



PUBLIC ENGAGEMENT SUMMARY REPORT
Summary Report #6
JULY – DECEMBER 2023

CONTENTS

- 1. INTRODUCTION3
 - 1.1 Project Overview and Status3
 - 1.2 Engagement During This Time Period3
- 2. PROJECT COMMITTEES4
 - 2.1 Policy Advisory Committee4
 - 2.2 Community Advisory Committee4
 - 2.3 Station Area Planning Task Force4
- 3. ENGAGEMENT EVENTS AND ACTIVITIES5
 - 3.1 Community Engagement5
 - 3.2 Interactive Mapping5
- 4. COMMUNICATION METHODS5
 - 4.1 Social Media and Online Engagement5
 - 4.2 Email Notifications and Newsletters6
 - 4.3 Communication Material6
 - 4.4 Website6
 - 4.5 Lots to Love Campaign7
 - 4.6 Paid Media7
 - 4.7 Press and Media Coverage7
- 5. APPENDICES7
 - 5.1 Appendix A: Committee Membership7
 - 5.2 Appendix b: Summary of Feedback From the Station Area Planning INPUTiD Map8
 - 5.3 Appendix C: Questions, Comments and Feedback Via Email, Phone and Website Inquires 12
 - 5.4 Appendix D: December Paid Media 15
 - 5.5 Appendix E: Press and Media Coverage 15

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. There are three options currently under evaluation, two for a modern streetcar and one for an arterial bus rapid transit.

Both modern streetcar options include an elevated Mall of America station on 82nd street, a new Highway 5 bridge with a pedestrian/bike deck and would travel between the Mall of America and Union Depot along State Highway 5 (West 7th Street). Both streetcar options include 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.

Streetcar option 1 includes dedicated transit lanes from Mall of America to Grand Avenue, shared lanes from Grand Avenue to Union Depot, center-running alignment and 20 stations. Streetcar option 2 includes dedicated transit lanes from Mall of America to Otto Avenue, mixed traffic from Victoria to Grand, side-running alignment and includes 22 stations.

Details on the arterial bus rapid transit will be presented in the late February meetings.

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 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 July 1 and December 31, 2023. The project team continued the request for public input on station locations and historically significant properties along the corridor via an interactive map (INPUTiD). There were project committee meetings in late December with the Policy Advisory Committee and the Community Advisory Committee. Both were open to the public. Ongoing updates to the project website, regular social media posts and a quarterly newsletter were produced. Advertising also continued through digital and printed mediums.

During this time period, the project team updated the engagement plan for 2024 for the rollout of the streetcar and arterial bus rapid transit options. The team also started updating materials including INPUTiD with the three options under evaluation.

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 July and December 2023, the Policy Advisory Committee met once, in-person at Union Depot, as detailed in **Table 2-1**.

Table 2-1: Policy Advisory Committee Meetings

Date	Attendance	Topics
December 13, 2023	37	High-level alignment status overview and the status of rail and bus alignments, station area planning, communications and community engagement, and cultural resources.

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 2023, the Community Advisory Committee met once virtually, as detailed in **Table 2-2**.

Table 2-2: Community Advisory Committee Meetings

Date	Attendance	Topics
December 5, 2023	21	High-level alignment status overview and the status of rail and bus alignments, station area planning, communications and community engagement, and cultural resources.

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 2023, the Station Area Planning Task Force met once virtually, as detailed in **Table 2-3**.

Table 2-3: Station Area Planning Task Force Meetings

Date	Attendance	Topics
August 8, 2023	9	Walking tour of the station areas between Grand Avenue and Randolph Avenue to examine existing conditions at or near potential station locations and look for ideas to improve station access, safety and traffic flow.

3. ENGAGEMENT EVENTS AND ACTIVITIES

3.1 COMMUNITY ENGAGEMENT

In the second half of the year, 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. Our team employs the strategy of “going where people are.”

Between July and December 2023, engagement efforts were focused on digital campaigns and preparation for 2024. We updated the engagement plan for 2024 for the rollout of the two streetcar options and one arterial bus rapid transit option, including in-depth presentations to the Community Advisory Committee and Policy Advisory Committee in December 2023 and early 2024.

There was one in-person engagement event during this time period, as detailed in **Table 3-1**.

Table 3-1: Highland District Council Transportation Committee engagement event

Date	Attendance	Topics
October 10, 2023	7	General project update on engineering and station area planning. Informed about the economic development assessment.

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. We did not promote the interactive map in the second half of 2023 because we will be rolling out a new version in early 2024. As a result, there were minimal comments between July – December 2023.

There were 8 new comments and 21 new comment replies on the INPUTiD interactive map between July 1 and December 31, 2023 (see **Appendix B**).

We also began preparation for a new INPUTiD to introduce the three transit options during the spring 2024 engagement efforts.

4 COMMUNICATION METHODS

4.1 SOCIAL MEDIA AND ONLINE ENGAGEMENT

Social media posts were made throughout this period, bi-weekly July/August and weekly September-December. 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 July and December 2023, social media posts were used to promote awareness of:

- The Riverview Corridor Modern Streetcar project in general, including aspects of a modern streetcar.
- “Powered by Community,” “Q&A,” and “Enhanced Transit” campaigns.
- Planned events along the corridor.
- Upcoming project updates such as the economic development study and committee presentations.
- Event and key dates.

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 December 31, 2023 there were 3,908 subscribers on the project email list. This is an increase of 2 subscribers since June 30, 2023. 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. One email was sent during this period: the summer e-newsletter. A total of 1,052 (29.6%) of subscribers opened the summer email.

Riverview staff are reachable via the project email account at info@riverviewcorridor.com and through the website contact form. Inquiries received through this account are recorded in a project inquiry log. Between July and December 2023, 15 emails/website contact forms and zero (0) phone calls were received (see **Appendix C**). 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:

- Social media updates.
- Email updates via subscription, including newsletter.
- Website postings.
- Targeted individual/elected official outreach.
- Bus shelter and transit advertisements.
- Printing and digital advertising.
- Presentations.
- 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 and December 2023, there were 5,381 pageviews and 2,819 users. Visitors averaged 35 seconds on each page. The five pages with the highest traffic (page views) include:

1. Homepage (3,728).
2. Meetings and Events (483).
3. Project Library (317).
4. Station Area Planning (154).
5. Project Committees (134).

4.5 LOTS TO LOVE CAMPAIGN

A refresh of the project messaging was brainstormed in 2023 to prepare for a January 2024 launch. The objective of the update is to use the many great things along the Riverview Corridor as borrowed interest and a way to engage people before leading them to information and questions about enhanced transit. The campaign makes relatable and fun connections across the corridor such as shopping at the Mall of America paired with events at the Xcel Energy Center. The campaign encourages viewers to share their favorite places and activities along the corridor.

4.6 PAID MEDIA

Paid media advertising was paused July through November 2023. Digital and print ads returned in December 2023 to advertise the Policy Advisory Commission meeting. After the meeting, we ran additional Enhanced Transit ads for digital offerings.

Digital ads ran via the *Pioneer Press/Twin Cities.com* and via *Bring Me The News* as well as a *Pioneer Press: Capitol Report* e-newsletter.

Print ads: *The Villager* (Bi-weekly) Week of 12/6 issue, *Community Reporter* (Monthly) December 2023 issue and *Downtown St. Paul Voice* (Monthly) December 2023 advertising the Dec 13 PAC meeting.

See **Appendix D** for December ad samples.

4.7 PRESS AND MEDIA COVERAGE

The Riverview Corridor project was mentioned in two media publications, The Community Report and Pioneer Press/twincities.com (see **Appendix E**).

5 APPENDICES

5.1 APPENDIX A: COMMITTEE MEMBERSHIP

Policy Advisory Committee

Name	Agency
Rafael Ortega	RCRRA
Debbie Goettel	HCRRA
Rebecca Noecker	St Paul City Council
Chris Tolbert	St Paul City Council
Jamie 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
Toni Carter	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
Wendy Underwood	SAP Task Force co-chair
Sylvie Guezeon	Ward 1
Meghan Kress	Ward 2
Joe Landsberger (ex-officio)	SAP Task Force co-chair
Bill Lindeke	Ward 1
Negatu Mekuria	Ward 3
Corinne Ollman	Ward 2
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 FEEDBACK FROM THE STATION AREA PLANNING INPUTID MAP

7 NEW INPUTID Comments: Station Area Planning

Comment	Likes	Dislikes
Move Purple Line down 7th St E - 61 North to WB It will give Metro State and Johnson access along with WB to STP. Make it street car or light rail, the original proposal is a short sighted	1	0
<i>JANUARY 2023 Comment: 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.</i>	14	0
I agree that the original idea of a line that continued on 7th to Arcade is a good one. If 94 is improved to better connect the North End with the rest of the city, the East Side is still going to be barricaded in by highway. Every possible opportunity for residents to cross the highways without a car should be considered. The new BRT lines that will connect are going to be great, but still a little far for many to walk (especially in suboptimal weather).	2	0

6th Street should convert to a transit-only corridor with Riverview and BRT stations (B, Gold, Purple) until around Mears Park before turning south to terminate at Union Depot.	1	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	39
There are already four parking ramps within 3 blocks of this spot. We don't need more parking.	0	0
<i>FEBRUARY 2023 Comment: 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.</i>	21	0
I'd prefer that these bus lines not split -- keep all of the bus traffic north of Landmark Center and redo Ecolab Plaza into a real bus station so that Rice Park and Landmark are more peaceful and kept historic and uncluttered.	0	1
Hamm Plaza	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>	56	1
Our LRT/Streetcar vehicles and platforms were built low to the ground to avoid visual clutter. This makes our system, unlike systems in St. Louis or Los Angeles that have doors 3ft above the ground, impossible to gate. You can spend \$100 million putting up fences, moving ticketing machines, installing gates, etc., but the fact that the platform is so low to the ground means anyone who wants to walk the track to get to the platform will do so. It's just not worth spending untold millions on gating the system, because ultimately to do it correctly, we'd need to rebuild every station and replace every train to be further off the ground.	1	1
<i>AUGUST 2022 Comment: 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.</i>	3	42
The dedicated transit right of way should be extended past grand avenue. Otherwise, the car traffic around excel will slow down the train and defeat the purpose of the line.	2	0
It would be nice to see this project commit to the focus being on the public transportation with a dedicated lane for the streetcar that could also be used by busses. Including a dedicated, separated bike lane would be great too. Most cars that use this road are just passing through and not stopping at the businesses. Discouraging those drivers from this road and sending them to 35E and Sheppard Road will leave more room for the cars that do want to use these businesses and make it safer for the pedestrian and transit riders in the area who are also more likely to stop at the businesses.	8	1
<i>AUGUST 2022 Comment: 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.</i>	6	79
Wouldn't the streetcar reduce traffic though?	1	0
Would love to see buses going across the high bridge to connect with the new transit. Us West Siders all have to go through downtown to get anywhere and it would be amazing to be able to take a bus on Smith that transfers at the proposed Grand station.	2	0
<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>	28	1
Once the street car is in you won't have an excuse to try to kill someone drunk driving anymore. How sad.	5	1
<i>FEBRUARY 2023 Comment: 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</i>	3	40
So historically there was a streetcar line that ran down 7th, so from a historic standpoint reinstating a streetcar would be increasing its historic look	10	0
<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>	17	5
Randolph and West 7th were both on old TCRT trolley lines and the buildings and businesses did just fine then	3	0
The addition of mixed use development along the route would create far more positive tax revenue for the city than the swaths of single family homes that currently surround this street. Numerous studies done by Urban3, including one done for Ramsey County, show how these types of transit oriented corridors can have huge benefits for a community and increase revenue.	3	0

It's vital that this whole corridor has dedicated transit right of way similar to the other light rails. This will do wonders in ensuring speed and efficiency for the trains and make it more pleasant to walk around from reduced car traffic. This project will do wonders for the West 7th neighborhood.	3	0
<i>FEBRUARY 2023 Comment: 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.</i>	4	32
More transit means more foot traffic for local businesses, more mobility options for residents, and opportunities to reduce traffic congestion. There is no inherent link between transit and crime.	3	0
<i>APRIL 2023 Comment: 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...</i>	13	4
35E and Sheppard Rd offer great alternatives to people passing through, which I've seen plenty on this road. Prioritizing transit, cyclists, and pedestrians will make this a more enjoyable to use and lead to development that can be used by the surrounding residents as well as people passing through on transit.	4	0
<i>JANUARY 2023 Comment: 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</i>	9	0
I really like the idea of having a BRT connect to this station. Instead of scrapping the streetcar for a BRT, I think we should be thinking about new BRT connections to the streetcar.	3	0
Event Picnic area	0	0
<i>JANUARY 2023 Comment: 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.</i>	19	7
Yes - should run on dedicated right-of-way as much as possible. Preferably all the way down Kellogg Boulevard, but at least to Grand Avenue.	1	0
<i>DECEMBER 2022 Comment: 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.</i>	3	40
I take it work every day I'm in the office brother	1	0
Clearly there's a team of smarter people than you who've budgeted and proposed a viable transportation solution. It will be built whether you like it or not, so you can contribute in a positive way, or keep your opinions to yourself.	1	0
The streetcar/LRT should absolutely make use of the Ford spur to connect to the Highland Bridge development. There are hundreds of apartments and homes going in there that are meant to be transit-oriented development. Not connecting the streetcar/LRT to that area when right of way for tracks is right there would be absurd. Some comments have also mentioned a desire for a trail/bike bath using the spur, so is it possible to accommodate both uses? Seeing as there are four tracks where the spur crosses Edgumbe Road, it seems like rail + trail should be doable with the space available.	3	0
concern about the entry from the shepard road cloverleaf to rte 5 and the streetcar dedicated row. The bridge cross section appears to have the streetcars in the right two lanes going south, while the dedicated lanes at the shepard intersection are center running. Where does traffic cross the tracks, and how will it be controlled?	0	0
<i>JANUARY 2023 Comment: 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?</i>	4	0
Modern streetcars often use the same trains as LRT, but are not as traffic segregated, this could be a factor to consider as if the time within traffic losses time this could make the blue off potentially	2	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>	26	5
Agreed with the other comments that two stops at Fort Snelling before the airport are unnecessary. However, it would be an interesting to see if a wye of sorts could be constructed near the tunnel entrance, with some streetcars sent down to Mall of America (as currently planned), while others would go up north to Minneapolis.	0	0
<i>DECEMBER 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>	11	2

30th is a park and ride, so I wouldn't consolate that one (though would be good to have the tracks go down 82nd and into MOA and could leave the current tracks between MOA and 24th for a future extension southwards down 1/Old Shakopee Rd to 77/cedar or I35W and connect or run along the Red/Orange Lines and could even go along 13 to connect Valley Fair, Canterbury Park, Mystic Lake, and the Minnesota Ren Fest even if it was via 169) I would say Bloomington Central would be easiest to remove, but not sure without hoe built up it is if it would be as good or would be able to have adequate coverage without moving American closer	1	0
--	---	---

5.3 APPENDIX C: QUESTIONS, COMMENTS AND FEEDBACK VIA EMAIL, PHONE AND WEBSITE INQUIRES

Comments received via email, phone or website contact form.

Date	Question/Comment/Feedback	Medium
Aug. 17, 2023	<p>I hope you're doing well! Sorry if I missed the Union Depot meeting this past spring, or was that paused?</p> <p>I've been following the news about Uber and Lyft in the Twin Cities. After the statewide effort was vetoed in the spring, Mpls just approved higher wages for drivers, and both companies have threatened to pull out of the city. If that happens, I assume this will have a ripple effect on St Paul and the metro area. I'm wondering if this has created a sense of urgency to move forward on public transit projects across the metro area. Have you heard anything in this regard?</p> <p>Also, any updates about whether the Riverview streetcars qualify for federal funding or if an incremental rollout might be feasible? I walked down to the intersection of 7th and Kellogg the other day and thought about how wonderful it would be to have a streetcar system to take me further down 7th, and it would be great to get some of the folks who live down that way up to downtown. Downtown businesses have been having a really rough time recently, with many more closing than opening in recent months. Connecting to the airport would, of course, also be great, especially as it seems like we might see a substantial increase in rideshare costs if Uber and Lyft stick around.</p>	Email
Aug. 26, 2023	<p>I was recently looking into the Riverview Corridor project and saw that there is now a second option to use the corridor for an arterial BRT. I wanted to write and say I think it would be a lot more effective looking into potential BRT connections to the streetcar. I worry with an arterial BRT line, West 7th would remain the same car dominated, pedestrian-unfriendly place it's been (much like Snelling even with the addition of the A Line). A streetcar would give St.Paul the ability to redefine and revitalize an area that hasn't seen much positive change, as well as provide a similar reinvestment in other areas (East 7th and the other proposed streetcar lines) if the streetcar line is expanded. If we instead focused on BRT connections to the streetcar line, we could provide more rapid transit to more people. It would also potentially allow us to provide new North/South BRT service in transit-sparse areas, something that St.Paul is lacking. Thank you for reading some of my thoughts, I'm excited to see where the project goes in the future!</p>	Website
Aug. 29, 2023	<p>I think that this project will be great for the community! I currently live on the green line and use it everyday. I think a streetcar on 7th will help with accessibility and will also add character to the area. It's also vital for st paul to have direct access to the airport.</p> <p>What are some ways I can help promote the project? The blue and green line extensions have been getting a lot of backlash, so I want to help show the benefits of having rail in the community!</p>	Website
Nov. 29, 2023	<p>I am interested in attending the Riverview Corridor Community Advisory Committee Meeting on 12/5. If there's a possibility to testify to the Committee I am interested in doing that as well, but even if there's not I'm interested in listening. I live in Dayton's Bluff within around a mile of the Riverview Corridor so even though I'm not directly adjacent to this project, it will have an impact on my future transportation options.</p>	Email
Nov. 30, 2023	<p>We seriously need to consider dedicated alignment for the whole route, I am worried that on days with large events at the Xcel we are just going to have streetcars sitting in traffic and that doesn't benefit anyone. We can sacrifice a few parking spots to have a fully dedicated alignment. Thank you</p>	Website
Nov. 30, 2023	<p>I live along the proposed route and take the 54 bus regularly. I am really looking forward to this overdue transit improvement. I have two concerns though:</p> <ol style="list-style-type: none"> 1. At rush hour the 54 bus is quite full. Will a streetcar have greater capacity than a bus? I am not sure why a streetcar is being advanced compared to a light rail other than opposition from a loud minority. 2. The streetcar needs dedicated lanes. This especially so in between Grand Ave and Kellogg where events can often back up traffic. 	Website
Nov. 30, 2023	<p>Hello. As a resident in Mac-Groveland, it's a vital voting interest for me that the riverview street car have dedicated transit lanes the entire duration of the route like the Blue and Green Lines. This will make the service substantially better and be a great benefit to me when I spend time in the West 7th neighborhood or commute to the airport.</p>	Website

Nov. 30, 2023	I would like to be able to attend your Dec 13 meeting to provide feedback, but have other commitments. I've been following the riverview corridor for years. Without a dedicated right-of-way it is not worth building. An in-traffic streetcar is just an expensive bus. Build a light rail with its own lane on West 7th to complete the "transit triangle" with the green and blue lines! There are parking ramps and lots near the street, I don't want this project to be done in a half-baked way because we are worried about losing a few dozen spots for street parking. Please let me know about future opportunities for public engagement on this project.	Website
Dec. 1, 2023	The Riverview Streetcar should NOT be downgraded to aBRT. We deserve this to be a rail line with dedicated lanes, priority right of way, and other design considerations that show that Saint Paul and Ramsey County prioritize sustainable mass transit over street parking and convenience of personal cars. That is the only way that we will build a modern, equitable, sustainable city. The current plans are meh and I know we can do better!	Website
Dec. 1, 2023	These options are ridiculous. Busses and or trains need dedicated lanes, ESPECIALLY downtown. Prioritize mass transit!	Website
Dec. 3, 2023	<p>I forwarded Tuesday's Powerpoint to our District 9 Community Council's Executive Director, Julia McColley, and attach her questions in response. These are concerns I have been raising as Co-Chair of the Station Area Planning Task Force.</p> <p>I forwarded it to Citizen Advocates for Regional Transit, group I meet with Friday mornings (meeting since 2016!). Jerry Johnson is a retired transportation economist with experience in freight marketing and rail corridor evaluations (his trains must have run on time). He is also a volunteer consultant for community groups metro wide, and is CART's "research contributor." He put together a spreadsheet on comparative times for streetcars and buses out of existing data, from the depot to airport. The third page is helpful for the comparisons.</p> <p>The third attachment may be a bit tangential: it is a book in process I am self financing/publishing (mid-2024) on the history of West Seventh/Fort Road, glacial age forward. Describes a succession of immigration, cultures and development. 200+ images; 200+ pages; 300 copies, hard and soft cover.</p> <p>Another question is how either option fits into the urban/metro network of transit beyond downtown/airport and need to rebuild West Seventh Street/Highway 5.</p>	Email
Dec. 2023	<p>I think that it's short-sighted to only plan for running single rail cars on the Riverview Corridor. Building stations that can accommodate 3-car trains would account for growth in demand in over the coming decades.</p> <p>I'm also disappointed that even the best of the alternatives that have been presented (option 1) does not have a dedicated right-of-way for the whole line.</p> <p>I'm excited about the project, but it seems like way too many compromises are being made way too early!</p>	Email
Dec. 13, 2023	<p>At our CAC meeting I was first struck by the attendance roster that seemed to be dominated by guests and staff and so few CAC members.</p> <p>The question came up (not by me) with how much money was spent on Ramsey County's Operating Revenue Budget Data devoted to the Riverview Corridor. At the end of the meeting I asked again and it was suggested that the budget is available online and freely accessible and that I could access it.</p> <p>So I did! I searched the budget available since 2017 for the keyword "Riverview" and found that the total so far is \$2,282,881 with those line items. I have attached the spreadsheet where I copied the line items but perhaps some entries are not applicable to the consultant fees? So I will leave it to the accountants to clarify. I also found the budget Riverview Corridor Project broken down by Service Team and found another page that shows the estimated budget of \$2,750,000 with actual spending of \$219,279 for the year 2021 for Riverview Corridor.</p> <p>I am addressing Rose Lindsay, Media Contact, for clarifications on how all this ties together.</p> <p>I've also found a nifty document of 237 pages "Historic Context of the Riverview Modern Streetcar Corridor in Saint Paul, 1850-1980" by Garneth O. Peterson, AICP (retired) Minnesota Department of Transportation Cultural Resources Unit. The report focuses on West Seventh/Fort Road and downtown. Great stuff linked here!</p> <p>Happy holidays! And yes, this is my last "update" pending our next CAC and Station Area Planning meetings</p>	Email

<p>Dec. 20, 2023</p>	<p>Fort Road Federation Questions from Julia McColley, Executive Director</p> <p>Streetcar option 1- the stations are too far apart. There are multiple stations that are .7 miles apart. Otto to Montreal, Otto to Randolph, and Randolph to St. Clair. As stated in the station area planning section, it seems more ideal to have stations .5 miles apart. The additional stations added in Streetcar option 2 (Jefferson and Smith) make a lot of sense.</p> <p>With Streetcar option 1 - there is a concern that there will be zero parking on 7th.</p> <p>Is there a speed difference, size difference between the two streetcar options? The shared lane and the single lane seem comparably sized. I am wondering how that would translate to length, speed, etc. How many streetcars do they plan to have for each option?</p> <p>Streetcar option 2 - how would the dedicated lane to shared lane switch be handled at Victoria? This is a dicey intersection and neighbors are pushing for a safer option (such as a traffic light). I am wondering why they chose this busy, unsafe intersection to make this change when there is no station at Victoria in either streetcar option.</p> <p>With the Highway 5 - 62 ramp being removed, what would be the alternative for vehicle traffic to make that connection? The slides weren't clear to me. There is talk of a bridge - would that accommodate vehicles as well?</p> <p>In terms of streetscape planning, residents would like to see a high priority placed on beautification, trees, and greenspace regardless of the chosen outcome (streetcar or BRT).</p> <p>BRT - the stops seem too far apart. The stops of the A-line on Snelling Avenue are .4-.5 miles apart. Some of the proposed stops are .6-.7 miles apart (Otto to Lexington and Grand to St. Clair). Why not have similar spacing to Highland and Mac Grove consistently throughout the whole route through W7th?</p>	<p>Email</p>
<p>Dec. 27, 2023</p>	<p>20 years studying transit in this corridor?</p> <p>Painful. Incompetent. I expect more of Ramsey County and ANY public officials. Mind you, I am pro-government, pro-planning and progressive enough to support fair taxation to achieve public goals. But I wonder if Ramsey County has the right know-how. The Saint Paul riverfront land that the county owns has been left undeveloped for DECADES. Not OK! Work with Saint Paul on a plan, for goodness sake! On this transit issue, your public info is pathetic! Tell people how often the options will run, how long it will take to get from A to B, and whether the transfer options are excellent or sparse. THIS is how real people evaluate a transit system and YOU SHOULD TOO!!! C'mon. This isn't rocket science. Do the analysis, present the choices completely and transparently, and then you will not be stuck in neutral for 20 years.</p>	<p>Email</p>

5.4 APPENDIX D: DECEMBER PAID MEDIA



5.5 APPENDIX E: PRESS AND MEDIA COVERAGE

- Dec. 26, 2023: [The Riverview Corridor from Downtown St. Paul to the Mall of America: Two street car options, bus rapid transit](#)
- Dec. 28, 2023: [Planning for the Riverview Corridor gets back on track](#)