

**Menshek, Peggy Y**

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**From:** Maria Meade <mariaitis@yahoo.com>  
**Sent:** Wednesday, September 09, 2015 12:48 PM  
**To:** Council Comment  
**Subject:** SDEIS summary for City Council final.pdf  
**Attachments:** SDEIS summary for City Council final.pdf

Please deny municipal consent to this route. I am not an expert, so I am sending this letter to show my concern based on its contents. I trust the people who have done this research more than I trust the Met Council.

Regards,

Maria Meade

[Sent from Yahoo Mail on Android](#)

## Menshek, Peggy Y

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**From:** Yang, Blong  
**Sent:** Tuesday, September 15, 2015 10:31 AM  
**To:** Council Comment  
**Subject:** FW: vote NO on SWLRT

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**From:** Sally Rouse [<mailto:salgal1@mac.com>]  
**Sent:** Monday, September 14, 2015 4:51 PM  
**To:** Council Members  
**Subject:** vote NO on SWLRT

Hello City Council Members,

I have written to each of you and am writing one last time before the hearings to ask that you please deny consent to the SWLRT project.

You may feel pressured, that this thing is going to happen no matter how you vote. Maybe that's true. But what is a fact is that the 1.5 miles through the canal and Chain of Lakes (our city's famed landmark) will be endangered, according to the engineers who commented on the DEIS and SDEIS.

It's a mess, and you know it. And I know you are trying to make the best of things.

A vote "no" is a vote of caution, a vote of wisdom and your legacy to a better LRT.

I hope you are brave and caring and smart enough to change your vote to "no" and provide a safer LRT to us.

Kindly,  
Sally Rouse

Sally Rouse  
Dancer, Choreographer, Curator, Writer, Advocate  
612.306-8121  
[sallyrousse@gmail.com](mailto:sallyrousse@gmail.com)

## **Menshek, Peggy Y**

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**From:** Yang, Blong  
**Sent:** Tuesday, September 15, 2015 10:33 AM  
**To:** Council Comment  
**Subject:** FW: concerns about SWLRT

**From:** Tom Glaser [mailto:tomglaser@aol.com]  
**Sent:** Friday, September 11, 2015 4:47 PM  
**To:** Council Members  
**Subject:** concerns about SWLRT

**GREETINGS MINNEAPOLIS CITY COUNCIL MEMBERS,**

**I HAVE GRAVE CONCERNS ABOUT THE PROPOSED SOUTHWEST LIGHT RAIL TRANSIT. HAVE YOU SEEN THE FOLLOWING INFORMATION?**

### **PUBLIC SAFETY-SWLRT INTRODUCES SERIOUS PUBLIC SAFETY RISKS**

- Freight trains carrying millions of gallons of explosive ethanol would run some 15 feet away from sparking LRT electric wires-through a residential and recreational area, and under Target Center.
- Derailment by either freight or LRT (we have seen both in the Metro areas in recent years) could be catastrophic, possibly worse than the Lac Mégantic disaster. Public safety is the first responsibility of the City; the City should do everything possible to avoid exposure to a risk of this magnitude.
- During construction, heavy equipment, complex construction activities, and ethanol trains would all be squeezed into a 59-foot-wide "pinch point" - only 2 feet away from the Calhoun Isles Condominium, and mere feet away from other residences. In such a narrow passage, would the notoriously unpredictable, water-laden lakes-area soil hold between the freight trains, the buildings, and the trench built to construct the tunnel? **TC&W officials have expressed concern** about these issues. So should the City.
- **Minneapolis Fire Chief & first responders concerns-** First-responder access to the neighborhood would be blocked during construction and diminished after construction. The City Council should seek advice from its police and fire departments.
- In the event of a freight-related accident, explosion, or fire in the corridor, the railroad may have insufficient insurance to cover its liabilities. Other jurisdictions have seen railroads declare bankruptcy, leaving public entities to pay for damages to people and property.
- The TC&W considers their emergency preparedness concerns so significant that they will only address them in documents they want kept secret, citing national security.

**E NVIRONMENTAL DAMAGE -** The fact that the Minneapolis Park and Recreation Board publicly capitulated to political threats does not change the validity of its objections to the project. It recommended against co-locating freight and LRT in the Kenilworth Corridor because it would be detrimental to the environment and would not adequately preserve or protect quality of life.

**The findings of the 2012 DEIS still stand:** It recommended against co-locating freight and LRT in the Kenilworth Corridor because it would be detrimental to the environment and would not adequately preserve or protect quality of life.

- We still don't know if the SWLRT will have a detrimental effect on the City's waters.
- We still don't know if building the proposed tunnel between Cedar Lake and Lake of the Isles is preferable to running the LRT at-grade. We know that other construction projects have had major consequences for local springs, groundwater, and watersheds. The SDEIS provides very limited information on the hydrology of the project, a critical concern to Minneapolis.
- Construction will disturb contaminated soil that could leech into groundwater at the site of the former Kenilworth railroad yard. The Southwest Project Office admits the amount of contamination in Kenilworth is currently unknown.
- Clear-cutting of what may be Minneapolis' largest urban forest would wreak an environmental disaster approaching that done by the 2013 summer equinox storm, which downed some 3,000 trees: destruction of 75 percent of 44 acres of vegetation, 1,960 trees 6 inches DBH (diameter at breast-height), and 480 trees over 12 inches DBH. Unlike remediation of the storm damage, however, there is no plan to restore anything like the original condition. We don't know the environmental effect of this destruction. The Met Council claims it would be "improving" this natural landscape with concrete station slabs and LRT catenary wires. This is patently absurd.

#### **EFFECT ON RESIDENTS**

- The SDEIS grossly minimized potential impact of SWLRT vibration from construction and operations. For example: based on recent experience, it is reasonable to assume that SWLRT through Kenilworth Corridor will likely damage area residences - condos, rental units, and houses. Pile-driving construction methods used this past spring on the former Tryg's site - very near the proposed LRT tunnel location - had to be halted because vibrations caused catastrophic damage to adjacent buildings. This method had been proposed for the LRT tunnel - to be built within two feet of the historic grain elevator (Calhoun Isles) condos - but other (more expensive) approaches are now being considered. It is simply not clear whether a tunnel can be built in this location with the methods and budget currently proposed.
- The SDEIS is silent on how to prevent or remediate damage to the hundreds of apartments, condominiums and homes that could be damaged by construction and operation of the LRT.
- The Met Council's SDEIS grossly underestimates the impact of noise and vibration on the thousands of people living in the neighborhood's condos, apartments, and houses. It fails to measure impact on locations that would be most affected by the project

#### **CONCENTRATION OF POVERTY- NOT AN EQUITY TRAIN**

The proposed SWLRT route would, at best, provide only marginal service to high-density and high-poverty areas in Minneapolis, and would effectively cement an architecture of concentrated poverty into the City and the Metro area for generations to come. This critical concern would be sacrificed to the supposed preference of suburban commuters who prefer train to bus transit.

- The Met Council uses outdated (2010) numbers to project ridership, data that doesn't reflect the substantially increased population that would be served by alternative routes - for example, through Uptown.

- SWLRT is projected to serve very few North Side residents, where many lower-income people reside. The Met Council's most recent projection of total average weekday ridership at Penn, Van White, and Royalston is 22 percent *lower* than originally forecast, down from 1,513 to 1,181 - and not until the year 2030. Note that if the number represented *riders* instead of trips, the total would be cut approximately in half.

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## HIDDEN COSTS

The SDEIS fails to acknowledge the tens of millions of dollars in additional costs associated with numerous design and construction, safety and environmental remedies that the Met Council will be required to implement, including:

- Removing and rebuilding a major Met Council sewer project that was completed just months ago,
- More costly pile-driving methods for tunnel construction,
- Sound and vibration remediation of hundreds of residences,
- Massive soil remediation of the former railroad yard,
- Potential liability after an accident,
- The loss of an estimated \$4 million property tax revenue to the City every year into the future, based on the modest projection of a 5 percent decrease in value of homes and apartment buildings negatively affected by noise, vibration, aesthetic and safety impacts.

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Tom

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Tom Glaser

ACTING: [www.tomglaser.info](http://www.tomglaser.info)

PSYCHOLOGY: [www.tomglaserlp.com](http://www.tomglaserlp.com)

RADIO: [www.tomglaserlp.com/news/new-living-happiness-radio-hour](http://www.tomglaserlp.com/news/new-living-happiness-radio-hour)

## **Menshek, Peggy Y**

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**From:** Lisa Nankivil <lisanankivil@msn.com>  
**Sent:** Tuesday, September 15, 2015 12:29 PM  
**To:** Council Comment  
**Subject:** No to municipal consent.

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Many of my friends, family, and coworkers use the bike trails to commute to work downtown from various parts of the Metro area. We agree that the Kenilworth corridor is too precious a resource to lose to this poorly conceived light rail project. We DO support light rail, as well as biking and walking or car sharing.  
But NOT THIS SWLRT PLAN. PLEASE VOTE NO!

Thank you,

Lisa Nankivil

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Bob Brockway  
3145 Dean Ct #904  
[rmbrockway@comcast.net](mailto:rmbrockway@comcast.net)

My name is Bob Brockway and I as well as Paul and John before, represent the 142 families living in the Calhoun Isles condo complex.

With the wall of the LRT tunnel being within 5 feet of the foundation of our high rise and less than 35 feet from town homes, I have grave concerns about the following:

1. Temporary living may be necessary for some families during the local construction.
2. If there were damage to our buildings during construction, how are we compensated.
3. If, once in operation and our livability adversely affected, how are we compensated.

In the past the Met Council has shown no sympathy for city residents who have incurred damage due to their projects. Therefore I feel that, if the city gives municipal consent to the SWLRT project, the city must stipulate, in writing, that the above three compensations will be provided without the need of legal assistance and that ample funds be budgeted for such anticipated problems.

Compensation:

Provide funds for temporary living when necessary.

Any damage done during construction be fully repaired.

Any reduction in home market values be compared to values as of 9-15-2015.

The city should do everything in its power protect its citizens.

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Good Morning

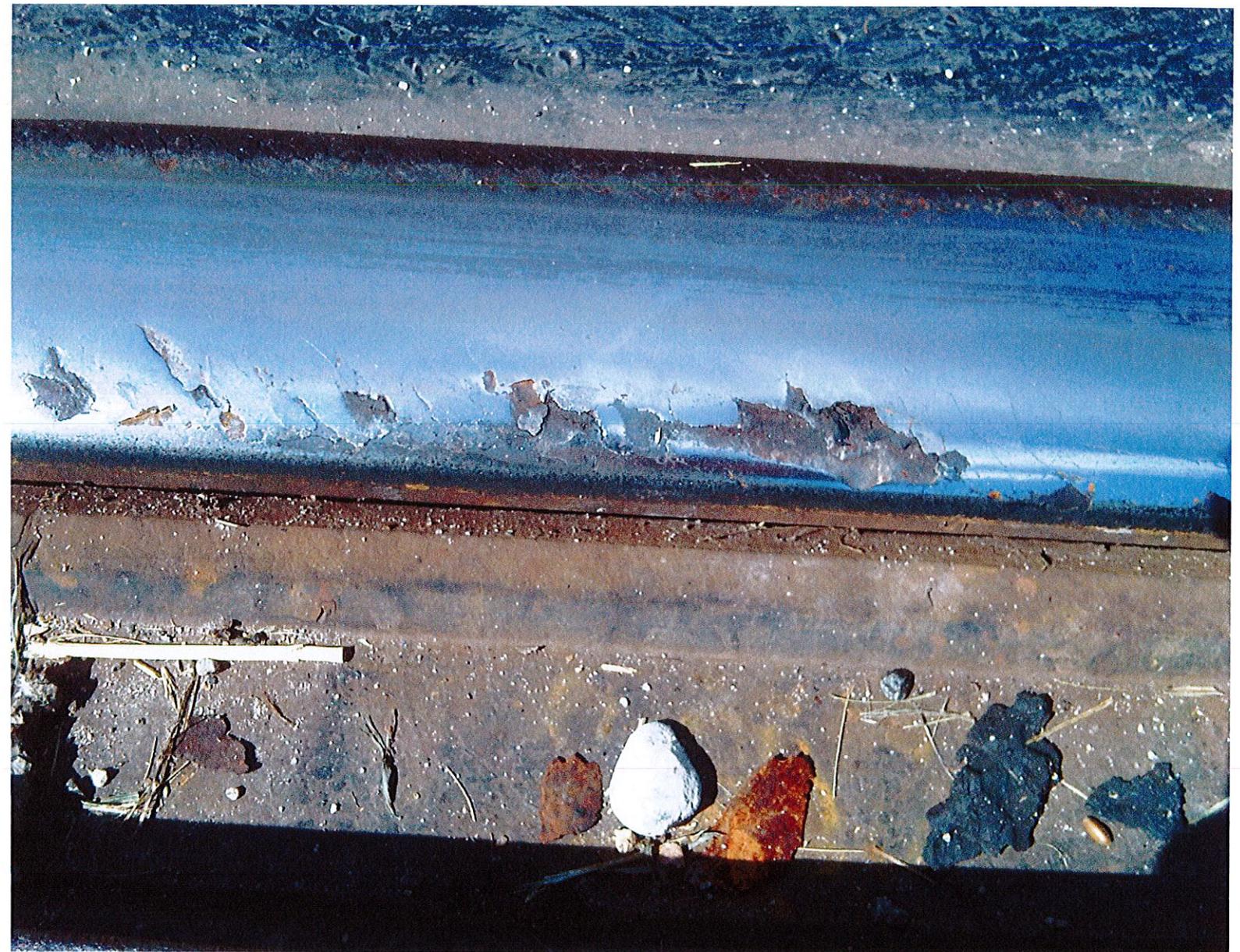
**Municipal consent for SWLRT by Minneapolis City Council September 15<sup>th</sup> 2015**

I am John Shorrock and I live at Calhoun Isles the PINCH POINT for the SWLRT. Before the city gives any consent for the SWLRT I would like to ask that the city council states in writing what it will do to mitigate the following SAFETY ISSUES we face at Calhoun Isles which affect the lives and livelihoods of the people who live there.

- (1) Oil and gas cars weigh around 130 tons each and a train of 50 cars weighs 6,500 tons of explosive materials. As well as moving, Trains stand in the corridor for hours waiting for a signal. This is a hazard waiting to happen as during construction and after the cars could (a) collapse the tunnel (b) The leaking gas cloud from the cars could be exploded by the sparks from the LRT overhead high tension wires.

9-14-15

Condition of rail in the  
Kunitwath Couder 9-14-15



## Menshek, Peggy Y

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**From:** John Shorrock <shorrock@visi.com>  
**Sent:** Tuesday, September 15, 2015 4:46 PM  
**To:** Council Comment  
**Cc:** 'Bob Brockway'  
**Subject:** FW: SWLRT Transport Council Consent 15th Sept

This is a resend

**From:** John Shorrock [<mailto:shorrock@visi.com>]  
**Sent:** Tuesday, September 15, 2015 4:10 PM  
**To:** 'councilcomment@minneapolismn.gov' <[councilcomment@minneapolismn.gov](mailto:councilcomment@minneapolismn.gov)>  
**Subject:** SWLRT Transport Council Consent 15th Sept

I vote no to this consent. I attach the reasons why below. This project is a waste of tax payer \$ when a rapid bus can do the same for 10% of the cost.

### **Municipal consent for SWLRT by Minneapolis City Council September 15<sup>th</sup> 2015**

I am John Shorrock and I live at Calhoun Isles the PINCH POINT for the SWLRT. Before the city gives any consent for the SWLRT I would like to ask that the city council states in writing what it will do to mitigate the following SAFETY ISSUES we face at Calhoun Isles which affect the lives and livelihoods of the people who live there.

- (1) Oil and gas cars weigh around 130 tons each and a train of 50 cars weighs 6,500 tons of explosive materials. As well as moving, Trains stand in the corridor for hours waiting for a signal. This is a hazard waiting to happen as during construction and after the cars could (a) collapse the tunnel (b) The leaking gas cloud from the cars could be exploded by the sparks from the LRT overhead high tension wires.

John Shorrock

## Menshek, Peggy Y

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**From:** Louise Delagran <delag002@umn.edu>  
**Sent:** Tuesday, September 15, 2015 4:12 PM  
**To:** Council Comment  
**Cc:** Dave S  
**Subject:** My comment on the SWLRT plan

As someone who lives a block from the current freight rail tracks, I am concerned about the co-location of freight carrying large volumes of flammable material and LRT rail with electrical wires and sparks and frankly appalled that our elected officials are not doing more to protect citizens from these potentially disastrous risks. Are the plans for these colocated tracks following federal guidelines on the amount of clearance needed on either side, and if not, why not?

I continue to be unconvinced that this plan serves the citizens of Minneapolis. The ridership numbers for the Minneapolis stops have been reduced, indicating to my cynical mind a self-serving inflation of these numbers by the developers who stand to gain by the construction of this line and housing around it. Moreover the line does not address the transit inequities in Minneapolis. For the amount of money spent on this line, Minneapolis could greatly improve bus service and shelters in North Minneapolis in a way that would make a real impact there.

A final point concerns the destruction of the beautiful park and woodlands in the Kenilworth section of the line, one of the jewels of the park system. The SWLRT project plans to remove a significant amount of vegetation along the edge of Cedar Lake Park, as well as trees, plants, and restored prairie currently along the bicycle and pedestrian trails. The claim that removing trees and replacing them with overhead power lines would create a positive visual experience for trail users (“open up the view, making it more expansive”) is absurd and indicates that the planners have not listened AT ALL to the neighborhood or the city council's desires.

**I ask you as my city council, to seriously consider whether this project serves Minneapolis in any meaningful way and also if there are adequate measures in place to protect the citizens. If you decide to vote for this project, please demand robust and meaningful mitigation measures for incorporation into the project--with a specific, locked-in budget that cannot be taken away or used for other purpose.**

Louise Delagran  
2456 W 24 St.  
Mpls

## Menshek, Peggy Y

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**From:** Yang, Ger  
**Sent:** Wednesday, September 23, 2015 10:45 AM  
**To:** Council Comment  
**Subject:** FW: Ward 5 Contact Form

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**From:** [no-reply@minneapolismn.gov](mailto:no-reply@minneapolismn.gov) [<mailto:no-reply@minneapolismn.gov>]  
**Sent:** Tuesday, September 22, 2015 6:57 PM  
**To:** Broom, Sean; Yang, Ger; Yang, Blong  
**Subject:** Ward 5 Contact Form

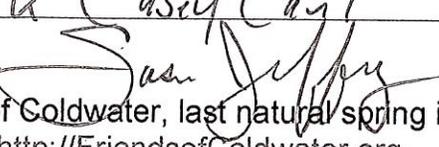
## City of Minneapolis

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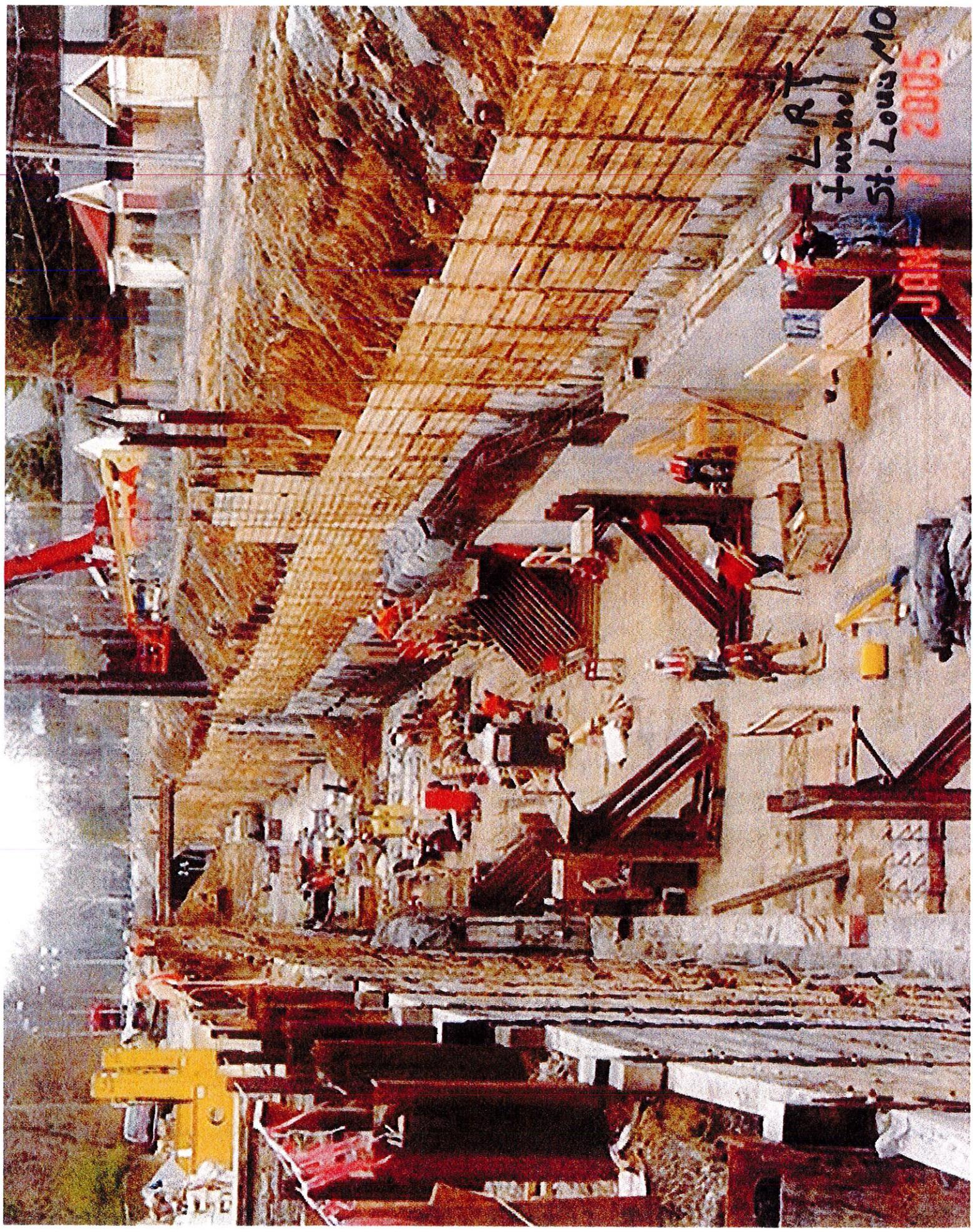
Name *	Tom Hatton
Email *	<a href="mailto:1sttomhatton@gmail.com">1sttomhatton@gmail.com</a>
Phone	(612) 240-8574
Phone Type	Cell
Address	2301 Oak Park Ave N
City	Minneapolis
State	MN
Zip	55411
Question/Comment *	Minneapolis is losing too much to the SWLRT. Property values drop. Parking revenues slow. Worst of all our park land is destroyed! In 5 years the Legacy tax has collected 1 Billion dollars. That tax continues thru 2034. Stand behind the Legacy amendment now and your political future could go far! Preserve our dwindling natural spaces as a legacy for our children. Don't let the unelected greed driven Met Council permanently handicap our great city!

This is an email generated from the City of Minneapolis website. \* Required fields are indicated with an asterisk.

City Clerk Casey Cayl

From: Susu Jeffrey   
Founder, Friends of Coldwater, last natural spring in  
Hennepin County <http://FriendsOfColdwater.org>  
Minneapolis resident since 1982  
612-396-6966

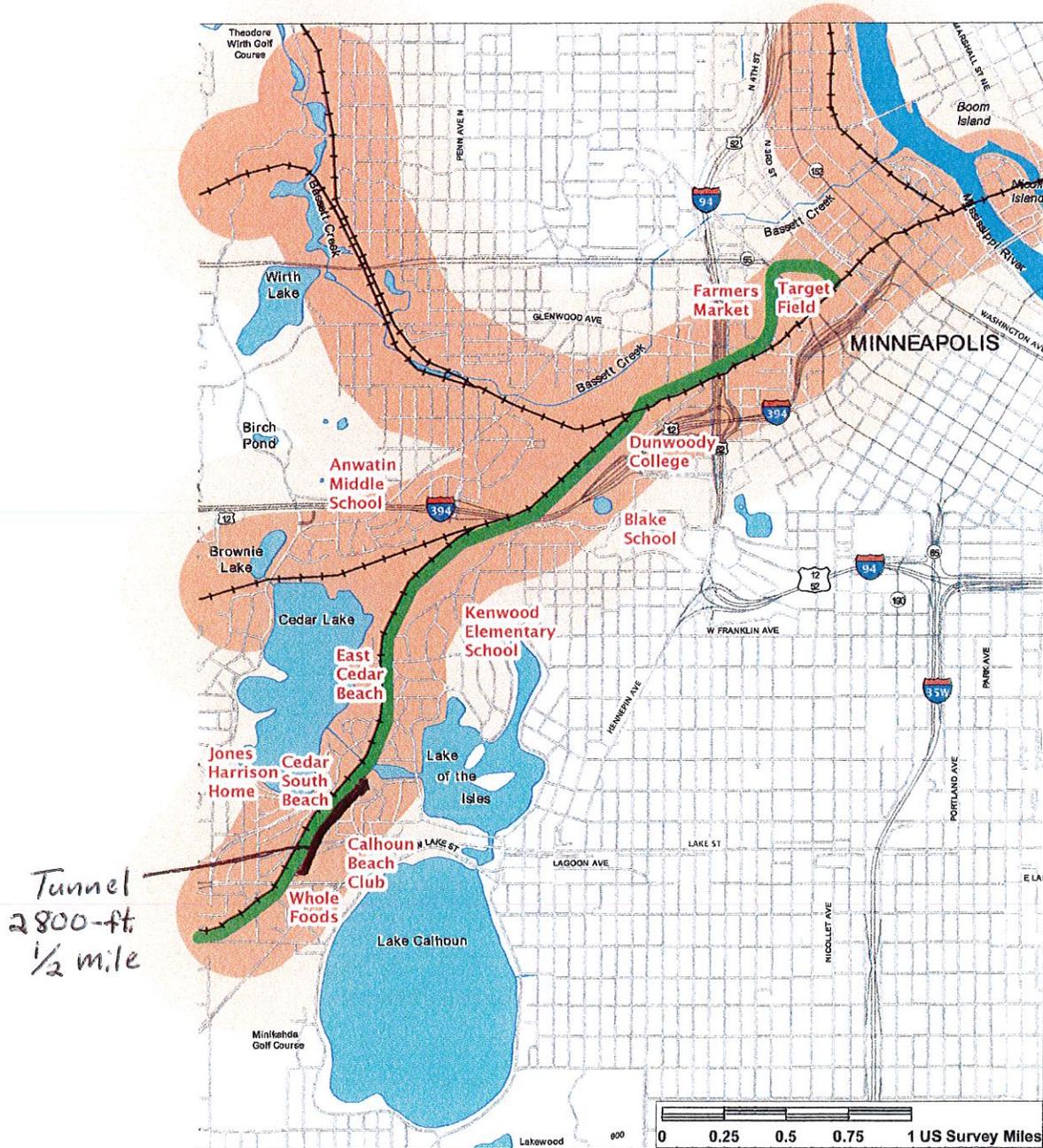
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LRT  
Tunnel  
St. Louis MO  
JAN 7 2005

# - THIS IS THE BLAST ZONE -

Ethanol trains use the Kenilworth corridor, oil trains can too  
Both materials are Class 3 flammable liquids



## **NO LRT "equity" for black NORTHSIDE or white UPTOWN**

Southwest Light Rail Transit (SWLRT) is the most expensive public works project ever proposed in Minnesota at more than \$1.77-billion. This price estimate does not include cost-overruns for soil remediation if a half mile tunnel, with solid steel sides 55-feet deep, is cut through the Minneapolis Chain of Lakes.

The local practice of routing light rail in public parkland—Hiawatha shaved Minnehaha Park and reduced Coldwater Springs by 46,000 gal/day; SWLRT threatens the Chain of Lakes and Kenilworth commuter bike trail; and Bottineau along Wirth Park—treats quality of life as an externality.

**Build transit where people live, not in the parks.**

SWLRT Reduced Minneapolis Ridership Numbers April 2015

The Met Council's most recent projection of average weekday ridership in 2030 at three **Minneapolis's stations (Penn, Van White, Royalston) is 22% LOWER than originally forecasted.**

**Keep in mind that the total ridership is misleading because the same person uses the LRT coming and going each day.**

Sources: Minnesota Public Radio & the Metropolitan Council

Penn old 930 new 648 Difference 282 -30%

Van White old 310 new 310 No difference

Royalston old 273 new 223 Difference 50 -18%

**Sub---Total old 1513 new 1181 Difference 332 or minus 22 %**

**Average** freight trains & light rail running on a daily, weekly and yearly basis through one of the most pristine areas on the Chain of Lakes.

Freight trains

Daily 8--Weekly 56--Yearly 2,920

Light Rail Trains

Daily 220--Weekly 1,540--Yearly 80,300

**Total Trains**

**Daily 228--Weekly 1,596--Yearly 83,220**

Current SWLRT plan is to bus Northsiders south on Penn Avenue and then east to the proposed Royalston station near Olson Memorial Highway (55) and 7<sup>th</sup> Street. Royalston is about two and a half blocks away from the Target Field baseball station.

The Draft EIS predicted **no reduction in greenhouse gas emissions with SWLRT until after 2050.**

## Menshek, Peggy Y

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**From:** Yang, Blong  
**Sent:** Wednesday, September 23, 2015 3:54 PM  
**To:** Council Comment  
**Subject:** Fwd: SWLRT  
**Attachments:** SDEIS summary for City Council final.pdf; ATT00001.htm

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**Blong Yang**  
*Ward 5 Council Member*

**City of Minneapolis – City Council**  
[350 S. Fifth St. – Room #307](#)  
[Minneapolis, MN 55415](#)

Office: [612-673-2205](tel:612-673-2205)



Begin forwarded message:

**From:** Mary Pattock <[patto017@umn.edu](mailto:patto017@umn.edu)>  
**Date:** September 23, 2015 at 3:13:16 PM CDT  
**To:** [blong.yang@minneapolismn.gov](mailto:blong.yang@minneapolismn.gov)  
**Subject:** SWLRT

Dear Council Member Yang:

Thank you for paying attention to the residents who spoke against the currently proposed SWLRT route at last week's Transportation and Public Works Committee meeting.

We have had enormous difficulty being heard by public officials; your response was, in my many months of involvement with this issue, the very first time I have felt we were truly acknowledged and listened to.

We have spoken over and over before boards that sat in stony silence without responding to our questions and concerns.

I urge you to vote no on municipal consent, and to encourage your colleagues to do the same.

Thank you for paying attention to us and to what we are saying.

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Mary Pattock  
612-922-7609

2782 Dean Parkway  
Minneapolis, MN 55416

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## Menshek, Peggy Y

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**From:** Yang, Ger on behalf of Yang, Blong  
**Sent:** Thursday, September 24, 2015 11:16 AM  
**To:** Council Comment  
**Subject:** FW: Please vote NO on SWLRT municipal consent

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**From:** Cathy Deikman [mailto:cathydeikman\_mft@sbcglobal.net]  
**Sent:** Thursday, September 24, 2015 10:23 AM  
**To:** Yang, Blong  
**Subject:** Please vote NO on SWLRT municipal consent

Dear Council Member Yang,

I ask you to vote NO on municipal consent for SWLRT this Friday.

As a DFLer, improving equity and reducing carbon usage are primary concerns. SWLRT does neither of these things, yet it has been promoted as such.

One might wonder why the largest transit project ever undertaken in the State of Minnesota would be lobbied for in terms of equity and environmental concerns rather than on the factual outcomes of the project, until it becomes clear this LRT does nothing for Minneapolis, so the hearts of Minneapolitans must be swayed by spin using issues important to them.

Though the Metropolitan Council has used 'equity' as a selling point for the most inequitable LRT project to date, highly credible research from the Brookings Institution has repeatedly linked the employment gap with the lack of a high school diploma, and not attaining at least 2 years of college, rather than lack of transit planned for choice suburban rider or transit to suburban jobs.

The City of Minneapolis contains the largest percentage of jobs at all ends of the employment spectrum, yet most of these jobs are held by suburban, not urban residents. Employment and good public education, which are primary issues for cities, are taken for granted in suburbs further and further from the CBD. In fact, residents of affluent suburbs and their representatives, seem to attribute urban poverty and unemployment to the urban residents themselves, rather than their own flight from them, and the concomitant withdrawal of millions of tax base dollars from cities over the decades.

Spin is needed to obtain support, in the face of significant negative impact on the Chain of Lakes, the risk of dewatering, the astoundingly poor routing which avoids urban density, and now, placing LRT next to trains carrying large quantities of ethanol, a Class 3 high hazard freight. As you must be aware, there was an ethanol train derailment that caught fire in South Dakota last week, the most recent in a series of destructive incidents involving ethanol and freight.

And of course, the spin is in service of a project designed to serve the wants, not needs, of suburbanites who left the city years ago, and now want all to pay for, sacrifice urban parks for, and undertake serious risks of loss of life and environmental devastation by placing LRT next to existing high hazard freight, and making permanent that very serious safety risk.

Density – that which turns an LRT running 22 hours out of 24 from an amazing waste of money and energy resources into transit that serves those who actually use transit – is completely missing from the route ‘selected’ by the regional government. Density involves urban areas, urban residents, and is what turns LRT into a transit mode of actual utility, increases the likelihood of cost effectiveness, and the likelihood of possible environmental benefit, regardless of commute hours.

The acceptance of a route through the city that actually avoids density reveals the willingness of Minneapolis elected representatives not to fight for planning that will serve our city.

The denial around the possibility of catastrophic explosion, demonstrates the complicity of Minneapolis officials in risking and sacrificing the safety of neighborhoods for interests that lie outside the City.

*Streets.mn* has decried the poor routing of SWLRT for years. At the same time, national data has shown low use of LRT projects, which overwhelmingly have been routed for the ease of ‘choice’ riders and have cost billions of dollars, as well as the concerted efforts of project planners, for whom suburban ‘needs’ continue to grab the attention and funding, while urban needs are the poor stepchild in the transit. Mayor Hodges ran on a platform of standing up for Minneapolis. If this is what it looks like, the future is grim indeed.

The actual disparity between suburban and urban quality of life widens, while the urban bus system, the actual spine of transit for the transit dependent, those who take transit for everything, not just from their suburban transit stop to the CBD and back again, is reshaped to serve LRT. Trips across town require more transfers, not less. Accomplishing health appointments, visiting others, groceries, and more, takes more time, not less.

Urban residents in areas of density will need more time to either 1) take a hypothesized bus or streetcar across town to get to an LRT station to get to downtown or 2) stick with the same overcrowded bus as usual, which will still take more time than an Eden Prairie resident to get from Town Center to CBD. Ironically, that same Eden Prairie commuter currently uses the Wi-Fi equipped SouthWest Express bus daily, with great satisfaction, for their commute and has no plans to switch to LRT.

If the goal is to build Minneapolis, increase the desirability of the city as a place to live and reduce disparity, this is not the way to do it. If the goal of Minneapolis public officials is to uphold their responsibility to ensure the safety of residents, this is not the way to do it. If quality of life for urban residents is to be maintained, not eroded by suburban interests, this is not the way to do it.

Don’t do this to Minneapolis. Please vote NO on municipal consent for SWLRT.

Sincerely,

Cathy Deikman

CIDNA

## **Menshek, Peggy Y**

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**From:** Yang, Ger on behalf of Yang, Blong  
**Sent:** Thursday, September 24, 2015 11:18 AM  
**To:** Council Comment  
**Subject:** FW: Message from Dr. Angela Erdrich re: SWLRT vote

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**From:** Angie Erdrich/Sandeep Patel [[mailto:angie\\_sandeep@yahoo.com](mailto:angie_sandeep@yahoo.com)]

**Sent:** Thursday, September 24, 2015 12:13 AM

**To:** Goodman, Lisa R.; Gordon, Cam A.; Reich, Kevin A.; Johnson, Barbara A. - City Council; Yang, Blong; Warsame, Abdi; Glidden, Elizabeth A.; Cano, Alondra; Bender, Lisa; Quincy, John; Frey, Jacob; Wagenius, Peter D.; Palmisano, Linea; Johnson, Andrew

**Subject:** Message from Dr. Angela Erdrich re: SWLRT vote

Dear Minneapolis City Council,

I am up after midnight, having put four kids to bed, having worked all day as a pediatrician for a public health clinic, after loads of laundry and cleaning, after a bunch of emails to plan community projects and to volunteer for my kids' three Minneapolis Public Schools, after the countless daily tasks of being a soccer/cross country/swimming/dance/theater mom because I cannot sleep if I do not speak my mind in opposition to SWLRT. I am so sad that in a few days, the Minneapolis City Council is going to give up on protecting one of the most serene and fragile natural spaces in our city. Everyone says that Municipal Consent is a foregone conclusion and that your individual conscious decision making is completely predictable.

The area that will be ruined by SWLRT, the Kenilworth trail and much of its surroundings, is connected to one of the most secluded parks in the City. This is our big Central Park. One hundred years from now, it may have been developed further into a natural wonderland, just minutes from the heart of the city. Instead, many trees will be removed, the ground water will be put at risk with a tunnel excavation project and this natural area will be transformed into train hub for suburban commuters. As a prelude of things to come, surveyors have needlessly trampled a prairie flower area that had been allowed by the Hennepin County Regional Rail Authority, showing obvious disregard for the complex pollinator friendly habitat that had been supporting wildlife just a month ago, leaving a flattened patch of land and one small surveyor flag. The pollinator landscape was apparently viewed as nothing worth protecting for a few more years.

SWLRT Municipal Consent is one of the biggest decisions the Minneapolis City Council will ever make. I wonder how many of you have hiked the very small foot trails around Cedar Lake? Kayaked or paddle boarded the Kenilworth Channel? Have you biked along the prairie restoration trails to take in the soon-to-be-marred iconic view of downtown Minneapolis? Have you swum in or boated on Cedar Lake? I assume you care a lot about this natural space and can answer, "yes" to all or most of these questions. Actually to have not yet taken these opportunities would be, in my mind,

political malpractice and a shameful removal of oneself from the guts of this historic decision. So I hope you have ventured in and can say that you will really feel this loss.

I hope you are not going along with municipal consent because you feel that this is seen as a green/equity project, just because no politician wants to be perceived as ungreen/unequity. There are many valid arguments to dispute the green benefits and there have been exaggerations of the equity benefits (as you directly noted yourself in last year's municipal consent document). But the arguments are very difficult to articulate to the general public. Maybe you have weighed the arguments on both sides but have come to an optimistic feeling that Minneapolis will be able to leverage this lemon for some indirect green/equity benefits. Is this a leap of faith you are prepared to explain to your grandchildren if you come out on the wrong side of history on this decision?

There will always be unintended environmental consequences. Mother Nature may reach a tipping point and not be able to withstand a huge development project around the lakes. The next generation won't realize that there was once the possibility of an uninterrupted Central Park/Bike Greenway for Minneapolis but they will notice if the lakes get really sick. Possibly, they will trace it back to this huge decision you are about to make. I hope that I am on the wrong side of history about SWLRT, that my worry is all for naught. I hope that the obviously fragile Chain of Lakes does not reach a tipping point and fail. I hope you are on the right side of history, whatever your decision may be this week.

Sincerely,  
Angela Erdrich, MD  
Minneapolis, MN  
Living not near enough to see or hear SWLRT.

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**Patel-Erdrich Family**  
**Angela Erdrich and Sandeep Patel**  
**Avinash, Hema, Saheli & Shivani**

**Home: (612) 377-5632**  
**Angie Cell: (612) 516-6866**  
**Sandeep Cell: (612) 708-1046**

## **Menshek, Peggy Y**

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**From:** Yang, Ger on behalf of Yang, Blong  
**Sent:** Thursday, September 24, 2015 11:18 AM  
**To:** Council Comment  
**Subject:** FW: Please vote NO on SWLRT municipal consent

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**From:** Amy Rock [<mailto:rock.amy@sbcglobal.net>]  
**Sent:** Wednesday, September 23, 2015 11:37 PM  
**To:** Yang, Blong  
**Subject:** Please vote NO on SWLRT municipal consent

Dear Council Member Yang,

I urge you to deny municipal consent for SWLRT in the upcoming vote.

The Met Council and Hennepin County have promoted and advertised virtually utopian benefits for SWLRT. But, fair analysis of available data shows something very different - a massive transit project of historic expense and low utility created for suburban convenience and the preference of choice riders. The project results in permanent degradation of urban park resources, political clout, and is accompanied by vastly increased safety risks.

While providing minimal mobility improvements for Minneapolis, the SWLRT process has yielded a permanent reduction in urban political power.

The SWLRT process has reduced and humiliated Mayor Hodges, the City Council, and the Park Board, and profoundly damaged public trust in government.

Having repeatedly drawn an unequivocal line in the sand against co-location, the Mayor and many Council Members ran for election on this promise, both Mayor and Council Members have allowed the dishonorable breach of that line under pressure from the Met Council.

Earlier this year, the Park Board was politically hobbled and permanently derailed from efforts to exercise its mission to protect treasured, unique, and historic park and City assets. SWLRT's 220 daily trains will tear through the Chain of Lakes forever and deface the Kenilworth Lagoon for the high moral purpose of suburban commuting into downtown jobs.

Because the Met Council reneged on co-location and Minneapolis submitted, the current SWLRT project now entails the calamitous blunder of making freight rail permanent in the Kenilworth Corridor. As you know, the recent derailment in South Dakota is but one of a series of recent disastrous ethanol derailments. For elected officials to permit this obvious threat and risk to Minneapolis residents would be simply wrong.

<http://www.argusleader.com/story/news/2015/09/19/ethanol-cars-derail-catch-fire-southeast-south-dakota/72471408/>

For these reasons, as well as many others that would further lengthen this email, I urge you to vote NO on municipal consent for SWLRT.

Sincerely,

Amy Rock  
CIDNA

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## **Menshek, Peggy Y**

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**From:** Yang, Ger on behalf of Yang, Blong  
**Sent:** Thursday, September 24, 2015 11:18 AM  
**To:** Council Comment  
**Subject:** FW: Vote NO on the SWLRT

**From:** Emily [<mailto:embachh@gmail.com>]  
**Sent:** Wednesday, September 23, 2015 9:48 PM  
**To:** Yang, Blong  
**Subject:** Vote NO on the SWLRT

I'm writing you today as a concerned Minneapolis resident to ask you to vote NO to give municipal consent to the SWLRT.

This train has been pushed down our throats through midnight deals and broken promises. There are serious environmental implications; SDEIS and DEIS can provide plenty of data on soil contamination and dewatering predictions. The chain of lakes is an area that is unique to the country and something to be proud of and protect.

I beg you to put the SWLRT somewhere practical where people who want it can use it, somewhere doesn't destroy a natural haven in the middle of our city. We can still stop this project with concerned, thoughtful and pragmatic public servants like yourself. Please listen to the Minneapolis constituents. This is not the right way to do light rail.

Thank you,  
Emily Durant  
2416 Sheridan Ave S  
Minneapolis, MN 55405

## Menshek, Peggy Y

---

**From:** Yang, Ger on behalf of Yang, Blong  
**Sent:** Thursday, September 24, 2015 11:19 AM  
**To:** Council Comment  
**Subject:** FW: SWLRT

**From:** Patty Schmitz [<mailto:pschmitz2806@gmail.com>]  
**Sent:** Wednesday, September 23, 2015 7:05 PM  
**To:** Yang, Blong  
**Subject:** SWLRT

Dear Blong -

It was nice to see you on September 15, and I appreciate that you abstained from voting on the SWLRT in that forum. I also recognize that it's a complex issue, with high stakes and that there are people on the northside who are anxious to get some kind of reliable transit somewhere near the northside. I am compelled to send this to you and to all the CM, because if I didn't, how could I tell my daughters (12 and 14) that civic involvement is important no matter what.

As I've told you, I don't live along the Kenilworth Corridor – I got involved when I heard the the Met Council was approaching people in the Cedar Lake Townhomes (the red ones) about potential acquisition of those homes (I also don't live there). I simply live near enough to know the area, and imagine the destructive impact of the SWLRT if this alignment is built. Here goes:

- Co-location was never agreed to in ALL of the planning – it is the result of incompetent planning on the part of Hennepin County and then the Met Council
- The “negotiated” agreement with the City of Minneapolis is really not a “negotiation” – more like a “take this or else” – is that really the way our city and our city leaders should be treated and should act? You are our city leaders and you should be standing up for our city
- This alignment, as now conceived, will destroy one of the rare places in the city where there is truly quiet parkland, with wildlife and trees in abundance – this place is not owned in any way by the people who live nearby. They may enjoy it more frequently than others do because

of proximity, but it is a city and regional amenity – connected by paths to both North and South Minneapolis, as well as the suburbs

- To those who are interested in the so-called significant environmental advantages of this alignment, in fact this alignment will take fewer than 6,000 cars of the road per day (per the Met Council) and the reductions in greenhouse gases are actually a result of changed regulations of emissions – not because of the 6,000 cars
- SWLRT will do little to improve economic equity – 5% of the ridership by 2040 is from Penn/Royalston/Van White. There are 1662 projected riders (or 832 people) from the 21<sup>st</sup> Street Station – another 5%. Is the \$1.7 billion really worth these dismal ridership numbers?
- Co-location is dangerous – it will be dangerous during construction, and then after built, hazardous ethanol-carrying freight trains will be located close to the electrified wires of the SWLRT – the opportunity for sparking even when LRT trains are not present will be a constant risk. Even our Mpls Fire Chief and Department are left in the dark about what is being carried and when.

Your hands may feel tied when it comes to the railroad, but they are NOT tied when it comes to the SWLRT.

When it comes to our Chain of Lakes, our bike paths and our greenspace, the ENTIRE city is your WARD.

I wish you continued successes, Blong. I hope that I will have an opportunity to support you on causes that are important to you. Thank you for your service to the city and your consideration of my views.

Patty Schmitz

2806 Dean Parkway

Minneapolis, MN 55416

## **Menshek, Peggy Y**

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**From:** karen schraufnagel <vegan14ever@yahoo.com>  
**Sent:** Thursday, September 24, 2015 2:26 PM  
**To:** Gordon, Cam A.  
**Cc:** Frey, Jacob; Johnson, Andrew; Reich, Kevin A.; Johnson, Barbara A. - City Council; Yang, Blong; Glidden, Elizabeth A.; Cano, Alondra; Bender, Lisa; Quincy, John; Palmisano, Linea  
**Subject:** Don't approve the SWLRT!!

We know our council person already has the correct position on this, but we wanted to write and make sure the rest of you know that the citizenry of Minneapolis does not support the SWLRT as it is currently routed and to encourage all of you to DENY MUNICIPAL CONSENT, VOTE NO!!

The proposed route will be tremendously destructive to the chain of lakes it passes through (UNDER!) and the parkland it runs through. Even if you don't care about the tremendous negative environmental impact (and shame on you if you don't care about this!!), the route should go through POPULATED areas where people might actually benefit from light rail (the under-served north side, uptown) service not parks!

This project fails on every level. Now you have an opportunity to vote it down. Please do so! Thank you,

Karen & John Schraufnagel  
2848 38th Ave South  
Minneapolis, 55406

## **Menshek, Peggy Y**

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**From:** Jeanette Colby <jmcolby@earthlink.net>  
**Sent:** Thursday, September 24, 2015 12:05 PM  
**To:** Goodman, Lisa R.; Gordon, Cam A.; Reich, Kevin A.; Johnson, Barbara A. - City Council; Yang, Blong; Warsame, Abdi; Glidden, Elizabeth A.; Cano, Alondra; Bender, Lisa; Quincy, John; Frey, Jacob; Wagenius, Peter D.; Palmisano, Linea; Johnson, Andrew  
**Cc:** Hornstein, Frank - Representative; Dibble, Scott - Senator; Wagenius, Peter D.  
**Subject:** Trusting the Engineers on SWLRT

Dear City Council Members,

I received new information yesterday from the Southwest Project Office. I ask you to consider it before you vote to trust the Met Council's science and planning. My point is not just about the specific issue (ridership estimates), but about how the "science" and planning generally needs to be questioned closely.

On Friday, KIAA received a requested traffic study from the Southwest Project Office about the impacts of the proposed 21<sup>st</sup> Street station on our neighborhood's historic areas (Section 106 properties).

That study reported that **1,001** people would board and alight daily at 21<sup>st</sup> Street. Nearly all of the riders are projected to walk to the station. The very same day, a colleague was told by an SPO representative via email that there would be **1,662** boardings and alightings at 21<sup>st</sup> Street. That's a difference of 60% in the ridership estimate at just one station. From the same project office. Using the same ridership model.

The study also shows 7% fewer users of the West Lake station than reported before – and in an area of dense housing, retail and offices, it reports surprisingly fewer "walk-ups" than at the 21<sup>st</sup> Street station.

From the beginning, many have been skeptical of the ridership estimates the Met Council used to justify the Kenilworth alignment over other routes that would benefit Minneapolis neighborhoods and institutions much more. (We know the financials and other critical assumptions were wrong.) This recent study shows, once again, how problematic the Met Council's "science" has been.

And while I don't think these mistakes are malicious in any way, experience has shown that the "science" and planning around this project are not trustworthy. I urge you to be much more skeptical as you make a \$1.77 billion (and rising) decision that will impact Minneapolis forever.

	Walk	Drop-offs	Park & Ride	Transfer	Section 106 Total	Other total?	% Differ.
21 <sup>st</sup> Street	947	37	N/A	0	1,001	1,662	60%
West Lake	900	51	N/A	1,790	2,741	2,942	7%

Thank you for considering this point and for your service to our city.

Jeanette Colby

2218 Sheridan Ave S

## **Menshek, Peggy Y**

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**From:** Robin Bischoff <rb773@hotmail.com>  
**Sent:** Thursday, September 10, 2015 12:27 PM  
**To:** Council Members  
**Subject:** SWLRT Municipal Consent Vote

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Please deny consent for the SWLRT project. As currently designed, Minneapolis receives little benefit and significant risks -

- 1 - The route runs through areas with very low population and does not serve Minneapolis residents as it should. It is a suburban line, not an urban line.
- 2 - The freight rail will not be relocated as previously promised creating a very dangerous combination of tanker cars and electric wires. Any freight derailments in the Kenilworth corridor will very likely bring down any wires in the area. Who pays for repairs and lawsuits in the event of an explosion?
- 3 - The cost of the project will continue to grow and grow as more environmental, safety, and mitigation issues are discovered.

I am not against light rail, I took the el to work in Chicago for many years and it was a great way to get around. But the current route of the SWLRT just does not make sense for Minneapolis. Please deny consent so a design that serves Minneapolis residents can be made.

Sincerely,

Robin Bischoff  
2932 Chowen Ave S  
Minneapolis, MN 55416

## Menshek, Peggy Y

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**From:** Yang, Ger on behalf of Yang, Blong  
**Sent:** Friday, September 11, 2015 9:58 AM  
**To:** Council Comment  
**Subject:** FW: SWLRT

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**From:** Lisa Bailey [<mailto:lisabailey4004@comcast.net>]  
**Sent:** Friday, September 11, 2015 9:54 AM  
**To:** Council Members  
**Subject:** Fwd: SWLRT

See comment below. I add to my comment an important issue that also has not been addressed. Where will commuters who use Cedar Lake Parkway be redirected during the construction of SWLRT? Lake Street has too much traffic as it is and the number of apartment and condo buildings are being built. Is SWLRT going to be like the park across from the Vikings stadium?

Sent from my iPad

Begin forwarded message:

**From:** Lisa Bailey <[lisabailey4004@comcast.net](mailto:lisabailey4004@comcast.net)>  
**Date:** September 9, 2015 at 5:52:03 PM CDT  
**To:** "[councilcomments@minneapolismn.gov](mailto:councilcomments@minneapolismn.gov)" <[councilcomments@minneapolismn.gov](mailto:councilcomments@minneapolismn.gov)>  
**Subject:** SWLRT

The route for SWLRT has been around for years yet nothing has been done to reduce the impact on home owners or other multi-family housing along the route. Just last week we have Senator Franken addressing the volatility of transporting fuel alongside the SWLRT. Other issues impacting Minneapolis residents have been ignored. Apparently the plan of the Met Council is to make it up as they go forward. This approach will result in lawsuits, reduced property values and the destruction of the unique landscape of parklands and city lakes. In other words, the City of Minneapolis will bear the burden for years to come for a light rail line that doesn't benefit its residents. Many people in the Cedar Isles neighborhoods have paid the premium (and taxes) to live close to downtown. The majority of these people will not use SWLRT.

I have repeatedly asked what will be done to reduce the impact of SWLRT construction and access to our homes. I live on Park Lane with one way in. I have also repeatedly asked why Minneapolis spent the money to create the Kenilworth trail and "clean up" Hidden Beach only to destroy these areas for the poorly chosen SWLRT. These are issues that should have been addressed in the hasty mediation "ordered" by the Governor last summer and should now be addressed round 2.

Perhaps the elected officials of Minneapolis want to appease Governor Dayton so they have the mighty support of the DFL when they seek higher office. Why else would they nod yes to an ill conceived plan that will destroy parts of Minneapolis but not benefit its residents? Go green - vote no to a light rail line that will split the chain of lakes.

**Menshek, Peggy Y**

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**From:** Yang, Ger on behalf of Yang, Blong  
**Sent:** Friday, September 11, 2015 2:57 PM  
**To:** Council Comment  
**Subject:** FW: Minneapolis/SWLRT Consent Vote 9-15-15

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-----Original Message-----

From: Douglas Peterson [mailto:douglasjpeteron.djp@gmail.com]  
Sent: Friday, September 11, 2015 2:36 PM  
To: Council Members  
Cc: Dan and Barb Schmeichen; Douglas Peterson  
Subject: Minneapolis/SWLRT Consent Vote 9-15-15

DOUGLAS J. PETERSON

ATTORNEY AT LAW

3315 SAINT PAUL AVENUE

MINNEAPOLIS, MN 55416-4317

September 11, 2015

Mayor Betsy Hodges

Minneapolis City Council Members

350 S. 5th Street

Minneapolis, MN 55415

**MINNEAPOLIS MUST REFUSE TO GIVE SWLRT CONSENT**

The City of Minneapolis will hold a public hearing on municipal consent for the Southwest LRT on September 15, 2015. The City Council must not give its consent to the SWLRT project. Too little is known at this time about safety issues relating to construction and operation of SWLRT in the Kenilworth Corridor. Threat of an ethanol loaded freight train crash and fiery explosion is becoming a very real concern of residents living in the Blast Zone of a crash in the Kenilworth Corridor. The Twin Cities & Western Railroad, also known as "TCWR" operates freight trains several times a day through the corridor. At least once a day trains consisting of 80 to more than 100 cars filled with ethanol go through the corridor at speeds of up to 20 miles per hour. Currently, TCWR reports that trains go 10 miles per hour through the Kenilworth Corridor, however they travel much faster.

The SWLRT will be co-located with the TCWR in the Kenilworth Corridor. A tunnel will be constructed for the SWLRT trains running from near the West Lake Street Bridge to the south side of the channel between Cedar Lake and Lake

Calhoun. The TCWR intends to operate its ethanol trains during construction. Excavation for one side of the tunnel wall will occur only a short distance – less than 10 feet - from the freight train tracks. “In 2013 the Metropolitan Council Environmental Services (MCES) installed replacement sewer force mains between France Avenue and Dean Parkway. The force mains follow Sunset Boulevard to Depot Street and then crosses under active freight railroad tracks and the Kenilworth Trail to West 28th Street. The force mains installation at this location was completed by tunneling under, and placed perpendicular to, the railroad tracks and Kenilworth Trail so as not to disrupt active rail operations. The tunneling process required construction of two tunneling (jacking) pits on either side of the tracks. One pit was located at Depot Street and the other was located at the end of West 28th Street adjacent to Park Siding Park. The tunneling pit near Park Siding Park measured 16 by 34 feet and was approximately 27 feet deep. The excavation of these pits required the use of a crane and an excavator.

“The SWLRT south tunnel construction plan says a pit would be dug to a depth of approximately 35 feet in this same location. The existing force main crossing consists of a 60-inch diameter tunneled steel "casing" pipe. The distance to the top of the casing pipe is approximately 17 feet and the distance to the bottom is 22 feet. The dual 18-inch force main pipes pass through this tunneled casing. The current placement of the force main interferes with the proposed location of the tunnel construction pit. The force main will need to be removed and relocated either above the proposed tunnel or below the tunnel to a depth greater than approximately 45 feet below ground level.... Risks associated with possible stray electrical current traveling in the ground from the LRT power lines to the sewer force mains have not been identified or addressed in the SDEIS.”

The Met Council has been astoundingly irresponsible in its failure to be accountable for damage it has done to Minneapolis residents resulting from its projects. Residents damaged by the construction of the force sewer main project referred to above were initially denied any remedy for their damages because the Council does not carry insurance for its projects. Its contractors also denied payments.

After much pressure from residents whose property had been damaged by the Met Council’s project, the Council reluctantly accepted some responsibility. To date, there has been no assurance by the Met Council that it will provide liability insurance for the many millions of dollars of potential damages that could occur during or following construction if a light rail or freight train derails in the Kenilworth Corridor causing a catastrophic explosion. Currently, freight companies carry limited liability that only covers their rolling stock and train infrastructure.

The soil conditions in the area are poor for construction: The water table in the area is only about 20 feet below the surface. Pilings for the West Lake Street Bridge reportedly were required to be and are 60 feet deep. Construction for an apartment building at 3118 W. Lake Street, (the “Tryg’s property”) located about 1000 feet from the corridor, was halted in May 2015 because driving sheet piling caused damage to the foundation of a condo building on adjacent property. Apparently excavation for construction of a building next to the Kenilworth bike trail just northeast of Target Field has caused a major, wide, longitudinal crack in the bituminous trail because of failure of lateral support.

Residents near the corridor are extremely concerned that lateral support for excavation of the tunnel will be totally inadequate to keep a fully loaded ethanol freight train, consisting of 80 to 100 cars, each car weighing 100 to 110 tons, from collapsing the side of the 45 foot deep excavation and crashing into the trench. The locomotives and the first few cars would crash into the four story deep trench. The following explosive-laden cars would crash and explode at ground level. The crash would most likely result in a fiery explosion wiping out a good part of the residential neighborhood within the Blast Zone. Regardless of the number of deaths and the amount of property damage, there are no provisions planned for adequate amounts of liability insurance to cover personal and property damage. “The treatment of freight rail in the (Met Council’s) SDEIS indicates that the Met Council is not even aware of the danger to area residents, waterways, parks, trails, or SWLRT passengers. The many issues related to making freight rail permanent in the Kenilworth Corridor and co-locating freight and light rail need much greater study and consideration before this project advances.”

Neither the state nor any local government has any authority to require TCWR to reroute its trains or to operate safely or responsibly in the corridor where it will be co-located with light rail and where the tunnel will be constructed. The City of Minneapolis has a duty to protect its residents and their property as well as public property from the very real

possibility of a tragic crash and explosion during construction or operation of SWLRT in the Kenilworth Corridor. TCWR should be required by federal law, but it is not, to provide to local fire officials and first responders all relevant data from the black boxes in its locomotives and from other sources concerning, at a minimum, each train's speed, it's weight, the number of cars carrying hazardous chemicals and/or flammable liquids, and the time it is scheduled to travel through the Corridor. U.S. Senators Al Franken (Minn.) and Tammy Baldwin (Wisc.) expressed their concerns about the dangers of crude oil train explosions in the "Opinion Exchange"

article entitled "Avoiding an Oil Train Explosion Shouldn't be a Matter of Luck" (Sept. 1, 2015). At a meeting that day with the two senators and state and local elected officials, police and fire officials and members of the public from Minnesota and Wisconsin, the participants agreed that freight trains loaded with ethanol and other hazardous chemicals were equally as dangerous as those loaded with crude oil. Because of the Met Council's insistence on co-location of light rail passenger tracks within inches of tracks for freight trains carrying explosive ethanol, a real danger will exist for a derailment and explosion potentially killing 100s of people. Consequently, the Minneapolis City Council must not give its consent to allow the SWLRT project to continue until much further study and consideration of the issues raised above are completed.

NOTE: Everything above contained within quotes is taken from SDEIS Comments to the Met Council. Everyone truly concerned about the safety of the SWLRT and the Met Council's failure to really investigate and study the issues relating to construction and operation of the project should study this remarkable document. See:

[http://lrtdoneright.org/wp-content/uploads/2015/07/LRTDR-SDEIS-Response\\_Corrected-7-23-15.pdf](http://lrtdoneright.org/wp-content/uploads/2015/07/LRTDR-SDEIS-Response_Corrected-7-23-15.pdf)

Douglas J. Peterson

3315 Saint Paul Ave.

Minneapolis, Minnesota 55416

Cell: 612-849-1415

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## Menshek, Peggy Y

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**From:** Yang, Ger on behalf of Yang, Blong  
**Sent:** Friday, September 11, 2015 2:57 PM  
**To:** Council Comment  
**Subject:** FW: 21st Street and Kennilworth Greenway  
**Attachments:** IMG\_0078.MOV; ATT00001.txt

-----Original Message-----

**From:** Michael Kerr [<mailto:mokerr@hotmail.com>]  
**Sent:** Friday, September 11, 2015 2:12 PM  
**To:** Council Members  
**Cc:** Stuart Chazin  
**Subject:** 21st Street and Kennilworth Greenway

Dear Council Members,

Please see the attached video clip of a stationary train blocking access to the 21st Street crossing. 11:45 am Sept 11, 2015. Note the "Dead End" sign. So, my point is that there are 5-6 houses stuck behind that train with no emergency services access. "Hidden Beach" is also without access. And area known for crime.

I urge you to DENY Municipal Consent for co-located SWLRT!

## Menshek, Peggy Y

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**From:** michele copperud <copsmith@live.com>  
**Sent:** Monday, September 14, 2015 11:39 PM  
**To:** Council Comment  
**Subject:** Route Objections by Jim Hanson and Michele Copperud 30+ year Kenwood residents

Calling that route "Public Preferred" is adding insult to injury. No one who uses the bike and walking trails wants the LRT on that space, and to even think of keeping those hazardous trains there with or without the LRT is

just destructive and dangerous. In looking at the route proposal I notice the suburbs have lines along roads and highways and enormously lengthy EXPENSIVE bridges and tunnels. Why not in Kenwood??

## Menshek, Peggy Y

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**From:** Marian Moore <marian@marianmoore.com>  
**Sent:** Monday, September 14, 2015 9:27 PM  
**To:** Council Comment  
**Subject:** SWLRT

---

Greetings!

Though my property values would probably rise and transportation convenience would be enhanced, I oppose the SWLRT.

The plan is flawed. The process is flawed. Let us not allow the fact that the “train is moving” to run us into an irreversibly BAD decision that will harm our lakes, strip all-important tree cover from our city, and compromise one of the most peaceful places in the city, spend too much money and bring possibly toxic railway cargo into close proximity to moving LRTs and human beings.

Public transportation is good. SWLRT is not.

Bad plans should be stopped. This is one of them.

Thank you!

*Marian*

*Marian Moore*  
612.377.2702 office  
612.817.2426 mobile  
Skype: *MarianShawMoore*  
[marian@marianmoore.com](mailto:marian@marianmoore.com)

**Menshek, Peggy Y**

---

**From:** Judy Meath <meath@umn.edu>  
**Sent:** Monday, September 14, 2015 5:52 PM  
**To:** Council Comment  
**Subject:** Please vote no on SWLRT

---

Dear Minneapolis City Council members,  
We need good effective public transit in the metro area, and SWLRT is not that. It is not predicted to get enough cars off the road to warrant the high price. It is not expected, according to the projects own environmental impact statement, to reduce air pollution until 2030, and then reduction will be minimal.

We can do better, with a better alignment that moves through Minneapolis neighborhoods where people live.

Please deny municipal consent to the SWLRT project.

Thank you.  
Sincerely,  
Judy Meath  
Minneapolis, MN

**Menshek, Peggy Y**

---

**From:** Fitzmaurice, Shelley A <sfitzmau@tcfbank.com>  
**Sent:** Monday, September 14, 2015 10:08 AM  
**To:** Council Comment  
**Cc:** Wagenius, Peter D.  
**Subject:** Resolution Proposed for Adoption at September 15, 2015 Meeting

Dear Councilmembers,

I read and reviewed the materials related to the SWLRT to be presented at tomorrow's meeting of the Public Works and Transportation Committee.

While I do not believe the City of Minneapolis should be granting municipal consent to the current preliminary design plans for the SWLRT, if it does, the resolution should be made much more clear that any consent is **conditioned on** the Metropolitan Council, and the Hennepin County Regional Railroad Authority, reaffirming in writing that nothing in the redesign changes their obligations and willingness to honor their respective commitments in the three Memoranda of Understanding adopted on August 29, 2014, with the City of Minneapolis.

Without this reaffirmation, the City leaves open to argument that the new design, budget and facts make those commitments impossible to perform and therefore unenforceable.

If the Met Council is asking the City to recommit, the Met Council and the HCRRA should be willing to do the same.

Respectfully,

Shelley Fitzmaurice

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**Menshek, Peggy Y**

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**From:** Annajeane Lee <ajmlee1@gmail.com>  
**Sent:** Monday, September 14, 2015 6:06 PM  
**To:** Yang, Blong  
**Subject:** PLEASE say NO to Municipal Consent for SWLRT

---

Please vote No to municipal consent for the SWLRT.  
Do not let this project destroy our beautiful city.

Thank You,  
Annajeane and Joe Lee  
Minneapolis  
612-920-4510

## Menshek, Peggy Y

---

**From:** horizongreen@comcast.net  
**Sent:** Monday, September 14, 2015 4:19 PM  
**To:** Reich, Kevin A.; Gordon, Cam A.; Frey, Jacob; Johnson, Barbara A. - City Council; Yang, Blong; Warsame, Abdi; Goodman, Lisa R.; Glidden, Elizabeth A.; Cano, Alondra; Bender, Lisa; Quincy, John; Johnson, Andrew; Palmisano, Linea  
**Cc:** Wagenius, Peter D.; John Erickson  
**Subject:** SWLRT Request for Consideration in Municipal Consent Documents on Behalf of Cedar Lake Shores Townhome Association

Dear Minneapolis Mayor Hodges and City Council Members:

We write to you today as representatives of the board of directors of Cedar Lake Shores Townhome Association (CLSTA), an association of 57 homes along the "narrows" just north of the Lake Street bridge on the Kenilworth Corridor.

As the SWLRT comes before you for final municipal consent, we ask that you include binding language to protect our homes during the construction of the light rail. We are well aware that our neighbors in the Cedar-Isles-Dean neighborhood were not supported by the MetCouncil when the recent sewer main construction damaged their homes, despite undisputed "before-and-after" evidence of damage to homes during construction. Despite a local news article to the contrary, our neighbors indicate that their claims were not advocated for by the MetCouncil and they were left to hire attorneys and/or file insurance claims, which typically resulted in long delays in the fight between insurers and construction contractors, and ultimately results in a significant rise in future homeowner insurance premiums.

We are certain we will experience damage to our homes, given that the freight line will be moved three feet closer to our property line during construction and given that the tunnel construction will require driving pilings just north of the Lake Street bridge, adjacent to our property, as well as some method such as vibratory hammer to place the walls of the tunnel in our portion of the Kenilworth corridor.

We ask that the City of Minneapolis hold the MetCouncil accountable through a binding addendum to the City of Minneapolis Municipal consent document that spells out the responsibility and process by which the MetCouncil will take the leadership in resolving all claims that are due to the SWLRT and that the MetCouncil will hold harmless our insurers. We understand that our homeowners will be responsible to provide documentation of "before" conditions (such as the MetCouncil's existing video documentation process) to the MetCouncil in advance of construction.

We appreciate your advocating on our behalf to ensure that damage to our homes can be repaired without additional cost and unnecessary aggravation.

Sincerely,

John E. Erickson  
CLSTA Vice President  
3425 Saint Louis Avenue  
Minneapolis, MN 55416

## Menshek, Peggy Y

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**From:** John Harvey <jharvey@isd.net>  
**Sent:** Monday, September 14, 2015 10:24 AM  
**To:** Council Members  
**Subject:** Re: SWLRT- DENY Municipal Consent  
**Attachments:** SWLRT Equity Train.pdf

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One last thing. Over the years and many "Public Comment" periods dealing with this situation it has become apparent that this is a lesson on how democracy works as far as those who are in power are concerned. Which is to say "The appearance of Democracy" since nothing the public says seems to make any difference.

Please remember when you look around the Council Chambers and see *some* people there that there are many more who have lost faith in the system or who were unable to be there. The concerns still exist and the desire to be accounted to does as well.

John Harvey

On 9/10/2015 10:36 AM, John Harvey wrote:

On 9/9/2015 5:05 PM, John Harvey wrote:

Dear Mayor and Council Members,

By Now you've read the Letter sent to you by *LRT Done Right* concerning the dangers of Construction and co location in the Kenilworth. You might also have attended the get together put on By Senator Franken and Senator Baldwin concerning the transportation of Crude by tanker car through Minnesota and Wisconsin. These are serious concerns and deserve serious reconsideration, especially when it comes to construction and dual use of corridors such as the Kenilworth. Obfuscation by the Met Council and the Railroad won't make the myriad of problems unexamined go away. Please vote to Deny Municipal Consent for this project in its present form at least until the Met Council decides to truly address the problems. I doubt you have the courage to do so but sometimes I'm surprised.

Regards,  
John Harvey



This email has been checked for viruses by Avast antivirus software.  
[www.avast.com](http://www.avast.com)

## Menshek, Peggy Y

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**From:** George Puzak <greenparks@comcast.net>  
**Sent:** Monday, September 14, 2015 9:26 PM  
**To:** Hodges, Betsy A.; Reich, Kevin A.; Gordon, Cam A.; Frey, Jacob; Johnson, Barbara A. - City Council; Yang, Blong; abdiwarsame@minneapolis.gov; Goodman, Lisa R.; Glidden, Elizabeth A.; Cano, Alondra; Bender, Lisa; Quincy, John; Johnson, Andrew; Palmisano, Linea; Dibble, Scott - Senator; Hornstein, Frank - Representative  
**Cc:** Wagenius, Peter D.; Segal, Susan L.  
**Subject:** SWLRT Comments for Municipal Consent Hearing Sept 15, 2015

Dear Mayor Hodges and Members of the City Council,

Please accept these comments on SWLRT for the municipal consent hearing on September 15, 2015.

### **The Supplemental Draft Environmental Impact Statement (SDEIS) is incomplete, inaccurate, and misleading.**

The Supplemental DEIS is incomplete:

1. It excludes the noise studies of combined freight and LRT crossing gate bells sounding at over 100 decibels. Imagine these bells ringing for 30 seconds every 5 minutes, for 22 hours a day (from 4 am to 2 am). Picture the at-grade crossing at 21<sup>st</sup> Street in the Kenilworth Corridor—a serene tranquil park setting, then imagine the impact on park users, residents, and wildlife. Why did the Met Council exclude this data? Is it because the bells would far exceed ambient sound levels? Is the Met Council hiding the need to add sound walls or sound-proof homes?
2. The SDEIS excludes freight rail relocation in Hopkins and St. Louis Park, the new Blake Station design and property impacts. Why is the Met Council hiding this expense? Is this alignment included in the \$260 million public dollars that the railroad is already receiving or is it an additional public expense? Did the Met Council exclude these elements because Hennepin County failed to include freight rail in the project's legally-mandated 2009 scoping documents?

These upgrades are targeted to benefit private rail companies. Why should we pay public money to increase the value of private freight companies?

### **The SDEIS is also misleading and applies illogical reasoning.**

In April 2010, during the Locally Preferred Alternative process, you, as Minneapolis council members, voted for Route 3A—relocation of freight. Now, in a footnote buried deep in the 1400-page SDEIS (Chapter 2, page 2-6, footnote 7), the Met Council claims that the Locally Preferred Alternative includes BOTH Route 3A relocation of freight and Route 3A-1 co-location

of LRT and freight. They claim that the LPA only applies to transit service and that the freight decision is not part of the LPA.

Is the Met Council trying to say that Minneapolis and all the cities actually adopted two locally preferred alternatives—relocation and co-location?

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Does the Met Council and anyone in this room think that SWLRT is only a transit project? How can Met Council make this claim when they are giving Twin Cities and Western Railroad \$260 million public dollars for alignment shifts and upgrades? Is there an LRT alignment that does not require \$260 million public dollars for freight? We don't know; the Met Council never included freight rail in the LRT alignment choice.

You face a major decision. Besides citizen input, you need objective legal advice. Are you receiving counsel from the City Attorney's Office? Is it possible that a conflict of interest exists or the appearance of a conflict exists when the City Attorney and Governor Dayton's Commissioner of Management and Budget are married?

I urge you, as our elected representatives, to reject the Met Council's request. The SDEIS uses incomplete and misleading analysis. Thank you for your consideration.

George Puzak  
cell 612.250.6846  
[greenparks@comcast.net](mailto:greenparks@comcast.net)  
1780 Girard Avenue South  
Minneapolis, MN 55403

## Menshek, Peggy Y

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**From:** ggday@aol.com  
**Sent:** Monday, September 14, 2015 4:10 PM  
**To:** Bender, Lisa; Goodman, Lisa R.; Warsame, Abdi; Quincy, John; Cano, Alondra; Gordon, Cam A.; Johnson, Barbara A. - City Council; Yang, Blong; Reich, Kevin A.; Frey, Jacob; Glidden, Elizabeth A.; Wagenius, Peter D.; Palmisano, Linea; Johnson, Andrew; Hodges, Betsy A.  
**Subject:** SWLRT-Municipal Consent

Dear Mayor Hodges and City Council Members:

I hardly have the heart to once again write the city to ask that you deny municipal consent regarding SWLRT through Minneapolis. It is difficult not to be cynical about what good it will do. However, along with so many others I will exercise my right as a citizen and ask that you sincerely consider these continuing issues associated with the project:

- \* the public's safety (LRT and heavy freight rail in the same narrow corridor with flammable materials and electricity)
- \* the danger to our lakes (the risk of de-watering)
- \* the effect on the environment (noise/air/ground water pollution, loss of 1,000 trees and wildlife, loss of beauty for which Mpls is known)
- \* the cost for a line which does not serve people who need it

Please have the courage to speak for the people of Minneapolis rather than for developers, commercial interests, and federal monies.

Sincerely,

Georgianna Ludcke  
2805 Chowen Ave. South  
Minneapolis

## Menshek, Peggy Y

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**From:** Sally <sally.dargis@gmail.com>  
**Sent:** Sunday, September 13, 2015 8:41 PM  
**To:** Council Members  
**Subject:** DENY Municipal Consent

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I know you are all moving ahead with this route, through the Kenilworth corridor, ignoring all the concerns that we keep trying to bring up with you. I don't have the means to quit my jobs and fight you with everything I've got. All I can do is email, which is frustrating. But I'll keep trying.

I want to voice my agreement with the LRT Done Right letter attached. I want you to know that I think this entire project is a debacle both fiscally and environmentally. And you keep ignoring our voices. We are not idiots. We are not the Kenworth privileged. The Kenwood privileged don't care too much about this train. They don't live close enough. Those of us that DO care are the ones that have to get up and go to work every day - some of us TWO jobs to pay our bills.

Please stop and listen to us for once. Please deny municipal consent.

I consider myself an independent, but I will be voting down the line republican this fall solely on this issue.

Sally Dargis

## Menshek, Peggy Y

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**From:** Curt Gunsbury <curt@solhemuptown.com>  
**Sent:** Sunday, September 13, 2015 7:34 PM  
**To:** Council Members  
**Subject:** SWLRT: Can we do better?

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Dear Council Members,

Thank you for taking time to again consider municipal consent for the SWLRT.

As you likely agree, the more we know, the less there is to like.

As currently designed, SWLRT:

- destroys forested land in our city: forever
- decreases property tax income: forever
- alters the environment of our precious chain of lakes: forever
- signs us up for a massive investment in transit that chiefly benefits a small fraction of suburban commuters: forever
- avoids transit users in both North Minneapolis and Uptown: forever

On the plus side, SWLRT gives Minneapolis:

- a larger light rail system
- and not much else

On balance, this seems like a bad deal for us.

You can stop the madness now and hit the reset button by voting NO on municipal consent.

Please demand more than this poorly designed transit project currently delivers. Just because your predecessors made a mistake does not mean that you need to double down.

Thank you and kind regards,

Curt Gunsbury

Curt Gunsbury  
Owner  
Solhem Companies  
3021 Holmes Ave Ste 101  
Minneapolis MN 55408

[curt@solhemuptown.com](mailto:curt@solhemuptown.com)

612.598.9416 direct/cell

612.216.2825 general office

[solhemuptown.com](http://solhemuptown.com) | [soltva.com](http://soltva.com) | [solhavn.com](http://solhavn.com)

[liveat7west.com](http://liveat7west.com) | [cozeflats.com](http://cozeflats.com)

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**Menshek, Peggy Y**

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**From:** SHUSSIEB@aol.com  
**Sent:** Saturday, September 12, 2015 1:53 AM  
**To:** Council Members  
**Subject:** LRT

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THIS PROJECT SHOULD NEVER HAVE BEEN PUT ON THE DRAWING BOARD. THE "SDEIS" HAS A BLIND EYE WHEN IT COMES TO SAFETY AND UNDERSTANDING OF PEOPLE IN THE AREAS THAT WILL BE AFFECTED. ALL THE PEOPLE THAT ARE PUSHING FOR THIS TO GET STARTED ARE ONLY INTERESTED IN GETTING THE \$\$\$ BEFORE A DEADLINE. THEY COULD CARE LESS IF THIS IS RIGHT FOR THE CITY AND THE PEOPLE.

**PLEASE GET THIS PROJECT STOPPED OR MOVED TO A BETTER LOCATION WHERE IT SHOULD HAVE BEEN DESIGNED IN THE FIRST PLACE. THIS IS A TIME BOMB WAITING TO HAPPEN!!!!!!!!!!!!!!!!!!!!!!**

**THANK YOU.**

**SHIRLEY AND ALLEN BLUMENTHAL  
GOLDEN VALLEY, MINNESOTA**

## Menshek, Peggy Y

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**From:** Yang, Blong  
**Sent:** Tuesday, September 15, 2015 10:29 AM  
**To:** Council Comment  
**Subject:** FW: Kenilworth Trail Preservatio

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-----Original Message-----

From: davis shryer [<mailto:dshryer@comcast.net>]  
Sent: Monday, September 14, 2015 10:36 AM  
To: Council Members  
Cc: Margaret Shryer; Stuart Chazin  
Subject: Kenilworth Trail Preservatio

Friends

As 50+ Year residents at 31 Park Lane, it is hard for us to believe that the city government will permit the co-location of the proposed SWLRT, until the questions about its environmental effect are fully known.

Please do not authorize any further advancement of the project, until the legitimate questions about its impact have been answered.

Thank You!

Davis and Margaret Shryer  
31 Park Lane  
Minneapolis, MN 55416

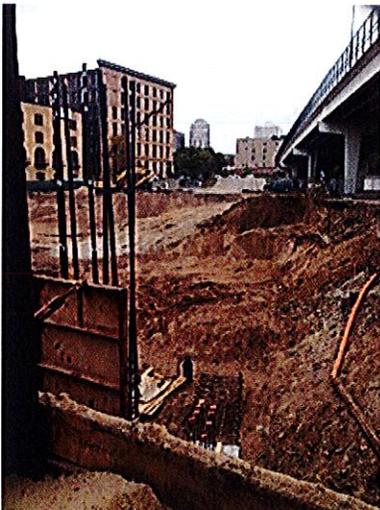
## Menshek, Peggy Y

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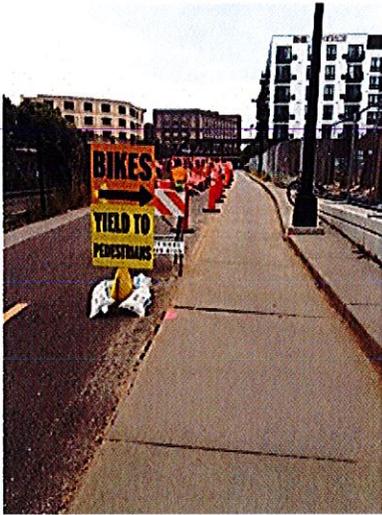
**From:** Yang, Blong  
**Sent:** Tuesday, September 15, 2015 10:30 AM  
**To:** Council Comment  
**Subject:** FW: SWLRT/Minneapolis City Council consent hearing 9-15-2015

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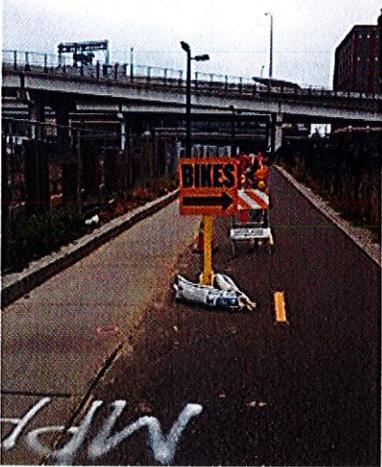
**From:** Douglas Peterson [<mailto:dlpeter18@aol.com>]  
**Sent:** Monday, September 14, 2015 4:21 PM  
**To:** Council Members  
**Subject:** SWLRT/Minneapolis City Council consent hearing 9-15-2015

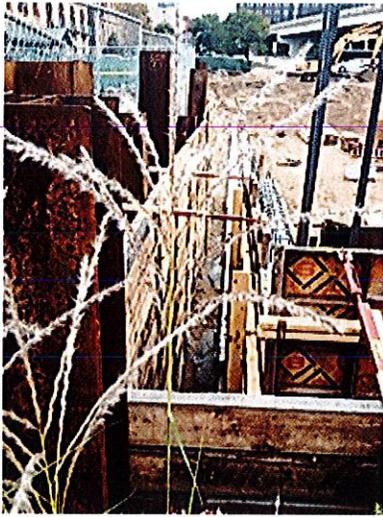


Minneapolis City Council Members:  
On Friday September 11, 2015 I emailed to City Council members an email entitled "Minneapolis/SWLRT Consent Vote 9-15-15" wherein I requested the Council to refuse to give SWLRT consent. In that email I mentioned a large longitudinal crack in the blacktop surface of the Kenilworth bike trail just east of Target Field. The crack appears to be the result of failure of lateral support from the excavation for a building adjacent to the bike trail. To the left are photographs of the the crack in the bike trail and of the excavation.  
Douglas J. Peterson  
3315 Saint Paul Avenue  
Minneapolis, MN 55416









bobagain  
4232 Colfax Ave So.  
Minneapolis, MN 55409  
[bobagaincarneyjr@gmail.com](mailto:bobagaincarneyjr@gmail.com) – 612-812-4867

September 18, 2015

**An open letter to each Minneapolis City Council member, and to Mayor Hodges**

Dear Mayor Hodges:

On Wednesday, September 2<sup>nd</sup>, I was at Sen. Al Franken's rail safety forum and press conference at the Firefighters Museum in Northeast Minneapolis.

After the news conference, I briefly interviewed our Fire Chief, John Fruetel. He questions whether it is safe to have mile long tanker trains carrying Bakken Crude Oil or Ethanol going over half a mile long tunnels with two light rail trains in it.

Chief John Fruetel has been the Chief since 2012, well before the last Municipal Consent round. It is clear from what he said that there not only has been almost no involvement of the Fire Department in the SWLRT planning process, but that he is very concerned about the tunnel plan, and wants the Fire Department to be actively involved in the process.

I recently put up a youtube video looking at this safety question, and presenting the case that the tunnel plan is incredibly dangerous.

To see and listen to both my brief interview with Chief Fruetel, and my presentation on the dangers of the tunnel plan go to youtube, enter "bobagain channel" in the search box, select "This is ..... Chapter 2", and go to 5:35 (minute 5, seconds 35) on the timeline. Continue to 15:28.

You are responsible for ensuring that any Southwest LRT plan that goes forward is safe. I am challenging you to sign one of two possible statements, both alternatives are on the back of this letter.

Sincerely,

*Bobagain*

**NOTE 2**

The **Hill & Lake Press** local newspaper I passed out has transcripts of Citizen testimony from the Transportation Committee, and a statement by CM Goodman. See pages 4-5

**NOTE**

This letter, and the back page, are copies of something I delivered to you last week – each Council Member and the Mayor received a personalized copy. As of yesterday's mail, neither you, nor any one else, has returned the back page with one of the two alternative statements signed.

# Two Possible Statements

"It is safe to have two Light Rail Trains in half mile long tunnels, with a mile long train of chemical tanker cars carrying Bakken Crude or Ethanol above the tunnels."

signed, \_\_\_\_\_

Betsy Hodges,  
Mayor

"It is NOT safe to have two Light Rail Trains in half mile long tunnels, with a mile long train of chemical tanker cars carrying Bakken Crude or Ethanol above the tunnels. Kenilworth co-location is unacceptable -- Minneapolis can consent only when: 1) the route is moved out of the Kenilworth Corridor, and 2) our Minneapolis First Responders agree to safety measures for rail tanker cars near Target Field and beyond Lake Street."

signed, \_\_\_\_\_

Betsy Hodges,  
Mayor

Please sign one of these statements, and mail it to me at: 4232 Colfax Ave. So., Minneapolis, MN 55409

If you can't sign the one on the left, and you have other ideas for what to say about an alternative, please draft your own alternative, stating what would be acceptable for Minneapolis to give municipal consent.

Thank you – bobagain

# LRT-DONE RIGHT

LRTDONERIGHT.ORG

MINNEAPOLIS, MN

## WHY MINNEAPOLIS SHOULD DENY MUNICIPAL CONSENT to SWLRT through the Kenilworth Corridor

The Minneapolis City Council is being asked to look again at whether SWLRT should run through the Chain of Lakes/Kenilworth corridor, this time in the light of information provided by the Met Council's Supplemental Draft Environmental Impact Statement (SDEIS).

But the SDEIS is deeply flawed. It ignores the fundamental change represented by the proposed plan: that a new, permanent freight rail line would be created in Minneapolis, with safety, environmental, and other impacts of its own. It also neglects to look at the impacts of "co-location," i.e., how the new passenger rail and freight rail lines will interact.

### 1. PUBLIC SAFETY

SWLRT introduces serious new public safety risks **that are of great concern to fire chiefs and other first responders**. The SDEIS was virtually silent on these concerns.

- a. Freight trains carrying millions of gallons of explosive ethanol would run some 15 feet away from sparking LRT electric wires—through a residential and recreational area, and **even under Target Center**.
- b. A derailment by either freight or LRT (we have seen both in the Metro area in recent years<sup>1</sup>) could be catastrophic, possibly worse than the Lac Mégantic disaster. Public safety is the first responsibility of the City; the City should do everything possible to avoid exposure to a risk of this magnitude.
- c. During construction, heavy equipment, complex construction activities, and ethanol trains would all be squeezed into a 59-foot-wide "pinch point" — only 2 feet away from the Calhoun Isles Condominium, and mere feet away from other residences. In such a narrow passage, would the notoriously unpredictable, water-laden lakes-area soil hold between the freight trains, the buildings, and the trench built to construct

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<sup>1</sup> Recent derailments in Minnesota include:

12/1/2014: 30 train cars derailed in Ottertail County; fortunately, its oil tankers were empty.

9/21/2014: LRT derailed in downtown St. Paul; its overhead electric wires were downed.

7/13/2014: North Star freight train derailed in Elk River, cause unknown.

2/26/2014: LRT was derailed by snow in Bloomington.

3/27/2013: 14-car train derailed near Parkers Prairie, spilling 30,000 gallons of crude oil

10/2/2010: TC&W train derailed; cause was a tiny, virtually undetectable flaw in the track.

the tunnel? **TC&W officials have expressed concern** about these issues. So should the City.

- d. First-responder access to the neighborhood would be blocked during construction and diminished after construction. The City Council should seek advice from its police and fire departments.
- e. In the event of a freight-related accident, explosion, or fire in the corridor, the railroad may have insufficient insurance to cover its liabilities. Other jurisdictions have seen railroads declare bankruptcy, leaving public entities to pay for damages to people and property.
- f. The TC&W considers their emergency preparedness concerns so significant that they will only address them in documents they want kept secret, citing national security.

## 2. ENVIRONMENTAL DAMAGE

The fact that the Minneapolis Park and Recreation Board publicly capitulated to political threats does not change the validity of its objections to the project. **The findings of the 2012 DEIS still stand:** It recommended against co-locating freight and LRT in the Kenilworth Corridor because it would be detrimental to the environment and would not adequately preserve or protect quality of life.

- a. We still don't know if the SWLRT will have a detrimental effect on the City's waters.
- b. We still don't know if building the proposed tunnel between Cedar Lake and Lake of the Isles is preferable to running the LRT at-grade. We know that other construction projects have had major consequences for local springs, groundwater, and watersheds. The SDEIS provides very limited information on the hydrology of the project, a critical concern to Minneapolis.
- c. Construction will disturb contaminated soil that could leech into groundwater at the site of the former Kenilworth railroad yard. The Southwest Project Office admits the amount of contamination in Kenilworth is currently unknown.
- d. Clear-cutting of what may be Minneapolis' largest urban forest would wreak an environmental disaster approaching that done by the 2013 summer equinox storm, which downed some 3,000 trees: destruction of 75 percent of 44 acres of vegetation, 1,960 trees 6 inches DBH (diameter at breast-height), and 480 trees over 12 inches DBH. Unlike remediation of the storm damage, however, there is no plan to restore anything like the original condition. We don't know the environmental effect of this destruction. The Met Council claims it would be "improving" this natural landscape with concrete station slabs and LRT catenary wires. This is patently absurd.

## 3. EFFECT ON RESIDENTS

- a. The SDEIS grossly minimized potential impact of SWLRT vibration from construction and operations. For example: based on recent experience, it is

reasonable to assume that SWLRT through Kenilworth Corridor will likely damage area residences — condos, rental units, and houses. Pile-driving construction methods used this past spring on the former Tryg's site — very near the proposed LRT tunnel location — had to be halted because vibrations caused catastrophic damage to adjacent buildings. This method had been proposed for the LRT tunnel — to be built within two feet of the historic grain elevator (Calhoun Isles) condos — but other (more expensive) approaches are now being considered. It is simply not clear whether a tunnel can be built in this location with the methods and budget currently proposed.

- b. The SDEIS is silent on how to prevent or remediate damage to the hundreds of apartments, condominiums and homes that could be damaged by construction and operation of the LRT.
- c. The Met Council's SDEIS grossly underestimates the impact of noise and vibration on the thousands of people living in the neighborhood's condos, apartments, and houses. It fails to measure impact on locations that would be most affected by the project.

#### 4. CONCENTRATION OF POVERTY

The proposed SWLRT route would, at best, provide only marginal service to high-density and high-poverty areas in Minneapolis, and would effectively cement an architecture of concentrated poverty into the City and the Metro area for generations to come. This critical concern would be sacrificed to the supposed preference of suburban commuters who prefer train to bus transit.

- a. The Met Council uses outdated (2010) numbers to project ridership, data that doesn't reflect the substantially increased population that would be served by alternative routes — for example, through Uptown.
- b. SWLRT is projected to serve very few North Side residents, where many lower-income people reside. The Met Council's most recent projection of total average weekday ridership at Penn, Van White, and Royalston is 22 percent *lower* than originally forecast, down from 1,513 to 1,181 — and not until the year 2030. Note that if the number represented *riders* instead of trips, the total would be cut approximately in half.

#### 5. HIDDEN COSTS

The SDEIS fails to acknowledge the tens of millions of dollars in additional costs associated with numerous design and construction, safety and environmental remedies that the Met Council will be required to implement, including:

- a. Removing and rebuilding a major Met Council sewer project that was completed just months ago,
- b. More costly pile-driving methods for tunnel construction,
- c. Sound and vibration remediation of hundreds of residences,

- d. Massive soil remediation of the former railroad yard,
- e. Potential liability after an accident,
- f. The loss of an estimated \$4 million property tax revenue to the City every year into the future, based on the modest projection of a 5 percent decrease in value of homes and apartment buildings negatively affected by noise, vibration, aesthetic and safety impacts.

For more information, please see the LRT-Done Right response to the SDEIS at

[http://lrtdoneright.org/wp-content/uploads/2015/07/LRTDR-SDEIS-Response\\_Corrected-7-23-15.pdf](http://lrtdoneright.org/wp-content/uploads/2015/07/LRTDR-SDEIS-Response_Corrected-7-23-15.pdf)

## Menshek, Peggy Y

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**From:** Steven Goldsmith <sgoldsmith.md@gmail.com>  
**Sent:** Wednesday, September 09, 2015 4:46 PM  
**To:** Council Comment  
**Subject:** Fwd: The SDEIS for SWLRT and Consent

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As has been pointed out in some detail by both the responses from Light Rail Done Right and the Minneapolis Parks and Recreation Board. the SDEIS for SWLRT is a totally inadequate document. Shameful, really, to have something so incompetent and incomplete in the public record. But, of course, it is what the Met Council wants: vague, namby-pamby references to what are in fact huge, major, potentially catastrophic issues that stem from the decision to co-locate freight and LR. What I'm referring to as 'catastrophic' issues are definitely of that magnitude regarding environmental/aesthetic impacts on a very sensitive and historically protected area of our city, if the plan goes forward as it is now. And given the virtually-ignored safety concerns, "potentially catastrophic" is not in any way hyperbole.

The simple fact is that there can be NO meaningful mitigation of these concerns with the current design of the route in Kenilworth. New trees to replace clear-cutting, more fences, whatever - useless. Like trying to put a bandaid on a major arterial hemorrhage. I repeat, there are NO meaningful mitigation steps, and the Council needs to act accordingly since it is on record as having the right to re-consider if new issues or concerns were raised. The flaws are INHERENT in the current plan..... And if there can be no meaningful mitigation, the City of Minneapolis is, in my view, obligated to withdraw consent. Much has been learned since the original vote and the inadequacy of the SDEIS is far from the only new issue. The revised plan makes the route even less useful with a lower cost/ridership ratio from a transit point of view, and new analysis of the proposed stations has shown that any benefit for Minneapolis city-dwellers would be at best minimal, despite the engineered 'hype' about moving north-siders to the 'job-rich' SW. The unemployment rate is under 5% in this city, having a new LRT line to the SW, even if it were engineered to serve the City, which this one is not, is not going to magically make thousands of new jobs in the SW suburbs!

There are only three solutions here: 1) go back to the drawing board regarding the route and/or wisdom of the SWLRT itself vs expanded, 'green' bus routes -- in my view this is the best option given what has been learned about this route as a concept as well as its runaway cost, and the alternatives which have been put forth at lower cost 2) go back to the commitment to move the freight out of the corridor -- not ideal but at least the aesthetic impact would be lessened and safety concerns much improved 3) keep the route with co-location but put more work into the deep-tunnel option for LRT between Lake and Penn. If feasible, this preserves the route and would indeed mitigate much of the concern around historical aesthetics, the environment, and safety.

What the Minneapolis City Council should NOT do, is vote to move ahead with another proviso for dealing with 'serious concerns' or whatever the opt-out language was it used last time. The vote should be NO, firmly NO, and now, unless there is a commitment to one of the 3 options outlined above. The time to stop this folly is now, in the hopes that we can come up with something far better to serve the transit needs relating to the City and it's SW suburbs.

Sincerely yours,

SRG

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Steven R. Goldsmith, M.D.  
2216 Kenwood Parkway  
Minneapolis, MN 55405

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Professor of Medicine, University of Minnesota  
Director, Heart Failure Program, Hennepin County Medical Center  
Director, Minnesota Heart Failure Consortium

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Steven R. Goldsmith, M.D.  
Professor of Medicine, University of Minnesota  
Director, Heart Failure Program, Hennepin County Medical Center  
Director, Minnesota Heart Failure Consortium  
(p) 612-873-2875  
(f) 612-904-4224

**Menshek, Peggy Y**

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**From:** Barbara <b.dorset@yahoo.com>  
**Sent:** Thursday, September 10, 2015 6:57 AM  
**To:** Council Members  
**Subject:** Support to deny

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I support to deny municipal consent  
Barbara Dorset  
Dean court

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Sent from my iPhone

## Menshek, Peggy Y

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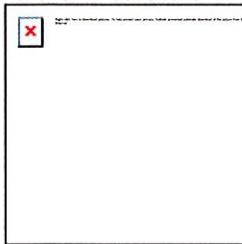
**From:** Laila Schirrmeister <laila.schirr@gmail.com>  
**Sent:** Thursday, September 10, 2015 8:16 AM  
**To:** Wagenius, Peter D.; Reich, Kevin A.; Frey, Jacob; Johnson, Barbara A. - City Council; Yang, Blong; Warsame, Abdi; Goodman, Lisa R.; Glidden, Elizabeth A.; Quincy, John; Andrew.Johnson@minneapolismn.gov; Palmisano, Linea  
**Subject:** Fwd: Call to Action- Vote NO Minneapolis Mayor & City Council

Please address the issues described in the following e-mail. As Minneapolis city council members, I am strongly urging each and every one of you to advocate for the citizens of Minneapolis. Please do not support the LRT route as it is getting shoved down our collective throats. The met council is NOT YOUR BOSS. The LRT route proposed is NOT acceptable on so many, many levels. Thank you for your attention, and for any efforts you may contribute towards the demise of this project.

Laila Schirrmeister  
1940 Sheridan Ave S  
Mpls, MN 55405  
612 377-4433

----- Forwarded message -----

**From:** LRT Done Right <[kasia.mcmahon@gmail.com](mailto:kasia.mcmahon@gmail.com)>  
**Date:** Wed, Sep 9, 2015 at 9:44 PM  
**Subject:** Call to Action- Vote NO Minneapolis Mayor & City Council  
**To:** [laila.schirr@gmail.com](mailto:laila.schirr@gmail.com)



# Contact Minneapolis City Council Members & Mayor Betsy Hodges by September 14th!

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**Mayor Hodges and Minneapolis City Council Members need to hear from you.** Below are talking points & contact info to help you better craft your opposition to SWLRT with co-location.

The Minneapolis City Council is being asked to look again at whether

SWLRT should run through the Chain of Lakes/Kenilworth corridor, this time in light of information provided by the Met Council's Supplemental Draft Environmental Impact Statement (SDEIS). But the SDEIS is deeply flawed. **Voice your opposition before the [meeting September 15th!](#)**

#### **PUBLIC SAFETY-SWLRT INTRODUCES SERIOUS PUBLIC SAFETY RISKS**

- Freight trains carrying millions of gallons of explosive ethanol would run some 15 feet away from sparking LRT electric wires-through a residential and recreational area, and under Target Center.
- Derailment by either freight or LRT (we have seen both in the Metro areas in recent years) could be catastrophic, possibly worse than the Lac Mégantic disaster. Public safety is the first responsibility of the City; the City should do everything possible to avoid exposure to a risk of this magnitude.
- During construction, heavy equipment, complex construction activities, and ethanol trains would all be squeezed into a 59-foot-wide "pinch point" - only 2 feet away from the Calhoun Isles Condominium, and mere feet away from other residences. In such a narrow passage, would the notoriously unpredictable, water-laden lakes-area soil hold between the freight trains, the buildings, and the trench built to construct the tunnel? **TC&W officials have expressed concern** about these issues. So should the City.
- **Minneapolis Fire Chief & first responders concerns-** First-responder access to the neighborhood would be blocked during construction and diminished after construction. The City Council should seek advice from its police and fire departments.
- In the event of a freight-related accident, explosion, or fire in the corridor, the railroad may have insufficient insurance to cover its liabilities. Other jurisdictions have seen railroads declare bankruptcy, leaving public entities to pay for damages to people and property.
- The TC&W considers their emergency preparedness concerns so significant that they will only address them in documents they want kept secret, citing national security.

**ENVIRONMENTAL DAMAGE** - The fact that the Minneapolis Park and Recreation Board publicly capitulated to political threats does not change the validity of its objections to the project.

It recommended against co-locating freight and LRT in the Kenilworth Corridor because it would be detrimental to the environment and would not adequately preserve or protect quality of life.

**The findings of the 2012 DEIS still stand:** It recommended against co-locating freight and LRT in the Kenilworth Corridor because it would be detrimental to the environment and would not adequately preserve or protect quality of life.

- We still don't know if the SWLRT will have a detrimental effect on the City's waters.
- We still don't know if building the proposed tunnel between Cedar Lake and Lake of the Isles is preferable to running the LRT at-grade. We know that other construction projects have had major consequences for local springs, groundwater, and watersheds. The SDEIS provides very limited information on the hydrology of the project, a critical concern to Minneapolis.
- Construction will disturb contaminated soil that could leech into groundwater at the site of the former Kenilworth railroad yard. The Southwest Project Office admits the amount of contamination in Kenilworth is currently unknown.
- Clear-cutting of what may be Minneapolis' largest urban forest would wreak an environmental disaster approaching that done by the 2013 summer equinox storm, which downed some 3,000 trees: destruction of 75 percent of 44 acres of vegetation, 1,960 trees 6 inches DBH (diameter at breast-height), and 480 trees over 12 inches DBH. Unlike remediation of the storm damage, however, there is no plan to restore anything like the original condition. We don't know the environmental effect of this destruction. The Met Council claims it would be "improving" this natural landscape with concrete station slabs and LRT catenary wires. This is patently absurd.

#### **EFFECT ON RESIDENTS**

- The SDEIS grossly minimized potential impact of SWLRT vibration from construction and operations. For example: based on recent experience, it is reasonable to assume that SWLRT through Kenilworth Corridor will likely damage area residences - condos, rental units, and houses. Pile-driving construction methods used this past spring on the former Tryg's site - very near the proposed LRT tunnel location - had to be halted because vibrations caused catastrophic damage to adjacent buildings. This method had been proposed for the LRT tunnel - to be built within two feet of the historic grain elevator (Calhoun Isles) condos - but other (more expensive) approaches are now being considered. It is simply not clear whether a tunnel can be built in this location with the methods and budget currently proposed.
- The SDEIS is silent on how to prevent or remediate damage to the hundreds of apartments, condominiums and homes that could be damaged by construction and operation of the LRT.
- The Met Council's SDEIS grossly underestimates the impact of noise and vibration on the thousands of people living in the neighborhood's condos, apartments, and houses. It fails to measure impact on locations that would be most affected by the project

#### **CONCENTRATION OF POVERTY- NOT AN EQUITY TRAIN**

The proposed SWLRT route would, at best, provide only marginal service to high-density and high-poverty areas in Minneapolis, and would effectively cement an architecture of concentrated poverty into the City and the Metro area for generations to come. This critical concern would be sacrificed to the supposed preference of suburban commuters who prefer train to bus transit.

- The Met Council uses outdated (2010) numbers to project ridership, data that doesn't reflect the substantially increased population that would be served by alternative routes - for example, through Uptown.
- SWLRT is projected to serve very few North Side residents, where many lower-income people reside. The Met Council's most recent projection of total average weekday ridership at Penn, Van White, and Royalston is 22 percent *lower* than originally forecast, down from 1,513 to 1,181 - and not until the year 2030. Note that if the number represented *riders* instead of trips, the total would be cut approximately in half.

### **HIDDEN COSTS**

The SDEIS fails to acknowledge the tens of millions of dollars in additional costs associated with numerous design and construction, safety and environmental remedies that the Met Council will be required to implement, including:

- Removing and rebuilding a major Met Council sewer project that was completed just months ago,
- More costly pile-driving methods for tunnel construction,
- Sound and vibration remediation of hundreds of residences,
- Massive soil remediation of the former railroad yard,
- Potential liability after an accident,
- The loss of an estimated \$4 million property tax revenue to the City every year into the future, based on the modest projection of a 5 percent decrease in value of homes and apartment buildings negatively affected by noise, vibration, aesthetic and safety impacts.

For more information, please see the LRT-Done Right [response](http://lrt-doneright.org/wp-content/uploads/2015/07/LRTDR-SDEIS-Response-Corrected-7-23-15.pdf) to the SDEIS at

<http://lrdoneright.org/wp-content/uploads/2015/07/LRTDR-SDEIS-Response-Corrected-7-23-15.pdf>

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**Contact them today!!!**

Mayor Betsy Hodges	Minneapolis	<a href="#">Web comment</a> <a href="#">Post on the Mayor's Blog</a>
Peter Wagenius	Minneapolis Transportation Policy Aide	<a href="mailto:peter.wagenius@minneapolismn.gov">peter.wagenius@minneapolismn.gov</a>
Kevin Reich <a href="tel:612-673-2201">612-673-2201</a>	Minneapolis City Council	<a href="mailto:kevin.reich@minneapolismn.gov">kevin.reich@minneapolismn.gov</a>
Cam Gordon <a href="tel:612-673-2202">612-673-2202</a>	Minneapolis City Council	<a href="mailto:cam.gordon@minneapolismn.gov">cam.gordon@minneapolismn.gov</a>
Jacob Frey <a href="tel:612-673-2203">612-673-2203</a>	Minneapolis City Council	<a href="mailto:jacob.frey@minneapolismn.gov">jacob.frey@minneapolismn.gov</a>
Barbara Johnson <a href="tel:612-673-2204">612-673-2204</a>	Minneapolis City Council	<a href="mailto:barbara.johnson@minneapolismn.gov">barbara.johnson@minneapolismn.gov</a>
Blong Yang <a href="tel:612-673-2205">612-673-2205</a>	Minneapolis City Council	<a href="mailto:blong.yang@minneapolismn.gov">blong.yang@minneapolismn.gov</a>
Abdi Warsame <a href="tel:612-673-2206">612-673-2206</a>	Minneapolis City Council	<a href="mailto:abdi.warsame@minneapolismn.gov">abdi.warsame@minneapolismn.gov</a>
Lisa Goodman <a href="tel:612-673-2207">612-673-2207</a>	Minneapolis City Council	<a href="mailto:lisa.goodman@minneapolismn.gov">lisa.goodman@minneapolismn.gov</a>
Elizabeth Glidden <a href="tel:612-673-2208">612-673-2208</a>	Minneapolis City Council	<a href="mailto:elizabeth.glidden@minneapolismn.gov">elizabeth.glidden@minneapolismn.gov</a>
Alondra Cano <a href="tel:612-673-2209">612-673-2209</a>	Minneapolis City Council	<a href="mailto:alondra.cano@minneapolismn.gov">alondra.cano@minneapolismn.gov</a>
Lisa Bender <a href="tel:612-673-2210">612-673-2210</a>	Minneapolis City Council	<a href="mailto:lisa.bender@minneapolismn.gov">lisa.bender@minneapolismn.gov</a>
John Quincy <a href="tel:612-673-2211">612-673-2211</a>	Minneapolis City Council	<a href="mailto:John.Quincy@minneapolismn.gov">John.Quincy@minneapolismn.gov</a>
Andrew Johnson	Minneapolis City Council	<a href="mailto:Andrew.Johnson@minneapolismn.gov">Andrew.Johnson@minneapolismn.gov</a>

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Minneapolis City Council

[Linea.Palmisano@minneapolismn.gov](mailto:Linea.Palmisano@minneapolismn.gov)



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LRT Done Right | Kenilworth Greenway | Minneapolis | MN | 55405

## Menshek, Peggy Y

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**From:** Julia <julia@writeworks.net>  
**Sent:** Wednesday, September 09, 2015 10:58 PM  
**To:** Yang, Blong  
**Subject:** SWLRT

---

I am writing in support of the SWLRT. Please, please get SWLRT moving and send it through the Kenilworth Trail. Minneapolis and the southwest suburbs need mass transit in the form of a train and we need it now. We have to stop pretending that highways are free and that traffic and congestion are just part of the cost of living in a city. We need to enter the 21<sup>st</sup> century and we need to do it on trains and buses and bikes and on foot.

---

Thank you.

Julia Singer

**Menshek, Peggy Y**

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**From:** SHUSSIEB@aol.com  
**Sent:** Wednesday, September 09, 2015 10:26 PM  
**To:** Council Members  
**Subject:** LRT

---

THIS PROJECT SHOULD NEVER HAVE BEEN PUT ON THE DRAWING BOARD. THE "SDEIS" HAS A BLIND EYE WHEN IT COMES TO SAFETY AND UNDERSTANDING OF PEOPLE IN THE AREAS THAT WILL BE AFFECTED. ALL THE PEOPLE THAT ARE PUSHING FOR THIS TO GET STARTED ARE ONLY INTERESTED IN GETTING THE \$\$\$ BEFORE A DEADLINE. THEY COULD CARE LESS IF THIS IS RIGHT FOR THE CITY AND THE PEOPLE.

**PLEASE GET THIS PROJECT STOPPED OR MOVED TO A BETTER LOCATION WHERE IT SHOULD HAVE BEEN DESIGNED IN THE FIRST PLACE. THIS IS A TIME BOMB WAITING TO HAPPEN!!!!!!!!!!!!!!!!!!!!!!**

**THANK YOU.**

**SHIRLEY AND ALLEN BLUMENTHAL  
GOLDEN VALLEY, MINNESOTA**

## Menshek, Peggy Y

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**From:** Yang, Ger on behalf of Yang, Blong  
**Sent:** Thursday, September 10, 2015 11:16 AM  
**To:** Council Comment  
**Subject:** FW: Concerns Regarding Municipal Consent  
**Attachments:** SDEIS summary for City Council final.pdf; ATT00001.htm

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**From:** Alan Hogg [<mailto:alan.hogg@me.com>]  
**Sent:** Wednesday, September 09, 2015 9:54 PM  
**To:** Council Members  
**Subject:** Concerns Regarding Municipal Consent

Hello,

My name is Alan Hogg and I am a property owner in Minneapolis. I just read the attached letter from LRT Done Right. Although they may appear a self serving organization, I think their letter effectively raises a number of concerns about the LRT plans that must be considered prior to taking the vote. I hope that all parties voting on consent for the LRT will have a good understanding of these issues and how they will be addressed.

Thank you for your consideration,

Alan  
Mobile: [612-618-4233](tel:612-618-4233)  
[alan.hogg@me.com](mailto:alan.hogg@me.com)

# LRT-DONE RIGHT

LRTDONERIGHT.ORG

MINNEAPOLIS, MN

## WHY MINNEAPOLIS SHOULD DENY MUNICIPAL CONSENT to SWLRT through the Kenilworth Corridor

The Minneapolis City Council is being asked to look again at whether SWLRT should run through the Chain of Lakes/Kenilworth corridor, this time in the light of information provided by the Met Council's Supplemental Draft Environmental Impact Statement (SDEIS).

But the SDEIS is deeply flawed. It ignores the fundamental change represented by the proposed plan: that a new, permanent freight rail line would be created in Minneapolis, with safety, environmental, and other impacts of its own. It also neglects to look at the impacts of "co-location," i.e., how the new passenger rail and freight rail lines will interact.

### 1. PUBLIC SAFETY

SWLRT introduces serious new public safety risks **that are of great concern to fire chiefs and other first responders**. The SDEIS was virtually silent on these concerns.

- a. Freight trains carrying millions of gallons of explosive ethanol would run some 15 feet away from sparking LRT electric wires—through a residential and recreational area, and **even under Target Center**.
- b. A derailment by either freight or LRT (we have seen both in the Metro area in recent years<sup>1</sup>) could be catastrophic, possibly worse than the Lac Mégantic disaster. Public safety is the first responsibility of the City; the City should do everything possible to avoid exposure to a risk of this magnitude.
- c. During construction, heavy equipment, complex construction activities, and ethanol trains would all be squeezed into a 59-foot-wide "pinch point" — only 2 feet away from the Calhoun Isles Condominium, and mere feet away from other residences. In such a narrow passage, would the notoriously unpredictable, water-laden lakes-area soil hold between the freight trains, the buildings, and the trench built to construct

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<sup>1</sup> Recent derailments in Minnesota include:

12/1/2014: 30 train cars derailed in Ottertail County; fortunately, its oil tankers were empty.  
9/21/2014: LRT derailed in downtown St. Paul; its overhead electric wires were downed.  
7/13/2014: North Star freight train derailed in Elk River, cause unknown.  
2/26/2014: LRT was derailed by snow in Bloomington.  
3/27/2013: 14-car train derailed near Parkers Prairie, spilling 30,000 gallons of crude oil  
10/2/2010: TC&W train derailed; cause was a tiny, virtually undetectable flaw in the track.

the tunnel? **TC&W officials have expressed concern** about these issues. So should the City.

- d. ~~First-responder access to the neighborhood would be blocked during construction and diminished after construction. The City Council should seek advice from its police and fire departments.~~
- e. In the event of a freight-related accident, explosion, or fire in the corridor, the railroad may have insufficient insurance to cover its liabilities. Other jurisdictions have seen railroads declare bankruptcy, leaving public entities to pay for damages to people and property.
- f. The TC&W considers their emergency preparedness concerns so significant that they will only address them in documents they want kept secret, citing national security.

## 2. ENVIRONMENTAL DAMAGE

The fact that the Minneapolis Park and Recreation Board publicly capitulated to political threats does not change the validity of its objections to the project. **The findings of the 2012 DEIS still stand:** It recommended against co-locating freight and LRT in the Kenilworth Corridor because it would be detrimental to the environment and would not adequately preserve or protect quality of life.

- a. We still don't know if the SWLRT will have a detrimental effect on the City's waters.
- b. We still don't know if building the proposed tunnel between Cedar Lake and Lake of the Isles is preferable to running the LRT at-grade. We know that other construction projects have had major consequences for local springs, groundwater, and watersheds. The SDEIS provides very limited information on the hydrology of the project, a critical concern to Minneapolis.
- c. Construction will disturb contaminated soil that could leech into groundwater at the site of the former Kenilworth railroad yard. The Southwest Project Office admits the amount of contamination in Kenilworth is currently unknown.
- d. Clear-cutting of what may be Minneapolis' largest urban forest would wreak an environmental disaster approaching that done by the 2013 summer equinox storm, which downed some 3,000 trees: destruction of 75 percent of 44 acres of vegetation, 1,960 trees 6 inches DBH (diameter at breast-height), and 480 trees over 12 inches DBH. Unlike remediation of the storm damage, however, there is no plan to restore anything like the original condition. We don't know the environmental effect of this destruction. The Met Council claims it would be "improving" this natural landscape with concrete station slabs and LRT catenary wires. This is patently absurd.

## 3. EFFECT ON RESIDENTS

- a. The SDEIS grossly minimized potential impact of SWLRT vibration from construction and operations. For example: based on recent experience, it is

reasonable to assume that SWLRT through Kenilworth Corridor will likely damage area residences — condos, rental units, and houses. Pile-driving construction methods used this past spring on the former Tryg's site — very near the proposed LRT tunnel location — had to be halted because vibrations caused catastrophic damage to adjacent buildings. This method had been proposed for the LRT tunnel — to be built within two feet of the historic grain elevator (Calhoun Isles) condos — but other (more expensive) approaches are now being considered. It is simply not clear whether a tunnel can be built in this location with the methods and budget currently proposed.

- b. The SDEIS is silent on how to prevent or remediate damage to the hundreds of apartments, condominiums and homes that could be damaged by construction and operation of the LRT.
- c. The Met Council's SDEIS grossly underestimates the impact of noise and vibration on the thousands of people living in the neighborhood's condos, apartments, and houses. It fails to measure impact on locations that would be most affected by the project.

#### 4. CONCENTRATION OF POVERTY

The proposed SWLRT route would, at best, provide only marginal service to high-density and high-poverty areas in Minneapolis, and would effectively cement an architecture of concentrated poverty into the City and the Metro area for generations to come. This critical concern would be sacrificed to the supposed preference of suburban commuters who prefer train to bus transit.

- a. The Met Council uses outdated (2010) numbers to project ridership, data that doesn't reflect the substantially increased population that would be served by alternative routes — for example, through Uptown.
- b. SWLRT is projected to serve very few North Side residents, where many lower-income people reside. The Met Council's most recent projection of total average weekday ridership at Penn, Van White, and Royalston is 22 percent *lower* than originally forecast, down from 1,513 to 1,181 — and not until the year 2030. Note that if the number represented *riders* instead of trips, the total would be cut approximately in half.

#### 5. HIDDEN COSTS

The SDEIS fails to acknowledge the tens of millions of dollars in additional costs associated with numerous design and construction, safety and environmental remedies that the Met Council will be required to implement, including:

- a. Removing and rebuilding a major Met Council sewer project that was completed just months ago,
- b. More costly pile-driving methods for tunnel construction,
- c. Sound and vibration remediation of hundreds of residences,

- d. Massive soil remediation of the former railroad yard,
- e. Potential liability after an accident,
- f. The loss of an estimated \$4 million property tax revenue to the City every year into the future, based on the modest projection of a 5 percent decrease in value of homes and apartment buildings negatively affected by noise, vibration, aesthetic and safety impacts.

For more information, please see the LRT-Done Right response to the SDEIS at

[http://lrtdoneright.org/wp-content/uploads/2015/07/LRTDR-SDEIS-Response\\_Corrected-7-23-15.pdf](http://lrtdoneright.org/wp-content/uploads/2015/07/LRTDR-SDEIS-Response_Corrected-7-23-15.pdf)

## Menshek, Peggy Y

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**From:** Yang, Ger on behalf of Yang, Blong  
**Sent:** Thursday, September 10, 2015 11:19 AM  
**To:** Council Comment  
**Subject:** FW: Written testimony for public hearing  
**Attachments:** Why to Deny Municipal Consent.pdf

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**From:** Goodman, Lisa R.  
**Sent:** Wednesday, September 09, 2015 4:31 PM  
**To:** Council Members  
**Cc:** Stuart Chazin  
**Subject:** FW: Written testimony for public hearing

Please see the attached letter my constituent has sent in, the council comments e-mail doesn't seem to work to get e-mail directly to each of us.

Lisa

**From:** Stuart Chazin [<mailto:stuart@chazingroup.com>]  
**Sent:** Wednesday, September 09, 2015 3:46 PM  
**To:** [councilcomments@minneapolismn.gov](mailto:councilcomments@minneapolismn.gov); Wagenius, Peter D.  
**Subject:** Written testimony for public hearing

Please distribute the attached letter to all city council member & Mayor Hodges as soon as you can so they'll have time to read it before Tuesday September 15th.

Thank you  
SAC

The Chazin Group, Inc.  
Stuart A Chazin  
Broker / President  
Lake Pointe Corporate Centre  
3100 West Lake Street, Suite 230  
Minneapolis, Minnesota 55416  
952-928-9915 - O  
612-991-5694 - C

[Stuart@chazingroup.com](mailto:Stuart@chazingroup.com)  
[www.chazingroup.com](http://www.chazingroup.com)

The Chazin Group is committed to GO GREEN.

Stuart A Chazin  
2615 Burnham Road  
Minneapolis, Minnesota 55416-4335  
[Stuart@chazingroup.com](mailto:Stuart@chazingroup.com)

The City of Minneapolis should **DENY** Municipal Consent through Kenilworth Corridor

To: The Honorable Mayor Betsy Hodges  
Minneapolis City Council

I'm asking you to **DENY** Municipal Consent for the following reasons:

- The **2010** Minneapolis City Council resolution of support for the locally preferred alternative (LPA) made it clear that its support for the Kenilworth LRT route was contingent upon implementing freight relocation as planned and promised.
- The Draft Environmental Impact Statement of October 2012 Section ES-23 to ES-24 evaluated a **different** plan, that did **not** include running the LRT in a shallow tunnel or co-locating freight trains next to LRT, that is, a plan that is different from the one currently being implemented by the Met Council.
- **The DEIS from October 2012 concluded that co-locating freight and LRT in the Kenilworth Corridor would be detrimental to the environment and would NOT adequately preserve or protect the quality of life. The DEIS from October 2012 recommended against locating freight and LRT in the corridor.**
- Section 3.4.5.3 of the DEIS states that potential long-term effects may occur at the Kenilworth Channel.

Environmental Impact Study (EIS)

- **An EIS** would identify the **dangers** of co-locating light rail in the same dangerously narrow corridor as freight trains carrying highly flammable cargo.
- **An EIS** would evaluate the risk of running ethanol-loaded freight trans a mere 11 feet from passengers on the LRT and its electrical wires overhead.
- **An EIS** would examine the **disastrous** effects of an ethanol spill into Kenilworth Channel and connecting lakes.
- **An EIS** would identify the project's impact on ground water, a risk inherent in constructing the shallow tunnel. The extent and effect of "de-watering" the tunnel and the impact on water quality in our precious Chain of Lakes is, without an EIS, unknown.
- **An EIS** would determine how, or even if, freight rail could continue to run as the "shallow tunnel" was built with heavy construction equipment operating only 11 feet away. It would assess the safety and costs of such a plan.

Per Southwest LRT Project Office (SPO)

Destruction of over 480 significant trees over 12 inches DBH and greater  
Destruction of over 2,000 trees 6 inch DBH and greater  
Destruction of over 75% of vegetation across the 44 acres  
Environmental impact still unresolved - Phase II investigation needed

### Minneapolis Park and Recreation Board (“MPRB”)

- **The DEIS from October 2012 acknowledges that the impact of replacing the existing bridge over the Channel “could be substantial because of sensitive receptors traveling in the lagoon.”**
- The DEIS also acknowledges that “the existing bridge and the Kenilworth Lagoon and Channel are historic, located in the Historic Grand Rounds District” and the potential replacement or modification of the existing pedestrian bridge would have substantial effect on this historic landscape.
- Section 4(f) of US Department of Transportation Act of 1966 states that **NO** federal dollars can be spent on a transportation project that impacts parkland unless there is **NO** “feasible and prudent alternative. There is a feasible and prudent alternative but the Met Council refuses to analyze it.

### Calhoun Isles Condominium

- The shallow tunnel will be constructed within **2 feet** of the exterior walls of the 143-unit multi-story Calhoun Isles Condominium, a restored grain silo made of solid concrete.
- The shallow tunnel’s sheet piling would be driven only **18 inches** from the footing of the multi-story parking structure.
- The Met Council has admitted not having done an analysis of the significance of this below-grade construction to the structural integrity of the condominium’s buildings
- The Met Council has indicated that additional potholing activities will be necessary later in the summer in order to complete the evaluation of the impact of the construction on these buildings.
- The Met Council does not know if the proximity of the LRT sheet piling and rails to the exterior walls and footings of the condominium will damage those structures to the point where the buildings can no longer be occupied safely.
- Light Rail Trains would run through the shallow tunnel on rails located approximately 12 feet from the footings of this structure and some 15.5 feet from their exterior walls.
- The level of vibration and noise from the LRT are currently **unknown** as is the effect they may have on livability in the condominiums. Responsibility for these problems is also an unknown.
- Calhoun Isles Condominium has **NOT** received any assurance from the Met Council that the operation of approximately 220 trains per day in the shallow tunnel only 12 feet from the foundation will **NOT** adversely effect the integrity of the condominium structure.

### Freight Trains

- MNDOT needed to move freight rail out of the Midtown Corridor because the reconstruction of Highway 55 was going to sever the at-grade crossing of the highway.
- The government agencies involved had decided the solution was to relocate freight rail to the existing Minneapolis, Northfield and Southern Railway (“MN&S”) rail corridor in St. Louis Park. But before the project began, project engineers learned that the land under the planned connection to the freight reroute – the Golden Auto site in St. Louis Park – was contaminated and unfit for construction.
- As proposed the SWLRT tracks, which are powered by electric catenary line, will be as close as 12 ft. from the TC&W tracks in the Kenilworth corridor; ethanol is prone to ignite with an electrostatic charge.

- AREMA guidelines state that freight have a 25 ft. separation of rail to other structures measured center rail to center rail but in the most narrowest part of Kenilworth Corridor Freight trains carrying highly flammable cargo will be within a mere 11 feet from passengers on the LRT in the shallow tunnel.
- The freight trains are currently 25 ft. from the Cedar Lake Shores townhomes and during after construction could be within 17 ft.

**Recent derailments in Minnesota include:**

2014 Dec 1: 30 train cars derailed in Ottertail County, its oil tankers were empty  
 2014 Dec 2: 2 trains collided near Mankato  
 2014 Sept 21: LRT derailed in downtown St. Paul its overhead electric wires were downed.  
 2014 July 13: North Star freight train derailed in Elk River, cause unknown.  
 2014 Feb 26: LRT was derailed by snow in Bloomington.  
 2013 March 27: 14 car train derailed near Parkers Prairie, spilling 30,000 gallons of crude oil

- The Met Council’s most recent projection of average weekday ridership in 2030 at Minneapolis’s three stations (Penn, Van White, Royalston) is **22% LOWER** then originally forecasted.

**Please keep in mind that the total ridership is misleading because the same person uses the LRT coming and going each day.**

Source: MPR & Metropolitan Council

	OLD	NEW	Difference	% Difference
Penn	930	648	-282	<b>-30%</b>
Van White	310	310	0	<b>0%</b>
Royalston	273	223	-50	<b>-18%</b>
<b>Sub-Total</b>	<b>1513</b>	<b>1181</b>	<b>-332</b>	<b>-22%</b>

## Menshek, Peggy Y

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**From:** Bonnie Black <bonbon377@gmail.com>  
**Sent:** Thursday, September 10, 2015 11:49 AM  
**To:** Yang, Blong  
**Subject:** SWLRT

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I am highly **OPPOSED** to the SWLRT due to the many **potential safety concerns** with co-location, the **inability** of the SWLRT to serve North Minneapolis and the **thousands** of Uptown residents living in the 2 new apartment buildings that have been built in the past 3 years (with as many more to come) along the Greenway.

The SWLRT as proposed serves the SW suburban areas, **not the residents of Mpls**. The city of Minneapolis has an obligation to provide superb transportation for **Minneapolis citizenry First**.

This project, **flawed from the beginning** and throughout its planning, continues to reveal its great errors. It deserves to be scrapped. The political pressures that have propelled its continues existence need to be silenced.

Edith S. Black, Minneapolis Resident.