development all larger park and ride facilities should be built as structured parking. Also, joint development opportunities should be explored at these locations.
   - In all cases the size of the facility must be balanced with parking demand to assure adequate parking supply for Park and Ride users and to avoid potential parking overflow issues that would impact adjacent businesses or residential neighborhoods.

5) The design of the Southwest LRT must complement and be coordinated with the services offered by Southwest Transit. Future Southwest Transit operations are critical to the design and operation of the Southwest LRT line. Southwest Transit needs to be an active partner in the Preliminary Engineering process.

6) The LRT crossing of Valley View Road at Flying Cloud Drive should be converted to a grade separated crossing. The Valley View Road corridor is a major artery serving Eden Prairie's Golden Triangle and Major Center areas which provides critical access to both I-494 and Highway 212. The operation of this corridor is extremely dependant on and sensitive to effective traffic signal coordination. The traffic analysis included in DEIS indicated failing operations along this corridor making it an inappropriate location for an at-grade LRT crossing.

7) Similarly the City of Eden Prairie has significant concerns about the impacts of an at-grade crossing of Mitchell Road. Mitchell Road is a major north-south artery through Eden Prairie providing access to both Highway 5 and Highway 212. Effective signal coordination is critical to the operation of this corridor. The impacts of this proposed at-grade crossing must be fully evaluated based on actual proposed LRT operating characteristics to determine the true impacts of an at-grade crossing in this location. In addition proposed development in the area including the impacts of the Mitchell Road station and park and ride must be accounted for.

8) The location, placement, and screening of the Traction Power Sub-Stations (TPSS) and other signal cabinets must be closely coordinated with the City of Eden Prairie. This equipment must be located, screened, and designed as appropriate to avoid impacts to existing and future developments.

9) The project must evaluate alternatives and determine solutions for mitigating design and construction impacts of the project on all businesses, residents, and properties along the corridor.

Detail Comments

1) Section 3.1.2.2 (Segment) - DEIS states that the selected parcels on the south side of Technology Drive near Southwest Station are zoned Office. These parcels are zoned I-2.

2) Section 3.1.5.2 (Operations and Maintenance Facility) - School District land use adjacent to Wallace Road is zoned Public/Quasi Public.

3) Section 4.1.3.6 (Groundwater Sensitivity) - Tritium has been identified within the City's groundwater system which leaves most of our groundwater system as vulnerable and highly sensitive. The Emergency Management Zone has been mapped for our Wellhead Protection Plan and should be evaluated for the DEIS as this extends beyond the areas referenced in the document.

4) Section 4.1.5.2 (Groundwater) - The document states that groundwater contamination from construction related spills is likely to affect the water table in areas of high and very high sensitivity as identified in Section 4.1.3. This section should be updated to reference the City's local information on sensitivity.

5) Section 4.2.1 (Legal and Regulatory Overview) - The regulations referenced should include the State's Nondegradation Rules, NPDES regulations and the local stormwater rules

6) Section 4.2.1 (Legal and Regulatory Overview) - Table 4.2-1 should be updated to include the information that Nine Mile Creek Watershed District (NMCWD) has Wetland Conservation Act and Stormwater permitting authority within their District.

7) Section 4.2.1.6 (Local: Watershed Districts) - The information within this section should be updated to include NMCWD permitting authorities.

8) Section 4.2.2.2 (Wetlands, Streams and Lakes) - The document could provide more accurate information regarding potential impacts by using the City's wetland mapping. This could then be used to calculate a more accurate representation of wetland impacts for the remaining sections (such as 4.2.3.5). For example, a wetland is located within the vicinity of the proposed OMF 2.

9) Section 4.10 (Electromagnetic Interference and Utilities) - Short and long term impacts to public utilities must be minimized and mitigated by the project. These utilities provide critical public service which must be maintained at all times.

10) Section 4 (General) – The proposed Alternative 3A alignment passes immediately adjacent to the Eden Prairie Water Plant. The potential effects of vibration and stray current on the facility including the underground storage tanks, collector lines and distribution lines will need to be evaluated and if necessary mitigated. In addition the drive aisle around the outside of the facility is critical to the efficient use of the facility and must be maintained.

11) Section 6.2.2.3 (Traffic Signal Priority and Preemption) – The information in this section indicates that both traffic signal priority and preemption will be used at LRT at-grade crossings. The impacts of these proposed operations must be fully evaluated based on actual proposed LRT operating characteristics to determine the impacts and appropriate mitigation of the proposed at-grade crossings.

12) Section 6.2.2.3 (Intersection LOS Analysis) – This section indicates that the key periods of operational analysis are the AM and PM peak hours. In some locations the noon time rush may be as significant and should be evaluated as well. This is the case in the Eden Prairie Major Center Area (general area bounded by the Prairie Center Drive / Valley View Road ring road).

13) Section 6.2.2.3 (Intersection LOS Analysis) – The Traffic Study included in the appendix indicated that the same growth rate was used for traffic projections throughout the corridor. The proposed LRT project spans a large geographical area with a range of development patterns. Given these differences separate growth rates should be developed for each roadway corridor.

14) Section 6.2.2.3 (Intersection LOS Analysis) – The operational analysis in this section indicates failing operations in the Highway 212 / Valley View Road interchange area. The operation of this corridor is extremely dependant on and sensitive to effective traffic signal coordination and any implementation of traffic signal priority or preemption is expected to significantly impact its operation. These factors make the Valley View Road crossing an inappropriate location for an at-grade LRT crossing.

15) Section 6.2.2.3 (Intersection LOS Analysis) – The proposed grade crossing of Mitchell Road must be fully evaluated to determine its true impacts. The methodology used in the DEIS traffic analysis assumed standard priority/preemption impacts to the Mitchell Road traffic signals which may or may not be consistent with what will be required by LRT operations. In addition the analysis must take into account the proposed development in the area including the Mitchell Road station and park and ride, impacts to effective signal coordination which is critical to the operation of the corridor, and impacts to emergency vehicle pre-emption and operation due to its frequent use and the close proximity of both the police and fire stations.

16) Section 6.2.2.3 (Intersection LOS Analysis) – Eagle Ridge Academy school is located at 7255 Flying Cloud Drive immediately adjacent to the proposed LRT crossing of Flying Cloud Drive. The traffic characteristics of this site including the morning and afternoon vehicle queuing need to be accounted for in evaluating and designing the proposed at-grade crossing.

17) Section 6.2.2.4 (Transit Station Access) – The DEIS includes no analysis of the traffic impacts of the proposed stations and park and ride facilities. These facilities must be evaluated to determine the impacts and the appropriate mitigations.

18) Section 6.2.2.4 (Transit Station Access) – The existing Southwest Station commercial site and park and ride currently experiences on-site congestion at peak times that occasionally impacts Technology Drive. Any proposed expansion to this site needs to evaluate both the public street and on-site impacts.

19) Section 6.2.2.5 (Operations and Maintenance Facility) – The section on OMF 3 fails to indicate the long term effects this proposed location will have on development and redevelopment in the Mitchell Road station area. These impacts are in direct conflict with Goal 5 of the project "Support Economic Development". The section also fails to indicate the likely long term wetlands impacts and the expected heavy use of Wallace Road during construction.

20) Section 6.2.2.5 (Operations and Maintenance Facility) – The DEIS includes no analysis of the traffic impacts of the proposed Operations and Maintenance facility. This facility must be evaluated to determine its traffic impacts and any appropriate mitigations.

21) Section 6.2.2.6 (Building Facility Access) – This section does not indicate that the bus access ramps to / from Highway 212 and Southwest Station are anticipated to be impacted.

22) Section 6.2.3 (Short-Term Construction Effects) – Temporary construction impacts must be evaluated and to the extent possible minimized and mitigated. This includes providing viable access to all properties at all times. In particular construction options and techniques for the proposed tunnels and grade crossings must be fully evaluated and coordinated with the City. Also viable access will need to be provided to all properties at all times.

23) Section 6.3.1.4 (Bicycle and Pedestrian Facilities) – Short and long term impacts to the Minnesota River Bluffs LRT Regional Trail must be minimized and mitigated in order to maintain the use of the trail both during and after construction of the LRT.

24) Section 6 (General) – A north-south trail running adjacent to the proposed LRT line and connecting Valley View Road and Shady Oak Road should be evaluated during project development. The trail would improve trail and sidewalk connectivity and would enhance pedestrian and bike access to the Golden Triangle station.

25) Section 6 (General) - As currently shown the Town Center Station may require that a new access point to/from the south be developed. This access point will provide a secondary access to Technology Drive businesses both during and after construction. The access will also provide an important and direct connection to the Town Center.

26) Table 9.4 (Reasonably Foreseeable Future Actions) – The City of Eden Prairie is currently proceeding with improvements to Shady Oak Road (County Road 61) between and including the interchange at Highways 62 and 212. The northern phase of the project is currently under construction. Construction of the southern phase is expected to start in 2014 or 2015. The proposed LRT alignment passes through the Shady Oak project just to the east of the Highway 212 interchange. The Southwest LRT project will need to continue to work cooperatively with the City and other project partners to assure that design and construction issues are appropriately coordinated and to keep the Shady Oak Road project on schedule. In addition in order to limit the combined construction impacts of the projects potential options for accelerating portions of the Southwest LRT project should be investigated.

27) Table 9.4 (Reasonably Foreseeable Future Actions) – Improvements to Highway 5 and Highway 212 between their merge and I-494 should be included in this table. This segment of roadway is currently congested and potential improvements should be considered. The Southwest LRT project needs to work in coordination with MnDOT to assure that the project does not create a significant impediment to the future improvements along Highway 5 and Highway 212.

28) Section 9.6.11.4 (Water Resources Mitigation) - The use of mitigation bank credits for permanent impacts to wetlands is proposed. This would result in impacts to the immediate watershed where the impacts are located as no mitigation bank credits are available here. The document should state that they will evaluate the immediate watershed and determine if there are potential mitigation opportunities that could be developed that would provide mitigation credits and reduce impacts to the local biota.

29) Table 12.2-2 (Preliminary List of Required Permits) - Add Nine Mile Creek Watershed District to table for Sediment/Erosion Control Permits and Wetland Conservation Act Permit.

30) Appendix F (Conceptual Engineering Drawings) – The existing Lone Oak Center development (southwest quadrant of Highway 212 / Mitchell Road interchange) is not shown on the plans. This development needs to be accounted for in the design and development of the project.

31) Appendix F (Conceptual Engineering Drawings) – The existing Gander Mountain development (north side of Technology Drive between Prairie Center Drive and Flying Cloud Drive) is not shown on the plans. This development needs to be accounted for in the design and development of the project.

32) Appendix F (Conceptual Engineering Drawings) – The United Health Group development (southeast quadrant of Highway 62 / Shady Oak Road interchange) is not shown on the plans. This development needs to be accounted for in the design and development of the project.

33) Appendix H (Soil, Groundwater, and Dewatering Conditions – 8th page) - Not all residents in the area are on municipal water. Properties on Willow Creek Road and Willowwood (area west of Highway 212) are served by wells. There may also be some private irrigation wells.

Sincerely,

Rick Getschow
City Manager

Attachments

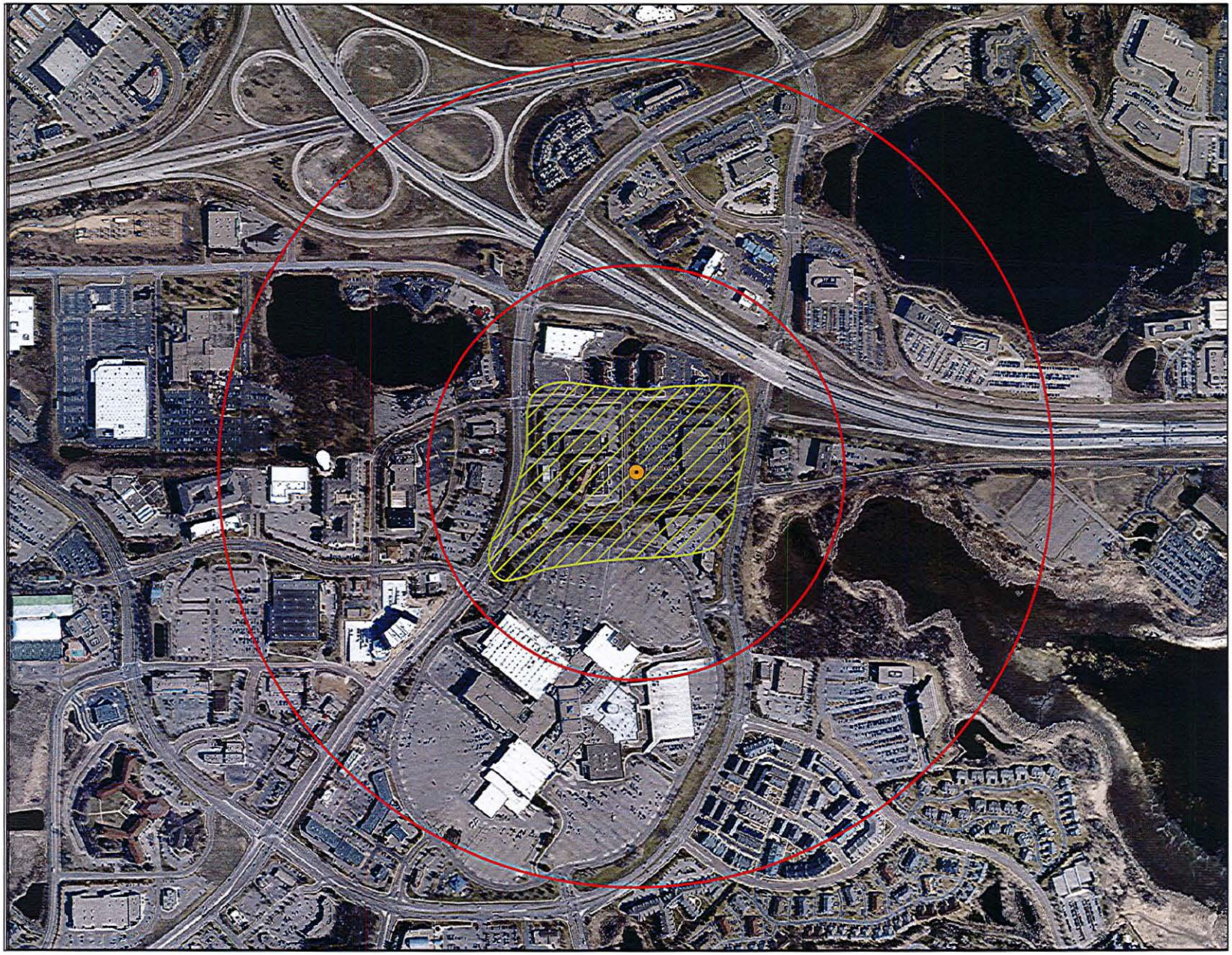
CC: Mayor and City Council

Legend

- Center of Radius Rings
- Station Area
- 1/4, 1/2 Mile Radius Ring

STATION AREA A

April 18, 2012

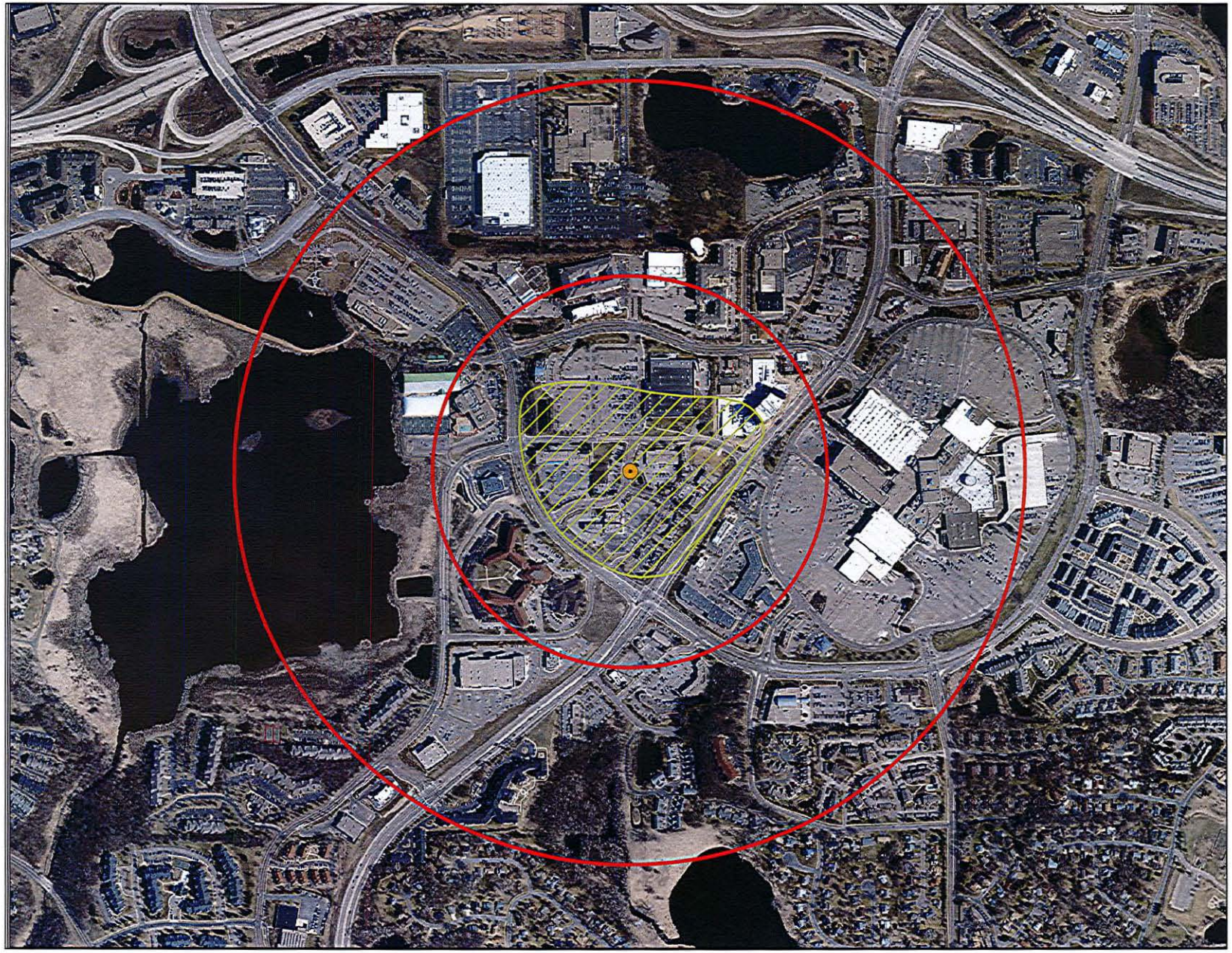


Legend

- Center of Radius Rings
- Station Area
- 1/4, 1/2 Mile Radius Ring

STATION AREA B

April 18, 2012



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Legend

- Center of Radius Rings
- Station Area
- 1/4, 1/2 Mile Radius Ring

STATION AREA C

April 18, 2012

EDEN PRAIRIE

CITY OF EDEN PRAIRIE
HENNEPIN COUNTY, MINNESOTA

RESOLUTION NO. 2012-161

SUBMIT COMMENTS ON THE
DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)
FOR THE SOUTHWEST TRANSITWAY

WHEREAS, the Southwest Transitway is a proposed 15-mile light-rail line serving Eden Prairie, Minnetonka, Hopkins, St. Louis Park and Minneapolis; and

WHEREAS, the Federal and state environmental rules require that an Environmental Impact Statement (EIS) be prepared for the proposed Southwest Transitway project. The EIS process includes the preparation of a Draft Environmental Impact Statement (DEIS), which must be made available for public review and comment; and

WHEREAS, the Southwest Transitway Draft Environmental Impact Statement (DEIS) is available for public comment through December 11, 2012; and

WHEREAS, the City Council appreciates the opportunity to review the DEIS and desires to respectfully submit comments on the DEIS.

NOW, THEREFORE, BE IT RESOLVED that the Eden Prairie City Council authorizes the City Manager to submit comments on the DEIS consistent with the November 15, 2012 draft comment letter during the DEIS public comment period.

ADOPTED by the Eden Prairie City Council on November 20, 2012.

Nancy Tyra-Lukens, Mayor

ATTEST:

Kathleen Porta, City Clerk

Potential MCA Station Locations

Location A – Town Center

- Guide Plan Approved Town Center Location
- Close proximity to existing and future housing and employment densities
- Potential for planned re-development
- Walkable to Eden Prairie Center (across Flying Cloud Dr)
- Anticipated Moderate Track Alignment Impacts

Location B – EPC Northeast

- Close proximity to Eden Prairie Center
- Potential for re-development
- Walkable to existing and future housing and employment uses in Town Center (across Flying Cloud Dr)
- Anticipated Moderate Track Alignment Impacts

Location C – MCA South

- Close proximity to Presbyterian Homes and walkable to residential uses south of MCA (across Prairie Center Dr)
- Walkable to housing and employment uses in Town Center
- Walkable to Eden Prairie Center (across Flying Cloud Dr)
- Potential for re-development
- Anticipated High Track Alignment Impacts

Southwest Transitway

Town Center Station Location Considerations

General

- The feasibility of more centrally located and walkable Town Center Station should be evaluated during the Preliminary Engineering Process
- Minimize Town Center Station parking. If possible re-allocate parking to Southwest Station and Mitchell Road.

Location Priorities

- Walkability to Housing and Employment (Ridership Potential)
- Close proximity to Eden Prairie Center. Station within ¼ mile to a mall entrance.
- Maximize potential redevelopment and reinvestment opportunities.
  - Considered recent investments in area
- Separation from Southwest Station LRT Station
- Acceptable traffic impacts of track alignment

EN
RIE
• DREAM

m

CITY OF EDEN PRAIRIE, MINNESOTA
8080 Mitchell Rd | Eden Prairie, MN | 55344-4485

UNITED STATES POSTAGE
PITNEY BOWES
02 1M $ 01.50⁰
0004271321 DEC 04 2012
MAILED FROM ZIP CODE 55344

CITY OF EDEN PRAIRIE, MINNESOTA
8080 Mitchell Road, Eden Prairie MN 55344-4485

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Hennepin Co. Housing, Community Works & Transit
Attn: Southwest Transitway
701 Fourth Ave. S., Suite 400
Minneapolis, MN 55415

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Eden Prairie 11/29/12

Draft Environmental Impact Statement Comment Form

Southwest Transitway Project

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Public hearings on the DEIS will be held in November 2012. To learn more about the hearings, please visit www.southwesttransitway.org

I think the plan of using Technology Dr – is great – I would however like to see it on the North side of the road —

G2

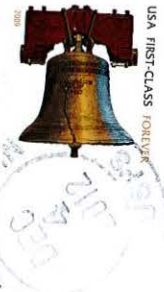
F0

Name: Joan Lidstrom Wassink
Address: 14675 Martin Dr #200
City/State/Zip: Eden Prairie MN 55344
Telephone: 952-944-1665 Email: JoAnn@GrootWassink.com

Thank you!

transitway

Fold here



Hennepin County

Housing, Community Works & Transit
ATTN: Southwest Transitway

701 Fourth Avenue South, Suite 400

Minneapolis, MN 55415

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R2

(1) Please ensure appropriate safety associated with both train and station (21st St Kenwood). This extra traffic should be positive not negative! E9 I2

(2) Please make sure that homes do not lose value. We have worked hard + paid high taxes. If the environment becomes less safe or less attractive (green space etc) this is most unfair. M2 N2

(3) Vibration assessments are needed! Both for freight + light rail systems O1

Name:

Address:

City/State/Zip:

Telephone: Email:

Thank you!

Linda Hipkiss
1960 Sheridan Ave S
Minneapolis MN 55405-2211
Humane Society Legislative Fund

Linda Hipkiss
1960 Sheridan Ave S
Minneapolis MN 55405-2211
Humane Society Legislative Fund

R. Rawlings & L. Hipk
1960 Sheridan Ave S
Minneapolis, MN 55405
USA

SOUTHWEST transitway

Fold here

Hennepin County

Housing, Community Works & Transit
ATTN: Southwest Transitway

701 Fourth Avenue South, Suite 400

Minneapolis, MN 55415

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At the 21st Street station, mitigation must be developed to control noise levels from trains, station, and crossing alerts, bells, whistles, etc. so that noise levels at neighboring houses are maintained at current levels, especially at night. I2 O1, O5 E1

Name: Roy Williams
Address: 2409 W 21st Street
City/State/Zip: Minneapolis MN 55405
Telephone: 612-377-6146 Email: Kathyroyw@gmail.com

Thank you!

transitway

Fold here

Roy and Kathy Williams
2409 W21st Street
Minneapolis, MN 55405

MINNEAPOLIS MN 554
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Hennepin County

Housing, Community Works & Transit
ATTN: Southwest Transitway

701 Fourth Avenue South, Suite 400

Minneapolis, MN 55415

5541518430O

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D2:

To Whom It May Concern:

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The proposed action of re-routing freight is described in Chapter 1, Section 1.3.2.3. The MN&S Spur tracks are a lightly used spur line within a high density urban, residential setting and directly adjacent to the St Louis Park Senior High. The current freight occurs five days a week, Monday- Friday, during normal business hours. The proposed action of re-routing freight would introduce mainline traffic and the community, residents, and students will be exposed to longer, heavier trains during weekends, evenings, and nighttime. In fact, the re-route will allow a 788% increase in the number of rail car traffic in this area. The increase of freight exposure will directly and negatively impact community health, cohesion of the neighborhoods adjacent to the tracks and educational quality within St Louis Park Schools. In addition, there will be negative impacts to the community at large. These impacts include but are not limited to, increased noise and vibration, increase in diesel fumes from laboring locomotives, loss of mobility with when multiple crossing are blocked simultaneously, decreased safety for home owners and students at the High School, decreased access to small businesses and a decrease in tax base caused by lower property values in the affected area.

C
C
C
C
C

I oppose the freight rail re-route as outlined in the SWLRT DEIS. I believe it will create an unsafe and unlivable situation for our school children, our local businesses, and our residents.

Thank you,

Name: Donna O'Quinn
Address: 5920 West 41st St.
City/State/zip: St. Louis Park, MN 55416
Telephone: 952-922-8715 E-Mail: redhead3668@yahoo.com

Donna O'Quinn
5920 West 41st St.
St. Louis Park, MN 55416

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MINNEAPOLIS MN 553
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BY:

Hennepin County - Housing, Comm Works & Transit
ATTN: Southwest Transitway
701 Fourth Ave South
Suite 400
Minneapolis, MN 55415

55415164300

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BY:

Draft Environmental Impact Statement Comment Form

Southwest Transitway Project

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1.) PLEASE KEEP 43 HOOPS IN PLACE, MOVE/KEEP BLAKE ROAD STATION TO SOUTH SIDE OF CORRIDOR TO ALLOW 43 HOOPS TO STAY WHERE THEY ARE - THEY ARE AN EXTREMELY VALUABLE BENEFIT TO OUR COMMUNITY. I2

2.) PLEASE CONSIDER PEDESTRIAN SAFETY FOR BOTH CROSSING BLAKE ROAD (EAST & WEST) AND ALONG BLAKE ROAD, PARTICULARLY THE EAST SIDE, WHERE THERE IS NO BOULEVARD & MINIMAL SNOW REMOVAL @ THIS TIME - BOTH VEHICLE & PEDESTRIAN (AND BIKE) TRAFFIC IS EVER INCREASING AND CURRENTLY SOMEWHAT DANGEROUS. R2 I2

Name: RACHEL SEURER
Address: 1316 LAKE ST NE
City/State/Zip: HOPKINS, MN 55343
Telephone: 952-945-9561 Email:

Thank you!

R. SEURER
1316 LAKE ST NE
HOPKINS, MN 55343

Fold here

SOUTH
Transit

MINNEAPOLIS MN 554
MINNEAPOLIS MN 554
04 DEC 2012 PM 6 L
03 DEC 2012 PM 1 T

Hennepin Coun
Housing, Comm
ATTN: Southwest
701 Fourth Aven
Minneapolis, MN

Fold h

Rachel Seurer
1316 Lake St NE
Hopkins, MN 55343

Hennepin County
Housing, Community Works & Transit
ATTN: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

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BY:

5541581843

12/3/2012

RECEIVED
DEC 05 2012

Comment #205

To Whom it May Concern,

Thankyou for this opportunity to comment on the freight rail reroute described in the SWLRT DEIS.

anyone whose driven a car knows that a >30 ft. ascent into a blind curve followed by a >30 ft. descent into a blind curve is dangerous. Add 2 more blind curves and consider a 22,000 ton, mile long train traveling 25mph through an area congested with school buses, pedestrians, and cars filled with teachers, parents, students, football fans, athletes, and commuters. Repeat ≥ 42 times per week. This train requires one mile to stop.

C

Our current ≈ 8 car trains travel on level ground through this route at 10 mph and require 100feet to stop. Ten times per week. It travels even slower past the high school after leaving McDonald's where the train crew stops for a break.

somehow, the DEIS authors missed the difference. They used current safety statistics to predict the future and reported that "jaywalkers" posed the sole safety ~~factor~~ enormous hazard.

C

at a public meeting ≈ 1 year ago, Hennepin County officials verbally guaranteed they would put an "emergency plan in place" due to the increased risk of train derailment(s). If they have done so, there is no mention of it in the DEIS.

In fact, a mile long train will block the current emergency evacuation plan for the high school students, which is to go to Central Community Center (see attached map).

The DEIS fails to address slower medical response times. It ignores the impact of blocking traffic to Methodist Hospital coming from the east along Excelsior Blvd, which will occur when the proposed south link is established! C

When our current trains travel past the High School, teaching temporarily comes to a stop. The situation will go from inconvenient to intolerable when adding ≥ 32 longer trains per week. Conductors say they will sound the horn when going by any school, regardless of a "quiet zone." C

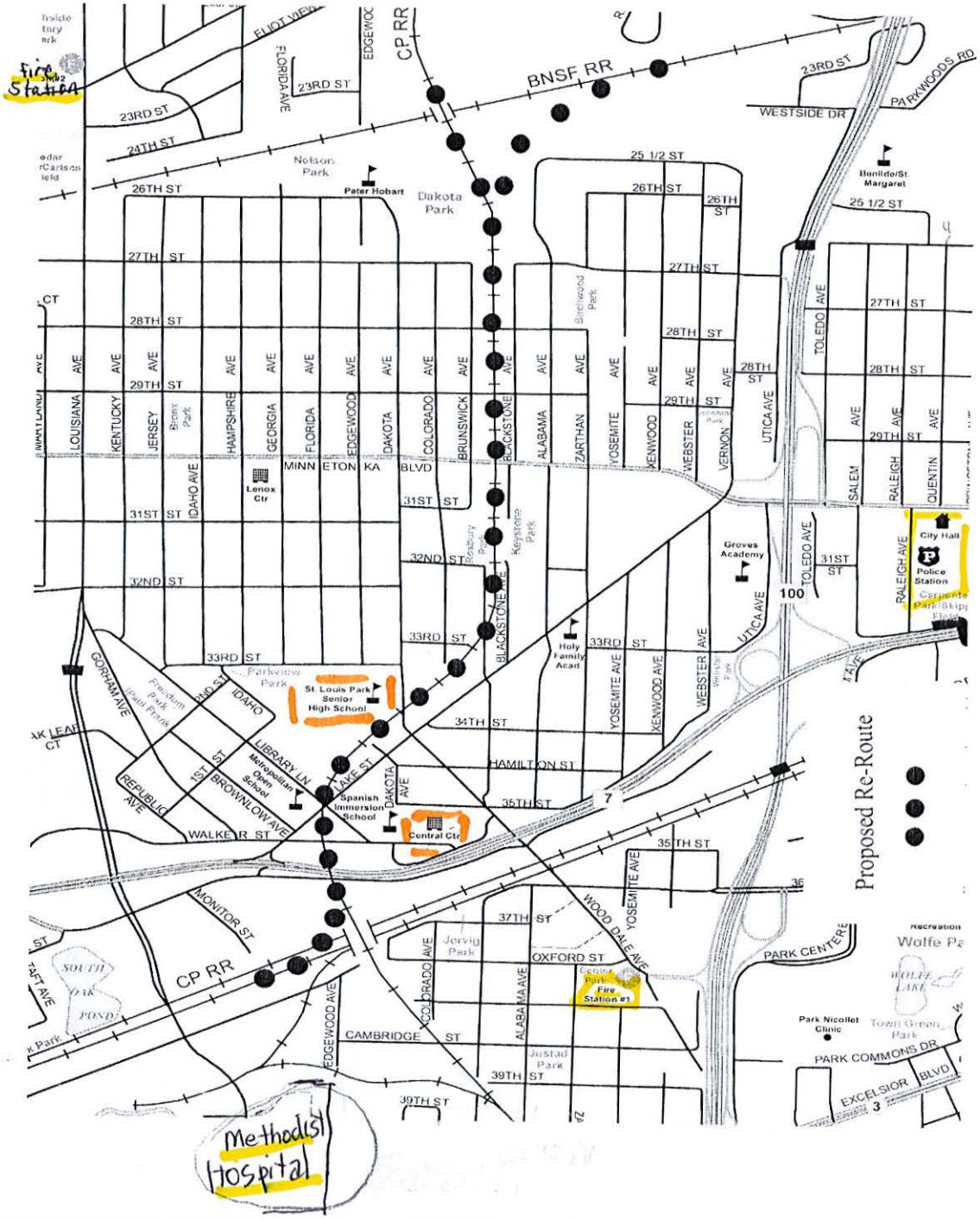
In health care we exercise a "pause for cause" and a "stop the line" to prevent errors before they happen. Please pause and look at this again. Lives are depending on you!

Sincerely,

Mary Gosselin, R.N.
3216 Florida Ave. S.
St Louis Park, MN 55426
952-927-6632

P.S. I do support light rail. I do not support the freight rail reroute! C

NORTH


Fire Station
BNSF RR
CP RR
FLIOT VIEW
FLORIDA AVE
EDGEWOOD
23RD ST
24TH ST
25 1/2 ST
26TH ST
27TH ST
28TH ST
29TH ST
31ST ST
32ND ST
33RD ST
34TH ST
35TH ST
37TH ST
39TH ST
HAMILTON ST
OXFORD ST
CAMBRIDGE ST
PARK COMMONS DR
EXCELSIOR BLVD
PARKWOOD S RD
WESTSIDE DR
Nelson Park
Peter Hobart
Dakota Park
Bonilla/St Margaret
LOUISIANA AVE
KENTUCKY AVE
JERSEY AVE
HAMPSHIRE AVE
GEORGIA AVE
FLORIDA AVE
EDGEWOOD AVE
DAKOTA AVE
COLORADO AVE
BRUNSWICK AVE
BLACKSTONE AVE
ALABAMA AVE
ZARTHAN AVE
YOSEMITE AVE
KENWOOD AVE
WEBSTER AVE
VERNON AVE
UTICA AVE
TOLEDO AVE
SALEM AVE
RALEIGH AVE
QUENTIN AVE
MINNETONKA BLVD
IDAHO AVE
Lenox Ctr
Keystone Park
Groves Academy
City Hall
Police Station
Holy Family Acad
St. Louis Park Senior High School
Parkview Park
Freedom Park
GORHAM AVE
REPUBLIC AVE
LIBRARY LN
BROWNLOW AVE
WALKER ST
Metropolitan Open School
Spanish Immersion School
Central Ctr
MONITOR ST
WOOD DALE AVE
Jerving Park
Central Park
Fire Station #1
Justad Park
PARK CENTER
Wolfe Pa
Park Nicollet Clinic
Town Green Park
SOUTH PAR POND
Methodist Hospital
Proposed Re-Route
100
7
72

Mary H. Gosselin
5216 Florida Ave. S
St. Louis Park, MN
55426

MINNEAPOLIS MN 554
MINNEAPOLIS MN 553
04 DEC 2012 PM 5 L
03 DEC 2012 PM 3 L

Hennepin County
~~Sout~~ Housing, Community Works, + Transit
ATTN: Southwest Transit Way
701 4th Avenue South, Suite 400
Minneapolis, MN 55415

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BY:

554151643

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BY:

St. Louis Park 11/14/12

Draft Environmental Impact Statement Comment Form

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12/2/12

I am the owner of a condominium at the Lakes Citihomes. We are an association of 83 homes directly adjacent to the proposed West Lake Street station. My unit faces the tracks. As a result, I'm extremely concerned about:

1) signal noise generated by the trains O6
2) light pollution from the station N2
3) losing the trees & vegetation between our property & the tracks N2
4) losing access to the Greenway from our garden area M3
5) increased traffic in the area E2 P4

What plans are being made to mitigate these issues?

Name: Tom Quandt - Lakes Citihomes
Address: 3046 B Lake Shore Dr.
City/State/Zip: Minneapolis, MN 55416
Telephone: 612/823-9258 Email: quantom1@msn.com

Thank you!

Quandt
30463 Lake Shore Dr.
Mplr. MN 55416

MINNEAPOLIS MN 553
03 DEC 2012 PM 4 L

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BY:

Hennepin County
Housing, Community Works + Transit
ATTN: Southwest Transitway
701 Fourth Av. South, Suite 400
Minneapolis, MN 55415

5541531843

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BY:

12-03-2012
To Whom It May Concern:

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The proposed action of re-routing freight is described in DEIS Chapter 1, Section 1.3.2.3.

It becomes clearer every day that Hennepin County has had an unpublished agenda to reroute Freight Rail from the first day. The proof of this includes oral and published comments made by a Hennepin County Commissioner early in the process: "This is a done deal." The same commissioner is also quoted as saying, "Promises were made." (To Kenwood residents to reroute the freight traffic out of Kenwood.)

The railroad does not want the proposed freight rail reroute. The existing Kenilworth route is the shortest and straightest and most level route. It is clear that huge incentives to use the longer, more expensive reroute would have to be offered to the railroad, an additional tax payer expense. Hennepin County does not want to recognize or include this significant and continuing cost. C

The proposed Hennepin County Flyover Bridge, to get freight traffic over HWY 7, is such a boondoggle that the railroad has stated they would not take ownership or be responsible for bridge or ramp maintenance. Again, tax payers would be stuck with this unrecognized cost.

Additional, noisier diesel power would be required to get freight trains up and over the proposed Hennepin County Flyover Bridge, increasing danger and noise. C

Hennepin County has consistently downplayed and minimized safety, economic, environmental, and quality of life impacts to St. Louis Park. C

Hennepin County is actively engaged in socio-economic discrimination, in trying to move freight rail from the Kenwood area to poorer neighborhoods. C

Finally, in what appears to be another act of bad faith, another Hennepin County consultant 'typo' has been identified in the Strib, understating costs of the proposed reroute by 100 MILLION dollars. (11/28/2012)

Because of all the reasons stated above, I oppose the freight rail re-route as outlined in the SWLRT DEIS. C

Co-location of freight and light rail through the Kenilworth Corridor is the only option that is economically feasible and practical.

This DEIS, the EAW, and every step of the process has been biased. (Hennepin County Commissioner statements, "It's a done deal," and "Promises were made.") L4

Because of prior comment filtering behavior, Hennepin County can not be trusted to include all comments, so this comment is being copied to Federal officials with a request to suspend any funding for any Freight reroute or SW Light Rail. Surely there are other more deserving and more honest requests for federal money.

Most sincerely,

Dale Stenseth
3153 Edgewood Ave S
St. Louis Park, MN 55426 952-926-8102 nocomprende@yahoo.com

Dale Stenseth
3153 Edgewood Ave. S.
Minneapolis, MN 55426

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04 DEC 2012 PM 5 L

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BY:

HENNEPIN COUNTY - HOUSING, COMMUNITY WORKS & TRANSIT
ATTN: SOUTHWEST TRANSITWAY
701 FOURTH AVE S, SUITE 400
MINNEAPOLIS, MN 55415-1843

55415184300

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THE SW LIGHT RAIL WOULD SERVE MUCH BETTER, BOTH ENVIRONMENTALLY AND FINANCIALLY, WERE IT ROUTED ON ITS FINAL FEW MILES, THROUGH AN AREA WHERE THE PEOPLE ARE. THAT WOULD BE UPTOWN, WHICH BECOMES MORE DENSELY POPULATED EVERY DAY. SO RUN THE TRAIN ALONG THE 29 ST GREENWAY - WHICH WOULD PROVIDE SUFFICIENT SPACE + GRADE WITH LITTLE OR NO MITIGATIO G1
THE NORTHWARD TURN TO DOWNTOWN COULD NICELY BE HANDLED BY SEVERAL MAJOR AVENUES. MOST MAJOR ROADWAYS IN GERMANY ACCOMODATE BOTH RAIL AND AUTO TRAFFIC WITH NO PROBLEM.
HENNEPIN COUNTY MAINTAINS THAT A SURVEY SHOWED IDENTICAL RIDERSHIP - 29 ST VS KENILWORTH - BUT SOMEBODY HAD TO HAVE MADE A TYPO THERE, TOO. SO FEW KENWOOD SOULS USE BUSES THAT THERE ARE NOW JUST A FEW TO ACCOMODATE THE SCANTY FEW RIDERS D
HAS ANYONE CHECKED FIGURES ON THAT? ALSO, WHY DID OUR RAILROAD JUST THIS SUMMER REALLY UPGRADE RAILS ETC, IF THEY WILL SOON P2
FORCED TO ST LOUIS PARK?. P) ONLY ONE TO BE ROUTED THRU COMMUNITY FOUND CURRENT PLANS FOR KENILWORTH UNACCEPTABLE - MINNEAPOLIS - PERHAPS FORECONING REASONING CAUSED THAT STANCE -

Name: ROSEMARY H WALSH - 54 YEARS SAME HOUSE -

Address: 2716 KENILWORTH PL

City/State/Zip: MPLS 55405-2324

Telephone: 612-374-1357 Email: NONE Rosemary H Walsh

Thank you!

SOUTHWEST transitway

Fold here

Ms Rosemary Walsh
2716 Kenilworth Pl
Minneapolis, MN 55405

MINNEAPOLIS MN 554
04 DEC 2012 PM 5 L

Hennepin County

Housing, Community Works & Transit
ATTN: Southwest Transitway

701 Fourth Avenue South, Suite 400

Minneapolis, MN 55415

55415164300

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RECEIVED
DEC 05 2012
BY:

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C

C

I oppose the freight rail re-route as outlined in the SWLRT DEIS. I believe it will create an unsafe and unlivable situation for our school children, our local businesses, and our residents.

C

Thank you,

Name: Ruth Marie Sowske / Roberta L Quinn
Address: 3974 Dakota Ave South
City/State/Zip: St Louis Park, MN 55416
Telephone: 952-922-9307
E-Mail:

Ruth J. Danielowski
3974 Dakota Ave S
St Louis Park, MN 55416-2715

MINNEAPOLIS MN 554
04 DEC 2012 PM 3 L

Hennepin County – Housing Co. Walks + Transit
Att: Southwest Transitway
701 4th Ave. South
Suite 400
Mpls, MN 55415

5541518430O

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December 4, 2012

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Hennepin County, Housing, Community Works & Transit
ATTN: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

Dear Hennepin County, Housing, Community Works & Transit – Attn: Southwest Transitway:

Form-A-Feed, Inc is located in Stewart, MN and we rely on the Twin Cities & Western Railroad Company for economical freight rail transportation. We understand that the recommended freight rail relocation design as shown in the DEIS released October 12, 2012 will result in increased costs for TC &W to operate its trains to Stewart, MN. Several businesses in greater Minnesota rely on this railway to maintain a competitive edge in the market place and these changes will increase costs to our businesses. C

It is important to Form-A-Feed to retain an economical freight rail transportation provided by TC & W. The design recommended in the DEIS will not help us maintain our competitiveness. After correspondence with TC & W we have alternatives to your recommended design: C

- Do engineering for the reroute that meets TC & W's engineering standards C
- Co-locate the SWLRT with the current freight rout G1
- Reroute freight back to the 29th St Corridor, where TC & W ran until 1998 G2
- Route the SWLRT up the MN&S rail line G2

We recommend Hennepin County and the Met Council address TC & W's concerns over the design of the freight rail relocation and find a solution that is economical for all parties.

Rural Minnesota provides a significant amount of exports from the State of Minnesota and economical freight rail transportation is imperative to allow us to compete in the global marketplace. We oppose the freight rail relocation design recommendation and recommend that the freight rail issues be resolved to preserve an economical freight rail transportation options. C

Sincerely,

Larry Schuette
General Manager, Form-A-Feed, Inc

Form A Feed Inc.

SERVING THE LIVESTOCK INDUSTRY
BOX 9
STEWART, MINNESOTA 55385

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BY:

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PITNEY BOWES
02 1A $ 00.45⁰
0004339001 DEC 04 2012
MAILED FROM ZIP CODE 55385

Hennepin County, Housing, Community Works & Transit
ATTN: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

55415@1843 C089

RECEIVED
DEC 05 2012
L.:

To whom it may concern:

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) published in regard the SWLRT which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done. C

Besides my general concerns about the SWLRT-DEIS, I am particularly concerned with Chapter 12 (Public and Agency Coordination and Comments). NEPA 1500.2(d) states that the leading agency must "encourage and facilitate public involvement in decisions which affect the quality of the human environment." This regulation was clearly ignored in regards to the potential freight rail re-route issue. Hennepin County did not "encourage and facilitate" public involvement concerning this issue. In fact, Hennepin County refused attempts for public comments and concerns regarding the freight rail issue at all of the outreach meetings listed in table 12.1-1 and all of the community events listed in table 12.1-2. Public comments regarding the freight issue were denied at the 2008 Oct 7, 14, and 23 scoping meetings and the comment period that followed as listed in section 12.1.3.1. Public comments regarding the freight issue were refused at the 2010 May 18, 18 and 20 open houses. Most importantly, public comments regarding the freight issue were denied during the entire LPA section process. This included all of public hearings listed in section 12.1.4.1. In summary, all public comments regarding the freight rail issue were denied at all of SWLRT's major milestones leading up to the DEIS. Worse, the public was not made aware of the significant environmental impacts caused by SWLRT and the potential freight re-route because the freight issue was not discussed at any of the SWLRT meetings leading up to the DEIS. The only opportunity the public was given by Hennepin County to discuss the freight rail re-route was at the PMT meetings discussed in section 12.1.5. However, any discussion of possible alternatives to the re-route (co-location) or the freight re-route's connection with SWLRT was strictly forbidden at these PMT meetings. Lastly, the DEIS fails to mention the 2011 April 17 and 28 freight re-route listening sessions that were held by the city of St. Louis Park. Hundreds of St. Louis Park residents voiced their opposition to the freight re-route. Because those opposed to the re-route have been denied comment during the entire SWLRT planning process leading up to the DEIS, the freight rail issue needs to be dropped or significant more work needs to be done on the alternative studies and public outreach. L2

Thank You,

Name: Floyd A. Williams
Address: 3210 Brunswick Ave So.
City/State/zip: St Louis Park, Mn 55416
Telephone: 952-929-0157 E-Mail:

SOUTHWEST
transitway

Fold here

Floyd A. Williams
3210 Brunswick ave So.
St Louis Pk, Mn

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PM
04 DEC
2012

USA
Equality
FOREVER

Hennepin County

Housing, Community Works & Transit
ATTN: Southwest Transitway

701 Fourth Avenue South, Suite 400

Minneapolis, MN 55415

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BY:

St. Louis Park 11/14/12

Draft Environmental Impact Statement Comment Form

Southwest Transitway Project

Federal and state environmental rules require that an Environmental Impact Statement (EIS) be prepared for the proposed Southwest Transitway project. The EIS process includes the preparation of a Draft Environmental Impact Statement (DEIS), which must be made available for public review and comment.

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Comments on the DEIS will be accepted through December 11, 2012. All comments must be received by that date. Please include a return mailing address with all comments.

Public hearings on the DEIS will be held in November 2012. To learn more about the hearings, please visit www.southwesttransitway.org

I am opposed to moving the freight line into St. Louis Park. First, I am highly concerned about safety: derailments of dangerous cargo, safety for people running the gates as the train approaches, safety of the high school students and the curve right there. Second, the tracks are old. Third, the super high cost of upgrading the wye. Fourth, that there are 5 schools and some hundreds of houses within a 100 feet of the tracks. Fifth, it will not be feasible to have a mile-long train blocking le crossings at one time. Minnetonka Blvd will become jammed with traffic avoiding the blocked crossings. C L4

Mitigation has not been addressed - whether removing dozens + dozens of houses, upgrading the current spur, retrofitting houses due to damage from vibrations, traffic jams. As someone who lives 2 blocks downwind, I am concerned about derailments of amonia; I want gas masks in my house. My insurance rates could even go up. lost property value

Overall, the extra $23 million cost to re-route the freight trains is not justifiable. Take out 56 townhouses along the Kenwood greenway; creatively elevate the bike trail at the pinch point. Reroute is dangerous and not worth the extra cost. C

Name: Lee Ann Landstrom

Address: 2701 Yosemite Ave. S.

City/State/Zip: St. Louis Park MN 55416

Telephone: 952-922-3023 Email: leelandstrom@yahoo.com

Thank you!

transitway

[illegible] Lindstrom
27[illegible] Yosemite Ave S
St Louis Park, MN 55416-1855

Hennepin County
Housing, Community Work & Transit
ATTN: Southwest Transitway
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Minnepolis MN 55415

55415$1843

DEC 06 2012

To Whom It May Concern:

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The proposed action of re-routing freight is described in Chapter 1, Section 1.3.2.3. The MN&S Spur tracks are a lightly used spur line within a high density urban, residential setting and directly adjacent to the St Louis Park Senior High. The current freight occurs five days a week, Monday- Friday, during normal business hours. The proposed action of re-routing freight would introduce mainline traffic and the community, residents, and students will be exposed to longer, heavier trains during weekends, evenings, and nighttime. In fact, the re-route will allow a 788% increase in the number of rail car traffic in this area. The increase of freight exposure will directly and negatively impact community health, cohesion of the neighborhoods adjacent to the tracks and educational quality within St Louis Park Schools. In addition, there will be negative impacts to the community at large. These impacts include but are not limited to, increased noise and vibration, increase in diesel fumes from laboring locomotives, loss of mobility with when multiple crossing are blocked simultaneously, decreased safety for home owners and students at the High School, decreased access to small businesses and a decrease in tax base caused by lower property values in the affected area. C

I oppose the freight rail re-route as outlined in the SWLRT DEIS. I believe it will create an unsafe and unlivable situation for our school children, our local businesses, and our residents. C

Thank you,

Name: Kelly Peterson

Address: 3920 Lynn Ave

City/State/zip: St. Louis Park mn. 55416

Telephone: 952-926-7476 E-Mail: klondikerose@hotmail.com

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To Whom It May Concern:

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Thank you,

Name: Sam Olson

Address: 3420 Lynn Ave S

City/State/zip: St. Louis park

Telephone: 952-926-7476 E-Mail: samuelrtker@gmail.com

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Thank you,

Name: Sophia Olson

Address: 3920 Lynn Ave. S.

City/State/zip: St. Louis Park, MN, 55416

Telephone: 952-926-7476 E-Mail: sophieeolson@gmail.com

DEC 06 2012
BY:

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Thank you,

Name: Jeff A. Olson
Address: 3920 Lynn Ave. S.
City/State/zip: St. Louis Park, MN. 55416
Telephone: 952 926 7476 E-Mail: jeffaolsonguy@hotmail.com

Peterson / Olson
3920 Lynn Ave
St. Louis Park mn.
55416

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Hennepin County Housing, Community works & Transit
Attn: Southwest Transitway
701 4th Ave S. Suit 400
mpls. mn. 55415

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To Whom It May Concern:

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Besides my general concerns about the SWLRT-DEIS, the portion of the report dealing with the closing of the 29th street crossings (Chapter 3/p. 135) causes me the greatest concern. Residents from the Birchwood neighborhood requested on behalf of the Birchwood neighborhood that the grade crossing at 29th Street stay open. According to page 135 of the DEIS the 29th street crossing is being closed as a mitigation measure. However, the closing of the crossing will not benefit the neighborhood; it will, in fact, jeopardize residents because it will make emergency vehicle access difficult—if not impossible—during winter months due to narrowed streets. C

None of the mitigation requested by the City of St. Louis Park on behalf of her residents is being considered. This mitigation is not frivolous; it is necessary to maintain the safety, livability and property values for the residents of St. Louis Park. C

I am a freshman at the high school and some of my classes are close to the tracks. And when trains go by several kids turn to look out the window and count the cars and to see the graffitti on the cars and etc. The teachers have a hard time roping kids back to the lesson. It is hard w/ the whistle and rumbling of the cars going by so loudly. It is difficult to engage back into learning. If it were to happen more often, it would really impact us in a negative way. C

Name: Maggie Lingner
Address: 3005 Brunswick Ave. S 55416
City/State/zip: Saint Louis Park, MN
Telephone: (952)-926-0212 E-Mail: —

SOUTHWEST transitway

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Lingner
3005 Brunswick Ave S
St Louis Park, MN 55416

Butte in early morning fog

Hennepin County

Housing, Community Works & Transit
ATTN: Southwest Transitway

701 Fourth Avenue South, Suite 400

Minneapolis, MN 55415

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Draft Environmental Impact Statement Comment Form

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(1) Strongly disagree with choice of route since Kenilworth has so few people near it and is one of the most pristine natural areas we have in the city. Cedar Lake is a [illegible] E2

(2) Big concern about NOISE pollution in station areas. I chose this neighborhood 24 years ago because of proximity to NATURE and QUIET. Berms, trees and other NOISE mitigation is of UTMOST importance. E4

(3) Cedar Lake Park has been the focus of decades of natural wildlife/habitat preservation. Public transportation is great + needed BUT we need to protect what has been decades in the making. PLEASE NO Parking lots. WE NEED TO PRESERVE THIS NATURAL TREASURE, home to owls, fox, deer, hawks... O5, O9 E2

(4) AESTHETICS: WE must preserve the beauty of the area! Mitigate intrusion by employing GOOD, THOUGHTFUL landscape + hardscape elements. C N2

(5) Environment: As you are aware - we live in a sensitive area w/ regard to water table pollution. We must protect groundwater. E2 N4

(6) SAFETY: I am concerned about So Cedar Lake Pkway intersection. I recommend a trenching NOT a bridge. Bridge idea INSANE. E8

Also concerned about foot traffic @ 21st. Already kinda crazy w/ bike traffic I2

Name: Marian Moore

Address: 2427 W 22nd St

City/State/Zip: Mpls., Mn 55405

Telephone: 6123772702 Email: marmoore@aol.com

Thank you!

SOUTHWEST transitway

Fold here

Moore
2427 W22
55405

MINNEAPOLIS MN 554

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USPS

Hennepin County

Housing, Community Works & Transit
ATTN: Southwest Transitway

701 Fourth Avenue South, Suite 400

Minneapolis, MN 55415

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I think an at-grade crossing at Cedar Lake Parkway should be built insted of elevating the track over the parkway. E8
The Hiawatha Line crosses the following streets at-grade:
15th Ave S; 26th st. E; 32nd st. E; 35th st. E; 38th st. E; 42nd st. E;
46th st. E; 50th st. E; 54th st. E. Many of these are as busy as Cedar Lake Ave in my estimation. Save some money!
If you want to build a bridge, elevate the Kenilworth bike trail over Cedar Lake Parkway. It would add much needed saftey for bicyclists and also decrease some significant G2
traffic delays especially in the summer months.

Name: Martin Richmond
Address: 3539 Cedar Lake Ave
City/State/Zip: Minneapolis MN 55416
Telephone: 612-926-5226 Email: mrichmo3@comcast.net

Thank you!

SOUTHWEST transitway

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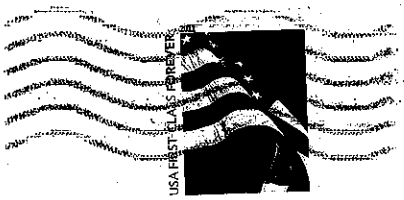

Martin Richmond
3639 Cedar Lake Ave.
Minneapolis, MN 55416

Hennepin County

Housing, Community Works & Transit
ATTN: Southwest Transitway

701 Fourth Avenue South, Suite 400

Minneapolis, MN 55415

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To Whom It May Concern:

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Riddled with phantom assumptions, unsubstantiated assertions, and inexplicable omissions, the DEIS is not a serious attempt to consider the effect of the proposed re-route. C

Chapter 1 of the DEIS states that without the re-route the TC&W's only options for moving its freight will be to access the MN&S tracks by use of the notorious switching wye in St. Louis Park, or to transfer cargo from railcars to highway trucks. The unstated assumption behind this statement is that the current route used by the TC&W will be severed. Presenting the either/or assumption for the switching wye or highway trucks creates the illusion of a fait accompli, when in fact the TC&W's current route through the Kenilworth corridor is a viable alternative. C

Unsubstantiated assertions include the depiction in the DEIS that the historical character of the Kenilworth corridor (Chapter 3, page 58) would be compromised by its continued use for freight train traffic. The Kenilworth corridor was the home to not just railroad tracks, but an entire railroad yard for over one hundred years, beginning long before the current homes in the area were built. C

Inexplicably omitted from the DEIS is how the re-route would be funded (Chapters 5 and 8). The re-route must be considered as part of the SWLRT and even without mitigation construction of the interconnect and upgrading the tracks on the MN&S to handle the heavier traffic is estimated to cost $125,000,000, money that was not originally included in the projected cost of the SWLRT, but the projected budget for the SWLRT has not been adjusted to recognize the added expense. Also, missing from the cost estimates are the costs for maintaining the interconnect structure after it is built. T0 T1

None of the mitigation requested by the City of St. Louis Park on behalf of her residents is being considered. This mitigation is not frivolous; it is necessary to maintain the safety, livability and property values for the residents of St. Louis Park.

Name: Jon Gjerde
Address: 3248 Alabama Ave South
City/State/zip: St. Louis Park, MN 55416
Telephone (952) 303-6317 E-Mail:

SOUTHWEST transitway

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Happy Holidays from the USPS

Justice FOREVER

Jon and Catherine Gjerde
3248 Alabama Avenue South
St Louis Park MN 55416

Hennepin County

Housing, Community Works & Transit
ATTN: Southwest Transitway

701 Fourth Avenue South, Suite 400

Minneapolis, MN 55415

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Thank You,

Name: Jon Gjerde
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SOUTHWEST transitway

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Freedom

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Jon and Catherine Gjerde
3248 Alabama Avenue South
St Louis Park, MN 55416

Hennepin County
Housing, Community Works & Transit
ATTN: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

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DEC 06 2012
BY:

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None of the mitigation requested by the City of St. Louis Park on behalf of her residents is being considered. This mitigation is not frivolous; it is necessary to maintain the safety, livability and property values for the residents of St. Louis Park.

Name: Tom Gerdi
Address: 3248 Alabama Ave S.
City/State/zip: St Louis Park, MN 55416
Telephone: (952) 303 6317 E-Mail:

SOUTHWEST transitway

MINNEAPOLIS MN 554

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Happy Holidays From the USPS

Liberty FOREVER

Jon and Catherine Gjerde
~~5248 Alabama Avenue South~~
St Louis Park, MN 55416

Hennepin County

Housing, Community Works & Transit
ATTN: Southwest Transitway

701 Fourth Avenue South, Suite 400

554 Minneapolis, MN 55415

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RECEIVED
DEC 06 2012
BY:

Comment #223

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The proposed action of re-routing freight is described in Chapter 1, Section 1.3.2.3. The MN&S Spur tracks are a lightly used spur line within a high density urban, residential setting and directly adjacent to the St Louis Park Senior High. The current freight occurs five days a week, Monday- Friday, during normal business hours. The proposed action of re-routing freight would introduce mainline traffic and the community, residents, and students will be exposed to longer, heavier trains during weekends, evenings, and nighttime. In detail, the re-route will allow a 788% increase of rail cars traffic. The increase of freight exposure will directly and negatively impact the community health and cohesion of the neighbors adjacent to the tracks. In addition, there will be negative impacts to the school system and educational quality within St Louis Park, including the decreased safety of students at the High School. C

Besides my general concerns about the freight rail re-route, the section of the SWLRT DEIS that describes the noise and vibration has flawed methods and conclusions. The vibration and the noise measurements were done with current MN&S traffic. It is important to note that the re-routed freight will be longer, more frequent, and include more locomotives per train. C

Vibration, Chapter 4.8.4: The conclusion that vibration will have no significant impacts is incorrect Vibration impacts will be longer in time and the total amount will increase with the heavier freight and additional locomotives.

Noise, Chapter 4.7.5:

Quiet zones: The DEIS fails to describe the real world issues with the quiet zone. The SLP Senior High is both bookended by two blind curves and has athletic facilities on both sides of the tracks. The operating rail company, TC&W, has stated in a public document that it has safety concerns with a quiet zone due to the proximity of the tracks to schools, residents, and businesses. It will be impossible to design a quiet zone that will be both safe for the area while maintaining access for the adjacent Senior High school and local businesses. The quiet zone is listed as mitigation for noise impacts but it is a mitigation that is not supported by the neighborhoods, school board, or the operating rail companies. C

A quiet zone will not eliminate all noise impacts and the assessment fails to measure other sources:

a. the rail to wheel curve squeal from the tight interconnect curve
b. the additional noise of the locomotives as it throttles up both the southern interconnect ramp and grade change at the northern connection,
c. trains traveling west will need to use their brakes to maintain a slow speed going down grade and through curves
d. diminished livability from the introduction of night freight traffic
e. the amount of time exposed to the noise impacts of the stationary crossing bells will increase significantly due to increase in train numbers.

The re-routing of freight will negatively impact the safety, livability, and community cohesion of residents, students, and communities. The SWLRT DEIS does not adequately describe the impacts and as such, the freight reroute should not be given any further consideration as an option. C

Name: Jon Gierde
Address: 3748 Alabama Ave S.
City/State/zip: St. Louis Park, MN 55416
Telephone: (952) 303 6317 E-Mail:

SOUTHWEST transitway

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Equality FOREVER

Hennepin County

Housing, Community Works & Transit
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701 Fourth Avenue South, Suite 400

Minneapolis, MN 55415

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DEC 06 2012

To Whom It May Concern:

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) published in regard the SWLRT which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done. As this action is proposed and described in Chapter 1, Section 1.3.2.3 as rebuilding a little known, lightly used spur line into a main freight rail line, which will initially allow 788% increase of rail car traffic. What the SWLRT-DEIS does not address, but should, are the real world impacts of this action on the affected area. C

Besides my general concerns about the SWLRT-DEIS, the portion of the report dealing with freight rail noise and safety at the High School (Chapters 3, 4, and 9) causes me the greatest concern. The unique noise and safety issues associated with locating main line freight within 35 feet of the High School parking lot and 75 feet from the building are not adequately discussed. When the High School is mentioned the information is dismissive. At no point in the SWLRT –DEIS are the negative impacts the extra freight trains will have on the learning environment and safety of the students at St. Louis Park High School. Before the proposed re-route should even be considered the cost of sufficiently mitigating the impact to St. Louis Park High School need to be evaluated. Examples of concerns include but are not limited to the following: C

- A plan for emergency evacuation of the school should evacuation be necessary when a train is passing
- How will the many classrooms affected by train noise be sound proofed
- How will the students who want to use the new rail bridge to cross Hwy. 7 on their way to school be kept off the bridge.
- How will the added vibration of longer, heavier and more frequent trains be mitigated to the investment the school makes in technology is not lost. C
- How will the safety hazards of blind crossings, curves and hundreds of teenagers in close proximity be eliminated
- How will a derailment be prevented so our children's lives are not at risk

None of the mitigation requested by the City of St. Louis Park or the St. Louis Park School Board on behalf of her residents is being considered. This mitigation is not frivolous; it is necessary to maintain the safety, livability and property values for the residents of St. Louis Park.

Name: Jon Gjerde
Address: 3748 Alabama Ave S
City/State/zip: St Louis Park, MN
Telephone: (952) 303 6317 E-Mail:

SOUTHWEST transitway

Fold here

MINNEAPOLIS MN 554

05 DEC 2012 PM 5 L

Happy Holidays from the USPS

Justice FOREVER

Jon and Catherine Gjerde
3248 Alabama Avenue South
St Louis Park, MN 55416

Hennepin County

Housing, Community Works & Transit
ATTN: Southwest Transitway

701 Fourth Avenue South, Suite 400

Minneapolis, MN 55415

55415184300

ere

"Terence Hughes"
<terence@housedressingcompany.com>
12/06/2012 08:19 AM

To <swcorridor@co.hennepin.mn.us>
cc
bcc
Subject West Lake Station

Good Morning,
I would like to see the West Lake Station have a visible connection to Lake Calhoun for the safety of pedestrians, bicyclist & LRT users.
If possible I'd like to receive a traffic study of the area.
Thank you,
Terry Hughes

E7
R2

Terence Hughes
House Dressing Company Inc.
terence@housedressingcompany.com
www.housedressingcompany.com
phone: 952-920-8301
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"Ringold, Jennifer B." <JRingold@minneapolisparks.org>

12/06/2012 01:59 PM

To "'swcorridor@co.hennepin.mn.us'" <swcorridor@co.hennepin.mn.us>

cc "Miller, Jayne S." <JMiller@minneapolisparks.org>, "Erwin, John" <JErwin@minneapolisparks.org>, "Tabb, Anita" <ATabb@minneapolisparks.org>,

bcc

Subject Minneapolis Park and Recreation Board SW LRT DEIS Comment Letter

Dear Project Manager,

Attached you will find a comment letter from the Minneapolis Park and Recreation Board for the Southwest Transitway's Draft Environmental Impact Statement. This was approved by the Minneapolis Park and Recreation Board at its December 5, 2012 regular meeting.

We will also send a paper copy for your records.

Best, jbr

Jennifer Ringold
Manager of Public Engagement and Citywide Planning
Minneapolis Park & Recreation Board
2117 West River Road
Minneapolis, MN 55411

Phone: 612-230-6464
Cell: 612-516-0727

Minneapolis Park and Recreation Board
Southwest Transitway DEIS Comment Letter

Lake Calhoun

Cedar Lake

Lake of the Isles

Lake of the Isles

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Transmittal Letter

December 5, 2012

Minneapolis
Park & Recreation Board

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Hennepin County
Housing, Community Works & Transit
ATTN: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

Re: Minneapolis Park and Recreation Board Comments on the Southwest Transitway Draft Environmental Impact Statement

Dear Project Manager:

The Minneapolis Park and Recreation Board (MPRB) welcomes this opportunity to comment on the Draft Environmental Impact Statement (DEIS) for the Southwest Transitway (LRT) project. In collaboration with its appointed Community Advisory Committee, the MPRB prepared the following comment letter for Segment A of the Locally Preferred Alignment (LPA) for the project. It contains the MPRB's desired outcomes for the project relative to historical, cultural, visual, recreational, social, environmental, and safety impacts on the park and recreation resources it owns, manages, or maintains.

In 1883, the Minneapolis Park and Recreation Board was created by an act of the Minnesota State Legislature and a vote of Minneapolis residents. It serves as an independently elected, semi-autonomous body responsible for governing, maintaining, and developing the Minneapolis park system. The MPRB's mission is as follows:

> The MPRB shall permanently preserve, protect, maintain, improve, and enhance its natural resources, park land, and recreational opportunities for current and future generations.
>
> The MPRB exists to provide places and recreation opportunities for all people to gather, celebrate, contemplate, and engage in activities that promote health, well-being, community, and the environment.

The MPRB is also one of 10 regional park implementing agencies. It works with the Metropolitan Council to acquire and develop regional parks and trails to protect natural resources and provide outdoor recreation for public enjoyment in the Metropolitan Area. In 2011, based on Metropolitan Council annual use estimates, the regional parks and trails that are impacted by this alignment received over 6 million visits.

President
John Erwin
Vice President
Liz Wielinski
Commissioners
Brad Bourn
Bob Fine
Carol A. Kummer
Jon C. Olson
Anita Tabb
Scott Vreeland
M. Annie Young
Superintendent
Jayne Miller
Secretary to the Board
Michael P. Schmidt

Accredited CAPRA 2010-2015

The MPRB is obligated to ensure that parks and trails and the interests of current and future park and trail users are not substantially impaired by the project. It is within this context that the MPRB makes the comments contained in this letter. There are several overarching messages the MPRB wishes to express regarding the Southwest Transitway:

- MPRB, in general, is supportive of light-rail transit.
- Current development and public use of the corridor within Minneapolis has an open and natural character that includes portions of the Minneapolis Chain of Lakes Regional Park, Grand Rounds National Scenic Byway, Kenilworth Regional Trail, and Cedar Lake Regional Trail. Park design in this area focuses on serenity, habitat restoration, minimal development, and passive recreation. To retain the area's character the water table levels and quality, cultural landscapes, habitat, and open space must be protected and preserved. N1
- Several topics of keen interest to the MPRB, including noise, vibration, and visual impacts, are noted in the DEIS as requiring further analysis during preliminary engineering. To monitor and protect the parks, trails, and recreation areas of this project that are within its jurisdiction, the MPRB expects to have a central role in the design of Segment A. L3
- MPRB does not support the co-location alternative.

Thank you for this opportunity to comment on the DEIS for the LRT. If you have any questions, please do not hesitate to contact Jennifer Ringold, Manager of Public Engagement and Citywide Planning, at 612-230-6464 or jringold@minneapolisparks.org.

Sincerely,

John Erwin
President, Minneapolis Park and Recreation Board

Introduction

The Minneapolis Park and Recreation Board (MPRB), a semi-autonomous government agency, was established in 1883 by the Minnesota State Legislature. It owns, operates, or maintains park land within the cities of Minneapolis, Golden Valley, Richfield, Robbinsdale, Saint Louis Park, and Saint Anthony. The MPRB is also one of 10 regional park implementing agencies that works with the Metropolitan Council to acquire and develop parks and trails to protect natural resources and provide outdoor recreation for public enjoyment in the Metropolitan Area.

In 2013, the MPRB will celebrate 130 years of providing outstanding park and recreation services to residents and visitors of Minneapolis. In citywide surveys, residents often remark that the Minneapolis park system is essential to their quality of life and to the identity of the city. Founders of the system, such as H. W. S. Cleveland and Theodore Wirth, understood the role parks play in a healthy, livable, and balanced city. They made preserving land for future generations a priority. Their success shaped the character of Minneapolis and continues to improve people's lives.

Segment A of the Locally Preferred Alterative (LPA) of the Southwest Transitway (LRT) and its station areas include, cross, and are adjacent to neighborhood and regional parks and regional trails that are owned or maintained by the MPRB. These include the following (see map below):

- Minneapolis Chain of Lakes Regional Park
    - Cedar Lake Park
    - Cedar Lake
    - Kenilworth Channel
    - Lake of the Isles
    - Lake Calhoun
    - Cedar Lake Parkway and Trails (bicycle and pedestrian)
    - Dean Parkway and Trails
- Grand Rounds National Scenic Byway
- Kenilworth Regional Trail (bicycle and pedestrian)
- Cedar Lake Regional Trail (bicycle and pedestrian)
- Park Siding Park

With its extensive land holdings and maintenance responsibilities, the MPRB is obligated to identify the historical, cultural, visual, recreational, social, environmental, and safety issues and impacts related to Segment A of the LPA and ensure that these parks, trails, and the current and future interests of park and trail users are protected.

MPRB Community Advisory Committee

On 1 September 2010, the MPRB approved the following charge for the appointed Community Advisory Committee (CAC):

> Prepare recommendations to the Board on the contents of a formal Comment Letter in response to the Draft Environmental Impact Statement for the proposed Southwest Light Rail Transit Alternative 3A. The recommendations of the CAC shall focus on desired outcomes relative to historical, cultural, visual, recreational, social, environmental, and safety issues as they relate to lands owned or managed by the Minneapolis Park and Recreation Board.

Appointers and CAC members are below:

Appointing Person or Group	Appointee
Board President John Erwin	Scott Neiman, Chair
MPRB Commissioner Anita Tabb, District 4	Eric Sjoding
MPRB Commissioner Brad Bourn, District 6	Kendal Killian
MPRB Commissioner Annie Young, At-large	Caitlin Compton
MPRB Commissioner Bob Fine, At-large	Matt Perry
Bryn Mawr Neighborhood Association	Barry Schade
Cedar-Isles-Dean Neighborhood Association	John Erickson
Cedar Lake Park Association	Brian Willette
Kenwood Isles Area Association	Jeanette Colby
Lowry Hill Neighborhood Association	George Puzak
West Calhoun Neighborhood Council	Meg Forney
Harrison Neighborhood Association	Maren McDonell
Hennepin County Commissioner Dorfman	Tim Springer
Council Member Goodman – Ward 7	Neil Trembley
Council Member Tuthill – Ward 1	D'Ann Topoluk
Council Member Hodges – Ward 13	Ben Hecker
Council Member Samuels – Ward 5	Vicki Moore
Mayor of Minneapolis R.T. Rybak	Jerry Van Amerongen

Supported by MPRB staff lead Jennifer Ringold and consultant Anne Carroll (Carroll, Franck & Associates), the CAC began meeting in September 2010, suspended work for most of 2011 with the DEIS delays, and scheduled their 2012 meetings to coincide with the anticipated DEIS release. Working from comprehensive background information and their own knowledge and community connections, the CAC generated an increasingly detailed set of issues and preferred MPRB outcomes. Once the DEIS was released in October 2012, the CAC created a "crosswalk" connecting DEIS contents with their issues and outcomes, which was then converted to this Comment Letter. This final version of the Comment Letter was formally approved by the MPRB Board on *December 5, 2012.*

Comment Letter Structure

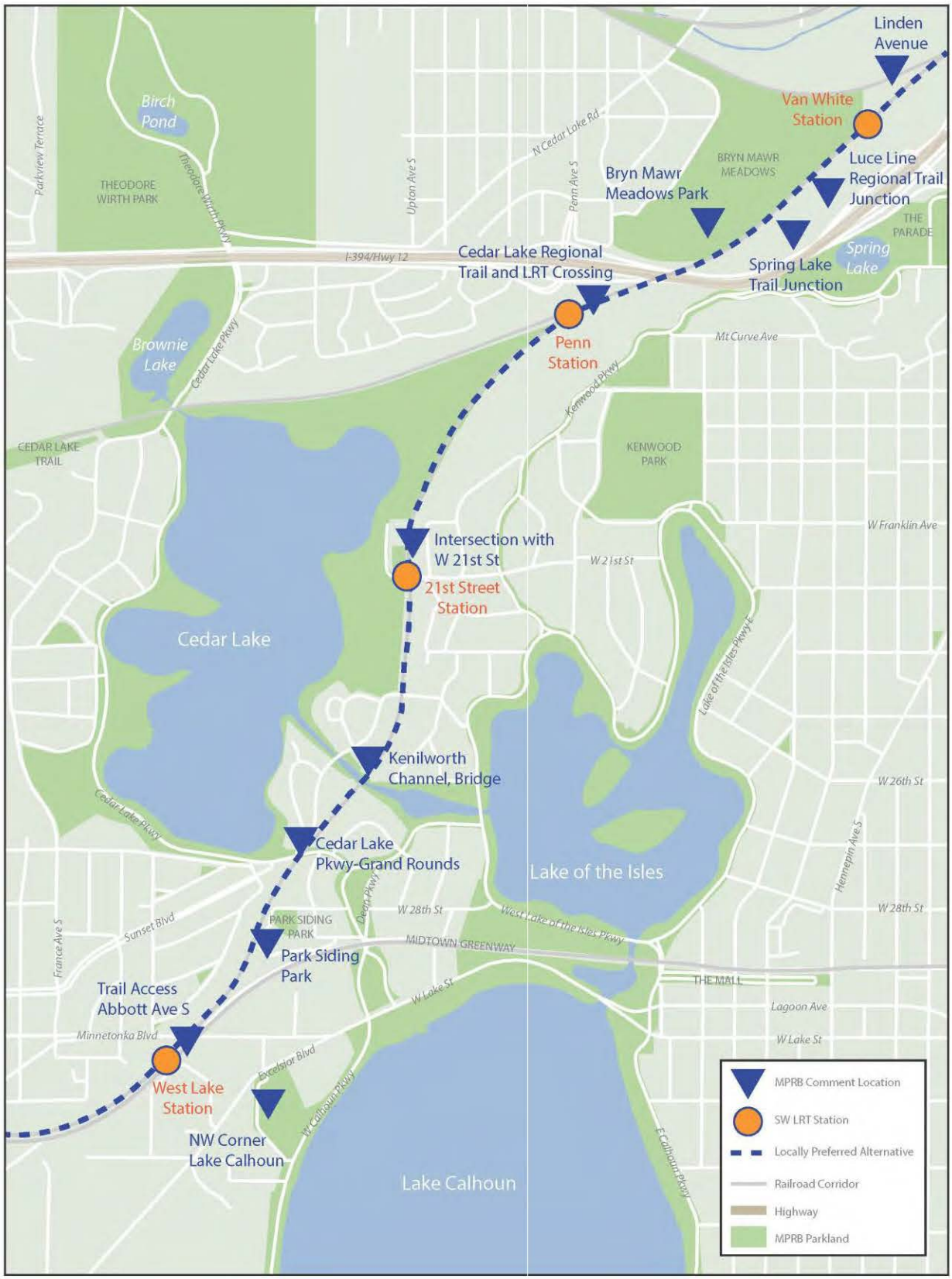
Beginning with the entire corridor, the content of this comment letter is organized by location from north to south as shown in the Table of Contents and on the map below.

The first section presents MPRB's adopted opposition to the co-location alternative. The remaining sections focus on the locations where the MPRB has an interest in the design and implementation of the LRT project, they include the following subsections:

- **Location and Description**: This describes the location and why it was selected by the MPRB for DEIS comments.
- **Issues**: The issue and why it is important at the particular location is described. For each issue, the MPRB then provides one or more of the following:
  - Outcomes: Critical *outcomes* that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering.
  - Statements: MPRB's adopted positions on critical issues or processes that must be resolved, reconciled, reevaluated, or otherwise included in near-term design work and decision-making.
  - Corrections: Identified errors in the DEIS that must be corrected for the FEIS and subsequent work.

Images are courtesy of MPRB unless otherwise noted; specifically, most aerials and maps are from Google and current to 2012, and are cited.

Corridor and Comment Location Map



Co-Location Alternative

According to the Section 4(f) review of the co-location alternative in the DEIS, this alternative will result in permanent loss of park land and impairment to MPRB properties and uses.

Below is the statement that the MPRB has adopted regarding co-location.

Statement: The MPRB opposes the co-location alternative and supports the co-location findings presented in the DEIS regarding Section 4(f) and Section 106 impacts to lands owned or maintained by the MPRB. Based on a review of the documents, the permanent loss of park lands, impacts to regional trail functionality and capacity, and harm to the Grand Rounds Historic District (eligible for the National Register of Historic Places) cannot be mitigated within the corridor.

D

S0

1 Entire Corridor

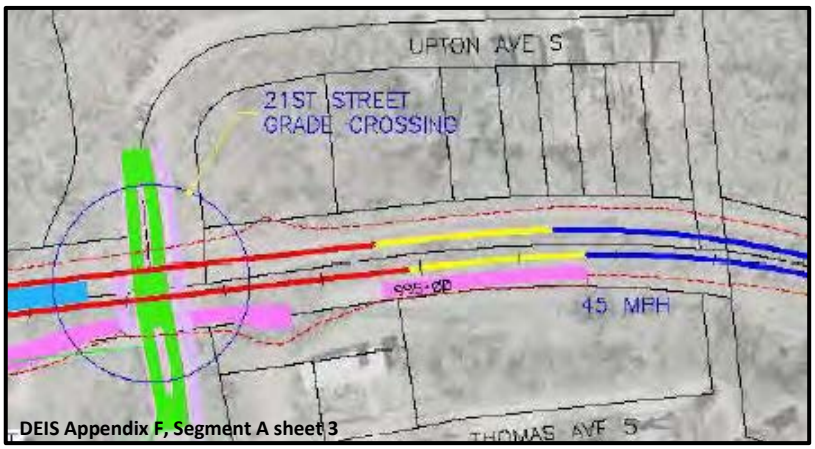
1.1 Location and Description

This section includes issues and outcomes that apply to all or most of the corridor. The sections that follow this focus on issues and outcomes that are specific to certain locations. See map above.

1.2 Issue: Section 4(f) analysis

A primary concern for the MPRB is protecting park land and recreational opportunities within and adjacent to the corridor for current and future generations. Chapter 7 of the DEIS contains the Section 4(f) evaluation of the project. It identifies potential permanent use, temporary use, and constructive use of park land for the project. For Segment A of the LPA it shows that 0.016 acres may be a potential temporary use and does not identify any potential permanent or constructive uses. S1

Permanent and Temporary use: Within an urban setting continuous park land and linear corridors are critical to habitat management and connectivity for park users. According to the Appendix F *LRT Alternative Segment Plan and Profile STA: 972+00 -1023+00* preliminary concepts for the area near 21st Street, additional park land may be needed to accommodate the westernmost LRT track. The analysis of park lands that are covered by Section 4(f) regulations in the DEIS does not account for this land.



DEIS Appendix F, Segment A sheet 3

S2

Constructive use: The DEIS articulates (7.1) that "use" of a Section 4(f) resource occurs when, among other things, "There is no permanent incorporation of land, but the proximity of a transportation facility results in impacts so severe that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired (e.g., 'constructive use')." Based on this definition, the MPRB anticipates that park land and park users may experience long-term impacts of the LRT due to noise, vibration, visual impacts, and safety. Park lands that are eligible for the National Register of Historic Places are considered especially vulnerable to these impacts. Depending on final design, these impacts may be so severe that they would constitute a *constructive use* of protected properties under Section 4(f) regulations. S1

Below are the critical statements and outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering.

1.2.1 **Statement:** Park lands near 21st Street that are shown as being used for the LRT track in the conceptual designs must be reevaluated under Section 4(f) to identify all permanent and temporary uses. D

1.2.2 **Statement:** As the design progresses, park lands must be evaluated under Section 4(f) to identify all permanent and temporary uses. S1

1.2.3 **Statement:** As the design progresses, park lands must be reevaluated under Section 4(f) to determine whether there are constructive uses of park land due to long-term noise, vibration, and visual impacts.

1.2.4 **Statement:** As the design progresses, park lands must be reevaluated under Section 4(f) to determine whether there are constructive uses of park land due to long-term impacts on parks that are considered eligible for the National Register of Historic Places.

1.2.5 **Outcome**: Park land along the corridor is preserved in the same or better condition.

1.2.6 **Outcome**: Park property is not used permanently as part of LRT development.

N1

1.3 Issue: Design character

Aside from Park Siding Park, the park land the MPRB owns, manages, and maintains adjacent to the corridor is classified as a regional park. A regional park according to the Metropolitan Council's 2030 Regional Parks Policy Plan is "area of natural or ornamental quality for nature-oriented outdoor recreation such as picnicking, boating, fishing, swimming, camping, and trail uses." Park Siding is considered a neighborhood park by the MPRB which means it is a block or less in size and provides basic facilities within a neighborhood.

The MPRB recognizes that current development and public use of the corridor within Minneapolis from the St. Louis Park boundary to the Penn Station has an open and natural area character that includes portions of the Minneapolis Chain of Lakes Regional Park. Portions of this area are within the Grand Rounds Historic District that is eligible for the National Register of Historic Places and are included within an Important Bird Area as designated by the National Audubon Society. Park design in this area focuses on serenity, habitat restoration, minimal development, and passive recreation. Minimizing impacts to water table levels and quality, cultural landscapes, habitat and open space will be critical to retaining this area's character. LRT and station area design that is sensitive to these issues is essential to protect the activities, features, and attributes of the park land in this corridor.

N1

The DEIS makes several references to this issue, including the following:

- 4.1.3.6 Groundwater Sensitivity, page 4-19: Several areas in the study area lie within zones of very high sensitivity to pollution of the water table system…Portions of the land between Cedar Lake and Lake of the Isles…. N4
- 4.1.4.2 Groundwater, page 4-21: The Build Alternatives may have long-term impacts on groundwater if a permanent water removal system (dewatering) is required. Permanent water removal is anticipated where the cut extends below the water table. There is a probable need for permanent water removal at one cut on both Segment 1 and Segment 3, and possible needs on Segment A and at a second cut along Segment 3, because of shallow groundwater. Evaluations and associated impacts of permanent water removal at the major excavations are summarized in Appendix H. N4
- 4.3.3.1 Riparian Habitat Areas, page 4-50: The LRT 3A (LPA) passes over several riparian areas that are associated with Purgatory Creek, South Fork Nine Mile Creek, Nine Mile Creek, Minnehaha Creek and the unnamed channel [Kenilworth Channel] between Lake of the Isles and Cedar Lake. The alternative would impact native wetland or riparian habitats, which are typified by non-native woody wetland habitat, non-native emergent wetland habitat or open water habitat (MLCCS 2008). The development of linear ROW along portions of this alignment has fragmented many wetland habitats on both sides of these features. Development of this alternative would likely increase the fragmented nature of wetland and riparian habitats. N8
- 3.1.2.4, Land Use and Socioeconomics, page 3-16: …. Northwest of Lake Calhoun and between Cedar Lake and Lake of the Isles the city has established the Shoreland Overlay District that specifies development guidelines within a half-mile radius around each of these lakes. Although the ordinance does not prohibit M1

transportation uses or facilities, it does specify guidelines for controlling both point source and non-point source pollutant discharge within the Shoreland Overlay District.

Below are the critical outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering.

1.3.1 **Statement**: MPRB insists that stormwater impacts to Minneapolis water bodies result in no increased volume of runoff and no increased pollutant loads.

1.3.2 **Outcome**: Minneapolis Chain of Lakes Regional Park and adjoining park land remains a quiet, tranquil, and natural park destination.

1.3.3 **Outcome**: The area between Lake Street and I-394 is naturally beautiful and serene.

1.3.4 **Outcome**: Natural wildlife habitat and serenity of the trail and park land are maintained.

1.3.5 **Outcome**: Any permanent dewatering methodologies applied to the corridor protect water table levels and quality, and habitat within the park lands that is dependent on those water levels.

1.3.6 **Outcome**: Permeable paving materials are incorporated to reduce stormwater impacts to park land when hard surfaces are added by the project.

1.3.7 **Outcome:** The Chapter 551, Article VI Shoreland Overlay District of the City of Minneapolis' Code of Ordinances is followed to preserve and enhance the environmental qualities of surface waters and the natural and economic values of shoreland areas within the city.

D, N6, N1, N8

1.4 Issue: Trail access, use, and maintenance

The MPRB owns or maintains trails that are within or cross the LPA Segment A corridor. The MPRB is concerned that the LRT frequency and speed will impact these trails and users by reducing access to the trail from local neighborhoods and park lands, inhibiting flow and speed, adding time delays, introducing use/user conflicts and safety problems, and making the trails more difficult to maintain year-round. The MPRB is concerned that the full cost of reconstructing and resurfacing these federally funded trails will not be included in the project budget.

P9

T0

The DEIS makes several references to the importance of retaining the trails. It also mentions the anticipated increased use that will result from population increases and transit development. The references include:

- 10.5.3.1 Improved Multimodal Environment, page 10-18: Transitway project will improve the existing pedestrian and bicycle infrastructure along the alignment, and improve the safety of pedestrians and bicyclists through implemented design guidelines. All pedestrian facilities will be designed in accordance with current design standards and Americans with Disabilities Act (ADA) requirements to ensure access and mobility for all.
- 9.6.6.3 Anticipated cumulative impacts, page 9-23: The urban and suburban areas along the Southwest Transitway, as in the entire Twin Cities area, are expected to continue to develop and become denser. The Southwest Transitway's proposed stations in combination with RFFAs- especially residential projects – will

P9

be part of this trend. Because fully developed urban areas typically have little opportunity for the creation of new parks and recreation areas, the existing parks are likely to become more crowded and intensely used.

- Appendix F, Legend for Plan, page 5: The grading for the trails shown will be included in the project cost, however the surfacing for the trails will not be included with the project costs. Trail surfacing must be performed at the expense of others.

Below are the critical outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering.

1.4.1 **Statement:** As the implementing agency of regional parks and trails in the City of Minneapolis, the MPRB insists that the full cost of reconstructing and resurfacing trails that are impacted by the project is borne by the project budget. T0

1.4.2 **Statement:** The project should further examine the advantages and disadvantages of the trail being aligned on the west or east side of the LRT. The route analysis should consider the number of times the trail must cross the LRT, changes in trail length, trail connections, trail access points, and park land access. D, P9

1.4.3 **Outcome**: There is adequate access to the Kenilworth Regional Trail from both sides of the LRT tracks, and access points are a reasonable walking distance apart.

1.4.4 **Outcome:** The trail alignment minimizes the number of times that the trail crosses the LRT, optimizes trail connections, maintains similar travel distances, provides sufficient access points, and ensures access to park lands.

1.4.5 **Outcome**: Bike and pedestrian trails remain with the same or better design quality and width as current trails; these include those that run along and across the corridor, as well as access trails.

1.4.6 **Outcome**: The trail design meets the needs of current and projected users.

1.4.7 **Outcome:** The trail is designed for a 20 mph design speed (including straight-line ascents and descents at bridges).

1.4.8 **Outcome**: Bicycle and walking trail users have a positive, linear park-like experience, including being free of obstructions, having a 2-foot or greater buffer on each side of all trails, and retaining a sense of connection to open space.

1.4.9 **Outcome**: All trail connections are maintained or improved.

1.4.10 **Outcome**: At all points along the corridor, and especially at the narrowest locations, sufficient space remains for trails, trail users, and year-round maintenance vehicles and crews.

1.5 Issue: Noise and Vibration

The MPRB is concerned about the LRT noise and vibration impacts on park lands and park and trail users due to the high number of trains that will travel through the corridor daily. An increase from a few freight trains per day to hundreds of LRT trains will dramatically increase the amount of time that park and trail users are exposed to noise and vibration. This could substantially diminish the park and recreation experience for park and trail users. O1 D

For noise, the MPRB is particularly concerned that park lands in the corridor are erroneously classified as a Category 3 land use. In FTA's land use categories for Transit Noise Impact Criteria, Category 3 is most commonly associated with institutional land uses and can be used for some types of parks. By contrast, Category 1 is for tracts of land where quiet is an essential element in their intended purpose. This category includes lands set aside for serenity and quiet, and such land uses as outdoor amphitheaters and concert pavilions, as well as National Historic Landmarks with significant outdoor use. Category 1 is more closely aligned with the regional park classification that applies to the majority of park land in the area. M1 O1

The DEIS makes several references to this issue, including the following:

- 4.7.3.5 Assessment, page 4-92: There is one moderate impact to a Category 3 land use. The impact is due to very low ambient background noise levels found in the walking trails of the Cedar Lake portion of the Minneapolis Chain of Lakes Regional Park combined with close proximity to the tracks and bell use at grade crossings and crosswalks. This may not apply to the entire Cedar Lake portion of the park, especially in areas where park-goers themselves create higher noise levels, and area of the park farther from the tracks. M1
- 4.8.6 Mitigation, page 4-118: Detailed vibration analyses will be conducted during the Final EIS in coordination with Preliminary Engineering. The Detailed Vibration Assessment may include performing vibration propagation measurements. These detailed assessments during the Final EIS/preliminary engineering phase have more potential to reduce project-related effects than assessments of mitigation options at the conceptual engineering phase of the project. Potential mitigation measures may include maintenance, planning and design of special trackwork, vehicle specifications, and special track support systems such as resilient fasteners, ballast mats, resiliently supported ties, and floating slabs.

Below are the critical statements and outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering.

1.5.1 **Statement**: Category 1 is most consistent with the type of parks and open space the MPRB owns or maintains adjacent to or within the corridor. Noise impacts on park lands and users must be reevaluated under the standards set for Category 1 land uses. O1

1.5.2 **Outcome**: The vibration impacts are minimized for park and trail users.

1.5.3 **Outcome**: The noise impacts are minimized for users of parks and trail and park users and do not exceed the noise standards set for Category 1 in adjacent park land and along the trail.

1.5.4 **Outcome**: Technologies are incorporated that reduce track noise and vibration.

1.5.5 **Correction**: In 4.7.3.5 page 4-92, it appears that Segment 4 is referenced instead of Segment A. U

1.6 Issue: Visual appeal

The MPRB is concerned about the impacts on park land and users of the parks and trails by visual impacts of the LRT. These concerns include the impacts on view sheds within and outside of the parks, especially those that are part of the Grand Rounds Historic District, which is eligible for listing on the National Register of Historic Places.

The DEIS makes several references to this issue, including the following:

- 3.6.3.3 Visual impacts, page 3-115: The proposed alignment is on a bridge over Cedar Lake Parkway. Visual impacts on sensitive receptors adjacent to the corridor in the multi-family residential parcel and Cedar Lake Parkway could be substantial. N2

Below are the critical outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering.

1.6.1 **Outcome**: The visual impact of the LRT and related infrastructure is minimized for trail and park users and honors the historic character of the Grand Rounds when it crosses Cedar Lake Parkway and the Kenilworth Channel. D, N2

1.6.2 **Outcome**: The train lights have minimal visual impacts on trail users.

1.7 Issue: Safety

Safety of park and trail users is a critical objective for the MPRB. This includes using design to reduce risks from user conflicts or unexpected hazards and ensuring adequate access to park facilities when the LRT is in operation. Delays in fire, police, and emergency medical response to park facilities, especially beaches, may result from the high number and frequency of trains that are projected to travel through the corridor. R3

Below are the critical outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering.

1.7.1 **Outcome**: Adequate fire safety infrastructure exists within or proximate to the corridor such that fire suppression and response times meet relevant laws and standards. D, R3

1.7.2 **Outcome**: Fire, police, and emergency medical personnel and equipment are able to access park lands adjacent to the corridor and provide response times that meet relevant laws and standards. E9

1.7.3 **Correction**: The Minneapolis Park Police should be included in the references to police agencies related to the corridor.

Timely public safety access is essential

R3

1.8 Issue: Construction

The MPRB recognizes that Minneapolis has become one of the top bicycling communities in the country. As such, trail users rely on high quality trail facilities year round for recreation and commuting. A detour that requires significant rerouting of trail users or an extended closure of a trail will be a barrier to trail users on the western side of Minneapolis and the metro area. P9

Construction can result in extensive damage to vegetation and trees through removals and introduction of invasive species. The former results in a diminished quality of the park and recreation experience for trail and park users, the later results in long-term habitat management issues for MPRB staff. Additionally, construction can result in the altering the ground and surface water levels and quality if Best Management Practices (BMPs) are not implemented. N8 N4

The DEIS makes several references to this issue, including the following:

- 6.3.3.1 page 6-60: Short-term construction effects to bicyclists and pedestrians are also anticipated in all Build Alternatives. In Segments 1, 4, A, and C, some disruptions to the existing regional trails are anticipated during construction. The extent to which the trails would be available for use throughout the process of relocation will be determined during Preliminary Engineering. Disruptions to the existing sidewalk network are anticipated in all Build Alternatives.

Below are the critical outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering. N4

1.8.1 **Outcome**: Surface and groundwater quality is protected during construction.

1.8.2 **Outcome**: Reasonable and safe alternative routes are provided for trail users when sections are closed D

during construction.

1.8.3 **Outcome**: Any flora that is lost to construction or LRT use is replaced with flora that is in accordance with MPRB plans, with monitoring through a plant survey and replacement for five (5) years after construction is complete. N8

1.8.4 **Outcome**: Soils and slopes are stabilized during construction.

1.8.5 **Outcome**: Construction dewatering protects water table levels and habitat within park lands that is dependent on those water levels. D

1.8.6 **Outcome**: Construction practices prevent introduction of new invasive species to park lands and waters.

MPRB Prairie Maintenance near Cedar Lake Park

2 Linden Avenue

2.1 Location and Description

Linden Avenue serves as an informal trail access point, as it is used primarily by city maintenance vehicles to access the asphalt and concrete recycling facility. Trail users at this access point regularly deal with high vehicular traffic with the nearby entrance to I-394. At this location, the LRT line and trail separate from MPRB-owned land.

2.2 Issue: Access, flow

The MPRB is concerned that all future work in this area be based on a comprehensive design and coordinated approach. This location requires formal and safe trail access, and cyclists need continuous flow and speed on the federally funded Cedar Lake Regional Trail.

Below are the critical outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering.

2.2.1 **Outcome**: Trail users easily and safely access the Cedar Lake Regional Trail.

2.2.2 **Outcome**: Bicyclists in this area maintain continuous flow and speed.

2.2.3 **Outcome:** Trail development is coordinated with rail, residential and commercial development in the area.

2.2.4 **Outcome**: The federally funded, nonmotorized Cedar Lake Regional Trail is fully functional, with uninterrupted flow and speed.

D, P9

From Linden Avenue junction, looking southwest along Cedar Lake Regional Trail

From Linden Avenue junction, looking northeast along Cedar Lake Regional Trail

3 Luce Line Regional Trail Junction

3.1 Location and Description

At this location the Luce Line Regional Trail intersects with the Cedar Lake Regional Trail, currently via a bridge over the industrial area and freight rail line, and spiral ramps at each end.

This is a critical connection in the regional trail system, and also provides access to Bryn Mawr Meadows Park.

3.2 Issue: Access, flow

The MPRB is concerned that all future work in this area be based on a comprehensive design and coordinated approach so that trail and park access be maintained, as well as flow and speed on the regional trails.

P9

Below are the critical outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering.

3.2.1 **Outcome**: Trail users easily and safely make connections between Bryn Mawr Meadows Park, the Luce Line Regional Trail, and the Cedar Lake Regional Trail.

3.2.2 **Outcome**: Bicyclists in this area maintain continuous flow and speed.

3.2.3 **Outcome:** Trail development is coordinated with rail, residential and commercial development in the area.

3.2.4 **Outcome**: The federally funded, nonmotorized Cedar Lake Regional Trail is fully functional, with uninterrupted flow and speed.

D, P9

Luce Line Regional Trail crossing to connect with the Cedar Lake Regional Trail

4 Spring Lake Trail Junction

4.1 Location and Description

At this location Cedar Lake Regional Trail users pass under I-394 and easily connect to the nearby parks and trails including Spring Lake, Kenwood Parkway, and Parade Stadium, and travel beyond to the Minneapolis Sculpture Garden, Loring Park, and the Grand Rounds National Scenic Byway.

4.2 Issue: Access, flow, and connectivity

As a critical access point to MPRB park lands and the Grand Rounds, the MPRB is concerned that safe and easy access and connectivity is retained. Below are the critical outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering.

4.2.1 **Outcome**: Cedar Lake Regional Trail users easily and safely connect to Spring Lake Park, Grand Rounds, other parks, parkways, and Van White Boulevard.

D, P9

4.2.2 **Outcome**: Bicyclists in this area maintain continuous flow and speed.

4.2.3 **Outcome**: The design prioritizes connectivity to neighborhoods and natural amenities.

From junction, looking southeast toward Spring Lake

4.3 Safety

In this small space under I-394, the MPRB is concerned about public safety and emergency vehicle access. Below are the critical outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering.

D, R3

4.3.1 **Outcome**: Fire, police, and emergency medical personnel and equipment can access the trail and Spring Lake and provide response times that meet relevant laws and standards.

4.4 Issue: Comprehensive approach

As with many locations along the LRT, this area will likely be subject to future development. The MPRB is concerned about protecting the integrity and natural features of Spring Lake and full functionality of the Cedar Lake Regional Trail. Below are the critical outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering.

4.4.1 **Outcome:** Spring Lake and the area's natural features are preserved and protected.

N6

4.4.2 **Outcome:** The federally funded, nonmotorized Cedar Lake Regional Trail is fully functional, with uninterrupted flow and speed.

P9

4.4.3 **Outcome:** Trail development is coordinated with rail, residential and commercial development in the area.

5 Bryn Mawr Meadows Park

5.1 Location and Description

Bryn Mawr Meadows Park is an active neighborhood park with citywide appeal. Amenities include ball fields, tot-lots, wading pools, and tennis courts. The park is adjacent to the Cedar Lake Regional Trail and LRT line. Currently parks users are connected to the Cedar Lake Regional Trail via a bridge over the industrial area and freight rail line, and spiral ramps at each end.

5.2 Issue: Access and safety

The MPRB is concerned about ensuring that people from throughout the community can access both this heavily used park *and* the Cedar Lake Regional Trail from this area, and that the trail remains fully functional.

Below are the critical outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering. P9

5.2.1 **Outcome**: Communities on both sides of the LRT safely and easily access the Cedar Lake Regional Trail and Bryn Mawr Meadows Park. D

5.3 Issue: Visual appeal

The MPRB is concerned that this large and active park retain its open and natural feel. Below are the critical outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering. D, N2

5.3.1 **Outcome**: The LRT blends in visually with the natural setting of the area.

5.4 Issue: Comprehensive approach

The MPRB is concerned that all future work in this area be based on a comprehensive design and coordinated approach.

5.4.1 **Outcome**: The federally funded, nonmotorized Cedar Lake Regional Trail is fully functional, with uninterrupted flow and speed.

5.4.2 **Outcome:** Trail development is coordinated with rail, residential and commercial development in the area.

Bryn Mawr Park, looking south from Morgan Avenue

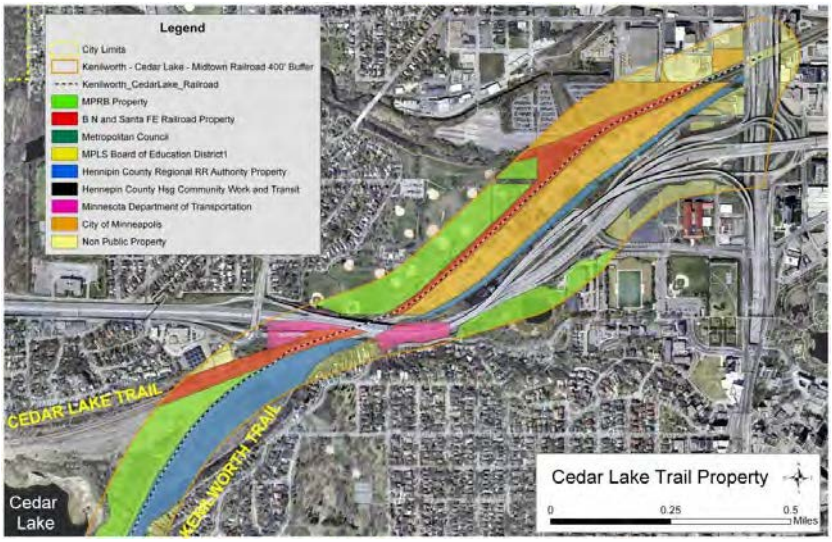
P9

6 Cedar Lake Regional Trail and LRT Crossing Area

6.1 Location and Description

The federally funded Cedar Lake Regional Trail carries commuter and recreational bicyclists and pedestrians between downtown Minneapolis and the western suburbs.

At this location the trail junctions with the Kenilworth Regional Trail and the LRT follows the Kenilworth alignment south. In this area the bike trails are separated into north- and south-bound, and there is a separate pedestrian trail. The land in this area is owned by the County and the MPRB. Per agreement, all of the trails are maintained by the MPRB.



Into this already complex area the LRT brings dramatically increased challenges (6.3.2.4).

6.2 Issue: Safety, use, access, connectivity

In 2011, according to the Metropolitan Council's annual visit estimates, Kenilworth Regional Trail had approximately 624,400 visits and the Cedar Lake Regional Trail had 381,400 visits. The MPRB is very concerned about retaining safe and high-quality use and access to these regional trails in this area for all users and from designated access points.

Below are the critical outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering.

6.2.1 **Outcome**: Walkers, runners, bicyclists, and other nonmotorized trail users safely and efficiently get from one side of the LRT tracks to the other, year-round and without interruption.

6.2.2 **Outcome**: The federally funded, nonmotorized Cedar Lake Regional Trail is fully functional, with uninterrupted flow and speed.

6.2.3 **Outcome**: All users have adequate access to the trails.

E9

D, P9, R2

6.2.4 **Outcome**: All trail connections are safe and easy to navigate, and space is allowed for future expansion to meet demand.

6.2.5 **Outcome**: The Cedar Lake Regional Trail meets commuter bicycle standards of 20 mph design speed.

6.2.6 **Outcome**: Communities north of the LRT easily access the Cedar Lake Regional Trail, Cedar Lake, and Cedar Lake Park.

P9

At junction of Kenilworth Regional Trail (center left) and Cedar Lake Regional Trail (top left and bottom right)

At junction, looking west along divided Kenilworth Regional Trail

6.3 Issue: Environmental protection

The MPRB park lands in this area bring significant benefits to park and trail users, support native plant species, and are serve as important wildlife habitat.

Below are the critical outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering.

6.3.1 **Outcome**: Park lands retain their natural character.

6.3.2 **Outcome**: Wildlife habitat supports local and migratory fauna.

D, N1, N8

Cedar Lake Park and Cedar Lake Regional Trail - Prairie

7 Intersection with West 21st Street

7.1 Location and Description

The intersection of the Kenilworth Regional Trail and 21st Street is a proposed station location. The station would sit on Hennepin County property, however the west side of the rail line is MPRB property, Cedar Lake Park.

At 21st Street, Cedar Lake has a very popular beach and provides access to a trail network as well as informal foot paths.

7.2 Issue: Park access

At intersection, look west into Cedar Lake Park

This location is the sole access point for Cedar Lake Park and beach. Visitors arrive at this pristine area on foot, by bicycle, and using motorized vehicles, and via 21st Street, the Kenilworth Regional Trail, and in the future the LRT. Given that "Implementation of LRT service and stations along the Segment A alignment would likely result in some land use changes surrounding the stations…" (3.1.5.1), the natural character of this area and clear access must be ensured.

P4

I2

M1

D

Below are the critical outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering.

7.2.1 **Outcome**: Access to Cedar Lake Park at West 21st Street is attractive, natural, and welcoming.

7.2.2 **Outcome**: People on the east side of the corridor safely and easily access park lands on the west side.

E9

7.3 Issue: Safety

With thousands of park and park land users and multiple modes of transport across and along the corridor at this point, safety is of utmost importance. Below are the critical outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering.

D

R2

N1

N2

O1

7.3.1 **Outcome**: All Cedar Lake Park users have safe and pleasant access to and from the park, regardless of mode of transport.

7.3.2 **Outcome**: Station design *enhances* safety and access for Cedar Lake Park users.

I2

7.4 Issue: Aesthetics, noise

The MPRB is concerned that the anticipated 1,000+ daily LRT boardings (Appendix F, Transit Effects, Figure 2) at

this location would seriously compromise the quality of experience for users of this secluded park area.

Below are the critical outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering. O1

7.4.1 **Outcome**: Cedar Lake Park remains a quiet, tranquil, and natural park destination.

7.4.2 **Outcome**: The area between Burnham Boulevard and 21st Street is naturally beautiful and serene.

Looking SW from 21st Street

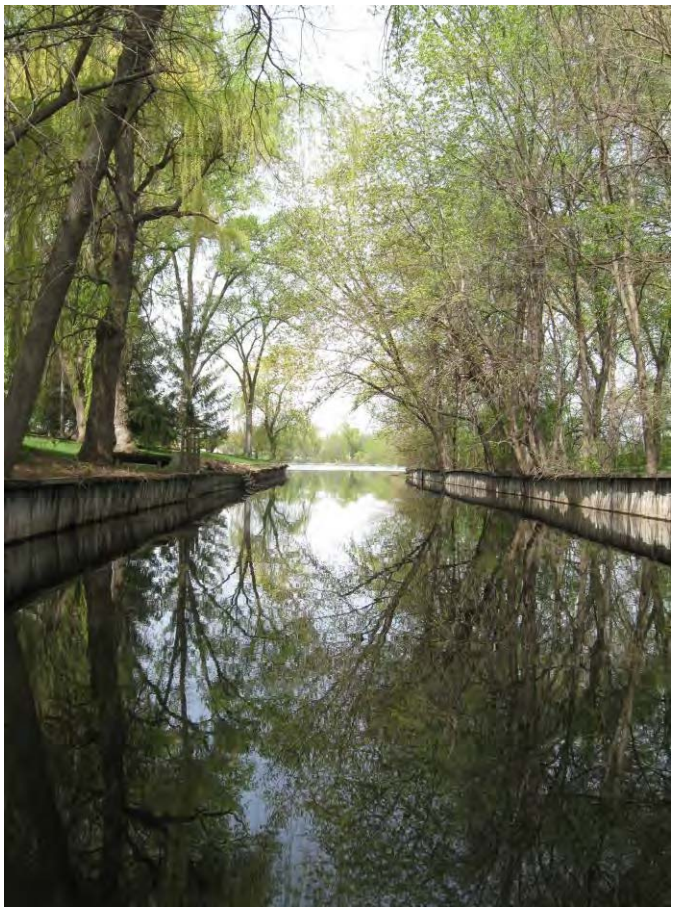
8 Kenilworth Channel, Bridge

8.1 Location and Description

The proposed alignment of the LRT crosses the Kenilworth Channel, a body of water constructed in 1913 to connect Cedar Lake and Lake of the Isles to form the Minneapolis Chain of Lakes. The Channel has year-round recreational use, from boaters in the summer to skiers and skaters in the winter.

The Channel also provides access for wildlife. The bridge over the Channel for the existing freight tracks and trails is narrow and relatively low to the water.

8.2 Issue: Historic character, aesthetics, tranquility



Kenilworth Channel

The MPRB is concerned about preserving the historic character of the 1913 Kenilworth Channel in its critical role within the Minneapolis Chain of Lakes Regional Park. The channel is part of the Grand Rounds Historic District that is eligible for the National Register of Historic Places. S3

According to the DEIS (3.6.3.3) …the bridge design, bank treatment, and aesthetics for the new facility and the potential replacement or modification of the existing pedestrian bridge would have a substantial effect on this historic landscape… In addition, (3.4.5.3) …Potential long-term effects may occur at the following properties: Kenilworth Lagoon/Channel, Grand Rounds (potential effects of the construction of new bridge structures within the historic district; the design and footprint of these structures may affect the banks of the historic channel and may affect the district's overall feeling and setting). S4

While the DEIS notes that these issues will be addressed during preliminary engineering, the MPRB is concerned that they receive the most serious attention very early in the process. Below are the critical outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering.

8.2.1 **Outcome**: Support and safety structures are harmonious, beautiful, and both historically and context sensitive.

8.2.2 **Outcome**: The Kenilworth Channel retains its natural beauty and serenity and historic character.

D, N1, N2

8.3 Issue: Connectivity and recreational use

The Kenilworth Channel was central to creating the Minneapolis Chain of Lakes and provides a critical connection between Cedar Lake and Lake of the Isles. Trail access is necessary for people as is year-round channel access for both people and wildlife. It is also a critical link in the City of Lakes Loppet (winter ski race) and City of Lake Tri-Loppet.

Below are the critical outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering.

8.3.1 **Outcome**: Users have access to the Kenilworth Regional Trail, Cedar Lake, and Lake of the Isles from both sides of the LRT/Kenilworth Regional Trail.

8.3.2 **Outcome**: People and wildlife on both sides of the LRT/Kenilworth Regional Trail have access to and along the undeveloped channel shoreline.

8.3.3 **Outcome**: Users have unfettered, year-round passage along the channel (in the water/on the ice) between Lake of the Isles and Cedar Lake.

8.3.4 **Outcome**: The historic water connection between Cedar Lake and Lake of the Isles remains a defining characteristic of the Minneapolis Chain of Lakes Regional Park.

From Kenilworth Regional Trail looking along Kenilworth Channel – City of Lakes Tri - Loppet

D, S3, S4

8.4 Issue: Safety

From Kenilworth Regional Trail looking along Kenilworth Channel – City of Lakes Loppet

The MPRB is concerned about protecting the safety of land and water users of the Kenilworth Channel and shoreland.

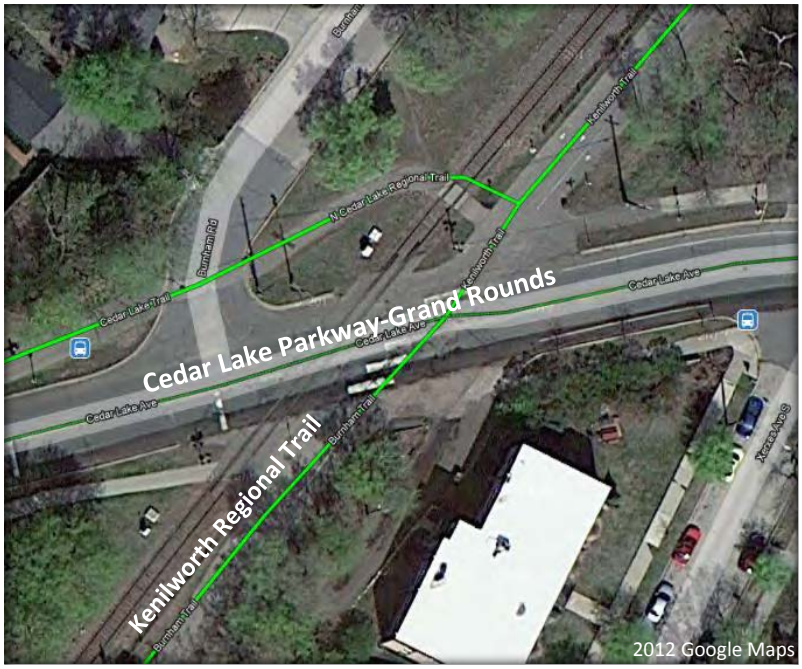
Below are the critical outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering.

8.4.1 **Outcome**: Year-round channel users are safe from falling debris and ice.

D, R2

E9

9 Cedar Lake Parkway-Grand Rounds



Cedar Lake Section of Grand Rounds

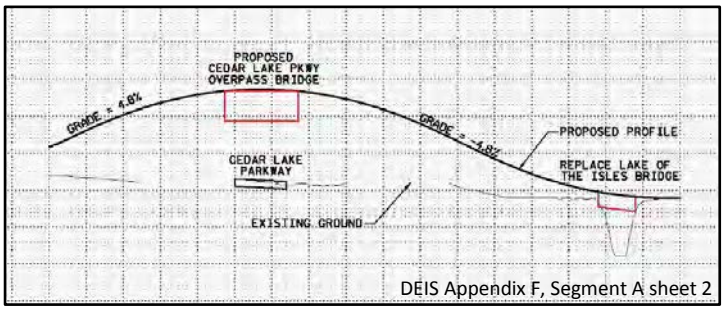
9.1 Location and Description

At this location the LRT intersects with actively used Cedar Lake Parkway, which is an essential section of the Grand Rounds National Scenic Byway (see Grand Rounds map) and within the Minneapolis Chain of Lakes Regional Park (Cedar Lake Beach, Parkway, and Trail). Directly to the west of this location is Cedar Lake South Beach.

The MPRB is concerned about LRT impacts on the Kenilworth Regional Trail and Chain of Lakes Regional Park users and properties that contribute to the Grand Rounds Historic District. In 2011, according to the Metropolitan Council's annual visit estimates, Kenilworth Regional Trail had approximately 624,400 visits and the Chain of Lakes Regional Park had 5,122,900 visits (Chain of Lakes estimate does ***not*** include motorized or nonmotorized traffic counts on the parkway). Cedar Lake Parkway, as part of the Grand Rounds Historic District, is considered eligible for the National Register of Historic Places (7.4.1.4 page 7-20). D

9.2 Issues: Integrity, flow, and access

The MPRB is concerned that adding LRT into this intersection could result in frequent delays of parkway and trail users along or parallel to Cedar Lake Parkway, and create visual obstructions. The MPRB finds that both of these impacts would significantly diminish the quality of experience for parkway, park, and trail users. Further, such impacts are inconsistent with one of the basic design characteristics of the Grand Rounds: a continuous recreational driving experience. D



DEIS Appendix F, Segment A sheet 2

E8

O1

The MPRB is also concerned that the proposal to elevate the LRT above the parkway at this intersection (see image above) will increase noise and create visual impacts that will significantly diminish the quality of experience for parkway, park, and trail users of a property that is eligible for the National Register of Historic Places. S4

The anticipated frequency of trains along the corridor will also increase potential conflicts between the trains and users of the trail parallel to Cedar Lake Parkway, thus raising serious safety concerns.

E9

The DEIS makes several references to this issue, including the following:

- 7.4.1.4 Section 4(f) Properties Potentially Used by the Project, page 7-20: Cedar Lake Parkway and the Cedar Lake-Lake of the Isles Channel have been determined eligible for inclusion on the NRHP as part of the Grand Rounds Historic District.
- 3.4.5.3 Cultural Resources, page 3-79: Potential long-term effects may occur at the following properties: Cedar Lake Parkway, Grand Rounds (potential effects of the changes to the intersection of the LRT corridor with the historic parkway, including the LRT overpass bridge, and, under the co-location alternative, the effects of widening the trail/rail corridor; these changes may affect the parkway itself and may alter its setting.)

S3
S4

Below are the critical statements and/or outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering.

9.2.1 **Statement**: The MPRB conducted a preliminary feasibility study of a grade-separated crossing at this intersection, which revealed that lowering the tracks and trail, and bridging portions of the parkway would allow the train and trail to travel beneath the parkway (see Appendix A for illustrations). The MPRB recommends further exploration of this type of integrated solution that significantly reduces safety hazards, noise impacts, visual impacts, and delays for motorized and nonmotorized vehicles.

D

9.2.2 **Outcome**: The Grand Rounds (eligible for National Register of Historic Places) fully retains its integrity and intention.

9.2.3 **Outcome**: Motorized and nonmotorized vehicles and pedestrians along the trail parallel to Cedar Lake Parkway experience continuous and safe flow.

9.2.4 **Outcome**: Trail users have direct access to the trails and trail connections that are currently provided at this location.

9.2.5 **Outcome**: Recreational and commuter trail traffic on both the Kenilworth Regional Trail and the trail parallel to Cedar Lake Parkway follows substantially the same route as at present.

On Cedar Lake Parkway-Grand Rounds; at junction looking SW along Kenilworth Regional Trail; Cedar Lake and beach at right

D,
S3,
S4

9.2.6 **Outcome**: The view of and from Cedar Lake and surrounding parkland is preserved.

9.2.7 **Outcome**: The parkland around Cedar Lake remains a natural visual buffer between Cedar Lake and the LRT corridor.

9.3 Issue: Safety

Safety of park and trail users is a critical objective for the MPRB. This includes using design to reduce risks from user conflicts or unexpected hazards, and ensuring adequate access to park facilities when the LRT is in operation.

R2

Delays in fire, police, and emergency medical response to park facilities, especially beaches, may result from the high number and frequency of trains that are projected to travel through the corridor. Due to the proximity of South Cedar Lake Beach, timely emergency medical access across this intersection is critical.

E9

Below are the critical outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering.

D, R3

9.3.1 **Outcome**: Fire, police, and emergency medical personnel and equipment can access South Cedar Lake beach and provide response times that meet relevant laws and standards.

9.4 Issue: Noise and air quality

O1

The MPRB is concerned about the noise and air quality impacts of LRT at this intersection due to the high frequency of trains that will cross here. For an at-grade crossing, high levels of track, bell, and whistle noise would significantly diminish the quality of experience in adjacent parkland and along the trails. Noise generated by a flyover condition is also a concern. Frequent traffic delays for train crossings are expected to diminish air quality for park and trail users.

N9

Below are the critical outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering.

9.4.1 **Outcome**: LRT and crossing-related noise does not diminish the enjoyment and use of the trails, adjacent park land, and Grand Rounds National Historic Byway.

9.4.2 **Outcome**: Air quality at this location meets state and federal standards.

At junction, looking NE along Kenilworth Regional Trail

From Kenilworth Regional Trail looking toward Cedar Lake, Grand Rounds

10 Park Siding Park

10.1 Location and Description

The MPRB owns Park Siding Park, a small neighborhood park, which is immediately adjacent to the LRT corridor and an access point to the Kenilworth Regional Trail. With play equipment as well as formal gardens, it is actively used by children and adults from neighborhoods on both sides of the corridor.

10.2 Issue: Access and safety

Although the DEIS commits to improving the pedestrian and bicycle infrastructure along the alignment and improving the safety of pedestrians and bicyclists through implemented design guidelines (10.5.3.1), the MPRB has particular access and safety concerns at this location. Park visitors, including small children, come from both sides of the corridor as well as from the Kenilworth Regional Trail. This is also a popular bicycle and pedestrian trail ingress and egress point.

R2

E9

Below are the critical outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering.

10.2.1 **Outcome**: All users have formal and safe access to the park from both sides of the LRT.

10.2.2 **Outcome**: As an important trail access point, the trail design accommodates a safe ingress and egress.

D

10.2.3 **Outcome**: Trail users have safe access to and from the park.

10.3 Issue: Visual appeal

This small neighborhood park provides play equipment for children and formal gardens for adults. The heavily planted berm between Dean Court and the Kenilworth Regional Trail currently provides a visual screen, but the MPRB is concerned with ensuring that during and after construction there is a strong visual barrier that remains compatible with this important neighborhood park.

N2

Below are the critical outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering.

10.3.1 **Outcome**: The LRT's visual impact does not disrupt park visitors' enjoyment, nor detract from the park's character.

N2

10.4 Issue: Noise

The MPRB is deeply concerned about the impact of LRT noise on Park Siding visitors, especially the very young children who frequent this neighborhood park.

D

Below are the critical outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering.

D, O1

10.4.1 **Outcome**: Park users, especially young children, are not subject to LRT noise levels that exceed the noise standards set for Category 1 land uses.

Park, looking SE from Kenilworth Regional Trail access

Kenilworth Regional Trail access, looking toward corridor

A heavily landscaped berm between Dean Court and the corridor provides a safety and visual barrier for Park Siding users

11 Trail Access at Abbott Avenue S (by new West Lake Station)

11.1 Location and Description

This is an actively used trail access to the to the Kenilworth Regional Trail and Midtown Greenway and is the closest access point to the Chain of Lake Regional Park. West Calhoun Neighborhood Association contributed park-like features to this location including a kiosk, picnic table, bike racks, decorative fencing, and a drinking fountain.

11.2 Issue: Park and trail access

P9

The MPRB is committed to preserving this important trail access, ensuring safe and convenient wayfinding between the trail and nearby Lake Calhoun, and advocating for sufficient bicycle parking for all visitors to the area. The access was originally designed with input from Hennepin County to accommodate future LRT.

Below are the critical outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering.

D, P9

11.2.1 **Outcome:** West Lake station users and all other users have safe and convenient access to and from Lake Calhoun and the Kenilworth Regional Trail.

11.2.2 **Outcome**: Wayfinding is provided between the West Lake station and Lake Calhoun and the trails.

11.2.3 **Outcome**: Safe and adequate bike parking is provided for recreational and commuter users of the trail and for Lake Calhoun visitors.

12 Northwest Corner of Lake Calhoun Area

12.1 Location and Description

This location within the Minneapolis Chain of Lakes Regional Park is the closest major park land to the proposed West Lake station. It is a primary visitor portal to the Grand Rounds National Scenic Byway. The Calhoun Executive Center parking lot next to Lake Calhoun sits on land that is partially owned by the Minneapolis Park and Recreation Board as part of the Minneapolis Chain of Lakes Regional Park. On weekends and weekday evenings, visitors use this area for parking and to access the regional park and the Grand Rounds.

12.2 Issue: Park and trail access

Millions of annual park visits to this area originate by foot, bicycle, motorized vehicle, and in the future the LRT.

Traffic patterns altered by the addition of a West Lake station will have a direct impact on the park visitor experience and all modes of traffic on Lake Calhoun Parkway and Dean Parkway. The MPRB is concerned that the introduction of the high-volume West Lake station increases the complexity of this area and is committed to ensuring that all visitors have a positive, easy, and safe experience accessing and using the park lands and trails in this area.

I2

Below are the critical outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering.

12.2.1 **Statement:** Multimodal traffic patterns in a roughly 1/2-mile radius of the West Lake station must be studied in partnership with the street/trail property owners (Hennepin County, City of Minneapolis, MPRB). Deliverables of the study should include traffic volume and flow projections, and recommendations for 1) long-term street/trail network modifications and 2) short-term network modifications to be implemented with station development.

D, I2

12.2.2 **Outcome**: LRT and West Lake station area design decisions for this area are based on design recommendations from a comprehensive and multimodal (bicycle, pedestrian, transit, vehicle) circulation analysis that addresses impacts to the Grand Rounds parkways and trails. I2

12.2.3 **Outcome**: The design of this area makes clear that it is a "gateway" to the Minneapolis park system.

12.2.4 **Outcome**: A safe, free-flowing pedestrian and bicycle route with exceptional wayfinding exists between the LRT station area and Lake Calhoun and adjacent park land.

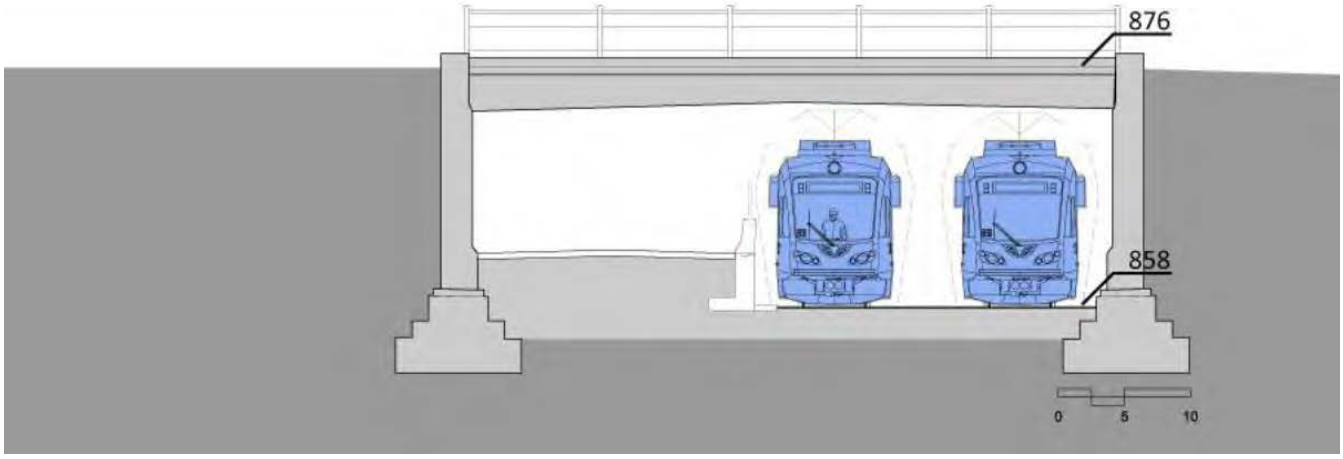
12.2.5 **Outcome**: There is no loss of vehicle parking for park and trail users.

12.2.6 **Outcome**: Greenspace at the northwest corner of Lake Calhoun is preserved for park visitors and recreational purposes.

13 Appendix A – Cedar Lake Parkway/ Southwest Transitway

Appendix A is intended to illustrate the concept of lowering the train and trail and bridging Cedar Lake Parkway at the Cedar Lake Parkway/Southwest Transitway intersection. This concept is discussed in Section 9 of this comment letter. The following pages contain a few key images of the analysis conducted on this concept by Steve Durrant of Alta Planning + Design for the MPRB.

Below Grade



Above is a potential cross-section showing elevations for Cedar Lake Parkway (above) and the trail and train.

These are examples of grade separated crossings with trail on east (North version) or west (Crossover version) side of tracks. These are provided to illustrate the concept, not to provide a complete overview of the feasibility study.

"Sherm Stanchfield"
<sstanchfield@comcast.net>
12/06/2012 03:43 PM

To "Southwest Transitway" <swcorridor@co.hennepin.mn.us>
cc
bcc
Subject Train Re-route

To Whom It May Concern,

I am an active, 25 year residential Realtor/Broker and have lived in St Louis Park for 26 years. My concern is the effect the proposed RR re-route would have as it pertains to the drop in value of homes that back up to the tracks. It is obvious that there is a great difference between two daily, short, slow-moving trains that currently use the existing tracks as opposed to the projected ten to twenty, mile-long, 100+ car trains traveling up to 25 mph using the same tracks. C

During my years of experience listing and selling homes in St Louis Park and the surrounding areas, I have been involved in many transactions with properties that were located on busy streets, highways, railroad tracks and busy, noisy industrial locations. Comparing the market value of those properties to ones that were not in close proximity to those areas, the difference in market/sale prices was an average drop in the 15% to 20% range.

It is my opinion that it is not in the best interest of Hennepin County, the City of St Louis Park, the affected homeowners or the taxpayers in general if this re-route plan is carried out. Because of the drop in values,the County, City and taxpayers will need to make up for the loss in tax revenues in perpetuity, and the affected homeowners will be monetarily burdened value-wise when it comes time to sell their properties. Also, the typical buyer for properties so close to a busy railroad right-of-way are investors who buy low and then turn them into rental housing. This is not always in the best interests of the City or nearby neighborhoods because of the impact on increased crime rates and decreased property maintenance. C C C

Respectfully,

Sherm Stanchfield, Owner/Broker
Stanchfield Realty and Property Management, LLC
7927 Victoria Curve
St Louis Park, MN 55426

(952) 920-9917
sstanchfield@comcast.net

Erin Cosgrove
<erinjcd@hotmail.com>
12/06/2012 04:14 PM

To <swcorridor@co.hennepin.mn.us>
cc
bcc
Subject Southwest Light Rail Transit (SWLRT) - Draft Environmental Impact Statement (DEIS) response

To Whom It May Concern:

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) published in regard the SWLRT which includes the proposed freight rail re-route in St. Louis Park, MN.

Let me clarify that I am in favor of the Southwest Light Rail Transit, along with most other SLP residents, however I find it greatly disturbing that freight re-route portion of the DEIS was, once again, thrown together without extensive study and answers to consistent concerns from the St. Louis Park City Council and the residents over the last year. C

The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely **or a great deal more study must be done**. The proposed action of re-routing freight is described in Chapter 1, Section 1.3.2.3. The MN&S Spur tracks are a lightly used spur line within a high density urban, residential setting and directly adjacent to the St Louis Park Senior High. The current freight occurs five days a week, Monday- Friday, during normal business hours. The proposed action of re-routing freight would introduce mainline traffic and the community, residents, and students will be exposed to longer, heavier trains during weekends, evenings, and nighttime. In detail, the re-route will allow a 250% increase in trains and a 650% increase of rail cars traffic. The increase of freight exposure will directly and negatively impact the community health and cohesion of the neighbors adjacent to the tracks. In addition, there will be negative impacts to the school system and educational quality within St Louis Park, including the decreased safety of students at the High School. What the SWLRT-DEIS does not address, but should, are the real world impacts of this action on the affected area. C C

Besides my general concerns about the SWLRT-DEIS, I am concerned about the following portions within the SWLRT-DEIS:

1. The portion of the report dealing with loss of property value in the re-route area should be in Chapter 9: Indirect Impacts, but it is not, and this causes me concern. C

The SWLRT-DEIS does not mention the impact of re-routed freight trains from a main line fright corridor to a bridge line on property values of the re-route area. Freight rail re-routes are not exclusive to Minnesota and the cost of the re-routes to residents has been documented. For example, according to an article in a 2001 issue of The Appraisal Journal, bringing additional freight rail traffic to an area will negatively affect properties 250 feet from the rail tracks by 5-7%. All of the properties along the MN&S are well within 250 feet. Based on this article one can conclude that property values along the MN&S will drop more than 7%. C

Two major questions arise that are not addressed in the SWLRT-DEIS. First, what happens to the tax base of St. Louis Park when the drop in value is realized? Second, how are property C

owners who lose value because of this government action going to be compensated for their loss? It is unreasonable for the Hennepin County to ask any resident to pay a higher price for the benefits of light rail than others. C

2. The he portion of the report dealing with Safety (3-132 and 133. Only a passing reference to safety and the proposed re-route is mentioned in the SWLRT-DEIS; however there are many features about the MN&S, which make it undesirable as a freight rail main line. The reasons the MN&S is an unsafe main rail line include, but are not limited to the following: C

- Multiple grade level crossings
- Proximity to St. Louis Park schools, homes and businesses – many are closer than the length of a rail car!
- Number of pedestrians who transverse crossing every day
- Permeable soil under MN&S
- Medical emergency response hindered when crossings are blocked – only one fire station has emergency medical response (page 80)
- Tight Curves. Derailments are more likely to occur on curves than on straight track
- Hazardous materials are being carried on the rail line without sufficient right of way.

3. The section of the SWLRT DEIS that describes the noise and vibration has flawed methods and conclusions. The vibration and the noise measurements were done with current MN&S traffic. It is important to note that the re-routed freight will be longer, more frequent, and include more locomotives per train. I live within 375 feet of the tracks and I can feel the vibration standing in my kitchen. C

Vibration, Chapter 4.8.4: The conclusion that vibration will have no insignificant impacts is incorrect. Vibration impacts will be longer in time and the total amount will increase with the heavier freight and additional locomotives. C

Noise, Chapter 4.7.5:
Quiet zones: The DEIS fails to describe the real world issues with the quiet zone. The SLP Senior High is both bookended by two blind curves and has athletic facilities on both sides of the tracks. The operating rail company, TC&W, has stated in a public document that it has safety concerns with a quiet zone due to the proximity of the tracks to schools, residents, and businesses. It will be impossible to design a quiet zone that will be both safe for the area while maintaining access for the adjacent Senior High school and local businesses. The quiet zone is listed as mitigation for noise impacts but it is a mitigation that is not supported by the neighborhoods, school board, or the operating rail companies. C

A quiet zone will not eliminate all noise impacts and the assessment fails to measure other sources:

a. the rail to wheel curve squeal from the tight interconnect curve
b. the additional noise of the locomotives as it throttles up both the southern interconnect ramp and grade change at the northern connection,
c. trains traveling west will need to use their brakes to maintain a slow speed going down grade and through curves
d. diminished livability from the introduction of night freight traffic
e. the amount of time exposed to the noise impacts of the stationary crossing bells

will increase significantly due to increase in train numbers.

None of the mitigation requested by the City of St. Louis Park on behalf of her residents is being considered. This mitigation is not frivolous; it is necessary to maintain the safety, livability and property values for the residents of St. Louis Park. C

The re-routing of freight will negatively impact the safety, livability, and community cohesion of residents, students, and communities. The SWLRT DEIS does not adequately describe the impacts and as such, the freight reroute should not be given any further consideration as an option. C

Thank you,

Erin Cosgrove
3021 Colorado Ave. S.
St. Louis Park, MN 55416
612-730-5839
erinjcd@hotmail.com

"Morelli, Traci"
<TraciMorelli@edinarealty.com>

12/06/2012 04:53 PM

To "'swcorridor@co.hennepin.mn.us'"
<swcorridor@co.hennepin.mn.us>

cc

bcc

Subject 5701 E Glen Moor Rd, Minnetonka

Hello,

My clients have submitted a purchase agreement on 5701 E Glen Moor Rd, in Minnetonka. They just became aware of the proposed light rail line that would basically be out of their back door. Could you please verify whether or not this proposal is still being considered or was it voted against and is no longer a consideration?

V

If you could respond asap it would be greatly appreciated as this is a time sensitive matter.

Sincerely,
Traci Morelli
612-743-4387

"Elmer J. Otto"
<otoshak10@comcast.net>
12/06/2012 07:59 PM

To <swcorridor@co.hennepin.mn.us>
cc
bcc
Subject SW LRT Line

December 6, 2012

Southwest Light Rail Line

Hello;

Now that Representative Mike Beard is no longer Chair of the House Transportation Committee, progress can be made. He is against trains, and was one of the 14 House members who got the bill passed that delayed engineering studies on this line for 3 years.

A

When I want to go downtown Minneapolis or St. Paul or to the Capitol, it is always by bus. With the Soutwest LRT Line, we can take the train. Scott County will have Dial-a-Ride bus service to the Southwest Metro Station in Eden Prairie.

For us older people, I am 80, in this world of very high speed car traffic, we welcome any way to get away from it. Younger drivers cannot realize how it is.

Elmer Otto
Shakopee, MN 55379
Phone: 952-496-2493
E-mail: otoshak10@comcast.net

"Gloria J. Murman"
<gmurman@comcast.net>
12/06/2012 08:31 PM

To <swcorridor@co.hennepin.mn.us>
cc
bcc
Subject St. Louis Park Freight Rail Re-route

To Whom It May Concern:

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The proposed action of re-routing freight is described in Chapter 1, Section 1.3.2.3. The MN&S Spur tracks are a lightly used spur line within a high density urban, residential setting and directly adjacent to the St Louis Park Senior High. The current freight occurs five days a week, Monday- Friday, during normal business hours. The proposed action of re-routing freight would introduce mainline traffic and the community, residents, and students will be exposed to longer, heavier trains during weekends, evenings, and nighttime. In fact, the re-route will allow a 788% increase in the number of rail car traffic in this area. The increase of freight exposure will directly and negatively impact community health, cohesion of the neighborhoods adjacent to the tracks and educational quality within St Louis Park Schools. In addition, there will be negative impacts to the community at large. These impacts include but are not limited to, increased noise and vibration, increase in diesel fumes from laboring locomotives, loss of mobility with when multiple crossing are blocked simultaneously, decreased safety for home owners and students at the High School, decreased access to small businesses and a decrease in tax base caused by lower property values in the affected area.

C

I oppose the freight rail re-route as outlined in the SWLRT DEIS. I believe it will create an unsafe and unlivable situation for our school children, our local businesses, and our residents.

C

Thank you,

Name:_____Gloria & Jeffrey Murman_____

Address:_____2623 Yosemite Avenue S._____

City/State/zip:___St. Louis Park, MN 55416_____

Telephone:_____952-926-3453_____ E-Mail:___gmurman@comcast.net_____

Gloria & Jeffrey Murman
2623 Yosemite Avenue S.
St. Louis Park, MN 55416
gmurman@comcast.net

Todd and Sharon Duncan
<toddsharonduncan@aol.com
>

12/06/2012 10:03 PM

To swcorridor@co.hennepin.mn.us
cc
bcc
Subject Comments Re: SWLRT - DEIS for proposed freight rail re-route in St. Louis Park, MN

To Whom It May Concern:

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) published in regards to the SWLRT which includes the proposed freight rail re-route in St. Louis Park, Minnesota. I am a resident of St. Louis Park and live at 3249 Florida Ave. So. I have lived here 14 years. I am also the mother of 3 boys, ages 11, 8 and 4.

The proposed action of re-routing is described in Ch. 1, Sect. 1.3.2.3. The MN&S Spur tracks are a lightly used spur line within a high density urban, residential setting. **It is a very narrow line that runs directly next to the St. Louis Park High School (75 ft. from the school and 35 ft. to the parking lot**. The train tracks run between the high school and the football field/stadium and splits them. It also runs very close to homes and along their small back yards. The current freight is light and usually approximately 5 trains/per day and these trains are on avg. 6 to 8 cars long. They go 10 mph currently. They blow their horn on both sides of the high school on Dakota Ave. and on Library Lane. The proposed action of re-routing freight would introduce mainline traffic with trains up to a mile long, and running 25mph during the days and evenings, and nights. **This will be up to a 788% increase in rail car traffic right next to the high school and literally in the parking lot. There are also 4 tight blind curves (2 next to the high school) from Hwy 7 to Dakota Ave.** What the SWLRT-DEIS does not address, but should, is the impact this would have on our children's safety and education, as well as the general public's safety. It would also dramatically effect our community.

C

C

I have many concerns about the SWLRT-DEIS, especially the portion dealing with Safety (3-132 and 133). Only a small reference to safety is mentioned in the SWLRT-DEIS. Also, the portion of the report dealing with freight rail noise and safety at the High School (Ch. 3, 4 and 9). It causes me great concern to think that the MN&S may become a main rail line with it's proximity to the high school. Currently, the trains are approx. 6 to 8 cars long and go 10 mph. There is a McDonald's right across the street from the high school, where the students have to cross the railroad tracks to get there. I live a few blocks away and see students crossing early in the morning, at lunch, and many times in the afternoon. Not only must they cross the railroad track to get to McDonald's, they also have to cross to get to the football field/stadium. The students often have gym class on the field, not to mention sports after school. As it is now, if there is a train, it only lasts a few minutes and is going slow, so the students know they can wait and it won't last long. However, if there are trains that are a mile long, and going 25mph, instead of 10mph, the students may have to wait a long time to cross. 10-13 minutes. If they only have a few minutes to get back to class or go to McDonald's or Munchies (another place with sandwich's and soup), and they see a train approaching, they will likely try to beat the train, due to the potential long wait. What if they trip and fall? What if there car stalls? What if they dare each other (as teens do) to cross, walk along the track or to try to jump on? I see teens everyday walking along the railroad tracks by the high school. Teens and Trains are not a good match! Psychologist, and best selling author, David Walsh, author of No, Why Kids of All Ages Need to Hear It and Ways Parents Can Say It, talks about the prefrontal cortex (PFC) that is growing and rewiring itself. It is right behind the forehead and acts as the CEO of the brain, the part of the brain where we think ahead, consider consequences, and manage emotional impulses and urges. It is one of the last circuits of the brain to mature. **The PFC enters a major developmental period as boys and girls enter adolescence, which doesn't end until late teens or early twenties. Adolescents impulse-control center is under construction. When adolescents need it most, the PFC's ability to act rationally and think through problems and challenges is off-line. There are accidents involving adolescents and trains frequently. Why would we risk putting a main rail 75 ft. from the school and 35 ft. from the parking lot? It is an**

C

C

accident waiting to happen! According to the train engineer, with the tight blind curves, and the train moving 25 mph, if there were someone on the track or a stalled vehicle, the train would **not** be able to stop in time. Also, at the intersection of Library Lane and Lake St.(next to the H.S. and field), a car needs to go over the track, or sit on it in order to see if the intersection is clear due to the angle of the track. In addition to the high school, this line also goes right behind Peter Hobart Elementary School too, several parks, and along many houses, practically in their back yards.
These photos show high school students on the track across the street from the high school. These were both taken on the same day at two different times during the day when I happen to be driving by. I pulled over to take a picture. One photo was taken around the lunch hour, and the other was at the end of the school day. You can also see one of the blind curves in the left photo. These were two different groups of kids in one day that were on the tracks when I happen to be driving by.

Another concern regarding safety, is the possibility of a derailment. We are talking about tight curves. For the first time, there would now be ethanol and other dangerous chemicals being carried by the trains next to the school. **Derailments do happen!** There was a small one on this line, last year, but it was just on the border of Mpls. and St. Louis Park. There have been a few in MN in the past 2 years. **What would happen if a derailment occurs where the tight curves are along the high school, with a train carrying dangerous chemicals?!! The train would for sure be in the parking lot of the high school, and potentially in the building as well.** C

Another safety concern is emergency vehicles not being able to get through due to trains. If there is an emergency at the high school, the emergency vehicles may not be able to get to the school if a mile long train is blocking the roads on each side of the school. Or if they are at the school and a mile long train comes, they will be delayed getting to a hospital due to the trains. This rail line also crosses Excelsior Blvd. between Hwy. 100 and Methodist Hospital (6500 Excelsior Blvd.). Emergency vehicles, again, would be blocked by the trains, not being able to get to the hospital. What about all of the buses lined up at the school and traffic after school? It will be a mess, cause many traffic delays, bus delays, and again not a good mix with all of the students walking and driving to and from school. C

Another concern, is how our children's education would be impacted by the freight rail noise. As it is now, even when a small train comes through, the teachers need to stop and wait for the trains to pass to continue talking. It is only a minute or two now, but imagine if the trains are 10 minutes long! It directly impacts the south end of the school where the math is currently being taught. This is not fair to our children. The railroads have already said they would not honor a quiet zone near a high school with blind curves. They will blow their horns regardless.

I have three boys, ages 11, 8 and 4. I am very concerned about the possibility of the main rail coming through by our schools. My middle child, is at Peter Hobart. He has Down Syndrome. He sometimes wanders and is still not safe crossing streets by himself. In addition to him, there are two other small children with Down Syndrome who live within one block of the high school. There are many students with special needs at the high school as well. All children are at risk. One of the main reasons we love this community is it is a "Children First Community". St. Louis Park has been voted one of the top 100 communities to live in the U.S. several times. If this relocation occurs, that will change drastically. Many will not even want to send their children to the high school due to safety issues, noise and traffic. There are also multiple grade level crossings.

The re-routing of freight will negatively impact the safety, livability, education, and community cohesion of the residents, students, and community. **Quite frankly, I can't even believe they would consider this as a viable option being 75 ft. next to a high school, and 35 ft. next to the parking lot, tight blind curves and dangerous chemicals next to the school! This is a disaster waiting to happen.** There is a much safer and better option, and much more cost effective, which would not involve schools. It is co-locating the freight where it currently is along the Kennilworth corridor. I am not opposed to light rail transit (LRT), but it has been shown that it would work to co-locate the two in the same corridor, which is C

much wider, safer, and cheaper! None of the mitigation requested by the City of St. Louis Park on behalf of the residents is being considered in the DEIS. This would be necessary to maintain the safety of our children and community. Relocation to the MN&S should not even be considered an option. It will be only a matter of time before a serious accident occurs. Adolescents/teens and trains are not a good match together. C

Sincerely,

Sharon Duncan
St. Louis Park Resident and Mother of 3 boys in the school system.

Tricia Zeigle
<tzeigle@gmail.com>
12/05/2012 09:05 AM

To swcorridor@co.hennepin.mn.us
cc
bcc
Subject Support of SW LRT

Hello,
I am a resident of St. Louis Park and would like to voice my support of the proposed SW LRT and freight rail re-route. While some residents of St. Louis Park, mainly those living nearby the proposed freight rail re-route line, have formed a Safety in the Park group in attempt to slow this project, I would encourage our leaders to focus on the implementation of the project as planned. Safety is clearly not the main issue at stake, but rather a slight increase in freight traffic and noise to the immediate neighborhood. As we live in a metropolitan area, noise and traffic from planes, trains, and automobiles is part of daily life.

A, D

Please continue to support this project and the proposed freight rail re-route. Bringing efficient public transportation to the metropolitan area and outlying cities should be paramount.

Sincerely,
Tricia Zeigle
SLP resident

"Darby, Valincia"
<valincia_darby@ios.doi.gov>

12/07/2012 10:24 AM

To <swcorridor@co.hennepin.mn.us>
cc Lindy Nelson <lindy_nelson@ios.doi.gov>
bcc
Subject FTA Southwest Transitway Construction and Operation Light Rail- DEIS comments

Ms. Simon

DOI correspondence on the subject DEIS is attached. If there are questions please contact this office at (215) 597-5378.

Regards,

Valincia Darby

--

Valincia Darby

Regional Environmental Protection Assistant

Department of the Interior, OEPC

200 Chestnut Street, Rm. 244

Philadelphia, PA 19106

Phone: (215) 597-5378 Fax: (215) 597-9845

Valincia_Darby@ios.doi.gov

United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
Custom House, Room 244
200 Chestnut Street
Philadelphia, Pennsylvania 19106-2904

IN REPLY REFER TO:

December 7, 2012

9043.1
ER 12/751

Ms. Marisol Simon
Regional Administrator, Region V
Federal Transit Administration
200 West Adams Street, Suite 320
Chicago, Illinois 60606

Dear Ms. Simon:

The Department of the Interior (Department) has reviewed the Draft Environmental Impact Statement and Section 4(f) Evaluation for the Southwest Transitway, Hennepin County, Minnesota. The Department offers the following comments and recommendations for your consideration.

Section 4(f) Evaluation Comments

The Federal Transit Administration (FTA), along with the Hennepin County Regional Railroad Authority (HCRRA) and the Metropolitan Council Regional Transit Board (RTB), have proposed the construction and operation of a 15-mile light rail transit (LRT) line in the Minneapolis/St. Paul region. The draft Section 4(f) Evaluation identified several properties in the project study area eligible to be considered under Section 4(f) of the Department of Transportation Act of 1966 (48 U.S.C. 1653(f)). The proposed Southwest Transitway connects downtown Minneapolis to the cities of St. Louis Park, Hopkins, Edina, Minnetonka, and Eden Prairie. The intent is to improve access and mobility to the jobs and activity centers in the Minneapolis Central Business District, as well as to the expanding suburban employment centers. The Southwest Transitway was identified by the RTB in the late 1990s as warranting a high-level of transit investment to respond to increasing travel demand in a highly congested area of the region.

The analysis of impacts to eligible 4(f) properties is not entirely straightforward, and it seems much of the decision-making has been postponed for further analysis and consultation. What is understood from the evaluation is that alternatives are anticipated to result in the use of relatively small amounts of parkland; the impacts are estimated to range between 0.002 to 1.12 acres of permanent use depending on the alternative selected. For historic properties, there is the potential for Section 4(f) uses between one and five historic properties/districts, depending on the alternative selected. These uses would consist of affecting historic channels, replacing historic bridges, and placing LRT facilities within eligible or listed sites and a historic district. Consultation on design features may result in a *de minimis* finding under Section 4(f). However,

S1

the historic Regan Brothers Bakery (historic structure) would likely be demolished if a certain facility location is selected and the facility is constructed.

The Section 4(f) Evaluation appears rather preliminary. Therefore, the Department cannot concur with the FTA that there are no feasible or prudent avoidance alternatives to the any of the alternatives presented which result in impacts to Section 4(f) properties. A preferred alternative has not been selected and it would appear that each alternative has some level of impact. It is unclear whether any of the impacts proposed in the evaluation would even be subject to a *de minimis* finding. All discussion of impact mitigation for all Section 4(f) properties are being postponed until more design information is available and consultation with the Minnesota State Historic Preservation Officer (SHPO) and other consulting parties has proceeded. Therefore, the Department cannot concur that all possible planning needed to minimize harm to Section 4(f) resources has been employed. The Department will withhold its final concurrence that there are no feasible or prudent avoidance alternatives and that all possible planning needed to minimize harm to the 4(f) resources has been employed until a preferred alternative is selected and mitigation measures have been determined.

The Department has a continuing interest in working with the FTA to ensure impacts to resources of concern to the Department are adequately addressed. For continued consultation and coordination with the issues concerning historic resources identified as Section 4(f) resources, please contact Regional Environmental Coordinator Nick Chevance, Midwest Regional Office, National Park Service, 601 Riverfront Drive, Omaha, Nebraska 68102, telephone 402-661-1844. L3

We appreciate the opportunity to provide these comments.

Sincerely,

Lindy Nelson
Regional Environmental Officer,

cc:
MN-SHPO (Barbara.howard@mnhs.org)
Ms. Katie Walker, AICP
Senior Administrative Manager
Hennepin County
Housing, Community Works & Transit
701 Fourth Avenue South, Suite 400
Minneapolis, Minnesota 55415
(swcorridor@co.hennepin.mn.us)

Richard Weiblen
<rweiblen@libertyproperty.com>
12/07/2012 03:07 PM

To "swcorridor@co.hennepin.mn.us" <swcorridor@co.hennepin.mn.us>
cc
bcc
Subject FW: SOUTHWEST TRANSIT DEIS

Attached is our comment letter for the Southwest Transitway Draft Environmental Impact Statement.
We appreciate the opportunity to comment on the DEIS and look forward to working together to improve the interface of the Southwest Transitway with our affected properties.
Can you please confirm receipt of this email?
Thank You.

See Comment #268 for Theme Delineations

Richard A. Weiblen
Vice President Development
Liberty Property Trust (NYSE:LRY)
10400 Viking Drive, Suite 130
Eden Prairie, MN 55344
Office: 952-947-1100

From: noreply@libertyproperty.com [mailto:noreply@libertyproperty.com]
Sent: Friday, December 07, 2012 2:57 PM
To: Richard Weiblen
Subject: SOUTHWEST TRANSIT DEIS

DISCLAIMER
This e-mail message is intended only for the personal use of the above named recipient(s). If you are not the intended recipient, you may not review, copy or forward this e-mail message. If you have received this communication incorrectly, please notify Liberty Property Trust immediately via e-mail or phone and delete the message accordingly.

LIBERTY

PROPERTY TRUST

December 7, 2012

Hennepin County
Housing, Community Works & Transit
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

RE: Comments on the Southwest Transitway Draft Environmental Impact Statement (DEIS)

To Whom It May Concern:

Liberty Property Limited Partnership (Liberty) owns, leases, and manages multiple properties adjacent to the proposed Southwest Transitway LRT corridor as it passes through Segment 3 in Eden Prairie and Minnetonka. The subject property addresses are:

5400 - 5550 Feltl Road, Minnetonka
10301 – 10399 West 70th Street, Eden Prairie
6901 Flying Cloud Drive, Eden Prairie
7075 Flying Cloud Drive, Eden Prairie
7246 Flying Cloud Drive, Eden Prairie
7400 Flying Cloud Drive, Eden Prairie

Liberty has completed a review of the DEIS and offers the following comments for consideration:

1. Liberty generally supports the alignment option described in Section 2.3.3 Build Alternatives as Alternative 3A. This alternative includes Segment 3 with the proposed LRT alignment adjacent to, or through several of our properties noted above. While there will be impacts to these properties in order to implement transit that will need to be recognized and analyzed, we agree with the City of Eden Prairie that the 3A alignment offers the most potential to overcome transportation deficiencies in the Golden Triangle area.

2. Chapter 2 – Alternatives includes a description of the proposed Golden Triangle Station in Section 2.3.4. The station location adjoins three of the multiple properties listed above, and includes a proposed park and ride facility described as containing 100 surface parking spaces. There are a number of concerns related to this station that are not fully analyzed in the Conceptual Engineering Layout included with Appendix F of the DEIS. Concerns include proposed location, proposed access, proposed grades, and lack of coordination with existing conditions. The document indicates that a number of these issues will be more fully analyzed in the Preliminary Engineering Design Phase leading up to preparation of the Final EIS; we believe that additional detail is essential to avoid unnecessary impacts and project costs as the design evolves.

10400 Viking Drive • Suite 130 • Eden Prairie, MN 55344 • (952) 947-1100 • Fax: (952) 947-0800

3. Section 3.1.2 discusses Existing and Anticipated Land Use at a Macro, or policy level and misses some conditions along the corridor where prior land use planning and site-specific project approvals further define what landowners expect to occur on their properties. Future plans are addressed partially in Section 9.4 – Reasonably Foreseeable Future Actions, but the descriptions contained there don't include all of the vested development rights that have accrued to our properties at 6901 Flying Cloud Drive and 7075 Flying Cloud Drive which are subject to an approved PUD Development Plan. The future potential of 6901 and 7075 Flying Cloud drive is partially described in Table 9.4-1, but the approvals include more development than is described as an identifiable Future Action. The property at 7075 Flying Cloud Drive currently contains approximately 345,000 SF of office space currently occupied by SuperValu, Inc., and is approved for additional expansion on the site. As part of the same master planning effort, Liberty began construction of a 128,000 SF office building at 6901 Flying Cloud Drive that included several completed or ongoing commitments that could be affected by the LRT alignment and by the proposed Golden Triangle Station and associated Park and Ride Facility. Issues related to the development potential of these properties include:

   - Liberty's PUD Master Plan illustrates the extension of West 70th Street from Flying Cloud Drive east to the current terminus of West 70th Street just to the east of the proposed LRT alignment. The configuration of the at-grade crossing and the vertical alignment of the LRT lines need to be coordinated with the proposed alignment of West 70th Street. This is critical to Liberty in order to maintain a major access to structured parking for 6901 Flying Cloud Drive, to maintain the existing parking and service dock area for 7075 Flying Cloud Drive, and to conform to planned wetland impacts and mitigation that have been approved and permitted by the City and by the Nine-Mile-Creek Watershed District (NMCWD).
   - The proposed LRT alignment may impact wetland and buffer areas that Liberty has already made a long-term commitment to manage and maintain. If there is an overlap in responsibility due to LRT development, Liberty would need to be released from their current commitments on any of the wetland or buffer areas subjected to further alterations.
   - As part of providing for the full level of development described above, Liberty funded improvements to a section of Flying Cloud Drive to provide the lane geometry needed to allow for the future intersection at West 70th Street with an intersection that would operate acceptably at full development with forecast background traffic growth. More detailed analysis of access and travel patterns due to the Golden Triangle Station and Park and Ride should be completed to determine possible impacts on potential redevelopment.
   - As part of its PUD master planning Liberty retained an existing surface parking area adjacent to 70th Street that could function as a Park and Ride facility. The area currently contains 102 parking spaces with direct access to West 70th Street. However, this area was not considered in the Conceptual Engineering layout which was the basis for the DEIS.
     We would like to see this area analyzed as an option to the location for the Park and Ride facility as identified in the Conceptual Layout.

- We agree with the City of Eden Prairie that the size of the facility must be balanced with the parking demand to assure adequate parking supply for Park and Ride users to avoid potential overflow issues that would impact the neighboring properties.

We also believe these issues should be addressed in the forthcoming Preliminary Engineering and any related impacts and mitigation should be analyzed in the Final EIS.

4. The property at 7400 Flying Cloud Drive has an approved parking expansion plan that would allow for greater flexibility of uses for the building. The proposed alignment in Segment 3 crosses this property and impacts areas where expanded parking has been approved, and also has significant impacts on existing parking. Ways to reduce the impact to existing and proposed parking on this parcel should be more fully explored in the Preliminary Engineering and Final EIS.

5. Section 3.3.2 – Methodology describes how the project limits were defined for analysis in the DEIS. As noted elsewhere in our comments, we feel that the actual influence or impact area may expand beyond the project limits depicted in the Conceptual Layout included in Appendix F of the DEIS. As an affected property owner we expect that the layout will be further refined in the Preliminary Engineering stage, and request that the specific issues outlined in our DEIS comments are fully designed and analyzed for the Final EIS.

6. Section 4.2 – Water Resources describes in general terms areas where depth to groundwater and surface water bodies might be impacted by the need for dewatering during construction. The areas near all of the Liberty properties along Flying Cloud Drive contain wetlands that could be affected by construction dewatering or by changes in natural drainage patterns where the LRT alignment passes through undeveloped open space. As described above, Liberty already has long-term commitments to ensure the viability of certain wetlands that is a part of our Development Agreement with the City of Eden Prairie and an obligation of permitting required for necessary wetland alteration. We believe that a more thorough analysis of potential impacts on surface water resources from construction phase dewatering and from permanent changes to existing drainage patterns that are tributary to water bodies on Liberty properties should be included in the Final EIS. Mitigation, if necessary, should include the appropriate assignment of responsibility for impacts that occur in areas where Liberty already has contractual maintenance and conservation obligations.

7. The traffic analysis completed for Chapter 6 went through a scoping process that limited the number of existing intersections for which detailed operational analysis was completed. We note that the intersections near the proposed at-grade crossing of the LRT alignment with Valley View Road in the vicinity of its intersection with Flying Cloud Drive all are forecast to have marginal Levels of Service for the 2018 and 2030 forecast periods. We join the City of Eden Prairie in support of a grade-separated crossing at this location to ensure that there is adequate intersection capacity to feed Flying Cloud Drive from the south end at Valley View Road as well as the north end at Shady Oak Road. As noted earlier, a more wide-spread analysis of travel patterns and potential impacts from the

proposed Golden Triangle Park and Ride facility is warranted to ensure that Liberty's development potential for its Flying Cloud Drive properties is maintained.

8. The intersection of Feltl Road with Smetana Lane at the north end of the Opus II development is proposed to be realigned to coordinate with the crossing of the LRT alignment at Smetana Lane. This intersection was apparently scoped out of detailed analysis by virtue of having daily traffic volumes below 5000 vehicles per day. The intersection is immediately adjacent to our property at 5450 Feltl Road. We would like to see a more detailed operational analysis of this intersection to confirm that the proposed change does not compromise accessibility to the property from Smetana Lane. Also, the realignment of the "T" intersection could require significant grading and tree removal at the north end of the property, which should be further analyzed for the Final EIS.

9. The Technical Memorandum dated March 21, 2012 that is contained in Appendix H describes the traffic analysis completed for the DEIS. In the introduction it states that "*Each station and the impacts on traffic operations and circulation will be analyzed in detail with the Final Environmental Impact Statement (FEIS)*". Liberty wishes to be involved with the Hennepin County design team and the City of Eden Prairie in determining the scope and extent of analysis of traffic impacts from the proposed Golden Triangle Station.

10. Referring to the Conceptual Engineering Layout for Segment 3, Sheet 9 of 15, as illustrated in Appendix F, we offer the following comments on the alignment and grading as it relates to our property at 6901 Flying Cloud Drive:

    - The alignment crosses a wetland at the northwest corner of this property that provides critical storm water detention volume identified in our PUD drainage design. The volume eliminated by filling for the Transitway needs to be provided in a fashion that can be utilized by Liberty.
    - The proposed grade for the alignment across the east end of this property occurs roughly eight feet above existing grade. The embankment required could affect the access to the planned parking ramp supporting the 128,000 square-foot office that is under construction at the site by reducing the space available between the Transitway and wetland and buffer areas already subject to long-term maintenance agreements and conservation easements. This access is critical as there are only two available access locations to serve this office development.
    - The embankment required for the proposed grade of the Transitway also reduces the amount of the existing parking area at the east end of this property that could be utilized as surface parking for the planned Park and Ride component of the Golden Triangle Station. If the Transit-way were at, or close to existing grade, nearly all of the 100 planned Park and Ride spaces could be provided in this existing, paved parking area.

11. Referring to the Conceptual Engineering Layout for Segment 3, Sheets 8 and 9 of 15, as illustrated in Appendix F, we offer the following comments on the alignment and grading as it relates to our properties at 7075 Flying Cloud Drive and 10301 70th Street West:

- The proposed alignment for 70th Street was carefully considered to maximize development area south of the proposed roadway while meeting obligations for wetland protection and buffer requirements to the north of the roadway. The crossing elevation of the transit line at 70th Street as depicted in the Conceptual Engineering requires over ten feet of fill at the crossing point, and assumes grade transitions in the roadway profile that would need to extend several hundred feet in either direction from the crossing point, possibly requiring further loss of wetland and wetland buffer if the road stays within its planned corridor, or resulting in the loss of useable lot area if the roadway needs to shift south so that fill for the roadway can be placed without affecting the wetland or associated buffers.
- Further, ten feet of fill at the crossing point would eliminate existing access to the truck docks, service area, and parking adjacent to the northeast corner of the existing structure occupied by SuperValu, Inc. If this corner of the existing parking becomes essentially a dead-end area by shifting access from 70th Street to the west to accommodate fill for the roadway, then substitute truck circulation requirements will further reduce available parking in this area.
- This area of the site is also indicated as the location for the Golden Triangle Station Park and Ride, which again, is inconsistent with its existing use for truck docks and service support that is critical to the tenant at this property. Even if the area were elevated on a structure to match the proposed profile grades of the rail and station, there may not be sufficient clearance for the required truck use below.
- The proposed track alignment between these two properties has a profile grade that roughly matches the top of a large berm separating the two sites. The berm is roughly ten feet tall relative to 7075 Flying Cloud Drive and roughly 14-16 feet tall relative to the property at 10301 West 70th Street. At the proposed elevation the top of the berm is less than 25 feet in width so additional fill would be required on one or both sides to create enough width for the track separation required by the station, with possible impacts to both properties. The width required could be provided by lowering the profile grade to an elevation that allows an at-grade crossing near the existing grade for 70th Street, and reduced impacts to both properties by excavating the berm and establishing a profile eight to ten feet below that analyzed in the DEIS.
- Liberty would like to see the Preliminary Engineering phase of design analyze a revised profile that would lower the proposed track grade as described above from roughly Station 345+00 to Station 669+00 to determine if the potential for impacts can be reduced.

12. Referring to the Conceptual Engineering Layout for Segment 3, Sheets 7 and 8 of 15, as illustrated in Appendix F, we offer the following comments on the alignment and grading as it relates to our property at 7400 Flying Cloud Drive:

    - The proposed alignment across this property has a very large impact on the existing parking supply for this property. We believe a substantial amount of additional parking could be preserved if the alignment could be adjusted to move further to the northwest as it crosses the property. It appears that this could be accomplished by more closely following the edge of

Highway 212 between Stations 322+00 and 328+00 or 329+00 with tighter radii to move the alignment to the north from 329+00 to 336+00.

- Sufficient proximate and convenient parking is critical to the economic success of this site, so Liberty would like to see additional analysis of the alignment to determine if parking impacts can be reduced.

13. We share the City of Eden Prairie's concerns as expressed in their comment letter regarding the placement and potential impacts from ancillary structures and facilities such as Traction Power Sub-Stations, crossing gates, and traffic signal cabinets. The Preliminary Engineering phase and FEIS should incorporate all of these items into the design so that their effect on all properties along the corridor can be evaluated. Protection of the site's viewsheds and also its visibility from existing roadways is critical to its development.

14. Further, we share the City's concerns with the possible impact on nearby structures from vibration, noise and stray current associated with anticipated rail operations, and request that additional analysis of possible effects of vibration be completed for our properties with existing structures that are close to the proposed rail lines. Impacts on utilities, fiber pathways and existing structures during construction need to be analyzed and mitigated. This analysis is especially important in light of the differing soil conditions found on the site. Detailed analysis should be included for all of our properties to evaluate alternatives and determine solutions for mitigating the design and construction impacts of the project.

Thank you for the opportunity to comment on the DEIS. We look forward to the Preliminary Engineering Design phase of the project to work together to improve the interface of the Southwest Transitway with our affected properties.

Sincerely,

Liberty Property Limited Partnership

Richard A. Weiblen
Vice President Development

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VIA CERTIFIED MAIL

December 3, 2012

Re: Comments to Southwest Light Rail Transit – Draft Environmental Impact Statement

To Whom It May Concern:

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) published in regard to the SWLRT which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done. C

As this action is proposed and described in Chapter 1, Section 1.3.2.3 as rebuilding a little known lightly-used spur line into a main freight rail line, which will initially allow a 788% increase of rail car traffic through St. Louis Park. C

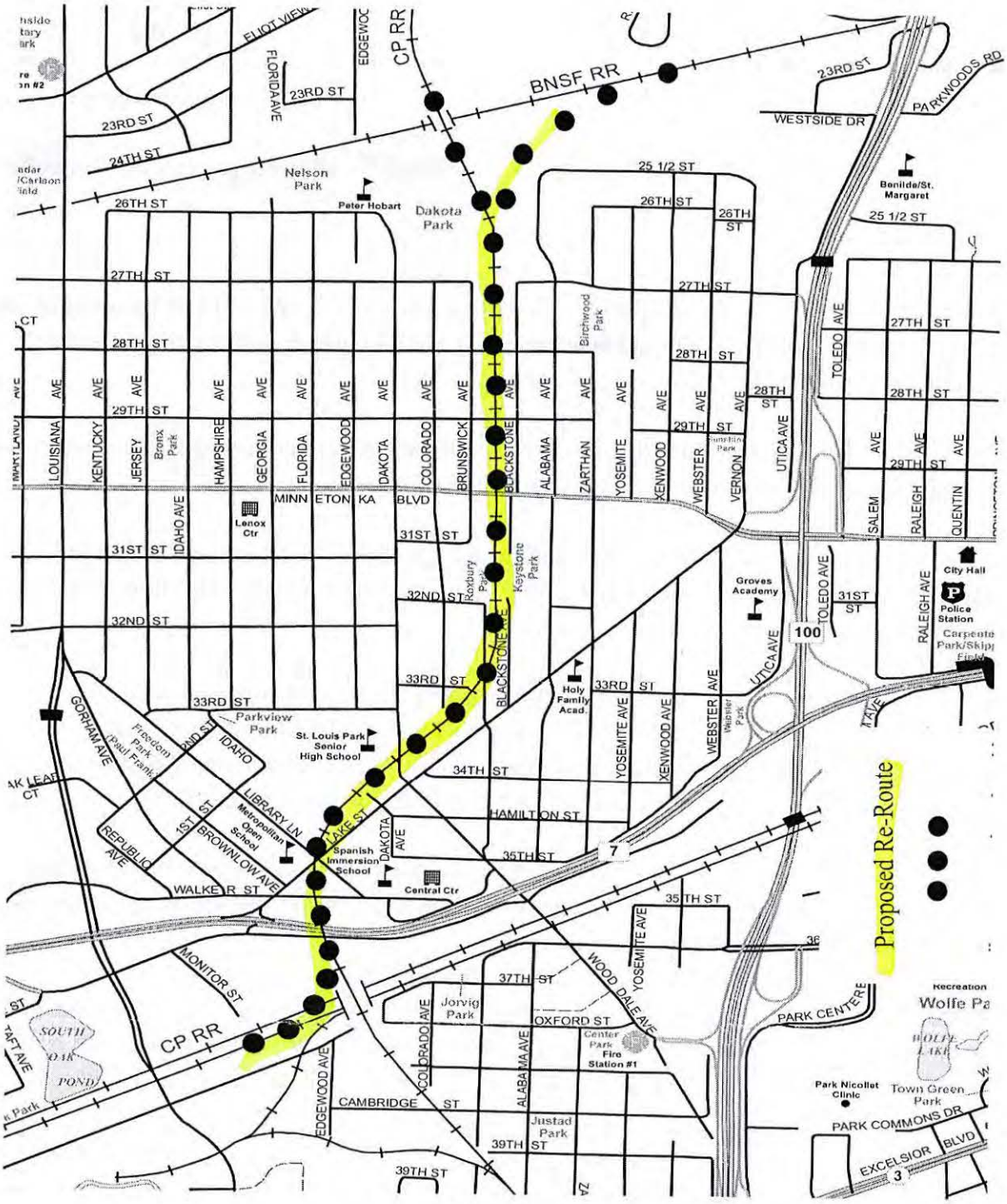
If you look at the map on the other side of this page, you can see how this proposed re-route will cut through a major swath of St. Louis Park and disrupt the daily lives and safety of homeowners, students, commuters and business owners. Moreover, this spur line was never designed to be used as a major freight corridor as is being proposed in the DEIS. C

Common sense begs that a better option must be available. The good news is that there is; co-locating freight rail along the SWLRT line (within the Kenilworth Corridor) has shown to be a safe, viable and cheaper option. C

Please carefully consider the negative impact this re-route of freight rail will permanently have on the city St. Louis Park and whether funding this re-route versus funding co-locating is the smartest use of taxpayer dollars. C T4

Sincerely,

Helene Herbst
2717 Alabama Avenue South
St. Louis Park, MN 55416
952-926-2599
helene.herbst@comcast.net


Proposed Re-Route
BNSF RR
CP RR
23RD ST
24TH ST
26TH ST
27TH ST
28TH ST
29TH ST
31ST ST
32ND ST
33RD ST
34TH ST
35TH ST
37TH ST
39TH ST
25 1/2 ST
WESTSIDE DR
PARKWOODS RD
FLIGHT VIEW
FLORIDA AVE
EDGEWOOD
Nelson Park
Peter Hobart
Dakota Park
Benilde/St. Margaret
LOUISIANA
KENTUCKY
JERSEY
Bronx Park
HAMPSHIRE
GEORGIA
FLORIDA
EDGEWOOD
DAKOTA
COLORADO
BRUNSWICK
BLACKSTONE
ALABAMA
ZARTHAN
YOSEMITE
XENWOOD
WEBSTER
VERNON
UTICA AVE
TOLEDO
SALEM
RALEIGH
QUENTIN
Birchwood Park
MINNETONKA BLVD
Lenox Ctr
IDAHO AVE
Roxbury Park
Keystone Park
Groves Academy
City Hall
Police Station
Carpenter Park/Skipper Field
Holy Family Acad.
Parkview Park
St. Louis Park Senior High School
GORHAM AVE
Freedom Park (Paul Frank)
IDAHO
LIBRARY LN
Metropolitan Open School
REPUBLIC AVE
BROWNLOW AVE
LAKE ST
Spanish Immersion School
Central Ctr
HAMILTON ST
WALKER ST
MONITOR ST
WOOD DALE AVE
Jorvig Park
OXFORD ST
Center Park Fire Station #1
PARK CENTER
Wolfe Pa
Recreation
SOUTH OAK POND
CAMBRIDGE ST
Justad Park
Park Nicollet Clinic
Town Green Park
PARK COMMONS DR
EXCELSIOR BLVD
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To Whom It May Concern:

I am writing in response to the Southwest Light Rail Transit (SWLRT)-Draft Enrolment Impact Statement (DEIS) which includes the proposed reroute to the MN&S Spur tracks. As will be apparent, it is my opinion that the DEIS has not given adequate attention to various factors such as those set forth below.

I own my residence at 3121 Dakota Ave, St. Louis Park and have been residing there for 53 years. My home is approximately two blocks west of the MN&S Spur and I recall that many years ago of being aware of vibrations resulting from trains traveling along the MN&S Spur. C

My wife (now deceased) and I had three sons who attended Central Junior High (now known as Park Spanish Immersion School) and St. Louis Park Senior High School (SLPHS) during the 1970's and early 1980's. During the past year in response to questions I have found out that two of my sons during those years hitch a ride on trains passing the SLPHS and one them when walking along Dakota Avenue from home to Central Junior High would dashed across the tracks when a train was coming rather than be late to class as result of waiting for the train to pass. Even though such behavior, riding of trains illegal and rushing across tracks when a train is coming, is to be condemned, recognition has to made of the age of high school students and younger, in many situations, are impulsive, and injuries or worse are more likely to occur with increased train tariff and longer trains passing the SLPHS. It is not much consolation to those injured or their parents to say it was their fault when such increased likelihood could be avoided by more mature adults making a decision avoiding the reroute to the MN&S Spur.

Many automobile racetracks have their curves sloped to counteract forces acting to cause racing cars to move off the tracks. In a relatively short distance (less than about six linear short blocks), due to the curvatures of the tracks, such forces act in one direction as train crosses lake street while such forces act in the opposite direction at the curvature of the tracks east of Dakota Ave. With trains traveling at higher speeds, there being more trains and longer trains would increase the noise and vibrations generated as the trains pass the high school. C

Consideration should be given to the disruption in education in the high school class rooms most closely adjacent the tracks at the present time and the increase of noise and vibrations resulting from increase number of trains, weight of trains, length of trains and the speed of the trains passing SLPHS as a result of the proposed reroute. Does the increase rise linearly or exponentially? The DEIS does not adequate consider these factors. C

Standing at the railroad crossing at Dakota Avenue, looking generally northeast, one can not see the track more than about three linear short blocks and when looking generally southeast, one can not see the track more than about two linear short blocks. This is a relatively short distance when considers a train traveling about 25 mph. This presents an adverse safety condition, particularly when considering the number of youth likely to dash across the tracks just before the lowering or the ducking under cross bars rather than waiting for the shorter trains and particularly for longer length trains, to pass. Much as one like to, one should not overlook human impulsive behavior. Even though anyone injured or killed would be at fault, it is believed morally the fault would be of those who do not take into consideration that such increase of traffic can clearly be avoided by not rerouting rail traffic from the line through the Kenilworth corridor.

C

C

The possible value of "quite zone" for trains passing the SLPHS to minimize nose from horns is greatly offset by the lack of warning to persons and vehicles at, for example, the Dakota Avenue crossing, and the lack of distance of visibility of approaching trains due to curvatures of tracks.

C

Adjacent to the intersection of an extension of 27th street with the spur, there is a well-worn path from people crossing the track. Even though such people are trespassers, unless physically prevented at this location there is a greater possibility of injury or death due the addition of a track for the reroute, and elsewhere along the proposed reroute due to increase in the number of trains.

Appropriate safety consideration should be given to the location where the spur would cross the North Cedar Lake Trail. I question whether a tunnel would be appropriate in view of the level of the water table, particularly during the spring of the year, and water drainage in such a tunnel after a heavy rain.

C

Adequate consideration has to be given to the amount of contaminated earth will be disturbed if footings are to be put for a ramp for rerouting from the TC&W to the MN&S track.

C

Clayton R. Johnson
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Phone: 952-929-7972 E-Mail: crj7972@gmail.com

CLAYTON R. JOHNSON
3121 Dakota Avenue
Minneapolis, MN 55416

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December 5, 2012

Hennepin County
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Re: Southwest Transitway Draft Environmental Impact Statement
Dated October 12, 2012 (the "DEIS")

The Midtown Greenway Coalition (the "MGC") agrees with the evaluation of alternatives presented in the DEIS. The overall performance of option LRT 3A Locally Preferred Alternative (the "LPA") best supports the six goals of the Southwest Transitway — (1) to improve mobility, (2) to provide a cost-effective, efficient travel option, (3) to protect the environment, (4) to preserve and protect the quality of life in the study area and the region, (5) to support economic development, (6) to support economically competitive freight rail system. A

We offer the following additional comments about the DEIS:

The Network Alignment: The LPA would leave the Midtown Greenway open for a low-cost cross-town rail transit connection between the Southwest LRT at West Lake Street and the Hiawatha LRT at East Lake Street (the "Greenway Line"). The MGC refers to this configuration as the "Network Alignment". Unlike options LRT 3C-1 and LRT 3C-2, the Network Alignment would serve the largest number of transit riders at the lowest cost, including Uptown, Lyn-Lake, major employment centers including Abbott Northwestern, Allina and Wells Fargo, and the transit dependent riders east of Nicollet Avenue. Metro Transit is currently conducting an Alternatives Analysis on the Midtown Corridor and the Greenway Line will be one of the alternatives included. The MGC favors a streetcar in the Midtown Greenway with turf tracks and a single-track gauntlet rail system to avoid retaining walls in the narrow parts of the corridor. P1

The West Lake Station: Two design improvements should be made to the West Lake Station:

1) The station should be constructed to anticipate the Greenway Line. Additionally, a direct rail connection should be made at the station between the Greenway Line and the Southwest LRT. This connection would permit rail traffic between the two lines and provide a means to store and service rail cars from the Greenway Line at the LRT yard and shops. This would eliminate the need for a separate small Greenway storage facility, reducing overall cost through economies of scale, and freeing more land along the Greenway for development. Both of these station design features would avoid costly remodeling of the West Lake Station when the Greenway Line was eventually constructed. The West Lake Station should anticipate the Greenway Line regardless of the outcome of the pending Alternatives Analysis. It is likely that a Greenway Line will be constructed eventually as development and population increases in the corridor.

2) The DEIS should more carefully address prospective parking, traffic and pedestrian circulation challenges at the West Lake Station. Traffic and circulation will be challenging at one of the busiest stations in the entire rail transit system. Last year, the intersection of West Lake Street, Minnetonka Boulevard and Excelsior Boulevard already was the busiest in the State with over 39,000 cars per day. The addition of the Lake Street Station will complicate this situation. P4

Cedar Lake Parkway Crossing: The DEIS refers to an overpass at Cedar Lake Parkway. We support a tunnel under Cedar Lake Parkway, rather than a rail overpass or at-grade crossing for the following reasons: E8

1) The noise for the trail users and surrounding homes would be abated in this very narrow section of the rail corridor.
2) An at-grade bicycle trail in the corridor would be more useable.
3) The ambiance and functionality of Cedar Lake Parkway would be significantly enhanced.
4) Traffic jams would be abated in this very congested area where there is limited street access to the neighborhood.

Neither an at-grade crossing nor a rail overpass is recommended at this location.

Mitigation in the Kenilworth Corridor: We strongly recommend significant landscaping, including trees, shrubs, berms, and other sound barriers to abate noise and environmental impact to the Kenilworth Trail users and surrounding residential neighborhoods. E0

Co-Location of Freight Rail: We oppose co-location of freight rail in the Kenilworth Corridor for the following reasons: D,E8

1) Co-Location would concentrate freight rail, light rail transit and the very popular Kenilworth bicycle trail all in the same corridor, which would significantly increase the adverse environmental effects of rail traffic including noise, reduced bicycle and pedestrian safety, and destruction of the park setting in the corridor.
2) Co-Location would require the taking of parkland, a very problematic legal maneuver, which would be strongly opposed by the community.
3) Co-Location would significantly affect nearby residential property. Freight and light rail traffic would proceed through the narrowest section of the entire Southwest light rail corridor. There does not seem to be room for the bike trail, light rail and freight rail without condemning property at Cedar Shores Town Homes. It would be challenging to condemn only part of this large condominium project.
4) The burden of light rail transit and the freight line should be shared, to the extent possible, throughout the community. Re-location of the freight line would spread the burden. Even without co-location, the Cedar Isles Dean Neighborhood would bear the adverse effects of the transit project more than most other communities because the corridor in this area is so narrow and so many single-family residences are located close to the rail corridor in a highly developed and densely populated community.
5) Transit-oriented development, a significant objective of light rail transit, would be discouraged with co-location.

Mitigation for the St. Louis Park Freight Rail Line: We recommend significant landscaping, trees, shrubs, berms, sound barriers, and pedestrian safety improvements to abate noise and environmental impact and increase safety in the residential neighborhoods where freight rail will be increased. N2

Thank you for the opportunity to comment on this important and valuable addition to our transit system. Please contact us with questions.

Michael Nelson
President
Midtown Greenway Coalition

John DeWitt
Chair
Greenway Improvements Committee
Midtown Greenway Coalition

Soren Jensen
Executive Director
Midtown Greenway Coalition

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Minneapolis, MN 55407

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BY:

December 5, 2012

Dear Hennepin County Commissioners,

I live at 5305 Beachside Drive in Minnetonka. My property lies along the Canadian Pacific railroad tracks that are leased by the TC&W Railroad Company.

I am writing to request you strongly reconsider the location of the train from the Shady Oak Station into Eden Prairie.

TC&W has used the tracks from Hopkins up to my property to block or decouple long chains of railroad cars for years. By that I mean, the rail line picks up an assortment of cars in the St. Paul yards and moves them through Minneapolis, St. Louis Park, Hopkins and into Minnetonka. The process of blocking results in cars coming to a crashing halt at my property line, as the rail cars bang into each other. The train waits for a signal that comes from Hopkins and then starts pushing the cars back. The idling engines outside spew fumes into the air and the noise is piercing. Eventually, the engines push back the chain of cars into Hopkins and then return to do the same process over and over again. Usually there are several engines in use during this process.

N9

During the summer, the daily pattern has been for the blocking of the cars to occur between 8:00-10:00PM or later. The noise level is so loud and the smell so strong, I cannot have my windows or doors open.

O5, O6

We have gone through severe storms outside and the train is out there blocking.

We have experienced 24 hours of constant noise from the trains.

I have made appearances before the Minnetonka City Council, made personal calls to the city manager and council members. I have talked with our House of Representatives, US Representative, county commissions and neighbors. Several years ago, I was told the state put $700,000.00 into the budget for one year on the condition the federal government would come up with 2 million so the blocking could be moved to Glencoe. The 2 million never came through. There was door to door knocking and a petition was signed and presented to city hall. The list goes on and on. I have talked with the general manager of TC&W rail on numerous occasions. We approached the state environment pollution agency that came out and tested the waters in Shady Oak Lake. The city of Minnetonka put $10,000.00 to record the noise levels.

O5, O6

This daily process has eroded my land and cracked interior walls. The train vibrations daily shake this structure. My grandson was in the sun porch when the train started to block. The

porch shook so strongly, he felt we were experiencing an earthquake and was extremely frightened.

N2, N9

With all that said, now Hennepin County wants to introduce the LRT. I am told it is going to go up and over the Canadian Pacific rail line. So now we will have the fumes, the extremely strong vibrations, the loud train noise, the sight of the LRT in the air and the noise it will bring.

O5, O6

Sadly, the proposed line will clear out our natural landscape.

In addition, the line as currently placed, will run within feet of the #1 landfill concern of the MN Pollution Agency. Right now the Agency is working to reduce the number of acres at this landfill and the major concern of gases being emitted. Apartment buildings and townhomes surround this landfill.

N10

Into this mix, the LRT is proposed.

I strongly urge you to reconsider the route the LRT will take from the Shady Oak Station to Eden Prairie.

Sincerely,

Elaine Rothman

Elaine Rothman
5305 Beachside Drive
Minnetonka, MN

Elaine Rothman
5305 Beachside Drive
Minnetonka, MN 55343

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Happy Holidays from the USPS

Hennepin County Housing,
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Mpls, MN 55415

5541531843

RECEIVED
DEC 07 2012
BY:

12/3/2012

To Whom it may concern:

The following is my response to the DEIS for the freight rail re-route.

12.1.5 Freight Rail Relocation
In addition to the public involvement discussed above, a series of public meetings was held by the HCRRA and the Minnesota Department of Transportation (MnDOT) for the MN&S Freight Rail project, which is a part of four of the five build alternatives included in this Draft EIS. For the MN&S Freight Rail project, a Project Management Team (PMT) was established. PMT members were MnDOT, Hennepin County, City of St. Louis Park (staff and planning commission), St. Louis Park School Board, Canadian Pacific (CP), BNSF and TC&W rail companies, fifteen neighborhood representatives, and two representatives from Safety in the Park, a grassroots organization established in 2010.
The role of the PMT was to provide input and guidance that was representative of the various groups on the PMT, but that also works toward collaborative solutions that effectively and feasibly balance the interests of the various groups.

As a member of the PMT and representative of the Sorensen Neighborhood, I was able to see first hand how the public process was manipulated to make it look as though our neighborhood concerns were actually going to be considered in making a determination about the re-route. Prior to the meetings, PMT representatives were asked to get input from their neighborhoods regarding mitigation, should the reroute go through St Louis Park. In good faith, a neighborhood meeting was called and a list of concerns and possible mitigations was put together. This process put me in the position of getting our hopes up that our position would be heard, just to be dashed when exactly zero mitigations were revealed in the final document. I then needed to go back to my neighbors with this unhappy news and an explanation as to why I bothered them in the first place. L4

During PMT meetings, faulty results were given as proof we needed no mitigation for vibration, noise and safety. For example: an "expert" took a reading next to the current small train as it passed along the MN&S. He had beautiful charts and graphs all proving the noise was below any level of concern and therefore did not need to be mitigated. This certainly does not represent the noise of the mile long 2 or 3 engine train which will be passing through our neighborhood and by our schools. The same ploy was used to prove to that vibration would not be a concern to our homes and schools. Do they take us for fools? This is a waste of tax payer money and an insult to all of us who worked in good faith at our meetings. C

When we raised safety concerns about students being on the tracks going to the football field or to lunch, we were told the trains cannot stop and if someone were killed it would be their fault for trespassing. Students will still be at risk simply by walking across a sidewalk crossing and there they will not be trespassing. C

I was extremely disappointed to find that the SWLRT-DEIS was also a sham. Instead of a new study, the same faulty results were once again used to disprove our need for mitigation or colocation. Even though studies have clearly shown the MN&S is not suitable for the reroute and that colocation is a cheaper and more viable alternative, the powers that be inexplicably insist on going through on the MN&S in St Louis Park. L4 C

We do not want this hideous reroute through the middle of our city for which we have worked so hard to gain model city status as a top 100 city in the country to live. We are very disappointed by this process, which took so much of our time and energy, and we will continue to fight this egregious "mistake". C

Respectfully submitted,

Lois Zander, Co-Chair Sorensen Neighborhood Association
3109 Zarthan Ave South
St. Louis Park, MN
952-928-0542
loisz18@yahoo.com

Zander
3109 Zarthan Ave S
SLP, MN. 55416

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Hennepin County Housing,
Community Works + Transit
ATTN: Southwest Transit Way
701 4th Ave South, Suite 400
Minneapolis, MN 55415

RECEIVED
DEC 07 2012
BY:

To Whom It May Concern:

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) published in regard the SWLRT which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done. As this action is proposed and described in Chapter 1, Section 1.3.2.3 as rebuilding a little known, lightly-used spur line into a main freight rail line, which will initially allow a 788% increase of rail car traffic. What the SWLRT-DEIS does not address, but should, are the real-world impacts of this action on the affected area. C

Besides my general concerns about the SWLRT-DEIS, the portion of the report dealing with the closing of the 29th street crossings (Chapter 3/p. 135) causes me the greatest concern. Residents from the Birchwood neighborhood requested on behalf of the Birchwood neighborhood that the grade crossing at 29th Street stay open. According to page 135 of the DEIS the 29th street crossing is being closed as a mitigation measure. However, the closing of the crossing will not benefit the neighborhood; it will, in fact, jeopardize residents because it will make emergency vehicle access difficult—if not impossible—during winter months due to narrowed streets. C

None of the mitigation requested by the City of St. Louis Park on behalf of her residents is being considered. This mitigation is not frivolous; it is necessary to maintain the safety, livability and property values for the residents of St. Louis Park. C

Name: Denise Sergent
Address: 4841 W. 40th Ln.
City/State/zip: St. Louis Pk. MN 55416
Telephone: 952-922-9103 E-Mail: denise.sergent@gmail.com

SOUTHWEST transitway

7011 2970 0000 2540 5063

PLACE STICKER AT TOP OF ENVELOPE TO THE RIGHT OF THE RETURN ADDRESS, FOLD AT DOTTED LINE

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Hennepin County
Housing, Community Works & Transit
ATTN: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

Fold here

55415184300

"Gloria J. Murman"
<gmurman@comcast.net>
12/09/2012 09:53 AM

To <swcorridor@co.hennepin.mn.us>
cc
bcc
Subject DEIS

Hennepin County,

We are so tired of hearing that this freight rail reroute is going to plow through our wonderful, quiet neighborhood and then pass right next to the SLP Senior High School. The cost to do this is so much more expensive and so much more troublesome to out wonderful Birchwood neighborhood in St. Louis Park than it would be if co-located through the Kenilworth Corridor of Mpls. St. Louis Park and our wonderful neighborhood would be ruined by this travesty! We chose to live in SLP 36 years ago and have stayed here even after moving into a larger home in 1985. We know how wonderful this city is for us, our children and our hopefully for our children's children and beyond. C

I cross the tracks at 28th each and every day and multiple times many days. The homes next to these tracks will be a total loss and not able to be sold in the future. The tracks and crossings in SLPwill be very dangerous and will cause me to probably be late to work many days. C

Please know that you need to do the right thing which is co-location. Don't be swayed by the money coming from the wealthy Mpls neighborhoods! Please save our city and our neighborhood. C

Sincerely,

Gloria & Jeffrey Murman
2623 Yosemite Avenue S.
St. Louis Park, MN 55416
gmurman@comcast.net

Judy Gaviser
<jgaviser@yahoo.com>
12/09/2012 11:52 AM
Please respond to
Judy Gaviser
<jgaviser@yahoo.com>

To "swcorridor@co.hennepin.mn.us"
<swcorridor@co.hennepin.mn.us>
cc
bcc
Subject

To Whom it may Concern:

I have a number of concerns regarding the proposed location of the Southwest Light Rail. O1, O11

- Chief among these are increased noise levels (currently approximately 44 decibels) to an estimated 114 decibels and a change from that noise occurring two or three times every 24 hours to every 3.5 minutes
- A similar increase in the frequency of vibration, leading to the potential adverse effect of the concrete condo construction's stability O4
- Proximity of a children's playground as well as biking and walking trails. Safety is in question. P9 R2
- Disruption of what is now a "park-like" environment for walkers and bikers, as well as nearby residents. P9

These concerns could be mitigated significantly by placing the railway line below ground, either through a tunnel or within a ditch with appropriate sound barriers. Both the line and the station should be enclosed in a similar way.

Our city needs to consider its history as an environmental model with pedestrian-friendly neighborhoods. Please seriously consider the suggested alternatives. M3

Judy Gaviser
3141 Dean Court, #1201
Minneapolis, MN 55416

Adam Platt
<platt47@earthlink.net>
12/09/2012 06:35 PM

To <swcorridor@co.hennepin.mn.us>
cc <jmcolby@earthlink.net>
bcc
Subject Comments on DEIS

I would like to offer DEIS comments, as a resident of the Kenwood area the SW LRT will traverse.

--Bridge over Cedar Lake Pkwy (Chapter 3, page 3-115): This bridge, as proposed, is incompatible with the residential/recreational/natural character of the route. It is too massive and constructed of materials not in character with the neighborhood, and will disrupt the viewscape. It also seems unnecessary. The volumes of traffic on Cedar Lake Pkwy are not so great so that the disruption of a gated grade crossing would be impossible. If there were ways of trenching the line, it should be considered, but if cost considerations make that impossible, the line should be built at grade rather than on this large flyover which will degrade the ambience of the residential nbhd. E8

--Station on 21st Street (chap 2, page 2-32): I fully support a 21st St Station. It would be inconceivable if the residents of the nbhd are unable to benefit from the line. I use public transit every day to work and would be a regular user. It also will provide an opportunity for pedestrian or bike riders to access the Lake area recreation. A, I2

--Park and Ride at 21st St. (chap 2, page 2-32): Although I support a station for Kenwood, I do feel that a park and ride lot that is likely to attract commuters from outside the neighborhood is incompatible with the neighborhood's ability to handle increased traffic, especially if the lot requires drivers to drive through Kenwood. If such a lot is built, it must be small, well-landscaped, and unobtrusive. A, I2

Thanks for your interest,

Adam Platt
2208 Newton Ave. S.
Minneapolis 55405

Christin Winkler
<winkbills@gmail.com>
12/10/2012 05:46 AM

To swcorridor@co.hennepin.mn.us
cc
bcc
Subject SWLRT DEIS public comment

December 6, 2012

To Whom It May Concern:

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) published in regard the SWLRT which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done. As this action is proposed and described in Chapter 1, Section 1.3.2.3 as rebuilding a little known, lightly used spur line into a main freight rail line, which will initially allow a 788% increase of rail car traffic. What the SWLRT-DEIS does not address, but should, are the real world impacts of this action on the affected area. C

Besides my general concerns about the SWLRT-DEIS, the portion of the report dealing with Vibration (4-117) causes me great concern, especially since our property is 15 feet from the tracks, and our front door is only 40 feet from the tracks. The DEIS neglects to address the documented existence of radon in our soil that leeches into our basements at a level above what is considered safe. Radon is a carcinogen that causes lung cancer. The US EPA has put it plainly, stating, "Any radon exposure has some risk of causing lung cancer. The lower the radon level in your home, the lower your family's risk of lung cancer." The average person receives a higher dose of radiation from the radon levels in their home than from their combined exposure to all other radiation sources, natural or man-made. Radon gas is a naturally-occurring byproduct of the radioactive decay of Uranium in the soil. Radon Act 51 passed by Congress set the natural outdoor level of radon gas (0.4 pCi/L) as the target radon level for indoor radon levels. Unfortunately, many of the homes in St. Louis Park have levels more than ten times that amount. Because radon is a gas, it can leak into homes through the basement or crawl space, cracks in concrete floors and walls, floor drains and sump holes, or through well water. Vibrations in and around the home drastically increase the amount of radon that can enter through these channels. C

The assumption stated in the SWLRT-DEIS that the increase in vibration is insignificant is incorrect. Currently trains travel on the MN&S for approximately two hours a month. If the re-route occurs there will be a minimum of 6 hours and 39 minutes or a 232.5% increase in train related vibration will occur each a month. My family, therefore, will experience a drastic increase in radon exposure in our home as a result of this increased traffic and vibration. Not only will the duration of vibration increase, but also the amount of vibration will increase with longer, heavier trains. C

Mitigation cannot reduce the impact of this increased radon exposure. This is a serious, documented issue which the SWLRT-DEIS fails to address, even though it is recognized at the federal level.

C

My source for information about radon comes from www.epa.gov/iaq/radon.

Christin Winkler

2757 Brunswick Ave. S.

St. Louis Park, MN

952-715-0168

winkbills@gmail.com

Christin Winkler
<winkbills@gmail.com>
12/10/2012 05:47 AM

To swcorridor@co.hennepin.mn.us
cc
bcc
Subject SWLRT DEIS public comment LPA

December 6, 2012

To whom it may concern:

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) published in regard the SWLRT which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done. C

Besides my general concerns about the SWLRT-DEIS, I am particularly concerned with Chapter 12 (Public and Agency Coordination and Comments). NEPA 1500.2(d) states that the leading agency must "encourage and facilitate public involvement in decisions which affect the quality of the human environment." This regulation was clearly ignored in regards to the potential freight rail re-route issue. Hennepin County did not "encourage and facilitate" public involvement concerning this issue. In fact, Hennepin County refused attempts for public comments and concerns regarding the freight rail issue at all of the outreach meetings listed in table 12.1-1 and all of the community events listed in table 12.1-2. Public comments regarding the freight issue were denied at the 2008 Oct 7, 14, and 23 scoping meetings and the comment period that followed as listed in section 12.1.3.1. Public comments regarding the freight issue were refused at the 2010 May 18, 18 and 20 open houses. Most importantly, public comments regarding the freight issue were denied during the entire LPA section process. This included all of public hearings listed in section 12.1.4.1. In summary, all public comments regarding the freight rail issue were denied at all of SWLRT's major milestones leading up to the DEIS. Worse, the public was not made aware of the significant environmental impacts caused by SWLRT and the potential freight re-route because the freight issue was not discussed at any of the SWLRT meetings leading up to the DEIS. The only opportunity the public was given by Hennepin County to discuss the freight rail re-route was at the PMT meetings discussed in section 12.1.5. However, any discussion of possible alternatives to the re-route (co-location) or the freight re-route's connection with SWLRT was strictly forbidden at these PMT meetings. Lastly, the DEIS fails to mention the 2011 April 17 and 28 freight re-route listening sessions that were held by the city of St. Louis Park. Hundreds of St. Louis Park residents voiced their opposition to the freight re-route. Because those opposed to the re-route have been denied comment during the entire SWLRT planning process leading up to the DEIS, the freight rail issue needs to be dropped or significant more work needs to be done on the alternative studies and public outreach.

C
C
C
C
C

Thank You,

Christin Winkler

2757 Brunswick Ave. S.

St. Louis Park, MN

952-715-0168

winkbills@gmail.com

Christin Winkler
<winkbills@gmail.com>
12/10/2012 05:49 AM

To swcorridor@co.hennepin.mn.us
cc
bcc
Subject SWLRT DEIS public comment (children)

December 6, 2012

To Whom It May Concern:

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The proposed action of re-routing freight is described in Chapter 1, Section 1.3.2.3. The MN&S Spur tracks are a lightly used spur line within a high density urban, residential setting and directly adjacent to the St Louis Park Senior High. The current freight occurs five days a week, Monday- Friday, during normal business hours. The proposed action of re-routing freight would introduce mainline traffic and the community, residents, and students will be exposed to longer, heavier trains during weekends, evenings, and nighttime. In detail, the re-route will allow a 250% increase in trains and a 650% increase of rail cars traffic. C

Our front door is 40 feet from the raised tracks that run by our house. My children play in the yard that is between our house and the tracks. On weekdays, we go into the house twice a day, when the trains come, because of noise and safety issues. It is important to note that the re-routed freight will be longer, more frequent, and include more locomotives per train, making it practically impossible to enjoy a day in the yard with my children. C

In addition, my children's bedroom windows receive the direct noise of the train whistle as it approaches the crossing by our house and the vibrations that last the length of the train. During the past year, there have been a few trains at night while portions of the track were undergoing routine maintenance. Each time a train passed in the night, my small children (currently 2-years old and 9-months old) were awoken in a frightened state. I believe that the increase in length and frequency would make it impossible for my children to get a good night sleep any night of the week. You must understand that this is a serious concern that has not been addressed by the DEIS. C

In addition, the DEIS fails to describe the real world issues with the quiet zone. The SLP Senior High is both bookended by two blind curves and has athletic facilities on both sides of the tracks. The operating rail company, TC&W, has stated in a public document that it has safety concerns with a quiet zone due to the proximity of the tracks to schools, residents, and businesses. It will be impossible to design a quiet zone that will be both safe for the area while maintaining access for the adjacent Senior High school and local businesses. The quiet zone is listed as mitigation for noise impacts but it is a mitigation that is not supported by the neighborhoods, school board, or the operating rail companies. C

A quiet zone will not eliminate all noise impacts and the assessment fails to measure other sources:

a. the rail to wheel curve squeal from the tight interconnect curve

b. the additional noise of the locomotives as it throttles up both the southern interconnect ramp and grade change at the northern connection, C

c. trains traveling west will need to use their brakes to maintain a slow speed going down grade and through curves

d. diminished livability from the introduction of night freight traffic

e. the amount of time exposed to the noise impacts of the stationary crossing bells will increase significantly due to increase in train numbers.

The re-routing of freight will negatively impact the safety, livability, and community cohesion of residents, students, and communities. The SWLRT DEIS does not adequately describe the impacts and as such, the freight reroute should not be given any further consideration as a option. C

Christin Winkler

2757 Brunswick Ave. S.

St. Louis Park, MN

952-715-0168

winkbills@gmail.com

"Steve Andersen"
<steve@showhouseproductions.com>
12/10/2012 08:53 AM

To <swcorridor@co.hennepin.mn.us>
cc
bcc
Subject Noise

As a near neighbor of the proposed West Lake station of the new line, I am concerned with the potential for noise in our neighborhood. The station will be a mere block from our home. Traveling the light rail as I have, I hear the horn of the train at crossings and wonder about the effect of that noise on the neighbors. What kind of research has been done on that effect and what attempts (if any) have been made to mitigate the noise for near neighbors of the new line? I2, O1

Thank you. I2, O3
Steve Andersen.
West Calhoun Neighborhood

Jeff Byers <jeff@tagteam.tv>
12/10/2012 09:43 AM

To <swcorridor@co.hennepin.mn.us>
cc
bcc
Subject SWLRT/Freight rail re-reoute

Hennepin County Commissioners
Hennepin County Regional Railroad Authority

I am writing to express my concerns regarding the rerouting of freight rail traffic from the Kenilworth corridor to the MN&S line.

I am a Saint Louis Park resident. Since I do not live near the MN&S tracks, no longer have school-aged children and am a frequent user of the bike trail system and a proponent of mass transit and the light rail system, you might assume my concern would be to get the SWLRT built with as little impact on the bike paths as possible. That assumption would be wrong.

I do want the SWLRT line to be built but I believe Hennepin County is ignoring well founded concerns related to safety, vibration, noise, expense, mitigation etc., that will result from increasing freight rail traffic on the MN&S line. The question is why. C

My understanding is that the freight rail reroute and the SWLRT routing are technically separate issues. It appears that when the rail line that ran through what is now the Greenway was severed in the 1990s for the construction of the Hiawatha Corridor, the plan to reroute those trains included using the MN&S line in Saint Louis Park. For some reason that plan was not able to be implemented at the time and the Kenilworth line was used as a “temporary” solution. I have no idea what went into that decision or what deals were struck to accomplish it.

For nearly 20 years there didn’t appear to be any significant effort to move the freight trains from the “temporary” route. I believe this was because no reasonable person, looking at the situation objectively, could conclude that the MN&S line would be an upgrade to the Kenilworth line. MN&S drawbacks, including more at grade crossings, blind curves, narrow ROW, poor connections, and proximity to SLP High School all contribute to this reasonable conclusion.

However, the addition of the LRT line, together with the incorrect assumption that it is not feasible to co-locate freight and LRT in the Kenilworth Corridor, gave the folks in Minneapolis a flawed argument to try and get the freight rail line out of their backyards. C

I believe the co-location option has been dismissed because at some point Hennepin County made a deal with the City of Minneapolis to remove the freight trains from the Kenilworth Corridor. Nothing else seems to explain Hennepin County’s ignoring the significant problems involved with adding more and longer freight trains to the MN&S line. C

I would be willing to move the bike path out of the Kenilworth Corridor in the area of the “pinch point” near the grain silo condos. And if the airport can figure out how to run a multi-car, two direction light rail system almost entirely on a single track, the designers of the SWLRT can figure out how to stagger the trains to make a quarter mile segment of single track workable. And the option of buying some of the townhomes across from the silo condos to widen the ROW would be much less expensive than buying all the homes along the MN&S line.

I understand that sometimes people in authority make decisions they truly feel are for the greater good. I don't believe that rerouting the freight traffic from the Kenilworth Corridor to the MN&s line is one of those decisions. But if the freight rail reroute must happen, for whatever reasons, you must not allow the citizens most directly effected by your decision to suffer while the rest of the population benefits. Extensive mitigation, including buying many, if not all, of the homes on either side of the MN&S line, must be agreed upon before any documents are signed. Waiting to determine appropriate mitigation measures until after the fact is not acceptable. C

C

Thank you

Jeffrey J. Byers
4123 Wooddale Ave S
Saint Louis Park, MN 55416

"Pflaum, Donald C." <Donald.Pflaum@minneapolismn.gov>
12/10/2012 01:24 PM

To "Katie.Walker@co.hennepin.mn.us" <Katie.Walker@co.hennepin.mn.us>, "swcorridor@co.hennepin.mn.us"
cc "Hager, Jenifer A" <Jenifer.Hager@minneapolismn.gov>, "Byers, Jack P." <Jack.Byers@minneapolismn.gov>, "Mogush, Paul R" <Paul.Mogush@minneapolismn.gov>,
bcc
Subject City of Minneapolis DEIS comment submittal

Katie,

Thanks for attending the T and PW Committee meeting last week.

Please accept this e-mail and its attachments as the formal City of Minneapolis comments to the Draft Environmental Impact Statement (DEIS) for the Southwest Corridor LRT project.

Attached are also the links to our comments (includes the PowerPoint presentation):
http://www.minneapolismn.gov/www/groups/public/@clerk/documents/webcontent/wcms1p-101259.pdf

Link to the City Council action and committee agenda approving the comments
http://www.ci.minneapolis.mn.us/meetings/council/WCMS1P-100069
http://www.minneapolismn.gov/meetings/tpw/WCMS1P-097352

Thanks again.

Donald Pflaum, P.E., P.T.O.E
City of Minneapolis Public Works
309 2nd Avenue South – Room 300
Minneapolis, MN 55401-2268
612-673-2129

Request for City Council Committee Action
From the Department of Public Works

Date: December 4, 2012

To: Honorable Sandra Colvin Roy, Chair Transportation & Public Works Committee

Subject: **Comments on the Draft Environmental Impact Statement (DEIS) for Southwest Corridor LRT**

Recommendation:

1. Approve the staff recommended comments on the DEIS for the Southwest Corridor LRT project and direct the Public Works Department to submit the comments to Hennepin County.

Previous Directives:

- November 21, 2003; Approve the process of the LRT Corridor study and that the Hennepin County Regional Railroad Authority to pursue the next phase of study as amended; with the understanding that the HCRRA will work with Minneapolis in further evaluating alternative route configurations, which would directly connect Uptown into this regional corridor.
- July 1, 2005; Appoint Council Member Dan Niziolek and Council Member Gary Schiff as Policy Advisory Committee members for the Southwest Corridor Alternatives Analysis process.
- September 5, 2005; Receive and File; SW Corridor study update.
- January 2, 2006; Appoint Council Member Robert Lilligren and Council Member Ralph Remington to serve as Policy Advisory Committee members for the Southwest Corridor.
- October 2, 2009; Receive and File; Report from Hennepin County Housing, Community Works, and Transit.
- January 15, 2010; Approve resolution supporting Locally Preferred Alternative as recommended by the Southwest Transitway Technical Advisory Committee, Policy Advisory Committee and Hennepin County Regional Rail Authority and forwarded to the Metropolitan Council for inclusion in the Regional Transportation Policy Plan.

Prepared by: Donald Pflaum, P.E., P.T.O.E., PW Transportation Planner 673-2129
Beth Elliott, AICP, CPED Principal Planner 673-2442
Paul Mogush, AICP, CPED Principal Planer 673-2074

Approved by:

_____
Steven A. Kotke, P.E., City Engineer, Director of Public Works

DRAFT

Presenters: Katie Walker, Hennepin County Community Works
Donald Pflaum, Transportation Planner 673-2129

Reviews:

Permanent Review Committee (PRC):	Not Applicable
Civil Rights Affirmative Action Plan:	Not Applicable
Policy Review Group (PRG):	Not Applicable

Financial Impact:
None

Community Impact:
Neighborhood Notification: The SW Project Office has created a Citizen Advisory Committee (CAC) to address community needs.
City Goals: Supports City Transportation Goals
Comprehensive Plan: Supports Comprehensive Plan Goals
Zoning Code: NA

Background/Supporting Information

The 15-mile Southwest Corridor (Green Line Extension) is a regional light-rail transit corridor that serves Minneapolis, St. Louis Park, Hopkins, Minnetonka, and Eden Prairie. Once completed, the Southwest Corridor will directly connect to the Hiawatha LRT Corridor (Blue Line), to the Central Corridor Line (Green Line), to the Northstar Commuter Rail Line, and to the Bottineau Corridor Line (Blue Line Extension) in Downtown Minneapolis. The project is expected to serve an estimated 29,660 riders per weekday, is proposed to have 17 stations, and will cost an estimated $1.25 billion. When completed in 2018, the Southwest Corridor will interline with the Central Corridor LRT, allowing for a one seat ride between Eden Prairie and Downtown St. Paul.

A Draft Environmental Impact Statement (DEIS) documents the potential social, economic, and environmental benefits and impacts of a proposed project or action and proposed measures to mitigate any adverse impacts in compliance with the National Environmental Policy Act (NEPA). The DEIS is released to the public and interested agencies for review and comment. The DEIS and the Final Environmental Impact Statement (FEIS) compose the Environmental Impact Statement (EIS) under NEPA.

Completing an Environmental Impact Statement is a significant milestone in the Federal Transit Administration's process for securing federal New Starts funding. Previously the Southwest Corridor has completed a Feasibility Study, an Alternatives Analysis, and a Scoping Document. The Alternatives Analysis resulted in a Locally Preferred Alternative (LPA), which was approved by the City of Minneapolis on January 15, 2010 and by the Metropolitan Council on May 26, 2010. The Locally Preferred Alternative (LPA) defined the Kenilworth Corridor as the preferred route through Minneapolis. The DEIS was published on October 12th 2012, beginning the 60-day public comment period. Public testimony will be taken at public hearings held on November 13th, 2012 (4:30 PM - Hennepin County Government Center), November 14th, 2012 (6PM – St. Louis Park City Hall), and on November 29th, 2012 (6 PM - Eden Prairie City Hall).

Hennepin County is the responsible governmental unit for the DEIS work for this project. The Metropolitan Council is responsible for the preliminary engineering (PE) and construction phases for this project. The Metropolitan Council will also be responsible for the Final Environmental Impact Statement (FEIS) and for the Record of Decision (ROD). On September 2, 2011 the Federal Transit Administration authorized this project to enter the Preliminary

Engineering phase. This allows for surveying, soil testing, and engineering work to begin; resulting in signed plan sets being developed and bid specifications prepared. Once the PE process has been completed and local funding secured, the Federal Transit Administration will enter into a Full Funding Grant Agreement (FFGA) with the Metropolitan Council and construction will begin. The FFGA is projected to be executed in 2014 with construction taking place between 2014 and 2017.

The DEIS is organized into the following chapters:

1) Purpose and Need for the Proposed Action
2) Alternatives Considered
3) Social Effects
4) Environmental Effects
5) Economic Effects
6) Transportation Effects
7) Draft Section (4F) Evaluation
8) Financial Analysis
9) Indirect Effects and Cumulative Impacts
10) Environmental Justice
11) Evaluation of Alternatives
12) Public Agency Coordination and Comments

Technical appendices A-J supplement the 12 chapters above.

For simplicity, CPED and Public Works have organized comments by major topic. The key comments CPED and Public Works have made on this document include:

1) The co-location alternative presented in the DEIS is an unacceptable alternative. Co-location of freight, light rail, and a trail requires considerably more right-of-way than what is available. The City of Minneapolis strongly opposes the taking of any homes along this corridor or the elimination of Burnham Road to allow for the co-location alternative. D
2) The City of Minneapolis is opposed to the placement of the Operations and Maintenance within the City of Minneapolis. H1
3) All five (5) stations proposed for Minneapolis must be constructed to provide access to both North Minneapolis and to South Minneapolis. Constructing all five (5) stations helps to provide economic benefits to low income and minority residents. Stations must also be constructed in a manner that serves all modes. Vertical circulation at the Van White, Lake Street, and Penn Stations is required as part of the project scope in addition to sidewalk network connections. I2
4) Both the Kenilworth Trail and Cedar Lake Trail need to be replaced as required to standards (trail width, trail thickness, wayfinding, etc.) defined in AASHTO Guidelines, MnDOT Guidelines, and Minneapolis Bicycle Design Guidelines with minimal interruption to trail use during construction. E2
5) The comments provided present technical concerns regarding grade separation at Cedar Lake Road. E8
6) A tunnel at 7th Street will not work with the Interchange Project elevations. Other options must be considered. J11
7) Require that local stormwater policies be adhered to. N6
8) The City does not support park-and-ride facilities in urban areas. I1
9) Traction power substations must be appropriately placed and the visual impact mitigated. N11
10) Utilities and street infrastructure disrupted as part of the project must be replaced at the project's expense. N11
11) Noise and vibration concerns raised by citizens must be mitigated. P4
12) Require that the system use priority signalization and not pre-emption at signalized crossings. O9
13) The City of Minneapolis supports efforts to minimize project impacts on identified historical or cultural resources. S3 S4

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I2

I2

I2

14) Station placement at West Lake Street must allow for a future streetcar connection to the Midtown Greenway Corridor.
15) Public art must be integrated into station design.
16) Mitigation of any road closures or private driveways near the Royalston Station is required.

A final EIS will be prepared that will address impacts at a higher level of detail and will identify mitigation activities. By statute, a municipal consent process will be used to establish the final project scope at 30% completed engineering plans. It is expected that the municipal consent process will take place in mid to late 2014.

Recommended Action
Approve the DEIS comments for the Southwest Corridor LRT Project and direct CPED and the Public Works Department to submit the attached comments to Hennepin County.

Attachment 1 – SW Corridor Map
Attachment 2 – DEIS Comments

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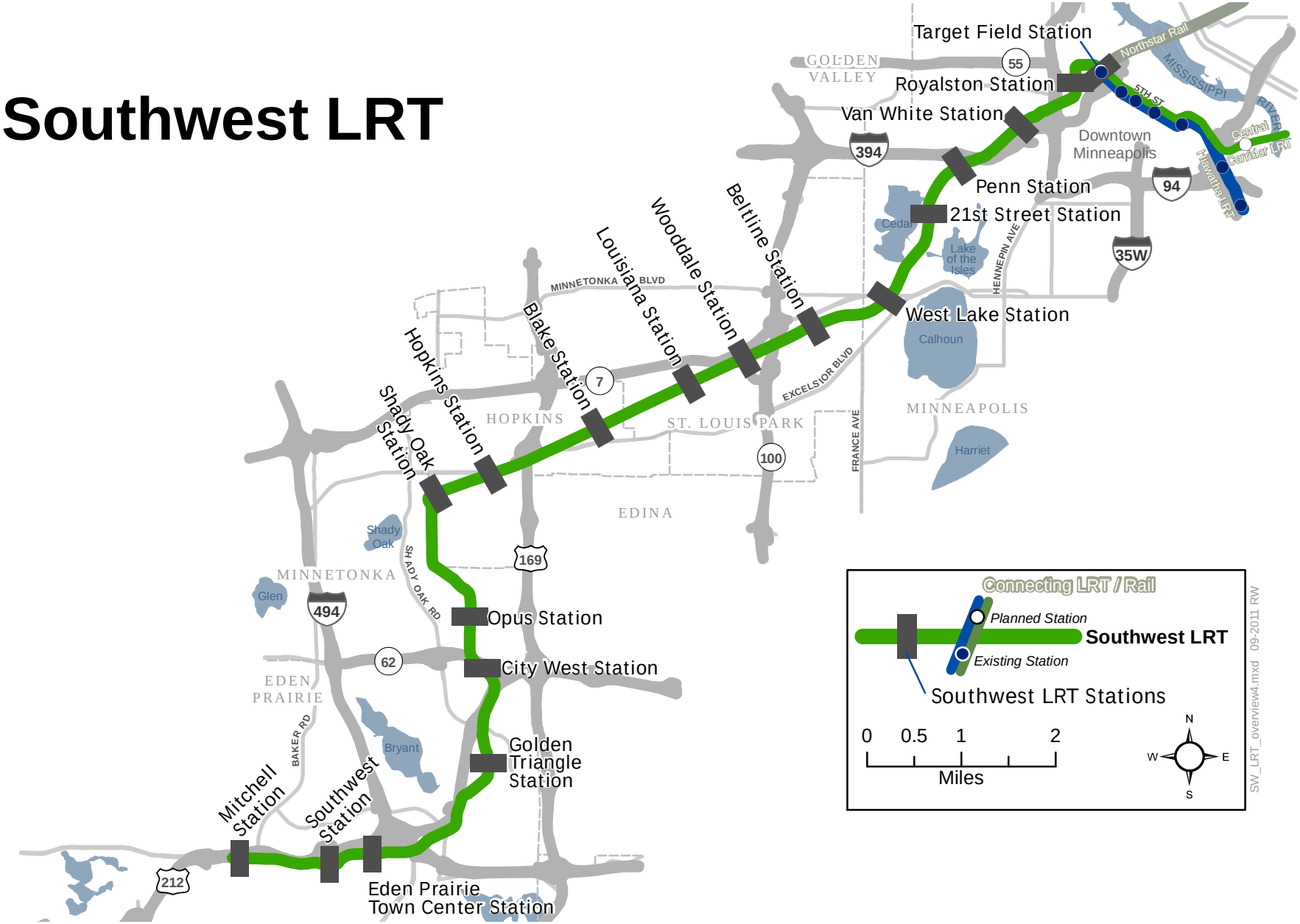
Southwest LRT



Attachment #2 – SW LRT DEIS City of Minneapolis Comments

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Overview

Purpose and Need

K0

The Purpose and Need section of the DEIS accurately describes the reasons why the Southwest LRT Corridor is needed. The growing Twin Cities region of nearly 3 million people requires multiple transportation options, especially when the comprehensive plans for each of the cities along the line plan for significant growth within the coming decades. Freeways and minor arterial roadways in this part of the region are experiencing considerable congestion and the resulting delay is costing the region millions of dollars in lost time and productivity. Acquiring additional right-of-way within existing roadway corridors in this region to expand capacity is not sustainable and is not as fiscally prudent as building new transitways in existing rights-of-way such as with the Southwest Corridor. Furthermore, buses cannot adequately address the transit demand in this corridor. Light Rail Transit offers more transit capacity than buses and better promotes economic growth opportunities along the corridor.

The DEIS has concluded that the Locally Preferred Alternative (LPA) will bring significant benefits to the region. The DEIS states that 10,000 new construction jobs will be created for this project. Close to 29,000 total riders (many are reverse commuters) will use the LPA corridor each day once the line has been finished. A 31.5 minute transit ride from the Mitchell Road station to Downtown Minneapolis is very competitive with driving travel times and the line will reduce congestion in the region. The LPA corridor is consistent with local land use plans that will increase density and economic development around stations, increasing the tax base. Finally, the LPA will provide frequent transit service to parts of the Twin Cities that have poor or inconvenient existing service. This project will provide transit opportunities to thousands of people in the region who must currently rely on other modes to get around. In summary, the project will improve mobility by creating a cost efficient travel option, will cut overall vehicle emissions, will improve the quality of life, and will stimulate economic development.

A Draft Environmental Impact Statement (DEIS) documents the potential social, economic, and environmental benefits and impacts of a proposed action and proposed measures to mitigate any adverse impacts in compliance with the National Environmental Policy Act (NEPA). The City of Minneapolis agrees with the conclusion reached in the evaluation of alternatives (Chapter 11 of the DEIS) that the Locally Preferred Alternative (LPA) - Option 3A is the best choice. Based on this analysis, the LPA best meets the Purpose and Need statement, which outlines 6 major goals for the project:

- Goal #1: To improve mobility.
- Goal #2: To provide a cost effective, efficient travel option.
- Goal #3: To protect the environment.
- Goal #4: To preserve and protect the quality of life in the study area and the region.
- Goal #5: To support economic development.
- Goal #6: To support an economically competitive freight rail system.

The overall performance shows the project meeting the goals. The City of Minneapolis agrees with the conclusions reached in the Evaluation of Alternatives (Chapter 11 of the DEIS).

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Public Agency Coordination and Comments

The City of Minneapolis commends both Hennepin County and the Metropolitan Council for ensuring that the DEIS is widely available in a number of mediums for the public to review. There are adequate opportunities for the public to comment either in writing or at one of the public hearings being held throughout the corridor. L1

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Alignments Considered and Evaluation of Alternatives

Kenilworth Corridor Alignment – Locally Preferred Alternative (Route 3A)

General Comments:

A

The City of Minneapolis passed a resolution on January 15th, 2010 supporting the Locally Preferred Alternative, which will traverse the Kenilworth Corridor, providing stops at West Lake Street, 21st Street, Penn Avenue, Van White Boulevard, and Royalston Avenue. Each Minneapolis station is paramount in the project's overall success.

Nicollet Avenue Alignment (Route 3C)

General Comments:

A

The Nicollet Avenue Alternative (Route 3C) was thoroughly examined as part of the Alternatives Analysis process and was dismissed for a number of reasons highlighted within the DEIS, including high costs, impacts to existing trails, and significant utility impacts. The City of Minneapolis does not support this alternative and has endorsed the Locally Preferred Alternative. Furthermore, the FTA is currently working with the City of Minneapolis to analyze streetcar along the Nicollet Avenue corridor, as part of the Nicollet/Central Alternatives Analysis.

Specific Comments (by section):

Table 11.1-1

While the City of Minneapolis supports the LPA, it should be noted that Alignments 3-C-1 and 3-C-2 are not inconsistent with the City's Comprehensive Plan as noted in this table.

11th/12 Street Alternative (Route 3C-2)

General Comments:

The 11th/12th Street Alternative (Route 3C-2) was examined at the request of a Minneapolis City Council Member. This alternative was thoroughly examined as part of the Alternatives Analysis process and was dismissed for a number of reasons, highlighted within the DEIS. The City of Minneapolis does not support this alternative and has endorsed the Locally Preferred Alternative.

Specific Comments (by section):

Table 11.1-1

While the City of Minneapolis supports the LPA, it should be noted that Alignments 3-C-1 and 3-C-2 are not inconsistent with the City's Comprehensive Plan as noted in this table.

Co-Location of Freight, LRT, and Trails along the Kenilworth Corridor

General Comments:

City of Minneapolis support for the Locally Preferred Alternative is based on the premise that freight rail will be relocated from the Kenilworth Corridor. The City of Minneapolis will not accept the co-location alternative in which freight, LRT, and trails are placed in the same corridor. While the Federal Transit Administration has directed that the co-locating option be examined, it will not be accepted by the City of Minneapolis as part of the municipal consent process. The co-location option will displace dozens of households, will create irreversible damage to the character of the neighborhood, and will destroy high quality parkland that cannot be mitigated. D

The Locally Preferred Alternative relocates the existing freight traffic to an existing freight corridor in St. Louis Park. The Locally Preferred Alternative fits within the space envelope that has been preserved by Hennepin County Regional Railroad Authority for the purpose of future transit (per the agreements cited in Appendix J) and does not use park land owned by the Minneapolis Park and Recreation Board that has been established through decades of responsible planning, regional partnerships, and environmental stewardship. In addition, the loss of tree cover in Minneapolis is substantially higher with the co-location option than the Locally Preferred Alternative. N1

It is important to recognize that all five communities along the Southwest LRT Corridor voted to support the Locally Preferred Alternative, which assumes that freight rail will be relocated and the trails be preserved within the Kenilworth Corridor.

The co-location alternative requires that the existing trails be preserved alongside of freight and light rail. A reconstructed 12-foot trail will not adequately meet the number of trail users currently using the facility. There is currently a 20-foot wide trail in most areas and at times the trail volumes exceed 2,000 people in a given day. The trails must be replaced to at least a 16-foot width to allow for bicycle and pedestrian separation and it is recommended that a 20-foot trail be reconstructed to replace the facility in-kind. Trail design must follow AASHTO guidelines, MnDOT guidelines, and the City of Minneapolis Bicycle Facility Guideline publication. D, P8, P9

There are additional financial impacts to the co-location option. If homes in Minneapolis are removed due to the co-location alternative, the tax base will be negatively impacted, affecting both City of Minneapolis and Hennepin County revenues. The City of Minneapolis will be particularly sensitive to any private property needed for the project. Private property taking should be minimized. The co-location option also requires that Burnham Road be reconstructed near Cedar Lake Road as part of the project budget, an expense that is not needed if the Locally Preferred Alternative is pursued. M5

<u>Specific Comments (by section number):</u>

2.3.3.1

The City of Minneapolis notes that conceptual engineering prepared for Build Alternative 3A-1 (co-location alternative) was provided by the City of St. Louis Park, while the conceptual engineering for all other build alternatives was provided by the project sponsor (Hennepin D

County). The City of Minneapolis did not participate in the creation or review of this work and does not support the co-location option.

3.1.2.7

The following statement within the DEIS supports the case for the Locally Preferred Alternative and makes the case against co-location. "The relocation of the TC&W freight rail operations from the CP RR (Kenilworth Corridor) to the existing and currently used MN&S and the BNSF would not conflict with the adopted zoning districts of St. Louis Park. Land use for the corridor is categorized in the St. Louis Park's Comprehensive Plan as 'railroad' (RRR). Six separate studies have been completed to determine potential impacts of expanding freight rail service on the MN&S line compared to maintaining freight rail service following the construction of the LRT. These studies concluded the best option for freight rail operations was to relocate the TC&W freight rail operations to the MN&S line." C

3.1.5.1, Page 3-34

The following statement within the DEIS supports the case for the Locally Preferred Alternative and makes the case against co-location. "Implementation of LRT 3A-1 (co-location alternative) in the Kenilworth Corridor could influence a number of land use changes in the area. In order to achieve adequate ROW for placement of the three facilities, up to 57 townhomes would be removed in the area north of the West Lake Station on the west side of the corridor and 3 single-family houses would be removed north of Cedar Lark Parkway along Burnham Road. Additionally, there would be disturbance to Minneapolis Park Board properties on the east side of Cedar Lake in order to create adequate clearance." M1

3.2.2.6, Page 3-58

The following statement within the DEIS supports the case for the Locally Preferred Alternative and makes the case against co-location. "With the co-location alternative, the largest disruption in community cohesion would be the acquisition of 60 housing units (see Section 3.3)." M3

3.2.2.6, Page 3-60

The following statement within the DEIS supports the case for the Locally Preferred Alternative and makes the case against co-location. "Since the MN&S is an active freight rail corridor and the relocation of the TC&W traffic to the MN&S would add only a small increase in freight rail traffic, significant impacts to community cohesion along the MN&S would not be anticipated." D

The following statement within the DEIS supports the case for the Locally Preferred Alternative and makes the case against co-location. "Moving freight rail service to the MN&S line will also remove the at-grade crossing of freight rail and the Southwest LRT Commuter bike trail between Beltline Boulevard and West Lake Street. Removal of this at-grade crossing will improve the safety and connectivity of the Southwest LRT Commuter bike trail."

3.2.2.7, Page 3-61

The following statement within the DEIS supports the case for the Locally Preferred Alternative and makes the case against co-location. "The addition of the Freight Rail Relocation to all of the alternatives above would have a positive impact to adjacent neighborhoods or community cohesion because removal of freight operations along Segment 4 would eliminate a barrier to D

community linkages. Associated impacts with relocating the TC&W trains include improved safety by separating the freight rail from the light rail and bicyclists within the HCRRA corridor. LRT 3A-1 (co-location alternative) has the potential for adverse community impacts because of the conflicts that could result from having an excess of activity confined to an area not originally intended for such an intense level of transportation. In this scenario a relatively narrow ROW corridor would be forced to accommodate a freight rail line, LRT, and a multi-use trail creating an even greater barrier to community cohesion in Segment A."

Table 3.2-2

The following statement within the DEIS supports the case for the Locally Preferred Alternative and makes the case against co-location. "The presence of freight rail in Segment 4 and in Segment A may limit land use change to TOD. The acquisition of 57 multi-family housing units for placement of the freight rail line near the West Lake Street Station will diminish TOD potential for the West Lake Station area and is inconsistent with local and regional plans which promote TOD including multi-family residential in proximity to LRT stations." D

3.6.3.3, Pages 3-117,3-118

The following statement within the DEIS supports the case for the Locally Preferred Alternative and makes the case against co-location. "The visual impacts to this historic Kenilworth channel would be anticipated to be greater for the LRT 3A-1 (colocation alternative) than LRT 3A (LPA) since the co-location alternative would involve an additional bridge over the channel. This issue will be addressed during Section 106 consultation." S3 S4

3.7.3.3

The following statement within the DEIS supports the case for the Locally Preferred Alternative and makes the case against co-location. "With the LRT 3A-1 (co-location) build alternative there are additional safety issues such as maintaining freight train movement in tandem with the LRT and bicycle trail would conflict with the five stations and their operations creating a number of issues e.g., redesign of the stations to ensure safe passage, lengthy freight trains blocking rider's access to the stations, and general safety considerations such as people crossing the track in undesignated locations." D

5.2.4

The City of Minneapolis agrees with and supports the language in Table 5.2-4 that outlines incompatibility of the co-location option with Minneapolis land use plans and development potential. M1

6.2.2.2, Page 6-24

The following statement within the DEIS supports the case for the Locally Preferred Alternative and makes the case against co-location. "Also in Segment A with LRT 3A-1 (co-location alternative) only, the ROW needed for this alternative will affect Burnham Road, which is adjacent to the corridor and accessed off of Cedar Lake Parkway. Burnham Road is the main access point for homes fronting on Cedar Lake. It will need to be reconstructed and realigned and its access off of Cedar Lake Parkway would be shifted west. The shift of Burnham Road may also cause the intersection of Cedar Lake Parkway with Burnham Road to be E8

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reconstructed." The DEIS states that Burnham Road will be shifted to the west requiring significant private property taking, which is not supported by the City of Minneapolis.

7.4.1.5

The following statement within the DEIS supports the case for the Locally Preferred Alternative and makes the case against co-location. "The use of Cedar Lake Park, anticipated for the co-location alternative, however, is greater than for LRT 1A and LRT 3A (LPA) and would likely not be avoidable. As such, a finding of de minimis impact would likely not be determined by FTA nor would the Minneapolis Park and Recreation Board likely concur. Therefore, the co-location alternative would constitute a Section 4(f) use of Cedar Lake Park." D

11.2.5

The following statement within the DEIS supports the case for the Locally Preferred Alternative and makes the case against co-location. "The potential adverse environmental impacts associated with LRT 3A-1 (co-location alternative) cause this alternative to fail to rise to the environmentally preferred alternative. They include:

- The necessity to acquire Cedar Lake Park property owned by the Minneapolis Parks and Recreation Board would cause a Section 4(f) impact. S2
- Failure to provide a direct connection between the CP Bass Lake Spur and the CP MN&S requiring freight trains to navigate the cumbersome and noisy Skunk Hollow switching wye to complete this maneuver. Q1
- High construction related impacts because of the complex construction staging required to rebuild the freight rail tracks. M1
- Economic development and the potential for transit oriented development will be diminished because of the close proximity of freight rail operations to station locations. P9 Pedestrian safety at the Wooddale, Beltline, and 21st Street LRT Stations would be affected by the need to cross the freight rail tract between the LRT stations and park and ride facilities. R3
- The economic impact of acquiring over 60 units of primarily high quality, high income multi-family housing by the West Lake Street station makes this alternative inconsistent with state, regional, and local policies and adopted plans. M5
- Retention of freight rail operations in the Kenilworth Corridor will continue to divide neighborhoods while its removal will allow the Southwest Transitway project to bring the areas together and improve community cohesion." M3

The following statement within the DEIS supports the case for the Locally Preferred Alternative and makes the case against co-location. "As evident in the previous chapters of this Draft EIS, LRT 3A-1 (co-location alternative) does not meet the project's purpose and need and is not a practicable alternative due to the environmental impacts associated with the development of this alternative. Therefore, the LRT 3A-1 (co-location) alternative is not recommended as the environmentally preferred alternative. D

"The acquisition of 0.81 acres of Cedar Lake Park needed to co-locate the freight rail tracks that is associated with LRT 3A-1 (co-location alternative) would constitute a Section 4(f) use. Because this Draft EIS has presented other feasible and prudent alternatives to LRT 3A-1 (co- S2

location alternative), this alternative cannot be recommended as the environmentally preferred alternative."

D
N1

Appendix H
The traffic analysis concludes that the co-location option will result in level-of service E and F during the PM peak at Cedar Lake Road/Burnham Road, creating traffic problems that do not exist today.

P4

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General Topics (Locally Preferred Alternative)

Design Issues

General Comments:

Below are several design issues that must be addressed in the PE process based on what is shown in the DEIS pertaining to project scope. N11

- The project must pay for utility relocations due to project construction.
- Stations must be designed with vertical access for pedestrians and bicyclists, particularly at the West Lake Street, Penn Avenue, and Van White Stations. ADA requirements must be met at these stations as part of the project's expense.
- All platforms must have adequate fire and police access. R3
- Truck access to private industrial sites must be preserved. P6 I2
- Sidewalks are needed at multiple stations to connect to the existing network of city sidewalks. Substantial investment in pedestrian infrastructure will be required as part of the project budget to make the stations accessible from new and existing development and to facilitate direct bus transfers. In several cases the project will need to provide pedestrian infrastructure outside the immediate station footprint in order to connect to the nearest existing sidewalk systems. Please refer to the Minneapolis Pedestrian Master Plan, Map A-12: Potential Sidewalk Gaps for missing pedestrian infrastructure. P9

Economic Effects

Specific Comments (by section):

5.2.3
Notification of roadway disruptions to nearby property owners during the construction process may not be adequate. There may be situations where personal interaction is required to find access remedies to properties. E10, M3

5.2.4
In Table 5.2-4, the text related to LRT 3C-1 and LRT 3C-2 provides inaccurate information related to compatibility with future land use potential. The statement "Implementation of LRT and the accompanying reduction in bus service may reduce TOD development potential which is inconsistent with regional and local plans" draws a false conclusion. While the City of Minneapolis does not endorse Alternatives LRT 3C-1 and 3C-2, City policy supports bus and LRT as complementary transit services that both attract transit-oriented development. P1

Environmental Impacts/Stormwater Management

General Comments (by topic):

Tree Removal:
Tree Removal must be minimized and mitigated. As mentioned in the co-location comments, there are significantly more trees that will need to be removed under a co-location option than if the Locally Preferred Alternative (LPA) is pursued. The Minneapolis Park and Recreation Board Urban Tree Policy requires that tree loss be mitigated within city limits.

N6

Stormwater:
Mitigation will be required for adverse impacts to City of Minneapolis surface waters, storm drains, storm tunnels, sanitary sewers, and surface drainage, including but not limited to physical conflicts, pollutant loads, surface water levels, increased stormwater runoff, changes to surface drainage impacting public or private properties, or degradation of hydraulics, condition, capacity, or operational/maintenance access. There is a 21-inch storm drain in conflict with the 7th St tunnel which would need to be relocated.

Ground Water/Wells:
An inventory of local wells should be completed and mapped so as to identify distances from the proposed lines. A better analysis of the potential impact on their usability can be conducted and possible solutions identified for mitigation and/or resolution of the potential problem. Activities related to the construction, grading, and operation of the LRT line can affect the groundwater hydrology and potentially impact area wells production capacity. The dewatering for construction as well as to maintain function of the line will also be an impact that appears to be understated in the DEIS. For potable wells additional consideration needs to be made for the wellhead protection areas for community wells and set back requirements for domestic wells from the proposed lines and infrastructure that will be needed for its operation.

N4

Minneapolis Local Regulatory Authority:
Besides those already mentioned:

- Minnesota Wetland Conservation Act Local Governing Unit through Project Review and Approval
- Water Quality through its building plan reviews, Erosion and Sediment Control Ordinance, and Stormwater Management Ordinance.

N6
N9

The City of Minneapolis also has local regulations:

- Requiring permits and approval for afterhours work;
    - Temporary storage of impacted soils on site prior to disposal or reuse;
    - Remediation of contaminated soil and groundwater,
    - Reuse of impacted soils on site;
    - Dewatering and discharge of accumulated storm water or ground water to city sewers; Underground or aboveground tank installation or removal;
    - Well construction and sealing;
    - On-site crushing

- Authority regarding
    - Noise
    - Air pollution

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Noise and vibration:
Section 4.7.3 outlines potential long-term noise impacts of LRT operations, based on field measurements of the Hiawatha line and FTA guidance. Sound exposure levels used in the noise analysis may violate MPCA noise rules 7030 for all three noise classifications depending upon its duration. The City of Minneapolis recognizes that some noise is inherent in the regular operation of an LRT line. Engineering of the line must include measures to minimize excessive noise and vibration exposure on nearby properties. The City of Minneapolis expects Metro Transit to implement an operating plan that balances minimized use of bells and horns with a need to ensure safety.

O8
O9
O10
O12

To mitigate noise and vibration the project should use natural features such as trees and hedges rather than noise walls.

The project may need to install vibration measuring devices along the corridor to protect local homes and businesses, especially if sheet pile walls are installed as part of the project. This is particularly important near historic landmarks and cultural resources.

Ther EIS should include an analysis of the noise impacts (positive and negative) of the bus re-routing which will happen with a new LRT line in place. The City of Minneapolis encourages Metro Transit to use hybrid buses with a goal to convert the entire fleet over time.

O2

Energy and Climate Change:
The expansion of the regional transit network has the potential to have a positive impact on air quality and greenhouse gas emissions by giving travelers more options and mitigating congestion. The following comments pertaining to noise and vibration in addition to Energy and Climate Change are intended to improve the project.

While the City of Minneapolis supports the Locally Preferred Alternative, our partner cities must take care to avoid unintended consequences of extending high-quality transit options into third-ring suburbs. The DEIS makes no mention, and no attempt to quantify, the potential additional greenhouse gas (GHG) emissions from land use patterns that may be changed by an LRT line that emphasizes park and rides as the primary arrival mode at suburban stations. This may actually exacerbate suburban sprawl, making it easy to drive to a suburban park-and-ride from a developing exurban location while not taking advantage of the land around the suburban stations for development that would reduce the need for driving to both work and non-work activities. The City of Minneapolis encourages the cities along the corridor to take full advantage of the development potential around all LRT stations in order to maximize the reduction in GHG emissions. The EIS should quantify and identify mitigation measures for these cumulative impacts.

N9
N12

I2

The DEIS uses a per mile coefficient to calculate energy use, but an average per passenger mile coefficient to calculate GHGs. GHGs are produced by energy production, not by passengers. The DEIS relies on a regional traffic model to estimate vehicle miles and transit miles traveled. These figures should be used as the basis for calculating emissions. The DEIS's per passenger mile figures for greenhouse gas emissions appear to be national averages, which is not an

N9

adequate assumption for application locally, especially when more accurate per-mile and per KWh figures are available. Local electricity coefficients are available from Xcel Energy and the EPA that can provide much more accurate estimates of what a MWh of electricity used by a LRT vehicle produces in terms of GHGs than the national averages the DEIS uses. The carbon intensity of electricity varies widely across the country depending on what fuels are used to produce it, and these regional differences should be taken into account.

The DEIS uses 2009 fuel efficiency assumptions to calculate 2030 emissions. The predicted mpg rating of the average light duty fleet in 2030 (according to EIA) is close to 64% greater than what the DEIS is using (32 mpg under new CAFE rules versus the 19 mpg the DEIS uses). The same methodology (using 2009 fuel efficiencies to estimate 2030 emissions) appears to be used for heavy duty vehicles, buses and trains in the DEIS. Minnesota also has a biofuels mandate both for gasoline and diesel, which lowers the tailpipe impact of motor fuels. For diesel fuel, this percentage is also scheduled to increase in the future if existing legislation holds.

Significant changes are necessary to the section of the DEIS related to greenhouse gas emissions impacts of the alternatives. The document should be updated to use local, accurate, and year-appropriate fuel efficiency and greenhouse gas production coefficients. N9

<u>Specific Comments (by section):</u>

Sections 4.1 Geology and Groundwater Resources and 4.1.1 Legal and Regulatory Review: Discharge of water from groundwater dewatering in Minneapolis (a) during construction, and/or (b) permanently for deep cuts or tunnels, will also need permitting and approval from the City of Minneapolis, in addition to relevant approvals from the Minnesota DNR, the Minnesota PCA, and/or Metropolitan Council Environmental Services. More information about location, rate and pollutant load of the possible discharge will be required to determine if existing storm drain or sanitary sewer infrastructure has capacity for the discharge. Metering and monitoring may be required as well as payment for the processing of the discharge water. N6

Sections 4.1.2.1, Potential for Differential Settlement, and 4.1.3.1, Surficial Geology: Discussion should also include consideration of the layers of highly variable urban fill located along some sections in Minneapolis. N3

Section 4.2, Water Resources and Table 4.2-1, Permitting Agencies, Corresponding Regulatory Responsibilities, and Actions:

A. Add City of Minneapolis (in Permitting Agency column), Minneapolis Code of Ordinances Title 3 Chapter 52 Erosion and Sediment Control and Drainage (in Regulatory Responsibilities column), and Erosion Control Permit (in Associated Permits/Action column)
B. Add City of Minneapolis (in Permitting Agency column), Minneapolis Code of Ordinances Title 3 Chapter 54 Stormwater Management (in Regulatory Responsibilities column), and Stormwater Management Plan Approval (in Associated Permits/Action column) N6

Section 4.2.1.5 Local Cities:

The fifth and sixth sentences appear to be describing Minneapolis requirements but omit reference to Minneapolis, and so appear to be a continuation of City of Eden Prairie requirements.

Therefore please change FROM:

4.2.1.5 "The cities of . . . land alteration occurs. An Erosion and Sediment Control Plan is required for projects that disturb in excess of either 5,000 square feet or 500 cubic yards of earth moved. A Stormwater Management Plan is required for project sites that exceed 1 acre. The SWPPP prepared for the MPCA for the NPDES General Construction Permit, in some cases, provides the information applicable to both of the Minneapolis regulations described in this section above. The cities, however, may have additional requirements. . . ."

Please change TO:

4.2.1.5 "The cities of . . . land alteration occurs. In Minneapolis ~~A~~an Erosion and Sediment Control Plan is required for projects that disturb in excess of either 5,000 square feet or 500 cubic yards of earth moved. A Stormwater Management Plan is required for project sites that exceed 1 acre. The SWPPP prepared for the MPCA for the NPDES General Construction Permit, in some cases, provides the information applicable to both of the Minneapolis regulations described in this section above. The cities, however, may have additional requirements. . . ."

Section 4.2.4 Short-Term Construction Effects:
The fifth sentence currently reads, "Additionally, the project would include construction of permanent BMPs such as stormwater ponds and grit chambers that would reduce pollutant loads as compared to existing conditions." Stormwater ponds and grit chambers may not provide sufficient pollutant load reduction, and/or in some areas there may not be space for these types of BMPs. Therefore please add to the list of examples, "infiltration trenches or galleries, sand filters, iron-enhanced bioswales". This list will provide a more realistic toolbox of stormwater treatments.

Appendix H, City of Minneapolis Plans and Studies:
Add the following: Minneapolis Local Surface Water Management Plan, October 2006.

Environmental Justice

General Comments:

It is critical that residents from both North Minneapolis and South Minneapolis benefit from the transit service, mobility, and accessibility benefits of this infrastructure investment. Constructing the proposed stations ensures that people of all income levels and demographic backgrounds will realize the long-term benefits of light rail in their neighborhood. The stations must be designed to realize the surrounding development potential in accordance with City of Minneapolis land use plans and provide for direct access by nearby residents who will walk, bike, or take a local bus to a station.

Figures 10.3-1 to 10.3-10 identify the most impacted station along the Locally Preferred Alternative as the Van White Station. While Chapter 10 primarily focuses on how adverse impacts from implementation of the transit line will be mitigated, it is important for the project to recognize that subtracting project benefits can have just as great an impact on nearby minority and low-income populations. All Minneapolis stations, but particularly the Van White Station, require improved pedestrian access and opportunities to maximize transit-oriented development potential that is consistent with Minneapolis land use plans. P1

Financial Analysis

General Comments:

The City of Minneapolis understands there are fiscal constraints with this project and will actively work with the project office during the PE process to value engineer the scope of the project. However, it is important that all Minneapolis stations be constructed to realize the full potential of the line. The City of Minneapolis requests that trees and landscaping (not expensive sound walls) be used to mitigate noise and vibration issues in Minneapolis. I2 O9

Historic Preservation

General Comments:
The City of Minneapolis is a consulting party in the Section 106 Historic Review, has reviewed the research, and supports the conclusions of the analysis of potential effects included in Appendix H. The City will continue to advise on the impacts on historic resources throughout the duration of the Section 106 process as outlined in the Programmatic Agreement. S4

Indirect Effects and Cumulative Impacts

Specific Comments (by section):

9.6.8.2
Transit-oriented development may increase the need for public services, but it also increases the tax base that is available to pay for those services. M1

Operations and Maintenance Facility

General Comments:

The City of Minneapolis does not support a second Operations and Maintenance Facility within the boundaries of Minneapolis. Furthermore, the City of Minneapolis does not support the rationale for the four siting criteria and therefore does not support its inclusion in this analysis. H1

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The proposed Minneapolis O and M facility also sits in a low point with regard to elevation. The stormwater pipes do not have enough capacity to take on the stormwater capacity of a building of this size.

Specific Comments (by section):

2.3.3.9
The Operations & Maintenance Facility (OMF) identified four options, one of which is to be located in the North Loop Neighborhood. This location does not fulfill the following criteria used in the site selection process as described in Appendix H:

- Preferred location near one end of line: The North Loop is home to the Interchange, a regional transportation hub that currently connects Hiawatha LRT with the Northstar Commuter Rail. In 2014 it will also connect Central Corridor LRT to St. Paul. Southwest LRT will interline with Central Corridor LRT so consequently the identified Minneapolis OMF would be mid-line and not the end of the line. H1
- Compatibility with adjacent current and planned land uses: The adopted *North Loop Small Area Plan (2009)* projects large-scale (10+ stories) transit-oriented development for these sites that either has job or residential density in order to support the regional transportation system. This policy has been amended into *The Minneapolis Plan for Sustainable Growth*, the Minneapolis Comprehensive Plan.
- Land zoned industrial and/or light industrial: The site is no longer zoned Industrial. A 2011 rezoning study changed the zoning on the site to the B4S Downtown Services district.
- Public land: The majority of land needed for the proposed site is private and therefore costly acquisitions would be necessary. Additionally, vacating 5th Street would have a dramatic impact on an already-compromised circulation system within this area. The *North Loop Small Area Plan* recommends opening up access throughout the neighborhood, so any street vacations would be inconsistent with this policy. The City of Minneapolis also has policies in its Comprehensive Plan that highly discourage any street vacations that will compromise the urban street grid. The following policies in *The Minneapolis Plan for Sustainable Growth* apply:

    2.1.4 Preserve the existing transportation grid through right-of-way preservation and acquisition.

    2.2.6 Encourage reconnection of the traditional street grid where possible, to increase connectivity for all travel modes and strengthen neighborhood character.

3.1.5.2
The Operations & Maintenance Facility (OMF) Minneapolis 4 identified to be located in the North Loop Neighborhood is not consistent with existing land uses, future land use direction, or existing zoning. While the current uses are primarily industrial, it is inaccurate to identify adjacent land uses as compatible since the site is only separated by the 3rd/4th Street Viaduct from high-intensity residential. The 5th Street corridor where this OMF is proposed is also identified for large-scale (10+ stories) transit-oriented development in the *North Loop Small Area Plan*, which has been amended into the City's Comprehensive Plan. These properties are now zoned B4S Downtown Services district which is expressly incompatible with an Operations &

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Maintenance Facility. Therefore, the comment that "the facility would be permitted by the city zoning ordinance" is inaccurate.

3.1.8
It is not correct that OMF Minneapolis 4 is compatible with zoning and planned development as summarized in Table 3.1-7.

3.2.2.7
The City of Minneapolis disagrees with the statement on page 3-61: "In general, construction of the OMF would not result in the creation of a barrier between neighborhoods, and the operation of the facility at the locations identified is not anticipated to adversely impact community cohesion." The location of the OMF on 5th Street North would be situated directly in the middle of the North Loop neighborhood along a corridor that is projected to have intense TOD potential due to its proximity to the Interchange regional transportation hub. The 5th Street North corridor is projected to completely transition away from underutilized industrial properties to a mix of residential, office, and commercial uses of 10+ stories. While the proposed OMF site is currently between Metro Transit properties and the 3rd/4th Street Viaduct, it is just on the other side of the Viaduct from dense multi-family housing. The City has already received development proposals for properties along 5th Street North, which is emblematic of an untapped market potential that matches the City's future land use policy guidance. Therefore, an OMF at this location would indeed act as a barrier to expansion of TOD opportunities in the North Loop neighborhood as well as impact community cohesion by prohibiting implementation of a plan that the community created.

H1

3.2.2.8
Page 3-64 - The location of the OMF on 5th Street North would be situated directly in the middle of the North Loop neighborhood along a corridor that is projected to have intense TOD potential due to its proximity to the Interchange regional transportation hub. The 5th Street Corridor is projected to completely transition away from underutilized industrial properties to a mix of residential, office, and commercial uses of 10+ stories. While the proposed OMF site is currently between Metro Transit properties and the 3rd/4th Street Viaduct, it is just on the other side of the Viaduct from dense multi-family housing. The City has already received development proposals for properties along 5th Street North, which is emblematic of an untapped market potential that matches the City's future land use policy guidance. Therefore, an OMF at this location would indeed impede TOD opportunities in the North Loop Neighborhood as well as impact community cohesion by prohibiting implementation of a plan they created. Additionally, vacating 5th Street would have a dramatic impact on an already-compromised circulation system within this area. The *North Loop Small Area Plan* recommends opening up access throughout the neighborhood, so any street vacations would be inconsistent with this policy.

3.3.3.5
In Table 3.3-3, 27 properties would be impacted for OMF Minneapolis 4, the majority of which are private property with potential for intense TOD development. The 5th Street corridor where this OMF is proposed is identified for large-scale (10+ stories) transit-oriented development in the *North Loop Small Area Plan*, which has been amended into the City's Comprehensive Plan.

Not only would these 27 properties grow the city's tax base, their potential for increasing the number of housing units and jobs in the area would help support the regional transportation system.

3.4.5.5
Related to potential impact on cultural resources, the OMF Minneapolis 4 site is within a ¼ mile of the Nationally-registered and locally-designated Warehouse Historic District. Further analysis needs to be conducted to evaluate potential visual impacts of the OMF on the integrity of the Warehouse Historic District.

3.6.3.3
Page 3-122 – For clarification purposes, the OMF Minneapolis 4 site is located in the center of the North Loop Neighborhood which is bounded by the Mississippi River, Hennepin Avenue, I-394, and I-94. While the residential parts of the neighborhood are north of this site, the *North Loop Small Area Plan* adopted policy recommends a wide range and mix of uses throughout the entire neighborhood. Not only would a new track system leading to the OMF and the vacation of 5th Street North seriously impede an already-challenging circulation system, the visual impact of the OMF could be great as the area transitions to transit-oriented development.

3.6.5.3
The mitigation measures identified on page 3-124 are inadequate to minimize the effects of OMF Minneapolis 4 on existing residents and workers but on future populations as well. This is already a dense urban environment that will continue to grow in height and density. Surrounding the facility "with façade treatments and landscaping" is insufficient to minimize the visual impacts from tall buildings.

6.2.2.5
On page 6-46 related to the OMF Minneapolis 4 site, vacating 5th Street would have a dramatic impact on an already-compromised circulation system within this area. The *North Loop Small Area Plan* recommends opening up access throughout the neighborhood, so any street vacations would be inconsistent with this policy. The following policies in *The Minneapolis Plan for Sustainable Growth* further support these comments:

> 2.1.4 Preserve the existing transportation grid through right-of-way preservation and acquisition.
> 2.2.6 Encourage reconnection of the traditional street grid where possible, to increase connectivity for all travel modes and strengthen neighborhood character.

Appendix H
The Operations & Maintenance Facility (OMF) Minneapolis option identified to be located in the North Loop Neighborhood does not fulfill criteria used in the site selection process as described in Appendix H:

- Preferred location near one end of line: The North Loop is home to the Interchange, a regional transportation hub that currently connects Hiawatha LRT with the Northstar Commuter Rail. In 2014 it will connect Central Corridor LRT to St. Paul. Southwest LRT will interline with Central Corridor LRT so consequently the identified OMF is mid-line.

- Compatibility with adjacent current and planned land uses: The adopted *North Loop Small Area Plan (2009)* projects large-scale (10+ stories) transit-oriented development for these sites that either has job or residential density in order to support the regional transportation system. This policy has been amended into *The Minneapolis Plan for Sustainable Growth*, the Minneapolis Comprehensive Plan.
- Land zoned industrial and/or light industrial: The site is no longer zoned Industrial. A 2011 rezoning study changed the zoning on the site to the B4S Downtown Services district.
- Public land: The majority of land needed for the proposed site is private and therefore costly acquisitions would be necessary. Additionally, vacating 5th Street would have a dramatic impact on an already-compromised circulation system within this area. The *North Loop Small Area Plan* recommends opening up access throughout the neighborhood, so any street vacations would be inconsistent with this policy. The City of Minneapolis also has policies in its Comprehensive Plan that highly discourage any street vacations that will compromise the urban street grid. The following policies in *The Minneapolis Plan for Sustainable Growth* apply:

    2.1.4 Preserve the existing transportation grid through right-of-way preservation and acquisition.

    2.2.6 Encourage reconnection of the traditional street grid where possible, to increase connectivity for all travel modes and strengthen neighborhood character.

Park and Ride

General Comments:

The City of Minneapolis does not support park and ride lots within its boundaries because they hinder transit-oriented development at key locations adjacent to transit stations. Park and ride facilities also encourage driving, when a primary purpose of LRT is to promote alternatives to driving. The ridership generated by the relatively few number of parking spaces proposed in the DEIS can be replaced or surpassed by a combination of new development, high-quality pedestrian connections to the station, and enhanced feeder bus service.

Specific Comments (by section/page): I1

Tables 2.3-3, 2.3-4, and 2.3-7 (station descriptions for LRT 1A, LRT 3A, and LRT 3A-1), as well as the conceptual engineering drawings in Appendix F, show surface park-and-ride lots at the West Lake Street, 21st Street, and Penn Avenue stations. Tables 2.3-5 and 2.3-6 (station descriptions for LRT 3C and LRT 3C-2) indicate that the West Lake Street station would have a surface park-and-ride lot. The City of Minneapolis does not support park and ride lots within its boundaries because they hinder transit-oriented development at key locations adjacent to transit stations. Park and ride facilities also encourage driving, when a primary purpose of LRT is to promote alternatives to driving. The ridership generated by the relatively few number of parking spaces proposed in the DEIS can be replaced or surpassed by a combination of new development, high-quality pedestrian connections to the station, and enhanced feeder bus service.

Tables 2.3-9, 2.3-10, and 2.3-11 summarize the major changes that would be made to the bus operating plan for each build alternative. These proposed changes, while preliminary, will be very important for integrating existing transit service with LRT and for expanding the LRT customer base beyond each transit station walkshed. The City of Minneapolis strongly supports seamless transfers between LRT and high-frequency buses. Establishment of these connecting routes, along with high-quality pedestrian connections, will make the provision of park-and-ride facilities at Minneapolis LRT stations unnecessary. P1 P10

Table 3.1-3 (Compatibility of Build Alternatives with Local and Regional Comprehensive Plans and Studies) indicates that with the exception of LRT 3A-1 (co-location), the build alternatives are consistent with *The Minneapolis Plan for Sustainable Growth*, the comprehensive plan for the City of Minneapolis. We concur that this major transit investment is both consistent with and furthers implementation of the policies of the comprehensive plan. However, one major element of the build alternatives is inconsistent with the plan. The proposed park and ride lots in Minneapolis will hinder transit-oriented development at key locations adjacent to transit stations, a key policy goal of the comprehensive plan (Policy 1.13 - Support high density development near transit stations in ways that encourage transit use and contribute to interesting and vibrant places). Park and ride facilities also encourage driving, when a primary purpose of LRT is to promote alternatives to driving, another key policy of the comprehensive plan (Policy 2.4: Make transit a more attractive option for both new and existing riders). The ridership generated by the relatively few number of parking spaces proposed in the DEIS can be replaced or surpassed by a combination of new development, high-quality pedestrian connections to the station, and enhanced feeder bus service. I1

Page 3-34 discusses long-term land-use change on Segment A in Minneapolis. The land use change that Minneapolis anticipates is new high-density transit-oriented development. The potential for this land use change is greatly diminished, however, if key development sites adjacent to stations are used as park-and-ride lots as proposed in the build alternatives.

Section 3.6.3.3 discusses the long-term effects of the build alternatives on visual quality and aesthetics. The proposed park-and-ride lots at the West Lake Street, 21st Street, and Penn Avenue stations will have a negative impact on visual quality and aesthetics. Surface parking lots do not fit aesthetically into the urban environment that Minneapolis is working to achieve. Where parking is required or provided in new development, the City's zoning code requires the visual impact to be minimized by prohibiting parking between the building and the street. The park-and-ride lots proposed in the build alternatives would not be hidden by buildings. Rather, they would be in prominent and highly-visible locations at the station entrances. I1

Section 4.11 (Energy & Climate Change) indicates that the build alternatives could have a positive impact on greenhouse gas emissions, based on a substitution of LRT passenger miles for vehicle miles traveled (VMT). It is important to note that LRT passengers beginning their trip by driving to a park-and-ride are still contributing to regional VMT and are not realizing the full potential benefit of high-quality transit. Providing high-frequency connecting bus routes, effective pedestrian connections, and substituting the park-and-rides with ridership-generating N9

development are all solutions that will better achieve the goal of reducing greenhouse gas emissions.

Section 5.2.4 discusses the potential for land development around the proposed stations in each of the build alternatives. The introduction of new transit-oriented development (TOD) that provides opportunities for living and working near transit, as well as increasing the tax base, is an important outcome of this major investment in light rail. Surface park-and-ride lots adjacent to the proposed stations preclude TOD in the most strategic locations available in the station areas. The City of Minneapolis does not support park-and-ride lots within its boundaries. I1

Section 6.2.2.4 (Transit Station Access) lists the proposed stations that would provide parking. In Minneapolis, the stations that would include surface park-and-ride lots under the build alternatives are West Lake Street, 21st Street, and Penn Avenue. The City of Minneapolis does not support park and ride lots within its boundaries because they hinder transit-oriented development at key locations adjacent to transit stations. Park and ride facilities also encourage driving, when a primary purpose of LRT is to promote alternatives to driving. The ridership generated by the relatively few number of parking spaces proposed in the DEIS can be replaced or surpassed by a combination of new development, high-quality pedestrian connections to the station, and enhanced feeder bus service.

Parks and Open Space (Section 4F Evaluation)

General Comments: S2
As mentioned elsewhere, loss of parkland and open space as a result of the co-location alternative cannot be mitigated because of the enormous space envelope required to fit light rail, freight, and trails. The co-location option requires the loss of a significant amount of mature trees on existing parkland and adjacent to it. The Locally Preferred Alternative requires a footprint that will fit within the existing space envelope that was preserved by Hennepin County Regional Railroad for the purpose of transit development. This option will result in minimal tree loss and will not dramatically change the amount of green space currently in place.

Public Art

General Comments:

The City of Minneapolis requests the inclusion of public art at or above the level implemented through the Central Corridor. Central Corridor allocated 3.5% of the overall project to public art design and installation. The SW Corridor should meet or exceed this amount. I2

Social Effects

General Comment:

The City of Minneapolis believes great value will come from the Southwest Transitway to the city and the region. The LRT line will provide opportunities for employees to reach jobs in Downtown and other employment centers by a more sustainable means than a single-occupancy vehicle, provide access to commercial destinations for shopping, and open up access to recreational amenities such as the Minneapolis Grand Rounds. Use of the LRT and the accompanying five Minneapolis stations will also aid in eliminating minority and income disparities if done in such a way as to improve access for pedestrian, bicycles, and bus riders to the stations and support development goals. It is critical that the other stations throughout the line are also focused on these goals in order to maximize reverse-commuting and the overall benefit of the transit investment. M1

Specific Comments (by topic):

3.3

The City of Minneapolis disagrees with the following statement: "No Build Alternative land uses would be a continuation of the existing suburban development pattern and there would likely not be concentrations of transit oriented development TOD in the vicinity of the station areas". This is not an accurate statement for the Minneapolis stations with the exception of the 21st Street Station Area. The rest of the Minneapolis stations are in locations either with existing high-density land uses or where the market would perform for other reasons. The introduction of the Southwest Transitway at the Minneapolis station locations will be a boost to market demand and result in more of the type and density of transit oriented development that Minneapolis already expects in an urban environment. M1

3.1.2

By using Met Council future land use data for Figure 3.1-2, it provides an inaccurate interpretation of the future land use map from Met Council-approved *The Minneapolis Plan for Sustainable Growth.* For example, Figure 3.1-2 identifies the future land use surrounding the Van White Station as Industrial while the City of Minneapolis Future Land Use for this area is Mixed Use. The difference in these two categories is that an area designated for future Industrial does not translate well to transit oriented development while a direction for Mixed Use development does. M1

3.1.2.4

- There are a couple of inaccurate statements in the zoning analysis on pages 3-16 and 3-17. The reference to the Minneapolis downtown zoning districts as being consistent with other Minneapolis zoning districts as it relates to land use intensity is inaccurate. The downtown zoning districts do not restrict density or height. Additionally, there is no mention of current zoning around the Van White Station despite the inclusion of this analysis for all other stations. These sections should be amended with that information.

- The Shoreland Overlay District applies to properties within 1,000 feet of a lake or pond, not one-half mile as stated in the DEIS.

3.1.2.5

Page 3-18 describes the Nicollet Mall Overlay District. The statement "The implementation of the fixed guideway rail service would require the removal and alternation of the sidewalk area for the guideway and proposed stations, and would displace the bus service to adjacent streets and, therefore would not be compatible in this area" is inaccurate and should be deleted. The Nicollet Mall Overlay District, like all zoning, regulates the function and design of buildings and therefore does not identify with the specific type of adjacent transportation service. M1

3.1.3
A summary of the *North Loop Small Area Plan* is missing from Table 3.1-2. This plan was approved by the City of Minneapolis in 2010 and subsequently amended into *The Minneapolis Plan for Sustainable Growth*. It is, however, identified on page 15 of Appendix H. This is the primary policy document for the Royalston Station. M1

3.1.3.1
The *North Loop Small Area Plan* needs to be added to Table 3.1-3. Additionally, a checkmark should be in the box for the *Downtown East/North Loop Master Plan* (correct name) and LRT 3C-2 since the alignment meets up with the Interchange which was envisioned in this plan. M1

Table 3.1-7
While the City of Minneapolis supports the Locally Preferred Alternative and is not advocating for any other alignment, it should be noted that Alternative 3C-1 is not inconsistent with the Access Minneapolis Plan as shown in the table. Access Minneapolis was developed prior to the selection of an LPA and shows both the 3A and 3C alignments. M1

3.1.5.2
The illustrations on page 3-36 should be identified as EXISTING land use so as to clarify that it is not FUTURE land use. M1

<u>Traction Power Substations</u>

<u>General Comments:</u>

The City of Minneapolis recognizes that traction power substations are a necessary piece of infrastructure for an LRT line. Through the preliminary engineering process, the City will work with the Southwest LRT Project Office to ensure that impacts to development potential as well as visual and aesthetic quality are avoided or mitigated. Traction Power Substations need to be located to optimize development and public access. N2 H3

<u>Specific Comments (by section/page):</u>

2.3.3.6 (Traction Power Substations):
The DEIS indicates that the proposed traction power substation sites shown in Appendix F "were located to minimize impacts to the surrounding properties" and that more precise locations will be selected during preliminary engineering with an effort to "meet a balance of safety, reliability, cost, and operational efficiency needs." Improper siting of traction power substations can have a much greater impact than is stated in this language. Often the most convenient location is on N2 H3

publicly-owned land near a station. This is land that would be best utilized for transit-oriented development. The criteria for traction power substation site selection should include language about avoiding impacts to future development. N2

Section 3.6.3.3 discusses the long-term effects of the build alternatives on visual quality and aesthetics. Traction power substations have a significant impact on visual quality and aesthetics that must be appropriately mitigated. Traction power substations are large boxes that look very similar to shipping containers, and without a high level of screening are not aesthetically compatible with any urban or suburban context. In Minneapolis, traction power substations should be screened with high-quality fencing and landscaping consistent with the urban design policies of *The Minneapolis Plan for Sustainable Growth* (Chapter 10) and the Site Plan Review chapter of the Minneapolis Zoning Code (Title 20, Chapter 530).

Section 3.6.5.3 discusses mitigation of social effects for the build alternatives. Regarding traction power substations, the text reads:

> "Efforts would be made to select sites that are on underutilized land, such as surface parking lots. Where TPSS placement would impact sensitive receptors, such as residential neighborhoods suitable screening or other mitigation measures will be developed."

Surface parking lots are often prime future development sites and should not be considered high priorities for traction power substation locations. While we applaud the language regarding suitable screening where TPSS placement would impact sensitive receptors, the City of Minneapolis will insist that all traction power substations are appropriately screened, regardless of location.

Section 5.2.4 discusses the potential for land development around the proposed stations in each of the build alternatives. The introduction of new transit-oriented development (TOD) that provides opportunities for living and working near transit, as well as increasing the tax base, is an important outcome of this major investment in light rail. If located improperly, traction power substations have the potential to reduce or even eliminate future development potential on key sites near the proposed stations. The criterion for traction power substation site selection should include language about avoiding impacts to future development. H3

<u>Transportation Effects: Traffic Impacts</u>

<u>General Comments:</u>

The LRT system will need to look at priority signalization and not pre-emption at at-grade signalized crossings within the city. P4

<u>Specific Comments (by section):</u>

6.3.2.1

The second paragraph on page 6-55 identifies that 173 Glenwood Avenue would have 11 parking spaces affected by Segment A. This needs to be clarified as to why this would occur.

6.3.2.4

The City of Minneapolis strongly supports the statement at the top of page 6-60: "In most station areas, it is likely that new sidewalks and trails would be constructed to accommodate and encourage pedestrian activity." Sidewalks are needed at multiple stations to connect to the existing network of city sidewalks. Substantial investment in pedestrian infrastructure will be required as part of the project budget to make the stations accessible from new and existing development and to facilitate direct bus transfers. In several cases the project will need to provide pedestrian infrastructure outside the immediate station footprint in order to connect to the nearest existing sidewalk systems. Please refer to the Minneapolis Pedestrian Master Plan, P9 I2

Map A-12: Potential Sidewalk Gaps for missing pedestrian infrastructure.

<u>Transportation Effects: Grade Separation</u>

<u>General Comments:</u>

The DEIS Locally Preferred Alternative shows that Cedar Lake Parkway is designed to include a bridge structure over it. This bridge needs to be evaluated further to determine if it is warranted. Some of the impacts that must be addressed in the PE process include visual quality, viewsheds, traffic level-of-service, traffic/rail crossing safety, trail connections, cost/value, groundwater constraints, ADA requirements, trail safety, and available right-of-way. Delaying up to 11 vehicles for a period of up to 30 seconds may be a reasonable expectation in a built urban environment. Coordination with the Minneapolis Park and Recreation Board will be needed, as this crossing is part of the Grand Rounds, which is a National Scenic Byway. A seamless trail connection will be needed between the Kenilworth Trail and Cedar Lake Parkway at this location. E8

The alignment of the Locally Preferred Alternative arrives at The Interchange via a tunnel under 7th Street North. Since the time that Hennepin County completed the conceptual engineering in 2009 for this DEIS, they subsequently learned through the Interchange design process that a tunnel under 7th Street is not feasible. The project office must evaluate the other options of an at-grade crossing or a grade-separated crossing via a bridge based on intersection level-of-service, visual quality, access for all modes of transportation, and development potential. This analysis should be accomplished with consideration of a Bottineau Corridor alignment. J11

<u>Specific Comments (by section):</u>

6.2.2.3, Page 6-39

The following statement within the DEIS pertains to the delay associated with an at-grade crossing at Cedar Lake Road. As mentioned above, additional study is required as part of the PE process to determine the need and design for a structure at this location. "Specifically, the maximum queue associated with the LRT passing through the Cedar Lake Parkway crossing would be 11 vehicles with a duration of about 30 seconds." E8

Transportation Effects: Trails

General Comments:

P9

Both the Kenilworth Trail and the Cedar Lake Trail were constructed with federal transportation dollars and are built to accommodate large numbers of bicyclists and pedestrians. Over 2,000 bicyclists and pedestrians have been counted in one day on the Kenilworth Trail where it intersects with the Midtown Greenway. Please consult the 2011 City of Minneapolis Bicyclist and Pedestrian Count Report for more information on trail counts: http://www.minneapolismn.gov/bicycles/data/WCMS1P-088370

Both trails were built with separated paths to ensure maximum safety for both bicyclists and pedestrians and both trails were built to a 7-ton roadway standard so that maintenance vehicles would not damage the trail surface. The City of Minneapolis owns both trails and the Minneapolis Park and Recreation Board maintains both facilities.

The DEIS clearly shows that the Kenilworth Trail and portions of the Cedar Lake Trail must be reconstructed as part of the Locally Preferred Alternative. The City of Minneapolis will require that the trails be replaced in the rail corridor. At a minimum the trail will need to have 3 inches of asphalt over 6 inches of aggregate sub-base. The trail must be built with bicycle and pedestrian separation, which requires a trail surface of at least 16 feet (5 feet in each direction for bicycles and 6 feet for pedestrians). Where space is available, the project should construct the trails to 20 feet in width to allow for 7 feet in each direction for the bicycles, which is what exists today in most segments of both trails. Trail design must conform to AASHTO guidelines, MUTCD requirements, and must be designed to reflect guidance in the Minneapolis Bicycle Design Guidelines, which can be found on the City of Minneapolis website.

Because of the high volume of trail users and the limited number of trail access points along the corridor, the project must construct a temporary trail in close proximity to the existing trails. Advanced warnings and notifications to trail users will also be necessary. Temporary traffic control for bicyclists and pedestrians should make every practical effort to match the level of accommodation of the existing trails and sidewalks prior to the work. When developing temporary traffic control and detours, the project office should consult the Minneapolis Public Works Traffic and Parking Division to ensure adequate treatments.

Bicycle and pedestrian safety must be considered where at-grade track crossings are planned. Crossing arms and tactile indicators should be evaluated at these crossings. Trail and sidewalks should cross LRT tracks at a perpendicular angle, per AASHTO and MUTCD guidance.

Station design also needs to minimize conflicts between bicycles and pedestrians, especially at station platforms. Bicycle and pedestrian access between station platforms and adjacent trails should be seamless. During construction temporary sidewalks and trails will be required. Advance notice of closures and detours (using signage and media alerts) will need to be provided

I2

Specific Comments (by section/page):

28

6.3.2.4, Page 6-58

P9

"According to LRT design standards developed by Metro Transit, traffic signals with pedestrian indicators would be required at all locations where trails cross the Build Alternatives". An engineering study should be conducted to evaluate pedestrian and bicycle safety. Section 8C.13 (Pedestrian and Bicycle Signals and Crossings at LRT Grade Crossings) and Section 8D (Pathway Grade Crossings) of the Manual on Uniform Traffic Control Devices (MUTCD) should be included in the engineering study. Crossing arms for pedestrians and bicyclists should be considered in the same manner in which they are considered for motor vehicles. In addition tactile indicators or other guidance should be included on pedestrian paths wherever they cross tracks, in order to contribute to the safety of pedestrians who are visually impaired.

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Station Issues (Locally Preferred Alternative)

Royalston Avenue Station

General Comments:

The Royalston station area is characterized as transitional mixed use, in recognition of the likely longevity of existing industrial uses. The station's downtown adjacency makes it an attractive location for transition to downtown-style residential or commercial development, which are likely to co-exist with industrial uses for some time. This station area may display the most diverse definition of mixed use of all the station areas, likely serving industrial, residential, commercial, retail, entertainment and social service interests for a long time in the future. Expansion of the existing Minneapolis Farmers Market, located one block west of the station platform, is also seen as a near-term priority. I2

The station area is significantly confined by adjacent highway and roadway infrastructure; as such, it is envisioned as a walk-up station meant to serve local destinations and bus feeder connections. As a walk-up station, it will have no transit parking and will instead prioritize intermodal connections, particularly for the reverse-commute to southern employment destinations. Royalston will also be designed to accommodate crush loads and act as an alternate destination station for Target Field, making connectivity to the Field a priority as well.

In the Royalston Station area, one of the most prominent destinations will be the Minneapolis Farmers Market. Access from the station platform to the Farmers Market will require pedestrians to walk multiple blocks out of the way which will be a major impediment. A pedestrian and bicycle path should be provided by the Project going east-west along the block between Border Avenue and Royalston Avenue in order to provide this direct connection. I2 P9

Wherever LRT tracks cross a street at a non-perpendicular angle, an evaluation of the potential for bicycle wheels to be caught in the tracks should be conducted. Mitigation steps should be taken if crashes are likely to occur.

The alignment of the Locally Preferred Alternative arrives at The Interchange via a tunnel under 7th Street North. Please see the Grade Separation section for specific comments on this topic. J11

Bus connections to the Royalston Station must be as direct as possible. If the most direct bus transfer location is at the corner of 5th Avenue North and 7th Street North, it is imperative for pedestrians to be able to walk safely along 5th Avenue North and Royalston to the station platform. There are currently missing sidewalks on Royalston Avenue and non-ADA compliant sidewalks on 5th Avenue N.

Specific Comments (by page):

3.1.7

There are likely to be properties along Royalston Avenue that will have access temporarily eliminated during construction because they only have one driveway option. This particular issue should be studied early and in detail in order to adequately mitigate operation of these businesses. It will not be satisfactory to simply supply "appropriate notification and signage" – there may be situations where personal interaction is required to find access remedies.

3.2.2.6

On page 3-58 related to this statement: "The implementation of LRT service would not sever roadway or driveway connections or remove the existing multiple-use trail adjacent to the proposed guideway alignment of Segment A." At least two properties at the Royalston Station will be negatively impacted by the location of the alignment and platform. These are industrial businesses that require direct and frequent access from semi-trucks and the sites contain only one access onto Royalston Avenue. The long-term effects to doing business on these sites should be a priority to study early in the Preliminary Engineering process in order to determine if acquisition is necessary. Alignment along the Royalston Avenue right-of-way – center, west side, and east side – should be evaluated for effects on adjacent businesses weighed against keeping two-way traffic circulation.

I2, P6

3.3.5

At least two properties at the Royalston Station will be negatively impacted by the location of the alignment and platform. These are industrial businesses that require direct and frequent access from semi-trucks and the sites contain only one access onto Royalston Avenue. The long-term effects to doing business on these sites should be a priority to study early in the Preliminary Engineering process in order to determine if acquisition is necessary. Alignment along the Royalston Avenue right-of-way – center, west side, and east side – should be evaluated for effects on adjacent businesses weighed against keeping two-way traffic circulation.

5.2.2

At least two properties at the Royalston Station will be negatively impacted by the location of the alignment and platform. These are industrial businesses that require direct and frequent access from semi-trucks and the sites contain only one access onto Royalston Avenue. The long-term effects to doing business on these sites should be a priority to study early in the Preliminary Engineering process in order to determine if acquisition is necessary. Alignment along the Royalston Avenue right-of-way – center, west side, and east side – should be evaluated for effects on adjacent businesses weighed against keeping two-way traffic circulation.

5.2.4

In Table 5.2-4, under the LPA's Environmental Metrics, access on Royalston Avenue could be affected. At least two properties at the Royalston Station will be negatively impacted by the location of the alignment and platform. These are industrial businesses that require direct and frequent access from semi-trucks and the sites contain only one access onto Royalston Avenue. The long-term effects to doing business on these sites should be a priority to study early in the Preliminary Engineering process in order to determine if acquisition is necessary. Alignment along the Royalston Avenue right-of-way – center, west side, and east side – should be evaluated for effects on adjacent businesses weighed against keeping two-way traffic circulation.

5.2.4
In Table 5.2-4, under the LRT 3C-2's Environmental Metrics, it identifies 20 on-street parking spaces for potential elimination on Royalston Avenue. Since this alignment is the same as the LPA, this information should be used consistently throughout this table.

5.2.5.2
At least two properties at the Royalston Station will be negatively impacted by the location of the alignment and platform. These are industrial businesses that require direct and frequent access from semi-trucks and the sites contain only one access onto Royalston Avenue. The long-term effects to doing business on these sites should be a priority to study early in the Preliminary Engineering process in order to determine if acquisition is necessary. Alignment along the Royalston Avenue right-of-way – center, west side, and east side – should be evaluated for effects on adjacent businesses weighed against keeping two-way traffic circulation.

6.2.2.2
On the bottom of page 6-20, the closing of Holden Avenue in Minneapolis is discussed. The Royalston Station area has great potential for development as outlined in the *North Loop Small Area Plan* but faces challenges to realizing the potential with connectivity barriers, namely the lack of a consistent street grid. Holden Avenue is a critical circulation piece in this challenging street system and therefore its closing needs to be mitigated by extending Border Avenue to Glenwood as consistent with the *North Loop Small Area Plan.* J11

6.2.2.2
On the top of page 6-35, the closing of the Royalston and 5th Avenue North intersection is identified as a necessity for Segment C-2. Since this alignment is the same as the LPA in this area and the closing of this intersection has not been mentioned under the LPA, this inconsistency needs to be cleared up. The City would have serious concerns with closing this intersection. The Royalston Station area has great potential for development as outlined in the *North Loop Small Area Plan* but faces challenges to realizing the potential with connectivity barriers, namely the lack of a consistent street grid. J11

6.2.2.6
Royalston Avenue properties should be included in the list of properties with affected access in the Build alternative. I2

6.3.1.3
There seems to be a mistake in the sentence describing industrial areas. The Royalston area is mistakenly being attributed to Eden Prairie rather than Minneapolis. 6.3.2.3 – On the top of page 6-58, truck access and movement issues are discussed. It should be recognized in this section that industrial businesses on Royalston Avenue could have minimized access for trucks due to turning movement constraints. U I2

<u>Van White Boulevard Station</u>

<u>General Comments:</u>

Van White Station's role as a transitional mixed-use station was established in the Bassett Creek Valley Master Plan and reflects both neighborhood desires and the goals of the site's designated master developer. Plans support the use of this station area as a mixed-use area while recognizing the complex development issues (office absorption, uncertain redevelopment time frame of several key parcels, engineering challenges for the Linden Yards parcel) that the City of Minneapolis, residents, and master developer are working to overcome. Van White Memorial Boulevard – currently under construction - will provide the only direct access to the station area. I2

It is absolutely necessary that this station have a vertical circulation component to the station design. This connection is critical to achieving the projected ridership for this station. ADA requirements will need to be met to achieve the connection between the new Van White bridge deck sidewalk to the station platform below. The platform will also need to be designed to allow easy access for emergency vehicles. P9

Specific Comments (by section):

2.3.3.10
In Table 2.3-9, no improvements are recommended to local bus service at the Van White Station. As with all LRT stations, the existing bus system needs to be examined to maximize connections to the station, which may result in new bus routes as a necessary option. Van White Boulevard should allow for transfers from the bus system to the Southwest Transitway. P1

Appendix F Conceptual Engineering Drawings:
LRT stations should be visible, safe, and well connected to trails and pedestrian improvements. Additional work is needed in the PE process to define the final location of the Cedar Lake Trail, since it will need to be relocated in places. I2, P9

Penn Avenue Station

General Comments:

The proposed Penn Avenue station is in a valley adjacent to Cedar Lake. It will provide residents of the adjacent neighborhoods with access to the region's emerging LRT system and will serve as a destination station for people from all over the region accessing the park and trail system. The station will also support development along Madeira Avenue and Wayzata Boulevard.

At the Kenilworth Trail/Cedar Lake Trail junction, delay for bicyclists should be considered and a decision about grade separation should be based on safety, risk, and cost. P9

Specific Comments (by section):

Section 6.2.2.4 briefly discusses the modes of transportation that LRT riders will use to access the proposed stations. Penn Avenue is listed as a station that will be accessed via walking, biking, driving, or transferring from a local bus route. The City's objection to park-and-rides is documented elsewhere in this letter. The City views this station as primarily a walk-up and bus transfer station, in addition to biking. Data from the 2010 Census indicate that 3,576 people live I2

within one-half mile of the proposed station. The station is also near existing and potential future employment along Wayzata Boulevard and Madeira Avenue (neither of which have sidewalks). Without adequate pedestrian infrastructure, most or all of the station area residents and workers will be cut off from accessing the station by any means other than the circuitous pedestrian and bicycle bridge to the Cedar Lake Trail, which does not provide convenient or even feasible access to much of the station area. Pedestrian connections that address barriers to pedestrian access should be constructed as part of the LRT project. Specific solutions to addressing these barriers will be developed during the Transitional Station Area Action Plan and Preliminary Engineering processes, but will at minimum include a high-quality pedestrian bridge with ADA-compliant vertical circulation connecting Wayzata Boulevard pedestrians to the station platform, as well as a connection from the platform to Kenwood Parkway.

Penn Avenue, Wayzata Boulevard, and Kenwood Parkway are planned bicycle routes in the Minneapolis Bicycle Master Plan. Therefore, the previously-mentioned need for vertical pedestrian circulation from Wayzata Boulevard and Kenwood Parkway should also include bicycle design features.

Tables 2.3-9, 2.3-10, and 2.3-11 summarize the major changes that would be made to the bus operating plan for each build alternative. These tables do not include any proposed changes to bus routes in the Penn Avenue station area. The Penn Avenue station should be served by high-frequency bus routes that expand the LRT customer base beyond the station area walkshed. These transfers will only work if necessary pedestrian infrastructure is provided as part of the LRT project. P1

Buses serving this station from the north will need to drop off and pick up passengers on Wayzata Boulevard. The design of any bus stops or drop-off areas should minimize impacts to future development and allow for safe and inviting pedestrian movement through the area.

2.3.3.10 – In Table 2.3-9, no improvements are recommended to local bus service at the Penn Station. As with all LRT stations, the existing bus system needs to be examined to maximize connections to the station, which may result in new bus routes as a necessary option.

21st Street Station

General Comments:

The proposed 21st Street station is situated in the midst of a very stable, predominantly single-family neighborhood and adjacent to East Cedar Beach on Cedar Lake. The City of Minneapolis views the 21st Street station as a low-impact, walk-up station. It will provide residents of the adjacent neighborhoods with access to the region's emerging LRT system and will serve as a destination station for people from all over the region accessing the park and trail system. I2

The preliminary engineering process should consider the interaction between bicycles on the north-south Kenilworth Trail, north-south Southwest LRT trains, and east-west 21st Street motor vehicles. The "City of Minneapolis Guidelines for the Installation of Traffic Control Devices at Intersections of At-Grade Shared-Use Path and Public Streets" is a helpful resource that the P9

preliminary engineering team should consult for design guidance. Preliminary engineering should also consider that the City's bike plan includes a bicycle route on 21st Street leading to and from the 21st Street Station. P9

Specific Comments (by section):

Section 6.2.2.4 briefly discusses the modes of transportation that LRT riders will use to access the proposed stations. 21st Street is listed as a station that will be accessed via walking, biking, driving, or transferring from a local bus route. The City's objection to park-and-rides is documented elsewhere in this letter. The City views this station as primarily a walk-up and bus transfer station, in addition to biking. Data from the 2010 Census indicate that 2,217 people live within one-half mile of the proposed station. The station also serves the park system, including the adjacent East Cedar Beach. The combination of origins and destinations within easy walking distance of the 21st Street station makes a park-and-ride lot unnecessary. I2

West Lake Station

General Comments:

The West Lake Street station area exhibits an urban mix of uses, with retail, residential and office already existing within the immediate station area. As such, the City considers this station a true, mixed-use urban village. Existing uses are expected to continue, with the potential for densification in response to transit service. I2

Specific Comments (by section):

Connection to Midtown streetcar:
Section 6.1.2.2 discusses the role of the Southwest Transitway in the context of the existing and planned regional transit system. One of the major planned transitway projects in Minneapolis and the region that is identified in the Metropolitan Council's Transportation Policy Plan is the Midtown Corridor Transitway. The Metropolitan Council is in the process of evaluating future transit options in the Midtown corridor, including streetcar in the Midtown Greenway that would terminate at the West Lake Street station. The success of a future streetcar in the Midtown Greenway relies on a seamless connection between the two lines, both for transferring passengers as well as streetcar vehicles that may need to use Southwest LRT tracks for access to an operations and maintenance facility. All of this needs to be accomplished without negative impacts to the multi-use trail. Toward that end, Metro Transit has developed a series of conceptual layouts intended to inform the preliminary engineering process on these issues. Those layouts confirm that it is feasible to accomplish the connection with either a shared or parallel platform for streetcar as long as the platform is located southwest of the Lake Street bridge. The Southwest LRT Project Office should ensure during preliminary engineering that this connection can be made and use the work completed by Metro Transit to aid in this effort. P1 I2

Tables 2.3-9, 2.3-10, and 2.3-11 summarize the major changes that would be made to the bus operating plan for each build alternative. These proposed changes, while preliminary, will be very important for integrating existing transit service with LRT and for expanding the LRT

customer base beyond West Lake Street station walkshed. The City of Minneapolis strongly supports seamless transfers between LRT and high-frequency buses. These transfers will only work if necessary pedestrian infrastructure is provided as part of the LRT project. At the West Lake Street Station, routes 17, 21, 25, and 53 will need to stop on the Lake Street bridge over the LRT/trail corridor in order to provide convenient and visible access to the LRT platform. This requires modifications to the Lake Street bridge as well as the provision of stairs and elevators on both sides of the bridge. This condition would be similar to the West Bank LRT station and the 46th Street and 35W BRT station. Some buses may also need to access the station via Abbott Avenue South and West 31st Street. The design of any bus stops or drop-off areas on the street adjacent to the platform should minimize impacts to future development and allow for safe and inviting pedestrian movement through the area.

Section 6.2.2.4 briefly discusses the modes of transportation that LRT riders will use to access the proposed stations. West Lake Street is listed as a station that will be accessed via walking, biking, driving, or transferring from a local bus route. The City's objection to park-and-rides is documented elsewhere in this letter. The City views this station as primarily a walk-up and bus transfer station, in addition to biking. Data from the 2010 Census indicate that 6,796 people live within one-half mile of the proposed station, the highest among the stations in the Locally Preferred Alternative. Without adequate pedestrian infrastructure, many station area residents and workers will be cut off from accessing the station on foot, reducing the tremendous ridership potential of this station. The two most substantial barriers to pedestrian access are the LRT tracks themselves (and the freight tracks, should they remain) and the lack of sidewalks on adjacent streets (St Louis Avenue, Abbott Avenue, 31st Street, and Chowen Avenue). In addition the Lake Street Bridge has an insufficient pedestrian zone of 7-9 feet (the minimum pedestrian zone dimensions on bridges width from the "City of Minneapolis Design Guidelines for Streets and Sidewalks" is 10'). Pedestrian connections that address these barriers to pedestrian access must be addressed as part of the LRT project. I2

The Lake Street Bridge is in the Minneapolis Bicycle Master Plan for bike lanes. There is currently bicycle access to the Calhoun Village shopping center on the north side of Lake Street (via the Midtown Greenway) but not to the Whole Foods and nearby shops on the south side of Lake Street (via Abbott Avenue).

DRAFT

Required Action

Mitigation

While the LPA meets project goals, a number of mitigation measures must be completed as part of the project scope to improve mobility for all modes, to protect the environment, and to support economic development. For example:

- The impacts of siting a second Operations & Maintenance Facility in the City of Minneapolis cannot be mitigated. H1
- Existing trails that are impacted by the project must be mitigated as part of the project's expense, replaced in the same design quality and width as the existing design. E2
- Noise and vibration created from trains must be mitigated. Suggested methods of mitigation are included in this document.
- Stormwater must be managed as the result of new impervious surface created by the project. Suggested methods of mitigation are included in this document. N6
- Disrupted utilities and street/sidewalk infrastructure must be relocated/reconstructed at the project's expense. N11
- The visual impact of traction power substations and signal bungalows must be mitigated with proper placement and appropriate screening. N2
- If Holden Street is closed near the Royalston Station, Border Avenue must be extended to Glenwood Avenue to mitigate the street closure. I2
- If contaminated sites are discovered as part of project excavation, cleanup must be funded and remediated by the project. N10
- Truck and vehicle access to local businesses must be maintained adjacent to the track alignment. If an access point is disrupted, a new or improved access point is needed to mitigate the loss. Catenary poles must be placed in a manner that allows for truck turns in and out of businesses. P6 R3
- Stations must provide sidewalk connections to existing sidewalk networks within ½ mile of the station per FTA guidance. Vertical circulation needs to be installed at the West Lake Street Station, the Penn Avenue Station, and at the Van White Station to ensure ADA compliance. I2
- All five (5) proposed stations in Minneapolis are important to the success of the line. I2

The following option cannot be mitigated and therefore should be dismissed as part of the Final Environmental Impact Statement:

- The co-location option can no longer be pursued because of the negative 4F impacts to regional parks and open space managed by the Minneapolis Park and Recreation Board. D S1

DRAFT

jkriha@comcast.net
12/10/2012 01:29 PM

To swcorridor@co.hennepin.mn.us
cc
bcc
Subject DEIS comments for Cedar Lake / Kenwood / 21st street area

Hello,
I live in the neighborhood area of 21st street and wanted to pass along my concerns of the light rail. My focus is on Chapters 2 Traffic, 3 Bridge at Cedar Lake, the traffic at this intersection and the overall public safety issues and Chapter 4 the Noise and Wildlife impact.

R1, O1

While I appreciate mass transit I don't think that many people will utilize it from 21st Streeet into Downtown Minneapolis. A parking lot in this area will potentially add problems to the public safety and neighborhood noise, whether its foot traffic or rail and light noise.

I2, R2 P9, O1

The intersection at Cedar Lake and Kenilworth Trail is very busy all day long, that needs to be taken into consideration for positive traffic flow and kept consistent for those that do travel by bike, foot etc.

E2 P4

There is an amazing amount of wildlife in the area which needs to be considered. Not only the noise and added activity but from a road kill stand point too.

N8

Overall I'm concerned and don't want to see this well used and beautiful natural area get destroyed by rail activity.

N1

Thank you,
Jenny Kriha
area resident

"Brady D. Busselman"
<BBusselman@mfra.com>
12/10/2012 01:33 PM

To "swcorridor@co.hennepin.mn.us"
<swcorridor@co.hennepin.mn.us>
cc
bcc
Subject Southwest Transitway Project - DEIS Comment

To Whom It May Concern

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The proposed action of re-routing freight is described in Chapter 1, Section 1.3.2.3. The MN&S Spur tracks are a lightly used spur line within a high density urban, residential setting and directly adjacent to the St Louis Park Senior High. The current freight occurs five days a week, Monday- Friday, during normal business hours. The proposed action of re-routing freight would introduce mainline traffic and the community, residents, and students will be exposed to longer, heavier trains during weekends, evenings, and nighttime. In fact, the re-route will allow a 788% increase in the number of rail car traffic in this area. The increase of freight exposure will directly and negatively impact community health, cohesion of the neighborhoods adjacent to the tracks and educational quality within St Louis Park Schools. In addition, there will be negative impacts to the community at large. These impacts include but are not limited to, increased noise and vibration, increase in diesel fumes from laboring locomotives, loss of mobility with when multiple crossing are blocked simultaneously, decreased safety for home owners and students at the High School, decreased access to small businesses and a decrease in tax base caused by lower property values in the affected area. C

I oppose the freight rail re-route as outlined in the SWLRT DEIS. I believe it will create an unsafe and unlivable situation for our school children, our local businesses, and our residents. C

Thank you,

Brady Busselman
3021 Brunswick Ave S
St. Louis Park, MN 55416

Brady Busselman, PE (MN, ND, WI)
Project Manager | CPESC, CPSWQ, LEED AP™

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akmongoven@comcast.net
12/10/2012 02:52 PM

To swcorridor@co.hennepin.mn.us
cc
bcc
Subject Support for 3A Alignment for SW LRT

I am a person of faith who is a member of ISAIAH's Transportation Equity task force. We have been following development of the Southwest LRT project almost from its inception and have been working closely with the Harrison neighborhood and other organizations in North Minneapolis. Our comments reflect our focus on racial equity and economic justice. M5

ISAIAH supports the 3A alignment for the Southwest LRT because of its great potential to connect environmental justice communities to opportunities in the form of jobs, education, cultural resources and other regional amenities. The 3A alignment will also be a catalyst for important redevelopment efforts in the Bassett Creek Valley, bringing jobs and affordable housing to those in Minneapolis who need them the most. Our comments will thus be focused on the 3A alignment proposal. A

Harrison is an environmental justice community 8% people of color and 37% of their residents below the poverty level1.

Bassett Creek Valley is home to one of the largest publicly owned underutilized parcel of land remaining near downtown Minneapolis. This land has historically been underused by the city, currently housing a concrete crushing facility, an impound lot and various light industrial structures. It has long been a eyesore and barrier to development near Harrison--an environmental justice community. There is also a creek that runs through this property. It has been covered in concrete and may have the potential for daylighting. Daylighting has occurred on other parts of the Basset Creek. Daylighting could be an effort that brings together the neighborhood and the larger metro area. There is a bike path that goes by the concrete plant and a Basset Creek that is day lighted could be a destination place instead of a bit of a rough neighborhood to bike through. There should be no displacing of residents currently living in the Harrison Neighborhood and as large a percentage as possible of residents should be employed in these local projects, including daylighting. Environmental education must also go along with any daylighting proposal in order for it to be successful. Daylighting has occurred across the country in similar situations and been successful. Daylighting of Bassett Creek has already occurred in the suburban part of the metro area, isn't it only fair that daylighting occur in the urban area. MN may have money available for daylighting from our Legacy fund. This fund has primarily been used to fund projects in Greater Minnesota but now may be the time for the state of MN to find money to assist in daylighting Bassett Creek. N6 M4

This potential natural area also provides a crucial as-yet-to-be-developed link between economically struggling North Minneapolis and wealthier neighborhoods immediately to the south. As a result of 3A locally preferred alternative decision for the Southwest Light Rail Line, Bassett Creek Valley will now include the Van White Station a key connecting point to opportunity for residents of North Minneapolis, making this area even more strategic as an area to redevelop. I2

For over a decade the Harrison Neighborhood Association along with the Bryn Mawr Neighborhood Association has been involved in creating the Bassett Creek Valley (BCV) Master Plan. Over 650 residents and other stakeholders participated in this effort. This process also led to a set of redevelopment principles that embody the community's values and wishes for a strong, sustainable, vibrant and attractive home. The Bassett Creek Valley Master Plan of 2006[1], which was approved by the Minneapolis City Council on January 12th, 2007, calls for the redevelopment of Linden Yards East, West and the Impound Lot. These industrial use areas would be replaced with a mixed use development featuring a mix of housing densities and prices, retail and office spaces, green and open spaces, and other civic use spaces. M1

Following the City Council adoption of the Bassett Creek Valley Master Plan, the city proceeded with a rezoning study intended to make the neighborhood's zoning consistent with the Plan's vision of mixed use, higher density redevelopment. These zoning conversions went into effect on February 15th of 2008, and brought the neighborhood properties down from 65% to 6.5% industrial use-zoned. Two-thirds of all properties were rezoned. In addition to these zoning changes, the City of Minneapolis Comprehensive Plan then adopted the Bassett Creek Valley Master Plan and designated the Bassett Creek Valley area at Glenwood Avenue as a "growth center."[2]

Expected Redevelopment Outcomes Based on Bassett Creek Valley Master Plan:

* More than 3,000 environmentally sustainable housing units
* 2.5 million square feet of environmentally sustainable commercial space (office and retail)
* 40 acres of new open, green space
* 5000 to 6000 green jobs for the future

Development of the BCV Master Plan would revitalize the environmental justice community of the Harrison neighborhood and repair the decades of land use neglect and disinvestment at the Van White Station. M5

Section 1.4 Project Goals and Objectives

ISAIAH supports SW LRT goals 1, 2 and 5, supporting economic development and new cost-effective, efficient travel options, particularly for residents of North Minneapolis. K0

The 3A alignment for SW LRT is an essential piece of the BCV Master Plan. The Van White and Penn Ave. stations are key connection points between economically depressed North Minneapolis and employment opportunities in the southwest Minneapolis suburbs. In addition, many students from North Minneapolis travel to schools along the route and the LRT service would greatly reduce travel time for them. I2 M3

The Van White station in particular is the center of the BCV Master Plan. The BCV Master Plan and the SW LRT will work in concert, bringing economic opportunity to North Minneapolis while boosting ridership on the LRT.

Section 3.1.2.4 Segment A [LRT 1A, LRT 3A (LPA), and LRT 3A-1 (co-location alternative)] Land Use

ISAIAH calls attention to the incomplete land use analysis. The rezoning of Bassett Creek Valley was approved February 2008 by the city of Minneapolis. This rezoning should be included in the SWLRT DEIS 3.1.2.4 Segment A Land Use. M1

Section 6. 3.1.3 Land Use Plans

ISAIAH has serious concerns about the Station Area Planning at the Van White Station – see the letter to the Minneapolis planning office sent by the Harrison Neighborhood Association (attached to comments submitted by the Harrison Neighborhood Association). To summarize the attached Harrison Neighborhood Association February 28th, 2011 letter addressed to Adele Hall, Hennepin County senior planner: I2

The Harrison community requests for station area design without a commuter rail layover facility were never met. The final document clearly advocates for the siting of rail storage at Van White Station. The final document misrepresents the formal Minneapolis city council position on the sale of Linden Yards East at the Van White Station. The city directed city staff to explore joint development strategies at Linden Yards East and report back to city council. I2 N12

The Van White Station Area Plans illustrations are misleading for policy maker by representing a platform (plinth) that could accommodate development above and rail storage below. This is misleading because the key feasibility work has not been complete and does not include the environmental assessment of siting a passenger rail storage yard and maintenance facility at the Van White Station. I2

The Van White Station Area plan does not adequately assess Harrison neighborhood property owners, renters and business owners. The Bassett Creek Valley is home to over 170 businesses and over 150 homes all of which are in the ½ mile radius of the Van White Station. The accessibility of this station to pedestrians, bicycles and automobiles were limited to the future improvement of Van White Memorial Boulevard. Increasing the accessibility to the Van White Station is critically important to our environmental justice communities access to jobs along the Southwest LRT. I2 M1

ISAIAH fully shares the concernes expressed by the Harrison Neighborhood Association. Destroying over a decade of active community participation in the areas' redevelopment would be a grave injustice.

3.1.5.1 Effects to Land Use and Socioeconomics; Segment A

ISAIAH finds the Segment A description inadequate and should include amention of the Bassett Creek Valley project area. M1

"The boundaries for the Bassett Creek Valley project area were established by the Minneapolis City Council in 1998. The Valley is a 230-acre, largely industrial area bound on the west by Cedar Lake Road, on the east by I-94, on the north by the Heritage Park redevelopment area and on the south by I-394."[3]

The Van White station is at the center of the Bassett Creek Valley project. Because of its significant size and city of Minneapolis site control, this project area deserves mention in this section of the SWLRT DEIS.

Section 3.1.5.2 Operations and Maintenance Facility

ISAIAH does not support locating the OMF at the Van White Blvd. Station site as this would be incompatible with the BCV Master
Plan and would mortally wound neighborhood revitalization plans. H1

ISAIAH does support the consultants recommendations on "Appendix H Page 53 OPERATIONS & MAINTENANCE FACILITY SITE EVALUATION; Eden Prairie 1; Eden Prairie 2, Eden Prairie 3, and Minneapolis 4"

Section 5.1 Economic Conditions

ISAIAH comments that job linkage to North Minneapolis through the SW LRT corridor was highlighted as part of a SW LRT funding application by the Metropolitan Council to the Minnesota Department of Employment and Economic Development [4]. This point should be included in the description of the potential effects on the local economy. M3

Section 6.1.1 Methodology

In the Southwest Transitway Alternative Analysis Technical Memorandum #6 Travel Demand forecasting, the Van White Station is
predicted to have an average weekday boarding of 600 riders by 2030. This ridership estimate is stated to be based on a version of the city of Minneapolis comprehensive plan that that obviously does not include the Bassett Creek Valley Master Plan. Planners have stated repeatedly that the BCV Master Plan was not considered in ridership models. ISAIAH would like to be assured that the SW LRT DEIS ridership model includes updated Van White Station ridership projections with the City of Minneapolis comprehensive plan adopted 10/2/09 which includes Bassett Creek Valley Master Plan. P2, U

Section 9.4 Reasonably Foreseeable Future Actions

ISAIAH comments that the Interchange need for a rail layover/maintenance facility will have an impact on the economic development potential at the Van White Station if such a facility is sited on Linden Yards East, the stated preferred site of Interchange project partners. ISAIAH emphasizes once again that repeated requests for an environmental assessment of such a facility have gone unanswered by local agencies. H2, I2

ISAIAH is very concerned about potential segmentation issues. Community members have repeatedly been told that the rail
layover/maintenance facility cannot be considered as part of the SW LRT EIS analysis, yet the potential for this facility could seriously compromise ridership and the effectiveness of economic development and improved land use around the SW LRT project. N12

Section 10.4 Public Involvement

ISAIAH notes that none of the public hearing locations selected by Hennepin County and/or the Metropolitan Council was transit-accessible for people in Harrison and other North Minneapolis environmental justice communities who worked normal day shift hours. In fact, suggestions to hold hearings or meetings in North Minneapolis were met with resistance. This created enormous burdens on transit-dependent, environmental justice communities of North Minneapolis. L1

Section 12.1.1.2 Community Advisory Committee

ISAIAH calls attention to the fact that the Harrison Neighborhood representative to the CAC was removed as an official representative after the project entered the preliminary engineering phase, being demoted to alternate status. There is currently no official Harrison Neighborhood representative on the CAC. Efforts to have this changed have so far been unsuccessful. No adequate explanation of why this change occurred has yet been offered. L1

APPENDIX H - Land Use and Socioeconomic Analysis Methodology

* Hennepin County Sustainable Development Strategy 2011
* Downtown Minneapolis Intermodal Station Siting and Feasibility Study
* The Interchange Environmental Assessment

Harrison Neighborhood Association has been told by Interchange (multi-modal station in downtown Minneapolis) project staff that Linden Yards East was the preferred site for the rail storage/layover facility that will accommodate the needs of the Interchange. The preference for this site is on page 53 of this submitted land use document. On June 22, 2011, HNA sent a letter requesting a comprehensive environmental justice analysis for the rail storage and maintenance facility (scoping) to FTA, EPA, MN Dept. of Transportation, Hennepin County, and city of Minneapolis. The FTA region 5 was the only responder. M5 N12

In particular, a pending decision to locate the commuter train storage yard at Linden Yards East would substantially compromise the Bassett Creek Valley (BCV) Master Plan, by undermining the Master Plan strategy to use high intensity development in Linden Yards. This creates a threefold adverse impact. First, it effectively reduces or eliminates tax increment funding to finance redevelopment for the larger neighborhood. Second, it removes much of the potential to develop housing, both affordable and market
rate. Third, it dramatically reduces the potential for Linden Yards to create a catalytic effect for the larger area.

* The Minneapolis Plan for Sustainable Growth

ISAIAH references page 1.24 in this comprehensive plan for the city of Minneapolis: “Bassett Creek Valley. Bassett Creek Valley is a designated Growth Center just outside of Downtown Minneapolis that is anticipated to experience intensive office and residential development. Guided by the approved Bassett Creek Valley Master Plan, and with large tracts of City-owned land that are available for development, the area is proposed to include a large new park along Bassett Creek, a neighborhood retail node at Glenwood Avenue and Van White Memorial Boulevard, and high-rise office and r esidential development along Interstate 394. Redevelopment priorities include ensuring affordable housing, creating living wage jobs, and promoting good design. The City is partnering with public and private entities to assist in this major redevelopment project.”

* Bassett Creek Valley Master Plan

ISAIAH supports the Bassett Creek Valley Master Plan and its implementation

* Minnesota Department of Transportation Comprehensive Statewide Freight and Passenger Rail Plan

Minnesota Department of Transportation is the lead agency in the Chicago-Minneapolis/St. Paul Corridor Work. MN DOT has stated that their preferred location for high speed rail storage and maintenance facility is at Linden Yards East at the Van White Station. Harrison Neighborhood Association is still awaiting response to their correspondence requesting an environmental justice analysis for the proposed high speed rail storage and maintenance facility at Linden Yards East. H2 N12

References

[1] http://www.minneapolismn.gov/cped/planning/plans/cped_basset-creek

[2] “Revitalizing Bassett Creek Valley: Potential Costs and Opportunity Losses of Locating a Train Storage Facility in Linden
Yards vs. Mixed-Use Development”, December 2009 Prepared for the Harrison Neighborhood Association at the HHH Institute by J. Armstrong, K. Maudal Kuppe, P. Stewart, K. Wayne

[3] Bassett Creek Valley Master Plan Executive Summary, Hoisington Koegler Group, Inc. with: SRF Consulting, Braun Intertec, Biko Associates, Maxfield Research; January 12, 2007

[4] http://www.positivelyminnesota.com/capgrantdocs/MET01.pdf, page 12

Thank you for your consideration of our positions,

Ann Mongoven
2104 Edgcumbe Road
Saint Paul, MN 55116
651-216-2019

Madeleine Henry
<petenhenry@gmail.com>
12/10/2012 03:43 PM

To "swcorridor@co.hennepin.mn.us"
<swcorridor@co.hennepin.mn.us>
cc
bcc
Subject Southwest Transitway and Kenilworth area comments

We have a condominium in the Calhoun Isles complex on Dean Court. We are very much in favor of the SW transitway and have no objections whatsoever to the proposed routing along Kenilworth Trail. However, due to the proximity of the right of way to our property, we are concerned about a number of issues in respect to the current plans. So, our remarks co topics 3, 4, 7, 9, and 10 on the Topics page (social, environmental, parks, indirect effects/cumulative impact, environmental justice).

A

M4, N12, E4

Noise could be excessive. The noise estimates in the DEIS documents do not take into account the proximity of our complex. This part of the track curves and will be on the approach to the Lake Street station and therefore likely to generate a lot of noise with slowing and stopping. In addition, if a bridge carries the LRT over Cedar Lake Road, there will be additional noise with the slowing down to level ground.

E8, O1

Vibration could cause long term damage to our structure. one of us lived in the part of south Minneapolis during and after the air traffic controllers' strike, with its subsequent rerouting of air traffic along a limited number of lanes. Many of my former neighbors are now enjoying brand new windows thanks to the damage caused by those vibrations. The LRT project should make every attempt to forestall a similar consequence--prevention is better than cure. And a more recent example of adverse effects of vibrational stress is the Sabo bridge -- again, a reason to consider the long-term effects of the current plan. One of us is an engineer who oversees the construction of large storage and shipping facilities. He does not consider the current plan to be within the best practices parameter.

E4, O5, O6

L4

The proximity to a park where many children play, as well as the exact future location of th biking and walking trails right in this area raises **safety** issues.

E2, E9, R2

Lastly, we have an **environmental** concern.this part of the trail is on a migratory bird flight path. With exposed overhead wiring, there is a good likelihood that birds will be electrocuted. These feathered members of our community provide much pleasure and utility, eating insects and rodents. We have seen dozens of species of birds from our balcony both during migration and during their residence in our neighborhood.

E10, N8

The LRT is badly needed and will be well-utilized; so are **mitigations** to the above problems. We would be delighted to hear that a tunnel would accommodate the LRT along this portion of the trail. A ditch and sound-enclosing barrier might also work.

A, P9, N8

Dean Petersen and Madeleine Henry
3141 Dean Court, #902
Minneapolis 55416

cheryl devaal
<cheryl.devaal@gmail.com>
12/10/2012 03:43 PM

To swcorridor@co.hennepin.mn.us
cc
bcc
Subject Proposed Freight Reroute: SWLRT

Hennepin County Housing, Community Works and Transit

Attn: Southwest Transit way

701 Fourth Ave. S., Suite 400,

Minneapolis, MN 55415

To Whom It May Concern:

I write in response to the Draft Environmental Impact Statement ("DEIS") published in regard to the proposed Southwest Light Rail Transit ("SWLRT") which includes a proposed freight rail reroute in St. Louis Park, Minnesota.

Because it contains multiple erroneous assumptions, unsubstantiated assertions, and inexplicable omissions, the DEIS does not appear to be a serious attempt to consider the effects of the proposed freight re-route. The rerouting of freight traffic will negatively impact the safety, livability, and community cohesion of residents, students, and communities. The SWLRT-DEIS does not adequately describe or address those impacts and as such, the freight reroute should be given much more study and reevaluated. As this proposed reroute is described in the DEIS, it will construct a main freight rail line out of a little-known, lightly-used spur line, thereby greatly increasing rail car traffic with its attendant noise, vibration and the inherent potential dangers of derailment of freight cars next to people's homes, businesses and schools. C C

A so-called quiet zone is proposed, however, the DEIS fails to describe real world issues with the quiet zone. The SLP Senior High is both bookended by two blind curves and has athletic facilities on both sides of the tracks. The operating rail company, TC&W, has stated in a public document that it has safety concerns with a quiet zone due to the proximity of the tracks to schools, residents, and businesses. It will be impossible to design a quiet zone that will be both safe for the area while maintaining access for the adjacent Senior High school and local businesses. This proposed quiet zone is listed as mitigation for noise impacts, but is not supported by the adjacent neighborhoods, school board, or the operating rail companies. C

Establishment of a quiet zone will not eliminate all noise impacts and the assessment as described in the current DEIS fails to measure other sources:

a. the rail to wheel curve squeal from the tight interconnect curve;

b. the additional noise of the locomotives as it throttles up both the southern interconnect ramp and grade change at the northern connection; C

c. trains traveling west will need to brake to maintain a slower speed going down grade and through curves;

d. diminished livability from the introduction of night freight traffic; and

e. stationary crossing bells will increase significantly due to the increase in train numbers.

The portions of the DEIS dealing with Noise (3-93 and 94) and Vibration (4-117) used flawed methods and has therefore arrived at erroneous conclusions. Vibration and noise measurements were done using current MN&S freight traffic. Longer, heavier trains translate into lengthened duration of vibrations and increased amounts of vibration. The assumption stated in the SWLRT-DEIS that the increase in vibration is insignificant strains credibility. The proposed rerouting of freight traffic would introduce mainline traffic into adjacent neighborhoods and expose the community, residents and students to longer, heavier trains during weekends, evenings and nights. In detail, the re-route will allow a 250% increase in trains and a 650% increase of rail cars traffic. Insignificant? C

Only a passing reference is made to safety and the proposed re-route in the SWLRT-DEIS; however, there are many features about the MN&S line which make it undesirable as a main freight rail line. These include but are not limited to the following:

- Multiple grade level crossings;

- Proximity to St. Louis Park schools, homes and businesses – many closer than the length of a rail car; C

- Number of pedestrians who must traverse crossings daily;

- Permeable soil existing under the MN&S line;

- Medical emergency response is hindered when crossings are blocked – only one fire station has emergency medical response (page 80);

- Tight curves--derailments are more likely to occur on curves than on straight tracks;

- Hazardous materials are carried on the rail line without a sufficiently wide right of way. C

In the SWLRT-DEIS, we are told blocked crossings will not cause significant travel or safety issues. To the consultant sitting miles away in an office, the increase may seem insignificant, but to residents who daily need to get around in their own neighborhoods and also may need a quick response from emergency vehicles, the huge increase in time that crossings will be blocked simultaneously is unacceptable. C

In addition, residents from the Birchwood neighborhood have requested that the grade crossing at 29th Street stay open. Despite this, according to page 135 of the DEIS, the 29th Street crossing is being closed as a mitigation measure. However, closing this crossing will not benefit that neighborhood but will, in fact, jeopardize Birchwood residents by impeding emergency vehicle access or making it downright impossible during winter months due to narrowed streets. C

Inexplicably omitted from the DEIS is how the re-route would be funded (Chapters 5 and 8). The re-route must be considered as part of the SWLRT and even without mitigation, construction of the interconnect and upgrading the tracks on the MN&S to handle the heavier traffic is estimated to cost $25,000,000, money not originally included in the projected cost of the SWLRT, but the projected budget for the SWLRT has not been adjusted to recognize the added expense. Also missing from the cost estimates are the costs for maintaining the interconnect structure after it is built. C T0 T1

However, none of the mitigation requested by the City of St. Louis Park on behalf of its residents is being considered. This requested mitigation is not frivolous, but is necessary to maintain the safety, livability and property values for residents of St. Louis Park. C

The SWLRT-DEIS does not consider the impact of rerouted freight trains from a mainline freight corridor to a bridge line on the property values of those neighborhoods adjoining the re-route. Freight rail reroutes are not exclusive to Minnesota; the cost of freight reroutes to nearby residents has been documented. For example, according to an article in the 2001 issue of The Appraisal Journal, bringing additional freight rail traffic to an area will negatively affect all properties 250 feet from the rail tracks by five to seven percent. All properties along the MN&S line are located well within 250 feet. Based on this article, one can conclude that property values along the MN&S will drop more than seven percent. Two major questions arise that are not addressed in the SWLRT-DEIS. First, what happens to the tax base of St. Louis Park when decreases in values are realized? Second, how are property owners who have sustained losses in property value because of this government action going to be compensated for their losses? It is unreasonable for Hennepin County to ask any resident to pay a higher price for the benefits of light rail than others. C

Chapter 1 of the DEIS states that without the re-route, TC&W's only option for moving its freight will be to access the MN&S tracks by use of the notorious switching wye in St. Louis Park, or to transfer cargo from railcars to highway trucks. The unstated assumption behind this statement is that the current route used by the TC&W will be severed. Presenting the either/or assumption for the C

switching wye or highway trucks creates the illusion of a fait accompli, when in fact the TC&W's current route through the Kenilworth corridor is a viable alternative.

Unsubstantiated assertions include the depiction in the DEIS that the historical character of the Kenilworth corridor (Chapter 3, page 58) would be compromised by its continued use for freight train traffic. The Kenilworth corridor was the home to not just railroad tracks, but an entire railroad yard for over one hundred years, beginning long before the current homes in the area were built. C

I am particularly concerned with Chapter 12 (Public and Agency Coordination and Comments) of the DEIS. NEPA 1500.2(d) states that the leading agency must "encourage and facilitate public involvement in decisions which affect the quality of the human environment." This regulation was clearly ignored in regard to the potential freight rail reroute issue. Hennepin County did not "encourage and facilitate" public involvement concerning this issue. In fact, Hennepin County refused attempts for public comments and concerns regarding the freight rail issue at all of the outreach meetings listed in table 12.1-1 and all of the community events listed in table 12.1-2. Public comments regarding the freight issue were denied at the Oct 7, 14, and 23, 2008 scoping meetings and comment period that followed as listed in section 12.1.3.1. Public comments regarding the freight issue were refused at the May 18, 18 and 20, 2010 open houses. Most importantly, public comments regarding the freight reroute issue were denied during the entire LPA section process. This included all of public hearings listed in section 12.1.4.1. In summary, all public comments regarding the freight rail issue were denied at all of SWLRT's major milestones leading up to the DEIS. Worse, the public was not made aware of significant environmental impacts caused by SWLRT and the potential freight reroute because the freight issue was not discussed at any of the SWLRT meetings leading up to the DEIS. The only opportunity the public was given by Hennepin County to discuss the freight rail reroute was at the PMT meetings discussed in section 12.1.5. However, any discussion of possible alternatives to the re-route (co-location) or the freight reroute's connection with SWLRT was strictly forbidden at these PMT meetings. L2 C

Lastly, the DEIS fails to mention the April 17 and 28, 2011 freight reroute listening sessions that were held by the city of St. Louis Park. At those sessions, hundreds of St. Louis Park residents voiced their opposition to the freight reroute. Because C

those opposed to the reroute have been denied comment during the entire SWLRT planning process leading up to the DEIS, the freight rail reroute issue needs to be dropped or significantly more work needs to be done on the alternative studies and public outreach.

C

Sincerely,

Cheryl DeVaal

3232 Brunswick Av S
St Louis Park, MN 55416

952-928-4911

cheryl.devaal@gmail.com

Phil Freshman
<pfreshman@mm.com>
12/10/2012 04:56 PM

To <swcorridor@co.hennepin.mn.us>
cc
bcc
Subject Regarding the Southwest Corridor Lightrail

To Whom It May Concern:

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) published in regard the SWLRT which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done. As this action is proposed and described in Chapter 1, Section 1.3.2.3 as rebuilding a little known, lightly used spur line into a main freight rail line, which will initially allow a 788% increase of rail car traffic. What the SWLRT-DEIS does not address, but should, are the real world impacts of this action on the affected area. C C

Besides my general concerns about the SWLRT-DEIS, the portion of the report dealing with Safety (3-132 and 133) causes me the greatest concern. Only a passing reference to safety and the proposed re-route is mentioned in the SWLRT-DEIS; however there are many features about the MN&S, which make it undesirable as a freight, rail main line. The reasons the MN&S is an unsafe main rail line include, but are not limited to the following:

- Multiple grade level crossings
- Proximity to St. Louis Park schools, homes and businesses – many are closer than the length of a rail car C
- Number of pedestrians who transverse crossing every day
- Permeable soil under MN&S
- Medical emergency response hindered when crossings are blocked – only one fire station has emergency medical response (page 80)
- Tight Curves. Derailments are more likely to occur on curves than on straight track
- Hazardous materials are being carried on the rail line without sufficient right of way.

None of the mitigation requested by the City of St. Louis Park on behalf of her residents is being considered. This mitigation is not frivolous; it is necessary to maintain the safety, C

livability and property values for the residents of St. Louis Park.

C

Phil Freshman
3912 Natchez Avenue South
St. Louis Park, MN 55416

--
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"Rich Rinker"
<richrrinker@gmail.com>
12/10/2012 07:35 PM

To <swcorridor@co.hennepin.mn.us>
cc
bcc
Subject Comments on Draft EIS

As a resident of Hopkins living one block from the intersection of Blake Rd. and Excelsior Blvd. my concern is for the proposed location of the LRT Terminal with access from 2nd St. NE off of Blake Rd. Blake Rd. is already congested and dangerous especially for pedestrian and bicycle traffic. The proposed location will increase problems due to increased automobile traffic volume, more turning traffic, long queues and obstructions at the crossings. It would make more sense to move the station west to St. Louis St. and Jackson Ave. with the traffic access from Excelsior Blvd. I2, P4

The purpose of Light Rail is to speed up transit times, make us less dependent on cars, and improve our quality of life. The station, as proposed will have the opposite effect. I2

Celeste Gaspard
<celeste.haynes@gmail.com>

12/10/2012 09:32 PM

To swcorridor@co.hennepin.mn.us
cc
bcc
Subject Collocate not relocate

Please reconsider the plan to relocate the freight rail line through St Louis Park. I feel this plan has been irresponsibly researched. The plan to relocate the freight line through St Loius Park ignores or minimizes many dangers to our community, especially to the students who attend the three schools along the proposed reroute. The cost to the taxpayers of Hennepin county has been grossly underestimated as well as misrepresented, not to mention the fact that the mitigation has not been researched completely. The DEIS ignores many of the concerns that have been brought to the attention of our representatives at Hennepin county. I feel the concerns and safety issues addressed by the residents of St Louis Park have been ignored or brushed aside as unimportant. Please revisit this issue before the safety of the students and residents in St Louis Park is compromised for ever.

C

T2

C

My concerns include but are not limited to the following:

T0

1. Taxpayers will pay the brunt of the cost for the relocation.
2. Schools will suffer and if our schools reduce in desirability, our tax base suffers, as well as home values.
3. Safety concerns for all residents along the proposed reroute as well as students and commuters.
4. Biased studies and ignoring of St Louis Park resident concerns.
5. Misrepresentation of mitigation costs for the future, haven't even been studied yet.
6. Risk of derailment due to insufficient rail infrastructure, incline, and curvature.

C

Sincerely,

Celeste Gaspard
6210 Hamilton St
St Louis Park MN. 55416
612-710-0535

Jan Benson
<janbenson@earthlink.net>
12/10/2012 09:44 PM

To swcorridor@co.hennepin.mn.us
cc
bcc
Subject DEIS comments

To Whom It May Concern,

I have some very serious concerns about the planned freight rail re-route through St. Louis Park. The process for choosing this option is seriously flawed; the Draft Environmental Impact Statement is not objective. C

Everything I'm seeing points toward a few people with some major real estate development plans along the Kenilworth Corridor who are trying their damnedest to skew all the data so that the corridor contains only an attractive bike trail and a useful commuter train, and not big, nasty freight trains. One would hope that these would-be developers who stand to make a bundle of money are not Hennepin County commissioners or their close friends and family, but—this whole thing has a bad smell to it, particularly the "discovery" of the $125M "typo" which miraculously brings the price of relocation and co-location to almost equal numbers. What an absolutely AMAZING coincidence! Seriously, how does this NOT look like more lies on top of the original lousy data?

The Kenilworth corridor carried EIGHT sets of freight tracks in the 80's & 90's, when I lived on Brunswick Avenue near Jorvig Park. I am not convinced that there's just "no room" to co-locate the light rail and freight rail trains. By the way, I lived in the old Bye place, which was built in the 1890's; vibration from the trains, running about 100 yards away, had not damaged this historic structure in the 100-plus years it stood there; I'm sure the historic architecture in the Kenwood neighborhood will be able to withstand these conditions as well. C

I won't go into the safety concerns, which have been discussed at numerous meetings, but they are myriad. Go take a look at that little track onto which they plan to divert all the freight traffic and then convince me how "safe" it will be. (I'd advise that you pack a big lunch.) C

We need an OBJECTIVE, INDEPENDENT study of this matter, not one bought, paid for, and rigged to find a predetermined conclusion. This isn't freakin' Chicago; these sleazy, private deals do not belong in our planning system.

Fix it. Now.

Jan Benson
3149 Florida Ave. S.
St. Louis Park, MN 55426

rdworsky@comcast.net
12/10/2012 10:03 PM

To swcorridor@co.hennepin.mn.us
cc SueSanger@Comcast.net, SpanoSLPCouncil@GMail.com
bcc
Subject Draft Environment Impact Statement citizen comment

To the county in which I have resided for over 50 years,

I am shocked and disappointed with the DEIS, and am in opposition to the proposed re-routing of trains through Saint Louis Park residential and school neighborhoods. I feel anger and fear, knowing there is a possible outcome of modifying an ancilliary railroad spur to that of a main freight rail line--one which was not sighted, or designed to handle the length and speed of main-line traffic. C

I bring to your attention the following items pasted from the Study, well-written in its description of harmful fall-out and solutions of fantasy--without addressing the probable outcomes and devastating effects likely to occur. The perspective reads as if the Study was performed academically from afar, instead of actual experience in the affected areas. L4

If this reroute does occur, the consequences will likely be that of a permanent change for the worse, of the thriving, desirable, and valued community that we have known for the past 126 years. C

3.7.3.5 Freight Rail Relocation

Derailments

The assessment of parcels indicated that two parcels have dwelling structures located within 50 feet of the rail centerline. These parcels are unique because they are situated parallel and not perpendicular to the railroad ROW. This situation results in dwelling structures located significantly closer than any other traditional lot that backs up to the ROW, as exists throughout the remainder of the corridor. C

These two unique parcels are located directly across the tracks from one another, along Minnetonka Boulevard. At this location, the slope of the rail embankment takes up the entire side yards of the properties. In the event of a derailment or spill in this location, these structures may have a higher likelihood of being impacted than other dwelling structures along the alignment.

The curvature of the bridge structures and grade on the bridge structures would be
engineered and constructed to meet stringent railway engineering requirements to
ensure safe operation. The required train control signalization measures to be designed
and constructed would also improve the safety of train operations in this area. Train
crew members operating such trains are all trained on how to operate trains safely on
grades, curves and structures.

Chemical Spills

There is potential for freight cars to transport chemicals or other hazardous materials
along this alignment. A relocation of freight traffic within the city of St. Louis Park would
not change the fire department's current hazardous materials response plan, as the
same steps would be carried out for any train derailment or hazardous material spill. In
the event of a spill or release, the St. Louis Park Fire Department has a hazardous
materials response plan, with the fire department as the principal response agency.[4]

C

Pedestrian Accessibility/Safety

Increased trains may increase the safety risk for students/staff/pedestrians crossing the
tracks to access the football field on the other side of the tracks, or to travel between
Roxbury and Keystone parks, or various features of the high school complex. Likewise,
there may be a greater risk to residents living adjacent to the alignment that might
trespass/enter on the railway ROW and tracks.

C

At-Grade Crossing Safety

An increased number of trains may increase the potential for rail/vehicle or rail/pedestrian accidents.

Chemical Spills

The St. Louis Park Fire Department and the State Chemical Assessment Teams within the
Hopkins Fire Department and the St. Paul Fire Department have a protocol to respond
to a spill of hazardous materials in the St. Louis Park Fire Department's hazardous
materials response plan. The St. Louis Park Fire Department would handle any

C

evacuations that might be necessary.

Derailments

Because of their location in very close proximity to the existing MN&S line, the two additional residential parcels along the alignment would be at increased risk of damage associated with a derailment. There will be on going coordination with the owners of the two residential properties to determine the most feasible mitigation measures to address their safety concerns, given the unique location of their homes relative to the railroad ROW. Mitigation could include the acquisition and relocation of up to two residential properties. The property acquisition would total 10,480 square feet or 0.24 acre. This is also addressed in the ROW/Relocation section.

Pedestrian Accessibility/Safety and At-Grade Crossing Safety

The Freight Rail Relocation Segment includes the closure of the existing 29th Street at-grade crossing.

C

With the LRT 3A-1 (co-location) build alternative safety issues such as maintaining freight train movement along with LRT and bicycle trail at stations would be part of preliminary engineering and design of the stations. Crossings and station access would include general safety considerations for pedestrians, bicyclists, and people needing ADA accommodations. As noted above, System safety and security oversight for the project would be achieved through implementation of safety and security plans by the Metropolitan Council to ensure safety and security when designing, constructing, and operating the project.

Under the Freight Rail Relocation Segment, Quiet Zone upgrades would be implemented at all remaining grade crossings between Walker and 28th Street. The quiet zone design concept includes improved pedestrian safety at the study area grade crossings, in the form of pedestrian gates at all existing and proposed sidewalk locations. Fencing will be included at all quiet zone grade crossings to control pedestrian movements at/around crossing signal gates.

In addition to the quiet zone design, there will be consultation with the City of St. Louis

Park, St. Louis Park School Board, railroads, and other stakeholders regarding additional feasible and effective safety mitigation in the vicinity of the St. Louis Park High School. Additional mitigation could include a grade separated pedestrian crossing, High Intensity Activated Crosswalk **(HAWK) signal**, or overhead flashers to improve safety of pedestrians traveling between the high school and Park Spanish Immersion or the high school and the football field. C

Wooddale Avenue should be extended south and east, implementing a new crossing. If the Southwest Corridor is developed for LRT, it will not likely co-exist with the freight rail that currently operates on the parallel CP Rail corridor. The existing freight rail would therefore be relocated. This would make current CP Rail right of way available for redevelopment or alternative uses between Dakota Avenue on the west and the municipal boundary of St. Louis Park on the east. This includes the portion of the CP Rail corridor within the Elmwood Study Area. G2

A very concerned citizen,
Richard Dworsky
2904 Alabama Ave S
Saint Louis Park, MN.

CHRIS GASPARD
<chrisgaspard@me.com>
12/10/2012 10:22 PM

To swcorridor@co.hennepin.mn.us
cc
bcc
Subject Co-Locate, not re-route

To whom this may concern,

I am writing you because I am really disappointed in the process evaluating the best way for the southwest corridor to be formed. I have been involved in the process for a little over two years. I was at the meeting when Gail Dorfman said that we are going to have to have frieght rail re-routed into our neighborhood. Had I know that this was an option, I would have been involved when the route of the SWLRT was decided upon. I do not think that the DEIS is a good representation of the what is really at stake. Quite honestly, the work that was done on behalf of the City of St. Louis Park or the meetings I was involved in are not even referenced. On top of that, the firm that was hired by the county was extremely bias and seemed directed in coming up with the results the Hennepin County board was hoping for. Only to get proved wrong and wrong again. I would like to share with you some of the points that I would like to point out for you for your evaluation. C L2

Safety: The way that the re-route is proposed, the safety of the trains, drivers, people and students are of concern. First, the ramp that is being purposed is a steeper grade that the railroad wants or feel is efficient or maintainable. I have heard feedback that the need for additional engine might be needed just to pull the load up the ramp. More pollution to pull the heavy load. Once up the ramp the trains will take a left turn to cross over highway 7, then a quick left again, then to a tight right. Longer trains running through all these turns is dangerous. It doesn't get any better. After that it makes a blind right turn to go next to the St. Louis Park High School. Trains are to close to the school and the school property is separated by the train itself. Not to mention that McDonald's, a common place for all the high school kids to hang out, is across the tracks. The train then continues in close proximity to many houses all the way through this area. Kids tend to walk home on these tracks, because sometime it is the shortest way. C

Infrastructure: We have a lot of congestion with cars and a grid that was designed for less traffic. We consistently have cars backed up in these neighborhoods as cars are trying to find short cuts in and out of Minneapolis. If the train were to pass through the neighborhood, it would dramatically effect the efficiency of emergency response vehicles. Due to the changes in elevation, the trains would take 20 minutes to go the 3 mile trip thought our neighborhood. That will effect bus's for schools, parent pick ups and general traffic. We also have air traffic directly running over our neighborhood. Please stop the madness! C

Cost: The estimate of the $130 million dollars is short of the actual costs. Mitigation for our neighborhood needs to be significantly more. Even the consideration of re-route does not make sense. There is a straight, graded right of way that has been there for as long as I have owned my home. While there is a wide cleared path pre-created for the existing railway, the re-reroute goes directly through may backyards. There are many more homes in close proximity to the rails. In Minneapolis, the tighter spots are due to mitigation in which the city elected to build close to the rail line. Might I add that it goes directly to a rail yard that has been there for more the 80 years. I am also concerned for the future of our city if this goes though. C T2

First, with a high school being interrupted by trains at multiple times a day will make the learning experience less than desirable. I understand the trains go by 3 different schools. That will really depreciate the value of everyone's home in St. Louis Park if we lose the quality of our schools. I as a tax payer feel that this is wasteful spending, when it is not necessary.

I don't understand the importance of this re-route when it adversely effects so many people. Also, it only separates for I believe 3 stops only in St. Louis Park. It is okay to co-locate the the rest of the line with exception to St. Louis Park. We don't want it above grade in through our neighborhood. We don't want to pay extra taxes, if not needed. Please co-locate, NEVER RE_ROUTE!!!!

C

Thank you for your consideration,
Chris Gaspard
6210 Hamilton St.
St. Louis Park, MN 55416
(952) 922-0888
chrisgaspard@mac.com

December 7, 2012

RECEIVED
DEC 10 2012
BY:

To Whom it May Concern:

I am writing in response to the Southwest Light Rail Transit (SWLRT) - Draft Environmental Impact Statement (DEIS) which includes the proposed freight re-rout in St Louis Park, Minnesota.

The proposed action of re-routing freight is described in Chapter 1, Section 1.3.2.3 The MN&S Spur tracks are a lightly used spur line within a high density urban, residential area setting, and directly adjacent to the St Louis Park Senior High School. The current freight occurs five days a week, Monday - Friday, during normal business hours. The proposed action of re-routing freight would introduce mainline traffic and the community, residents, and student will be exposed to longer, heavier trains during weekends, evenings and nighttime. In fact, the re-route will allow a 788% increase in the number of rail car traffic in this area. The increase of freight exposure will directly and Negatively impact community health, cohesion of the neighborhoods adjacent to the tracks and educational quality within St. Louis Parks Schools. In addition, there will be negative impacts to the Community at large. These impacts include but are not limited to, increase noise and vibration increase in diesel fumes from laboring locomotives,

C

C

Cont to Page 2

loss of mobility when multiple crossings are blocked simultaneously, decreased safety for home owners and students at the High School, decreased access to small businesses and a decrease in tax base caused by lower property values in the affected area.

I oppose the freight rail re-route as outlined in the SWLRT DEIS. I believe it will create an unsafe and unlivable situation for our schools, our local businesses, and our residents. C C

Thirty two years ago the long trains vibrated the houses so much the pictures on the walls of my home would move - Please don't let that happen again.

Thank you,

Bonnie Lindgren
2928 Blackstone Ave S.
St. Louis Park MN 55416
952-920-8004

Ms. Bonnie Lindgren
2928 Blackstone Ave
St Louis Park MN 55416

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Hennepin County - Housing, Community Work & Transit
attn: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

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Draft Environmental Impact Statement Comment Form

Southwest Transitway Project

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BY:

Federal and state environmental rules require that an Environmental Impact Statement (EIS) be prepared for the proposed Southwest Transitway project. The EIS process includes the preparation of a Draft Environmental Impact Statement (DEIS), which must be made available for public review and comment.

The DEIS discusses: (1) the purpose and need for the project; (2) the alternatives considered; (3) the impacts of these alternatives; and (4) the agencies and persons consulted.

Comments on the DEIS will be accepted through December 11, 2012. All comments must be received by that date. Please include a return mailing address with all comments.

Public hearings on the DEIS will be held in November 2012. To learn more about the hearings, please visit www.southwesttransitway.org

Name: ROBERT HOLT
Address: 1937 KENWOOD PKWY
City/State/Zip: MPLS MN 55405
Telephone: 612 377 5419 Email: holt@umn.edu

Thank you!

SOUTHWEST transitway

Fold here

Mr. Robert Holt
1937 Kenwood Pkwy.
Minneapolis, MN 55405

Hennepin County

Housing, Community Works & Transit
ATTN: Southwest Transitway

701 Fourth Avenue South, Suite 400

Minneapolis, MN 55415

Fold here

DEC 1 0 2012

I am probably quite biased when looking at the proposals for light rail through Minneapolis. It seems to me at the outset the planners had one goal in mind: move people from the suburbs into central Minneapolis at the cheapest possible cost and without any concern with the interests and needs of residents of Minneapolis. The route through Minneapolis follows one of the least densely populated areas of the city. Efficient transit systems enter areas of increased population density and of greater employment opportunities as they get closer to the central city. It's difficult to imagine anybody getting of the train at 21st street or Bryn Mar. B I2

Let us look at the proposed 21st street station. If you draw a circle around that station with a radius of one-half mile you discover that most of the area with the circle in either under water or is public park land. The rest is largely single dwelling homes. The people who live on the West side of the proposed station are on the west side of Cedar Lake and would find it almost impossible to get to the 21st Street station. East of the station there is a very tiny population within the half mile circle. That is probably why there is a proposed parking lot for 200 cars at the 21st Street station. There is no significant population until you get the the 28th Street - 31st Street corridor from Lake Calhoun to past Nicollet. (Uptown and Lyn-Lake) But to drive from that area to the 21st Street station is a nightmare. The cars would all go through the residential streets East of Lake of the Isles, come to Franklin or 21st Street at the Parkway and then head West – right into Kenwood Elementary School at a time when about a dozen school buses are maneuvering to to get in place, hundreds of children aware crossing the streets near the school and the flag carrying children are helping to control. What kind of an urban planner would put a parking lot in a park at the end of a maze of residential streets that were neither designed to build to handle that kind of traffic and bring all the cars right next to an elementary school. (Parking lots belong at transit station that are adjacent to major highways in the suburbs.) Thank goodness the population that might possibly use the parking lot has great bus transportation to downtown Minneapolis in the Nicollet-3rd Street area where most of the downtown employment is. Who would take a miserable drive in order to ride a few stops to Target Field? Remember, one of the purposes of light rail is to get people out of their cars I1, I2

That population of young couples and singles that live generally in or near uptown should be a transit planners delight. They love urban living but they love the good jobs in the suburbs. They are reverse commuters. The fare of a reverse commuter is almost 100% profit. So build a parking lot near the station that is by Calhoun Village and extend the Lake Street bus route a few blocks to get out there. You may nab some reverse commuters, you keep the traffic to the lot (if there is any) out of residential streets and away from elementary schools.

What about the 21st Street station? There are not enough residents within walking distance to justify it. A 200 lot parking lot would make a complete mess. Why not just eliminate the 21Street station and use the money to build a decent crossing at Cedar Lake Parkway? I1, I2

There is still the question of the rail line. I understood that Minneapolis agreed to the present route under the condition that light rail and freight rail would not share the same right of way and that the trains would move to St Louis Park. We should stay with that, but if St. Louis Park doesn't like the trains, why not tear up their rail line and move the light rail to that route and put all the trains on the new rails that they are now installing on the old rail site? G2

I must admit that I always thought the preferred route would have been on the railroad trench to Nicollet and then underground into the city. A limited stop bus service could be provided that ran from Nicollet to the Hiawatha light rail on 28th - 26th Street. Both the Wells Fargo Mortgage Office and the Abbott-Northwestern Allina facilities provide significant employment opportunities on that route and G1

the housing concentration between Calhoun and Nicollet would become increasingly attractive to reverse commuters. This route for the light rail would generate many more riders. The increased annual cost when amortized over 30 to 50 years would not be great

Robert T. Holt
1937 Kenwood Parkway

holt@umn.edu

612 377 5419

Frank B. Freedman
2530 Pennsylvania Avenue South
St. Louis Park, MN 55426

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Two Pages

December 7, 2012

Hennepin County Housing, Community Works and Transit Authority
Attention: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

Subject: Comments for Southwest Transitway Draft Environmental Impact Statement

I request that this Statement be updated to include these concerns about the proposed re-routing:

1. Noise and Vibration: It simply does not seemed appropriate to extrapolate data taken during use of the existing spur line and determine that noise and vibration won't be excessive with re-routing. Freight trains that use this spur line travel much slower and have far fewer cars than would re-routed freight trains. If these studies were conducted during warmer temperatures, then the accuracy of this extrapolation is still further reduced. C
2. Safety: There is little margin of safety for higher speed freight trains to pass so close to our high school, through numerous blind intersections, within 34-50 feet of many houses Making the track bed higher and/or carrying hazardous materials poses still further safety concerns that dangerous derailed freight cars will roll down into homes or into our high school. Freight train accidents happen, including one in St. Louis Park recently. C
3. Traffic Flow: Cedar Lake Road is becoming congested during the morning (and evening) rush hours. A re-routed freight train of 100 cars or more could easily tie up this important east-west thoroughfare for 10 minutes or more, thereby backing up traffic for at least one mile. Any emergency vehicle stuck at this intersection would lose at least 5-7 minutes getting around this bottle-neck. At least one other key intersection in St. Louis Park would experience such traffic delays. C T2
4. Mitigation: Other than the types of rails proposed for the re-routing, no budget, source of funding, plan or even mention of mitigation appears in this document. C
5. Quality of Life: It's hard to imagine that the quality of life for those living in hundreds of homes near the proposed re-route wouldn't be anything but "miserable." Thousands of other St. Louis Park residents would merely be inconvenienced and disturbed about living in a "railroad town." C
6. Property Values: I estimate a $5,000,000 total loss of property values for homes located near the proposed re-route. Within a few years, I estimate the total loss of property value will be at least $100,000,00 due to the re-route, when word gets out about how high school classes are disrupted and the inconvenience of travel in our city due to re-routing. C
7. Fairness: The most troubling concern I have is about fairness, specifically a seemingly imbalance of factors considered in the Statement. The Statement noted that Kenwood residents were concerned are about the how the "character of the Kenwood neighborhood..." might change due to co-location of freight and light rail trains. While removal of several dozen Kenwood homes might be needed, noise, vibration and safety were not raised as concerns. Hundreds of L2

Frank B. Freedman
2530 Pennsylvania Avenue South
St. Louis Park, MN 55426

Two Pages

St. Louis Park residents, city leaders and school officials were extremely concerned, since re-routing would directly and very adversely affect them. An alternative routing study and proposal offered by St. Louis Park was not accepted for consideration. No concern was deemed substantial enough to warrant any special attention in this Statement.

While this probably is not the intent, re-routing (versus co-location) simply means that a relatively large number of blue collar working folks will have to suck it up for the benefit of relatively few well-to-do Kenwood residents.

C

Please consider my concerns and provide a more balanced Statement, one recognizing all shortcomings of the first draft. Thank you kindly.

Frank B. Freedman
2530 Pennsylvania Avenue South
St. Louis Park, MN 55426
952.545.7980

C: Senator Amy Klobuchar
Senator Al Franken
Congressman Keith Ellison
Commissioner Peter McLauglin
Commissioner Gail Dorfman
Thom Miller, Safety In The Park
City of St. Louis Park, Mayor and Council Members

Frank B Freedman
2530 Pennsylvania Ave S
Minneapolis, MN 55426

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ATTENSION: SOUTHWEST TRANSITWAY

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To Whom It May Concern:

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The proposed action of re-routing freight is described in Chapter 1, Section 1.3.2.3. The MN&S Spur tracks are a lightly used spur line within a high density urban, residential setting and directly adjacent to the St Louis Park Senior High. The current freight occurs five days a week, Monday- Friday, during normal business hours. The proposed action of re-routing freight would introduce mainline traffic and the community, residents, and students will be exposed to longer, heavier trains during weekends, evenings, and nighttime. In fact, the re-route will allow a 788% increase in the number of rail car traffic in this area. The increase of freight exposure will directly and negatively impact community health, cohesion of the neighborhoods adjacent to the tracks and educational quality within St Louis Park Schools. In addition, there will be negative impacts to the community at large. These impacts include but are not limited to, increased noise and vibration, increase in diesel fumes from laboring locomotives, loss of mobility with when multiple crossing are blocked simultaneously, decreased safety for home owners and students at the High School, decreased access to small businesses and a decrease in tax base caused by lower property values in the affected area.

C

C

C

I oppose the freight rail re-route as outlined in the SWLRT DEIS. I believe it will create an unsafe and unlivable situation for our school children, our local businesses, and our residents.

C

Thank you,

Name: Tiera Rozman
Address: 2108 Parklands Rd.
City/State/zip: SLP Mn
Telephone: 952 922 2901 E-Mail: ttrozman@comcast.net

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Comment #266

December 6, 2012

To Whom It May Concern:

This letter is written to provide my opinions regarding the Southwest Light Rail Transit (SWLRT) Draft Environmental Impact Statement (DEIS) and specifically pertaining to the proposed freight rail re-route through Saint Louis Park, MN.

I am against the re-routing of freight trains as proposed by the DEIS for numerous reasons. C

Of greatest concern to me, is the significant increase in safety risks associated with the interaction these freight trains will have with human beings, including hundreds of children that cross this train line by necessity on a daily basis. If these freight trains are re-routed as proposed by the DEIS, it is not a question of "if", but rather "when" a neighborhood child will be severely injured, or killed by one of these trains. When that event happens, God forbid, that child's blood will be on your hands. If you have the ability to prevent this from happening, you must do so by not allowing these trains to be re-directed through this heavily populated area. C

The freight trains should be kept where they presently are, and have been for many years, in the Kennilworth Corridor. The Kennilworth Corridor is designed specifically for freight line traffic, and ensures maximum safety for human beings that live near that area. The level of safety ensured by the Kennilworth Corridor is something that cannot be duplicated on the MN&S Spur. To get anything close to that level of safety on the MN&S Spur would cause disruption of peoples' lives to an extent that would simply be intolerable with regular invasive train horn soundings, vibrations from idling, and traffic back-ups caused by lengthy road crossings (another factor decreasing safety for the travel of ambulances, police cars etc.). I have also become aware that the cost of keeping freight rail in the Kennilworth Corridor, and co-locating it along with the new light rail traffic, is less expensive than ramming the freight rail though St. Louis Park on the MN&S Spur. Yet it does not appear as if co-location has really been seriously considered. Why? C C

I see very little (if any) funding allotted by the DEIS to pay the unfortunate people who live alongside the MN&S Spur whose home values will most certainly plummet from the freight rail re-route. The value of property all along the proposed re-route location will decline due to increased noise, vibration, and pollution caused by the increased freight rail traffic. Where is the compensation? In the event freight rail traffic is unfortunately re-routed through this neighborhood, funding must be provided for ALL property owners who will be negatively impacted by the re-route. As it stands now, the DEIS fails to adequately consider the full extent of negative impacts the re-routed freight rail traffic will cause along the MN&S Spur. C C C

For safety reasons; for disruption to our community; for complete lack of mitigation to property owners; and because a common sense location for freight rail traffic already exists by co-locating it in the Kennilworth Corridor, I oppose the re-routing of freight rail through the MN&S Spur. The current re-route plan is seriously flawed. In my opinion, anyone who votes in favor of the DEIS in it's current form, without providing significant additional evidence to substantiate the re-route as the best option, is also seriously flawed.

C

Sincerely,

Michael A. Rozman

2108 Parklands Road
Saint Louis Park, MN 55416
(612)239-7982
mrozman@comcast.net

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St. Louis Park, MN 55416

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December 5, 2012

To Whom It May Concern:

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) published in regards to the SWLRT which includes the proposed freight rail re-route in St. Louis Park, Minnesota. I am a resident of St. Louis Park, and have lived here for fourteen years. I am also a mother of 3 boys, ages 11, 8 and 4.

The proposed action of re-routing is described in Ch. 1, Sect. 1.3.2.3. The MN&S Spur tracks are a lightly used spur line within a high density urban, residential setting. **It is a very narrow line that runs directly next to the St. Louis Park High School (75 ft. from the school and 35 ft. to the parking lot**. The train tracks run between the high school and the football field/stadium and splits them. It also runs very close to homes and along their small back yards. The current freight is light and usually approximately 5 trains/per day and these trains are on avg. 6 to 8 cars long. They go 10 mph currently. They blow their horn on both sides of the high school on Dakota Ave. and on Library Lane. The proposed action of re-routing freight would introduce mainline traffic with trains up to a mile long, and running 25mph during the days and evenings, and nights. **This will be up to a 788% increase in rail car traffic right next to the high school and literally in the parking lot. There are also 4 tight blind curves (2 next to the high school) from Hwy 7 to Dakota Ave.** What the SWLRT-DEIS does not address, but should, is the impact this would have on our children's safety and education, as well as the general publics safety. It would also dramatically effect our community.

C

I have many concerns about the SWLRT-DEIS, especially the portion dealing with Safety (3-132 and 133). Only a small reference to safety is mentioned in the SWLRT-DEIS. Also, the portion of the report dealing with freight rail noise and safety at the High School (Ch. 3, 4 and 9). It causes me great concern to think that the MN&S may become a main rail line with it's proximity to the high school. Currently, the trains are approx. 8 cars long and go 10 mph. There is a McDonald's right across the street from the high school, where the students have to cross the railroad tracks to get there. I live a few blocks away and see students crossing early in the morning, at lunch, and many times in the afternoon as I am driving by. Not only must they cross the railroad track to get to McDonald's, they also have to cross to get to the football field/stadium. The students often have gym class on the field, not to mention sports after school. As it is now, if there is a train, it only lasts a few minutes and is going slow, so the students know they can wait and it won't last long. However, if there are trains that are a mile long, and going 25mph, instead of 10mph, the students may have to wait a long time to cross. 10-13 minutes. If they only have a few minutes to get back to class or go to McDonald's or Munchies (another place with sandwich's and soup), and they see a train approaching, they will likely try to beat the train, due to the potential long wait. What if they trip and fall? What if there car stalls? What if they dare each other (as teens do) to cross, walk along the track or to try to jump on? I see teens everyday walking along the railroad tracks by the high school. Teens and Trains are not a good match! Psychologist, and best selling author, David Walsh, author of No, Why Kids of All Ages Need to Hear It, and Ways Parents Can Say It, talks about the prefrontal cortex (PFC) that is growing and rewiring itself. "It is right behind the forehead and acts as the CEO of the brain, the part of the brain where we think ahead, consider consequences, and manage emotional impulses and urges. It is one of the last circuits of the brain to mature. **The PFC enters a major developmental period as boys and girls enter adolescence, which doesn't end until late teens or early twenties. Adolescents impulse-control center is under construction. When adolescents need it most, the PFC's ability to act rationally and think through problems and challenges is off-line." There are accidents involving adolescents and trains frequently. Why would we risk putting a main rail 75 ft. from the school and 35 ft. from the parking lot? It is an accident waiting to happen!** According to the train engineer, with the tight blind curves, and the train moving 25 mph, if there were someone on the track or a stalled vehicle, the train would **not** be able to stop in time. Also, at the intersection of Library Lane and Lake St.(next to the H.S. and field), a car needs to go over the track, or sit on it in order to see if the intersection is clear due to the angle of the track. In addition to the high school, this line also goes right behind Peter Hobart Elementary School too, several parks, and along many houses, practically in their back yards.

Another concern regarding safety, is the possibility of a derailment. We are talking about tight curves. For the first time, there would now be ethanol and other dangerous chemicals being carried by the trains next to the school. **Derailments do happen!** There was a small one on this line, last year, but it was just on the border of Mpls. and St. Louis Park. There have been a few in MN in the past 2 years. **What would happen if a derailment occurs where the tight curves are along the high school, with a train carrying dangerous chemicals?!!** C

Another safety concern is emergency vehicles not being able to get through due to trains. If there is an emergency at the high school, the emergency vehicles may not be able to get to the school if a mile long train is blocking the roads on each side of the school. Also, if emergency vehicles are at the school and a mile long train comes, they will be delayed getting to a hospital due to the trains. This rail also crosses Excelsior Blvd. between Hwy. 100 and Methodist Hospital (6500 Excelsior Blvd.) Emergency vehicles, again, would be blocked by the trains, not being able to get to the hospital. What about all of the buses lined up at the school and traffic after school? It will be a mess, cause many traffic delays, bus delays, and again not a good mix with all of the students driving to/from school. C

Another concern, is how our children's education would impacted by the freight rail noise. As it is now, even when a small train comes through, the teachers need to stop and wait for the trains to pass to continue talking. It is only a minute or two now, but imagine if the trains are 10 minutes long! It directly impacts the south end of the school where the math is currently being taught. This is not fair to our children. The railroads have already said they would not honor a quiet zone near a high school with blind curves. They will blow their horns regardless due to the dangerous nature of the blind curves and children in the area. C

I have three boys, ages 11, 8 and 4. I am very concerned about the possibility of the main rail coming through by our schools. My middle child, is at Peter Hobart. He has Down Syndrome. He sometimes wanders and is still not safe crossing streets by himself. In addition to him, there are two other small children with Down Syndrome who live within one block of the high school. There are many students with special needs at the high school as well. All children are at risk. One of the main reasons we love this community is that it is a "**Children First Community". St. Louis Park has been voted one of the top 100 communities in the U.S. for young people to live in for the past 6 consecutive years by America's Promise Alliance. If this relocation occurs, that will change drastically**. Many will not even want to send their children to the high school due to safety issues, noise and traffic. There are also multiple grade level crossings.

The re-routing of freight will negatively impact the safety, livability, education, and community cohesion of the residents, students, and community. **Quite frankly, I can't even believe they would consider this as a viable option being 75 ft. next to a high school, and 35 ft. next to the parking lot, tight blind curves and dangerous chemicals next to the school where lives would be in danger! This is a disaster waiting to happen. There is a much safer and better option, and has been shown to be much more cost effective, which would not involve schools. It is co-locating the freight where it currently is along the Kennilworth corridor**. I am not opposed to light rail transit, it would be nice to have, but it has been shown that it would work to co-locate the two in the same corridor, which is much wider, safer, and cheaper! **Also, none of the mitigation requested by the City of St. Louis Park on behalf of the residents is being considered in the DEIS**. Relocation to the MN&S should not even be considered an option. It will be only a matter of time before a serious accident or death occurs. Would you like to send your child to a high school under these circumstances? Again, this is a wonderful, and "childrent first community". Adolescents/teens and trains are not a good match together. C C

Sincerely,

Sharon Duncan

Sharon Duncan
St. Louis Park Resident and Mother of 3 boys in the school system.

One photo was taken around the lunch hour, and the other was at the end of the school day. You can also see one of the blind curves in the left photo. These were two different groups of kids in one day that were on the tracks when I happen to be driving by.

I took these photos of high school kids on the track across the street from the St. Louis Park High School. I was driving on Dakota Ave twice that day at two different times and saw kids both times so I stopped to take these photos

Shawn Duncan

Sharon + Todd Duncan
3249 Florida Ave. So.
St. Louis Pk, MN 55426

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BY:

Hennepin County
Housing, Community Works + Transit
ATTN: Southwest Transitway
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December 7, 2012

Hennepin County
Housing, Community Works & Transit
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

RE: Comments on the Southwest Transitway Draft Environmental Impact Statement (DEIS)

To Whom It May Concern:

Liberty Property Limited Partnership (Liberty) owns, leases, and manages multiple properties adjacent to the proposed Southwest Transitway LRT corridor as it passes through Segment 3 in Eden Prairie and Minnetonka. The subject property addresses are:

5400 - 5550 Feltl Road, Minnetonka
10301 – 10399 West 70th Street, Eden Prairie
6901 Flying Cloud Drive, Eden Prairie
7075 Flying Cloud Drive, Eden Prairie
7246 Flying Cloud Drive, Eden Prairie
7400 Flying Cloud Drive, Eden Prairie

Liberty has completed a review of the DEIS and offers the following comments for consideration:

1. Liberty generally supports the alignment option described in Section 2.3.3 Build Alternatives as Alternative 3A. This alternative includes Segment 3 with the proposed LRT alignment adjacent to, or through several of our properties noted above. While there will be impacts to these properties in order to implement transit that will need to be recognized and analyzed, we agree with the City of Eden Prairie that the 3A alternative offers the most potential to overcome transportation deficiencies in the Golden Triangle area. A F0

2. Chapter 2 – Alternatives includes a description of the proposed Golden Triangle Station in Section 2.3.4. The station location adjoins three of the multiple properties listed above, and includes a proposed park and ride facility described as containing 100 surface parking spaces. There are a number of concerns related to this station that are not fully analyzed in the Conceptual Engineering Layout included with Appendix F of the DEIS. Concerns include proposed location, proposed access, proposed grades, and lack of coordination with existing conditions. The document indicates that a number of these issues will be more fully analyzed in the Preliminary Engineering Design Phase leading up to preparation of the Final EIS; we believe that additional detail is essential to avoid unnecessary impacts and project costs as the design evolves. M1 I2

10400 Viking Drive • Suite 130 • Eden Prairie, MN 55344 • (952) 947-1100 • Fax: (952) 947-0800

3. Section 3.1.2 discusses Existing and Anticipated Land Use at a Macro, or policy level and misses some conditions along the corridor where prior land use planning and site-specific project approvals further define what landowners expect to occur on their properties. Future plans are addressed partially in Section 9.4 – Reasonably Foreseeable Future Actions, but the descriptions contained there don't include all of the vested development rights that have accrued to our properties at 6901 Flying Cloud Drive and 7075 Flying Cloud Drive which are subject to an approved PUD Development Plan. The future potential of 6901 and 7075 Flying Cloud drive is partially described in Table 9.4-1, but the approvals include more development than is described as an identifiable Future Action. The property at 7075 Flying Cloud Drive currently contains approximately 345,000 SF of office space currently occupied by SuperValu, Inc., and is approved for additional expansion on the site. As part of the same master planning effort, Liberty began construction of a 128,000 SF office building at 6901 Flying Cloud Drive that included several completed or ongoing commitments that could be affected by the LRT alignment and by the proposed Golden Triangle Station and associated Park and Ride Facility. Issues related to the development potential of these properties include: M2 F1

   - Liberty's PUD Master Plan illustrates the extension of West 70th Street from Flying Cloud Drive east to the current terminus of West 70th Street just to the east of the proposed LRT alignment. The configuration of the at-grade crossing and the vertical alignment of the LRT lines need to be coordinated with the proposed alignment of West 70th Street. This is critical to Liberty in order to maintain a major access to structured parking for 6901 Flying Cloud Drive, to maintain the existing parking and service dock area for 7075 Flying Cloud Drive, and to conform to planned wetland impacts and mitigation that have been approved and permitted by the City and by the Nine-Mile-Creek Watershed District (NMCWD). J3 F0
   - The proposed LRT alignment may impact wetland and buffer areas that Liberty has already made a long-term commitment to manage and maintain. If there is an overlap in responsibility due to LRT development, Liberty would need to be released from their current commitments on any of the wetland or buffer areas subjected to further alterations. N5 F0
   - As part of providing for the full level of development described above, Liberty funded improvements to a section of Flying Cloud Drive to provide the lane geometry needed to allow for the future intersection at West 70th Street with an intersection that would operate acceptably at full development with forecast background traffic growth. More detailed analysis of access and travel patterns due to the Golden Triangle Station and Park and Ride should be completed to determine possible impacts on potential redevelopment. P4
   - As part of its PUD master planning Liberty retained an existing surface parking area adjacent to 70th Street that could function as a Park and Ride facility. The area currently contains 102 parking spaces with direct access to West 70th Street. However, this area was not considered in the Conceptual Engineering layout which was the basis for the DEIS. F0
     We would like to see this area analyzed as an option to the location for the Park and Ride facility as identified in the Conceptual Layout. P10

- We agree with the City of Eden Prairie that the size of the facility must be balanced with the parking demand to assure adequate parking supply for Park and Ride users to avoid potential overflow issues that would impact the neighboring properties.

We also believe these issues should be addressed in the forthcoming Preliminary Engineering and any related impacts and mitigation should be analyzed in the Final EIS.

4. The property at 7400 Flying Cloud Drive has an approved parking expansion plan that would allow for greater flexibility of uses for the building. The proposed alignment in Segment 3 crosses this property and impacts areas where expanded parking has been approved, and also has significant impacts on existing parking. Ways to reduce the impact to existing and proposed parking on this parcel should be more fully explored in the Preliminary Engineering and Final EIS. F0 P10

5. Section 3.3.2 – Methodology describes how the project limits were defined for analysis in the DEIS. As noted elsewhere in our comments, we feel that the actual influence or impact area may expand beyond the project limits depicted in the Conceptual Layout included in Appendix F of the DEIS. As an affected property owner we expect that the layout will be further refined in the Preliminary Engineering stage, and request that the specific issues outlined in our DEIS comments are fully designed and analyzed for the Final EIS. L4

6. Section 4.2 – Water Resources describes in general terms areas where depth to groundwater and surface water bodies might be impacted by the need for dewatering during construction. The areas near all of the Liberty properties along Flying Cloud Drive contain wetlands that could be affected by construction dewatering or by changes in natural drainage patterns where the LRT alignment passes through undeveloped open space. As described above, Liberty already has long-term commitments to ensure the viability of certain wetlands that is a part of our Development Agreement with the City of Eden Prairie and an obligation of permitting required for necessary wetland alteration. We believe that a more thorough analysis of potential impacts on surface water resources from construction phase dewatering and from permanent changes to existing drainage patterns that are tributary to water bodies on Liberty properties should be included in the Final EIS. Mitigation, if necessary, should include the appropriate assignment of responsibility for impacts that occur in areas where Liberty already has contractual maintenance and conservation obligations. F1 N5, N6

7. The traffic analysis completed for Chapter 6 went through a scoping process that limited the number of existing intersections for which detailed operational analysis was completed. We note that the intersections near the proposed at-grade crossing of the LRT alignment with Valley View Road in the vicinity of its intersection with Flying Cloud Drive all are forecast to have marginal Levels of Service for the 2018 and 2030 forecast periods. We join the City of Eden Prairie in support of a grade-separated crossing at this location to ensure that there is adequate intersection capacity to feed Flying Cloud Drive from the south end at Valley View Road as well as the north end at Shady Oak Road. As noted earlier, a more wide-spread analysis of travel patterns and potential impacts from the F1

proposed Golden Triangle Park and Ride facility is warranted to ensure that Liberty's development potential for its Flying Cloud Drive properties is maintained.

8. The intersection of Feltl Road with Smetana Lane at the north end of the Opus II development is proposed to be realigned to coordinate with the crossing of the LRT alignment at Smetana Lane. This intersection was apparently scoped out of detailed analysis by virtue of having daily traffic volumes below 5000 vehicles per day. The intersection is immediately adjacent to our property at 5450 Feltl Road. We would like to see a more detailed operational analysis of this intersection to confirm that the proposed change does not compromise accessibility to the property from Smetana Lane. Also, the realignment of the "T" intersection could require significant grading and tree removal at the north end of the property, which should be further analyzed for the Final EIS. J4

9. The Technical Memorandum dated March 21, 2012 that is contained in Appendix H describes the traffic analysis completed for the DEIS. In the introduction it states that "*Each station and the impacts on traffic operations and circulation will be analyzed in detail with the Final Environmental Impact Statement (FEIS)*". Liberty wishes to be involved with the Hennepin County design team and the City of Eden Prairie in determining the scope and extent of analysis of traffic impacts from the proposed Golden Triangle Station. F1 P4

10. Referring to the Conceptual Engineering Layout for Segment 3, Sheet 9 of 15, as illustrated in Appendix F, we offer the following comments on the alignment and grading as it relates to our property at 6901 Flying Cloud Drive:

    - The alignment crosses a wetland at the northwest corner of this property that provides critical storm water detention volume identified in our PUD drainage design. The volume eliminated by filling for the Transitway needs to be provided in a fashion that can be utilized by Liberty. F1
    - The proposed grade for the alignment across the east end of this property occurs roughly eight feet above existing grade. The embankment required could affect the access to the planned parking ramp supporting the 128,000 square-foot office that is under construction at the site by reducing the space available between the Transitway and wetland and buffer areas already subject to long-term maintenance agreements and conservation easements. This access is critical as there are only two available access locations to serve this office development. N6 F1
    - The embankment required for the proposed grade of the Transitway also reduces the amount of the existing parking area at the east end of this property that could be utilized as surface parking for the planned Park and Ride component of the Golden Triangle Station. If the Transit-way were at, or close to existing grade, nearly all of the 100 planned Park and Ride spaces could be provided in this existing, paved parking area. J3 F1

11. Referring to the Conceptual Engineering Layout for Segment 3, Sheets 8 and 9 of 15, as illustrated in Appendix F, we offer the following comments on the alignment and grading as it relates to our properties at 7075 Flying Cloud Drive and 10301 70th Street West: M1

- The proposed alignment for 70th Street was carefully considered to maximize development area south of the proposed roadway while meeting obligations for wetland protection and buffer requirements to the north of the roadway. The crossing elevation of the transit line at 70th Street as depicted in the Conceptual Engineering requires over ten feet of fill at the crossing point, and assumes grade transitions in the roadway profile that would need to extend several hundred feet in either direction from the crossing point, possibly requiring further loss of wetland and wetland buffer if the road stays within its planned corridor, or resulting in the loss of useable lot area if the roadway needs to shift south so that fill for the roadway can be placed without affecting the wetland or associated buffers. J3 F0
- Further, ten feet of fill at the crossing point would eliminate existing access to the truck docks, service area, and parking adjacent to the northeast corner of the existing structure occupied by SuperValu, Inc. If this corner of the existing parking becomes essentially a dead-end area by shifting access from 70th Street to the west to accommodate fill for the roadway, then substitute truck circulation requirements will further reduce available parking in this area.
- This area of the site is also indicated as the location for the Golden Triangle Station Park and Ride, which again, is inconsistent with its existing use for truck docks and service support that is critical to the tenant at this property. Even if the area were elevated on a structure to match the proposed profile grades of the rail and station, there may not be sufficient clearance for the required truck use below.
- The proposed track alignment between these two properties has a profile grade that roughly matches the top of a large berm separating the two sites. The berm is roughly ten feet tall relative to 7075 Flying Cloud Drive and roughly 14-16 feet tall relative to the property at 10301 West 70th Street. At the proposed elevation the top of the berm is less than 25 feet in width so additional fill would be required on one or both sides to create enough width for the track separation required by the station, with possible impacts to both properties. The width required could be provided by lowering the profile grade to an elevation that allows an at-grade crossing near the existing grade for 70th Street, and reduced impacts to both properties by excavating the berm and establishing a profile eight to ten feet below that analyzed in the DEIS. F0
- Liberty would like to see the Preliminary Engineering phase of design analyze a revised profile that would lower the proposed track grade as described above from roughly Station 345+00 to Station 669+00 to determine if the potential for impacts can be reduced.

12. Referring to the Conceptual Engineering Layout for Segment 3, Sheets 7 and 8 of 15, as illustrated in Appendix F, we offer the following comments on the alignment and grading as it relates to our property at 7400 Flying Cloud Drive:

- The proposed alignment across this property has a very large impact on the existing parking supply for this property. We believe a substantial amount of additional parking could be preserved if the alignment could be adjusted to move further to the northwest as it crosses the property. It appears that this could be accomplished by more closely following the edge of F1

Highway 212 between Stations 322+00 and 328+00 or 329+00 with tighter radii to move the alignment to the north from 329+00 to 336+00.

- Sufficient proximate and convenient parking is critical to the economic success of this site, so Liberty would like to see additional analysis of the alignment to determine if parking impacts can be reduced.

F1, M2

13. We share the City of Eden Prairie's concerns as expressed in their comment letter regarding the placement and potential impacts from ancillary structures and facilities such as Traction Power Sub-Stations, crossing gates, and traffic signal cabinets. The Preliminary Engineering phase and FEIS should incorporate all of these items into the design so that their effect on all properties along the corridor can be evaluated. Protection of the site's viewsheds and also its visibility from existing roadways is critical to its development.

H3

14. Further, we share the City's concerns with the possible impact on nearby structures from vibration, noise and stray current associated with anticipated rail operations, and request that additional analysis of possible effects of vibration be completed for our properties with existing structures that are close to the proposed rail lines. Impacts on utilities, fiber pathways and existing structures during construction need to be analyzed and mitigated. This analysis is especially important in light of the differing soil conditions found on the site. Detailed analysis should be included for all of our properties to evaluate alternatives and determine solutions for mitigating the design and construction impacts of the project.

F1, O6, N3

Thank you for the opportunity to comment on the DEIS. We look forward to the Preliminary Engineering Design phase of the project to work together to improve the interface of the Southwest Transitway with our affected properties.

L1

Sincerely,

Liberty Property Limited Partnership

Richard A. Weiblen
Vice President Development