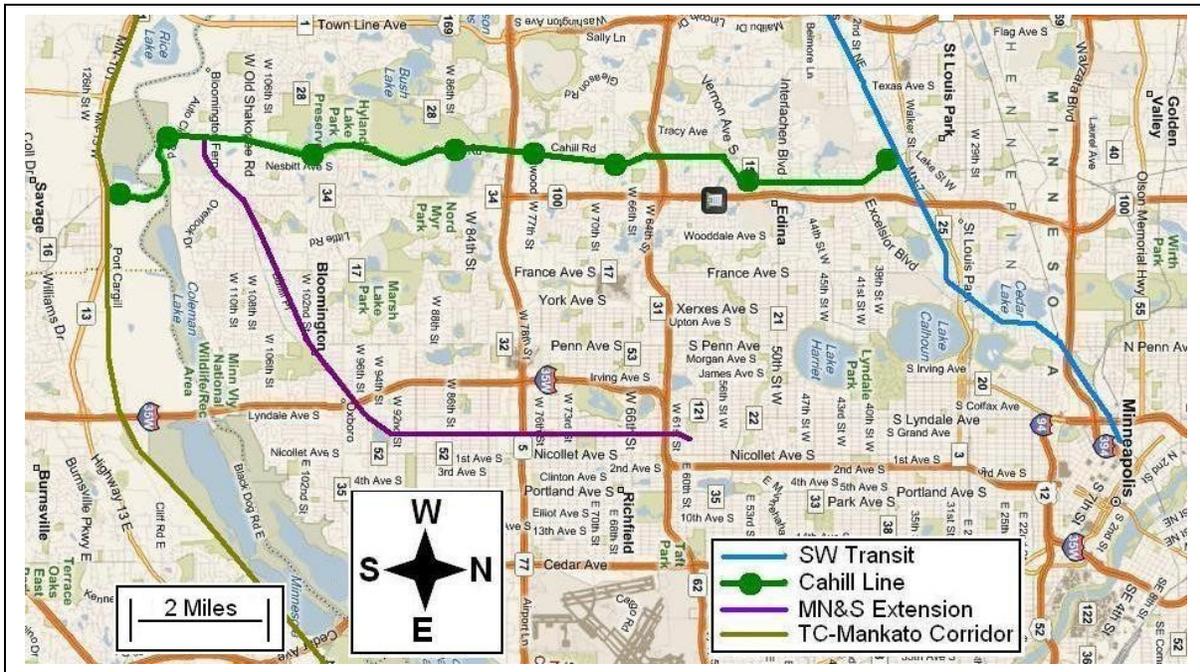


Questions Related to Light Rail for Edina



Baseline/Strawman "Cahill Line" Concept

For the baseline concept, light rail would run down the MN&S tracks through Edina. The right of way is narrow, and use of gauge-compatible trains such as Stadler GTW's is a solution. Light rail would be temporally separated from freight traffic. The system would tie to the SW Light Rail in Saint Louis Park and to the Mankato Intercity Rail in Savage.



Questions are as follows:

- How economically viable is the concept? [consider, e.g., ridership data in the Dan Patch study]
- What issues arise if the space in Grandview is set aside? [siting other stations will require commitments from other communities as well as Edina]
- Will the Met Council include the concept in its planning?
- Will the owners of the tracks (TC&W and CP Rail) come to reasonable terms?
- What resistance can be expected from Edina residents, as well as residents of other communities?
- What resistance can be expected from promoters of *commuter rail*, i.e., the Dan Patch concept, or *intercity rail* (à la the MN DOT's plan), along the route?