



PUBLIC ENGAGEMENT SUMMARY REPORT

Summary Report #5

JANUARY – JUNE 2023

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1. INTRODUCTION

1.1 PROJECT OVERVIEW AND STATUS

The Riverview Corridor is a 12-mile planned transportation option to help connect and improve the mobility of neighborhoods, anchor destinations and employers between downtown Saint Paul, Minneapolis-St. Paul International Airport and the Mall of America. The Locally Preferred Alternative chosen in 2017, a planned modern streetcar line, would run generally along State Highway 5 (West 7th Street) and includes the 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 phase 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.

The Riverview Corridor Modern Streetcar Project is in the Route Refinement Phase, which seeks input on:

- Route alignment and station locations.
- Priorities for mobility, livability and growth.

Successful completion of this work and data collection will allow the project to advance to the Project Development Phase, which will begin to design the project and perform an environmental impact review.

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, 2023. The project team requested public input on station locations and historically significant properties along the corridor via an interactive map (INPUTiD). There were no project committees, task force or other meetings open to the public that took place between January 1 and June 30, 2023 as additional alignment and engineering development was required for the best bus and best rail options. Further communication and engagement activities included the presence at community events and celebrations. Ongoing updates to the project website, regular social media posts and quarterly newsletters were produced.

2. PROJECT COMMITTEES

During the Riverview Corridor Route Refinement 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.

All 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.

Between January 1 and June 30, 2023, the Policy Advisory Committee did not meet.

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 January 1 and June 30, 2023, the Community Advisory Committee did not meet.

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 January 1 and June 30, 2023, the Station Area Planning Task Force met once, as detailed in **Table 2-1**.

Table 2-1: Station Area Planning Task Force Meetings

Date	Attendance	Topics
March 14, 2023	10	Updates of schedule, ongoing engagement, and EPE design process. Review of Watson and Tuscarora station area plans (Best Bus Option).

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 January 1 and June 30, 2023, the project team was present throughout the corridor to meet with business owners, share project details and gather input. The interactive mapping tools and online surveys continue to be utilized.

Between January 1 and June 30, 2023, five 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
Lunds & Byerlys supermarket pop-up event	January 18, 2023	6	General public	General project awareness, downtown routing.
Highland District Council Annual Meeting	March 29, 2023	~80	Highland Park residents	General project awareness.
MnDOT Hwy 5 Mill and Overlay Open House	March 30, 2023	~60	Highland Park residents	General project awareness.

Highland District Council Info Fair	May 11, 2023	~50	Highland Park residents	General project awareness.
Fort Snelling Joint Powers Board	June 13, 2023	14	Federal and State park agencies, local government park boards, Boy Scouts of America and individual business owners.	Brief general project update, focused on Bdote/Fort Snelling IRT area and bridge options.

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 map identifies proposed station areas along the corridor.

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 B** for comments on stations areas and **Appendix C** for comments on historic locations.

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 and project 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 2023, 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.
- "Powered by Community," "Q&A," and "Enhanced Transit" campaigns.
- Planned events along the corridor.

A total of 42 comments (excluding responses and subsequent comments) were collected via social media. These have been incorporated in the project inquiry log and shown in **Appendix E**.

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.

As of June 30, 2023 there were 3,906 subscribers on the project email list. This is an increase of 318 subscribers since December 31, 2022. 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. Two emails were sent during this period: one email with the winter e-newsletter and one email with the spring e-newsletter. A total of 1,924 (57%) of subscribers opened the winter email and 1,330 (34%) of subscribers opened the spring email.

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 January and June 2023, 12 emails and zero (0) phone calls were received (see **Appendix D**). 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:

- Updated flyers, fact sheets (translated into Hmong, Karen, Oromo, Somali and Spanish) and other collateral.
- Social media updates.
- Email updates via subscription, including newsletters.
- Website postings.
- Targeted individual/elected official outreach.
- Bus shelter and transit advertisements.
- Printing and digital advertising.
- 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 January and June 2023, there were 6,297 pageviews, of which, 4,455 were unique pageviews. Visitors averaged one minute and 30 seconds (1:30) on each page. The five pages with the highest traffic (page views) include:

1. Homepage (4,334).
2. Meetings and Events (341).
3. Project Library (269).
4. Station Area Planning (239).
5. Project Committees (147).

4.5 ENHANCED TRANSIT CAMPAIGN

A refresh of the project messaging was initiated in early 2023. The objective of the update was to generate awareness and interest in the Riverview Corridor's enhanced transit offerings and their benefits, and welcome engagement and feedback. The "Enhanced Transit" campaign broadened the messaging with the pending update of the Best Bus and Best Rail announcement, removing the focus away from only the modern streetcar (best rail). It provided a focus on the benefits of transit in general from fresher air to great access and connections.

Social media posts regarding the updated Enhanced Transit messaging began in April 2023.

4.6 PAID MEDIA: BUS SHELTER AND TRANSIT POSTERS

The spring campaign kicked off mid-April and ran through the end of June. Messaging aimed at transit and bus users along with the general public located along the corridor shared advantages of transit from less parking fees to easier access to more fun. Posters were at various bus shelters along W. 7th Street and in transit stations from Fort Snelling, the Veteran's Hospital to the Mall of America. The campaign was supported by digital advertising targeting our audience present along the W. 7th Street corridor.

See **Appendix F** for samples of Enhanced Transit campaign/poster.

4.7 PRESS AND MEDIA COVERAGE

The Riverview Corridor project was mentioned in two online media publications (see **Appendix G**).

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 Tincer	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
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
Jay Severance	Ward 2
Wendy Underwood (ex-officio)	SAP Task Force co-chair
Bob Whitehead	Ward 3
Amanda Willis, Co-chair	Ward 3

Station Area Planning Task Force

Member	Location
Nathan Bakken	Minneapolis
Richard Bohannon	Ward 2
Tracy Farr	Ward 2
Kevin Gallatin	CAC co-chair
Patrick Guernsey	Ward 2
Mathews Hollinshead	Ward 3
Nate Hurse	Ward 3
Aaron Johnson-Ortiz	Ward 2
Perri Kinsman	Ward 2
Jyni Koschak	Ward 2
Joe Landsberger, Co-chair	Ward 2
Jose Lozano	Ward 3
Lisa Moe	Ward 3
Paul Pappas	Ward 3
Tanner Schulz	Ward 3
Dave Thune	Ward 2
Wendy Underwood, Co-Chair	Ward 2
Amanda Willis	CAC co-chair

5.2 APPENDIX B: SUMMARY OF FEEDBACK FROM THE STATION AREA PLANNING INPUT ID MAP

INPUTiD Comments: Station Area Planning

Comment (City of White Bear Lake)	Likes	Dislikes
Purple Line to Downtown White Bear Lake still looks good on this map. Endorse.	6	0

Comment (near U of M Campus)	Likes	Dislikes
I still don't understand what the point of this jog is.	1	0
I agree, Stadium goers need to cross the street either way	1	0
Here's a hint for how to make West 7th LRT better!	4	0
I agree, a pedestrian/transit mall would be great.	4	0

Comments (near Swede Hollow Park)	Likes	Dislikes
I know this is beyond the scope of the study, but whatever route we choose in Downtown St Paul. We need to make sure that we allow for future expansion to the East Side particularly past Metro State and north on Arcade.	8	0
Agreed. The Riverview is an excellent corridor we could expand upon just like the first two LRT lines we have build and been extending. A good mirror image of the Blue Line.	7	0
If we can get a spur to Highland Bridge, an extension with two routes, one extending to century college and the other following the current route of the 54 would make a lot of sense	5	1

Comments (near Capitol Hill)	Likes	Dislikes
<i>JULY 2022 Comment: 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.</i>	11	0
Think bigger. Replace I-94 with Twin Cities Boulevard and bury the rest of the freeway through downtown. Reconnect Capitol Hill in a meaningful way.	3	1

Comments (near Mears Park)	Likes	Dislikes
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My main issue I take with the routing is the fact it doesn't go to Maplewood Mall via the East Side. In Highland Park, as routes like the 46 and 84 got cut, everyone was told they pretty much have to take the A Line now, despite how far away it may be or places no longer accessible. I don't trust that the 54M would stick around after construction, essentially adding a transfer to many trips as well as the East Side missing out on potential growth, an area ripe for upzoning, especially near Arcade and Maryland. While the idea of a tram along the corridor is a great one, and will really ease access to the airport and MoA, it's important to consider that the 54 in St Paul isn't just the W 7th corridor, extending it out would help out many businesses and residents that are reliant on the 54M.	6	0
<i>DECEMBER 2022 Comment: 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.</i>	2	24
Ok Boomer	4	2

Comments (near Landmark Center)	Likes	Dislikes
I don't know a better option short of a 9-figure tunneling project, but the connection between Central Station and Kellogg Station sure is janky given the tight turns and steep grades.	5	0
<i>AUGUST 2022 Comment: 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.</i>	3	30
Parking at Snelling and taking the LRT downtown was my favorite way to get to a game before I moved closer to 7th	3	0
Why are we considering this block "landlocked" when the things that are "locking" you in are actually things that can take you far! I would love to live on this block / downtown STP if this thing gets built.	4	0
Downtown St Paul is a major concern for on-time reliability of this project. Green Line is stopped at many traffic signals along university while getting to downtown St Paul, the Riverview streetcar should not suffer the same fate. Riverview should get signal preemption – not signal priority. Preemption almost immediately changes the signal to green (after clearing the intersection/ped phases) whereas priority still causes the transit vehicle to wait until the light changes.	9	0
Splitting the line for these few blocks seems far more expensive and unnecessary. And what additional costs will occur due to the Concert Hall at the Ordway? That area will need similar rail dampening that happened around the MPR station for the green line.	1	0
<i>JULY 2022 Comment: 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.</i>	41	1
Please have gated areas for ticketed passengers. Crime, drug use, and vagrancy are out of control on both the green and blue line rail. This is because of the honor system that we use to ride the train.	1	7

Comments (near Smith Ave)	Likes	Dislikes
Unnecessary, disruptive, poorly suited to this area	0	6
<i>DECEMBER 2022 Comment: 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?</i>	17	1
Agreed, drinking at Mancini's and driving home from their giant parking expanse mixes as well as LRVs and traffic.	3	3
<i>OCTOBER 2022 Comment: 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.</i>	14	1
It's further south, but I continue to find it bizarre that 35 to W 7th is considered the 'recommended' route based on the signage from downtown St Paul to the airport. Hopefully this project and resulting changes in traffic will result in new signage to reflect this - even further south, it makes no sense to route thru traffic down this way. Most locals presumably know better than to go down 5 to get to MSP, but the entire point of an airport is to bring in out-of-towners who don't know this.	7	0

Comments (near St. Clair station)	Likes	Dislikes
What is being proposed at this intersection - is this a planned station? Where exactly (which corner) are you proposing to put it?	0	0
Improve walking route from street car to library.	4	0
We already have a walking route. It's called a sidewalk.	0	2
Can this stretch of road be eliminated? it's a hazard with the street light and the large length of angle roads.	5	1
You know, someone owns stuff on that road that you want to eliminate. Maybe we should eliminate your street.	1	0
<i>DECEMBER 2022 Comment: 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.</i>	9	1
The walkability scor for this stretch is already an 86 to 89. Sooo, there's that	1	1
Please don't put this stupid train in this neighborhood. Nobody uses it, it only attracts crime. This will destroy such a historic and beautiful neighborhood	3	15

Comments (near Randolph station)	Likes	Dislikes
<i>DECEMBER 2022 Comment: 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?</i>	8	0
It seems fine to me	0	2
<i>DECEMBER 2022 Comment: 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.</i>	19	0
It's not a great intersection for cars, either.	6	0
The project should consider roundabouts to help with traffic at these spots	5	5
Please improve pedestrian connections	3	1
If the line will run in mixed traffic on West 7th and making it light rail is not an option (it absolutely should be the choice and those who complain about street parking be damned), then the line should at least use the for spur between this point and where it crosses west 7th again	4	5
<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>	15	5
Would be great to have a more substantial station at this location with an accessible bathroom.	4	0
Around this area, trash is rampant. Please be aware of this issue and provide extra trash/recycling/compost receptacles to keep our neighborhood clean.	5	0
More Trash cans does not mean less trash on the street if they are not emptied regularly.	2	0
What is the plan for safety, especially at night?	7	1
My concern is seeing you destroy the neighbors around W. 7th St. and the history that it has. I also see crime increasing just like it has on the green line. If you're going to do something like this, why don't you had to go down Sheppard Road. Are have it in your neighborhood and not ours.	9	5
I agree with other commenters (crime, etc) that this is a bad idea for the neighborhood. At the very least, this should move down to Shepard Rd.	1	8
Shepard rd has very few destinations on it compared to west 7th	2	0

Comments (near Otto Station)	Likes	Dislikes
This is a very bad idea for W 7th area. Rapid Transit only brings crime, & sick of my property tax \$ going for stupid ideas no one wants. This area will now be blighted, like every other are the "lines" were built. Leave w 7th alone. Lots of mom & pop businesses who care about community. Stop this idiocy, that Carter seems to just keep pushing in all of us. He may want most of us residents to leave St. Paul, because he hasn't done anything to make me want to stay.	4	14
West 7th is not wide enough to support any kind of permanent tracks. The disruption construction will cause and resulting tracks will cause great harm to the neighborhoods. It seems this is not for the residents who will have to live with the streetcars, but for the politicians and downtown convention people to brag about. A BRT line would be more appropriate. I know it is hard to convince a business suit to take a bus, but I believe it is equally as hard to convince them to get on ANY public transportation. They will still be using cabs, Ubers and limos. Money could be better spent on security on public transit and reliable, more frequent service. service. As a resident of a neighborhood that would be affected by a streetcar I am opposed to it being built.	6	13

We do NOT want this in the West End neighborhood we will lose parking spaces, businesses, Neighbors & will end up like the green line just bring in problems & we don't want it here we have a good neighborhood & want to keep it like it is. I know somebody that works for the GREEN LINE & there are so many people that don't pay it is ridiculous it isn't funny they lose so much money on this it is also a waste of tax payer money just like the bike lanes spend the money on street repair our streets in the west 7th neighbor some haven't been repaired in years also light poles need to be painted I lived in the same house for 30 years & my light pole has never been painted it is weathered down to the primer like so many others.	1	13
WE DO NOT WANT THIS THE CURRENT BUS SYSTEM WORKS JUST FINE.	1	11
I want this in my neighborhood. The streetcar should have its own dedicated tracks	5	0
Pedestrians / bicyclists should be prioritized through this whole process, however, this stop is especially important. With Otto being one of the few access points to Shepard at the moment, please take extra consideration here.	13	1
This "modern streetcar" is going to be a slow-moving, money-sucking waste of time and resources. Make this a full-blown LRT project that does NOT run IN CAR LANES so that it can actually be effective...	13	1

Comments (near Montreal station)	Likes	Dislikes
<i>SEPTEMBER 2022 Comment: 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</i>	14	1
Crossing 7th as a pedestrian is not a comfortable task. Would like to see some into	6	0
I'd like to see an extension or spur of the A line that connects to the streetcar station here. Seems like a very easy win	6	0
Or extend Minneapolis-going buses like the 46 and 23 here.	2	0
A roundabout would work well here.	1	3
Too many accidents in this area and traffic goes at least 10-15 miles faster than posted speed. The whole idea of adding anything to West 7th is ridiculous. What's going to happen to homes located on this road?	0	1
Disconnect West 7th St from I-35E. In conjunction with connecting Shepard Rd to the Fort Rd Bridge, make the Shepard Rd-35E interchange full-access. Connection to W 7th can be provided via the planned Elway-Lexington connection.	4	4
I love this idea as well. West 7th should be for human-centered travel. Shepard can be for cars.	4	2

Comments (near Homer station)	Likes	Dislikes
This whole section of West 7th is absolutely awful for bikes and pedestrians. No place for bikes, spotty sidewalks, and drivers treat it like a freeway. Would love to see a "road diet" with fewer car lanes, in return for dedicated right of way for the streetcar, cyclists, and pedestrians. This would also reduce crashes from the streetcar running in mixed traffic.	1	0

Comments (near St. Paul Avenue)	Likes	Dislikes
I believe that for this project to succeed and be worth the investment, as I strongly hope it will, it needs to achieve several things. It needs to be faster, more frequent, and more reliable than the existing bus service, and competitive with driving times. I'm worried that a streetcar running in mixed traffic will put these objectives at risk. Running in mixed traffic will reduce top speeds, increase delays due to traffic, add the risk of vehicle collisions, create hazardous bottlenecks, and entrench car dependency in the corridor by ensuring that the new line is as slow or slower than existing buses. I like streetcars, and I think they have a place in our future transit network, but in my opinion, the Riverview corridor needs light rail on dedicated right of way. We shouldn't be scared of taking space away from cars to make dedicated right of way for transit. The end result will be safer and more efficient for everyone, drivers included, since more transit riders means less traffic.	2	0
I have grave concerns for this project. If the team continues to give into the demands of car drivers and refuses to give the tracks their own dedicated spaces on West 7th, I believe this project will be worse than just taking the bus. They MUST provide either dedicated lanes for the streetcar vehicles or use the ford spur tracks as much as possible otherwise this streetcar will be useless. For the business owners complaining about parking, you will see more shoppers from riders than you ever did from cars.	7	7
Ford spur tracks make no sense	0	0
No one rides the public transit now. Ridership is down 79% and gangs have taken over the trains. Why would anyone consider this a good move? The cost/benefit and subsidies needed should have ruled this out years ago.	1	11
Agree on dedicated tracks	4	1

SEPTEMBER 2022 Comment: 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.	10	0
A roundabout would fit here nicely.	2	1
There absolutely needs to be a spur to Highland Bridge. This would provide large amounts of ridership and allow easy access to the airport and jobs for people	7	3
Absolutely not. It would take riders way out of the way and turn MSP to downtown St. Paul into too long of ride	1	1
Pretending there are traffic issues between St. Paul and the airport just isn't realistic. I've lived here 18 years and I just don't see it.	2	1
Use the spur and Ford Parkway bridge instead of attempting to shove a LRT/street car through the Ft. Snelling tunnel. Most of the ROW on the CP Spur is unused by CP and the Ford Parkway Bridge used to handle rail traffic.	1	1

Comments (near Davern station)	Likes	Dislikes
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.	5	8
Doesn't the park and ride already have shuttles anyway? Why would they need station access? Putting the station at Dwarven	3	0
The Davern stop should be moved down to this area with a stop in-between E & W Maynard added. Moving the stops to these locations would give easier access for the community north of west 7th and focusing the stops in front of the large apartment communities would prompt use of the streetcar system.	0	0
Stupid waste of money.	0	13

Comments (Hwy 5 near Shepard Road)	Likes	Dislikes
I have family members living on St. Paul Av. I cross unused tracks from the Ford plant every time I go there. Why not use that right of way for a real rail system, at least from Union Station to this neighborhood?	0	0
OCTOBER 2022 Comment: 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.	11	4
Would love to see 7th become more like Ayd Mill	0	6
Connect Ft Road Bridge to Shepard Road instead of 7th St.	9	0
100000% agree. That's the road built to be a highway. West 7th should be for people.	9	0
The entrance ramp here has a very short runway. And with a trolley added and the increased traffic from the high bridge development, this could be a very tricky merge. Might be worth reducing the lanes down to one.	5	0
NO	0	2
I disagree	0	2

Comments (Hwy 5 Bridge)	Likes	Dislikes
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)	21	0
Bike path AND rail should be on an upper bridge level. Connect eastern bridge lower approach to Shepard Road. Turn west 7th St south onto Davern for connection to Shepard/MN-5. Use 7th St ROW between Davern and Edgemoor for LRT to upper bridge deck. But at a minimum absolutely bike and ped facilities belong on an upper level of the bridge, at grade with regional trails at Ft Snelling and E River Rd.	0	2
No construction is allowed on TRIBAL land and NPD land	1	0
Running in mixed traffic on a highway corridor is definitely concerning for safety and being held back by car congestion. Perhaps separated lanes and viaducts should be considered to separate the Riverview from cars?	5	1
Addendum: If viaducts cannot be built and the trains must run on the bridge crossing next to the cars, the Riverview should get dedicated transit lanes/space for the tracks and the Historic Fort Snelling station might need to be removed from planning altogether.	5	0
Completely agree. Running in mixed traffic here would likely cause delays and crashes. I can see this bridge and tunnel being a very problematic chokepoint.	0	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.	12	0
<i>JUNE 2022 Comment: Still would like to see some consideration of connection to the Highland Bridge neighborhood.</i>	32	9
It is beyond comprehension that service to the Highland Bridge development is not front and center in this plan, with a crossing at Ford Pkwy and utilizing the CP spur, or St Paul Ave, and connecting to the 46th St station across the Ford Pkwy bridge. The W7th route to Fort Snelling feels clunky and its primary effect on that corridor will be gentrification and congestion with minimal utility to a sparsely residential area. The Highland Bridge area and CP Spur line screams for a seamless transit solution.	3	2
Use ford spur	1	1
Busses run every 15-20 minutes on both Ford parkway and St Paul Ave. there is no need for rail service at the Ford site.	0	4
Rapid bus and normal bus service runs frequently to the Ford site. No need for rail service.	0	2
The spur should be a bike/walk path, similar to midtown greenway in mpls.	3	0
Considering the redevelopment here, there absolutely needs to be some kind of reliable connection to the streetcar. BRT would be nice, but it seems like a waste to not use the existing rail spur leading right to a huge residential development. Maybe the streetcar could alternate between running along the spur and to MOA?	1	0
Please consider running a shuttle service along this existing rail line to connect Highland Bridge to the Riverview Corridor. Have a multiple-unit train run from here to the St. Paul Ave Station.	1	3
There are busses that run every 15-20 minutes on St. Paul Ave and Ford Parkway. As such, there is no need to rail service to the Highland Bridge area.	1	5
The buses as currently designed (and, given the Highland Blue-Riverview connections study output, looks to be for the foreseeable future) are "squiggly" and illegible. I live around here and I can't clearly explain how the 23/83/87/46/134 work when they get onto Ford vs. where they go north of Ford. This is a substantial issue when they're all either suspended or really so infrequent as to be unusable. I'd at least explore having the Randolph ABRT proposed by Metro Transit run south from its preliminary terminus at Highland Crossing, probably down Saint Paul Ave.	1	0

Comments (near Historic Fort Snelling station)	Likes	Dislikes
<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>	20	4
For clarification, they have been looking at trainsets that are of the same models we use. One consideration was the Siemens S70 Short. "streetcar" is just light rail vehicles that run more in mixed traffic	2	0
Why would you want to transfer at Terminal 1? Why make Minneapolis-West Side commuters transit the Ft Snelling station twice, once without stopping? Ft. Snelling is a center island platform perfect for cross-platform transfers between Minneapolis (Blue Line) and West 7th corridor.	3	0
Terminal 1 station should be the transfer point because it's cool?	0	0
Reply to above - I'd like to see it be the change point because it's sheltered, would reduce trip time, and is a logical point for lines to split. Architecture is a bonus, but having a sheltered cross-platform transfer is important	1	0
<i>DECEMBER 2022 Comment: 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.</i>	5	1
Yes. Terminal 1 station should be the interchange point to the blue line	5	1
It would also put the changeover point underground in a climate controlled subway station, an opportunity in this region that would be foolish to ignore.	2	0
No. Transfer at Ft. Snelling for the sizable ridership between Minneapolis and the west side. Don't waste minutes out and back into the airport tunnel.	2	0

Comments (near Fort Snelling at Bdote/Blue Line Connection station)	Likes	Dislikes
Make sure this can be a full wye interchange easily in the future. This would allow for additional service patterns. For example, if Midtown Streetcar is built, there could be a single seat ride between West Lake/Green Line, Midtown, interline with Blue Line at Lake Street to VA Medical Center, then off at this wye to Downtown St Paul via West 7th.	9	0
<i>OCTOBER 2022 Comment: This is an ungodly kink in the line and will slow it down a LOT!!!!</i>	9	1
Highway 5 is much better	0	0

It really needs a ramp just like the Green Line	0	0
Get some easement from that federal building parking lot and sweep the curve. But not a huge deal like others are making it sound.	1	0
This is the most inane part of this useless proposal. Please don't waste our money when BRT would accomplish the same goal at less cost & disruption!	0	7
Will these be dedicated tracks at-grade and/or by viaducts, and will the vehicles selected be capable of the 55mph speeds that are hit in the Airport tunnels?	2	0
I'm sure they will have to be if sharing the tracks with a blue line train behind it.	0	0
Will Modern Streetcar really be able to use the same tracks as LRT? This does not seem feasible. If possible, how is the technology different between LRT and Modern Streetcar - this is not clear?	0	0
This project is extremely important in that it will provide a more efficient, car-free connection between South Minneapolis and downtown St. Paul for commuting, commerce, and entertainment.	9	2
I appreciate the interlining into the airport and with the rest of the Blue Line trackage into Bloomington. An excellent opportunity to fill in a rail triangle between all three downtowns to the Airport, as well as treat the Riverview like a Light Rail line even if just for part of the way. Please do look into Siemens S70/S700 Short LRVs for this corridor!	11	0
Please look into dedicated ROW and 3-car platforms like the other two lines.	8	0

Comments (near Mall of America)	Likes	Dislikes
<i>SEPTEMBER 2022 Comment: 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.</i>	2	1
Actually I'd love to see another 2 or 3 infill stops in this segment. The train gets going awfully fast along the Old Shakopee Road curve to MOA or the 34th Ave segment north of 494. Who wants to get between Terminal 2 and MOA in under 30 minutes anyways? Slow life down and enjoy the ride!	0	1
this segment is supporting a lot of TOD, realistically the only stations that could be taken out are the American Blvd ones. The best way they could speed up times here is to build an elevated rail connection to MOA along 82nd St.	2	0
Tight 90 degree turns are terrible for speed, and hard on equipment. No one likes to listen to the squealing wheels, and it sounds like the whole vehicle is going to rattle itself apart when going through these curves.	1	0
<i>NOVEMBER 2022 Comment: All maps of Riverview should include the proposed track re-routing along 82nd 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 28th 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.</i>	12	0
I am in agreement with this, as a regular user of the Blue Line who has seen the beautiful TOD it has created in the South Loop, and have had to sprint to buses bc the train approach into the station is delayed and slow. An elevated or at-grade solution running on E 82nd St should be reconsidered for this project, as long term costs and delays from keeping the current alignment will outweigh the higher upfront costs of replacing it.	5	0
*addendum to the previous comment: Whatever elevated alignment is chosen for 82nd St I would still hope actually runs into the existing MOA station to, as seamlessly as possible, connect with existing station infrastructure. It's a good station all things considered with absolutely massive bus and shuttle connectivity and I think relocating a transit center outside of MOA would be an enormous cost waste.	4	0
<i>JUNE 2022 Comment: Extend Blue Line west to Eden Prairie, connect to Orange and Green Lines. Blue Line should enter MoA Station at 82nd and exit along Linden, continue along American or 494 to Eden Prairie Station</i>	3	1
In response to the first comment, the Red Line of course was supposed to originally be that LRT extension.	0	0
*at least, it was supposed to be one idea of a blue line extension. Future rapid transit along American Blvd should be considered but if the station is elevated into MOA along 82nd it would make extensions more impractical and expensive. An at-grade approach along 82nd might fare better.	0	0
Extend C Line ABRT to MOA Transit Station via Cedar Ave	1	0

Comment (near Shakopee)	Likes	Dislikes
This is off topic for this project, but how is there no rapid transit to valleyfair? That just seems crazy.	3	0

Comments (near Eagan)	Likes	Dislikes
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"Red Line" - what a waste of a primary color this service is.	7	1
I mean, agreed, it could be extended to go west along 494, and end at the green line. Hit big job centers like Best Buy and DQ HQs, the Seagate Fab, Braemar Building.	3	0
perhaps extend the blue line all the way south to apple valley and decommission the red in like 10 years?	4	1

Comments (near Lakeville and Farmington)	Likes	Dislikes
future red line stop?	1	1
future orange line stop would be better.	0	0
future red line terminus?	0	2
future red line stop?	1	0

5.3 APPENDIX C: SUMMARY OF FEEDBACK FROM THE CULTURAL RESOURCES INPUTID MAP

INPUTiD Comments: Cultural Resources

Between January 1 – June 30, 2023, there were no comments made to the Cultural Resources map.

5.4 APPENDIX D: QUESTIONS, COMMENTS AND FEEDBACK VIA EMAIL, PHONE AND WEBSITE INQUIRES

Comments received via email, phone or website contact form.

Date	Question/Comment/Feedback	Medium
Jan. 27, 2023	On behalf of the Saint Paul Farmers' Market, we would like an update on this project, as it may impact our Market. Our Annual Meeting is in mid February, and we would like to have an update prior to this. We would also like to have an in person update at our monthly Board of Directors meeting.	Email
Feb. 1, 2023	please do NOT continue with this project you will kill W. 7th	Email
Feb. 1, 2023	Hi there, I am a home owner in the west 7th neighborhood and I am deeply concerned with the idea to build a light rail along west 7th. Please send me information on who to contact about community input and where the people who actually live in the area and support the small businesses have a say in this decision. Thank you	Email
Mar. 8, 2023	I'm not happy with the meetings. I was interested in specific information about the accessibility of the actual streetcar and stops. The constant references to creating parking lots at the expense of local retail spaces is very discouraging. As an advocate of safe and accessible transit, I'm opposed to any more funding to create car parking lots. Those are just a couple of reasons I wish to be removed from the committee. I also think it's a gross error to ignore the Highland Bridge Crossing in routing the streetcar, but mainly I don't see any point in duplicating the bus #54 route.	Email
Mar. 9, 2023	Hi Scott, It's been a while since I've heard anything about this project. Would you be willing to give me a quick status update? I know my members continue to be interested. Thanks much,	Email
Mar. 15, 2023	I'm excited by the prospect of this project. It seems like the current plan is to go with street-cars on shared-use lanes. Ideally, I think a grade-separated LRT would be best, but if a street-car is preferred I would like to voice my concerns with a shared-use lane. A shared-use lane will make it much more likely that there will be collisions with vehicles, or that vehicles will improperly park on the lane. I would strongly recommend that they be on a dedicated lane that is protected with metal or concrete bollards, or some type of fencing. This would serve the dual-purpose of keeping vehicles out of the lane, while also helping to slow traffic.	Email
Mar. 23, 2023	I was wondering if I could possibly get a copy of the memorandum regarding the FTA project rating analysis from 2018. Saw it mentioned in the pre project development study but wasn't included in the document library anywhere. Thanks	Email

Mar. 24, 2023	Has this been finalized? BRT is a much better option, way less expensive and just as easy to use.	Email
May 22, 2023	I am curious about the selection of the name "Riverview" for a West Seventh Street transit corridor. Riverview is the longstanding designation of the West Side: Riverview Library, Riverview Cemetery, Riverview telephone exchange, etc. Thanks.	Email
Jun. 9, 2023	Although I live in Hennepin County, I'm dependent on transit and work in downtown saint paul. I just found out about the riverview streetcar project and I wanted to express my support - it would make getting around the city SO MUCH EASIER! I take the light rail to work every day and I really prefer it over buses - it's easier to see where lines go which takes the guesswork out of catching transit. I'd be way more likely to spend time in the highland park and west 7th area if it was easier for me to get there. I hope this project goes through!!	Email
Jun. 12, 2023	Good afternoon Kevin, I have some concerns regarding the Riverview Corridor Modern Street Car plan. I purchased my house 1.5 years ago, and I am right around the corner from West 7th between St. Clair and Randolph. Here, briefly, are my concerns: 1. I do not have a garage or driveway, and I am already running into problems with parking near my house because of people parking and going to the the restaurants in my immediate neighborhood. Does Ramsey County plan to build parking areas for riders who need to drive to the Street Car station? Will the city be offering secured parking for residents? Will I be compensated for having to secure alternative parking? 2. As shockingly unsafe as the light rail is at this time (I take it twice a week into Minneapolis), how do we know that our neighborhood will remain safe once the street car corridor is built? Is this also going to be on the "honor system" where riders are able to (and take advantage of) riding for free? 3. The city just cleared out all the trees on the boulevard down my block. How do I know if they are planning to remove homes and businesses in my area? Overall, I think the street car could be good for our neighborhood, but there are a lot of things to think about that will be affecting the homeowners along the path. I purchased a home in a quiet, tree lined neighborhood that feels like it is about to be usurped. I would like some assurance that those of us who live in the pathway of this project are taken into consideration. Thank you,	Email
Jun. 29, 2023	Hello! I love this project. I wrote this article about extending the route up into the East Side. I'd love for you to consider what I wrote! https://www.minnpost.com/community-voices/2023/03/ramsey-county-should-add-four-east-st-paul-streetcar-stops-to-proposed-plan/	Email

5.5 APPENDIX E: COMMENTS AND FEEDBACK VIA SOCIAL MEDIA

Comments received via social media.

Date	Question/Comment/Feedback	Platform
Jan. 10, 2023	I need a nice streetcar system in the Twin Cities!	Twitter
Jan. 11, 2023	There are no negatives. The modern streetcar is an excellent application for this alignment. One very important benefit of rail is much better operation in our winter climate than cars or busses; like the ice on roads this morning and our recent snowstorm	Facebook

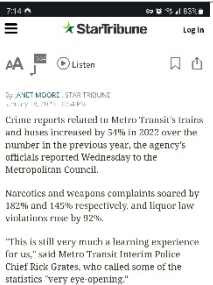

Jan. 12, 2023	RESPONSE: I was thinking about the Riverview Corridor yesterday when I read that all Metro Transit busses were canceled but rail had no delays or hesitation. That is a strong argument for a rail option along this corridor given the number of folks who rely on the 54 to get to and from work.	
Jan. 11, 2023	RESPONSE: Light rail stranded me at 46th St station a few winters ago when the power lines iced up. Couldn't get to work, so I rode the bus back home that morning.	
Jan. 12, 2023	RESPONSE: To begin with over 50% of the riders were new to public transit on the Green Line when it first opened. That takes cars off the road. Why would you want to squeeze people in to a bus if that bus would run at a higher cost to run than the streetcar? Who is going to pay for the infra to accommodate your Cadillac? Just how much of the on street parking space you claim is needed for businesses , is actually used? Less than 30%, or less than 10%? Reduce the sidewalks to 2.5 to 3 feet? I do not think so - I think that is a lie. It is our taxes that pay for the on street parking, if there are no parking meters. All of the private cars in this country *do not* pay adequate user fee to pay for the road. Historically that has been the fuel tax and license registration fees; not enough. And yes, there is quite a bit of speeding in this city. Anyone that is using public transit is not in a car on the road. The streetcars last 25 to 30 years each, minimum. The rolling stock (steel wheels and rail) lasts 50 years, and the rail road ties last 75 years. After the Hiawatha line first opened in 2004, I compiled figures in 2006 that showed that the LRT was moving people at a lower cost per passenger than any of the Met Transit busses, including the very busy #5 and #21 busses. So, yes, we can remove the on street parking spaces if it is not used, and widen the sidewalk and include protected bike lanes. And we can narrow the street, providing more space for people. You should know that many households do not own or depend on the car. 21% of the households along the I-94 expense-way do not have a car, and so do not have access to the motorway-only 94 car path system. In this region we spend circa 42 billion in 2020 dollars for surface transportation. That is a lot of money. How much of all of that do you think is paid for by any user fee? When the Portland streetcar was opened in 2001, the advent of the streetcar prevented the need to build a planned parking ramp. Any one who uses a car to go anywhere, when they get to their destination, they have to put it someplace. That place is called parking. And who pays for all of the potholes created by motor vehicles? Pot holes are not an issue with rail transit.	
Jan. 13, 2023	SUB-RESPONSE: I think we can just agree to disagree. I'm happy to hear you can sleep at night knowing you put family's out of home and destroyed businesses, millions in debt and more crime to the neighborhood so you can have another way to commute.	
Jan. 13, 2023	SUB-RESPONSE: All of us want safety whatever mode we are using or in. We all want less crime. Car jackings are not safe for people using cars. Yesterday there was a hit and run near Lake Nokomis. What would be the outcome if everyone that was in a bus or streetcar were put in to Cadillac? That would not work because it would take up much more space in the street ROW for each person. And when everyone arrived at their destination, they would need to put their Cadillac someplace. That takes up more space. A bus system is not a cost effective alternative for the Riverview Corridor because it would cost more to run than a bus system in this specific alignment. I was on the Green Line yesterday and there was no crime and everyone was civil and attending to their needs. There is a significant amount of new development and businesses along the Green Line, including a large new grocery store on University. And many new places where people can live around that grocery. This is not a "we can agree to disagree" issue. You need to pay close attention to the facts. The scenes you propose with your Cadillac, are far more costly to all of us, including parking, pot holes, street and road maintenance. So if you live in Cottage Grove, a small area that is not very far distant from where I live, is this a mostly car dependent region? I viewed a few roads on Google Maps, and some of the roads are terrible, more like "stroad" roads. Am I wrong?	

Jan. 12, 2023	<p>RESPONSE: So it will move more potential people if people actually ride it, much less pay for the ride. (Unlike the light rail on university ave) I will be honest I am not ok with paying for this system so you can be more comfortable, when you can simply ride the bus. If you would like comfort buy yourself a Cadillac that you pay for with your own money. Not ours. You claim I am making assumptions however, you have given no statistics or facts. Just your opinion. You mention speeding and crashing into buildings from vehicles. So you are assuming that these will decrease with the new ride system, also assuming that less people will drive and ride the system instead? Am I correct? A majority if not all of the small businesses along the strip they want to put this transportation on are against it. It will destroy businesses. Parking will be eliminated. Majority of the businesses do not have a parking lot and depend on st parking. Not just my opinion. Facts. Take a minute to look up how many small businesses did NOT make it through the light rail on university ave. (Also while you are at it take a look at statistics of the crime on the light rail) They are proposing reducing our sidewalks to about 2.5-3 ft to squeeze this in. Sounds really safe for pedestrians. You say make life better for all of us. Please elaborate. What about the majority of us who will not ride it? Save us money? How so? Who is paying for it? Sounds expensive to me. At the end of the day if this has to happen, do us all a favor and put it on Shepard road where there is enough space and no businesses to destroy. Paul</p>	
Jan. 13, 2023	<p>SUB-RESPONSE: maybe we should have told him about the 14,000 TONS of coal burned each day to produce power to St paul and surrounding communities. And that adding an additional electric trolley system would burden the current electrical grid. More TONS of coal would most likely be burned to compensate. Oh, oh, oh! And what about the diesel electric trains that have to bring said coal to the plant so they can pump more toxins in the air. People need to think about the big picture Mark. Should we tell him?</p>	
Jan. 11, 2023	<p>RESPONSE: no negatives?! Go home, your drunk</p>	
Jan. 11, 2023	<p>SUB-RESPONSE: Am already home- not drunk</p>	
Jan. 11, 2023	<p>SUB-RESPONSE: so you say silly things like that sober. Sad. I don't know how you could be so ignorant you don't see the negatives. How about all the small businesses it will destroy, all the tax dollars that will pay for it and will not make profit for at least 40 years (if your lucky). The amount of crime that will come from this, the accidents it will cause (auto, and pedestrian) and so much more. I guess you don't care about them. But hey, you can get to work using it. So good for you... I guess.</p>	
Jan. 12, 2023	<p>RESPONSE: What am I answering but a long list of false assumptions, characterizations, and personal attacks? This alignment provides a high potential to move more people per dollar than any kind of bus system, move more people comfortably including standing, more safety for people, and less space within the right of way for the number of people being transported. We have a great deal of crime with our current car dependent system, speeding, crashes in to buildings, people getting killed by being hit, parking problems, etc. This transport option offers a real option for people to get around, not just commutes to work. I said operation in our winter climate, and that is very true. 100% immune? No, but far better, and ice can develop on the wires, as it did in 2013, but the technology has improved since that time, and there absolutely was no problem with ice yesterday morning. Why would you say that your "life and building" would be destroyed, Peter? There is no evidence of any plan to remove property. A whole lot of property was removed with the build out of the I-94 expense-way, and many lives were impacted. It is still hurting all of us today. The overall outcome of implementing these projects is to make life better for all of us, and save us money. Why are you not able to see that? Take a look at a few of the Not Just Bikes videos by Jason Slaughter: https://www.youtube.com/@NotJustBikes</p>	
Jan. 13, 2023	<p>What a waste of money. Bus Rapid Transit is the standard in the metro. BRT is less invasive and more flexible. If built, 7th Street is the only place in the metro where one of these will exist.</p>	Facebook
Jan. 11, 2023	<p>It appears that the one-sided media blitz ignores the directive of the City of Saint Paul to "authorize(d) staff to proceed to more detailed analysis of bus versus streetcars in that corridor."</p>	Facebook
Jan. 11, 2023	<p>Benefits, Benefits, benefits. What are the negatives? No one ever talks about the negatives.</p>	Facebook
Jan. 19, 2023	<p>RESPONSE: It is not that we don't talk about them, it is that any concerns are ignored, or dismissed as remedied by a group of planners and engineers who have yet to come up with resolutions to what negatives we raise.</p>	


Jan. 12, 2023	When will there be public meetings about this idea?	Facebook
Jan. 15, 2023	RESPONSE: Yes, this is an excellent project to look forward to. No form of a bus, BRT or any other bus would suffice or work as well as the streetcar in this alignment. The streetcar will be far more cost effective than a bus option in this corridor. There are places that we can put rail transit, LRT or streetcar, that will move more people per dollar better than any kind of bus, and that would not be the outcome in all transit routes. And we are all not going to get anywhere with a bus only system. It is very unfortunate that we did not recognize this much better in the 60s and seventies, in this region. We would be in much better shape if we had started working on these projects a long time ago.	
Jan. 15, 2023	SUB-RESPONSE: not true. Just your opinion.	
Jan. 15, 2023	SUB-RESPONSE: No sir, it is not just my opinion. You know this because I provided you factual data just recently.	
Jan. 15, 2023	SUB-RESPONSE: incorrect again. You gave me more of your worthless wrong opinion.	
Jan. 15, 2023	SUB-RESPONSE: You sir are incorrect, and you express false assumptions, characterizations, and silly narratives without even any real factual based evidence. It is a *fact* that in certain transit alignments we will move many more people per dollar. Period! The Riverview corridor is one of these routes with adequate distance, strong destination points and density all along the route. And there is ample space and opportunity for more development, even in the older areas. That is a *fact*.	
Jan. 15, 2023	SUB-RESPONSE: you are correct, it will move more people. Big whoop, the busses are empty most of the time anyway. It will also cost way too much money to build and take way too long of time before profits are made. They have already spent 4 million on just the studies for this... I also stated that it will create more crime. https://www.americanexperiment.org/federal-data-shows.../ I also stated it will destroy businesses along the way. https://finance-commerce.com/.../disagreements-over-why.../ Open your eyes. Stop being a selfish guy who only thinks of himself. Need public transportation take the bus. I mean even when this "wonderful" new transportation gets built they will still have busses anyway....	
Jan. 16, 2023	SUB-RESPONSE: And you do not know what you are talking about	
Jan. 16, 2023	SUB-RESPONSE: If you even bother to see this, you might learn something: https://www.youtube.com/watch?v=MnyeRIMsTgI	
Jan. 16, 2023	SUB-RESPONSE: no need to continue with this disagreement. You will not see my point even with statistics, I will not see your opinions. Just move on. Enjoy your day.	
Jan. 16, 2023	SUB-RESPONSE: No, I will not do as you say, but I will mention that overall this is about a much greater balance of transportation options for all of us, and it is about development and how we make our places to live. I suspect you also do not know very much about climate change. So be it. I took a glance via Google at Cottage Grove and discovered a shopping center that is losing a lot of money. That is just the way things are, and we are all losing money in a lot of places with a long standing car dependent policy and design.	
Jan. 16, 2023	RESPONSE: Your sources give a clear picture of why you are so badly disinformated. The American Experiment source is opinion that misrepresents and ignores facts to compose false narratives and false conclusions. Too bad. Same old, same old, like the Taxpayers League in 2004. I called David Strom there at the time in regard to a point blank false claim in one of his short write ups in the Star Tribune bashing public transit. same thing, only after our telephone conversation in which he hung up on me, only one more cut line piece was published in the Strib and then nothing after that. Falsehoods get no one any where fast. Your 2011 source is badly outdated and also misrepresents facts. The Green Line LRT was more difficult to build because it was necessary to dig further below the surface to build the concrete pad, and hence reroute many more utilities and other things. The Streetcar is much easier because we do not need to build as deep below the surface and hence will not run in to so many utilities. The build out of the Streetcar would be much faster and less disruptive due to that fact. The point of view that you are expressing is a tax and spend ad nauseum for all of us. You present no viewpoint that will actually save us money. Kinda sad that you do not know how to appreciate what actually works for all of us.	

Jan. 12, 2023	RESPONSE: There have been many public meetings since 2014. There is an archive of them here: https://www.ramseycounty.us/.../riverview-corridor... the document title "Public Engagement Summary" lists all of the many meetings that have been held. The Locally Preferred Alternative was selected back in 2017 after many public meetings and discussions. In the end the streetcar won out as the preferred option as selected by the Riverview Corridor advisory committee. You can read a news report on it here: https://www.minnpost.com/.../riverview-corridor-just.../	
Jan. 12, 2023	SUB-RESPONSE: thank you! I appreciate the info.	
Jan. 13, 2023	The preferred alternative of the local businesses - who will bear the brunt of disruptions caused by construction - is Bus Rapid Transit. BRT could be implemented very quickly, as we all have seen on Snelling Ave, providing much needed transportation to local riders. Yet, West 7th is ignored, waiting for Light Rail to transform our historic business district into a corridor between Downtown and the Airport. One can't help but wonder why.	Facebook
Jan. 13, 2023	media blitz ignores the directive of the City of Saint Paul to "authorize(d) staff to proceed to more detailed analysis of bus versus streetcars in that corridor."	Facebook
Jan. 19, 2023	Pure fantasy	Facebook
Jan. 24, 2023	It is also bus rapid transit (brt) that is faster, cheaper, and safer transit. So streetcar smart is not so smart.	Facebook
Jan. 26, 2023	electrified buses are the cheaper, quicker, safer and more environmental answer..	Facebook
Jan. 31, 2023	I would love rail transit on West 7th.	Facebook
Jan. 31, 2023	Over and over again W7th residents have said no to this. 3000+ signatures collected at one point. Politicians ignore repeatedly..... Its more than a horrible idea its a nightmare to live thru. University Ave put so many out of business and the crime on that line is daily. They don't care and they don't listen.	Facebook
Jan. 31, 2023	RESPONSE: Well I'm sure you speak for all of them. Unfortunately, the age of the NIMBYs is coming to an end, and the City is no longer going to be a place that privileges driving above everything else. Saint Paul has lost so much already because of cars and car-infrastructure, it's time to move in a different direction now. Public transit is the future. If you don't like it move to a suburb.	
Feb. 1, 2023	SUB-RESPONSE: Says the man that lives in Kentucky. Why are you worried what happens in a neighborhood you don't live in?	
Jan. 31, 2023	Good way to get rid of the small businesses on 7th! Terrible plan!	Facebook
Jan. 31, 2023	RESPONSE: source?	
Jan. 31, 2023	W 7th does not have enough space for this, don't do it	Facebook
Jan. 31, 2023	RESPONSE: I don't agree given the new apartment buildings at Montreal, but I'm not an engineer. It's just my opinion.	
Jan. 31, 2023	SUB-RESPONSE: there is not enough room to keep business alive. All parking on W 7th would be eliminated which would turn all side street parking into residential parking only. Terrible idea.	
Jan. 31, 2023	RESPONSE: it has plenty of space.	
Jan. 31, 2023	SUB-RESPONSE: not if you want to keep businesses alive.	
Jan. 31, 2023	SUB-RESPONSE: not sure what's funny	
Jan. 31, 2023	SUB-RESPONSE: It's funny because I'm pretty sure West Seventh originally had a street car line on it and businesses did fine. There is plenty of room. Maybe cars need to be put in their proper place, because streets don't only exist to service drivers.	
Feb. 1, 2023	SUB-RESPONSE: You cannot be serious in that comparison, talking about a time when there was barely any cars	
Feb. 2, 2023	SUB-RESPONSE: this Ricky clown states it's a great idea but then also states there USE to be a street car down here and it failed.....	
Jan. 31, 2023	Horrible. Put it on Shepard road, or don't do it at all. Even better..	Facebook

Jan. 31, 2023	RESPONSE: there is virtually nothing around to walk to on Shepard.	
Jan. 31, 2023	SUB-RESPONSE: what do you mean? Take the train to where you want to go on Shepard then walk to the approximate place you want to shop. Seems pretty simple	
Jan. 31, 2023	SUB-RESPONSE: and for those who roll? Just mapping it out to a few places I'd want to go from Shepard it could take 7 minutes to 25 minute walk. That's unsustainable for a majority of transit users and makes the streetcar uncompetitive with alternative forms of transportation so that it wouldn't draw in new users.	
Jan. 31, 2023	SUB-RESPONSE: then you should just drive there. The price you pay for convenience.	
Jan. 31, 2023	SUB-RESPONSE: go ahead buddy, kelp calling me names. Real tough guy on social media. I do have a concept how it works. It's worthless. I also own a business on 7th street as do many of my friends. We don't need our businesses ruined so you can have another source of public transportation when there are busses that work perfectly fine. Let's not forget all the money us tax payers will be wasting. Plus all the crime that comes with it. Do some research and then we will talk.	
Jan. 31, 2023	SUB-RESPONSE: I have a Masters in Urban Planning. Don't talk to me about research when not a single thing you just said can be substantiated by evidence. In fact, the bulk of the evidence about the befits of public transit runs counter to what you just said. Like I said, thank God we have actual experts behind this project who understand the need for public transit and the long term benefits. Playing to fears about crime, claims about the adequacy of buses, the "waste" of tax payer money shows you really don't understand public transit.	
Jan. 31, 2023	SUB-RESPONSE: how's the light rail going on university ave? Super smart people like yourself with these feel better degrees did the research on that as well. What a joke.	
Mar. 3, 2023	SUB-RESPONSE: I sent you a DM, I would appreciate it if you responded. Thank you.	
Apr. 8, 2023	SUB-RESPONSE: https://www.cbsnews.com/.../wcco-cameras-capture-rampant.../ Here ya go mr masters in urban planning. Great for the neighborhood.	
Apr. 8, 2023	SUB-RESPONSE: so your ok with bringing in more crime, violence, and drugs to the neighborhood so you can have another source of public transportation when there already is a very reliable public system called the bus. Do you even live in the area or are you just one of them people who think they know what's best for a community they do not reside in?	
Apr. 8, 2023	SUB-RESPONSE: why is it you feel WE need to pay for another public transportation system so YOU can have the convenience of getting to the airport from downtown without having to do a bus transfer?	
Apr. 8, 2023	SUB-RESPONSE: you know how I know your telling the truth you don't drive? You said they maintain and repair the roads. 🤔	
Apr. 9, 2023	SUB-RESPONSE: lives in "St Paul area" , rides public transit "numerous times" 😊	
Apr. 9, 2023	SUB-RESPONSE: Would you feel safe if this was the normal.? Because it is the normal now and I don't want it anywhere near me. Period.. I have a proposition, we should ride the green and blue lines some Saturday night together and just observe. What do ya say?	
Feb. 1, 2023	A modern streetcar is an extraordinary and wonderful application for West 7th street still in denial about the costs, safety, even how quickly the streetcar doesn't run. Not to mention problems with destruction of small businesses, loss of on-street parking, where to put the snow, how weird it would be to follow streetcars down a single lane of traffic.	Facebook
Feb. 27, 2023	I'm curious to learn how much the initial and ongoing costs will be to Saint Paul taxpayers to fund/subsidize the Riverview Corridor project. That way we can compare it with how much we spend on fuel on an annual basis to travel along that particular route.	Facebook
Mar. 6, 2023	When is the next in-person meeting? The trolley supporters don't answer me back?	Facebook
Mar. 14, 2023	RESPONSE: Policy Advisory Committee tentatively set for May 18. Watch for an announcement here. https://www.ramseycounty.us/.../riverview.../meetings-events	
Apr. 5, 2023	What about the disabled persons parking in front of my business? Will all the handicapped parking for disabled people be eliminated? Let's hear your plan trolley supporters.	Facebook

Apr. 24, 2023	RESPONSE: What about all of the disabled people who do not have access to a car? Let's hear your plan, car path supporters. We need to move away from expecting so much extra space for storage of motor vehicles. Do you have good bicycle parking for your business? Is there protected infra for bicycle transit access to you biz? What about disable people who want to use a hand crank bicycle to get around?	
Mar. 9, 2023	Funny how all the (expensive) hype avoids addressing the fatal flaws of streetcars on West Seventh, and avoids discussing the more efficient, faster and safer alternative of a truly regional network of rapid buses.	Facebook
Mar. 14, 2023	RESPONSE: As a member of the Station Area Taskforce, you should honestly be apolitical about the mode, as the planners have told us both streetcar and bus rapid transit are still on the table.	
Mar. 15, 2023	SUB-RESPONSE: I joined the task force with the agreement that I was opposed to rails on Seventh, representing its residents and businesses who are similarly opposed. I was also unanimously elected as co-chair with that understanding.	
Mar. 15, 2023	SUB-RESPONSE: Because no one ran against you. The Task Force isn't about the mode though, and you have been told that multiple times.	
Mar. 15, 2023	SUB-RESPONSE: Also, why go into something opposed right away before we've seen both plans, I've been a critic of both the rail and bus options, what I've heard so far in my opinion neither does enough to actually get people to use transit. I will make my final decision on the project once we see engineering plans in a few months for both options.	
Mar. 9, 2023	How do your comments relate to accessibility?	Facebook
Mar. 9, 2023	RESPONSE: The current rapid buses are fully accessible	
Mar. 16, 2023	Waste of money and time. Fix the road now and use BRT instead!	Facebook
Apr. 24, 2023	RESPONSE: Bzzzzzzt, false. What? fix the roads? What are our roads for, cars? What about the potholes created by the weight of all of the cars? Potholes are not a problem with the streetcar.	
Mar. 22, 2023	<p>I'm going to leave this right here.</p> 	Facebook
Mar. 22, 2023	<p>Or how about this?</p> 	Facebook
Mar. 24, 2023	Quick question, where in the street is the train going to run? Will it be in the middle, driving lane or parking lane? Thanks	Facebook
Mar. 30, 2023	Will I have to step over the people or can I just go around them?	Facebook
Mar. 31, 2023	It will be more accessible for me to aquire more used needles	Facebook
Mar. 31, 2023	A good (rapid) bus system will make it even better, quicker, cheaper, safer, etc.	Facebook
Apr. 18, 2023	"What is the Riverview Corridor Modern Streetcar project?" Foolishness, in denial of safety, expense, practicality, efficiency. That is my answer. It appears that "marketing" and the county are in denial about the fatal flaws that have emerged.	Facebook
Apr. 24, 2023	RESPONSE: Bzzzzzzt, False	

Apr. 20, 2023	Gosh, because it wasn't, at least in the eyes of 3,000 signatures of residents in a petition in the West End.	Facebook
Apr. 21, 2023	RESPONSE: That is the spin the county put on it. Back then term used was indeed light rail, but then with opposition they segwayed to modern streetcar even though the rail cars had to be the same as light rail ones for connectivity. But disruption to West 7th remained the same.	
Apr. 20, 2023	RESPONSE: Please correct me if I'm wrong, but I believe the petition expressed opposition to LRT specifically and not modern streetcar, right? https://www.twincities.com/.../st-paul-mn-light-rail.../amp/	
Apr. 23, 2023	SUB-RESPONSE: we don't want LRT, modern streetcars, Amtrak, BNSF, bullet trains or chunnel busters. In other words we don't want tracked vehicles going down 7th.. Every Saturday night lately I've been riding the green line. It's the most vile, disturbing and outright, the most unreliable mode of transportation in the cities I have ever, ever rode on. The way I see it, after all the public meetings and Facebook skirmishes one thing is abundantly clear. This project is packed full of young people with little to no affiliation or loyalty to this city or county. let's be honest here, it's just resume padding so these dreamers can jump up to a bigger market.	
Apr. 25, 2023	SUB-RESPONSE: no, the 3000 people that signed the petition were also asking for Bus Rapid Transit as the alternative.	
Apr. 27, 2023	It really doesn't matter the comments we make or the meetings we attend. You'll do what want .. how you want. St. Paul at it's finest.. tax us out of the area then do projects people in the neighborhood don't even want or agree with. Let's put all these amazing small business finally making it work out of business because... well... St. Paul 🗣️ voices don't matter!	Facebook
May 4, 2023	RESPONSE: agreed. The green line is so damaging to Saint Paul. But we haven't learned anything. So let's build another one.	
May 11, 2023	RESPONSE: your right all they care about is themselves but pay your taxes for this junk	
May 11, 2023	This is ridiculous all this does is bring more crime and it makes the traffic worse..you are destroying the city with this..people that have there homes are now looking out there windows will be looking at this..my god..its time yo move out of Minnesota the government has DESTROYED THE NEIGHBORHOODS..this light rail Noone wanted it but you people didn't care about what the tax payers said you dis it anyways .God st.paul has turned to 🗑️	Facebook
Apr. 27, 2023	I hop on the #54 bus on W. 7th and it brings me to Xcel Energy Center and home after the event. Same with MSP airport. No need to build a modern streetcar.	Facebook
Apr. 30, 2023	Who is getting streetcar? No one. West 7th is getting LRT, which will bring destruction of our historic business district along with it. But, hey, the folks that need a quick ride from downtown to the airport are more important than the future of our working class neighborhood and small businesses, aren't they?	Facebook
Apr. 30, 2023	Looking forward to it!	Facebook
Apr. 30, 2023	not my streetcar (at least on West 7th). Perhaps along the river?	Facebook
May 4, 2023	Not interested in having this in our neighborhood. No no no.	Facebook
May 4, 2023	RESPONSE: It is difficult to cross over W. 7th as it is. And adding this "street car" just makes it more challenging and dangerous.	
May 20, 2023	Since the administrator put a stop to posting pictures, I decided to post this text taken from a riders post on a Facebook page called Msp light rail incidents..... "Sitting on "Due" for 15 minutes! New announcement- another 10 minutes! I tried to leave work early! I should have punched out at 7:30. But MAC does not give a crap about my lost time or money!!! MAC employees get to just walk out to term 1 parking and get into their cars! No waiting for them!! This is crap!!!"	Facebook
May 23, 2023	Glad you've shifted to embracing "public transport" rather than streetcars.	Facebook

May 24, 2023		Facebook
Jun. 30, 2023	Are you installing turnstiles or some other kind of natural barrier so that only paying passengers can board? This is a huge weakness of the Green/Blue lines imo.	Twitter

5.6 APPENDIX F: BUS SHELTER AND TRANSIT STATION POSTERS



5.7 APPENDIX G: PRESS AND MEDIA COVERAGE

- March 10, 2023: [Ramsey County should add four east St. Paul streetcar stops to proposed plan](#)
- April 5, 2023: [New transit option in design phase: Share your feedback](#)