



PUBLIC ENGAGEMENT SUMMARY REPORT
Summary Report #4
JULY – DECEMBER 2022

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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, 2022. The project team requested public input on station locations at three proposed areas in Saint Paul. A total of six project committees, task force and other meetings open to the public took place as part of the project. Additional communication and engagement activities included the presence at community events and celebrations. Ongoing updates to the project website, regular social media posts, surveys and quarterly newsletters were also produced.

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.

Between July 2022 and December 2022, the PAC did not meet. 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 accounts, emails to Ramsey County's GovDelivery subscribers and stakeholder organizations.

2.2 COMMUNITY ADVISORY COMMITTEE

The purpose of the Community Advisory Committee (CAC) is to advise the Riverview Corridor PAC on project design, environmental analysis and community engagement opportunities, and techniques through a community and business perspective. Committee 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 and December 2022, the Community Advisory Committee met once, as detailed in **Table 2-1**.

Table 2-1: Community Advisory Committee Meetings

Date	Attendance	Topics
August 25, 2022	18	<ul style="list-style-type: none"> Hwy 5 Mill and Overlay Project Station Area Planning Task Force update Engineering and Pre-Environmental (EPE) Update Communications and Community Engagement (CCE) update

2.3 STATION AREA PLANNING TASK FORCE

The Station Area Planning Task Force (SAPTF) guides the development of station area plans and recommends approval of the plans to the PAC and to the City of Saint Paul as an amendment to the city’s comprehensive plan.

Between July and December 2022, the Station Area Planning Task Force met four times, as detailed in **Table 2-2**. Additionally, a walking tour took place on September 13 near the Highland Park stations (between the Mississippi River and the I-35E interchange). A summary of feedback is detailed in **Appendix B**.

Table 2-2: Station Area Planning Task Force Meetings

Date	Attendance	Topics
July 12, 2022	11	Grand and Kellogg Station Area Plan-Refinements.
September 13, 2022	17	WALKING TOUR: Examine existing conditions at or near potential station locations and look for ideas to improve station access, safety and traffic flow near the Highland Park station areas (between Mississippi River and the I-35E interchange).
October 11, 2022	23	Opportunities, Challenges, and Potential Platform Locations at Davern at Davern, St. Paul Ave., Homer and Montreal stations.
November 8, 2022	11	Review Station Area Concepts at Davern, St. Paul Ave., Homer and Montreal stations.
December 13, 2022	19	Review of Guiding Principles and refinements at Davern, St. Paul Ave., Homer and Montreal station areas.

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. 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.

Between July and December 2022, the project team was present throughout the corridor on a semi-weekly basis to meet with business owners, share project details and gather input. The interactive mapping tools and online surveys continue to be utilized.

Between July and December 2022, nine noteworthy public engagement events and meetings took place, as listed in **Table 3-1**.

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

Activity	Date	Attendance	Audience	Purpose or Topics Covered
Highland Park Transportation Information Fair	August 3, 2022	75	General public	Presence at neighborhood event to share general project information and other area transportation projects in Highland Park.
Shepard Park Summer Concert Series	August 25, 2022	50+	General public	A fun opportunity at a neighborhood event. We did chalk art, brought info about the two possible downtown alignments, had coloring sheets, and people took photos with the streetcar cutout.
Mears Park Mingle	September 14, 2022	~60	Mears Park Neighborhood	General project awareness and asked specific questions about downtown routing options
SAPTF Walking Tour	September 13, 2022	15	Businesses and residents near Highland Park station areas.	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 .
Friedli Art Gallery Community Spotlight	September 29, 2022	6	General public	General project information, generally focused on the Wes 7th Street segments.
Rice Park Association	September 29, 2022	15	Rice Park Association	General project update, Grand/Kellogg station area planning survey results
Sibley Manor Food Distribution Eveny	October 24, 2022	31	Sibley Manor residents	General project awareness.

Employees at the Wellington and the Alton	November 15, 2022	7	Employees at two assisted living facilities	General project information. Listening sessions to learn about employees' and residents' transit use and where they like to go.
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3.2 INTERACTIVE MAPPING

A web-based mapping tool, INPUTiD, was launched in the Fall 2021 to allow 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 surrounding area, 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 along the corridor.

The station area map was updated in July to receive feedback on proposed stations located at Davern Street, St. Paul Avenue, Homer Street and Montreal Avenue.

Federal law requires consideration of a project's potential to catalyze economic development and reinvestment in adjacent neighborhoods. The interactive mapping tool allows 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 believe needs 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 STATION AREA PLANNING SURVEY

Between September 15 and December 16, 2022, a survey was posted to collect feedback regarding the stations at Montreal Avenue, Homer Street, St. Paul Avenue and Davern Street. The feedback collected will help create plans to guide future growth and development at transit stops along West 7th Street. A total of 281 people participated in the survey.

See **Appendix E** for details on desirable features at the identified station areas.

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 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 July and December 2022, social media posts were used to promote awareness of:

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

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

A total of 25 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

Updates about the project, including the quarterly e-newsletter and event reminders are sent via the email list and partner distribution networks.

The e-newsletter was previously a monthly publication, but in July transitioned to a quarterly publication. E-newsletters are sent via GovDelivery. As of December 31, 2022 there were 3,773 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 are reachable via the project email account at info@riverviewcorridor.com. Inquiries received through this account are recorded in a project inquiry log. Between July and December 2022, 11 emails, zero phone call, zero online inquiries (see **Appendix F**) and 25 social media comments were received (see **Appendix G**). When appropriate and/or requested, a response was provided.

4.3 COMMUNICATION MATERIAL

A variety of tools are used to get the word out about the project and opportunities for engagement. Tools used during this period 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 audiences 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, 2022, there were 4,341 pageviews, of which, 3,539 were unique pageviews. Visitors averaged two minutes and 41 seconds (2:41) on each page. The top five most visited pages include:

1. Homepage (4,341).
2. Project Library (393).

3. Meetings and Events (355).
4. Station Area Planning (267).
5. Project Committees (208).

4.5 WEBSITE REFRESH

A refresh of the project website was initiated in September and October 2022. Updates include edits to text on the main page, a new LPA graphic and a vehicle comparison graphic. This update was part of a larger Ramsey County branding initiative to create an equitable (more uniform) interface for users. New features include “buttons” that provide a brief overview of the button's topic. These topics include: Community engagement, Community feedback, Project timeline and Interactive maps.

Riverview Corridor



What is the Riverview Corridor Modern Streetcar project?

The Riverview Corridor Modern Streetcar project is a 12-mile planned transportation connection, that will run generally along State Highway 5 (West 7th Street), connecting neighborhoods, anchor destinations and employers in downtown St. Paul, MSP Airport and the Mall of America. The route, station locations and transit vehicle were chosen during a study completed in 2017. This project addresses the mobility needs of an area with projected employment and population growth, including a transit reliant population that needs accessible and dependable service, and provides opportunities for economic development.

- > [Watch 90 second video](#)
- > [View or download fact sheet \(PDF\)](#)
- > [View or download transit vehicle comparison \(PDF\)](#)

[Subscribe to Riverview Corridor updates](#)

Refining the modern streetcar concept

Ramsey County is analyzing design concepts, working together with Saint Paul, Bloomington, Hennepin County, Metro Transit, MnDOT, tribal governments and other area stakeholders to find the right streetcar solution. The modern streetcar has many benefits:

- FLEXIBLE - runs on rails in its own right-of-way or in shared lanes with traffic.
- ACCESSIBLE - features level boarding to walk or roll directly onto streetcar.
- EFFICIENT - faster boarding with pre-paid fares.
- SUSTAINABLE - fully electric producing less air and noise pollution.
- CAPACITY - carries more passengers than a bus.

- + Community engagement
- + Community feedback
- + Project timeline
- + Interactive maps

Questions? Visit the [Frequently Asked Questions](#) webpage.

Contact Us

Riverview Corridor

651-266-2790
[Contact form](#)

Media Contact
 Allison Winters
 651-401-5703



Related Resources

- > [Highway 5 Bike and Pedestrian Bridge Survey \(PDF\)](#)
- > [Interactive map- streetcar route](#)
- > [Interactive map- cultural resources](#)
- > [Blue Line / Riverview Connection Study](#)

Community engagement

Understanding what matters most to residents, business owners and others who travel in the Riverview Corridor is very important to the streetcar project. The goal is to provide a transit service that enhances mobility and accessibility for all residents, businesses, workers and supports economic opportunities, particularly in low-income neighborhoods. All aspects of the project are continuously being shared with residents for feedback.

- + Community feedback
- + Project timeline
- + Interactive maps

As part of the refresh, the Purpose and Need, as well as the Priorities handouts were updated. As of December 31, 2022, content was translated in Spanish, Hmong, Karen, Oromo and Somali. Further items in need of translation have been submitted and are under review for addition to the website.

5 APPENDICES

5.1 APPENDIX A: COMMITTEE MEMBERSHIP

Policy Advisory Committee

Name	Agency
Rafael Ortega	RCRRA
Debbie Goettel	HCRRRA
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 September 13 to examine existing conditions at or near the Highland Park 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"> • Loud street noise and no regard for speed limit. • Poor/lack of pedestrian facilities, including crosswalks, sidewalks and signage. • Limited green space, including trees. • Lack of bicycle facilities. • Some redevelopment currently underway. • Seems like a more industrial area. 	<ul style="list-style-type: none"> • Potential to reuse old rail corridor at Alton. • More green spaces and public parks. • Add or improve bike lanes. • Reuse much of industrial business and surface parking near Homer.

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

INPUT ID Comments: Station Area Planning

Comments (near Mall of America)	Likes	Dislikes
All maps of Riverview should include the proposed track re-routing along 82 nd Street. Even if the Riverview Line never happens, Bloomington still desires to relocate the Blue Line tracks to 82nd, either at-grade or elevated, with a skyway connection over 24th Ave to the current transit station. With Bloomington planning to host Expo 2027 (World's Fair) on this vacant property, they certainly will be interested in removing the current trackage that encircles this site and prevents connections between the site and Old Shakopee Rd and Winstead Way (fka 28 th Ave). City of Bloomington, Metro Transit, and Riverview project engineers have already agreed that additional trains (Riverview) should not operate on the existing track across 24th Avenue, due to the increase in "gates down" time.	1	0
Station density here is way too high - can we consider consolidating the American/34th, Bloomington Central, and 30th (fmr. 28th) Avenue stations? It's slow as molasses going through this last mile of Blue Line guideway.	2	1

Comments (near Fort Snelling at Bdote/Historic Fort Snelling)	Likes	Dislikes
This is an ungodly kink in the line and will slow it down a LOT!!!!	4	0
And be terribly uncomfortable for riders!	1	0
Highway 5 is much better	0	0
Instead of jogging up and around here to meet the Blue line, it seems a lot of time could be saved by heading down Bloomington road and entering the tunnel from there. Optimize for time and avoid 2 stops at Fort Snelling which seems overbuilt as-is.	0	0
<i>JUNE 2022 Comment: Next stop after Hist. Ft. Snelling should be Terminal 1. Connect to Blue Line tracks just before tunnel, just north of Bloomington Rd.</i>	12	3
completely agree! Don't waste time!	8	0
Why aren't these Light Rail trainsets? Is there not commonality with the existing trackage?	6	0
W/R/T and in reply to the previous comment on trainsets - they really SHOULD be the same trainsets for operational and capital expenses/requirements reasons. The whole corridor needs to be S70/700 compatible, otherwise we're adding a major capital and operations cost and complication to this	8	0
W/R/T and in reply to the comments about T1 vs. Ft. Snelling as the connection point between the Riverview and Metro Blue lines - consider whatever is the fastest and least expensive option - while Ft. Snelling has the bonus of being a Park and Ride facility, Terminal 1 is a nice indoor facility that already serves as a major interchange and would work well as a transfer point.	5	0
Terminal 1 should be the transfer station!	4	0

Comments (Hwy 5 Bridge)	Likes	Dislikes
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<i>JUNE 2022 Comment: Bike/Ped path should be above rail (like Wash Ave. /U of M bridge) and connect directly to paths on either side of bridge (no stairs)</i>	21	0
Stacking infrastructure violates the spirit of the Mississippi River Corridor ban on development within view of the river valley	1	2
Making TH-5 one lane and providing a lane each for Riverview services, plus an *accessible* path connection (no stairs, please!), would be preferred to current conditions or the proposals for shared trackage/lanes.	3	1

Comments (Hwy 5 near Shepard Road)	Likes	Dislikes
The streetcar should be on its own right of way with either gates and crossing lights at intersections or priority traffic signals. In order for transit to be effective it has to compete with driving and parking timewise. This would probably reduce 7th St to 3 vehicle lanes (1 each direction and a turn lane) and 2 dedicated transit lanes. Through traffic should be routed to shepherd road via an improved ramp. I drew up a possibility of what this interchange might look like based on the assumption that the current hwy 5 bridge is wide enough for 5 vehicle lanes that are 11' wide. https://imgur.io/a/zVkB1Ar	10	0
Additionally with the regulatio. Restricting street cars to 8'6" wide and the other portions shared with the green and blue lines requiring 8'8" vehicles for station usage wouldn't it make sense to just have this be LRT on its own ROW entirely?		
I may have used "right of way" incorrectly in the previous comment. In my opinion the transit lanes should utilize the 7th street right of way in dedicated transit lanes, not mixed with traffic. It seems to make more sense to situate it to the side and use crossing gates and bells for improved safety and increased train speed, similar to the hwy 55 corridor on the blue line.	7	0
This would be a waste of money if it wasn't LRT like the blue line. I agree.	2	0
updated link that allows you to enlarge the images: https://imgur.com/a/zVkB1Ar	0	0
why not downsize West 7th to two vehicle travel lanes (like exists east of I-35E)? This would create space for both LRT tracks on the HWY 5 bridge and it would make the neighborhood east of Davern much nicer to live in, with less traffic noise and fewer people getting hit by cars. County and state highway engineers need to stop chasing "Level of Service" for cars.	4	0
The idea above should just be included in a study of either a "ring" transit BRT line or a separate line that stays in the south metro.	3	0
In reply to both comments - we should design any station changes here such that we don't limit our options in future - be it rail extension along American/494 or providing throughway BRT service beyond the current scope of the Metro D and Red Lines. As nice as the new MOA TC is, it's still an inconvenient and slow chokepoint, and we'd dig our network into even more of a hole if we move the LRT station outside but then block any possibility of it continuing, and/or make the connection with local buses, especially Metro lines, obscure, inaccessible, and/or slow.	1	0

Comments (near old Ford Plant)	Likes	Dislikes
Consider running planned route 74 ABRT (which I think is tentatively slated to terminate at or near Ford/Cleveland vs. continuing to 46th Street Station) down through the Riverview line via St. Paul or Cleveland (to Sheridan/Davern?) Avenues for a connection between the Ford Site, Highland Park neighborhood, and W7/Riverview corridors.	3	0

<i>JUNE 2022 Comment: Still would like to see some consideration of connection to the Highland Bridge neighborhood.</i>	19	8
Very much so! This would DEFINITELY be beneficial for Highland St Paul residents and even beyond	5	0
^^connecting to highland bridge that was in reference to	2	1
If there is consideration for connecting to the Highland Bridge site, then there needs to be an opportunity for public input in the CP spur railroad tracks which lead into the previous Ford site.	6	2
There are also opportunities for a full bike/Greenway type connection that would use those same tracks which also would need to be a consideration if a transit option is being considered to the Highland Bridge site.	6	0
Plus a transit connection - as I mentioned elsewhere, the current state of connection between today's 54 and the 46/87B/83 is illegible, unknown, poorly timed, and unpleasant.	2	2
Highland Bridge connection via the CP rail spur needs attention right now, since U of St. Thomas proposal for baseball diamonds and parking would negatively affect access.	4	0

Comments (near Davern station)	Likes	Dislikes
Drivers do not slow down adequately here when the freeway portion of 5 ends. There is needs to be much more aggressive enforcement of speeding here. This could start anytime, but especially when cars start sharing the road with a streetcar.	2	0
I do not think enforcement is as effective as improved street design using visual clues such as lighting and street furniture and other traffic design to make the driver aware they are entering a neighborhood and high pedestrian location	0	0
This is already a stop with relatively many riders getting off and on. We have shopping, places to eat, and places to exercise within the 10minute walk radius.	9	0
Would like to see a larger pedestrian footprint in this area, West 7th is currently giving too much space to vehicular traffic	6	0
I think having a street car is a great idea. It'll make my trip to and from work easier and I can save money on gas too.	4	1
I would like to see future development on these parking lots for the airport. These lord serve little to no purpose for the local community.	6	0
These parking lots are a major eyesore and I imagine have huge stormwater impacts on the river just below them and also add to the urban heat island effect on all the apartment residents nearby. West 7th isn't a highway centered, throwaway neighborhood anymore (never was). There has to be better, more sustainable and neighborhood friendly uses for this land.	1	0
*lots. The land use for parking lots doesn't provide resources or utility to the local community.	5	0
All of West 7th, but this area in particular, needs to go on a serious road diet. With two lanes each way, drivers treat this like a freeway and it is inhospitable to residents, pedestrians, and cyclists. Sandwiched between two actual high speed through-puts (Shepard Road and 35E) there is no need for all the lanes on West 7th. It should be one lane each way for the entirety of West 7th.	2	0
<i>JUNE 2022 Comment: Davern Station should be at Stewart and integrated into park and ride facility: ramp(s) would house car rental businesses plus P/R and all the surrounding surface lots would be redeveloped into low-income/transit oriented housing and public park.</i>	5	8

Although Davern is closer to where I live I think a station at Stewart makes more sense. Eliminate both Davern and St. Paul Ave stations to save \$ and travel time. Surface lots should remain - plenty of "low-income" and middle income housing in the area.	0	7
There is already a lot of housing and shopping at Davern; the station needs to stay there	8	0
Integrating into a Park and Ride is terrible! Making St. Paul residents walk further for the convenience of suburban commuters. Let them walk up to Davern. This is the city; it should be convenient to shops and housing.	9	0
Whatever final station is selected as the first on this side of the river, suggest including a direct connection (i.e., separated path/trail extension) to the Shepard trail, including a HAWK/grade separated crossing with Shepard Rd itself.	3	0
Agree with the comments above, station should be at Davern. The residents that live NW of the station would have easy access, plus it's close to the JCC. Having stations near park & rides in the city is one of the worst land uses possible.	7	0
Do not plan stations around a Park & Ride, please	5	0

Comments (near St. Paul Avenue)	Likes	Dislikes
This intersection currently has high numbers of pedestrians hit by cars. It's also next to where a future Ford Spur multi-use trail is supposed to cross west 7th street. These two things should be part of any station design	2	0
Somewhere in here, there should be a clear, safe, and facility-supported (i.e., a visible, recognizable shelter) interchange (or two) to fast, frequent service as connects to the A Line corridor. Right now, Highland Park to W7 transit connections are unclear and inconsistent, and several routes terminate within a half-mile: 87B, 83, and 46. This should be leveraged so that this corridor isn't as isolated from other neighborhoods as it is right now, where poor frequencies, schedules, and legibility make it quite difficult to access from the other side of the hill.	6	0
100% agree with the comment above. Some form of rapid service should connect this line through south Highland up into the village to make connections with the A Line and new development. Honestly it should go out to connect to the Blue Line as well.	1	0
Check out the Blue Line/Riverview Connection Study at https://www.ramseycounty.us/residents/roads-transportation/multi-modal-planning/blue-lineriverview-connection-study	0	0
In a number of areas here, there is literally no place for a pedestrian or cyclist. A lot of this part of 7th has zero shoulder, so biking is a death wish and sidewalk availability is spotty. Cars should be de-prioritized. This is a residential and commercial area--it should not be treated as a "highway."	0	0

Comments (near Homer station)	Likes	Dislikes
Does a station make sense here? From what I can tell the area served is entirely industrial, and a golf course, which is currently not accessible from the 7th St, nor is it likely that the golfers will use the transit anyways. Additionally all of the area excluding the golf course is within a 10 minute walking distance of Montreal and St. Paul Stations. Why not increase the speed and decrease transit time by removing 1 stop that to me seems like it won't be used	2	4
There is a large housing complex there, but industrial areas can also mean jobs. Other than Pearson's, I don't know what all is there, but making jobs accessible is also worthwhile.	2	0

Unless there are plans to redevelop this entire area, this stop seems like it will waste time and be underutilized.	0	0
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Comments (near Montreal station)	Likes	Dislikes
Would like to see efforts to create walking paths/trails from stations in this area to the pavilion and the surrounding park areas from the station	9	1
Strongly support this idea, as TH-51's bike facilities are a bit scary to use on either side of the road and the park itself is quite disconnected from W7th itself. The Lexington Avenue intersection redesign presents an additional opportunity to leverage connection possibilities here.	6	0
Again, you should reduce this stretch of West 7th to two motor vehicle travel lanes in each direction (from its current 4 lanes), like it is east of I-35E. This would make the street safer, less noisy, less polluted and more pleasant to live on. It's currently a death trap.	4	0
Definitely need less of a car dominance of West 7th, this project should help bring this corridor to life. More walkable areas with dense shops, restaurants and other neighborhood amenities.	5	0

Comments (near Randolph station)	Likes	Dislikes
<i>JUNE 2022 Comment: Transit oriented redevelopment plan for entire area bounded by Randolph, Shepard and either Drake or Osceola; relocate ADM grain elevator (Alabama St. east of Hwy 52?); W. 7th streetcar line and Gold Line LRT (riverfront, Union Depot, East St. Paul) 3M, Woodbury) converge</i>	10	3
What are the negative impacts to the community. Historical buildings over 100 years old? Parking for disabled persons? Who is going to pay for any damage to buildings that are caused by construction? Are property taxes going up? Why spend all that money when busses are half full and the university ave. Line is a complete failure. I own a commercial building on West 7th and I would appreciate a response to my questions	3	17
This location is an important commercial node, a neighborhood node, and an important bus connection (eventual 74 aBRT) that is a bit hostile to non-SOV users at the moment; consider leveraging these considerations and connection needs in design of the station and intersection	4	0
This intersection is a nightmare for pedestrians. Whatever happens with a streetcar station here, let's please not make it even worse, with longer waits or even longer diagonal detours.	2	0
This area is a big destination and crossing 7th already feels very unsafe on foot. Wondering about either adding a stop here to make the pedestrian experience better or including some kind of pedestrian crosswalk by Schmidt/Keg and Case?	0	0
Crossing 7th anywhere near the Schmidt Brewery is very challenging. I would urge project developers to really prioritize pedestrians in this area during project planning.	3	0
I'd like to emphasize this and add that this shouldn't mean to limit the streetcar but instead focus on making this corridor less car dependent. Making this corridor walkable will enhance the utility of the transit line as there will be more accessible locations around the line and not just a bunch of car infrastructure. Successful transit lines across the country are surrounded by a combination of neighborhood establishments and residential blocks between different stops that are all easily accessed by walking.	0	0
This is a unique "micro-park" that could certainly be spiffed up as part of this project.	3	0

This parking lot is a major eyesore and McDonald's recently made things even worse by removing about 10 large pine trees to add second drive through lane. Boulevard trees are direly needed here (and everywhere on 7th).	3	0
I would love to see this little triangle converted to a higher use than a patch of spotted knapweed and invasive grasses that require constant mowing. The would make a wonderful spot for a small food forest with pollinator plantings around the edges.	2	0

Comments (near St. Clair station)	Likes	Dislikes
Please preserve and maintain this stairway to Colborne Street off the bridge here.	2	0
I would love to see some revegetation/restoration of this slope to something more aesthetically pleasing and of benefit to the community. Pollinator benefitting perennials or food plants that could thrive on a slope (hazelnuts, wild plums, or raspberries) would be nice options. Please engage community groups for planning and species selection.	3	0
Since you need tracks for this, what about when you need track maintenance as other light rail (which you like to call a streetcar) lines need really frequently? What will happen? Will they have to shut down West Seventh?	0	2
Cooper's grocery store is a major asset to this community. Having a stop that is convenient to this store (and the Liquor Barrel) will be essential.	5	0
The West 7th area is highly underserved when it comes to bike lanes and bike trails. The CP Rail Spur is a critical opportunity to rectify this and preserve this corridor from private development.	1	0
The scale of the Mancini's parking lot is truly beyond the pale. I have serious questions about the stormwater issues here and the urban heat island effect. I would love to see the owners take some responsibility here and install some rain gardens and tree planters in this enormous lot. Can project developers work with local businesses to help improve sustainability at their properties?	2	0

Comments (near Grand station)	Likes	Dislikes
This is just one of many areas along 7th where the street trees have been gone for over 4 years. We are told by MnDOT and the city that no trees will be replaced until these projects are complete. That means we will be waiting at least 20 more years until shade is restored to these areas. NO. This is NOT acceptable. We must find ways to provide interim trees while we wait for these projects to be completed. Please look into large planters and containerized trees. This is very possible.	1	0
This light rail line will slow everything down to a crawl. Alos, do not call it a streetcar. That's just lying to everyone. It will bring unwanted crime to everywhere with-in that 10 minute walk circle.	3	36
This will not be a Light Rail type of system, cars will still be able to drive on top of the street car rails	1	5
Please consider treatments, including non-transit vehicular traffic separation and signal priority/separated phasing, that would not slow the line down where it would be most critical - i.e., where traffic would cause the most conflict.	9	0
These are some nice white pines that have remarkably thrived in this little hellpatch. Let's do whatever we can to ensure their survival throughout all the construction.	3	0
Bike connections from Downtown to the West 7th neighborhood could be improved. Currently one has to deal with lots of car traffic or go well out of their way to get Downtown. A bike lane on West 7th would be a really nice direct route into Downtown.	10	2

In reply to the above comment about bike connections - or, if that's not navigable from an engineering and/or political perspective, making use of the CP rail spur and existing Shepard facilities with clear routes, wayfinding, etc. -- I've found most of these myself by complete accident!	5	0
Would a BRT line be a more cost effective solution? I think some smaller scale changes to the lane design would be a more effective means to improve the corridor.	1	19

Comments (near Kellogg station)	Likes	Dislikes
If this doesn't get it's own right of way and strong signal priority, the line will be slow and unreliable. It would be a waste of money. Also, if the city wants to get more transit trips and less car trips, it needs to prioritize transit.	27	1
Also, can this be engineered in a way that Kellogg could serve as an interchange point for an eventual 94 corridor route?	8	1
This is going to be an important transfer point between the Riverview and METRO Gold and B Lines, as well as Route 94 (which in my dream of dreams would become part of the Gold Line) - please engineer it such that a) transit gets its own lane and signal priority throughout here, be it Riverview, Gold, or B Line services, b) there's as much separation between vehicle and transit/bike/ped traffic as possible; c) the intersections aren't quite so hostile to pedestrians in a pedestrian-heavy area, and d) the transit route-to-route connections are clear, clean, well-designed, and easy.	5	0

Comments (near Washington stations)	Likes	Dislikes
This block will be surrounded on three sides by the trolley lines. There already isn't any parking here, and the guests of this building's businesses can never find any street parking (especially with Wabasha St. losing its street parking). I could see this being a real detriment for this building's accessibility by car.	2	16
Maybe they can take the train	9	1
I'd like to see the city put in a parking ramp along the line where commuter coming into areas of downtown that are landlocked by LRT/BRT with no parking, be able to park for the same cost as parking would. (i.e.: park, pay, then take the LRT/BRT for free in the DT zone, but not further...cuz then it would just be taken advantage of)	0	4
why not park for free at the Fort Snelling park and ride and then pay \$2 or \$2.50 at rush hour to get to and around the DT area as you described. Parking ramps encourage car dependance, especially in a downtown area.	4	0

Comments (at Union Depot)	Likes	Dislikes
I hate that I will not be able to get to the Union Depot bus area by bus anymore, which is handy and safer for people catching intercity trains and buses and transferring to some other city buses. You will obviously be getting rid of the 54 bus line. I will never take your so-called streetcar (light rail in real life) as I hate the green and blue line and avoid them whenever possible and would certain from years of experience taking the blue line never again take them at night or early morning, particularly, or at all if possible. I know this horrible idea for West Seventh will also mean some reduction in the 74 because to force people to ride the "light rail," they cut or reduce the buses that people would like to take. People don't want light rail because it's dangerous with crazy people on it. And look how far the train stops are apart. Terrible idea. You should have made it into another A line. Everybody loves the A line, and most people hate the light rail.	0	5

Looking at the METRO overlay map around SPUD shows that this could be a real confusing interchange, especially if the Riverview line gets routed behind SPUD or otherwise separate from the Green Line station. At a minimum, wayfinding, signage, and onboard transfer instructions must be made crystal clear, and clear, signed routes for transfers provided. As many facilities should be consolidated/placed as close as possible to each other as is feasible. Connections should be safe and clear. I'd also support interlining the Green/Riverview lines here notwithstanding the space issue, as this is going to be an engineering and system legibility challenge to reroute at what is nominally the same station otherwise.	0	1
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Comments (near or along Shepard Road)	Likes	Dislikes
This is the dumbest thing ever - who wants it? It's not efficient or necessary and the cost is outrageous. Find more effective and prudent ways to spend the public's \$\$ We have under-used and expensive light rail all over the metro.. no-one pays and few take them to work because they are dangerous.	0	4
A big problem with this area is how cut off from the river we are. There is no way to get down to river level between Eagle Parkway and Randolph. Please explore options to additional stairways, pedestrian bridges, and other access points in this span.	1	0
I've seen a lot of comments concerning traffic issues on West 7th. Shepard road is quite underutilized for drivers. Transit should be the priority on West 7th as it is within walking proximity to the key destinations in this corridor. Vehicular traffic can easily take Shepard instead. Divert traffic to Shepard so West 7th can have dedicated transit lanes.	7	0
I totally agree. West 7th is sandwiched between two high speed arteries. The fact that West 7th is still managed as a state highway is absolutely ludicrous. This is a vibrant residential and commercial corridor. High speed vehicle traffic should be shunted to Shepard or the 35 and we must focus on transit and improving the safety of our streets.	4	0
Here is a possible change to the TH-5 mississippi bridge and shepard Rd interchange sketched up for getting more motor vehicle utilization of Shepard Rd. https://imgur.com/a/zVkB1Ar	1	0
A connection to the river such as steps or a bridge would be very cool here. Would allow the transit line to serve recreational trips.	11	0
I'll again push on the thought of integrating the eventual proposal for this line (and any new facilities on W7 itself) with the CP spur and/or Shepard corridors, especially for ped/bike access - but they really should be integrated (e.g., wayfinding, signage, clean and clear connections, etc.)	2	0

Comments (35E-94 Intersection)	Likes	Dislikes
There should be a pedestrian bridge here from Main Street straight to the capitol grounds. It would have a cool view of the capitol and would be a nice connection from the west seventh area to capitol hill.	8	0

Comments (near Phalen Regional Park)	Likes	Dislikes
Love the idea of connecting regional parks for people using public transit	1	0

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

INPUTiD Comments: Cultural Resources

Between July 1 – December 31, 2022, there was one comment on the Cultural Resources map.

Comments	Likes	Dislikes
Name of place and/or address? Fountain Cave What makes it historic or important? Early settlement in Saint Paul, became a tourist attraction in the 1800s.	0	0

5.5 APPENDIX E: RESULTS FROM THE STATION AREA PLANNING SURVEY

The following are considered to be the most important features to the future of the Davern, St. Paul Ave, Homer, and Montreal station areas.

Davern Avenue	
	Percent
Safer neighborhood, especially when walking or biking	32%
More growth to support businesses and increase housing options	20%
Less traffic and improved circulation	16%
Improved public areas and green spaces	13%
Maintain the area's character and/or affordability.	5%

St. Paul Avenue	
	Percent
Safer neighborhood, especially when walking or biking	32%
More growth to support businesses and increase housing options	18%
Less traffic and improved circulation	18%
Improved public areas and green spaces	9%
Maintain the area's character and/or affordability.	8%

Homer Avenue	
	Percent
Safer neighborhood, especially when walking or biking	35%
More growth to support businesses and increase housing options	18%
Improved public areas and green spaces	13%
Less traffic and improved circulation	12%
Maintain the area's character and/or affordability.	7%

Montreal Avenue	
	Percent

Safer neighborhood, especially when walking or biking	31%
More growth to support businesses and increase housing options	22%
Less traffic and improved circulation	14%
Improved public areas and green spaces	13%
Maintain the area's character and/or affordability.	5%

5.6 APPENDIX F: QUESTIONS, COMMENTS AND FEEDBACK VIA EMAIL, PHONE AND WEBSITE INQUIRES

Comments received via email, phone or website contact form

Date	Question/Comment/Feedback	Medium
July 7, 2022	Have you thought about extending the the line to the South Bloomington Transit Center via Old Shakopee Road? It would provide a good link between the Orange Line and St Paul.	Email
July 19, 2022	Have you thought about extending the the line to the South Bloomington Transit Center via Old Shakopee Road? It would provide a good link between the Orange Line and St Paul.	Email
Sept. 14, 2022	<p>Hello Kevin,</p> <p>Thank you for your response to my original message. Was originally going to put the idea into a report with detailed explanations but realized that it would mostly duplicate information in the link you sent.</p> <p>Looking over Google Earth (probably too much for my own good) I think that a variant of an LRT of Alternative 10 is the best approach. Considering the different terrain and refining I've made an interactive map of the route segments and stations, which can be accessed here.</p> <p>That being said there is an alternative that I feel is missing from the proposal. That of using the existing light rail corridors plus a minimal addition of trackage. The ultimate goal from what I understand is to directly link downtown St Paul with MSP Airport and MOA. I think this could be more feasibly achieved by adding a siding to the current LRT junction at Cedar-Riverside and making a new LRT line that goes from downtown St Paul to MOA on existing trackage. Call it the "Teal Line." This would allow for trains to turn from St Paul to MSP and vice versa without having to reverse at US Bank Stadium.</p> <p>The only trackage would have to be added at the current junction at Cedar-Riverside plus signage along relevant stations. A glance shows that such a siding could be added without destroying any park area. Plus I would guess that opening a line in this fashion would be far less expensive than the Riverview Corridor Proposals.</p> <p>It's an idea I think is being overlooked with this whole proposal. That being said I again thank you for your response to me. Making digital imaginative maps is fun but I realize only a small portion of the work to make these visions become reality; most of this is consideration, compromise, and choice of politics. Understandably so as projects like this affect many people with the public good not today but for generations to come.</p> <p>With that I wish the project the best and urge they make the best choices possible, choices to best serve the needs of now and the future.</p> <p>feel free to reach with any questions or comments.</p> <p>Thank you,</p>	Email

Oct. 1, 2022	I question the advantage of a street car over a rapid transit bus line/A-Line. It is very user friendly and much more flexible than streetcar. Also we don't need another type of transit which would require learning another system for paying, boarding etc. Why try to fix something that isn't broken - go with a bus! Also I would think it is less expensive to begin bus service than building a street car line.	Email
Nov. 9, 2022	When is the next public meeting to attend for comments on the Riverview Corridor? I'd like to bring up some points on why utilizing the CP rail spur is super important from a civil engineering perspective.	Email
Nov. 15, 2022	Hi there, I'm wondering if when the Riverview Corridor happens, what will happen to 54M service? It's an important bus route for East Side & Maplewood residents, and if the Riverview Corridor is to be replacing the 54, would that require a transfer? It's one of the busiest routes in our network currently, and I think it would be a disservice to suspend that route. I also believe that even if the 54M is to still run on the corridor, is there a guarantee that it won't be suspended in the future? There's no realistic reason that the Riverview Corridor should be separated or not include the East Side in its plan study, considering the density and potential development of the East Side. I'd love to hear a comment back on this matter, thank you. <i>Subsequent Comment:</i> I appreciate your response. If I may press on this issue though, shouldn't the impacts on Route 54, especially the 54M in particular, have been one of the first things studied since it is following 54 routing? As much as I like the idea of the Riverview Corridor, would it not make more sense to use the funds for aBRT and an extension to Maplewood Mall, with future plans to upgrade to a tram at some point based on ridership?	Email
Dec. 8, 2022	I am a transit rider and am very excited for the riverview line to be built-if it is a streetcar or LRT line. Please don't do what Minneapolis has done and build a so-called bus "rapid" transit line instead. These bus lines are inefficient, difficult to use, and less popular with first time riders. I know many people who would take a train if it was built but would never dream of taking a bus. Even though rail is more expensive, the quality of service is much better and more people will ride it. However, it makes me happy and hopeful that despite my own city of Minneapolis's transit shortcomings, Saint Paul is still committed to offering high quality service. Some suggestions I would give the planners would be to use the standard Siemens S70/S700 on the line rather than a new vehicle, as it would allow more integration between lines and make maintenance cheaper, as Metro would not have to create new parts inventories. Another suggestion would to have the line run in its own lane, similar to what was done on University avenue for the green line, as much as possible, as even though it may eliminate some parking, the benefits of the new line will greatly outweigh the parking loss. Good luck with the planning and construction of the line!	Email
Dec. 8, 2022	You must clean up the existing Green Line, before going ahead with more transportation streetcar or rail-lines projects. I ride the bus and light-rail, not as much as I would like because of the Snelling/University Station which is pretty messy, filthy times. I am afraid to ride the Green Line. Just because it goes through a "lower class" neighborhood is not a reason it can't be clean and safe.	Email
Dec. 13, 2022	Hi Kevin, I am a member of the Board of the West 7th/Fort Road Federation and currently chair the Transportation and Land Use Committee. The committee hasn't heard much lately from the Community Advisory Committee and I am writing to request to be added to the list of people notified about upcoming meetings. If they are open to the public, I would like to listen in, so I can provide updates to the committee and board. Thank you,	Email

Dec. 13, 2022	I would like to know if you plan on having any future update meetings.	Email
Dec. 15, 2022	<p>Kevin,</p> <p>Our HOA manager contacted the homeowners at the Union Depot with your flyers this week. I wanted to offer a suggestion for the project. Connecting to the airport and MOA will certainly be nice and drive up our property value in the long term, but connecting to the airport and MOA isn't going to be a huge priority in the near term. I want to offer a near-term suggestion.</p> <p>I wonder if you've considered rolling out the streetcar service in pieces. For example, might it be possible to get the first few miles done in 5 years rather than 10? The main appeal for us at the Union Depot (and other folks living in nice lofts in Lowertown and Downtown) will be connecting the Union Depot to the active areas of W 7th St. So, based on the map you sent out in the flyer, that would be from the Union Depot to W 7th and Randolph. Could the county get this done sooner than the proposed 10-year plan for the full project? I think there would be a whole lot of buy-in for this and would also generate revenue for the county while finishing the project. These are the neighborhoods that folks living in Downtown/Lowertown and the areas I mentioned want connected. Currently, these neighborhoods are isolated from one another, but connecting them with a streetcar service in the near term would drive up economic activity in both neighborhoods. I would go down to W 7th all the time to places like Bad Weather Brewing, Waldmann Brewery, White Squirrel, A-Side Public House, and so on. I bet those living around that area on W 7th would also love to come up this way to go to Saint Dnette, The Buttered Tin, Barrel Theory, Creators Cup, etc. Hopefully that new streetcar service would also bring more folks to Downtown and Lowertown and bring more restaurants and bars, which tend to be fleeing Downtown and Lowertown in recent years. Currently, it's a \$10 Lyft each way, even though they are fairly close.</p> <p>Let me know if you'd like to jump on a call sometime.</p> <p>Cheers,</p>	Email

5.7 APPENDIX G: COMMENTS AND FEEDBACK VIA SOCIAL MEDIA

Comments received via social media

Date	Question/Comment/Feedback	Platform
July 15, 2022	easier to put some of the fund in their back pockets.	Facebook
July 18, 2022	Why aren't you utilizing the abandoned rail tracks that went from the old Ford plant down 7th street. Not utilizing this existing setup seems to be a waste of taxpayer dollars and I'm an avid passenger rail supporter	Facebook
July 25, 2022	A riverview line mixed with traffic is a riverview line doomed to fail.	Twitter
July 27, 2022	Translation: It's the same thing as a light rail train. The tracks are the same size as those of every freight and passenger railroad in the country.	Twitter
July 29, 2022	If population growth and travel demand are known to be increasing why are we putting this line in general traffic lanes where it's performance and reliability will suffer as the demand increases? Instead of in dedicated lanes.	Twitter
Sept. 21, 2022	"Streetcars" ensure the trains will get stuck in traffic from day one! We need better for Riverview!	Twitter
Oct. 24, 2022	described	Facebook
Oct. 26, 2022	It's really sad what Met Council, Ramsey County and mainly the City of St. Paul are doing to the transportation network of this city.	Facebook

Nov. 4, 2022	Please, once and for all, explain the difference between “modern streetcar” and LRT. They use the same cars, and Riverview trains will travel on Blue line tracks. We’ve been asking for years, but still no answer.	Twitter
Nov. 14, 2022	They come right out and say that they will only consider the opinions of those who live and/or work in this area of the corridor and they give no consideration in the survey for flow of auto traffic through the corridor. Auto traffic is the largest use and must be maintained!	Twitter
Nov. 14, 2022	<i>RESPONSE TO NOV. 14 POST ABOVE:</i> lame. Take 35E instead	Twitter
Nov. 16, 2022	Even how heavily subsidized public transportation is in the metro area, some people might argue that any savings at the gas pump would be offset by higher taxes.	Facebook
Nov. 16, 2022	I can’t find anything on this and also reached out for comment yesterday via email – why isn’t there anything about the impacts or even studies on the East Side anywhere on the project page?? This seems really crummy if it’s ONLY going to be downtown SP to MoA	Twitter
Nov. 18, 2022	<i>RESPONSE TO NOV. 4 POST ABOVE (Same Individual):</i> And still no answer.	Twitter
Nov. 28, 2022	Why are we going with “streetcars” that require stations rather than modern streetcars that either have sidewalk-level entry or ramps? This seems like a small light rail train rather than a streetcar.	Twitter
Dec. 1, 2022	Leave it alone, you mess up everything you put your hands on! Just look at met council, dhs, doe and the state Healthcare program!	Twitter
Dec. 6, 2022	metro stations works for me	Facebook
Dec. 6, 2022	waste of money	Facebook
Dec. 7, 2022	That sounds like a dumb idea! Can we please stop with these idiotic ideas? Get more electric buses if there is this much demand.	Facebook
Dec. 7, 2022	<u>Riverview Corridor</u> Why won’t you listen to the public? Saint Paulites do not want this! You can buy 15 Gillig buses and run BRT in a dedicated lane for about \$1.99B less than this will cost.	Facebook
Dec. 7, 2022	parking? Imported criminals? Hasn’t the current light rail been ranked as the most violent in the country?	Facebook
Dec. 7, 2022	Stop this foolishness. We don’t want or need it.	Facebook
Dec. 7, 2022	Stop wasting money on trains. Make a dedicated bus/bike lane if you feel compelled to build something. It could be used by emergency vehicles when necessary, it could alleviate traffic when necessary. We could increase or decrease the number of buses in it as demand calls for it. Let’s be logical.	Facebook
Dec. 7, 2022	<i>RESPONSE TO POST ABOVE:</i> Doc McElroy I would give you 100 thumbs up if you could.	Facebook
Dec. 29, 2022	Good to see the corrupt, money mongering, unelected Met Council propaganda machine is in place.	Facebook