

APPENDIX D
Area “C” Mitigation Measures Identified
Throughout the Study Process

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AREA "C" MITIGATION MEASURES PROPOSED THROUGH STUDY PROCESS ¹	ISSUE AREA OF CONCERN
Separation of at-grade crossings/ grade separated railroad intersections from Walker to Brunswick	Safety/Traffic/Business/Community Livability
Construction railroad in a trench	Safety/Traffic/Business/Community Livability
Limit grade crossing to five	Safety
Do not close any grade crossings	Safety/Traffic/Accessibility
Grade crossing must be at least one mile apart	Safety
Acquire properties within 50 feet of track	Safety/Noise/Vibration
Relocate St. Louis Park High School	Safety/Noise/Vibration
Dig and escape tunnel below the high school	Safety
Construct tunnel under Hwy 7	Safety/Traffic
Reconstruct 28 th and 27 th Street in a tunnel under the track	Safety/Traffic/Accessibility
Do not close 29 th Street	Traffic/Safety
Shift track alignment east of High School	Safety/Noise/Vibration
Purchase homes along Blackstone and Brunswick	Safety/Noise/Vibration
Acquire homes east of MN&S north of Brunswick and realign MN&S to east of the current alignment	Safety/Noise/Vibration
Expand existing ROW to 75 feet on each side of tracks/Expand ROW to 200 feet on 27 th and Brunswick	Safety/Noise/Vibration
Vibration compensation	Vibration

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Install a vibration proof rail bed	Vibration
Document current status of basements, foundations and room walls for homes and business buildings within 150 feet to verify and substantiate future damage claims for vibration caused damage.	Vibration
Bell, not whistle at intersections	Noise
Sound proof homes and schools near tracks	Noise
Construct noise walls the entire length of corridor (including BNSF siding)	
Operational restrictions for use of the BNSF siding	Noise
Noise and vibration testing after construction and one year of operation/yearly inspection*	Noise/Vibration
Dedicated funding to pay for claims for structural damage due to vibration	
Construct pedestrian bridges over BNSF Wayzata Sub (west of Hwy 100- connecting West End retail area) and over Hwy 7.	Safety
Containment wall/Barriers sufficient to prevent a derailed train from impacting schools, homes and businesses	Safety
Closure of existing Brunswick Pedestrian-Only crossing	Safety
Construct Hwy 7 North Frontage Road/Extra traffic on Hwy 7	Traffic/Safety
Construct extra lane on TH 7 for vehicle traffic exiting at Lake Street	Traffic
Increase lights on Minnetonka Boulevard	Traffic
Revitalization and redevelopment costs for impacted commercial areas – Net Zero Job Loss for area businesses	Economic Impacts
Compensation for Homeowners Insurance increases	
Upgrades needed to do away with inequities between MN&S and other rail corridors	General Decision Making Process
Controlled intersection (street lights) at Lake/Library Lane	Safety/Traffic
Removal of the wye in Skunk Hollow area/Removal of north arm of the wye	Safety/Noise
Reduce/Remove switching operations	Noise/Safety
Regulations to prohibit storage of hazardous materials on side tracks in St. Louis Park	Safety
Elimination of CP tracks east of Wooddale Avenue	Process/Operations

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Reroute coal trains west of metro area	Process/Operation
Reduce train speed to less than 25 mph	Safety
Compensation for unrealized costs (time at grade crossings and health costs)	Property Values/Economics
Property value compensation	Property Values/Economics
Property tax compensation	Property Values/Economics
Develop escrow fund to cover disaster expenses	Safety
Compensation for damage homes due to increased vibration	Vibration
Move bike path to MN&S	Trails/Community Facilities
Conduct Derailment Study	Safety
Eliminate curves to improve visibility	Safety
Improve sight lines for pedestrian, motor and train operators (i.e. take down trees, move buildings)	Safety
Keep train speed at 10 mph	Safety
Restrictions or operational rules as to the use of the siding by both the TC&W and BNSF	Noise/Safety
Funding for bike/pedestrian counts on crossings	Process/Safety
Conduct a 3 rd party study of emergency response time in areas where there is train travel and crossings	Safety
Bridge or tunnel between Roxbury Park and Keystone Park	Safety/Access
Cancel any and all plans for a reroute when it becomes clear that the federal government will not fund LRT	Process

¹ Area “C” Mitigation Measures reflect actions that could continue to be considered, but that do not have a firm commitment to implement, and that are not required to address a regulatory mandate or requirement by law. Area “C” mitigation measures are also not considered in the environmental determination made by the project Responsible Governmental Unit (Mn/DOT for the MN&S Freight Rail Study), as they are not required for the proposed action. This list reflects the suggestions made throughout the MN&S study process.