

Passenger Rail Community Engagement

Final Report

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Prepared for:



Prepared by:

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Executive Summary

Kimley-Horn was hired to conduct a public engagement process within the city of Edina to answer the following questions:

- Should the City of Edina request elimination of the “gag rule” (Laws of Minnesota 2002, Chapter 393, Section 85)?
- Should the City dedicate resources to developing a plan to encourage the development of passenger rail service in Edina?

Based on high-level review of the corridor and feedback from the public, Kimley-Horn recommends the following:

- **No**, the City of Edina should **not** request elimination of the gag rule **at this time**.
 - High level evaluation and previous studies of the Grandview area indicate it could be served well by some type of transit service in the future, but currently it falls in the bottom 1/3 in household, population, and employment densities when compared to existing and planned transit station areas in the Twin Cities.
 - Adjacent residents and businesses have expressed strong opposition to passenger rail in the Dan Patch Corridor. This strong opposition is not uncommon for a rail project; but there was also not a strong faction of vocal supporters. Especially with the legislative challenges of the gag rule, strong champions are essential.
 - This opposition is likely to remain in the future, unless a stronger case can be made for transit. This requires new development and land uses changes that will take several years to realize.
 - Eliminating the gag rule cannot be done by Edina alone, and must involve other cities along the corridor. At this time, adjacent cities are focused on other investments and do not view passenger rail in the Dan Patch corridor as a priority.
 - While conditions are not yet fully ripe for a higher transit investment in the Dan Patch Corridor *at this time*, if the City continues to invest in new types of development and higher densities in the Dan Patch corridor, it may be worth evaluating in the future as an option alongside other transit corridors.
- **No**, the City should **not** dedicate resources to developing a plan to encourage the development of passenger rail service in Edina **in the Dan Patch Corridor** at this time.
 - Throughout this process, the public has tied both questions specifically to the Dan Patch Corridor. Therefore, for the reasons listed above, at this time the City should not dedicate resources to developing a plan to encourage the development of passenger rail service in the Dan Patch Corridor.
 - There are overall indicators that suggest Edina could support additional transit options, such as unique demographic and community patterns. Previous engagement efforts in the city, as captured in the *Vision Edina* document, have indicated the community’s desire for enhanced transit.
 - **The City should invest time and resources into looking at other corridors as possible transit corridors.** This may also include consideration of other modes of transit in addition to passenger rail. The City should also invest in diversifying land uses and building up specific nodes to further support expanded transit options.

1.0 Background and Purpose

1.1 Study Purpose

The purpose of this study is to provide a recommendation to the Edina Transportation Commission (ETC) regarding the future of passenger rail service in Edina, specifically answer these two questions:

- Should the City of Edina request elimination of the “gag rule” (Laws of Minnesota 2002, Chapter 393, Section 85)?
- Should the City dedicate resources to developing a plan to encourage the development of passenger rail service in Edina?

Kimley-Horn has recommended answers to these questions based on a public engagement process, planning study and document review, and existing conditions and policy analysis. This report serves as our recommendation to the Edina Transportation Commission (ETC). The ETC will then make a recommendation to the Edina City Council.

1.2 Study Background

1.2.1 History of the Dan Patch Corridor

The Dan Patch Electric Railroad began service from Minneapolis to Northfield, MN in 1910 and was in operation until 1942. The Dan Patch line ran along what is now the Canadian Pacific Railway (CP Rail) railroad, which in Edina runs north-south over four miles through the entire city, just west of Highway 100. Currently, freight trains on this portion of the CP Rail line are operated by the Twin Cities and Western (TC&W) Railroad. Approximately two trains run through Edina on CP Rail per day—one in the morning and one the evening.

In 1999 the Minnesota Department of Transportation (MnDOT) identified the Dan Patch as a commuter rail corridor, connecting Lakeville to the Minneapolis central business district. The corridor was included in the Metropolitan Council’s Transit 2020 Master Plan in 2001. It was prioritized third of the three planned commuter rail lines at the time.

In 2001 Dakota County studied the feasibility of commuter rail on the Dan Patch line between Northfield and Minneapolis. The report concluded that while the implementation of passenger rail transit service in the Dan Patch corridor is physically possible, the real and perceived adverse impacts and high costs made corridor improvements impractical at that time.

In 2002, the MN legislature adopted the Dan Patch “gag rule” (Laws of Minnesota 2002, chapter 393, section 85), which prohibits the Met Council, MnDOT, and regional rail authorities from taking any action or spending any money for study, planning, preliminary engineering, final design or construction of the Dan Patch commuter rail line. The 2010 (and draft 2015) Statewide Rail Plan identifies the Dan Patch corridor for intercity passenger rail within 20 years.



1.2.2 Current Interest in Passenger Rail in Edina

Some residents and City officials have continued to express interest in the possibility of passenger rail in Edina. The subject of rail service in Edina was not part of any City Council, City department or Board/Commission work plan, so in April of 2016 City Council directed the Edina Transportation Commission (ETC) to review and recommend whether the City of Edina should assume a position in favor of the addition of passenger rail to the community.

Specifically, the City Council directed the ETC to include findings on the following key questions:

- Should the City of Edina support further study of the possibility of passenger rail service in Edina?
- Should the City of Edina request elimination of the “gag rule” (Laws of Minnesota 2002, Chapter 393, Section 85)?
- Should the City dedicate resources to developing a plan to encourage the development of passenger rail service in Edina?

“Passenger rail” as defined in this process includes all modes that travel on rail tracks. This can include intercity rail, commuter rail, light rail, or streetcar. Each of these have distinct differences in total system length, frequency of service, distance between stations, and cost.

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

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

In October of 2016, the ETC recommended to City Council that the City support further study of the possibility of passenger rail service in Edina (effectively answering “yes” to the first question above). Recommended answers to the second and third questions were to be the outcomes of this Passenger Rail Community Engagement Report. City Council approved these recommendations (and conducting this study) in November of 2016.

2.0 Planning Context

2.1 Planning Study and Document Review

The interconnected nature of the regional transit system demands an awareness of the multitude of initiatives that are ongoing in the Twin Cities region and in Minnesota. A *Planning Study and Document Review* memo ([Appendix A](#)) was prepared in July 2017 and reviewed the following documents:

- Dan Patch Corridor Commuter Rail Feasibility Study (2001)
- City of Edina Strategic Vision and Framework (2015)
- Transportation Chapter of Edina's Comprehensive Plan (2008)
- Metropolitan Council 2040 Transportation Policy Plan (2015)
- Metropolitan Council Regional Transitway Guidelines (2012)
- GrandView District Development Framework (2012)
- MnDOT Statewide Rail Plan Update (2015 draft)

This review illustrated three key messages related to passenger rail in the Dan Patch Corridor.

First, it is technically feasible to implement passenger rail in the Dan Patch Corridor. The *Dan Patch Corridor Commuter Rail Feasibility Study* (2001), the *Transportation Chapter of Edina's Comprehensive Plan* (2008), and the *MnDOT Statewide Rail Plan Update* (2015) all suggest that the Dan Patch Corridor has the potential to carry passenger rail.

Second, there was significant resistance to using this corridor for commuter rail in the late 1990s and early 2000s, which led to the adoption of the "gag rule." This community opposition was discussed in the *Dan Patch Corridor Commuter Rail Feasibility Study* (2001) and is reflected in the excerpt from *Laws of Minnesota 2002, Chapter 393, Section 85*.

Finally, more recent plans and policy documents indicate that there is interest in more transit options in Edina. The *MnDOT Statewide Rail Plan Update* (2015) referred to public support for passenger rail generally in Minnesota and specifically between Minneapolis and Northfield by way of the MN&S subdivision, which travels through Edina. The *City of Edina Strategic Vision and Framework* also expressed public support, especially among younger residents, for the integration of diverse transportation options. The *GrandView District Development Framework* (2012) also expresses public support for increased transit options and specifically mentions the desire to preserve the CP Rail corridor for possible public transit and non-motorized movement/connection in the District.

3.0 Existing Conditions

3.1 Demographic Data

The City of Edina has some unique demographic characteristics compared to peer cities:

- People who live and also work within the city of Edina total about 24% of the working population, leaving about 76% of people who commute to other places.²
- Over 47,000 workers are employed by the more than 6,800 businesses in Edina, with a vast majority of these workers commuting into the city from elsewhere.¹ The daily population of Edina increases by over 18,000 people during a workday (+36%)²

¹ *Vision Edina: Community Profile and Benchmark Analysis* (2014) <https://www.edinamn.gov/DocumentCenter/View/1627>

² <http://www.city-data.com/city/Edina-Minnesota.html>

- Edina has a high population of seniors compared to other cities and the state—21% of population is 65 or older (38% of those are living alone).³ Aging populations have different needs—lower income, different housing, access to healthcare—and are often more dependent on transit.

3.2 Changes Since 2001

The *Dan Patch Corridor Commuter Rail Feasibility Study* is often referenced in current discussions of passenger rail service in the Dan Patch Corridor. Below is a summary of demographic and system changes since that study was completed in 2001, that are important to consider in the discussion of passenger rail.

- The total population of Edina is estimated at around 51,000. Population changed only by about one percent between 2000 and 2010 (47,425 to 47,941), but increased by another seven percent between 2010 and today.⁴
- The opportunity to connect to other transit lines is a consideration in the success of a new transit line. Fixed transit did not exist in the Twin Cities region in 2001. Since then, Blue Line LRT from Minneapolis to the Mall of America, Green Line LRT between Minneapolis and St. Paul, and Northstar Commuter Rail between Minneapolis and Elk River have been implemented. Investment has been made in advancing extensions of the existing Blue Line (“Bottineau” – service to northwest suburbs) and Green Line (“Southwest” – service to southwest suburbs).
- The existing freight rail traffic in the Dan Patch Corridor remains about the same as it did in 2001 (about 1-2 trains per day). Some freight improvements/track improvements have been made recently which may lead to increased freight traffic, though specific railroad plans are not known.

The 2001 study found commuter rail in this corridor to be feasible but impractical due to real and perceived impacts, and cost of implementation. With updated information and the benefit of new technologies, different results may be possible with updated information. It is also important to note that feasibility of different modes in this corridor (LRT, high speed rail, streetcar, etc.) have not been studied.

3.3 Station Area Comparison

The success of transit in any given corridor is based on the travel demand between origins and destinations along the corridor. The travel demand is driven in part by the density of use along the corridor, especially at station areas.

Because the Dan Patch Corridor has not been studied to a level of sufficient detail, service type and station locations are not determined. A comparison was conducted for the land use within **one mile** of stations at current and planned transit corridors in the Twin Cities region, and a station at Grandview in the city of Edina. Grandview was chosen because it is identified in approved city planning documents as a potential future location for a transit station. The comparison includes population density, household density, and employment density.

Based on the metrics of household, population, and employment density⁵ for the 46 other station areas evaluated, the example station area at Grandview performs as follows:

- **Households** – 20 station areas (43%) have less or similar household density to the Grandview station area
- **Population** – The Grandview area currently has about 5 people per acre with the density forecasted to decrease to 4.7 people per acre in 2040. 18 station areas (39%) have less or similar population density to the Grandview station area. This number falls to 13 (28%) in the year 2040. Four people per acre is a good minimum benchmark for some level of increased investment in higher frequency transit.

³ <https://www.seniorcare.com/directory/mn/edina/>

⁴ U.S. Census 2000 and 2010 and 2016 Population Estimates

⁵ Current data based on U.S. Census 2010, projections based on Metropolitan Council forecasts

- **Employment** – The Grandview area has about 1.6 employees per acre. 12 station areas (26%) have less or similar employment density to the Grandview station area. In 2040, this decreases to 4 station areas (9%).

The Grandview area, as a representative example of a potential station area, falls within approximately the bottom 1/3 of the station areas studied. Household density is the strongest, while employment density faces some challenges. However, there is enough household, employment, and population density to warrant a deeper look at future conditions for transit. Furthermore, some of the discussion around the Grandview District and Grandview Green concept may result in higher densities than what is included in current published plans. The success of a station at Grandview also is highly dependent on other factors such as end points, type and frequency of service, number of stations, and connection to other transit service.

Technical evaluation of this corridor is based on previous studies, as well as collection of data at a very high level. For specific data on the stations evaluated, see *Existing Conditions and Policy Analysis* in [Appendix B](#).

4.0 Policy Analysis

4.1 “Gag Rule”

In 2002, the Minnesota Legislature adopted legislation 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). The legislation defines Dan Patch as “the commuter rail line between Northfield and Minneapolis identified in the Metropolitan Council’s Transit 2020 Master Plan.” This is nicknamed the “Gag Rule.”

The Gag Rule is unique—we are not aware of this type of legislation prohibiting study of a specific corridor anywhere else in the United States. Typically, the next step in a transit planning process would be to look at a range of alternatives, which would include a broader look at different corridors and modes. Prohibiting study of a certain corridor limits the study of a broader range of alternatives and leaves this corridor out of a regional conversation.

It should be noted that the Gag Rule specifically references a commuter rail line. It could be argued that other modes could be studied. However, prohibited agencies seem to have interpreted this more broadly, assuming study of any service type in the Dan Patch corridor is restricted.

Removal of the Gag Rule would not guarantee that anything would be implemented in this corridor, or even that it’s the best place for transit investment—only that more detailed study can be conducted. There are a lot of questions that cannot be answered without the ability to study the line further. This level of study is cost prohibitive for one city (or even multiple cities) to fund. Funding for such a study is administered through larger agencies, such as the regional railroad authorities, Metropolitan Council or MnDOT, and carried out in coordination with the affected cities. The larger agencies are currently prohibited from studying this corridor.

Any lobbying efforts to lift the gag rule would need strong champions, and not just in Edina. Partnership with other cities along the line is essential, and service in the Dan Patch Corridor is not a priority for other cities right now. Implementation of the Green Line Extension is the priority for St. Louis Park and Hennepin County Regional Railroad Authority. Bloomington is indifferent to the possibility of passenger rail at this time. In the past, Northfield has expressed some interest in connecting to the metro via this line, but little is known about the appetite of other cities along the line.

5.0 Public Input

The City of Edina in its Request for Proposals (RFP) indicated “public engagement is the primary component of this effort.” When laying out the goals for the engagement process, Kimley-Horn and city staff agreed to a goal of at least 500 to 1,000 “touches” on this project. In this case, a “touch” was defined as a survey response, attendance at a public meeting (people who signed in), a written comment (comment sheet or email), attendance at a stakeholder meeting, and/or specific phone calls to discuss the study. This process met the goal, with over 900 touches.

Summaries of all public input can be found in [Appendix C](#).

Activity	Number of Touches	Method of Notification
Online survey responses	515	City Facebook page, neighborhood NextDoor pages (city-wide), mention at community conversation #1
Attendance at Community Conversation #1	183	Press release, city Facebook page, postings to neighborhood NextDoor pages city-wide, fliers posted at businesses in the corridor
Attendance at Community Conversation #2	97	
Comment sheets	104	Available at community conversations
Comments submitted by email or U.S. mail	40	City contact information available on project fact sheet and website
Phone conversations and/or attendance at stakeholder or business meetings	10	Invitation calls to Bloomington, St. Louis Park, Hennepin County, MnDOT, Metropolitan Council Postcards sent to XX businesses in the corridor, follow-up emails sent to XX businesses for which email contacts were available
Total Touches	949	

5.1 Summary of Public Feedback

Through the combination of opportunities listed above, participants identified the benefits, challenges, and questions surrounding the potential for passenger rail in the Dan Patch Corridor.

Overall, feedback was predominantly negative towards passenger rail in the Dan Patch Corridor. About 70% of comments opposed any study of passenger rail service in this corridor, while about 25% suggested it was worth taking a further look. About 5% did not state a preference and requested more information.

5.1.1 Benefits

Attendees at the first Community Conversation and via the online survey were asked *What are the potential benefits of passenger rail in the Dan Patch Corridor?* The most common responses are listed below, ordered by number of responses (i.e. benefit identified the most times is at the top of the list):

- Better connect the region
- Access to downtown Minneapolis
- Transportation options
- Reduce traffic on roadways

- Economic development around stations
- Convenience/easy access
- Environmental benefits/sustainability
- Easier commute
- Attractive to young/potential new residents
- Increase overall use for entire metro system
- Support increase in population and employment

Comments from other sources were similar in nature to these responses. It is also important to note that about 45% of the online survey respondents (about 230 people) indicated there would be no benefit, weren't sure, or didn't answer the question.

5.1.2 Challenges

Attendees at the first Community Conversation and via the online survey were asked *What are the potential challenges of passenger rail in the Dan Patch Corridor?* The most common responses are listed below, ordered by number of responses (i.e. challenge identified the most times is at the top of the list):

- Decrease in property values
- Neighborhood impacts (character, traffic, access)
- Increased noise and vibration
- High cost, low benefit (especially to Edina vs. other cities)
- Cost/funding sources to build and maintain
- Safety concerns
- Increased crime
- Not a significant improvement over current bus/rapid bus system
- Lack of ridership
- Fear of change
- Lack of support (local and legislative)

5.1.3 Information Needs

Attendees at the first Community Conversation and via the online survey were asked *What is important for the City to know as information is gathered on existing conditions/policy around passenger rail?* The most common responses are listed below, ordered by number of responses.

- Effects on home values
- Impacts to neighborhoods—noise, traffic, parking, safety
- What other transit options might be (location and mode)
- Clear benefits to residents of Edina vs. other cities
- How it will be used/how many will be served
- Where stations and parking would be located
- Railroad plans
- Costs, including operation and maintenance
- Good metrics on existing transit lines
- Status of Green Line Extension
- Overall timeline/steps for implementing a passenger rail project

Many of the questions above would be addressed in subsequent phases of a transit study, like an alternatives development process and environmental impact analysis. The experience of other transitways in the region has been approximately 20 to 30 years from planning to revenue service. If further study of commuter rail was desired in the Dan Patch Corridor, removal of the “gag rule” would be required. It would be reasonable to expect at least an 8- to 10-year duration to revenue service, since there has been prior planning done in the corridor:

- 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

5.1.4 Additional Information – Property Values

The fear that passenger rail in the Dan Patch Corridor would negatively affect residential property values was an overwhelming concern heard from participants. Based on a map review of the corridor, there are roughly 200 residential properties adjacent to the line.

Documented research consistently reports that homes within a half-mile to one mile of a transit station see an increase in home values over time. Supporting research that specifically references the Twin Cities region includes:

- American Public Transportation Association (APTA) and the National Association of Realtors (NAR)⁶ - 2013
 - Studied transit lines in Boston, Chicago, Phoenix, San Francisco, and Twin Cities
 - 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)⁷ – 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 quite well
 - Minnetonka and Eden Prairie values expected to perform in the middle

There is some evidence from other markets that different market segments may perform differently in terms of effects on home values. For instance, a 1992 study of residential properties near Atlanta, Georgia rapid transit stations⁸ saw an increase in home values for low income neighborhoods, but a decrease in some high-income neighborhoods. A Swedish study⁹ also indicated a greater benefit to lower income homes than higher income homes near commuter rail stations.

While there is extensive research on property values around transit stations, there is limited study of homes along a rail line between stations. The *Dan Patch Commuter Rail Feasibility Study (2001)* did address negative effects to property

⁶ <https://www.minnpost.com/cityscape/2013/03/how-mass-transit-influences-good-way-twin-cities-real-estate-values>

⁷ <http://www.startribune.com/access-to-transit-helping-boost-home-values-in-some-parts-of-the-twin-cities/377115681/>

⁸ *Impacts of Rail on Transit Property Values*, <http://reconnectingamerica.org/assets/Uploads/bestpractice083.pdf>

⁹ <http://www.sciencedirect.com/science/article/pii/S0966692316300151>

values, but the results were inconclusive. The following is excerpted from pages 94-95 of the study, regarding properties between stations:

Between stations, along line-haul segments of track, as much as a 20 percent decrease in residential property value was found for residences within 400 feet of MBTA's Fitchburg line, which shares tracks with active freight service (Armstrong 1994). In a study of the CalTrain commuter rail system, it was concluded that the negative externalities associated with being extremely close to an at-grade rail transit line were not necessarily capitalized into home values, where homes within 300 meters (325 feet) of the CalTrain track sold at a discount of \$51,000 in 1990 (Landis et al. 1994).

According to Landis, "... the CalTrain system did not generate property value benefits similar to those of the BART system because CalTrain offered limited accessibility benefits. Compared to CalTrain, BART had a superior level of transit service and greater parking capacity. In addition, the negative impact observed in areas close to the station was believed to have been caused by the high noise levels generated by the CalTrain service. CalTrain was described as being much louder than the BART system. The CalTrain trackbed is minimally separated from adjacent uses, and given that the CalTrain train cars are not specifically designed for quiet operation, this is not a surprising finding."

According to Armstrong, "The fact that both freight rail service and commuter rail service operate upon the Fitchburg line... makes it difficult, if not impossible, to accurately differentiate between the two separate sources of proximity impacts. Therefore, the findings concerning the effects of commuter rail generated proximity impacts, independent of freight rail proximity impacts, are inconclusive."

The referenced studies are the only ones that discuss decreases in property values for residences located between stations. All other studies cite either no impact or a positive impact.

Based on limited research, a decrease in property values along a passenger rail line is possible, but impacts to property in general are also dependent on the overall design of the line and other overall factors like mode and type of service, land use and zoning policies, connection to other transit modes, accommodations for parking, and managing noise levels.

6.0 Conclusions and Recommendations

Based on high-level review of the corridor and feedback from the public, Kimley-Horn recommends the following:

- **No**, the City of Edina should **not** request elimination of the gag rule **at this time**.
 - High level evaluation and previous studies of the Grandview area indicate it could be served well by some type of transit service in the future, but currently it falls in the bottom 1/3 in household, population, and employment densities when compared to existing and planned transit station areas in the Twin Cities.
 - Adjacent residents and businesses have expressed strong opposition to passenger rail in the Dan Patch Corridor. This strong opposition is not uncommon for a rail project; but there was also not a strong faction of vocal supporters. Especially with the legislative challenges of the gag rule, strong champions are essential.
 - This opposition is likely to remain in the future, unless a stronger case can be made for transit. This requires new development and land uses changes that will take several years to realize.
 - Eliminating the gag rule cannot be done by Edina alone, and must involve other cities along the corridor. At this time, adjacent cities are focused on other investments and do not view passenger rail in the Dan Patch corridor as a priority.

- While conditions are not yet fully ripe for a higher transit investment in the Dan Patch Corridor *at this time*, if the City continues to invest in new types of development and higher densities in the Dan Patch corridor, it may be worth evaluating in the future as an option alongside other transit corridors.
- **No**, the City should **not** dedicate resources to developing a plan to encourage the development of passenger rail service in Edina **in the Dan Patch Corridor** at this time.
 - Throughout this process, the public has tied both questions specifically to the Dan Patch Corridor. Therefore, for the reasons listed above, at this time the City should not dedicate resources to developing a plan to encourage the development of passenger rail service in the Dan Patch Corridor.
 - There are overall indicators that suggest Edina could support additional transit options, such as unique demographic and community patterns. Previous engagement efforts in the city, as captured in the *Vision Edina* document, have indicated the community's desire for enhanced transit.
 - **The City should invest time and resources into looking at other corridors as possible transit corridors.** This may also include consideration of other modes of transit in addition to passenger rail. The City should also invest in diversifying land uses and building up specific nodes to further support expanded transit options.

It is our opinion that the Dan Patch “gag rule,” or any such prohibitive rule, is an impediment to truly objective regional transit planning. However, revoking such a rule would take a tremendous amount of time and effort, and based on the status of this corridor in Edina today and the lack of any strong support faction at this time (including essential partners in other cities), it is our opinion that the City of Edina’s time and resources are better served on other planning efforts. This includes study of other potential transit corridors, and implementing city policies to better support transit options for Edina residents and workers.

Appendix A

Planning Study and Document Review (July 2017)

Passenger Rail Community Engagement

Planning Study and Document Review

July 2017

Prepared for:



Prepared by:

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Introduction

Passenger Rail Community Engagement Report Overview

The Edina Transportation Commission (ETC) and City of Edina have initiated a study to determine community interest in passenger rail service on the Dan Patch/CP Rail line through the city of Edina. The Passenger Rail Community Engagement Report will answer two questions:

- Should the City 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?

This reporting process is driven by engagement with the residents, businesses, and decision-makers of Edina. The ETC has examined and documented the strengths and weaknesses of passenger rail service in Edina, including thoughtful consideration of the pros and cons that are driven by the city and those influenced by external factors.

Purpose of the Planning Study and Document Review

The interconnected nature of the regional transit system demands an awareness of the multitude of initiatives that are ongoing in the Twin Cities region and in Minnesota. This memo highlights key information from related studies and plans that are relevant to the development of the Passenger Rail Community Engagement Report.

Document Review

Dan Patch Corridor Commuter Rail Feasibility Study

Overview

In the early 2000s, Dakota County initiated a study to examine the feasibility of commuter rail within the Dan Patch Corridor. The proposed corridor was a 44-mile commuter rail route that started in Minneapolis and moved west for approximately 5 miles to St. Louis Park, where it turned south and proceeded for approximately 40 miles to a terminus at Northfield Yard in Northfield.

The *Dan Patch Commuter Rail Feasibility Study* was undertaken to further examine the feasibility and design of a commuter rail system that built on recommendations from the Minnesota Department of Transportation’s (MnDOT) *Twin Cities Metropolitan Commuter Rail Feasibility Study*. The *Dan Patch Commuter Rail Feasibility Study* provided a more detailed exploration of commuter rail dynamics within the corridor and its relation to other modes and corridor land use patterns. The final study was released in December 2001.

Impact to the Passenger Rail Community Engagement Report

The Dan Patch Commuter Rail Feasibility Study found that while reintroducing passenger rail transit service in the existing railroad corridor is technically feasible (the corridor carried passenger traffic from 1910 to 1942), corridor communities have concerns regarding the livability of neighborhoods and recreational facilities adjacent to the rail line should passenger service be implemented. Further studies would be needed to evaluate and address community concerns raised through the study.

Technical Findings

- Service assumptions indicated that 14 trains¹ per day, running in morning and afternoon weekday peak periods, would carry 7,500 trips per day on the 44-mile line
- Existing railroad right-of-way is adequate to accommodate both planned freight and proposed passenger service (14 trains per day) on a single track, which is consistent with the existing condition
- The line would require complete rebuilding, for an estimated capital cost of \$441 million (in year 2010 dollars). With environmental contingency included, the cost would increase to \$461 million.
- Before fare revenue is deducted, operating and maintaining the service would cost an estimated \$11.7 million annually (in year 2010 dollars).
- Assuming federal funds cover 50 percent of the capital cost, the annual non-federal cost to construct, operate, and maintain commuter rail service over 20 years, starting in 2010, is estimated at \$22.5 million to \$23.4 million (in year 2010 dollars). This assumes the total capital cost is spread out equally over the 20-year period and added to the annual net operating and maintenance cost.

Public Participation Findings

Over 2,300 people attended 24 different city council, county board, neighborhood, and community organization meetings and public open houses. Of the approximately 600 people who attended the five open houses and commented on the project, approximately 70 percent opposed and approximately 30 percent supported the implementation of commuter rail in the Dan Patch Corridor.

Recommendations

Although implementing passenger rail transit service in the Dan Patch Corridor is physically possible, the real and perceived adverse impacts to adjoining land uses and the cost of improving the right-of-way and operating the system made corridor improvements impractical at the time of this study. MnDOT, the Metropolitan Council, and the cities and counties within the Dan Patch Corridor should first explore and promote other transit and transportation improvements.

Recommendations from this study include exploring and promoting other transit opportunities, evaluating other commuter rail lines such as the Northstar Line, keeping the public informed, and investigating the possibility of purchasing the line from CP Rail and Twin Cities & Western (the owner of the river bridge) for commuter rail use.

City of Edina Strategic Vision and Framework

Overview

Vision Edina is a long-term strategic framework designed to help the community understand and guide important decision-making that will impact Edina's future. This framework lays out the key issues identified by the community in eight strategic focus areas:

- Residential Development Mix
- Transportation Options
- Commercial Development Mix
- Live and Work
- Educational Focus
- Population Mix

¹ One train is defined as four to five passenger cars and a locomotive

- Environmental Stewardship
- Regional Leadership

These focus areas, and the issues and actions that accompany them, represent emerging priority areas that can guide future changes in the city.

Impact to the Passenger Rail Community Engagement Report

There is no mention of passenger rail or commuter rail in this document. The Transportation Options focus area suggests that the community overall is highly supportive of increased diversity and integration of transportation and local access options. One of the strategic actions within this focus area is to work to expand transit options to Edina and ensure that Edina residents do not become further isolated from the regional transit system.

Transportation Chapter of Edina's Comprehensive Plan

Overview

The Transportation Chapter of the 2008 Edina Comprehensive Plan was prepared under the guidance of the ETC. The chapter is meant to provide guidance to city staff and elected officials regarding the planning and implementation of effective transportation facilities and systems over the planning horizon. It provides residents and businesses background on transportation issues and insight on the City's decision-making on transportation issues. It also communicates the City of Edina's perspectives and intentions regarding transportation planning issues.

Impact to the Passenger Rail Community Engagement Report

The Transportation Chapter of the Comprehensive Plan identifies the Dan Patch Corridor as a possible commuter rail corridor by the Metropolitan Council. However, the development of this corridor for commuter rail is beyond the time horizon of this plan (2030).

Laws of Minnesota 2002, Chapter 393, Section 85

Overview

This law prohibits certain actions related to the Dan Patch commuter rail line, as identified in the Metropolitan Council's Transit 2020 Master Plan. Informally, this law is known as the Dan Patch gag rule because it prohibits the Metropolitan Council, the Commissioner of Transportation (MnDOT), and regional rail authorities from studying commuter rail in the Dan Patch Corridor.

Impact to the Passenger Rail Community Engagement Report

Subdivisions 2 and 3 of Section 85 explain that the Metropolitan Council and the Commissioner of Transportation must not take any action or spend any money for study, planning, preliminary engineering, final design, or construction for the Dan Patch commuter rail line. The Metropolitan Council and the Commissioner of Transportation must remove all references, other than references for historical purposes, to the Dan Patch commuter rail line from any future revisions to the transportation development guide, regional transit master plan, state transportation plan, and commuter rail system plan.

Subdivision 4 states that no regional rail authority may expend any money for study, planning, preliminary engineering, final design, or construction for the Dan Patch commuter rail line.

Metropolitan Council 2040 Transportation Policy Plan

Overview

Adopted in January of 2015, the Metropolitan Council's 2040 Transportation Policy Plan (TPP) is one of the major systems plans under the region's development framework document Thrive MSP 2040. While Thrive MSP 2040 sets a vision for what the region should be in the next 30 years, the system plans lay out the detail for achieving this vision. Each of the system plans—transportation, water resources, and regional parks—establishes policies and develops strategies to move the region towards this vision by 2040.

Impact to the Edina Passenger Rail Community Engagement Report

The TPP explains that MnDOT has primary responsibility for planning intercity passenger rail in Minnesota. Beyond that, the Metropolitan Council participates on advisory committees to ensure that any new or upgraded rail service is consistent with other regional plans.

While there is no mention of passenger rail in Edina specifically, there are two strategies in this document related to increased investment in passenger rail based on demand:

- Goal C. Access to Destinations
 - Strategy C18. The Council, MnDOT, regional railroad authorities, and railroad companies will pursue short- and long-term improvements to accommodate future freight and passenger rail demand.
- Goal D. Competitive Economy
 - Strategy D2. The Council will coordinate with other agencies planning and pursuing transportation investments that strengthen connections to other regions in Minnesota and the Upper Midwest, the nation, and world including intercity bus and passenger rail, highway corridors, air service, and freight infrastructure.

The Transportation Policy Plan also discusses commuter rail. Commuter rail is an express transit service that primarily connects downtown employment centers to distant population centers. Commuter rail typically operates on existing freight railroad tracks to reduce infrastructure costs. The Northstar Line is the only existing commuter rail line in the transitway system and is not considered part of the METRO system of all-day, frequent transitway service.

Definition of Commuter Rail: A passenger railroad that carries riders within a metropolitan area, between urban areas and suburban and exurban locations. Commuter rail lines usually operate on freight rails or dedicated tracks with few stations and multiple departure times primarily in mornings and evenings. Stops are typically five miles or more apart and route lengths can extend more than 20 miles.

Metropolitan Council Regional Transitway Guidelines

Overview

The Regional Transitway Guidelines, completed by the Metropolitan Council in February 2012, established a set of “best practices” to support the development and operation of transitways in a consistent, equitable, and efficient manner throughout the metro area. As a Metropolitan Council document, the guidelines are meant to apply whenever investments in a transitway corridor are being studied, planned, or made in the region. The guidelines provide parameters for decisions related to the planning, designing, building, and operating of four transitway types: (1) commuter rail, (2) light rail transit, (3) highway bus rapid transit (BRT), and (4) arterial BRT. Dedicated busways, express bus with transit advantages, and streetcar are not addressed in the guidelines.

Impact to the Edina Passenger Rail Community Engagement Report

The document includes information and guidelines for commuter rail but does not offer the same for intercity passenger rail. There is some mention, however, of the need to coordinate commuter rail schedules with other services that share the same right-of-way, including Amtrak or other passenger rail modes. The guidelines also mention that commuter rail runningways will often make use of existing freight and intercity passenger rail runningways, which may direct commuter rail planning and design.

The guidelines in this document should be used to examine and differentiate between the alternatives being considered for passenger rail. The service operation transitway guidelines provide a list of criteria, such as service definition and network design, route structure, transit services coordination, and travel time, to consider collectively when making service operation decisions.

As final options are identified, guidelines for station spacing and siting, such as minimum daily boarding forecasts, average station spacing for the line, and minimum spacing between two stations, can be used to further define the best available option(s). Guidelines for transit type runningways, such as rail track type and grade separation, also help to differentiate between the viability of routes.

Elements of passenger rail runningway operations and maintenance to be addressed during planning and design include but are not limited to: integrated freight-commuter rail operations, safety, security, communications and central control, system compatibility, contingency planning, and periodic repairs and replacement.

GrandView District Development Framework

Overview

The GrandView District Development Framework is part of a small area planning process required by Edina's Comprehensive Plan for areas designated as Potential Areas of Change. The process was led by a group of community residents, business owners, and property owners and led the Edina City Council to adopt seven guiding principles for the redevelopment of the GrandView District. The framework lays out a wide variety of potential improvements to land use, the public realm, transportation, and sustainability, along with an implementation timeline.

Impact to the Edina Passenger Rail Community Engagement Report

The CP Rail corridor is referred to multiple times throughout the document. One of the goals under the transportation section of this framework is to, "Preserve the CP Rail corridor for future, possible public transit, and non-motorized movement/connection in the District." Specifically, the framework suggests the development of an at-grade bike path alongside the CP Rail right-of-way from Eden Avenue to Brookside Avenue. The future land use plan proposes a broader mix of land uses around the area between Vernon Avenue South, Eden Avenue, Highway 100, and the CP Rail corridor. This sort of development would likely increase density in the area, which could have a positive impact on the feasibility of passenger rail. One of the seven guiding principles for the framework is also related to transit, though not to the rail corridor specifically. The sixth guiding principle is as follows: "Improve movement within and access to the District for people of all ages by facilitating multiple modes of transportation, and preserve future transit opportunities provided by the rail corridor." This suggests that some residents, business owners, and property owners in this area may be open to passenger rail in the corridor.

MnDOT Statewide Rail Plan Update, 2015 DRAFT

Overview

This document is the 2015 update to the Minnesota Comprehensive Statewide Freight and Passenger Rail Plan, first developed in 2010, and is referred to as the 2015 Minnesota State Rail Plan. Pursuant to Minnesota Statutes 2008, section 174.03 subdivision 1b, the purpose of the State Rail Plan is to guide the future of both freight and passenger (intercity) rail systems and rail services in the state. The development of the plan was jointly undertaken by MnDOT's Office of Freight and Commercial Vehicle Operations (OFCVO) and Passenger Rail Office.

The plan follows the six-chapter structure required by the Federal Railroad Administration for state rail plans. The 2015 Minnesota State Rail Plan builds upon the technical analyses and findings of the 2010 State Rail Plan, incorporates information on changes between 2010 and 2015, and reflects the most current state of the system and stakeholder comments.

Impact to the Edina Passenger Rail Community Engagement Report

While there is no specific mention of Edina, this report provides strong support for increased investment in passenger rail in general. Minnesota has a vision to develop a passenger rail system that results in improved travel options, costs, and speeds for Minnesota and interstate travelers. Population and economic growth forecasts show a need for a statewide transportation network made up of multiple modes of travel.

As a part of the *2010 Statewide Freight and Passenger Rail Plan*, a needs analysis was conducted for all potential passenger rail corridors in Minnesota. Connections from the Twin Cities to St. Cloud; Fargo, ND; Northfield; Albert Lea; Des Moines, IA; Mankato; and Eau Claire, WI are all identified as Phase I or Phase II projects, which means they are desirable projects that are within a 0- to 20-year implementation horizon. A passenger rail line that extends from the Twin Cities to Northfield would pass through the City of Edina by way of the CP MN&S subdivision. Currently, public support appears to be greatest for service to Northfield, continuing eventually to Des Moines, IA and Kansas City, MO.

Many open house respondents expressed support for passenger rail development in Minnesota and the Upper Midwest. Although questions and comments about passenger rail were usually specific to the city in which the open house was hosted, some citizens were also interested in statewide passenger rail development. Some respondents were opposed to any passenger rail development, citing capital cost and land impacts as major deterrents.

The demand forecasts only considered travel between the Twin Cities and key outlying markets that were identified as possible intercity rail origins and destinations as part of Phase I and Phase II projects. Most demand was estimated using standard demographic data such as population and employment. However, special generators, such as casinos, medical centers, universities, and tourism markers, have unique demand characteristics and were also considered. Table 1 depicts the demand for rail service between the Twin Cities and major origins and destinations along corridors that are feasible and desirable to implement within a 20-year timeline.

Table 1: 2012 and 2040 Annual Passenger Demand and 2040 Rail Demand From/To the Twin Cities (Phase I and Phase II Corridors)²

City	Total Annual Demand (To/From Twin Cities; 2005)	Total Annual Demand (To/From Twin Cities; 2040)	Rail Demand (To/From Twin Cities; 2040)	Rail Share (To/From Twin Cities; 2040)
St. Cloud, MN	11,115,313	13,730,016	1,107,005	8.1%
Eau Claire, WI	5,820,841	6,813,058	268,812	3.9%
Mankato, MN	3,781,513	4,160,051	234,864	5.6%
Northfield, MN	1,685,353	2,139,927	117,746	5.5%
Willmar, MN	1,587,159	1,543,243	53,561	3.5%
Fargo, ND	3,931,143	3,978,633	37,032	0.9%
Des Moines, IA	2,927,518	3,025,124	18,729	0.6%
Sioux Falls, SD	1,680,987	1,504,088	17,987	1.2%
Marshall, MN	622,150	551,251	9,502	1.7%
Sioux City, IA	599,627	628,263	1,907	0.3%

Summary

This document review illustrated three key messages related to passenger rail in the Dan Patch Corridor.

First, it is technically feasible to implement passenger rail in the Dan Patch Corridor. The *Dan Patch Corridor Commuter Rail Feasibility Study* (2001), the *Transportation Chapter of Edina's Comprehensive Plan* (2008), and the *MnDOT Statewide Rail Plan Update* (2015) all suggest that the Dan Patch Corridor has the potential to carry passenger rail.

Second, there was significant resistance to using this corridor for commuter rail in the late 1990s and early 2000s, which led to the adoption of the gag rule. This community opposition was discussed in the *Dan Patch Corridor Commuter Rail Feasibility Study* (2001) and is reflected in the excerpt from *Laws of Minnesota 2002, Chapter 393, Section 85*.

Finally, more recent plans and policy documents indicate that there is interest in more transit options in Edina. The *MnDOT Statewide Rail Plan Update* (2015) referred to public support for passenger rail generally in Minnesota and specifically between Minneapolis and Northfield by way of the MN&S subdivision, which travels through Edina. The *City of Edina Strategic Vision and Framework* also expressed public support, especially among younger residents, for the integration of diverse transportation options. The *GrandView District Development Framework* (2012) also expresses public support for increased transit options and specifically mentions the desire to preserve the CP Rail corridor for possible transit use in the future.

² Source: 2015 Minnesota State Rail Plan, page 2-43, Table 2.4.

Appendix B

Existing Conditions and Policy Analysis (August 2017)

Passenger Rail Community Engagement

Existing Conditions and Policy Analysis

August 10, 2017

Prepared for:



Prepared by:

Kimley»Horn

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Introduction

Passenger Rail Community Engagement Report Overview

The Edina Transportation Commission (ETC) and City of Edina have initiated a study to determine community interest in passenger rail service on the Dan Patch/CP Rail line through the city of Edina. The Passenger Rail Community Engagement Report will answer two questions:

- Should the City 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?

This reporting process is driven by engagement with the residents, businesses, and decision-makers of Edina. The ETC will examine and document the strengths and weaknesses of passenger rail service in Edina, including thoughtful consideration of the pros and cons that are driven by the city and those influenced by external factors.

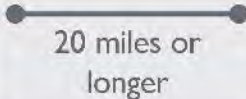

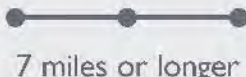

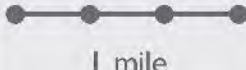


Purpose of the Existing Conditions and Policy Analysis

The success of transit locally is based on the existing travel market and land use surrounding stations. A shared regional vision for transit amongst numerous neighboring cities and agency partners is necessary to bring projects to fruition. This memo summarizes the current conditions and policy relevant to the development of passenger rail in Edina.

Existing Conditions and Peer Comparison

Transit service within the Dan Patch Corridor could take a variety of forms. Service types range from intercity rail with daily service, to commuter rail with peak period-focused service, to light rail with frequent all day service.

Table 1: Passenger Rail Characteristics

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

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

The success of transit in any given corridor is based on the travel demand between origins and destinations along the corridor. The travel demand is driven in part by the density of use along the corridor, especially at station areas. A quarter mile walk is often used as a comfortable distance for walk access to a transit stop/station. Bike and drive access can extend the reach of stations beyond three miles.

Because the Dan Patch Corridor is in very early stages of consideration, service type and station locations are not determined. A comparison was conducted for the land use within one mile of stations at current and planned transit corridors in the Twin Cities region, and a station at Grandview in the city of Edina. The comparison includes population density, household density, and employment density.

Household density (Table 2) varies from over 7 households per acre to about 1 household per 20 acres at station areas in the current and planned corridors in the Twin Cities region. The Grandview area has about 2 households per acre.

Table 2: Household Density

Transitway¹	Station Area	Households/Acre
Dan Patch Corridor	Grandview	1.98
Blue Line	38th Street Station	5.05
Blue Line	46th Street Station	3.82
Blue Line	50th Street Minnehaha Park Station	3.38
Blue Line	Airport Terminal 1 Lindbergh Station	0.07
Blue Line	Airport Terminal 2 Humphrey Station	0.05
Blue Line	American Blvd 34th Ave Station	0.26
Blue Line	Bloomington Central Station	0.35
Blue Line	Cedar-Riverside Station	7.32
Blue Line	Fort Snelling Station	0.71
Blue Line	Franklin Avenue Station	6.49
Blue Line	Lake Street Midtown Station	4.85
Blue Line	VA Medical Center Station	2.06
Blue Line Extension	63rd Avenue Station	2.96
Blue Line Extension	85th Avenue Station	1.65
Blue Line Extension	93rd Avenue Station	0.90
Blue Line Extension	Bass Lake Road Station	2.26
Blue Line Extension	Brooklyn Boulevard Station	1.74
Blue Line Extension	Golden Valley Road Station	2.54
Blue Line Extension	Oak Grove Station	0.27
Blue Line Extension	Penn Avenue Station	3.19
Blue Line Extension	Plymouth Avenue Station	2.53
Blue Line Extension	Robbinsdale Station	2.99
Blue Line Extension	Van White Boulevard Station	3.79
Green Line Extension	Bassett Creek Valley Station	6.49
Green Line Extension	Beltline Blvd Station	3.77
Green Line Extension	Blake Road Station	2.75
Green Line Extension	Bryn Mawr Station	2.89
Green Line Extension	City West Station	1.22

Transitway ¹	Station Area	Households/Acre
Green Line Extension	Downtown Hopkins Station	2.88
Green Line Extension	Eden Prairie Town Center Station	1.91
Green Line Extension	Golden Triangle Station	0.48
Green Line Extension	Louisiana Avenue Station	3.02
Green Line Extension	Opus Station	1.85
Green Line Extension	Royalston Ave / Farmers Market Station	6.60
Green Line Extension	Shady Oak Station	2.50
Green Line Extension	SouthWest Station	2.10
Green Line Extension	West 21st Street Station	2.83
Green Line Extension	West Lake Street Station	2.98
Green Line Extension	Wooddale Avenue Station	3.73
Northstar	Anoka Station	1.77
Northstar	Big Lake Station	0.34
Northstar	Coon Rapids - Riverdale Station	1.60
Northstar	Elk River Station	0.25
Northstar	Fridley Station	2.05
Northstar	Ramsey Station	0.34
Northstar/Blue Line/Blue Line Ext/Green Line Ext	Target Field Station	6.11

¹ Green Line was not included because traveling between two downtowns rather than a radial route was not considered a valid comparison.

Population density (Table 3) varies from over 26 people per acre to about 1 person per 6 acres at current and planned station areas in the current and planned corridors in the Twin Cities region. The Grandview area currently has about 5 people per acre with the density forecasted to decrease to 4.7 people per acre in 2040. Four people per acre is a good minimum benchmark for some level of increased investment in higher frequency transit.

Table 3: Population Density

Transitway ¹	Station Area	Year 2010 Persons/Acre	Year 2040 Persons/Acre
Dan Patch Corridor	Grandview	5.02	4.70
Blue Line	38th Street Station	11.27	12.70
Blue Line	46th Street Station	8.43	11.88
Blue Line	50th Street Minnehaha Park Station	7.20	10.12
Blue Line	Airport Terminal 1 Lindbergh Station	0.03	0.02
Blue Line	Airport Terminal 2 Humphrey Station	0.03	0.27
Blue Line	American Blvd 34th Ave Station	0.27	2.34
Blue Line	Bloomington Central Station	0.52	2.65
Blue Line	Cedar-Riverside Station	17.60	26.37
Blue Line	Fort Snelling Station	1.34	2.34
Blue Line	Franklin Avenue Station	17.60	23.09
Blue Line	Lake Street Midtown Station	13.33	15.36

Transitway ¹	Station Area	Year 2010 Persons/Acre	Year 2040 Persons/Acre
Blue Line	VA Medical Center Station	4.00	5.77
Blue Line Extension	63rd Avenue Station	7.44	8.61
Blue Line Extension	85th Avenue Station	4.79	4.92
Blue Line Extension	93rd Avenue Station	2.41	3.99
Blue Line Extension	Bass Lake Road Station	5.50	6.37
Blue Line Extension	Brooklyn Boulevard Station	4.66	4.66
Blue Line Extension	Golden Valley Road Station	6.89	6.83
Blue Line Extension	Oak Grove Station	0.60	4.61
Blue Line Extension	Penn Avenue Station	8.13	8.08
Blue Line Extension	Plymouth Avenue Station	6.94	6.63
Blue Line Extension	Robbinsdale Station	6.91	7.09
Blue Line Extension	Van White Boulevard Station	9.16	14.43
Green Line Extension	Bassett Creek Valley Station	11.49	16.47
Green Line Extension	Beltline Blvd Station	7.06	10.04
Green Line Extension	Blake Road Station	6.06	7.95
Green Line Extension	Bryn Mawr Station	5.65	8.84
Green Line Extension	City West Station	2.05	4.23
Green Line Extension	Downtown Hopkins Station	6.34	7.98
Green Line Extension	Eden Prairie Town Center Station	3.10	8.16
Green Line Extension	Golden Triangle Station	1.05	4.07
Green Line Extension	Louisiana Avenue Station	6.45	8.15
Green Line Extension	Opus Station	3.40	5.05
Green Line Extension	Royalston Ave / Farmers Market Station	10.65	23.70
Green Line Extension	Shady Oak Station	5.48	6.65
Green Line Extension	SouthWest Station	3.92	9.13
Green Line Extension	West 21st Street Station	6.28	8.98
Green Line Extension	West Lake Street Station	6.19	8.69
Green Line Extension	Wooddale Avenue Station	6.97	9.48
Northstar	Anoka Station	3.64	4.44
Northstar	Big Lake Station	1.00	5.31
Northstar	Coon Rapids - Riverdale Station	4.57	5.41
Northstar	Elk River Station	0.69	1.98
Northstar	Fridley Station	4.71	24.52
Northstar	Ramsey Station	1.03	N/A
Northstar	Target Field Station	9.95	N/A

¹ Green Line was not included because traveling between two downtowns rather than a radial route was not considered a valid comparison.

Employment density (Table 4) varies from over 39 employees per acre to about 0.75 employees per acres at current and planned station areas in the current and planned corridors in the Twin Cities region. The Grandview area has about 1.6 employees per acre.

Table 4: Employment Density

Transitway ¹	Station Area	Year 2010 Employees/Acre	Year 2040 Employees/Acre
Dan Patch Corridor	Grandview	1.64	1.68
Blue Line	38th Street Station	2.03	2.18
Blue Line	46th Street Station	1.32	1.27
Blue Line	50th Street Minnehaha Park Station	1.68	2.58
Blue Line	Airport Terminal 1 Lindbergh Station	2.65	7.98
Blue Line	Airport Terminal 2 Humphrey Station	2.09	7.43
Blue Line	American Blvd 34th Ave Station	5.03	15.37
Blue Line	Bloomington Central Station	6.54	19.14
Blue Line	Cedar-Riverside Station	27.42	39.79
Blue Line	Fort Snelling Station	1.67	4.68
Blue Line	Franklin Avenue Station	15.26	21.89
Blue Line	Lake Street Midtown Station	5.91	7.53
Blue Line	VA Medical Center Station	1.48	3.32
Blue Line Extension	63rd Avenue Station	1.49	1.72
Blue Line Extension	85th Avenue Station	2.54	3.37
Blue Line Extension	93rd Avenue Station	1.70	4.89
Blue Line Extension	Bass Lake Road Station	1.53	2.04
Blue Line Extension	Brooklyn Boulevard Station	3.07	3.72
Blue Line Extension	Golden Valley Road Station	3.42	3.83
Blue Line Extension	Oak Grove Station	0.79	6.98
Blue Line Extension	Penn Avenue Station	2.94	3.86
Blue Line Extension	Plymouth Avenue Station	2.96	3.59
Blue Line Extension	Robbinsdale Station	1.28	1.99
Blue Line Extension	Van White Boulevard Station	10.37	15.1
Green Line Extension	Bassett Creek Valley Station	7.20	13.82
Green Line Extension	Beltline Blvd Station	3.94	6.88
Green Line Extension	Blake Road Station	3.62	5.04
Green Line Extension	Bryn Mawr Station	3.01	3.56
Green Line Extension	City West Station	9.85	16.05
Green Line Extension	Downtown Hopkins Station	4.83	6.15
Green Line Extension	Eden Prairie Town Center Station	6.02	9.33
Green Line Extension	Golden Triangle Station	7.15	12.20
Green Line Extension	Louisiana Avenue Station	6.05	8.29
Green Line Extension	Opus Station	9.74	15.60
Green Line Extension	Royalston Ave / Farmers Market Station	50.40	73.04
Green Line Extension	Shady Oak Station	4.61	6.42
Green Line Extension	SouthWest Station	4.83	8.19
Green Line Extension	West 21st Street Station	3.39	2.93

Transitway ¹	Station Area	Year 2010 Employees/Acre	Year 2040 Employees/Acre
Green Line Extension	West Lake Street Station	2.43	4.01
Green Line Extension	Wooddale Avenue Station	7.36	10.44
Northstar	Anoka Station	3.97	4.17
Northstar	Big Lake Station	0.17	4.16
Northstar	Coon Rapids - Riverdale Station	3.17	4.41
Northstar	Elk River Station	0.52	0.77
Northstar	Fridley Station	2.26	80.95
Northstar	Ramsey Station	0.67	N/A
Northstar	Target Field Station	56.37	N/A

¹ Green Line was not included because traveling between two downtowns rather than a radial route was not considered a valid comparison.

Comparison Summary

Based on the metrics of household, population, and employment density for the 46 other station areas evaluated, the example station area at Grandview performs as follows:

- Households – 20 station areas (43%) have less or similar household density to the Grandview station area
- Population – The Grandview area currently has about 5 people per acre with the density forecasted to decrease to 4.7 people per acre in 2040. 18 station areas (39%) have less or similar population density to the Grandview station area. This number falls to 13 (28%) in the year 2040. Four people per acre is a good minimum benchmark for some level of increased investment in higher frequency transit.
- Employment – The Grandview area has about 1.6 employees per acre. 12 station areas (26%) have less or similar employment density to the Grandview station area. In 2040, this decreases to 4 station areas (9%).

Based on these metrics, the Grandview station area falls within approximately the bottom 1/3 of the stations studied. Household density is the strongest, while employment density faces some challenges. While these are common metrics, the success of a station at Grandview also is highly dependent on other factors such as end points, type and frequency of service, number of stations, connection to other transit service, etc.

Process and Implementation Timeline

The timeline for implementation of passenger service in the Dan Patch Corridor is based on other transitways that have been implemented in the Twin Cities region. Our experience in the region has been approximately 20-30 years from planning to revenue service. Given that some initial planning has been completed previously, it is reasonable to expect an 8- to 10-year duration to revenue service following removal of the “gag rule.” The removal of the legislation prohibiting study of the Dan Patch Corridor for commuter rail would be the critical first step followed by four planning and engineering steps of varying duration:

- 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

Stakeholder Input

A meeting with local jurisdictional stakeholders was held on Thursday, August 10, 2017. Those in attendance included Mark Nolan, City of Edina; Kirk Roberts, City of Bloomington; Jack Sullivan, City of St. Louis Park; and Joe Gladke, Hennepin County Regional Railroad Authority. Staff from the Minnesota Department of Transportation and Metropolitan Council were also invited, but declined the invitation. Brian Smalkoski from Kimley-Horn and Associates facilitated the meeting.

The discussion focused on two primary questions:

- Since implementation of the “gag rule” in 2002, what have you heard about this corridor? (publicly and politically)
- Within your organization, is there an openness to further study of passenger rail in the Dan Patch corridor?

St. Louis Park noted that they have been focused on Southwest LRT (Green Line Extension). Since the Freight Rail Relocation study there has been an active group called “Safety in the Park.” With this Edina study folks have expressed some concern and there have been additional questions, but nothing really before that. City staff are looking for information to pass back to the community and they have noted interested in a trail corridor as there are limited north-south options with the current design of the city.

Bloomington noted some interest since Edina started this study, but it doesn’t have a position regarding the Dan Patch Corridor. There is a resolution that was passed back around the time of the legislation that also prohibits further study while supporting other transit initiatives. Regarding intercity rail, Bloomington noted that there are negative externalities without the benefit of service. It was also noted that the city is already busy with other transit projects including: Mall of America, I 69, 77, and Blue Line.

Hennepin County noted that their hands are full and this project would not be a priority. The recent focus has been getting the tax increase passed to fulfill the current transit vision.

Questions during the discussion included:

- Any increase in freight traffic? (Still one train per day)
- Impetus for study? (Grandview transportation study brought the issue to the forefront)
- What if the City Council does not take the recommendation? (That is a possibility)
- Any conversations with the railroad? (During the Grandview study there was a conversation. The railroad noted that they have no plans for passenger service in the corridor).

Stakeholders would like to be kept apprised of study progress, but will remain neutral in the discussions of passenger rail in the Dan Patch Corridor.

Appendix C

Public Input

Community Conversation #1 Summary and Comment Sheets

Community Conversation #1 Display Boards

Community Conversation #2 Summary and Comment Sheets

Community Conversation #2 Presentation

Online Survey Results

Community Conversation #1 – Summary

Summary

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

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

Overall Feedback

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

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

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

Comments About Passenger Rail

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



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

Questions/Important for City to Know

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

Tell us:

SHOULD THERE BE FURTHER STUDY OF PASSENGER RAIL IN EDINA?

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



Please share your thoughts below:

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

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

Your name:

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

Your email address:

Tell us:

SHOULD THERE BE FURTHER STUDY OF PASSENGER RAIL IN EDINA?

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



Please share your thoughts below:

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

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Your email address:

stop
LOOK
Listen

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Tell us:

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

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



Please share your thoughts below:

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

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

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Tell us:

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Please share your thoughts below:

XS

→ extend line into Bloomington

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

Your name

[Redacted]

Your email address:

[Redacted]

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Tell us:

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Please share your thoughts below:

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

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

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

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Tell us:

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Please share your thoughts below:

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

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

Your name:

[Redacted]

Your email address:

[Redacted]

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Tell us:

SHOULD THERE BE FURTHER STUDY OF PASSENGER RAIL IN EDINA?

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Please share your thoughts below:

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

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

Keep the gag order!

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Tell us:

SHOULD THERE BE FURTHER STUDY OF PASSENGER RAIL IN EDINA?

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



Please share your thoughts below:

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

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Tell us:

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Please share your thoughts below:

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

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Tell us:

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Please share your thoughts below:

Keep gag
order in
place

Do NOT CHAnge

Do not
spend \$ to
encourage
development
of rail service

gag order stay in place

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

Your

Your email address

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Please share your thoughts below:

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

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

Your name:

Your email address:

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Tell us:

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Please share your thoughts below:

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

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

Your name:

Your email address:

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Tell us:

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Please share your thoughts below:

would it ever be converted to a bike path?

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

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

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Tell us:

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Please share your thoughts below:

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

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

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

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

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

No need to contact me.

Your name:

[Redacted]

Your email address:

[Redacted]

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Tell us:

SHOULD THERE BE FURTHER STUDY OF PASSENGER RAIL IN EDINA?

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



Please share your thoughts below:

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

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

Your name:

Your email address:

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Tell us:

SHOULD THERE BE FURTHER STUDY OF PASSENGER RAIL IN EDINA?

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



Please share your thoughts below:

Will (How) will it affect the Homes that are Right Next to the Railroad?

How will it affect the value of our homes? Absolutely against a light rail. How many times a day would it Run. City should stop even considering a light rail thru Edina. the City of

NO?

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

Your name:

[Redacted Name]

Your email address:

[Redacted Email Address]

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Tell us:

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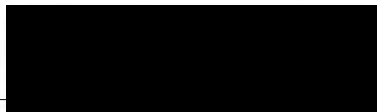
Please share your thoughts below:

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

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

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

Your name:



Your email address:

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Tell us:

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Please share your thoughts below:

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

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

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

Your name:

[Redacted]

Your email address:

[Redacted]

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Tell us:

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Please share your thoughts below:

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

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

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

Your name:

[REDACTED]

Your email address:

[REDACTED]

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Tell us:

SHOULD THERE BE FURTHER STUDY OF PASSENGER RAIL IN EDINA?

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



Please share your thoughts below:

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

RAILS ARE NOT SMOOTH TO CROSS

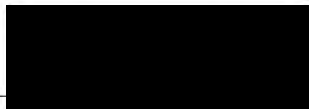
GAPS NEXT TO RAILS

SOMEONE WILL BLOW A TREE SOON

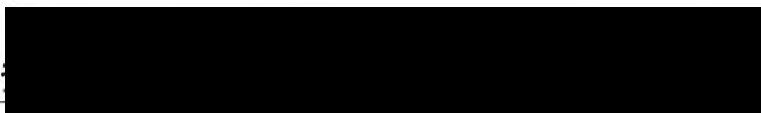
☒ YES CONTINUE TO LOOK AT VIABLE USES FOR CORRIDOR

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

Your name:



Your email address:



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Tell us:

SHOULD THERE BE FURTHER STUDY OF PASSENGER RAIL IN EDINA?

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



Please share your thoughts below:

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

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

Your name:

[REDACTED]

Your email address:

[REDACTED]

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Please share your thoughts below:

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

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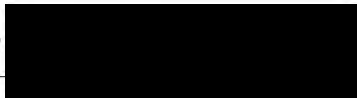


Please share your thoughts below:

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

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Please share your thoughts below:

Yes,

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

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

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Please share your thoughts below:

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

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Please share your thoughts below:

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

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Tell us:

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

Please share your thoughts below:

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

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Tell us:

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Please share your thoughts below:

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

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Let Northfield figure it out - a former npld

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resident — we did for 15 yrs! on their cost

Tell us:

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Please share your thoughts below:

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

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Tell us:

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



Please share your thoughts below:

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

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Please share your thoughts below:

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

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

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Please share your thoughts below:

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

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Please share your thoughts below:

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

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Please share your thoughts below:

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

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Please share your thoughts below:

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

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Please share your thoughts below:

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

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Please share your thoughts below:

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

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

Tell us:

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Please share your thoughts below:

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

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Please share your thoughts below:

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

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

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

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Please share your thoughts below:

see attached

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Concerns about the Dan Patch line through Edina

1) Safety along the existing line

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

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

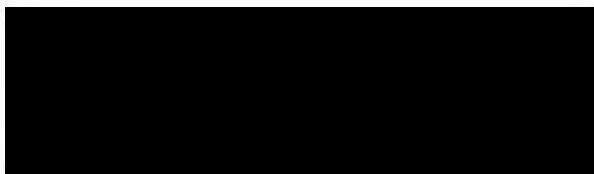
- a. Our Lady of Grace church school traffic backs up on Eden Avenue and the West Frontage Road mornings and afternoons when parents are dropping kids off and picking them up before and after school
- b. Access to the Edina Library currently requires a quick dart to turn left from Eden Avenue as traffic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

3) Public Safety

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

4) Financial troubles

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



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Please share your thoughts below:

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

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Please share your thoughts below:

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

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Tell us:

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Please share your thoughts below:

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

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

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[Redacted]

Your email address:

[Redacted]

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Tell us:

SHOULD THERE BE FURTHER STUDY OF PASSENGER RAIL IN EDINA?

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



Please share your thoughts below:

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

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

Your name:

Your email address:

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Please share your thoughts below:

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

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

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Your email address:

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Tell us:

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



Please share your thoughts below:

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

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Your email address:

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Please share your thoughts below:

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

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

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Your name:

Your email address:

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Tell us:

SHOULD THERE BE FURTHER STUDY OF PASSENGER RAIL IN EDINA?

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Please share your thoughts below:

Get rid of gag rule? Yes!

Study passenger rail in Edina? Yes!

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

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

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Please share your thoughts below:

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

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Your name: Since it will be published no

Your email address:

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Please share your thoughts below:

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

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Please share your thoughts below:

Who's funding it?

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

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

999 rule stays.

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

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

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

Your name:

[Redacted name]

Your email address:

[Redacted email address]

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Please share your thoughts below:

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

MY VOTE IS NO ON USING EDINA MONEY TO STUDY THIS
NOT NEEDED AND EDINA SHOULD NOT BE CONSIDERING

SPENDING MONEY ON THIS

EDINA SHOULD NOT ASK FOR AN EXCEPTION TO THE TAX
NOISY, DANGEROUS, EXPENSIVE

THIS SHOULD BE MET COUNCIL MONEY BEING SPENT
AND NOT EDINA MONEY

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

FOLLOW THE MONEY - WHO DOES THIS BENEFIT

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

Your name:

[REDACTED]

Your email address:

[REDACTED]

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Tell us:

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Please share your thoughts below:

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

Planning FOR THE FUTURE IS RATIONAL!

UBER / LYFT ETC FROM RAIL TO WORK.

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

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

Your name:



Your email address:

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Tell us:

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Please share your thoughts below:

DO NOT ELIMINATE THE CAGE RULE

DO NOT DEDICATE RESOURCES TO DEVELOP A PLAN
FOR PASSENGER RAIL

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

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

Your name:

[REDACTED]

Your email address:

[REDACTED]

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Please share your thoughts below:

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

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Please share your thoughts below:

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

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Tell us:

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Please share your thoughts below:

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

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Please share your thoughts below:

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

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Please share your thoughts below:

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

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

Your name:

[REDACTED]

Your email address:

[REDACTED]

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Please share your thoughts below:

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

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

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

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Please share your thoughts below:

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

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

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

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

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Please share your thoughts below:

I am strongly for passenger rail.

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

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

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

Your name:

Your email address:

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Please share your thoughts below:

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

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

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

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

Your name: Edina Resident

Your email address: _____

Tell us:

SHOULD THERE BE FURTHER STUDY OF PASSENGER RAIL IN EDINA?

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



Please share your thoughts below:

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

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Please share your thoughts below:

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

This is not a need to have for Edina!

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Tell us:

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Please share your thoughts below:

I am a homeowner adjacent
to the Dan Patch corridor.

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

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

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

I USE BUS
TO HOPKINS
AND DOWNTOWN

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

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



Study Overview

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





Study Goals

■ Answer two questions:



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



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

■ Answers based on:

■ Community input

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

■ Analysis of existing conditions and policies

- Land use, population, employment and case study comparisons



WHAT IS THE GAG RULE?

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



EdinaMN.gov/passenger-rail-report



History of the Dan Patch Corridor

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

- **History:**

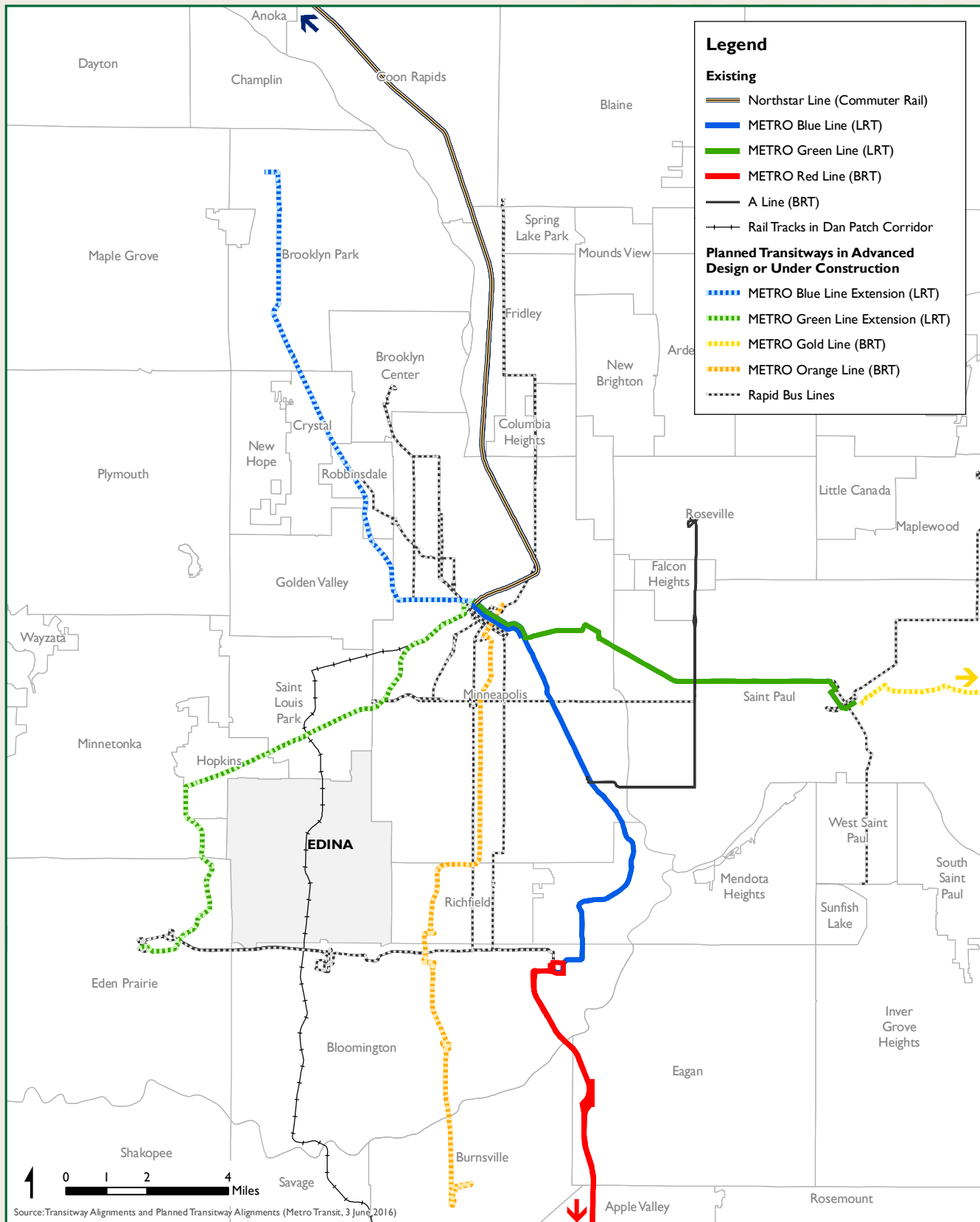
1910-1942	Passenger rail service in operation
1999	Dan Patch identified as commuter rail corridor
2001	Corridor included in 2020 Transit Master Plan
2001	Feasibility study found that implementing commuter rail is possible, but impractical
2002	Minnesota Legislature adopted "gag rule"
2015	Included as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



EdinaMN.gov/passenger-rail-report



Regional Transit System


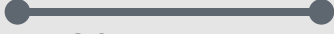



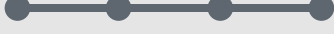




EdinaMN.gov/passenger-rail-report



Passenger Rail

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

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

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



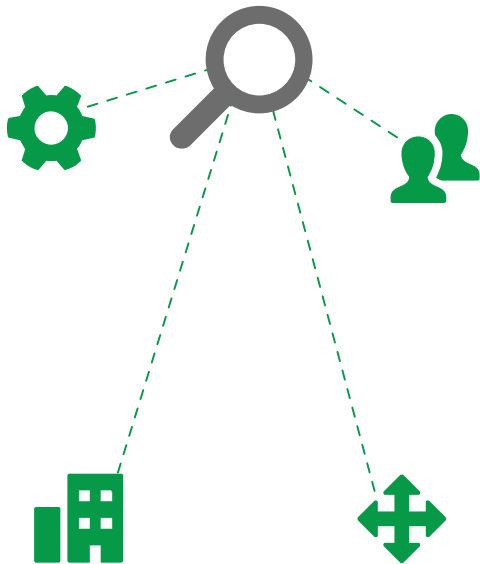
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Next Steps

JULY & AUGUST

Review of existing conditions and policy analysis



SEPTEMBER

COMMUNITY CONVERSATION #2

SAVE THE DATE:

September 7, 2017

Agenda:

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



Edina Transportation Commission meeting to develop recommendations

OCTOBER



Edina Transportation Commission makes its recommendation to City Council



EdinaMN.gov/passenger-rail-report

Community Conversation #2 – Summary

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 ^{car} traffic by developing all rail & public transport is ~~a~~ important & youth have a big stake in this decision.

Optional

Your name:

Your email address

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you, but not to the public. Your name and address are public data, but your email address is private data. We are requesting this data in order to send you further information about the above project or subject. Your email address will be available to city staff who are preparing project update emails. You are not legally required to provide the data; however, if you do not give us an e-mail address, we cannot provide you with further information. By signing below, you are indicating your desire to subscribe to our list for this project and to receive email communications from the City of Edina.

EDINA PASSENGER RAIL COMMUNITY ENGAGEMENT

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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 from?
4. What were the 516 response for / against?
5. Compils increasing population to edina
6. How about running times? After?
7. 53% said "no" - let not use
8. We don't want it - !

Optional

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Your email address:

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Grand 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:



Your email address:



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EDINA PASSENGER RAIL COMMUNITY ENGAGEMENT

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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

Optional

Your name:

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EDINA PASSENGER RAIL COMMUNITY ENGAGEMENT

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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.

Optional

Your name:

Your email address:

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EDINA PASSENGER RAIL COMMUNITY ENGAGEMENT

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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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EDINA PASSENGER RAIL COMMUNITY ENGAGEMENT

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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.

Optional

Your name:

Your email address:

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EDINA PASSENGER RAIL COMMUNITY ENGAGEMENT

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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

Your name:

Your email address:

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EDINA PASSENGER RAIL COMMUNITY ENGAGEMENT

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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!

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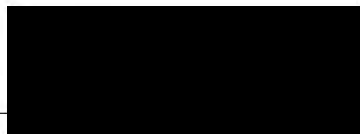
Please share your thoughts below:

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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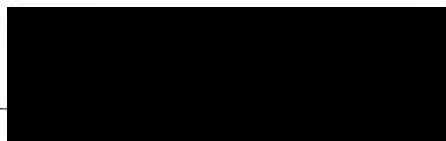


Please share your thoughts below:

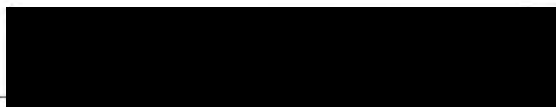
- Maintain the current Gas Rule
- Additional studies are not viable without other cities signing on
- Noise is viable at this time - No Need
- other studies of bus-transportation should be considered
- Edina is high property value area
- Safety, noise, property values are key to consider
- Mpls to Northfield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

Optional

Your name:



Your email address:



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EDINA PASSENGER RAIL COMMUNITY ENGAGEMENT

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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 concerns.

Optional

Your name:

Your email address:

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EDINA PASSENGER RAIL COMMUNITY ENGAGEMENT

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Please share your thoughts below:

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

Optional

Your name:

Your email address:

none

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EDINA PASSENGER RAIL COMMUNITY ENGAGEMENT

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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:

[Redacted name]

Your email address:

[Redacted email address]

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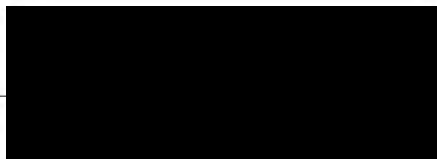


Please share your thoughts below:

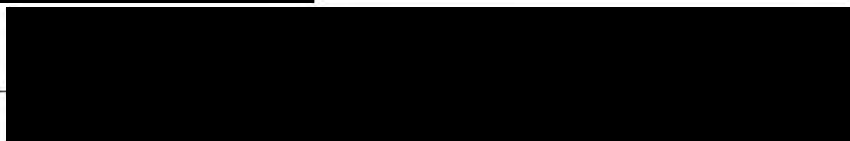
I am against the rail.
Stop spending our money
Please hear our disagreement and anger!
ST

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Your name:



Your email address:



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EDINA PASSENGER RAIL COMMUNITY ENGAGEMENT

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Please share your thoughts below:

Where are all the funding come from?

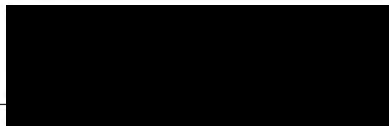
The city should NOT spend any more of the citizen's money to study this topic.

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.

Optional

Your name:



Your email address:



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Please share your thoughts below:

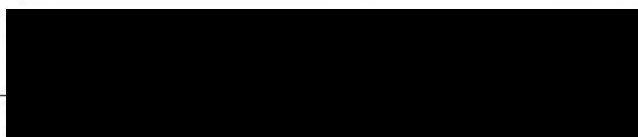
- 1 perhaps, depending on what the end goal would be.
- 2 No, not commuter Rail but perhaps other uses
 - bike
 - pedestrian
 - trolley
 - other access to light rail

Optional

Your name:



Your email address:



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EDINA PASSENGER RAIL COMMUNITY ENGAGEMENT

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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 forward³.

Optional

Your name:

Your email address:

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- the study so far is ~~a~~ 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

Your name:



Your email address:



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EDINA PASSENGER RAIL COMMUNITY ENGAGEMENT

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Please share your thoughts below:

~~I see~~

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

Optional

Your name:

[REDACTED]

Your email address:

[REDACTED]

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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.

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:

- Citizens of Edina ~~are~~ ^{are} not supportive of this project
- The City of Edina should NOT request elimination of the gas 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?

Optional

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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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EDINA PASSENGER RAIL COMMUNITY ENGAGEMENT

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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.

Optional

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EDINA PASSENGER RAIL COMMUNITY ENGAGEMENT

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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

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EDINA PASSENGER RAIL COMMUNITY ENGAGEMENT

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Please share your thoughts below:

question #1 — No

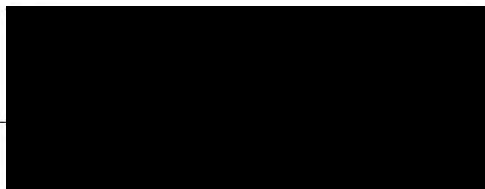
question #2 — No

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

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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

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EDINA PASSENGER RAIL COMMUNITY ENGAGEMENT

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Please share your thoughts below:

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

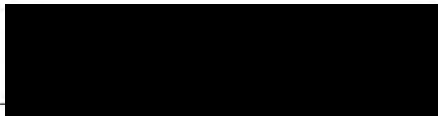
2) how many accidents on current mpls lines?

3) how much crime?

4) how many trains will run

Optional

Your name:



Your email address:



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EDINA PASSENGER RAIL COMMUNITY ENGAGEMENT

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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

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EDINA PASSENGER RAIL COMMUNITY ENGAGEMENT

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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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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

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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

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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:

Questions

1. No, do not request eliminating gaz rule.

2. No, do not commit further resources

Optional

Your name:



Your email address:



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EDINA PASSENGER RAIL COMMUNITY ENGAGEMENT

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Please share your thoughts below:

1. The City should not request elimination of the gag rule. It is ^{not} ^{an} 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

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Your email address:

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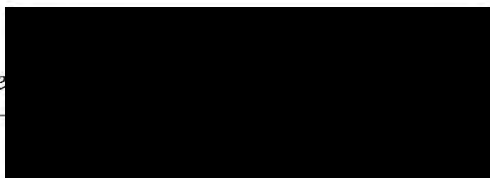
Please share your thoughts below:

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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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

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EDINA PASSENGER RAIL COMMUNITY ENGAGEMENT

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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

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Please share your thoughts below:

I feel this is unsafe
for Edina

Optional

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Please share your thoughts below:

My thoughts are that if you as a City Council have already made up ^{your} ~~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 ~~to~~ true you will have made a Sham of the process.

→ N/O^{on} 2 questions
(both)

Optional

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Please share your thoughts below:

Strongly encourage removal of gag rule.
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:

[REDACTED]

Your email address:

[REDACTED]

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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

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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, & 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:

[Redacted name]

Your email address:

[Redacted email address]

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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:

[Redacted name]

Your email address:

[Redacted email address]

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Please share your thoughts below:

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

Optional

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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)

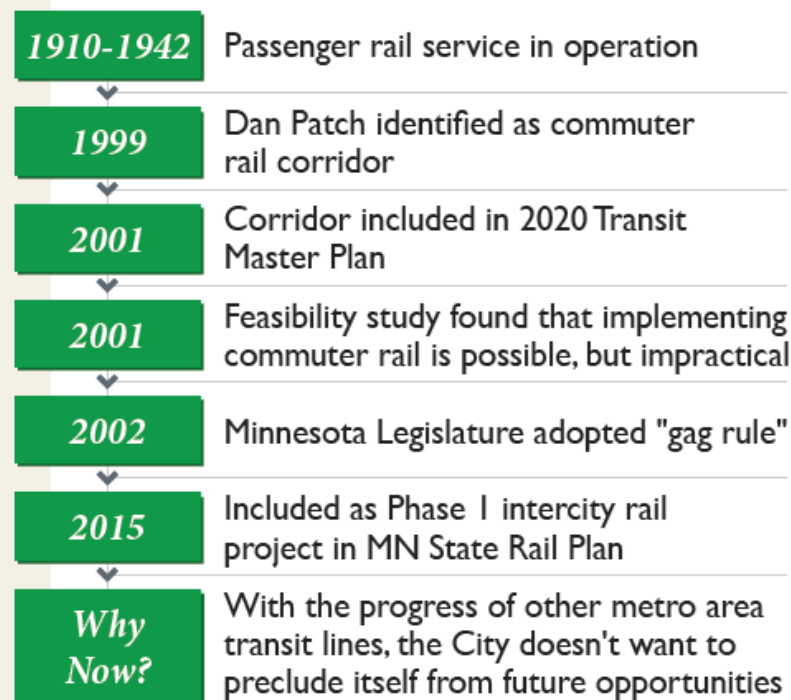
History of the Dan Patch Corridor

- 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

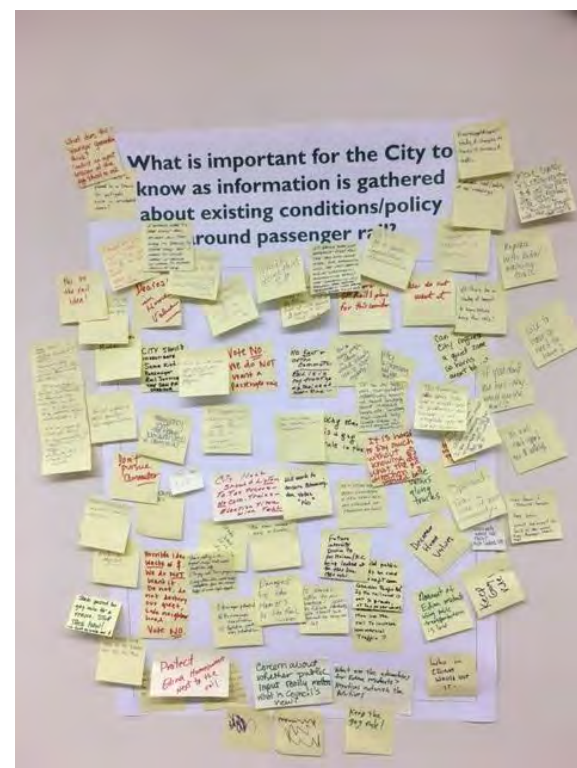


Online Survey (516 responses)

- 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)

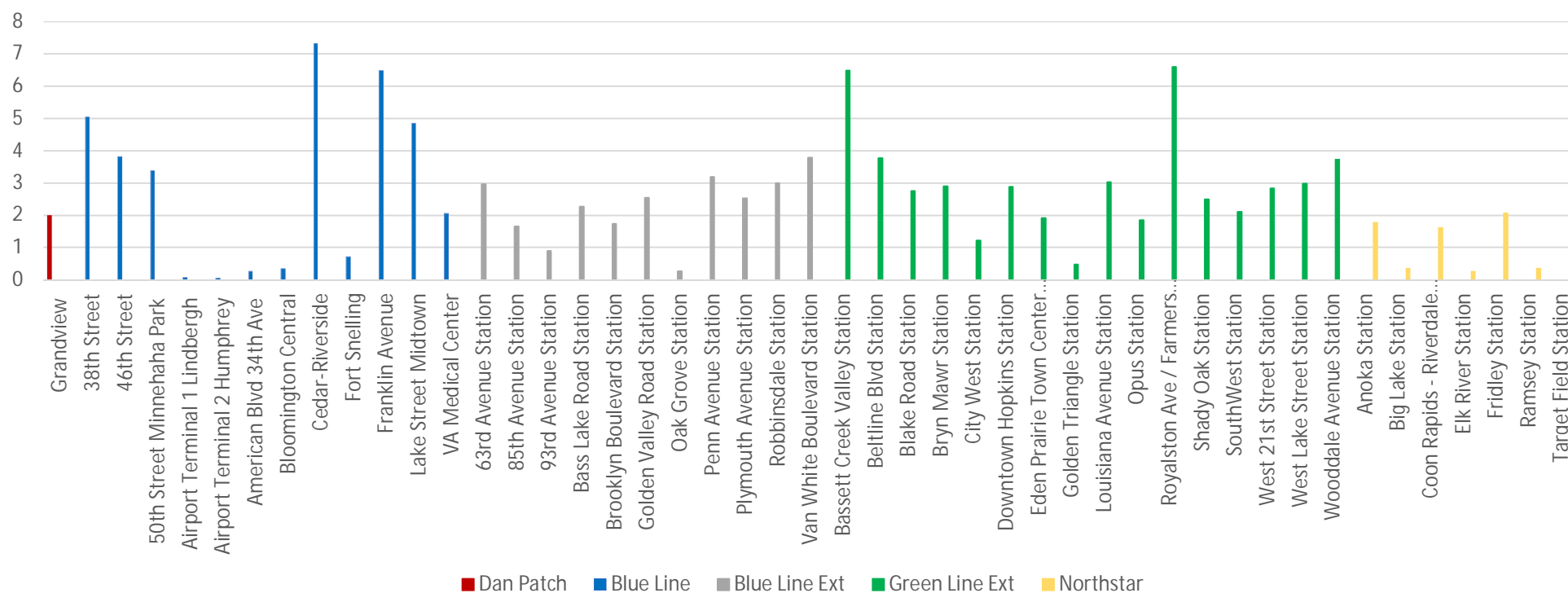
- Existing and planned station areas compared to Grandview area
 - Household density
 - Population density
 - Employment density
- Why Grandview?
 - Approved city planning documents identify as future location of transit station



Edina's GrandView District

Household Density

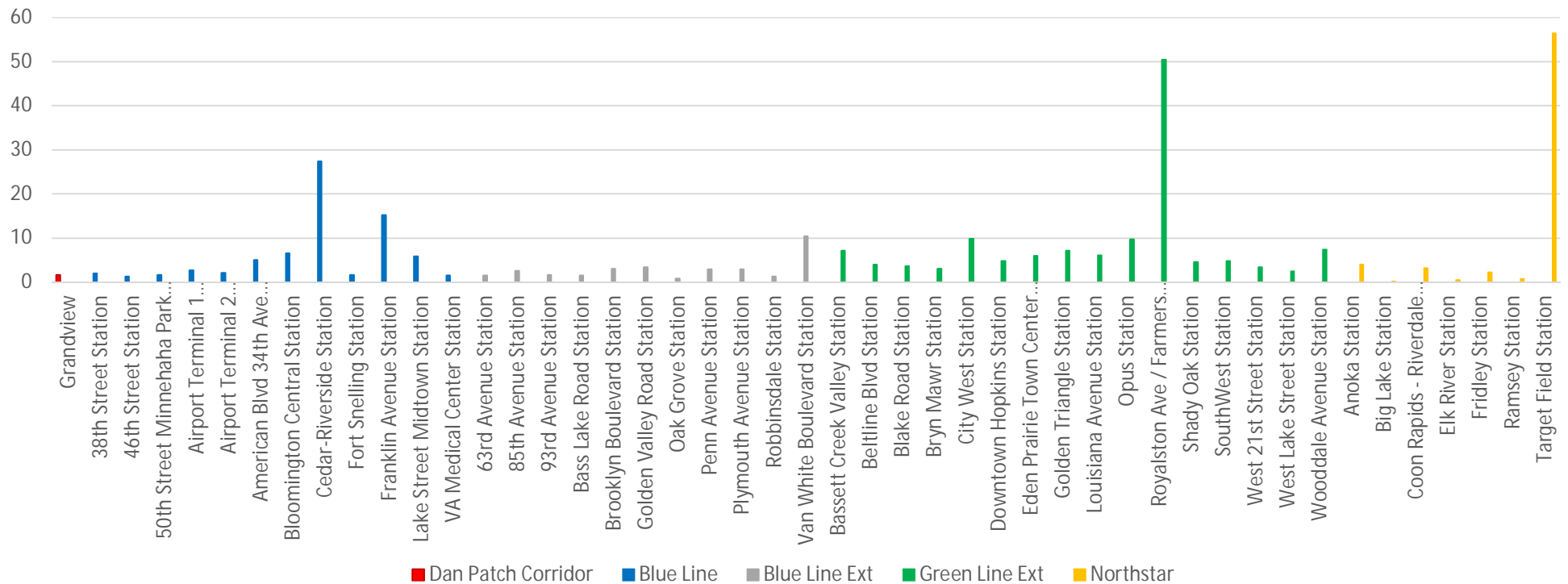
Grandview area = 2 households/acre
43% of station areas evaluated have same or less household density as the Grandview area



US Census data, 2010

Population Density

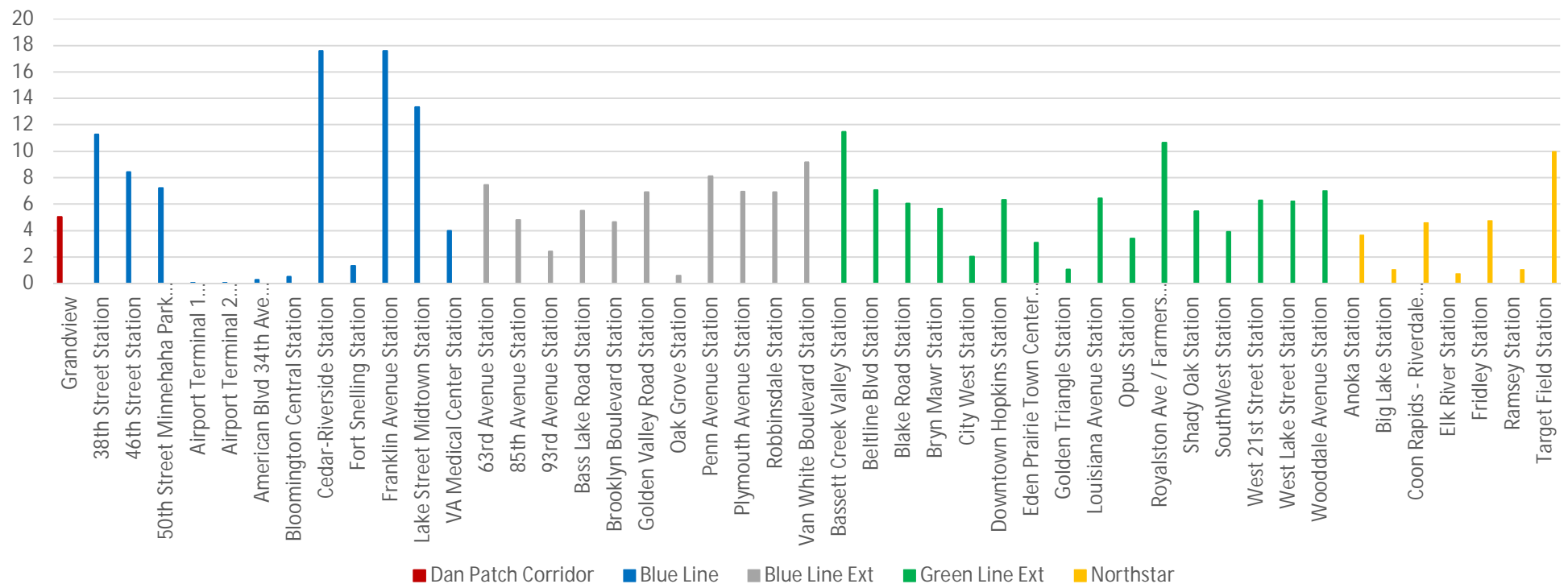
Grandview area = 5 people/acre
39% of station areas evaluated have same or less population density as the Grandview area



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) - 2013¹
 - 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

¹ 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 28th: Transportation Commission develops recommendations at its regular meeting
- October 17th: Transportation Commission makes its recommendation to City Council

OCTOBER



Edina Transportation Commission makes its recommendation to City Council

Online Survey Results Summary

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

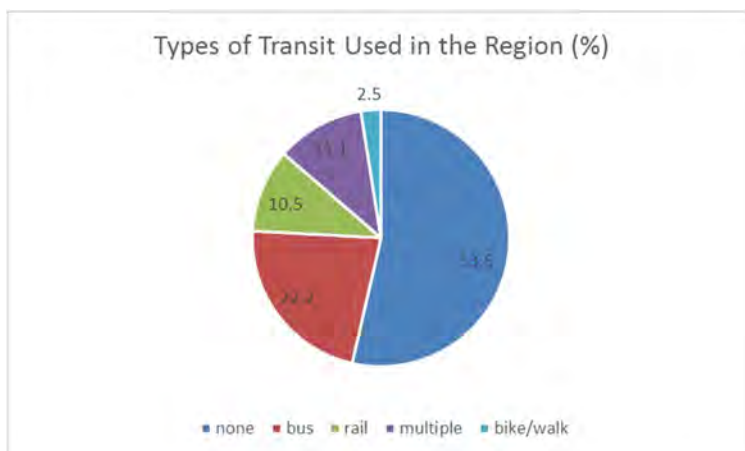
Question 3: What questions do you have about passenger rail?

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?

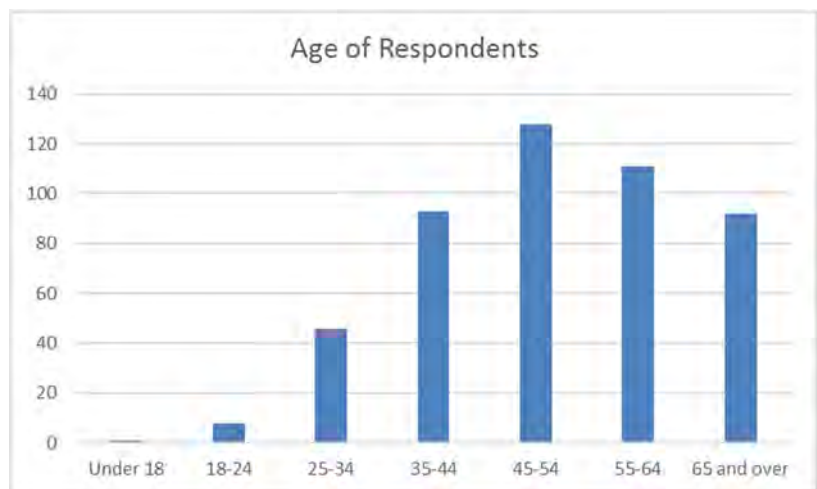
This question was redacted because the scale values were not initially provided.

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.LouisPark, 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

- Providing regional transportation options to those who can't afford a car, choose not to, or can't drive due to physical disability
- Providing expanded, all-day access to jobs (most important), education, recreation, and shopping opportunities along likely station areas
- Expanding a transportation mode that is less damaging to the global and local environment than single-occupancy vehicles
- 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.
- Marginally reducing the need for expanding local roads and state highways
- Marginally improving overall regional traffic safety

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

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

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/Northfield.

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

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.

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

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?