

Appendix C

Public Input

Community Conversation #1 Summary and Comment Sheets

Community Conversation #1 Display Boards

Community Conversation #2 Summary and Comment Sheets

Community Conversation #2 Presentation

Online Survey Results

Community Conversation #1 – Summary

Summary

On Tuesday, July 25, 2017, approximately 175-200 people attended the first community conversation for the Edina Passenger Rail Engagement Study. Attendees were invited to view informational display boards about the study, participate in a “Question Wall” exercise, and discuss additional questions at conversation tables. Comment sheets were also available.

This document summarizes feedback by general themes. Full versions of all comments received will be available as an appendix to the final project report.

Overall Feedback

Generally, most attendees at Community Conversation #1 were negative towards the idea of a light rail or commuter train on the Dan Patch Corridor. A majority of these comments addressed concerns about the decline of home and property value along the corridor and increased safety concerns in neighborhoods if passenger rail were to be implemented in this corridor. The following summarizes comments from the 67 comment sheets received at the meeting:

- No further study of passenger rail/keep gag rule: 60%
- Yes to further study of passenger rail: 24%
- No preference stated, questions/more info requested: 16%

The following summarizes these comments as well as the notes placed on the question wall.

Comments About Passenger Rail

- Positives
 - Sustainable option, planning for future
 - Environmental benefits (reduce car use, less pollution)
 - Another transportation option (for employees and older residents noted specifically)
 - Help reduce traffic on current highway system
 - Economic benefit to the City of Edina – create hubs for development
 - Attractive to young/potential residents
 - Connects to other cities
 - Increase overall use for entire system
 - Create longer-term residents in Edina (“age in place”)
 - Support increase in population and employment
- Negatives/concerns
 - Decrease in property values
 - High cost, low benefit
 - Noise and vibration



- Traffic congestion at neighborhood level
- Proximity to homes/safety issues
- Pedestrian safety and grade crossing issues
- Increased crime
- Benefits neighbor cities (Northfield, mostly) more than Edina
- Stations not in convenient locations
- Not a significant improvement over current bus/rapid bus system
- Lack of ridership

Questions/Important for City to Know

- Housing, properties, and neighborhoods
 - Density
 - Property values
 - Noise
 - Direct impacts/potential property takes
 - Increased traffic
 - Parking demands around stations
- Canadian Pacific's plans for rail, increased freight traffic
- Safety along rail line
 - Speed of a potential rail line (current freight goes very slow)
 - Grade crossings
 - Emergency vehicle access to surrounding neighborhoods
 - Nearby parks and recreation areas
- Benefits directly for Edina residents, versus benefits for surrounding areas (Northfield, Savage, etc.)
- Consider other options
 - Bike/walk trail instead of transit
 - Transit route along major highways
 - Rapid bus lines instead of passenger rail
 - Consider Diesel Multiple Unit (DMU) rail technology
- Overall timeline/steps for implementing a passenger rail project
- Existing conditions
 - Current usage of bus routes/light rail in twin cities area
 - Rider projections for future usage – what is demand?
- Station locations
- Status of Green Line Extension, usage data from other train lines in Metro area

Tell us:

SHOULD THERE BE FURTHER STUDY OF PASSENGER RAIL IN EDINA?

The Edina Transportation Commission will consider your comments as it develops its recommendations.



Please share your thoughts below:

Passenger Rail on the MN&S corridor
should be reinstated:
Why widening Hwy 100 isn't enough. (NYRR club)
In June 1903 Superintendent Wheatly of the BMT
said congestion is caused by the fact that as
New York grew from a 2 story city to a 10 story
city the width of the streets remained the same.
It does not help to cut travel time on Hwy 100
if for example downtown can't handle more than a certain
number of vehicles per hour
2) Sustainability. If a car cost \$2,000 in 1970
it cost \$5,000 in 1985. In 2017 a new car costs
about \$20,000. What is that car going to cost 40 years
from now? And commuters use that car to get to work

Please provide your name and email address if you'd like City staff to contact you:

Your name:

[Redacted Name]

2 hours a day 5
days a week. Not
Very smart.

Your email address:

[Redacted Email Address]

Tell us:

SHOULD THERE BE FURTHER STUDY OF PASSENGER RAIL IN EDINA?

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Please share your thoughts below:

- Livability / NOISE - bells at grade 14x a day
- Emergency Exit from neighborhoods blocked by Hwy - rail
- Adequate parking - prevent commuters from neighborhood parking (Happening now with Bus routes, Library, senior center, Jerrys)
- Milk run - too many stops / would not ride
- why northfield?
- you are forcing routes based on 1942 track system vs current/future needs
- Access to roadways / Grade blocks - took me 15 minutes tonight to get from brookside onto Iata launch Blvd

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stop
LOOK
Listen

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Tell us:

**SHOULD THERE BE FURTHER STUDY OF
PASSENGER RAIL IN EDINA?**

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Please share your thoughts below:

When is the Metro Green Line Opening?
Is it funded?

How are the Rapid Bus Lines doing?
Seems like it is less
expensive + more flexible

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[REDACTED]

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Please share your thoughts below:

YJS

→ extend line into Bloomington

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Your name:

[REDACTED]

Your email address:

[REDACTED]

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Please share your thoughts below:

I AM A STRONG PROponent of LIGHT RAIL, IN ALL ITS VARIATIONS - I BELIEVE THE LONG TERM PLAN SHOULD BE A FULL NETWORK of LINES RATHER THAN JUST SPOKES AS CURRENTLY PLANNED.

LONG TERM THE HIGHWAYS CANNOT SUPPORT THE INCREASED VOLUME of CARS AND TRUCKS AS THE METRO CONTINUES TO EXPAND.

THE STUDY MUST INCLUDE NOISE IMPACTS IN SOME NEIGHBORHOODS BUT THE LONG TERM ECONOMIC BENEFITS TO AREAS of EDINA AND SURROUNDING COMMUNITIES WILL BE WORTH IT

Please provide your name and email address if you'd like City staff to contact you:

Your name:

[REDACTED]

Your email address:

[REDACTED]

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Tell us:

SHOULD THERE BE FURTHER STUDY OF PASSENGER RAIL IN EDINA?

The Edina Transportation Commission will consider your comments as it develops its recommendations.

Please share your thoughts below:

No, there should not be further study of a passenger rail in Edina. The tracks will be a danger to young families. They run along the bike path, which 3 Rivers Park District just built. Having the train run so frequently will diminish use & enjoyment of the path. Light Rail stations attract crime & decrease property value. Residents do not want this.

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Your email address:

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Tell us:

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Please share your thoughts below:

Please keep Commuter rail out of our community and backyards. This would decrease our home values and create more danger for our kids. It would only benefit other communities. This is also a waste of money for any small benefit it would provide.

keep the traffic out of our neighborhoods. Keep us quiet!

Keep the gag order!

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[REDACTED]

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Please share your thoughts below:

- 1 GAL RAIL SHOULD BE LIFTED
- 2 THERE MUST BE FURTHER STUDY OF PASSENGER RAIL IN EDINA.
- 3 NO NEW CITY TAXES
NO CITY SUBSIDIES.

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[REDACTED]

Your email address:

[REDACTED]

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Please share your thoughts below:

- ① I am deeply disappointed that a study was commissioned and consultants hired prior to public comment. This implies that the City of Edina has already taken a position, despite the clear, historical, documented opposition of the majority of residents.
- ② Any further study must include both alternative options, such as a bike trail or full closure of the line.
- ③ Residents deserve a formal presentation of the factual, documented benefits and risks. These must not be theoretical, they must be evidence-based. We have only heard scare-mongering and illogical arguments in favor.
- ④ We have heard constant, frustrated commentary that an open house is pointless. Residents need and require a formal information process and formal forum for public comment.
- ⑤ I am a change manager & executive leading large-scale, unpopular changes. I give this process a F minus.

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Please share your thoughts below:

Keep gag
order in
place

Do NOT CHANGE

Do not
spend \$ to
encourage
development
of rail service

gag order stay in place

Please provide your name and email address if you'd like City staff to contact you:

Your

Your email address

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Please share your thoughts below:

I would appreciate more outreach to residents on the discussions and process for proceeding with the study. We are located directly on the DP Corridor and only heard about this meeting thanks to an article in the Star Tribune. We have concerns about the potential cost, safety, and feasibility of increased rail traffic in Edina and have not seen benefits to the residents.

Please provide your name and email address if you'd like City staff to contact you:

Your name:

[Redacted]

Your email address:

[Redacted]

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Please share your thoughts below:

Terrible idea! concerned as this
track sits in my backyard. Concerned
about cost to tax payers, reduction in
my property value + safety for my
kids with trains traveling frequently in my
backyard.

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Your name:

Your email address:

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Please share your thoughts below:

would it ever be converted to a bike path?

This would only make sense if it
connected to other transportation
options (SW light rail, buses, etc)

My concern is that the cost wouldn't
be worth it if the number of riders
would be small. That should be
looked at

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Please share your thoughts below:

I support the lifting of the gas rule. It would be foolish not to at least examine the topic.

I support rail in Edina. I was very disappointed when it was voted down a year or two ago.

Rail travel is clean, supports a clean planet, is sustainable. Rail travel is a service that will offer one more option for residents and is a healthy solution to our growing resident/traffic issues.

As a growing urban area, we have to have resources to thrive. Lack of rail is like ~~pretending~~ ^{pretending} we are still a village, not wanting to embrace the vibrant direction we are going.

Please provide your name and email address if you'd like City staff to contact you:

No need to contact me.

Your name:

Fel

Your email address:

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Please share your thoughts below:

this was voted down 25 years ago. She didn't need this then & we don't need it now. Any light rail from Northfield should go over I-35, not through residential neighborhoods. School buses cross over the rail in Brooklyn Heights. If we have 30k for a study the city has too much available money. She don't need a study & we don't need commuter rail.

Please provide your name and email address if you'd like City staff to contact you:

Your name:

[Redacted]

Your email address:

[Redacted]

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Tell us:

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Please share your thoughts below:

Will (How) will it affect the Homes that are Right Next to the Railroad?
How will it affect the value of our homes? Absolutely against a light rail. How many times a day would it Run. City should stop even considering a light rail thru Edina.
the City of

NO?

Please provide your name and email address if you'd like City staff to contact you:

Your name:

[Redacted]

Your email address:

[Redacted]

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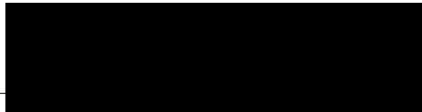
Please share your thoughts below:

No. I do not support further study of passenger rail. I oppose passenger rail in Edina because

- ① my home value would be negatively impacted.
- ② safety and crime concerns. The increase in trains (volume) at high speeds is a threat to safety for my family. Along with potential increase in crime, damage to home and property is a major concern.
- ③ Adding commuter rail would have no significant decrease in traffic. There is already a bus route from Lakeridge directly downtown & lots of bus stops in Edina going downtown.

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Your name:



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Please share your thoughts below:

I oppose further study of passenger rail in Edina. I oppose this for three main reasons:

1. Safety. We have a 3yr old daughter and live directly on the tracks. The increase in train traffic (increase from 2x/day to every 30 minutes) at significantly higher speeds is alarming.
2. Noise. Trains travelling over 50 miles an hour every 30 minutes would increase environmental noise and would potentially disrupt / wake up sleeping kids.
3. Negative impact to home values. The value of our home would significantly decrease.

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Please share your thoughts below:

I'm against any light rail going thru Edina, using the Canadian Pacific rail tracks.

I'm against CP RR increasing the number of freight trains that go thru Edina.

Please provide your name and email address if you'd like City staff to contact you:

Your name:

[REDACTED]

Your email address:

[REDACTED]

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Please share your thoughts below:

PLS FIX CROSSING ON BROOKSIDE NORTH
OF 44TH ST @ ST LOUIS PARK BORDER

RAILS ARE NOT SMOOTH TO CROSS

GAPS NEXT TO RAILS

SOMEONE WILL BLOW A TREE SOON

☒ YES CONTINUE TO LOOK AT VIABLE USES FOR CORRIDOR

Please provide your name and email address if you'd like City staff to contact you:

Your name:

[REDACTED]

Your email address:

~~juan@edina.org~~

[REDACTED]

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Please share your thoughts below:

I am founder of the Facebook group "Support the Don Patch Rail Line." I support all-day regional rail between Minneapolis and Northfield with stops in St. Louis Park, Edina, Bloomington, Savage, Burnsville, and Lakeville.

Please provide your name and email address if you'd like City staff to contact you:

Your name:

[REDACTED]

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[REDACTED]

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Please share your thoughts below:

There seems to be an overwhelming belief that properties near the proposed Dan Patch line would decrease in value. My experience in two markets - Chicago, Illinois & Alexandria, Virginia - was that homes within walking distance of passenger rail/light rail lines increased significantly in value. Are there studies available that could respond to this issue?

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Your name:

[Redacted]

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Tell us:

SHOULD THERE BE FURTHER STUDY OF PASSENGER RAIL IN EDINA?

The Edina Transportation Commission will consider your comments as it develops its recommendations.



Please share your thoughts below:

I am against this route -
if you ran the tracks from the south
to Southdale ^{ctr} it would have more
appeal. The route should go to downtown
Minneapolis to appeal to Edina residents
who work there, not cut off 5^{1/2} miles away
Pull up the tracks + make a lovely
walking path!

Please provide your name and email address if you'd like City staff to contact you:

Your name:

[Redacted]

Your email address:

[Redacted]

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Please share your thoughts below:

Yes.

It will be a benefit to local residents, providing an alternative to rubber-tired transit and road infrastructure.

Light rail will stimulate economic development and connect Edina to surrounding communities, giving workers such as nurses the ability to reach their workplaces.

Please provide your name and email address if you'd like City staff to contact you:

Your name:

[REDACTED]

Your email address:

[REDACTED]

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Please share your thoughts below:

- I've relied on the Dan Patch lane when buying both of my last two houses in Edina (on Ridgeway Drive + on W. 56th St).
- Edina should stand firm + not remove the gag rule.
- Adding light rail will destroy the neighborhoods of Edina. No light rail should be considered @ all.
- We should focus on adding biking trails, and family friendly parks.

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Your email:

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Please share your thoughts below:

We are adamantly opposed to using money to study passenger rail on the Don Patek Line. I can't imagine there are large numbers of Edina citizens that believe it would improve our community. Who wants loud trains going through their community? Certainly any of our city council or state representatives that vote in favor of this will face a very difficult election season as I and many others will devote everything we can to make their re-election impossible.

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Please share your thoughts below:

Edina should NOT put passenger rail in Edina. ~~Edina~~^{It} will ruin neighborhoods if this is done. Value of homes will decrease. no one will want to live near the light rail. The cost of it would be tremendous. It would hurt the value of the city, the people who want to live here all for passenger rail? I really question the wisdom of the people who are pushing this. There is a law against this- because those people understood it would hurt Edina. If there is passenger rail, Edina will lose much of its charm and desire to live. This needs to be stopped tonight.

Please provide your name and email address if you'd like City staff to contact you:

Your name:

[REDACTED]

Your email address:

[REDACTED]

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Please share your thoughts below:

This is not a project we want or agree on. Your planners find ways to concoct ideas, to employ themselves and others, use our tax dollars on poor ideas. If you took a poll tonight you'd get a very negative vibe. Yes, we have train traffic in our neighborhoods and we don't need more. The light rail is failing + losing \$\$ regret + left. Industrial may see this as a great idea but we, the taxpayers don't. Your Council should look at better ideas. Safety thru the police (start stopping offenders + your public service people are offenders + we've reported them. Still going thru stop signs etc.

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Let Northfield figure it out - a former npld

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resident — we did for 15 yrs! on their cost

Tell us:

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Please share your thoughts below:

Why not at least take a look at
what the benefit could be? ^{Many} ~~Met~~ Metropolitan
Communities have already embraced the benefits of
light-rail. Looking to the future it could
provide some real benefit to the city and
community.

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Please share your thoughts below:

Absolutely against any increased
traffic on existing Rail
Don't spend any money on this.

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Please share your thoughts below:

WORST IDEA EVER. ANOTHER WASTE OF
\$ THAT WILL INCREASE CRIME &
OFFER VERY LITTLE BENEFIT TO EDINA.

NEXT THEY WILL WANT TO ADD
A BIKE BRIDGE TO THE STATION FOR MILLIONS!

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Please share your thoughts below:

I am very opposed. There is no need within Edina for such a service. It would cost millions and raise taxes and dramatically lower property values. I admit to "NIMBY" since the tracks are in my front yard. Having a train go by every 10 minutes is horrifying. I can't imagine there is a need. As I understand it the North Star line is very underused.

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Please share your thoughts below:

- End the study-not necessary
- Waste of taxpayer money
- Do not destroy our quiet, safe, child-friendly neighborhood.
- This would be way too Loud and disruptive and dangerous.
- Keep Edina a quiet, safe, great neighborhood.
- The heart of Edina is not the place for this. We bought our home in Edina for a reason and would be forced to move if this happens.

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Please share your thoughts below:

- ✓ HOUSING DEVELOPMENT ALONG THE RAIL CORRIDOR IS HIGHLY DEVELOPED AND NO BARRIERS BETWEEN THE RAIL LINE AND RESIDENCES
- ✓ THIS IS HIGHLY DANGEROUS TO RESIDENTS AND EXTREMELY DISRUPTIVE TO RESIDENTS
- ✓ RAIL LINE INTERSECTS ROADS SUCH AS HANSEN ADJOINING PARKS W/ MANY CHILDREN CROSSING BACK AND FORTH
- ✓ OTHER PASSENGER LINES SUCH AS HIAWATHA & NORTH STAR DO NOT CROSS THROUGH SUCH CONGESTED RESIDENTIAL CORRIDORS
- ✓ THIS IS NOT THE RIGHT PLACE FOR PASSENGER RAIL AND WOULD DO MORE HARM THAN GOOD

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Please share your thoughts below:

There should not any further study conduct on the passenger rail in Edina. Stop wasting the tax payer's money on studying something the residence obviously does not want in the community. There is no benefit to the homeowners near or around the rail line. The property tax will just increase while the home values will decrease. The safety of the community around the rail should come before making money off the rail system. The noise from the rail will be annoying and disturbing. Overall, the safety of the community will be greatly impacted. Vote No! No more study! Stop wasting money on useless study.

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Please share your thoughts below:

- Assume any preliminary research sessions will include St. Louis Park and Bloomington (at a minimum).
- Please restart Grandview area project with "possibility" for use of CP tracks for linkage. IMO - local transportation within Edina has higher priority short term. Transportation hub is a higher, better use than a luxury, hi-rise senior's residence.

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Please share your thoughts below:

I live in Edina (1.5 blocks from tracks) I used to live in Boston where I rode a bi-level commuter rail train to work. I really liked it. That said, MLPS is not Boston, It does not have the dense core surrounded by pocket villages that Boston has [eg Walsley, MA]. For me, it all depends if this train is a train through Edina or to Edina. Unless there is a stop near Jerry's, There is no way a train will benefit Edina. Even so, there are a lot of questions. The SWLRT is projected to cost \$25k per linear foot to build. What a waste. ~~Other~~ other questions on back.

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- ~~What~~ What would happen at grade crossings such as Hansen rd?
- Would Diesel Multiple Unit trains be an option? Light rail is too local, and North Star style trains too big.

Tell us:

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The Edina Transportation Commission will consider your comments as it develops its recommendations.



Please share your thoughts below:

NO. It's not of huge value to our area, it's cost prohibitive and there isn't enough natural border between Dan Patch rail line and residential homes. The line runs right through our Back yard - if it were to become a passenger train/rail → it destroys our privacy, creates constant traffic in our Backyard and becomes a safety issue (Bigger) for our children... with traffic even more frequent in our Backyard. Bus traffic is already significant & available in our area for transportation.

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Please share your thoughts below:

(households)
- How many Edina residents are directly adjacent to the Dan Patch corridor?

- How many Edina households are within ~1,000 feet of the Dan Patch corridor?

- How would overturning the MN Dan Patch law impact the adjacent property values?

Please provide your name and email address if you'd like City staff to contact you:

Your name:

[Redacted]

Your email address:

[Redacted]

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Please share your thoughts below:

see attached

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Concerns about the Dan Patch line through Edina

1) Safety along the existing line

- a. Two roads by Garden Park where many neighborhood youth groups play baseball, soccer, tennis, etc. requires crossing the rail tracks to access the park
- b. Trains are restricted to 30 mph as there are many twists and turns along the line that winds through residential neighborhoods very close to houses
- c. Kids use the tracks as a shortcut (would need to provide stronger and taller barriers all along the line, not like the flimsy fencing there now that neighborhood kids ignore)

2) Traffic congestion on Eden Ave, Arcadia, and the West Frontage Road

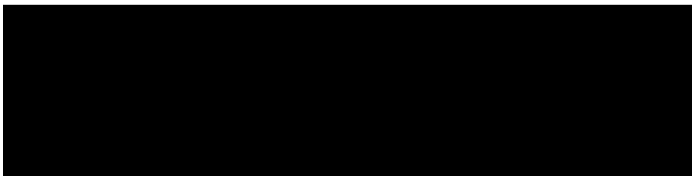
- a. Our Lady of Grace church school traffic backs up on Eden Avenue and the West Frontage Road mornings and afternoons when parents are dropping kids off and picking them up before and after school
- b. Access to the Edina Library currently requires a quick dart to turn left from Eden Avenue as traffic is turning from Vernon at the stoplight onto Eden Avenue where there is already traffic congestion with two gas stations, Jerrys Grocery store, hardware store, Walgreens and other stores located along that stretch of Vernon
- c. Vernon avenue is already a slow and go process during AM and PM rush hours since lanes were narrowed some years ago

3) Public Safety

- a. Fatal light rail pedestrian and car incidents along the current MPLS and St. Paul corridor
- b. Crime reports along that same corridor
- c. Safety concerns at light rail stations
- d. Criminal activity in parking ramps in high density areas

4) Financial troubles

- a. Facing a 110-million-dollar deficit by 2020, the Met Council plans to increase fare rates on the current line



Tell us:

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The Edina Transportation Commission will consider your comments as it develops its recommendations.

Please share your thoughts below:

We moved to Edina 9 months ago. If we would have realized the city council was even considering studying this we would probably not have bought our home and possibly would not have moved to Edina considering all of the neighborhoods in our price range were close to this. Now this line will be literally in our front yard if it even becomes a reality - people will be moving en masse. Beyond that, I don't think it benefits Edina. It benefits Northfield - provide more frequent bus service. Why would we spend \$30,000 when other cities along the line are opposed to it? I can think of many better projects Edina can spend that money on.

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Please share your thoughts below:

- DO NOT LOBBY FOR THE LIFTING OF THE GAG RULE
1. THERE ARE SOME HUGE ASSUMPTIONS MADE IN THE "PASSENGER RAIL COMMUNITY ENGAGEMENT STUDY DRAFT:
- A. THE LINE WOULD REQUIRE \$441-\$461,000 IN CAPITAL COST — WHERE DOES THIS MONEY COME FROM (PREDICTING A 50% FEDERAL COST SHARE IS NOT REASONABLE)
 - B. OPERATING & MAINTENANCE @ \$11.7 MILLION PER YEAR — WHO PAYS?
 - C. SO FAR ADJACENT COMMUNITIES (ST LOUIS PARK, BLOOMINGTON) NOT IN FAVOR.
 - D. COLLECT WITH SWRT — MAY NEVER BE BUILT!
 - F. THOSE OF US WHO LIVE CLOSE TO LINE WILL SEE A SIGNIFICANT DROP IN PROPERTY VALUES — 14 TRACKS PER DAY — WHO WANTS TO LIVE NEAR THAT?

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Please share your thoughts below:

The tracks currently go right behind our home. I hardly notice the train go by right now. Increasing the usage with a commuter train will lower our property value and the noise is dangerous to our health. Especially children's health. There is tons of research that shows that noise from railroads negatively affects brain development + learning in children. I would be happy to present this research to the city.

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Please share your thoughts below:

- o Please protect Edina Residence with home next to the rail
- o We have 2 small children, ^{Do not} need ~~to~~ more traffic in our back yard
- o Very concern about lost of land value next to rail
- o too much noise coming through my yard
- o Please use my tax money to eliminate traffic in Edina and keep our children safe in the neighborhood
- o There are no benefits to homeowners next to the rail
- o Please STOP NOW!

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Tell us:

SHOULD THERE BE FURTHER STUDY OF PASSENGER RAIL IN EDINA?

The Edina Transportation Commission will consider your comments as it develops its recommendations.

Please share your thoughts below:

I don't feel like the city is communicating with the residents about this potential project. There should be a mailing to every household about this project. It should also be sent out to the "Next Door" website.

I am against a commuter train. I feel the cost is way too high and there will be too much impact on the neighborhoods!!!

Please provide your name and email address if you'd like City staff to contact you:

Your name:

Your email address:

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Please share your thoughts below:

I'M VERY AGAINST ANY KIND OF ~~RAIL~~ PASSENGER RAIL USE IN THIS CORRIDOR. IT RUNS RIGHT PAST OUR NEIGHBORHOOD ^(BY GRANDVIEW, OFF BROOKSIDE) AND CUTS OFF ALL ACCESS AS TRAINS DRIVE BY. PUTTING SIGNALS IN PLACE IS NOT A MEANINGFUL IMPROVEMENT - ANY INCREASE IN RAIL USAGE IS NEGATIVE. MY WIFE ALSO USES THE EXPRESS BUS FROM GRANDVIEW TO COMMUTE DOWNTOWN. THIS IS NON-STOP SERVICE TO CENTRAL DOWNTOWN - MUCH BETTER THAN A RAIL ^{LIGHT} LINE WITH MANY STOPS OR COMMUTER RAIL STOPPING AT TARGET FIELD.

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Your email address:

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Please share your thoughts below:

NO. This would be a waste of \$30,000.00. These are taxpayer dollars. Please consider your hard working residents and spend their money wisely. This project should stop NOW!

If we need more public transportation, add more buses! Now that Hwy 100 + 169 are almost fixed, add some more buses!

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Your name:

Your email address:

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Please share your thoughts below:

Get rid of gag rule? Yes!

Study passenger rail in Edina? Yes!

Not sure Dan Patch is the best idea but won't know until it's studied. France Ave seems like a better fit for transit, more need.

Rail service and mass transit make cities more livable and more attractive, especially to younger generations. But they also benefit those aging in place. Older people can't drive forever! Not to mention the environmental and health benefits of NOT driving.

Please provide your name and email address if you'd like City staff to contact you:

Your name:

Your email address:

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Please share your thoughts below:

This project should not proceed. The MN "gag" rule was enacted to protect the property values along the Dan Patch Line. It was shown the last time 70% were opposed. Edina should not stand the repeal of the MN state law. The city does not need the wrath of bad publicity. Our area has had a number of tear down and million + dollar house built. Do you seriously think people would want to build in the Area? The city is all about how much tear downs and rebuilds generate the 600 Rebuilds in tax value are more than the entire budget of over \$100M.

Please provide your name and email address if you'd like City staff to contact you:

Your name: Since it will be published no

Your email address:

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Please share your thoughts below:

- A similar proposal was thoroughly vetted over a decade ago and found to be a bad decision for Edina & others - why revive a bad idea?
- We do not want sidewalks, why would we want highspeed rail in our back yards?
- I am very concerned about several aspects of this project
 - 1) High costs to Edina taxpayers to initiate
 - 2) Once we've paid for it, now we pay the railroads to use it?
 - 3) What will the railroads do with this line when the commuter rails are not running?
 - 4) What about the property vs ^{and quality of life} risk of the hundreds of family homes near the proposed line?
 - 5) Where is the benefit? I do not see it and would need to know a lot more about the "Grand View" plan

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Please share your thoughts below:

Who's funding it?

residents in Edina don't need it, we don't want to pay for it.

We don't need to talk about it anymore or spend money to study it!

999 rule stays.

There is not enough ridership on the whole line to pay for it even if there's no upfront cost for the residents of Edina.

City of Edina should NOT study or consider this subject now or ever.

Please provide your name and email address if you'd like City staff to contact you:

Your name:

[Redacted name]

Your email address:

[Redacted email address]

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Please share your thoughts below:

BAD, EXPENSIVE ~~AND~~ IDEA FROM THE 1890's

MY VOTE IS NO ON USING EDINA MONEY TO STUDY THIS

NOT NEEDED AND EDINA SHOULD NOT BE CONSIDERING

SPENDING MONEY ON THIS

EDINA SHOULD NOT ASK FOR AN EXCEPTION TO THE TAX RULE

NOISY, DANGEROUS, EXPENSIVE

THIS SHOULD BE MET COUNCIL MONEY BEING SPENT

AND NOT EDINA MONEY

WHAT IS EDINA'S BUDGET FOR THIS AND BE HONEST ABOUT IT

FOLLOW THE MONEY - WHO DOES THIS BENEFIT

Please provide your name and email address if you'd like City staff to contact you:

Your name:

[REDACTED]

Your email address:

[REDACTED]

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Tell us:

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Please share your thoughts below:

How Many WORKERS HAVE TO DRIVE
TO WORK* That could RIDE TO WORK
AND TAKE SHUTTLE BUSES TO closer
TO WORK AND AVOID DRIVING,

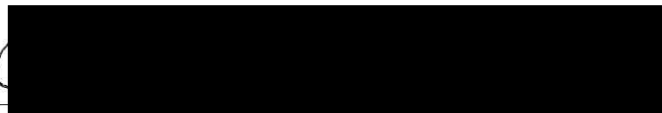
Planning FOR THE FUTURE IS RATIONAL!

UBER / LYFT ETC FROM RAIL TO WORK.

WIDEN SCOPE OF STUDY TO
ALLOW CONNECTION TO NATION WIDE
RAIL SYSTEM.

Please provide your name and email address if you'd like City staff to contact you:

Your name:



Your email address:

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Tell us:

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Please share your thoughts below:

DO NOT ELIMINATE THE CAGE RULE

DO NOT DEDICATE RESOURCES TO DEVELOP A PLAN
FOR PASSENGER RAIL

INCREASE LINE USAGE WOULD INCREASE NOISE & VIBRATION
LEVEL AT OUR HOUSE

Please provide your name and email address if you'd like City staff to contact you:

Your name:

[REDACTED]

Your email address:

[REDACTED]

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Please share your thoughts below:

- How many residents raised the issue of Passenger Rail to get this started ~~this~~ for discussion? And were in Edina do they live?
- If the cities in the Des Patch track are not interested - where does it go from here? (St. Louis Park Bloomington?)
- Do not lobby for lifting of the Bag Rule.

Please provide your name and email address if you'd like City staff to contact you:

Your name:

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Please share your thoughts below:

Surrounding cities are opposed, a gag-order in-place, & tax dollars at stake that should be better / more responsibly used. I currently do not see any value in conducting hypothetical research on a rail plan that also does not exist. Have there been social studies done in Edina to gauge the temperature of residents on how much they anticipate taking / using passenger rail / station? Side-note: Is there any connection between this rail interest & the Twin Cities - Milwaukee - Chicago rail interest? Could this become part of any future Dan Patch rail development? I am opposed to funding further study of the Dan Patch rail.

Please provide your name and email address if you'd like City staff to contact you:

Your name:

[Redacted]

Your email address:

[Redacted]

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Please share your thoughts below:

- I support passenger rail
- We need alternatives to car/hiways
- We need to plan for the future
- If we want to attract young people to our city we need to provide them w/ the amenities that they are looking for
- Do we want to miss ^{the} opportunity to be a forward thinking city
- I believe a lot of people would use it.
- Its a least worthy of a study
- I do not live on the line so I do realise that my views are probably different because of this, however, really like trains so I still think I would support it 😊

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Your email address:

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Please share your thoughts below:

IT WAS A BAD
IDEA IN 2002 &
things have not
changed.

Please provide your name and email address if you'd like City staff to contact you:

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Tell us:

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Please share your thoughts below:

I SUPPORT HAVING THE CITY OF EDINA TRYING TO GET THE GAS RULE LIFTED AND PURSUE STEPS TO PROMOTE THE USE OF THE DAN PATCH CORRIDOR FOR A LIGHT RAIL SYSTEM TO ENHANCE THE LONG TERM LIVABILITY OF OUR COMMUNITY.

Please provide your name and email address if you'd like City staff to contact you:

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Tell us:

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Please share your thoughts below:

THERE SHOULD BE NO FURTHER STUDY OF
RAIL THROUGH EDINA. COMMUTER RAIL
THROUGH EDINA WILL HAVE MINIMAL BENEFIT
TO RESIDENTS AS ANY PROJECTED STATIONS
WOULD BE TOO FAR APART. ~~BECAUSE~~ IT WILL
DESTROY THE CHARACTER OF THE NEIGHBORHOODS
ADJACENT TO THE LINE.

THE GAG RULE SHOULD NOT BE REPEALED
AND THE CITY SHOULD NOT SPEND ANY
RESOURCES TOWARDS THAT EFFORT.

THE COSTS OF RAIL SIGNIFICANTLY OUTWEIGH
ANY TANGIBLE BENEFIT THAT THE CITY WOULD
RECEIVE.

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Please share your thoughts below:

Like the idea of removing gag order to study the feasibility -

We live within a block of existing line and think it a benefit to property values as it is in Chicago

Is there a chance the flat area where bus garages now near Senys complex could be used for a park and ride?

Some people will never embrace any chance but a study is a good idea - more research needed. Please do not listen to the naysayers who never see a good possibility in an idea.

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Your email address:

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Tell us:

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Please share your thoughts below:

I am strongly for passenger rail.

- Encourages ~~de~~ new development and growth.
- Many people (elderly, poor, disinclined) either cannot drive or choose not to drive.
- Reduce pollution and traffic congestion
- Fewer fatalities per passenger-mile.

Yes, the "gag rule" should be removed so that all options may be on the table.

Please provide your name and email address if you'd like City staff to contact you: *(not necessary)*

Your name:

[Redacted]

Your email address:

[Redacted]

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Tell us:

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Please share your thoughts below:

Please stop the study ^{now} further. There is enough transportation in this area already. The population is not dense enough.

The Mpls Chamber of Commerce says 40% of residents of ~~the rail~~ ~~to use~~ would use ~~the~~ light rail, etc. - but that means that 60% ^{of residents} are using their cars - so I think more money should be spent on roads, not on ~~the~~ rail ~~and~~ similar things.

Also, ~~for~~ I would prefer no further work done ^{about} ~~in~~ Edina by the Metropolitan Council. It is too much government. The people on the Met Council (except for 3 of them) are not voted into the Council but have taxing authority. ~~that is not right.~~

Please provide your name and email address if you'd like City staff to contact you:

Your name: Edina Resident

Your email address: _____

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Please share your thoughts below:

- ^{This is} Not necessary!
- This study is a waste of taxpayer dollars!
- Passenger rail through heart of our city and neighborhoods is dangerous for all - kids especially.
- We moved to Edina 1 year ago - bought our own home on Ridgewood Drive for a safe & quiet neighborhood.
- Edina residents don't need more public transit options.
- Use \$ to invest in roads & bridges

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Tell us:

**SHOULD THERE BE FURTHER STUDY OF
PASSENGER RAIL IN EDINA?**

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Please share your thoughts below:

No To Rail. Yes To ~~RAIL~~
Bike / Walking.

This is not a need to have for Edina!

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Your name:

Your email address:

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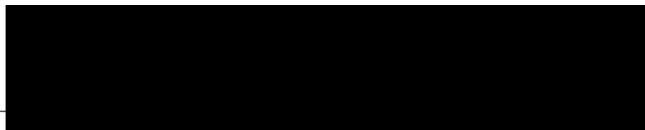
Please share your thoughts below:

I am a homeowner adjacent
to the Dan Patch corridor.

I am extremely dismayed that
this ~~can~~ idea of putting light
rail in the corridor is even
being considered. I greatly appreciate
the work of our former senator
R. Terwilliger at the state legislature
to put the current ban on further
study in place. IT NEEDS
TO REMAIN!!

Please provide your name and email address if you'd like City staff to contact you:

Your name:



Your email address:



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I KNOW MANY
LOCAL STUDENTS
WHO HAVE ATTENDED
CARLTON +
ST OLAF

RESOURCES
SHOULD BE
USED TO
LOBBY FOR END
OF GAG RULE
AND
STUDY OF
RAIL PASSENGERS
ON
DAN PATCH
CORRIDOR

I USE BUS
TO HOPKINS
AND DOWNTOWN

I DRIVE TO
MALL OF AMERICA
AND TAKE
LIGHT RAIL
TO DOWNTOWN
MINNEAPOLIS
-an
ST PAUL

PLEASE DO
A PASSENGER
RAIL STUDY
BEFORE
DEVELOPMENT OF
PROPERTY NEAR
JERRYSON VERNON
WHICH IS IDEAL
FOR A RAIL / BUS,
CAR TRANSPORTATION
HUB.



Study Overview

- **Help the Edina Transportation Commission determine how the City of Edina should or should not proceed with future passenger rail planning in the Dan Patch Corridor**
- **No specific passenger rail project is proposed**
- **No future studies on passenger rail are currently planned**





Study Goals

■ Answer two questions:



Should the City of Edina request elimination of the gag rule?



Should the City dedicate resources to developing a plan to encourage the development of passenger rail service in Edina?

■ Answers based on:

■ Community input

- Two Community Conversations and online surveys
- Other stakeholder and community meetings

■ Analysis of existing conditions and policies

- Land use, population, employment and case study comparisons



WHAT IS THE GAG RULE?

In 2002, the Minnesota Legislature adopted a “gag rule” that prohibits the Metropolitan Council, MnDOT, and regional railroad authorities from expending any money for study, planning, preliminary engineering, final design, or construction for the Dan Patch commuter rail line (Laws of Minnesota 2002, Chapter 393, Section 85)



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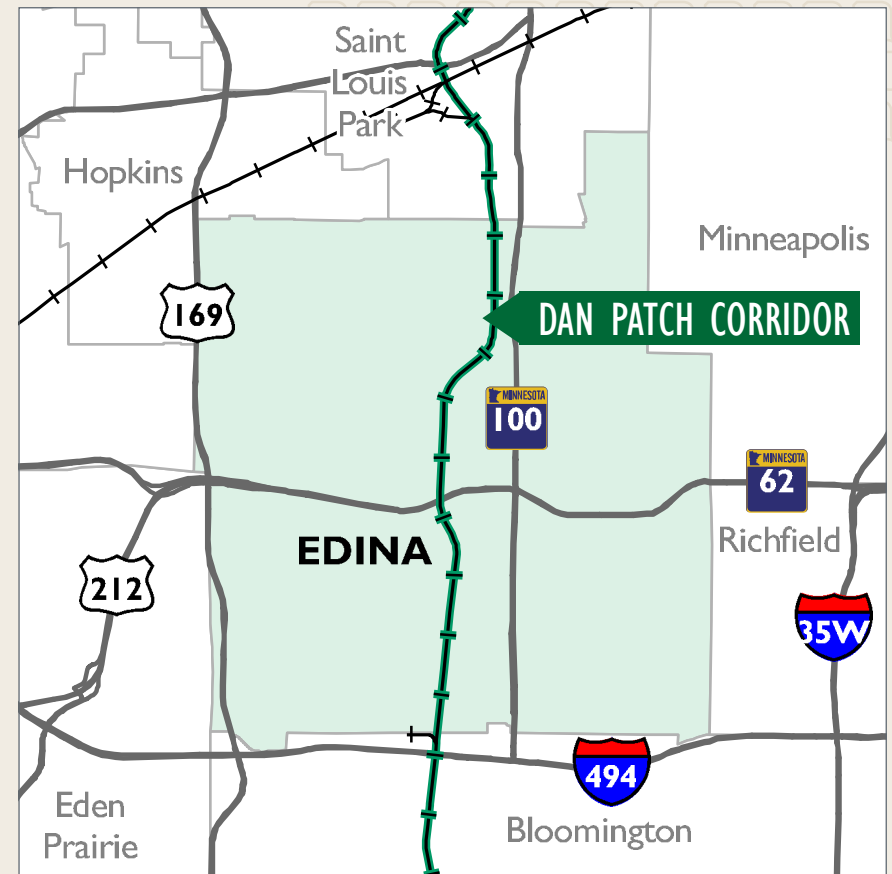


History of the Dan Patch Corridor

- **The Dan Patch Corridor is:**
 - A railway connecting Minneapolis and Northfield
 - Located north-south through Edina just west of Minnesota Highway 100
 - Currently owned by Canadian Pacific Railway

- **History:**

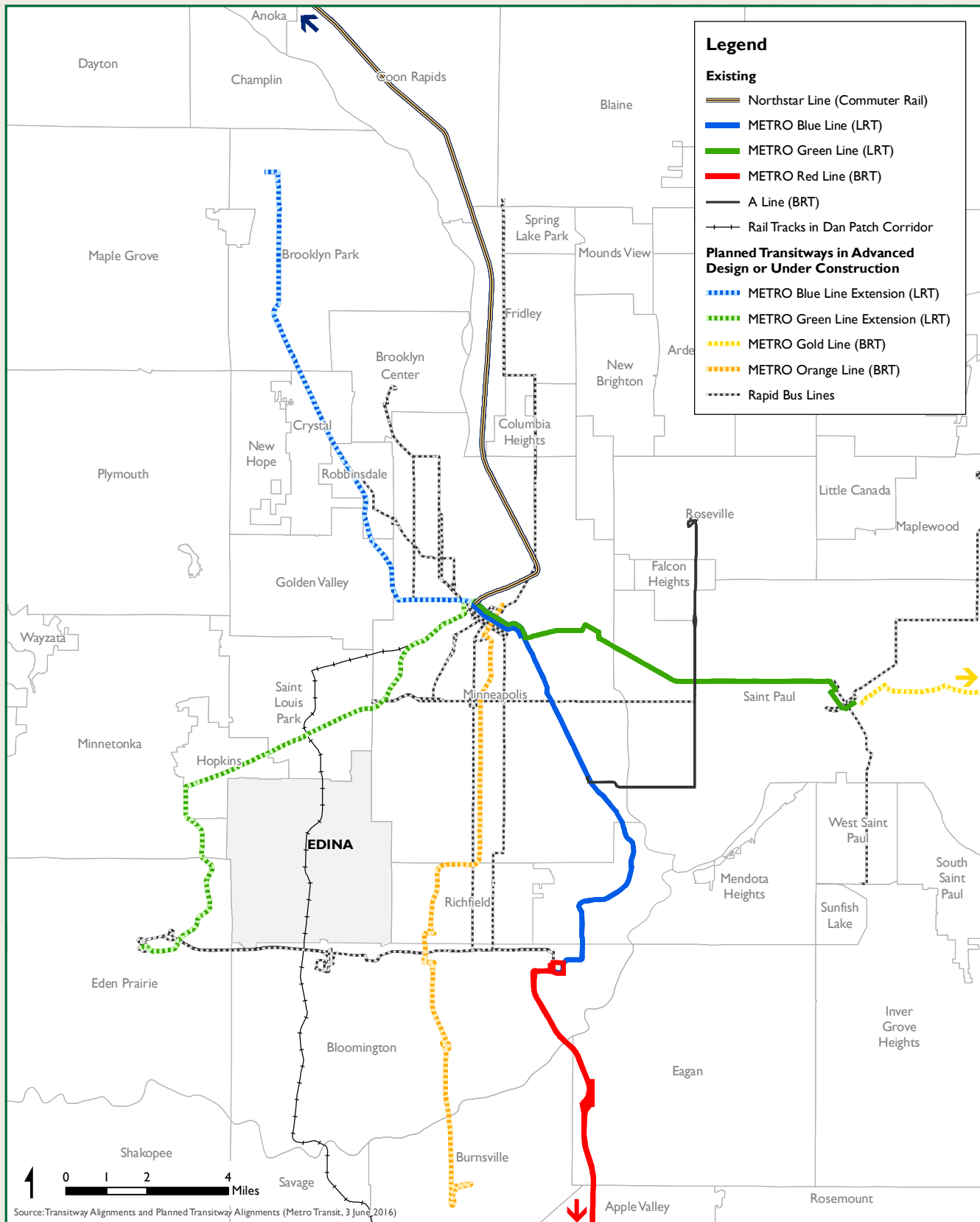
1910-1942	Passenger rail service in operation
1999	Dan Patch identified as commuter rail corridor
2001	Corridor included in 2020 Transit Master Plan
2001	Feasibility study found that implementing commuter rail is possible, but impractical
2002	Minnesota Legislature adopted "gag rule"
2015	Included as Phase I intercity rail project in MN State Rail Plan
Why Now?	With the progress of other metro area transit lines, the City doesn't want to preclude itself from future opportunities



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Regional Transit System


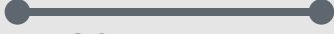



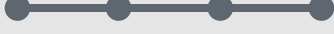




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Passenger Rail

Passenger rail includes all transit modes that travel on rail tracks:

Mode		Peak Period Frequency	Typical System Length	Relative Capital Cost Per Mile	Average Station Spacing	Tracks Shared with Freight?
Intercity Rail*		Daily service	50-500 miles	\$\$	 20 miles or longer	Yes
Commuter Rail*		Every 30+ minutes	20-50 miles	\$\$\$	 7 miles or longer	Yes
Light Rail*		Every 10 minutes	10-20 miles	\$\$\$\$\$	 1 mile	Possible
Streetcar		Every 7-15 minutes	1-5 miles	\$\$\$-\$\$\$\$	 1/8 to 1/4 mile	No

* Vehicle propulsion technology can be diesel, electric, or diesel multiple unit (DMU)



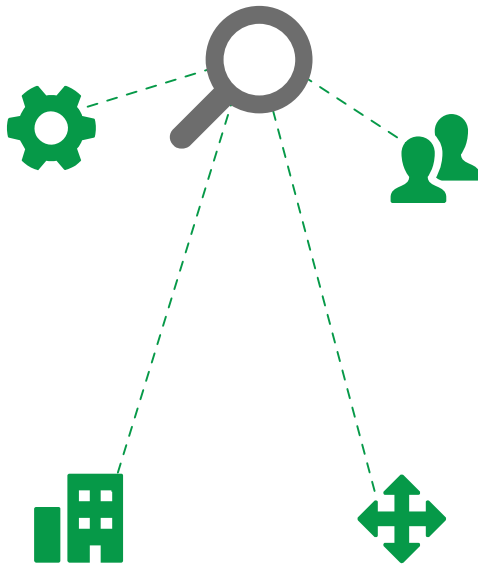
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Next Steps

JULY & AUGUST

Review of existing conditions and policy analysis



SEPTEMBER

COMMUNITY CONVERSATION #2

SAVE THE DATE:

September 7, 2017

Agenda:

- Recap input from first conversation
- Review results of existing conditions and policy analysis
- Review initial recommendations



Edina Transportation Commission meeting to develop recommendations

OCTOBER



Edina Transportation Commission makes its recommendation to City Council



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