

# Community Conversation #2 – Summary

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## Summary

On Thursday, September 7, 2017, approximately 100 people attended the second community conversation for the Edina Passenger Rail Engagement Study. A presentation was given at two different times, followed by questions from the audience. 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 #2 were negative towards the idea of a light rail or commuter train on the Dan Patch Corridor. Attendees were especially passionate about the potential decline of property values along the corridor and impacts to neighborhoods. Several statements were made that indicated the gag rule was important to them when deciding to purchase a house along the rail line. The following summarizes comments from the 45 comment sheets received at the meeting:

- No further study of passenger rail/keep gag rule: 86%
- Yes to further study of passenger rail or undecided: 14%

The following summarizes these comments.

## Summary of Comment Sheets

- Opposed
  - We don't want it – where would it go and how often would it run?
  - Maintain the gag rule, it exists for a reason
  - Cost too high
  - Impacts too many homes
  - No real benefit to Edina
  - This process does not belong at the city level
  - The public has been clear, we do not want this, listen and stop wasting our money
  - Against Edina developing mass transit at current densities
  - Additional studies are not viable without other cities signing on
  - Instead of using passenger rail to protect from increased freight traffic, Edina and other city/state agencies should explore alternatives for mitigation the risk of additional rail traffic (using legal means to force carriers to implement safety changes at their own cost)
  - Rail would be dangerous, crossings are not secured
  - Light rail is already accessible to Edina by bus
  - Other rail lines are in huge debt, this won't be different
  - Concerns about safety, noise, property values, traffic
  - Current bus service is sufficient
- Undecided/Supportive
  - Climate change – reducing car traffic by developing rail is important
  - Youth should be engaged in the conversation
  - Perhaps the gag rule should be lifted, depending what the end goal would be

- Favor further studies – population is aging, young people use mass transit, we older residents need it to commute to downtown sites.
- Studying this does not hurt people and provides information to decision-makers
- As a younger city resident and homeowner it makes the city more attractive to have fixed rail
- We must be future-oriented
- Other/Questions
  - Many people provided their email addresses and had no idea about the meeting
  - Property values are affected during the study, not just a decision is made to go forward
  - Other studies of bus transportation should be considered
  - Rail transportation should be along Hwy 100 or 169, in the meantime we need bus stop locations along the Crosstown highway
  - The City Council never should have authorized a study on this without doing a survey
  - Studies on property values are only around stations, why no data on property values along the tracks?
  - How many households are on or near the line and would be impacted?
  - How many accidents on current Minneapolis lines?
  - How much crime?
  - How many trains will run?
  - This appears to be a pre-determined issue by city officials
  - Further input needed from residents, not just homeowners along rail line
  - Don't study commuter rail but perhaps bike, pedestrian, trolley, other access to light rail

# EDINA PASSENGER RAIL COMMUNITY ENGAGEMENT

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



Please share your thoughts below:

① Wondering what is being done to engage the youth voice in this conversation? With the impacts of climate change increasing yearly it seems that reducing <sup>car</sup> traffic by developing all rail & public transport is ~~a~~ important & youth have a big stake in this decision.

Optional

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Please share your thoughts below:

1. Legislator ! 9/28/Transp  
Sec -
2. No. finances for study tools
3. Mpls & Northfield (?) Where to train?
4. What were the 516 response for / against?
5. Compl. increasing population to edina
6. How about running times? After?
7. 53% said "no" - let not use
8. We don't want it - !

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Grant View District

## EDINA PASSENGER RAIL COMMUNITY ENGAGEMENT

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Please share your thoughts below:

I suggest that the second question:  
... "developing a plan to encourage the development"  
should not include the word ENCOURAGE until  
you have done a study of the feasibility and  
attractiveness of developing passenger rail service.

Optional

Your name:

[Redacted name]

Your email address:

[Redacted email address]

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Please share your thoughts below:

No further Study - No passenger train

Cost too High

No Real benefit to Edina

Don't spend any more \$\$ to study

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Please share your thoughts below:

This process belongs at the state level not at a city.  
Since at this point the legislature shows no interest  
in this type of project the city should give it up.

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Please share your thoughts below:

Please No! We do not want this.

Think of those who live on the line.

If this moves forward we will get  
out the vote and bring in a new council.

Optional

Your name: Citizen on the line

Your email address:

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Please share your thoughts below:

The public has made their opinion  
clear over & over in this process.  
We do not want this. We'll be  
watching the city council meeting and  
making sure we plan our future votes  
accordingly. Having recently moved here I'm  
extremely disappointed that money was  
spent on this.

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Please share your thoughts below:

No to both questions! There is no reason  
to look at this further.

The studies on property value are only  
about properties close to the station.  
The consultants said they have no  
data on property values of  
properties next to the tracks!

Optional

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Please share your thoughts below:

This is my second meeting to attend. It seems the presenters are not listening to the residents/ tax payers. The majority do not want commuter rail. I have lived in Edina for 33 years, in 2002 we said we didn't want light rail & we still don't want it. Any report can be skewed any way to benefit those who will financially benefit the project. Listen to what the tax payers are saying - we don't want too commuter rail & stop wasting our money with unnecessary studies

You never addressed the impact of those whose homes are on the rail - they will not go up!

Optional

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Your email address:

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# EDINA PASSENGER RAIL COMMUNITY ENGAGEMENT

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Please share your thoughts below:

1. I'm against Edina developing mass transit at present population densities.

1. Do not eliminate gag rule  
2. Do not spend more money on studies,

Optional

Your name:

Your email address:

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Please share your thoughts below:

- Maintain the current Gas Rule
- Additional studies are not viable without other cities signing on
- Noise is viable at this time - No need
- other studies of bus-transportation should be considered
- Edina is high property value area
- Safety, noise, property values are key to consider
- Mpls to Northfield vs other lines?
- Cost? Rail line buy out? - Not justifiable

Optional

Your name:

[Redacted]

Your email address:

[Redacted]

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Please share your thoughts below:

you have very frustrated  
residents ~  
many many people  
who provided their email  
address & had NO IDEA  
of the meeting.  
you brushed off the concern.

Optional

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Please share your thoughts below:

Keep the GAG rule  
We don't need to spend any more \$\$\$

Optional

Your name:

[Redacted]

Your email address:

none

[Redacted]

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# EDINA PASSENGER RAIL COMMUNITY ENGAGEMENT

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



Please share your thoughts below:

Should Edina City request elimination of gag rule  
No

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

No

Optional

Your name:

Your email address:

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# EDINA PASSENGER RAIL COMMUNITY ENGAGEMENT

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



Please share your thoughts below:

I am against the rail.  
Stop spending our money  
Please hear our disagreement and anger!  
st

Optional

Your name:

[Redacted]

Your email address:

[Redacted]

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Please share your thoughts below:

Where are all the funding come from?

The city should NOT spend any more of the citizen's money to study this topic.

Do Not want the rail

Should make the city council who is pushing for this study to be available and transparent so anyone can see that person. Must know who is against the city citizen of the city.

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Please share your thoughts below:

1 perhaps, depending on what the end goal would be.

2 No, not commuter Rail but perhaps other uses

- bike

- pedestrian

- trolley

- other access to light rail

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Please share your thoughts below:

Is the City of Edina going to decrease my property tax  
valuation for the duration of any current and future studies?  
Property value is impacted for ~~that~~ time during studies, not just if  
the decision is made for passenger rail to go forward<sup>3</sup>.

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- the study so far is ~~so~~ bad

## EDINA PASSENGER RAIL COMMUNITY ENGAGEMENT

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Please share your thoughts below:

- Using the rail would be very dangerous  
the crossings are not well secured, the rail areas  
are very accessible to children,

- Edina already said no, why do this now.

- Light rail is already accessible from Edina  
by bus. we can reach the airport for example  
in 40 minutes by taking bus and light rail  
from Granville.

- Crime is an issue  
- Why waste city money!!

Optional

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Your email address:



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# EDINA PASSENGER RAIL COMMUNITY ENGAGEMENT

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Please share your thoughts below:

~~Issue~~

In the entirety of the presentation there was no compelling reason provided as to why commuter rail would be beneficial to Edina or its citizens.

I do not support lifting the gag order or dedicating any further resources to this issue

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Please share your thoughts below:

As I see the data presented, the property values of anyone along the line would go down in high value neighborhoods. I find it convenient that studies have only been done around stations. Those areas will benefit from the development ~~but~~ at the expense of those that will experience a property value decrease.

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Please share your thoughts below:

- Citizens of Edina ~~are~~ <sup>are</sup> not supportive of this project
- The City of Edina should NOT request elimination of the gag rule: Dan Patch exists for good reasons
- The City should NOT dedicate resources to developing a plan to encourage the development of passenger rail service in Edina

This process appears to be supported by some Edina elected officials for reasons that make no sense to Edina citizens - why are they ignoring previous extensive study that found this line to be NOT supported?

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Please share your thoughts below:

I am completely opposed to the City of Edina requesting elimination of the gas rule. The original gas rule makes it possible to maintain the value of our property should we decide to sell. The original study clarified the reason for not having commuter rail on Dan Patch - I believe this can be extended to other passenger transit as well. The City should not be dedicating resources to developing ~~such a~~ plan to encourage development of passenger rail service in Edina.

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Please share your thoughts below:

Questions ① No, the city of Edina should not dedicate resources to develop a plan to encourage the development of passenger rail service in Edina.

I have concerns about safety, noise, traffic and property values. We already have public transportation to use in Edina (Bus or rail in Minneapolis). This is not wanted or needed.

① No do not eliminate gag rule.

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Please share your thoughts below:

- EDINA NEEDS TO LOOK AT THE RESULTS OF THE EARLIER 2001 STUDY.
- DAN PATCH CORRIDOR IS NOT A GOOD FIT FOR LIGHT RAIL, FOR MANY REASONS.
- RAIL TRANSPORTATION SHOULD BE ALONG HWY. 100 OR 169., IN THE MEAN TIME WE NEED BUS STOP LOCATIONS ALONG THE CROSSTOWN HWY.
- THE EDINA CITY COUNCIL NEVER SHOULD HAVE AUTHORIZED A STUDY ON THIS WITHOUT DOING A SURVEY.

Optional

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Please share your thoughts below:

One of the arguments in favor of passenger rail is to put protections in place for increased traffic from the freight line. Instead of passenger rail, I would prefer to see Edina and other city/state agencies explore alternatives for mitigating the risk of increased traffic - i.e. using legislation or other legal means to force the carriers to implement safety changes at their own cost. Embarrassing that no data is considered related to home values along the line. My preference would be for Edina to Not request removal of the gag rule or further pursue a study of passenger rail on the Dan Patch corridor.

Optional

Your name:

Your email address:

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# EDINA PASSENGER RAIL COMMUNITY ENGAGEMENT

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



Please share your thoughts below:

question #1 — No

question #2 — No

appreciate the efforts, but please no further study — Save the money.

I believe the current bus service is sufficient. I have used it & works well.

Optional

Your name:

Your email address:

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# EDINA PASSENGER RAIL COMMUNITY ENGAGEMENT

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



Please share your thoughts below:

I FAVOR FURTHER STUDY OF PASSENGER SERVICES.  
THE POPULATION IS AGING, YOUNG PEOPLE WILL  
USE MASS TRANSIT, AND, WE OLDER RESIDENTS  
NEED IT TO COMMUTE TO DOWNTOWN SITES.  
TODAY, THE AUDIENCE IS NOT REPRESENTATIVE OF EDINA.  
FURTHER INPUT IS NEEDED FROM RESIDENTS, NOT  
ONLY THE HOME OWNERS ALONG THE RAIL LINE.  
Thank you.

Optional

Your name:

Your email address:

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# EDINA PASSENGER RAIL COMMUNITY ENGAGEMENT

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



Please share your thoughts below:

1) how many households are on or near the line & would be impacted?

2) how many accidents on current mpls lines?

3) how much crime?

4) how many trains will run

Optional

Your name:

[Redacted]

Your email address:

[Redacted]

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# EDINA PASSENGER RAIL COMMUNITY ENGAGEMENT

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



Please share your thoughts below:

- ① THIS IS A BAD IDEA, THAT FEW PEOPLE ARE  
IN FAVOR OF,
- ② TOO EXPENSIVE
- ③ DECREASED PROPERTY VALUES
- ④ WHAT BENEFIT TO EDINA RESIDENTS?  
WHERE WILL YOU BOARD THE TRAIN?  
WHERE WILL YOU GO?
- ⑤ THIS APPEARS TO BE A PRE-DETERMINED  
ISSUE,, CITY IS JUST GOING THRU THE  
MOTIONS TO LOOK HONEST, PEOPLE  
SEE-THROUGH WHAT IS GOING ON!

Optional

Your name:

Your email address:

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# EDINA PASSENGER RAIL COMMUNITY ENGAGEMENT

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



Please share your thoughts below:

It is important that the commission listens to the citizens that have spoken up when it makes its decision about whether to proceed with further study. Please listen to the majority of citizens, not just a small interest group or consulting firm.

Optional

Your name:

Your email address:

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# EDINA PASSENGER RAIL COMMUNITY ENGAGEMENT

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



Please share your thoughts below:

From the information presented  
it appears that conducting  
the study without first getting  
input from residents was  
an error in judgment.

The gag order exists for good  
reason → to lightly dismiss  
it without good data is wasteful  
and flawed thinking on the part  
of the council.

Optional

Your name:

Your email address:

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# EDINA PASSENGER RAIL COMMUNITY ENGAGEMENT

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



Please share your thoughts below:

Have been an Edina Resident for over 40 years.  
4607 BROWDALE and am president & CEO  
of Incentive Services located at  
7667 Cahill Road (we own the building)  
located on the rail line.

Do not understand why this  
question is even coming up again.  
We think, and everyone we know thinks  
the idea of light rail through this  
corridor is ridiculous.

Optional

Your name:

Your email address:

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# EDINA PASSENGER RAIL COMMUNITY ENGAGEMENT

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



Please share your thoughts below:

*Questions*

*1. No, do not request eliminating gay rule.*

*2. No, do not commit further resources*

Optional

Your name:



Your email address:



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# EDINA PASSENGER RAIL COMMUNITY ENGAGEMENT

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



Please share your thoughts below:

1. The City should not request elimination of the gag rule. It is <sup>not an</sup> appropriate consideration for many reasons, especially as it affects home ownership concerns!
2. Do not commit further resources in development of a plan for passenger rail service.

Optional

Your name:

Your email address:

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# EDINA PASSENGER RAIL COMMUNITY ENGAGEMENT

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



Please share your thoughts below:

We don't need to spend more money on further studies. The other suburbs are not that interested. You are wasting the taxpayers' money.

Keep the gag rule in force - it was put in for a reason.

Optional

Your name:

Your email address:

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# EDINA PASSENGER RAIL COMMUNITY ENGAGEMENT

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



Please share your thoughts below:

① BAD, BAD IDEA AND WASTING OUR MONEY TO EVEN  
STUDY IT.

② DANGEROUS, LOUD

③ BAD FOR PROPERTY VALUES

④ CPR WON'T ALLOW PASSENGER RAIL ON THE LINE

⑤ WASTE OF TIME TO STUDY THIS

⑥ EVERYONE AT TODAY'S MEETING WAS AGAINST THIS IDEA  
AND DIDN'T WANT TO SPEND ANY MORE MONEY ON  
THE STUDY.

⑦ SURVEY COMPANY IS BIASED AND WON'T GET  
PAID MORE UNLESS THEY VOTE YES FROM THE COUNCIL

Optional

Your name:

[REDACTED]

Your email address:

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# EDINA PASSENGER RAIL COMMUNITY ENGAGEMENT

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



Please share your thoughts below:

- This idea was killed in 2002 why is it coming up again?
- who does this light rail benefit?
- who is pushing this forward AND why?

STOP THE MADNESS!

- the GAB Rule was put in place for A REASON

Optional

Your name:

Your email address:

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# EDINA PASSENGER RAIL COMMUNITY ENGAGEMENT

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



Please share your thoughts below:

I feel this is unsafe  
for Edina

Optional

Your name:

[Redacted name]

Your email address:

[Redacted email address]

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# EDINA PASSENGER RAIL COMMUNITY ENGAGEMENT

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



Please share your thoughts below:

My thoughts are that you as a City Council have already made up <sup>your</sup> ~~their~~ minds and will move forward. You will listen only to the consulting firm and not the constituency you were elected to represent. As a whole if this turns out to be true you will have made a Sham of the process.

→ N/O<sup>on</sup> 2 questions  
(both)

Optional

Your name:

Your email address:

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# EDINA PASSENGER RAIL COMMUNITY ENGAGEMENT

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



Please share your thoughts below:

Strongly encourage removal of gag rate.  
Studying things does not hurt people and  
provides important information to decision makers.  
While I doubt there is currently support in  
the city to encourage developing the corridor I  
personally support it as a younger city resident  
and homeowner it makes edina more attractive to  
have fixed rail. Regardless, burying our heads in  
the sand and refusing to study the issue is  
absolutely the wrong thing to do.

Optional

Your name: \_\_\_\_\_

Your email address: \_\_\_\_\_

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# EDINA PASSENGER RAIL COMMUNITY ENGAGEMENT

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



Please share your thoughts below:

I definitely in favor of  
exploring this further

Both #1 and 2

I vote YES

We must be future oriented

Optional

Your name:

Your email address:

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# EDINA PASSENGER RAIL COMMUNITY ENGAGEMENT

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



Please share your thoughts below:

The individual benefit to Edina residents (especially those on the rail line who already pay large taxes for their land + privacy) is negligible or non-existent. Too many children on these areas.

Northfield's benefit is what? They won't pay as Edina residents will. Lakeville, Blain, Blannington + St. Louis Park don't want it either.

Other rail lines are in huge debt - this won't be different as taxpayers we continue to pay for off the wall ideas.

Optional

no on ? #1, NO on? #2

Your name

Your email address:

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# EDINA PASSENGER RAIL COMMUNITY ENGAGEMENT

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



Please share your thoughts below:

① Should the City of Edina request elimination of the gag rule?

NO

② Should the City dedicate resources to developing a plan to encourage the development of passenger rail service in Edina?

No

Optional

Your name:

Your email address:

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# EDINA PASSENGER RAIL COMMUNITY ENGAGEMENT

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



Please share your thoughts below:

NO - There should not be Any additional  
Study. I still don't understand the  
value to EDINA.

Optional

Your name:

Your email address:

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# Community Conversation #2

*September 7, 2017*

# Study Purpose

- 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?
- 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)

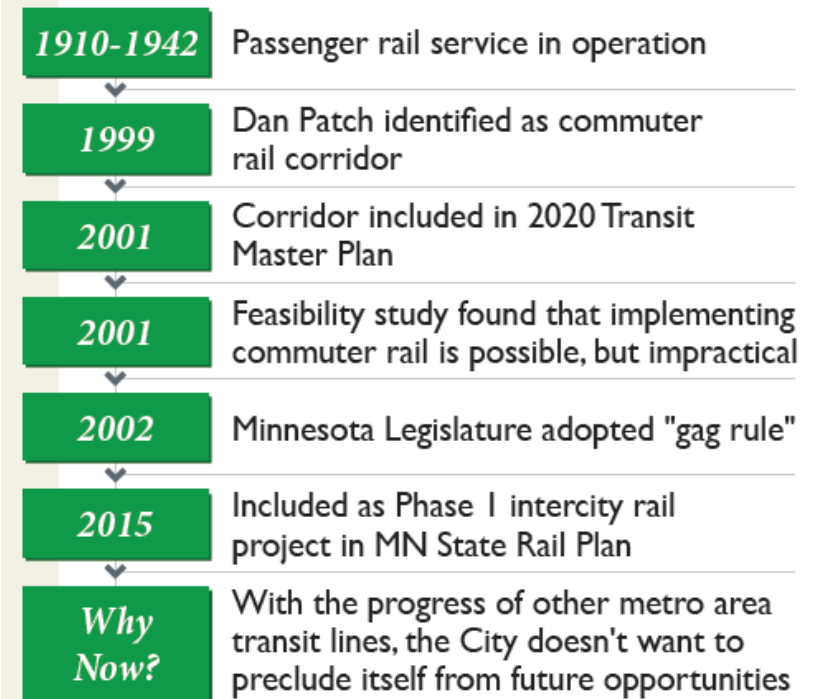
# History of the Dan Patch Corridor

- 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



# Planning Study and Document Review

- Passenger rail in Dan Patch corridor is technically feasible
  - The *Dan Patch Corridor Commuter Rail Feasibility Study* (2001)
  - *Edina Comprehensive Plan* (2008)
  - *MnDOT Statewide Rail Plan Update* (2015)
- Past resistance/"gag rule"
  - The *Dan Patch Corridor Commuter Rail Feasibility Study* (2001)
  - *Laws of Minnesota 2002, Chapter 393, Section 85* ("Gag Rule")
- Recently more interest in transit options in Edina
  - *GrandView District Development Framework* (2012)
  - *MnDOT Statewide Rail Plan Update* (2015)
  - *City of Edina Strategic Vision and Framework*



# Public and Stakeholder Input

- Community Conversation #1 (67 written comments)
- Online Survey (516 responses)
- Agency Stakeholder Meeting
- Business Stakeholder Meeting



# Community Conversation #1

- Benefits noted by participants:
  - Better connect the region
  - Sustainable option, planning for future
  - Environmental benefits
  - Transportation options
  - Reduce traffic on current highway system
  - Economic benefits
  - Attractive to young/potential new residents
  - Increase overall use for entire system
  - Support increase in population and employment



# Online Survey

- Benefits noted by respondents:
  - Better connect the region
  - Access to downtown Minneapolis
  - Transportation options
  - Reduce traffic on roadways
  - Economic development around stations
  - Convenience/easy access
  - Environmental benefits
  - Easier commute
  - 159 said no benefits, or not sure
  - 72 did not answer

# Community Conversation #1

- Challenges noted by participants:
  - Decrease in property values
  - High cost, low benefit
  - Noise and vibration
  - Traffic congestion (neighborhood)
  - Safety issues
  - Increased crime
  - Benefits other cities more than Edina
  - Stations not in convenient locations
  - Not a significant improvement over current bus/rapid bus system
  - Lack of ridership

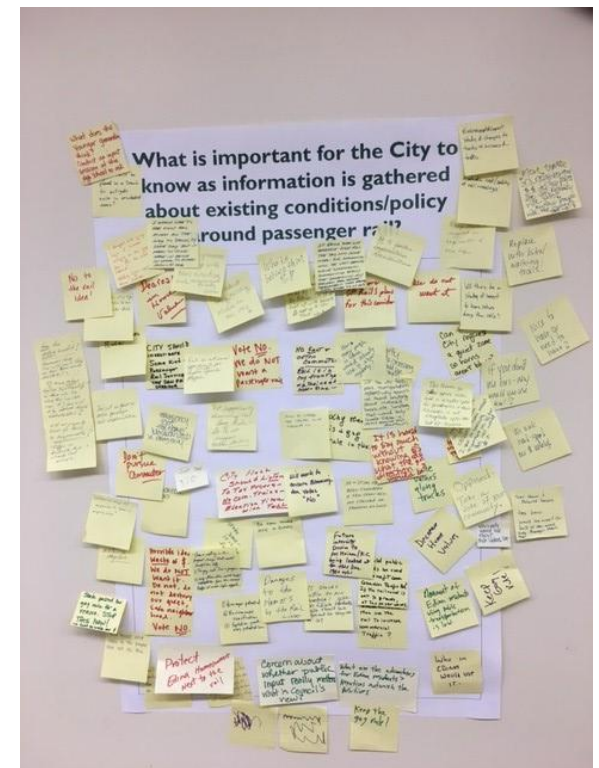


# Online Survey (516 responses)

- Challenges noted by respondents:
  - Decrease in property values
  - Neighborhood impacts (character, traffic, access)
  - Increased noise/vibration
  - Cost/funding
  - Safety concerns
  - Increased crime
  - Fear of change
  - Cost of maintenance
  - Lack of support (local and legislative)
  - 12 did not answer, or said no challenges or not sure

# Community Conversation #1

- Participants noted it's important for the city to know more about:
  - Housing, properties, and neighborhoods
  - Canadian Pacific's plans for rail, increased freight traffic
  - Benefits directly for Edina residents, vs. benefits for surrounding areas
  - Other transit options
  - Overall timeline/steps for implementing a passenger rail project
  - Station locations
  - Status of Green Line Extension, usage data from other train lines in Metro area



# Online Survey

- Respondents noted it's important for the city to know more about:
  - Impact on home values
  - Safety implications
  - Impacts – noise, traffic, parking
  - How it will be used/how many will be served
  - Costs, including operation and maintenance
  - Other routes/options
  - Good metrics on existing transit lines
  - Impact of self-driving cars and ride-sharing services on transit
  - Process of negotiating with railroad

# Comment Summary

- Comment Sheets (67 responses)
  - 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%
- Online Survey (515 responses)
  - Would use passenger rail in there was service in Edina – 47%
  - Would not use passenger rail if there was service in Edina - 53%

# Agency Stakeholder Meeting

- August 12, 2017 – Staff from St. Louis Park, Bloomington, Hennepin County
- MnDOT and Met Council also invited
- Other projects on priority list – focused on other things
- Interested and want to stay informed

# Existing Conditions (within 1 mile)

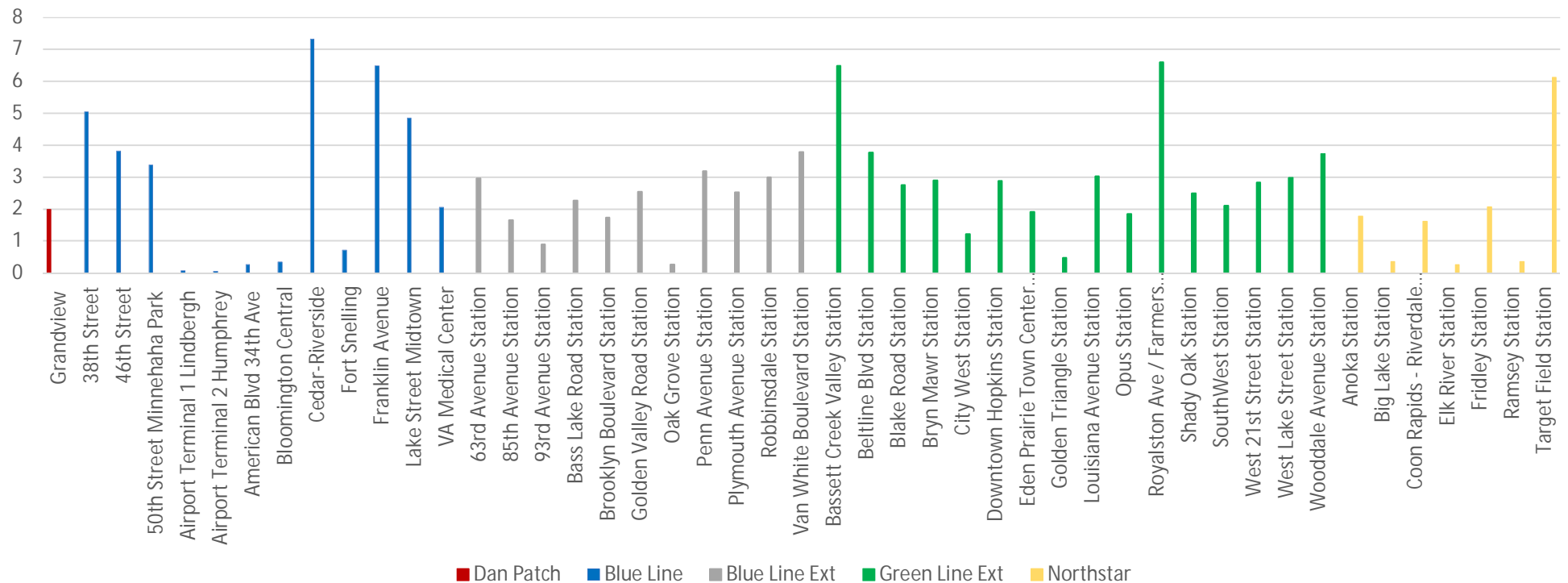
- Existing and planned station areas compared to Grandview area
  - Household density
  - Population density
  - Employment density
- Why Grandview?
  - Approved city planning documents identify as future location of transit station



Edina's GrandView District

# Household Density

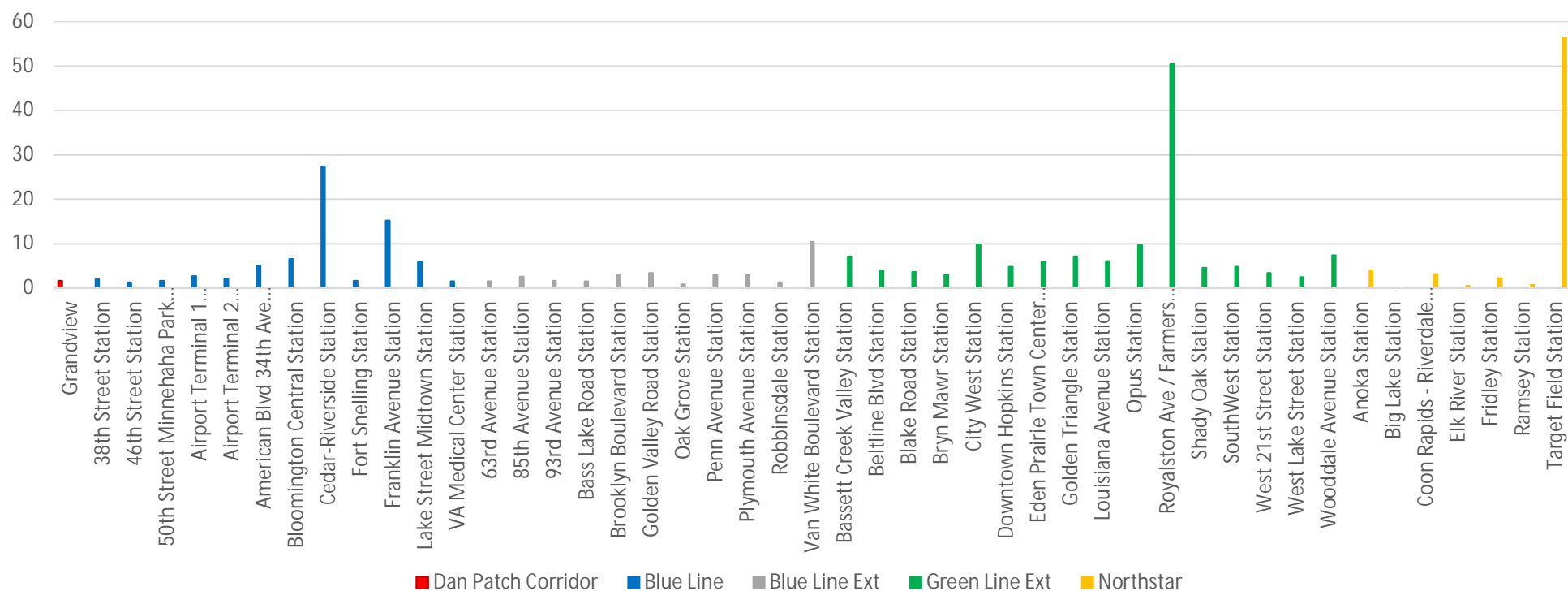
Grandview area = 2 households/acre  
43% of station areas evaluated have same or less household density as the Grandview area



US Census data, 2010

# Population Density

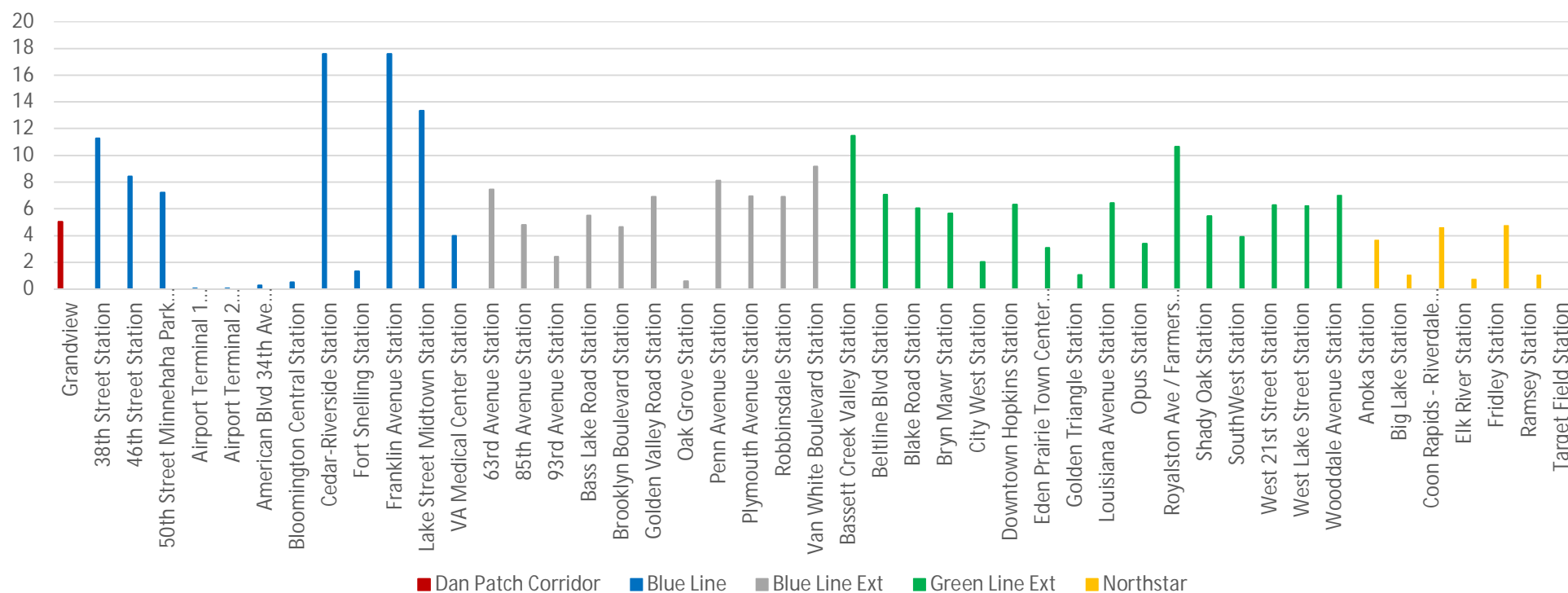
Grandview area = 5 people/acre  
39% of station areas evaluated have same or less population density as the Grandview area



US Census data, 2010

# Employment Density

**Grandview area** = 1.6 employees/acre  
 26% of station areas evaluated have same or less employment density as the Grandview area



US Census data, 2010

# Effects on Home Values

- American Public Transportation Association (APTA) and the National Association of Realtors (NAR) - 2013<sup>1</sup>
  - Property values of houses located near transportation with high-frequency service performed 41.6 percent better than similar properties in a region
  - Sales prices within areas within a half mile of a fixed transit line saw lower declines in recession
- Minneapolis Area Association of Realtors (MAAR) – 2016
  - Value of homes in neighborhoods near Blue Line stations in Minneapolis are higher than homes in neighborhoods that are not
  - Similar dynamic expected along Green Line Extension
    - Exception - Kenwood neighborhood, where the price effect is expected to be minimal due to low turnover rates of homes
    - St. Louis Park and Hopkins home values expected to perform well
    - Minnetonka and Eden Prairie home values expected to fall in the middle

<sup>1</sup> 2013 study included Boston, Phoenix, Chicago, San Francisco, and Twin Cities

# Effects on Home Values

- Some evidence of differences in market segments
  - Residential properties near Atlanta, Georgia rapid transit stations saw increase in low income neighborhoods but decrease in high-income neighborhoods. (Nelson, 1992)
  - Greater benefit to lower income homes than higher income homes near commuter rail stations (Bohman/Nilsson, 2016)
- Value also influenced by:
  - Transit mode/type of service
  - Land use and zoning policies
  - Proximity to other modes of transportation
  - Connections to other transit lines

# Process and Implementation Timeline

- From idea to construction – can be 20-30 years
- With an identified project and initial funding:
  - Pre-project development study and development of locally preferred alternative: 2 years
  - Preliminary engineering and environmental documentation: 3 years
  - Final design: 2 years
  - Construction and testing: 2 years

## Next Steps

- September 28<sup>th</sup>: Transportation Commission develops recommendations at its regular meeting
- October 17<sup>th</sup>: Transportation Commission makes its recommendation to City Council

### OCTOBER



Edina Transportation Commission makes its recommendation to City Council

# Online Survey Results Summary

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## Summary

An online survey was posted to the project website for approximately 4 weeks in July/August 2017. There were 515 responses. This document summarizes feedback by general themes. Full versions of all comments are attached.

### Summary of Question Responses

The following lists represent a simplified version of the comments received, generally in priority order (i.e. the item at the top of the list had the most mentions in survey responses).

#### *Question 1: What are the potential benefits of passenger rail in the Dan Patch Corridor?*

- Better connect the region
- Access to downtown Minneapolis
- Transportation options
- Reduce traffic on roadways
- Economic development around stations
- Convenience/easy access
- Environmental benefits
- Easier commute
- 159 said no benefits, or not sure
- 72 did not answer

#### *Question 2: What are the potential challenges of passenger rail in the Dan Patch Corridor?*

- Decrease in property values
- Neighborhood impacts (character, traffic, access)
- Increased noise/vibration
- Cost/funding
- Safety concerns
- Increased crime
- Fear of change
- Cost of maintenance
- Lack of support (local and legislative)
- 12 did not answer, or said none or not sure

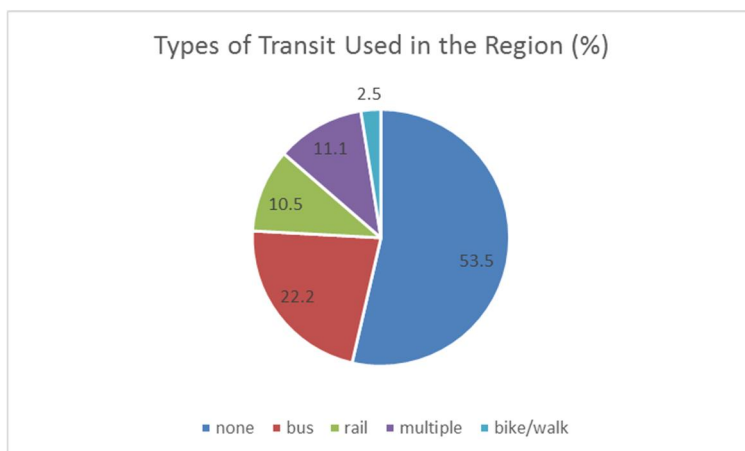
#### *Question 3: What questions do you have about passenger rail?*

Note: This is a representative list of the most common types of questions.

- Why is this even being considered when it was previously off the table?
- Why is the City exploring this instead of trying to promote bus use?
- Where would the passenger rail go? How is it necessary given the Southwest LRT?
- Why do we need it?
- In what way would it benefit Edina?
- How can we make this improvement faster?

- Why can't the Dan Patch Line be turned into a bike path?
- Why would we add something so disruptive to our city? Who is in favor of this and why?
- How much will it cost and who will pay for it?
- Why is this being discussed without any reference to other options?
- Can this line be electrified down the road?
- What communities will it serve?
- How will safety issues be addressed?
- How many people will be projected to use it?
- What is the cost/benefit ratio? What is the cost per passenger mile?
- What are current bus usage figures for Edina?
- How many homes are immediately impacted? Will my property value go down?
- How often would it run?
- Would there be adequate public parking?
- Would Edina allow actual walkable and transit-focused development to be built around stations?
- Where would there be a station in Edina?
- Will it prevent or reduce freight trains?
- How handicapped accessible it will be; how available to seniors?
- What is the perceived economic benefit to Edina?
- How much would a ticket cost?
- How will it relate to or impact auto traffic? How many trips would be diverted?
- Why the fixation with rail when Uber today and autonomous cars tomorrow?
- What problem is being solved? Concern about potential for increased freight on the line? If yes, what are all the ways that could be addressed?

*Question 4: What existing transit services in the region (bus or rail) do you use?*



*Question 5: Do you envision yourself or someone you know using passenger rail if there was service in Edina?*

- 43% of respondents said yes, they envision themselves or someone they know using passenger rail
- 57% of respondents said no, they do not envision themselves or someone they know using passenger rail

*Question 6: What is important for the City to know as information is gathered about existing conditions and policy around passenger rail?*

- Impact on home values
- Safety implications
- Impacts – noise, traffic, parking
- How it will be used/how many will be served
- Costs, including operation and maintenance
- Other routes/options
- Good metrics on existing transit lines
- Impact of self-driving cars and ride-sharing services on transit
- Process of negotiating with railroad

*Question 7: On a scale of 1 to 5, how much did you know about this topic prior to taking this survey?*

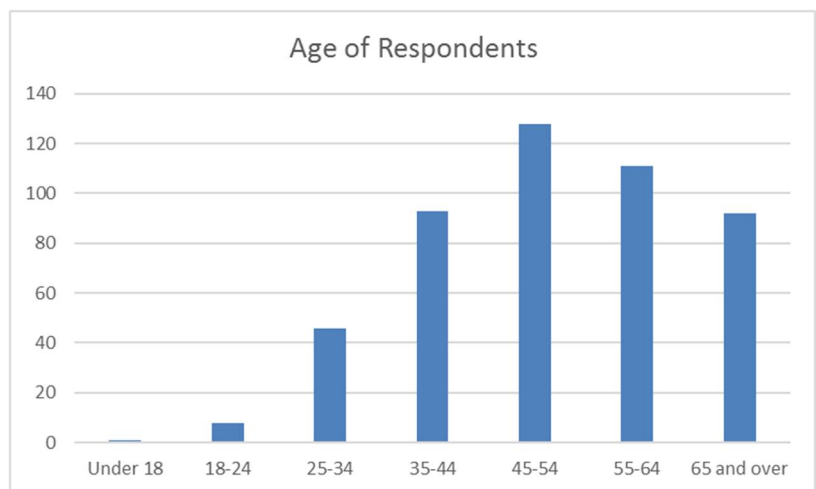
This question was redacted because the scale values were not initially provided.

*Question 8: What is your address? (optional, 292 responses)*

All but about 5 percent of respondents provided an address or location within the city of Edina, and those were predominantly located within a mile of the Dan Patch Corridor.

*Question 9: What is your age? (optional, 479 responses)*

- Under 18 (0.2%)
- 18-24 (1.7%)
- 25-34 (9.6%)
- 35-44 (19.4%)
- 45-54 (26.7%)
- 55-64 (23%)
- 65 and over (19%)



**What are the potential benefits of passenger rail in the Dan Patch Corridor? (501 responses)**

More downsides than benefits for this potential solution for increasing public transportation.

1. A passenger rail would provide transit options to get downtown. Downtown has changed significantly over the past 20 years. It's bustling and now it's hard to find parking. Traffic is horrible.

2. A passenger rail would be an incredible opportunity for Edina, most cities on a train line have higher home values in other parts of the country.

Insignificantly increased access to Southwest passenger line

Reduced pollution from cars.

None. Way to expensive

none to residents of Edina

It would keep our community and state connected and keep us current with the rest of the world

NONE

I don't see a lot of benefits for passenger rail. The southwest passage is close enough. No reason to spend the dollars to have to lines.

None - this would not be a good thing for the Edina neighborhoods that the railroad tracks run through.

No real benefit for Edina

ZERO benefits. This is absurd that the city of Edina is even entertaining the idea of allowing this.

None. I see only negative things for the neighborhoods and Edina.

none

None. There is no need for passenger rail in Edina!

Less car traffic

Easy access to Minneapolis

Why am I being asked this question -- should not part of the \$30,000 being spent on this research to come up with a recommendation identify the pros & cons?

Streamlined service to downtown Minneapolis and Northfield, relieving traffic and road congestion and encouraging development along the corridor.

I honestly can't think of any.

Economic benefit along the corridor. Increase in transportation options as traffic continues to grow in the region without road capacity increases from MNDOT/legislature

More noise, pollution and wasted taxpayer's money

There are none

don't know

none

Connections to the growing rail transit network to the growing community of Edina.

There is NO BENEFITS, ONLY an ADDITIONAL NUISANCE in Edina

What are the potential benefits of passenger rail in the Dan Patch Corridor? (501 responses)
There are feasible benefits for some of the population, but the detriments to other people outweigh the positives.
Better transit. Easier access to Downtown. Lower carbon footprint.
Going south to Northfield. Another option for Edina residents could get downtown via rail.
Only if there were convenient stops and schedules, but that would also pose a challenge of frequency
Reduced travel time, skipping traffic, environmental, monetary.
I see few benefits to passenger rail along the Dan Patch.
There are none - not a need
relieve traffic congestion on both 169 and I35 going over the river, and enhance redevelopment in Edina, St. Louis Park, and Savage. Quieter neighborhoods (no train whistles at crossings, no clickety-clack tracks.
reduce vehicle emissions
Easier, cheaper, and faster transport
There are no benefits in using the Dan Patch Corridor for passenger rail. If any passenger rail type transportation system is considered, it should be in line with the existing roads/freeways. Then the existing bus transit station could also be used for the rail system rather than duplicating efforts. People tend to use their cars now even though they may be near existing light rail or busing. This means that tax payers are already subsidizing the existing light rail.
For the region, potentially less congestion on the roads, less carbon emissions, and another option for travel.
None that I can think of.
None.
None. People should bike or car pool. This would be a waste of money. We should put this money towards low income housing.
Providing mass transit to areas that are currently underserved
1) transportation of people, perhaps efficiently
2) less cars on the highways
Can't think of any.
Reduced traffic
Reduction in drunk driving
Increased economic activity along the corridor
Improved public transportation
It will increase the ability to live carless in Minneapolis and better connect the region.
Easier commute for some
Not sure
Mass transit is the future.
Might help some people commute to work
Negligible for Edina residents.

What are the potential benefits of passenger rail in the Dan Patch Corridor? (501 responses)
None. A complete waste of taxpayer money.
Commuting to work and visiting nearby cities. Our family would like to only have 1 car and we are always considering moving out of Edina because it seems necessary to have 2 cars to live here. This would help us.
Little or none
none
Reduced vehicle emissions in the corridor, fewer single-occupant vehicles clogging up Highways 100 & 169 (and to a lesser extent France Avenue). The potential establishment of train stations at Normandale Lakes, 70th Street, and Excelsior Blvd/SWLRT
I don't see a single one
<ul style="list-style-type: none"> <li>- Providing regional transportation options to those who can't afford a car, choose not to, or can't drive due to physical disability</li> <li>- Providing expanded, all-day access to jobs (most important), education, recreation, and shopping opportunities along likely station areas</li> <li>- Expanding a transportation mode that is less damaging to the global and local environment than single-occupancy vehicles</li> <li>- Allowing for more people (particularly those who can't afford cars) to live near station areas that are otherwise blocked (through zoning, backed by concerns of traffic and parking). This is especially important for affluent cities like Edina.</li> <li>- Marginally reducing the need for expanding local roads and state highways</li> <li>- Marginally improving overall regional traffic safety</li> </ul>
Great commuter link between Downtown, Edina, and other suburbs, with connection to SWLRT. I'm more likely to visit Edina if I can get there by transit easily from Downtown.
Less people on the roads. Safer traveling.
Suburbs beyond edina would benefit
I am not a fan. I think it will add noise and congestion.
For me, none, as I live directly across the street from the Dan Patch line!
Commutes to downtown similar to the Northstar line for those of us that already all drive downtown everyday. Could also be more efficient then the current bus routes.
More convenient access to the cities if it was used by the light rail system.
Reduce traffic, improve ease of access to downtown, increase property values
none
It is an important connection between the south metro.
Connecting Edina to other metro areas - esp via quick access. Right now we are a suburb left out of the light rail system.
Nothing
I do not see any as the disruption to our community would far outweigh any benefits
Alternative to traffic congestion, better for the environment, good for equity and economic development.
It is very possible that there are none.

**What are the potential benefits of passenger rail in the Dan Patch Corridor? (501 responses)**

Alternatives to commuting/driving downtown, expansion of our existing transit network, a way to give commuter rail a second chance in the MSP area after half-assed Northstar

Reduction in traffic. Reduced commute times will help hold and increase Edina property values. Introduce more transit options, especially older residents and younger generations who are trending away from multi car families. Create development zones around stations. The Cahill industrial park is a great opportunity to create a new mixed use, residential, retail, hospitality neighborhood ( yes, it will take many many years, but will likely quadruple the tax base) keep edina a forward thinking, progressive and attractive community. Traffic is one of the greatest treats to Edina and the regions desirability

A quicker less stressful easier commute to work.

Access to Minneapolis and southern suburbs! Feature that makes Edina more attractive and connected to business and residents.

Easier passage to downtown Minneapolis. Benefits to the environment. Potentially people would be less inclined to drive while intoxicated with additional transit options.

Less road traffic and pollution.

Traffic decongestion, ease of transit would encourage employers and residential builders to build near the rail, would bring the metro one step closer to great transit are rather than collection of disparate suburbias

Convenient and easy access to passenger rail

Can think of few vs. the negatives

Reduce car congestion, connection to the rest of the rail system so could use for daily work commute, being able to age in place when no longer want to drive

Easy commute to downtown

Lighter traffic

Easier, faster access to Downtown during rush hour. Chance to redesign the area around Davanni's / Holiday / Liquor Store area.

NONE

good to get people off the roads and onto public transport

It wil employ a lot of people

If any, they would be severely outweighed by the negatives.

Why does Edina need this? I see no need for a commuter train for Edina residents. Show us facts that exemplify a need for this from our tax paying residents.

Reduced congestion on 35w for

Commuting south of the river; increased access to jobs at the MOA and airport

To move more people

I see no need for this.

People love their cars and have the income to drive.

Decreased auto traffic on Highway 100

**What are the potential benefits of passenger rail in the Dan Patch Corridor? (501 responses)**

Not needing to use a car

ease in commuting and travel throughout area

Another means of transportation in Edina, particularly connecting to downtown.

expand opportunities for public transportation; decrease load /number vehicles on roads

Decreased automobile traffic congestion.

Not having to drive downtown, which requires negotiation sometimes awful traffic, paying steep parking fees, and generally causing high blood pressure.

Increase in use of public transportation reduces road congestion as well as being more fuel efficient.

I see little for most Edinans. It would be a lot of money to send the small percentage of people who work downtown and who are also close enough to walk to the rail. If driving to the rail where will they park?

Going to a ball game? Possibly the one thing to draw people. But again, where to park?

less congestion on our roads, ability to rely less on having a car, less pollution from traffic jams, denser development on less land, cheaper than having a car

Maybe it will alleviate traffic to downtown work locations and sporting events?

In general public transportation is a more environmentally friendly way to move people around than cars. Better to move people through Edina on LTR than highways.

Potential for less traffic on 100/169 but I would like to see a detailed analysis of whether it would really reduce car traffic. The existing line may not be along a path people would actually use.

Too numerous to mention: decreased traffic, transportation options/flexibility for those who don't have cars, decreased pollution, accessibility for all...

Not sure

Overall traffic congestion in the metro reduced

I don't see any benefit to residents of Edina.

transportation option, reduced use of fossil fuel, easy connections across town, fewer emissions, reuse of existing RR tracks

Makes the liberals feel good. They love the trais

none

None that are not better provided by buses.

I genuinely don't see any.

None as I see it. more noise traffic on rails, danger to kids

Depends on where it would go. Supplement other means of transportation.

maybe some convenience for a very limited number of people in Edina

**What are the potential benefits of passenger rail in the Dan Patch Corridor? (501 responses)**

Ease of transit. Less traffic on roads

Great connection to downtown minneapolis

More public transportation options

Better foot transportation around Edina.

Very limited compared to cost. Benefit is mostly to businesses, if they want it, they should pay for it (since none of these projects are ever close to break-even and need huge on going subsidies).

Decreased traffic congestion on major highways such as 100 and 62

?

The line is nearly in the center of the city so one who wants to use the line can without driving a long way. Less driving on freeways.

To ease traffic congestion on Edina highways.

Not sure of any yet

There are many potential benefits from a new rail line and they all outweigh any possible challenges or negatives that the residents of Edina may have. Mass transportation is the life blood of densely populated urban areas and as the Twin Cities and its suburbs move into the 21st century we need to have a transit system in place to keep up with increasing urbanization and growing population densities.

Mass transit, as with many public works projects and services is not, nor should be, a way to make the city, state, or any government entity money. Mass transit also does not necessarily have to be self-sustaining in terms of cost vs. fees collected. Mass transit is ultimately a subsidized good that we as a society have seen fit to put in place to help people maneuver and adapt to increasingly congested urban environments. We can continue to widen highways, roads, and bridges state wide but ultimately studies have shown that expanding roadways does very little to alleviate traffic, not to mention the long-term care costs of traditional roads for motorvehicles.

We need more rail systems (not just light rail in the cities but a high-speed network state wide) if we are to remain competitive in an increasingly competitive economy. By investing in ways for the public to move about more freely, regardless of access to a car or other transport, we will ultimately be providing a means for all people to improve their station in life. If we want to see our local economies grow we need to find ways for people of all income levels to move about freely.

Any attempt to put in place NIMBY policies or to somehow prove the ineffectiveness of mass transit is to ignore the hundreds if not thousands of cities world wide who depend on such services. The Twin Cities is at an interesting crossroads and we need this if we do not wish to become stagnant and create greater burdens on our already aged roadway infrastructure system. Those who are against this are purely self-interested, have no vision, and are probably just scared of change and rather discriminate against non-existent dangers they imagine than support metro wide growth.

**What are the potential benefits of passenger rail in the Dan Patch Corridor? (501 responses)**

Decrease in motor vehicle congestion. Easier access to communities north and south of the river. Millennials favor public transit.

Don't know of any benefits, except perhaps to businesses.

Decreased travel time. Energy efficiency, and less overall traffic in the corridor

Greater access to public transportation, of course.

Increased demand for housing in Edina.

Moving people 10 years or 20 or 50 years from now.

I would love to be able to take public transportation directly and easily into Minneapolis. The lack of good public transportation is surprising in this area. I'd much rather take a train to work than drive.

Little

Reduce carbon emission, traffic congestion & fossil fuel consumption. Improve mobility to those who don't drive.

I don't see any benefit. It was decided long ago that this was not feasible and why Edina is bringing it up again is beyond me.

Nothing. This will be a tax burden on the city and state. This will cause lots of problems at stops and cause unneeded traffic though edina.

It would provide a closer station access to the other more major commuter rail systems already in existence.

I don't see any major benefits from passenger rail on the Dan Patch line. I do not think there would be enough passengers to justify the costs and community impact problems. I think increasing bus traffic is a much better solution to reduce road congestion

The benefit could mean that getting downtown would be easier. It would be for the specific goal of commuting from Edina to Downtown Minneapolis or St Paul. It will be of specific use for people working at either location and who do not have to additional stops to make on the way home (e.g. grocery shopping at larger outlets or picking up kids). For family with kids in day-care the potential benefit is minimal

More transportation options. Less traffic.

Access to light rail system to get downtown, reduced highway traffic, increased home values due to public transport availability, less reliance on cars, could take to downtown events & airport so reduce parking fees

Ease for residents to get to Minneapolis.

I really don't see any benefit

reducing car traffic in our neighborhoods, easy access to downtown, easier to walk around Edina, better for the environment

Commuter transportation to downtown. Lowering environmental impact and reducing car traffic. Moving people into the area for restaurants and shopping. Better long-term transportation access and modern city living.

Helps with traffic flow; makes easy access to downtown, and if I understand it correctly easy access to north field for college students. I think it will also help Edina to stay vibrant with easy access public transportation. I suggest that you compare this opportunity to Washington DC when they added the subway and the community of Georgetown said no because they didn't want "undesirables " in their community. Today Georgetown area has traffic gridlock because of no easy access to public transportation

bringing more public transportation to edina

<b>What are the potential benefits of passenger rail in the Dan Patch Corridor? (501 responses)</b>
Better options for getting into Minneapolis. Not just M-F express busses. Could spur growth of all kinds along the corridor.
Fewer cars on Highway 100
less dependency on personal vehicles and dependent roadways
Increased traffic through Edina- I'd probably prefer more carpool lanes before rail service.
Improved access to other parts of the metro, reduced vehicle congestion, reduced emissions, fewer vehicles on the road, less reliance on cars.
access to other areas without using cars
Transportation options!! It's about time we start looking at this. All you have to do is visit a city with good transit to know the benefits - think Boston.
NONE. The city has no business or positive experience in traffic control. Stop this project!
Looks good for political career of some.
We need better options for safe public transportation in Edina to both downtown areas, the airport, MOA and other areas.
More cars off the road
none that I can identify at this time.
Getting downtown easily
Nothing
By participating in a study of passenger rail and assuming a positive outcome, the City of Edina would have some authority in the management of the line vs opting out and leaving complete control to the owners of the railroad.
No benefit to Edina....we are not a dense urban city.
Do not know.
less traffic, access for people without car to the city
None at this time. How could 30,000 be spent looking into 'tis project when a gag order is in place
Edina won't be left out of the rail transportation web
It may be a faster way downtown than SLOW busses
As an Edina resident, I'm not sure I will see the benefits. I believe the benefits will be reaped by citizens further out on the line.
NONE
Access to the southwest light rail extension
Increased property values. Less traffic on Hwy 100. Greater accessibility to downtown.
In a residential area I don't see any benefits to passenger rail. It's loud, it's dangerous, it will reduce home values in the vicinity.
Facilitate commuting between Bloomington, Edina, Minneapolis, St. Paul and beyond via rail, reducing commute time, adding convenience, and reducing road congestion.
Mass transit
Less cars on road/commuting alternatives

**What are the potential benefits of passenger rail in the Dan Patch Corridor? (501 responses)**

None - it will continue to cost more than it adds to the pockets of the taxpayers. Taxpayers will lose more money every year it is under construction and in operation.

Not driving so much.

Not driving in bad traffic or bad weather

none

The tracks are In my front yard (brookside terrace) and I see no benefits. Passenger rail will be several runs a day Vs 2 or 3 at the most right now per day/night.

More money in the pockets of politically connected contractors.

More access to public transport for people who live/work in the area

No need. No benefit

increased mobility without auto congestion; corridor exists so no need to build/add new lanes; less pollution from cars

None to residents of edina because there is no place to build a station

Less traffic

Low cost and efficient transportation alternatives to car/truck. Existing infrastructure and rights of way already in place.

A way to link Edina to other mass transit

Fewer cars; walking to get to rail stop

my husband works in north field (and we live in edina), so would be a wonderful transit option and would relieve traffic on 35W.

Less congestion on HWY 100

a. reduction in commuter traffic

b. increase in access for residents to city and other suburbs

c. reduction in carbon footprint

Easier commuting to work, save money on gas and parking downtown, time to read/think/work on the train, more environmentally friendly

As we age, we need better ways to get around than driving. If Dan patch connects with the light rail system, we in Edina can get all around the metro area without having to drive.

Less traffic, easy access in & out of Edina

Hard to tell. It might be a little fast than the bus service and have a nicer station

At this point I'm unaware of any for our community.

None for Edina

Reduce traffic, ease of commute. Control of heavy train traffic

Increased business opportunities, more people taking public transportation means fewer cars on the road, more environmentally friendly.

Reduced traffic, decreased carbon emissions, transit oriented development

**What are the potential benefits of passenger rail in the Dan Patch Corridor? (501 responses)**

None that I can think of

Less auto travel and pollution

Lower cost, more efficient mover of people.

Convenient transportation connecting to light rail(hopefully) in Hopkins/St Louis Park. Also reduce traffic congestion in Edina

Reduce traffic congestion on other roads, does not share the road with other cars etc, is clean and quiet, is a quick way to get downtown, can connect with other lines.

Build infrastructure for the future, help ease road congestion, help reduce our reliance on single occupancy vehicles

Vroom vroom

None. It will bring the riff raff.

It would remove cars and congestion in the area and open Edina to new businesses and social opportunities.

1. Transportation through the use of existing tracks.

2. Safer than all of the accidents that occur on the other Twin City light rail lines.

You tell me-- will it reduce congestion on nearby freeways??

Now, in Aug. 2017, congestion on local fwys is horrible.

Better non-auto connections to other areas in the metro

I do not have enough information to ask.

College transport, transfer to Mpls, Lighten highway traffic

None that I can see to the residents of Edina but disruption & more tax payers dollars to support this project

I think it would be an excellent option to train to work as opposed to driving.

Improved public transportation for minneapolis and the western suburbs

also a good location for a bike trail on the out side edges.

Energy saving. Reduce traffic on all freeways.

Based on the evidence from other cities in the US similar communities have found it is not cost effective to build and ridership suffers. There are no long term benefits.

None. We do not need this in our community.

fast, safe, low cost transportation with a low carbon foot print, keeps cars off the road, good option for those who can't drive

There are none

Creating a link to Southwest light rail. I know people in Edina who work in the further-west suburbs who have no option but to drive there.

Another advantage would be to reduce single car traffic.

Less traffic, less pollution

Access to public transportation would be nearby.

Reduce need for further road expansion due to future commuter traffic. Connect wider range of metro communities.

Pollution and energy reduction.

**What are the potential benefits of passenger rail in the Dan Patch Corridor? (501 responses)**

1. Reduce traffic on freeways (particularly between Edina and mpls downtown)

2. Reduce commute times (Edina to mpls dwntwn)

3. Easier access to mpls downtown for Edina citizens to attend events, dine and shop

Far quicker connections to minneapolis.

Will bring jobs to the state, workers to/from Edina to other parts of the metro.

Reduced transportation carbon footprint if it leads to reduced auto use.

Enhanced commutes: Reduce the stresses of driving with an opportunity to read, work, listen to music, rest, etc.

Increase property values of homeowners living within reasonable walking distance of rail line.

Reduce living costs: Potential ability to forego multiple-vehicle ownership will reduce fuel, insurance and service costs for residents using the rail.

Mass transit

Traffic isn't subject to the same congestion as surrounding highways.

Who would pay for it? Edina does not have the funds for it. The city keeps raising the city levy (taxes) to pay for the basic existing expenses.

Very little within our city.

Easy connections to other rails and access to downtown etc through easy and convenient mass transit. Less demands on roads to easy congestion

I can't think of any potential benefits.

Very few benefits in our community other than few people that live along it and wish to commute down town. The numbers of people along line that do that, are small Mpls St. Paul has many areas of work we are not a centralized metro area. Lines to down town hub are of limited value at best

1) Less congestion, 2) cleaner air, 3) future with less cars.

None at this point. I have no reason to go to Northfield. I don't know exactly where "trains" would pick up passengers and where it would drop them off in the Twin cities. I don't know the costs.

Reduced emissions from commuters. More options for low-income families.

Improve commute times, dec cars on road

Fewer cars on roads, saves infrastructure - road maintenance & repair and reduces traffic congestion and fuel usage.

Great alternative to buses which are inefficient. Provides cost effective transportation - no need to pay for parking or Uber if spending a night out. My son would use it to get to University.

Cannot imagine a single benefit

Close to home. Less travel. Community line

Provide convient and efficient transportation and help relieve highway congestion.

Easier commute to work & downtown MPLS for events.

**What are the potential benefits of passenger rail in the Dan Patch Corridor? (501 responses)**

The city desperately needs more mass transit options! Environmental concerns

very few - too little population density

better for the environment and people commuting up from the south

none for Edina!

Transportation for people. Could cut down on traffic. Help people save money on gas.

Hopefully, service to downtown Minneapolis

Can't see any

Additional transportation into the Twin Cities for outlying areas but also for Edina residents.

Nothing

Zerp

all the obvious benefits of mass transit--fewer cars on the highways, less traffic congestion, lessened need for parking, cheap/easy daily transit. environmentally sound

lessen traffic, lessen wear on freeways.

none

One could go downtown without driving to a ball game

none

leaving your car at home, for those of us who work DT-- great for all to not have to fight for a parking spot DT for different events

Few

Stress-free transportation, less road congestion, less air pollution and carbon footprint

Easy way to get to airport from Edina Neighborhoods. Way to alleviate traffic tie ups.

Clean alternative to cars.

Fewer cars commuting is better for the environment. Increased mobility for those who don't drive. More families may choose to have fewer cars, which could be an economic benefit to them. Increased tourism \$ into edina.

Lessen traffic throughout the neighborhoods, easier to get around the city for those without cars, generally cheaper than gas and no wear and tear on your car so it lasts longer, greener option than 2+ cars per household, limits noise due to motor vehicles, increased ability to get downtown or further south in the metro.

easier access to downtown

Not sure

Easier access to light rail than going to the Mall of America

Depends on where/whether it stops in edina and what it connects to. If there are stops, in Cahill and Grandview, for example, there is the opportunity for TOD (which not everyone thinks is a benefit). Rail may attract some riders that would not ride bus. May give RR way to make money off the line rather than increase freight. Project may include mitigating at grade crossings, improving safety and reducing freight train whistles.

**What are the potential benefits of passenger rail in the Dan Patch Corridor? (501 responses)**

Access to downtown Minneapolis (I think?) for commuters and concomitant reduction in highway usage/congestion. It is my understanding that the commuter rail is the only way to add safety constraints to proposed aggressive usage of the rail line by its property owners - anything to keep the usage to a minimum is good for nearby property values and safety of the community as a whole.

Ease car traffic to and from downtown

I see no benefits. The drawbacks far outweigh any purported benefit.

making Edina more 'transpotation' desireable, reducing traffic, emmisions, wear & tear on roads

For residents who do not have transportation.

Easier travel to and fro Northfield for Carleton and St. Olaf students, employees, alumni, and other people.

easy access to downtown(?) or Northfield

save money, save gas, save time, reduce traffic, reduce air pollution, reduce multiple vehicles per residence

Higher crime rate

Another mode of transportation in an increasingly dense and congested area

Ease traffic by allowing better public transportation.

Additional transit options.

NA

less traffic congestion

I do not see the need or benefit of light rail

None that I can see. A very high cost asset with high operating costs that won't serve all that many people

I don't see any

Lower traffic on the crosstown & hwy 100

Rail access from Edina and points south to Downtown Mpls and light-rail system.

Rapid connectivity to downtown. Currently bus service is available but limited.

I think it's beneficial to the people of Edina, to give an alternative to motor vehicles.

Community mobility and commerce among the people and firms located in the corridor.

More public transportation available

Will it be more direct than the bus? It currently takes so long to get down down with all the stops of bus #6 that it's not easy to take the bus

not huge but some commuters could benefit (many have off rail things to do on the way home such as pick up our kids)

I DO NOT WANT THIS PASSENGER RAIL IN EDINA

Reduced traffic on 100 and 169. Reduced CO2 emissions.

We are moving into the 21st century. This should have been done long ago. It is about time Minneapolis realized it is a major metropolitan area competing with cities like Chicago, San Francisco, Atlanta (all with light rail systems).

**What are the potential benefits of passenger rail in the Dan Patch Corridor? (501 responses)**

Mass transit could ease highway congestion

Easier transportation

Safer Transportation

Cheaper Transportation

Public transportation must be increased throughout Minnesota, not just through the light rail. A commuter train that comes through Edina would be a major advancement.

None in Edina

None to Edina. It will reduce property values and add noise.

transportation

None

Less use of cars!

I could get from Edina to downtown Minneapolis without a car!!!

Increased options for getting downtown and to the U of M from Edina, and if enough people use it, it may also reduce traffic on the highways.

Increase use and accessibility of public transit in Edina, in particular to light rail.

None... noise, invasive to properties, noisy

none

Not sure. We have not utilized the rail systems in Minnesota.

1. chance to help the climate crisis (less pollution, less use of natural resources like gas)

2. alternative transport option

3. more choice for disabled.

4. less traffic congestion

Faster commute to downtown Minneapolis. Reduced traffic. Reduced environmental impact.

No more kids smoking dope under city bridges.

Without any data on passenger volume it is hard to think about a benefit.

Quick, easy and safe method to reach downtown Mpls

none that I can see.

Reduce pollution by giving residents options for connecting to other areas of the cities. If connected to light rail lines, it would improve accessibility to and from other communities.

convenient transportation for suburbs into city.

less highway traffic.

Decrease commuter traffic and associated emissions, fossil fuel use; not have to drive downtown for work

**What are the potential benefits of passenger rail in the Dan Patch Corridor? (501 responses)**

workers living outside Edina won't be bringing even more cars to the overcrowded France Ave. corridor. Option for commuters to downtown.

Better accessibility

Traffic reduction. .environmental. ..convenience

None to Edina. Not a lot of traffic between here and Northfield and driving isn't difficult

I'm not sure there are any- doesn't seem to be a route that anyone would need

....

zip

Connectivity to areas outside our city with out the reliance of autos.

taking cars off the road

at this point do not see any.

none soaking the taxpayers is not a good idea

easier commuting to downtown areas. lessening pressure on hiways due to slight reduction in traffic.

control of the number of trains and frequency of trains coming through Edina each day.

Attracting new residents, adding new residential and commercial ventures.

Reduction of traffic on area roads; ease of commuting to & from downtown Minneapolis.

Not one

Zero

I honestly cannot think of any. These projects are disastrously expensive and ridership is always low. The rail projects are not self sustaining and cost taxpayers dearly. Additionally, and more importantly, there would be absolutely too much disruption and destruction to homes and businesses along the tracks. Please don't do this.

I don't know but unlikely to benefit a residential area.

Decreased automobile traffic

Access to downtown without use of car

Less traffic congestion on Hwy 169 and 35W.

Economic development in communities along the line.

one more transportation option by which people can reach downtown Minneapolis

Alternative crossing of the MN river and western connection to the other transit options.

Virtually none. As evidenced by the failed Northstar rail line, The capital and ongoing operating costs far outweigh any benefits.

I see no benefit to Edina residents in general - and I see potentially great harm to my property value as I live on Brookside Ave.

Public transport into the city. The future of the american cities will be led by those who consider clean energy or mass transit. Not only will our citizens benefit directly, but we will be positioned (once again) as leaders in urban development. Not to mention economic benefits of connecting Edina via mass transit to Minneapolis/Northfeild.

<b>What are the potential benefits of passenger rail in the Dan Patch Corridor? (501 responses)</b>
Easier access to the Cities, relieve congestion during rush hour times.
Enhanced ability for residents in our community to access public transportation through the heart of our residential community.
The benefits are many: alternative to cars, we cannot build our way out of congestion, 44% per cent of those eligible to drive do not have licenses and don't want them but want alternatives and they prefer trains to busses; housing and businesses build next to rail, new rail like DMU's are quiet., passenger rail is on existing rail not new, we as a metro area would attract more businesses and jobs because they look at transit as a factor in their decision, will be considered visionary.
Less cars, less traffic congestion, less pollution, fewer accidents, safer travel
Increased transit options, reduction of highway congestion, redevelopment opportunities
Improved transportation to Minneapolis and reduction in traffic. 2) Increased property values 3) Business development near stations 4) Improved walkability and health in going to stations 5) convenience to semi-distant locations 6) economic growth for community 7) better for environment and carbon reduction through reduced use of cars for trips to city
None for Edina residents that I can think of. It will benefit the people in Northfield that work downtown. It may benefit those that live near a station in Edina.
It would please the government employees and a small number of citizens because that is their way of feeling that they are solving a problem.
a better commute to downtown Mpls (better in less driving, smaller environmental footprint, ability to read or work during the trip)
Higher cost to tax payers
NONE for the average citizen in OUR city.
An excellent transportation option from Edina to downtown (and back.) Transit business node in Edina (Grandview.)
It would make some people feel good that Edina has a passenger train. Rail trains are very trendy now, and some would think its very cool to have our own passenger rail. I imagine our mayor would be very excited about this.
Better access to light rail and other transit options in the Twin Cities. Fewer cars on the road. Faster commutes.
Not sure
Economic development. Reduction of traffic. Cost efficient transportation versus light rail.
None to the immediate neighborhood
Easier commutes, less road congestion, increased community
I am not aware of any benefits
Greater connectivity to the entire metro area from Northfield to Minneapolis.
There aren't enough to outweigh the tremendous costs of the rail.
Less vehicles on highways with less congestion
None! It is completely unnecessary.
Lessen prime time traffic. Possibly reduce road travel accident rate.
no value

What are the potential benefits of passenger rail in the Dan Patch Corridor? (501 responses)
There are no identifiable benefits for the people of Edina and significant detriments to the families that live near the proposed line.
None to anyone in Edina
There are no benefits. The Dan Patch Corridor is not appropriate for passenger rail.
None. Too expensive and a waste of money. Do not waste our money pursuing this matter further. You as elected officials have a vested interest to protect our property values in Edina.
Easy commute to downtown, less air pollution from car exhaust.
Very few. It would make Edina look like it had better transit on a map.
Convenience! Get to work easily, get downtown easily, less reliant on my car
None that I see.
Access and ease on traffic congestion
I don't see any potential benefits at this time.
I do not believe there are benefits of a passenger rail for Edina residents.
more transportation options, better movement through the city
Accessibility for all to work places, post-secondary education and shopping.
-Decrease in automobile traffic on hwy's and interstates.
-Opportunities for development along the corridor which provides increase in services, employment and tax base enhancements.
- reduction in air pollution
1. Relieve some of the congestion on the few arteries that cross the Minnesota River
2. Offer a potential rail connection to south of the river communities to connect to the Twin Cities light rail system
Economic development along the rail, acceptable commute times across the river and reduced congestion on 35W
Transportation to and from work, shopping and easy access in and out of the city, less congestion on our highways.
Passenger rail will provide another mode of transportation for those that need to cross the river.
Provides another river crossing and opportunity not to use a car.
It would open decrease the amount of time, energy and resources spent on traveling into work areas. Rail is a cheap transportation that is incredibly underutilized in the US. It is also much better for the environment then the highway system.
Reduction of traffic our highway system when crossing the Mn. River.
connecting to the growing south metro.
To assist south metro residents a viable link to minneapolis
Reduction in traffic congestion, air quality improvement, economic development/redevelopment, tax base enhancement
Potentially expand transportation options in SW metro
Direct route to future Southwest Regional Light Rail
None for my family
None. Bad idea

**What are the potential benefits of passenger rail in the Dan Patch Corridor? (501 responses)**

alternate to driving downtown

There are no benefits to passenger rail on the Dan Patch. There isn't sufficient density along the line to support passenger rail currently and, in the decades required to establish that density, the costs far out weigh benefits. BRT and increased bus street service is a much better option to consider. Not to mention the potential that transportation innovations such as ride shares and autonomous vehicles offer as more efficient and effective alternatives.

Disruption of neighborhoods, increased danger to citizens.

Very little benefit, if any. Prohibitive cost precludes taking this idiotic idea any further.

People from the southern suburbs being able to travel to the city without driving cars and polluting

None that I can think of

Connecting to SWLRT, ability to connect to Mayo clinic

none

Alternate type of transportation, however if you look at how few commuters are using the Northstar passenger trains, the lesson is not build it and they will come.

None that come to my mind.

Less need for car, easier access to Minneapolis for work and entertainment. Ease of transport for others into Edina for use of our businesses or for employment.

More mass transit options are great for the environment and for the vitality of the suburbs and of downtown. Commuters would have more options for getting to work. New businesses could spring up near stations. Property values within walking distance of stations could soar. I grew up on Long Island and know the many values of being walking distance from a train station. It's making wonderful use of a resource that's already there.

Enhancements to rail crossings and tracks

None that I can think of

Route for people that do not work in Edina to reach Edina for work. Possibly route for Edina residents to connect with other routes into downtown, but that seems less likely. I do not see Edina residents riding to go to Northfield.

Decreased commuter automobile traffic.

Mass transit for residents in Edina

No benefit to neighbors and neighborhoods that the line runs through

Less use of cars and more use of mass transit for commuting. An easy way to access downtown Minneapolis, get to the airport, MOA, maybe even Rochester for appointments at the Mayo Clinic.

Not sure. It could move more people, but will it be used by enough by Edina residents to justify the cost and inconvenience of building the corridor. It's a corridor which mean it's wider than the existing line

Less traffic on highway 100

None - I would rather pay and uber to get downtown or take the bus system that works.

**What are the potential benefits of passenger rail in the Dan Patch Corridor? (501 responses)**

That freight traffic would not increase. Otherwise, without a stop in edina for the community to use, none.

A walkable transit station that could connect with the Wooddale stop of the SW LRT.

NONE

I don't feel the benefits would outweigh the challenges. I am against the passenger train.

I don't see any

There are no benefits to Edina homeowners.

Establishing alternative transit between downtown Minneapolis and areas to the south, potentially even as far as the edge of the southern metro counties near Northfield, MN.

Removes some auto traffic from the roadways which should enhance some longevity to that system.

maybe get a few people out of their cars on to a train to go downtown.

NONE

Decent commuting. Edina has not done anything for those of us who commute daily to downtown for work. With one express bus option having the best parking option in the back parking lot of the liquor store at Vernon Ave (the liquor store awning also providing the only relief from the elements) and the other 'express' bus option having at least 1/2 dozen stops between the park & ride lot at Southdale and the highway! With Crosstown consistently at 'red' every day for both rush hours the city should be doing more to offer non-highway options.

very small compared to costs

Limited benefits. I do not foresee Edina residents using the service often. It will be easy to go to EP or SLP if they need light rail.

Transportation to light rail for a limited few.

Zero

To make easy commutes free of the hassle of clogged freeways.

None. The project is not needed. The city should not have wasted \$30,000 to study the issue. Property values will go down. The rebuilds in those areas will stop. You have 600 new homes built and the tax base that those homes created is more than the operating budgets of Coon Rapids.

There are none to OUR community that can be reasonably considered. Corporate railroad with freight, and commuter traffic that pass THROUGH edina, not from or to edina, would have no positive economic impact for edina.

No clear, factual benefits have yet been presented.

An additional commute option in the highway 100 corridor. Redevelopment catalyst for Grandview and 70th/Cahill.

An alternative transportation mode besides driving which could help control congestion on major arteries in the area.

Easy, more affordable and safe access to downtown, airport, etc. I also believe property value would increase with improved mass transit availability.

None to me

What are the potential benefits of passenger rail in the Dan Patch Corridor? (501 responses)
A windfall for the owner of the DP line. A windfall for the government bureaucrats overseeing the project and a windfall for the manufacturer of the commuter rail rolling stock.
Access to Passenger Rail for Edina residents
Not many.

**What are the potential challenges of passenger rail in the Dan Patch Corridor? (506 responses)**

Too many neighborhoods will be negatively impacted for this.

People who have homes that back up to the rails are going to be mad that there is increased rail traffic.

Decreased access to neighborhoods south east Vernon due to railroad crossings at Garden, Eden Ave near Our Lady of Grace. Congestion near Methodist hospital.

The Corridor adjoins many residential properties in the city. Depending on rail frequency, passenger rail on the Corridor may be severely disruptive to neighboring homeowners. It is hard to imagine how the city could have a useful passenger rail on the Corridor without severely disrupting the residential character of adjacent areas in Edina.

Noise, downward home values, traffic

Acquiring the property to expand the line from private property owners.

The idea of converting the Dan Patch line begs one to wonder who is getting paid off for this. A commuter train would decimate property values, create life-threatening situations for children, seniors and all living creatures, and blasphemy the concept and integrity of "Edina".

Cost

Devaluation of adjoining properties

Traffic issues and increase , increase in noise, crime increase, disrupts the nature and personality of Edina, loss in home value which has historically been a smart investment

Safety concerns with the path going by houses and parks. Increased traffic, noise, expense, and increase in crime.

This would create a serious safety issue at the intersection of Hansen Road and W. 56th St.. It would negatively impact Edina neighborhoods as well as Garden Park due to a significant increase in noise and reduced safety. The tracks border more than half of the park and are situated very close to many Edina homes.

Rail traffic crossing intersections, noise, danger to road and pedestrian traffic

Erosion of home values near the corridor and the ripple affect of home value erosion. Lower priced home brings lower income home owners and rentals. Noise pollution as well.

Decrease in property values , too much noise, crime increases

This would be very detrimental to our community. Increased noise and train traffic, house values going down, increased crime. This is not something that residents of Edina want or need!

Having negative effects on our neighborhoods.

Loss of property and home value, noise, bringing in people to Edina that have no need to be here. Destruction of scenic view and value. Increase of accidents and crime. Please No!!!

Crime. Disruption to established neighborhoods. Noise. Huge expense. Neighboring cities do not want. Study done/money spent despite this being fought 15 years ago.

Increased crime, Loud noise, Decrease in property values

**What are the potential challenges of passenger rail in the Dan Patch Corridor? (506 responses)**

Homeowners affected along the route, impact to Garden Park which has had a Park building built there & which was just resingled in the past couple of weeks which also just this spring had an electronic scoreboard installed which last year had permanent dugouts built, could bring more crime into the area (know this since I worked (HealthPartners corporate) along the blue line & our work parking lot was where at least two employees' motorcycles were stolen & where at least two employees were forced to give over their work laptops at knife point at 3 PM going to their cars in the parking lot)

Likely cost and legislative approvals/complications. Also getting neighbors to support.

Getting people on the train. Do you envision creating rail parking lots in Edina? I doubt that people will walk more than a block or two to catch a train, especially in Winter. Once they're on, where would be go? I studied the map and don't see anything worth the effort to go to. Maybe re-route the train down France Ave? That would be useful.

Uninformed citizens

It serves no purpose other than to waste taxpayer money

Noise, safety concerns, traffic concerns, property values will go down. Children and loose dogs are sometimes on the tracks.

Disturbs the residential area. Property value will decrease. Noise will increase. Access to the train isn't that accessible anyways.

Danger at crossing.

We just moved into Edina and live along the rail. I wouldn't move to this area if it were a rail line

don't know

increase noise and traffic, increased safety concerns, cost

Reaching more dense locations within Edina such as the Southdale area from the Dan patch Corridor with it being a bit to the west.

Commercial trains are already a nuisance, no to mention all the planes that fly over Edina at low altitude at all time day and night. NO MORE NOISY NUISANCE IN EDINA

Limited locations that would accommodate parking for riders due to the primarily residential areas that the rail line goes through.

Increased traffic congestion in residential neighborhoods due to additional rail traffic.

Additional safety risks to residents.

Limited use of passenger rail as ride share services become more and more prevalent.

### What are the potential challenges of passenger rail in the Dan Patch Corridor? (506 responses)

For properties along the corridor:

- Increased noise, both in volume and in frequency
- Increased shaking/rattling (for example, homes in S. Mpls. along 50th literally shake when buses come to bus stops or hit the curb, which happens multiple times a day). This is both disruptive and has the potential for dangerous effects.
- Increased traffic, both car and pedestrian. In our neighborhood along the existing line, there is nowhere for cars to park if there was a train stop placed nearby--unless green space or private property was claimed, which would be an ugly transition.
- Increased traffic can also have a negative effect on safety and crime.
- In Edina near the rail line, we already are disturbed by the train's ridiculously loud and long horn at various hours of the day and night. Increasing this disturbance would not only affect quality of life, but also property values.

- We used to live on the San Francisco Peninsula, which is served by two lines, BART and CalTrain. Homes near those tracks and stations were directly affected with decreased value, and every other effect outlined above. While many people do benefit from those commuter lines, that is also directly correlated with San Francisco being "49 square miles." Minneapolis and the surrounding suburbs have nowhere near the space constraints for parking, bussing, etc. We aren't limited by the ocean and a bay boxing us in.

- If we are willing to spend vast amounts of time and money on improving public transit--which can be fantastic--why haven't other options been made known to the public that will fund and use this? For example, can our buses be made to be more environmentally friendly? Can they run more often? Can we implement a city/county/state version of "Lyft" using electric or hybrid vehicles with ride sharing, perhaps something like programs that help older residents get out and about, but in this case structured around commuter hours? If we are going to have taxpayers foot the bill for this, which is obviously the case, let's be savvy with how we invest. Building a commuter train service in a state/area that has a more disparate population like our area does when compared to cities like SF and NYC, with our larger lot sizes and a much more confined metro area, doesn't make much sense given the new technology on the horizon.

- Have you read the vast amount of studies done on suicides and homicides on the SF Peninsula commuter rails and train stops? Take a look at the great sadness and expense experienced in Palo Alto, CA, especially related to suicides. Fruitvale's BART station is world famous now for a horrific homicide there. Of course this doesn't mean that no one can commute, but this safety issue and expense is a very important consideration. If in doubt about the importance of suicide prevention, especially, please also reference studies done on San Francisco's suicide rate after the Golden Gate Bridge had netting installed (it decreased, the assumption being that a more "accessible" mode had been negated, combined with increased awareness and hotline support--which is being cut back in Minnesota now, which is unacceptable, and related to this issue).

Obviously, the negative effects are many:

NIMBY

Blocking traffic causing more congestion. Noise. Ongoing maintenance costs.

Traffic congestion on residential roads waiting for trains, safety of residents

accessing the stations via bicycle/existing transit/walking

**What are the potential challenges of passenger rail in the Dan Patch Corridor? (506 responses)**

Setting aside unwanted noise pollution in highly residential areas, the layout of the roadways and residential lots along the Dan Patch make it ill suited for passenger boarding and de-boarding. Accordingly, the primary benefit of passenger rail would likely be enjoyed by those outside of Edina and those adversely impacted would receive very little, if any, value.

Breaking up a community; residential area; not needed; not used; MNs dependent on cars; the intercity transportation not developed

paying for the construction - who would pay and how much would passengers be paying?

traffic back-ups at rail crossings

The fact that tracks run through yards

Cost and the impact on residents' lives and homes. Would the existing trains also continue to use the Corridor? The new regional bike trail was just constructed. Disrupting residents, community, nature, and habitat again does not make sense. The bike trail doesn't have the ridership which was projected.

The rail bed would have to be improved, which of course costs money, time and inconvenience. More importantly, there are safety and noise concerns. More trains and at higher speeds creates safety hazards, as well as more noise from train horns, crossing gates and the sound of the locomotive engines, etc.

Additional noise pollution, additional risks to children who are playing in the area.

Too expensive. Far cheaper for a bus. the current ones running are a subsidized form of transportation for people living out of the loop. Let them pay for it and see how much ever would get built. It's way too expensive.

It won't pay for itself so it will be a waste of money. And the increased traffic will be dangerous. People have been injured and killed by light rail in other parts of msp and stp.

Parts back up to residential areas

1) more crime brought to Edina via the railway, perhaps perpetually

2) perpetual noise

3) more foot and car traffic in areas where the train passes and releases / picks up passengers

4) higher taxes for residents, perhaps perpetually

5) transit impediments while the line is being built

Noisy, intrusive and not needed as far south as suggested. Too costly; probably would need taxpayer subsidies.

Cost of development exceeds users fees

Noise

Construction

Resident buy in

Noise, traffic

Environmentally challenged and a waste of tax payers money

**What are the potential challenges of passenger rail in the Dan Patch Corridor? (506 responses)**

Almost certainly will cost far more than it is worth.

To the extent it makes transportation from remote areas (e.g., Mankato) easier, will encourage sprawl.

Will cause disruption for people who live close to the tracks.

Crime!

Increase in noise and crime

Snobby attitudes

People fear change not realizing that the only constant in life is change

Traffic, noise and disruption

The cost is way too high considering the limited benefits

Noise in the neighborhood. Decreased property values. Lack of demand from Edina residents. Construction- related disruption and inconvenience. Huge expense.

Cost, noise, low ridership, need for extensive ongoing operating subsidies, safety of trains running through neighborhoods.

People don't want to hear it near their homes that they bought thinking this would never move forward.

Disruption and noise for houses along the current rail for public transit in addition to lowered house values. Expensive and non-profitable. Less usage than many other communities because of affluency in Edina.

Dealing with Excelsior Ave and not blocking access to Methodist hospital.

Too close to a number of homes.

noise, increased train crossings, cost

Narrow corridor, winding tracks (slow speeds even with new track infrastructure), surrounding residential uses will make it difficult to find consensus.

Noise. People walking around the neighborhood. Noise. Rail crossings become more dangerous.

- Costs; crossing the river is worthwhile, especially if this might be used as a mixed-local (LRT) + regional (~hourly trains reaching Northfield) but the river crossing and tracks south of there need more work. Making the case on a cost/rider basis might be challenging

- Funding

- State-level GOP opposition

- Local opposition along the route

- Given all the above, is this the best use of Edina's political and monetary capital?

Overcoming local opposition / NIMBYers, finding the political capital to build it.

Noise. Cost

Added noise, traffic, parking to edina residential areas

Decrease in property values

**What are the potential challenges of passenger rail in the Dan Patch Corridor? (506 responses)**

Noise. congestion. Crime. Take away from suburban feel of edina.

Unhappy residents who will have passenger rail running right through their front or back yards. Also, the tracks twist turn so much that high speed won't be possible in some areas if it's going to be safe.

I don't see issues as long as crossings along the route all have gate arms. Increased traffic on a rail line could happen at any time for CP. I live directly against the rail line and I understood when I bought in 2011 that CP can change the frequency of trains at any time. I think commuter rail would actually increase property values similar to the Amtrak corridors in the Northeast.

Costs and construction

Uninformed public opinion, government red tape, concerns from residents near the actual line

many

Hesitant Stakeholders potentially having to relocate or alter their property.

Noise/safety. Amount of traffic. How it would affect homeowners close by.

Too narrow. Poor track geometry.

Neighborhood disruptions, natural resources destroyed, noise, traffic.

The incredible disruption to homeowners on the train line, 2 trains a day is the most that feels reasonable as it currently stands.

Property value negative impact due to challenges of increased traffic on the line.

Properties on the line are already impacted by 'undesirable tracks' and this would only get increasingly worse with additional traffic.

Safety concerns for parents living near to any tracks, not only families on the tracks.

We treasure our community full of great schools, a safe environment created by our residents and police force, why would we consider ruining the peaceful community that we all work so hard to maintain? We seek for improvements in quality of life, not to deteriorate.

Older homeowners who have a disproportionately loud voice in local politics. Lots of people are too busy working and raising families to show up to meetings!

Noise, cost, potential decline in property values, lack of ridership.

NIMBYs. Republicans. Cost.

Volume of trains, both passenger and freight.

The noise created, effecting those living nearest to the corridor.

Safety.

The cost of it and anti rail anti metro outstate politicians.

It is not well-centered in Edina relative to the population center. Ideally, I'd prefer a rapid transit solution that provides better access to the Southdale area. Noise for residents near the track also concerns me.

**What are the potential challenges of passenger rail in the Dan Patch Corridor? (506 responses)**

Concerns about train noise and congestion due to additional train crossings.

Major disruption of existing neighborhoods. Property values diminished. Higher tax demands on residents. Residents have their own modes of transportation already. Complicated intersections to accommodate rail system. May increase crime in Edina by bringing in unwanted transgressors to citizens. Basically a rail system is not needed. Most residents who drive have from one to three cars per household.

Nearby residents pushing back because they fear change, or assume that those that ride the train will be 'undesirable'.

Noise, cost, will the train lead to major shopping or work destinations?

Noise, Safety, Congestion

Infrastructure & bridge work, cut off neighborhoods from emergency vehicles, lights and drop arm needs, noise, if commuter rail & diesel fuel, EIS (environmental impact study) being done? What is the current creosote build-up on surface and in ground water from existing track rails? Has anyone studied the natural flight pattern impacts from the Piliated woodpeckers? Who has contacted the National Audubon Society for that information? Any issues with Todd Park and watershed/nature areas near the Minnehaha Creek? Traffic tie ups at Excelsior for emergency vehicles. E-mu any domain costs. 1 or 2 rails? Why this vs trails and who does it benefit?

Retrofitting in tight very developed area, home owners who say "not in my backyard".

More traffic and possible littering/garbage

Access by all

Decreased property values, increased crime and pollution

Neighbors who don't want it.

harmful to the overall property values in our community and poses major danger to children.

I think it AWFUL for homeowners effected and neighborhoods close by. It will KILL their property values. I think they need to be compensated in some way.

Buildings/houses in the way.

Too much money; paying too much for the whistle

Too many to list them all but primarily the drastic and crippling decline in value of hundreds, if not thousands, of homes in Edina. My retirement as well as many others depend upon the value of their home and it would all be lost because of this rail. Do you really need another reason?

Property and home values will exponentially decline, noise pollution, loitering

Safety as it goes thru the heart of Edina residential and will also decrease property values for blocks around!

construction, noise, traffic, homes being affected

**What are the potential challenges of passenger rail in the Dan Patch Corridor? (506 responses)**

How many times a day will it run? How will it affect traffic? Will travelers be held up for long periods of time? Where will passengers park? Will there be congestion in neighborhoods near parking areas? How noisy will it be? What hours would it run?

Noise bothering homes, nearby streets getting congested due to train crossings causing backups, sleep being disturbed by horns, injuries or deaths caused by intersections

NIMBY mentality. let's get on board and do something to rid our reliance of personal vehicles. I am pro expanding busing. Much cheaper than the dan patch corridor.

Increase in noise and possibly traffic in the area in areas along the rail line.

coordinate with the freight line. win over the people who have the railroad in their backyards...

Getting passengers from their homes to the rail.

Cost and community resistance.

Homeowners near the rail line will likely object to increased rail traffic.

Noise, occasional road closure, people and animals on track. Parking for those using the train and car traffic to train station. Cost for value received. Competition with self-driving cars.

I would like to see a cost benefit analysis that tells me how much it will cost to send someone downtown because there is no other location on that line that someone from Edina would want to go.

More tax dollars to subsidize government waste. Plus congestion increase near rail lines.

interruption of current traffic as rail trains go by, building of stations and parking for cars at the stations; limitations and constraints of utilizing a few routes vs. complete grid of streets and roads available to cars. Passenger rail determines future buildout of communities and residential areas.H

Overcoming the "not in my backyard" mentality.

Decrease in property values of houses on the tracks - and the surrounding neighborhoods - those that would have the trains running through them but are not close to the stop. Also traffic flow - I live in Brookview Heights where the only way west (to VVMS and EHS) is on 66/Valley Lane. Can't imagine what that would look like at the beginning and end of day with trains stopping traffic frequently - school buses. There is already a lot of traffic headed East on Valley Lane/66th at the evening rush hour. Terrible for people who live on those streets if all of those cars were waiting to cross the tracks every day.

Noise and decreased property values for neighborhoods on or near the line. The cost benefit may not be feasible - Metro Transit suffers an annual deficit of ~ \$74M. The existing metro commuter lines do not fare any better.

Those who live along the route not wanting the increased noise/rail traffic, consistent ridership.

Expense vs benefit

**What are the potential challenges of passenger rail in the Dan Patch Corridor? (506 responses)**

Line has had little traffic in recent years so hasn't had investment in intersection safety that would be needed if commuter train was added to line.

Would ABSOLUTELY need a stop in Edina to make it worth the disruption and that means a station with lots of parking and lots of traffic going in/out of it - would need to be planned well to make a positive and not a negative for the community.

more trains will interfere with automobile traffic - noise and air pollution

intrusions into private property

No flexibility like the best sides. Too much maintenance. Way too much money that benefits way too few people. We need roads and highways not more rail.

too expensive and outdated concept... driverless vans will be here soon ... Uber is wonderful... Train travel even in great places like Chicago is declining.

Impractical. Financially irresponsible. Lowers property values. Unsafe. Causes congestion.

Ridership. Responsible government spending. Creating services that are not used.

Noise, Property devaluation, danger to kids yards

Noise, expense, space, investment with no pay off

Getting to the rail.

more noise,  
more people,  
more congestion,  
we don't really need this

N/A

upgrading crossings for more frequent trains

Increased rail traffic going through neighborhoods

Understanding why people don't want it.

Another billion in taxpayer money.

1. Will not meet the needs of Edina residents - won't go to the areas of metro that are most frequently visited
2. Increased rail traffic will negatively impact homes near rail line - noise/loss of property value
3. Commuter rail/bus etc. is not well integrated in metro. Even if you were to use commuter rail to reach downtown, there is very limited options to get beyond that area.
4. Cost to Edina city residents in tax increases would not be in line with the benefit residents receive in using the service

cost vs benefit

the multi users, the freight line and the passenger trains

**What are the potential challenges of passenger rail in the Dan Patch Corridor? (506 responses)**

It would cost lots of money. --- Cause some upheaval in neighborhoods affected.

Noise and crime

The only potential challenges of this project are those who stand in the way of progress due to their own ignorance, intellectual and cultural deficiencies and insecurities, and those who are self-interested.

Environment impact. Local residents not wanting change in their backyards.

Environmental destruction. Pollution. Added traffic through residential areas.

Eminent domain lawsuits. Construction time

Noise for nearby houses. Cost.

People don't like change....even change for the better.

NIMBYS

I don't live near the rail line, but I imagine that those who do would oppose construction of light rail there.

congested traffic

Who pays for it and how? Construction disruptions to residents, merchants & anyone who drives through the area; finding consensus among all the stakeholders; overall cost of the project...

Too many trains daily in a residential neighborhood. Noisy. Traffic congestion at crossings.

This will cause unneeded traffic thought Edina.

I don't know enough about the rail plan - currently the challenges seem minimal - perhaps noise inconvenience for residents living close to the line.

Disruption to the lives and property of those living along the line. There should and hopefully will be further assessment of the potential use.

Cost is a huge challenge. Also the large number of Edina residents who are adjacent or close to the Dan Patch line. These people would suffer property value depreciation, the disruption of their peaceful use of their property and even potential loss of property if the line expands and takes adjacent land

Low usage. The current commuting environment is at a pivotal time, similar to the change from horse to automobile. With the use of autonomous electric vehicle, the limited flexibility of trains is a serious challenge. Once we have electric mass commuter vehicles (with 4-10 ppl), the flexibility and reliability of this will outweigh the rigidity of the rail.

Some neighbors in the immediate vicinity will fight it tooth and nail.

Rail traffic increase at road crossings - need to change intersections of rail & car traffic so dont intersect; public acceptance especially those living closer to track(even though in long run thise within walking distance to stations will see increase in home value).

CP already owns it and plans on continuing its use. The Edina community does not want it. It will require eternal subsidies.

**What are the potential challenges of passenger rail in the Dan Patch Corridor? (506 responses)**

Criminals having easier access to Edina. I am VERY against having a passenger rail go through Edina. I believe this will cause crime to increase.

Not enough riders. Noise. Crime increase.

expense, more traffic, noise

noise from trains?, accidents at rail crossings

Fitting it in with current homes, businesses, and new development. But it's worth it. Modern, thriving cities have strong public transportation.

I'm sure the folks with the line in their backyard are against it, but I think overall it will serve us all . After all the tracks were there when they purchased their homes. I'm not sure where the stations are to be but making sure that parking is available is key.

noise

Neighbors. Trains already run there, however.

Where are the ends of this line going to be? How does it help me get to work?

people's infatuation with their own convenience at social costs

Residential homes backing up to the line and current train speed is very slow vs. increased commuter speed.

Cost to tax payers, devaluation of property value of nearby homes, disruption/noise

concerns of narrow minded people who live lose to the proposed route

disruption and destruction of neighborhoods near the line, alteration of traffic patterns in much of west Edina, cost to build and maintain, places current homeowners in a very difficult position as they can not sell their homes without disclosing, changes values of homes, changes type of community

The usual challenges; cost, 'not in my back yard' mentality. The good to the community outweigh these objections.

Traffic conjection. Trains running through the city creating noise pollution. The city council has damaged the city enough. They are junking up the place.

Minnesota has a bad rail system and to compare it to any other major metropolitan is a lie.

Disrupt life along the corridor. Have to have easy access to use the train - expensive.

Make sure adequate parking near station.

Rich people not wanting noise

funding would be number 1. the route suggests usage would be #2. #3 would be the argument that would vacate the 2002 study results of "impractical".

Make sure there is ample parking

Noise, congestion, property value hits, change to the complexion of our city, continued population densification of our community.

**What are the potential challenges of passenger rail in the Dan Patch Corridor? (506 responses)**

Congestion near rail stops, including parking, which should be manageable as it appears that only two stops are proposed.

Payment, upkeep, and poor long term usage. It will become extinct.

Noise. Traffic congestion at crossings. Safety. A Northfield regional train would be unlikely to any local benefit. Seems likely we would just be stuck in our cars and on our bikes waiting for the train to pass.

noise for those along it, outdated thinking and design of project, by the time new and improved comes, we could be sorry with our choices

Congestion, hog speed on a winding path, not enough ridership to make it financially feasible, does' follow a established busy road. i.e.: the L in Chicago.

Connection to Northfield would be nice.

Too expensive.

It won't be used for more than commuters if the trains are not frequent and fast.

Noise pollution and possible dangerously fast trains for kids and animals.

too low ridership..Fixed rail systems are going to fail to provide the individualized transport people need in the next 10 years

Neighborhood NIMBY. Access point location. Who funds startup costs.

Increased crime.

Listed above.

Cost, funding, generating support, NIMBYism.

A noisy mess for residents and heavy rail vibrations affecting residential houses

Antiquated diesel trains. And with the upgrade to the tracks it will increase train traffick greatly, noise, pollution. A lot of people will lose there homes to acomodate the trains.

Property values, safety, noise, traffic at railways, tax hikes

Making the venture profitable and self-sustaining. If it could pay for itself, it might be worthwhile. A long-term money-losing proposition is not worth starting.

No idea

Noise, safety and lowering of property values

Also property values will go way down. People like to use their Cars. We don't just go in a straight line---North and South.

Paying for ongoing upkeep and maintenance. We all know fares won't cover all the operating costs.

Noise, getting the land without taking from residents, will it actually be used, where will it go

Not the density in the area. Not a destination that is popular.

<b>What are the potential challenges of passenger rail in the Dan Patch Corridor? (506 responses)</b>
train noise in residential neighborhoods; safety (train accidents/pedestrians/cars); locating stations for access points and having adequate parking at those sites for park & ride; scheduling conflicts with freight trains.
Houses very close to tracks, street crossings of tracks and the impact on driving patterns
Lowering property values, and noise
Neighbors against change, rejecting progress and modernization. The attitude that they are losing something, when in fact they are gaining much more.
How do people get there? If by car, where do they park? Does it disrupt any current homes or businesses?
Noise, if not electric - pollution
higher frequency of trains, noise
Approval from the residents
a. noise abatement near houses
b. safety issues
c. adequate parking for train station
Neighbors/businesses may be relocated, convenience
Cost, nimby, noise, right of way, inertia
???
Safety- passenger rails go fast and the tracks are close to houses with kids.
No benefit to edina people as the bus service is plenty fast and is flexiable . Noise pollution. Declining property values for many residents. With driverless cars on the horizon, and electric vechicals becoming more popular, it don't think trains will be a preferred method of transport and thus the project seems outdated
I believe lowering property values, more noise, more wait times at railroad crossings.
Increased crime, increased noise, reduced property values adjacent to rail.
Impact on homes right next to rail
Convincing people to see the wisdom of a long-term solution to a transportation problem.
Funding sources to ensure it is an attractive community asset with positive transit oriented development
Noise, increased traffic, high cost, inflexibility of rail transportation vs buses, small population served.
Houses impacted by the rail
Working with the neighborhoods and getting people to accept change. Make people see this will be a good change, enhansing our neighborhoods, not taking something away from them (our cars)
Does another track have to be added, i.e. dual tacks. How often will it run? Will the freight trains have priority?
Current neighbors
Nobody using it
Expensive and annoying for those living near the tracks.

### What are the potential challenges of passenger rail in the Dan Patch Corridor? (506 responses)

People who live along the corridor might feel imposed upon.

1. Getting an agreement with other communities.

Not sure. Can you get enough ridership, to u. Log freeways?

Is there an incentive for people to walk o. lke, v. Driving the car?

Ridership, noise to neighborhoods, cost

Cost, safety- too fast through city neighborhoods, upkeep.

Rail traffic on Dan Patch, noise, reduced home value, money needed to make this happen

I don not have enough information to answer.What is the purpose of having the rail other than improving transportation to Northfield

speed, construction troubles, costs

Cost overall, disruption, lower property values and not a great usage.

I don't live too far from the line so I believe that there would be additional noise.

Huge negative impact on residents who live near the Dan Patch corridor (noise, congestion at light rail/car intersections, environmental impact).

High cost

noise, cost of changing the current use to what is needed. this will be operated at a loss and we will never recover the cost.

The proximity of the rail system in residential areas.

We've already seen the challenges that light rail presents around the twin cities.

Cost and property displacement, a short sighted solution for a long-term problem

Waste of money, decreased property values, increased taxes, increased crime, and not a good idea.

Keeping cost down, identifying key stops, coordinating with neighboring communities and those who currently operate freight trains on the tracks.

Many. Costs, traffic, lower property values, potential for lawsuits.

Construction. Cost. Possible disruption to the neighborhood during construction.

There is a state law prohibiting it. The Met Council through its manipulation of the city manager, mayor, city council and transportation department to have meeting and discussions is violating state law.

Construction

Potential decrease in property values, increased neighborhood traffic to reach the light rail stations, for some neighborhoods there will also be increased noise from the necessary warning signals of the trains. We'll have it all--airplanes and trains!

Objections of Residents along the corridor. Determining frequency.

**What are the potential challenges of passenger rail in the Dan Patch Corridor? (506 responses)**

1. Access to stations from Edina residents homes (bike, bus, park & ride lots?)

2. Travel time. Needs to be faster than driving between Edina and downtown mpls (during traffic)

3. Cost

Noise pollution

It runs through people's backyards.

Inconvenience and noise during construction periods.

Cost of subsidizing rail while ridership ramps up.

Potential that driverless vehicle impact will obviate the need for rail in the future.

Some environmental degradation.

Impact to surrounding neighbors.

Increased noise in surrounding neighborhoods.

Funding. Residents who live adjacent to the rail line will fight it even though they paid less for their properties because they are close to an existing rail line.

Disruption and complication in residential areas.

Balance speed/service with convenient stops/locations. Cost. NIMBY

Additional noise.

Safety issues in surrounding areas and those in close proximity. Those of us close to highway 100 already have to put up with additional noise.

Pollution.

Potential negative issues when considering sale of our homes in close proximity to the line.

Additional congestion of traffic.

Negative impact to wild life along the Creek and Meadowbrook area.

Increased noise for homes that originally purchased based on its limited use prior,, increased slow downs at crossing during rush hour which will increase backed up traffic during busy times. Increased areas needed for police patrols at the stops.

1) What events are located on or near Dan Patch Corridor? 2) Safety.

Cost; More irritating road construction; increase in crime in Edina

Reduced property values, more crime, more noise.

Cost

Cost to build.

Noise, Congestion in a 100% residential neighborhood

Limited use. After the initial excitement wears down, and the two year olds have grown up, I cannot see this community embracing rail service.

**What are the potential challenges of passenger rail in the Dan Patch Corridor? (506 responses)**

Parking. Live the idea BUT Not in my neighborhood protestors.

Parking to service the stations.

Potential increase in "riff raff" in our neighborhoods. Easy access. Increased noise in for those that live close to dan patch.

Of course, no one wants the rail to run in their backyard.

not enough density or commonality of destination to work here

no one that lives in the path here in Edina will want it. Until there is better statewide connection, there is little benefit for the immediate urban areas.

It will not get used. Noise pollution. Increased noise in an area that already has noise from Hwy. 100. Negative PR for the City, as residents already feel that the City plows through with projects that residents don't want.

ongoing financial costs - who pays? Where is the data to support this will reduce traffic congestion - light rail has not lessened congestion. Impact around the home owners in the area - noise impact, and home values. St. Louis Park, Bloomington, Lakeville are not in favor.

Huge disruption through neighborhoods. Extensive decreases in value of houses near the railway. Very loud and dangerous going through neighborhoods. Waste of taxpayers money.

Property issues, crime

Noise associated with rail service. Wait times at crossings.

Spend more tax payer dollars, citizens don't want

Having it be financially viable. Having it produce enough Revenue to pay all of its costs

neighborhood opposition, opposition to initial cost, changing attitudes about car transportation--often with only one person per vehicle

Homeowner objections

Adversely affecting many residential neighborhoods without comparable benefit to Edina residents

Increased crime without a doubt, panhandlers & garage plus increased noise.

passengers paying and fiscal responsibility for the project to be in the black, and not asking for subsidies.

Noise -- a new parking lot near train

Noise, cost, construction disruption, safety

parking, cost

Might encourage drug trafficking. Dealers can get to wealthy neighborhoods easily, and leave quickly.

**What are the potential challenges of passenger rail in the Dan Patch Corridor? (506 responses)**

Schedule-- striking the right kind of balance. I live quite close to the tracks, we notice the noise the few times a day freight trains come through. I'm worried the noise will be a major nuisance. I'm also worried about the increase in traffic affecting the air quality and the wildlife in my neighborhood-- the noise from trains can be substantial and can affect natural environments even if the noise is not audible to human ears. I'm concerned about the rider interest and if it makes economic sense-- I've regularly used commuter trains to the suburbs in MA and see first hand the struggles they have providing reliable service and attracting and retaining ridership. It is a bit of a money pit out there, and that is an area with a harder commute and steeper downtown parking prices than we have here. Would people use it? Can the price be low enough to entice people that are already happily driving or bussing? Can reliable service be offered in the winter?

I'm assuming some people will have to be relocated as it will require their land; it could be an eye sore for houses that aren't relocated but are on the line; the construction period will most likely be difficult for everyone living in the area; you need to ensure there are enough bus lines to actually get to the rail where people aren't having to walk a long way to get to a stop; the adoption rate of the rail could be slower/lower in the suburbs as people aren't used to having a rail to take - you need a great marketing team - which means the city will have to sink a lot of money into it with very low returns for a while although I really think as the number of lines around the city increase so will the adoption rate.

none put it in make sure it either goes above ground or below when going through existing intersections and streets it should have no affect on current traffic and intersections which is my biggest issue with current light rail system

Not sure

Will there be costs to the City of Edina that will be added to our property taxes? Maybe some additional traffic and parking issues.

Coordination with other municipalities, Metro Transit, HRRRA, and MnDOT--may be competing interests. Gag rule. Prior studies and conventional wisdom that it is not a high value corridor for transit. Neighbors opposed to more trains in their backyards. Cost even if DMU is used. SWLRT not 100% certain. Analysis may show transit needs can be met by SWLRT, express on 100, and 35W BRT. Focus may instead be on identifying/improving access to already proposed/existing transit routes.

Changing livability of too many neighborhoods impacted by tracks and traffic

Noise/air pollution, rail crossing dangers, loitering - where will the stations be? - increased usage = de facto increase in risk of derailment. That plus potential loitering decreases jeopardizing neighboring property values. Will there be passenger lines only to offset industrial usage of the railroad?

Add more foot traffic and congestion to edina

**What are the potential challenges of passenger rail in the Dan Patch Corridor? (506 responses)**

Infringement of property rights and people will lose quiet peaceful enjoyment of adjacent properties, loss of property value, congestion, parking, pedestrian traffic, constant train traffic, increased potential for crime being brought into Edina, and an increase of clutter, trash and uncleanliness along the rail lines, etc.

Noise

i don't know

Noise. May have to erect barrier. Also, blocking other means of transportation.

Parking, hours of departure and arrival, inconvenience of boarding.

inconvenient times, not enough trains, service hours not long enough for evening use (getting home after a night out), stations too far apart? parking at stations for bikes or cars?

Higher crime rate, noise pollution, lower home values

It runs through a lot and of residential areas and these people are likely to oppose.

Disruption during construction

High cost. Disruption of certain neighborhoods. Lack of approval from other cities. Time and energy should be spent elsewhere.

Crime follows the path of light rail. What will Edina do to protect citizens that use this form of transportation?

expensive & possibly bad for neighborhoods affected by it.

Tax payer funding

passenger and freight conflicts; traffic near stops (are you going to put in parking for commuters?), high high cost that will get picked up by taxpayers

cost too much

Finding space for park & ride. Noise issues for the home adjacent to the tracks.

Buses are easier to access. Public transportation may not be available to get people to the passenger rail.

Inconvenience to people that live along the train line.

Disability access and education of riders on the benefits of light rail.

Crossing private property

It's close to houses

Noise pollution

Could decrease home values right near the rail

Safety as I sometimes see kids walking along the tracks by the new bike path

Cost to build and potential to lose money on it

Where would the stops be and are there good areas to park nearby for passengers?

I worry about the neighborhoods now next to the tracks, though I'm not sure if they really just get one or two trains a day, as I've heard.

**What are the potential challenges of passenger rail in the Dan Patch Corridor? (506 responses)**

I THOUGHT THIS HAS BEEN SHELVED 2 TIMES BEFORE. LETS LEAVE IT THERE.

NIMBY - nearby residents may oppose additional rail traffic for noise and "safety" considerations.

Resident push-back

Noise

Construction

Will enough people use it to make it worthwhile

Homes along the corridor will suffer, and the plan needs to adequately compensate those homeowners or the rest of us will fight it.

Property value decline near rail lines, noise and general traffic issues waiting for trains to pass

Too populated if an area to add rail. You are decreasing property values and hurting the residents of Edina.

noise

Don't know

citizens not liking it in their backyards. more trains.

Noise traffic parking at the station sites.

People not wanting the passenger rail running through their neighborhood

Noise, derailling, rail maintenance, increase train traffic, wildlife endangering, devaluing property near tracks due to noise/traffic

Lower property values, noise, danger,

People in that area might not want the rail in their neighborhood.

1. people don't see the need.

2. Too much NIMBY

3. where to get funding?

Permanent public transportation like this is very expensive, inflexible and usually results in use of immanent domain to take away personal property.

Rail runs through city parks, property owner yards, are noisy, create unsafe environments for children to play around, bring in low-income housing and lower the Edina "standard" considerably.

Noise and will substantially impact home values in the surrounding area. Cost!!! Right now light rail doesn't break even.

Edina homeowners near the rail line. Non-passenger rail traffic

Decrease in property values, noise, safety issues, traffic problems, etc.

Additional traffic, heightened noise levels

Short term cost. Maybe noise?

rise in residential neighborhood noise? Boarding stop locations. off street parking at rail stops

**What are the potential challenges of passenger rail in the Dan Patch Corridor? (506 responses)**

Where to construct stations

How do those coming to Edina travel to their jobsites? Where will Edina commuters park, where are the stations? Affects on surrounding residents.

Noise, congestion, loitering, footprint related to parking areas, cost, noise, construction. Noise

Crush property values

Safety

Lack of ridership

Cost

Zero value proposition or ROI for the city or residents

Crabby neighbors

Costs! Please do not use any more Edina taxpayer money on this project.

Drop in home values near the tracks. Expense of building it. Don't see a lot of demand for a line.

Noise, crime, ruining our community

Spending money on something that may not be used- not sure the route would be one that people needed to use. After living across from Garden Park and also using the park itself, I would just hope the rail lines are safe for more usage. I've seen a lot of people walk on the rail lines. There is also a lot of human traffic coming in and out of park crossing the lines.

Running very often in my back yard!!! Dangerous crossings in our neighborhood. Messed up traffic in our neighborhood

Too many to innumerate.

Crime increasing, noise, increased traffic, less sense of safety & community.

NIMBY mentality.

Dealing with the rail road

not quite sure what the linkage is for, doesn't really go anywhere

not being a financial drain on Edina

make it pay for itself instead of soaking the taxpayers

Possible extra noise from different types of trains. Disruption to residential areas due to construction of railway upgrades.

Sustaining ridership.

Will require rethinking existing traffic routes.

Cost.

Traffic, noise and what people it bring into the community. If you want it so bad let it go through your neighborhood.

**What are the potential challenges of passenger rail in the Dan Patch Corridor? (506 responses)**

Not enough density

Waste of money we live in Edina so we are close to downtown No one will ride train when they can easily drive and be downtown in 15 minutes

Where to begin? These projects are disastrously expensive and ridership is always low. The rail projects are not self sustaining and cost taxpayers dearly. Additionally, and more importantly, there would be absolutely too much disruption and destruction to homes and businesses along the tracks. Please don't do this. Surrounding communities north and south of us do not want these trains either. Way too expensive and disruptive. Please add more busses and lanes to existing roads.

Many. Especially the urbanization of a suburban residential area.

Build out of Stations/Parking

Parking at stations, noise in surrounding neighborhoods, parking on street near stations

Paying for it.

Getting people to use it.

1) noise, 2) pollution, 3) more trains and increased train traffic on a line already used by freight (I don't see freight going away just because passenger rail is implemented), 4) traffic increase in areas already difficult to exit during rush hour (some with only one street exit out of an entire neighborhood), 5) cost, 6) lack of flexibility (i.e., for such a costly solution, it only provides a few stopping points vs. self-driving cars or buses which are not limited by tracks), 7) decreased property values for many homes immediately on the tracks (What will be done to compensate said homeowners?)

Obtaining rail right of way - integrate with bike/pedestrian trails (cramming too much into one area).

The right of way does not appear to be broad enough to accommodate light rail alongside the existing heavy freight rail line. Heavy passenger rail scheduled around freight service (Northstar example) lacks frequency and is inappropriate to a low population density area like Edina.

Funding. Declining property taxes as property values decline . . .

Design of stops/stations within dense neighborhoods.

Using railroads that are in developed neighborhoods and causing houses and neighborhoods to lose value. Will this bring extra traffic and pollution to areas with kids

Safety must remain the #1 priority for residents near the route and it's stops. Additionally, mitigation of the negative impacts of the trains on residents whose properties are adjacent or affected by the commuter line must be thoroughly assessed and fairly handled.

The gag order must be lifted. That is the worst piece of legislation ever passed! Other challenges: Closed minded people who do not want change! Also lack of vision.

I don't know

**What are the potential challenges of passenger rail in the Dan Patch Corridor? (506 responses)**

Impacts to surrounding neighborhoods; costs

Increased traffic on the tracks.

With the right of way already in place this is not a technical issue but a cultural/social issue that can be overcome. One could argue there is an issue of noise, but given location right next to Rt 100 it would not be noticeable. There really are no downsides on this one - it is a no brainer as the corridor is already in place! This should be easy compared to other rail projects around the country

So many challenges. Thinking through how this would effect the residents of the community you serve--many people in Edina live in the neighborhoods this runs through. How would you make it safe enough? Traffic congestion because of the stops that would be needed during rush hours. Loss of residents and decreased home values along the line.

Challenges are that it will change the look and feel of Edina. The building I work in is right in front of the light rail on Hiawatha and it is loud and causes delays with the surrounding traffic. All the neighborhoods along the line would definitely be affected by the noise.

Destroying neighborhoods. Edina residents will not use it yet will have to face commuter trains in the neighborhoods.

It is a single track, how are you going to do passenger rail with a single track?

Getting enough suburbanites to give up the car for commuting. Reasonable fare rates. Keeping the rail neighboring property owners happy.

It is not a viable economically, the rail bed is in poor condition, the property values along the line will decrease, what will be the cost to Edina for construction and operation after construction

The loss of homes, the loss of neighborhoods due to passenger rail RUNNING THROUGH their back yards, increase crime rate, increase sound pollution, huge decrease of home value, the loss of the "neighborhood feel".

Disruption to neighborhoods and residential traffic that are real and quantifiable.

Cost. Crossings. Neighbor perceptions that being near a commuter rail line is bad.

emergency vehicles would face delays in responding to calls.

**What are the potential challenges of passenger rail in the Dan Patch Corridor? (506 responses)**

1) Few places for rail stations / stops. These tracks were laid out decades ago to transport freight. There are very few places along the route where passengers could board the train. Maybe Brookside Ave. Traveling south, it goes through a deep gully (behind Holiday gas, Edina Liquor, bus garage) then highly elevated tracks (behind OLG church) then people's backyards. Finally at Garden Park might be suitable stop. Then it goes through another long, deep gully in people's back yards (Garden Park to just past the Crosstown highway). From the Crosstown south, it goes through people's private back yards and low swamp land that is part of Nine Mile Creek, and it's also elevated high up. The final stretch from W. 70th St has the Excel Energy industrial yard and then the back of warehouse/office park area (no residential)

2) Private property owners will NOT want train stations in their back yards or neighborhoods.

3) No place to go. You really think people will pay to ride a train to Grandview area, then walk several blocks to Jerry's? The best use would be if it stopped at Bunny's bar in SLP.

Impact to adjacent residential properties. Participation by other affected communities. NIMBY individuals.

See next question

It would destroy established neighborhoods. Edina's image as a good place to live, raise a family, benefit from excellent schools would be damaged, at least on the southwest quadrant.

Noise. Neighbor opposition. Safety. Train speeds.

Too much traffic on that rail line. Lower property taxes. Edina being just a pass through city, not enough business along the line in Edina for it to make sense

Getting our political leaders on board

More trains, noise, pollution, delays traveling from one side of Edina to the other as tracks cross side roads and highways are not useable during peak commuter times.

Getting every community on the same progress train!

Properties along the rail will drop--how many families will be adversely affected when their homes are no longer investments? We paid nearly half a million dollars for our home--is it going to be worthless in twenty years because no one will want to buy a house with constant train traffic going behind the house? Tons of children are growing up along the rail--this will be very dangerous with the increase in rail traffic. Stations will introduce strangers into the community who have no incentive to keep our community safe.

Resident opposition.

Noise, unsafe crossings, decreased property values for those along the right-of-way. Increased traffic near stops. Lack of parking for those using the rail with resultant increased on street parking in nearby neighborhoods. Fares will not pay for operations resulting in an increase in taxes. Neighboring cities not in favor. Edina doesn't own the rail-CP does!

**What are the potential challenges of passenger rail in the Dan Patch Corridor? (506 responses)**

Make it cost effective and attractive to potential users. Lessen negative impact on residents living close to the operating rail line. Creating a noise abatement system. Creation of way stations with parking facilities. Establishing safe crossings for neighborhoods which border the rail line. Allow access to emergency vehicles needing to use crossings during LRT passing times.

more traffic in our street, more noise

Exorbitant start-up costs with no conceivable return for the people of Edina, significant negative impact on the quality of life of the families living near the proposed line as well as a major decrease in property values.

Decreased home values, additional noise, additional people coming through the Grandview area that we may or may not want there, decreased lot sizes for those currently off the Dan Patch Corridor.

Location, disruption, lack of usage of current light-passenger rail, people dependent on flexibility of own transportation, an answer for a need that doesn't exist, respect to those who lobbied for the gag order, lack of transparency in process, current use of scare tactics with residents

Cost as shown in the previous study would be prohibitive, decline in property values of the homes along the line, lost tax base from the future decline in people wanting to tear down and rebuild homes in that area. Safety issues with uncontrolled intersections and increased passenger rail traffic and potential of canadian pacific to carry more freight and possible derailment of toxic waste. The buld it and they will use it mentality has been shown to be false. See the study in San Fransisco that did not work after building passenger rail in mixed use areas. The ridership actually declined by 30%. The community is opposed to the project. We have a strong opposition group to this project. The gag rule. You do a poor job explaining what the gag rule is and that it protects home values along the the Dan Patch Line. Any money on transportation issues should go to improving roads and bridges. Buses do a better job than rail. Buses can travel dufferent routes at a cheaper scale the rail which the line of travel is fixed. This survey is biased. It does not ask any where should we study this matter further--yes or no question. It should also ask yes or no should we repeal the gag order. Again you designed this survey to gear the answer towards your plans to pursue the gag order repeal. Whoever the consultant is did a lousy job creating an unbiased survey.

Other Edina residents that are afraid if it.

The line doesn't reach the parts of Edina that need better transit other than possibly Grandview, and it runs directly adjacent to hundreds of homes. I expect that the negatively impacted neighborhoods within both Edina and St. Louis Park will mount tremendous opposition to a transit option that would be of limited use, especially given that Grandview could be equally well served by buses on Highway 100. Buses could also potentially then go to 50th and France or Southdale, places that are in huge need of better service, rather than the spread-out neighborhoods and warehouses where the rail line runs.

Possible neighborhood disruption at stations. Whiney people

**What are the potential challenges of passenger rail in the Dan Patch Corridor? (506 responses)**

Train speed, traffic congestion in Edina, cost to taxpayers, Emergency vehicle access, crossing safety, noise, low property values, increase in city spending

Construction issues and disrupted traffic during that time.

I don't think the citizens of Edina would be better off having passenger rail run through our city. The costs will be enormous and the increased activity and speed on the rail line will be dangerous and reduce property values and increase noise throughout our community.

The cost is exorbitant. Passenger rail is not a realistically scaled solution for Minneapolis car congestion. Passenger rail is profitable in densely populated, major metropolitan areas--of which Minneapolis is not. Edina prides itself on its persistent and increasing property values. A passenger rail going through the community would eliminate that key differentiator.

Criminals get easy access to Edina and passengers are at risk. My friend was threatened by young hoods taking the light rail. I don't want it in Edina.

changing land uses around stations - need to make sure the changes are right for Edina

Funding sources

-funding

-impact to existing conditions

Travels through areas that have 'forgotten' they are located next to rail tracks

Those property owners that live next to the rail and there safety

Cost

None.

Rails and infrastructure are in place. Will need stations and improvements for parking.

Obviously noise will be concern, however communities along the rail line may see an uptick in value since it may be a valuable place to start a business or a desirable place to put high density residential housing.

Cost

Noise and congestion in my neighborhood.

The costs and change. People don't like change.

Land acquisition, funding and political obstacles

Politics, resident opposition, funding

Poor track conditions; crossings at busy streets and intersections; goes through mostly residential and park type areas in several communities; people would still have to drive or bus to stations depending on placement so would likely not be very convenient

Freight trains already use this route

**What are the potential challenges of passenger rail in the Dan Patch Corridor? (506 responses)**

Congestion at intersections in my neighborhood; noise of the train; safety concerns for children; residential area with parks would be negatively affected

Safety. Lack of projected use. Access for edina residents.

houses that live near the tracks and "at grade" crossings. There should be walls or some way to buffer the train and crossings should not be at street grade eventually.

The railways are privately owned so subsidized improvements for the sake of commuter rail opens a Pandora's box of potential abuses from private rail companies- specifically high speed freight. Also, more frequent rail traffic of any type represents a drag on adjacent property value given the low rate of adoption of commuter rail in the Twin Cities.

Too close to houses and schools. Crossings are at grade and would need to be changed. Only one track.

Cost, cost, cost. Increased noise. Safety issues with increased rail traffic.

Hazardous speeds through residential neighborhoods, air pollution, cost of maintenance paid by taxpayers and not the owner of the railway. This is encouraging the use of fuel when light rail should be the way to go.

Noisy

Dangerous

Too frequent

Lowers property values

Increased rail traffic through neighborhoods

Need to work with freight rail & its relation to Edina

without all the facts, I can't be sure, but my thought is that the costs would greatly outweigh the benefits. My concern is that the metropolitan council may have too much say in this and that the people's voices won't be heard. The light rail to Big Lake is heavily subsidized from what I understand and usage is declining I believe. What is the motivation to provide this rail line to Northfield? are buses currently being utilized to the max, and are they also heavily subsidized? buses are not on fixed routes so they can reach more people easily- light rail can't do that.

Too close to homes, crosses a number of streets, safety?.

More traffic, disruption and destruction of neighborhoods, lowered property values of homes near line.

Bridge, added trains, needed infrastructure, railroad crossings,

**What are the potential challenges of passenger rail in the Dan Patch Corridor? (506 responses)**

The Dan Patch Corridor Commuter Rail Feasibility Study found that St. Louis Park, Edina, Bloomington, Lakeville, Savage and Northfield citizens opposed the commuter rail due to the following study findings:

- Implementation of commuter rail would have no significant decrease in traffic congestion.
- The rail corridor would be provide rail service within a corridor owned and operated by freight carriers. The cost of rebuilding and maintaining the railroad tracks and subsidizing ridership would be paid by tax payers. (\$461 million dollars in 2010)
- The railroad is adjacent to a large number of residential properties and values of these properties would be negatively impacted. (1662 residential parcels between Northfield and St. Louis Park adjacent to the railroad tracks in 2001)
- The rail corridor would be used by diesel passenger and freight trains travelling at 79 miles an hour, day and night impacting air quality, environmental noise, local traffic, emergency services and safety. (14 trains/day on a single track)

Much of what was found in this study is still true!

The need for more parking spaces, a greater amount of congested traffic, a greater danger for children living nearby and a great loss to Edina's image!

Reluctance to change from residents, push back from residents along line.

Depending on volume of traffic, property owners adjacent to the tracks may be unhappy.

Added noise. Additional trains. More traffic from Poole driving to train station. Very limited stops and once you get there, would still need transportation to final stop. Stops along way would not save commuter time- I've driven from Edina to DT MSP and it takes 20 minutes and it costs me \$1.50 in gas at best- train will take longer, provide less flexibility, and cost more. House values on tracks will depreciate. Finally, self driving cars and electric and hydrogen cell cars are coming. Nobody will wait for a train to take them to a fixed location. Look at retail. People want things now and on their terms. Commuter Trains are old thinking from 1990-2000's.

Livability for those near the tracks. Noise, safety, extra traffic/parking in neighborhoods, lifting gag impacts pending real estate sales. The tracks are based on freight transportation needs and not high volume, sustainable, people moving needsmoving needs.

Freight trains already use the line, cost, danger of accidents, noise, wasted planning that could accomplish something worthwhile, lack of transparency by the City of Edina, again.

Residents rejecting the effort or not being open minded and hearing the message.

Parking lots where train riders board.

1. Impact on property value of homes along the corridor some of which is directly in the homes backyard.
2. Access to maintain and noise control of the corridor.
3. Will it be used to transport oil or hazardous materials, what if there's a derailment ?

**What are the potential challenges of passenger rail in the Dan Patch Corridor? (506 responses)**

Does not get used

Noise and traffic in rail in private neighborhoods

Noise pollution for those living near the tracks. Increased crime, foot traffic near the stations. Cost of implementing.

Cost and space for a second rail parallel to the existing line. Edina and Bloomington are built to the edge of the existing line. That's a lot of property that will be impacted. Landscaping and maintaining the corridor so that it doesn't become an eye sore or blight on the community and homes nearby. Who pays for that maintenance? Getting residents to use the line. Many people within the community do short drives to local places not great distances. Noise from increased rail traffic. It's not a convenient mode of transportation for a mother of young children that need to be in multiple places in a short period of time and then need to be picked up again.

Getting people out of their cars

Traffic, noise, pollution.

Neighborhood disruption, unnecessary wasteful spending, neighborhood noise, increased crime rate, too close to residential neighborhoods.

Noise. The whistles blowing as they cross neighborhood intersection. Traffic delays. This has no business being in an edina neighborhood. It's ridiculous and irritating.

Noise, safety at crossings and around the tracks in general, property values decreasing for the unusable (for edina) passenger rail traffic. I feel like I already feel my house shake when trains go by and I am a few blocks away.

Potential right of way challenges in expanding rails / tracks that go through predominantly homestead areas. May run into NIMBY issues - even though people like the idea.

Environment impact and safety

Homes being taken down. Neighborhoods becoming unsafe and very disruptive with all the trains. The cost of the project. Too much traffic to and from the potential station. The roads can not handle the traffic the way it is today. Home values declining in the area of the train!!!

it risks having freight traffic on the line

Dangerous for children with all the residential homes along the track. Loss of home values and damage to homes on the track. Increased noise, environmental pollution and impacts to air quality. Paid for by taxpayers.

All those who invoke the "not in my backyard" kind of thinking, even though the rail lines have been there for around a century.

Making sure the access points are reasonable - enough connectivity and speed to downtown through reasonable # of stops, perhaps even stops to the south through to Northfield.

MANY. more trains on narrow right of way track. Get people to only north south areas, unless transit centers are made. increased noise and travel on tracks. more frequent RR cross stops due to increase in train movements.

**What are the potential challenges of passenger rail in the Dan Patch Corridor? (506 responses)**

Another way for the Metropolitan Council and its puppets at the Edina City Council and City Manager's office to waste hundreds of millions of dollars on a project that will be cost-ineffective and disruptive to low density neighborhoods in St. Louis Park, Edina, Bloomington and Lakeville.

Neighborhoods who will complain about rail traffic even when they knowingly bought houses (at presumably lower prices due to the rail proximity) near the rail line. Since neighborhoods near Crosstown often get commuters cutting thru neighborhood streets due to the traffic on three highway - the rail study should include the positive impact of keeping those additional cars out of the side streets.

neighbors, children, noise and slow speeds because of track configuration.

The primary challenge is the cost and the inevitable displacement of dozens of homes along the track, likely resulting in minimal use of the trains.

Safety, noise, unknown costs to operate.

Decreased property values, increased noise, more crime, Edina residents not using train, How will the train, bring more people to use the shops and restaurants in Edina, since the only restaurants are a pizza place, coffee and Jerry's.

Too many trains going through residential, quiet neighborhoods. The rail crosses the same roads that transport our students to multiple schools.

Safety, noise, decreased home values. Two independent realtors surveyed the proposal and concluded that home values within one block of the tracks could decrease between 10-15%.

NIMBYs blindly opposing passenger rail.

Angry residents and lawsuits as a result of broken promises. Increased noise and traffic on the rail line.

Running numerous trains through established residential areas.

Train crossings for Edina youth getting to garden park activities.

Speed of rapid transit trains along the winding rail line through Edina.

Close proximity to homes.

Fatal accidents on Mpls St. Paul corridor.

Increase traffic congestion at station sites.

Currently facing a 110 million dollar deficit by 2020 on existing line.

The residents do not want it built. They will not use it. Per rail road law we are not going to pay for the rail improvements, the sound walks etc. per rail road law the train companies do not have to follow state or local laws so your train schedule idea is a joke and false. The train companies follow federal laws. They can transport dangerous cargo and higher rates. You are asking for a dangerous situation in Edina's back yard. The other cities along the line that don't want this project revisited will have a wrath of tge Edina elitist starting the process.

**What are the potential challenges of passenger rail in the Dan Patch Corridor? (506 responses)**

Safety at all street crossings. Safety all along the tracks. More traffic increases risk to community children. Property values along the tracks will see significant hit. Change the entire feeling of the nice quiet suburb we have to a bustling major city. We moved here to get away from that.

negative impact on safety, cost , noise

Disruption to residential neighborhoods, costs to tax payers with an unpredictable offset, predicted ridership not matched by current ridership trends on the Northstar line of light rail

Ensuring neighborhood quietude and safety.

Property values will go down

Negotiating schedules with freight railroads and determining how much capacity is needed for passenger and freight trains to coexist.

Safer railroad crossing would have to be added.

The corridor passes in close proximity to far too many Edina neighborhoods and Edina homes. It is absolutely unacceptable for passenger trains to pass that close to our residences. This would unfairly reduce our property values and our quality of life.

Neighborhoods being opposed to it. Hazmat and increased freight traffic as unintended consequence.

Noise, traffic back ups, safety concerns, pollution

Expensive, expensive, expensive. Unproven ridership. You open yourself up to freight, possible hazmat, barreling through nice neighborhoods. Won't necessarily take many cars off the roads.

What questions do you have about passenger rail? (472 responses)
Why is this resurfacing as a conversation? No other city has even looked at this.
Cost of construction vs Increased Express Metro bus line to Southwest stops Hopkins and Wooddale. As an example, the A line bus runs along Snelling in St Paul to the 46th street station. Our metro transit bus lines are underutilized
Why is the City exploring this instead of trying to promote bus use?
Where would the passenger rail go? How is it necessary given the Southwest LRT?
Why do we need it?
In what way would it benefit Edina
How can we make this improvement faster ?
Who would fund this project?
none
return on investment.
Why is this even being considered when it was previously off the table. Why would we need this if there is going to be a Southwest passenger line in the near future?
How many trains per day? Speed going through neighborhoods? Where would the stops be?
No questions
Why would the city feel the need for this running right through residential areas? It seems like a terrible idea.
Why would we add something so disruptive to our city? Who is in favor of this and why?
How have the neighborhoods changed in other communities when light rail is installed?
None, we dont want it!
Why are you pushing this so hard?!!!!
Why can't the Dan Patch Line be turned into a bike path?
Will it be light rail -- then won't another track need to be added to accommodate trains in both directions? If it is a trolley, why not use the existing streets? Where will the stations be? It it remains one track & shares with the existing freight train how will both directions be handled, what will be the frequency, & how will passenger schedules be met by sharing with freight?
How much will this cost Edina taxpayers? With almost empty trains, with no place to go, will we have to pay for train engineers, ticket collectors, ticket vending machines, train police & security, etc?
N/A
Why do we waste money on it? Make crosstown 62 at least three lanes on both sides. Light rail is 10 times more expensive and is used 1/10 as much as freeways.
Why is the even being discussed again?
what is the impetus for this study, and how much time and money is Edina spending on this project / study?
none....as a resident only blocks away from the tracks, we are highly opposed to this idea
None but would like LRT to be looked at more as an option for the Dan Patch Corridor.

What questions do you have about passenger rail? (472 responses)
No Questions, We just DON'T WANT IT IN EDINA
Why do does the city of Edina believe that there is a large volume of Edina residents that would benefit from passenger rail that would primarily serve individuals outside of the community (locations further away from Minneapolis that would likely utilize these services). Unless there is a large demand for passenger rail from Edina residents why are we looking to incur such a cost to develop it?
Why is this being discussed without any reference to other options? This is irresponsible.
Can this line be electrified down the road?
How will traffic congestion be mitigated? How will noise be mitigated? Who will pay for it?
how often would it run? day time service?
Why is passenger rail along the Dan Patch being resurrected, rather than putting effort into other more feasible options for passenger rail routes or other modes of mass transit? It may be convenient to convert existing freight track, but it certainly does not produce a tenable result.
If you want to develop this area - turn it into a bike/running trail
What is the projected funding sources that are being considered?
Will there be stations in Edina? Where will the stops be on this line?
Who will par for such a thing?
Do the people who have homes along the Dan Patch have support/representation so potentially affected people can have input so a passenger rail system can't be forced to be installed in the Corridor? If forced, the system should be built along freeways/existing roads instead of through neighborhoods. The frequency of the Dan Patch line trains is bad enough. People were not aware of the recent July meeting. What happens to all of the homes along the Dan Patch line if a passenger rail system was forced upon the residents? We see that residents have made substantial home improvements only to have homes taken away or have property values decreased? Assuming property taxes for them would decrease, would everyone else's taxes increase? How much would they be paid for their homes if forced to move out? We are terribly concerned about the future of Edina. The Passenger Rail Engagement terminology sounds serious as if a decision has already been made. Should residents who live near/adjacent to the Corridor who are selling their homes now have to disclose the passenger rail system? The realtors don't seem to want to talk about it for obvious reasons.
What communities will it serve? How will this be funded? How will safety issues be addressed? How will noise concerns be addressed? What benefits will there be for Edina?
Who would pay for it? Why has the city not developed the site where the station would theoretically be built. They should state why this property sits vacant. How would Edina benefit? I can already get anywhere in the city and m not taking a train to go 5 miles away. Who benefits, nor Edina residents, not those within a mile of that rail?
Who really benefits? If you follow the money then who profits?
Frequency and available stops that are convenient
none
Wouldn't you need parking facilities at each stop for people to reach the rail line to begin with?

What questions do you have about passenger rail? (472 responses)
none
Where will it connect to? Why have it?
What will it cost the taxpayers and riders?
How many people will be projected to use it?
Cost and ROI
Why has this taken so long?
How many people in Edina and other cities on the potential rail would really use it.
What is the cost/benefit ratio? What is the cost per passenger mile? This should include the entire cost to include cost of construction and operating cost. The cost should include all funding, local, state and federal funding.
Why are you doing this survey? There's a gag order in effect.
None.
Where would the stops be? Would it be making an effort to be green energy (solar, wind, etc) powered.
Noisy? Barriers separating houses from the line? Widening of existing single rail bed? More traffic on Link Road? Cost borne by residents? Expected usage to cover costs (Big Lake is not profitable and is underwritten annually)? Why when we're an affluent, independent community?
What are current bus usage figures for Edina?
What would be the cost? Timeframe needed for construction?? Noise?? How often during the day and night will it be used? What happens to present trains???
I have no idea where the passenger rail will go.
None
I am most curious about the potential speeds that could be achieved on this narrow & winding single-tracked corridor. I worry that potential speeds would be so low as to not be worth the investment in rail. I support investment in light rail, rapid bus, etc. but I am worried this line will not be cost-effective when other improvements are needed - namely Arterial Rapid Bus (aBRT) on France Avenue (Route 6)
Why is this even important? We have buses that people don't use? The density of population in Mpls is way lower than Europe. Buses are better.
Could we implement it as soon as possible? The benefits are wonderful!
Why are we even considering adding value to outside suburbs when no value is added to edina
How often would it run.
How many homes are immediately impacted?
I just hope to have a station in the grandview area as part of the plan.
Will it be used for the light rail? And will there be adequate public parking?
None, get it done
how much money will be wasted on this outdated idea?
What sorts of ideas are being considered?

What questions do you have about passenger rail? (472 responses)
What kind of rail would it include? What would be the safety measures? What is the cost? What are the possible benefits to the city as a whole? Would houses lose value? How many stations would there be? Where would the line connect? Where could I go?
Why is this being proposed?
Why is this a consideration when you look at impact to so many homes and neighborhoods? We do not need any additional challenges.
Would Edina allow actual walkable and transit-focused development to be built around stations? Things like setback requirements and parking minimums prevent this.
None. Having lived in big cities where passenger rail is needed, I am of the opinion that passenger trains on the Dan Patch line would not be used to the extent needed. The population density is not high enough to financially support the project.
How soon can we get the discussion ban lifted?
I really don't have any questions . I am a STRONG supporter of passenger trains in public transportation.
How will it be funded? What are potential routes? How long will travel time be? When could it be built? How much will it cost? How many people will ride it?
How noisy will the train be? Where would there be a station in Edina?
Where will it go (exactly), what will it cost, can the noise be controlled, are there any factors to consider based on other communities that have added a rail line.
If the majority of residents are not in favor of your rail plan, why pursue it now, as it was rejected once before by the residents? They really may not want to fund any more projects in Edina that would result in more property taxes. I think we all need a breather from the cities embellished needs.
How fast can we make this japoen, and what funding would be needed?
I don't - quit wasting taxpayer money on this worthless effort. When would payback be? Stop with the political garbage from loud voice of few.
Routes, where would it link with the southwest line, park and ride lot availability
Na
Where will it be
What about a gag order isn't a gag order? No means no.
Where would the stop be in Edina?
Can you design it so a north - south off street dedicated bike trail can be included?
i've familiarized myself with light rail when it first was introduced in minneapolis.
none
Who's going to ride it?
Why the hell are you even considering this as a viable option for your residents???!!! And when is re-election?
Lots. Mainly why is the city considering this? Where is the need/request coming from?
When can it open ;-)

What questions do you have about passenger rail? (472 responses)
How often do they run?, where are the stops,?where do they go? Who pays for them?
Is there a need in the first place?
Cost to taxpayers? Cost of tickets? Where exactly will it run? Where will passengers park? How often and what hours would it run? What is the need for rail transportation is the areas that are involved? Why was it deemed unfeasible in the earlier study?
Where are the places for platforms ( getting on /off, getting tickets. Will it prevent or reduce freight trains?
What can be done to mitigate neighbors' concerns over noise and increased traffic.
What form will it take, how much will it cost, and where will the stations be?
Who in Edina wants it? and why? How does it help me get anywhere in Edina?
Who outside of Edina will use it?
Who would use it to come to Edina? and how many?
How much pollution does it spew compared to the electric car per occupant? Because by the time you get rail up and running the electric will be running and they will be much more convenient.
Why are you wasting time and money when a gag rule is in place?
how handicapped accessible it will be; how available to seniors; how will it be made safe - having been on the light rail when passengers have been harassed and robbed by other gang/passengers, I wonder how safe it will be and if it gets the reputation of being unsafe as the light rail has now, will people even use it if they have the option of not using it but staying in their own safer cars.
Where it would stop? Needs to have parking or bike access. Which bike paths are really lacking in edina.
What is the plan for traffic flow on busy cross streets? Have you thought about putting a stop near 70th st? People who live in that area of Edina are dying for that area to be developed. Bars, Restaurants, GROCERY STORE! LTR would help support. It would also potentially offset some of the property value damage done by frequent trains in the neighborhoods to the North as they would become commuter friendly.
Is the route a route people would use? What is the cost benefit analysis? What would be the frequency of the routes? What is the noise impact?
None! We moved here from Chicago, used public transit (rail and subway/El) almost exclusively, and remain stunned that MN hasn't done more to promote these options.
What are benefits? How many people will benefit? What is the capital cost? What is operating cost? What will the passenger fare be? Will it connect to other light rail lines?
How often? What speed? Where would the stop in Edina be? How would manage traffic in and out of Edina station? What is the plan to upgrade intersection safety along route?
What is the perceived economic benefit to Edina?
noise level, speed, safety issues
None. Don't even think about it.
None ... old topic and not an investment opportunity for those who try to keep up with the latest innovations in which to invest.

**What questions do you have about passenger rail? (472 responses)**

When will you \*stop\* asking the same questions and expecting a different answer? There is a name for that behavior...

I am very familiar with it in dense urban settings where networks of transit options make ridership possible.

Please dont do it.

Do not do it

Where would it go?

who is paying for it? Hopefully not me.

what are the declared advantages, and who determined them? who are the major beneficiaries? what would this rail system morph into in the years ahead?

Construction schedule

How much would a ticket cost? same as North star?

Where would stations be located? How often would trains run? What would be the terminals? How many street level crossings would there be?

None.

Why are we still exploring an obsolete 19th century transportation model in the 21st century?

What is the potential cost to individual city residents - tax increases etc.

My question is why Edina thinks this would be beneficial?

none as I like the idea. I use other lines now.

Is it economically feasible?

None.

Why is Edina considering this? What are the lobbyists saying? Who benefits?

Would it have comparable times to simply driving through the corridor

How soon would it be before serious planning could begin?

I was at the first meeting and have no questions at the moment.

I would like to see the proposed routing, cost, and estimated time to completion. Also commuter parking plans.

None.

None do not do it

None, I think it is an important move forward

Is it 10 years to late to be of use ? How long does it have to be in service (and have a high use), to warrant the effort. How do we envision the future, and where does the competitive approaches fit in.

Cost, ridership expectations, plan for parking near stations, will it connect to light rail system, can get federal and/or state financial support

Why do we keep doing studies of it?

What will my expense be?

None. It does not provide a benefit to the community. It is not located or routed to benefit retired citizens, going to medical appointments or to Edina's retail area along France Avenue.

What questions do you have about passenger rail? (472 responses)
none
How can we get it on Xerxes or down France?
I think we are long overdue for good passenger rail and commuter service. Why has it taken so long?
where does the line go, where are the stops? will it connect to a larger system?
Want it accessible in terms of fare, ergonomics, park and ride options. Air, noise and light pollution? Other environmental impact?
Why? I mean, I don't live close to this corridor, so, it would very little impact on me, but, the folks that live next to it will hate the extra traffic and noise the train will produce.
station distance to make runs efficient for moving and ability to embark and dis-embark
Frequency of passenger trains and travel with commercial hauling trains.
Is there any stopping this or is this a done deal
how can we make the process move fast and actual implement it so the light rail network and options are available. Light rail is a effective and efficient transportation choice as shown by use in many cities. MSP needs to continue to grow and develop the light rail network.
Cost, impact, advantages vs disadvantages,
How soon can we get it!
STOP THIS PROJECT!!!!!! Our city manager turned Eden Prairie into a city where you can drive into but you can't drive out... now he has turned Edina into a worst example. Get rid of him NOW!
Why do we not just say no
Please don't do it
Where will this go to and which other lines will his be connected to? I would take this tomorrow if it hooks up to the light rail or I could get downtown near Target Field.
Where is the proposed route?
why lock a huge funding commitment to a rigid method of transportation when similar projects (SW light rail) can't figure out their funding solution?
Why do we continue to chase this rabbit -- especially since there have been multiple studies and a gag order placed to keep us from doing so?
Why better communication about the core issue, which is obtaining a stake in the management of the rail line that goes for a long way through the city, does not exist. This keeps getting sidelined by loud worries about trespassing by passengers and other territorial issues that, while regrettable, affect only a few.
Would it pay for itself or need to be subsidized?
whats is the design
Take a vote of Edina Residents to find if people are for or against.
Stops would be important
What about parking at the stations/stops?

**What questions do you have about passenger rail? (472 responses)**

Where would stops be? How often would trains run and at what time do they start in the morning and stop at night? Would there be park and rides in Edina? How fast is the train? How loud is the train?

none

Would this rail be comparable to the rail heading out of downtown towards Saint Cloud? How would we measure success of the rail?

When can it start?

How exactly does it benefit this community? I see the downside and would like the "upside" explained clearly. It will further minimize any natural space and make the community feel more congested; it will increase noise pollution and it will further degrade the "small town feeling" of a pleasant, first ring suburb.

Economic viability?

Why are you bringing this issue up?

Will the residents of the city use it?

Volume of trains, # of stops, impact on property values, safety measures, impact on taxes, apples of trains, impact on noise

Can it be made self-funding and profitable, so that the burden on taxpayers can be reduced, rather than increased?

How much will a ticket cost? Where do I board?

How often would they run and what times. Where would they be taking on and stations?

Why won't this issue just die?

Is it going to be Green? Will it be similar to the light rail or different? Why do rail and not expand the bus system in the area? Will you take land from residents? Or homes from families?

How frequently would it run; how long would it take to get to Northfield (end of run); would it link up with SW light rail station; how much would it cost to implement; what would the fare cost; would it be part of Metro Transit

Noise, frequency of trips, why build passenger rail to benefit people who choose so far out of metro at the expense of us who choose to live in metro area

How would Edina make the rail a benefit to the neighborhood, through investment in additional amenities for those neighborhoods?? That would be the only way property values might not drop

Where would the lines connect, expected levels of service, cost - technical things that come at a much later date.

Will it connect to the light rail? Where would the stops be? Would there be sufficient parking to avoid nearby streets being used for parking?

How often would it run? And how early and late?

frequency of service, cost

Would there be security in the cars? I know that many people have felt unsafe on the light rail.

None - it sounds like a great idea.

Park & ride availability, cost, timing of construction

How much will it cost? Who will pay for it? Will homeowners be impacted? Where will we park to get onto the rail?

None @ this time

What questions do you have about passenger rail? (472 responses)
Why would Edina do it? The benefits are small and the negatives are huge. If the council wants a fight on it hands they'll get it from many people.
Will a fence or tree line be built between the rail and houses that are along the line?
Why does our city council continue to push projects that have no support in the community. Vote unincumbent across the board
How many stops? Where would it go from/to
How soon can it happen?
How quickly can we get it up and running? How are we or king with the private sector to ensure significant sustainable transit oriented development
Why is this even being considered?? It's extremely costly, serves vs few people compared to autos & buses. Moves people from point a,b,c to point d,e,f vs a thousand points to a thousand points. This is 19th century transportation. Hope it dies on the drawing board. Get real!!!
When will it be in service and where does it go. How will it affect my taxes and property value
When I think of mass transit it generally needs to go thru areas where most people live and work. If this just uses the existing rail line, Vernon and 50th, Excelsior are busy areas, but hwy 100, or France Ave is where this belongs; apartments, shopping areas will be successful. St Paul/Mpls University Ave, suffered during construction, now the avenue is booming.
Why can't you run a test or prototype train on the exiting track, build temporary stations and see what the interest would be.
Will there be transportation to the station from Edina? What transportation options will be availbe at other stations?
How much will it cost. Who is going to use it? Why would anyone use it? Where will it be?
N/a
How far into Edina will it extend. I am really hoping it will connect wight he France Avenue Medical corridor.
.
Who will use it, where will it go o, is there a monitored, safe place to
Let's get this studies and built if possible! Would need to include ramp parking at the Edina end.
Why are we spending money to look into this? Has there been a large interest or is there a need?
Why now?
How much noise would it create and how many homes and/or businesses would be adversely affected by the noise and air pollution? Are there businesses in the environs which would benefit from the rail traffic?
HOW long it will take, how much it will cost
Cost is a big thing. None of the LRT' s come close to operating without a huge subsidy. Get the ones we have now operating then maybe think of another.

**What questions do you have about passenger rail? (472 responses)**

I would be curious about it's route and where it would hit existing light rail lines. I would also be interested in the tax payer cost and environmental impact.

Noise abatement plans, environmental impact, neighborhood impact and safety concerns with the light rail and more frequent traffic through neighborhoods as a result

Why spend the money and add to our budget deficit

what are the budget for the operating loss and who is going to pay for it. remember the federal gov is us the taxpayer.

Financial responsibility of Edina residents.

Why are we spending money on "surveys" if the majority of the residents don't want it? Stop wasting money! Work on our current infrastructure within your budget without increasing my taxes year after year.

Destinations planned on the route, cost, control of traffic and noise. Parking for sites with stops.

Why are you thinking about doing this

Cost and how many people would actually use it.

Why are you participating in the Met Council's violation of state law?

What's the status?

How will it affect normal daily auto transportation along the corridor? From my brief period of time in Edina, I have the sense that a lot of the public schools will be very near to the rail line! Again, how will the rail lines affect travel to and from the schools?

Who will pay for this?

1. What neighborhoods would the stops be in and what hours would it run?

2. How much per taxpayer up front and per year for next 5 years (to subsidize)?

Scheduled service, operator (met council or other), connections, end points, park and ride options, cost to Edina

What other sites may be considered? It seems to me that a passenger rail that would go along 169 would make a lot of sense.

Cost, timing to completion

Would fares be based on distance traveled? One disincentive to take a bus downtown from Edina is that parking is \$7/ day vs. ~\$5.40 for round trip express (10 punch price). With gas prices low and congestion not all that bad, most people still prefer to pay a little extra for the convenience of a warm car in the morning.

Do you plan to move people from 70th & Cahill to Grandview? Potential 70th & Cahill area developers would want rail to give the perception of increased property values. Who would pay for the rail? Where would it go? How much would it cost Edina?

Speed, noise, crossings, safety concerns.

**What questions do you have about passenger rail? (472 responses)**

What type of connection to other lines would be considered. What are the main destinations/entry points in Edina that are envisioned

What makes it interesting to the City of Edina to consider this?

We need to exam cost per mile per passenger vs buses. Rail carries way fewer and costs way more. I realize it looks "cool" to politicians, but it does not relieve traffic nearly what a bus or more lanes for cars. Quit trying to force expensive ideas for 1% or less usage projects.

What is the cost?

How much would it cost me? Where would it pick up and drop off? How often would passenger service run? Noise? Cost Cost Cost Cost Cost

Any Effect on neighborhood safety, noise concern?

Cost. Impact on houses, will anyone be forced to move?

Are you planning on parking facilities?

What would be the frequency of service. How would this line interface with present and future rail lines.

the only benefit of this is if it connected to downtown Minneapolis &/or the airport. Is this going to connect downtown MPLS? Will it connect to airport?

schedule

frequency

noise

better network. now it serves a small population and while better for the environment, the network is too small and too limited. Need multiple lines to actually make this a benefit to more communities. How will this impact my taxes which have gone up significantly in the past few years especially with the education levies and the subsequent misuse of funds

What makes you think it will get used?

Who's idea is this project? How many people approached the city to initiate this \$30,000 study?

What is the route?

How are they going to keep us safe. Crime issues in Mpls

How frequent? How loud?

Nothing, don't do this

Why is this even on the table.? These things are money pits

schedules, fees, stations/stops, noise

Will it actually reduce congestion?

Increased Noise with passenger rails, increased crime, destruction of our natural areas.

**What questions do you have about passenger rail? (472 responses)**

It's still tough to use on a consistent basis problem is one or two evening events downtown usage does not out way the problems the train comes with which ultimately will see decreased usage from the paying tax payers.

what impact will it have in terms of traffic congestion and what is the duration?

would it go directly from Edina to DT w/ out having to transfer

Why, when this close in, adequate bus service existing

Are there any plans to bring passenger rail access to Southdale or other shopping areas?

See above. Where are stations being considered? Is there a map that includes more detail-- street names (can there be?). Perhaps surveys door to door should happen in neighborhoods that would be directly affected to ensure more feedback from affected households.

When can you get started on construction and how long do you anticipate it taking?

How does it effect the current environment and what are the negative impacts for the surrounding neighborhoods the Dan Patch runs right through some home owners would lose value on their properties - never a good thing

What problem is being solved? Concern about potential for increased freight on the line? If yes, what are all the ways that could be addressed?

Concern about safety of at-grade crossings and noise of freight train whistles? It's assumed a passenger rail project would include crossing improvements. If it's a priority should tbe city look at improving them regardless?

Congestion on HWY 100? Need data and analysis to show how many trips could be diverted. If there is a need for transit then what transit in addition to rail should be considered?

Stalled development in Grandview, potential TOD at Grandview and Cahill? In terms of public input, this will create its own problems.

Coming up with a plan or at least a stance on the issue so Edina's interests can be represented if other municipalities/agencies seek to develop use of the line. MnDOT has already identified it for high speed passenger without stops in Edina. Other than potential for crossing mitigation this would seem not to benefit Edina residents. So Edina not only needs to make sure it has a place at the table. It needs to understand the menu and know what it wants to order. This is I think the most important reason to move forward.

Why is Edina spending money now on this issue

If the passenger rail doesn't happen, what other options do citizens have to enact/enforce safety and livability rules on the railroad? Can the railroad owners do whatever they want (aka, run trains 24 hours a day, adjacent to a neighborhood)?

Where/how many stops in edina

Why are we studying this? The cost will in addition add a burden on taxpayers that will not be recouped and will need to be subsidized, just as the existing light rail line has proven already.

Where is the route and how often do the trains run each day?

how to maximize use of public funding & ridership

**What questions do you have about passenger rail? (472 responses)**

Where is the Dan Patch Corridor. Hopefully, not near my house.

how much is the fare? how often are the trains, where do they go, what lines do they connect to?

This project was already declined by Edina, why are we reconsidering? Who was involved in reopening this discussion? Who is going to pay for all costs associated within Edina - police, construction, etc.?

Where would the Edina stations be and how often would service run?

Total cost? Cost to city of Edina? Approval from saint Lois park and other cities along line? Impact on edina neighborhoods?

Nope

cost, location, timeline, etc.

Why the fixation with rail when Uber today and autonomous cars tomorrow?

why do we need to build something that cant be moved

How soon would it be in place?

Electric or diesel (pollution)? Availability of parking? Cost per expected passenger? Will downtown Mpls be the hub passengers are trying to get to in 20 years?

To what areas are you looking to offer rail service from Edina?

What is the route? What government entity is going to pay for it?

What is the exact proposed path for the passenger rail?

I've already asked them in #1 and #2

how many trains and exactly where would they go

WHY IS EDINA SPENDING OUR TAX DOLLARS ON THIS STUDY?

Can it be paid for entirely through a combination of ridership fees and transportation related fees and taxes? I oppose using general funds for this kind of project but am happy to pay a "fair share" of fees even on license tabs and fuel as the removal of vehicles on the road during commuter hours benefits drivers as well.

What is the plan to overcome the objections and make this a reality.

None.

How much rail traffic would there be?

Where is the Edina stop proposed or is this just a pass through Edina

None. Very familiar with Mpls. and Denver Lines.

stop locations

Why? If it doesn't bring revenue to the businesses -- it doesn't make since to even consider the additional noise and potential environmental issues

how often? where to?

What questions do you have about passenger rail? (472 responses)
How often would it run and where to??how much would it cost to build and would it be worth it financially.
How long will it take to build? Where exactly will it go/how far will it go?
None
Would it affect current housing, noise level of trains, etc.
Where will the line go? How frequently? What will be the cost to passengers?
How will it be paid for? Will property owners be treated fairly?
Why are we spending tax dollars to research a hypothetical instance? Where are the facts? Who in Edina stands to gain from a passenger rail? How?
Does anyone own land in Northfield on the transportation board, city officials or key community influencers? Why is Edina the only city along the line exploring this?
Show me the data that it is even warranted
Why is proposed in the current configuration? Cost? Timeline?
Why is this even being considered? I don't know one person that lives in Edina that likes the idea.
why does City of Edina feel it is necessary to re-visit the subject again?
Would it connect to other light rail lines?
see above
Why is the city interested in this?
None. Don't do it.
Parking opportunities near tracks
Why is Edina spending money to look at it? The only way it will happen is if the State or County pushes it. Save our money and our feedback for the time when something real is on the table.
None, don't do it
None- would use if it was convenient but it's not for my current location
How often would trains run?
Why would we ever do this?
How efficient would the line be? Cost to city and residences.
what's the intent of it? what does it connect do? the benefit? maybe think about connecting to Big River South in Scott County (casino, valley fair, etc)
Why does Edina need it?
don't build it
What would be the impact to surrounding residential areas. What would be the impact to city of Edina residents in the way of property tax increases.

What questions do you have about passenger rail? (472 responses)
Where would it go? How will we build in parking lots/ramps to help create easy ridership? How can we connect it to walking/biking paths around the city for non-car commuting?
None yet
How soon can we get this line established?
What do we need it for??????????
None, its a waste of money.
Why waste any more money moving forward with researching this project ??
Have you analyzed ridership in other areas with similar sized populations? Have you analyzed current ridership with the existing light rail trains in Minneapolis and St. Paul? They are not self sustaining. Ridership never meets expectations. Please don't spend tax dollars researching and studying what we already know.
Why would anyone want to do this in a residential area?
Would be great to have it!
How would crossing at Valley road be impacted? Frequent trains would strain intersection.
What is the timeframe?
What are the noise levels associated with the trains that would be utilized? How many trains would travel the Dan Patch line per hour? How many passengers can a train car hold, and how many train cars will be used for a single trip (affects traffic congestion issues)? What are the specs on the type of trains that are being considered (i.e., fuel type, dimension, noise levels in decibels)? How fast will trains be allowed to travel in residential neighborhoods? How much are trains and train track upgrades going to cost? What enables the city of Edina to use the tracks since they are private property? How much will tickets cost from Edina to downtown Minneapolis? How much will Edina residents subsidize train passenger tickets? How much will Hennepin county subsidize tickets? How much will MN subsidize tickets? Will residents who live on the tracks still be able to access their backyards from the train track property?
Will this connect to both metro and future out lying cities (Northfield, etc.) similar to Chicago el and Metra?
Why are we wasting time and taxpayer money on such an impractical project?
none
What type of rail? light rail? I would like it to be as clean energy/low emissions as possible, aka electric.
What railroads will be used. How does the city plan to compensate houses along the lines. Will there be stops in Edina and where
Will a cost/benefit study be conducted, to give the city and it's residents a meaningful way to evaluate if the funds required are efficient and worthy of the investment?

**What questions do you have about passenger rail? (472 responses)**

I would suggest doing the study, working with the cities along the line to plan for the future. It will not happen tomorrow but we need to plan for tomorrow or get left behind as a thriving region.

Where and who would it serve, costs to the city and to the rider

Cost-benefit analysis needed

Why is Edina even considering supporting this?

None!

How fast would it go? how many times a day would it run? How would homeowners along the line be compensated in terms of decreased home value--would they receive better windows/insulation similar to the airport? How loud would it be?

I have read that the current transit system has a deficit. What makes you think that this would be any different?

Has the City of Edina encouraged consideration of this line despite that it's residents rely on the gag law.

Is there hope for approvals and funding? I would be a supporter.

Why is it needed as we move into a new age of transportation

Why in the world are you thinking of putting this in Edina?!?!?

It would be nice to know what the MAJORITY in Edina want rather than a few elected and appointed officials

Who in the world is pushing this? Certainly

NOT the general citizens of Edina.

How soon can we do it? Will it also have an adjacent bike path?

It's not for Edina.

Who revived this dumb idea? This same issue came up about ten years ago, and was roundly rejected by property owners near the tracks. Hope you're not going to force this upon us without listening to people who are against it.

Will there be adequate policing and security for riders?

Noise, number of trains per day, speed of trains, only one track now will they add more track, increase in freight, crossing safety,

Where would the station(s) be located in Edina, St. Louis Park and Bloomington.

How much noise. How much traffic. How many stops and where and for what reason

Consistency of operation, hours of operation

Why would we even consider this - it was ruled a bad idea in the past with. Great deal of extensive, expensive research already done and legislation put in place to stop pursuing it - so why is it an issue again?

Is this a best long term method of transit or are there going to be other developments in the future.

**What questions do you have about passenger rail? (472 responses)**

I have no questions about the passenger rail itself, but I am very upset that the city council has so little disregard for the families who will be affected by this decision, so I suppose my question is why is the council so hell bent on pushing this issue?

Why there is so much oppositon? The traffic on highways is so stressfull as our outer ring suburbs grow and so many people work down town. Less vehicles on our roads makes driving around town safer.

Who is pushing this and who is going to financially benefit from it? The idea would not have come up unless someone was going to make a lot of money from it.

What will be the impact on property values for nearby homes? What is the expected noise level during operation? What is the REAL cost to the tax payer?

This project was fully researched and vetted over a decade ago and found to have no real benefit and many detriments to the people of Edina. Why consider it again? It is remains a bad idea which will not benefit the people of Edina.

What benefit would this actually bring to Edina? I have a city express bus that goes past my house every day during the work week and it's either empty or has 1-2 people on it. And how many people would come up form Northfield on the passenger rail to work or hang out in Edina? My guess is the answer is likely slim to none. It seems this would benefit Minneapolis, not Edina.

none

We should not be wasting \$30,000 studying this matter. We should not have Edina employees being paid or consultants to study this. Passenger rail is highly subsidized proving that it dies not work and will nit be a preferred method of transportation. All of tge so called improvements will not be paid by the rail riad but by tax payers of Edina and Minnesota. We do not need a passenger rail service in Edina. The bije lanes are already a disaster taking away riods and creating one lane of traffic to debvote for bikes. Bikes than should pay taxes to use that lane of traffic. They are not paying to use the road surface like cars do in liscence fees, gas tax, and sales tax.

Where would the stops be to get on and off?

Why is the city looking at this specifically rather than more generally at how transit could be improved in Edina?

Where will the stations be, what is the route -

None....not much has changed in 100 years

What is the beginning and ending points of this line? Where are the stops.

Why is the transportation commission/mayor/city council pushing for an issue that appears to have little benefit for their community and has so many opponents? I would be interested in seeing a vote of the community members. My guess is that you would see a great majority of citizens vote against passenger rail through Edina.

**What questions do you have about passenger rail? (472 responses)**

None.

How can we stop it?

What is the difference between something that uses DMUs, and something that doesn't? Is DMU better for the environment?

How long would it take to get service in Savage?

-ongoing safety for passengers from increase in opportunistic crime that has been seen on other passenger rail throughout the Twin Cities.

What is the future potential given other commuting options that are evolving (driverless cars, telecommuting, etc)

What are the costs for property acquisition and upgrades

None at this time

How come it has taken this long to bring this up for discussion? Why not utilize existing infrastructure that is currently in place (such as this line) instead of evaluating other costly alternatives?

How many stops will there be. There are too many stops and too few. I'd also be interested in the possibility of having an express line thrown in the mix.

How soon can this be implemented?

How often does it run through my neighborhood?

what will be the route?

Passenger rail is viable in other metropolitan communities. With this form of transportation be affordable?

When can we get it operational.

Why are we revisiting this? Wasn't this discussed at length several years ago and sunsetted?

How would this benefit edina residents and taxpayers living on or near the line

Parking at the stations could be difficult - and the road to the stations for commuters need to be widened. Also how many stations are planned.

What are the hard data (cost / benefits) that would suggest commuter rail should be given any consideration? This is a terrible use of public funds even to study feasibility. The verdict is in on commuter rail in communities like the the Twin Cities- they are a money pit that pose a safety risk and bring financial hardship to Edina residents.

Why waste the money? Busses are cheaper and flexible.

Why are we looking at this, again. The 1999-2000-2001 study came to the conclusion that this silly idea carried a HIGH cost. The increased rail traffic would come with little, if any benefit, while increasing noise, environmental concerns from the exhaust, safety concerns.

**What questions do you have about passenger rail? (472 responses)**

What will be done to protect the children from the train running 80 miles an hour next to the park and in their school neighborhoods, what will be done to protect the residents loss of property value, what will be done about the increased traffic near the train stations?

Why are you bringing this up again...we do not want it

Will the city realize the use of modern technology along the line

see above

Why was the City of Edina so secretive about it? Why didn't every household get a letter? Where's the transparency? Burying information deep inside a web site makes me wonder what kind of money is exchanging hands under the table. The mayor and council members have lost my vote.

none

What type of passenger rail is Edina talking about? How will Edina compensate people adjacent to the corridor for loss in property value? Why fund passenger rail that can't accommodate changes in transit routes rather than deluxe buses with Wifi and coffee which can change routes? How are you going to convince people to give up their cars?

The high cost and the lack of use compared to predictions.

Why are People here so reluctant to use rail and public transport.

Curious about what type of trains, where stations will be, frequency of service. But I see it all as a plus.

Why are we spending \$30k in tax dollars just to see if we should study it. Fix our roads first.

What's the measurable goal- beside a "me too" placeholder.

What's the value of spending tax dollars to hire a consulting firm.

Who are the elected or volunteer city leaders pushing the agenda and what conflicts of interest might be noted.

How can Grandview be considered for a station when we can't move cars thru Vernon and interlachen and cars back up blocks on Eden to turn into Starbucks.

Bad idea. But what if changes are made. OMG no

Why? It makes little sense to me. Not direct benefit to Edina I can see.

Where are the stops planned for: Jerry's and ?? Will there be public parking for those who wish to commute ?

NA

Where will it go and what would the stops be? We would be most interested if there was a stop at grandview, the normandale park office buildings. A bonus if it goes all the way to Rochester. The US is significantly behind other countries when it comes to the use of a well connected rail system.

**What questions do you have about passenger rail? (472 responses)**

What happens to the rail lines and who pays for them if ridership doesn't cover the cost. Long term how do you keep existing residents confident that their property values won't decrease or that residents won't move from Edina to Northfield? Having read all the changes that are potentially happening in Edina I can picture a shift in the community and a shift to higher taxes to pay for the extra infrastructure which could easily turn off current residents. Edina has had subtle changes over the past 45 years, I grew up here. In the last year to 6 months there has been at least a dozen major projects being discussed or started. That all comes with a cost. If you grow too fast something is going to fail and in the end it could be the whole city. It costs money to grow. Is the city being fiscally responsible?

Where would there be stations and would it hook up with the the North Star line to get downtown

How many times per day and what times will this run?

How will it affect my property? Melody Lake neighborhood. How will it be funded? Will my taxes increase for something I don't and won't use. Has a crime rate study been done? Will there be increased police presence?

Why would Edina consider this?

What would be the average speed of the train going through residential neighborhoods?

How frequently would trains be running?

Would they build sound barriers where tracks butt up to homeowners' property lines?

How many homes would be taken down? Why did the city pay 30K when the City of St. Louis Park is against it? Will there be a person who can give the residents actual facts in a presentation about this potential project? I found more useful info on "Next Door". I feel the city is not being forth coming in this project.

it has already been studied why do it again

What proof is there that this will help with traffic congestion? How much with tax payers have to pay to rebuild and maintain the tracks?

Will it be a mixed service line (passenger and freight) or more of an exclusive passenger line?

why are we doing this. there seems to be very little people interested in this right now. Mayor and City Council - stop dreaming up way to spend money you don't have.

Why can't you people be satisfied with the LRT that you've shoved at us? Why do you have to try to put LRT on every damn track? Why do you have to spend taxpayer money on things we don't need you fucking socialists.

None.

why was a study done before public approval?

Will it be a light rail service merely between Edina and downtown Mpls., or will it be a commuter rail between Northfield and Mpls.

What is the upfront and ongoing taxpayer burden?

Why is this being brought up? Is there special interest, such as developers that want to build in southern suburbs and need a commuter line to get people to purchase homes in those areas? If so, how does Edina benefit?

Why are we spending money on a project that was rejected about 25 years ago? The people decided back then we did not and still do not see this as being a beneficial project for Edina

What benefit does it bring to Edina?

What questions do you have about passenger rail? (472 responses)
None. I am a supporter of the Dan Patch Line.
None - there are no questions that should be explored. This was resolved when the legislature passed the Dan Patch law. Honor the promises made and the law by not pursuing this.
How many trips per day Maximum speed requirements Station site Cost Criminal activity
We do not need it!. Who are tge influential people who wanted tge process studiied in Edina. This survey is biased. It should start with do you think we need passenger rail in Edina. Yes or No. That should be the first question of the survey. What were the citizens of Edina not contacted sooner in the process? The city sent two letters about tge sewer line insurance witin two weeks. I am sure the city received some sort of compensation to let the company mail it with the city's endorsement. The city did nit explain accurately what the gag order was and how it protected the property values of homes along the Dan Patch Line.
Why would it be considered now when all we as residents have been told is that it will never change. Why weren't residents notified in totality prior to spend tax dollars to research? It sure makes me question motives
none
Why is the City of Edina raising an issue and paying tax payer money for something that is strongly opposed by the majority of residents? If there are compelling reasons for this discussion, why have those reasons not been clearly explained to residents. Why was no public notice distributed to each household by mail? Have members of the city council or Edina city government fully disclosed all potential ways in which they may stand to benefit or profit from passenger rail in Edina? If the surrounding cities are strongly opposed, why is Edina even pursuing this investigation? Why is such a poor approach to community engagement being taken for this one issue? Is there something to hide? Is the city government afraid of negative public feedback? Why is this survey so unscientific when a scientific, factual approach to this topic is what is needed?
What kind of trains are we really talking about, here?
How soon could it happen? I hope it would be available in my lifetime.
Exactly what type of trains are we talking about? Diesel? Electric? How big? How fast? How often? What improvements will be made to the corridor? Fences? Sound barriers? Encroachment on individual lots? Where will stations / stops be? Parking? Security? Who will pay for this? Many more concerns.
Why can't it operate on a profit or at least break even.
What are the projected usage numbers from Edina? Nearby or surrounding communities? Out state or farther away?

**What questions do you have about passenger rail? (472 responses)**

If this track is shared with freight and it is built all the way to Northfield, what are your projections for freight and hazmat sharing the track in the future. What are your noise mitigation, safety and possible property buyout plans for homes along this track?