

PUBLIC ENGAGEMENT SUMMARY REPORT

Summary Report #3

JANUARY – JUNE 2022

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	5
3.1	Community Engagement		5
3.2	Interactive Mapping		7
3.3	Bike and Ped Survey		7
4.		COMMUNICATION METHODS	7
4.1	Social Media and Online Engagement		7
4.2	Email Notifications and Newsletters		8
4.3	Communication Material		8
4.4	Website		8
4.5	Promotional Video		9
5.		APPENDICES	9
5.1	Appendix A: Committee Membership		9
5.2	Appendix B: Summary of Walking Tour Feedback		11
5.3	Appendix C: Summary of Feedback From the Station Area Planning INPUTiD Map		11
5.4	Appendix D: Summary of Feedback from the Cultural Resources INPUTiD Map		20
5.5	Appendix E: Results From Bike and Pedestrian Survey		21
5.6	Appendix F: Bike and Pedestrian Survey Snapshot		23
5.7	Appendix G: Questions, Comments and Feedback Via Email, Phone, social media and website Inquires		24

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 January 1 and June 30, 2022, 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 13 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 tribal partners, 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 January and June 2022, the PAC met once. **Table 2-1** provides more details of the meeting. 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
February 24, 2022	24	<ul style="list-style-type: none"> • Blue line Riverview Connection Study • Station Area Planning Task Force update • Engineering and Pre-Environmental update • Engagement opportunities • Public comments

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 January and June 2022, the Community Advisory Committee met once, as detailed in **Table 2-2**

Table 2-2: Community Advisory Committee Meetings

Date	Attendance	Topics
February 17, 2022	17	<ul style="list-style-type: none"> • Blue line Riverview Connection Study • Station Area Planning Task Force update • Communications and Community Engagement update • Cultural Resources 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 are posted to the [project website](#) prior to each meeting.

Between January and June 2022, the Station Area Planning Task Force met five times, as detailed in **Table 2-3**. A summary of feedback from the walking tour on April 19 in the Grand Avenue and Kellogg Boulevard station areas is included in **Appendix B**.

Table 2-3: Station Area Planning Task Force Meetings

Date	Attendance	Topics
January 11	25	<ul style="list-style-type: none"> • December meeting recap. • Station Area Planning survey results. • St. Clair station area concepts. • Otto station area concepts. • Potential platform locations.
March 8	24	<ul style="list-style-type: none"> • January meeting recap. • Recap of recent activities. • Streetcar station primer. • Randolph station area refinements • St. Clair station area refinements. • Otto station area refinements • Engineering updates
April 19: Walking Tour	15	<ul style="list-style-type: none"> • Examine existing conditions at or near potential station locations and look for ideas to improve station access, safety and traffic flow in the Grand and Kellogg station areas.
May 10	12	<ul style="list-style-type: none"> • Recap of April 19 Walking Tour. • Grand station area conditions. • Kellogg station area conditions. • Station area opportunities and challenges. • Potential platform locations. • Community engagement updates. • Engineering updates.
June 16	6	<ul style="list-style-type: none"> • Recap of recent activities. • Grand station area plan concepts. • Kellogg station area plan concepts. • Housekeeping/Wrap up

3. ENGAGEMENT EVENTS AND ACTIVITIES

3.1 COMMUNITY ENGAGEMENT

Community events and presentations were 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 were coordinated to correspond with project milestones, allowing for both input and follow-up from previous engagement as the hosting group allows. The team identified 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 sought 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.

In the spring, in-person engagement opportunities were reintroduced. The project team was present throughout the corridor on a weekly basis to meet with business owners, share project details and gather input. Virtual meetings via Zoom and Teams were still used to engage community organizations and individual stakeholders. The interactive mapping tools and online surveys continued to be utilized.

Between January and June 2022, several noteworthy public engagement events and meetings took place with the organizations listed in **Table 3-1**.

Table 3-1: Community Events, Presentations and Other Engagement

Activity	Date	Attendance	Audience	Purpose or Topics Covered
Tribal Partner Meeting	February 4, 2022	7	Tribal government representatives and other tribal partners	Review bridge visualizations and bike/ped options for crossing the Mississippi River.
Bike and Pedestrian Survey	March 2022	591 responses	General public	Understand the experience of crossing the Mississippi River on the Hwy 5 bridge as a bicyclist or pedestrian.
Virtual Open House	March 31, 2022	36	General public	Blue Line/Riverview Connection Study.
SAPTF Walking Tour	April 19, 2022	15	Businesses and residents along W 7 th , near Grand and Kellogg	Examine existing conditions at or near potential station locations and look for ideas to improve station access, safety and traffic flow. Feedback collected during the walking tour is listed in Appendix B .
St. Paul Art Crawl at Keg & Case	April 30, 2022	250	General public	Presentation at neighborhood meeting, meet and speak with key stakeholders.
Station Area Planning Survey – Grand and Kellogg Station Areas	June 6, 2022	241	General public	Understand the public’s opinion of the identified station areas (Grand and Kellogg), positive features, improvement opportunities and other important topics of the stations.
Wacouta Commons Park popup	June 16, 2022	40	General public	Meet with, inform and answer project related questions from the residents of Wacouta Commons.
Bike Giveaway at Sibley Manor	June 17, 2022	153	General public	Presentation at neighborhood meeting, meet and speak with key stakeholders.
SAP stakeholder meeting with Cossetta’s Restaurant	June 23, 2022	1	Telephone call with local business owner	Discuss current station area planning and the benefits of future transit improvements along the corridor.

3.2 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. Visitors can pin comments or questions at any spot along the corridor, and review or 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 Kellogg, Grand, St. Clair, Randolph, Otto 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 feel 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 INPUTiD interactive maps will help inform a vision of the future for each of these neighborhoods. See **Appendix C** for comments on stations areas and **Appendix D** for comments on historic locations.

3.3 BIKE AND PED SURVEY

Between February and March 2022, a survey of bicyclists and pedestrians was conducted to understand the experience of crossing the Mississippi River on the Hwy 5 bridge. The feedback collected will be used to help choose design features for a new pathway that would be built as part of the Riverview Corridor Modern Streetcar project. A total of 591 bicyclists and pedestrians participated.

Topics included why one would bike/walk on the bridge, popular destinations, safety level and more. See **Appendix E** for survey responses numbers and **Appendix F** for a survey snapshot.

4 COMMUNICATION METHODS

4.1 SOCIAL MEDIA AND ONLINE ENGAGEMENT

Approximately three social media posts were made each week (Monday, Wednesday and Friday). Posts included the promotion of Riverview public events, general streetcar information and other relevant project information. Social media posts are distributed through the official Ramsey County social media accounts, as well as the project's Facebook and Twitter pages:

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

<https://twitter.com/RiverviewLine>

Between January and June 2022, social media posts were used to promote awareness of:

- The Riverview Corridor Modern Streetcar project in general, including aspects of a modern streetcar.

- Monthly and quarterly newsletters.
- INPUTiD Map for Station Area Planning.
- INPUTiD Map for Historic Properties/Cultural Resources.
- Bike and Pedestrian Survey.
- Station Area Planning Survey.
- Project committee meetings open to the public.
- Planned events along the corridor.

A small number of comments were collected via social media. 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.

There is a monthly e-newsletter in addition to an in-depth quarterly newsletter. E-newsletters are sent via GovDelivery/Granicus. As of June 30, 2022 there are approximately 3,363 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 January and June, 2022, 12 emails, one phone call, zero online inquiries and nine social media comments 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 January 1 and June 30, 2022, there were 6,192 pageviews,

of which, 5,198 were unique pageviews. Visitors averaged two minutes and six seconds (2:06) on each page. The top five most visited pages include:

1. Homepage (3,888).
2. Meetings and Events (460).
3. Project Library (452).
4. Station Area Planning (401).
5. Frequently Asked Questions (401).

4.5 PROMOTIONAL VIDEO

A 15 second video was produced, capturing the basics of a streetcar and its benefits. The video was posted to Ramsey County’s social media sites (YouTube, Facebook and Twitter). The link to the video is:

<https://youtu.be/yeQ9RqNkvVE>



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 Tincher	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: SUMMARY OF WALKING TOUR FEEDBACK

The Station Area Planning Task Force participated in a walking tour of the corridor on April 19 to examine existing conditions at or near potential station locations and look for ideas to improve station access, safety and traffic flow. Below is a summary of the feedback collected.

Existing Conditions	Opportunities for Improvement
<ul style="list-style-type: none"> Mix of old and new buildings. Variety of building styles, uses, and scales. Distinct character areas defined by hospital, Xcel Center, Irvine Park, historic storefronts, shelters. Irvine Park is highly desirable. Poor pedestrian experience (e.g., poor sidewalk quality, unsafe crossings, etc.). Limited of public art and small, inviting open spaces. Lack of bicycle facilities. 	<ul style="list-style-type: none"> Pedestrian and bicycle safety. W 7th St streetscape. Infill on parking lots. Parking management that balances the needs of residents, hospital employees, event attendees, and retailers/restaurants. Leverage and reinforce historic character. Mitigate traffic noise on connecting streets. Improve crowd control during events.

5.3 APPENDIX C: SUMMARY OF FEEDBACK FROM THE STATION AREA PLANNING INPUTID MAP

INPUTiD Comments: Station Area Planning

Comments (near MSP Airport)	Likes	Dislikes
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This giant kink is a bad idea. Will waste a lot of peoples time making the trains go so slow. Definitely won't help ridership.	1	0
This route seems off. Bloomington road seems better		
The Bloomington Rd path should definitely be used because it will save time for the riders and be easier to maintain (less track degradation from sharp turns)	2	0
Maybe not bloomington Rd because it doesn't line up perfectly with the tunnel but that giant kink needs to be avoided, maybe something with minnehaha St or Minnehaha Ave	3	0
Definitely use the Bloomington Rd Path. However, have it cut over to Minnehaha St smoothly right here in order to line it up with the existing tunnel entrance.	0	0
Could federal drive be leveraged for blue line connection instead of "the kink"?	0	0
I feel as if Terminal 1 station functions good enough as a transfer station	6	1
Better yet than running it along Bloomington Ave would be to run the line down Taylor Ave and have a station at Minnehaha Ave for the Upper Post Flats that is expected to be fully completed Oct 2023.	0	1
<i>NOVEMBER 2021 Comment: 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</i>		
Not taylor Ave because that doesn't provide a good angle to access the tunnel that the blue line already uses. Adding a new tunnel would be too expensive and having a kink in the line would waste time. Rail transit needs to be as straight as possible to be effective and a good use of money	2	0
The kink should be a wye to increase operational capabilities. Using the existing Blue line station makes sense for Park & Ride connections. Bloomington is too narrow and the old polo grounds and gold course too historic to route here.	0	0

Comments (near VA)	Likes	Dislikes
use VA station as the connector to the blue line, then build across to the ford site via hiawatha to godfrey, godfrey to 40th, 40 th to ford pkwy, then loop back into the main riverview corridor via Canadian Pacific's newly abandoned rails..	0	1
alternatively, scrap everything from Maynard and west of this line, bring it ALL through the EXISTING CP rail systems lines, up through Highland Bridge / Ford Site Project, across the river at Ford Parkway, then take 46th to connect it to the new riverview line west terminus: Blue - 46th street station. People will use this to transfer to airport or downtown minneapolis services, or the many buses that stop here. Basically thew only new construction would now be through the Ford Site, across the bridge, and a bit on 46th. All while serving virtually the same populus PLUS the thousands in and around the Ford Site.	0	1

Comments (near Historic Fort Snelling)	Likes	Dislikes
Until there's money to upgrade this shared section to 4 track (Blue line and Riverview have own independent tracks), interlining (sharing the tracks) is a good cost saving idea.	0	0

Comments (Hwy 5 Bridge)	Likes	Dislikes
TUNNEL for the love of gosh PLEASE go underground	0	0

We have already ripped through fort Snelling with freeways, now a streetcar is going to be plowed through? Haven't we learned anything?	0	2
There isn't much of the original fort left. Just the commanders house and some of the towers. Everything else was rebuilt in the 60's. And there was a streetcar line there in the past too. You can find pictures of it running right past the round tower.	1	0
Will the streetcar travel on a sloped bridge up to Fort Snelling? That seems the most logical. That way the MN-5 bridge can be left alone.	0	0
For moving MN-5 onto Shepard Rd, have 7th St instead end at Mississippi River Blvd with lights. Have the streetcar then go along side MN-5 over the bridge rather than down the middle of it. Have streetlights at new 7th St/Edgecumbe intersection with on and off ramps onto MN-5/Shepard Rd westbound. Place on and off ramps onto/from MN-5/Shepard Rd eastbound at Mississippi River Blvd/Crosby Farm Rd intersection. Close off Gannon Rd from MN-5/Shepard Rd.	0	0
This bridge only has a narrow sidewalk. The bridge really needs to be widened for cyclists and pedestrians to be safe.	2	0
<i>OCTOBER 2021 Comment: This is in my backyard. The route ruins a quiet street.</i>	2	40
My brother in christ, the idea of this project is to keep streets quiet by orienting people away from cars. Also you live right next to one of North America's 20 busiest airports, I doubt it is that quiet. Lastly, the rail planned here is quiet, it is not freight.	1	0
Makes sense to use existing roadways and bridges!	1	1

Comments (near old Ford Plant)	Likes	Dislikes
<i>DECEMBER 2021 Comment: Why is this not connected to the Ford site? If you want everyone to take transit, at least have the station right outside.</i>	12	1
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.	7	1
Streetcar system ending right or LRT stop here at the Highland Bridge development makes too much sense - why isnt there anything regarding it here?	1	1
The riverview line west terminus should be Terminal 1. If people want to get from downtown saint paul to MOA, they still can - they just have to transfer (not a new concept in the world of transit... like at all...). In lieu of this, the line should use existing rail infrastructure to have A and B services with one serving the new Highland Bridge Community. This would give the hundreds (thousands?) of new people coming to live/work/shop/play here instant access to the entire Metro system. Metro transit needs to stop the whole "but we will have a bus service this to connect people to trains" shtick. it takes half an hour for a metro transit bus to move the distance I can walk in five minutes.	0	0
alternatively, scrap everything from Maynard and west of this line, bring it ALL through the EXISTING CP rail systems lines, up through Highland Bridge / Ford Site Project, across the river at Ford Parkway, then take 46th to connect it to the new riverview line west terminus: Blue - 46th street station. People will use this to transfer to airport or downtown minneapolis services, or the many buses that stop here. Basically thew only new construction would now be through the Ford Site, across the bridge, and a bit on 46th. All while serving virtually the same populus PLUS the thousands in and around the Ford Site.	0	2

St. Paul should have direct, one seat ride, access the the airport stations no matter what.	1	0
As others have mentioned, there is a serious missed opportunity here with the Highland Bridge development. My proposal, use the Rail spur for BRT. Continue up Cretin, past St. Thomas (a connection to St. Thomas makes a ton of sense with their proposed use at Highland Bridge) and have it terminate either at University with a connection to the Green Line or continue West up University and have it terminate at the end of the E Line.	1	0
Completely agree, as the other Blue Line/Riverview connection study is seeking this provides a much more cohesive network. Can greatly improve south Highland's transit access and make transit more feasible than car usage in the neighborhood.	1	0
<i>OCTOBER 2021 Comment: A connection to/from the A Line through the Ford Bridge development should be included.</i>	17	1
Wish this line ran through the Highland Bridge development. Seems like a missed opportunity to connect dense residential with mass transit.	3	1
the streetcar must use the ford spur to make the for site better connected	1	1

Comments (near Davern station)	Likes	Dislikes
I think it is good to have something here or within a few blocks of here. I have a prediction that within a few years, the massive parking lots and that big grass field east of gannon will be redeveloped.	1	0
<i>DECEMBER 2021 Comment: These stations are way too close to each other. It makes no sense to have two stops almost a block apart.</i>	6	4
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
I would argue the businesses and the people using them deserve priority rather than the residents so would prefer the stop at Maynard, potentially using some of the Aldi parking lot to extend the stop SW a bit for those preferring the Davern stop...	0	1

Comments (near Maynard station)	Likes	Dislikes
How feasible would it be to run a feeder service from here to the Highland Bridge redevelopment along these existing rails? The service would have two stations, here and the southern end of Highland Bridge. Riders would then transfer onto Riverview at Maynard. I am imaging something along the lines of Chicago's Yellow Line.	8	0
Agree, shuttle services are seen throughout strong transportation cities. This is a great opportunity to connect a huge development to transit and make it even more walkable/transit friendly.	4	0
I agree - but I think either scrap everything south and west of this, and connect to the blue line at the 46th and Hiawatha station. Or keep both and have two legs at the end, or just a big loop at the end	1	0
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!	6	1
Use the spur line to connect to highland bridge neighborhood and then connect to blue line. Wonder if it would be less expensive to build new over the river than try and upgrade the highway 5 bridge and tunnel.	3	0
Get rid of the Maynard Station and put it here. No reason that Maynard and Davern are so close together!	3	1

Or an additional station can be added at Saint Paul Ave.	0	1
Continuing the design to move MN-5 onto Shepard Rd, close Alton St to MN-5/Shepard Rd. Continue Youngman Ave to connect to Davern St. Connect Maynard Dr to Youngman Ave.	0	2
Realigning MN-5 to Shepard seems fine but closing Alton and Rankin access is too restrictive isolating these high-density areas and increasing the risk of congestion at the limited access points.	0	0
<i>OCTOBER 2021 Comment: 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.</i>	16	1
Agreed! A station at Saint Paul Ave seems very logical.	1	0
Prevent left-turn traffic at Springfield St for the sake of the streetcar.	1	0

Comments (near Homer station)	Likes	Dislikes
<i>NOVEMBER 2021 Comment: 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 (lightrail/use the railroad spur/take away traffic lanes) or it wont be useful and will just be a waste of money</i>	26	3
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.	16	1
Streetcar/LR right of way can not be at the expense of car right of way or the communities that live here would be too isolated.	0	4
Agree with all but the last comment. If the street car is in mixed traffic, it'll only ever get moderate ridership at best. Every modern, well used transit system understands this fact and arguing anything else is ignoring the facts. The drive lanes can be reduced to a 3 lane instead of a 5 lane and overflow drivers (those who are just trying to go through and not to a destination on 7th) can simply shift to Shepard.	2	0
Not sure what the grade is along here, but could a sidewalk connection be made from Edgumbe to 7th for this station? It would significantly increase access for those in this area northwest of 7th.	1	0

Comments (near Montreal station)	Likes	Dislikes
Connect Elway St.	0	0
<i>NOVEMBER 2021 Comment: 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</i>	4	1
If there is a stop at Montreal, it would be excessive to add a stop at Albion, which is a 2 minute walk away.	0	0

Comments (near Otto station)	Likes	Dislikes
Prevent left-turn traffic at Eleanor Ave.	0	0
Would it be possible to upgrade Palmer Place to a proper street without parking from Milton St to Victoria St?	0	0
Is it possible to connect Mercer St together here?	0	0

Obviously the best way the streetcar would be most efficient is by having dedicated ROW. Between I-35E and Kellogg Blvd this is a challenge to figure out due to parking and busy traffic on 7th St between Kellogg Blvd and Smith Ave. Streetcars don't need as much room as LRT does. Similarly to how it works on University Ave, have left turn lanes were appropriate with one lane of traffic in both directions. Where applicable reduce boulevard width to allow for parking. Between Smith Ave and Kellogg Blvd keep two lanes of traffic in both directions while maintaining dedicated ROW for the streetcar. Remove parking on that section of West 7th St or keep parking on one side only.	1	0
<i>NOVEMBER 2021 Comment: It is super assinine to waste this spur that would be able to host similar station with significantly higher reliability and speed.</i>	10	8
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.	1	1
Studies were done using the abandoned rail spur for the streetcar instead of West 7 th Street and it proved to be less efficient and less people would use the streetcar. It's unfortunate, but it simply wouldn't be worth using the rail spur for the streetcar.	1	0
Prevent left-turn traffic at View St.	0	0
Prevent left-turn traffic at Watson Ave.	0	0
Prevent left-turns at May St.	0	0
<i>NOVEMBER 2021 Comment: 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 lightrail.</i>	28	4
It would be nice to have a stop around here to give access to the Co-op grocery store	3	0
Because of the streetcar, prevent left-turn traffic at Perlman St.	0	0

Comments (near Randolph station)	Likes	Dislikes
Another goofy intersection. Prevent cross-traffic at Armstrong Ave.	0	0
This is a goofy intersection and with the streetcar having a six-way intersection would be annoying and difficult. I suggest preventing cross traffic on Osceola Ave S and just having it so that you can only make right turns onto and from Osceola Ave.	0	0
<i>OCTOBER 2021 Comment: 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.</i>	17	8
Seems like there is more housing and less space along the rail spur, so ideally putting the street car along W. 7th which is mostly commercial would be ideal!	3	0
Love the streetcar route that goes along w 7th, rather than the railway, putting transit where people are.	4	1
With the streetcar, prevent cross traffic at Toronto St.	0	0
With the streetcar, prevent left-turn traffic onto/from Palace Ave.	0	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.	11	0
Please please make this a dedicated lane with priority. Maybe some of the road parking spots could be removed to accommodate? Most of the businesses along the corridor have some parking already. And with the streetcar less people will be forced to drive and park.	12	0

Hope this streetcar line can have it's own dedicated lane. There probably isn't room on this road for a bike path, but prioritizing bike and pedestrians would be ideal!	7	0
With the streetcar, prevent left-turn traffic onto/from Oneida St.	0	0
With the streetcar, prevent left-turn traffic onto/from Erie St.	0	0

Comments (near St. Clair station)	Likes	Dislikes
I don't want a Bunch of people crowded at the liquor store here waiting for the bus and drinking alcohol. No rail stop here would be nice . Add some trash cans, recycling, flowers at least	0	8
Make sure the stations are street facing rather the bus stops that face away from the road.	4	0
Buy my Mom's property and the large for sale parcel next to it; near an assisted living complex.	0	0
Wrong location	0	0
This st Claire /7th intersection has potential danger issues due to the poor alignment of the lame divider coming from east st Claire. The east side is wide enough for two lanes of cars and cars want to turn left so cars go on the right side to go straight, but sometimes the cars in the left lane go straight instead so it's a risk .	0	0
Odd intersection, perhaps prevent left turn traffic onto/from Michigan St.	0	0
Buy my Mom's property and the large for sale parcel next to it; near an assisted living complex.	0	0
With the streetcar, prevent left-turn traffic onto/from Goodhue St and Ann St.	0	0
Prevent cross traffic at Dousman St for the sake of the streetcar.	0	0

Comments (near Grand station)	Likes	Dislikes
Prevent left-turn traffic and cross traffic at Douglas St and McBoel St for the sake of the streetcar.	0	0
Prevent left-turn traffic at Leech St and Forbes Ave for the sake of the streetcar.	0	0
why is this merely planned and not a part of stage 1? this is probably the busiest area of the corridor, across all times of day, all days of the week, and all weeks of the year????	1	0
Because of the streetcar prevent left-turn traffic at Sherman St. It's simple enough to use Walnut St or Grand Ave.	0	0
There's a very short section of this street that is named as Ramset St, but it should be renamed to continue Grand Ave. There is little point and sense in having this very small section of the street have a different named, particularly when it changes into Sherman St at the curve.	0	0
bringh it back	0	0
<i>OCTOBER 2021 Comment: A very popular area in St Paul is now made very walkable with this project. We should continue these sorts of investments.</i>	12	0
keep in mind that while it makes it accessible to more people, it does not necessarily make it more walkable, consider the fact that many people stumble around this area drunk at night - combine that with busy streets and streetcars are likely to hit peds. or peds will delay streetcars.	1	0
<i>DECEMBER 2021 Comment: 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.</i>	15	0

Maintaining some curb space for short term parking/drop off/delivery will be important in this segment. One lane through and turn lanes should be adequate - the key will be providing adequate time for left turns. Now, NB W7th has no dedicated turn arrow time and this is a major congestion point.	2	0
In tight spaces, look at options to elevate the line in spots, not unlike chicago	2	1
Hard to elevate the lines with skyways. below the street would be a better option. Many of the buildings in this area already have below ground areas (ie. River center/excel) that would serve as PERFECT access hubs for games/events during harsh MN winters. Additionally, the St Paul skyway system connects to underground tunnels here. Thus connecting the airport and downtown minneapolis/anyone on a lightrail line DIRECTLY into the skyway system	1	1

Comments (near or along Kellogg Blvd)	Likes	Dislikes
between stumbling nightlife and busy roads, below grade or elevated would be a much better option here. fare evaders, drunk people on tracks, busy streets, etc. will all cause massive delays on the train in west seventh and downtown, especially after games/events. Additionally, people driving along the street will have so many stressors and obstacles/hazards to be looking out for and dodging. not to mention all of the above during the winter with snow and ice	1	1
Connecting St Paul properly with a tram or train to the airport would be invaluable in furthering mass transit for the cities as they continue to grow.	7	0
why is this merely planned and not a part of stage 1? this is probably the busiest area of the corridor, across all times of day, all days of the week, and all weeks of the year????	2	0
<i>OCTOBER 2021 Comment: 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</i>	23	1
we need to consider that even though this will serve people who rely on transit, 95% of the twin cities metro is NOT served by efficient transit - so most people take personal vehicles to and from events here. In an area with already massively congested streets, adding a streetcar, bus, or even upgrading this to lightrail and taking over several lanes of traffic and parking (more to accomodate stations), we are looking at total gridlock and accidents upon accidents. send it below grade until it gets west past west seventh. If we were a transit reliable metro this would work, but you are just going to cause heartache for EVERYONE involved, and people are not going to want to come to these events.	0	1
bring eastbound down to kellog. go below grade (much of the street is a shelf already anyway. This will provide more coverage to the area, especially when and if the riversedge project and the river centre ramp developments get going. Direct connections to them. ease up the congestion in one of the busiest parts of downtown	0	0

Comments (near St. Joseph's Hospital and Landmark Center)	Likes	Dislikes
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PLEASE consider going below grade here. Dig up street, move utilities as needed, construct train tracks and stations, cap with concrete deck which becomes the street, above. Berlin does this a lot and it is incredibly efficient and economical. Businesses will hurt from the even further limited traffic and parking, not to mention how hard this area is to navigate in a car. There is also already so much underground infrastructure here that connecting stations to the surroundings would be a breeze. Doing so would also clean up pedestrian congestion and allow the many cars that will continue to frequent this area for events to maneuver after games/events.	1	1
I think a tunnel makes sense and the green line should have one too	0	0
It's entirely possible for the streetcar to have dedicated ROW on 5th St and 6th St by removing a lane of vehicle traffic and/or parking on one side of the street.	5	0
bring westbound up to 7th st, and potentially bring underground.	0	0
<i>OCTOBER 2021 Comment: Are the Gold Line/B Line stations designed to accomodate streetcars?</i>	2	0
That would be clever, and possibly having the streetcar lane also include those BRT buses but not regular vehicle traffic.	2	0
<i>DECEMBER 2021 Comment: I am begging you to find a way make none of this line run with car traffic like a streetcar.</i>	16	0
I think it would be a mistake for it to travel in front of the Landmark Center on 5 th Street. That is currently a one way! How will the businesses like St. Paul Hotel like that?	1	2
To the above comment, the streetcar would go the same way as traffic while the opposite direction will go on 6th St.	4	0
It's entirely possible to have dedicated ROW for the streetcar in downtown by removing a lane of traffic and/or parking on 5th St and 6th St.	7	0

Comments (between Wabasha Street and Highway 52)	Likes	Dislikes
<i>NOVEMBER 2021 Comment: 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</i>	12	0
every few years it seems like they say they reprogram them to do this but it just does not work. High capacity trains are not meant to intersect with vehicular traffic. It just doesn't work	3	0
can we please program this big patch of dead grass? it is an embarrassment to a city that has big shiny buildings. put a plaza there for food trucks or street performers. something iconic that people will want to come do. This center part of downtown is so dead and boring. Bring people and joy to the area.	2	0
union depot needs way better wayfinding and signage. bring a tunnel or something from the concourse out to here. I walk through here daily and almost daily I get asked how to get to the metro system. I hate that when they originally designed the green line you have to exit the premises to get to the train. it is completely counterintuitive to the outsider (and honestly locals too). and the minimal tiny signage throughout union depot does not help. also, winter...	4	0
I love to see Union Depot as part of this, but agree with the other comment that's says the line should be a part of Union Depot rather than outside of it, or at the very least, have much better signage.	3	0
Continue the Riverview and Green lines down 4th to Broadway and then along Broadway into the multi-modal platform area of Union Depot. There's already an unused light rail platform back there..	0	0
Why not have the gold line just continue down to the airport - although not against a combo of both!	2	0

Comments (along Fillmore Ave – North of Robert Street)	Likes	Dislikes
with the amount of development planned for this area, a spur line out to here would be nice.	1	0

Comments (near or along Shepard Road)	Likes	Dislikes
bussit	0	1
Continuing the design to move MN-5 onto Shepard Rd, closed off Rankin St to MN-5/Shepard Rd but keep the exit onto Youngman Ave. Add stoplights at Homer St.	0	1
Realigning MN-5 to Shepard seems fine but closing Alton and Rankin access is too restrictive isolating these high-density areas and increasing the risk of congestion at the limited access points.	0	0
Continuing with moving MN-5 onto Shepard Rd, add an entrance ramp from I-35E South onto Shepard Rd/MN-5 West to prevent traffic from I-35E south from going onto West 7th Street. Additionally, add a loop ramp from Shepard Rd/MN-5 East onto I-35E North to also prevent traffic from going onto West 7th Street.	0	1
Continuing with moving MN-5 onto Shepard Rd, have MN-5 turn onto Eagle Pkwy/Chestnut St and connect it back to 7 th St. The Eagle Pkwy/Chestnut St intersection could be reconstructed to avoid that additional turn.	0	1

Comments (along St. Paul Avenue – West of Hwy 5)	Likes	Dislikes
the streetcar must use the ford spur to make the for site better connected	1	1

Comments (Lilydale Road / Harriet Island)	Likes	Dislikes
you're telling me that if I am standing on this part of the island, I can walk to a riverview station in ten minutes or less?	0	0
Maybe in the winter	0	0
I guess this is why it's called Water street huh?	0	0

Comments (35E – South of Grand Ave)	Likes	Dislikes
<i>NOVEMBER 2021 Comment: Perhaps a new pedestrian overpass over the highway is needed here?</i>	13	0
yes	1	0

5.4 APPENDIX D: SUMMARY OF FEEDBACK FROM THE CULTURAL RESOURCES INPUTID MAP

INPUTiD Comments: Cultural Resources

Between January and June 2022, there was one comment on the Cultural Resources map.

Comments	Likes	Dislikes
Early settlement in Saint Paul, became a tourist attraction in the 1800s.	0	0

5.5 APPENDIX E: RESULTS FROM BIKE AND PEDESTRIAN SURVEY

Why do you bike or walk on the Hwy 5 bridge? (select all that apply)		
	Percent	Count
Work commute	16.2%	95
Leisure or recreation activity	88.3%	519
Exercise	74.1%	436
Avoid making an auto trip	30.3%	178
Other (please describe)	3.9%	23

What is/are your typical destination[s]? (select all that apply)		
	Percent	Count
Fort Snelling State Park or Bdote area	68.9%	405
Minneapolis parks (e.g., Minnehaha Regional Park or Lake Nokomis Park)	65.1%	383
Saint Paul parks (e.g., Hidden Falls Regional Park or Crosby Lake Regional Park)	57.7%	339
A destination in Saint Paul (e.g., Highland Park neighborhood, downtown)	47.4%	279
A destination in Minneapolis (e.g., Wenonah, Nokomis or Morris Park neighborhoods, Veterans Administration hospital)	36.6%	215
A destination in Bloomington (e.g., General Services Administration/military facilities area, MSP Airport, Mall of America)	18.7%	110
A destination in Dakota County via the Mendota Bridge (e.g., Mendota Heights or West Saint Paul)	40.3%	237
Other (please describe)	7.0%	41

Thinking just about the pathway itself, do you currently feel safe crossing the river on the Hwy 5 bridge?		
	Percent	Count
Yes	23.8%	140
Mostly	30.1%	177
Somewhat	32.5%	191
Not at all	13.6%	80

What would make you feel safer on or approaching the Hwy 5 bridge? (select all that apply)		
	Percent	Count
More physical separation from vehicles	52.7%	309
Wider pathway to walk or bike	67.1%	393
Ramps instead of stairs with bike channels	78.7%	461
Clearly marked crossings	28.0%	164

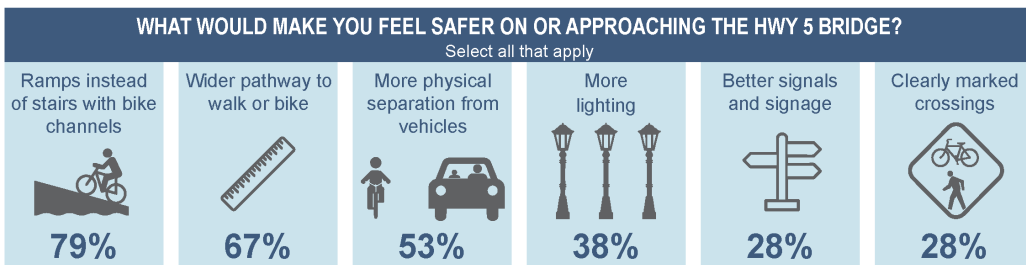
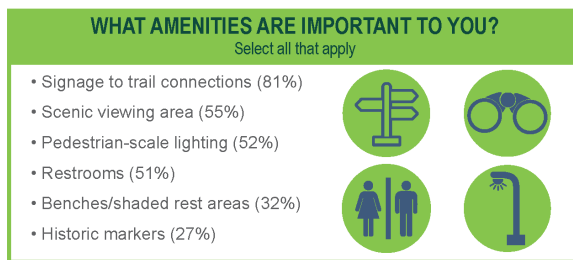
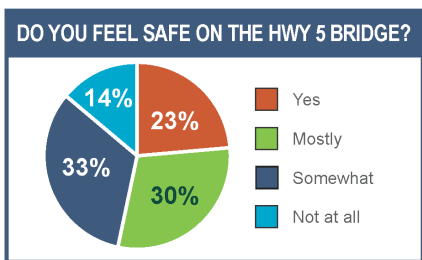
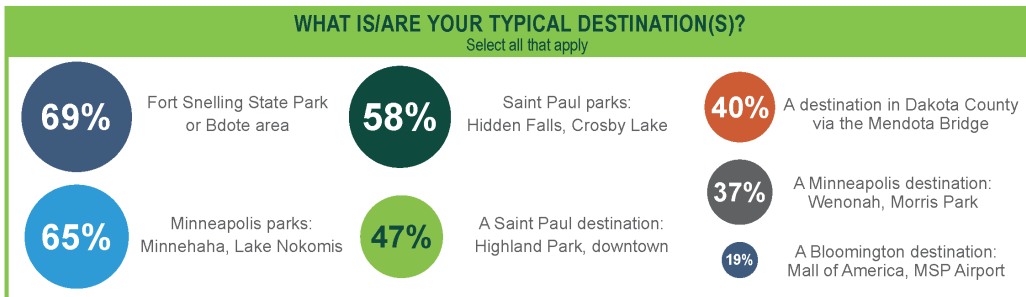
Better signals and signage	28.3%	166
More lighting	37.9%	222
Other (please describe)	18.3%	107

What amenities are important to you when traveling on foot or by bicycle? (select all that apply)		
	Percent	Count
Benches or shaded rest areas	32.2%	189
Scenic viewing area adjacent to the trail	55.4%	325
Historic markers	27.4%	161
Restrooms	50.6%	297
Bike racks	39.9%	234
Pedestrian-scale lighting	52.3%	307
Signage to trail connections and destinations	80.9%	475
Other (please describe)	16.5%	97

5.6 APPENDIX F: BIKE AND PEDESTRIAN SURVEY SNAPSHOT



A survey of bicyclists and pedestrians was conducted in March 2022, to understand the experience of crossing the Mississippi River on the Hwy 5 bridge. The feedback collected will be used to help choose design features for a new pathway that would be built as part of the Riverview Corridor Modern Streetcar project. A total of 591 riders and walkers participated.



SIGN UP FOR EMAIL UPDATES • PROVIDE COMMENTS • ASK QUESTIONS • LEARN MORE

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5.7 APPENDIX G: QUESTIONS, COMMENTS AND FEEDBACK VIA EMAIL, PHONE, SOCIAL MEDIA AND WEBSITE INQUIRES

Comments received via email, phone, social media or website contact form

Date	Question/Comment/Feedback	Medium
1/3/2022	The Canadian Pacific rail spur in Saint Paul could be a transportation asset to the Highland Village development and should be publicly owned to preserve it for public use. Is the RCRRA looking to acquire it? Concerned that it could be sold off in pieces.	Phone
2/13/2022	<p>Is the council that decides the route for this transit project considering the long term effects of the project? A streetcar without designated ROW that can't be scaled up in the future will be a waste of money and resources; Ridership will be low and won't have a potential for growth while the line will need an expensive replacement in the future when demand inevitably increases with St Paul's growing population as well as the growing transit system.</p> <p>I do not support this project at all if there is any segment that doesn't have a designated right of way. I frequently use both the Greenline and Blueline in order to get to work, school, and the airport. If a streetcar without designated right of way is interlined with these two relatively reliable and frequent transit links, it will cause numerous delays on both of the lines and decrease reliability/frequency/ridership. Unless LRT with designated ROW is selected for this transit link, it will fail both St Paul and the greater east metro. The region will be stuck with an investment that has little benefit and many future generations will have to forgo reliable frequent transit. An overwhelming majority of people I have spoken to in the community and the interactive forum on inputID agree with these statements and almost no one is in support of a streetcar that doesn't even have its own right of way. It would be infrequent, unreliable, and costly; The streetcar would disrupt traffic on W 7th and other roads and exacerbate St Paul's traffic issues— especially when an event at the Xcel Energy Center occurs.</p> <p>What steps is your group taking to address these concerns? The proposed plan with shared ROW is ineffective and unwanted by the people of the Twin Cities.</p>	Email
2/15/2022	If engineers can figure out whether it runs down the center of the street or along the sidewalks, if they can figure out the tunnel at Bdote combining stop and go auto traffic for streetcars (eliminating any pedestrian access, biking, shoulders, and entrance/exit ramps at the bottleneck).	Social Media
2/18/2022	In 2019 I took at course at the University of Minnesota that was heavily involved with the Riverview Corridor project. I created a design to move MN-5 directly onto Shepard Rd by moving all lanes of the highway directly to Shepard Rd rather than going straight into 7th St.	Email
2/20/2022	I assume we're still far from deciding how the stations will be designed for the Riverview Corridor, but I'm assuming the platform heights will be the same as our existing light rail stations. With this in mind would it be possible to integrate bus stops and stations into one along part of the Riverview Corridor? For example a station on St. Clair Avenue would be used by Riverview and the Route 74 bus, and a station along 5th/6th Street in downtown St. Paul would be used by Riverview and the numerous bus routes that operate on those streets. If that's feasible it could reduce the amount of space needed for stations and allow easier transfers between Riverview and bus routes. In several European cities I've visited it was typical for trams and buses to share the same platform, such as the one in Gothenburg, Sweden I attached a photo of.	Email
3/8/2022	Badly constructed survey: why not name the marked locations? The marked sites were officially nominated as historic sites yet you want "us" to explain why? Popularity contest? What about cultural/historic sites that haven't risen to official designation-- many from the 1800s? Generally the site was clumsy to navigate.	Social Media

Reply	if you zoom in on the map, the names of the marked historic sites appear. The purpose of this survey is to identify additional places that could be considered historic.	Social Media
3/11/2022	I am an urban planning student at the University of Minnesota. We talked on the phone a while back about the Riverview project. I am not certain if we went over this or not, but I am wondering about the extent to which the difference between streetcar and LRT was analyzed?	Email
3/11/2022	Is this potential transit for the Highland Bridge area, like a streetcar for residents? That would be awesome!	Social Media
3/16/2022	We are huge fans of public transit - we take the BRT/LRT to the airport every trip, and smile with pride all the way. But the idea under study of putting cross-arms on Highway 5 to stop traffic every time one of the new street-cars needs to cross the river is ridiculous. The Met Council needs to find a way to get the streetcar across the river without such a severe impairment to traffic and likely cause of increased accidents with high speed traffic having to come to a complete stop every fifteen minutes. We fully support plans to incorporate an improvement in bike/pedestrian crossing. I took my bike across that bridge once, including hauling it up the steep stairs at the west end, and vowed never to do it again.	Email
3/17/2022	Second deck above the roadway for trains and trail traffic, at grade with the fort and River Road.	Social Media
Reply	Like Washington Ave bridge on UofM campus! Hadn't considered this but I sorta love the idea.	Social Media
3/22/2022	East bound traffic speeds far exceeds posted (30 mph) Graham Ave. to Davern, often approaching 50 mph in spite of signage. Slowing traffic would decrease noise suffered by multi-family housing South of the road and preserve the road surface. This is the gateway to St.Paul. Truck traffic should be diverted to Shepard Road by making all of 7th St. a non-truck route!	Email
3/25/2022	It's a shame that "studies" (and Ramsey County) still disregard the potential of the CPRail Spur as an urban arterial parkway and are obsessed with running rails down West Seventh Street that will reduce on street parking, slow traffic and be prohibitively expensive while also closing local streets and tearing down centuries-old business/buildings.	Social Media
3/28/2022	There seems to be an issue registering for this open house. I click the link to register and it brings me to a page that is just continually loading.	Social Media
4/13/2022	I see that the streetcar stations along the corridor are planned to be smaller than the Blue and Green Line stations. Will the stations still be designed to accommodate 2 or 3-car trains, or only single-car trains? The stations should be designed for at least 2-car trains to have the necessary capacity.	Email
4/16/2022	I've been solidly in favor of this project since day one. I have always preferred LRT and streetcars over rapid transit buses. Please keep me informed about your progress. Thank you very much.	Email
5/25/2022	I'm still interested in what the difference is between a "modern streetcar" and an LRT. Instead of a separate set of vehicles, couldn't we use single-car sets of the same machines used on the Blue & Green lines?	Social Media

6/2/2022	<p>The latest surveys have made the rounds on social media in the West 7th Neighborhood and I feel like I am seeing a LOT of misinformation.</p> <p>Point 1: The streetcar will eliminate all parking along West 7th.</p> <p>Point 2: Over 80% of the streetcar will run in a dedicated lane making it effectively Light Rail which is not the Locally Preferred Alternative.</p> <p>Point 3: 3000 people signed a petition indicating that the streetcar needs to be stopped.</p> <p>Point 4: Firetrucks will not be able to serve the area by driving down West 7th due to being blocked by the streetcar and due to the street being narrowed too much.</p> <p>Do you have any data that I could point to that could help provide some clarity here? It is especially frustrating to me that some members of the CAC are involved in these points of misinformation.</p>	Email
6/16/2022	<p>Good afternoon Kevin,</p> <p>I'm inquiring if the committee meetings are open to the public to attend? I saw that you have one in July and I would to attend the meeting? If you could respond to this email regarding my inquiry that would be great.</p> <p>Thank you</p>	Email
6/24/2022	<p>This morning I was having coffee at Cafe Astoria on the vacated block of Leech Street. Seems like conversation was regularly drowned out by trucks on Seventh Street—which led me to reflect that “trucks” were never a consideration on how bikes, pedestrians, cars, busses, and street cars would interact should the latter go forward? While there are service trucks there are also much bigger construction vehicles that use Seventh. Are there traffic studies on this type of traffic?</p>	Email
6/28/2022	<p>I am reaching out concerning the Riverview Corridor project. I am in support of the project's goal of constructing a transit corridor through the area to connect downtown St Paul and MSP. Looking the project history through I am concerned that the decision to push for streetcar rather than a dedicated light rail will not best serve the t transit needs of the region. Looking the area of the city over I wanted to share some ideas for potential rail corridors with considerations. Would the Council be interested in these ideas and if so, who should I submit them to?</p>	Email