

COMMENTS ON MNS FREIGHT RAIL STUDY - BASELINE DESIGN CONCEPTS

Name of Commenter	Comment	Theme
Commenter #1	High School – Crossing arms and fences will not be enough. At-grade crossing needs to be separated. If at-grade crossing is not separated, straighten our tracks so that blind crossing is eliminated. Even if this means additional property needs to be taken. The tracks should be straight to increase safety.	SAFETY
	High School – Move High School	SAFETY
	DO NOT CLOSE 29 th street crossing. I have not heard from a single resident who would like this crossing closed. They fought this several years ago. I have been told closing the intersection on 29th street can eliminate emergency vehicles from reaching residents in a timely manner. With Blackstone being a very narrow street when 2 vehicles are parked on the street across from each other an emergency vehicle would not be able to reach them by coming off Minnetonka Blvd. This issue happened recently with a gas leak and the fire trucks needed to be summoned. Residents want this at grade crossing to be eliminated by tunnel or bridge.	TRAFFIC, SAFETY
	Purchase homes all along Blackstone so that there is enough ROW to protect residents from a derailment and there is enough room for adequate sound barriers (landscaping, sound walls)	SAFETY, NOISE, ROW
	Residents are concerned with the extra noise from crossing arms at 28 th . Will a whistle free zone be guaranteed if crossing arms are put up or is it possible that there will still be the horns AND noise from crossing arms? Who will pay for continued maintenance of crossing arms? Residents want this at grade intersection to be eliminated by tunnel or bridge.	NOISE
	Residents do not want the train speed increased to 30 mph. They want to keep the trains at 10mph.	TRAFFIC, SAFETY
	Another concern that we have is the maintenance of the railroad right of way. Currently they have cut down trees and brush and left it there to dry out causing a fire hazard for our properties. What guarantees on maintenance are there?	SAFETY
	Compensation given to homes for reduction of property value.	PROPERTY VALUES
	Compensation for damage homes due to increased vibration.	VIBRATION
	Home Sound Proof Mitigation	NOISE
	Conduct derailment study	SAFETY
	Provide training for emergency personnel for potential derailment and hazardous chemical leaks.	SAFETY

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<u>Commenter #2</u>	I would like to express my thoughts regarding the recently proposed design for the MN&S line and the mitigation of the safety, noise, and vibration of the increased train traffic on that line. Ultimately would like to see grade separated crossings for vehicles and pedestrians at Walker, Lake and Dakota to eliminate safety concerns and traffic (including bus) delays. Eliminate curves to increase visibility for trains at proposed increased speeds and reduce noise. Increased right-of-way width to allow for berms to mitigate noise at both the High School and Central Community Center (PSI). Also, to possibly minimize vibration to adjacent buildings. Fencing or walls to restrict casual crossings. Quiet zone crossings, while preferred, may limit access to south parking area at High School.	SAFETY, NOISE, VIBRATION
<u>Commenter #3</u>	Council member Mavity met with some folks from our neighborhood a few weeks ago and for us, this is really about tearing out the "Y" just north of us so it doesn't become a defacto switching yard. if you need clarification, let me know.	SAFETY, NOISE
<u>Commenter #4</u>	The purpose of this document is to respond to the preliminary MN&S design plan and to clarify how it will impact the Lenox Neighborhood specifically and in general, the integrity of St Louis Park as a community. On November 20, 2010, a Freight Rail Re-Route Informational Meeting was hosted by the Lenox Neighborhood Association (LNA) and facilitated by the PMT representatives from Lenox and LNA steering committee representatives. The purpose of the meeting was to present current information on the preliminary design plan, gather resident concerns, and to formulate possible solutions for the possible re-route of additional freight traffic to the MN&S spur line. More than 50 Lenox residents gathered to discuss and to suggest a neighborhood position. Both are attached with this letter. Building on the expectation that LNA will be involved in the process, the preliminary design plan of the MN&S study has features that will negatively impact the Lenox neighborhood and the surrounding community.	-
	The close proximity of residential homes, local business properties, public and private schools, and public parks. This is a fundamental characteristic of the MN&S and the preliminary design plan does not have any accommodations to increase the buffer zone.	SAFETY, ROW
	1. Increase in rail traffic speed to as much as 25 MPH will add safety risks for pedestrian traffic, increased chance for vehicle accidents, and increased potential for derailments due to the series of curves on the MN&S.	SAFETY, TRAFFIC
	2. Quiet Zones are based on FTA regulations for vehicle crossing, not pedestrian transportation. In an area that has an adjacent school property this is not realistic or prudent because it would only increase probability for pedestrian accidents.	SAFETY, TRAFFIC
	3. There are no grade separations of street crossings in the preliminary design plan. Without this feature, traffic congestion will negatively impact local businesses and community livability.	TRAFFIC, COMMUNITY

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	4.Attached is a list of mitigation necessary for the Lenox Neighborhood and St Louis Park. However, it should be emphasized that we believe there is no mitigation that will be able to maintain the current level of track safety or remediate the negative impacts of the proposed re-route of traffic.	MITIGATION
<u>Attachment A- List of Mitigation</u>	Lenox Neighborhood List of Mitigation Fair and complete analysis of co-existence of SWLRT and freight in the Kenilworth Corridor. This should include the possibility of moving the SWLRT from the central location and smaller footprint for/or relocation of the commuter bicycle trail.	LOCATION AND PROCESS
	1.Cost estimate for the MN&S Study should include cost figures for acquiring the properties within 50 ft of the tracks. This additional cost is needed so that there can be a fair comparison to the data provided by Amfahr Consulting/ Alternative routes.	ROW IMPACTS, COST
	2.Pedestrian bridges: Bridge located west of Highway 100, over the BNSF/Wayzata Sub and connecting with West End retail area; Bridge over Highway 7, between Wooddale Ave. b. [sic] and Louisiana Ave	SAFETY
	4. Extra lane on Highway 7 for vehicle traffic exiting at Lake St.	TRAFFIC
	Community education for all age groups: RR crossing safety/emergency plan for derailment/hazardous material safety	SAFETY
	5.Emergency plan with SLP fire and police and Methodist Hospital regarding derailment and hazardous materials	SAFETY
	6.Appropriate Hazmat handling equipment and training to be provided to SLP fire and Police without charge. [Note 7 was repeat of 6]	SAFETY
	8. Grade separation of both vehicle and pedestrian traffic at Dakota Avenue MN&S crossing Reconstruction of the Lake St./Library Ln. crossing to resemble the upgrades that were made at Excelsior Blvd and Bass Lake Spur track.	TRAFFIC
	9.Studies a. Derailment study b. Longitudinal vibration study c. Community integrity/cohesion/livability study d. Longitudinal study of the education quality impacts at all affected schools Longitudinal study of the Wooddale/Highway 7 VOC pollution site to document affects of increased soil vibration e.Longitudinal study of Radon pollution to document affects of increased soil vibrations	SAFETY, VIBRATION, COMMUNITY, PROCESS
	10.Hennepin County and State of Minnesota will remediate any and all negative impacts documented in the above studies	PROCESS

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	11.Compensation for all property value impacts within one-quarter mile footprint, both personal and commercial	PROPERTY VALUES
	12.Hennepin County and State of Minnesota will compensate the City of St Louis Park and SLP School district for loss in property tax revenue: both impacted property values and the loss of any commercial property [note 13 was repeat of 12]	PROPERTY VALUES
	14.Noise walls the entire length- if ROW doesn't allow for this in some areas, then it should be considered that adjacent property owners will allow for this structure on their property. All impacted schools will have noise wall mitigation regardless of distance from the tracks.	NOISE
	15.Insulation and window upgrades for all property within 750 feet [note 16 was repeat of 15]	NOISE
	17. Necessary landscaping and berms	VISUAL
	18. Relocation and construction of a new high school building	ROW IMPACTS, COST
	19. Relocation costs for all businesses forced to relocate due to the freight rail reroute	BUSINESS, COSTS
	20. Revitalization and redevelopment costs for all impacted commercial areas	DEVELOPMENT/REDEVELOP
	21. A net zero-job loss guarantee for all affected commercial areas A net-zero business impact (in terms of income and expenses) to all businesses within one-quarter miles of the tracks for a period of ten years.	BUSINESS
	22.Note: This is a list that is expected to change as the preliminary design changes Note: one-quarter mile impact footprint is stated because this was the distance used in the EIS for the Central Corridor LRT.	-
<u>Attachment B- LNA Neighborhood Meeting November 2010: Concerns, Solutions and Questions</u>	Kids leaving school on Dakota & Library Lane – Safety is important and they don't get it	SAFETY
	Kids oblivious to auto and train traffic	SAFETY
	Pedestrian crossings	SAFETY
	Derailments – Coal trains mitigation	SAFETY
	Farm products in transit on trains	SAFETY
	Kids on or under rail cars	SAFETY
	Safety concerns on the at grade crossings of Dakota and Library Lane – How will it work	SAFETY
	Trains can't stop or see pedestrians (students esp) or cars	SAFETY
	Traffic Impacts – Dangerous	SAFETY
	Freight Load – Health concerns on Derailments and their increased probability	SAFETY
	Safety of Children and Pedestrians	SAFETY
	Safety of Residents	SAFETY

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Name of Commenter	Comment	Theme
	Tracks and Maintenance/Condition	SAFETY
	Elevated tracks	SAFETY
	Hazardous Cargo	SAFETY
	Emergency Vehicle Impact	SAFETY
	Safety for high school students; cars with parents picking up children at sporting events or other school activities	SAFETY
	Overall health concerns – materials transported by trains (Wayzata and other recent derailments)	HEALTH CONCERNS
	Quality of rail bed, sharp corners and faster trains with heavier loads is a RECIPE for increased derailments	SAFETY
	Safety-Kids crossing tracks on foot and in cars	SAFETY
	Pedestrian crossing	SAFETY
	Derailments – Coal, ethanol, farm products-What happens on impact	SAFETY
	Houses close to tracks	SAFETY, ROW
	Pedestrian safety seems to be the biggest exclusion from the MN & S study	SAFETY
	Vibration and noise disrupt school	NOISE, VIBRATION
	Houses close to track	SAFETY
	Quality of life and property value issues	PROPERTY VALUES
	Vibration to homes (Brunswick, etc)	VIBRATION
	Underground tunnel	SAFETY, ACCESSIBILITY
	Impact on SLP-quality of life	COMMUNITY
	Impact on the neighborhood’s character – housing, driving and walking	COMMUNITY
	Quality of education and deterioration of high school (building?)	COMMUNITY
	Engaging all of St. Louis Park: Neighborhood Deterioration and Transience	COMMUNITY
	Property Value Impact – Homes and Businesses	PROPERTY VALUES
	Noise at School and Homes	NOISE
	Vibration at School and Homes	VIBRATION
	Declining Property Values and eroding neighborhoods	PROPERTY VALUES
	Cutting off the neighborhoods; people will not drive Dakota/Wooddale so traffic will funnel onto Minnetonka Blvd.	TRAFFIC
	Businesses will lose customers given changed traffic patterns	BUSINESS
	High School: safety, vibration and educational quality	SAFETY
	Property damage and foundations damage (homes and schools)	SAFETY, COMMUNITY
	Vibration and noise disrupt school	NOISE, VIBRATION
	Time of day/# of trains	TRAFFIC
	Quality of life and property values	PROPERTY VALUES,
	Fear this may be a foregone conclusion – need our elected officials to fight this	PROCESS
	Fear they will run out of money and short change mitigations	PROCESS
	Hennepin County has an agenda	PROCESS

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	Changes permanent? What if this doesn't work?	PROCESS
	Make Promises and Not Deliver	PROCESS
	Meeting American with Disabilities Act (ADA)	PROCESS
	Vibration effects on school buildings – will require increased taxes for upgrades and repairs.	VIBRATION
<u>Solutions:</u>	Involve the school	PROCESS
<u>Collaboration/</u>		
<u>Communication</u>		
	Check with superintendent's office to gather High School staff input	PROCESS
	Elected officials need to communicate	PROCESS
	Make the case more specific to impacts: property values, deaths, delays, fires, etc when advocating for Lenox	PROCESS
	PAC/PTO Involvement	PROCESS
	Engage the rest of the community around quality of life issues	PROCESS
	Send take-home information through schools and PTA to the community	PROCESS
	City and School district work together to have engineers evaluate current sound impact at various locations on the MN & S. (Look for possible volunteer sound engineer living in SLP)	PROCESS
	Form an alliance with a variety of groups: Bicyclists, SLP Business associations, Twin West Chamber, St. Louis Park Students/Student Council.	PROCESS
	Driver's Ed or Safety training part of the K-12 curriculum	SAFETY
	Safety arms/alerts at Library Lane	SAFETY
	Pedestrian crossing options	SAFETY
	Emergency Response Team Plan for derailments	SAFETY
	Sound wall	NOISE
	Speed limits	NOISE, SAFETY
	Pedestrian bridges at Dakota and Library Lane	SAFETY
	Pedestrian Bridges	SAFETY
	Welded Rail	SAFETY, NOISE
	Noise/Vibration mitigation for schools and homes on entire route	NOISE, VIBRATION
	Property value offsets	PROPERTY VALUES
	Containment wall	SAFETY
	Tunnel	SAFETY
	Research and Study	PROCESS
	Funding for bike/pedestrian counts on crossings	PROCESS
	Vibration Study on LRT at the U of M – similar situations	VIBRATION
	Derailment study	SAFETY
	Emergency Management – Hazmat Assessment	SAFETY
	Kenilworth keep it	LOCATION
	Keep traffic on Kenilworth	LOCATION

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	Move the bike path to the MN&S	LOCATION
	No relocation of freight rail	LOCATION
	Keep rail traffic on Kenilworth	LOCATION
	Move bike path to MN & S or Hwy 7	LOCATION
Questions:	Is this change permanent?	PROCESS
	What is the average number of autos in the high school parking lot?	TRAFFIC
	How will this change affect parking and traffic at football/soccer games?	TRAFFIC
	What's the vibration impact?	VIBRATION
	Can we collect data similar to the U of M and MPR vibration studies done for mitigation on the Central Corridor LRT?	VIBRATION
	How will vibration impact school, residence and business property foundations?	VIBRATION
	How does projected rail traffic compare to historic rail traffic - 1960 vs. 2010?	TRAFFIC
	What are the actual numbers for trains per day projected – minimum and maximum?	TRAFFIC
	What other communities have faced similar circumstances? What strategies did they find successful?	PROCESS
	What burden is being put on the city to make crossings safe and accessible?	SAFETY
	Will this mean the city or school will need to hire police to watch crossings?	SAFETY
<u>Attachment C- LNA Neighborhood Meeting November 2010: Proposed Position Statement</u>	<u>Lenox Neighborhood Proposed Neighborhood Position:</u> <i>We believe that the freight rail relocation will make such a profoundly negative impact upon our schools and local education, on property values, on local business, on local pedestrian and traffic safety, and on the neighborhood's quality of life that LNA is opposed to the proposed freight rail relocation. Consequently, LNA requires and expects to be involved in all aspects of the process until this issue is completely and finally resolved.</i>	-
<u>Commenter #5</u>	Due to evasive answers to questions and general lack of information from Kimley-Horn we have consulted Thomas E. Johnson, P.E. of Railroad and Metallurgical Engineering, Inc., George A. LaPray, CEO of AgRail Associates and General Manager of the MNN and St. Croix Valley Railroads as well as other railroad specialists.	-
	Concerns (These concerns are based on a fully loaded train of 50 to 100 cars):	-
	A one percent grade for trains traveling northeast is too steep and will cause the following problems:	-

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	<p>Locomotives will be exceedingly loud moving up the incline and the noise will continue until most if not all of the train is off the incline.</p> <ul style="list-style-type: none"> - Elmwood neighborhood will be affected by locomotive noise - PSI will be affected-due to its proximity to the tracks classroom activities may have to be suspended while locomotives pass. - The high School will be affected-Due to its proximity to the tracks classroom activities may have to be suspended while locomotives pass. - Sorenson Neighborhood will be affected by locomotive noise 	NOISE
	<p>Train speeds will be significantly slower than the posted 25mph. Estimates for speeds range from 8-12 mph.</p> <ul style="list-style-type: none"> - More than one crossing will be blocked at a time-these crossings could be blocked 10 minutes or longer, travel in the area will be hampered by the closed crossings. - Bus schedules will be negatively affected by the increased wait times - Businesses in the area will suffer an unfair burden due to excessive wait times at crossings. 	TRAFFIC, BUSINESS, ACCESSIBILITY
	<p>Trains traveling southwest will present the following noise and safety issues:</p> <ul style="list-style-type: none"> - Trains traveling southwest will be able to travel faster than the trains traveling northeast. However, they will not be able to travel 25mph due to the curves in the track. - Locomotive Engineers operating trains traveling 20 mph between Dakota Ave. and Library Lane will be unable to see an obstruction in the Library Lane intersection in time to stop. - Trains traveling fast through a series of curves are more likely to derail than trains traveling slowly through the same series of curves. A derailment study should be done to help determine the likelihood of derailments. - If the trains travel slowly to avoid derailment and obstructions, crossings will be blocked for extended periods of time. 	TRAFFIC, SAFETY, NOISE
	<p>There are the following concerns about Quiet Zones:</p> <ul style="list-style-type: none"> · They are less safe than non-quiet zones. · Locomotive engineers can ignore quiet zone if safety is in question. It is difficult to imagine a locomotive engineer adhering to the quiet zone policy near the high school when intersections are blind and children are near. 	SAFETY
	<p>Minimum mitigation needed for the MN&S:</p>	
	<p>Upgrades needed to do away with the inequalities between the MN&S and other rail corridors being studied:</p>	LOCATION
	<ul style="list-style-type: none"> · The number of crossings. No two crossings should be blocked at any one time. Therefore, grade crossings must be at least one mile apart. 	SAFETY, TRAFFIC, ACCESSIBILITY

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	<ul style="list-style-type: none"> Width of right-of-way and the proximity of homes to the right-of-way line. We believe, that given the proposed increase in rail traffic, we must have the same margin for safety currently enjoyed by the residents of SLP who live on the CP and the BNSF. There should be a right of way of at least 75 feet on either side of the railroad tracks. 	SAFETY AND ROW
	<ul style="list-style-type: none"> Property owners must be compensated for decrease in property values. An increase in freight traffic reduces property values of neighboring homes and business properties. Re-routing freight traffic will disproportionately depress property values along the MN&S route where structures are closer to the tracks than on alternative routes. 	PROPERTY VALUES
	Funding to pay for unrealized costs:	
	<ul style="list-style-type: none"> Health costs for exposure to diesel fumes. 	HEALTH CONCERNS
	<ul style="list-style-type: none"> When the trains do not travel at the posted 25 mph speed, residents and business owners need to be compensated for the opportunity costs for having to wait at crossings. 	TRAFFIC, BUSINESS
	Traditional mitigation:	
	<ul style="list-style-type: none"> Crossing arms that can't be driven around. 	SAFETY
	<ul style="list-style-type: none"> A bell not whistles at intersections. 	SAFETY
	<ul style="list-style-type: none"> Welded Rail 	SAFETY, NOISE
	<ul style="list-style-type: none"> Appropriate berms and landscaping along the MN&S to mitigate sound and to keep people safe. 	NOISE, VISUAL, SAFETY
	<ul style="list-style-type: none"> Removal of the track in the Bass Lake Yard so blocking and switching cannot occur. 	NOISE, SAFETY
	<ul style="list-style-type: none"> A pedestrian bridge over the BN to connect neighborhoods to the West End area. 	SAFETY
	<ul style="list-style-type: none"> Appropriate vibration mitigation for the homes. 	VIBRATION
	<ul style="list-style-type: none"> Yearly inspection and repair of homes damaged by vibration. 	VIBRATION
	<ul style="list-style-type: none"> Sound walls for the BNSF line east of Highway 100 to help off set added noise. 	NOISE
	<ul style="list-style-type: none"> The VOC issue must be investigated and a green light from the EPA, the Minnesota Department of Health and any other interested agencies must exist. 	HEALTH CONCERNS
	<ul style="list-style-type: none"> 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. Distance can be modified as appropriate 	VIBRATION
	<p>Conclusion: It is impossible to retrofit the MN&S to the same safety and livability standards as the current route used by the TCW Railroad. The MN&S route puts more children at risk than any other route. Since it is impossible to quantify the loss of a child's life, it must be concluded that the MN&S cannot be mitigated to a sufficient degree. Therefore, the preliminary draft documents for the MN&S reroute are unacceptable and the MN&S is unsuitable for an increase in freight traffic.</p>	SAFETY
Commenter #6	1.Track to be continuously welded track (CWR)	NOISE
	2. Establish No-whistle/Quiet Zones	NOISE
	3. Build noise walls as needed	NOISE

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	4. Expand railroad right-of-way to 75 feet each side of track by purchasing homes along the rail route to create a corridor as safe as the Kenilworth Corridor	SAFETY AND ROW
	5. Conduct derailment studies so railroad and city can train an appropriate disaster responses team.	SAFETY AND PROCESS
	6. Reduce train travel speed to less than 25mph proposed track design	SAFETY
	7. Upgrade crossing signals to gates/arms at Walker St, Lake St & Library Lane and Dakota Ave	SAFETY
	8. Add pedestrian crossing gate arms at grade crossings (Walker St)	SAFETY
	9. Add fencing along track alignment	SAFETY
	10. Create a grade separation between rail and pedestrian crossings at both Dakota Ave and Lake St / Library Lane ie.,(bridge or tunnel)	SAFETY
	11. Improve sight lines for pedestrian, motor and train operators ie., take down trees, move buildings	SAFETY
	12. Hennepin County will take responsibility for property damage costs resulting from increased vibration ie., crack in foundations and walls	VIBRATION
	13. Hennepin Country will pay for sound mitigation similar to what was done for houses on MSP flight paths (A/C, sound proof windows and insulation)	NOISE
	14. Landscaping as needed to match SLP	VISUAL
	15. Compensate homeowners close to the tracks for property value reduction due to increase train traffic	PROPERTY VALUES
	16. Sound proof the high school and other schools in vicinity	NOISE
	17. Dig an escape tunnel below the high school so students can get out during an emergency of a chemical spill or derailment	SAFETY AND ACCESSIBILITY
	18 Tunnel under HWY 7	TRAFFIC
	19 Replace trees and landscape	VISUAL
	20 Do an air quality study and continuously monitor to see levels remain the same.	HEALTH CONCERNS
	21 Do a 3 rd party study of emergency response time in areas where there is train travel and crossings	SAFETY
	22 Develop an escrow fund to cover expenses if there is a disaster	SAFETY AND COST
	23 Bridge or tunnel to avoid traffic problems in the area	TRAFFIC
<u>Commenter #7</u>	Incidentally, many of my neighbors (from Bronx) submitted their written mitigation requests at the December 16th meeting. Will you be publishing a list of these requests as well as take them into account as you compile all the requests from the separate neighborhoods? Please let me know if you need any clarification.	PROCESS -
	1. Buy up houses along the MN&S spur and pay for moving costs (as well as defray the cost of buying a similar home in SLP--or if necessary, out of SLP) to ensure a 75-foot right of way on either side of the track.	SAFETY, ROW IMPACTS
	2. Compensate homeowners within 200 feet of the tracks for their lost property value.	PROPERTY VALUES

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	3. Limit the grade crossings to five--seventeen is too many.	SAFETY, TRAFFIC
	4. Move the high school or propose (and fund) a design that precludes the school's property division. In addition, move the track at least 200 feet from the high school and Central Community Center/PSI altogether.	SAFETY, ROW IMPACTS
	5. Remove the curves in the track so there are no blind approaches in which the train driver cannot see the track ahead--especially a blind approach that will affect so many children, buses, pedestrians, and cars between the high school and Central Community Center.	SAFETY
	6. Conduct a derailment study so that residents, school personnel, and first responders know what this event will look like when it happens.	SAFETY AND PROCESS
	7. Provide training for emergency personnel for potential derailment and hazardous chemical leaks.	SAFETY
	8. Provide appropriate landscaping and sound barriers on the bought-up properties to shield homeowners (who are at least 75 feet away from the tracks) from vibration and noise.	VIBRATION, NOISE, VISUAL
	9. Set up a fund and procedure for homeowners whose homes are damaged by increased vibration.	VIBRATION
	10. Cancel any and all plans for a reroute when it becomes clear that the federal government will not fund the LRT. (I think what these folks really want is verification that the LRT will be funded before any more planning occurs on the reroute; can you verify this?)	PROCESS
Commenter #8	Statement:Lake Forest will be receiving increased rail traffic from the TC&W (all new TC&W movement) when it's trains leave the MN&S tracks and join the BNSF at the intersection of the MN&S and the BNSF.Currently it is proposed that a siding approximately 2 miles long will run adjacent to the current BNSF main. This will begin at the west proposed juncture of the MN&S and BNSF and continue east to the approximate current juncture of the Kenilworth tracks and the BNSF. (Details seem to indicate that a new BNSF main will be constructed to the north of the current main and the current main will become the siding – however that should make no difference.) This siding will be adjacent to the entire north side of the Lake Forest neighborhood.	-
	We are requesting the following - evaluation:	
	1. A study of the current noise levels of the existing BNSF traffic at homes adjacent to the BNSF tracks.	NOISE
	2. A study of the current vibration levels being experienced in homes adjacent to the tracks.	VIBRATION
	3. Documentation of current basements, foundations and walls of all homes adjacent to the tracks for comparison if damage claims are made in the future.	VIBRATION
	We are expecting the following mitigation actions:	
	1. Sound walls or earthen berms (either as appropriate) adjacent to the tracks for the entire length of the tracks adjacent to the Lake Forest neighborhood.	NOISE
	2. Measures to mitigate the origination of noise and vibration (such as new welded track, new ties and roadbed using newest technologies.)	NOISE, VIBRATION

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	3. Restrictions or operational rules as to the use of the siding by both TC&W and BNSF.	OPERATIONS
	4. Sound proofing added to the walls facing the tracks for all homes adjacent to the tracks.	NOISE
	5. Testing to be done to measure sound and vibration levels immediately after construction and at the end of the first years operation.	NOISE, VIBRATION
	6. An outlined reparation process to settle claims for structural damage incurred by vibration and a process to handle and eliminate noise and/or operating rules violations.	VIBRATION
	7. Establishment of a dedicated funding source to pay valid claims in a timely manner.	PROCESS
	8. Appropriate safety fencing adjacent to the new track/siding.	SAFETY
	9. Construction of an above grade crossing or a below grade tunnel (much as is proposed for the trail – new MN&S connector to the west) adjacent to highway 100, to connect the heavily used walkway/trail to the north of the current BNSF tracks with the current trail south of the track.	SAFETY
	Lake forest residents and the Lake Forest Association strongly support the other neighborhood associations and representatives with their requests for mitigation.	–
	We again request that the feasibility of use of the Kenilworth corridor be reviewed and the measurements be revisited regarding their basis in fact and consideration given to other operating standards for both trails in our communities and rail separations in other parts of the country.	LOCATION
<u>Commenter #9</u>	If this goes through, <u>I strongly request that any home closer than 50 ft. to the tracks be purchased by the county.</u> It is not only fair, right and reasonable to do this, it may very well save the lives of my family.	SAFETY AND ROW
<u>Commenter #10</u>	My largest concern with freight traffic is at the intersection of Lake Street and Library Lane. The tracks cross both streets at an angle. This is not only an access point for the neighborhood, but a regular route for school buses. I understand that upgrades were made at Excelsior Avenue near the Bass Lake Spur where there is a similar intersection. Could the mitigation plan include modifications to make this a controlled intersection with street lights? Could we do something to improve signage and safety of pedestrian crossings at this intersection?	SAFETY AND TRAFFIC

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Name of Commenter	Comment	Theme
<u>Commenter #11</u>	I have lived in St. Louis Park for around 40 years. In fact I live at [address withheld] Blackstone Avenue, right across the street from where the trains run. With the increase in the rail traffic through the residential area, I'm worried about the small children that live with the tracks in their backyard. There are no fences in their backyard to prevent these children from running out and being crushed by a train. Let's face it, trains are interesting to toddlers. A parent can tell their children to stay away but we all know kids, curiosity does at times get the best of them. Plus there is Peter Hobart School by the tracks. Kids could run out to see a train while out on recess or lunch. It's a bad situation for everyone. Please do not let this happen. If it does pass at least make the railroad company put up tall fences in the backyards of residential areas. Also, along the Dakota Park baseball/softball fields there is a train trestle that will need to be replaced due to the increase in traffic. It's just not realistic. There has got to be other options that are safer for our children.	SAFETY
<u>Commenter #12</u>	My name is [withheld] and I live on the odd side of the [address withheld] block of Blackstone Avenue South . (Approximately 80 feet from the tracks). I am not a "NIMBY" person – I believe that train tracks and people can co-exist. I am trying to be respectful of the "process", I am not able to make meetings in person but have been following them on cable t.v.I must admit that I am growing weary as this "process" is woefully, miserably, short of details. I keep hearing the consultant and the city saying "please be respectful and follow the process", but where are the details? I keep hearing the word "mitigation", but what does that mean and how will this mitigation be conducted?	PROCESS
	The MN and S railbed is terrible. The ties are old, the ballast is insufficient. The rail is not continuously welded, just held together by bolts. Crossings at Wayzata Boulevard , Cedar Lake Road, West 28 th and 29 th Streets lack adequate crossing protection. The list of "needs" (not to mention "wants") in this project is lengthy and I never hear about any details, I have yet to see a scale model, all I hear are empty promises and that pesky reminder to, "respect the process"	PROCESS
	Mitigation should be as follows: 1. Entirely new railbed for the MNS line, new ties, proper ballast, welded rails, rubber (or concrete) surfaces on the at-grade crossings, crossing signals with gates at <u>all</u> At-grade crossings.	SAFETY, NOISE
	2. NO closings of <i>any</i> crossings along the route. My freedom of movement as currently known should not be restricted by the railroads desire to make a profit.	TRAFFIC AND ACCESSIBILITY
	3. A no train whistle ordinance from 9 p.m. to 7 a.m.	NOISE
	4. Highway style wooden noise walls on <u>both</u> sides of train tracks from Wayzata Boulevard to the turn to head south and parallel highway seven.	NOISE
	Where are the details and where are the guarantees? I am tired of a lack of knowledge for the citizens. The citizenry needs more information. I desire a response.	PROCESS

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Name of Commenter	Comment	Theme
<u>Commenter #13</u>	Looking over the preliminary plans for the reroute, I have one main concern. It does not address any of the biggest mitigations brought up by the PMT.	
	Need for a wider right away	SAFETY AND ROW
	Train too close to the school	SAFETY AND ROW
	Kids crossing the tracks to get to the football field & McDonalds	SAFETY
	Too many curves in the route / limited visibility	SAFETY
	Too many at grade crossings	SAFETY
	As a matter of fact all these problems are magnified by the fact that the upgraded track would allow the trains to possibly go faster. The only real mitigation that I see being offered is upgraded track and crossings. Now I am not an engineer, and I do not know if there are any guidelines your team has to follow. But I don't see any reason not to draw some lines on a map. The attached power point shows a route that would address 4 of the 5 above concerns. While I doubt anyone would accept losing the football field. The track by the school could maybe be upgraded. And at least 4 more businesses would have to be moved. I feel that at least at a conceptual level it is important to see what sacrifices would have to be made to get what people are asking for. (SEE SEPARATE POWERPOINT FILE FOR PROPOSED REALIGNMENT)	-
<u>Commenter #14</u>	Unfortunate poor planning to schedule this meeting on a night when the City/School calendar (available at both websites) reflects three holiday concerts for the school district. Also scheduling meetings in the evenings precludes participation by many seniors who won't or can't drive in the evening. For both these reason, another open house should be scheduled to allow better participation and access. These issues just added more nails in the coffin of trust the county's behavior has created. <u>Think</u> before you act if you wish to build back any credibility. Also, looks like you also dropped the ball on planning for enough seating for this meeting presentation. Meeting planners know that you always have latecomers who will not disrupt a meeting by walking to the front where there may be a few open seats. You <u>always</u> need to <u>over provide</u> seating so those who come in later can also be seated instead of standing back and against side walls. Looks like you missed by at least <u>30</u> seats.	PROCESS
<u>Commenter #15</u>	The proposal to move existing freight rail traffic going east/west from the main line Kenilworth Corridor to the north/south MN & S spur line track is a dangerous one. It would mean a minimum increase of four times the present freight traffic on a spur line not designed for that increased volume – with longer trains that will move at faster speeds and with greater frequency through residential and commercial areas and past the high school and an elementary school. This would be unsafe and unsound.	SAFETY

COMMENTS ON MNS FREIGHT RAIL STUDY - BASELINE DESIGN CONCEPTS

Name of Commenter	Comment	Theme
	Existing freight traffic in the Kenilworth Corridor now runs through two at-grade crossings. The proposed plan to move it to the MN & S would result in 16 at-grade crossings.	SAFETY
	The MN & S line has two curved sections of track once it passes the high school on above grade track, which makes inevitable a train derailment and overturned cars.	SAFETY
	If this proposal to shift existing freight rail traffic from a wide, level corridor to a narrow, elevated line through neighborhoods and schools is pushed through, the line should be straightened and put below grade. Sound walls along both sides should partially mitigate increased noise from faster, longer and more numerous trains. Homes adjacent to the line should be bought and residents should be reimbursed for expenses of moving. Damages to remaining buildings should be paid for, such as foundation cracking and wall shifting.	SAFETY, NOISE, VIBRATION
	An emergency evacuation disaster plan created for derailment. Homes and buildings remaining on both sides of the line should be sound proofed and windows insulated as with MSP airport. This should be done at minimum of four blocks on either side of the rail line.	SAFETY, NOISE
	Reduced property values on both sides of the rail line due to the shift of increased rail freight traffic should be remediated.	PROPERTY VALUES
	Heavy freight rail traffic should remain in a corridor better designed for it. If the existing Kenilworth Corridor absolutely has to be made wider to accommodate both freight and light rail, property along the present freight corridor should be purchased as required. If that is not feasible, move freight rail traffic to the BNSF line earlier/farther to the west.	LOCATION
Commenter #16	When evaluating impact of freight rail to property values, also consider property value increases due to proximity to SW LRT.	PROPERTY VALUES
	What do train operators do today as part of the best practice to deal with the visibility issue at Library Lane/Walker? (we have trans there today, so?)	SAFETY
	What are the primary differences between FRA 1 and FRA Class 2 and what benefits does it give us?	PROCESS
	What are the dependencies for SWLRT to have successful implementation in St. Louis Park?	PROCESS
	What options are still on the table and what's off the table? Provide a compare/contrast grid.	PROCESS
	Have a joint session with the other studies to share info. Invite their residents too.	PROCESS
	Are tunnels (cars or trains) an option? Why or why not?	PROCESS
	Can we get info from communities that have upgraded to welded rails?	NOISE
	Does the RR have videos of welded rail vs. others?	NOISE
	Are there PMTs for the other studies? Is the process the same?	PROCESS
	How does funding affect the timeline? How long does it usually take before you know you have the full grant?	PROCESS
	Next meeting/future meetings – Q & A – makes sure railroad people are there. What's their preference? Concerns? List of "absolutely nots."	PROCESS

COMMENTS ON MNS FREIGHT RAIL STUDY - BASELINE DESIGN CONCEPTS

Name of Commenter	Comment	Theme
<u>Commenter #17</u>	What is AREMA standard for minimum track center separation? If not standard, then absolute minimum?	SAFETY
	Re: BNSF Siding – 10,000 ?? mitigation.	SAFETY
	Concerns: 1. Safety, 2. Vibration, 3. Noise	
	Requests:	
	1. Safety-crossing at tracks adjacent to Highway 100. Either tunnel or bridge for peds at No. side of Now 2 tracks.	SAFETY
	2. Vibration – welded rail both main and siding – cushioned ties and tie plates to reduce vibration	VIBRATION
	3. Noise – sound walls and ??? both sides of double track.	NOISE
<u>Commenter #18</u>	Concern about safety and school crossings	SAFETY
	Concern about train and traffic vibrations on structural integrity	VIBRATION
	Compare and contrast alternative locations. Why we are better vs. other – Chaska/Glencoe	LOCATION
	How will this impact SLP/Lenox communities economically	BUSINESS, PROPERTY VALUES
	Property taxes up with light rail?	PROPERTY VALUES
	How will the rail/road construction effect us?	COMMUNITY
<u>Commenter #19</u>	Will need to increase lights on Minnetonka Boulevard because there will be a lot more traffic on it when people can't get around the neighborhood due to the increase in freight traffic.	TRAFFIC
	Something needs to be done to separate the tracks further from people's homes – more distance plus noise barriers.	SAFETY, NOISE
<u>Commenter #20</u>	(Kenilworth Co-Location Study) Encourage finding a way to add to the 62' easement – sounds like it may be possible to take some of the construction easement. Really compare.	LOCATION AND PROCESS
	(Evaluation of TCWR Routing Alternatives) Really compare using all factors – cost of upgrades, impact on homes and businesses, auto traffic, safety, grade crossings between SLP proposed and Kenilworth routes. Good to hear you are making specifications now – compare apples to apples – that includes cost of buying	PROCESS, LOCATION, COST
<u>Commenter #21</u>	(Kenilworth CO-Location Study) I believe that the study was not done in a fair way. We know that freight rail and LRT can be co-located on the Kennilworth Corridor.	LOCATION
	(Evaluation of TCWR Routing Alternatives) Keep freight rail on the Kennilworth Corridor.	LOCATION
<u>Commenter #22</u>	1. Please keep the freight where it is. It is safer and cheaper for tax payers.	LOCATION

COMMENTS ON MNS FREIGHT RAIL STUDY - BASELINE DESIGN CONCEPTS

Name of Commenter	Comment	Theme
	2. What is your decision criteria for deciding where freight, LRT and bike path will go. Will it be apple to apples comparison?	PROCESS
	3. There is concern that Kenwood area has more clout and therefore is getting preferential treatment. Please comment.	LOCATION
	Can the RR take a longer, safer route around the city and ???tax per \$ to subsidize vs. mitigation expenses?	LOCATION
Commenter #23	First, I am highly concerned about the safety with the much-increased freight trains running through St. Louis Park. There are people living within 50-some feet of the tracks, muss less the high school. Derailments will cause injuries, if not, deaths.	SAFETY
	Second, it is ridiculous to have 16 at grade crossings (and much increased accidents with the much-increased number of trains) when there are many fewer ones using the Kenilworth route.	SAFETY, TRAFFIC
	Third, several consultants have said that the LRT trains <i>and</i> freight trains could fit in the Kenilworth Corridor, with many fewer housing units removed than through St. Louis Park.	LOCATION
	If the reroute goes through, then <u>mitigation</u> must take place.	PROCESS
	v At least the first row of adjacent houses needs to be bought out and those people’s moving expenses covered.	ROW IMPACTS
	v An emergency plan for handling various derailments must be created and all recommended sensory equipment, alarms, and emergency equipment supplied to rescue personnel and to nearby residents (for example, I live 3 blocks to the east of the tracks. If anhydrous ammonia spills, the typical westerly winds will carry that deadly gas to my house. Homeowners should be given gas masks.)	SAFETY
	v Noise: a sound wall may help, but they also deflect the sounds farther away. A below-grade track is better for sound abatement and overall crossing safety.	NOISE
	v Homeowners’ housing insurance may rise (due to possible damage from vibrations and from derailments.) These increased should be covered by the county. Furthermore, property values may very well decrease (even blocks away) due to increased noise, traffic, hassles, traffic delays at crossings, etc.	PROPERTY VALUES
Commenter #24	Reasons against new Freight Line through Brookside Neighborhood	-
	The state and county just spent several million dollars to control noise in the neighborhood. Why would we now defeat that effort by running freight trains through this tranquil neighborhood?	NOISE

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Name of Commenter	Comment	Theme
	The county already destroyed the traffic flow on Excelsior Boulevard by installing center road islands. In the past the Ambulances Meadowbrook Hospital could drive down the center turning lanes when traffic was heavy. This resulted in time saving trips to and from HWY 100. The islands have eliminated this as a life saving option. A freight train blocking Excelsior Boulevard could stop the access to and from the Hospital for maybe up to 20 minutes to a half hour. Why would we want to subject the citizens in this neighborhood to the danger of toxic freight derailling in our neighborhood?	TRAFFIC
	Who is going to lose their homes, I suspect Eminent Domain will be used. This raises a whole other problem.	ROW IMPACTS
<u>Commenter #25</u>	If TC&W rail freight is to be re-routed to the MN&S tracks in St Louis Park, then additional mitigation, beyond what was proposed in the original draft by consultants Kimley-Horn, needs to be done to the entire new route the TC&W will take through St. Louis Park (current TC&W on CP; MN&S from Highway 7 to BNSF; BNSF from new juncture with MN&S to Cedar Lake Parkway). The mitigation required may vary depending upon the impact to each neighborhood and business.	ROW IMPACTS
	I support the requests for mitigation as proposed by Neighborhood Associations and their representatives along with proposals by the St. Louis Park business community. All requests should be estimated and the total cost then compared to the cost of keeping freight rail in the current location in the Kenilworth corridor.	LOCATION, COST
	As the Planning Commission representative on the PMT, I am requesting the following mitigations be considered:	
	· 75 foot right of way (x 2 – 75 feet on each side of track) along the MN&S.	SAFETY AND ROW
	· Purchase of residents homes that fall in this 75 foot right of way, that would include funds on both the buy and sell side to relocate those families to other homes within St Louis Park.	ROW IMPACTS
	· Compensation for building owners/businesses displaced that would include covering relocation expenses to other appropriate areas in St. Louis Park.	BUSINESS, ROW IMPACTS
	· Installation of a system of crossing arms (quad gates) at all grade crossings Placement of fencing to eliminate/reduce the ability of individuals to access the tracks between established track crossing locations.	SAFETY
	· Removal of the track in the Bass Lake Yard (often referred to as Skunk Hollow) so blocking and switching cannot occur.	SAFETY, NOISE
	· Pedestrian bridge over the BNSF tracks to connect neighborhoods to the West End area (likely east of the MN&S and perhaps adjacent to highway 100.	SAFETY AND ACCESSIBILITY
	· Sound walls adjacent to the tracks for the entire length of the MN&S.	NOISE
	· Barriers sufficient to prevent a derailed train from impacting schools, homes and businesses.	SAFETY

COMMENTS ON MNS FREIGHT RAIL STUDY - BASELINE DESIGN CONCEPTS

Name of Commenter	Comment	Theme
	<ul style="list-style-type: none"> Measures to mitigate the origination of noise and vibration such as new welded track, new ties and roadbed using newest technologies. 	NOISE, VIBRATION
	<ul style="list-style-type: none"> Sound proofing added to the walls facing the tracks for all homes adjacent (one wall facing the tracks) to the tracks. 	NOISE
	<ul style="list-style-type: none"> Testing to be done to measure sound and vibration levels prior to construction, after construction, and at the end of the first year of operation. 	NOISE, VIBRATION
	<ul style="list-style-type: none"> A defined process to settle claims for structural damage incurred by vibration and to handle and eliminate noise and/or operating rules violations. 	VIBRATION AND PROCESS
	<ul style="list-style-type: none"> Establishment of a dedicated funding source to pay valid claims in a timely manner. 	VIBRATION AND PROCESS
	<ul style="list-style-type: none"> Construction of an above grade crossing or a below grade tunnel adjacent to highway 100, to connect the heavily used walkway/trail to the north of the current BNSF tracks with the current trail south of the track. Sound walls should be included to off-set added noise. 	SAFETY
	<ul style="list-style-type: none"> Rules for the railroad that will not allow the storage of hazardous chemicals on side tracks in St. Louis Park. 	SAFETY
<u>Commenter # 26</u>	I own 2 commercial buildings at 64XX & 64XX West Lake 25 feet from the tracks.	
	1) I would like notice of PMT meetings	PROCESS
	2) I would like to get on email distribution list	PROCESS
	3) I would volunteer my building for vibration studies at <u>any</u> point	VIBRATION, PROCESS
	4) Why is there no business representation on the PMT?	PROCESS
<u>Commenter #27</u>	Keep the trains in the Kennelworth corridor! It is possible to have both the light rail & the trains and reroute the bike trail is the pinch point. If necessary, purchase additional land needed which I believe is park board & condos. I believe that will still be significantly <u>less</u> costly and will <u>not</u> involve serious injury or loss of life, the other option will. You can't put a price on that! This is better than sacrificing our children's safety, their education and our quality of life. Its a small community with 16 at grade crossing vs. 2 in <u>Kennelworth!!</u>	LOCATION
	This is not fair to our children keep it where it belongs!	SAFETY
	What is the cost difference? Between rerouting bike trail or Kennelworth as pinch point & purchasing additional needed land vs rerouting to MNs including mitigation?	COST
	"Children are first in St. Louis Park" & "St Louis Park is one of top 100 communities to live" Don't change or ruin that!	SAFETY

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Name of Commenter	Comment	Theme
	As a parent I am very concerned about safety! I believe if the freight is rerouted, there will be injuries and/or deaths due to children attempting to "beat the train" or "jump it" I am concerned about trains derailments that do occur as we have had 3 local derailments that I am aware of this year! I have also heard from H.S. Students that the noise of trains is already disruptive to their classes and learning! I think it makes most sense to keep the trains in the Kennelworth along with lightrail & rerouting the bike trails is the narrow area it will be much less costly to change the bike trail & if necessary purchase additional parkboard lands or condos. It will not affect safety of our children or their education.	SAFETY
	Who pays?	PROCESS
<u>Commenter #28</u>	I am strongly opposed to any consideration of running this line through SLP. The safety of our residents, students and quality of life which would be greatly compromised. The least impact would be through the kenilworth area	SAFETY, COMMUNITY, LOCATION
<u>Commenter #29</u>	Can the new track alignment stay on existing railroad right of way west of Louisiana Ave?	ROW IMPACTS/DESIGN ELEMENT
	What is the impact to the new wyes on the LRT station at Louisiana Ave?	ROW IMPACTS AND PROCESS
	How are the city streets going to operates southwest of the existing tracks?	TRAFFIC
	Is the proposed profiles acceptable to the TC&W RR?	PROCESS
	Has there been any discussion with the the rail shipper west of Louisiana Ave?	PROCESS
	What improvements will be made to 28th and 29th to improve the roadway approaches?	TRAFFIC
	What procedure will be used to reconstruct the MN&S bridge over Hwy 7?	DESIGN ELEMENT/COST
	How was pedestrian access addressed along the entire route?	SAFETY AND ACCESSIBILITY
	Is there any historic properties that will be taken?	ROW, CULTURAL RESOURCES
	What permits will be needed to be obtained to allow construction?	PROCESS
	Is there surplus right of way after all the work is done?	ROW IMPACTS
	A list of potential funding sources?	PROCESS
<u>General Comments from Open House Discussion (informal)</u>	What does TCW want? Which alternative do they prefer?	PROCESS
	Construct a tunnel by the high school even if it means crossing TH 7 at grade	SAFETY
	Will there be any mitigation for the businesses by the high school? Compensate them for business loss?	BUSINESS
	Mitigation need to include buying houses.	ROW IMPACTS

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Name of Commenter	Comment	Theme
	Can a noise wall be put up by Brunswick? The trees were cut down by Qwest and now there is no visual barrier to the trains.	NOISE, VISUAL
	Pedestrian issues are being downplayed away from the school. Visitors noted schoolchildren regularly crossing Hwy. 7 by walking across the railroad bridge, for lack of a better option. Also foot-path crossings of the BNSF east of the Iron Triangle that are the only option, lacking sidewalks on the local major highway bridges, and no other crossings between neighborhoods and parks/playgrounds north and south of the tracks. Other planned road 'improvements' to Library Lane will worsen the situation.	SAFETY, ACCESSIBILITY
	Other school issues, including safety and noise & vibration, should be considered at PSI, one block to the east of the high school.	SAFETY, NOISE, VIBRATION
	The business offices lying directly beneath the new embankment for the south leg of the interchange will be displaced, but owners, because this is central to their three-facility metro-wide business, want help to stay in St. Louis Park. They don't see that as an option in the current commercial market, and want help on this as well as fair compensation.	ROW AND BUSINESS IMPACTS
	Why can't the tracks be dropped into a trench for a limited distance?	
	When will the comparisons of Kenilworth and St. Louis Park be presented using the same criteria and in a totally public arena, preferably before any decision is made?	PROCESS
	If there is no option to buy out 200 houses along the track, what about still dealing with the half-dozen or so that are still dangerously close to the actual track alignment (35-50 feet)?	SAFETY AND ROW
	Will excellent or best possible mitigation at grade crossings, with more trains operating, back up traffic onto Hwy. 7 and other high-volume streets and present a traffic hazard?	TRAFFIC
	Purchase our home – plus buy us a home – pay for move.	ROW IMPACTS
	Noise – Railroad is elevated 8 feet above our alley.	NOISE
	Please move the new section of high school – nearest the track.	SAFETY AND ROW
	Mitigation Request. Buy all the house on either side of the tracks to create safer zone for rail traffic.	SAFETY AND ROW
	Mitigation Request. Sound wall barriers along entire length through residential neighborhoods. Demolish part of SLP High School so close to the tracks and rebuild that part of HS on a different ??	NOISE, SAFETY
	Prepare a derailment study and impact it could have on this neighborhood.	SAFETY AND PROCESS
	Mitigation Requests. 200 feet right away on 27 th and Brunswick or reimburse owners for property destruction	SAFETY, ROW IMPACTS
	Move the high school	SAFETY AND ROW
	Choose the Kenilworth route	LOCATION AND PROCESS
	Construct a tunnel through the Blackstone-Brunswick corridor	SAFETY
	Straighten the track line at the high school and Library Lane to eliminate the blind spots.	SAFETY

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Name of Commenter	Comment	Theme
	Buy all houses on Blackstone and Brunswick and pay all moving costs of residents	ROW IMPACTS
	Install a vibration proof rail bed	VIBRATION
	Move high school and pay for new property and building	SAFETY
	Have 28 th Street in a tunnel under the track line.	SAFETY
	Install vibration proof rail bed	VIBRATION
	Move SLP high school to a safe location unaffected by this route	SAFETY
	I want county to buy my property including all expenses in getting new house.	ROW IMPACTS