

PUBLIC ENGAGEMENT SUMMARY REPORT

Summary Report #2

JULY – DECEMBER 2021

CONTENTS

1. INTRODUCTION.....	3
1.1. Project Overview and Status.....	3
1.2. Engagement During This Time Period.....	3
2. PROJECT COMMITTEES	3
2.1. Policy Advisory Committee	3
2.2. Community Advisory Committee	4
2.3. Station Area Planning Task Force.....	4
3. ENGAGEMENT EVENTS AND ACTIVITIES	6
3.1. Community Engagement	6
3.2. Section 106/Historic Places	8
3.3 Station Area Planning Survey.....	8
3.4 Interactive Mapping.....	8
4 COMMUNICATION METHODS	9
4.1 Social Media and Online Engagement.....	9
4.2 Email Notifications and Newsletters.....	9
4.3 Communication Material	10
4.4 Website.....	10
4.5 Billboards	10
5 APPENDICES.....	11
5.1 Appendix A: Committee Membership.....	11
5.2 Appendix B: Section 106 Public Meeting Promotion	13
5.3 Appendix C: Summary of Feedback From Public Engagement Events and Stakeholder Meetings	16
5.4 Appendix D: Summary of Feedback From the Station Area Planning INPUTiD Map	21
5.5 Appendix E: Summary of Feedback from the Cultural Resources INPUTiD Map	24
5.6 Appendix F: Summary of Feedback From the Section 106 Public Meeting	25
5.7 Appendix G: Questions, Comments and Feedback Via Email, Social Media, Etc.....	26

1. INTRODUCTION

1.1. PROJECT OVERVIEW AND STATUS

The Riverview Corridor is a 12-mile planned transportation connection between neighborhoods and anchor destinations and employers between downtown Saint Paul, Minneapolis-St. Paul International Airport, and the Mall of America. The planned modern streetcar line would run generally along State Highway 5 (West 7th Street) and includes use of existing METRO Green Line stations and tracks in downtown Saint Paul and existing METRO Blue Line stations and tracks south of the Mississippi River beginning at Fort Snelling. Ten new stations are planned along the route.

As defined in the Riverview Corridor Purpose and Need Technical Report (August 2021), the purpose of the Riverview Corridor Project is to provide transit service that enhances mobility and accessibility for residents, businesses and workers and supports economic opportunities within the project area, particularly in low-income neighborhoods.

The Riverview Corridor Modern Streetcar Project is in the Engineering and Pre-Environmental Phase, which includes engineering, pre-environmental, cultural resources and station area planning work. Successful completion of this work will allow the project to advance through initial engineering and pre-environmental data gathering preparing it for the issuance of a Notice of Intent to prepare a Draft and Final Environmental Impact Statement.

1.2. ENGAGEMENT DURING THIS TIME PERIOD

This report provides an overview of stakeholder and public engagement activities conducted between July 1 and December 31, 2021, when the project team advanced concept designs for a Mississippi River crossing and end of the line connection at the Mall of America. The project team also initiated station area planning development at three proposed stations in Saint Paul. A total of eight project committees, task force and other meetings open to the public took place as part of the project. Additional communication and engagement activities included update presentations given to Saint Paul district councils, community groups and individual stakeholder organizations. Continual updates to the project website, regular social media posts, monthly newsletters and online surveys were also part of the public engagement effort.

2. PROJECT COMMITTEES

During the Riverview Corridor Engineering and Pre-Environmental Phase, three committees provide input and direction for the project and are open to the public:

- Policy Advisory Committee (PAC)
- Community Advisory Committee (CAC)
- Station Area Planning Task Force (SAPTF)

Appendix A lists the membership of each committee.

2.1. POLICY ADVISORY COMMITTEE

The Policy Advisory Committee (PAC) provides overall guidance and direction for the project and advises Ramsey County Public Works on key project elements. The PAC uses technical and community input to address issues relating to environmental review, preliminary engineering, and station area planning. The

PAC, which will meet approximately every two months, consists of local elected officials and representatives from the business community, the nonprofit sector and higher education.

The PAC is supported by a Technical Advisory Committee who provide input on design, environmental, engineering, construction, and operational issues. Technical Advisory Committee members review technical documents and vet the work done by the consultant teams to provide recommendations to the PAC.

Between July 1 and December 31, 2021, the PAC met twice. **Table 2-1** provides more details of the meetings. PAC meeting agendas, presentations, meeting summaries and other agenda items are posted to the [project website](#). PAC meetings are announced and promoted through the project’s social media account, emails to Ramsey County’s GovDelivery subscribers and stakeholder organizations and through print media ads.

Table 2-1: Policy Advisory Committee Meetings

Date	Attendance	Topics
July 15, 2021	43	<ul style="list-style-type: none"> Community Engagement Updates Purpose and Need Updates Refinement of Locally Preferred Alternative Station Area Planning Task Force Updates Cultural Landscape Study Update
October 21, 2021	56	<ul style="list-style-type: none"> Station Area Planning Task Force Updates Refinement of Locally Preferred Alternative Community Engagement Updates

2.2. COMMUNITY ADVISORY COMMITTEE

The purpose of the Community Advisory Committee (CAC) is to advise the Riverview Corridor Policy Advisory Committee on project design, environmental analysis and community engagement opportunities and techniques through a community and business perspective. CAC members are appointed by the Policy Advisory Committee to represent the diversity of residents, commuters, and business owners in the project area. The CAC is expected to meet quarterly and meetings are advertised to the public. Agendas, presentations, meeting summaries and other agenda items are posted to the [project website](#).

Between July 1 and December 31, 2021, the Community Advisory Committee met once, as detailed in **Table 2-4**.

Table 2-4: Community Advisory Committee Meetings

Date	Attendance	Topics
October 11, 2021	29	<ul style="list-style-type: none"> Housekeeping items. Selection of Committee Co-Chairs Engineering and Pre-Environmental Update Station Area Planning Updates Cultural Resources Update Communications and Community Engagement Update

2.3. STATION AREA PLANNING TASK FORCE

The Station Area Planning Task Force (SAPTF) guides the development of station area plans in the City of Saint Paul and recommends approval of the plans to the Policy Advisory Committee and to the City of Saint Paul as an amendment to the city’s comprehensive plan. The Task Force also advises community engagement efforts related to station area planning and, with the support of county, city and consultant staff,

is expected to host a series of station area planning-specific community engagement events at the beginning and the end of the station area planning process.

Task Force members are appointed by the Policy Advisory Committee to represent the diversity of the station areas while balancing the transportation needs of the region. The Task Force is expected to meet monthly for the first 18 to 24 months and may meet less frequently for the remainder of the study period. Task Force agendas and meeting summaries are posted to the [project website](#).

Between July 1 and December 31, 2021, the Station Area Planning Task Force met five times, as detailed in **Table 2-5**.

Table 2-5: Station Area Planning Task Force Meetings

Date	Attendance	Topics
July 13, 2021	12	<ul style="list-style-type: none"> • Meeting #2 Recap. • Open House Summary. • Review of Socio-Economic Conditions. • Review of Market Conditions. • Group Exercise: Station Typologies. • Project Engineering Update. • Wrap Up/Next Steps.
August 10, 2021	7	<ul style="list-style-type: none"> • Walk Tour intro. • Tour Randolph station area. • Tour St. Clair station area. • Tour Otto station area. • Closing comments.
September 14, 2021	11	<ul style="list-style-type: none"> • Recap of Previous Meeting/Walking Tour. • Policy Context for Station Area Planning. • Station Area Planning Guiding Principles. • Randolph Station Area Issues Identification Activity. • Community Engagement Update. • Project Engineering Update. • Wrap Up/Next Steps.
October 12, 2021	11	<ul style="list-style-type: none"> • Recap Meeting #5 (Sep 14). • Refinement of Guiding Principles for Station Area Planning. • Transportation Overview. • Randolph Station Area Discussion. • St. Clair Station Area Discussion. • Otto Station Area Discussion. • Community Engagement Update. • Project Engineering Update. • Wrap Up/Next Steps.
December 14, 2021	12	<ul style="list-style-type: none"> • Recap of Recent Activities. • Future Character Areas: Randolph Station Area. • Future Public Realm: Randolph Station Area. • Future Movement: Randolph Station Area. • Housekeeping. • Wrap up and Next Steps.

3. ENGAGEMENT EVENTS AND ACTIVITIES

3.1. COMMUNITY ENGAGEMENT

Community events and presentations will be held with identified community groups, such as the Saint Paul district councils, neighborhood and business associations, and other interested groups to provide updates and engage in dialogue about the project. They will be coordinated to correspond with project milestones, allowing for both input and follow-up from previous engagement as the hosting group allows. The team will identify the most effective ways to engage the diverse communities of newer immigrants, the young and the elders along the corridor. Our team employs the strategy of “going where people are.” We will seek out community leaders, natural gathering places, and areas where information is exchanged by these communities. These may be site-specific or organized around a specific group or topic.

The continued presence of COVID-19 limited the ability to engage people through in-person events. The project team continued to use virtual meeting formats such as Zoom and Teams to engage community organizations and individual stakeholders, and interactive mapping tools and surveys to inform the public and collect feedback on project progress.

Between July 1 and December 31, 2021, several noteworthy public engagement events and meetings took place with the organizations listed in **Table 3-1**. A list of questions and comments received during these events can be found in **Appendix C**.

Table 3-1: Community Events and Presentations

Activity	Date	Attendance	Audience	Purpose or Topics Covered
Fort Snelling Joint Powers Board	July 13, 2021	12	Fort Snelling Joint Powers Board members and several members of the public	Concept designs for the Hwy 5 tunnel, bike and pedestrian pathway and routing alignments through Fort Snelling under consideration
Tribal Partner Meeting	August 2, 2021	10	Tribal government representatives and other tribal partners	Hwy 5 tunnel options, alignment options through the Fort Snelling area.
Bloomington City Council and Port Authority	September 8, 2021	15	Bloomington city council and port authority members, Bloomington staff	Project overview and discussion of key issues at the Mall of America
Fare 4 All	October 15, 2021	58+	Area residents	Project overview, promotion of the Section 106 information meeting, introduction to station area planning concepts.

West 7th Fort Road Federation Transportation and Land Use Committee	November 3, 2021	28	West 7th Street area residents	Updates on station area planning and community engagement activities and cultural resource investigation, presented concept designs for crossing the Mississippi River and questions.
Capitol River Council Public Realm Committee	November 4, 2021	23	Primarily downtown Saint Paul residents	Updates on station area planning and community engagement activities and cultural resource investigation, presented concept designs for crossing the Mississippi River and questions
Friends of Fort Snelling Board of Directors	November 9, 2021	16	Board members of the Friends of Fort Snelling and area residents.	Updates on station area planning and community engagement activities and cultural resource investigation, presented concept designs for crossing the Mississippi River and questions
Highland District Council Transportation Committee	November 9, 2021	24	Highland neighborhood residents	Updates on station area planning and community engagement activities and cultural resource investigation, presented concept designs for crossing the Mississippi River and questions.
Little Bohemia Neighborhood Association	November 15, 2021	10	Neighborhood residents	Discussion or opportunities and challenges associated with a station near the intersection of W. 7th Street and St. Clair Avenue.
Saint Paul Public Schools	November 23, 2021	8	Saint Paul Public Schools administration	Discussion or opportunities and challenges associated with a station near the intersection of W. 7th Street and St. Clair Avenue.
Optimistic Partners	November 29, 2021	2	Owner of property at 560 Randolph	Redevelopment opportunities at 560 Randolph
Section 106 Virtual Public Meeting	December 8, 2021	40	General public	Describe Section 106, identify historically significant properties along the corridor.
Bloomington City Council and Port Authority	December 9, 2021	16	Bloomington city council and port authority members, Bloomington staff	Project overview, concept designs at Bdote/Fort Snelling and MOA end of line, updates on cultural resources and community engagement.

Union Pacific Railroad	December 10, 2021	7	Union Pacific Railroad management	Redevelopment opportunities at 564 Drake Street
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3.2. SECTION 106/HISTORIC PLACES

Promotion

Section 106 of the National Historic Preservation Act requires consideration of a project’s potential effect on historic properties. Members of the public have a voice when actions have the potential to affect properties that qualify for the National Register of Historic Places, the nation’s official list of historic properties. To begin collecting public feedback on historic places, an online, interactive map (INPUTiD) was created in October, allowing visitors to “pin” areas of historical interest.

Paid ads were purchased from area newspapers, both in print and online, and are shown in **Appendix B**. E-newsletter and social media promotions are viewable on the [project website](#).

Meeting Purpose and Format

A virtual meeting was held on December 8, 2021, to provide an overview of the Section 106 process and engage the public to help identify historic properties throughout the corridor. A total of 40 people registered and attended the meeting (11 of which were part of the project team). Attendees shared what they believe are historically important properties. Attendees were encouraged to visit the cultural resources interactive online map to help highlight historical properties. A summary of feedback received at the public meeting can be found in **Appendix C**.

3.3 STATION AREA PLANNING SURVEY

During November and December, the Riverview Corridor Station Area Planning Survey was available to the public. The survey focused on the neighborhoods surrounding three planned transit stations at St. Clair Avenue, Randolph Avenue and Otto Avenue. Valuable input from the community will help inform and create plans to guide future growth and development at transit stops along West 7th. While open to the public, the survey collected a total of 341 responses with a 66% completion rate.

Survey questions were asked separately for each station area. Some survey responses showed a commonality among the stations. When asked, “What do you like about the area?”, 44% (Randolph), 45% (Otto) and 51% (St. Clair) of the respondents chose “Local businesses, shops and restaurants”. When asked, “What would you do to improve the area?”, 20% (Otto), 21% (St. Clair) and 27% (Randolph) of the respondents said, “Traffic control, visibility and congestion”.

Sixty-nine percent of respondents deem “safe areas to walk” as most important to the future of all three station areas.

3.4 INTERACTIVE MAPPING

A web-based mapping tool, INPUTiD, was launched in the Fall 2021 that allows people to view the planned Riverview modern streetcar route and station locations, historical areas and other key features along the corridor. People can pin comments or questions at any spot along the corridor, and review and respond to comments posted throughout the map. The project team developed two interactive maps of the project area; one focuses on historic areas and sites, and the other identifies station areas near St. Clair, Otto and Randolph Avenues.

The identification of historic properties along the proposed corridor is underway for the Riverview Project. Federal and state laws require consideration of a project's potential effect on historic properties. Historic properties include the built environment (resources located above-ground) and archaeological resources (located below ground). Several places along the proposed corridor are already considered historic, but there could be more. The project team launched the INPUTiD interactive mapping tool and requested the public scan the map and identify the places along the proposed corridor that they felt are historic and important to our past. This was intended to help the project team identify places to study to see if they meet federal criteria for historic designation.

Planning for the neighborhoods around each proposed station stop is underway for the Riverview Project. Federal law requires consideration of a project's potential to catalyze economic development and reinvestment in adjacent neighborhoods. The interactive mapping tool allowed people to identify places they felt are valuable and important about the neighborhoods surrounding each proposed station stop, but also what features of the station area they thought needed improvement.

Feedback from the interactive maps will help inform a vision of the future for each of these neighborhoods. See **Appendix D** and **Appendix E** for comments posted on both INPUTiD maps.

4 COMMUNICATION METHODS

4.1 SOCIAL MEDIA AND ONLINE ENGAGEMENT

Social media is used to solicit involvement in engagement events, direct people to additional information and opportunities on the project website and provide a space for people to provide comments and questions. At times, the project team may promote certain tweets and Facebook posts. These boosts will help target specific audiences and increase the number of views on a post. Social media sites included both Facebook and Twitter:

<https://www.facebook.com/RiverviewCorridor>

<https://twitter.com/RiverviewLine>

Social media posts are distributed through the official Ramsey County social media accounts, as well as provided to project partners (including Metro Transit, City of Saint Paul, City of Bloomington, Hennepin County, etc.) for cross-posting on their accounts.

Between July 1 and December 31, 2021, social media posts were used to promote awareness of:

- The Riverview Corridor project in general, including aspects of a modern streetcar
- Monthly newsletters
- INPUTiD Map for Station Area Planning
- INPUTiD Map for Historic Properties/Cultural Resources
- Section 106 Historic Properties meeting
- Station Area Planning survey
- Project committee meetings that are open to the public

A small number of comments were collected via social media between July 1 and December 31, 2021. These have been incorporated in the project inquiry log and shown in **Appendix G**.

4.2 EMAIL NOTIFICATIONS AND NEWSLETTERS

Regular email updates about the project, including the monthly e-newsletter and event reminders, were sent via the email list and partner distribution networks.

The e-newsletter is sent typically on the first Thursday of each month. A quarterly e-newsletter is prepared every three months and provides further depth in project status and events. As of December 31, 2021 there were approximately 3,308 subscribers on the project email list. In addition to the email list, targeted stakeholders are maintained on a separate list, to receive more specific outreach. Project e-newsletters are archived on the project website.

Riverview staff were reachable via the project email account at info@riverviewcorridor.com. Inquiries received through this account were recorded in a project inquiry log. Between July 1 and December 31, 2021, 10 emails, one phone call and one online inquiry were received (see **Appendix G**). When appropriate and/or requested, a response was provided via email.

4.3 COMMUNICATION MATERIAL

A variety of tools were used to get the word out about the project and opportunities for engagement. Tools used during this stage included, but were not limited to:

- Flyers, fact sheets and other collateral
- Social media updates
- Email updates via subscription, including newsletters
- Website postings
- Media advisories
- Targeted individual/elected official outreach
- Joint communications with project partners
- Other methods determined during the project process

When selecting the appropriate tool, priority is given to those that maximize outreach to underrepresented groups and/or tools that can efficiently and cost-effectively reach a broad general audience.

4.4 WEBSITE

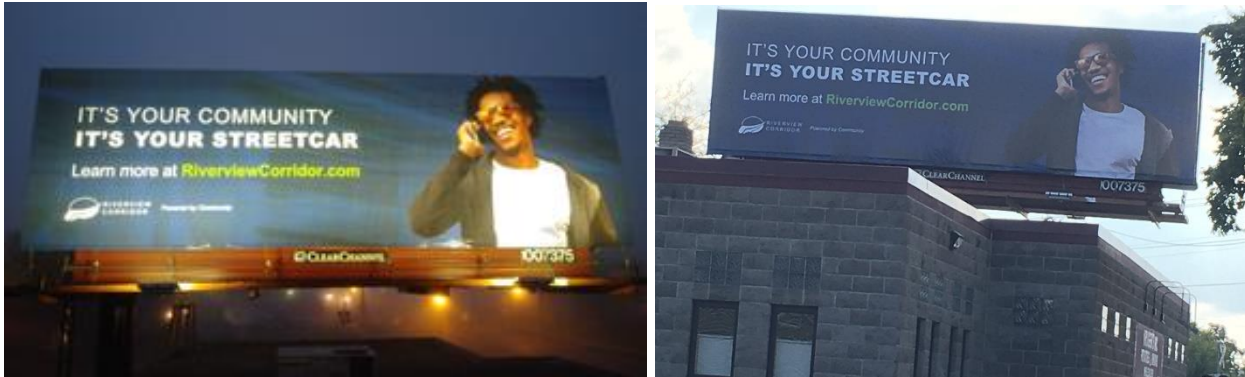
The project team provides content for the county's project website RiverviewCorridor.com on a regular basis, minimum of once per month. The project website is home to all project information, including notifications, public meeting summaries and links to the following digital campaign tools. All communication directs the audience to continuously check the website for up-to-date information. Update notifications are sent to subscribers to receive this information. Between July 1 and December 31, 2021, visitors viewed RiverviewCorrdior.com and its associated pages 7,264 times with 6,037 of those as unique page views.

4.5 BILLBOARDS

Between October and December, two billboards were placed along West 7th Street promoting the Riverview Corridor "It's Your Streetcar."

The first billboard was placed at the intersection of West 7th Street and St. Paul Street from October through November. This location had over 620,000 impressions. A second billboard was placed at the intersection of West 7th Street and James Street during December. This location had over 200,000 impressions.

October-November billboard: West 7th Street and St. Paul Street



December billboard: West 7th Street and James Street



5 APPENDICES

5.1 APPENDIX A: COMMITTEE MEMBERSHIP

Policy Advisory Committee

Name	Agency
Rafael Ortega	RCRRA
Debbie Goettel	HCRRA
Rebecca Noecker	St Paul City Council
Chris Tolbert	St Paul City Council
Jamie Tinchler	St Paul Mayor's Office
Tim Busse	City of Bloomington
Shannon Watson	St Paul Area Chamber of Commerce
Pat Mancini	Neighborhood Business Representative
Tyler Blackmon	Community Representative
Bridget Rief	Metropolitan Airports Commission

Mike Barnes	MnDOT
Kris Fredson	Met Council
Steffanie Musich	Minneapolis Park & Recreation Board
Bill Huepenbecker	St Paul Arena Company
Terry Mattson	Visit St Paul
Jill Ostrem	Hospitals
Seth Taylor	Laborers Union #563

Community Advisory Committee

Member	Location
Safiyo Ali	Ward 5
Abenezer Ayana	Ward 3
Katherine Bell	Ward 3
Daniel Bruggeman	Ward 2
Sam Burns	Ward 1
Stephany Carpenter	Ward 2
Hanna Debele	Ward 3
Jason DeBoer-Moran	Ward 2
Cristina Diaz	Ward 2
Eric Ecklund	Bloomington
Amelia English	Minneapolis
Kevin Gallatin, Co-chair	Ward 3
Diane Gerth	Ward 2
Kristine Grill (ex-officio)	SAP Task Force co-chair
Sylvie Guezeon	Ward 1
Mary Hogan-Bard	Ward 2
Meghan Kress	Ward 2
Joe Landsberger (ex-officio)	SAP Task Force co-chair
Bill Lindeke	Ward 1
Negatu Mekuria	Ward 3
Matthew McMillan	Ward 4
Corinne Ollman	Ward 2
Lawrence Richardson	Ward 3
Jay Severance	Ward 2
Bob Whitehead	Ward 3
Amanda Willis, Co-chair	Ward 3

Station Area Planning Task Force

Member	Location
Aaron Johnson-Ortiz	Ward 2
Joe Landsberger, Co-chair	Ward 2
Jose Lozano	Ward 3

Jyni Koschak	Ward 2
Kristine Grill, Co-chair	Ward 3
Lisa Moe	Ward 3
Mathews Hollinshead	Ward 3
Nate Hurse	Ward 3
Nathan Bakken	Minneapolis
Patrick Guernsey	Ward 2
Paul Pappas	Ward 3
Perri Kinsman	Ward 2
Richard Bohannon	Ward 2
Tanner Schulz	Ward 3
Tracy Farr	Ward 2
Dave Thune	Ward 2

5.2 APPENDIX B: SECTION 106 PUBLIC MEETING PROMOTION

To increase engagement included:

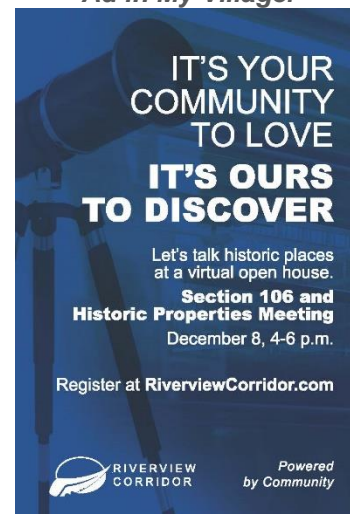
- Purchased paid ads in local publications including: Community Reporter and My Villager.
- Creation of the interactive map (INPUTiD).
- Newsletter articles.
- Social media posts.
- Information on Riverview Corridor website.

Paid advertisements in local media

Ad in Community Reporter



Ad in My Villager



Social media posts

Tuesday, November 30



Facebook:

Join the Riverview Section 106 and Historic Properties meeting next Wednesday at 4 p.m. to learn how historic properties will be considered as part of the project and how you can participate in the process. Section 106 of the National Historic Preservation Act, requires consideration of a project's potential effect to historic properties and members of the public have a voice when actions have the potential to affect properties that qualify for the National Register of Historic Places, the nation's official list of historic properties. This is your opportunity to identify historic properties you value. Historic properties come in a variety of forms including buildings, structures, landscapes or parks, collection of buildings, transportation corridors, etc. Register at: <https://us06web.zoom.us/j/82416550409>

Twitter:

Help us discover the historic places and hidden gems along the Riverview Corridor at a virtual open house, Section 106 and Historic Properties Meeting on December 8, 4-6 p.m. Register at <https://us06web.zoom.us/j/82416550409>

Tuesday, December 7



Facebook:

Join the Riverview Section 106 and Historic Properties Meeting TOMORROW at 4 p.m. to learn how historic properties will be considered as part of the project and how you can participate. Section 106 of the National Historic Preservation Act requires consideration of a project's potential effect to historic properties and ensures that community members have a voice in the process. The project team seeks your input to identify buildings, structures, landscapes or parks, collection of buildings and other features along the proposed corridor that you feel are historic and important to our past. Register at: <https://us06web.zoom.us/j/82416550409>

Twitter:

Tell us about your favorite historic places and hidden gems along the Riverview Corridor at a virtual open house and learn about Section 106 of the National Historic Preservation Act on Dec. 8, 4-6 p.m. Register at <https://us06web.zoom.us/j/82416550409>

Thursday, December 16



Facebook/Twitter:

Did you miss the Riverview Historic Properties Open House last week? Watch the meeting and learn about Section 106 and how the Riverview project takes into account the potential effect on historic properties in the area. Visit riverviewcorridor.com.

5.3 APPENDIX C: SUMMARY OF FEEDBACK FROM PUBLIC ENGAGEMENT EVENTS AND STAKEHOLDER MEETINGS

Table 5-3: Summary of Feedback from Public Engagement Events and Stakeholder Meetings.

Organization/Event	Date	Feedback/Questions
Fort Snelling Joint Powers Board	July 13, 2021	<ul style="list-style-type: none"> • Is the alignment crossing over 55 set? • Note that Bloomington Road is part of a national landmark • Would the alignment along Bloomington Road be on both sides? • Has a single-track option through the Fort area been considered? • Is bypassing Fort Snelling and going directly to the airport being considered? • The previous PPD study identified the importance of using the existing airport stations in order to capture that ridership. It does seem simpler to just run-down Highway 5 to the Humphrey Terminal station. • Would people have to transfer from Riverview to the airport? • How would people access the chapel? • It seems like if the streetcar were off to the left instead of in the center, it may be easier to make the turn into the chapel tunnel. • The bridge and tunnel are historic resources. • the boundary of the national historic landmark district boundary will change and will get bigger. Be mindful of the archaeological monitor report at the Upper Post and Lower Post that will be coming out; make sure that Cultural Resources keep in the loop. • The formal Section 106 process has not yet started – Can the Joint Powers Board provide an update if they want to be an official consulting party when the time comes?

Tribal Partner Meeting	August 2, 2021	<ul style="list-style-type: none"> • Does not know how this project could improve the area in terms of tribal interest. The streetcar is a distraction from where people go to pray. • We never get our full interests taken into consideration when projects like this come through. You're already adding another thing to an area that has things located there that shouldn't be there already. • Some in the community would rather see nothing up there and restored to pristine. Can the native American sites along the St. Paul side of the bluff be called out (i.e., the old fountain cave)? • Could you widen to the rock cut? No new rock disturbance. Use the existing tunnel. Alternatives 1, 2A, 2B are acceptable to move forward. • Why are tribal resources combined with tribally sensitive areas? Traffic and noise impact tribally sensitive areas (where ceremonies and events take place) at certain times of the year. They are ok with these two being combined at this point. • Follow the path of least resistance in the area that has been the most disturbed. Will there be an inadvertent discovery plan in place? Should there be human remains, there needs to be a plan in place. • Highway 5 from Crosstown to tunnel is cut into bedrock. • Clarification is needed on previous disturbance. If there is additional disturbance proposed, that will be problematic. • More supportive of the route that is furthest away from the place of remembrance. • Don't deface the rock. • When will geotechnical borings happen? • Would widening Option 4 need any excavation? • Options closer to Cold Water Spring would be less preferential from a noise, visual and construction perspective.
Bloomington City Council and Port Authority	September 8, 2021	No questions or feedback
Fare 4 All	October 15, 2021	<ul style="list-style-type: none"> • Some concern about safely crossing the already-busy lanes of traffic on West 7th and assessments that could be levied on nearby property owners. • Will there be an impact on small businesses from a transit system that would allow potential customers to bypass local shops and move more quickly to the Mall of America. • Youth present at the event were enthusiastic about opportunities the project will offer them and other stakeholders in their community.

<p>West 7th Fort Road Federation Transportation and Land Use Committee</p>	<p>November 3, 2021</p>	<ul style="list-style-type: none"> • Expressed interest in a future stop at Historic Fort Snelling to increase the number of visitors there. • Asked what the stations look like. • Concerned about the cost of the project, the elimination of bike lanes, the bridge over St. Clair is not strong enough to support streetcar or light rail. • Concerned that the station area planning work will consider the only viable developments to be five stories. • Said Union Depot is being ignored as a transportation hub. • James Schoettler said this area has two transit needs: local bus service on w. 7th Street and light rail transit to MSP Airport. Ramsey County has refused to consider other river crossing options that would cost half as much as reconstructing the TH 5 bridge. • Craig Struve said the tunnel under Fort Snelling will be unsafe, the streetcar is too slow, and the two concept designs will strangle capacity.
<p>Capitol River Council Public Realm Committee</p>	<p>November 4, 2021</p>	<ul style="list-style-type: none"> • When were streetcars in the Twin Cities replaced by buses? He remembers riding the streetcars and considered buses to be an improvement and asked whether Riverview streetcar was a step backward. Said streetcars were a square peg in a round hole. • Will ADA accessibility be improved with the streetcar? • Attendee said he does not see another Riverview station downtown beside the Green Line stations and asked if the platforms would be 200 feet long to accommodate a two-car consist. • Attendee said he understood that the Policy Advisory Committee directed staff to study a flyover in the Fort Snelling area to avoid degrading traffic flow and access to Hwy 5. He asked if the project team would consider studying a new crossing farther upstream. • There was a concern that the announcements made at LRT stations would be too loud. • Attendee aid CART wants to provide information to the committee on the downtown routing at a future meeting.
<p>Friends of Fort Snelling Board of Directors</p>	<p>November 9, 2021</p>	<ul style="list-style-type: none"> • Why do we need this rail line? • The bridge deck was just rebuilt; will that make it challenging to get funding for the streetcar? • Is interested in knowing the ridership projections from MSP. • How final is the streetcar option? • What is the cost threshold for the streetcar alternative being feasible? • How does the current Riverview project ridership compare to Blue Line pre-COVID? • Would Riverview connect to the Highland Village area?

<p>Highland District Council Transportation Committee</p>	<p>November 9, 2021</p>	<ul style="list-style-type: none"> • What is the composition of the council you are working with along the corridor? • What factors were considered in your environmental assessment? • Has there been a survey of the ownership of properties along 7th St and the ownership of the various businesses? • Will bus service also be available? • Is this train like the blue and green lines or more like trolley transit? • What are the rights of way - my recollection is that the businesses are close to the street - sidewalks might be 6 feet, so what might change if this transit comes in? • How will parking work on 7th St. if you have to make room for the transit? • Will any businesses be shut down or eliminated to implement this project? • Is the bridge tall enough to meet the new federal standards? • What is the feedback from Bloomington? • How many riders will this line bring from Bloomington (origin) into St Paul vs. to the airport? • What is the impact to vehicle traffic on the Hwy 5 bridge?
<p>Little Bohemia Neighborhood Association</p>	<p>November 15, 2021</p>	<ul style="list-style-type: none"> • It will destroy the surrounding neighborhoods. Stations will have to be 180 feet long, eliminating parking. A developer told the Task Force that buildings would need to be 5 stories tall. These developments destroy the historic ambiance of the neighborhood. Example: Bonfe site. There are alternatives to rail, such as buses, which would be faster. There is also an alternative route along the river. • Is there any displacement of businesses? • How big/wide will the stations be? • How much use will the stations get? • Security at stations and on light rail are a concern. • Does it displace buses on W. 7th? • St. Clair and W 7th intersection is fairly complicated. There are traffic issues and accidents. • Concerned about the statement “thrive as a result of the transit investment.” The neighborhood is already thriving. Apartments being developed on University Avenue are just a win for developers and we don’t want that here. Worried about gentrification. • It is hard to give feedback when there are so many unknowns. • Is this definitely a rail project or is it possibly a bus project? • How much use will the line get? • Green Line appears underutilized (see empty trains) and has caused crime. • It’s difficult to bike on W 7th and would like that to improve. • Liquor Barrell parking lot is problematic; it has two access points, people coming in and out can back up traffic. • What are the goals of the project? • Overall supports progress and investment, but this project seems expensive. • What are people near the stations further south saying? Feels more lost about the project than before the meeting. • Excited to see this project progress. • Better stormwater management is a potential benefit of this project.

<p>Saint Paul Public Schools</p>	<p>November 23, 2021</p>	<ul style="list-style-type: none"> • SPPS has a community education center at 1780 W 7th (near Montreal) - is that a conversation for another day? • There is some movement of staff between 1780 7th and 360 Coborn during the workday – a potential opportunity for staff to use streetcars to travel between these locations. • 360 Coborn doesn't feel well connected from a pedestrian perspective to St. Clair. Even though it is further away, someone would be more likely to get off at the Randolph station and walk to 360 Coborn the "back way." • A station at Jefferson would provide the most direct access to 360 Coborn (though it is understood that not everyone can have their preferred station location). • Does the work scope include multimodal connections? And things like bikeshare? • Would love to see a pedestrian crossing over the railroad just east of the railroad bridge. • 360 Coborn is set back from 7th Street; there are no small shops between the facility and 7th Street. Does your process include looking at the neighborhoods beyond 7th Street? • SPPS sold our property at Albion-Montreal-7ths for a new senior living facility (Lexington Landing). SPPS' community engagement related to that sale revealed a feeling of isolation in the area. • SPPS currently has an official policy against disposing of SPPS real estate, even that associated with schools that have closed or will be closed in the future. However, we could envision a long-term conversation about the future of 1780 W 7th, especially if a streetcar induces more real estate demand around 7th and Montreal. • Streetcars can only be helpful, by improving job access, economic development and helping with employee recruitment. • Some high schools in the district recently switched from SPPS busing to Metro Transit passes. • SPPS is happy to partner on the Riverview project however feasible. • SPPS will promote the Central Segment survey in the weekly employee newsletter.
<p>Optimistic Partners</p>	<p>November 29, 2021</p>	<ul style="list-style-type: none"> • Attendee is supportive of transit in the Corridor and feels it is positive for the community and region, though any period of construction would be disruptive.
<p>Bloomington City Council and Port Authority</p>	<p>December 9, 2021</p>	<ul style="list-style-type: none"> • Two members expressed support for the elevated 82nd Street station option and building the best long-term solution. • Would pedestrian facilities be built to connect the station to the surrounding buildings north of 82nd Street? • Desire to make it safe and efficient for people to get from the 82nd Street station to the Mall of America or the bus transfer area. • Did the project team consider stopping the Riverview route short of the Mall?

Union Pacific (UP) Railroad	December 10, 2021	<ul style="list-style-type: none"> The purpose is to unload new vehicles from trains for local distribution. Customers are auto dealerships, who come to the site with their auto carriers to pick up cars to take them to their dealerships for sale. How many jobs are at the auto ramp? Nearby are separate tracks used by ADM for their grain facility What is the possibility of UP disposing of this property someday? Have you encountered transit corridor planning in relation to your properties elsewhere in the country? Can we show images of development concept on UP property? Does UP have its own redevelopment arm, like how Ford Motors was involved in Highland Bridge prior to selling to a developer? Do you have competitors in the Twin Cities for offloading autos? Do the other railroads offer this service? Do you know why the auto distribution site is in this location? Does UP have any plans to do anything different with this site? Would redevelopment on the site require the whole parcel or would just a piece of it work? An OMF facility at 564 Drake is under consideration as well; 10-acre parcel is adequate. SAP will send some initial sketches of development possibilities and will keep the group apprised as planning progresses. How many years away is the streetcar project? If there ends up being a land swap, if 564 Drake is needed for an OMF, how would that affect the environmental document, assuming the traded land is outside the corridor? UP might begin some internal conversations about the future of 564 Drake Street sooner than later
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5.4 APPENDIX D: SUMMARY OF FEEDBACK FROM THE STATION AREA PLANNING INPUTID MAP

INPUTiD Comments: Station Area Planning

Comments (near Rice Park/Washington/Central Station)	Likes	Dislikes
Are the Gold Line/B Line stations designed to accommodate streetcars?	1	0
I am begging you to find a way make none of this line run with car traffic like a streetcar.	6	0
Give the streetcar and the Green Line the strongest signal priority possible so transit riders aren't stuck in traffic caused by cars in downtown	3	0
Why doesn't this have right of way? Makes no sense. Transportation engineers are great for solving problems but don't understand the big picture. Make it all dedicated ROW for the entire line jeez	5	0
Good idea to STOP before getting anywhere near Xcel Energy Center. Anything historical is already noted and rebuilt from there to Lowertown. Isn't this project supposed to help West 7th Street residents?	0	1

Comments (near Kellogg station)	Likes	Dislikes
I believe this will be used frequently from people in the South and West metro areas commuting to work and going to events in Downtown St Paul. This is a worthwhile investment. Although, I would explore upgrading to Light Rail instead of Streetcar	15	1

definitely upgrade to light rail	8	0
streetcar isn't scalable and would be a waste of money in the long run	3	1
I could take public transit in the winter with this alignment. Walking through downtown St. Paul late at night after a Wild game is cold, dark, and sometimes unsafe. Having a stop right outside the stadium would be amazing!	3	0
Light Rail would be faster with a more dedicated ROW. Rail transit gets people out of cars. Buses do NOT.	4	0

Comments (near Grand Ave station)	Likes	Dislikes
A very popular area in St Paul is now made very walkable with this project. We should continue these sorts of investments.	5	0
This is the most congested part of the entire corridor. Dedicated right-of-way for transit is MOST essential at this point. The line will cascade delays onto the entire LRT system if this part is not given dedicated right-of-way.	6	0
This is a good place -- if this idiot project moves forward -- to STOP. Stop at Grand -- mission accomplished. already.	0	8

Comments (near St. Clar station)	Likes	Dislikes
If this is built without its own right of way, it would make it very hard to scale up passenger volumes un the future. Must be upgraded to light rail or will be a waste of money.	11	1
Can we please put a bike/ped connection between Grace and Nugent? This would provide a better, more direct connection for the people south of the St. Claire station, who otherwise have to walk around on Grace or on Jefferson/W 7th because of the bridge (on W 7th) and the railroad tracks adjacent to Grace. Would really shorten the walk from the SPPS building!	4	0
I would do anything to make this project have a separate ROW. I dont want this project to just be a giant waste of money for the region. I would literally never take it if it doesn't have its own right of way.	1	0

Comments (near Randolph station)	Likes	Dislikes
Has the option to run Riverview down the rail line been dropped? We believe it should stay on W 7th and not use the rail spur as it is too close to housing and eliminates commercial access along W 7th. Thank you.	13	6
Um, there are single family homes on West 7th. Sounds like this is a bad idea all around.	3	24
Why isn't this line running down the Canadian Pacific Spur line? Passing up a great opportunity	3	0
I am not sure what the point is -- to help residents get around town, or attract tourists, or what? Need a picture of what the vehicle will look like. Please -- no more destruction of homes and building right to the edge of a sidewalk. Just the word "corridor" as in Snelling Corridor makes me feel sick. How many apartment boxes (without parking, trees, or playgrounds) will then be built on this "corridor"? Please keep to the existing West 7th "corridor" and help the existing neighborhood and its family businesses healthy.	1	4

Comments (near Otto station)	Likes	Dislikes
Looks like the best kept secret by City Council is no mention of eminent domain. Sounds like a disaster for those of us who own homes on West 7th.	4	14
No impact to housing on W7th St, and this project will have a positive impact on housing values along W7th. Research impacts of light rail/streetcar additions in other cities	6	1
It is super asinine to waste this spur that would be able to host similar station with significantly higher reliability and speed.	6	6
I think that this whole project could end up being a waste of resources if the trains just get stuck in traffic. This needs to have dedicated right of way/be upgraded to light rail.	16	3
The sidewalks in this neighborhood are in horrible shape, if I have to walk even further to Otto to get a ride to work it would be much easier if I had decent sidewalks to walk on.	8	0
Thumbs down. West 7th is a commercial street. The rail spur used to be industrial, but since shut down has become residential in from Victoria Park to Randolph Avenue.	0	0

Comments (near Montreal station)	Likes	Dislikes
The 7th St Post Office, high-rise residential building, and surrounding neighborhoods are too far from any other stop. Stations should be included at 7th & Albion	3	0

Comments (near Homer station)	Likes	Dislikes
I feel as if this will be a waste of money because it is gonna get stuck in the same traffic as the cars. It needs its own right of way (light rail/use the railroad spur/take away traffic lanes) or it won't be useful and will just be a waste of money.	15	1
What's the point of running a streetcar in traffic? The point is to make it faster to commute via LRT than driving. Don't botch this project. Make it faster and have completely dedicated lane!!	7	0
Would love to see separate right of way.	4	0
Right of way the entirety of the corridor please! Not hard to do. Axe the 5 parking spots necessary, people can walk a block to get to their venues.	1	0

Comments (near Maynard station)	Likes	Dislikes
Lots of community resources within walking distance of the stop, Aldi, Fitness and future businesses once this project is developed.	3	0
Why are there two stations next to each other at Davern and Maynard, yet nothing at 7th/St. Paul to better serve the several apartments in that area? Plus, there's a lot of good re-development and 'densification' potential on the southeast side of that intersection.	9	1
Absolutely! At least scoot Maynard to Saint Paul; it would seem like a waste of resources to have stations so close.	9	1
Make a spur line from Highland Bridge redevelopment site to connect and use this corridor to travel to both airport and downtown. Now were talking!	0	0

Comments (near Davern station)	Likes	Dislikes
These stations are way too close to each other. It makes no sense to have two stops almost a block apart.	3	1
I slightly disagree with this. I see these 2 stops as accommodation for the population density with all the apartments and single-family homes in this area. Davern would serve as the stop for residents to the west of the station, while Maynard would be for both the residents and people who make their trips to the all the businesses on Sibley Plaza.	0	0

Comments (near Shepard Road)	Likes	Dislikes
This is in my backyard. The route ruins a quiet street.	1	23
This is an off-ramp...	21	1
I always seem to get stuck in traffic right about here.	0	0

Comments (near Historic Fort Snelling station)	Likes	Dislikes
I would like to see the removal of traffic lanes to accommodate bidirectional dedicated lanes for Riverview along the bridge and tunnel.	20	1
Shift the transit lanes to the north side of the bridge. Simplify the alignment by removing the WB Hwy 55 to SB Rt 5. Reconfigure that connection as a flyover/underpass to the west of the interchange. Stopping high speed traffic with gates on Rt 5 to allow the trains the right-of-way is not a good / safe idea.	1	0
The bridge and tunnel have good flow even at peak hours. Reconfiguring lanes is unnecessary	0	0
Too many historic features to disrupt or avoid	1	4

Comments (near Bdote station/Blue Line Connection)	Likes	Dislikes
I feel like its unnecessary to have the fort Snelling station that the blue line already has, run it down this road (bloomington rd) and you'd avoid a giant kink that would cause the waste of many human hours	2	0
I agree, given the recent development for veterans in the area why not run it down Bloomington?	1	0
A mild disagreement with the previous two commenters: Fort Snelling's job here is as a transfer station between the streetcar and Blue Line.	0	1
I feel as if Terminal 1 station functions good enough as a transfer station	0	0

Comments (along St. Paul Avenue)	Likes	Dislikes
A connection to/from the A Line through the Ford Bridge development should be included.	8	0
It would be great to see Route 87 upgraded to BRT from West 7th to U of M's Saint Paul campus. That would be a useful crosstown line, connecting a lot of Metro routes and providing consistent service where there should be.	7	0
Not utilizing the old Ford freight rail spur is a lost opportunity	13	0
Route 46 is another option of connecting the Ford Site to the Riverview. Potential BRT upgrade as well.	2	0

Comments (near old Fort Plant)	Likes	Dislikes
With the development in progress brining a significant new population to this part of St. Paul, some form of shuttle or spur to this development would help significantly in the transportation concerns.	8	0
The new street grid in the Ford Bridge development should be shown	3	0
Why is this not connected to the Ford site? If you want everyone to take transit, at least have the station right outside.	5	0
I dont understand how you have a billion dollar redevelopment at the Ford site with an unused spur line to downtown st paul, yet instead you ram a streetcar down a street that becomes too narrow as you enter downtown, jeopardizing the expediency of the entire LRT line?	4	0
Maybe use a portion of the spur line to create a connection from the Ford Redevelopment site to use this LRT line. Seems simple enough, have it start in Highland Bridge and connect around Alton St.	0	0

Comments (along Ayd Mill Road)	Likes	Dislikes
Connecting bike/ped corridors like Ayd Mill Rd to the LRT line will be important	1	0

Comments (South of Grand Ave on 35E)	Likes	Dislikes
Perhaps a new pedestrian overpass over the highway is needed here?	7	0

5.5 APPENDIX E: SUMMARY OF FEEDBACK FROM THE CULTURAL RESOURCES INPUTID MAP

INPUTiD Comments: Cultural Resources

As of December 31, 2021, there were no comments on the Cultural Resources map.

5.6 APPENDIX F: SUMMARY OF FEEDBACK FROM THE SECTION 106 PUBLIC MEETING

Table 5-6: Summary of comments and questions during the Section 106 Public Meeting.

Comment or Question
Information will be passed along to the Fort Road Federation Board in hopes they will become involved in the area.
New national registration nomination for the AMCON (?) building/Landmark Towers (near Rice Park)
The corridor is where a lot of European immigration took place into the city and the state. Please consider how transit will impact the development and historic/cultural “genesis” of the area.
Concern about platform lengths/widths and how they may impact properties.
Have buildings around Rice Park been identified as historic buildings/properties?
Will the team be adding locations of current non-registered properties as layer? You may want to add a study area before the APE is defined.
What’s the area size around the corridor to consider a historic building/location?
There are seven building and two historic districts on the historic registry along West 7 th . Consider referencing these areas (rather than Dayton’s Bluff) in future presentations
Clarification how West 7 th and the area would be considered near the river.
What will the route be nearby the Fort Snelling Golf Course? (There is a historical marker near the Club House)
When will historians and architects become involved?
Who can be involved in the process and how?

5.7 APPENDIX G: QUESTIONS, COMMENTS AND FEEDBACK VIA EMAIL, SOCIAL MEDIA, ETC.

Table 5-7: Received via email, phone, social media or website contact form

Date	Question/Comment/Feedback	Medium
7/16/21	<p>I am passing along some comments and questions I would like to have addressed regarding the PAC meeting and the upcoming CAC meeting.</p> <p>First, I was disappointed at the turnout and apparent lack of engagement among the PAC members. I thought the presentation was superficial and responses from PAC members basically lacking, with the exception of Mike Barnes. I was also surprised to be the only member of the public making a comment. Following are a few specific questions or concerns: As I tried to convey in my public comment, I got the strong message from the Issue Resolution discussion that the Bdote/Ft Snelling issues would determine whether a rail alternative at that site was feasible, and if not, a bus alternative would be presented. I intended my comments as a question. Do these alternatives preclude consideration of a river crossing at a different location? I definitely feel that there needs to be more discussion of the range of alternatives that should be examined.</p> <p>As a downtown resident and CAC representative, I was also disappointed that the resolution of downtown and West 7th street issues have been put on hold...further indication that a rail alternative is in jeopardy. Although you and the team are probably aware of it, I am attaching a copy of the critique of the LPA published by Citizen Advocates for Regional Transit which presents some possible alternatives.</p> <p>I would appreciate your clarification of the "two alternative" comments and the schedule to decide on a direction... "sometime this fall" or "mid January" are too vague and indicate a lack of urgency for this critical "lynchpin" issue resolution.</p> <p>I also felt that the presentation of the Purpose and Need Statement was perfunctory. Perhaps the revised draft was available to the PAC members, but I did not find it on the website. Was there any substantive change made to the detail pages that supported the wording in the summary? It was noted that 55 comments had been made and some rather inconclusive statistics shown about the distribution of approvals and disapprovals. After some digging, I was able to find the posted comments on the website. However, I have seen no responses to any of the concerns. I was particularly distressed to find that my comments forwarded as an attachment to the following email were not included in the comments section - appendix B, and I assume were not considered in any revisions to the document.</p>	Email
7/16/21	<p>Thanks for responding. Although I'm not completely satisfied with the answers, I appreciate the intent. I'm not sure if I am out of line, but I do want to comment on the lynchpin issue of the river crossing. I really hope that satisfactory solutions to all of the concerns can be found to preserve the use of the modern streetcar crossing at Hwy 5-Ft Snelling. But if not, defaulting to a bus solution without consideration of alternative rail river crossings would be unfortunate. You indicated that the Ford Site alignment was unlikely to be revisited. I am not aware that the crossing offered in the C-A-R-T position paper as an alternative was ever considered. The PPD market statistics you site for ridership did not consider future population of "Highland Bridge", and the comparative transit times were based on crossing the river at 46th street with a fairly convoluted connection to the Blue Line. Before giving up on a rail crossing, this and all alternatives should be evaluated. I would appreciate an update on the issues and alternatives at the CAC meeting.</p>	Email
7/21/21	<p>I appreciate your optimism. With the amount of engineering talent focused on the crossing issues, there should be a solution. I understand your concerns about the fallback positioning of the bridge. I believe the costs would be less than crossing at Hwy 5, if that requires enlarging the tunnel under the fort. The cultural impediments are probably less than the Hwy 5 crossing, and the parkland issues could be overcome. Plus, it could serve the Highland Bridge transit requirement. But, if it isn't considered and evaluated as an alternative... particularly if the issues at Hwy 5 are overwhelming or too costly... we may never know and the fallback position will be the bus. I just think that it would be prudent to take some of the resources that have been freed from the hiatus on the downtown and highway 7 issue resolution efforts to objectively consider a repositioned rail and trail bridge alternative.</p>	Email

7/26/21	I live on the rail line in West 7th. If the street car has to use the rail spur through west 7th, how will it affect my home and yard? My side yard is in large part railroad property. Its functionally my yard but not owned by me. Please email, text or call. Thank you.	Contact form
8/16/21	When would the Riverview streetcar be installed? Looks like 2028 but not sure from looking at the project website.	Phone Call
9/24/21	It's a shame that Phase 1 presents a wall of windows to Seventh Street and the river valley, out of character architecturally with its historic character.	Social Media
10/9/21	I fail to understand why the third leg of the rail transit triangle is reduced to a streetcar when the Green and Blue lines are "light rail". I also fail to understand why the existing rail line is not being reused. The excuse that the transit line is too close to homes should be dismissed. Tons of rail transit lines sit next to residential areas around the world; the only cowardly planners in the world that would allow a small minority to force a transit agency to sacrifice speed/capacity issues over aesthetics and baseless fears of a small minority are, sadly, all American. Using the existing rail corridor would be in the best interests of the wider Twin Cities metropolitan area since trains can travel at higher speeds (if additional grade separations are built) without stopping at traffic lights like the Green line on University Avenue. The line connects highly patronized destinations at either end on a corridor that is heavily trafficked, which should demonstrate that a streetcar is not enough capacity for the rider demand that this line will generate. It would be in the best interest of the project manager to understand this and bring this up to elected officials before this project proceeds.	Email
10/15/21	The focus of the presentation by the project team was to report progress in verifying and optimizing the Modern Streetcar LPA concept and ridership estimates. My comments are limited to one key issue which, as presented, will not support the LPA concept and must be addressed further by the Project Team. Optimization of Modern Streetcar (Mall of America to Saint Paul) – Findings were reported in two issue areas: Airport/Bloomington and Bdote/Fort Snelling, The issue resolution alternatives proposed for Bdote/Fort Snelling will not support the requirements for an optimized Modern Streetcar. <ul style="list-style-type: none"> • The key finding presented is the requirement to avoid disturbance of sacred sites in the Fort Snelling-Bdote area and resulting constraints on the project. • The project team presented two possible solutions using the existing bridge and tunnel under Fort Snelling. The solutions are feasible, but would result in sub-optimal operation of the Streetcar, impede auto and truck traffic, require relocation or abandonment of entrance ramps; resulting in access throughput and safety concerns and precluding accommodation of future growth. Conclusion & Recommendations: Except for the sub optimal resolution of the river crossing using the existing Highway 5 bridge and tunnel under Fort Snelling, resolution of other issues and ridership estimates still favor the Modern Streetcar. The PAC should task the project team with examining alternative river crossings which do not encroach on sacred Dakota sites, in addition to continuing with issue resolution in other route segments. There is one alternative which has been presented which would utilize the unused CP spur, serve the new Highland Bridge development with the addition several thousands of potential riders, eliminate the need for a separate Highland transit study, and span the river with a rail and trail bridge that could serve Minneapolis as well as St Paul and enhance the view of the Mississippi River gorge. Other alternatives should be examined and compared with the sub optimal Highway 5 crossing. If a better alternative cannot be found to support the LPA, perhaps a bus solution is warranted, but should not be pursued until other issues are evaluated.	Email
10/17/21	I look forward to the Project Team's response to my comment. It may be that the numbers support an optimized streetcar, but at what cost in degradation of the total mobility and safety of combined traffic through the existing tunnel?	Email
10/17/21	I had the previous comment about grade separation. I would like to know if this is being taken into consideration.	Email
10/19/21	Thanks for the response. I will be interested in seeing the summary comments. I note that they have not yet been posted. Do you intend to do that prior to the PAC meeting? I think it would be appropriate to notify members of the CAC when and where they are posted.	Email

10/28/21	<p>Unfortunately the only option presented is rail down Seventh Street ignoring the complications: expensive connect at the Mall of America; stop and go on a highway in the Bdote/Fort Snelling tunnel with no ramps; less parking for small businesses; unresolved fire station restrictions; flyway/overpass at St. Clair that cannot accommodate rail; lack of bike lanes; five story developments at station stops; complicated downtown meandering, ignoring the role of the Union Depot as a transportation hub, just to name a few. Ignored is decreased ridership projections, preference for speedier rapid bus service, lack of consideration of use of the Ford spur perhaps out to Highland (that would increase ridership), opportunities for development along the river with access to their string of parks, and opposition of both the West Seventh Business Association and Fort Road Federation/District 9 Community Council.</p>	Social Media
11/8/21	<p>Hello Frank, Thank you for the response.</p> <p>I've been looking a little into the Riverview Corridor project as well as the Highland Bridge development nearby. As far as I understand, there was consideration for running the line near Highland Bridge making use of the old Canadian Pacific spur that served the Ford plant, but that idea was ultimately dismissed because of travel times. I am wondering if that is an accurate assessment of what happened.</p> <p>Also I am wondering if CP has expressed plans to abandon the corridor since it only served the Ford plant. Moreover, I'd like clarification on the status of the Riverview project itself. Reading Ramsey County's study of the Ford spur, which was published in April 2018, I saw that work on the Draft Environmental Impact Statement for the Riverview Corridor was supposed to begin that year and conclude by this year. Obviously there was some delay as that process is not expected to be finished until 2023. I am wondering what happened to cause this delay? And to my understanding construction will not begin until 2028 at the earliest. I know that Ramsey County is in charge of the project at this point, but I am assuming you're pretty up-to-date given your role within MnDOT.</p> <p>If there is someone who could add more, let me know. Also thank you so much for your time! Even with how slow these projects are moving, it still seems difficult to keep up because there's so many of them.</p>	Email
12/1/21	<p>It will ruin a historic neighborhood. The area had 3000 signatures opposing the idea. I would keep the neighborhood up to date on how these planning committees ignore what they want. A huge waste of tax dollars as was/is the University line between the cities. No one is ever on the train! We have "transit" your plan will destroy business and neighborhood.</p>	Email
12/2/21	<p>The Riverview Corridor, aka West End/West Seventh Fort Road, has seven historic buildings and two historic districts on the National Register of Historic Sites. The cultural character of the neighborhoods is already threatened with high-density multi-story developments that will be compounded by rails down its streets.</p>	Social Media