

Regular Meeting Public Hearing Action Item Consent Item Resolution Ordinance
 Presentation Other:
EDA Meeting Action Item Resolution Other:
Study Session Discussion Item Written Report Other:

TITLE:

Review Input from Freight Rail Listening Sessions.

RECOMMENDED ACTION:

Staff requests the Council review the information and discuss next steps and meetings on rail.

POLICY CONSIDERATION:

The City Council has set as its objective, adoption of an updated freight rail policy resolution on May 31st. The Listening Sessions last week and the draft Technical Memorandum 4 prepared by SEH were key steps toward achieving that objective.

The focus of this week's freight rail study session discussion is to digest and understand the community's comments and the SEH report. Below for City Council discussion and review are a list of key themes, or findings that can be drawn from the community input; and, from the SEH analysis. These themes attempt to capture the key community concerns, pertinent facts and important technical issues to consider when updating the City's rail policy. They also include potential critical mitigation. These themes will form the basis for crafting policy options for discussion at the next freight rail Study Session (May 16th).

The specific focus for the discussion at this Study Session is:

- Understanding SEH Technical Memorandum #4. Dave McKenzie will be in attendance and this is an opportunity to ask clarifying questions and make sure the Council understands the report.
- Council review and comment on the draft list of themes and key findings. Does this list capture the key themes? Are there any critical themes or analyses missing?
- These findings and themes will form the basis for draft policy options for May 16th.

BACKGROUND:

On March 21, 2011, the Council directed staff to organize listening sessions on April 27th and 28th regarding the freight rail issue. The listening sessions were held at St. Louis Park Junior High School.

Prior to the listening sessions, Council had a number of discussions on freight rail. Background information can be found on the city's website on previous meetings, minutes, reports and maps.

On May 9th the City Council will review the information from the listening sessions along with written comments, email comments etc. As we move along in our work on rail, it is important to review the information and comments we received to help us with upcoming meetings. Our goal is to understand issues and concerns as we review the existing resolution on freight rail and also to prepare comments once we receive the MN&S EAW.

April 27 & 28th Listening Sessions information - attached

Attached are the detail records from the listening sessions and comments received through Monday end of the business day May 2nd. The attached materials include:

- Verbal comments – April 27th & 28th
- Written comments – April 27th & 28th
- Web rail comments – from City’s website
- Phone rail comments
- Attendance list – April 27th & 28th

Themes & Key Findings – documents distributed Monday evening

Well over 200 people attended the listening sessions in person. Over 50 people spoke, 30 comment cards were submitted and 31 comments were submitted on line. In reviewing and digesting all this information key themes emerge. These themes combined with the key findings from the SEH reports provide valuable insights and statements about what are the critical issues of concern for our community. Together this information provides the basis for beginning to answer the question: *What freight rail policy and mitigation is in the best long term interests for the City of St. Louis Park?*

Below is a draft list of the key themes and findings for the consideration and review by the City Council. This information begins to point toward alternative freight rail policy options for the City Council to consider; and, to identify the potential trade-offs inherent in those options. All of this information will allow the City Council to carefully review and weigh options and trade-offs allowing for the city’s freight rail policy.

The key themes and findings include the following. A brief description of each will be provided in to the Council at the meeting.

- Safety
- Train Operations
- Property Values
- Access and Traffic
- Noise and Vibrations
- Mitigation
- Wye
- Livability

The ideas recorded in the freight rail resolutions from July 2010 as well as the previous technical memorandums and City Council discussions on freight rail will also be key ingredients in crafting the updated policy resolutions. They form the base from which any modifications to the City’s policy will grow.

FAQ’s (frequently asked questions on rail) – documents distributed Monday evening

Based on the input received throughout the freight rail discussion process in general and the Listening Sessions, a list of frequently asked questions (FAQS) with responses is being prepared and will be distributed to the City Council at the meeting Monday night (5/9/11). This information will also be posted on the city’s website.

MN&S Environmental Assessment Worksheet (EAW)

The City Council’s stated goal is to approve official comments on the MN&S EAW once it is published. Previously it was expected that the City Council would be approving comments on the EAW at the May 31st Special City Council meeting. That schedule was based on the EAW being published May 2nd. Since the EAW was not published on that date, and a date certain for publication has not yet been set, the timing for the City approving EAW comments is not yet set.

At this time the earliest EAW publication date would be May 16th. The 30 day official comment period would start once the EAW is published and end in mid-June. Once the EAW schedule is known and the document is officially published, discussion of possible comments on the EAW will be integrated into the City Council discussions on freight rail. For now the primary focus will be on the broader question of updating the city's rail policy.

What is the schedule on rail after tonight's meeting?

- May 16th Special Study Session following the Regular City Council Meeting
Continued conversation on rail. Discuss possible options for updates to the freight rail policy.
- May 23rd Council Study Session
Continued policy discussion on freight rail and MN&S EAW (Environmental Assessment Worksheet). Review a draft policy, including proposed mitigation.
- May 31st Special City Council Meeting
Adopt a resolution updating the freight rail policy including mitigation measures.

Date to be determined: Comments for submission on MN&S EAW will be discussed and approved depending upon the EAW publication date.

FINANCIAL OR BUDGET CONSIDERATION:

Not applicable.

VISION CONSIDERATION:

This item is linked to the City's Vision Strategic Direction that St. Louis Park is a committed to being a connected and engaged community. It is also related to the broader Vision elements about the variety of transportation modes, sidewalk & trails and environmental stewardship.

Attachments:

- Verbal comments – Listening Sessions April 27 & 28
- Written comments – Listening Sessions April 27 & 28
- Web rail comments – from web
- Phone rail comments
- Attendance lists – Listening Sessions April 27 & 28
- Resolution 10-070 and 10-071 regarding rail

Materials distributed Monday night will include: Key themes and findings, Map showing attendance from listening sessions, copy of SEH Technical Memorandum #4 and FAQ's.

Prepared by: Kevin Locke, Community Development Director; and,
Meg J. McMonigal, Planning and Zoning Supervisor.

Assistance from: Administrative Services Staff

Approved by: Nancy Deno, Deputy City Manager

Verbal Comments – Listening Session April 27, 2011

Ms. Jamie LaPray, 3256 Blackstone, Sorenson neighborhood, Co-Chair of Safety in the Park, noted she had been given time from Ray Aver and Tip Lausen. She had several comments and a request. She thought Mr. McKenzie's report was very thorough. She read it and planned to go through it another time or two. She had been immersing herself in railroad for the last year and been learning all that she can learn. What she found interesting about his report was that it quantifies everything very well, but he seems to be missing some of the nuances that make the two lines very different. First of all, a couple of examples, one of the things that he mentions are that both lines have curves, but the curves on the MN&S are tighter, which is in the report that is on-line. The tightest curve on the Kenilworth corridor is actually East of Cedar Lake Rd, with no structures around it. It is in the middle of parkland. We all know that the curves on the MN&S are near the schools, near homes and near buildings. In fact, some of these curves are closer to buildings than the length of rail car. One of the things she learned in her research is that derailments are more likely to happen on a curve than on a straight track. If both of them have curves, then they need to have the trains going where the curves, if there is a derailment on a curve, the impact would be more benign, like in parkland. Another interesting thing that he talks about in his report, and he eluded to here, are the number of trains that will be on each track and the speed that those trains will be going. Whichever route is chosen, the tracks will need to be upgraded to a higher standard. That standard will bring the trains to be able to go a speed 10-25 mph. We also know that trains do better if they are on a straight track, without curves, with little grade. If you are thinking about a train of 100 cars long, which they would be expecting quite a few of them in the future from the TCW, and they were going West to East. If they are going through Kenilworth and crossing at Beltline and Wooddale, where there are a lot of cars, those are straight tracks without a whole lot of grade, the trains will very likely be able to go at or near the 25 mph speed limit. On the other hand, if that same 100 car train, that is fully loaded with coal or ethanol or fertilizers, which are some of the products which would be coming in the future, it would need to go up a grade, through a series of curves, a little bit of straight track, and then down a curve to the Burlington Northern. When she asked the General Manger of the TCW how fast he thought fully loaded 100 car trains would go up that interconnect and through a series of curves, he said less than 25 mph. She asked the same question of Tom Johnson, who is a railroad engineer who lives and works in St. Louis Park and he estimated that train would be able to go approximately 8-10 mph. The same train on two different tracks would be going a very different rate of speed.

That brings her to the car counts that Mr. McKenzie was talking about. They know that there are a lot more cars on Beltline and Wooddale. But those crossings are a mile apart, so even a mile long train (approximately) will not be blocking both crossings. A mile long train going 8 mph on the MN&S will be blocking Walker, Lake St, Library Lane and Dakota all at the same time for upwards of ten minutes. It will make it virtually impossible to get around that section of the city when a train is going through at 8 mph.

There are a lot of other nuances he has left out, she wouldn't go into all of them, but would write them down and send them to Council Members or talk to them. She thought he did a good job, but she thought he needed to look at the differences between the two tracks a little bit more closely.

Verbal Comments – Listening Session April 27, 2011 (continued)

Ms. LaPray (continued) She wanted to talk about the resolutions and the fact that one of the resolutions passed in 2001 recommended the removal of the switching wye. Mr. McKenzie talked about the fact that the wye is not going to be removed. In fact, the new interconnect is going to create essentially a second wye that will be, it is not technically a wye. The original wye would still be used, and then there is going to be and the Northern section of St. Louis Park will essentially become a switching wye. Any train that needs to go south, can go north up to Golden Valley, the locomotive will be rotated around to the other end and the train will come back the other direction. Instead of having maybe seven trains going North through the neighborhoods, there could potentially be more depending on how many trains will eventually be going South to Savage, which will be happening at some point in the future, even though it is not actually in Mr. McKenzie's report. They need to keep that in mind that there would be a lot more trains. In the 2010 Resolution (1070), you say that you want the County to do a careful analysis to find out that no other viable route exists. After the November meeting where they gave their report showing that there was another possible route, they found mistakes. We found out that they didn't look at all of the possibilities. A freedom of information act data search that Safety in the Park did on MnDOT, found that MnDOT, in that report in November, they were told that freight rail and light rail had to be 25' apart and they were led to believe that was a Federal regulation. In a MnDOT document, she found out that it was not a Federal regulation, it was a MnDOT choice for the distance between freight and light rail and therefore, there are other possibilities that have not been looked at in terms of safety walls between freight and light rail, or safety barriers of some point, in which case, those tracks could be closer and perhaps fewer homes would be taken. She was not saying that would be possible, she was just saying they left out information that they should have had, that they should have been able to look at and should have been able to figure out whether or not something else could be done.

Last, there was a request. Hennepin County is ignoring your resolutions. They are good resolutions. They are "looking out for us" kind of resolutions and she appreciated that and she didn't get the feeling that Hennepin County takes them seriously. They did the November report on Kenilworth that was obviously full of holes. They are doing the PMT process, which was a mess and doesn't really address anything. The thing that she would like for you is to hold on to that piece of land that the City owns that is required for the interconnect and make the County respect the Resolutions that you have written. Until they live up to what you want and we as residents want from those resolutions, not to give up that land. Hang onto it. Do whatever is necessary to keep the County from just taking it and bulldozing this whole plan through until they really have what they need to continue to have a livable, wonderful city to live in.

Mr. Ray Aver, 3200 block of Blackstone Ave, and Mr. Tip Lausen, 3200 block of Blackstone Ave, gave their time to Ms. LaPray.

Mr. Thom Miller, 2900 Yosemite Ave S, thanked City Council for the listening session. This has so far been very refreshing compared to Hennepin County's sessions that they have been working on for the last year. His comments center around the feeling he had, the opinion he had and he knew many people who have really been involved in this process over the last year have, which is that they believe that Hennepin County and MnDOT have been deliberately deceiving the residents of St. Louis Park and deliberately deceiving the City Council of St. Louis Park by asking us for input and making us believe that our input would be valuable to them and that they would take that input and make something of it. That decisions hadn't been made before this study process began about a year ago and most importantly deceiving us into thinking that LRT

Verbal Comments – Listening Session April 27, 2011 (continued)

Mr. Miller (continued) is somehow the cause for this improvement, or upgrade to the MN&S line. In fact, many of us believe that LRT, SW Light rail, is merely a convenient trigger to upgrade the MN&S line. A convenient funding mechanism to get Federal funds to upgrade the MN&S line so it can become a more important freight rail line for the State of Minnesota and so that it can become in the long range plan a commuter line for the State of Minnesota. The reasons why they believe that is the case, the first one is very simple. All of the things he just mentioned are written out very clearly in the 2010 Minnesota State Rail plan that came out a year ago. It clearly states that the MN&S Rail line, or the Dan Patch as it is often called, will become at some point in the future, is planned to become, a far more important freight rail line, with far more frequent trains and far heavier trains and also that it could be used as a commuter rail line, not light rail, but commuter rail in the future. This plan has been in place for many, many years. As a matter of fact, some of the legislators that represent Bloomington and some of the Southern suburbs actually put in legislation many years ago to take the Dan Patch off the table for study to be a commuter rail line. That legislation is being repealed right now in the State legislature. It has just gone through committee and it is going to be coming up for a vote soon, probably tagged onto another bill to be repealed and to be restudied as a commuter line. It is in the state rail plan. The second thing is that the dollars for this rail plan, the dollars that were outlined earlier, should have been in LRT Federal funding. If they are truly being triggered by LRT, if LRT is really the cause, then those dollars should have been in the LRT funding package and they were not. This whole re-route and the upgrade of the MN&S is not part of the LRT Federal funding package. More recently the study that Ms. LaPray mentioned earlier, the PMT process, a County process that many of us having been going through the last year, to get opinions from the neighborhoods most heavily affected by the switch. They have been asked to participate in those monthly meetings for the last nine months and as some have pointed out in this room; those meetings have been an absolute sham. They have voiced all of the mitigation measures that they would like. Literally, not one mitigation measure that they have asked for has been included in the County's program, not one. There have been mitigation measures, but none of the ones they asked for. They didn't ask for 29th street to be closed. They offered it as a mitigation measure. They didn't ask for the clickety clack to go away, they offered welded rails so that their trains could run faster. That study has been a sham. Lastly, and literally the most concrete evidence of this "flip-flop" of decision making, is the railroad bridge that goes over Minnetonka Blvd. In November when they got their first line-up of the plans, they saw that the train track had moved eight feet to the East on the North/South running line. They found out for the first time that the train line was going to move eight feet to the East. That bridge over Minnetonka Blvd was built over two years ago and conveniently it moved exactly eight feet to the East. Clearly MnDOT had a plan in place long ago to move that rail line and to improve, or upgrade, the MN&S so that it could be a more important commuter rail line and a more important freight rail line. Their challenge for the City Council, as Ms. LaPray mentioned, is to challenge Hennepin County to stand up for citizens of St. Louis Park.

Mr. Curt Rahman, 4209 Browndale Ave, owner of several businesses in St. Louis Park on the rail line passed out fliers to City Council members. The charts he passed out are from Kimberly Horn who is doing the Environmental Impact Study, so they were using their number. He is the PMT representative for the West Lake Street businesses. He is a big fan of light rail. All he heard from Hennepin County and MnDOT was that they want to make an equal evaluation of the options for freight rail. But his observation of being a part of the PMT process is that they intend to minimize the cost of this project and route the freight rail up the center of the business district, the school district and residential district. If that is the right answer for this project, then so be it,

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Mr. Rahman (continued), but it won't be done without proper mitigation of the real issues. Others will talk about the impacts in the community and in their lives, but he wanted to speak about a real and tangible impact that needs to be addressed. All of us who work and live and own buildings along the rail line experience pretty severe vibrations today. Vibration that already exceeds federal guidelines on the infrequent events column on the vibration criteria, which is the column that is used today for the couple of trains that go by, you'll see that for businesses, the level is 83 vdb and for residences it is 80 vdb. In Kimberly Horn's vibration study that shows today that you have to be about fifty feet from tracks to experience those levels of vibration. He had a study done at one of his buildings and it showed a full ten points higher at 50 feet from the tracks than the couple of measurements that Kimberly Horn took. The studies that Kimberly Horn took are highly suspect. They need to take another look at that. Business owners have told him that when the train comes by it feels like an earthquake. He has had to stop phone conversations when the train goes by because of the rumbling vibrations. Kimberly Horn measured in only two places along the tracks and tell us that with the two trains that are there today, they should be able to handle 83 vdb's at that location. Considering that the proposed reroute will increase both the frequency and the severity of the vibration along the line, according to Kimberly Horn, they will see increases of 5-8 vdb's because of both the additional frequency and the severity. The key is that Kimberly Horn is telling us because of the additional trains, you are going to need to move and use the occasional events column in the vibrations. This needs further evaluation at multiple business and residents locations and in classrooms adjacent to the tracks. You can't increase vibrations along the line when they already exceed Federal guidelines.

Ms. Denise Zurn, 2608 Webster Ave S, Birchwood neighborhood, expressed two types of concerns, one regarding the process she had seen with Hennepin County and the other is on three specific design issues. She is not an expert on this like previous speakers. She was at the last PMT meeting and does engineering studies for a living. She works in the electric utility industry. The Kimberly Horn study is not an engineering study. They made it very clear that they were not documenting options that they were leaving things out to suit themselves. They said specifically at the meeting she was at that they did not include any options with regard to grade separation of the rail and the street complex around the High School in the study as an option because it would have too big of an impact. That is not the nature of an engineering study. An engineering study weighs options and does its best to provide equivalent solutions. In her professional judgment, the little she saw, Kimberly Horn has absolutely no intention of doing that. That is a really bad process for Hennepin County to be paying for. The design issues she had related to the High School. It was her opinion that the High School street grid needs to see complete grade separation to the rail as a safety issue. She was wondering if there was no adequate way to quantify the safety issue at the school by adding all of this rail between the school and the McDonald's and the walker to Central and so forth and if that is why it hasn't been really highlighted in the recent work for the City. She didn't think long-term that city residents would find the exposure of students to increased freight rail acceptable. If this is not in the initial cost structure for any possible freight re-route, that cost would come back on the citizens in St. Louis Park after unacceptable safety issues have arisen and the citizens then would be responsible for the full cost of that mitigation. Her guess was that it would be huge. It would involve lowering the rail profile to maintain the street grid over it unless some kind of matched bridge structure was possible. She couldn't imagine the cost of that, but it has to be approaching any of the costs that they saw on the slides. Her second design issue was with closing the 29th crossing of the

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Ms. Zurn (continued) railroad tracks. There is a very limited street grid for the Birchwood neighborhood. As you close that crossing, it would put traffic from Birchwood East of the railroad, more traffic onto Minnetonka Blvd, which is an extremely dangerous street to turn onto or off of. She was looking for mitigation issues with lights on Minnetonka to mitigate the closing of that key element of the street grid from the Birchwood neighborhood west. Her final issue regards property values. If they end up with a minimum right of way through the residential area, they may protect values of the properties in the neighborhood because they will be taking those homes along the railroad tracks. Otherwise those people have their picnic tables right up to the railroad track and it will affect the resale value of their homes, which is going to affect the entire neighborhood.

Mr. Joel D. Neal, 6915 W 23rd St, asked what is the ultimate benefit to the taxpayer of St. Louis Park through this whole program. He has been to a number of meetings, which have been mostly engineering. He hadn't heard anything from anybody about what the benefits would be to the taxpayer of St. Louis Park. He has been a taxpayer in St. Louis Pak for 58 years.

Ms. Kathryn Kottke, 2712 Brunswick Ave S, 15 years. She didn't become fully aware of how this train issue would impact their city until April 2010. Since then, she has tried to become informed on the issue. She is now a Bronx Park PMT representative and can say that she has never been a part of any working group that is as dysfunctional and confusing as this one. In the past year, she had learned following five things: 1) Hennepin County, in an effort to secure Federal funds for the LRT, lied on the Federal application by neglecting to disclose the presence of a freight line. Katie Walker called this lie making a presumption, but she believed in honesty. 2) Gail Dorfman representing Hennepin County, told St. Louis Park residents in an April meeting last year that the re-route was a "done deal", but in the PMT meeting she has been in, MnDOT, the rail companies and Katie Walker have told them that no decisions had been made. Which is true, is this a done deal or not? 3) Gail Dorfman, representing Hennepin County told St. Louis Park residents that if they can get their neighborhoods to request mitigation for the re-route, these requests would be considered in the planning. As Thom Miller pointed out, to her knowledge, not one single request from the Bronx residents, many of who live along the tracks has been reflected in the plan proposed by Kimberly Horn at the last PMT meeting. In fact, the re-route pushes faster, more dangerous trains past our schools and our homes. Is Hennepin County wanting to offer true mitigation or are they looking to bulldoze us? 4) Hennepin County hired the RL Banks consultants to determine the viability of co-locating the freight and the LRT tracks. The consultant told the consultant told the St. Louis Park City Council that had Hennepin County allowed them to shift their pre-determined LRT track location, the two lines could co-locate. How is this a real study if Hennepin County is creating arbitrary parameters that make co-location impossible? 5) The greatest lesson she had learned is that Hennepin County lied to the Federal government, to St. Louis Park City Council representatives and residents. The lie runs so deep that they pretend, or they truly don't know anymore who is responsible for making the decision to re-route the train in the first place.

What she wants from the City Council representatives is honest, fair dealing. You must say no to this re-route and not just because it is unsafe, unwise and unaffordable, but because it is dishonest. Acquiring LRT through dishonest means will reap serious consequences. If you are unconcerned about playing these dishonest political games, then at least consider the pragmatic reasons for telling Hennepin County that they will not accept the re-route. First you've signed a resolution saying that you will protect us. Also, she and several of her neighbors have requested

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Ms. Kottke (continued) that their home values be reassessed. Her home value has dropped by 6%. She promised that hundreds more will drop by much more than this if you don't act now. How are you going to explain to your constituents all over St. Louis Park that their property taxes will increase significantly because you failed to protect our City from a re-route that only brings us harm? We voted for you to represent us because we believed that you had our best interests in mind. We trust you to make good decisions that create a positive impact on our schools, businesses and communities. Please do the right thing and tell Hennepin County that we won't stand for their dirty politics.

Mr. Mark Christiansen, 3011 Brunswick Ave S, the railroad track is in his back yard. Thanked Council Members for holding this forum. It is long overdue and very important. He had three issues against this re-route and two requests. The three issues are, they have already been stated but it was important to keep repeating them so they understand that this runs deep with everyone in this room: Property values, standard of living and safety. For the property values, he would have to sell his home at some time, which he would not like to do because he loves living in this community, but he would have to sell and the person that buys it will have to sell it again at a lower price and before you know it, it is an undesirable location and all of the homes around it would be affected. St. Louis Park will become a drive-through community. There will be no lure to the neighborhoods if this happens. Standard of living: vibrations and noise will affect quality of life. Safety: next to the High School can't be said enough. There are trains there now, they know that, but there are not very many and cars move slowly. This will completely change the dynamic around the high school and is not safe for kids. Derailments happen and it will happen. They need to have a plan in place. Because it is not a corridor, it is now dangerous to people that sleep and kids that live there. The two things he requests are a continued effort for the proper and fair mitigation. They have not been listened to at the PMT and don't have any property or fair safety and property value mitigation plans. This must happen if this has to take place. The second thing he would ask if that St. Louis Park must demand to be at the table for the decision making process. He heard from one on the Council that St. Louis Park is not involved in the decision making process and that boggled his mind. They are the ones directly impacted by this decision. You have to demand to be at the table. There are 16 other people in the decision making process and one of the most important factors is that St. Louis Park is not at the table. He didn't understand that and how that was possible. There has to be a better way. Don't let the community be a second-class community.

Mr. Al Boyce, 3208 Edgewood Ave S, resident for 14 years and lives one and a half block from the High School rail crossing. He hasn't been as deeply involved as other here and appreciated their efforts, especially Safety in the Park to educate the neighbors. He sent an email to Council Members and read: As a Lennox neighborhood resident in St. Louis Park, he was writing to exhort them to say "no" to the freight rail re-route planned to vivisect St. Louis Park. His understanding is that St. Louis Park residents would be expected to endure 400% more rail traffic, some of it potentially lethal or toxic on rail lines never intended for such frequent or intense use. In addition, he understood that questions raised by Safety in the Park committee and St. Louis Park City official regarding necessary mitigation requirements, possibilities for alternate re-route paths, and concerns about the voracity of existing studies have either been unanswered or have been ignored by Hennepin County. His belief is that this re-route through our quiet neighborhood would increase air pollution, noise pollution, the potential for toxic disasters in the events of derailments and quality of life as property values drop and less than desirable residents move in. He also believed that this action would ultimately reduce pedestrian

Verbal Comments – Listening Session April 27, 2011 (continued)

Mr. Boyce (continued) safety, commerce property values by 5-7%, police and fire department access, traffic mobility, and student efficacy due to increased distraction in five different school. He understood that because St. Louis Park's easement ownership that the City Council has the ability to derail this juggernaut, at least until such time that they can get their concerns answered accurately and fully. He pleads that they do so and thanked them for their consideration.

Ms. Cheryl Martin, 5728 W 26th St, Birchwood neighborhood, lived there 29 years; she had not been active until December when she became aware of. She had been going to meetings ever since and frankly, with all of the meetings she had gone to, she had lost her hope in government. What she had seen is exactly what had been portrayed tonight, they ask for input and they ignore them. They tell them it is a "done deal" and then they tell them it is not. She feels as though this railroad is being "rail roaded" down their throats. She was three blocks from tracks and felt really sorry for the people who lived on the tracks. It came up today should they have a corridor of railroads or should they have them running throughout the whole city? In Birchwood, they have highway 100 on one side and the very noisy railroad behind 25th 1/2, and a small railroad, which would apparently become a big railroad if in fact they end up with the freight rail and they are bordered by Minnetonka Blvd on the other end. They have a five block by eight block noisy area. She personally does not want to see the train routed there. She would like to see it in the corridor where it currently is in Kenilworth with the LRT. When they looked at Mr. McKenzie's presentation, it was an awful lot of information at once to absorb. When she looked at \$70 million, she does not believe those figures. As a realtor, she was concerned about property values. She sent in a letter about property valuation and before she spoke at a PMT meeting, she did a survey to see how many properties had sold on rail line since last January and there were seven properties. Two were from a traditional seller, two were short sales, two were foreclosures and one was an auction, which sold for \$71,000. The homes along the tracks take a long time to sell, 180 days to over a year. The people along the railroad are looking at 5-7% property value reductions. She believes it would be a lot more than that. It required people to put their house on the market and keep reducing until they can finally sell it. She agreed that property values would go down, they would really be impacted. She was also concerned about safety. Her youngest son has always been adventurous and liked to try everything and she didn't believe kids could be taught to stay away from the tracks. If they want to do something, their brains are not wired to be mature and they would have issues around the high school that really scared her. Safety is a real problem with the tracks.

Mr. Kevin Terry, 3200 Hampshire Ave S, noted he worked at the Target Center and if you are in the basement or overhead above terrace level, when a train went by, you felt it. The closer you were to that, even 300' away you felt it. When you talk 40' versus the width of the stadium and you're still feeling it. He asked Council Members if any of them owned property on the tracks? He and his wife have lived in St. Louis Park for a long time. His wife and son were on the first committees for Children's First. He bet \$5 every one of the Council members uttered the words when they were elected and campaigned that this is a children first community. We need you to fight for the children now. If this re-route happens the schools are in jeopardy, the kids are in jeopardy and they are counting on you. Don't blow us off, don't be a politician, fight for us.

Ms. Keisha Piehl, 6325 33rd St W, thanked them for the opportunity to speak and all they do for the City. She lives one block away from the Dakota intersection. She and her husband had lived there for 13 years and have three children, 9, 7 and 5. They are a family on the go. Her husband would prefer they were less on the go, but their three high energy kids keep them

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Ms. Piehl (continued) moving. One thing that they love about St. Louis Park is how they can be on the go and not need to get into a car. Their friends that live in Eden Prairie, Minnetonka or similar suburbs can't walk their city like they do. They go so many places on foot or on wheels, as in bicycle, scooter or skateboard wheels. Here are just some of the places they walk to or bike to in a regular basis: library, hardware store, school, community center, auto repair shop, dentist, McDonald's, and at least 6-7 parks. Many of those trips have them crossing the MN&S tracks. They were concerned that a dramatic increase in train traffic would negatively affect the walkability she spoke about. The walkability that make St. Louis Park so family and pedestrian friendly. As you know, the tracks don't skirt around the edge of our City, they cut right through the center. They literally run right through neighborhoods. These tracks don't separate different zones of the city like a warehouse section from a residential section; they cut right through a vibrant, active part of the neighborhood an active part with family friendly amenities on both sides. To that end, in her mind, when she thinks of the tracks starting at Highway 7 and moving North, she thinks of a school on one side of the tracks, a library on the other. A football field on this side, a school on that side. McDonald's on this side, a park on this side, etc. etc. and all the way, many houses on both sides. Her family does want LRT in St. Louis Park. They know there are not many good options for the freight tracks, but this seems to be an especially bad one. Park pride runs deep in their family, they love this city. They love the schools, the park and rec., community Ed, they appreciate how well the city is run and they like the "vibe". To that end, they stand firmly on the side of saying no to freight rail re-route.

Mr. Ron DaBruzzi, 2651 Yosemite Ave S, he had not been heavily involved, but had been to a number of meetings. He was particularly interested in the presentation and what was presented for mitigation on two options. He was really set back by the numbers of units that were mitigated for the Kenilworth route and he heard two houses were in the mitigation list for the re-route. It blew his mind. He lives in the Birchwood neighborhood and as you go from Minnetonka to 27th, there are a dozen houses just on their side of the tracks on each of those blocks. If you visualize a derailment, there is no way that a car coming off those tracks would not be in someone's yard. He didn't see how it was possible not to at least acquire every one of the houses surrounding track at least on one side or the other. He heard that might be an option, but was surprised that was not a part of the numbers. It sounded to him like the requests had been given, but had been blown off which was upsetting.

Mr. Joseph LaPray, 3256 Blackstone Ave, lived there 55 years. Wanted to talk about how they got to where they were. Of the three possible freight rail connections between Hopkins and St. Paul that the County had to chose from, the 29th Street Corridor, the midtown greenway, the Kenilworth corridor and the MN&S route, MnDOT and Hennepin County want to use the route that is least efficient for railroad operations, the route that presents the greatest hazards to public safety and the route that will be most harmful to property values. For railroad operating efficiency, the best route is a flat, direct, short route that has few railroad crossings and few curves. Of the three possible routes, the MN&S is the longest, has the worst grades, the sharpest curves and the most road crossings. Yet, the MN&S route is the one preferred by Hennepin County and MnDOT. He wanted to talk about the curves. Imagine a railroad engineer going around those curves, between Dakota and Library Lane; by the time he makes visual contact with the crossing at Library Lane, it is too later to stop the train if he is going 20 mph, an 80-car train. There is nothing he can do to stop the train if there is a biker or a car stalled in the crossing. It is a blind curve and crossing and nothing they can do to stop. There are no comparable blind crossings that he knew of on the Kenilworth corridor on the 29th St corridor. When they brought

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Mr. LaPray (continued) this question up to Kimberly Horn, they said the crossing met Federal standards. He was glad the County and Kimberly Horn had an excuse. He hoped it made them happy. There are no comparable crossings in either the Kenilworth or 29th St corridors, yet the MN&S route was the route preferred by Hennepin County and MnDOT. Studies published in professional journals of real estate appraisal have looked at what happens to property values when freight rail is re-routed. What happens is that property values that are most depressed by a freight rail re-route are those for smaller homes, those for homes that are at or below the level of the tracks, those for homes that are not defended by berms or other breaks between the freight rail tracks. Those are the homes they were describing in St. Louis Park, much more so than the Kenilworth corridor or the 29th St corridor. He was talking about smaller homes in St. Louis Park, homes that are at or below the level of the tracks, homes that are not buffered by a berm. They bought near the tracks, so they must expect trains. The Canadian Pacific could increase the freight rail traffic any time they want for their own business purposes. A natural increase in freight rail traffic was something they took the chance of when they bought there. Just as if you walk under a tree, you are taking a chance that a branch might fall down and hit you. Although the injury might be the same, there is a difference between getting hit by a falling tree branch and getting hit by somebody swinging a baseball bat. Hennepin County is swinging a bat along the MN&S line. All they were asking was for them to be careful and considerate. The County doesn't see it that way. Meaningful mitigation measures have been dismissed as betterments and betterments aren't going to be considered for the people of St. Louis Park. Betterments are reserved for others, such as the property owners who bought along the 29th Street corridor, knowing they were buying along a freight rail main line and had the line removed by the County and MnDOT. The MN&S route doesn't make sense from a railroad operational perspective, nor from a public safety perspective, nor from protecting a property value perspective, so what is left to explain the County's plan? They are not trendy like Uptown, we are not affluent like Kenilworth, but neither are we contemptible or expendable.

Mr. Greg Suchgnek, 2740 Blackstone Ave, showed a video of his backyard on Monday and what goes on, standing in his doorway, looking out his back yard as a South-bound train goes by about 11:00 each morning and the North-bound train around 2:00 or 3:00 in the afternoon. He wanted to make three points: 1) how close the trains really are. Looking at the video, if the train derailed, the grade is above his yard and those cars would for take out his garage and possibly go into his house. There are train horns and clickety clack and this was a slow moving train. If they get trains going 15-25 mph, they would be a lot nosier. He has been doing remodeling, and his house has settled because of the vibration, he has had to adjust doors and windows and they don't line up square to his house. It is not level and plum. It would cause more problems from the vibration and noise. 2) It would also be a decrease in home values. The word is out about the re-route coming and home values were already being affected and going down. At some point, he would want to see. If he was not able to sell at what he thought was a fair price, he will probably need to rent his house. There are already a lot of rental homes in the Birchwood neighborhood. They would see more of that. Where you have home ownership, it is a lot better than where you have rentals. 3) He saw three options for the City Council. First to let Hennepin County force the re-route through, this is the wrong thing to do. They had not come up with any mitigation. The PMT study was a joke. He had attended all of the PMT meetings. They had asked for a number of mitigation and nothing was done. His assumption going into the PMT meetings was that they would look at of these, come up with costs, present that to the County to make a decision on what is viable and what is not. They decided what was viable and what was not, throwing out anything that was expensive. The second is to keep fighting for the train

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Mr. Suchgniek (continued) staying in the Kenilworth corridor. With the presentation done by Mr. McKenzie, there is a lot of good information there. The one thing he disagreed with him on was that the option of having a single track for the light rail through the pinch point. There are stations on either end of the pinch point, which can control the traffic through that area on a single track. That had been overlooked. The third option is to build a true corridor going through St. Louis Park, which would mean buying out the homes on either side of the track on Brunswick and Blackstone Av, taking the tracks and moving them to the East as you get toward McDonald's and away from high school. It would probably end up going through the football field, but if you are going to build a true corridor, those are the things that need to be done. Buying out the McDonalds and businesses would have to move. They can make it a safer curve and make it a true corridor. They could also turn it into greenway with walking and bike paths between Highway 7 and the Cedar Wirth trails. They could make it into something that functioned and was better for the community.

Mr. Doug Guild, 7100 W 23rd St, provided comments in writing.

Mr. Brian Zachek, 6108 Minnetonka Blvd, 9 years, right by the train bridge, and they lived through the construction. He wanted to put a human face on this because one month after they moved in, his wife was diagnosed and rushed to the hospital for an emergency surgery due to a brain tumor, she is doing OK today. The train re-route has been ruining their lives for the past year. He could only imagine if it went through and they were not bought out. Mr. McKenzie said earlier two properties would have to be purchased and he would like to believe that. He had been to all of the PMT meetings and fighting the fight. At the last meeting, all of their mitigation requests had been ignored. Not only that, Dave Christianson from MnDOT gave a very flowery speech talking about the rights of the train companies to make a profit. He even invoked the US Constitution. He wondered what planet he was on. It was unbelievable. It is the County that is driving a wedge between the train companies and interests of the people of St. Louis Park. It is not the train company and it is not us. We were living our lives just fine. This is a serious issues. He would like to know why it is only the citizens of St. Louis Park and Safety in the Park talking about the repercussions of a derailment. Why has this not been mentioned by Kimberly Horn? He didn't even hear a mention of it today and was very surprised at this. This is a massive problem for them, because it is going to happen, and has already happened two or three times in one of Safety of the Park's leaders yard. Imagine what would happen in my yard? He was there to ask and plead to please protect physical and economic safety of his family by either preventing this from happening or really holding the County accountable by purchasing homes that need to be purchased. If this goes through, it will be 33' from his house, according to County statistics. His house is 34' away now and they would move the tracks even one foot closer and his garage was even closer. You are our hope to have not only our family, but several others along the line.

Ms. Judy Johnson, Director of Government Affairs for Twin West Chamber of Commerce, 10700 Old Co Rd 15, Plymouth, thanked them for the opportunity to voice their thoughts on the SW corridor. The Twin West Chamber of Commerce has been part of a transportation alliance of three other Chambers in addition in support of the Southwest line for many years. They were coming with great respect for the people who call St. Louis Park their home. They think St. Louis Park is a fabulous community and one of the ten they serve. They wanted to offer insights as it related to their support of the SW light rail line. With everything they have to consider, there are no easy solutions. There are studies that show that co-locating SW light rail with freight rail is not as robust for the SW light rail line access and future economic development, which is a

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Ms. Johnson (continued) large reason they support the line all the way from Minneapolis through St. Louis Park, Hopkins, Minnetonka, and eventually to Eden Prairie are part of the reasons for economic development, multi-modal transportation in the region, it is very important to the business community. With that said, everything that everyone was bringing forward was very important and they respect their concerns. The Chamber of Commerce has been working with the City of St. Louis Park. They have been briefed at the St. Louis Park Business Council meetings for many years. They knew they were strong supporters of SW light rail. It will be up to you and the County and all of the partners involved to weigh and measure the impacts to the people here, but also the impacts to SW light rail and what it would mean to the national transportation board and it's rankings. SW light rail ranks very high right now for funding and that is a consideration for Twin West Chamber. They want to see this move forward; it was one of their highest ranked projects for their projects within the region that they support. They serve as a resource for City Council as they try to move light rail forward.

Mr. Douglas Bruce, 9851 Edgewood Rd, Bloomington, noted that this is a regional issue, which was why he was speaking. He is a member of the Dan Patch Alliance, which has chapter in Edina, Bloomington, Burnsville and at one time St. Louis Park. Because it is a regional issue and the Dan Patch line runs through those communities, they started to be in contact with State Representatives, Senators and Hennepin County Commissioners regarding this. He came with a little experience with commuter rail issues. That was not what they were talking about here, but all three were tightly inter-wound (freight, commuter and LRT). He was appointed from Bloomington to take part in an inter-agency study. Half a million dollar study of commuter rail on the Dan Patch line. The result of the study after a number of meetings, and looking at the data consultants brought forward, they came to the conclusion that it wasn't appropriate to consider moving forward with commuter rail. There were a number of reasons. One was that in order for the Dan Patch line to handle commuter rail, the whole line have to be completely re-built, at huge significant costs. It would be done on the taxpayer dollar and they would be doing it to somebody else and they would still control it, but they would be investing in it. One of the other things they found out was by the stations, property values would increase. But they asked the question about property values along the line. The consultant came up with studies and they found that there was a 12-15% decrease in property values and it went back into community, the house on one side and across the street as well. The impact for City of Bloomington would be \$2 million a year. In Bloomington, that was a lot of money and they needed to make decisions about that. They were very concerned about the investment in a cross over and starting process of upgrading the system so that there would be more rail and there would be more freight and priming the pump for commuter rail. He hoped they didn't do something where they would shoot themselves in the foot by making commuter rail sound very attractive.

Mr. Dave Wanger, 7807 Edgebrook Dr, noted that the railroad property is in his back yard. He applauded the work that had been done and knew they had a lot of work ahead of them. He had been fighting the railroad problem for 20 years; back to the early 1990's when the Twin City Western began their company. He was at peace with the railroads; they come through the back yard, no problem. The noise and vibration was mild. But the Twin City and Western had started an entirely different kind of freight Rail Company and it had grown more and more every year. What people have seen with the vibration, noise and pollution wasn't anything close to what goes on when they block cars. It has been mentioned once and he would like to see it mentioned more. As part of either solution that they implement, that the blocking of cars in St. Louis Park be entirely eliminated. The vibration is different when they hit one rail car to another, compared

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Mr. Wanger (continued) to the vibration in a building; it is like a bomb going off. They park trains in the back yard with engine running for hour after hour. Under certain conditions in the summer when windows are open, he has gotten dizzy and sick, close to setting off his carbon monoxide detector. Why should the operation of a train parked in your back yard cause something near death? It really isn't appropriate for the blocking of trains in the city that the Twin City Western has done. All of the other train companies that did business here have not been a problem. Twin City and Western has been a bad neighbor. It is going to get worse. They are a growing company and he thought the Council really needed to consider that this particular company will cause more and more severe problems for the City until the situation is addressed.

Mr. Richard Earle, no longer present.

Mr. Jack Haskovitz, 8143 Westwood (born and raised), in a family business at 2625 Louisiana Av S. He comes to you with common sense and as a business owner along the railroad tracks. He has five lots, one with his property and there is no way he is going to develop the other four other lots. They have seen the development of the rail line along their property. He was living by Cedar Trails last year, they had speed limits then. When he moved there were no speed limits and they were going by pretty quickly. When he first moved in, they were going as a crawl. What happened to those speed limits? He sees the SW corridor and looks at it with common sense. This will be putting a bulldozer through these neighborhoods. Yes, they live along the railroad tracks and they know it is there and the risks they take. But what sense does it make when there is no infrastructure at all, none. You give these amounts, but what about litigation? All of these people that are going to fight you every bit of the way. He looked at the 394 project and how much litigation and how long did that take before it actually happened because of all the people that fought along the way? It got built, but how much more money did it cost that didn't need to be there? He brought up the 394 project, because he looked at the infrastructure there. Where is the parking for the light rail going to be along this corridor? There is no parking even for the people that live around these neighborhoods now. The Hoigaard project was built as the market fell out. He looked at the Hiawatha route, great for the Twins games and people going downtown going to the Mall and airport, where is the parking? There is none. Where is the infrastructure? Why aren't they looking at existing infrastructure, building the light rail along places that there is already infrastructure? Then deal with the harder areas down the line. Look at the PBS special. It is a sore subject. How many people were alive when the light rail was everywhere? The scams and mismanagement. It almost seems like it is happening all over again. He wasn't blaming anyone, but common sense needs to take precedence. There are three or four Fortune 500 companies along 349 and the parking ramp is already in place for light rail. It doesn't even seem like that is part of the discussion. Where is the infrastructure and parking going to come from?

Mr. Lynne Carper, 4010 Highwood Rd, representing Lake Forest neighborhood on the PMT, one of the reasons he felt they were here was because St. Louis Park is being forced to "eat" this railroad because they were telling them that the Kenilworth was not feasible to do it, would cost too much and it can't be done. He wanted to challenge that assumption. What they saw from Mr. McKenzie, was what the profile was of how much distance they needed in order to be able to operate. One of the things is that they have a 25' clearance and the discussion was, is it the Federal government that does it and the answer was no, he had researched that. Is it the State that determines that? No, they don't determine it. What does determine it? That happens to be the individual railroads. There is a publication (he could not recall the name) that has all of the

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Mr. Carper (continued) railroad operating rules, of which this is one for all of the railroad in the State of Minnesota. The book costs \$1100 and he couldn't invest in it and couldn't find one at the library. At one of the meetings he spoke with one of the State representative who had the book. He submitted a question asking what the book says about TC&W and it has yet to be answered. He also submitted the question to Tom Harmening to be passed on to Mr. McKenzie and hadn't heard an answer, at least contained in the documents or comments from him. At this point, he didn't believe the number. There is no substantiation of it. Likewise, Mr. McKenzie wanted a 25' safety area, which was his personal opinion. When he was researching this, he saw that the Federal government was modeling 150 mph passenger trains at a 15' clearance from between another train on the siding. That tells him that in the NE corridor, they are probably operating at a much tighter standard successfully. When they look at the trail length, he measured the trail adjacent to the Burlington Northern and it narrows where it needs to be narrowed. In other words where there is an adjacent room it narrows down to 13 ½ feet wide, as compared to the distance here. Another thing he believes is if there were no freight rail in the corridor and there were only the walking path and trail, and the LRT had to supercede that, that the walking path and trail would be gone for the light rail to go there. He thought it can be relocated. This was not a given, it didn't have to be there. It was a low cost move to accommodate both the freight rail in that area. On of the things that hadn't been discussed and he would like to see was on the BNSF they are going to put in a new main line to north of existing line in the Cedarhurst neighborhood, which puts the line closer to existing homes. He hadn't seen anybody talk about what the distance is going to be on that and what clearance is necessary. Finally, is the issue of content of the freight going by the high school. There will be ethanol cars moving through. They will probably be 30,000-gallon ethanol cars. If anybody goes on-line to Google ethanol train wreck Toledo, they will find outside Toledo four weeks ago, 14 cars went off the track, they were not supposed to explode and they did explode. They had to clear everything within a mile of the area because of the danger of the cars exploding. It was pretty spectacular.

Mr. Jeremy Anderson, 3208 Dakota Ave, represented the Lennox neighborhood on the PMT. There is a single over-riding issue here. People say safety, great, but it was not narrowing it down enough. Regardless of all of the other issues of moving the freight on this little line, regardless of property value impacts, degrading our tax base, which affects other services, or vibration damage to surrounding homes and businesses, they were talking about routing kilotons of freight past the high school daily. All it takes is one bad railroad accident, one bad derailment and the death toll will be horrific. He was not talking three homes, they were talking hundreds of students. They would stack the body bags like cordwood. That was not an image he liked to think about. They lose an ethanol train right there, clearing everything within a mile, what if they lose an anhydrous ammonia train? It was bad, even a coal train has a lot of momentum. Moving this much stuff within 80 feet of the high school was not a good plan, it was bad engineering.

Mr. Bryan Bevell, 2837 Yosemite Ave S, noted he had lived in downtown San Diego near two existing light rail lines and during the construction of a third. He believed San Diego was a model for the nation in its light rail system. He was able to live there very happily without a car for many years. The orange line was constructed near his place of residences and was built alongside the existing freight, commuter and passenger rail tracks that were already in place and they were able to, in a much more congested area than Kenilworth corridor, able to successfully put this line in. They did have to put in one small elevated section and run a small tunnel, but they were able to put the line in without putting the train anywhere where it could smash into a

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Mr. Bevell (continued) high school or fall on someone's house. He thought they have a bright and capable officials who could come up with a much better solution than the one that was being shoved down their throat. They also managed to do it without bisecting existing neighborhoods.

Mr. Gary Aiken, 1811 Traymore Rd S, Minnetonka, with the Twin West Chamber of Commerce, echoed Ms. Johnson's comments, that they feel that the rail situation in St. Louis Park was very, very important to economic development of the Southwest Metro area. It was an unfortunate and scary issue they hear about. He wanted them to know he was a survivor. His father built a house on 29th and Blackstone and he missed all of the trains. There were a lot more than two a day. It was a pretty major freight line back then and all night long they were switching. He wanted to tell them he was a survivor. With all of the accidents and everything else they hear, he survived somehow. He understood the fears, but in this day and age the rail safety has greatly improved.

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Mr. Michael Hough, 3225 Blackstone Ave, thanked the city for the keeping residents abreast of what is going on with this decision. He feels like the MN&S was grossly under designed for safety. In his mind, a grade separation was the real answer to take care of these issues, particularly at the school. He had a friend leave here last night who was under the impression that Kenilworth would not work because design concepts were so difficult for the stations. He found it interesting because he did some looking and even if they do change this to MN&S, we still have Penn, Van White, Louisiana, Blake, Hopkins and Highway 62, all of which would have a light rail station with a bike path and freight included all side by side. He guaranteed that they would figure out how to make it work. If they figure out how to make it on those, they can figure out how to make it work on Kenilworth.

Ms. Jamie LaPray, 3256 Blackstone Ave, Co-Chair of Safety in the Park, indicated her comments would be different from the previous night. When she left last night, she had no intention of speaking again today. However, she kept thinking about the people from the Chamber of Commerce and their comments. She couldn't let it rest. For the record, she was in favor of the SWLRT. The Chamber speakers implied that if St. Louis Park does not accept the freight rail on the MN&S, it would be their fault if the LRT fails. And, if the LRT fails, it will not be the fault of the residents of St. Louis Park for standing up for us. It will not be the fault of the St. Louis Park residents because they will not be pushed around. It will not be the City Council Members fault for living up to the Resolutions you passed, which by the way, the County has completely ignored. It would not fail because they would be willing to accept more of a cost than any other community. If the freight rail does cause the LRT to fail, which she didn't think it would, that fault will lie squarely on the shoulders of Hennepin County. It will be their fault that the light rail fails because they lack the vision to look at freight rail and light rail when they were planning the LRT. They have been dismissive, condescending and at times, people believe they have even been dishonest. She was incensed at the idea they could be blamed for something that was absolutely, positively not their fault.

Ms. Claudia Johnston, 3931 Joppa, Minnekahda Vista neighborhood, noted she was not directly impacted by this issue, but they have a lot of residents in the neighborhood who have children that go to schools in that area, who visit the library, who visit the small businesses owners in the area and so they would be impacted. They are all impacted by the traffic and what is happening to residents and business in that area with the possibilities of what the impacts are. She is also a Planning Commissioner and requested to be on the PMT (project management team), formed by railroad, residents, City staff, and Hennepin County. The group is supposed to be working with Hennepin County to come up with and meet the City Council Resolution. So far, it has been one of the strangest groups she has been on and it was not working. Her big concern was whether or not each and every one of you on the City Council will support the Resolution that you signed your names to. The Resolution says, "That the City of St. Louis Park opposes rerouting rail traffic from Kenilworth corridor to St. Louis Park unless the following conditions are clearly met..." It goes through to say, "its established through a very thorough and careful analysis that no other viable route exists," it goes on to talk about, "there is appropriate mitigation of any and all negative impacts associated with rail re-routing funded by sources other than the City of St. Louis Park." It talks about the elimination of railroad switching, sorting, removal of the wye, creation of a freight rail single-track corridor with significant right of way. None of those things are being met with the PMT group working with the County. They have completely ignored the majority of, probably 99%, of the recommendations made by the

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Ms. Johnston (continued) residents. She could guarantee that the EAW coming out is a joke. She didn't mean to be disrespectful of everyone who had worked on that committee. It is not going to be what it could have been. They need to know where the Council Members stand and are you going to support this? Are you going to stick to this, or are you going to let the phone calls from Hennepin County or from MnDOT, or whatever comments made after a meeting trying to intimidate you, that if you don't allow this to happen in St. Louis Park, and you do have the power to stop this, that you will be stopping light rail.

Ms. Liz Diericky, 2635 Alabama Ave S, Birchwood neighborhood she moved to the neighborhood a few years ago as a person who saw the neighborhood as a clean, nice place, with big trees and access to the Cedar Lake trail and she was very concerned that would completely go away when this happens. Particularly, she wanted to talk about the "Iron Triangle" and she felt like that hadn't been discussed at any of the meetings that she had been to and she felt like her neighborhood, between the rail line, Highway 100 and North of Minnetonka Blvd had been under-represented in the meetings she had been to. She had been talking with the St. Louis Park Historical Society and speaking with "old timers" in the neighborhood, that rail was taken out originally because it had a high propensity for derailment. What is now being proposed is to put that rail line back in, with a very sharp curve, increased speeds, carrying hazardous and explosive chemicals that have fire bomb potential, which they have seen in both Ohio and Massachusetts, and to close at-grade crossings at 28th and 29th Street and on a different note to close highway access at 27th Street. She wanted to know, what would happen with emergency vehicle access as well as citizen evacuation, not if, but when those derailments occur? It is going to happen. You are putting us in a very unsafe environment. There are over 1,000 homes in that area. It is a five by seven block neighborhood. She had not heard that talked about at all. Secondly she wanted to talk about the Environmental Impact Study (EIS). The maps she had seen have shown that NWI identified wetlands, 100% overlap with FEMA flood plain identified lands. However, out of that five acres only 1.75 acres of that land is being planned to be protected and permit processed by the wetland conservation act and the Army Corp of Engineer processes for permitting. Why is that? 100% of that five acres is wetlands, but only 1.75 acres of it are being protected by the government policies. The City Manager mentioned there are pluses and minuses for both neighborhoods. She had not seen a side-by-side comparison anywhere. She appreciated the City Council's efforts to bring the issue to the level it was at today, especially Sue Sanger. She thought that Dave McKenzie's assessment was fair and thorough. Her question was, who is listening to us and who are the decision makers, what is the criteria? Who is looking at that side-by-side list and saying this matters and this doesn't?

Mr. Chris Gaspard, 6210 Hamilton St, Sorenson Neighborhood about a block away from the McDonald's and close to the railroad. He was on the other side of the highway, so he got both sides of it. It was much better on the other side of the highway from his house, than it is to be close to the McDonald's when one when that passes by. They just put in a new bridge on Wooddale. The traffic had gotten better since the traffic light was gone. However, when he exits his street, he still has times in the morning when he can't get out of his street because traffic is backing up at that stop sign. Can you imagine when they add trains to the mix on top of this traffic, there would have to be a light crossing. There would be a major traffic impact and the infrastructure for their neighborhood is not prepared for all of the traffic they were going to get. They have the traffic, they just don't have a way to disperse the traffic. They were not prepared for the train to be there and hold it up anymore. He thought this was crazy. To make a train climb like that, do crazy turns, whip around and come by a school. If you think about it, it sounds

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Mr. Gaspard (continued) like it is going to roll over right onto the high school track there or maybe their parking lot. He didn't think it was a good idea. As our elected officials, they have to put their faith in you. They want to know where they stand on this matter and where their priorities are. Because, they are elected officials and if this train does go through, you are going to be to blame. If you save it, they will welcome you forever. This will put a lot of people's lives, property, everything they have as their life savings in jeopardy. The property values would go down significantly. \$20-30,000. On top of that, it will diminish the quality of their City. It is not going to be the nice vibrant place for young families, starter homes and new families that it once was. It would be worse. There is going to be noise and bad infrastructure. Another concern he had was that there are already planes that go directly over, which hasn't been brought up. All of the planes fly on the same grid and go right over our city, right along the railroad. They have the planes, trains and the automobiles. This was not OK to dump in their laps. He hoped they took the time to look at and assess what is their priority or how they want to be remembered. Don't let Hennepin County push you around.

Mr. Fritz Vandover, 5915 W 42nd St, he and his wife just built their home, 90 feet from tracks, south of Excelsior, so his concerns were about what gets displaced in the south now and in the future. He is very close to the issue and coming as someone who has more history degrees than one should have, the problem with transit and the build up of transit in the United States is a lot of the times it benefits people at either end. The people in the metro pole, in the center, it doesn't often benefit the people along the way. For example the Rondo neighborhood. This must work for St. Louis Park. It needs to be a net positive. It can be a positive, but it can also be a negative. Whatever the Council does or recommends and fights for, whether it be easements or whatever power they have, it must benefit the City. Because it could not benefit the City. He agreed with previous speakers and what is at risk. He and his wife just moved from South Minneapolis and were right under the parallel. They had gone from that to two trains a day, which was fine. It is about the freight rail. This must work, he wasn't sure how that happened, but find a way to make this work, because it could benefit them, but also could put them really at risk.

Mr. Dale Hanson, 2555 Xenwood Ave S, indicated that the previous speakers covered some of the subjects he was going to speak about. One thing nobody addressed was the presentation Mr. McKenzie made for the pinch point in the Kenilworth corridor. It shows everything at grade. There is a nice bridge that goes over highway 7 for bikers and joggers, why couldn't the same thing be built in the Kenilworth corridor? That would increase the space allotted for the rail and it would be a lot less expensive than the mitigations that had been mentioned.

Ms. Janet Unga, 2554 Alabama Ave S, she lives in the Iron triangle and this was the first time she had heard it mentioned. She agreed with the other speaker. There is a lot of concern that those of us that live there have. She has lived in the community for 27 years. When she first moved there, the activity about the railroad tracks was primary on her mind. At that time she was told there was little activity, it was off to the North and that was the way it had been. There is a lot of concern about how it would impact property values, noise, the safety of the area and the vibrations. During the day most of the time when the day trains come through she can hear a faint hum, but at night if she is in bed, just with the two trains going slow, she hears the pictures on the wall vibrate. If she thinks about more trains going faster, she worries about what it does to their structures and foundation of the buildings they live in. If that bypass goes in Iron triangle, it goes right behind the town homes she lives in and it would affect the garages and homes of the people that live there. She had a great concern about structural problems. She has served on the

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Ms. Ungs (continued) Board of Directors for the town homes and the railroad companies were not good neighbors. They have a lot of trees that border their property and ours. They have had trees fall onto their garages and contacted them to take care of it and they have not. They have spent their own money to fix their property and take the trees down. The City contacted them several times about elm disease on the trees, but they belong to the railroad property, not the town homes. When they contacted the City and they contacted the railroad, then they got action, but never on their part. They had tried through a number of years. The other thing she looked at was the cost. Overall the cost is less to keep it in the Kenilworth corridor. She asked the Council to consider if they are going to have light rail there anyhow, then minimize the impact to different areas of the City. Most of the area, except one corner, can accommodate both the light rail and the train, rather than taking the problem and moving it over to St. Louis Park. She hadn't heard any benefit to St. Louis Park. She wondered if the Council passed a resolution, why they aren't supporting it and why they were having this discussion. In earlier meetings she attended in January and February, people were specifically asked was this decision already made. Is this just window dressing? No one could give them a direct answer. They also ask who the decision maker is, who do they need to be talking to? Nobody would tell them. She was hoping they were really there to listen and that if they passed a Resolution, they have clout in supporting that.

Ms. Karen Hroma, 2752 Blackstone Ave, stated at the beginning of this meeting the Mayor stated that he would insist that St. Louis Park is being taken seriously, she assumed he meant in respect to Hennepin County, MnDOT and the decision makers. You also stated that you are very proud of the City and the meetings have been civil, respectful and effective. As a member of the PMT process, she could tell you that St. Louis Park is not being taken seriously. Those meetings have been anything but respectful and effective. Her question to you and the other Council Members is what are you going to do to make sure that we are taken seriously? She had talked to several Council Members over the last year and hadn't gotten a clear answer. They deserve that. They want to know what they can do and what they are going to do. There are several reasons why the Hennepin County studies have been flawed. She had spoken to several of you about those reasons. The best word she could relate to the PMT meetings was that they had been insulting and a waste of time. One minor thing with the PMT process she hadn't brought up in the past is regarding the 29th Street closure. She is the Birchwood representative and in several of the meetings, along with other residents, they have requested that the 29th Street not be closed. She formally gave that to Kimberly Horn in written words. There isn't a single resident she had spoken to that wants 29th Street closed, yet when the study came out, that was listed under mitigation. She was confused how something that nobody wanted is considered mitigation. Was it mitigation for the railroad company? She wanted to concur with Ms. LaPray about the SW Rail and freight and being put in the position as bad guys. From the beginning Hennepin County made the mistake to separate them from the beginning. Another thing that had been insulting was that they had said in several of the meeting that unanimously St. Louis Park voted for that route. What they forget to say was that when people who voted for that route did have concerns about the re-route that they were told to keep them separate. She was confused. Hennepin County was able to keep the re-route separate from LRT when they requested Federal funding to keep the cost effective index low. Why were they the bad guys for getting in the way of light rail? The last point was the funding and where the money will come for this? They all know there is not unlimited funding for this project. They have seen that plans have changed last minute because they don't have enough funding (i.e. Highway 100). In her mind this is way below bare minimum, what is going to prevent them not even having enough money for that?

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Ms. Hroma (continued) That is why she was concerned about the quiet zones. Everyone in the room needs to know that almost all of the time the City pays for quiet zones. This is something that MnDOT typically does not contribute to, nor do Federal or State. She was very concerned when it came down to when they couldn't get enough money that even the minimal mitigation was going to go away as well.

Mr. Dan Goldman, 5353 Gamble Drive, owner of the Target Apartments, 8800 W 36th St, and representing the business community and serving as Chair of St. Louis Park Business Council, a committee of the Twin West Chamber of Commerce. He would feel very badly if someone pointed fingers at residents for wanting to have safety and peace of mind in their residences. That was not where the business community comes from. However, they do see the light rail as a tremendous asset for all of St. Louis Park. The apartments that he manages are work force housing. The parking lot clears out in the morning, the same people who get on the on-ramp onto 169 and clogging 169 and 394. When this becomes a reality, they would be able to walk to the Blake station and use the light rail. He was one of hundreds of businesses that would benefit and his business was providing good housing for people. They will use the light rail. It really is important that they come up with something to works and makes light rail a success. He hoped the Council and County keep in mind the safety and peace of mind of the residents where this is going to be going.

Ms. Dorothy Doyle, 3041 Maryland Ave S, supported improvement of transit in the region. She realized it was a challenge to deal with the competing interests and gave the City Council and the County credit for working so hard to get light rail to become a reality in the community. She is a fervent supporter of transit. It helps people with barriers to driving. They can still have mobility. She works at the hospital sometimes on the neuro floor and people are often told they can't drive after having a seizure or stroke. She appreciated the work of the City Council and County for trying to make transit a reality.

Ms. Louise Kurzeka, 3301 Library Lane, Lennox neighborhood, two blocks from MN&S line when it crosses Lake Street. In this process they have been working hard trying to educate the people in the neighborhood about what is going on in the process. She wanted to point out they have been supported greatly by the City staff and really appreciated it. She wanted to focus on how they might find a win/win situation in this. Right now there is a lose happening. That lose comes out of the fact of property values. Research has been done a number of years ago reported in the summer 2004 Appraisal Journal, that shows increased freight rail impacts home values. There is an expected 5-7% drop in home values for those home within 750' of the tracks. As train trips go up, that number goes up. The more trips in a day, the more negative impact there is. What is significant to know is that this research has been applied across the country in many other situations where they are experiencing similar issues. When the research was done, the values and sizes of homes in which the original research was done were very much like St. Louis Park. There is something there that is a good comparison. She counted 800 parcels on a map that were within 750' of the tracks. If she takes that by the current Minneapolis Realtor 2011 median sales price of \$172,000, they come up with about \$8,600 per unit of a drop in value, times that 800 units, that is \$6.88 million that the people in this room and out there are going to lose on their properties. That will translate to less property tax value for you to work with. Who is winning in this? You already know it, the research shows that when light rail goes into area, there is an increase in property values. In places such as suburban Philadelphia, New Jersey, Portland, increases range from 3.8-10.6% in terms of actual mean value. They are the winners.

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Ms. Kurzeka (continued) How do they get win/win? It is clear, if they can off-set the loss of having freight rail introduced, by having the bonus of light rail, in other words keeping freight rail and light rail all in the Kenilworth corridor, there is still an increase in value overall by the availability of the light rail for accessibility and transition and the development piece. The big deal is that you don't ask 800 parcels of property to take the hit for everybody else to get the plus on the other side. Can it be done? San Diego is a fabulous model for putting light rail and heavy rail. There are two tracks of light rail coming and going. There is one track of heavy rail. During the day it is used for the coaster, which is a commuter rail that runs up to Oceanside from San Diego Harbor. After hours it is freight rail. They co-exist. There is lots of pedestrian traffic, a lot of the issues they have been able to solve, they can probably learn from so they could still have this be a situation that works. There is a group of people in Springfield, IL that having been facing the same kind of issue with increased retail traffic. In Planning Commission notes from a couple of years ago they said, "when selecting among alternatives, those alternatives should be considered that have the fewest negative effects for largest number of people." She asked the Council to take that to heart and support them so that they do not have re-routing of traffic to the MN&S.

Ms. Kathryn Kottke, 2712 Brunswick Ave, noted she had attended both nights and thanked them for the opportunity to speak. She wanted to make sure she said everything on her mind before the opportunity was gone. She had read two different articles quoting Mayor Jacobs as saying that St. Louis Park doesn't have much of a say, if any, in this issue. Last night, Mayor Jacobs repeated those sentiments. However, she understood, as do many of her neighbors, that the City Council can tell Hennepin County that they do not accept this re-route because they don't accept their proposed mitigation. Please hear, that they have been telling you for two nights, that they don't accept their mitigation because it isn't safe or appropriate for our community. It is close to schools and homes. Regarding the Chamber of Commerce speaker, money can be made with the LRT, it does not need to be scrapped. Without significant mitigation, this business venture need not go away. They can have the LRT, if and when they decide to do it right. Please don't let this turn into another WiFi debacle. Don't make a decision based on a shortsighted, hoped-for result. Recognize the costs of re-routing the freight, the long-term costs that will be very difficult, if not impossible to recover from should you regret your decision. Finally, last night's speaker claimed rather disrespectfully that he "survived" living next to the train route 40 years ago. She wanted them to remember that 40 years ago those were lighter, shorter trains that traveled at 10 mph. You will be approving a re-route of longer, heavier and much faster trains. She didn't want to "survive" living in her neighborhood. She didn't want to live in any environment in which she had to think about surviving. She repeated what she requested last night, please do the right thing for us, your constituents in St. Louis Park. Don't accept this re-route until Hennepin County is willing to do it honestly and safely.

Ms. Michele Maurer, 2748 Brunswick Ave S, noted that Ms. Kottke was her neighbor and their boys play together and had so much fun crossing back and forth over the rail line this past winter when they were headed to a park with a skating rink, 8-10 boys, 3-4 times in a day. She thanked the Council Members who responded to her earlier email. In her email, she equated this to 35W, which cut the city in half and created blight, crime and transitional neighborhoods. She worried about that happening along their rail corridor. She worried about the properties turning into rental property and decrease of property values and the transition of kids of in and out of the schools and how that brings down the pull to their schools. To have more transitional and rental housing. St. Louis Park is a magnet primarily for our schools. She seconded the earlier speaker

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Ms. Maurer (continued) about the challenges of the airplane noise, which will worsen with trains. That leads to a greater likelihood of lower housing value. Rental and associated crime, reducing the lower tax base at the same time they would need more police and fire trucks. She speaks to her kids about the pre-frontal cortex (David Walsh) and how it may or may not connect fully. She really worried about the high school kids walking along the tracks, especially with their iPods and music and not paying attention to the trains. She loves light rail and traveled it in Europe, but she doesn't like freight rail.

Mr. Omar Zaidi, 4129 Xenwood Ave, Brookside neighborhood, bought his house 13 years ago and likes living in St. Louis Park because he can walk out of his front door and watch neighbors walking by and there is a sense of togetherness. He knows his neighbors on a first name basis. The streets are tree-lined. The railroads have been a part of the fabric and he enjoyed the concept of light rail, but they need to be smart about how they go through this process. It didn't seem like people were able to get the right information to figure out the dynamics, the cost, and information about property being taken. It was very difficult to find information. It really disturbed him when he read in paper that Dan Christianson told the Edina City Council that there could be a potential of having high-speed trains at some point going down the line that runs through Brookside into Edina. If they remove wye so that it becomes easier for trains to go South instead of making a switching motion, what is impact going to be to South St. Louis Park, Edina and other communities down the line? He wanted the Council to look at people in the room and let them become advocates to help them in whatever decision they chose to make. If they decide this is not the right thing for St. Louis Park, someone has to carry the message to Hennepin County, the Federal Government, whoever will listen and say it is a city rights issue. If the City decides that the re-route shouldn't happen, they should have rights to put obstacles, legal or otherwise into place, to make sure it doesn't take place. He was very concerned. They were talking about emergency responders who couldn't get where they needed to go, traffic impacts, and kids walking to and from school. Do they really know what the impact is and what they were getting themselves into. If the decision is that they don't want to do it, how do they make sure that the people and bodies that want to do this, don't "railroad over us." They shouldn't have to live with the fact that the decision was made at some point to put the trains in a path where it wasn't intended to and they have to come together as community and find out what the choice is and be heard and understand the reasons why they don't want it. It shouldn't be a foregone conclusion.

Ms. Renee Beltrand, 2805 Zarthan Ave S, agreed with so much of what had been said, but over-arching she was sorry that their whole community and the City Council was having to solve this problem for Hennepin County. Light rail is important. She takes the bus every day or she car pools. It was not that she didn't support mass transit. She was really upset that Mr. McKenzie was laughing about the prospect of building a new high school, that that was a mitigation cost that was laughable, she completely disagreed. She didn't know if it was feasible. It was daunting to wrap your mind around this. One of the reasons they moved to St. Louis Park was because it is a good community for children and wonders how they can maintain that if parents fear sending their kids to walk to the park, to be in a high school where the railroad can put any freight, have any load, anhydrous ammonia, anything. It was nice to talk about it only being grain going to Savage, but it could be anhydrous ammonia. She appreciated all of the comparison in the presentation, but it was not apples to apples comparison. Why were 57 town home units more important than 1,200 students in the high school kids and teachers and the quality of teachers they would be able to attract. What will happen to the quality of the

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Ms. Beltrand (continued) education their students will receive if quality teachers don't want to work there. She was very concerned about blight in neighborhoods that abut the rail, she didn't think anyone would call a 25' corridor safe if you have a freight train moving at 20-30 mph. What is the stopping distance of something like that derailing? She was at the 2011 Caring Youth Award ceremony earlier this week. It was a wonderful evening and drove home the point of what a wonderful community this is for our children. She has two teenagers, one driving, one with permit, their mantra because of the lack of pre-frontal cortex development is: don't use hazardous substances, don't speed, and wear your seat belt. They don't want hazardous substances coming through our neighborhoods, we don't want speeding trains going through the neighborhood. They need safety in the Park.

Mr. Joe LaPray, 3256 Blackstone Ave S, stated that he takes the bus downtown to Minneapolis every day and was looking forward to taking the light rail some day. He wanted to add another question, what happens if the light rail isn't funded? If the funding for the light rail is postponed or the whole light rail project is cancelled, what happens to the freight rail? Second, he understood that the rail in the Kenilworth corridor was worn out and needed to be replaced. It was also his understanding that the MN&S track really isn't up to standards for the kind of usage the TCW would put on it. If the light rail doesn't happen, who is going to pay for either rebuilding the Kenilworth corridor, where is it going to go? Who is going to pay for rebuilding the trackage?

Mr. Tom Pearson, 2706 Yosemite Ave S, lived there 24 years. In the Iron triangle and Birchwood park. They are two and a half blocks from the rail and a half block below it. He lives at the bottom of the hill where the chemicals would go down and kill everything. He is against the re-routing of freight rail through St. Louis Park. This has no relationship with his feeling about light rail. He was a big supporter of light rail and they need it in their city. Re-routing the freight through their neighborhood would absolutely have a negative impact on their quality of life, just the noise, let alone the safety issues. It will have a negative impact on their property values. None of the so-called mitigation measures would change any of that, not for those in the iron triangle. Keeping the freight traffic in the Kenilworth corridor would not have the same negative impacts on quality of life or property values, it was already there and designed for it. Re-routing the freight traffic through St. Louis Park is not the only solution for light rail. He thought the City of St. Louis Park should just say no to that solution.

Mr. Bill James, 3224 Florida Ave S, thanked the Mayor and City Council for affording them the opportunity to speak. He has been involved for quite a long time in rail projects within St. Louis Park. He is the City representative on the County Corridor Management Committee for the SW line, being involved for nearly four years. He wholeheartedly supports the SW light rail project underway. There are two common denominators he heard continuously as it related to this issue, mitigation and responsibility of the County and MnDOT as it relates to the issues at-large. At a top line level, they have about \$80-90 million set of costs to mitigate whether they are in the corridor or whether they were within the St. Louis Park MN&S corridor, depending upon where the freight resides. If you put that figure in the context of the entire LRT project, which is a \$1.25 billion program, it is about 6 ½-8%. The mitigation assessment and budgeting that typically resides within and LRT program has a variance of between 10-15% with buffer money for unknowns. With that said, those mitigation issues are "bucketed" within draft Environmental Impact Statement, which is underway in the LRT project and the DEIS is a federally mandated, registered item. They have to do this relative to putting in an LRT system. He encouraged the

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Mr. James (continue) City and all citizens to take advantage of the comment period which would be open for the DEIS. This was their opportunity to bring forth any issues as it relates to any rail project within the City of St. Louis Park or across the entire line for that matter. The 45-day comment period is open for the public and is accessible on the web site. Once a comment is entered into that register, it has to be addressed and redressed for comment. Also, with respect to that mitigation both required and subjective will be examined for review and comment during that period. It was an opportunity to say what is important and why and have it entered into the Federal register. Relative to mitigation, the question was asked earlier about what kinds of things were covered, many things were covered relative to environmental aesthetics, safety, noise, vibration and land use. This document is important to get comments by citizens of any city or any member of the community at large. He encouraged the City of St. Louis Park to take great advantage of submitting everything into DEIS because it would be documented, logged and on the docket for addressment by members of the FTA as well as the County.

Mr. Rolf Peterson, 3536 Zinran Av S, Aquilla neighborhood, noted that there are 1,333 students at the senior high school. He passed around a chunk of limestone to Council members. It is sedimentary rock. It is tough and heavy and would last forever. It will be here long after we are gone, a lot like a railroad. What gets lost is that a lot of times they think about next year or the year after. This change to the railroad would be a change that would out-live all of them. Railroads do not change and once they have something, they stick with it unless they are given a better offer. He didn't see a better offer coming along. He went into this really hopeful and thought it was the opportunity to do something really bold and exciting, redevelopment and to get rid of the curves next to the high school. The first track layout came and they shifted it five feet. He was devastated. Nine months of sitting on the PMT and he had lost all of his faith. They had met with the School Board lately and were aware of the mitigation efforts. They would love to see grade separated interchanges that is tough. They would love to see some type of pedestrian access over or under at Dakota. They would love to see the curves straightened out. He couldn't believe an engineers would drive a train around those corners at 25 mph and not blow his horn. For something that will be there a long, long time, they were missing an opportunity to do something really big and really cool. He preferred to see it go through Kenilworth, but if they needed to take it, it needs to be done right. Another concern is losing the switching wye at skunk hallow, and not having South access to the MN&S would make the area in front of the high school the defacto switching wye for going south. No one knows what freight traffic would look like. All of a sudden more grain is going through there and Savage is in full business shipping and grain trains would be going that way. He picked up the piece of limestone about ¾ mile East of Beltline Blvd, where the derailment happened. It was a chunk of limestone that was in a car with 260,000 other pounds of other limestone that went off the track on October 2nd last year. When they are holding that, think about holding a gallon of anhydrous ammonia or a gallon of ethanol. The things these railroad companies haul, they are required to, they are common carriers and can't say no to a shipments. They have to haul it.

Ms. Kandi Arries, 3051 Brunswick Ave S, representative for Lennox neighborhood on PMT. She noted her experience and belief that the community involvement portion was not sincere and not authentic. They took their responsibilities very seriously, they went to their neighborhoods and asked for their concerns, their thoughts and solutions and brought them back. In the end they were told at the last meeting was that it was the expert opinion of the consultant that would decide the best design, the best mitigation and the best outcome of this project. Specifically, the list of their mitigations and the list that was discussed at the community and were rejected, were

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Ms. Arries (continued) not legally binding. Instead it was deemed to be a betterment or a “nice thing to do” for the community. The interpretation of this is not a betterment. This is not a “nice thing to do”, and these are actually things they as a community had asked for, things that are principles even within the Federal government. Within her research she came across an inter-agency partnership of the EPA, the Department of Housing and Urban Development and the Department of Transportation. These agencies have established a guiding set of livability principles for future projects. There are two in particular that could very much be applied to these impacts and the situation with the freight rail. First involves enhanced economic competitiveness. It is described as improving economic competitiveness through reliable and timely access to employment centers, educational opportunities, services and other basic needs by workers as well as expanded business access. A lot of this speaks to how the small businesses and how they are affected. They are talking about the accessibility of our high school and the educational quality. This seems to be a principal that is very valid in this situation. Second, and perhaps the most relevant, assess the projects value to communities and neighborhoods. This is a livability principal that says that they should enhance the characters and the unique characters of all communities by investing in healthy, safe and walkable neighborhoods. These are their concerns and this is perhaps the thing that was the most overlooked principal when you consider the net result of the MN&S study. The Federal government has established these mission statements, they want to protect citizens, and the residents and they want to protect us. She was bringing this as a thought. They were not asking for betterments, they weren’t asking for “nice things” to do, they were asking for a healthy, safe neighborhood.

Ms. Lee Ann Landstrom, 2701 Yosemite Ave S, expressed concern about safety and seconded comments from Ms. Diericky and Mr. Pearson about the potential for derailment. It is obvious after hearing the summary and presentation and charts from Mr. McKenzie, that the MN&S is more curvy, more steep, has more crossings, more parcels and houses, and schools will be impacted and much more costly. \$78 million and that didn’t include the mitigation which she agreed was not adequately being addressed. It was obvious that they must keep the freight in Kenilworth, where it exists now. Take out the one row of townhouses in the pinch point. The LRT and the Kenilworth can co-exist; they are not exclusive of each other. The City Council must insist that the re-route not happen through St. Louis Park.

Ms. Betty Shaw, 2649 Huntington, Fern Hill neighborhood, was concerned like Mr. Peterson. As a former School Board member, she remembered very clearly standing in the school buildings and hearing trains going by and feeling the vibrations. She knew that teaching couldn’t occur when that happened. If you start adding up the number of classroom minutes lost by the kids every day when a mile long train goes by at 10 mph, that was a long time. If it goes 25 mph, God help us because of the kind of grade that is going by that high school. When they laugh at a new high school, they need to hold their feet to the fire about the true cost of mitigation because it costs a lot of money to educate our children and look at the amount of cost to the tax payer of unusable time in classroom and the loss not only of money, but more importantly the education of our children. Whatever happens, the community has to hold the mitigation feet to the fire of the County or whoever is doing this project. It can go through Kenilworth, they don’t have to pay that mitigation, but if it doesn’t go through Kenilworth, they cannot let it go with the High school the way it is right now. She hoped they would be very firm with the people who are making the decisions about what is and is not a nice thing to do.

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Ms. Mary Hunt, 7021 W 23rd St, Elliot View neighborhood, between Cedar Lake Rd and two blocks north of the Wayzata subdivision, the East/West line that is owned by BNSF. She had sent Emails. There are so many different aspects to this rail issue. A lot of what she was hearing was like the analogy of a blind man and elephant. Trying to get a handle on this issue must be impossible for them. She got a response from the Public Relations person at BNSF which was very condescending. Her statistics were not complete and were questionable. One of the things she thought they might find useful was that she lists weights and average lengths of the trains: 6,000-7,000 feet long and 10,000-16,000 tons or more. The reason she was talking was because there was no livability for her in her home any more. She was only getting three hours of sleep a night because the trains go 24/7. She lives two blocks away and can feel the train shake her bed at night and wakes her up. She wants to get out of there badly. She was concerned about the number of trains before she bought her house. Her real estate agent put her in touch with MnDOT who said there were two train a day, now there are 14 trains a day or more since they improved the line a couple years ago. Now it is considered a class 4 track, which means they can go up to 60 mph and they do. She had concerns with light rail and high speed rail (up to 110 mph) coinciding on these tracks. BNSF has not been a good neighbor. They are condescending and their effort at mitigation was upgrading the lines and it wasn't adequate. The walls are cracking in her foundation, which is a property value issue. She agreed about concerns for the schools. Peter Hobart elementary is South of tracks and instruction totally stops when trains go by. If St. Louis Park prides itself on the quality of the schools, that quality reputation will be lost as well as property values.

Mr. Tom Cremons, 3035 Brunswick Ave, 20 years, indicated there is a perception in the community and at various levels of government that they are a bunch of malcontents. While they are malcontent on this issue, he didn't think it was an issue that affects just those of us who live along the tracks. This is going to have a significant impact on their quality of life and the desirability of their houses and their neighborhoods. They were blessed with small, older houses on small lots. If their neighborhood starts to deteriorate, it is a recipe for a spread of that deterioration. City Council is in a unique position and has a lot of leverage with the County. The County wants light rail, the county wants this process to move along. They have an opportunity to have an impact on this. He asked them to remember they represent us, not Hennepin County, not MnDOT, and not the Met Council and that they would do their best to get the best possible deal for us, for our neighborhood and for the whole city.

Mr. Brian Granquist, 3115 Colorado Ave S, lived in St. Louis Park two years, he bought his home because it backs up to Roxbury park and is a great location. Yes, the freight rail is there. When he bought his house he looked at the neighborhood and thought there was no way possible more than one train a day could go down the tracks, especially seeing the homes along Minnetonka. He loves St. Louis Park. It is very clear that Hennepin County isn't listening and that they have lacked a lot of leadership on this whole process. They go back to assumptions. In the 90's they made the assumption to sever the line and build light rail on Hiawatha. They also made the assumption for freight rail and light rail, that they wouldn't build light rail unless freight rail was moved. Also, their assumptions about what is acceptable mitigation versus what is not. He sat in a Lennox neighborhood meeting and wrote down mitigation measures. One was to build a new high school. The design is different today than what it would have been in the 50's when it was built, back when freight rail was built. Hennepin County made assumptions on what decibel levels they should be measuring, what times the traffic should be studied, especially around the high school, which didn't meet the peak for the traffic. They haven't been thinking

Verbal Comments – Listening Session April 28, 2011 (continued)

Mr. Granquist (continued) about the worst case. Look at what the future looks like. Right now there is a Twins game downtown and hundreds of officers standing at the LRT tracks to make sure pedestrians cross safely. Will they need the same thing in St. Louis Park for high school games? Or even just to get kids across the street? They need to ask for everything up front if it is going to go through. Think past the construction. Think safety. They already have something that is cutting the North side of the City from the South, which is also a rail line. They were now doing the same thing between East and West. It is important to listen and be clear on what it is that they want. If it is another Resolution, what is it that will make them listen? They have 48,000 people behind them. Please make the right decision.

Ms. Linda Hatfield, 4181 Zarthan Ave S, Brookside neighborhood, thanked City Council for being here and putting in their time. When she bought her house, she lives right across the street from the railroad tracks. She has a wonderful dog path, most of them are not on leashes, and no one had talked about that issue. There have been two trains a day for 17 years. She never worried about her son and the tracks or safety. Her Mom lived with her for six years and they made friends with the engineers. She loved the tracks there and never had a problem with them. She would like to know how each of these options were going to what is happening with the Dan Patch, the line going by her house. She would like to know with each of the option, how that affects, what is the planning, does it make it easier for the Dan Patch get this through. They are talking about 60 mph, 14 times a day. There was no way she could live there and she wouldn't be able to sell her house. There was a fight 40 years ago when they wanted to put in an airport in Ham Lake and it came down to one report and a very small group of people who dug in their heels and said you have to listen to us. The report said they want to put the airport in the middle of a peat bog and this will cost a lot more than what they think it's going to cost and they were going to make them listen. Just a few people made them wake up and see that. It takes guts, strength and determination to stand fast and do what is right. It was her hope that those were the qualities that this City Council will bring to the fight. It sounds like Hennepin County is not really listening, it is up to the City Council to do what's right for all of us and our highest good.

Ms. Sharon Duncan, 3249 Florida Ave S, Lennox neighborhood, noted she has three boys in the school system now. She wanted to express her concerns about the safety of the children and the schools. She quoted psychologist David Walsh books, *Why Do They Act that Way?* And *No, Why Kids of All Ages Need to Hear It*, and *Ways Parents Can Say It*: "Every teenager has a pre-frontal cortex that is growing and rewiring itself. The pre-frontal cortex is right behind the forehead. It is 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 brain to mature. The PFC enters a major developmental period as boys and girls enter adolescence, which doesn't end until the late teens or early 20's. The hormones kicking in at puberty cause all sorts of emotional upheaval at the very time when the emotional regulation center of the brain is out to lunch. Adolescence is a heck of a time for the impulsive control center to be under construction. Just when adolescents need it most, the PFC's ability to act rationally and think through problems and challenges is off-line."

She had a concern with teenagers and the trains and didn't think it was a good mix. There could be injuries or even worse that would occur if the trains go by the school. Even with safety measures, kids are going to be kids and they can teach them all they can, but there are still going to be accidents. It was not fair to their education either. She had talked with several people who have gone through the high school. Recent graduates have said it is really disturbing already

Verbal Comments – Listening Session April 28, 2011 (continued)

Ms. Duncan (continued) when the trains go back and that everything has to stop. She loves St. Louis Park and the Children First part of St. Louis Park. She hoped they would help keep it that way and keep their children safe.

Mr. Thom Miller, 2900 Yosemite Ave S, commented that years ago when the original statutes were written making possible this railroad inter connect on the South side of the City from the Bass Lake spur onto the MN&S, which is the whole crux of this situation, an easement was set aside. A hunk of property that is needed for an interconnect to be built, was given easement rights to the City of St. Louis Park. A lot of people last night and tonight talked about what the City can do. Obviously political pressure is very important in your position, but literally they can say “no” to giving up the easement rights to that property. He knew that was difficult politically to do. He wanted residents of St. Louis Park to understand that. That is the leverage that they have. The whole reason the easement was set up was to work in favor and best interest of the City at a point like this, when either a private entity like a railroad or a public entity like the County and MnDOT could make new plans for that interconnect, it saves the best interests of St. Louis Park. He thought it very wise that the City Council years ago set aside those easements and now they are in place for you to use. He requested they use the leverage that the previous City Council gave them for those easement rights.

Mr. Jim Mattison, 3017 Jersey, Lennox neighborhood, stated he was all for the light rail, it is good for business and the community. It appears it is a good location for the route. If the rail goes past the high school, through neighborhoods and up to the iron triangle wasn't there, would this still be an issue or would they not consider running the rail through St. Louis Park? And if it would still be a “go” if it wasn't there? Can they do it without having to do that and did they need that to be here? Everything he heard, it was an overwhelming “go for it.”

Ms. Helene Herbst, 2717 Alabama Ave S, stated she was not planning to speak, but was very inspired. She lived in the neighborhood since 1996. About four years later, after she moved in, she was working on her master's degree in organizational leadership. One of their assignments was to write a paper about leadership in action. She heard about something called Vision St. Louis Park that happened in the 1990's. She went to City Hall and asked for information about this. She got videos and spent many hours watching meetings like this. She was so impressed with those meetings. They were very specific areas that were focused on housing and education. When she finished writing that paper, she was so proud to live in this city. As they are talking about the re-route, she thought it was more than just a train coming through. She lives very close to where they tracks are. It really is taking a step back and saying that this is really impacting the vision for our City and what it is going to be. As they take a look at the upcoming decisions, they are going to be very difficult. They need to keep in mind the big picture and knowing that this will have a ripple effect. It is not just going to be a few homes or a few blocks, it is going to ripple out and affect education, all those things that they have worked for years on to build are at stake. Her encouragement was to look at those and she was very impressed with the leadership back then and very impressed with the leadership now. She encouraged them to have courage to do what needs to be done.

Written Comments Listening Session – April 27, 2011

Name	Neighborhood	Comments
Jocelyn Simon 3274 Blackstone Ave	Sorenson	This will lead to tragedy. This is wrong, illegal unsafe, and will ruin property values. There is NO WAY to make this safe.
Ernie Fontaine 3208 Jersey Ave S	Lenox	<ol style="list-style-type: none"> 1. How long can a train tie up traffic at an intersection of streets, roads, etc? 2. How long would it take for a train to get totally across an intersection if there is over 100 cars? 3. Are the state and federal laws regarding this issue being enforced?
Mike Daly 2749 Brunswick Ave S	Bronx Park	This is nothing but a waste of money and time when the infrastructure is falling apart.
Blank		I hope the line in park/biking area near Cedar Trail will be above ground so as to not kill animals.
Tom & Francesca Mahoney 4257 Toledo Ave S	Browndale	Many reasons were cited tonight to why the re-route of freight rail should be opposed, so I won't be repetitive. We both are not directly affected by the re-route (we don't have any children attending SLP HS, our neighborhood is a safe distance away from the line in question, etc.). Yet, we oppose this re-route because it's the right call for SLP. No matter how I study this issue, the re-route just doesn't make sense for SLP. Thank you.
Mark DeBoer 3029 Jersey Ave S	Lenox	Please don't decrease my property value.
David Long 3024 Alabama Ave S	Sorenson	Hennepin County has been vague/duplicitous/opaque in their attempts to steer this reroute. SLP will suffer deeply if heavy freight routes through the center of the city unmitigated. Please force the County to be fair in their mitigation and decision.
Sharon Duncan 3249 Florida Ave S	Lenox	"Children First in St. Louis Park" sums it all up. We'd like to keep it that way! That's what we love about SLP. Putting more freight by the H.S. is a disaster waiting to happen!
Kelly Peterson 3920 Lynn Ave	Minikahda Vista	I am very, very much against these trains going through our city. The High School is an obvious reason for this to be bad for our city. The quality of life we enjoy in this city will be destroyed if this happens.
Mavis Harrison 3361 Library Lane	Lenox	I adamantly oppose the re-route plan. I live less than a football field away from the tracks and <u>do not</u> want 8 trains that are a mile long going through my neighborhood every day. It is a safety hazard and will degrade the neighborhood including my property values. I've lived in SLP for 20 year and did so because the city is well-run and values its citizenry. However, this leaves me with doubts. How did this proposal get this far? Why does Hennepin County have so much control? I do not want to be bullied or sweet-talked into this. Please City of SLP, support your citizens. I do not oppose light-rail – but I don't support this. No amount of 'mitigation' will change my mind. Don't bargain for mitigation; bargain for a completely different plan.

Written Comments Listening Session – April 27, 2011 (continued)

Name	Neighborhood	Comments
Doug Guild 7100 W 23 rd Street	Eliotview	Issue of chemical spills had really not been addressed by either SEH or Kimley Horn - think about a chlorine tank leakage or spill near schools and near homes. SEH - "mandatory environmental requirements met" . . . hazardous materials handling comment. "Included in the MN & S study concept plans." Kimley Horn – PMT #6 p 4 "Spill prevention – potential for freight cars to transport chemicals or other hazardous materials" "Mitigation/Permits – continue to follow hazardous materials response plan" Not a strong enough statement if the hazards of chemical spills and leaks and very poor addressing of mitigation near schools and homes! (Consider chemical sensors).
Mary Gosselin 3216 Florida Ave S	Lenox	The comparison table shows 5 schools affected at the MNS route and 2 parks. This doesn't even include the Library or the community center. Also the traffic studies don't say whether traffic after a football game was factored into average traffic. Also – who pays for it? Is it Hennepin County Taxes? State? Local? i.e., what costs will we incur and be blindsided by? They have dodged questions about future south hook up to the tracks south (near Methodist Hospital). I continue to have more questions that I've had difficulty getting satisfactory answers to when my neighbor asked the i.e., MN Dot PMT meeting if any of them would be willing to send their children to a school in this close proximity to a train, not one of them was willing (by a show of no hands). I think many of my opinions have been well expressed at this meeting. Thank you! <u>Please</u> don't let this pass!
Renata Anderson 3312 Idaho Ave S	Lenox	Please ensure your city is acting on behalf of your citizens & what is right for our community. Ensure accountability of Hennepin Co, SEH, and others involved. Enforce honesty & integrity, protect our city. Become more engaged & influential; do not concede to Hennepin County's games. Thank you.
Marian Torgeson 3156 Georgia So	Lenox	Is there anything <u>positive</u> about this fiasco that will <u>benefit</u> the citizens of SLP? All I can see or hear is lower property values, inconvenience from closed roads (Dakota crossing by High School – 8 trains a day a mile long, on-going? Crazy.
Ellen Lipschultz 3925 Dakota Ave S	Brooklawns	It was said that the RR "could deal with" park issues (rail in the park land). What does deal with mean? Has an EIS been completed?
Karen Colt 2240 Ridge Drive Unit #21	Blackstone	If the re-route occurs and the mitigation is not effective, what do the homeowners do? Who will pay for the appropriate additional mitigation?

Written Comments Listening Session – April 28, 2011

Name	Neighborhood	Comments
Abdi Ismail 3236 Brunswick Ave S	Lenox	My home is away from the Freight Rail Road less than 100 feet, is affecting my home, due to the vibration I repair cracks on my walls 3-4 times a year. My daughters are attending at Senior High School of St. Louis Park and I have a big concern about their safety and also will be affected my home value. The freight rail re-route will affect all aspect of my family life. Please stop stop stop Thanks!
Linda Hatfield 4181 Zarthan Ave S	Brookside	Is there a neighborhood organization around the Dan Patch Rail Line? How do I get more info about Dan Patch?
Dale Hanson 2555 Xenwood Ave S	Birchwood	Instead of being credited with delivering Light Rail through St. Louis Park, if this rail re-route goes through. The City Council will go down as the Council that ruined this city.
John Olson 2829 Yosemite Ave S	Birchwood	How much contact has the city and county had with the railroads. My understanding is that if they don't see it as economical for them they could reject any of the changes. They have the final say about what they want to do.
Michele Maurer 2748 Brunswick Ave		I sent an email to the council and only <u>3</u> members responded. SHAMEFUL.
James Heintzman 2701 Yosemite Ave S	Birchwood	After attending all of the county-sponsored meetings, I still have not heard a convincing argument for moving freight rail from existing mainline at grade level to a narrow, above-grade spur line through a residential area and past two schools. Light Rail Transit <u>can</u> share Kennilworth corridor with existing freight traffic. It has been done elsewhere and is in plans for another LRT corridor in Hennepin Co (Bottineau Line). The County has never acknowledged either the cost or disruption of a new connection at Hwy 7, north, to MN & S line, in order to reroute freight traffic. There is <u>no way</u> a reroute can be construed to be a good deal for St. Louis Park.
Mary Gaines 5740 W. Lake Str	Sorenson	Can Hennepin County get control of the property that is needed to keep freight rail thru Kennilworth? How is that cost different than the cost/impact of the SLP alternative?
Jeanne Simpson 3901 W 31 st	Triangle	I live along the Kennilworth route and I think light rail would be quieter than the current 4-5 freight trains.
Kandi Arries 3051 Brunswick Ave	Lenox	www.epa.gov/dced/partnership/index.html Interagency Partnership of EPA, Dept of Housing and Urban Development, and Dept of Transportation – guiding livability principles and investing in healthy safe, walkable communities
J. Glotter 4300 Cedar Lake Rd	Lake Forest	Who has control & final word on the parcel of land owned by SLP.
Carol A. Stewart 2036 Jersey Ave S	Eliot	Don't let Hennepin County "railroad" their plans and run over us. I'm sure they feel we are a small blip on their radar. Let them know we are not insignificant.

Written Comments Listening Session – April 28, 2011 (continued)

Name	Neighbor hood	Comments
Mary Kate Terry 3231 Yosemite Ave S	Sorenson	We do have too much transit traffic already with air planes is it right that we should also have to deal with train noise/pollution? Please don't let SLP go down the drain! Let's keep this a family friendly place that attracts families & business. <u>No re-route.</u>
Sharon Duncan 3249 Florida Ave S	Lenox	Teenagers and trains are not a good mix! Psychologist, and best selling author Dr. David Walsh states in his book "No Why Kids Of All Ages Need to Hear It." That every teenager has a prefrontal cortex PFC. That is growing and rewiring itself. It is the CEO of the brain, the part of the brain where we think ahead, consider consequences and manage emotional impulses and urges and it's one of the last circuits of the brain to mature. The PFC enters a major developmental period as boys & girls enter adolescence, which doesn't end until the late teen or early twenties. The hormones kicking in at puberty cause all sorts of emotional upheaval at the very time when the emotional regulation center of the brain is out to lunch. Adolescence is a heck of a time for the impulse control center to be under construction. Just when adolescents need it most, the PFC's ability to act rationally and think through problems and challenges is off-line – David Walsh, PhD. I am concerned with the train going by the schools with the impulsive behavior of adolescents & children! Another important point: I have a son with down syndrome who also can be impulsive at times when we go for walks and bike rides. There are also 2 other children with down syndrome that live right by the H.S. like we do. <u>Dangerous!</u>
Celeste Gaspard 6210 Hamilton St	Sorenson	I take the 668 to downtown every day and that bus route crosses Lake twice. I can only image ho this railroad will affect my commute. Not to mention property values.

Web Rail Comments Listening Session

Date	Name	Address	Issues, Key Points, Questions
4/11	Karen Holt	2240 Ridge Dr.,#21	<ul style="list-style-type: none"> - Citizens not assured transfer of freight traffic to SLP is only viable solution - County concealing/ignoring citizen request for information - Concern about property value; recently remodeled - Not assured mitigation will be proper and sufficient; similar to MAC promises and litigation in Mpls./Richfield - City should take legal action against County to protect community and taxpayers/residents
4/17	Steve Nimchuk	4522 W. 36 ½ St., #23	<ul style="list-style-type: none"> - Bicycle riding on the increase. Don't plan away bicycle paths for freight rail. Compared bicycle paths to freeways for bikes. Problems if eliminate bike paths just as eliminating freeways would be problematic. - Look at bicycle counts on affected paths and population surveys of affected neighborhoods when making freight rail decisions - Encourage committee to organize bicycling event on affected trails for first hand experience
4/21	John Honsa		<ul style="list-style-type: none"> - Seems to be a "NIMBY" issue - I am a bicyclist –use biking trails all around the City, including Cedar Lake Trail tunnel which will be affected - Commends City and County on thoroughness of studies - To opponents: 1) if rail traffic were to increase not due to LRT would residents complain or even notice; what would be the grounds to complain? 2) If you were worried about safety, why did you buy a home by the railroad tracks?
4/25	Matthew Flory		<ul style="list-style-type: none"> - Thank you for public hearings - Whatever you decide, please include robust public communication and some sincere appreciation for the time that citizens are VOLUNTEERING to a civic discussion - Do not be dismissive of people with dissenting opinions - SLP is a city with proud tradition of supporting citizen engagement and should not deride people for dissenting viewpoints - County and Dept. of Trans. content to label opponents as NIMBY - I'm not opposed to re-route but don't believe many residents have enough information about impacts to find any mitigation plan reasonable - PMT has long list of suggestions but has not incorporated a single item from neighborhoods into current recommendations. Please look for at least one area in citizen concerns for a recommendation that demonstrates we are not just bowing to more powerful political units of government.

Web Rail Comments Listening Session (continued)

Date	Name	Address	Issues, Key Points, Questions
	Matthew Flory (continued)		<ul style="list-style-type: none"> - Look at small businesses at Lake St & Walker – LRT won't stop at Wooddale before 2017. How can we make this area more attractive for retail businesses? How can we redevelop it? - How to protect homeowners from catastrophic home value losses? Establish a high standard and create a special revenue account to offset these losses. County should be willing to provide the difference between the price of a future home sale and the house's market value in 2008 or 2009 - If you're certain traffic safety & school quality will not suffer, how can we make good? Railroads help provide safety curriculum in schools? - Are County & Dept of Trans. beyond making a single concession to local residents, even as gesture of good faith? Do they really believe no member of public could come up with idea as brilliant as theirs? - I want LRT but not at any cost. Would rather give up LRT than acknowledge Mpls. neighborhoods are better equipped to oppose co-location than we are to achieve it. That's what is going on. - Find a middle path, one that you can lead the majority of SLP to support. Please find it and when you do make sure you provide the people with some talking points.
4/27	Erik Hendrickson	Brownlow Ave.	<ul style="list-style-type: none"> - Generally approving of local commerce, including changes that have NIMBY factors, but feels freight rail reroute is a bit over the edge. - Not acceptable that rail traffic will increase to 6-8 trains/day; up to 123 cars. - Increase in rail traffic will cause major traffic delays daily. - Increase in rail traffic can't be safe for children in neighborhood - As a resident who is only ½ block from rail crossing at Lake St., I must protest. Surely there is another way?
4/27	Brady Busselman	3021 Brunswick	<ul style="list-style-type: none"> - Concerned about: <ul style="list-style-type: none"> o safety o property values o noise, vibrations o hazardous materials - Purchased home 6 yrs. ago; have improved home value through time, effort and money - Reduction in home values due to freight rail, in addition to reduced home value/current housing market, would create blight in what are currently solid, quality neighborhoods.

Web Rail Comments Listening Session (continued)

Date	Name	Address	Issues, Key Points, Questions
4/27	Marge Holtz	3326 Colorado	<ul style="list-style-type: none"> - Lived here 35 yrs. Live within 35 yards of Lenox tracks so used to current train/twice daily and we can tolerate that. We could not and should not be forced to tolerate number of freight trains now proposed for that area. All reasons why it's a bad idea have been well publicized. - As taxpayer with increasing taxes each year I expect continued or improved quality of life, not diminished quality of life. - Can't believe rerouting is being considered; can't believe residents of SLP would be forced to accept such a proposal. - I love SLP and have always received best interest from Council. I can only hope they will continue to support its citizens.
4/27	Tricia Dolan	Edina	<ul style="list-style-type: none"> - Recently purchased Edina home on Dan Patch line. - Upset about home value decreasing due to freight traffic and equally upset about ramifications to families, neighborhoods and communities surrounding the line. Heartwarming to see kids and families now being able to walk the tracks safely in the neighborhood rather than the street. - Concerned about wildlife. - If freight traffic changes, safety and wonderment will be obliterated. - This isn't an industrial area. These are neighborhoods. These are family homesteads that were not built to handle the proposed traffic. - Family neighborhoods will change forever if State of MN allows this atrocity to occur.
4/27	Scott Mikesh	3320 Idaho S.	<ul style="list-style-type: none"> - Support your effort to find low-impact solution to bring LRT to SLP - Reroute will put us at risk for: <ul style="list-style-type: none"> o lowered property value o safety hazards o traffic/access problems o air pollution/noise pollution - Purchased home 7 yrs. ago (before crash) and now owe more than house is worth—reroute will further depreciate value causing further financial strain - Info about positive impact of LRT on property values in Lenox that might off-set negative impact of increased freight would be helpful to know - Thanks for your support and consideration to ensure viability of SLP

Web Rail Comments Listening Session (continued)

Date	Name	Address	Issues, Key Points, Questions
4/27	Al Boyce	3208 Edgewood S.	<ul style="list-style-type: none"> - Say NO to reroute to vivisect SLP - SLP residents would be expected to endure 400% more rail traffic, some of it lethal or toxic, on rail lines never intended for such frequent/intense use. - Henn. Co. has not answered or ignored questions by Safety in the Park and City officials regarding mitigation requirements, possibilities for alternate reroute paths, concerns about veracity of existing studies - Reroute would increase: <ul style="list-style-type: none"> o air pollution o noise pollution o potential for toxic disasters/derailments - Reroute would ultimately reduce: <ul style="list-style-type: none"> o quality of life/property values drop/less than desirable residents move in o pedestrian safety o commerce o property values by 5-7% o police & fire access o traffic mobility o student efficacy/increased distraction in 5 different schools o the current council members & mayor, should this reroute be condoned - SLP's easement ownership gives Council ability to "derail" this at least until such time as we can get concerns answered accurately and fully. I plead you to do so! - Thank you for your consideration.
4/27	Jolene Roehlkepartain	SLP	<ul style="list-style-type: none"> - Fully supports LRT in SLP - Has mainly heard comments from those who oppose reroute and would like a more balanced presentation of pros and cons—still not sure whether or not it's a good idea—has not heard why freight rail needs to be relocated and why SLP is best route for relocation.
4/28	Mary Woodford	Dakota Av. S.	<ul style="list-style-type: none"> - Concerned about safety of high school students - Has lived on Dakota Av. for 12 yrs. and kids cross railroad tracks multiple times daily entering/leaving high school – it is the nature of kids' age group to run across tracks - Please don't reroute trains and put kids' lives at risk
4/28	Daniel Kriete		<ul style="list-style-type: none"> - Can City consultant estimate cost of track upgrade in Appleton and calculate how that would affect # of trains running through SLP and Kenilworth?

Web Rail Comments Listening Session (continued)

Date	Name	Address	Issues, Key Points, Questions
4/28	Jane Cracraft	32 nd & Brunswick	<ul style="list-style-type: none"> - Lives directly across the street from rail tracks - Last summer next door neighbors put home on market with threat of freight rail reroute as didn't want lives of 2 and 4 yr. old daughters to be disrupted by increased train traffic - Increased freight rail by high school/pedestrian teen traffic dangerous - Increased noise/increased freight rail will disrupt classes and valuable learning time for students - Decreased property values for homeowners unacceptable - All of this when it's possible to secure LRT in SLP without rerouting freight rail
4/28	Bethany Ceynowa	3025 Brunswick S.	<ul style="list-style-type: none"> - Owns successful home daycare business—a service to SLP residents. If freight comes will no longer be allowed to have children play in backyard—it will be unsafe. Currently does not allow kids to play in backyard until first train has gone by to ensure safety. - Daycare business will suffer greatly if freight allowed. Will lose business and home. Will be forced to walk away from our home-foreclosure the only answer as will be financially ruined. Will be devastating to our family of 5. - We ask that you visit our home and daycare business and take a look at how narrow railway is that sits on top of hill.
4/28	Bethany Ceynowa	3025 Brunswick S.	<ul style="list-style-type: none"> - Owns successful home daycare business-a service to SLP residents. If freight comes will no longer be allowed to have children play in backyard-it will be unsafe. Currently does not allow kids to play in backyard until first train has gone by to ensure safety. - Daycare business will suffer greatly if freight allowed. Will lose business and home. Will be forced to walk away from our home-foreclosure the only answer as will be financially ruined. Will be devastating to our family of 5. - We ask that you visit our home and daycare business and take a look at how narrow railway is that sits on top of hill.
4/28	Raymond & Gina Salisbury	3104 Edgewood S.	<ul style="list-style-type: none"> - Noise/vibration detrimental to homes and people - Decrease in property values, already struggling due to economy - Traffic tie-ups - Safety issues - Negative impacts to high school students - We support LRT-much needed throughout metro & suburbs. Family members use LRT in Mpls. and we know it cuts down on need to drive car, thus reducing traffic and it's reliable in bad weather

Web Rail Comments Listening Session (continued)

Date	Name	Address	Issues, Key Points, Questions
4/28	Brian Piehl		<ul style="list-style-type: none"> - Increased rail traffic will have huge impact where tracks intersect Dakota and high school. One side is high school and neighborhoods – other side is McDonalds, businesses, football field, Community Ctr. Much foot and bike traffic over those tracks. Gave recent example of foot and bike traffic during track meet, many kids going to & from McDonalds. Traffic will be much higher during football. - Please keep train traffic out of pedestrian friendly neighborhoods & into places like proposed freight rail line - Hwy. 7 is already bordered by many warehouses – keep freight rail traffic on that line
4/28	Greg Suchanek	2740 Blackstone	<ul style="list-style-type: none"> - Thank you for Listening Sessions - During my comments at 4/27 Listening Session I played video of trains going past my house. See You Tube to get a better idea of how close trains are to my garage & home www.youtube.com/watch?v=zW3IHvdK9qQ - Video shows current conditions which are livable, but the increased noise level caused by longer and heavier cars will not be livable for homes along the tracks. Trains in video are coming and going straight north, not turning on the “wye” that will be built. Start of wye will be 500 ft north of my house. Squeaking once wye is being used. Trains will be running near maximum capacity, up an incline, will be noisy, not quiet like the video.
4/28	Jill Terry	SLP	<ul style="list-style-type: none"> - Keep freight rail in Kenilworth Corridor - If freight moves to MN&S line it will slowly kill SLP - Too many at grade crossings, too close together - Line runs too close to homes, schools, parks, McDonalds, high school, football field, putting our kids in danger - MN&S never designed for long freight trains – with all the curves it will be a derailment in the making - There is room in Kenilworth corridor for both light and freight rail - We have to tell Henn. Co. no LRT if freight goes to MN&S. That is the only way they will take SLP seriously. - If you lived on MN&S line how would you vote? I don’t live on MN&S but if line goes to MN&S I will have to move as it will make SLP unlivable. I have lived in SLP 35 years and I thought I would die here. - Put the Parks Kids First – vote no on moving freight to MN&S

Web Rail Comments Listening Session (continued)

Date	Name	Address	Issues, Key Points, Questions
4/28	Jeremy Anderson	3208 Dakota	<ul style="list-style-type: none"> - Attended 4/27 Listening Session. Guidelines were clear to be respectful. Citizens were respectful. I was deeply offended by the Twin West Chamber representative whose flip comments minimized citizen concerns and mocked citizens as well. - Wonders if non-residents should have been allowed to speak; should have been held accountable to same guidelines - Citizens & Council deserve a formal apology from Twin West Chamber
4/29	Carma Hayenga		<ul style="list-style-type: none"> - Say no to Henn. Co. - Saying no to HC doesn't mean SLP has the responsibility to figure out the solution - Don't compromise safety, livability, charm of SLP - Mitigation or no mitigation KEEP INCREASED RAIL OUT! - Even with mitigation, how can this be a good solution for SLP - We want LRT but there HAS to be better solution than involving SLP – there are no positives for us.
4/29	Richard & Amy Earle	2628 Florida	<ul style="list-style-type: none"> - Attended 4/27 Listening Session, had to leave prior to 9:30 so couldn't speak - Found McKenzie's presentation and audience presentations well-organized, well-researched, thoughtful and convincing. We both sympathize & concur with points made. - McKenzie's presentation indicated Kenilworth Route less expensive than upgrading SLP tracks – why then choose the more expensive upgrade in SLP? - Our concerns: safety of students/especially high school; decreased property values, increasing noise & vibration; diminished access to larger community due to crossing and blocking city streets - All major government decisions have pros and cons/winners and losers. But regarding Freight Rail we believe our elected officials should advocate for SLP citizens; especially for the children

Web Rail Comments Listening Session (continued)

Date	Name	Address	Issues, Key Points, Questions
4/29	Fritz & Stephanie Vandover	5915 W. 42 nd St	<ul style="list-style-type: none"> - As stated at 4/28 session, whatever choice made needs to be net benefit to neighborhoods through which freight and LRT run as well as SLP as a whole. - Community will take step backwards if relocation undermines quality of life in those neighborhoods, undermines tax revenues through reduced prop. values and dislocated businesses, and further bisects SLP in two between Hwy. 7 and BNSF line - Hard to know if relocation will have effects stated above. Urges Council to make sure McKenzie provides candid answers on this. In addition to excellent info he has provided McKenzie also needs to point to either option and say, "This option is going to damage/harm SLP in short and long term," and then explain how and why. - Push MnDOT to organize a Mitigation Tour so we can have informed positions. Mitigations being cited are pure abstractions/notions. We need to sit next to a train going through a quiet zone, or trains going over welded rail. Until we and Council experience them, we can't know which ones will potentially serve us best or not.
4/30	Chad Hayenga	2700 Brunswick	<ul style="list-style-type: none"> - Thank you for listening to the citizens on freight rail. - Emotional issue as parent's first instinct is protect my kids Didn't take issue seriously at first as couldn't believe large amounts of freight rail would happen at high school - Three people at 4/27 session not opposed were from Plymouth, Mtka., & Bloomington. Council, you will hear from many who don't live in SLP. Listen to your neighbors, listen to your constituents. - My questions: <ul style="list-style-type: none"> o With the info you have right now, what is your position about more freight through the MN&S? o What are benefits to increased freight on the MN&S and through SLP? (Please answer this one—I really need help with this question.) o Only 2 Councilmembers have spoken up in opposition to Henn. Co.. What info do you still need to take a position and when will you let us know that position? o Which points made by SLP residents do you find unimportant or irrelevant? o Do you see your role as councilmember to do what is best for SLP in all circumstances? Elaborate on how you see your primary role as elected official?

Web Rail Comments Listening Session (continued)

Date	Name	Address	Issues, Key Points, Questions
4/30	Richard LaBelle	3233 Edgewood	<ul style="list-style-type: none"> - Lived here since 1968 – ½ block from high school and 1 ½ blocks from rail/Dakota - Number one concern is SAFETY, SAFETY, SAFETY for children and other residents - Mile long, high speed freight trains shouldn't be run through any residential area – period. - Especially not in close proximity to school or student athletic field. Derailment could have unbelievably dire consequences. - Hundreds of students cross tracks everyday to McDonalds--fast rail at that intersection is asking for a tragedy. - After every tragedy people ask who are the idiots who allowed this to happen? - Let's come up with a plan that would allow LRT to be built without sacrificing safety of children - Excessive noise and vibration to school and houses - Increased traffic problems for school buses and other vehicles in the area - Loss of property values/loss of tax base for SLP - Reduction in quality of life in SLP
4/30	Pat Corder	3041 Maryland	<ul style="list-style-type: none"> - Attended 4/28 session - Big project in early stages. Perhaps there have been unreasonable expectations on PMT, both sides. Extra effort seems to be needed in resolving their issues. All need to respect and work with each other. - Whether or not LRT goes through, there will be increase in demand for rail traffic in future. Best if SLP could use the LRT issue, and funding, to improve existing rails. - It seems owners will maintain rails according to traffic level. Regular maintenance will go a long way in addition to welded rails, concrete ties. If extra freight rail comes I'd expect rails to be upgraded and with zealous maintenance program near housing. - How many derailments have occurred in the last 100 yrs. in SLP? Frequency of derailments on new and improved track in similar settings? There's no point of reference as to how big a problem it will be. - Increase in freight traffic will likely affect everyone in SLP in one way or another. Benefit of LRT outweighs the disadvantages. Over the long term adding LRT and improving existing freight lines would be plus for community.

Web Rail Comments Listening Session (continued)

Date	Name	Address	Issues, Key Points, Questions
4/30	Paula Evensen	6321 W. 37 th St – Elmwood	<ul style="list-style-type: none"> - Good luck with your decision. I will respect you either way.
5/1	K. Adelman	3762 Alabama S.	<ul style="list-style-type: none"> - Lives less than 2 blocks. from planned re-route and train already a problem – noise is unreasonable for residential neighborhood - Between trucks, emergency vehicles, jets, trains my family is planning to move away from SLP. No longer a residential neighborhood, it is a transportation yard. - Home owner rights (sitting outside to enjoy relaxation) being stripped away. No wonder people are moving to suburbs for peace and quiet. - Always loved living near heart of Mpls. Now can't even allow daughter to walk ½ mi. to school as she'd need to cross both tracks proposed to carry heavy rail traffic. - As parent and homeowner, please stop the re-route and return SLP to residential status.
5/2/11	Cheryl Devall	3232 Brunswick S.	<ul style="list-style-type: none"> - Tracks are directly across street from my home, approx. 60 ft. from the house. Recently called to object to my property valuation which has now been lowered 14%. This is before any reroute. In '91 when purchased home, I learned only 2 trains would pass my home, during day when I was working. I thought that was acceptable and price was affordable. I know now I was taking a risk. - If reroute occurs and rail traffic increases I'll have great difficulty selling house for any amount of money. I've been laid off since 2009, age 61, and may be forced to take early retirement. I'm home most of the time and will be subjected to increase in noise/vibrations every day. - House built in 1937, shakes every time trains go by— dishes rattle, things fall of shelves. What is happening to the foundation? - Unwilling to put savings into fixing up house as I may need that money to live on. I don't know what I should do. I really hope there is a feasible way for the Kenilworth option to work.

Web Rail Comments Listening Session (continued)

Date	Name	Address	Issues, Key Points, Questions
5/1/11	Meg McCormick	3045 Kentucky S.	<ul style="list-style-type: none"> - Have lived here 25 years. - My No. 1 priority is ensuring that SLP gets LRT ASAP. Our chances of getting light rail are at risk if freight rail debate continues. - City leaders need to start talking about light rail AND freight rail. Separate issues. If we don't get light rail we'll lose out on significant economic development opportunities and neighborhoods will continue to decline. Light rail brings good things to communities. - I'd prefer freight rail not be re-routed through SLP, but if that's the cost of getting light rail then we need to work together to mitigate, mitigate, mitigate. - City needs a much stronger voice, stand up and shout when miscommunications occur and take a stand on light rail. - History of train traffic in SLP: this is the lightest train traffic I've seen here in 25 yrs. SLP has long history of co-existing with freight rail. It's not impossible. - Concerned that you are only listening to small vocal minority. Start asking people what they think about light rail and you will hear a different story. - Here's my position: <ul style="list-style-type: none"> o SLP needs light rail o If light rail comes at cost of freight reroute, mitigate o Stop listening to small vocal minority o Start talking about light rail o Opposed to mitigation dollars being spent on purchasing homes & businesses where property is not needed for other mitigation efforts. These people knew there was a track there and understood the risk.

Web Rail Comments Listening Session (continued)

Date	Name	Address	Issues, Key Points, Questions
5/2/11	Sean McKenna	27__ Blackstone	<ul style="list-style-type: none"> - Thank you to Council, Mayor, Manager for two listening sessions. Two Councilmembers absence explained which was respectful to citizens. City of SLP is listening to its citizens but same cannot be said for Henn. Co. Where was Gail Dorfman? She is county commissioner, former councilmember/ mayor, and resident of SLP. When Mayor in late 1990s, she signed off on idea of accepting more rail traffic in exchange for environmental clean-up of parcel near Hwy. 7 & Louisiana. - Biggest customer of service for TCW is ethanol plant at Benson, MN. Dozens of tank cars with this highly flammable material will be traveling these tracks. It is a placard on tank cars with number 1987 on it. - Birchwood neighborhood which borders on two sides the "Iron Triangle" will be cut off from decent transportation options. Closing of 29th St. crossing should not be allowed. Coupled with closing of Hwy. 100/on ramp at 27th St. we will be forced to use Mtka. Blvd. for nearly all transportation needs and accidents from Mtka. from Vernon through Dakota will double or triple. - SLP is the piñata of Henn. Co. Badly needed Hwy. 100 reconstruction has been postponed, delayed, or cancelled as Council stands idly by. Now HC and railroad authority are jamming rail reroute down our throat. Citizens know it is a "fait accompli" because Council will pass a resolution in opposition and offer no other resistance. - Watched listening sessions on TV and thank Council, Mayor, Manager for being there when not likely compensated. But I'm tired of Mayor Jeff Jacobs passive-aggressive warnings to audience about not getting loud or disrespectful. If government doesn't want to listen to the people, then maybe the people need to raise their voice. - Idea that certain mitigation efforts not required and remain at option of provider is ridiculous. Minn. Twins went beyond government required contribution to Target Field for amenities. Neither railroad is locally owned and neither railroad is going to pay more money than obligated to pay.

PHONE RAIL COMMENTS

Date	Name	Address	Issues, Key Points, Questions
4/28/11			<ul style="list-style-type: none">- Has lived in SLP for 47 years- Against reroute of freight rail in SLP- Asks that staff listen to the people of Lenox, not the Council
5/2/11	Steve Molson	Lenox neighborhood Brunswick Ave.	<ul style="list-style-type: none">- Concerned about home value decreasing and resale Neighborhood will change negatively as home values decrease and new people/new problems come into neighborhood