

RIVERVIEW CORRIDOR

Public Engagement Summary Report #5

**Detailed Analysis Results
August 19 – October 12, 2017**

**Draft Locally Preferred Alternative
October 13 – November 17, 2017**

December 2017

RAMSEY COUNTY
Regional Railroad Authority

Mall of America

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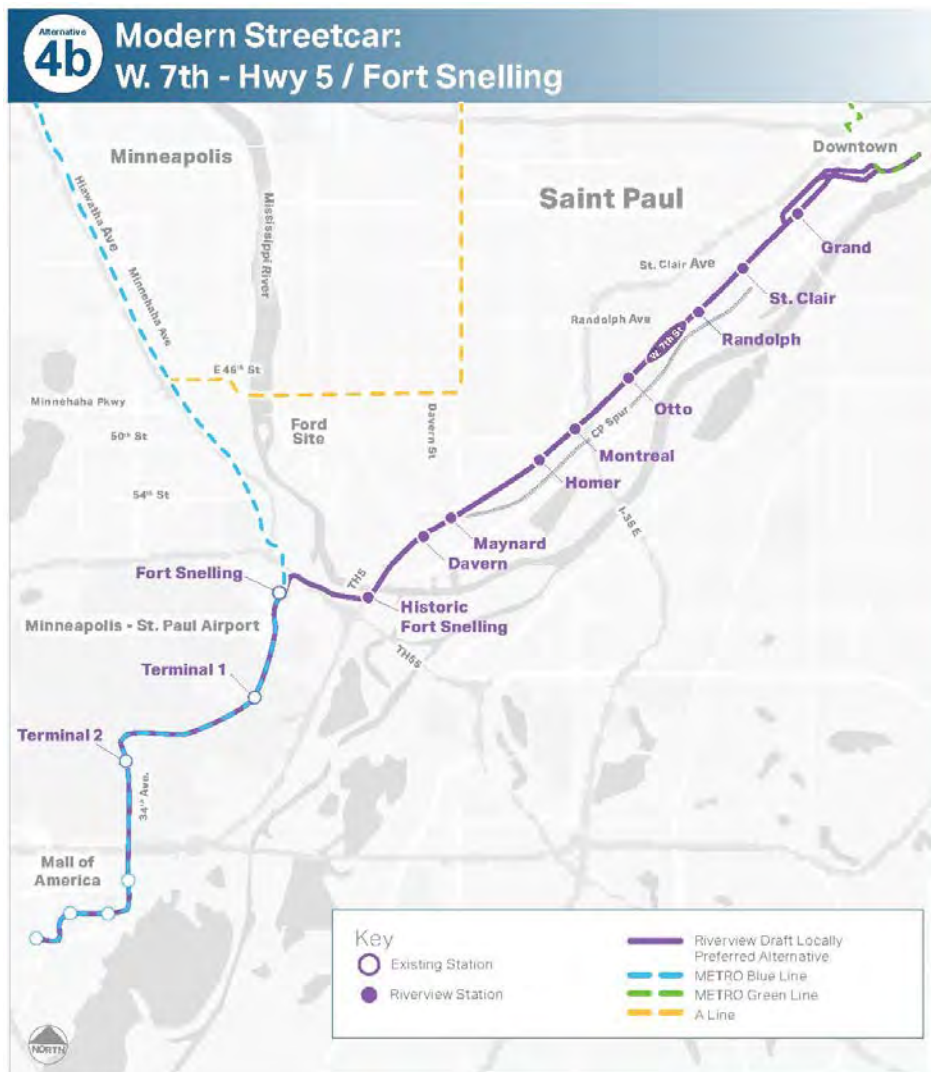
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1.0 INTRODUCTION

This report provides an overview of public engagement activities conducted between August 19, 2017 and November 17, 2017 for the Riverview Corridor Pre-Project Development (PPD) Study and summarizes the feedback collected from these activities during two phases: the Detailed Analysis Results (August 19, 2017 through October 12, 2017) and the Draft Locally Preferred Alternative (LPA) (October 13, 2017 through November 17, 2017). The primary purpose of this report is to describe the public meeting and engagement activities conducted around the fifth project milestone, selecting the draft LPA, and summarize the feedback collected. **Figure 1-1** depicts the draft LPA.

To solicit input and engage the community, the study team conducted project committee meetings, an open house and public hearing, and additional engagement activities including presentations to local organizations, living room meetings, online engagement through the project website, email updates, and social media, and distribution of project information materials and flyers.

Figure 1-1: Map – Riverview Corridor Draft Locally Preferred Alternative



1.1 Detailed Analysis Results – August 19, 2017 through October 12, 2017

The Detailed Analysis Results phase publicly shared the modes and alignments identified in the Initial Screening and provided information on cost, ridership, travel time, economic development and environmental impacts. Public and stakeholder input was sought on the detailed analysis results and the recommendations to advance or not advance specific modes and routes.

The majority of public engagement activities for the detailed analysis results and recommendations were conducted between July 14, 2017 and August 18, 2017; details of these activities are described in Public Engagement Summary #4 which is available on the project website, www.riverviewcorridor.com/documents. Additional engagement activities, however, on the detailed analysis results were completed between August 19, 2017 and October 12, 2017. The feedback and input collected during this additional time are included in this report. An overview of engagement activities for the Detailed Analysis Results phase are included in **Table 1-1**.

1.2 Draft LPA – October 13, 2017 through November 17, 2017

The Draft LPA phase marks the recommendation of a draft LPA by the Policy Advisory Committee (PAC) based on the technical analysis and stakeholder input solicited during the Detailed Analysis Results period. Based on recommendations from the Technical Advisory Committee (TAC) the PAC, at their meeting on October 12, 2017, approved for public review a draft LPA: modern streetcar along W. 7th Street and crossing the river near the Highway 5 bridge.

Public engagement activities for the draft LPA were conducted between October 13, 2017 to November 17, 2017. The feedback and input collected on the Draft LPA recommendation are also included in this report. An overview of engagement activities for the Draft LPA phase are included in **Table 1-2**.

Table 1-1: Engagement Activities: Detailed Analysis Results August 19, 2017 – October 12, 2017

Event/Organization	Date	Location	Engagement Type	Estimated Contacts
Living Room Meeting	Aug. 22, 2017	Residence in Downtown Saint Paul	Resident Meeting	3
Ford Spur Open House #2	Aug. 29, 2017	Palace Community Center	Community Event	19
Hennepin County Regional Railroad Authority	Sept. 7, 2017	Hennepin County Government Center	Presentation	10
Highland District Council	Sept. 7, 2017	Highland Park Community Center	Presentation	20
City of Saint Paul Transportation Committee to the Planning Commission	Sept. 11, 2017	City Hall Annex	Presentation	9
Fort Snelling Joint Powers Board	Sept. 12, 2017	Fort Snelling Memorial Chapel	Presentation	10
Visit Saint Paul	Sept. 14, 2017	Saint Paul RiverCentre	Presentation	14
Minneapolis Parks and Recreation Board	Sept. 19, 2017	Park Board Headquarters	Presentation	20
Rep. Pinto/Councilmember Tolbert Community Session	Oct. 12, 2017	Saint Paul Jewish Community Center	Community Event	72
Total Estimated Number of Contacts				177

Table 1-2: Engagement Activities: Draft LPA October 13, 2017 – November 17, 2017

Event/Organization	Date	Location	Engagement Type	Estimated Contacts
Riverview Corridor Open House + Public Hearing	Nov. 9, 2017	Highland Park High School	Open House/Public Hearing	150
Metropolitan Council Transportation Committee	Nov. 13, 2017	Fred T. Heywood Office Building	Presentation	30
Total Estimated Number of Contacts				180

Table 1-3: Total Engagement Activities August 19, 2017 – November 17, 2017

Total Engagement Activities	Estimated Contacts
Number of contacts for Detailed Analysis Results	177
Number of contacts for Draft LPA	180
Total Estimated Number of Contacts	357

2.0 PROJECT COMMITTEES

Ramsey County Regional Railroad Authority (RCRRA) is leading the PPD Study, with four committees providing input and direction for the project:

- Policy Advisory Committee (PAC)
- Technical Advisory Committee (TAC)
- Project Management Team (PMT)
- Public Engagement Advisory Panel (PEAP)

Appendix A presents the membership of each committee.

In coordination with the PMT and TAC, the AECOM Team compiles and analyzes data with guidance from the PMT and develops technical memorandums and other documents for review by RCRRA staff. Documents are then reviewed and refined by the PMT. The AECOM Team prepares draft documents for review by the TAC, which advises the PAC. The PAC then votes to take action on the draft documents. The TAC or PAC may request additional information or clarification of any agenda items and or documents, which may delay adoption by the PAC.

2.1 Policy Advisory Committee

The Riverview Corridor PAC was created in 2013 by RCRRA to assist with the decision-making activities of the Riverview Corridor PPD Study. The PAC consists of elected and appointed officials, citizens and business representatives, and management staff from public agencies and local organizations. During the time period covered in this document the PAC met twice. **Table 2-1** provides more details of the meetings.

Table 2-1: PAC Meetings

Study Phase	Date	Location	# Attended	Topics Addressed
Detailed Analysis Results	Sept. 14, 2017	Ramsey County Plato Building	32	<ul style="list-style-type: none"> • Summary of Public Comments from Detailed Analysis Results • Evaluation of Alternatives • TAC Recommendation: Affirm 6 Alternatives • Update from United and Children's Hospital • Process to Select a Locally Preferred Alternative (LPA)
Draft LPA	Oct. 12, 2017	Ramsey County Plato Building	39	<ul style="list-style-type: none"> • Locally Preferred Alternative (LPA) Definition • Evaluation Framework • Draft LPA Recommendation • Draft Implementation Plan

2.2 Technical Advisory Committee

The TAC consists of representatives from cities, counties and state agencies, and community and business organizations along the Riverview Corridor. This committee provides technical guidance on project activities and issues, reviews technical memorandums and other study findings and subsequently provides technical recommendations to the PAC. During the time period covered in this document, the TAC met twice. **Table 2-2** provides more details of the meetings.

Table 2-2: TAC Meetings

Study Phase	Date	Location	# Attended	Topics Addressed
Detailed Analysis Results	Aug. 24, 2017	Union Depot	31	<ul style="list-style-type: none"> • Purpose and Need, Evaluation of Alternatives • Summary of Public Comments from Detailed Analysis Results • PMT Recommendation: Affirm 6 Alternatives • Update from United and Children's Hospital • Process to Select a Locally Preferred Alternative (LPA)
Draft LPA	Sept. 28, 2017	Union Depot	29	<ul style="list-style-type: none"> • Locally Preferred Alternative (LPA) Definition • Public Input: July – August 2017 • Evaluation Framework • Draft LPA Recommendation

2.3 Project Management Team

The PMT consists of key staff from the Metropolitan Council, Metro Transit, The Minnesota Department of Transportation (MnDOT), Hennepin County Regional Railroad Authority (HCRRRA), City of Saint Paul, RCRRRA staff, and AECOM Team members. This group is actively involved in the management of the Riverview Corridor PPD Study, providing guidance and facilitating small working group coordination. The PMT helps identify and address potentially contentious study issues prior to forming working groups or bringing the issues to the TAC. The PMT is responsible for facilitating coordination among the partner agencies, AECOM Team, the Federal Transit Administration (FTA) and the other project committees. The PMT is also responsible for oversight of all technical work, as well as the project schedule. They provide technical memorandums, data and other documents to the TAC, so a recommendation can be made to the PAC. The PMT meets as necessary for the duration of the Riverview Corridor PPD Study. During the time period covered in this document, the PMT met three times primarily in conjunction with the TAC meeting schedule.

2.4 Public Engagement Advisory Panel

The PEAP consists of outreach and communication representatives from agencies, stakeholders, and community and business organizations to provide guidance and feedback on public engagement activities. The PEAP advises on public engagement activities and recommends outreach strategies for underrepresented populations. During the reporting period, the PEAP did not meet.

3.0 COMMUNITY MEETINGS

One open house and public hearing was held for the Riverview Corridor PPD Study in this reporting period (see **Table 3-1**).

Table 3-1: Community Meetings: August 19, 2017 – November 17, 2017

Type of Meeting	Meeting Date	Meeting Location	Number of Attendees *
Open House + Public Hearing	Nov. 9, 2017	Highland Park High School	150
Total Estimated Number of Contacts			150

**Attendance numbers are based on the number of people who signed in at the registration table*

**Numbers do not reflect project staff or members of the Riverview Corridor PPD Project Committees*

3.1 Open House + Public Hearing: November 9, 2017

The purpose of this open house and public hearing was to provide updates on the PPD study, inform residents of the draft LPA selection process, and gather comments on the recommended route and vehicle. The open house and public hearing was an opportunity for residents, businesses, and other stakeholders to provide feedback on the draft LPA to the PAC and for the project's public record.

3.1.1 Format

The event began with an open house with display boards, physical models of the corridor and a map layout of the recommended route to garner interest and comments from attendees. Display boards and activities at the open house provided an overview of the project; the evaluation process and results; and the draft LPA route and vehicle. Staff from RCRRA, PAC members, TAC members and the consultant team were available to answer questions and provide additional information on the Draft LPA.

Following the open house, a brief presentation was conducted by RCRRA staff which provided an overview of the project and details on the draft LPA. After the presentation, a public hearing was held with ten PAC members present. Residents, businesses and other stakeholders were provided the opportunity to give comments about the draft LPA to PAC members. Each person who spoke had three minutes to speak and comments were recorded by a court reporter. The public hearing continued until everyone who wanted to address the PAC had the opportunity to speak.

3.1.2 Promotion

The open house and public hearing announcement (**Appendix B**) was posted on the Riverview Corridor website, Facebook account (www.facebook.com/RiverviewCorridor), and Twitter account (www.twitter.com/RiverviewStudy). The Facebook post was boosted to broaden the reach of the information to six targeted areas defined by zip codes. The targeted zip code areas included: St Paul neighborhoods around downtown, West 7th Street and Highland Park; Minneapolis neighborhoods: Longfellow and Nokomis; and areas around the MSP Airport and Mall of America in Bloomington. In addition, a paid Facebook advertisement ran from November 1 to November 9, 2017. Meeting notices were sent out through the project's GovDelivery email list which consisted of over 2,191 subscribers

at the time. In addition, members of the TAC and Public Engagement Advisory Panel were asked to share information about the open house and public hearing via their website, email lists, and social media.

Paid newspaper advertisements were posted in Longfellow Nokomis Messenger, Community Reporter and The Villager. A news release was sent out November 8, 2017 to 81 media outlets. Announcements were also posted in Metro Transit's e-newsletter, Connect and Insights. Information on the open house and public was also provided at the presentations and community events in October and November.

3.1.3 Activities to Collect Feedback

There were many opportunities for attendees to provide feedback during the open house and public hearing. Comments received at the meeting were documented and incorporated into the public record.

Open House

Attendees were encouraged to look at or interact with the boards, models and maps at the open house. Project staff were available to answer questions and listen to feedback at each of the stations. Staff took note of the feedback and questions that they heard during their conversations.

Public Hearing

During the public hearing portion of the meeting, attendees provided comments and about the draft LPA to the PAC. People had three minutes to provide feedback and their comments were recorded by a court reporter. Forty-three people provided comments during the public hearing. The transcripts of the public hearing comments are available in **Appendix C**.

Comment Sheets

A comment sheet with the following questions was available to attendees to solicit input. Comments recorded on the comment sheets are available in **Appendix C**. A total of 24 comment sheets were submitted at the meeting; three more were sent in via mail or email after the meeting.

The questions asked on the comment sheet included:

Modern streetcar from Union Depot in downtown Saint Paul to the Minneapolis/St. Paul Airport and Mall of America along West 7th Street and crossing the Mississippi River near the Highway 5 bridge, is being recommended as the draft locally preferred alternative (LPA) for the Riverview Corridor.

1. *What do you see as the opportunities and challenges associated with modern streetcar on W. 7th Street crossing near the Highway 5 bridge that you would like policy makers to take a closer look at as the project moves forward?*
2. *The Riverview Corridor Transit Study identified four needs of the corridor:*
 1. *Growing population and employment increases travel demand for different travel markets*
 2. *Transit-reliant population also need improved transit service*
 3. *Support and catalyze reinvestment and economic development*
 4. *Limited opportunity to improve the existing transportation network*

Does the draft LPA, modern streetcar on W. 7th Street crossing near the Highway 5 bridge, meet the four project needs for the Riverview Corridor? Please check one per need.

Project Need	Yes	Somewhat	No
1. The draft LPA addresses the growth in population and employment in the corridor, and the increase in travel demand			
2. The draft LPA provides improved transit service for people who rely on transit			
3. The draft LPA supports reinvestment and economic development in the corridor			
4. The draft LPA helps improve the existing transportation network			

3. Please share any other thoughts about the Riverview Corridor.
4. Looking forward to the next phase of the Riverview Corridor, how do you prefer to stay engaged and informed? Check all that apply.
 - Project website
 - Email updates
 - Social media (e.g. Facebook, Twitter)
 - Attending/Tabling at community events (e.g. National Night Out, Highland Fest)
 - Pop-up events at grocery stores, libraries, transit stops, etc.
 - Open house/Community meeting
 - Presentation to local organizations
 - Individual or small group meetings
 - Direct mailing
 - Other (please describe):

Table 3-4: Comment Themes from November 9 Open House and Public Hearing

Open House + Public Hearing – November 9, 2017
<p>Draft Locally Preferred Alternative: Vehicle</p> <ul style="list-style-type: none"> • Opportunities with modern streetcar as the LPA: attracts new riders and improves quality for existing riders; meets the needs of growing population, supports economic development on W. 7th Street and opportunities to improve conditions for bicyclists and pedestrians; improves region’s “competitiveness” for new businesses, employees, and national events • Challenges with modern streetcar as the LPA: construction of fixed transitway hurts small businesses and may take away on-street parking; effect on historic nature and character of the neighborhoods; residents will be impacted by noise, traffic flow, and transit riders who are disruptive; concern for cost and raising taxes to subsidize improved transit <p>Draft Locally Preferred Alternative: Route</p> <ul style="list-style-type: none"> • Support for W. 7th Street as the LPA: direct access to businesses and residents on W. 7th Street; more opportunities for commercial and residential development on W. 7th Street than CP Rail Spur; construction provides opportunity to improve pedestrian and bicyclist experience on W. 7th Street • Opposition to W. 7th Street route as the LPA: concern for construction impacts to small businesses on W. 7th Street as well as loss of on-street parking; possible conflict with street festivals; impeded traffic flow and emergency vehicle access; residential impacts

Open House + Public Hearing – November 9, 2017

Draft Locally Preferred Alternative: River Crossing

- Support for Highway 5 river crossing as the LPA: better serves the project's purpose and need statement than Ford Parkway crossing; provides more direct connection between downtown Saint Paul and MSP Airport; faster end-to-end travel time
- Opposition to Highway 5 river crossing as the LPA: environmental impacts to historic Fort Snelling and Mississippi River; cost of building a new bridge; few existing residents and businesses and limited opportunities for development after Shepard/Davern area and before Historic Fort Snelling stations

General Comments

- Many support improved transit on W. 7th Street whether that is ABRT, modern streetcar, or another enhanced transit vehicle
- Many who support modern streetcar also call for improving pedestrian and bicyclist amenities during construction
- Many concerned with tax increases to support transit investment, losing historic small businesses and homes in corridor, and cost of property and rent on W. 7th Street becoming too expensive for people and families who are low-income
- Some concerned with safety along modern streetcar route: emergency vehicle access, transit riders who are disruptive and do not pay their fare, and pedestrian and bicyclist safety near streetcar

Full comments from the November 9 Open House and Public Hearing can be viewed in **Appendix C: November 2017 Open House Comments and Public Hearing Transcript**

4.0 PUBLIC ENGAGEMENT EVENTS

Between August 2017 and November 2017, Riverview Corridor staff coordinated or participated in 10 events. Over 207 people were engaged at these events.

A variety of events were held to engage communities at different venues throughout the corridor. These meetings took staff into the community where people routinely gather to potentially reach those who are not likely to attend a public meeting, share information and gather feedback.

The Riverview Corridor includes diverse cultural and ethnic communities, a wide variety of businesses and a large number of community organizations. To gain an understanding of best practices for public engagement and tailor the activities, staff worked with local agencies and community organizations that are already providing outreach and advocacy in the corridor.

4.1 Community Events

Conducting outreach at community events where people are already gathering, allows dissemination of project information into the community. During the reporting period, project staff attended two community events (see **Table 4-1**); staff distributed handouts about the transit study, routes and vehicles under consideration, and encouraged sign-ups for website updates. Staff members were also available to engage with passing members of the community by asking and responding to questions and collecting feedback and preferences. A summary of comments and questions received from these events is included in **Section 6.0: Summary of Comments and Questions from Public Engagement Events and Forums**.

Table 4-1: Community Events

Study Phase	Event	Date and Location	Number Engaged
Detailed Analysis Results	Ford Spur Open House #2	Aug. 29, 2017 Palace Community Center	19
Detailed Analysis Results	Representative Pinto/Councilmember Tolbert Community Session	Oct. 12, 2017 Saint Paul Jewish Community Center	72
Total Estimated Number of Contacts			91

4.2 Community Presentations

Community engagement activities also included presenting at seven neighborhood and business group meetings (see **Table 4-2**). At these presentations, a project representative provided study information and updates and responded to questions. A question and answer period followed each presentation and a summary of comments and questions received is included in **Section 6.0: Summary of Comments and Questions from Public Engagement Events and Forums**.

Table 4-2: Community Presentations

Study Phase	Organization/Event	Date and Location	Number of Attendees
Detailed Analysis Results	Hennepin County Regional Railroad Authority	Sept. 7, 2017 Hennepin County Government Center	10
Detailed Analysis Results	Highland District Council	Sept. 7, 2017 Highland Park Community Center	20
Detailed Analysis Results	Saint Paul Transportation Committee to the Planning Committee	Sept. 11, 2017 City Hall Annex	9
Detailed Analysis Results	Fort Snelling Joint Powers Board	Sept. 12, 2017 Fort Snelling Memorial Chapel	10
Detailed Analysis Results	Visit Saint Paul	Sept. 14, 2017 Saint Paul RiverCentre	14
Detailed Analysis Results	Minneapolis Parks and Recreation Board	Sept. 19, 2017 Park Board Headquarters	20
Draft LPA	Metropolitan Council Transportation Committee	Nov. 13, 2017 Fred T. Heywood Office Building	30
Total Estimated Number of Contacts			113

4.3 Living Room Meetings

The living room meeting facilitated informal and intimate engagement with residents of the Riverview Corridor in their homes which provoked thoughtful conversation about the project between project staff and interested corridor residents. The meetings were generally hosted by a corridor resident with no formal connection to the project, and typically took place in the host's home. Hosts invite their friends and/or neighbors to the meetings.

The living room meetings typically begin with a brief overview of the Riverview Corridor project by project staff, followed by an unstructured conversation about the project in which attendees ask questions and share opinions; project staff respond to questions and facilitate discussion. During the reporting period, one living room meeting was held in downtown Saint Paul.

Table 4-3: Living Room Meetings

Study Phase	Organization/Event	Date and Location	Number Engaged
Detailed Analysis Results	Living Room Meeting	Aug. 22, 2017 Downtown Saint Paul	3
Total Number of Contacts			3

Comments from these meetings were collected verbally through informal discussion or a question and answer session between project staff and attendees.

For a summary of common themes and comments from community events, see **Section 6: Summary of Comments and Questions from Public Engagement Events and Forums.**

5.0 PUBLIC ENGAGEMENT COMMUNICATION METHODS

Different people are best engaged in different manners. The Riverview Corridor PPD Study has used a variety of methods to collect input in an effort to interact with as many people as possible. For a summary of common themes and comments from the variety of engagement forums, see **Section 6: Common Themes and Comments from Public Engagement Events and Forums**.

**Table 5-1: Number of Comments from Engagement Forums: Detailed Analysis Results
August 19, 2017 to October 12, 2017**

Means of Communication	Number of Comments	Number of Commentators
Facebook	15	7
Twitter	4	3
Project Email	28	24
U.S. Mail	0	0
Fax	0	0
Telephone	2	2
PAC Comment Form	4	3
TOTAL	53	39

**Table 5-2: Number of Comments from Engagement Forums: Draft LPA October 13, 2017 to
November 17, 2017**

Means of Communication	Number of Comments	Number of Commentators
Facebook	93	55
Twitter	5	5
YouTube	1	1
Project Email	65	61
U.S. Mail	7	7
Fax	0	0
Telephone	1	1
PAC Comment Form	0	0
TOTAL	172	130

5.1 Social Media and Online Engagement

5.1.1 Social Media

Social media sites are used to notify the community of project milestones and encourage a continuous dialogue with constituents. During the Detailed Analysis Results and Draft LPA phases of the study, the AECOM Team used social media to provide updated information including notices of upcoming events, real-time reminders, and event photos from recent outreach and meetings. Social media sites include both Facebook, Twitter, and YouTube:

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

<https://twitter.com/RiverviewStudy>

<https://www.youtube.com/user/RamseyCountyMN>

As of November 17, 2017, there were 688 “Likes” on the project Facebook site and 195 followers of the project Twitter account. As of November 2017, there have been 1,648 views of the “Riverview Corridor – Modern streetcar” clip on YouTube and 14 “Likes” and 2 “Dislikes.”

Some Facebook posts were boosted, creating a post that appeared throughout Facebook to a more specific audience. During the period of this summary, 16 of posts were provided on Facebook; two of those posts were boosted. Boosted posts during this period reached over 27,700 people in the corridor. During this reporting period 14 tweets were posted on project’s Twitter page.

5.2 Email Notifications

5.2.1 Email Updates

In conjunction with RCRRA and the Strategic Communications Consultant, project announcements and email notifications were sent to the project email list via GovDelivery. As of November 17, 2017, there are approximately 2,191 emails on the project email list. The email list includes all committee members; all identified stakeholder organizations; all individuals who signed up to receive the email updates either at public meetings or via the project website; and any other organizations, media outlets and individuals that wish to be on the list. During the reporting period, five email updates were sent out.

5.2.2 Project Email

Riverview staff were reachable through the email at: info@riverviewcorridor.com. Ninety-three comments about the study were received via email through the project email address during the reporting period.

5.3 Phone/Fax

The community could receive further information about the Riverview Corridor from Ramsey County Staff at 651-266-2760. RCRRA received three phone calls in the reporting period and no comments via fax machine.

5.4 Website

The project website, www.riverviewcorridor.com, provided PPD Study information, documents and meetings information. From August to October 2017 the project website had 1,400 page views and 861 unique visits. From October to November 2017, there were 1,700 page views and 1,200 unique visits.

5.5 PAC Meeting Public Comments

At the end of each PAC meeting, the public is invited to make comments and give feedback. From August 19, 2017 to November 17, 2017, three people completed public comment forms at PAC meetings. Comments from PAC meetings can be found in **Appendix D: PAC Meetings – Public Comments**.

5.6 Letters from Organizations

Seven letters from organizations were received expressing their views on the study during the Detailed Analysis Results phase between August 19, 2017 and October 12, 2017. Nine additional letters were received during the Draft LPA phase from October 13, 2017 to November 17, 2017. These organizations include, West 7th Business Association, Seventh Street Social, Highland District Council, Saint Paul RiverCentre, United and Children’s MN Hospital, Sustain Ward 3, Fort Road Federation, Stuart Companies, Friends of the Mississippi River, National Parks Service, Minnesota Historical Society, Saint Paul Area Chamber of Commerce, Prototype Career Service, and Highland Nursery.

Table 5-1: Summary of Feedback from Organizations/Businesses in the Corridor – August 19, 2017 to November 17, 2017

Organization/Business	Letter/Email dated	Feedback
United and Children’s MN Hospital	8/22/2017, 11/1/2017	Oppose Smith Avenue route; concerned about access during construction on West 7th Street
Sustain Ward 3	10/3/2017	Supports draft LPA
Highland Nursery	10/7/2017, 11/17/2017	Opposes draft LPA; supports improved buses and bus service
Highland District Council	10/9/2017	Supports draft LPA; recommends a BRT line serves Ford Site
Saint Paul RiverCentre	10/10/2017	Supports draft LPA
West 7th Business Association	10/10/2017	Opposes draft LPA; supports ABRT alternative
Seventh Street Social	10/12/2017	Opposes draft LPA; supports express buses or a Shepard Road route
Stuart Companies	11/6/2017	Recommends transit stop at Madison Street; requests to participate in decisions and meetings about corridor
Fort Road Federation	11/8/2017	Opposes draft LPA; supports an enhanced BRT alternative
Saint Paul Area Chamber of Commerce	11/9/2017	Supports draft LPA; supports separate study to improve transit in the Ford Corridor

National Parks Service	11/9/2017	Concerned about Highway 5 river crossing and construction impacts to river and Historic Fort Snelling
Minnesota Historical Society	11/16/2017	Concerned about Highway 5 river crossing and construction impacts to Historic Fort Snelling
Friends of the Mississippi River	11/16/2017	Supports LPA mode and alignment; concerned about Highway 5 river crossing and construction impacts to river and Historic Fort Snelling; recommends LPA is routed on existing Highway 5 bridge
Prototype Career Service	11/17/2017	Opposes draft LPA; supports improved bus transit

Full letters received from organizations are included in **Appendix E: Letters from Organizations**.

5.7 Communication Materials

Communications materials were produced during this reporting period to educate community members in the corridor about the draft LPA, a future transit study to connect Riverview Corridor to the Ford Site, and next steps for Riverview Corridor.

5.7.1 Print Communications

The following print communications were developed by the AECOM Team during the reporting phase and used in engagement activities and can be found in **Appendix F: Print Communications**.

- [Draft LPA Handout](#)

5.7.2 Visualization and Videos

A video was prepared in the summer of 2017 that provided an overview of the modern streetcar vehicle being studied by project staff. The video shares how other cities have adapted the modern streetcar to help connect people to jobs, school and other destinations in their communities. The video also highlights the differences between LRT and modern streetcar, and the history of streetcars in St. Paul.

The modern streetcar video was published on YouTube online on August 11, 2017. As of November 17, 2017, it had been viewed 1,648 times. The video can be found at:

<https://www.youtube.com/watch?v=91tgox2ztDY&feature=youtu.be>

6.0 SUMMARY OF COMMENTS AND QUESTIONS FROM PUBLIC ENGAGEMENT EVENTS AND FORUMS

Common themes from the Detailed Analysis Results and Draft LPA Process events and forums are described in **Table 6-1** and **Table 6-2**. Verbatim comments from the reporting period are listed in **Appendix G** and **Appendix H**.

Table 6-1: Comment Themes from Public Engagement Events and Forums – Detailed Analysis Results, August 19, 2017 to October 12, 2017

Comment Themes from Detailed Analysis Results Public Engagement Events and Forums
<p>Vehicles</p> <ul style="list-style-type: none"> • Support for ABRT because it is generally seen as flexible by proponents; prefer fewer construction impacts of mixed traffic route; lower cost. Opposition because of low attraction to new transit riders and fewer opportunities for economic development and pedestrian/bicyclist improvements. • Support for modern streetcar's ability to attract development and serve future travel demand; concerns with cost and impacts to neighborhoods and effect on parking and access to businesses • Multiple questions and some expressed disappointment that LRT, dedicated BRT and electric trolleybus were dismissed as potential vehicles in the corridor. <p>Routes</p> <ul style="list-style-type: none"> • More opposition to CP Rail Spur route because of neighborhood impacts; support for CP Spur to be dedicated pedestrian and bicyclist trail. • More support for W. 7th Street route because better access to businesses, higher ridership, and more opportunities to improve the pedestrian/bicyclist conditions on W. 7th; opposition to W. 7th Street route because of construction impacts, impeded traffic flow, potential loss of on-street parking. • Concern for construction impacts to historic Fort Snelling. Support for underground station at Fort Snelling so visitors are not prevented from viewing the river from the bluff. <p>River Crossings</p> <ul style="list-style-type: none"> • Support for Highway 5 river crossing because faster end-to-end travel time and better supports the project's goals than Ford Parkway river crossing. Concern for cost and construction of new bridge over the Mississippi River near the existing Highway 5 bridge. • Support for Ford Parkway river crossing because it can serve more people and neighborhoods (e.g. W. 7th Street, Highland Park, South Minneapolis, and downtown Saint Paul and Minneapolis). Concerns for longer travel time and neighborhood impacts on 46th Street. <p>Other Comments</p> <ul style="list-style-type: none"> • Many concerned about cost of building a fixed transit route and an increase in property tax to subsidize the transit improvement. • Many support improved transit in the corridor: desire to retain and attract young people; better serve low-income communities; provide more options for people with reduced mobility; attract tourists; improve transit network; support for economic and population growth in corridor and region • Many concerned about residential and business impacts along corridor: fear for losing small businesses on W. 7th Street during construction phase; residents concerned about noise, unruly transit riders, increased property costs along corridor. • Some concern about safety and security along transit route: unruly transit riders, people struck by modern streetcar, transit riders who do not honor the fare honor code. • Some concern about co-located transit right-of-way and potential pedestrian/bike trail on CP Rail Spur; support for improved bicycle and pedestrian facilities and access to stations and if

rail is selected, use the construction phase as an opportunity to improve walkability and bikeability, especially on W. 7th Street

To view the full comments collected for the Detailed Analysis Results see **Appendix G**.

Table 6-2: Comment Themes from Public Engagement Events and Forums – Draft LPA Process, October 13, 2017 to November 17, 2017

Comment Themes from Draft LPA Public Engagement Events and Forums
<p>Draft Locally Preferred Alternative: Modern streetcar on W. 7th Street and crossing the river near Hwy 5 bridge</p> <ul style="list-style-type: none"> • Support for draft LPA: Attracts new riders and improves quality for existing riders; meets the needs of growing population; supports economic development on W. 7th Street and opportunities to improve conditions for bicyclists and pedestrians; improves region’s “competitiveness” for new companies and employees • Opposition to draft LPA: Construction of fixed transitway hurts small businesses and may take away on-street parking; residents will be impacted by noise, traffic flow, and “dangerous” transit riders; concern for cost and raising taxes to subsidize improved transit <p>Vehicles</p> <ul style="list-style-type: none"> • No Build/Local Bus: Many believe route 54 is overcrowded; some believe route 54 is adequate for corridor • Modern Streetcar: Many support modern streetcar because it may attract economic growth and new transit riders, helps improve the quality of public transportation in the corridor, and provides opportunity to improve the pedestrian and bicyclist experience. Many oppose modern streetcar because of associated costs; impacts to businesses and residents; and concern with bicyclist and pedestrian safety near streetcars • ABRT: Some support because it is cheaper than streetcar and perceived as flexible since it does not have a fixed route. Many oppose because lack of fixed route makes bus unreliable, vehicle does not support future economic development and tends to not attract as many new transit riders as streetcar <p>Routes</p> <ul style="list-style-type: none"> • Highway 5 river crossing: Many support crossing because it better serves the project’s purpose and need statement, provides more direct connection between downtown Saint Paul and Airport, and faster end-to-end travel time. Some oppose because of impacts and cost of building a new bridge • Ford Parkway river crossing: Many support a Ford Corridor study and many expressed disappointment that Riverview will not cross Ford Parkway and serve the redeveloped Ford Site. Some concern that future study will not consider South Minneapolis residents and many Minneapolis residents concerned for neighborhood impacts on 46th Street • W. 7th Street: Many support route with direct access to businesses and residents on W. 7th Street and more opportunities for commercial and residential development on W. 7th Street than CP Spur. Construction also provides opportunity to improve pedestrian and bicyclist experience on W. 7th Street. Many concerned for changes in historic nature and character of neighborhood; construction impacts to small businesses on W. 7th Street; loss of on-street parking; impeded traffic flow and emergency vehicle access; concern for bicyclist safety; and residential impacts

- CP Rail Spur: Some support because construction will have fewer traffic and business impacts, but more opposition because of residential impacts, lack of direct access to W. 7th Street, fewer development opportunities, and neighborhood desire for dedicated bike/ped. trail on Spur

General Comments

- Many support improved transit on W. 7th Street whether that is ABRT, modern streetcar, or another enhanced transit vehicle
- Many concerned with tax increases to support transit investment, losing historic small business and homes in corridor, and cost of property and rent on W. 7th Street becoming too expensive for low-income people and families
- Many who support modern streetcar also call for improving pedestrian and bicyclist amenities during construction
- Some concerned with personal safety on transit and fare evasion

To view the full comments collected for the Draft LPA see **Appendix H**.

Appendix A

Project Committee Members

Policy Advisory Committee

- Commissioner Rafael Ortega, Ramsey County Regional Railroad Authority
- Deputy Mayor Kristin Beckman, City of Saint Paul
- Councilmember Tim Busse, City of Bloomington
- Councilmember Jon Commers, Metropolitan Council
- Pat Mancini, Riverview Corridor Business Representative
- Scott McBride, Minnesota Department of Transportation
- Commissioner Peter McLaughlin, Hennepin County Regional Railroad Authority
- Councilmember Rebecca Noecker, City of Saint Paul
- John Regal, Saint Paul Area Chamber of Commerce
- Bridget Reif, Metropolitan Airport Commission
- Laurel Severson, Riverview Corridor Citizen Representative
- Councilmember Chris Tolbert, City of Saint Paul
- Peter Wagenius, City of Minneapolis

Technical Advisory Committee

- Mike Rogers, Ramsey County Regional Railroad Authority
- Kevin Roggenbuck, Ramsey County Regional Railroad Authority
- Tim Mayasich, Ramsey County Regional Railroad Authority
- Scott Banaszynski, Allina Health
- Carrie Christensen, Minneapolis Park and Recreation Board
- Katie DiSanto, Saint Paul Area Chamber of Commerce
- Innocent Eyoh, Minnesota Pollution Control
- Mark Finken, City of Saint Paul
- Jon Fure, District Council 17: CapitolRiver Council
- Tim Griffin, St. Paul Riverfront Corporation
- Chuck Hubbard, Canadian Pacific Railway
- Anton Jerve, City of Saint Paul
- Dan Kueny, Transit Dependent Representative
- Bill Lindeke, Saint Paul Ward 2
- Joe Lux, Ramsey County Public Works
- Lisa Mandell, U.S. Fish and Wildlife Service
- Gina Mitteco, Minnesota Department of Transportation
- Pat Mosites, Metropolitan Airports Commission
- Susan Overson, National Park Service
- Larry Peterson, MN Department of Natural Resources
- Tom Pfannenstiel, MN Historical Society
- Don Pflaum, City of Minneapolis
- Neil Ralston, Metropolitan Airports Commission
- Alan Robbins-Fenger, National Park Service

- Schane Rudlang, City of Bloomington
- Joe Scala, Hennepin County Regional Railroad Authority
- Heidi Schallberg, Metropolitan Council
- Gary Thompson, District Council 15: Highland District Council
- Scott Thompson, Metro Transit
- Dave Thune, District Council 9: W. 7th Street/Fort Road Federation
- Justin Weingartz, Government Services Administration

Project Management Team

- Mike Rogers, Ramsey County Regional Railroad Authority
- Kevin Roggenbuck, Ramsey County Regional Railroad Authority
- Timothy Mayasich, Ramsey County Regional Railroad Authority
- Anton Jerve, City of Saint Paul
- Gina Mitteco, Minnesota Department of Transportation
- Joe Scala, Hennepin County Regional Railroad Authority
- Joe Gladke, Hennepin County Regional Railroad Authority
- Heidi Schallberg, Metropolitan Council
- Scott Thompson, Metro Transit
- Craig Lamothe, Metro Transit
- April Manlapaz, AECOM Team
- Amy Canfield, AECOM Team
- Nancy Stavish, AECOM Team
- Joy Miciano, AECOM Team

Public Engagement Advisory Panel (invited)

- Ramsey County Regional Railroad Authority
- Hennepin County Regional Railroad Authority
- City of Saint Paul
- City of Minneapolis
- City of Bloomington
- Metropolitan Council
- Metro Transit
- MnDOT
- District Council 9: Highland Park
- District Council 15: W. 7th Street/Fort Road Federation
- District Council 17: CapitolRiver Council
- Metropolitan Airport Commission
- Mall of America
- W. 7th Street Business Association
- Highland Business Association
- Saint Paul Area Chamber of Commerce
- Saint Paul Riverfront Corporation
- Saint Paul Port Authority
- Saint Paul Building Owners and Managers Association
- W. 7th Street Community Center

- St. Paul Smart Trips
- Transit for Livable Communities
- HealthPartners
- Neighborhood House
- Visit Saint Paul

Appendix B Promotional Materials

RIVERVIEW CORRIDOR TRANSIT STUDY





OPEN HOUSE + PUBLIC HEARING

Thursday, Nov. 9, 2017

5:00 - 8:00 p.m.
Highland Park High School
1015 Snelling Ave S., Saint Paul
Accessible by bus route 84

Draft locally preferred alternative:

-  **Transit vehicle** = Modern streetcar
-  **Transit route** = From downtown Saint Paul to MSP Airport and Mall of America along W. 7th Street and crossing the river near the Hwy 5 bridge.

Upon request, Ramsey County Regional Railroad Authority will provide reasonable accommodations for interpreters and persons with disabilities at community meetings. Submit requests seven business days prior to the meeting date. info@riverviewcorridor.com • 651-266-2760

A petición, la Autoridad Regional de Ferrocarriles del Condado de Ramsey proporcionará acomodaciones razonables para intérpretes y personas con discapacidades en las reuniones de la comunidad. Las solicitudes deben presentarse siete días hábiles antes de la fecha de la reunión. info@riverviewcorridor.com • 651-266-2760

Haddii la codsado, Masmulka Gaadiidka ee Degmada Ramsey waxa ay idin heli karaan tutubaano iyo adeeg gaar ah loo fidiyo dadka naafada ah ee ka qeyb galaya shirarka dadweynaha. Codsiyada waa in la soo gudbiyaa todoba daho ka hor oo ah maalmaha shaqada adrika oo codsigeena ku soo diraya: info@riverviewcorridor.com • 651-266-2760

Yog xariir ku, Ramsey County Regional Railroad Authority mamii pab kom tsim nyog bog kev pab txaas ius los pab nau cov neeg xiam oob khab thaum tuaj koom rooj sab laj. Thov tuaj ua ntej ii xya hnuob ua ntej hnuob teem tuaj sab laj: info@riverviewcorridor.com • 651-266-2760

The transit study is a joint local and regional planning effort led by Ramsey County Regional Railroad Authority.

SCHEDULE

5:00 p.m. Open House

- Learn about the recommended route and vehicle selection process and next steps
- Talk with project team members


6:00 p.m. Presentation

- Hear an overview of the project and details on the draft locally preferred alternative

6:30 p.m. Public Hearing

- Provide comments to the Policy Advisory Committee members in attendance and for the public record

PROVIDE FEEDBACK


 www.riverviewcorridor.com

 info@riverviewcorridor.com

 651-266-2760

 [facebook.com/riverviewcorridor](https://www.facebook.com/riverviewcorridor)

 [@riverviewstudy](https://twitter.com/riverviewstudy)

 214 4th St. E, Suite 200
St. Paul, MN 55101

Feedback on the draft locally preferred alternative will be accepted until Nov. 17, 2017

Print Ads
Submitted to Community Reporter, Villager and Longfellow-Nokomis Messenger

**RIVERVIEW CORRIDOR
TRANSIT STUDY**

Open House + Public Hearing

Thursday, Nov. 9, 2017	Meeting Schedule
5:00 – 8:00 p.m. Highland Park High School 1015 Snelling Ave S, St. Paul	5:00 p.m. Open House 6:00 p.m. Presentation 6:30 p.m. Public Hearing

The Policy Advisory Committee is hosting an open house and public hearing to provide information on the draft locally preferred alternative for the RiverView Corridor and collect public comment.

For more information:
www.riverviewcorridor.com • 651-266-2760 • info@riverviewcorridor.com

**RIVERVIEW CORRIDOR
TRANSIT STUDY**

Open House + Public Hearing

Thursday, Nov. 9, 2017	Meeting Schedule
5:00 – 8:00 p.m. Highland Park High School 1015 Snelling Ave S, St. Paul	5:00 p.m. Open House 6:00 p.m. Presentation 6:30 p.m. Public Hearing

Draft locally preferred alternative:
Modern streetcar from downtown Saint Paul to MSP Airport and Mall of America along W. 7th Street and crossing the river near the Hwy 5 bridge.

The Policy Advisory Committee is hosting an open house and public hearing to provide information and collect public comment.

For more information:
www.riverviewcorridor.com • 651-266-2760 • info@riverviewcorridor.com

**RIVERVIEW CORRIDOR
TRANSIT STUDY**

Open House + Public Hearing

Thursday, Nov. 9, 2017	Meeting Schedule
5:00 – 8:00 p.m. Highland Park High School 1015 Snelling Ave S, Saint Paul	5:00 p.m. Open House 6:00 p.m. Presentation 6:30 p.m. Public Hearing


Draft locally preferred alternative:
Modern streetcar from downtown Saint Paul to MSP Airport and Mall of America along W. 7th Street and crossing the river near the Hwy 5 bridge.

The Policy Advisory Committee is hosting an open house and public hearing to provide information and collect public comment.

For more information:
www.riverviewcorridor.com • 651-266-2760
info@riverviewcorridor.com




Facebook Boosted Post

 **Riverview Corridor**
Published by Zan Assoc [?] · October 16 at 8:44am · 🌐

#RiverviewStudy Policy Advisory Committee (PAC) is hosting an open house and public hearing to collect input on a Draft Locally Preferred Alternative (route+vehicle) for the Riverview Corridor: Modern streetcar from downtown Saint Paul, along West 7th Street, crossing the Mississippi River near the Hwy 5 bridge, and connecting to Minneapolis/St. Paul International Airport and Mall of America.

The open house and public hearing is scheduled for Thursday, Nov. 9 at Highland Park High School, 1015 Snelling Ave S, Saint Paul. The open house will begin at 5:00 p.m. with a presentation at 6:00 p.m., and the public hearing will begin at 6:30 p.m. Come learn about the Draft Locally Preferred Alternative and provide the PAC with your feedback. Hope to see you there!

To view the draft locally preferred alternative and get details on the open house + public hearing visit www.riverviewcorridor.com.



The image shows a promotional graphic for an open house and public hearing. It features a green sign with the text 'OPEN HOUSE + PUBLIC HEARING' and 'Nov. 9'. The background is a photograph of people gathered around a table at an event. A small Riverview Corridor logo is visible in the bottom right corner of the image.

Facebook Ad

 **Riverview Corridor**
Sponsored · 🌐

👍 ...

Open House + Public Hearing on Thursday, November 9

We're working to connect downtown Saint Paul to the airport, Mall of America, neighboring communities & more. Join the discussion and learn more at the open house + public hearing at Highland Park High School.



The image shows a modern streetcar, labeled 'Riverview STREETCAR', stopped at a station platform. The platform has blue pillars and a concrete curb. A person is visible on the platform. A traffic cone is in the foreground.

Join us on Thursday, November 9th! <http://riverviewcorridor.com> [Learn More](#)

👍 Like 💬 Comment ➦ Share

Appendix C

November 2017 Open House Comments and Public Hearing Transcript

Public Meeting Comment Sheets – 25 Collected

Question 1: What do you see as the opportunities and challenges associated with modern streetcar on W. 7th Street crossing near the Highway 5 bridge that you would like policy makers to take a closer look at as the project moves forward?

- Not destroy our neighborhood like the Green Line destroyed University Ave.
- No taxes. It must support on its own.
- No taxes to build it or maintain it. Revisit ABRT, not rail.
- I wish they had not taken the streetcar out in the first place. So excited to see its return. This will bring people and increase the economy in the area. I wish it was here now!
- Thank you for your hard work.
- I'm thrilled about the possibility of upgraded and more reliable transit in my community. We have a great opportunity for more development along W. 7th St and I'm particularly glad to see a stop right by my apartment at Homer St.
- Please have a meeting in the west end – W. 7th St Community Center, where impact will be greatest. Thank you!
- Modern streetcar will be a wonderful asset along W. 7th St and crossing near the Hwy 5 Bridge. It will help serve the residential areas, helps residents get to and from their neighborhood in a fast, efficient and affordable way, It will also bring more business to the neighborhood and connect citizens with their city. Please make sure you look at pedestrian safety and making sure that the frequency is a significant improvement.
- Although I support this project, I think that looking at the CP Spur, as well as choosing a different crossing location, are important considerations. The CP Spur will help avoid the disruptions to W. 7th St as well as allow the train to increase speed. That being said, the connectivity to W. 7th St would be great for businesses.
- Opportunities: Using existing tracks. Making Saint Paul even better!
- Challenges: Preserving and protecting Fort Snelling and Bdote.
- Finding the most environmentally friendly option to reduce impact on critical environments.
- Protect historical sites/infrastructure.
- Opportunity: Increase access.
- Challenges: Too many systems, more tracks (LRT, bus, streetcar)
- Please use common sense and reason: no train, no streetcars!
- Way too costly.
- Won't be well used!
- W. 7th St is too busy. Would limit on-street parking.
- Difficult for pedestrians, delivery vehicles, buses, emergency vehicles.
- W. 7th St is too narrow in width!
- Too much traffic now and people will not give up driving their own vehicles.
- Consider hybrid electric buses.
- I very much appreciate building a separate bridge for bike/pedestrian/rail. Please continue the bike infrastructure along the corridor as well.
- I am strongly in favor of this proposal! I am concerned about a spur across the Ford Bridge but will stay involved and informed.
- It sounds like you learned a bit about the impact on businesses from the Green Line, so glad their needs will be considered. I have been impacted by the Blue Line as signal timing was worked out, but this sounds like it will follow traffic more and not have as much of an impact.

- I am NOT in favor of THIS project. Why not use A Line bus or something like it instead of a streetcar?
- I see no opportunities to modern streetcar on W. 7th St. Construction will certainly harm businesses on W. 7th St. ABRT makes more sense, less cost to taxpayers, less time implementing service, with far less harm to local businesses and much less inconvenience to local residents.
- Build it sooner!
- Very pleased that the streetcar was chosen for this transit corridor. Onward! Take us into the future!
- As a frequent biker between the Blue Line, Fort Snelling Station, and downtown Saint Paul, I don't see a need for a tunnel under the fort. Keep costs down → success. If this is seen as too expensive and frilly it will fail.
- I love this plan! I think that choosing the Hwy 5/W. 7th St corridor is the best route by far. Ford site was too long!
- Keep in mind signal priority, pedestrian/bike safety, and strong project communication.
- Focus on pedestrian safety and traffic calming.
- 10-minute intervals.
- No cops on transit! Seriously: why do you need a gun to check a ticket?
- I-94 destroyed Rondo, the LRT forced out many businesses and neighbors along University Ave. Are you going to destroy the W. 7th St neighborhoods?
- This LPA is financially and environmentally irresponsible. It is an affront to taxpayers who've already spent millions re-decking the Hwy 5 Bridge two summers in a row. Traffic was backed up on W. 7th Street for miles for months. Reconfiguring it would destroy what's been improved and waste more money.
- The wildlife would suffer greatly, as well as outdoor recreation activities at Hidden Falls, Crosby Park, Fort Snelling, and the future Victoria Park. Listening to all that noise, regular whooshing of streetcars, clanging bells, and horns all day every day. We won't be able to enjoy those parks any more.
- It's bound to make traffic and congestion along W. 7th Street worse, with only one lane for vehicles, including ambulances, fire trucks, police. We've already experienced what happens when W. 7th Street is down to one lane on and near Hwy 5. This is consistently left out of the public presentations and I've been to several.
- The only opportunity I see is to spend way too much money on a project licking transit on W. 7th Street into a track system. Not forecast to start before 2027, at the best estimate. We have a transit map from the 1900's, Twin Cities Lines, showing a streetcar system from Stillwater to Lake Minnetonka, with a spider of routes through the two cities. Someone in their wisdom said this was obsolete and it is history. Why do we want to repeat this? The objections voiced, i.e. business disruption, maintenance, an improvement in time of 5-6 minutes (really, all this for 5 minutes?), a new bridge and tunnel the park service has already said is a "dealbreaker" – are you listening?

Question 2: The Riverview Corridor Transit Study identified four needs of the corridor:

1. Growing population and employment increases travel demand for different travel markets
2. Transit-reliant population also needs improved transit service
3. Support and catalyze reinvestment and economic development
4. Limited opportunity to improve the existing transportation network

Does the draft LPA, modern streetcar on W. 7th Street crossing near the Highway 5 bridge, address the four project needs for the Riverview Corridor? Please check one per need.			
Project Need	Yes	Somewhat	No
1. The draft LPA addresses the growth in population and employment in the corridor, and the increase in travel demand	12		6
2. The draft LPA provides improved transit service for people who rely on transit	11		6
3. The draft LPA supports reinvestment and economic development in the corridor	12		7
4. The draft LPA helps improve the existing transportation network	12		6

OTHER COMMENTS:

- 2: Have good options now.
- 3: Will destroy housing and businesses on W. 7th St.
- 4: Existing buses work well. Can add more buses.

Question 3: Please share any other thoughts you have about the Riverview Corridor.

- It needs to be self-supporting.
- No new tax or increase in existing tax to support of build this line.
- This is the same as LRT- ABRT needs to be revisited!
- Quality of life?
- Waste of public money.
- Alternate options are available (bus, cab, share-ride services like Lyft/Uber, SuperShuttle to airport).
- Do express buses.
- Why don't you focus on downtown development first and grow Saint Paul's economic environment and employment opportunities, and then address transit?
- Today LRT is unsafe and "free."
- Please build it. Wish we had it yesterday!
- I prefer the W. 7th St route over the CP Spur since the spur is much further away from where transit dependent residents live.
- Businesses are important, but don't forget about the people and their needs.
- Please don't refer to young people as millennials. There are many generations that are considered "young" and putting a term to a generation and not others is often seen as having a negative impact on the audience.
- Research the streetcar system in Reims, France. It uses an in-ground electrification system. Safe to walk on, safe to touch, and no overhead wires! The electrification system is the APS third rail system. Seriously consider this!

- I moved from Seattle because I wanted to find a city that was better prepared to provide or build LRT/streetcars. I have traveled Europe and LOVE their connectivity from rural towns to the big cities. Seattle's growth has increased and limited spaces where the type of transit I want can go. It has options, but Seattle got too big too fast. Saint Paul has the chance to build these transit systems before experiencing the population growth and space becomes limited. Do it now! Build this amazing system!
- The idea is great, both economically and it meets the needs of the community growth. However, adding another different kind of tracks seems unproductive. Using the same system (LRT) would create more opportunity to connect to the existing system, and be able to change routes with the growing system.
- A streetcar will be a waste of real estate, population, and money!
- It will be a real hardship to our W. 7th St neighborhood.
- Stop spending money on something that is not wanted or needed in our community!
- The cost, the loss of on-street parking for homes and businesses on W. 7th St.
- Do a study (check bus records) for more buses at peak times, or events.
- Businesses cannot grow if they have no parking!
- Please continue your good work!
- I hope we have an opportunity with this project to address the pedestrian and bicyclist safety along W. 7th St. Crossing this street is very difficult. I am hopeful that enhancing transit will improve this situation. I commute daily from Otto Ave and W. 7th St to City Center. Connections are very difficult. The airport used to be my main connection, but now I travel to Route 54 to 94. I'd much rather have the reliability of rails.
- I LOVE that you are incorporating pedestrian and bike paths!! I have an electric bike and it is always a problem around the Hwy 5 area.
- I support BRT. I believe it can accomplish all that a streetcar can do, with some creativity and much less cost.
- The development and maintenance of a streetcar system is too costly and disruptive to current traffic. Please listen to the community. We are opposed to the current plan.
- I still want fast rapid speedy service to 46th LRT station from downtown (LRT/BRT). We need to connect Riverview to A Line BRT. You can't have two major transit lines one mile apart and not connect. This line connects with the Blue and Green lines, but not A Line.
- All of the above can be answered YES by implementing ABRT. Greater flexibility, less cost, and far less harm to local business. I have no problem improving mass transit along Riverview Corridor, but have very strong objection to streetcar.
- The more reliable, predictable transit, the more people will depend on it. That is a good thing! More than 50% of the population does not/cannot own and/or drive a car (even more shouldn't!) This is a way to create equity in opportunity, transit spending, and flexibility in housing/work options.
- The Union Depot does not have any buses going from the depot to east side and the northern area of Saint Paul. This depot seemed useless as a transit station to me.
- The Riverview Corridor is vital to the continued prosperity of St. Paul and the well-being of its citizens. The streetcar option is excellent and would respond to further capacity needs, serve low-income/transit dependent riders, connect people to jobs, destinations, and more, while also drawing new riders and greatly increasing transit connectivity in the west side of Saint Paul. We need this.
- Buses work well. If needed, add a second bus at peak times. Fixed rail transit options will destroy the unique businesses along W. 7th St.
- Fixed rail transit will make traffic on W. 7th St more hazardous to cars, bikers, and pedestrians.
- Cars unable to park on W. 7th St will park into the neighborhood.
- People who live on W. 7th St won't be able to park in front of their own houses.
- Most times of day the buses are mostly empty.

- Many historic buildings along W. 7th St have fragile foundations.
- W. 7th St is already built up with housing and businesses. Don't destroy the neighborhood or the bikeability.
- Please see my written comment, enclosed. While I do not believe that a modern streetcar is a good solution, I offer a suggestion which I think does address the challenges for the Riverview Corridor in a better way.
- I have taken public transportation all my life. What we have now serves our needs quite well. For 20+ years I commuted to downtown Minneapolis from Highland via bus and LRT. Now I work in downtown Saint Paul and take the Route 54 bus. I also have a car and shop in the Midway. I know our transportation system very well. When I catch Route 54 from Downtown around 5:37 p.m. or 6:37 p.m. the bus is half-empty.
- I've seen the Green Line from Snelling Ave East to downtown Saint Paul and it too is empty, especially on weekends. Saint Paul has half the population of Minneapolis; downtown Saint Paul is 1/5th the size of downtown Minneapolis. Saint Paul has far fewer venues, restaurants, theaters, etc. There is no justification for 1 billion dollars (!) to be spent when buses serve this part of town just fine. There is no justification to inconveniencing nursing homes, funeral parlors, hospitals, churches, doctors' offices, dentists, coffee shops- all who rely on peace and quiet to conduct their businesses. Not to mention the many, many private homes. This is the West End's charm; this is why people live here or come here: because it is quiet and peaceful, a small city where people can park for free or take a bus. They don't come here because we have loud, obnoxious, dangerous LRT or streetcars. There is no justification to ruining the history and character of the West End.
- Sources of energy for future metro transit will change explosively in the next 10+ years. Why lock this LPA (who is this "local?") onto a track system? What happens when street maintenance, accidents, weather (it snows here, you know) block this one track? Buses, new, improved, can run more frequently and take altered routes more easily.
- Finally, let's remember what W. 7th Street is: Fort Rd! How about a plan where bus and car traffic moves between city and river on a smooth, treed, calming boulevard, a link to the two historical sites of the cities? Visitors would be welcomed by beauty, rather than speed. Hotels can provide shuttles from airports to downtown. A boulevard-type street that welcomes cars, buses, walkers, bikers, business, apartments I'll be 86 at least by the time this proposal will be finished- and today's millennials will have moved on. Keep it simple, less intrusive, less expensive.

4 Looking forward to the next phase of the Riverview Corridor, how do you prefer to stay engaged and informed? Check all that apply.

Method of Engagement	Total
Project website	6
Email updates	12
Social media	6
Attending/Tabling at community events (e.g. National Night Out, Highland Fest)	7
Pop-up events at grocery stores	6
Open house/Community meeting	13
Presentation to local organizations	7
Individual or small group meetings	4
Direct mailing	4

Other (please describe):

- Provide phone contacts
- No direct mailing!
- Would be great to come to apartment buildings along W. 7th St to engage more people than the white landowners.
- Reporting in the local neighborhood newspapers: The Villager, The Community Reporter
- Note: I have been interested in this project from the beginning, but have had difficulty in finding information about what the members of the Riverview Corridor project were discussing or deciding. I've signed petitions, filled out surveys from Metro Transit, contacted my city council member and read articles in The Villager and Community Reporter. It has been exceedingly difficult to find out what was happening inside the meetings of the study members.
- Community Reporter and Highland Villager
- I don't believe you're engaging the West End community at all: never has there been a public meeting at the W. 7th Community Center, Schmidt Artist Lofts or W. 7th/Fort Rd Federation. You need to engage the community and people whose lives will be affected most where they live, work, worship, and visit the elderly in nursing homes.
- Getting the federal subsidy seems to be the driving force behind this LPA. I don't see this as "free money." \$24 million for yearly maintenance and \$10-11 per rider cost: what are equipment projections for an improved bus system?
- And no one can even now project how this would play out with the as-yet-to-be-determined unfolding at the Ford Site.
- And will we ever hear how much has been spent up to now for all these studies and projections?
- Finally, on a more personal, and probably irrelevant note: I bike on city streets (like S. Mississippi Blvd) that have been full of ruts, holes, etc. for years. Do we have money for this? Have you driven on Summit Ave lately, in front of the Governor's home, for instance? And this is one of our city's prime streets!

Comments Submitted/Collected by Staff

- Supportive of Draft LPA; works at Xcel and thinks longer span of service is needed so people can take transit to events.
- Supportive of the Draft LPA; the Route 54 bus is crowded and it doesn't provide a long enough span of service.
- Concerned about people not paying the fare with a train like on the Green Line, so even more people will be riding for free.
- Concerned about people sleeping on the train.
- Concerned about taking of homes near the river crossing with the LPA.
- People are not going to walk six blocks to ride a train, especially in winter; prefer a bus stop on every corner.
- The bus is just fine for people.
- Will more than just the LPA alternative be analyzed during the environmental phase?
- In favor of streetcar. What's the difference to BRT/ABRT?
- Will it still serve MSP airport?
- November 30 meeting on re-use of the rail bridge over the river. Mississippi Watershed management group.
- Consider double decker buses.
- Are bicyclists allowed on the shared lane tracks?
- What are the advantages of side running vs. center running?
- Will you need to narrow sidewalks in Seven Corners?
- Would you close W. 7th St. for events?
- Rides Route 54 and sees a lot of people in wheelchairs. We need better and more accessible public transit for aging riders.
- I offer testimony in favor of enhanced transit on W. 7th St and my comments are focused on our highest level of thinking – the big picture of this corridor.
 - **Policy:** If we are trying to make transit a stronger option over driving, we cannot focus only on one side of the equation. Overall driving wins out if gas is cheap, parking is cheap and readily available, and a brisk economy makes car ownership more affordable. Metro Transit's research suggests that a \$1 drop in gas prices leads to a loss of 300,000 rides each month. We can anguish over mode or route on Riverview but they really won't matter in trip shifting if as a region we aren't tending to the most important upstream policy work. So how much are we willing to invest in high-end transit projects when we are not adjusting gas taxes to reflect the true cost of driving, or developing regional policies that reduce parking?
 - Just one example... Philadelphia has adopted several strategies in their high-demand downtown market – raising the parking tax, eliminating parking minimums, and adjusting property taxes. Development along W. 7th St is good, maybe booming. This is the time to leverage the potential long-term sustainable assets of the corridor holistically.
 - **Big vision for big opportunity:** New transit is cool, but have we dared to imagine a Riverview corridor that leaps us forward -- like a 7th Street pedestrian mall through downtown? Big projects are the result of big visions:
 - Oslo – no parking spaces in city center by 2019
 - Madrid – ban cars from 500 acres of the city center by 2020 and redesign 24 of the city's busiest streets for walking rather than driving
 - Hamburg – reduce the number of cars by only allowing pedestrians and bikers to enter certain areas

- Paris – various driving restrictions in response to one-day ban on cars with even-numbered plates when pollution dropped by 30%
 - Brussels – largest car-free area in Europe
 - London – congestion charges
 - Berlin – building bike super-highways
 - Mexico City – working to ban about two million cars from city center
 - San Francisco – working to ban cars on one of its busiest streets
- OK, we're not a world-class destination city – yet, but we can and should go bigger. And after all the investment in the W. 7th St transit options proposed we will still have a bridge (over Grace St and RR) that is an abysmal pedestrian barrier and essentially dissects W. 7th St.
- **A changing transportation ecosystem:** Bicyclists deserve easy access to, and will contribute to, a thriving W. 7th St. The imminent arrival of dockless bike share is a transportation game changer, making low-cost bicycle trips possible in all areas of Saint Paul. A fixed rail project will reduce and perhaps eliminate future inclusion of a quality bike facility on W. 7th St; there is no possible parallel route for much of the project area. Before the Riverview project is even open, the shared vehicle and perhaps even autonomous vehicle future will be upon us. And trackless trains are on the horizon. Are we adapting the streetscape with a vision of the past or the future?
- **A 7th Street that bridges neighborhoods:** A contiguous E/W 7th corridor would be an enormously valuable link in a city long plagued with an E/W rift. By focusing investments on W. 7th St only, we continue to reinforce that divide. The plan for the Riverview Corridor should acknowledge and establish a priority goal in the coming decade of creating a flow to and through downtown that bridges east and west communities. Please do not believe that the proposed Metro Transit Gold Line does the job of connecting neighborhoods.
- **Mobility Justice:** The best and most equitable transit network works hard across the whole urban core and serves people who have been marginalized. This is about people, not new breweries. We can build several high-end routes but these only serve well if the connecting bus service is frequent, reliable and well maintained. The most equitable and transit enhancing investments would be signal prioritization for all transit vehicles and excellent maintenance (lighting, snow removal, real time info) at all transit stops. With the dissolution of CTIB, we should ensure that the additional sales tax collected enhances the system overall.
- **Climate change:** A rapidly changing climate urges us to act swiftly and to use resources carefully. Any project on the Riverview Corridor that requires construction of a new bridge should not be considered. Projects that bring more transit trips sooner, rather than those that prolong implementation and delay sustainable benefits, are demanded.
- This is a technically complex project. Before finalizing a plan, elected officials should be guided by these questions:
 - Are we supporting transit investments with strong policies that reduce car dependence?
 - Have we seized big opportunities with a big enough vision?
 - Are we advancing bicycling and walking on the corridor and given enough consideration to significant transportation changes on the horizon?
 - Does the project enhance neighborhood connectivity?
 - Are we making a system investment that creates greater access for all transit users?

- Can the climate wait?
 - Assessing the big picture questions leads me to advocate for more consideration of bus rapid transit on W 7th St.
- I am writing to submit my comments, after attending the meeting for the Riverview Corridor Transit Project on November 9, 2017. At that meeting, I studied the posted maps and diagrams, talked to one of the transit corridor representatives next to a 3-D model of the Smith Ave section of the plan, and listened to all the testimony, at the hearing.
 - I live in a small apartment in an historic building (built in 1884), at 1033 W. 7th Street (near the intersection of W. 7th Street and Randolph Ave.). I have lived in this location for the 13 years that I've been in St. Paul, and am especially familiar with this stretch of the transit route, particularly as it extends to the closer blocks on either side of my address location.
 - I am concerned about the negative impacts for the neighborhood, in general. Certainly, the development, in recent years, of new, interesting, and highly unique small businesses on W. 7th Street are valuable new assets to the community. These owners would suffer greatly, if they could survive at all, under the disruptions from the street car plan. The loss of parking and sidewalk widths would be harmful, as well.
 - From my vantage point, at the 10-hundred block, I know that West 7th Street is a major artery, drawing substantial traffic not only from the neighborhood, and from north/south parts of the city, but also from 35E exits onto a westward part of West 7th, with more traffic coming from Highway 94 and other streets that filter onto Kellogg before turning onto W. 7th Street at the other end. This much-used roadway is an essential, joining artery. For the amount of traffic at peak times, W. 7th Street is narrow as things currently exist. I believe that the physical amount of width-space that is actually needed in order to add a viable, fixed transit system, and still address traffic flow, is simply not enough. Eliminating parking, or shaving sidewalk widths to make room for tracks, does not really solve the exacerbated problems for general traffic flow, emergency vehicles, or even parking for delivery trucks, (or trash and recycle pick-up). For many of the same reasons that opponents to the modern street car, spoke out, at the hearing, I too, must voice my concerns, as well as what I think could offer a more realistic solution.
 - The alternative to the modern street car option, has been a proposal for an Arterial Bus Rapid Transit, similar to the A Line on Snelling Ave. (I have only heard positive comments about this A Line bus). The idea of incorporating the use of double decker buses on West 7th Street, joined with the idea of an Arterial Bus Rapid Transit approach, would solve many of the negative consequences inherent in the fixed-track transit plan. It would address the need for increased ridership, and be far more cost effective. Also, if these buses could meet the transit needs for the Riverview Corridor on W. 7th Street, by continuing the current use of the street and vehicular traffic, this solution would open up the present CP Spur for potential future development into a possible bike path at a later date. Increasing the bike paths and bike lanes is also a desired goal for many people in St. Paul. Such an approach could also preserve the #74 and #70 routes which would be lost, under the street car plan. As I have thought about this, I have done some initial research about double decker buses. My initial search uncovered two possible manufacturers:
 1. Alexander Dennis is a bus manufacturer, based in Scotland, and is perhaps the most well-known and experienced maker of double decker buses. They make buses for North America as well as much of Europe (San Francisco

uses some of their buses). Their buses can accommodate wheelchairs, and they can offer front-end bike racks. Some models have 3 doors – one for entry and two for exiting. The seat capacity is 80-plus, with extra standing room. Their website is: www.alexander-dennis.com

2. Green Power Bus is based in Vancouver, Canada (and Porterville, California). This double decker bus is a zero-emission, all-electric powered bus that seats 100 passengers, plus standing room. It would be a sustainable energy, state-of-the-art transit option, as St. Paul looks toward the future. (I could not tell from their website, whether they can include disability access or a front bike rack, since their website focuses more on the electric technology. But certainly these features could be a part of a serious discussion between our city and this company). Their website is: www.greenpowerbus.com
- o It is my belief, that Arterial Bus Rapid Transit is a better alternative for this particular corridor. Joining this option with the inclusion of double decker buses, would achieve the goal of meeting an increasing ridership, while maintaining the ability of cars and transit to share the available roadway without the traffic-bottlenecks and slowdowns that a fixed-track transit system would introduce along this route. I believe that an Arterial Bus solution best addresses the needs and realities of the Riverview Corridor.

RIVERVIEW TRANSIT CORRIDOR
PUBLIC HEARING

TRANSCRIPT
OF
PROCEEDINGS

Taken November 9, 2017 By Christine M. Clark, RPR

APPEARANCES:

RIVERVIEW TRANSIT CORRIDOR
PUBLIC ADVISORY COMMITTEE:

Commissioner Rafael E. Ortega, Chair Ramsey County Regional
Railroad Authority

Council Member Tim Busse, City of Bloomington at Large

Council Member Jon Commers, City of Saint Paul and Metropolitan
Council District 14

Council Member Rebecca Noecker, City of Saint Paul Ward 2

Council Member Chris Tolbert, City of Saint Paul
Ward 3

John Regal, Saint Paul Area Chamber of Commerce

Commissioner Peter McLaughlin, Hennepin County Regional Railroad
Authority

Scott McBride, Minnesota Department of Transportation

Pat Mancini, Riverview Corridor Business Representative

Peter Wagenius, Policy Director, City of Minneapolis

Riverview Corridor Project Staff:

Mike Rogers, Transit Project Manager, Ramsey County Regional
Railroad Authority

Joy Miciano, Public Engagement Consultant, AECOM Consultant Team



The Riverview Transit Corridor Public Hearing is taken on this 9th day of November, 2017, at Highland Park High School, 1015 Snelling Avenue South, Saint Paul, Minnesota, commencing at 6:33 p.m.

COMMISSIONER ORTEGA: Good evening. Can everybody hear me?

(Audience responding affirmatively.)

COMMISSIONER ORTEGA: Okay. Thank you for coming tonight and thank you for your interest in transit development in our community. I am Rafael Ortega. I am the Chairman and the Ramsey County Commissioner that represents the district where the alignment is going through, right on the way to the airport and the Mall of America. I would like my colleagues to introduce themselves.

MR. REGAL: Good evening. My name is John Regal. I'm with Securian Financial Group and I'm representing the Saint Paul Area Chamber of Commerce.

MR. BUSSE: Good evening, everyone. My name is Tim Busse. I am a Council member at large in the City of Bloomington.

MS. NOECKER: Hi, everyone. Thank you for being here. My name is Rebecca Noecker, and I represent Ward 2. I'm with Saint Paul City Council.

MR. MCBRIDE: Good evening. I'm Scott McBride. I'm with the Minnesota Department of Transportation.



MR. MANCINI: And also good evening. My name is Pat Mancini. I'm a family restaurant owner on West 7th Street, representing the businesses in the area.

MR. TOLBERT: Chris Tolbert. I'm a Saint Paul City Council member, representing Ward 3.

MR. MCLAUGHLIN: I'm Peter McLaughlin. I'm a Hennepin County Commissioner, and I'm going to apologize, but I have a meeting at 7:00 in my district back in Minneapolis. I'm going to stay as long as I can, but I apologize in advance.

COMMISSIONER ORTEGA: Thank you.

MR. COMMERS: Good evening. I'm Jon Commers. I represent District 14, Saint Paul and Met Council.

COMMISSIONER ORTEGA: Thank you. I will proceed with the first speaker. I just want to remind everybody I will limit you to three minutes. You will get to speak once. If you want to embellish your comments, please, if you can communicate to us in writing or through the various other alternatives that we have posted. Okay. One other thing, because in the interest of making sure that we get everybody in, you're going to be allowed to speak just once. Thank you very much. First speaker is Doug Ruiz.

MR. RUIZ: Thank you. I have to take this opportunity to do one thing. I've always wanted to do this my whole life and I've never had the opportunity, but here it is.

I'm number one.

(Laughter. Clapping.)

MR. RUIZ: So there we go. I prepared a short statement here critical to my beliefs of St. Paul, which I love St. Paul. St. Paul's west side is where I grew up and live. Downtown St. Paul, the growth is fabulous. But here's something that is, I believe is quite critical. Bringing people to St. Paul and allowing those who live in St. Paul to travel out effectively and efficiently is critical to our growth. With growth and the method of transportation allows us to bring in jobs. It allows us to bring opportunity, and with growth we have -- and jobs, we have stability. And I like what's going on in St. Paul. It's been a great run here for I don't know how many years. I don't have that down, but I'm excited about the rail system, what it can bring to our city and how critical things are that we move forward in a great, positive manner. And thank you for your time.

COMMISSIONER ORTEGA: Thank you. Next speaker is Dan Galles.

MR. GALLES: Mr. Chair, members, you said don't embellish. These comments are going to be huge, enormous, the best comments all night, I guarantee it. Mr. Chair, members, thank you for your time. I'm also here to speak. I live at 1810 Rome, about two blocks from here. I've got a business at

622 Watson, about two blocks off of West 7th Street, where I employ 15 to 20 people, given the work we have at the time. Former Met Council member, planning commissioner, so I've got a little background on this.

I was on the Met Council the last time we went through Riverview. I'm a 110 percent supporter of the Riverview Corridor. I think as I watch six of my employees carpool from the east side of St. Paul to West 7th Street to manufacturing the products we manufacture that transit's critical. I think, as we just escaped a mayor's race where I think the number one issue has been equity, I look at equity in a number of ways. We talk about \$15 as a minimum wage. I pay my employees an average of 16. I give them an average of three weeks and sick time, that kind of thing. And then I -- and I think transit and housing are the other two equity issues, and we got to move people who need jobs from where they live to where the jobs are, and that's what this issue is about. It's about getting people who need jobs to where the jobs are, whether it's at my little plant on West 7th Street or whether it's on -- whether it's at the airport or the Mall of America complex. It is an equity issue for people that need transportation to get them employment.

It's going to be a difficult build. We're going to have some disruption along our business corridor. We're going to

come out the other side way, way, way, way, way better. It's been proven along University Avenue. It's been proven along the Hiawatha Corridor, as I selected all of them. So that's what I have to say. Thank you for your time tonight.

COMMISSIONER ORTEGA: Thank you, Dan. Next speaker is Matthew Hollinshead. Matthew.

MR. HOLLINSHEAD: My name is Mathews Hollinshead. I live at 2114 Pinehurst Avenue in St. Paul in Highland Park. I'm also an alternate transit representative to the Transportation Advisory Board of the Metropolitan Council. And I would just like to say that my great, great grandfather hung out a shingle downtown and lived a block from Irvine Park in 1849. So our family goes back quite a ways in this corridor. And I would dearly love to hang out more where my great, great grandfather hung out. And to do that I would like pedestrians and transit users to be able to hold their own with drivers in this corridor, and I think for that purpose a modern streetcar is the ideal vehicle. I think this corridor could not be better matched with the modern streetcar.

The second point I want to make is I believe that St. Paul, in St. Paul, 25 percent of our property base is tax exempt. We desperately need more tax base in order to handle some legacy expenses as an older city. So I think rather than having West 7th kept at its current level of development, because of the

need for parking and the need of some traffic, I think it should be allowed to grow naturally, and I think a modern streetcar would allow it to grow naturally.

My third point is equity. We already have a large community of color and a lot of them immigrants west of St. Paul Avenue, along the West 7th Riverview Corridor. They live in older apartment blocks which I think are fairly affordable. I think those should be preserved and protected and that this should be made into an opportunity to add to affordable housing for those communities and for all of us, not just for immigrants and communities of color, but for people like me who are close to retirement and limit -- and fixed income, and for young people just starting out looking for housing.

So those are the three points I want to make. I strongly support the modern streetcar. Thank you all very much for your hard work.

COMMISSIONER ORTEGA: Thank you, Mathews. The next speaker is Joan -- I hope I'm pronouncing this correctly -- Pasiuk.

MS. PASIUK: It's okay.

COMMISSIONER ORTEGA: And following that is Tony Desnick, if you want to get prepared.

Thank you. Joan, did I pronounce that well?

MS. PASIUK: Not too close, but. . .

COMMISSIONER ORTEGA: How do you pronounce it, Joan?

MS. PASIUK: Pasiuk. Joan Pasiuk, 1984 Jefferson.

COMMISSIONER ORTEGA: Pasiuk. Okay. The 'u'
through me off.

MS. PASIUK: That's all right.

COMMISSIONER ORTEGA: Thank you.

MS. PASIUK: I speak in favor of enhanced transit on West 7th, and my comments are focused on our highest level of thinking, the big picture of this corridor. Before finalizing a plan, elected officials should be guided by these questions: Are we supporting transit investments with strong policies that can reduce car dependence? Have we missed big opportunities with big enough vision? Are we advancing bicycling and walking on the corridor and giving enough consideration to significant transportation changes on the horizon? Does the project enhance neighborhood connectivity? Are we making a system investment that creates greater and more equitable access for all transit users and can the climate wait? I have more extensive comments to address all those questions, but I paired it down to about three minutes, and the rest will be in writing.

Bicyclists deserve easy access to and will contribute to a thriving West 7th. The imminent arrival of dockless bike share is a transportation game changer, making low cost bicycle trips possible in all areas of St. Paul. A fixed rail project will

reduce and perhaps eliminate future inclusion of a quality bike facility on West 7th and there is no possible parallel route for much of the project area.

Before the Riverview project is even opened, the shared vehicle and perhaps even autonomous vehicle future will be upon us and trackless trains are on the horizon. Are we adopting the street scape with a vision of the past or the future? A contiguous East-West 7th Corridor would be an enormously valuable link in a city long plagued with an east-west riff. By focusing investments on West 7th Street only, we continue to reinforce that divide. The plan for the Riverview Corridor should acknowledge and establish a priority goal in the coming decade of creating a flow to and through downtown that bridges east side and west end communities. Please do not let yourself believe that the proposed Metro Transit Gold Line does the job of connecting neighborhoods.

And, finally, a rapidly changing climate urges us to act swiftly and use like resources carefully. Any project on the Riverview Corridor that requires construction of a new bridge should not be considered. Projects are demanded that bring more transit trips sooner. Assessing these and the other big picture questions leads me to advocate for more consideration of bus rapid transit on West 7th.

Thank you for your time.



(Clapping.)

COMMISSIONER ORTEGA: John?

MR. DESNICK: Tony.

COMMISSIONER ORTEGA: Oh, Tony, you said.

MR. DESNICK: Yeah, you got my name right.

COMMISSIONER ORTEGA: I've got John Schweitzer, I believe, next, right?

MR. DESNICK: He is number six, right. I'm Tony Desnick, 2166 Randolph Avenue. I'm a lifelong resident of Highland Park and an alumnus of this very school. My father in 1944 opened a drugstore on Robert Street in St. Paul and moved it to the corner of Lexington and University. I've been around the block awhile, I guess.

I've got four great good points I'd like to make. One is after we saw what happened to the businesses along University Avenue during construction of the Green Line, I want to make a simple comment that says do right by the businesses on West 7th so that we can keep them, whether it's forgivable loans, grants, I'm not sure. That's your business. Not mine.

Figure this out. This is going to have an impact on the Ford Motor site, and I think that if it's done quickly we can do the work here that's in parallel with the work that will be that will be done on the Ford Plant.

The other point I want to make, as a bicycle advocate and

activist is that with the CP Spur, where it ends going toward downtown there's a big gap between where it ends and downtown. So we're going to have to figure out a way to move people of all ages and abilities safely through that corridor.

And then, lastly, because I have the pulpit, I want to advocate for changing the name of Ford Parkway back to its original Otto, O-t-t-o. I have no desire to continue to advertise for the Ford Motor Company every time I drive into the village. Thanks very much. (Clapping.)

COMMISSIONER ORTEGA: Thank you.

MR. SCHWEITZER: Hello, my name is John Schweitzer, and I live at 2353 Youngman Avenue, right on the Frontage Road of Shepard Road. I've lived in that neighborhood for six years. I've lived on Edgcumbe at the bottom, by St. Paul Avenue. That's down the hill. It was never Highland Park at that time, and I've lived up in Bayard by St. Kate's. My mother was a St. Kate's graduate. My father was a St. Thomas graduate, and I was born in Minneapolis. So I appreciate the flexibility of Minneapolis and St. Paul.

I have some bullet lists here in no particular order. My 17-year-old has been riding Metro Transit for four years by herself, from 9th through 12 grade now, from Inver Grove Heights, from my house in Highland here, to downtown St. Paul, and now to the University of Minnesota. It's a love-hate

relationship she has, and I want to make sure that we can address all of the loves and the hates.

Rider security, absolutely paramount at the stations and at the trains. My daughter has trepidation every single day she needs to ride transit, and that has to stop. That has to be a priority.

We need to fit into the existing tight road width. We have residents and businesses and islands and curbs. Also, overhead wires are ugly. I think another power option or a co-power option would be a high priority. Linear induction motors have been invented since the '80s when I was a student at the U of M, looking at pod cars zooming down tracks. It's a viable option. I drive an electric vehicle now and enjoy that flexibility, and I enjoy that mode of power, and where we have existing overhead wires, it makes sense to reuse that. I think we need a vehicle that is not one that we've seen yet. It's a vehicle that can drive on wheels in our tight corridors, in our neighborhoods, and flex and go with what we have, and be built very quickly and bring those sections of our city into use immediately. We need that vehicle to adapt to rails where we can have rails. We need that vehicle to be quick and smooth and efficient.

This is the first I've heard that this vehicle was on a track, so please make that more aware to the public. We need to maintain all existing bridges and roads. That's a great part

about our city. We bend and we flex and we go perpendicular off of our river. It's cool and let's keep that.

We need to either completely close West 7th during construction in sections so that we can, you know, get this done and then move to the next section, get it 100 percent done and come up with another construction method to keep viability in our neighborhoods and our businesses.

The existing rail bed is there. It's a flexible vehicle. And then maintain the view and access to our river. That's what this town is. This is big river around here and let's not lose sight of that. I appreciate your time and your hard work.

Thank you.

COMMISSIONER ORTEGA: Thank you, John. I have Brandon Long and then Jeanne Morgan.

MR. LONG: Hi. My name is Brandon Long. I live at 1189 Cleveland Avenue South. I'm here on behalf of the neighborhood group Sustain Ward 3. I just wanted to read our abbreviated statement again.

We're here in support of the locally preferred alternative for the Riverview Corridor of the modern streetcar on the Highway 5 alignment, along with a recommendation for an arterial bus rapid transit service to the Ford site at some point.

The addition of improved and more frequent public transit decreases the need for car based travel, which is neither

environmentally friendly nor efficient in an urban setting. Since streetcars run on electricity, streetcars are very quiet and have no vehicle exhaust, unlike cars and buses. Additionally, streetcars can carry more people per trip than a bus, ensuring a more efficient use of energy. Streetcars' under-level boarding platforms are more convenient and accessible for younger children, seniors and people with disabilities. And while streetcar infrastructure and operation costs more initially, the potential for increased development along the Riverview Corridor is incredible and an incentive for economic development due to its permanence and popularity among riders. The Highway 5 alignment is the best choice because it requires less travel time than the Ford site alignment, which to some degree will already be served by the A Line and may require its own independent study and transit promptly. The higher lines of area -- the high lines of area residents on public transit through Highway 5 and the West 7th Corridor almost make it the most equitable run. Sustain Ward 3 believes the benefits of a more accessible and transit oriented St. Paul are crucial for a more equitable, financially successful and environmentally sustainable future. Thank you.

COMMISSIONER ORTEGA: Thank you.

(Some clapping.)

COMMISSIONER ORTEGA: Jeanne Morgan.



MS. MICIANO: Jeanne Morgan has asked that her comments be read. Jeanne Morgan, at 895 James Avenue, St. Paul. I am opposed to the Streetcar alternative. I am for the Arterial BRT alternative for the following reasons: Cheaper - one-tenth the cost of streetcars. Most cost effective. Faster. Minimal impact on residents, businesses, parking, the environment, and most important the safety of pedestrians. And it would better preserve the character of our historic neighborhoods.

COMMISSIONER ORTEGA: Thank you. Next I have Nick Koch and then Shannon Watson.

MR. KOCH: Good evening, Commissioner Ortega, members of the community. Thank you for your time. My name is Nick Koch, and I live at 5025 Lyndale Avenue South in Minneapolis, but it's easy to come over here because a great deal of my professional work in architecture and urban design is in St. Paul and I love this fair city. My story is just a tiny bit of a different twist and I hope it will be instructive in that way, because I came back last night from firsthand observation of another very successful city that is similar in size and makeup to our own. I was in Seattle, Washington, about the same metropolitan area, but, you know, this city was bustling, vibrant, alive, full, streets were busy, people are working and people are moving there. In particular, millennials

are moving there because it's been identified as a top millennial destination, and what I saw when I was there was a fabulous multi-modal complete transportation system. I saw modern streetcars and buses and bikes and cars and people and strollers all on the same street, sharing the same space, and this contributed to a flow of transit and the kind of urban vitality that was truly remarkable to see. I'd like to suggest that we can learn from their success, applying in our own way to what we are, and speak in favor of this preferred alternative.

Thank you very much.

COMMISSIONER ORTEGA: Thank you, Nick. Shannon, and then I have Emma Pachutz.

MS. WATSON: Good evening, members. My name is Shannon Watson. I live at 1180 Van Buren, and I am a public affairs manager at St. Paul Area Chambers, which is at 400 North Robert Street. I would like to thank you for the opportunity to speak in favor of this project. We would like to submit the following letter of support from our CEO and President, B Kyle, into the record.

Dear Riverview Corridor Policy Advisory Committee, the St. Paul Area Chamber of Commerce continues to support the Riverview Corridor project connecting downtown St. Paul to the airport and the Mall of America. Specifically, we encourage you to vote for the proposed locally preferred alternative modern

streetcar along the Highway 5 route to the airport.

The Riverview Corridor will provide a much needed connection to the East Metro, facilitating increased growth, opportunities for businesses and their employees. Transit has become essential for businesses to attract new employees, and high quality transit in a dedicated guideway will create value for employers, employees, clients, customers and residents along the corridor.

We support modern streetcar because fixed rail permanent infrastructure is more encouraging to developers and will enhance the economic development along the corridor. Fixed rail provides the long-term stability that developers need when investing in new projects. In addition, streetcar will have nearly twice the daily ridership of bus rapid transit, almost 10,000 more riders each day. We understand that it is more expensive to build and maintain streetcar infrastructure, but know that the expense and temporary disruption will be a benefit to the economic development of the area in the long term. We advocate for the Highway 5 route because it allows businesses more direct access to the airport and downtown and faster end to end travel time. As has been discussed recently, we strongly support a second leg of the line to the Ford site and look forward to making that a reality through a separate process.

In order for the corridor to receive maximum economic

development and opportunities for businesses and their employers, we urge you to approve the proposed locally preferred alternative. Thank you.

COMMISSIONER ORTEGA: Thank you. Emma, and then I have Bruce Gaarder.

MS. PACHUTZ: Hi, everyone. My name is Emma Pachutz. I'm the Director of Programs with recently merged St. Paul Smart Trips and Transit for Livable Communities. We are a regional transportation advocacy organization based in St. Paul, with thousands of members who will be directly impacted and served by the Riverview Corridor. Our staff spent more than a year actively engaging communities along the corridor to better understand what residents and transit riders want and need from this project. We had a goal of engaging diverse populations along the corridor and hear about specific barriers and concerns. Through one-to-one community conversations and gathering 251 survey responses that we collected from people in St. Paul's West 7th, Highland Park, and downtown neighborhoods we heard overwhelming support for better transit service. We heard loud and clear that timely and reliable transit, better sidewalks and street crossings and more green space were top properties for people who live, work and frequent this corridor. This intentional on-the-ground work in 2016 and '17 has strongly informed our organization's own stance on this project. Our

official position was adopted by our board of directors in September of 2017. St. Paul Smart Trips and TLC supports the draft of the locally preferred alternative which would bring modern streetcar service to West 7th Street. We believe that this route must first serve residents along West 7th based on the community needs, density and population and that any route alignment must take maximum advantage of West 7th to increase access and economic development along the corridor.

Additionally, we support a direct connection along 46th Street to the Ford site. Both connections are important and must be served adequately and timely.

Any streetcar solutions must include implementation of a bicycle rail assessment to define safe bicycling connections with diagonal rail lines. Any route alignment must provide quality walking and bicycle connections for all ages and abilities. Transit signal priority should be given at every intersection to minimize travel time. Bus and rail should be accommodated within the existing right-of-way rather than prioritized current travel -- traffic levels and on-street car storage.

A community benefits agreement should be completed to ensure that communities and businesses impacted by the project benefit from it. The agreement should address, at a minimum, affordable housing, small business loans, green space, safety

and local hiring. TLC and Smart Trips firmly opposes a no-build option or any option that would solely rely on local bus service and does not improve walking and bicycle members. We reject advice and rhetoric out there that puts people against each other based on how they get around. This isn't about cars versus transit versus bikes versus crossing the street safely.

This project is an incredible opportunity to connect communities with transportation options, options that have the power to improve people's daily lives. We look forward to continuing to work with community members to shape this exciting project as it moves forward. Thank you.

COMMISSIONER ORTEGA: Thank you. Bruce, and then I have Alicia Uzarek.

MR. GAARDER: My name is Bruce Gaarder, and I live at 1711 Highland Parkway. Now, at the turn of the century we had the previous Riverview effort, and there was a citizens advisory committee. Imagine, no paid staff, no paid consultants and no paid politicians. Just neighbors. And one of the things that came out of that is this CP Spur Alignment was the neighbors were very concerned about safety of their kids and so on trying to cross when the train was whizzing through.

Now, as to the cost of this thing, it's going to -- it's said to cost 15 times as much to do streetcars as an arterial bus BRT versus an estimated 1,400 daily roundtrips, and not very



good. Recent demographic studies have shown that millennials, once they get married and start having kids, they move out of the downtowns and so on. They move out to the suburbs. Detroit recently had completed a modern streetcar, and they had great ridership as long as it was free. Once they started charging, they dropped by I think two-thirds.

A lot of the cities chase the federal dollars. Honolulu does that. I think they're getting 91 million from the Feds because they started out with a low, oh, it's only going to cost this much. Now it's way more. In Maryland, I think Baltimore, their federal dollars were going to be 900 million, and the estimated cost of the project now is 5.9 billion. New Starts. If this turns out to be -- it would be a New Starts project, unless it's changed. New Starts require that if you abandon a project after they gave you the money, and usually they talk 20 to 25 years, you've got to give all of that money back. Well, guess what? We wouldn't have that money to give back. And anybody who drives over the Ford Bridge or Highway 5 in the last four years or so when there's been all that construction down to one lane on either or both, terrible. And streetcars running on shared lane isn't going to be any faster really than a bus in heavy traffic because they've got to stop where a bus would stop, have to stop. And anybody who's been on Snelling during the time that the A Line is running knows how people get stuck

behind the bus because you can't pass an A Line bus. They don't pull out of traffic. And so I see many near collisions with people trying to swerve out of that lane. Oh, look, there's somebody there, especially down southbound by Selby, it's terrible. So, as you probably can guess, I support the BRT option, but not streetcars.

COMMISSIONER ORTEGA: Thank you, Bruce.

(Clapping.)

COMMISSIONER ORTEGA: Alicia.

MS. UZAREK: Commissioner Ortega and Riverview Corridor PAC members, my name is Alicia.

(Various audience members saying they can't hear.)

MS. UZAREK: Sorry, I'm short. Okay. Again, Commissioner Ortega and Riverview Corridor PAC members, my name is Alicia Uzarek, and I'm representing Friends of the Mississippi River tonight. We're located at 101 East 5th Street in St. Paul. Friends of the Mississippi River is a local nonprofit that works to protect and enhance the natural and cultural assets of the Mississippi River and its watershed in the Twin Cities. FMR's been following the Riverview Corridor planning process to date. Our comments focus on the draft LPA's river crossing, alignment and stops.

First, the river crossing. We would like to commend the Riverview Corridor Planning team for proposing an LPA that

crosses the Mississippi River as an existing crossing. This decision creates the smallest impact on habitat, public parkland and unique beauty in the Mississippi River's only gorge.

As this process continues, we will be encouraging the modern streetcar to be placed on the existing Highway 5 bridge. If that is not feasible, we will work to ensure that the adjoining or adjacent bridge has the least possible impact on the river corridor, in alignment with the Critical Area rules and our National Park Services Comprehensive Management plan.

Second, the alignment. FMR supports the proposed alignment, which will reduce car trips along the Mississippi River Corridor by serving the most people and the most people who are transit dependent, making the region a better place to live and visit for all people. That said, we have significant concerns about the transit route between the Highway 5 bridge and the Blue Line connection. One of the routes shown in the lobby today runs along the top of the bluff between Historic Fort Snelling and the Mississippi River. We estimate that space to be as little as 50 feet wide in some places. We would strenuously object to this alignment and believe that the Riverview Corridor cannot go in this space without significantly disturbing and changing the character of the Mississippi River gorge, impacting the Dakota Minnesota sacred American Indian space, Historic Fort Snelling, area park users experience and

corridor dependent wildlife. Additionally, the new Mississippi River Corridor Critical Area of Rules prohibit this route, unless no other feasible alternatives exist. We do not believe this is the case and strongly encourage the PAC to ensure the final LPA does not include a route between Historic Fort Snelling and the Mississippi River.

Finally, corridor stops. We support the proposed stops as they will increase access to riverfront parks and trails, including parks like Crosby Farm Regional Park, Hidden Falls Regional Park, the High Bridge Dog Park, the Sam Morgan Regional Trail and several others.

We encourage all impacted governmental units to improve bike and park amenities between the proposed stops and the riverfront. Access to these parks and trails ensures all community members and visitors can enjoy a beautiful -- enjoy the beautiful public green spaces and our internationally significant Mississippi riverfront, which make our state and capital city a vibrant place to live and work. Thank you for considering these comments. We'll also be submitting detailed comments in the middle of next week.

COMMISSIONER ORTEGA: Thank you, Alicia. Next is Jim Schoettler and then Jeff Christensen.

MR. SCHOETTLER: Mr. Chairman, my name is Jim Schoettler. I live at 1906 Eleanor Avenue in St. Paul.



Mr. Chairman, the Riverview Corridor is a big deal. Linking the eastern third of the metropolitan area to the airport, it is an incredibly important artery, and many more people will be traveling by new transit routes from the northeast and south into downtown St. Paul and want to reach the airport. With this in mind, it is hard to see how a streetcar stuck in traffic on West 7th meets the traffic, the transit needs we have in the eastern metropolitan area. To be specific, this rail transit should not be on West 7th Street. West 7th is not the place for a key arterial of the backbone rail system of the metropolitan area.

The rail system that connects downtown St. Paul with the airport must have a dedicated right-of-way, and, amazingly, we have that right-of-way with the CP Spur and CP Line into downtown St. Paul. It is available. We must not lose this opportunity. It is extraordinarily valuable to St. Paul and the region.

Mr. Chairman, the Ford site is included in the Riverview Corridor, but the draft LPA abandons it. Yes, we will have the Ford Corridor pre-project development study, but I submit to you that the committee has it backward. The LPA should serve the Ford site and the development study should focus on a shuttle for the Davern area. The Ford site, frankly, is a much bigger deal than the Davern area, and we need to develop the Ford site

as a transit based community in order to achieve the broad public requirements of this site, especially to limit traffic.

As it happens, the very best river crossing is neither Highway 5, nor the Ford Bridge, but a new crossing from the southwest corner of the Ford site over the 54th and Hiawatha intersection, up to the Blue Line just north of the Veteran's Hospital Station. Let me remind you that the river crossing policy of the National Park Service embraces new crossings. There is a process but no prohibition. The committee has amply shown that the two existing crossings are highly problematic and certainly not prudent. We have an outstanding and prudent alternative that does not desecrate Historic Fort Snelling and does not wind through southeast Minneapolis. The public deserves an opportunity to consider this new crossing alternative.

Mr. Chairman, you have done a lot of work on this project and we are all eager to see the Riverview Corridor get built as soon as possible, but we are talking about a rail transit line that is a key arterial for the region and not just a local route. We are talking about a rail transit route that will last through the end of this century, a route that, depending on what you do, will determine whether we have a larger growth in the east metro or we have a strong social and economic development that enhances the wellbeing of the entire community.

COMMISSIONER ORTEGA: Jim, I've given you more than your time.

MR. SCHOETTLER: Okay.

COMMISSIONER ORTEGA: So I appreciate your comments and we'll take them in writing.

MR. SCHOETTLER: Thank you, Mr. Chairman. I have finished too. Thank you.

(Clapping.)

COMMISSIONER ORTEGA: Jeff Christenson.

MS. MICIANO: Jeff has asked that his comments be read. Jeff Christenson, 1482 Lincoln Drive, St. Paul. I recently watched a documentary called "University Avenue: One Street, 1,000 Dreams" which documents how University has evolved over the last century. It of course discusses the 2014 Green Line installation and notes how business concerns over construction disruptions were handled. It also has an interview with the owner of Best Steakhouse who notes that his business is up 25 percent since the Green Line installation.

A streetcar will likely be a temporary pain for business owners during installation, as would any construction project. But it has the potential post-construction to be a huge boom to businesses, as well as a valuable amenity for folk of all mobility levels and who prefer all modes of transportation.

COMMISSIONER ORTEGA: Thank you. Next up is Tyler

Blackmon, and Frank Lorenz follows Kyle.

MR. BLACKMOR: Hi, my name is Tyler Blackmon, and I live at 1980 West 7th Street, Apartment 105, in St. Paul. And I strongly support the modern streetcar, the modern streetcar for a few reasons. First, the 54, which I often ride is simply not a long-term solution for my community. I've lost count the number of times that I've tried to ride 54 and it was probably off schedule or the few times that I've tried to ride the bus and it drove right past me. We need reliable and upgraded transit for the renters in my apartment building, many of whom work downtown, or especially at the airport. And I'm so happy to see that the modern streetcar -- just got a look at the route outside -- is going to be stopping right outside of my apartment building at the Homer Street stop.

Second, I'm excited about the possibility of attracting more young people to St. Paul. I think we've got to be honest, Minnesota has a real problem attracting and retaining young people in our state. And from talking to my friends around the country, we can pretty much all agree on one thing, we don't want to drive. It's expensive. It's a hassle and we'd much rather move to a place where we can take transit to work, to shop, to go out with friends. If Minnesota continues to be hostile to young people moving here, our economy is going to stall. I'm encouraged by the ridership numbers of the streetcar

over BRT, and I hope it puts the Twin Cities on the map for young people and young professionals.

Finally, I'm here because I grew up in Georgia and I worked in Atlanta, and, trust me, we do not want St. Paul to become Atlanta. Atlanta made the egregious error of not investing in a robust transit system decades ago, and now they're paying the price. With nightmare worthy traffic and some of the worst sprawl in the country, the damage done by those poor decisions 30 or 40 years ago is almost irreparable today. And now when local and state leaders are finally starting to realize the advantage of investing in permanent transit infrastructure, it's too little, too late.

So, in sum, I'm just pretty dang excited about this project. I hope we have the courage to be bold and make real investments in my community. Thank you.

COMMISSIONER ORTEGA: Thank you.

(Clapping.)

COMMISSIONER ORTEGA: Frank, and then I have David Kelliher.

MR. LORENZ: Yes. My name is Frank Lorenz. I live in Edina, Minnesota, and the reason I'm here tonight is that in order to dissolve the County's Transit Improvement Board which had been the financing vehicle for fixed rail transit, commuter rail and light rail, it was necessary, and Commissioner Ortega

correctly and fairly insisted that Hennepin County, which had gotten most of the dollars for fixed rail development, commit to a cost sharing of the corridor project. So I've asked four different people on both sides of the river and have gotten six different answers to what is Hennepin County's commitment for the -- against the total cost of the Riverview Corridor, and I can't get a straight answer. It would be helpful if I knew how much of my tax dollars are going to go to this project. My tax dollars being my Hennepin County taxes and my Hennepin County Regional Rail Authority taxes. So it would be helpful to get that in the papers as quickly as possible.

Beyond that, I'd like to indicate that there are a couple absolute fantasy concepts that the proponents of fixed rail have used so far in the development of the funding of fixed rail. One is the fact that it's free money from the Feds. The federal government will pay half of these projects if they're approved. The problem is that if I live in Hennepin County or Ramsey County and I live in the state of Minnesota and I live in the federal government, I pay taxes to all of those government entities. So one way or the other I am paying for all of the money that the federal government is going to send back here. I pay for fire prevention in California. I pay for other things, hurricanes. If some other state pays for part of our rapid transit, it is not free money.

I'm going to go quickly now. Mr. Mancini is probably the most important person on the platform here because he, unlike the rest of you, has most skin in the game. He has a business whose wall is six or eight feet from the curb on West 7th Street, and if the construction goes on for four years and then the City of St. Paul raises the property taxes for merchants and residents along what they've built, which is what they did at University Avenue, then he may or may not be able to be in business for another 40 or 45 years. So I hope that you will watch, Mr. Mancini, will watch closely what's being done because you represent the people who are going to be affected positively or negatively by this project.

(Clapping.)

COMMISSIONER ORTEGA: Thank you. Next is Gordon Moore. I have Gordon Moore and Jay Severance.

MR. MOORE: Good evening.

COMMISSIONER ORTEGA: Oh, I'm sorry. I apologize. Come on up, David.

MR. KELLIHER: Good evening. I'm David Kelliher, Director of Public Policy for the Minnesota Historical Society.

Thank you for the opportunity to provide some comments on the draft LPA. It's important to note that these comments are made by the Minnesota Historical Society, the organization responsible for the operations of Historical Fort Snelling,

which under Minnesota statutes is part of the Historic Sites Network 138.661 and .662. That's distinct from the cultural resource and environmental views that you've heard about earlier that will be conducted by the responsible federal agencies in consultation with the State Historic Preservation Office, which is currently housed at the Minnesota Historical Society. So I wanted to make a distinction between the work the two of our departments do.

Since the transfer of the Historic Fort Snelling site from the federal government to the State of Minnesota in the 1960s, the state specifically, with the Minnesota Historical Society, has invested millions of dollars and lots of effort in restoring the historic structures and creating public programs for the education of visitors. Today we're working on a major revitalization effort for Historic Fort Snelling, which involves both program and facility improvements. While we understand that it's early in the planning and design process, the work suggested by the draft LPA likely would require a widening of the existing tunnel due to the widths necessary to carry modern streetcars across the Mississippi River and onto land on the west side of the river. This would likely have a major impact on this important historic site and national historic landmark, including some interpretive landscape elements that are an important part of the Historic Fort Snelling revitalization

plan. These interpretive landscape elements will give significant means of telling the stories of Dakota and other Native American people. Specifically, a significant unknown is to what extent archeological resources would be impacted should further excavation occur to create a new or widened tunnel or to facilitate installation of the streetcar infrastructure. The Minnesota Historical Society appreciates the willingness of the Ramsey County Regional Rail Authority and Riverview Corridor staff to be available for discussions on this proposed project, and we look forward to future conversations to discuss potential impacts to this important historic site. Thank you very much.

COMMISSIONER ORTEGA: Thank you.

(Clapping.)

MR. MOORE: Good evening again. My name is Gordon Moore, 512 8th Street Southeast, Minneapolis, formerly of St. Paul for the past four years. I'm a recent graduate of McAllister College, and I am here to speak today in wholehearted support of the current LPA for the Riverview Corridor for a few reasons. But specifically speaking to my experience in St. Paul, students in St. Paul, young people need and utilize this sort of rapid transit. In my experience, students often have issues where there are buses, like even the 63 that come every only 20 minutes are always unreliable. They're trying to get to internships. They're trying to live just like anybody

else in the city, but most of them don't have cars. And so an option like the streetcar down in West 7th would be really useful for young people of St. Paul and for students.

In addition, speaking to the streetcar as an investment and more rapid and reliable transit, almost all of my classmates or the vast majority have gone to other cities. Why? Because these other cities, they have job opportunities. So does here. What do they have? Better transit. This is a fact. I'm a millennial, and I'm also not moving to a suburb any time soon or hopefully ever, thank you, and I just have to say that because that has been addressed.

(Clapping and laughter.)

MR. MOORE: And most of my friends never want to live in the suburbs either and most likely won't. And when they're talking about this, we have a terrible reputation for transit, and this would go a long way towards fixing that, a long ways. Some of -- one of my classmates last year said the A Line was the best thing ever to happen to Snelling, and imagine what a streetcar could do in the West 7th Corridor. And you can see I'm very enthused about this as well because I think this is a really important key to our future transit system. Furthermore, I think that this route specifically is very important that it was chosen because it actually serves working class, people of color who are using the 54 already, but also

can definitely attract a lot more new riders as opposed to other corridors in which that may not be the case. And so, in closing, I really hope you continue to move this forward and thank you for the work that you've done so far.

(Clapping.)

COMMISSIONER ORTEGA: Thank you. Jay Severance and then Terry Mattson.

AUDIENCE MEMBER: What number are you on?

COMMISSIONER ORTEGA: 21, I think.

SPEAKER: He's before I am.

COMMISSIONER ORTEGA: Do we have 20? 19?

MR. MOORE: I was 20.

SPEAKER: Jerry didn't get a chance.

COMMISSIONER ORTEGA: Jerry.

MR. RATLIFF: Am I next? My name is Jerry Ratliff, and I live at 1484 Van Buren, not far from the A Line over at Hamline University. I am not a public speaker and I have not spoken at any of these hearings so far, but I'll do my best.

I do simply want to say how deeply disappointed I am that my city cannot have access to the fast and quiet light rail to the airport. It is a system that is separated from traffic jams, and St. Paul deserves to have that great light rail system as much as Minneapolis does. We are equal, I think, in that regard. I have watched economic growth along both light rail

lines, and I'm extremely disappointed my city will not have that opportunity. In contrast, I've watched how quickly the 35E corridor became plugged and jammed with cars -- I don't know where they all came from -- after MnDOT added two or three lanes northbound out of St. Paul.

I have lived in half of my life in Minneapolis and half in St. Paul, so I kind of speak from both sides of the river, and I am a native Minnesotan. I had hoped that we could have worked out the issues for the future of not only my city, local businesses especially, and for the transit connections. I think they're all important. I have looked at Southwest Airlines as maybe a parallel example. They use all the same aircraft. Why? To save money for the business and to increase the reliability and stability of their business, and we all know how well they're doing. So let's do the same with light rail in the Twin Cities. I just see this as a sad day for St. Paul if we avoid that. It is 2017. Not 1917. We deserve better, St. Paul.

Thank you.

COMMISSIONER ORTEGA: Thank you.

(Some clapping.)

COMMISSIONER ORTEGA: Okay. I have Jay Severance and then Terry Mattson.

MR. SEVERANCE: Thank you, Mr. Chairman, and panel. I have spoken a few times at PAC meetings and so I don't want to

be repetitive, but this was not the alternative that I had recommended, but I think it could work. The question I have, I guess, it really boils down to a few things, and that is in execution. Number one, congestion downtown and on 7th Street in the Seven Corners area. I think it's a big issue and it's going to pop up here in the course of the engineering. The other is that I do believe that the encompassing of the CP Rail Spur is a very good -- a very alternative and would have, you know, the advantages of a dedicated right-of-way for most of the route, and -- and in the future be expandible into a full LRT type of arrangement by getting a different route into town from Randolph Street. The other issue that hasn't been addressed by this route, and it was mentioned before, is the river crossing, and we've heard some things about different concerns about the crossing at the Highway 5. I believe that we should not discard the alternative of having a new bridge at the south end of the Ford site running to the 54th and 55th Street area. It -- if you look at it, it has very little disruption. Park lands, would provide a nice view to the park lands, actually, and it would enable a service of the Ford site without having a separate study. Right now there's a constituency of, what, 4,000 housing units that isn't being heard, and I think it's very important that we serve that constituency and that we consider doing it by a new bridge crossing at that point. Thank

you.

COMMISSIONER ORTEGA: Thank you.

MR. MATTSON: Chairman, members. Got a height problem as well. My name is Terry Mattson. I'm at 175 West Kellogg Boulevard. I'm also President and CEO of Visit Saint Paul and the RiverCentre Authority, here on behalf of our board of directors and our organization in support of the modern streetcar concept. Last month our board of directors passed a resolution strongly supporting the concept. We don't have -- we haven't identified a preferred route or recommendation there. That's outside of our area of expertise, but we know that this is good for St. Paul and we've been a supporter since the beginning.

Transit is paramount to the future of economic development in our community. We know this is important for bringing millions of passengers that come to the international airport to St. Paul on a regular basis. That's good for St. Paul. We know that this project is important for the workforce, for folks that need to come to and from St. Paul. For the workers this is good for St. Paul.

We're also a membership based organization, and we know that ultimately this will provide a more robust business environment, more activity, more connectivity. That's good for St. Paul. We commend you, Commissioner Ortega, and others who



have done so much heavy lifting already to get this project where it is. We know there's more to do in the future and we're very anxious, we're excited, we're enthused about seeing this project become a reality.

I won't read the entire resolution that our board passed, but I will close with some of the text. Be it resolved that Visit Saint Paul supports the modern streetcar mode for the Riverview Corridor, creating a rail transit solution that connects St. Paul to its neighborhoods and the Minneapolis-St. Paul International Airport. It completes the transit triangle, connecting the Blue Line and Greens Lines, directly serves the RiverCentre and the Xcel Energy Center and significantly improves St. Paul's ability to compete on the international and convention and visitors market. Thank you very much for your time.

COMMISSIONER ORTEGA: Thank you. Next I have Gary Brueggemann and then Bill Heupenbacker.

MR. BRUEGGEMANN: My name is Gary Brueggemann. I've never been to -- haven't lived in Atlanta or Seattle. I've been a lifelong resident of West 7th Street and I have strong opinions about the streetcar line. One of my principles that I follow when I look at a project to try to assess the positive and negatives is I like to follow the principles that physicians use. Number one, do no harm. Looking at all the positives and

negatives, I put down on a chart the positives, the negatives, the dangers, the harms, and it's overwhelming on the negatives. Now, many people will probably disagree with me. But take a look, particularly read the "minority report" that was made on one of these committees. But as a lifelong resident myself, I've seen the evolution of West 7th. West 7th is the oldest historic neighborhood, I believe, in Minnesota. It's a neighborhood of small businesses. And those small businesses will be unbelievably harmed with this construction.

First of all, I just implore people to visit West 7th Street. First of all, take a look at the street, how narrow it is. It's not University Avenue. If you put a rail line, and it's going to be the same width as the light rail, the parking's going to have problem. There's going to be all kinds of problems for business. Now, here's one of the things that I'm so frustrated about. West 7th has made incredible progress in the last 15 years. It's going through a renaissance, businesses are going, people -- talk about young people, young people are moving in. But to date, to tamper with West 7th now of all neighborhoods -- now, I can understand maybe some neighborhoods that are having struggles that this could be a gimme, but, my heavens, West 7th is the last place you want to do it. And, again, you do no harm. The potential danger to Fort Snelling, so many of the businesses on West 7th, they couldn't survive the

construction.

Now, one last thing I want to quickly say. I hear the talk of, oh, we got to have transportation. I know some of the bus transportation now may not be perfect, but it can get better. I mean streetcars are regressive in my view. Think to the future. We already have electric buses. We can have double-decker buses. You want -- you're not happy with the bus, we can make it better. But it's like, you know, 75 million as opposed to 1.2 billion, and that's probably understated. So I implore people to visit West 7th Street, talk to the businesses and look at the width of the street, look at the historic buildings and ask yourself can this street survive the disruption of construction. Will it survive a light Rail? Thank you.

(Clapping.)

COMMISSIONER ORTEGA: Thank you. All right. Go ahead.

MR. HUEPENBECKER: Thank you, Mr. Chairman, and committee members. My name is Bill Huepenbecker, Senior Director of Planning and Public Affairs for Minnesota Wild. I'm here to let you know the Minnesota Wild support the modern streetcar option for the Riverview Corridor. The option helps resolve many of the challenges presented by LRT and a narrow right-of-way, but also the benefits of a fixed rail service. So we support that. And as evidenced by what we've seen with other

pro sports teams that were served by light rail in the metro, they've had an increase in ridership, and we believe that we'd see the same thing with a stop in close proximity to Xcel Energy Center. Where it stands right now, they won't take the bus, but they probably will take the rails as we see with the other sports teams. So as we see parking supply continue to shrink around the arena with the service lots getting developed, we think that's going to be an important transportation option in the future for our guests coming to St. Paul.

Another factor is we also competitively bid for national events coming to the city, whether it's the NCAA Frozen Four or a USA Gymnastics event, that type of thing, and we think that having a fixed rail connection to the airport is going to be another favorable point of differentiation when people are deciding whether to come to the city or not. And so it's one piece of a many faceted decision for people that are -- that make those decisions for events. So we think that would help us continue to attract those types of events. And, lastly, we think it helps balance out the investment in transportation in the metro area, and we think that it's important for the continued growth and prosperity in the City of St. Paul. Thank you.

COMMISSIONER ORTEGA: Thank you. We have Kevin Gallatin and then Laurie Krivitz.

MR. GALLATIN: Good evening. I'm Kevin Gallatin. I live at 1822 Highland Parkway in St. Paul. Good evening, Commissioner Ortega, and members of the PAC. I'm a daily transit rider, mostly commuting. I ride the A Line and the Blue Line, sometimes the Green. I live about a block from A Line BRT. I love it. I lived about three-quarters of a mile from the Blue Line when it opened. It was over in Minneapolis at Longfellow. Grew to love that. I didn't start commuting on it for a couple years because I worked away from downtown at that point. But I started riding it every day after that point. So I've had lots of opportunity to evaluate our transit. And did the math, and I've ridden it over 5,500 times over the course of 11 years, just in commuting to and from. And I want to note that I sometimes hear people fixate a little bit over the terminus points of the system, and I just want to mention that despite all those rides, over 5,500, I've only been to Target Field station once and Mall of America station twice. So it's really the middle of these lines that are really valuable. I support the modern streetcar option for three or four reasons. One is comfort and ease of boarding, especially for people with mobility challenges. Considering the large number of senior homes and group homes around West 7th, the ability to board quickly and easily regardless of your mobility is really important. I've been on 74 when a number of people with, you

know, less than normal abilities have tried to come on, and it takes them a very, very long time, about a five minute delay to get multiple wheelchairs set up on there, and it doesn't feel good for anybody. And another one is equity in transportation quality between east metro and west metro. You know, I've been to a lot of cities around the world. A lot of trade shows and things are accessed through trains. I've never been to one on a bus. You can go to downtown Minneapolis from the airport by going through a bona fide subway station in the airport. St. Paul, it requires an outdoor trip over to a bus and it's just not an equitable option for east metro. I also appreciate the capacity of the vehicle itself and the line. Every single day in the winter, starting recently, the Blue Line is absolutely packed. I stand every day, and we need the capacity on that line. Personally, I prefer option 10b, which would shift a portion of it to the CP Rail Spur. I think that would let you pick up speed at a point where the bluff prevents development on one side, and you'd get some of the benefits of LRT.

And then the last couple of things, I'm glad the rail authority is supporting a 'Y' concept to serve the Ford Site tonight. I think that's really, really important, and I think BRT will serve that really well. And, lastly, I'm glad you came to Highland to do this meeting. The focus has rightly been on

West 7th, which has about 11,000 residents along it, but Highland Park has about 6,000 residents within just 600 yards of this line and they deserve excellent transit too. Thank you.

COMMISSIONER ORTEGA: Thank you. Laurie.

MS. KRIVITZ: Good evening. My name is Laurie Krivitz, and I live at 1758 Field Avenue. That's about one and-a-half blocks off of West 7th and Highland Park, and I've lived there for six years. Seven years ago we decided to look for a new place to live that was better for my job, and we spent eight months looking at houses. We looked at over 100 houses and in a variety of suburbs, and we just couldn't do it. We came back to St. Paul. And moving in midlife we wanted to make this a home that we could age into. So we thought the usual, you know, it's a one story, it's accessible. We chose the house that we chose in Highland Park for a variety of reasons. It's in a walkable neighborhood, close to amenities and it was close to transit. I was -- I have to say I was bitterly disappointed by when they decided to delay the B Line and do this new Riverview study, but I'm a convert. I love to travel. We take the 54 to the airport when we travel, and we have been to a variety of cities that have streetcar and rail transit. When we went to San Francisco, we stayed at a hotel right on Market Street and rode the streetcar up and down Market Street, even a car that came from the original St. Paul streetcars, and

it's -- I looked at it and went this could be West 7th Street. It's a diagonal street, and it's old and it's a lot of small businesses, and I think, you know, it would a great -- a great vibrant addition to St. Paul to have the streetcar. There they have bikes that run with the streetcar or a bike share lane with the streetcar and there is a real rail preference. I mean, as Kevin said, it's much easier to board, especially for people that live along the corridor to go to the airport and you have luggage or that you are transit dependent and you are shopping at one of the grocery stores along West 7th. So I highly support the locally preferred alternative. Thank you.

COMMISSIONER ORTEGA: Thank you.

(Clapping).

COMMISSIONER ORTEGA: I have Becky Yust and then Tom Baggen.

MS. YUST: Thank you, and thank you members of the PAC committee. My name is Becky Yust. I live at 256 Goodrich, just southwest of 7th, and I currently serve as the President of the Fort Road Federation, which is also the District 9 Planning Council, and I did submit a letter, but I thought because of all the public here that's very interested in this issue, they should be aware as well of the federation's position.

So last month after the PAC decided their preferred alternative, we discussed this at the board meeting. It had

been discussed many times before during the past -- what is it? Three or four years now? And we've passed the following resolution.

Whereas, improved transit in the West 7th community is desired and whereas improved safety and improved pedestrian and bicycle accommodations are needed in the West 7th community and whereas because of the awkward geometry of the relationship of West 7th Street to the adjacent street grid pattern, on-street parking is limited in West 7th, and whereas we are proud of and support the large number of small independent businesses along West 7th, and whereas the neighborhoods in the community on the north side and on the south side of West 7th wish to make stronger connections to one another, therefore, be it resolved that the Board of Directors in the Fort Road Federation, District 9 Planning Council support an enhanced bus rapid transportation for the Riverview Corridor. Thank you very much.

COMMISSIONER ORTEGA: Thank you.

(Clapping.)

MR. BASSEN: Good evening. My name is Tom Bassen. I live at 659 Wilder Street, Unit A. Thank you for everyone's time tonight. It's good to see all my neighbors out here, so I'll keep it brief. Maximum transit is excellent and anyone who supports it is also excellent. Thank you.

COMMISSIONER ORTEGA: Thank you for coming.



(Clapping.)

COMMISSIONER ORTEGA: I have Tim Nollan and Mark Olivares.

MR. NOLLAN: Thank you, Commissioner. My name is Tim Nollan, 86 Wilkin Street, St. Paul. I'm here kind of with mixed emotion. The picture I'm passing around is I'm a great grandson of an early pioneer. Great grandpa provided the first horse drawn ambulance to the Minneapolis City Hospital in 1894. Let's just stop for a minute. Where will we be 123 years later if all we had to do was just keep growing wheat rather than drilling for oil? We have to stop. We've already hit the deep oil in 2015, where we're being book-ended by North Dakota and our fellow water protectors are being diminished and demised. And onto our east we have the Koch brothers in Wisconsin. They're responsible for paper and deforestation and also oil that's used in bottled water. 40 billion bottles of water are thrown away every year that cannot be recycled. But we can, we must be stopped. We have to stop our dependency on oil. We -- I'm all for mass transit. I literally gave my car to a neighbor five years ago. I like the Go Car. I know the routes. I've been on the A Line, the Red Line, the Blue Line, the Green Line, and all of that. It's a good thing I'm not colorblind.

But, anyway, also, as I mentioned, while we're here, I testified on July 18th. I was in strong opposition to sulfide

mining on the Boundary Waters. I also have the letter from Governor Dayton addressing that, his concerns also. Former House Representative Tom Emmer somehow is trying to pass House Resolution 3905 that's allowing mining in the Boundary Waters. I went to grade school with Tom's mom and dad. And also I called him, called his office today in order to get the rally around and really squash that bill. That is just totally absurd. Because why should they give up our national treasure, the Boundary Waters, to a Chilean mining company? But, anyway, oh, that's one other thing. But I'm all for mass transit. I like the Spur along the road there. That's a natural corridor there. The track is already there. All they had was the trolley. I was in seventh grade when they pulled the trolley. My mother, God rest her soul, her grave is where the trolley used to run. But, anyway, we've got to get on, we've got to break -- we've got to put up toll roads, whatever, to stop the traffic on these interstates.

I go to the Y in the morning. I can see those lights coming in from Wisconsin and all of that, but anyway let's -- I want to be part of the mix and kind of come up with a resolution on this so we get the cars off the roads. And grandpa was with Ford. He's probably rolling in his grave. He was there for 46 years. He's over in St. Mary's in Minneapolis. But anyway, also, you can check my blog, Global Peace Tim Nollan, and I do

have a weekly update on geo engineering. Dane Wigington will have his update on this coming Saturday, and that's really a concern. Eighty percent of the ozone has already been depleted. Thank you very much.

COMMISSIONER ORTEGA: Thank you, Tim. Mark. Then I have Nate Hood after that.

MR. OLIVARES: Let me just take this off. All right. Thank you, Chair. Thank you, Board. My name is Mark Olivares, and I'm a resident at 882 Armstrong Avenue West. I came kind of with mixed emotions as well, but after thinking about it over the last week or so, I am for the streetcar option. I kind of wanted to share two or three -- well, two because I don't -- I only have a couple minutes. Just quick reasons as to why the most, the biggest reason as to why is the people that I most care about, friends and family, I do want to highlight the fact that as much as -- and I do stand for almost all modes of transportation. I know that people that I care about most use mainly biking and walking as mostly their primary. And so thinking about my little brother who was staying with me, living in West 7th Street, he's riding to work one day and was struck by a car. Now he has this severe fear of like being hit by large metal objects. So it's just, you know, one of those things.

As far as my roommate goes, who I've known since high

school, we've known each other forever, he went under a severe surgery recently and is now recovering, but has been diagnosed with being in a wheelchair for the next two years, roughly, and he depends on having good sidewalks. And I know that even just walking sometimes my feet will hurt just because of the sidewalks on 7th. So I just wanted to make it apparent that even though this issue of whether we should or should not have a streetcar is definitely something to know, I don't think it should be outshining everything else that comes with this.

I do want to state the fact that, you know, I also use multimode as well, and I don't like the fact that the 54 is pretty much packed from the Mall of America, all the way to downtown St. Paul, so at least during the time that I have to use it. So in my closing remarks, I guess I would like to just like to --

COMMISSIONER ORTEGA: You got about a minute.

MR. OLIVARES: Oh, well, perfect. I'll use it. Well, there it is. So I mean, yeah, just to kind of note the fact that, you know, it's not just me that cares about their family members who use these forms of transportation. It's everybody in this neighborhood. There's working class families that live, you know, in the Sibley Manor area. I've got friends and family throughout the whole community, and I just don't want anybody to be left out no matter what form they choose to use.

I do say that people before cars because, you know, it's excellent. Fuck cars. But I mean, to be honest, like if you're going to put something first, put people first, right, no matter what. So thank you.

COMMISSIONER ORTEGA: Thank you.

MR. HOOD: Hi. My name is Nate Hood, and I'm here representing the Highland District Council, and before I go into our resolution, I just want to make a statement on a more pressing issue, which is -- and I want to speak here for everybody live tweeting this event, you've got to do something about the Wi-Fi in this school. We're trying to stream HD video, and we can't even share it. If you throw in a good word with the school board, I think that would be appreciated.

So on that note, the Highland District Council Transportation Committee and the board passed a resolution in September supporting the modern streetcar alignment down West 7th or the CP Rail Spur crossing at Highway 5. If that is deemed not to be feasible through engineering, we have a second preference of arterial BRT through the same alignment.

Be it further resolved that the Highland District Council support an additional study to do a spur that would lead to the Ford site. And be it even further resolved -- actually, this is a personal opinion. Whatever you do along West 7th, please do not allow another Starbucks drive-thru. Thank you.

(Clapping.)

MR. PETTERSON: Thank you. Chairman Ortega, Advisory Committee, I appreciate the opportunity to speak. My name is Kent Petterson. I'm President of the West 7th Business Association. I'm here representing our board of directors and over 80 businesses on West 7th Street, mostly small and mostly locally owned businesses. We've followed the Riverview Corridor Transit study very closely for three years or more. Half the time was spent listening and learning. We've learned a lot, but not enough. Along the way we found areas of agreement. We agree with the Metropolitan Council Thrive 2040 plan issued during the Riverview study process. It calls for the 54 bus, express bus, with improvements as their choice for transiting the corridor through the year 2040. We agree with former Met Council Chair Adam Dunnick who testified before the Minnesota State Legislature that the future of transit in the metro area is buses. We agree with the Policy Advisory Committee that the alignment of transit improvements in the corridor should be on West 7th Street. We also agree with the decision to remove the train from consideration as the mode in the alignment.

We oppose fixed rails to a one car streetcar mode, that designated mode 4b on West 7th Street. We like the neighborhoods we have. We like the businesses we have. We want them to stay. We want them to stay in the neighborhood instead

of being driven out by a billion dollars regional transit project. We oppose the streetcar mode that inefficiently will lead to the loss of the homes of the transit dependent riders we seek to serve. We oppose a streetcar mode whose construction period will disrupt the access and activities of our small businesses that do not have the staying power to survive the project. We oppose the streetcar mode that will damage our historic neighborhood. We oppose the streetcar mode that is justified first because of these federal guidelines to spend a billion dollars. We oppose a streetcar mode that will result in loss of trees, sidewalk width, parking spaces and business access. We oppose a streetcar mode that will once again divide.

COMMISSIONER ORTEGA: Kent, excuse me. I already let you go over your three minute limit.

MR. PETERSON: I'm sorry. We prefer the bus alternative.

COMMISSIONER ORTEGA: Next I have David Hammons and Tracy Farr.

MR. HAMMONS: Good evening, and my name is David Hammons. My address is 1012 Armstrong Avenue in St. Paul. Thank you PAC Committee for giving us all the time to speak tonight. I'm a lifelong resident of the St. Paul area and have grown up riding my bike up and down West 7th Street, over Minnehaha Falls, all throughout the city really. Mom liked me

out of the house more than in. And let's get one thing straight, I'm not a millennial, and we do have nightmare worthy traffic here. Anything that moves us away from the assault that mankind has placed on Mother Nature is strongly supported by me. However, if that effort is spent going in the wrong direction and money -- and I'm talking about my money, our money, is going in the wrong direction, then that is really unfortunate. I think you're missing a huge, huge opportunity here to redefine transportation in the metropolitan areas and in old neighborhoods. Take off the federal dollars, take off everything and imagine a train that is kind of like, you know, something out of a storybook that can jump off the tracks and go down the street, something that's battery powered that doesn't have to have all that fun, sexy electric power lines going overhead. Something that's flexible, something that can turn and go up St. Clair Avenue. Maybe we need it up there. Maybe there's something built up there. Something that can go up McAllister College and go down Grand Avenue, and then turn around and come back down Randolph, and jump back on the track and head out to the airport. Imagine something other than what we have, because what we have isn't working. It's bankrupting cities. It's bankrupting low income people like me because it's raising my taxes so far that I can't even afford to live in the city anymore.

I think you should invite Tesla out and say, hey, what can we do with the technology you have, and invite Ford, invite GM. Go to the White House and say, hey, what kind of technology do you have out there in Area 51 that we could use on our streetcars so that we don't have to tear apart west 7th Street?

I've lived here all my life, and when I go up and down those streets I see more than just the streets. I see places I took old girlfriends. I see businesses that I've been going to since I was a little kid, and I'd really hate to see that ruined. I'd really hate to see it look like University Avenue. And let's face it, you may call it a streetcar, but it's still light rail, and light rail inherently is disruptive and destructive and inflexible.

I encourage you to look at a bus line of the future. You're talking 2040 here. You're not talking five years down the line. Look at what we could have in 2040.

COMMISSIONER ORTEGA: Thank you.

(Clapping.)

MR. FARR: Hello. I'm Tracy Farr. I live at 360 Osceola Avenue South. I come here to speak on behalf of the people that I interact with in the neighborhood and for my adult children, one who lives with me still and another who is at the Farmers Market, downtown St. Paul. Neither of them drive and so they rely on transit to get where they want to go or else they

rely on me. So I'd prefer an excellent transit system. I myself am a cyclist and so I have by choice biked most everywhere that I go, but I'm also a cyclist who bikes in traffic. And so bike crashes have made it impossible for me to ride for about nine months out of the last two years. And so transit, I've become transit dependent at that point. And so the option of having a multimodal system is essential to me. So I am torn because a streetcar track is like the bicyclist's worst nightmare. And so when I -- you know, I run the length of West 7th Street to get where I go. But it's not about me. It's about all the other people who live along there. And so the streetcar, the flush access to the street is better for them, but I ask you to please make sure that you consider those of us who do bike. Have it possible for us to bring bikes on and off the light rail or on and off the streetcar. Make it possible for us to use all of the different options. And then also I appreciate greatly the emphasis that's been put on redeveloping the whole corridor to facilitate pedestrians and other street users. I think it's -- it's not an us and them. It's we're all us. We're all going to be at some time dependent on somebody other than ourselves behind the wheel, and so that you folks have taken that into consideration I think it's great. Also, please put a high emphasis on the environmental side of things as you develop the project. Thank you.

COMMISSIONER ORTEGA: Thank you.

(Clapping).

COMMISSIONER ORTEGA: Next I have Elizabeth Wafer and Kyle Luebke.

MS. WAFER: Thank you. I know Kyle had to leave early. So --

MS. MICIANO: I have his.

MS. WAFER: Oh, okay. My name is Elizabeth Wafer. I live at 444 Warwick Street, and I actually patronize West 7th quite a bit. I love Mancini's. I love Cossetta's. I love Bad Weather and all the businesses down there.

I do support the locally preferred alternative for a number of reasons that have been stated here today. And probably the most important thing to me is that I think it's really going to drive the development that we need in St. Paul. We desperately need more housing throughout the city, and I think the best way for that to be happening is for current investments like the light rail. I think it's also going to be driving up our tax base, as well as helping economic development. I think for those reasons we really do need to move forward with this locally preferred alternative. Thank you.

COMMISSIONER ORTEGA: Thank you, Elizabeth.

(Clapping).

COMMISSIONER ORTEGA: Kyle.

MS. MICIANO: I've got it.

COMMISSIONER ORTEGA: Oh, you've got it.

MS. MICIANO: Kyle Luebke, 2034 Pinehurst Avenue, St. Paul. He had to leave so he asked that we read his comments. I'm a strong supporter of the rail option on West 7th. In order for St. Paul to compete with cities like Denver, Seattle, and, yes Minneapolis, we need to invest in fixed rail lines. Fixed lines signal to millennials a city serious about investing in its community and a dedication to non-automobile transportation. Do we want to build a city which attracts the best and brightest from all over the world, or do we want to continue with a status quo? As a millennial who has chosen to make his home here, I hope we choose the former rather than the latter.

COMMISSIONER ORTEGA: Thank you. Next I have Mary Zanmiller and Paul Nelson.

MS. ZANMILLER: Commissioner Ortega and members of the Riverview Corridor Policy Advisory Committee. I'm Mary C. Zanmiller. My address is 951 Watson Avenue. I speak at this public hearing in support of an arterial bus rapid transit, the best option for this narrow built-up corridor. I'm a 39-year homeowner in West 7th Street, a single parent of a, biracial family. I raised my three sons, and I'm now raising my two-year-old grandson in my two bedroom single family home. I

appreciate living the American dream of a single family home, a home that was a beautiful home that was affordable to me with my moderate income.

When I first divorced, I would walk or bike to work in downtown St. Paul, or, if I had an extra quarter, I would bus. Stable, affordable housing is essential for school success. Homeownership is essential for strong communities. The last 10 years of my career, I've worked -- I learned that commuting 12 miles was a lot different than commuting three and-a-half miles. I worked in north Minneapolis. The biggest impact of spending one and-a-half to two hours daily in transit, family time lost. West 7th is an important affordable housing asset. We have an affordable housing crisis in the Twin Cities Metropolitan area. While we look to the future, we must not destroy this asset, affordable single family housing in West 7th.

When we look to the future, we must not burden the future generations with the cost of unnecessary, excessive transit solutions. If we really want jobs, economic opportunities for people with low incomes, it's not going to happen with part-time low wage jobs with irregular hours at the Mall of America, a bricks and mortar industry that is dying. We would be better served in St. Paul to invest in public Wi-Fi, closing the racial disparities of health and education outcomes, living-wage jobs,

homeownership opportunities and enhanced bus service. Arterial bus rapid transit is the efficient transit improvement for Riverview Corridor that we must -- that we must need to invest our public dollars.

West 7th is my home. It's the home of a community of salt of the earth people. It is not some development opportunity. Thank you.

COMMISSIONER ORTEGA: Thank you. Paul Nelson, and then I have Mike Luke.

MR. NELSON: Good evening. My name is Paul Nelson. I live at 1678 Van Buren in St. Paul, and I'm speaking to give -- for in support of the modern streetcar option because I think it's the -- it is the -- because of its flexibility of being able to adapt to the different variations in this alignment. The streetcar basically, the advantages is that it can move more people per dollar, more people comfortably, including standing, and because of the smoother ride can attract and maintain a higher ridership over time. However, that more people per dollar or lower cost per passenger trip, we can't achieve that with a streetcar light rail in every single public transit line. Where that works is where we have those transit lines where there's a higher potential of ridership.

The other issue that I'm very much supportive of is that we generally can move rail transit, light rail and streetcars

better in our winter climate than cars or buses, and we know this. Is it 100 percent immune to inclement winter climate? No. We had the -- in 2013 there was some ice on the wires, but more often than not the rail lines are going to be running when we're having trouble with the surfaces for the cars and buses. We do need to move ambulances, cement trucks, fire engines and all those sort of things, but we will have a great advantage if we put our rail transit anywhere where we're going to have the potential ridership and it's going to run better and attract more riders, and that's looking out to the future. Thank you.

COMMISSIONER ORTEGA: Thank you.

MR. LUKE: Thank you for being here tonight and for your service. I just wrote this in the last few minutes. So, hopefully, it's coherent and good enough. But Mike Luke, 4444 Minnehaha Avenue. So it's the incredible four for you to remember. So thanks for being here. I'm punching first and foremost for something quick and fast between downtown St. Paul to 46th Street LRT. So that would be the LRT across the Ford Bridge. Kind of last as the Riverview will go across the Highway 5 Bridge. The streetcar is slow as it misses me, so I'm not super excited about the current proposal. I would love to get an LRT across Ford Bridge, if possible. But, yeah, I move to first -- speed first and foremost, hoping it will get to me.

I've been coming, hearing you guys for a couple of years

now, so I'm sorry this is repetitive, but I was hoping for sure we'd connect A Line into this. I realize the current transition is a little hard to get to the A Line. But thank you for getting Green Line and Blue Line are connected into this corridor. Thank you very much for doing that. It's highly appreciated, but again it would be nice to get the A Line in there. It's a mile's distance and just really hard geography of getting this up and down the hill, which has a huge missed opportunity if we can't get the A Line. It's right there and if you would be able to connect that corridor, if possible. It really is a missed opportunity if we can't get that corridor connected. I'm sorry. I've talked to a couple of you folks for a couple years about getting that A Line connected. It would be nice to get it connected. It looks a little odd too between what I call the gold triangle being downtown Minneapolis, downtown St. Paul, airport, two-thirds of that is light rail. The last third is not going to be light rail. It looks a little odd. It looks a little questionable with some equity issues.

When it snows and when it's, you know, traffic is congested, I like light rail because it never really slows down much. It goes the same. That's all it does. Buses can get caught up. You know, they go much slower if you're caught in traffic. So, as a train user, I can tell light rail goes faster than buses.

I am as well a millennial. Didn't buy a car until my mid 30s, so I'm kind of your target audience here for the most part. I used to live in Bloomington and worked on Lafayette, so I took the 54 end to end for several years. I'm really, really familiar with that bus route. I'm not sure how I feel about two new stations, Fort Snelling and the airport. It's kind of all new to me. But, yeah, so I took transit to be here tonight. It was a little odd getting into the east side of the building. There's not any door. So someone let me in. Otherwise, I would have had to jump off a 20 foot ledge or walk all the way around the building. So thank you to the person who let me in. I've been to a couple of these meetings, a couple policy meetings, even though they may not count as anything next Monday. So, again, thank you for your service. Again, I was hoping for a fast service across Ford Bridge LRT preferably as a preferred, an A Line connection, if at all possible in here. I'm a transit user, a millennial. So I'll stand for any questions, if you have any. Otherwise, thank you.

COMMISSIONER ORTEGA: Thank you very much. Are there any folks that want to sign up to speak? I don't see any. Joy, did you have something?

MS. MICIANO: So we did have a letter submitted by Stuart Company to be read tonight. It's the Riverview Corridor -- it's to the River Corridor Policy Advisory



Committee.

We are the owners and developers of the majority of rental housing bordering Rockwood Avenue, Youngman Avenue, Alton and Springfield Streets. Between our housing properties, HOA and single private homes, there are over 4,500 of us living in this quadrant. Many of the residents are long term in this community and are the residents who will directly benefit from this proposed transit.

We have been pleased to follow the progress of this line and particularly interested in a planned transit stop at Madison Street. However, we were dismayed to see that stop removed from a map in The Villager dated October 25th. The removal of this stop, without proper notice and discussion amongst the stakeholders, is frustrating and disappointing. The Madison stop would be easy access for over 4,500 plus Day 1 when the transit starts. These are the exact demographics that mass transit targets versus providing transit to nonhousing and/or industrial areas. Furthermore, the area we outlined contains considerably more room for physical improvement.

We respectfully request that the Madison Street stop be retained in future planning for this corridor. We further request that this letter be read at the public hearing on November 9th and inserted into the minutes of that meeting. Additionally, we request that both Stuart Nolan, Lisa Moe and

Courtney Dunlay of our office be informed of all future meetings and decisions of this corridor and that they be given the opportunity to participate in discussions of this matter. We have a huge responsibility to our residents and neighbors to uphold.

Thank you for your consideration. We look forward to hearing from you.

Sincerely, Stuart Companies, Stuart H. Nolan, Founder and Chairman, Lisa Moe, President and CEO, Courtney Dunlay, Asset Management.

COMMISSIONER ORTEGA: Thank you. I see no one else. Oh, you want to come on up? Can you give us your name and address please?

MR. DEBOER-MORAN: Definitely. Chairman and PAC Committee members, my name is Jason DeBoer-Moran. I live at 961 Eleanor Avenue in St. Paul, in the West 7th neighborhood. I moved to the West 7th neighborhood because it's an area that is one of the most walkable communities in the Twin Cities. Shortly after moving to this neighborhood, I learned quickly that crossing West 7th with a toddler in tow to go to Mississippi Market, even on a crosswalk, was taking my life and hers into our hands due to the number of drivers who do not pay attention while turning left or turning right on red.

I see a lot of hope in the Riverview Corridor study and the



streetcar option to making my neighborhood more livable and walkable. I encourage you to consider options along with this study that will enhance the street scape, as well as the transit. Better crosswalks, biking infrastructure and something to calm the flow of traffic of people moving rapidly down West 7th to get to 35 with seemingly minimal concerns for the homes, businesses and pedestrians that serve them.

I'm excited for the fact that this transit brings something to our neighborhood that has the ability to bring people in instead of having them look constantly to areas that are more -- that are better served by transit for faster service and more reliable coverage. And so I appreciate the work you're doing in our neighborhood and the work you've done presenting this stuff tonight. Thank you.

COMMISSIONER ORTEGA: Thank you, Jason. Any others?

MS. GERTH: Yes. I wasn't going to say -- my name is Diane Gerth. I live at 909 Bayard Avenue, in St. Paul, and I'm not going to tell you anything you don't already know.

SPEAKER: Can you just repeat that in the microphone?

MS. GERTH: Oh, my name is Diane Gerth. I live at 909 Bayard, in St. Paul, along West 7th. And a lot of what I have to say you all have heard. Many people have given their opinion, but I want to offer something else. Ed Johnson of the

Ford Road Federation has recently retired, and what he did was he gave me his file, which was basically a pile of paper on past Riverview Corridor studies, and there were a few things that have come up over and over and over again in the history of West 7th, one of which is we have to get from downtown to the airport. That was the reason Shepard Road was built as a semi freeway back in the 1940s. It was the same reason we were given for 35E, we have to get from downtown to the airport. We gave them our front yard. We gave them our backyard. Now to get to the airport they've got to go right through the living room. So getting from downtown to the airport has been the bane of existence for people who live in West 7th. But what I wanted to talk about a little bit was the argument that we saw 15, 16, 18 years ago for that version of the Riverview Corridor, which was a bus rapid transit dedicated lane right down the middle of the street. It was a much more intrusive project than what we're looking at here. It had extreme limited stops. It prevented people from crossing, but the arguments that we are hearing tonight about the need for better transit were the same ones we heard 17 years ago. And we also heard that West 7th needed to thrive, it really needed to grow, it needed new businesses and people to replace its aging population. Well, in the last 17 years we haven't had a high speed bus route, but we have had some pretty amazing growth in our neighborhood. We



have new wonderful restaurants. We have the Schmidt Artist Lofts. We have new small, young families like Jason's. We have the Mississippi Market. All of this took place even though we didn't have the big transit project that was deemed necessary by the powers that be 20 years ago.

So, as we look at what this means for our neighborhood, look at how this is going to affect the businesses. You've heard from the businesses association. You've heard from the federation, and as we move forward, you need to make these people listen to you, and you need to listen to them, because we all do better when we all do better and our brains are better when we have more brains. So please don't get stuck in the same arguments we heard 20 years ago. And we still survive and we have prospered in West 7th Street. So take everything with a grain of salt and listen to the people who have been dealing with this stuff for 30 years. Thank you very much.

COMMISSIONER ORTEGA: Thank you.

(Clapping.)

COMMISSIONER ORTEGA: Is there anybody else that wants to speak who hasn't? What is your name, sir?

MR. HUPPER: Hi. My name is Zach Hupper. I live at 880 Juno Avenue, and I have a four-year-old son who I've been trying to teach him how to live life without a car. He's pretty young for a bicycle. We bike to places on West 7th Street, but

really I'm trying to teach him how to live life with transit. And the reason that that's important is because cars are not going to be as reliable as a way to get around as we have more and more and more people here in St. Paul. That's not going to stop. You can't slow the number of people that want to live in such a wonderful place. So we have to have a way for people like my son to get around and people like the children and the grandchildren of those of us that live in St. Paul. That said, I've heard a lot of talk about bus rapid transit. I'm not sure who loves bus rapid transit except people that live on the A Line and would otherwise not have another alternative. My son and I have tried to get to places up on Snelling and University from where we live. And so we take the 74 down Randolph and catch the A Line. It's a fine bus. It's a fast bus. But on the third time that there were two buses in a row, right next to each other, and my three year-old boy had been waiting in the cold for 20 minutes to catch a high speed bus, a high speed, high frequency bus, I took a photograph. I thought this is ridiculous. I'll take a photograph. If you'd like to see the photograph, I can give it to you. I think it's a really good demonstration of what fixed rail lines and, most importantly, preferential signaling do to try to increase the reliability of transit.

For those of you that don't ride transit, there's a lot of

things that people talk about, but if you commute to work every day and then you drive to a job interview, that's not transit dependent. Transit dependent is when you're living your life by transit, you get to a job interview by transit, you go on a date on transit, and the only thing that's important for that is reliability.

So thank you. I think the streetcar is a really great option, and I think you guys made the right choice, and we're looking at the right characteristics when you made your choice. So thank you.

COMMISSIONER ORTEGA: Thank you, son. Any other comments? Come on up. Welcome.

MS. MATTSON Thank you. Hi, my name is Kristina Mattson. I live at 501 Warwick Street. I want to echo a lot of what the last speaker said about trying to teach their children to utilize transit. We are not a transit dependent family. However, my family does utilize the A Line, the 74, the 54, and I can also echo a lot of the complaints about reliability and the crowdedness on these lines. I recently rode the A Line and it took about 10 minutes for the bus driver to get an individual into the bus with a wheelchair and there's another wheelchair, and it was -- it was embarrassing for the man because he said -- he was profusely apologizing. It held up -- we ended up having those two buses in a row like the last man spoke of

because of the fact that this is a tight fit for those riders with mobility issues.

I'm so excited about the possibility of having a streetcar on West 7th Street. I go to the co-op. We go down to West 7th a lot. Mojo Monkey Donuts. We go down, we're just down there a lot. A lot of our friends live down there, and crossing West 7th is scary, and I don't do it with my kids. I have three children, and I won't do it, and -- if I have them with me. So just take into consideration the future.

I also want you guys to take into consideration the past. I want everyone's voices to be heard and I want everyone's voices to be respected. And thank you for holding this, this hearing tonight.

COMMISSIONER ORTEGA: Thank you. Do we have anybody else? I'm not going to continue this because we do have to leave here. But is there anybody else? I do want anybody to last call here, and I will make this the last call. So anybody who wants to get behind this lady, do it now.

MS. NICHOLS: My name is Laura Nichols. I live at 1754 Field Avenue. I'm not a convert to streetcar, but I have to tell you that anything that you do in Shepard Avenue neighborhood that improves the transit in any way, shape or form is -- I'm in favor of. Okay. We need sidewalks. We need better bicycle trails. How you manage what kind of transit goes

in, from my point of view, I don't have the knowledge that you guys have. But I would ask that you really balance the wishes of the neighborhoods in your -- in your effort to make to have a better transit or a better way to get to the airport and back. I would -- I would really request that you listen to and respect and honor the people that live in those neighborhoods. And if you're doing your job right, to my way of thinking, no one would like you because everyone will get something and everyone will have to give up something. So thank you.

COMMISSIONER ORTEGA: Thank you. On behalf of my colleagues on the Advisory Committee, I'd like to thank you for coming and taking all this time to give us your input. It's very much appreciated and very much respected. So thank you. Good night. We're adjourned.

(Whereupon, the hearing adjourns at 8:29 p.m.)

STATE OF MINNESOTA

CERTIFICATE

COUNTY OF CARVER

I, Christine M. Clark, RPR, hereby certify that I reported the Riverview Transit Corridor Public Hearing, on this 9th day of November, 2017, in St. Paul, Minnesota;

That I was then and there a notary public in and for the County of Carver, State of Minnesota;

That the foregoing transcript is a true and correct transcript of my stenographic notes in said matter, transcribed under my direction and control;

That the cost of the original has been charged to the party who ordered the original transcript and that all parties who ordered copies have been charged at the same rate for such copies;

That I am not related to any of the parties hereto, nor interested in the outcome of the action and have no contract with any parties, attorneys or persons with an interest in the action that has a substantial tendency to affect my impartiality;

WITNESS MY HAND AND SEAL this 14th day of November, 2017.

Christine M. Clark, RPR
Notary Public



Appendix D

PAC Meetings – Public Comments

PAC Meeting October 12, 2017 – Public Comments

Commenter not self-identified

- There is a missing connection between the East Metro and the rest of the regional transit system.
 - That gap makes it harder for Saint Paul residents of all incomes to get to their jobs, to school, to the things they need to be successful.
 - The Riverview Corridor will close that gap and fully connect Saint Paul to the regional transit system.
- There is no reason the residents of W. 7th Street, the east side, or downtown should not be able to choose a reliable, comfortable way to get to their job or their flight.
- If we didn't want people in W. 7th Street, downtown, and on the east side to continue to be car dependent, with all of the expenses that come with that, we need to invest in reliable transit.
- Downtown Saint Paul needs this if it is going to grow as a jobs and business center. If we care about jobs downtown, we need to make this investment

Minneapolis Resident

- Jason Craig pointed out inconsistencies in the last TAC slides regarding ridership numbers and methodology. He and Kevin Roggenbuck corresponded by email. We found the answers less than satisfactory. Please publish Jason's questions and your answers in the public record.
- As a Minneapolis resident, I have been very disappointed that we do not have a directly elected representative (i.e. Andrew Johnson) on the PAC. I am even more disappointed that our lone Minneapolis, Mr. Peter Wagenius is not here to vote on arguably the most important PAC meeting to date.

Resident

- "Y" LPA scoping.
- Grade separation Randolph-Downtown

Appendix E

Letters from Organizations

August 22, 2017

Rafael Ortega, Ramsey County Commissioner
Chair, Riverview Corridor Policy Advisory Committee
Ramsey County Board Office
Room 220 Courthouse
15 W. Kellogg Blvd.
Saint Paul, MN 55102

Dear Commissioner Ortega,

United Hospital, part of Allina Health, and Children's Minnesota appreciates the collaboration and transparency of the Riverview Corridor LPA selection process. As a follow up to our previous interactions with the Policy Advisory Committee (PAC), United and Children's engaged WSB, a Minneapolis-based engineering firm with substantial expertise in transportation, to study the potential technical impacts of various mode options on both Smith Avenue and 7th Street.

The Executive Summary of the report produced by WSB is attached. This report speaks to the significant technical areas of concerns related to an LPA near our facilities and begins to frame the level of complexity involved in working in and around highly intricate medical campuses. With the benefit of additional information from this engineering report, our original position is strengthened in that we strongly encourage you to **choose a route that does not include Smith Avenue** as the LPA.

There are two other critical dimensions that this report was not designed to assess, but are equally important in any decision making process. Construction activities are likely to impact:

- The community's ability to access care; and
- The long-term economic vitality of these healthcare facilities, which currently provide a significant amount of the health care capacity in the community.

During construction, we are very likely to experience significant reductions in the services provided, which would not only place short-term access to care at risk, but would greatly challenge our ability to maintain current staffing and delivery capacities. The impacts could last well beyond the end of construction. Beyond the technical aspects of the report, it is important to our employees, patients and the community that PAC members consider the unintended service and business implications as well.

We previously shared with the PAC the following: "If Smith Avenue is selected as the LPA, and it is determined that full mitigation of the construction and operations impacts is not possible due to engineering or financial limitations, we will step forward and publicly oppose further work on the Smith Avenue option. Our medical missions require us to place the interests of patients, employees and our role in serving the health needs of the community first." We still believe that to be true.

1

Allina Health and Children's is committed to improving the public transportation options within the community. We are also committed to ensuring that both organizations are able to maintain or improve upon our ability to provide the necessary health care services to the community. We pledge to work closely with project staff on future engineering and are hopeful that the PAC can recommend a solution that benefits all.

Thank you for the ongoing collaboration - we would like to continue to engage in this process.

Sincerely,



Matt Wille
Vice President of Operations
United Hospital

Trevor Sawallish
Chief Administrative Officer
Children's Minnesota

CC:
Riverview Corridor Policy Advisory Committee Members
Riverview Corridor Technical Advisory Committee Members
Office of Congresswoman Betty McCollum
State Senator Sandy Pappas
State Representative Carlos Mariani

October 7, 2017
Ramsey County Regional Rail Authority
214 4th St. East
St. Paul, MN 55101

Attn: Kevin Roggenbuck, Senior Transportation Manager
Re: Riverview Corridor Pre-Project Development Study

Again, I strongly object to the unsafe, impractical, ridiculous, costly, overpriced and unneeded revamping of the Riverview Transit Corridor with designated, embedded tracks for street cars or light rail. Improved buses and bus service is a cost effective way to and adequately serve the neighborhoods and businesses they serve. Your legacy may depend on shoving track transit down the throats of the community but the survival of many of our businesses depends on it not happening!

Again, the 7th Street Corridor cannot safely fit both tracks and have room for the fire engines. Reducing the street's legal width requirements for fire engines would raise the property insurance on all St. Paul properties, not just the properties on W 7th Street. We see fire engines rushing to emergencies multiple times a day down this busy road. Imagine if you decided to build tracks next to more narrow sidewalks. Congestion and unavoidable accidents will result when traffic in both directions must pull over to make room for the center lane fire trucks. Also, the tracks and zero parking will be the death knoll for many of our historic businesses. We want you to run improved and increased number of buses through our neighborhoods so both the people and the businesses will be served. Prioritize your wants to serve both. Businesses are the lifeblood of this community. We provide jobs and wanted services. Don't ignore our needs for your wants.


I strongly support every word of the logical, detailed long letter on 3/8/16 from the W 7th Business Association. Please reread every word of it, recognize the practical needs and wisdom it conveys. Our need is to preserve this historic neighborhood and businesses while supplying the needs of the entire St. Paul community. Concentrate on upgrading the quality of the buses with life improving changes for the handicap, etc. instead of degrading our community with unnecessary business destructing construction. Buses have been overwhelming the LPA at all the meetings I have attended. Don't pretend to care what we, the public, want when you think you know better.

Seriously consider the needs and wishes of the 70 plus business owners and our customers. Prioritize our needs and not your wants.

As a side note, please investigate ways to transport paying riders only. Do not rely on the unworkable honor system. It is a magnet for gang gatherings, such as on University and Lexington or wherever social media decries. Help the police reduce the gathering of freeloading, uncivil trouble makers.

Please strongly consider all the negative facts for streetcars compiled by the West 7th Business Association. There is no good reason to create the proposed White Elephant. Street cars are way too expensive, and undesirable in every way.

Sue Hustings, President


Highland Nursery
1742 7th St W
St. Paul, MN 55116



Highland District Council
1978 Ford Parkway Saint Paul, Minnesota 55116
Phone: 651-695-4005
Email: info@highlanddistrictcouncil.org

Resolution Revising Riverview Corridor Preferences for Highland Park

WHEREAS the Highland District Council(HDC) passed Resolution 2016-06T on April 7, 2016, laying out its preferences for the Riverview Corridor; and

WHEREAS the routes and alignments that have moved forward in the Riverview Corridor Study are largely in keeping with the preferences and concerns set forth by the HDC, and the costs and benefits of the remaining routes and alignments better understood; and

WHEREAS the primary purpose of any transit system is the efficient and convenient movement of people, particularly those who rely on transit daily for mobility; and

WHEREAS the Highway 5 alignment provides the best combination of trip duration, distance, cost, ridership, and needs of current riders; and

WHEREAS modern streetcar provides the highest-quality transit service for both daily riders and visitors, is equitable with transit investments elsewhere in the region, and is associated with higher potential for economic growth; and

WHEREAS the Ford Site development is well served by the A Line Bus Rapid Transit service to the west and north, but requires the same level of service to the east and south;

BE IT THEREFORE RESOLVED, that the Highland District Council sets forth its order of preference for the Riverview Corridor mode and route:

1. Most preferred: Modern streetcar using the West 7th/CP Rail alignment, crossing at Highway 5.
2. Secondary preference: Arterial BRT using the West 7th alignment, crossing at Hwy 5.

BE IT FURTHER RESOLVED, that the Highland District Council requests that the Riverview Corridor study recommend an additional Bus Rapid Transit line to serve the Ford Site, providing service between the Davern station area and downtown Saint Paul via the Ford Site. This new service might best complement the A Line and Riverview Line if it could travel on Cleveland or Cretin Avenues, and Grand or St. Clair Avenues.

Resolution 2017 - 19T

The Highland District Council's mission is to foster opportunities for the people that live, learn, work, and play in Highland Park to engage and connect with neighbors, businesses and local government and to help build a more vibrant, welcoming, and safe neighborhood.

The HDC is a registered 501(c)3 non-profit.



SustainWARD 3

10/3/2017

Kevin Roggenbuck
Ramsey County Regional Railroad Authority
214 4th St. E
Saint Paul, MN 55101

Greetings Policy Advisory Committee (PAC) Members,

Sustain Ward 3 is a group of neighbors in Ward 3 who seek to build a welcoming community that emphasizes environmental, fiscal and community sustainability. These three tenets lead us to recommend the locally preferred alternative for the Riverview Corridor be modern streetcar on the Highway 5 alignment. In the future, the needs of the Ford Development and Highland Park should be addressed with equivalent service.

The addition of improved and more frequent public transit decreases the need for car based travel, which is neither environmentally friendly nor efficient in an urban setting. Since streetcars run on electricity, streetcars are very quiet and emit no vehicle exhaust – unlike cars and buses. Additionally, streetcars can carry more people per trip than a car or bus ensuring a more efficient use of energy. Streetcars and their level boarding platforms are more convenient and accessible for younger children, seniors, and people with disabilities. The dramatic increase in ridership and stability that streetcar infrastructure provides, down a highly public transit dependent corridor, makes rail a sound investment.

While streetcar infrastructure and operation cost more initially, the potential for increased development along the Riverview Corridor is tremendous. The presence of rail transit is an incredible incentive for economic development due to its permanence and popularity among riders. The Green Line corridor has seen \$5 billion in investment in its first few years of operation. Streetcars often have a lower cost per rider than buses, particularly if the route exceeds ridership estimates as the Green Line has done.

The Highway 5 alignment is the best choice because it requires less travel time than the Ford Site alignment, which to some degree will already be served by the A Line and may require its own independent study and transit project. The high reliance of area residents on public transit through the Highway 5 and West 7th corridor also makes it the most equitable route.

Sustain Ward 3

Sustain Ward 3 believes the benefits of a more accessible and transit-oriented Saint Paul are crucial to a more equitable, financially successful, and environmentally sustainable future. Because of this we feel strongly that a “no build” option is unacceptable and that streetcar over Highway 5 is the best mode and route for the Riverview Corridor.

Sincerely,

Brandon Long

Sustain Ward 3

www.sustainward3.com

**SAINT PAUL RIVERCENTRE CONVENTION & VISITORS AUTHORITY
AUTHORITY RESOLUTION**

RCVA NO. 17-013

**RESOLUTION SUPPORTING RIVERVIEW CORRIDOR PRE-PROJECT
DEVELOPMENT STUDY**

WHEREAS, Visit Saint Paul, the official convention and visitors bureau for the City of Saint Paul, generates economic growth throughout Saint Paul by marketing the city and the region as a preferred destination for conventions and visitors; and

WHEREAS, the visitors we bring to this city support the hotels, restaurants and cultural amenities in downtown Saint Paul and throughout Saint Paul's many neighborhoods; and

WHEREAS, these amenities include the museums, festivals, theaters, music venues, unique neighborhood restaurants, breweries and nightlife that help make Saint Paul the unique city that we all cherish and enjoy; and are an important part of the local economy; and

WHEREAS, a convenient reliable and easily understood transit connection between downtown Saint Paul and the Minneapolis-St. Paul International Airport is critical to the mission of Visit Saint Paul; and

WHEREAS, The Riverview Corridor Pre-Project Development Study has narrowed the list of options for improving transit connectivity and accessibility between downtown Saint Paul with the Minneapolis-St. Paul International Airport and Bloomington; and

WHEREAS, the absence of an easily understood, high-quality transit connection between downtown Saint Paul with the Minneapolis-St. Paul International Airport and Bloomington hinders Saint Paul's ability to attract meetings, and conventions and puts Saint Paul at a competitive disadvantage to cities with high quality transit connections including Minneapolis; and

WHEREAS, cities across the nation- including Minneapolis and Saint Paul have shown that high quality reliable rail transit attracts higher transit usage, better access to community amenities along rail lines; and greater ease of movement for both residents and visitors;

NOW, THEREFORE BE IT RESOLVED, that Visit Saint Paul supports the Modern Street Car mode for the Riverview Corridor creating a rail transit solution that connects Saint Paul and its neighborhoods to Minneapolis-St. Paul International airport, completes the transit triangle connecting the Blue and Green Lines, directly serves the RiverCentre and the Xcel Energy Center and significantly improves Saint Paul's ability to compete on the international convention and visitors market.

AUTHORITY	YEAS	NAYS	ABSENT	ABSTAIN
Aiyese				
Bostrom	✓			
Brendmoen				✓
Carlson Otero	✓			
Dady	✓			
Fedie	✓			
Flynn	✓			
Gandhi	✓			
Ginsberg	✓			
Humphrey	✓			
Krizan	✓			
Luneberg	✓		✓	
Marshall	✓			
Moran			✓	
Nayquonabe	✓			
Schmechel	✓			
Tolbert	✓			

FORM APPROVED BY

CITY ATTORNEY

BY:

APPROVED BY RCVA

DATE: October 10, 2017

BY:

Chair, RCVA

Dear Members of the Policy Advisory Committee for the Ramsey County Riverview Study

Attached you will find a resolution passed on Oct. 10th by the West 7th Business Association Board of Directors. We are requesting your NO vote on proceeding with the 4b streetcar option proposed by Consultants AECOM and study staff. It is now time for the political decision to be made at the PAC. The legitimacy of the study is at stake given the thin local public support.

We are disappointed with the length of time it has taken to get to this point, it is also disappointing that the PAC is now being asked to kick the can down the road into EIS on many critical decisions. Some of which may be fatal flaws for the selection of 4b. Will this PAC want to continue or will it loose control of those very serious decisions going forward into the next phases with continued control by Staff and consultants?

We would make one added point of importance. The late swerve by staff away from LRT to streetcar and away one lane of tracks on Smith to West 7th, both major changes since summer, has exposed and created way too many unanswered questions. Our efforts to explain these changes has left many of the affected parties confused or saying things like "they can't do that",

FYI, we have attached along with a copy of the resolution our 35 reasons why streetcars are not good for our neighborhood. We didn't even mention snow which will be a huge practical and expensive proposition to keep the rails and narrowed sidewalks viable along West 7th Street.

Thank you for your consideration,
Kent Petterson President
West 7th Business Association

Resolution of the West 7th Business Association Board of Directors

TO: Policy Advisory Committee of the Ramsey County Riverview Corridor Study

Whereas the Board of Directors on behalf of its membership has advocated at the Riverview Transit Study for improved bus transit in the neighborhood, and we have sent letters to the study team on March 8, 2016, Sept 8, 2016 that included a petition with over 3000 signatures asking for no LRT on West 7th, and one dated July 14, 2017 all of which asked for bus improvements.

And Whereas the Study team has recommended a Streetcar option 4b be built on West 7th Street and crossing a new Hwy 5 location Bridge.

Therefore, we the Board of Directors of the West 7th Business Association by motion approved unanimously at our regular meeting on Oct. 10, 2017 resolve that the Policy Advisory Committee of the Ramsey County Riverview Corridor Transit Study reject the study team's recommendation of Option 4b and move to a recommendation of bus improvements as soon as possible.

10-10-17

Kent R. Pettersen

President W7BA for the Board

CONNECT
BUILD
ENRICH

10-6-17 Reasons you should oppose Streetcars on W7

- 1- Metro transit in the Met Council's comprehensive Thrive 2040 plan has planned that West 7th Street would continue the 54 bus service with improvements through the year 2040, not a streetcar. Their transit experts have a plan and it should be followed. Information out of the Riverview study supports their study. The immediate past chair of the Met Council Adam Duninck has indicated that the future of transit is the metro area the bus.
- 2- Both the West 7th Business Association and the Ft. Road Federation oppose rail options on West 7th. That would include any streetcar option presented.
- 3- Buses do not have to be diesel operated and can be clean energy. Metro transit has purchased Battery electric articulated 60 foot buses for the new Penn Ave. C-line in 2019. We can have them on W7 too.
- 4- Electric buses cost one million per recent purchase for C-line, streetcars without batteries cost six million per Riverview study team.
- 5- Rails down W7 will physically divide us once again just as the railroads of the 19th century and 35E in the 20th Century did.
- 6- Historic but undesignated W7 properties will be in jeopardy of tearing down for transit-oriented development (TOD) which is promoted as part of the streetcar plan. The neighborhood needs development related to and access oriented toward the river.
- 7- The W7 neighborhood is a corridor for regional transit improvements that can be solved with busses per ridership numbers developed.
- 8- Modern streetcars are not your romantic trolley. They are just as wide, run on the same embedded rails as the LRT train, cost more because of demand factors than the LRT cars, and are 2/3 as long. Only one-car streetcars are needed to service relatively light rider demand as projected by the study for the corridor.
- 9- Why is rider demand light compared to other corridors? Because we are a transit island with the river on the south and 35E swinging around on the north creating a unique spot where it is hard to make the transit connections to bump up ridership. As a result ridership numbers depend on people actually living in Riverview (W7). That drives tear downs to build higher for more rider housing (TOD).
- 10- High dollar transit investments have bragged about subsequent building of jobs and housing. We got lots of housing along University, but not much is affordable and very few new long term jobs were created.
- 11- Emergency vehicles need 20 feet of right of way to maintain response times. State code must be met in this regard. Riverview staff and consultants have not figured out how to do this in the W7 80 foot ROW except by putting streetcar rails in the street allowing the streetcars to mix with private cars, trucks, bikes, and pedestrians. This is not the same as the separation on University Avenue and is more dangerous.
- 12- The result of mixed street use is very inefficient vehicle speed that has some saying that vehicle speed for streetcars at other locations in the country is not much faster than walking.
- 13- Transit officials have not explained how traffic from side streets, most of which approach at odd angles, will be safe to merge onto W7. In addition vehicles entering from parking lots and private driveways will be another dangerous addition to the mix. Will all of these side entrances be allowed? Why is this different than a bus? Studies have shown that angle entrances of streets are less safe.
- 14- Side running streetcars will likely require Cantenary electrical service poles on the side of the street (University has them) for side running which is very close to the parking at the side of the

- street. None of the space for these poles or any for traffic control has been accounted for in the ROW measurements.
- 15- Center running streetcars will require stop locations that have expanded street right of way to accommodate the station platform width. There are very few of these locations along W7 that are appropriate for the needed station stops. As a result the number of corridor streetcar stops has been reduced by at least 2 and up to 5 locations with the recent elimination of the Smith Ave. transit station. This stop was placed on the route of the Smith Ave. separation which was eliminated at the request by United and Children's Hospitals to not do transit on Smith Ave. Some stops may be moved, but not eliminated hence the range. Improved transit should include more stops, not less.
 - 16- The move of streetcar both ways to W7 from Smith means that a stop from the X to Grand Ave is not planned.
 - 17- The need for overhead Cantenary electrical service will eliminate all trees on boulevards when two way side running streetcars are chosen. Tree branches and electrical wires do not mix.
 - 18- Center running streetcars at station stop locations will require additional street width (more than the existing 80 feet) resulting in a) potential condemnations at station locations, b) inconvenient stop locations where space is available or c) stop elimination when not possible in the ROW.
 - 19- The study team has identified \$250,000 in lost parking meter revenue for the rail versions of transit. These are real existing parking spots lost in the corridor and all of them are close to downtown. This information is prior to the last minute switch off of Smith for streetcar which will increase the loss of parking from the X to Grand Ave. Contrary to assurances that loss of parking will be minimized this latest iteration is making more difficult their claim of saving parking.
 - 20- The study team has flipped opposition by the Hospitals to transit changes in front of their facilities from a no to a yes, by moving both the in and out streetcar lines onto W7 and off of Smith. Was this an unintended consequence of the hospital opposition? The hospital reasons for opposition are valid. Ours are to, and at the core the reasons are much the same.
 - 21- We can't trust that the LRT train that has been eliminated won't return. The LRT train fits on streetcar rails and can be brought back if designed for it.
 - 22- Corridor ridership needs through information generated by the study team can be met by improving the 54 bus as funded through the year 2040. All new busses are handicapped accessible.
 - 23- A streetcar mode ignores the study identified need for service to Highland.
 - 24- Streetcars are unproven and do not exist currently in the Metro area.
 - 25- The connection of high value transit investments and rising crime noted along the green line route is not well understood at this point.
 - 26- Consultant prepared drawings for the study portrayed streetcar and LRT train as occupying the same space.
 - 27- A meeting of approx. 75 people held at Cossetta's in 2013 was unanimously opposed to streetcar on W7. There is no reason to think that the LRT opposition expressed in the 3000+ signature W7BA petition would not also apply to streetcars if time to collect them was available.
 - 28- The pre-determined New Starts category selection dictated by Ramsey County has been confirmed by the mode selected by them. The PAC should reject any transit option that costs more the \$300 million because it has been rigged by the process.
 - 29- Input from the neighborhood has been suppressed and very little effort has been directed to explain the details of improvements possible for busses. The W7BA would request that you work more closely with local businesses, employees and customers toward transit improvements at

every bus stop such as pre-ticketing, handicapped accessibility, improved stop amenities, additional and more frequent stops, better and associated cross walks, better trash collection and additional safety measures.

- 30- The character of our historic and small business dominated neighborhood is in danger of being overturned by the enthusiasm for density and building higher around high value transit projects.
- 31- Streetcars further the notion that W7 is a pass through neighborhood.
- 32- Streetcars by virtue of fixed rails holding it's position in a three lane street, where it doesn't eliminate parking, it will cause traffic to back up behind the vehicle causing commuting drivers to use the turn lane where available as a passing lane. Some people refer to this middle turn lane as the suicide lane in these conditions. It is illegal to use it as a passing lane.
- 33- Streetcars are a factor of 10 times or more expensive than A-BRT or improved bus service.
- 34- The business climate recovery is very fragile. Numerous factors driven by social change have brought about a challenging economic environment for the current mix of small business along W7. Our small businesses will be seriously endangered by the addition of a lengthy construction closure, taxes for betterments, loss of business and other factors mentioned on this list.
- 35- Use of sidewalks that are shown to be 2 or 3 feet narrower would be counter to the image of a walkable neighborhood sought. Sidewalk tables will be eliminated or uncomfortable with the streetcar passing so closely. Windows will be rattled from the vibrations of passing streetcars so close to the sidewalk.

From: Brian Glancy, Seventh Street Social

Sent: Thursday, October 12, 2017 1:56 PM

To: Rafael Ortega, Kristen Beckman, Tim Busse, Jon Commers, Pat Harris, Peter McLaughlin, Scott McBride, Peter Wagenius, Rebecca Noecker, Chris Tolbert, Pat Mancini, Laurel Severson, Kevin Roggenbuck

Subject: Riverview Transit

To Whom it May Concern-

My name is Brian Glancy and I am the owner of Seventh Street Social on W 7th. This letter is in regards to the proposed modern trolley car proposal for W. 7th Street. I could go on and on (and on, and on...) about the lunacy of this project and the damage it will do to businesses and neighborhoods along W 7th. "Damage" is not the appropriate word. It will destroy nearly all business. I can say unequivocally that if this happens, I will close my doors. We pay nearly \$30,000 a year in property taxes alone, aside from the nearly \$1m in business that we are climbing towards. That's another nearly \$100k in lost tax revenue. That is just my business. Multiply that by the countless other along W 7th for a white elephant project that everyone involved knows that it is. A destination restaurant such as mine cannot survive a multiple year road project that will alternately be closing sections of the road that bring us our customers. Once the project is complete, the automotive travel down W 7th will be a trace of what it once was. You will be creating a passover corridor where businesses once operated. This doesn't even cover the danger involved for emergency access by narrowing the roads to nearly nothing.

All of this when a cheaper, more logical option would either be express busses...or using Shepard Road. Ready-made for this project.

That this is even being considered is bureaucratic madness. Looking for the most expensive option isn't governing.

Do the right thing. Listen to the people effected by this. Vote this plan down.

Thank you for reading.

Brian Glancy

November 1, 2017

Members, Riverview Corridor Policy Advisory Committee
c/o Ramsey County Regional Railroad Authority
214 4th St. E
St. Paul, MN 5510

Dear Members,

On behalf of United Hospital, part of Allina Health, and Children's Hospitals and Clinics of Minnesota, we want to thank you and your community partners for the open and collaborative process used to select the Riverview Corridor locally preferred alternative (LPA) for future transit service.

As a longstanding, engaged member of this community, we continue to believe that the Riverview Corridor project, and the completion of the transit triangle linking key urban centers, is an important goal for our community.

We understand the selection of an LPA is just the start of the rigorous engineering work to evaluate feasibility and determine the final route of the Riverview Corridor line. However, we must continue to oppose the inclusion of Smith Avenue in the draft LPA as an alternative for study. The evidence is clear that any Smith Avenue option risks significant negative impacts for our patients, employees and our role in serving the health needs of the community.

The proposed route on West 7th alleviates some of our concerns. However, we are also aware that any construction activities are likely to cause disruption in the community's ability to access care and our operations. It is our expectation that the project team will develop mitigation strategies to reduce disruption to the fullest extent possible and we will actively be involved in the process.

Thank you for your consideration and your commitment to quality transportation options and world-class health care for our community.

Sincerely,



Matt Wille
Vice President of Operations
United Hospital



Trevor Sawallish
Chief Administrative Officer
Children's Hospital and Clinics

CC:
Office of Congresswoman Betty McCollum
State Senator Sandy Pappas

State Representative Carlos Mariani
Alene Tchourumoff, Metropolitan Council
Becky Yust, Ford Road Federation
Kent Petterson, West 7th Business Association
Brenda Kyle, Saint Paul Chamber of Commerce

November 6, 2017



The Riverview Corridors Policy Advisory Committee

RE: Streetcar for West 7th Street

We are the owners and developers of the majority of rental housing bordering Rockwood Avenue, Youngman Avenue, Alton and Springfield Streets. Between our housing properties, HOA and single private homes, there are over 4,500 residents living in this quadrant. Many of the residents are long term in this community and are the residents who will directly benefit from proposed transit.


We have been pleased to follow the progress of this line and particularly interested in a planned transit stop at Madison Street. However, we were dismayed to see that stop removed from a map in The Villager dated October 25. The removal of this stop, without proper notice and discussion amongst the stakeholders, is frustrating and disappointing. The Madison stop would be easy access for over 4,500+ Day 1 when the transit starts. These are the exact demographics that mass transit targets vs. providing transit to non-housing and/or industrial areas. Furthermore, the area we outlined contains considerably more room for physical improvement.

We respectfully request that the Madison Street stop be retained in future planning for this corridor. We further request that this letter be read at the public hearing on November 9 and inserted into the minutes of that meeting. Additionally, we request that both Stuart Nolan, Lisa Moe and Courtney Dunlay of our office be informed of all future meetings and decisions of this corridor and that they be given the opportunity to participate in discussions of this matter. We have a huge responsibility to our residents and neighbors to uphold.

Thank you for your consideration. We look forward to hearing from you.

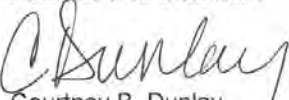
Sincerely,

STUART COMPANIES


Stuart H. Nolan
Founder and Chairman



Lisa A. Moe
President and CEO


Courtney B. Dunlay
Asset Management

SHN:mt
Writer's Direct Dial:
(952) 948-9501

Corporate
Headquarters
1000 West 80th Street
Minneapolis, MN 55420-1000
• (952) 948-9500
fax: (952) 948-9570
www.stuartco.com





West 7th/Fort Road Federation
974 West 7th Street
Saint Paul, Minnesota 55102

651-298-5599
FortRoadFederation.org

November 8, 2017

Ramsey County Regional Rail Authority
214 E. 4th Street, Suite 200
Saint Paul, MN 55101
[via email to info@riverviewcorridor.com]

To RCRRA,

Please accept this letter in response to the Riverview Corridor Policy Advisory Committee's (PAC) recommendation for a modern streetcar route along West 7th Street as the draft locally preferred alternative or "LPA" for a new transit connection between downtown Saint Paul, Minneapolis-St. Paul International Airport and the Mall of America. As you will note below, the Fort Road Federation does not agree with the PAC's LPA recommendation.

At the October 13, 2017 Board of Directors meeting of the Fort Road Federation, the following resolution passed unanimously:

Whereas, improved transit in the West 7th community is desired, and
Whereas, improved safety, and improved pedestrian and bicycle accommodations are needed in the West 7th community, and
Whereas, because of the awkward geometry of the relationship of West 7th Street to the adjacent street grid pattern, on-street parking is limited in West 7th, and
Whereas, we are proud of and support the large number of small, independent businesses along West 7th, and
Whereas, the neighborhoods in the community on the north side and on the south side of West 7th wish to make stronger connections to one another,
Therefore, be it resolved, that the Board of Directors of the Fort Road Federation/District 9 Planning Council support an enhanced Bus Rapid Transit (BRT) option for the Riverview Corridor.

Sincerely,

Becky L. Yust, President, Fort Road Federation

CC: *[via email]*
Mayor Chris Coleman
Mayor-elect Melvin Carter
Councilwoman Rebecca Noecker
Commissioner Rafael Ortega
State Representative Carlos Mariani
State Senator Sandy Pappas
Representative Betty McCollum
Senator Amy Klobuchar
Senator Al Franken



November 9, 2017

RE: Support for Riverview Corridor LPA

Dear Riverview Corridor Policy Advisory Committee,

The Saint Paul Area Chamber of Commerce continues to support the Riverview Corridor project connecting downtown Saint Paul to the airport and the Mall of America. Specifically, we encourage you to vote for the proposed Locally Preferred Alternative: modern streetcar along the Highway 5 route to the airport.

The Riverview Corridor will provide a much needed connection for the East Metro, facilitating increased growth opportunities for businesses and their employees. Transit has become essential for businesses to attract new employees, and high quality transit in a dedicated guideway will create value for employers, employees, clients, customers, and residents along the corridor.

We support modern streetcar because fixed rail permanent infrastructure is more encouraging to developers and will enhance the economic development along the corridor. Fixed rail provides the long-term stability that developers need when investing in new projects. In addition, streetcar will have nearly twice the daily ridership of bus rapid transit – almost 10,000 more riders each day. We understand that it is more expensive to build and maintain streetcar infrastructure, but know that the expense and temporary disruption will be a benefit to the economic development of the area in the long term.

We advocate for the Highway 5 route because it allows businesses more direct access to the airport and downtown and faster end-to-end travel time. As has been discussed recently, we strongly support a second leg of the line to the Ford Site and look forward to making that a reality through a separate process.

In order for the corridor to see maximum economic development and opportunities for businesses and their employers, we urge you to approve the proposed Locally Preferred Alternative.

Sincerely,

B Kyle
President & CEO



IN REPLY REFER TO

United States Department of the Interior

NATIONAL PARK SERVICE
Mississippi National River and Recreation Area
111 E. Kellogg Blvd., Ste 105
St. Paul, Minnesota 55101-1256

November 9, 2017

Kevin Roggenbuck
Senior Transportation Manager
Ramsey County Regional Railroad Authority
214 4th Street E
St. Paul, MN 55101

RE: Riverview Corridor Transit Study, Draft Locally Preferred Alternative

Dear Roggenbuck:

The National Park Service (NPS) has been an active participant on the Technical Advisory Committee (TAC) for the Riverview Corridor transit study. On October 12, 2017 the Policy Advisory Committee approved a draft locally preferred alternative, 4b: Modern Streetcar – W. 7th-Hwy 5/Fort Snelling.

The NPS has provided guidance regarding potential crossing locations for a transit corridor. The Mississippi National River and Recreation Area Comprehensive Management Plan specifically addresses how new river crossings should be planned. Policy 11 of the Comprehensive Plan states: *"If it becomes necessary to increase river crossing capacity, the order of preference will be first to expand the capacity of an existing bridge, second to add a parallel structure, and third to establish a new corridor. Development of a new crossing corridor will occur only when no feasible and prudent alternative (including consideration for a greater reliance on intermodal transportation) exists and only if the crossing is included in approved regional transportation plans. This includes the Major River Crossing Study prepared by the Metropolitan Council."*

The NPS has provided comment through the TAC on the potential environmental, historical and cultural impacts that must be addressed should this transit corridor alignment cross the Mississippi River at the existing Highway 5 corridor on numerous occasions during the TAC meetings. There will be many engineering and design challenges requiring thorough and adequate study and resolution. Of particular concern are the impacts to the river environment and historic Fort Snelling. Current engineering

1

solutions for crossing the river include a new transit bridge or reconstruction of the existing bridge to include transit. It would also mean the necessity to pass through historic Fort Snelling. Currently widening the existing Highway 5 tunnel under the Fort complex has been identified as a possible solution. The ability to create a new bridge crossing and passage under the Fort complex will present significant design, engineering and compliance with existing laws and policy challenges. The following topical list is meant to be illustrative and not all inclusive of potential areas of high concern should this draft LPA become the selected LPA for the Riverview Corridor.

Environmental

- Bluff stability
- Water quality
- Scenic views
- Vegetation
- Wildlife

Public infrastructure

- Transmission line tower replacement and relocation
- Highway 5 and Highway 55 interchanges & access
- Utilities carried on the existing bridge

Visitor Use and Experience

- Minnehaha Trail and Fort Snelling State Park
- Historic Fort Snelling & Visitor Center
- Historic Fort Snelling Chapel

Historic and Cultural Resources

- Archaeological sites
- Tribal interests and tribal ancestral lands
- Historic structures
- Historic landscapes
- Properties eligible for historic designation
-

Special Considerations at Historic Fort Snelling

The National Park Service will be providing guidance, review and comment on many aspects of this project including provisions of the National Environmental Policy Act (NEPA). The historic significance of Fort Snelling will require following the policies and procedures of a number of programs and regulations. Noted below are several programs that the National Park Service will be an active participant in addressing the LPA effects on the Fort Snelling historic district and properties.

- **Section 106 of NHPA:** Fort Snelling is located within and is a part of the Fort Snelling Historic District, a historic property listed in the National Register of Historic Places. Section 106 of the National Historic Preservation Act (NHPA)

requires that the “head of any Federal agency having direct or indirect jurisdiction over a proposed Federal or Federally assisted undertaking in any State . . . shall take into account the effect of the undertaking on any historic property.” Transit and transportation projects are often subject to Section 106, so this is likely a familiar process for such projects.

- **Section 110(f) of NHPA:** In addition to being on the National Register, however, Fort Snelling is also designated as a National Historic Landmark (NHL). Section 110 of the NHPA requires Federal agencies to exhibit an even higher level of care when NHLs could be affected. 54 U.S.C. § 306107 provides that “prior to the approval of any Federal undertaking that may directly and adversely affect any National Historic Landmark, the head of the responsible Federal agency shall to the maximum extent possible undertake such planning and actions as may be necessary to minimize the harm to the landmark.”
- **Historic Surplus Property Program:** The parcels of Fort Snelling that the project proposes to cross in the LPA were also transferred by the Federal government to the State of Minnesota through the *Historic Surplus Property Program* (HSPP). This makes these parcels subject to certain restrictions in perpetuity, including that any future use of the parcels be consistent with the site’s *Program for Preservation and Utilization* (PPU) and adheres to the *Secretary of Interior’s Standards for Treatment of Historic Properties* (Secretary’s Standards) and *Guidelines for the Treatment of Cultural Landscapes* (Secretary’s Guidelines). This sets a high bar for preservation and protection of the historic features of the site. Mitigation to offset effects on historic properties is not available at HSPP parcels in the same way that it is within the Section 106 process. The National Park Service provides oversight to HSPP parcels and must approve any changes to the site’s PPU.

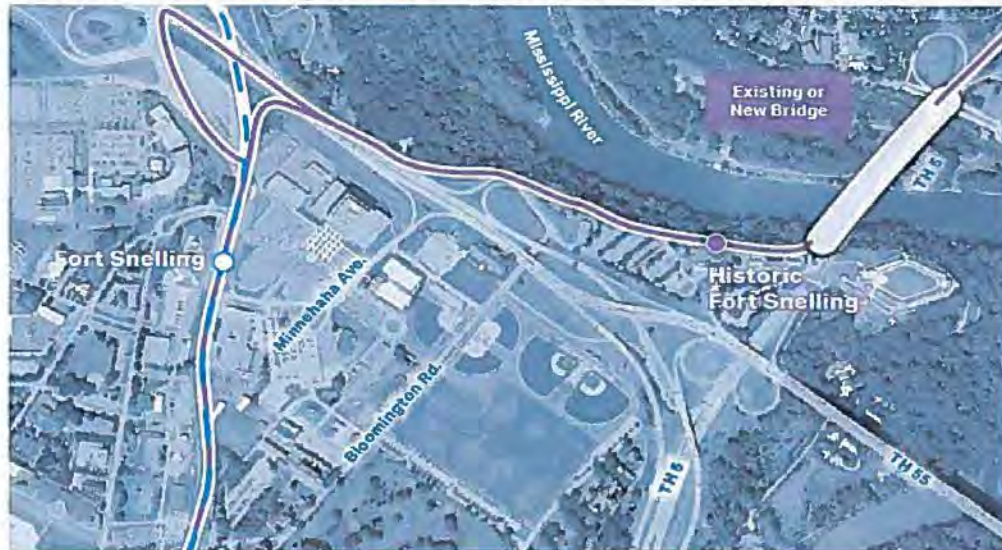
Section 4(f) of US DOT Act of 1966: While NPS does not have any authority over Section 4(f), it should be noted that Historic Fort Snelling and Fort Snelling State Park meet the definition of 4(f) properties. As a publicly owned historic sites and park/recreation area, FTA may not approve the use of the 4(f) property (portions not currently used for transportation) for transportation unless: (1) there is no feasible and prudent avoidance alternative to the use of land; AND (2) the action includes all possible planning to minimize harm to the property resulting from such use.

Blufftop River Crossing Alternative

One option to crossing the river and passing through the historic Fort Snelling complex identified by the Riverview Corridor Project Management Team is an alignment proposing a bridge that extends from the St. Paul side of the river to the historic Fort Snelling side, connecting at the blufftop, and then traversing the river bluff in front of existing historic buildings 18, 19 and 22 as well as the existing Historic Fort Snelling

visitor center as shown in the following image

Cross Over Hwy 55 West of Minnehaha Ave



(Map Source: Riverview Corridor, Most Promising Alternatives Booklet January 2017, page 23).

The NPS opposes this alignment for the following reasons:

- This alignment would have significant impacts on existing historic structures and landscapes, which are contributing elements to the Fort Snelling National Register Historic District and National Historic Landmark. Provisions of Section 106 and Section 110 of the National Historic Preservation Act would be required to be followed which include, but are not limited to, avoiding whenever possible adverse impacts to historic structures.
- Positioned so closely to the bluff edge this alignment would present significant engineering challenges to assure the integrity of the bluff is not compromised. The environmental damage and bluff face disruption to construct such an alignment could not be justified when other less potentially damaging alternatives exist. Provisions of the Mississippi River Corridor Critical Area (MRCCA) Minnesota Administrative Rules Chapter 6106, Mississippi River Corridor Critical Area.
- MRCCA rules would apply to this alignment as it would be located in the bluff impact zone and shoreland impact zone. Unless it can be shown no other feasible

alternatives exist, the location of this alignment could not be approved under the MRCCA rules.

- This bluff edge is a significant landscape element that contributes to the connectivity of the historic district to the river. Also the bluff in this area is an integral part of a viewshed that has been identified in a National Park Service Visual Resource Protection Plan as one of the most important viewsheds in the Mississippi NRRRA. Transit development on the bluff would significantly and adversely impact this viewshed.

The NPS will continue to refine and provide further comment and direction on the Riverview Corridor transit project as it moves into the next phases of design, engineering, review and approvals. Please contact Alan Robbins-Fenger via email at alan_robbins_fenger@nps.gov or phone at 651-293-8438 if you need further clarification.

Sincerely,



Lyndon Torstenson
Acting Superintendent

November 16, 2017

Ramsey County Regional Railroad Authority
Union Depot
214 4th St. E., Suite 200
St. Paul, MN 55101

Dear Members of the Riverview Corridor Policy Advisory Committee:

As the Ramsey County Regional Rail Authority considers a Locally Preferred Alternative (LPA) for the route and mode for future transit improvements in the Riverview Corridor, the Minnesota Historical Society would like to express its concerns regarding various elements of the draft LPA.

It is important to note that these comments are made by the Minnesota Historical Society as the organization responsible for the operations of Historic Fort Snelling, which, under Minnesota Statutes, is a part of the Historic Sites Network (M.S. 138.661-662). This letter does not address the required consultation by the lead Federal agency with the Minnesota State Historic Preservation Office pursuant to federal and state law. The State Historic Preservation Office is currently housed in the Minnesota Historical Society. These state and federal reviews will be initiated by the responsible Federal agency as part of the environmental review process for the Riverview Corridor.

The Minnesota Historical Society (MNHS) is very concerned about the potential negative impacts on the Historic Fort Snelling historic site, our state's first National Historic Landmark, since the proposed draft Locally Preferred Alternative includes a Mississippi River crossing for the Modern Streetcar adjacent to the current Highway 5/West 7th Street crossing and a transit route proceeding through Historic Fort Snelling.

After the closure of the Fort as an active military post and the subsequent transfer of the property from the federal government to the State of Minnesota, the Minnesota Historical Society has created a world-class cultural attraction from what was abandoned federal property. Since the 1960s, the State of Minnesota has invested significant time and public resources conducting archaeological investigations and preserving and reconstructing historic elements of the Historic Fort, which was then under threat from highway construction.

Specifically, the Minnesota Historical Society has preserved or reconstructed historic structures at the Historic Fort Snelling site and made them available to the public for educational purposes. The historic site welcomes over 70,000 schoolchildren, families, and tourists at the site each year. In addition to the Historic Fort (which includes the Round Tower, the Commandant's House, and several additional structures), MNHS is responsible for several other buildings adjacent to the Historic Fort, notably Cavalry Barracks (Buildings 17 and 18) and an Ordnance Building (Building 22). The State of Minnesota, through Capital Budget Asset Preservation appropriations to MNHS,

Minnesota Historical Society, 345 Kellogg Boulevard West, Saint Paul, Minnesota 55102
651-259-3000 • 888-727-8386 • www.mnhs.org

has invested millions of dollars in preserving each of these historic structures for the use of future generations.

At this time, MNHS is proposing a major revitalization project for Historic Fort Snelling. Under this plan, which has received pre-design and design funding appropriated by the Legislature and Governor, Buildings 18 and 22 will be rehabilitated to better serve all visitors to the historic site. Planned landscape improvements that are part of this project include better access to views of the Mississippi River and places to learn more about the cultural landscape reflecting the site's 10,000 years of human history. In addition to the facilities and site improvements, our plan is to enhance and expand public interpretation to tell the many important stories of the Dakota and other Native Americans, enslaved and free African Americans, of Japanese American soldiers who served in military intelligence in World War II and of all military veterans for whom this site holds special significance.

While we understand that it is early in the planning and design process, the work suggested by the draft LPA likely would require a widening of the existing tunnel due to the widths necessary to carry Modern Streetcars across the Mississippi River and onto land on the west side of the river. This would likely have a major impact on this important Historic Site and National Historic Landmark, including some of the interpretive landscaping elements that are an important part of the Historic Fort Snelling Revitalization plan. These interpretive landscape elements will be a significant means of telling the stories of the Dakota and other Native American people. For example, MNHS is working with its partner council of Dakota community members to plan for a memorial to be placed at this site to honor two Dakota leaders who were hanged at this location in 1865. A significant unknown is what extent of archaeological resources could be destroyed should further excavation occur to create a new or widened tunnel or to facilitate installation of streetcar infrastructure.

The Minnesota Historical Society appreciates the willingness of the Ramsey County Regional Rail Authority and Riverview Corridor staff to be available for discussions on this proposed project and we look forward to future conversations to discuss potential impacts to this important Historic Site. Such discussions would be in addition to, and should be coordinated with, consultations that may occur with the Minnesota State Historic Preservation Office under state and federal historic preservation laws.

Thank you for your consideration of these comments and concerns.



Melanie Adams
Senior Director, Guest Experience and Educational Services



Working to protect the Mississippi River
and its watershed in the Twin Cities area.

101 East Fifth Street
Suite 2000
Saint Paul, MN 55101

651-222-2193
www.fmr.org
info@fmr.org

November 16, 2017

Riverview Corridor PAC
214 E. 4th Street, Suite 200
Saint Paul, MN 55101
info@riverviewcorridor.com

RE: FMR comments on the Riverview Corridor Draft Locally Preferred Alternative

Riverview Corridor PAC:

Friends of the Mississippi River (FMR) is a local non-profit community-based organization that works to protect and enhance the natural and cultural assets of the Mississippi River and its watershed in the Twin Cities. For 25 years, we have worked closely with the Mississippi National River and Recreation Area (MNRRA) to fulfill our mission. We have nearly 3,000 active members, and more than 3,500 volunteers who care deeply about the river's unique resources. FMR has been an active and ongoing participant in planning for the future of the Twin Cities Mississippi Riverfront. We have been closely following the Riverview Corridor planning process to date.

We are writing today to share our comments on the Riverview Corridor Draft Locally Preferred Alternative (LPA).

River Crossing

We would like to commend the Riverview Corridor Planning team for proposing a LPA that crosses the Mississippi River at an already existing bridge. This decision creates the smallest impact on habitat, public parkland and scenic beauty in the Mississippi River's only gorge. It is also consistent with the National Park Services' MNRRA Comprehensive Management Plan.

As this draft LPA is finalized and the implementation plan is completed, we will be encouraging the modern streetcar to be placed on the existing Highway 5 Bridge. If this is not possible, we will work to ensure that the guidance regarding river crossings found in the Mississippi River Corridor Critical Area (MRCCA) Rules and National Park Services' Comprehensive Management (below) is followed.

"If it becomes necessary to increase river crossing capacity, the order of preference will be first to expand the capacity of an existing bridge, second to add a parallel structure,

and third to establish a new corridor. Development of a new crossing corridor will occur only when no feasible and prudent alternative (including consideration for a greater reliance on interpositional transportation) exists and only if the crossing is included in approved regional transportation plans. This includes the Major River Crossing Study prepared by the Metropolitan Council.” –MNRRRA Comprehensive Management Plan, Site Development Policy 11.

Alignment

FMR supports the improvement of public transportation amenities as well as the proposed alignment. The proposed alignment is projected to serve the most people and the most people who are transit-dependent. This is good for the environment as it will remove car trips along the Mississippi River corridor and make the region a better place to live and visit for all people. It will also increase public access to the Mississippi River through our exceptional river-adjacent public parks and trails system.

That said, we have serious concerns about the transit route between the Highway 5 Bridge and the Blue Line connection. One of the route models displayed at the November 9 Public Hearing showed the tracks running along the top of the bluff between Historic Fort Snelling and the Mississippi River, a space that we estimate to be as little as 50 feet wide in some places. We agree with the National Park Service that the Riverview Corridor must not go between Historic Fort Snelling and the Mississippi River. Doing so would significantly disturb and change the character of the Mississippi River Gorge impacting the Bdote Minisota (a sacred American Indian place), Historic Fort Snelling, area park users experience and corridor-dependent wildlife. Additionally, the new Mississippi River Corridor Critical Area Rules prohibit this route, located in both the shore and bluff impact zones, unless no other feasible alternatives exist. We believe there are other feasible alternatives and strongly encourage the PAC to ensure the final LPA does not include a route between the Historic Fort Snelling buildings and the Mississippi River.

Stops

We support the proposed stops as they will increase access to our city, regional and state parks and trails along the Mississippi River – all of which are part of our local National Park, the Mississippi National River and Recreation Area. These parks and trails include: Sam Morgan Regional Trail (Otto, Montreal & Davern Stops), High Bridge Dog Park (Randolph Stop), Crosby Farm Regional Park and Hidden Falls Regional Park (Davern Stop), Historic Fort Snelling State Park and Minnesota Valley State Trail (Historic Fort Snelling Stop). Access to these parks and trails is incredibly important to ensure all community members and visitors can enjoy the beautiful, public green spaces and our internationally significant Mississippi Riverfront which make our state and capitol city such a vibrant place to live, work and visit.

While the Riverview Corridor planning process moves forward, we encourage all impacted governmental units to simultaneously conduct comprehensive multimodal transit planning around the proposed stops and routes. We are especially interested

in improving bike and pedestrian amenities between the proposed route and the riverfront.

Mode

We would also like to commend the planning team for proposing a mode of transportation that not only serves the community and increases transit use, but can be powered with green energy.

Thank you for considering our comments. We look forward to continuing to work closely with Ramsey County and all agencies involved in planning the Riverview Transit Corridor to ensure that the Mighty Mississippi is enhanced by this project.

Sincerely,



Whitney L. Clark
Executive Director

From: Sue Hustings, Highland Nursery
Sent: Friday, November 17, 2017 5:11 PM
To: Riverviewcorridor Info <info@riverviewcorridor.com>
Subject: Re: \$100,000,000.00/mile Riverview Corridor

My extreme opposition to the use of Street Cars for the Riverview Corridor was reenforced at the November 9 meeting.

Your stated prime reason for selecting this mode was to qualify for federal matching funds. I expected those in charge to base their selection on the needs of the community using the most cost efficient use of our tax dollars. Instead you chose to build a bridge next to a bridge, excessively disrupt the community (which would bankrupt many of the businesses) by implanting rail in the road, create eye pollution with high wires, and honeycomb the fragile river bluffs under Fort Snelling when a bus corridor would serve us well without the needs of your choice. Your attempt to hide or consider unimportant the ridiculous cost of streetcars by using 2015 dollars in 2017 for a project to be completed in 2027 was noticed. " 1.3B" divided by 11.7 miles projects a cost of \$100,000,000.00/mile in 2015 dollars. (one hundred million dollars per mile) With this budget we could build 20-50 11.7 mile spurs to serve the state and complete the Riverview Corridor too instead of your Street Car choice.

Design buses that are millennium appealing, green clean batteries, and tag team buses during rush hour stopping at every other stop to reduce travel time and accommodate extra passengers now and not make us wait 10 years.

I support the W7BA, Fort Road Federation ,Met Council and 100,000's taxpayers that reject your \$100,000,000.00 solution.

Sue Hustings
Highland Nursery
1742 7th St W
St. Paul, MN 55116
651-698-1708
612-290-8886 cell
651-695-9821 fax



From: Amy Lindgren, Prototype Career Services
Sent: Friday, November 17, 2017 4:07 PM
To: info@riverviewcorridor.com
Subject: No thanks on the streetcar

Thank you for offering a comment period for the proposed transit improvements on the Riverview corridor.

I have operated my business in 5 locations (sequentially) on or near W. 7th since 1990, and currently have two locations on the corridor. I have lived one block off W. 7th since 1989.

I have walked, biked, bused and driven the 2 miles between office and home along the Riverview corridor approximately 20,000 times. I have directed my clients to my W. 7th locations on a daily basis for 27 years.

I have strong opinions based in real, recent, and daily experience, and I care about and have invested in this corridor as both a resident and as a business owner.

No, I don't believe the streetcar is the best option for improved transit, for these reasons:

-cost and duration of construction - for this cost, you could improve the bus service and provide free rides to everyone for years and still not go over the budget. Which raises the question: What's the real goal here? Better buses would improve transit for less; free rides would encourage riders to leave their cars; buses traveling in the established car lanes would allow continued use of the current bike lanes and sidewalks. All goals would be met, with the only new construction being improved shelters. So why are we discussing streetcars?

-disruption to businesses on the corridor - if the goal is one long street with nothing but bars and restaurants then it probably doesn't matter that the other businesses will close during this period. When the dust settles and the new restaurants open, the goal of one giant eat-street will have been accomplished. But if the goal is to maintain a diverse business climate, then this construction plan is not the way to do it. There is not enough side-street availability to re-route customers to a business' back door during construction, as was possible on University. We literally do not have alleys or back doors in most cases. Customers will not be able to get to the business, the business will close, the new post-construction business will be a bar or restaurant, the residents will move out because we need grocery stores, barbers, chiropractors, opticians, gas stations and other services - not three dozen restaurants - to make it possible to live our lives here.

-displacement of and discomfort to the residents for a prolonged period - please don't forget that this neighborhood has already suffered a tremendous loss in making way for 35E. The streetcar proposed will add to the visual clutter with its overhead lines, while removing walkability and the comfort of a tree-lined street, almost entirely for the benefit of people moving through the neighborhood to other destinations.

-loss of trees, sidewalk width, and other characteristics that make the corridor unique and charming - and seriously, the plan is to narrow the sidewalks between Kellogg and Goodrich? We

can barely walk two abreast now, and when the Wild are playing, the sidewalk is congested from Grand to Kellogg. Why would you narrow the sidewalk and harm all the new businesses that have invested in the 7th-Kellogg gateway? Is there a master plan somewhere or is no one keeping track of how each project fits with the one before?

We do need improved transit. But we have not given bus transit an adequate test on W. 7th.

There have been almost no signs directing bus users for the nearly 30 years I've used the system; the route is not posted, the schedule is not posted, the shelters are infrequently placed and poorly maintained, and the rides are expensive. It's no mystery why bus transit is not succeeding.

Please improve the existing system before introducing an expensive, intrusive, and untested system.

I don't have a vote, but if I did, it would be No to the streetcar plan.

Amy Lindgren
President, Prototype Career Service

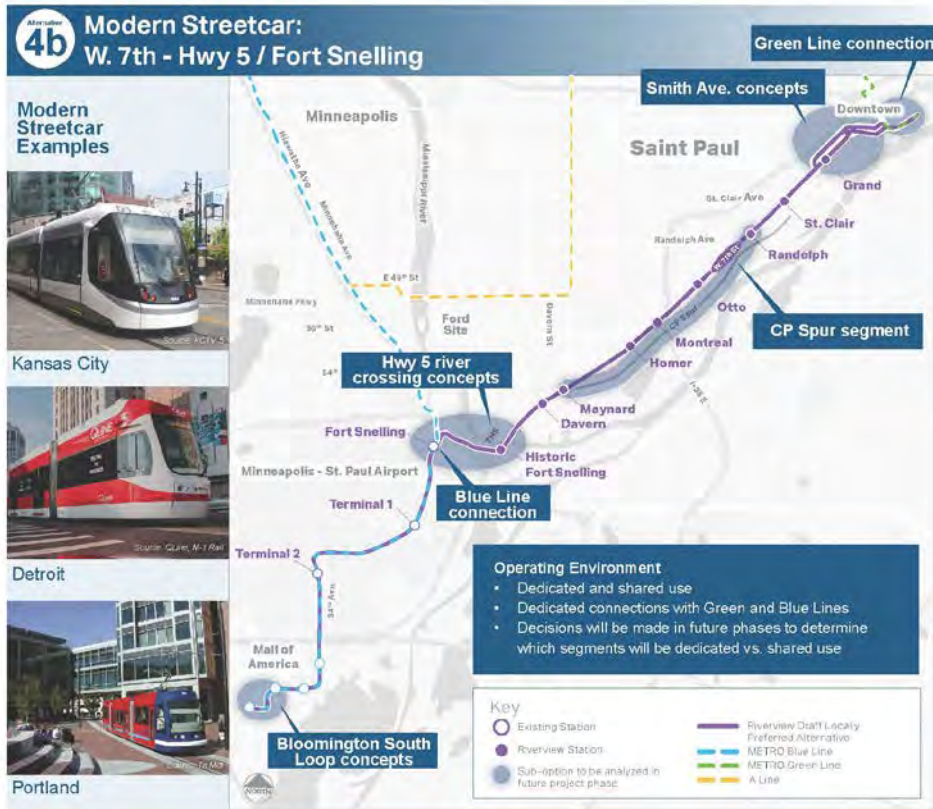
p.s. the YouTube videos showing the Kansas City system is an apples and oranges comparison. Those tracks are running through a business district, not a neighborhood. I didn't count a single tree or biker on the route shown in that clip - just parked cars and business buildings. We have a different situation here, which requires a different solution.

Appendix F Print Communications

Handout of Draft LPA: Provided at Nov. 9 Open House/Public Hearing



RIVERVIEW CORRIDOR Draft locally preferred alternative



Key characteristics of draft locally preferred alternative						
ROUTE LENGTH	TOTAL NUMBER OF STATIONS	TRAVEL TIME	2040 DAILY RIDERSHIP	CAPITAL COST (2015\$)	OPERATION & MAINTENANCE COST (2015\$)	COST PER 2040 RIDER
11.7 miles	20	44 min.	Total 20,400 Transit-dependent 4,600 New Riders 2,700	\$1.0B-\$1.3B	\$24M per year	\$10-11 (Annualized Capital Cost + Annual Operating Cost) / 2040 Annual Ridership



Connecting the Ford Site

A separate transit study to develop and analyze alternatives to connect the Ford Site to the Riverview Corridor and the Blue Line in Minneapolis

Next Steps

1. Identify funding partners
2. Identify study leads/co-leads
3. Develop and execute necessary inter-agency agreements
4. Develop work plan, schedule, and budget
5. Establish distinct advisory committees
6. Identify and adopt locally preferred alternative and develop next steps



STAY INVOLVED

www.riverviewcorridor.com
info@riverviewcorridor.com
[651-266-2760](tel:651-266-2760)
[facebook.com/riverviewcorridor](https://www.facebook.com/riverviewcorridor)
[@riverviewstudy](https://twitter.com/@riverviewstudy)

Appendix G

Detailed Analysis Results

August 19, 2017 to October 12, 2017

Full Comments

Vehicles

BRT/ABRT

- May I ask why the BRT was dismissed as an option for the Ford Bridge crossing?
- Did we look at a BRT alternative that was part dedicated and part in mixed traffic like the streetcar?
- If I had to rely on Route 84 instead of the A Line I wouldn't be nearly as mobile as I am. Love you, A Line!
- ABRT is a great option for the Riverview Corridor!
- Love the A Line.

Streetcar

- I wanted to let you know I strongly support the streetcar down W. 7th Street to Hwy 5 option. I live along W. 7th Street and would like the increased transit options. Most importantly, the streetcar has greater ultimate capacity. If zoning limits along W. 7th Street were relaxed, I believe the streetcar could serve far more people than the bus options could ever accommodate.
- Want to see a substantial transit investment in this part of Saint Paul; prefers streetcar on either route.
- What is modern streetcar?
- How will modern streetcar operate with traffic?
- Please strongly consider all the negative facts for streetcars compiled by the West 7th Business Association. There is no good reason to create the proposed white elephant. Streetcars are way too expensive and undesirable in every way.
- I want to voice my unequivocal support of the Riverview streetcar along the designed designated route of W 7th Street to the 46th Ave light rail station. I would also voice support for any expansion of the streetcar system within St. Paul and/or Minneapolis including where my family lives along Snelling Ave South. We are living in a world that is not competing with only the Wisconsin, Dakotas and Iowa, but with cities around the world for most importantly talent. I moved here from Green Bay Wisconsin because of what the Twin Cities provides in employment and lifestyle (which it still has), but if the Twin Cities rests on its existing laurels and infrastructure, we will fall behind what the younger generations are looking for (which one is better transit and more convenience of walking and biking). Most importantly, I have a four year old and a little one on the way, and it is my imperative that we do something to help curb the emissions of green house gases into our planet. Although streetcars are not the answer, they are a nudge in the right direction to get us in the right direction. I also hope that we do as a region, including Wisconsin, Iowa and the Dakotas with cities around Minnesota, like Duluth, Rochester and St. Cloud, work together to recruit and hold our talent to make the area a better place to live.
- Hi, I am sorry I missed the deadline but I have tried to follow the discussion and wished I could have made your last meeting. The [modern streetcar] video was a good idea. As I

watched it however it sadly did not answer questions such as “how does it operate in winter when we have ice and snow on the roads and wires?” How can Saint Paul manage that when we can hardly get our numerous streets cleared? Besides weather impact, application to our Highland streets setup is not very convincing. I realize the video says cars can drive like usual but common sense tells us probably not, given all the traffic, parking issues, pedestrian and bike problems, etc.

General Vehicle Comments

- What are the advantages of rail over bus?
- Dedicated LRT was dismissed because of impacts on W. 7th Street, where it would not be located anyway, because it could go on the CP Spur. The impacts of dedicated LRT could have been avoided by building an elevated structure around Seven Corners to Union Depot; please reconsider that option.
- Did we consider a rubber-tired trolley as a transit vehicle for Riverview? It is flexible and can get around traffic jams and accidents.
- My husband and I have lived in Highland for 46 years and just love it. We also look forward to new developments and expansions and most importantly improvements. So we are not [modern streetcar] naysayers at all. We just want to be practical, realistic, and truly an improvement. Thank you for all your work.

Routes

Highway 5

- Preference for crossing at Hwy 5. [streetcar or bus was unclear]
- I question how using the newly constructed and expensive Hwy 5 Bridge can make sense?
- Does traffic using the Hwy 5 Bridge split off to other areas or does it just go to the airport? What is the travel market for the new bridge?

W. 7th Street

- I look forward to the day when improved transit related development significantly improves the quality of local businesses on the W. 7th Street corridor.
- Riverview makes the most sense on W. 7th Street.
- What did we assume for average daily traffic growth on W. 7th Street? Think about not committing to keeping two lanes of traffic open and providing on-street parking in the Seven Corners area of W. 7th Street. The travel time of a shared use streetcar will be affected by traffic and affect the project, better transit means less need for cars.
- How much sidewalk would be removed to fit a streetcar on W. 7th Street?
- Concerned about where bike lanes would fit on W. 7th Street as part of the Riverview project.

Ford Parkway/Ford Site/46th Street

- Riverview through the Ford Site makes it easier for people on W. 7 Street to get to Minneapolis.
- [Representing the Hiawatha neighborhood on the Longfellow Community Council] I am very much in support of the project and improving transit connection between South Minneapolis and Downtown Saint Paul. Please see my comments below

1. Of the options presented, I prefer Option 8. I prefer this option because I would like to see a connection to the Ford Site and Minnehaha Park, AND I would like to create a more efficient connection between Downtown Saint Paul and the airport.
2. I believe it is important to keep studying both options, but I think the connection to the Ford Site should be prioritized. The City of Saint Paul is currently finalizing the Ford Site plans and the transit study should inform that work as much as possible.
3. At the 46th Ave environments, the team should look at options to purchase, or utilize a portion of the rail corridor in this area. The City of Minneapolis owns a small stretch of tracks between 46th Ave and Minnehaha Parkway, and the tracks up to 42nd St are not actively used by businesses in this corridor.
4. I am disappointed that the LRT option was discontinued, as I thought this would be a great option along the CP Rail Spur, and would have created a fast and comfortable trip between Downtown Saint Paul and the airport. I also liked this option because it would complete the final LRT leg for the Twin Cities.
5. I think this study should definitely not recommend only one transit option and one route, but instead should recommend two options for two routes. Also, it seems like LRT could work better for the CP spur option, so if that route is selected then maybe LRT should come back on the table.
6. Lastly, I think the team should consider options for future expansion or adaptation. For instance, a new LRT line could make a continuous loop around the Twin Cities, or a streetcar along 46th St could extend to Lake Hiawatha. I know there are boundaries to this study, but thinking about future connections beyond this boundary would be useful.

CP Spur

- The CP Spur would mess up backyard views of the Spur.
- The CP Spur is too close to my house on Itasca St.
- If a streetcar were on the CP Spur, where would it transition back to Hwy 5 to cross the river to Fort Snelling?

Fort Snelling

- The group discussed the two river crossings in the build alternatives in the physical model of the Fort Snelling area. It was noted that a tunnel would go partially under Building #17; there are no pilings under the building, but it is built on top of limestone. The group did not like the bluff top to bluff top concept because the station and tracks would prevent visitors from viewing the river from the edge of the bluff. The group liked the idea of an underground station at Historic Fort Snelling because it would not be visible and the chapel could be landscaped into the rest of the grounds. The group asked how the bike and pedestrian lanes on the new bridge would access the fort or the trail below the fort.

Cost

- I question the issue of where these new riders are supposed to come from and be going to. All of the options appear to assume a renewed and continuing vitality for downtown Saint Paul. Despite recent increases in downtown residents, increasing commercial vitality has proved elusive for decades. There is no reason to believe that problem will be solved any time soon.
- For my money, which as a resident of Saint Paul it will be, the no-build option makes the most financial sense, followed by ABRT and Hwy 5. Frankly, the estimated new ridership numbers alone should doom each of the build options. If build we must, ABRT is all we must

build. It is the most flexible of all the options presented, permitting increases or decreases in service or alteration of routes far more quickly and far less expensively than any other option, should projections prove to be inaccurate or underlying conditions change.

- Why spend this kind of money when we already see how involved and challenging a huge amount of road construction would cause?
- What mix of funding sources will be used to pay for construction? Is the FTA cost effectiveness criterion still a make-or-break number?
- Does a streetcar alternative must have at least 50% of its length in dedicated ROW to be eligible for federal funds?
- Where will the money come from to build a streetcar? Will it come from local property taxes?
- Why is the cost per rider so high for streetcar?
- If water, gas, and sewer utilities must be relocated, who pays for that?
- I cannot understand why you would choose a very expensive streetcar and tracks over an efficient and cost effective modern bus? I am hoping it is not just aesthetics. I understand that a streetcar carries twice the capacity as a bus. What are the statics of the current buses on W 7th Street? How often are the buses at half, three-quarter or full capacity? The buses that pass by the nursery appear to have many vacancies, except in the evening between 5-6 p.m. Wouldn't it be more economical to add another bus at the peak times rather than paying to have a fancy streetcar running empty for most of the day?

Bicyclists and Pedestrians

- Riverview Corridor needs transit, bike, walk improvements. I strongly support a significant improvement to transit service along the Riverview Corridor. The health, sustainability, economic and racial equity benefits of better transit options are critically important for our community. I also urge decision-makers to meaningfully include safe, high-quality infrastructure for pedestrians and people biking as part of the corridor plan. Transit, biking and walking work together to create a comprehensive transportation system that will improve access and quality of life in our community. I want to see a new transit line in the Riverview Corridor that will help address those larger issues and fits with local community needs.

Accessibility

- I've been a W. 7th Street resident for about eight years, but only recently started riding Route 54 daily. The biggest bottleneck I've noticed is the boarding and exiting of people in wheelchairs. The process to raise and lower the ramp and adjust seating on the bus to accommodate a wheelchair is very time consuming. How will the transit options currently proposed address this so individuals in wheelchairs can board more efficiently and make it more likely the route stays on schedule?
- Can buses have level boarding at streetcar platforms? Could buses also use streetcar platforms even though they are not at level boarding?

Safety

- Again, the 7th Street corridor cannot safely fit both tracks and have room for the fire engines. Reducing the street's legal width requirements for fire engines would raise the property insurance on all St. Paul properties, not just the properties on W. 7th Street. We see fire engines rushing to emergencies multiple times a day down this busy road. Imagine if you decided to build tracks next to more narrow sidewalks. Congestion and unavoidable accidents will result when traffic in both directions must pull over to make room for the center lane fire trucks.

- As a side note, please investigate ways to transport paying riders only. Do not rely on the unworkable honor system. It is a magnet for gang gatherings, such as on University and Lexington or wherever social media decries. Help the police reduce the gathering of freeloading, uncivil troublemakers.

Ridership

- Does the size of a streetcar influence the ridership forecast? Can they be linked together link LRT vehicles?
- Is ridership the same as passenger boardings?
- Is there any difference in ridership between the CP Spur and W. 7th Street where the two routes are parallel?

Stations and Connections

- Where will the transit stations be?
- There is a high amount of drug use and crime around stations.
- Look at moving the station from Ramlow to the west side of Edgcumbe Rd.
- How will the streetcar interline with the Green Line in downtown and across the river?
- If Riverview is to benefit Minneapolis, it should connect to Minneapolis on Ford Pkwy.

Neighborhood Impacts

- Has there been any discussion on soundproofing or sound barriers for the residential properties that lay within the 46th St corridor? While a modern streetcar is a better alternative than LRT, it will still generate an increase in noise.
- Concerned that we will take people's homes on Return Ct.
- How does this project impact Minneapolis Park Board property?

Business Impacts

- Again, I strongly object to the unsafe, impractical, ridiculous, costly, overpriced, and Will property values be increased or decreased from the Riverview project? Will a streetcar on W. 7th Street cut off outdoor events like Luckypalooza? There was so much disruption on University Ave during the Green Line construction that many businesses went out of business – what are we going to do about that?
- Unneeded revamping of the Riverview Transit Corridor with designated, embedded tracks for streetcars or light rail. Improved buses and bus service are a cost effective way to adequately serve the neighborhoods and businesses they serve. Your legacy may depend on shoving track transit down the throats of the community but the survival of many of our businesses depends on it not happening!
- The tracks and zero parking [on W. 7th Street] will be the death knell for many of our historic businesses. We want you to run improved and increased number of buses through our neighborhoods so both the people and the businesses will be served. Prioritize your wants to serve both. Businesses are the lifeblood of this community. We provide jobs and wanted services. Don't ignore our needs for your wants.
- I strongly support every word of the logical, detailed, long letter on 3/8/16 from the W 7th Business Association. Please reread every word of it, recognize the practical needs and wisdom it conveys. Our need is to preserve this historic neighborhood and businesses while

supplying the needs of the entire St. Paul community. Concentrate on upgrading the quality of the buses with life improving changes for the handicap, etc. instead of degrading our community with unnecessary business destructing construction. Buses have been overwhelming the LPA at all the meetings I have attended. Don't pretend to care what we, the public, want when you think you know better.

- Seriously consider the needs and wishes of the 70+ business owners and our customers. Prioritize our needs and not your wants.
- The businesses need better information on what Riverview could cost them before they can decide whether to support it.

General

- Are you posting what is being said for those that can't attend? [referring to HCRRA and Highland District Council meeting]
- Funny... It's at the *exact* same time that downtown business owners want to pressure W 7th Street businesses into supporting their chosen option. (Referring to screen capture of invitation to Visit Saint Paul business workshop meeting, September 14 and PAC meeting on September 14)
- Who is on the committee?

Date: October 9, 2017
From: Daniel Kueny
To: Riverview Corridor Policy Advisory Committee
Regarding: Minority Report of Technical Advisory Committee Members

INTRODUCTION

As an almost four-year member of the Riverview Corridor Technical Advisory Committee, I disagree with the recommendation of the Committee as a whole, and am thus submitting this Minority Report. I believe that the recommendation of the TAC is flawed and that the PAC needs to exercise truly independent oversight of the Riverview Corridor decision making process.

The September 28, 2017, recommendation of the TAC favoring a rail option is one that ignores the transit, cultural, community, and livability needs of the residents and businesses along the West 7th corridor. It does so in favor of an expensive, unnecessary, and divisive project that has the very real potential to decimate a corridor of small locally owned businesses, pedestrians, and bicyclists. The recommendation of the TAC was the result of a process that began with a contract directing the lead consultants to reach a foregone conclusion and has purposely ignored and rejected viable and cost-effective options on purpose.

I urge the members of the Policy Advisory Committee to take the time for a critical and independent examination of the needs of the corridor and to reject the conclusion that has been predetermined from the start.

ARTERIAL BUS RAPID TRANSIT WORKS BEST FOR THIS CORRIDOR.

Arterial Bus Rapid Transit (ABRT), similar to St. Paul's existing A Line, would be the best option for this narrow, built-up corridor. The reasons supporting this are easily recognized.

- ABRT can be built quickly.
 - Unlike rail options, ABRT can be built in a relatively short period of time. It was already on the table for construction before this round of Riverview planning began – those funds were in place but diverted elsewhere. Moving forward with this would be a project that doesn't condemn West 7th transit users to another decade of bad bus service.
 - Physical disruption for streetcar is equivalent to that of light rail, an option that has been wisely rejected – 5 more years of planning followed by 4-5 years of construction.
 - What people love about West 7th will be preserved with an ABRT project. The result of the next five years of uncertainty and debate followed by 4-5 years of construction will decimate the small locally owned businesses that make West 7th unique.

- ABRT in the form of the “B Line” was already on the table and funded until the City and County turned the funding away in favor of this project. The B Line was supported by the Metropolitan Council and fit with their 2040 transit demands.
- ABRT allows for the pedestrian and bicycling environments to be preserved.
 - This option can be built without narrowing of sidewalks, removal of tree canopy, and allowing future shared bicycle/auto lanes.
 - The consultant’s New Start deliverable narrows sidewalks. Sidewalk seating at local restaurants and coffee shops will likely be eliminated. Narrow sidewalks makes bicycle parking a problem. Pedestrians are more comfortable with more room. Winter snow removal is less of a problem.
 - The installation of rails in the street traffic will forever make biking on West 7th dangerous because of the rail ruts. Unlike University Avenue, there is no parallel street (such as Charles Ave.) that can serve as a bikeway.
- Significantly lower capital and operating costs
 - Capital cost of ABRT is \$75 million vs. \$1.2 billion for modern streetcar rail. State and local contribution is \$37.5 million vs. \$500 million. The cost of ABRT is only 7.5% of the cost of rail.
 - Operating costs for ABRT are \$10 million vs. \$24 million for rail. Cost per rider for ABRT is approximately half of that for rail service.
 - Fewer assessments on property owners for the “betterments” that come with rail.
- ABRT option preserves the flexibility to serve the Ford site in the future, something rail does not do.

THE MODERN STREETCAR RECOMMENDATION IS THE RESULT OF A TAINTED PROCESS

The process that has been used is flawed, in that the lead consulting company was hired to deliver a New Starts federally-funded project, and other options – including the “Small Starts” ABRT option – have been downplayed.¹ Because of this, the lead consultant did what it was hired to do: Guide the process to the predetermined outcome, a New Starts decision.²

¹ Portions of the AECOM Revised Work Plan are attached as Exhibit 1. A complete copy is available on the Ramsey County Board website.

² The ongoing litigation in the federal court regarding the Southwest LRT project centers on the issue of predetermination. The issue before the court is whether the environmental review process failed to adequately consider alternative in its quest for FTA money. See, “Sides face off in court in protracted Southwest light rail dispute,” Minneapolis Star Tribune, October 4, 2017, attached As Exhibit 2.

- In the contract that controlled the actions of the lead consultant, AECOM, specifically required that the final deliverable was to be a New Starts project.
 - It was a foregone conclusion because their contract charged them with coming up with a new Starts project. Task #2 demanded that a key part of the management of the study would be its compliance with guidance from the “FTA regarding the Riverview Corridor LPA’s entry into the New Starts funding program.”
 - Task #9.1 specifically indicates that the plan they are required to produce “will be designed to guide the activities required for formal application to the FTA New Starts program.”
 - From the very beginning, the “Purpose and Need” statement and the evaluation criteria were required to be “designed to evaluate future performance against FTA New Starts rating criteria.” See, Task #6.
 - How can this study be considered to be an independent analysis of the alternatives when the end result – a New Starts decision – was the explicit goal of the contract with the lead consultant?

- The analysis was completed using factors/criteria that specifically discounted the needs of the stakeholders who live and work along the West 7th corridor.
 - The detailed Evaluation Criteria was woefully inadequate with respect to both community and environmental factors.³
 - With respect to Community factors, the only considerations were parking, right-of-way, visual, noise, and construction impacts. Ignored were factors regarding pedestrian safety, the ability of residents to cross West 7th, the danger to bicyclists, the loss of sidewalk width and the likely elimination of outdoor retail space.
 - The Environmental factors were even more oblivious to the built environment. No consideration was given to the destruction of an environment that residents and businesses have been working for decades to improve. The tree canopy for a five mile stretch would be lost, but that is not even worthy of a mention.
 - Tellingly, the only criteria that even mentions pedestrians and bicyclists is the Station Area criteria, and then the only consideration is given to making sure pedestrians and bicyclists can get to the stations. It is as if the only purpose of the ten thousand residents and the hundreds of businesses is to provide a source of ridership.

- Consistent skewing of FTA factors to enhance view of New Starts projects.
 - Because the various FTA rating criteria are different for Small Starts and New Starts are not the same, staff and consultants’ use of the FTA ratings were treated as a black box where outcomes and FTA ratings were determined with no real analysis given to the TAC.

³ See Exhibit 3.

- For example, the TAC was provided with a “Draft FTA New Starts Ratings” chart (p. 40 of the Sept. 28 TAC materials and also at p. 32 of the Oct. 12 PAC materials)⁴ where the ABRT option is included, even though ABRT is not a New Starts project. Not surprisingly, the ABRT option does poorly when rated under the wrong set of criteria. Yet this is the analysis the PAC is being asked to accept.

- Public engagement activities were a sham designed to look like public participation.
 - The reports back to the PAC emphasized the numbers of contacts and number of meeting attendees, but ignored the substance of the input and the great number of unanswered questions that were raised.
 - There was a remarkable reluctance on the part of the staff to share the comments that were received. It was only very late in the four-year process that comments were reported.
 - Meetings with the public were one-sided affairs where stakeholders were isolated by the set up. Comments and concerns were communicated only with staff and consultants, which allowed staff and consultants to cherry pick favorable comments and ignore those who raised unfavorable concerns. At one meeting, public input as a group only was allowed after one attendee demanded it.
 - Meetings with the public were set up to ensure that there was little time for questions, and when questions were asked, it was frequently the case that the answer was that the information sought was unknown.

- Failure to properly inform TAC members made for difficult decision making.
 - Incomplete and inaccurate information was a problem, along with staff and consultants whose knowledge of the area appeared to be limited. For example, a route along Interstate 35E was discussed as a possibility for months, despite TAC members’ repeatedly informing the consultants that an existing federal court order prohibited that option. Countless hours were wasted on exploring this option, and only withdrawn after a TAC member brought in a copy of the court’s 1984 order.
 - The materials presented were often skewed to avoid uncomfortable facts. For example, when examining the public input on a Smith Avenue option, the consultants described the input as coming from “only one business.”⁵ That one business was United Hospital, one of the largest employers in St. Paul and the owner of virtually all the property along the street. The hospital went so far as to hire its own engineers to review the environmental impacts on its activities. Yet this was presented to the TAC as “only one business” in a manner designed to diminish its importance.
 - TAC members often received information last-minute information with no opportunity to review and ask meaningful questions.
 - While agendas were often sent out several days before the meeting, the voluminous materials were often available less than a day beforehand, limiting

⁴ See Exhibit 4.

⁵ See Exhibit 5.

the chance for members to examine the facts and conclusions of staff and consultants.

- For example, the materials for one TAC meeting (Feb. 23, 2017) were distributed after 11:00 p.m. the evening before, with additional materials being sent at 6:30 the morning of the meeting.⁶ These materials highlighted the success of a streetcar line that had been built in Kansas City, implying that billions of dollars of economic development had resulted from that project.⁷ There was no time to do the basic research that would have revealed that the line was a free, one-mile circulator financed by property assessments that had only been in operation for eight months and that most of the purported development had been built or planned before the project was in.

MODERN STREETCAR WILL CAUSE ENVIRONMENTAL DAMAGE IN THE WEST 7TH CORRIDOR

Aside from the one-sided process that led to the consultant's determination of a Locally Preferred Alternative, the very real impacts of a billion dollar plus rail project in this corridor have been ignored, downplayed, and left for the future.

- There will be a deterioration of transit service to West 7th.
 - The consultant's own analysis shows a loss of stops, with at least three stops lost.⁸ West 7th lost its local bus service in the early 2000's as a result of the last Riverview Corridor study, and most of the corridor is only express service, with infrequent stops. The current plans will exacerbate that loss.
 - Most often, when a big transit project is added, those bus routes that go into that line are turned into feeder routes. The termination of Routes 74 (Randolph) and 70 (St. Clair) would require riders to transfer to the rail, and numerous local stops would be lost. This would eliminate eight of the ten stops these routes make along West 7th.
 - By most measures, the travel time for a rail option would actually increase between downtown and the airport.
- Bicycles and pedestrians will lose.
 - Sidewalks will be narrowed, up to three feet in the very crowded area around the Excel Center.
 - Crossing West 7th is already very dangerous. Will pedestrians be allowed at all crosswalks? Can the train stop in time to let pedestrians have the right of way? What happens when auto in shared-use lane stops for a pedestrian as required by state law?
 - No room whatsoever for bicycles, and should they attempt to ride in a rail corridor, the danger from rail ruts is obvious. Unlike University Ave., there is no parallel street suitable for a bicycle route. The 2015 St. Paul Bicycle Plan has West 7th as a location for "enhanced shared lane" treatment; any rail option undermines that plan.⁹

⁶ See Exhibit 6.

⁷ See Exhibit 7.

⁸ See Exhibit 8.

⁹ See Exhibit 9.

- Construction disruptions are likely to far worse than elsewhere.
 - The West 7th neighborhood is already fairly isolated due to the construction of Interstate 35E. There is no easy way to get to West 7th, and construction will make people stay away even more.
 - There are a number of properties whose only street access is on West 7th, and many do not have alleys or nearby side streets.¹⁰ University Ave. occupants had alleys to access property; many here do not.
 - Construction in this area is likely to be far more complex than anticipated. The rock formations have always made construction in the area a unique challenge.¹¹ Yet the consultants have continuously stated that they are not interested in these details, which will likely cause construction to take far longer than on University.

CONCLUSION

Fifty years ago, many urban communities were urged to go along with the building of freeways that aided in their own destruction in the name of progress. West 7th was the victim of such thinking when Interstate 35E was built to ensure downtown access to the airport. It again was compelled to allow the rebuilding of Shepard Road as a semi-freeway, again to ensure downtown access to the airport. One project isolated the neighborhood from the rest of the city; the other separated it from the Mississippi River. Now, in order to ensure downtown access to the airport, the center of the neighborhood is about to be sacrificed.

Enough is enough. There is an alternative that meets the needs of the neighborhood and its businesses, fits the purposes and needs outlined in this process, and does so at a cost of less than 10% of the recommended option. This option does so in spite of the lead consultant's contract that predetermined the outcome of the study, a FTA New Starts deliverable. The PAC should exercise independent analysis and common sense and choose ABRT as the Locally Preferred Alternative.

Respectfully submitted,

Daniel Kueny
Member, Technical Advisory Committee

¹⁰ See Exhibit 9.

¹¹ See Exhibit 10.

Attachments to Minority Report

1. Excerpts from AECOM Work Plan as approved by Ramsey County Regional Rail Authority and County Board
2. Sides face off in court in protracted Southwest light rail dispute, "Minneapolis Star Tribune, October 4, 2017.
3. Detailed Evaluation Criteria, January TAC materials
4. Draft FTA New Starts Ratings chart, September 28, 2017, TAC materials
5. Public Input: Route chart, September 28, 2017, TAC materials
6. Transmittal email for TAC materials, February 22, 2017, 11:08 p.m.
7. Materials for TAC February 2017 meeting regarding Kansas City streetcar
8. Chart of bus stops lost
9. Excerpt from Saint Paul 2015 Bicycle Plan
10. Properties with curb cuts directly on West 7th with no side street access
11. Saint Paul Rock Map

Exhibit 1

Excerpts from AECOM Work Plan
As approved by Ramsey County Regional Rail Authority and County Board

EXCERPTS FROM AECOM WORK PLAN APPROVED BY RAMSEY COUNTY

Task 2: Project Management

The AECOM Team Project Manager and the Core Task Managers will report the status of the project budget, work effort, progress and schedule. **A key part of the professional management of this study will be the responsiveness to the latest guidance from the FTA regarding the Riverview Corridor LPA's entry into the New Starts funding program.**

Task 6: Development and Screening of Initial Alternatives

The AECOM Team will develop and conduct a high-level evaluation of the initial alternatives that identifies a manageable set of the most promising alternatives that should undergo more detailed development, evaluation, and consideration in subsequent phases of the Riverview Corridor PPD. The evaluation criteria will include a mixture of quantitative and qualitative measures, and will flow from the project Purpose and Need Statement, goals and objectives, and market analyses established in Task 5; **the evaluation criteria will be designed to evaluate future performance against FTA New Starts rating criteria.** Evaluation criteria will be reviewed by and approved by the TAC and PAC prior to being used for the analysis. This scope of work assumes a two-step evaluation process wherein Task 6 is the first step that entails an initial screening. This phased approach would facilitate building consensus on the alternatives that should advance for more detailed development and analysis in Task 7.

* * *

The Build alternatives will be combined with a No-Build alternative and carried forward for development and evaluation through this Riverview Corridor PPD study. **Considerations when defining the No-Build alternative include a review of the Metropolitan Council's Transportation Policy Plan, FTA New Starts project justification criteria, and FTA NEPA regulations.**

Task 9.1: Implementation Plan

Drawing on the AECOM Team's extensive local experience with recent project implementation (Metro Green Line and Green Line Extension LRT, Nicollet-Central Alternative Analysis, and the Union Depot), **the AECOM Team will prepare a detailed implementation plan in accordance with FTA project development requirements. The plan will be designed to guide the activities required for formal application to the FTA New Starts program.**

The plan will lay out a schedule for preliminary engineering, final design and construction. The Implementation Plan will explicitly detail implementing and operating roles for RCRRA, Metropolitan Council/Metro Transit, MnDOT, local agencies (city, county, regional parks), and possibly freight railroads for each stage of project development. The project schedule will detail a realistic set of activities and durations identifying the responsible agency to lead the project's environmental clearance, LPA selection, adoption into Long Range Transportation Policy Plan, preparing the local funding plan, **preparing the FTA New Starts Application**, and preparing the procurement for design/construction and eventually operations and maintenance.

Exhibit 2

Sides face off in court in protracted Southwest light rail dispute, "Minneapolis Star Tribune, October 4, 2017.

Sides face off in court in protracted Southwest light-rail dispute

Judge Tunheim says he will rule "quickly" on the contentious, \$1.9B project.

By **Janet Moore** Star Tribune

October 4, 2017 — 10:51pm



Met Council, Star Tribune A rendering of the Southwest Light Rail train passing through the Kenilworth Lagoon.

Text size

Lawyers battling over the fate of the \$1.9 billion Southwest light-rail line faced off in a courtroom Wednesday afternoon for the first time in two years.

The future of the largest public works project in state history now lies with U.S. District Judge John Tunheim, who said he will rule "as quickly as possible" on a lawsuit filed by neighbors opposed to the LRT line.

The Lakes and Parks Alliance sued in federal court three years ago, claiming the Metropolitan Council violated federal law when it chose the current LRT route above all others before an environmental study was completed.

The 14.5-mile line would run between downtown Minneapolis and Eden Prairie, beginning service in 2022. But its 2.5-mile jog through the Kenilworth corridor, a popular area for bicyclists and pedestrians in Minneapolis' Chain of Lakes area, spurred neighbors to protest, beginning a long legal odyssey for all those involved.

The Met Council denies the Alliance's claims, and says the deadline for the group to sue the Federal Transit Administration (FTA) over federal environmental laws has long passed. The issue, the council says, is moot and the case should be dismissed.

If Tunheim rules in the Alliance's favor, additional environmental study aimed at considering alternative routes could be in order, causing more delay and expense on a project that has encountered mounting difficulties in recent years.

Those challenges include Republican state lawmakers who have refused to pay more to fund Southwest, uncertainty over a federal matching grant, and construction bids that recently came in too high, forcing the project to be rebid. More than \$187 million in local money already has been spent on pre-construction work along the line.

Tunheim could side with the Met Council, and the project would continue along its current route, which also winds through St. Louis Park, Hopkins, and Minnetonka. More nuanced legal rulings could result, as well. Either side could appeal Tunheim's ruling.

The mood at Wednesday's hourlong hearing in downtown Minneapolis, attended by about three dozen neighbors, was polite, as attorneys for the two sides revisited the project's often-convoluted history.

'Cake was baked'

Lewis Remele Jr., one of the Alliance's attorneys, highlighted several e-mails among Met Council officials and other internal documents culled from a discovery request that involved 25,000 documents.

These missives prove the council pursued the current route without regard to alternatives, he said, noting "the cake was baked."

Some alternatives discussed over the years include constructing the line along Nicollet Avenue and the Midtown Greenway in Minneapolis. Another involved rerouting freight traffic through St. Louis Park — current plans call for Southwest to share the Kenilworth corridor with Twin Cities & Western Railroad trains.

This was done, Remele contended, to keep Southwest placed high in the federal funding queue — the FTA is expected to contribute \$929 million to the project. "The Holy Grail in this process is to get that federal money," he said. "Damn the torpedoes, it doesn't matter if it's legal."

'A clear outlier'

Charles Nauen, an attorney for the Met Council, maintained Southwest "has gone through a full and thorough environmental review, there were no limits on the choices for alternative routes."

Furthermore, the Alliance "seeks a radical departure from established [legal] precedent," Nauen argued in a legal brief. "This case is a clear outlier."

He discounted the internal documents cited by the Alliance, saying they were part of normal communication among members of the project's staff.

2017-11-14 10:11 AM



★ January TAC Meeting ★ February TAC Meeting

For TAC Review
 Work In Progress, Subject To Change Without Notice

Exhibit 3

Detailed Evaluation Criteria, January TAC materials

Exhibit 4

Draft FTA New Starts Ratings chart, September 28, 2017, TAC materials

Draft FTA New Starts Ratings

Environmental Benefits &
Economic Development
Rating TBD

Alternative	Anticipated Cost-Effectiveness Rating	Anticipated Congestion Relief Rating	Anticipated Mobility Rating	Anticipated Land Use Rating	Anticipated Project Justification Rating (based on 4 criteria available)*
Alt. 2: Arterial BRT	Medium-High to Medium-Low	Low	Medium-Low	Medium	Medium or Medium-Low
Alt. 4b: Modern Streetcar – W. 7 th -Hwy 5	Medium-Low	Medium or Medium-Low	Medium	Medium	Medium
Alt. 6: Modern Streetcar – W. 7 th -Ford Site	Medium-Low or Low	Medium-Low	Medium	Medium	Medium or Medium-Low
Alt. 8: Modern Streetcar – CP Spur-Ford Site	Medium-Low or Low	Medium-Low	Medium	Medium	Medium or Medium-Low
Alt. 10b: Modern Streetcar – CP Spur-Hwy 5	Medium-Low or Low	Medium-Low	Medium	Medium	Medium or Medium-Low

*Alternatives receiving a Medium, other than Alt. 4 with a Medium for Congestion Relief, based on these metrics can receive a Medium-Low if other criteria is a Medium or higher or a Low if the other criteria is a Medium-High or higher.

**Alternative 4 with Medium for Congestion Relief can receive Medium-Low or better on remaining criteria, or a Low if the other category is a Medium or higher.

*Alternatives receiving a Medium-Low, other than Alt. 2 with Medium-Low for Cost Effectiveness, need to receive a Medium or higher on the remaining criteria.

*Alternative 2 with Medium-Low for Cost Effectiveness needs to receive at least a Medium-High and Medium or High and Medium-Low in the remaining criteria.

**Alternative 2 ABRT was evaluated using Small Starts criteria. The other alternatives were evaluated using the New Starts criteria.

TAC Draft
Work in Progress; Subject To Change Without Notice

Exhibit 5

Public Input: Route chart, September 28, 2017, TAC materials

Public Input: Route

Route	Comments
W. 7th Street	<ul style="list-style-type: none"> Better access for people who rely on or choose to use transit, better access to businesses and other activity centers (45%) Impacts to neighborhood and business (55%)
CP Rail Spur	<ul style="list-style-type: none"> Existing tracks, less traffic and business impacts (55%) Impacts to residences; less access to businesses and activity centers; preserve Spur for bike/ped trail only (45%)
St. Paul Ave	<ul style="list-style-type: none"> Preserve CP Spur for bike/ped trail only (40%) Impacts to residences (60%)
Smith Ave	<ul style="list-style-type: none"> Only one person and one business provided feedback on Smith Ave Remain on W. 7th to keep route simple for transit riders and visitors; impacts to hospital

Note: Percentages represent, of the comments that mentioned the topic, the percentage that mentioned those items



Exhibit 6

Transmittal email for TAC materials, February 22, 2017, 11:08 p.m.

From: "Manlapaz, April" <April.Manlapaz@aecom.com>

Date: 2/22/17 11:08 PM (GMT-06:00)

To: Anton Jerve <anton.jerve@ci.stpaul.mn.us>, Bill Lindeke <blindeke@gmail.com>, "Chuck Hubbard (chuck_hubbard@cpr.ca)" <chuck_hubbard@cpr.ca>, Craig Lamothe <craig.lamothe@metrotransit.org>, Dan Kueny <dmkueny@gmail.com>, Erik Hare <erikhare@gmail.com>, Gary Thompson <gkthomp@yahoo.com>, Gina Mitteco <gina.mitteco@state.mn.us>, Heidi Schallberg <heidi.schallberg@metc.state.mn.us>, Innocent Eyoh <innocent.eyoh@state.mn.us>, Joe Lux <joseph.lux@co.ramsey.mn.us>, Joe Scala <joseph.scala@co.hennepin.mn.us>, Jon Fure <office@capitolrivercouncil.org>, Justin Weingartz <justin.weingartz@gsa.gov>, Katie DiSanto <Katie@saintpaulchamber.com>, Kevin Roggenbuck <kevin.roggenbuck@co.ramsey.mn.us>, Larry Peterson <larry.peterson@state.mn.us>, Laurie Hansen <ljh@sppa.com>, Mark Finken <mark.finken@ci.stpaul.mn.us>, Mike Rogers <Michael.Rogers@co.ramsey.mn.us>, Pat Mosites <pat.mosites@mspm.com>, "Pflaum Don (donald.pflaum@ci.minneapolis.mn.us)" <donald.pflaum@ci.minneapolis.mn.us>, Schane Rudlang <srudlang@BloomingtonMN.gov>, Susan Overson <susan_overson@nps.gov>, "Thompson, Scott" <Scott.Thompson@metrotransit.org>, Tom Brock <tbrock651@yahoo.com>, Tom Pfannenstiel <tom.pfannenstiel@mnhs.org>

Cc: "Shepard, Erika" <Erika.Shepard@aecom.com>, "Canfield, Amy" <amy.canfield@aecom.com>, "Chris Hiniker Chris Hiniker <chiniker@sehinc.com> (chiniker@sehinc.com)" <chiniker@sehinc.com>, "Coleman, Patrick (AECOM Consult, Inc.)" <Patrick.Coleman@aecom.com>, Cristina Diaz <cdiaz@zanassoc.com>, "Dorn, Mark" <mark.dorn@aecom.com>, Hannah Pritchard <hpritchard@tooledesign.com>, Joy Miciano <jmiciano@zanassoc.com>, Matt Orenchuk <morenchuk@ctgconsult.com>, "Raine, Alden" <Alden.Raine@aecom.com>, "Stavish, Nancy" <nancy.stavish@aecom.com>
Subject: RV TAC - Draft Presentation, 23 Feb 2017

Dear Riverview TAC Members:

Herewith is the presentation for our meeting tomorrow morning.

See you all then,

April

m 612.300.9807

Exhibit7

Materials for TAC February 2017 meeting regarding Kansas City streetcar



5. KANSAS CITY TOUR UPDATE

Work In Progress; Subject To Change

Kansas City Streetcar Tour

February 16-17, 2017

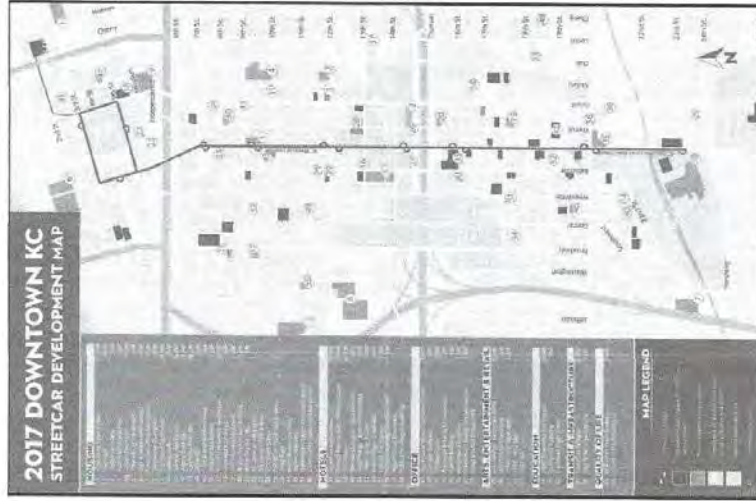
- 4 mile loop
- 5,830 daily trips (2,700 forecast)
- Funding through a Taxing District
 - 1% sales tax
 - Property assessment (public and private)
 - Surface parking space fee (does not apply to business owned lots)
- Business impact Survey
 - 97% positive impact
 - 80% positive change in revenue
 - 83% positive change in foot traffic



Kansas City Streetcar Tour

February 16-17, 2017

- **Economic Development**
 - \$1.2 Billion completed or under construction
 - \$955 million planned
- **Residential Units**
 - 24,000 Downtown Residents
 - 2,500 units under construction
 - 3,900 units planned
- **Office**
 - \$114 million completed or under construction
 - \$182 million planned
- **Hotel Rooms**
 - 348 under construction
 - 1,300 planned



Work In Progress; Subject To Change

Exhibit 8

Chart of bus stops lost

**ANALYSIS OF STOPS LOST ALONG WEST 7TH UNDER CURRENT RIVERVIEW
PLANNING**

Stop	Current Express Bus Stops on 54¹	Current Local on Routes 74 & 70²	Proposed Riverview Rail across Hwy 5³
Walnut	54	74 70	
Grand	54	74 70	X
Smith		74 70	
Goodrich		74 70	
Ann		74 70	
Superior		74 70	
St. Clair	54	74 70	X
Jefferson		74	
Palace/Toronto		74	
Randolph	54	74	X
Tuscarora	54		
Otto	54		X
Albion	54		
Montreal			X
Homer			X
Rankin	54		
St. Paul Ave./Madison	54		
Maynard	54		X
Davern			X
Number of stops	11	10	8

¹ This is the current express 54 service, which resulted after local service on the route was eliminated in the early 2000's following the last major study of the Riverview Corridor.

² Other rail projects have seen the elimination of routes such as 70 (St. Clair Ave.) and 74 (Randolph Ave.) turned into feeder routes for the rail project and terminating at the new rail project. Questions as to whether this practice will be implemented for this project have not been answered.

³ Stops for rail across Hwy 5 are taken from January 2017 Riverview Corridor "Most Promising Alternatives" memo, page 7.

Exhibit 9

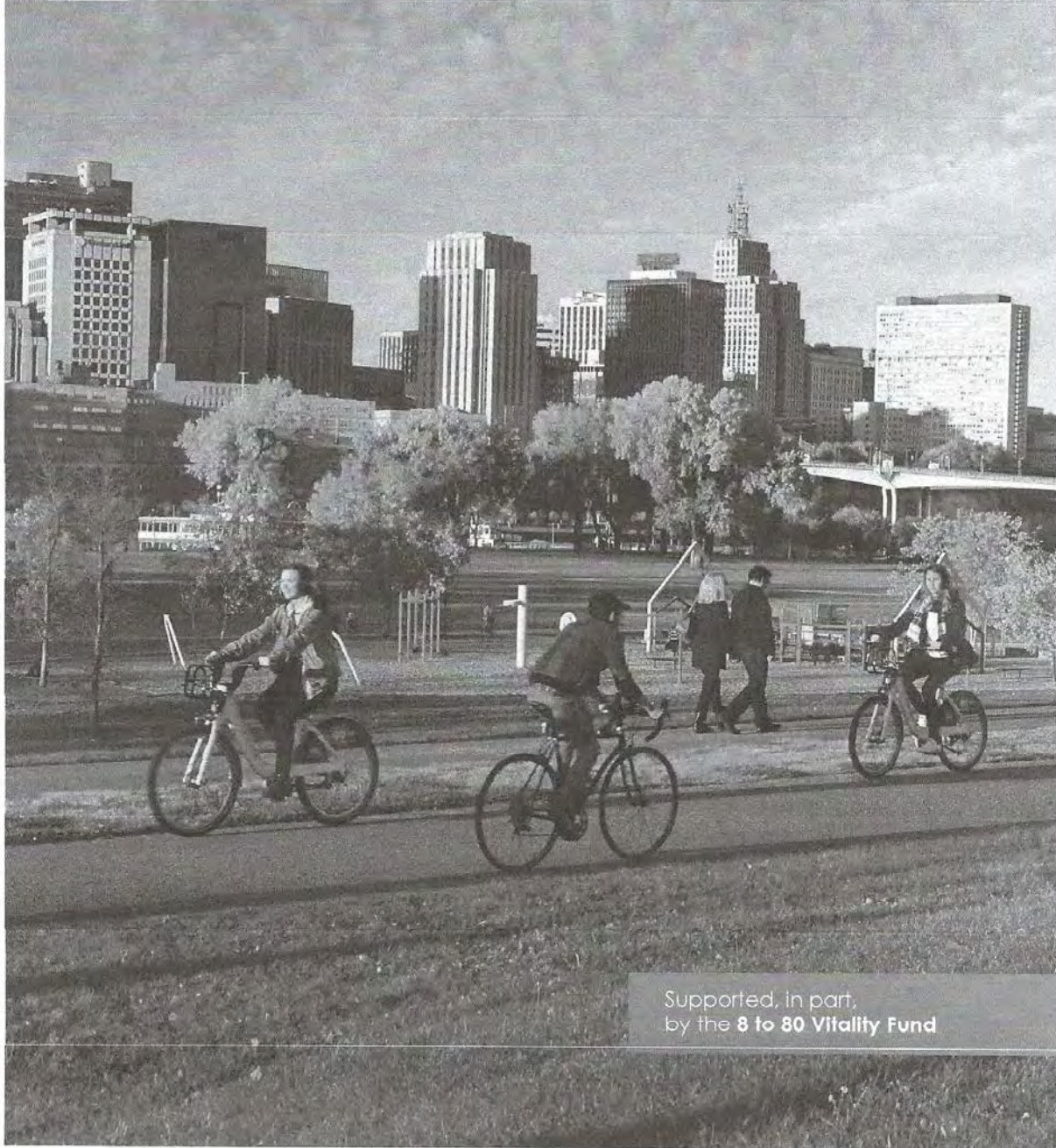
Excerpt from Saint Paul 2015 Bicycle Plan

Adopted 3/18/2015
Last Updated 10/7/2015



Saint Paul Bicycle Plan

An Addendum to the Saint Paul Comprehensive Plan



Supported, in part,
by the **8 to 80 Vitality Fund**

6.11 Interim Facilities & Other Notes

In some cases, the planned bikeways identified in this plan are intended to be an interim measure until alternative facilities can be developed. Several of the planned bikeways have been identified as interim facilities, while others have unique circumstances or conditions. A summary of these conditions is presented below:

Table 6.11.1 Interim Facilities & Other Notes

Street Name	From	To	Length (Miles)	Existing Facility Type	Planned Facility Type Group	Notes
Marshall Ave	Western Ave	John Ireland Blvd	0.4		In-Street Separated Lane	Counter-flow bike lane.
Manomin Ave	George St	Cherokee Ave	0.1	Enhanced Shared Lane	Enhanced Shared Lane	Existing interim route until Cherokee Ave Trail extension across Smith Ave is constructed.
George St	Cherokee Ave	Smith Ave	0.1	Enhanced Shared Lane	Enhanced Shared Lane	Existing interim route until Cherokee Ave Trail extension across Smith Ave is constructed.
George St	Smith Ave	Manomin Ave	0.1	Bike Lane	In-Street Separated Lane	Existing interim route until Cherokee Ave Trail extension across Smith Ave is constructed.
Hamline Ave	Montreal Ave	Pierce Butler Rte	3.8		In-Street Separated Lane	Implementation of bike lanes is contingent upon further engineering study and traffic analysis. Portions of this alignment may not be feasible with current traffic volumes.
Aldine St	Summit Ave	Carroll Ave	0.8		Bicycle Boulevard	Must convert roadway to 2-way traffic and remove parking.
Earl St	Wakefield Ave	Maryland Ave	1.7		In-Street Separated Lane	Northbound bike lane - One-way pair with Forest Street.
Forest St	Old Hudson Rd	Maryland Ave	1.7		In-Street Separated Lane	Southbound bike lane - One-way pair with Earl Street.
University Ave	Raymond Ave	Aldine St	1.4		Enhanced Shared Lane	Recommended as interim route until alternate parallel routes to north and south are established.
Vandalia St	Territorial Rd	Ellis Ave	0.2		Enhanced Shared Lane	Recommended as interim route until Minnehaha Avenue extension from Vandalia Street to Prior Avenue can be developed.
Ellis Ave	Vandalia St	Transfer Rd	0.2		Enhanced Shared Lane	Recommended as interim route until Minnehaha Avenue extension from Vandalia Street to Prior Avenue can be developed.
Charles Ave	Raymond Ave	Transfer Rd	0.6		Enhanced Shared Lane	Recommended as interim route until Minnehaha Avenue extension from Vandalia Street to Prior Avenue can be developed.
Jackson St	Trout Brook Regional Trail	Arlington Ave	0.4		Off-Street Path	Recommended as interim route until ROW can be acquired from RR as identified in Trout Brook Regional Trail Master Plan.
W 7th St	Kellogg Blvd	Mississippi River Blvd	5		Enhanced Shared Lane	Implementation of enhanced shared lanes will not displace parking or travel lanes.

Exhibit 10

Properties with curb cuts directly on West 7th with no side street access

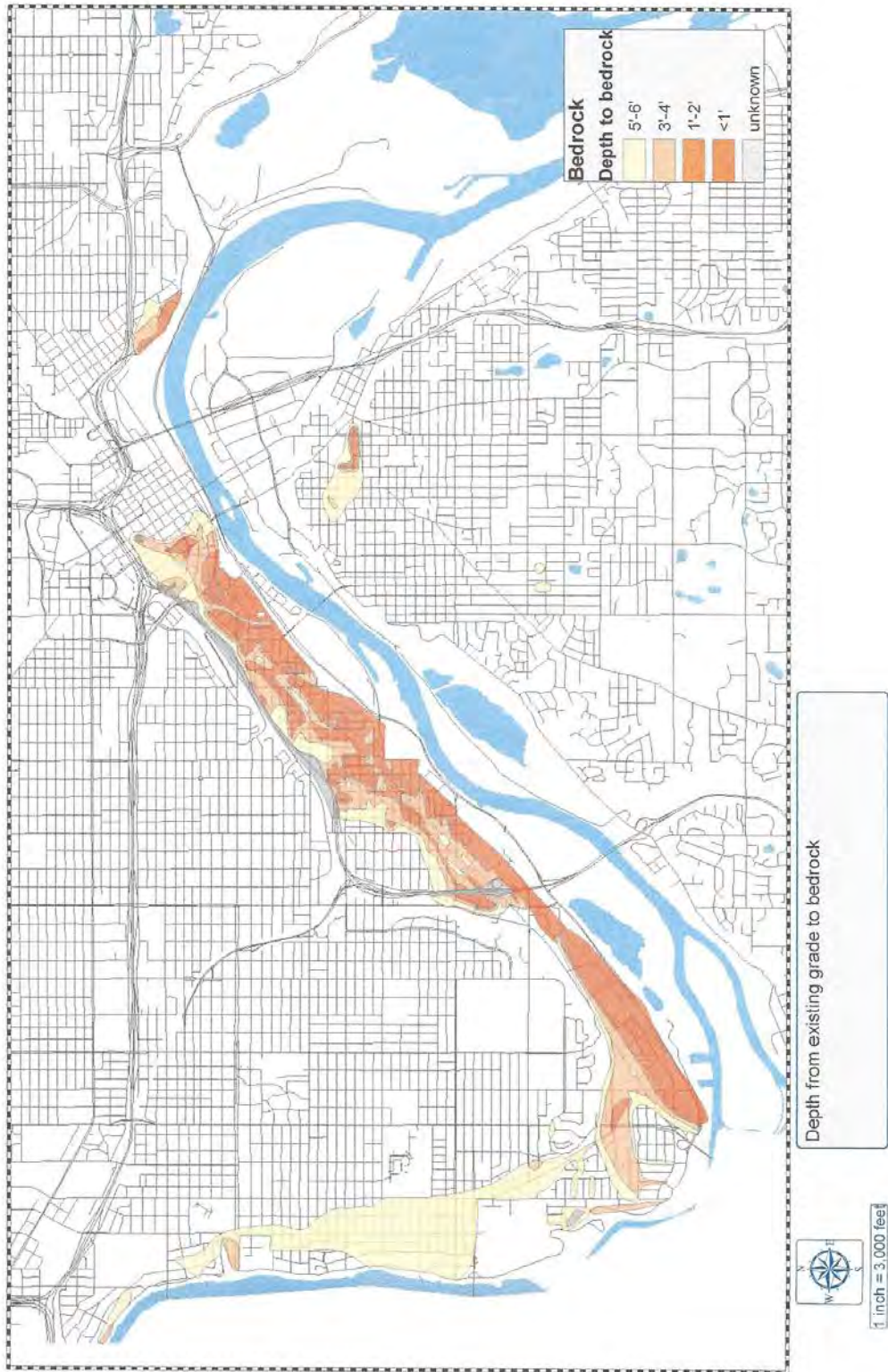
Analysis of West 7th Curb Cuts and access to parking lots

Buildings that have parking lots that only open on to West 7th and would be essentially “land locked” with no vehicle entrance at all:

Professional building at railroad crossing at Alton Street
Caribou
Nilva & Fritch Law Firm
Series of single family homes on southeast side of West 7th north of Madison Street
Office for Seventh Street Storage
Mickey's Diner
Famous Dave's
School District office building
Post office parking (across West 7th from Post Office)
Burger King
Animal Hospital
Professional Building next to DaVita Dialysis
DaVita Dialysis
Insty Prints
Fresh grounds
Single family house south of Vine Park
Brake Bread
Parking lot behind Immanuel Baptist Church
Small lot behind Laundromat
Series of single family homes with driveways between Randolph and Bay
Donahue Building
Supatra's Restaurant
West 7th Federation building
Tease Hair Salon
J.W. Hulme
Professional buildings northwest side of West 7th
Mancini's
Eyes All Over building parking lot
Salvation Army
Bonfe's drive through
Labor bldg.
Bonfe's Mechanical building entrance
EMS academy garages
St. Croix Cleaners
Old Dairy Queen
Woodfire Grill
Valet Parking at Cossettas

Exhibit 11

Saint Paul Rock Map



Appendix H

Draft LPA

October 13, 2017 to November 17, 2017

Full Comments

Draft Locally Preferred Alternative: Modern streetcar on W. 7th Street crossing the river near Hwy 5 bridge

Pro

- Nice. [regarding draft LPA]
- I think it'd be nice! [regarding draft LPA]
- I like that we needed wonderful.idea???? [sic] [regarding draft LPA]
- Why do people always fight against an integrated system that is connected and easy to use? Why do people insist on making it so difficult to the users? [re: Riverview Public Hearing Announcement]
- The area is growing and changing. The streetcar is an appropriate addition for this corridor to meet the transportation needs of future generations. Permanence and predictability, not flexibility, is what is needed here. The modern streetcar will be a good fit. [re: Riverview Public Hearing Announcement]
- I think a W. 7th Street streetcar is a wonderful idea! I would use it a lot. [re: Riverview Public Hearing Announcement]
- I fully support a modern and efficient trolley system along W. 7th Street and connected to the Union Depot. It would improve transit to and around downtown, promote neighborhood development, enhance local businesses, and make possible new food networks, urban farms, neighborhood gardens, and farmers markets. Thanks for all your work
- I wrote to voice my strong and enthusiastic support of the proposed streetcar line along W. 7th Street from Saint Paul to the airport. This crucial "3rd leg" of the triangle is an important step to completing an urban transit build-out and will provide a shot in the arm to development efforts all along the line. Throughout the city, of course, as the transit system gets more robust, we can expect higher density and more commercial and residential projects.
- This is such an important project for our region, I look forward to this being part of our METRO system someday. Please approve the streetcar via Hwy 5!
- Support for LPA – most people who I talked to were project supporters.
- This is such an important project for our region, I look forward to this being part of our METRO system someday. Please approve the streetcar via Hwy 5!
- I support the draft Locally Preferred Alternative for the Riverview Corridor. The health, sustainability, economic, and racial equity benefits of better transit options are critically important for our community. I am excited about plans to bring modern streetcar to W. 7th Street, and I definitely do not support the No Build option.
- Transit, along with sports and culture, is also a key factor that the most sought-after young people use in assessing the attractiveness of a place to settle. So while helping current residents get around this project will be another "feather in the cap" of Saint Paul.

- I support the locally preferred alternative of modern streetcar between the Mall of America and Downtown Saint Paul via the Blue Line tracks, Hwy 5 and W. 7th Street.
- I write to support the draft Locally Preferred Alternative for the Riverview Corridor. The plans to bring modern streetcar to W. 7th Street are great; I do not support the No Build option. The benefits of better transit options are critically important for our community.
- I write in support of the modern streetcar Plan. The urban core of Saint Paul has a very limited number of potential routes of dedicated rail lines. The smartest way to accommodate projected population growth in the metro area is to build transit that supports the greatest possible ridership and incentivizes the densest-possible development along these limited potential routes. This is a vital opportunity to improve socioeconomic equity, environmental sustainability, and economic strength in our great city and region. Let us not squander it.
- A no-build option is not acceptable. A BRT line would fall short of this project's potential. The idea that we have only chosen the modern streetcar as the LPA because it is eligible for federal funding is a cynical and myopic vision of what our great city could become. If anything, the availability of federal funding for the streetcar is evidence that Saint Paul and other cities need high-capacity, high-density transit to accommodate future growth and innovation. Please, help us realize a greater future for Saint Paul, and support the Modern Streetcar option for Riverview.
- This email is to affirm my support of the locally preferred alternative of the streetcar on W. 7th Street to cross at Hwy 5 bridge. I believe this alternative is the best compromise for worried businesses while also serving a greater population with better transit on W. 7th Street. I've heard from residents who rely on the current bus service that capacity is a significant issue, which streetcars will resolve, but BRT will not. I also believe that having a train is important in terms of elevating the capitol city and drawing new businesses and tourists to our area in particular the service from the airport.
- I support the draft Locally Preferred Alternative for the Riverview Corridor.
- I support the draft Locally Preferred Alternative for the Riverview Corridor. The health, sustainability, economic, and racial equity benefits of better transit options are critically important for our community. I am excited about plans to bring modern streetcar to W. 7th Street, and I definitely do not support the No Build option.

Con

- No no no no. [regarding draft LPA]
- I can't understand why one [Facebook] writer said we need permanence rather than flexibility. Yes, we need flexibility, but that simply requires improving the bus system, not ripping up the road to install permanent tracks. W. 7th Street will be a nightmare while this is being built, and then changes will come that may require route changes. There are marvelous modern buses that meet every supposed plus for streetcars. There are also dangers and problems associated with these cars, particularly regarding bicycles. Just Google "streetcar dangers." [re: Riverview Public Hearing Announcement]
- Boooooo [regarding draft LPA]
- I do NOT support the draft Locally Preferred Alternative for the Riverview Corridor of a streetcar. The health, sustainability, economic, and racial equity benefits of better transit options are critically important for our community but I am NOT excited about plans to bring modern streetcar to W. 7th Street when a rapid bus line like the A Line works well, is more cost effective and is a better choice for minimizing disruption of businesses.

- I absolutely DO NOT support this. If putting in a streetcar is anything like putting in LRT, it will be a nightmare. I take the Route 54 bus and then LRT to 10th St and Cedar St where I work. The misery of trying to get around downtown Saint Paul during the installation of the LRT was brutal. I strongly believe that things are operating just fine as is. And I'd truly like to know what travel alternatives for those of us that travel down W. 7th Street might be. Particularly those of us that take mass transit. So, NO. Not standing behind this even though I know it is going to happen no matter what.
- I really, really don't think that a modern streetcar is the right solution. The expense vs. the value for the dollar paid is too much. I've read the materials, but I don't buy it.
- I'm disappointed, but as usual, the Powers that Be are going to do what they want, and reach into my pocket to steal my hard earned dollars to pay for it (just like the stadiums and all of the other so-called "improvements" that are constantly inflicted on us). I'm not surprised, but I am - again - disappointed.
- I understand the larger goals of metro access to the Mall of America and the airport, and also see that the times to get to these locations from Saint Paul are not improved enough to justify the cost of streetcar. I also see the eagerness for something "big and sparkly" to attract federal dollars is a strong motivator. Not the right reasons to go ahead. While there still seems to be a lot of confusion and discord surrounding the Riverview Corridor project I think there is a lot of agreement that improvements can be made to help the area live up to its full potential. As someone who lives and works in the area I want all the communities touched by the corridor to reap the benefit of that potential. The current local area businesses and residential areas along the full length of W. 7th Street and downtown are destinations in their own right; they should not be seen as pass-throughs for a transportation system meant to move people from point A, airport, to point B, downtown. Meeting the needs of the people who currently live, work, or otherwise frequent this area now is, in my opinion, a much more promising approach to growth and development than catering to the hypothetical, projected, potential future riders that may or may not materialize in the lengthy amount of time it would take to implement the draft modern streetcar proposal.
- I'm in W. 7th Street for the long haul and am hopeful the LPA can undergo a change before the decision for rail is set in concrete
- Feedback was solicited at the last public meeting I attended regarding the following: "Does the draft LPA, modern streetcar on W. 7th Street crossing near the Highway 5 bridge, address the four project needs for the Riverview Corridor?" Here are my responses to each of those four project needs.
 - 1. The draft LPA addresses the growth in population and employment in the corridor, and the increase in travel demand. My response is no, the current draft LPA does not provide any concrete plan to address the growth in the Highland Park neighborhood, specifically the Ford Site development. A long-term plan to build rail infrastructure might drive growth around the immediate infrastructure but it does not provide any flexibility for accommodating growth outside its immediate area. Alternate or additional routes are not a reasonable possibility and opportunities for connections to other areas are limited and complicated. Buses can change their routes to go to where the growth is, a streetcar can only accommodate growth and demand on its own particular street.
 - 2. The draft LPA provides improved transit service for people who rely on transit. My response is no, the draft LPA actually worsens transit service for people in adjacent neighborhoods who rely on transit.

- The current Route 54 takes 41 minutes to run its 12.4-mile route. The proposed modern streetcar will take an estimated 44 minutes to run an 11.7-mile route. Taking a longer amount of time to run a shorter route is absolutely not an improvement.
 - The current Route 54 has 26 stations. The proposed modern streetcar will only have 20 stations. This proposal is focusing on moving people through the corridor rather than focusing on the community that it is running through, which should be the first priority. Reduced stops will likely be a huge inconvenience for all of the people who use the six stations that are being cut and the nearby businesses. This also calls into question the efficiency of the modern streetcar that it takes longer to run a shorter route and also makes fewer stops. Again, not an improvement.
 - The proposed route for the modern streetcar in downtown Saint Paul would be the existing LRT route. For a large part of downtown that is 4th Street East. The current Route 54 runs on 5th and 6th Streets. Moving this main transit route down to 4th Street will result in a lot of people, probably a significant portion of downtown users, having to walk a few extra blocks to and from the new route to their usual destinations. Moving the stops for a well-used downtown transit line a couple blocks further from the center of downtown does not improve transit for people who rely on it.
- 3. The draft LPA supports reinvestment and economic development in the corridor. My response is no, the draft LPA actually threatens the existing economy of the neighborhood. A lot of local business will suffer during the proposed construction. Even once completed, the streetcar adds another element of dangerous traffic on an already busy street lined with businesses that rely on pedestrians safely walking around, especially on event days. The streetcar will not be instead of buses, it will be in addition to, as Route 54 is only one of many bus lines that pass through the area. Those business may also possibly permanently lose parking spaces. Changes to traffic lanes may also cause problems for those who are supporting the economy in the area. Also, large neighborhood events such as the St. Patrick's Day LuckyPalooza and the street party following the Red Bull Crashed Ice events, which bring in huge crowds for business along the corridor, may be jeopardized by a rail line running right through them.
 - 4. The draft LPA helps improve the existing transportation network. My response is no, the draft LPA does not improve the transportation network. This is not by any means uncharted territory. Every part of the corridor is already served by the existing transportation network. This draft is merely duplicating a service that already exists, public transportation between the Union Depot and the Mall of America, and doing so at an astronomical cost.

Vehicles

ABRT

- Could have already been BRT already. Now this may be ten years out. Was waiting for rails really worth ten years wait? [re: Riverview Public Hearing Announcement]
- As someone who has relied heavily on the Blue Line for transportation I'd say yes, it's consistently on time and takes half the time of a bus.

- As someone who prefers the A Line to the Green Line, I strongly disagree. The A Line is fast and efficient and safe. The Green Line hurts businesses and divides neighborhoods. People have died because they stuck it in the middle of the street.
- Mero Transit's C line will be using buses that seat 60 to 70 people with standing room for just as many over. The standard modern street car only seats 30 - 35. An example of these would be the modern Skoda design used for some street cars on DC's new line. Istanbul has a single bus line that carries 3/4 of a MILLION riders per day. Buses can carry just as many people as rail. Capacity for either is a matter of design on the route, not whether or not the wheels are steel or rubber.
- I do not support streetcars on W. 7th Street. At more than three times the cost of a bus line like the A Line, much more can be done with the money. I have ridden the bus to and from work for seven years and found it extremely efficient. The A Line is excellent. As this is public money you should be more conscious of using it effectively.
- I wanted to see BRT. I ride the A Line, and I love it.
- BRT would be by far the best option - cheap and, above all, flexible. It could easily have been tied in to the new Ford Site development (or, if that didn't work for some reason, not been tied in). The infrastructure would have been far, far less intrusive than rail, and routes could have been changed as needed to meet changing needs along the corridor.

Bus

- Don't know why Route 54 doesn't use bigger buses with luggage racks. It's one of the fast buses. [re: Riverview Public Hearing Announcement]
- Take the bus. Already connected. [re: Riverview Public Hearing Announcement]
- Could use a train. Route 54 gets crowded. [re: Riverview Public Hearing Announcement]
- Add a bus or two on that route.
- That's a short-term band-aid fix. It's gonna cost less in the long term to just build a rail line since it costs a lot to keep adding buses and bus drivers. Buses also make congestion worse.
- The trains aren't doing a thing to help congestion.
- Last I checked, the Green Line had an average weekday ridership of 48k rides in September. One train > a bunch of buses. Routes 16 and 53 on University Ave used to be perpetually overcrowded and now there's actual capacity for growth. University Ave has also been perfectly fine for driving on.
- They need to work on the lights along Hwy 55/Hiawatha Ave, but besides that, the light rail does a lot more good than harm.
- There is already a Route 54 bus line.
- I understand the allure of rail over buses, although when I have to commute to downtown Minneapolis from St Paul for work on the Route 94 Express on that big accordion bus, I cannot say it feels much different from the Blue Line cars, in terms of comfort and lack of crowding. My usual commute on Route 54 to the airport is a different story and I've often wondered why that route does not use the bigger accordion buses, as it is usually pretty packed after traveling part way down W. 7th Street and only more so after the last stop near Davern St. Will a streetcar really change things?
- The one big deal that I agree with on rail is getting people to ride transit from the airport to downtown St Paul. Minneapolis has a huge advantage over us in that regard. In my mind, big clean accordion battery electric buses plying the route of the 54 Express would be an

innovative draw to our little sister city. It would avoid the massive expense of a new or augmented bridge over the Mississippi and leaves open the option to alter or combine routes as the situation at the Ford site gets better worked out and built out.

Modern Streetcar

- Light rail > Streetcar [re: Riverview Public Hearing Announcement]
 - They are essentially the same thing here.
 - Except LRT uses a dedicated lane the streetcar runs on a shared lane with traffic. So...
 - They both run on the same gauge rails. They both require 3-4 years of construction with lots of blasting. They both eat up 2-3 feet of sidewalk. They both eliminate every tree for five miles. They both cost \$1+ billion dollars. They both eliminate bus stops in our neighborhood. They both are slower than the bus. They both make it difficult if not impossible for pedestrians to cross the street. But other than that, they're totally different!
 - You are correct, they use the same gauge rails and they would both require lengthy construction. My guess is that West 7th must be due for a mill and overlay at best but probably actually requires a full rebuild like Randolph had over the last three years. So the road is destined to be torn up eventually. Based on my reading of the LPA documentation, they only eat up sidewalk at station areas and even then the designation of sidewalk verses station seems problematic if it runs on the side of the road, people will use the station as sidewalk much like they use the A-line stations as sidewalk now. Plus the only way they eat up sidewalks in other areas is only if every parking space is preserved. I think in the interest of pedestrian and bike safety it would make very good sense to evaluate the width given to travel, turn and parking. While they do eliminate trees, West 7th is not known for large tree cover in fact much of the street consists of smaller trees, perhaps rethinking the streetscape is in order. I have not seen a report on the elimination of bus stops. The 16 still runs along the green line, why would they eliminate bus stops for street cars? Regarding speed, people are willing to sacrifice speed for convenience, you can see that in the number of trips on the green line. Regarding pedestrian crossing, I see no reason why a streetcar would make it more difficult to cross the street. Without a fixed guideway nothing hinders crossing. Although My experience has shown me that West 7th is far from a delightful crossing experience now and I think our businesses suffer because of it. I shouldn't have to feel safer driving my car a block to get to Mississippi Market than walking at a crosswalk (but having nearly been hit three times, I drive)The only issue I have missed here is cost. I haven't looked up the LRT study on cost, but given ridership stats and the demand in the corridor a \$1 billion dollar infusion and invest into my neighborhood sounds like a good thing to me.
 - Mill and overlay is nothing like rebuild, which isn't needed until almost 2030. Sidewalk loss of 3 feet is from Kellogg to Goodhue, at Mancini's. Take a look at the stuff they put out last January. They will eliminate bus stops because they need that ridership to make the numbers work. They have repeatedly set forth the stops, and we lose at least 3. If the 74 and the 70 are turned into feeder routes (almost always the case for new rail lines), we lose up to 5-8 more. And just because pedestrian crossings are unsafe now, why should we give up on it? Just like unsafe bike usage - why do we have to give it up because some people don't do it? This is a project where we need to look at the details, not just the oh-it-feels-good things about a massive intrusion on

our neighborhood. Before people accuse the folks who live here of being "too emotional and stuck in the past" they need to look at the facts of what this does.

- I favor more trains. [re: Riverview Public Hearing Announcement]
- This is one reason I support a modern streetcar for @RiverviewStudy Huge appetite for transit (Referring to Twitter post about Green Line setting ridership record)
- Cost and speed are issues, but the Green Line has convinced me to never let speed of travel be the major determinant of my opinion. So much hysteria and yet it's been wildly successful.
- BRT will never be LRT. Things on rails are straight up better transit for both tangible and intangible reasons and I accept (a)BRT only as the middle ground when negotiating with sadistic illogical people who hate good things.
- Streetcars are going backwards in growth. This will only bring problems to the area. [re: Riverview Public Hearing Announcement]
- The trolley will be like the A Line, a trackless train. [re: Riverview Public Hearing Announcement]
 - There are tracks embedded in the road.
 - Really?
 - Sorry, but if you read the report, I am right. It is going to be like the A Line, not a dedicated track. <http://riverviewcorridor.com> And be sure to read where it says it's going to trackless because I know that nobody's going to want to pay for more tracks especially after the LRT taking over nine years to get built. I don't know, but I watched every single inch of it get built.
- Well, to all you youngsters, there were streetcars running from Stillwater to Minnetonka. They were running from Mahtomedi to Rosemount. They ran all over the place and they were doing just fine until some idiot decided we needed stinky buses. So some of the old wans were burned, but the newer streetcars were sold to South America. But we did have the best transit system at the time! [re: Riverview Public Hearing Announcement]
- The only thing better than a streetcar would be full light rail. [re: Riverview Public Hearing Announcement]
- I am looking forward to learning more about the Streetcar. [re: Riverview Public Hearing Announcement]
 - It's "light" rail. And it's extremely expensive.
 - Most transit infrastructure developments are.
 - Look at the wheels underneath! It is a functional and maneuverable and comparable and least expensive option that people will actually use.
- You're all too young [referring to Facebook commenters] to remember streetcars ran on W. 7th Street out to Fort Snelling for years. Read a little history of Saint Paul and you'll see it. We had streetcars on University Ave. They were all over the place. We all got by and go to where we were going. [re: Riverview Public Hearing Announcement]
- Nothing new. Streetcars been running in Saint Paul for off and on for years so what's so big about it. Read history! [re: Riverview Public Hearing Announcement]
- So when did streetcar become the "new" light rail? It must have become so bad to say "light rail" that it's been rebranded. Lol. Seriously now, forget this and put in a higher-end A Line style bus with nice stops, great monitoring/tracking and save at least half of a billion dollars. Within ten years buses should autonomous, can be rerouted to accommodate maintenance, and even far less expensive than a rail line. Services like Lyft and Uber will be autonomous and electronically link close together (like a train!) with autonomous vehicles (like buses!) to improve traffic, and the age of requesting an electric car rather than owning one in the city will eliminate the need for metro rail altogether. [re: Riverview Public Hearing Announcement]
 - Counter arguments?! Where do you think this money comes from?

- It will take over an hour. Route 54 bus gets you there in about 20 minutes.
- Lol. Route 54 does not take 20 minutes from downtown to the Mall of America. Route 54 takes about an hour and it is never on time coming out of downtown.
- The main advantage of rail vs. bus is that rail is way more resilient to inclement weather. I'll admit I haven't taken the A Line in winter, but virtually every other bus gets catastrophically delayed by substantial snow. The A Line mitigates this somewhat by providing reasonable shelters to wait in, unlike most bus stops in this town which are just a tiny glass box (at best).
- Concern that self-driving vehicles, shared ride services, other new technology will make the need for modern streetcar obsolete.
- As a resident of Saint Paul's Highland Park neighborhood who regularly uses the existing bus Route 54 to commute to work in downtown Saint Paul, I do not believe that the proposed modern streetcar is the right choice for the Riverview Corridor.
- Supportive of modern streetcar for its ability to better accommodate people in wheelchairs and with mobility issues.
- I moved to Minnesota from the city of San Francisco in 1995. I rode the modern streetcars, BART, and buses there. The streetcars are best out in the Avenues, where the traffic is light. On Market St heading to the center of the city, the streetcars live in a subway so they have some prayer of moving along. There are renovated old streetcars running on the surface of Market St, which is nice if you just have a few blocks to travel, but they are subject to all the craziness of the streets, just like cars and buses. W. 7th Street, especially through downtown, is fairly similar to Market St, so I am not convinced it will do much to improve travel there. Even the LRT lines in downtown Minneapolis don't move very well and it is often quicker and easier to walk those last two to three stops if heading that way.
- I understand your decision in favor of modern streetcars, I just don't think it is the best decision right now, especially with the explosion of new electric vehicle technologies (including self-driving and related) just on the horizon.
- I'll preface this e-mail by stating that I am an advocate of mass transit, and transit-oriented communities. The selection of the streetcar as the preferred alternative baffles me at a number of levels. It is illogical from a standpoint of efficacy, or efficiency in either cost or utility, or even from the emerging realities on the ground in Saint Paul.
- Aside from the curious desire for many progressive metro areas to genuflect before Portland, I cannot find an instance in the United States, or in many other places, where a streetcar is effective utility transit. The study group itself has chosen, oddly enough, the Kansas City streetcar as the display model for the Saint Paul proposal. I cannot think of a stronger argument against.
 - The Kansas City streetcar takes 45 minutes to complete its epic two-mile journey through suburban tourist destinations KC Power & Light, Crown Center, and the riverfront. In fact, it does serve admirably in its task and purpose in doing so, as it is little more than a "free" park-and-ride for white, suburban recreation visitors to those spots in KC. Prior to the streetcar, those same visitors drove from parking lot to parking lot in that two-mile stretch, exacerbating the kind of car-centric and parking-centric urban hell that KC has become.
 - I believe that the streetcar has been selected as the preferred option in Saint Paul for a similar reason: to attract wealthy and white visitors to downtown Saint Paul, visitors who will not ride the bus. Thought it hasn't been stated, if the transit study did not connect the airport to downtown Saint Paul, streetcars would not be on the table for discussion. I reason to this point by abduction or inference, based on the fact that prior to the goal of linking to the airport, the rail/streetcar alternative was not seriously considered.

- Of course, rail is a fantastic solution, not only for the entire W. 7th Street corridor, but also for connecting the airport to downtown. In this, a better option – LRT – ran into that most hallowed and sacred factor of Saint Paul urban planning: parking and lanes of traffic. Giving dedicated right-of-way to proper rail would have turned some roads from freeways into small municipal roads, and would have eliminated a fair amount of "free" (ironic quotes...in this case meaning "heavily subsidized") parking in Saint Paul, all things that are nearly politically untouchable. So, LRT was out.
- The most logical and efficient solution after LRT, for a means of transit that preserves sacred car space, is the bus, or even ABRT. This solution has the added benefit of being able to implement rapidly in the name of equity for the several thousand people along W. 7th Street/Shepard Rd who are underserved. Buses do carry fewer people than streetcars, but not that many fewer. They also have the added benefit of flexibility when mixing with vehicle traffic while denied a dedicated right-of-way. Furthermore, in a city with so many physical barricades to cycling, thousands of cyclists will appreciate not being injured or having property damage on streetcar tracks.
- However, as stated earlier, buses have a well-documented and well-studied racial stigma for wealthy white commuters. If you want those commuters, you have to build rail, even if that rail functions effectively like a bus.
- For all the moaning done by Saint Paul businesses over the potential installation of streetcar rail adjacent to their storefront, it's worth pointing out that Portland businesses are exceptionally fond, by and large, of their streetcar, simply because of its sheer inefficiency, and the fact that it has provided more browsing and shopping experiences for the stretch of downtown Portland that it serves. There is considerable dispute about whether streetcars actually promote economic development, but be that as it may, business owners in Portland are fans. If the goal in Saint Paul is the commercial experience provided by the streetcar, that is a legitimate reason to discuss installing one, and a legitimate point to put up for public discussion. But it has nothing to do with equity or efficiency. Another legitimate item for discussion might be the rider experience, also not something to be discounted, but something that again, I argue, has little to do with equity or efficiency.
- Finally, the most important factor in this discussion is not the airport, and is probably not even W. 7th Street/Shepard Rd, but rather it is the recently approved zoning for the Ford Site (a plan that I am a proponent of). This site will be one of the most densely populated parcels of land in the city, and in order to be successful, must be served by adequate transit. It has been described as a "generational opportunity," and is one of the most ambitious projects perhaps ever undertaken by the City of Saint Paul. And yet, it is conspicuously absent from Riverview Corridor planning, save for a decision to look into it further. In the meantime, the position of the study is that the site will be adequately served by bus as it is filled out.
- This last is the part that is the most logically inconsistent. The (planned) densest acreage in Saint Paul will be adequately served by bus, and yet an airport-to-downtown line that happens to also benefit a transit-needy part of Saint Paul cannot possibly live without a glorified bus. More than any other part of the metro, the (planned) density of the Ford Site speaks to the need for actual light, or heavy, rail, lest unimaginative planning create a dense pocket where residents have no choice but to use cars to get everywhere, thus bringing about the very nightmares of the plan's opponents, many of whom are opponents of transit as well.
- Serving the needs of Saint Paulites right now with world-class bus service, service that is legible, and has stops better than signs on patches of mud that are nearly inaccessible across voluminous and high-velocity traffic, would address equity concerns while preserving the flexibility to plan for rail - real rail - to serve the Ford Site and the airport and the entire W. 7th Street/Shepard Rd region.

- In addition to being a costly means of pandering to stigmas against bus transit, I fear that the streetcar is largely a defensive measure. The same people who would kill rail because it would reduce priority on cars, or would kill it simply out of a reflexive dislike of transit, would also likely advocate for buses in this case. Not just because of cost issues, but because the relative impermanence of bus service makes it an easy target for subsequent removal, once they manage to gain a political majority in favor of dismantling transit. Rail, by virtue of its iron presence and the costs sunk into it, is more resistant to political destruction. This, however, is the worst reason to select a bus-on-rails (streetcar), because it says far too many ugly things about us as a community. It is undeniable though that bus riders have borne the brunt of political attacks on transit in metros across the country, and have often been uniquely targeted for either cuts, or fare hikes to subsidize white flight and rail that serves white suburbs. The fear that the bus could again become a target is not unfounded.
- The reasons for choosing a streetcar, insofar as I reason, are all the wrong ones. World-class bus service is the most logical choice for equity now, for mixing in traffic, and for a level of service that is almost, but not quite, up to streetcar levels at considerably lower cost. LRT makes sense for the future, and for a city planning for an ambitious project right along the Riverview Corridor. The streetcar is a 1999 solution for a 2017 (and 2037) set of problems.
- I am fully aware that the recommendation has been made, and that for all the reasons above it is unlikely to change. Those reasons are political and historical realities that may be, like Joyce said, nightmares from which it is impossible to awaken. At the end of the day, I believe the study, and the community, are talking around many of the relevant truths in this decision.
- Building streetcar type transit on W. 7th Street is the best option for the Riverview corridor route, and should move forward. Having a permanent transit infrastructure will help the city plan for its future, and streetcar will be able to serve more users better than bus lines. Please move forward with the streetcar on W. 7th Street recommendation.
- The following supplements and does not substitute for my oral testimony Nov. 9, 2017. I wish both to be part of the record. I support a Modern Streetcar along W. 7th Street/Hwy 5 alignment provided:
 - 1. Existing examples of streetcars on diagonal collectors bisecting right angle street grids, such as Market St in San Francisco, are intensively studied and improved upon or, where successful and applicable, incorporated, since this type of venue matches W. 7th Street, square-block, right-angled-only venues do not match the Riverview case, in my view, except in downtown.
 - 2. Frequency is substantially increased from what I have seen in other cities. This means more vehicles; better enforcement of streetcar rights on the road, such as vigorous ticketing of drivers unnecessarily impeding streetcars; and physical design and engineering that prioritizes frequency.
 - 3. Comprehensive redesign and reconstruction of W. 7th Street that results in prioritizing pedestrians over cars and trucks. A \$1.2B investment here will otherwise not achieve its required return.
 - 4. Heritage streetcars running among modern streetcars on Riverview tracks could reinforce and complete the fine historic preservation achievements of local advocates. The current transportation system and conditions conflict with extensive work on restoring and infilling pre-automobile structures and neighborhoods already done and still to be done.
 - 5. I support specifying reserve batteries on the streetcars.
 - 6. The automobile and its requirements (especially parking) have choked off and preempted the natural evolution of this corridor. Electric streetcars were the first motor vehicles and the most compatible on W. 7th Street, which for decades before streetcars served only traffic that averaged perhaps five mph. Shepard Rd and I-35E

are the logical routes for express auto, van and perhaps even bus trips between downtown and the airport. As with the Green Line, the Riverview modern streetcar should serve first those trips within the corridor, especially including trip chains of more than one errand by an individual rider.

- 7. Electric streetcars are the best choice for the goal of limiting climate change, as the electric generating industry is significantly decarbonizing.
- 8. Electric streetcars with dozens of riders each mitigate the demands for pavement, lane miles and anti-pedestrian traffic streaming that would result from the addition of an equal number of drivers in the corridor even if those drivers were in hybrid or electric cars.
- I work along this route, and would definitely use a streetcar.
- Of course streetcars will work along W. 7th Street! They've been there right from the formation of the neighborhood and were a major catalyst for its development!
- In addition to not addressing the four project needs for the Riverview Corridor stated above, the draft LPA misses the mark on addressing comments from the public on what they want for this corridor. Some comments I've heard and why I don't think the modern streetcar addresses them, including what seem to be common misconceptions about the proposed project, below.
 - "The buses are crowded sometimes." All good public transportation systems are crowded sometimes. The Blue Line and Green Line are frequently standing room only on event days. Any transportation option built in this corridor should be intended for heavy use and riders should expect that. No one wants to fund empty buses to drive around town. If they are consistently over-crowded at rush hour times during the week (which is not my experience) than this is a likely a frequency issue. Buses could run along the existing route more frequently at the busy times. A billion dollar rail system is a disproportionate response to needing a couple extra buses only for the couple hours a day when ridership peaks.
 - "This project will connect the Blue Line, Green Line, downtown Saint Paul, and the airport." This is not a new thing; the bus Route 54 already does this. If the general public is not aware of that, the issue is with marketing and public awareness, not transportation means. Any proposed public transportation system will fail if the public isn't aware of it and doesn't know how to use it. Money would be better spent on addressing how to better inform the public of the systems available to them, not duplicating the system.
 - "The modern streetcar would provide street-level boarding." New bus designs, including those used for ABRT, already address boarding issues, this is not unique to rail or streetcars.
 - "The modern streetcar would allow payment before boarding." This is also not unique to rail or streetcars, bus stops could be upgraded to include payment stations. However, allowing payment before boarding raises the ongoing issue of checking to make sure those using the service are in fact paying and the costs associated with policing that. Also it's been my observation on the A Line/bus Route 84 that the pre-payment requirement for some means of transit but not others also causes confusion for infrequent riders, and they don't know which are pre-paid and which aren't and how to transfer between them.
 - "The existing bus stops are insufficient, don't have enough weather coverage, signage, etc." Improvements to the existing stations can be done with or without a total overhaul of the transportation mode. I think it's important to keep in mind that along W. 7th Street and downtown there are a number of other buses that will continue to run regardless of the Riverview Corridor solution chosen. Providing

improvements to the existing stations in these areas will benefit a lot more people than creating separate infrastructure just for the Riverview Corridor users.

- “The modern streetcar would provide service every 10 minutes during peak travel times.” Those people who use and rely on the existing bus Route 54 know that those buses come every 12 minutes during peak travel times. Perhaps this frequency could be increased if the need is there. In any case, for those concerned about timetables the transportation arriving two minutes sooner does not offset the longer travel time of the proposed modern streetcar or the potential for additional walking and/or other transportation required to make up for the modified route and reduced stops of the proposed modern streetcar.
- “Rail or streetcar will alleviate the bus getting stuck in traffic or congestion issues during rush hours or other busy times.” The proposed modern streetcar can share traffic lanes with cars rather than having a dedicated route. This means if the cars are stopped the streetcar is also stopped. It’s also my general understanding that the travel time for the Route 54 bus in rush hour is approximately 3-5 minutes longer than the travel time for the Route 54 bus while not in rush times. I think most commuters would be thrilled with rush hour changing their commute times by a mere 3-5 minutes.
- “Federal funding will likely be provided for the modern streetcar proposal.” That is yet to be determined and while it may be true, my understanding is that the anticipated federal funding does not make up for the price difference between the ABRT and streetcar proposals, therefore requiring significantly more up front and on-going local funding for the streetcar option.

LRT

- Metropolitan Significance & More: The transit connection from downtown St. Paul to the Airport is much more than a local route. It connects the eastern third of the Metropolitan Area with the Airport, Mall of America and other locations that are likely to be part of a backbone Metropolitan LRT System. On the eastern end alone, the Riverview Corridor (the “Corridor”) will provide service to four counties and dozens of municipalities, besides St. Paul. Passengers from these additional communities will all need to funnel through the Corridor. A Metropolitan facility that significantly affects so many communities clearly has Metropolitan Significance pursuant to MN Stat 5800.0040.
- The future Rush Line, Gold Line and Red Rock Line all terminate downtown St. Paul and will carry passengers headed to the Airport. In addition, intercity rail lines such as those proposed from Eau Claire, Chicago and Northfield, plus Amtrak and river cruise ships will all terminate at St. Paul with many passengers headed to the Airport. This is in addition to thousands of airport employees who live in the Eastern Metro and who will want to take transit to the Airport and all the businesses with suppliers, customers and employees, all of whom need fast transit connections to the Airport. All will flow through the Riverview Corridor. In fact, due to geographic conditions alone, the Riverview Corridor should be considered a key arterial of the Metropolitan LRT System.
- The Twin Cities Metropolitan Area (TCMA) competes with at least a dozen other metropolitan areas in the US and Canada. The Amazon HQ2 RFP is only the latest example of potential regional investment for which metropolitan areas intensely compete. One of the most important requirements in these competitions is the quality and extent of rail transit systems. Such major investors know that rail transit is at least an order of magnitude more

important and valuable than rubber wheel transit. The Riverview Corridor is necessarily a key part of these major private investment considerations. The characteristics of the transit system eventually constructed in the Riverview Corridor will have significant implications for the long-term growth and development of the region and especially the eastern Metropolitan Area. If the Twin Cities is to compete successfully, we must have a strong, fast and efficient public transit system; and LRT is the backbone of that system. LRT in the twenty first century will be as significant to economic development as the Interstate Highway was in the past century.

- Unfortunately, the Riverview Corridor Policy Advisory Committee (PAC) draft Locally Preferred Alternative (dLPA) has been developed essentially as a local service route, with little consideration of its much larger significance to the eastern Metropolitan area and its obvious long-term significance as part of the backbone Metropolitan LRT system.
- The Metropolitan Council has dabbled in LRT planning but it has not yet established a regional plan for LRT and has not developed a funding mechanism that would leverage any money available from the federal government and assure that the system was built in the most efficient way. It is painfully apparent that this needs to be done. “The inability of the state and region to deliver a coherent strategy for planning, funding and delivering a comprehensive transportation plan holds us back. You’ll hear that in focus groups with commercial real estate folks who work in both our market and other markets.” – Urban Land Institute Minnesota Executive Director Caren Dewar quoted in Star Tribune, 11/10/2017.
- Modern Streetcar vs LRT: As the term implies, Modern Streetcar (MS) is distinguished by its placement within streets and sharing of the right-of-way (ROW) with autos, trucks, bicycles and pedestrians crossing the street. It is, therefore, subject to traffic congestion and stoppages, delivery vehicles, emergency vehicles, vehicle breakdowns, and weather conditions, especially rain, ice and snow that can delay or stop the MS. The MS also implies severe disruption to businesses and residents along the street due to major street and utility reconstruction, MS construction and permanent loss of parking wherever the MS encroaches on previous street parking locations.
- Light Rail Transit (LRT) should not be located on streets, but instead should have its own dedicated ROW. With its own ROW, LRT is not hobbled by the presence of autos, trucks, bicycles and pedestrians and therefore can proceed unobstructed, without traffic congestion and stoppages, without delivery vehicles, emergency vehicles, or vehicle breakdowns. LRT – on its own ROW - is seldom hobbled by adverse weather conditions, especially rain, ice and snow in the way MS is affected. The dedicated ROW is a vitally important characteristic of LRT.
- LRT can be especially conducive to safer pedestrian and bicycle usage by providing dedicated paths along the LRT ROW. These parallel routes eliminate ongoing conflicts with autos and trucks, have fewer cross streets and can be paved and maintained to pedestrian and bicycle standards. These dedicated paths are without rail trenches (that cause dangerous bicycle accidents), do not generate potholes such as are found in streets and can be cleared of ice and snow in ways more conducive to safety than ordinary snow clearance on streets.
- Unfortunately, the PAC has eliminated LRT in a bogus comparison with MS. Titled “Differentiators: Rail”, the PAC comparison arbitrarily assumed that W. 7th Street would be the only route, even though no decision had been made to eliminate the CP Rail corridor. No one in their right mind would put LRT on W. 7th Street, but that is what the PAC did for this

comparison, slicing a dedicated route out of W. 7th Street for LRT, then in mock horror claiming that MS shared use lanes result in less traffic impacts, fewer parking impacts, somehow preserves business access during construction while LRT allegedly does not and somehow requires less ROW. This is legerdemain of the worst sort and denies the public fair consideration of the true alternatives, especially in light of the Metropolitan significance of the Corridor. (LRT for the Riverview Corridor should be built before the eastern suburb lines leading into Downtown St. Paul. Station footprints should include space for the standard three-unit trains, but at the outset stations can be constructed for one-unit trains, with additions as ridership builds, much as was done for the Blue Line.)

- Serving Downtown St. Paul: It is important that the backbone Metropolitan LRT System serve Downtown St. Paul at points within the Downtown, rather than the outer edge. However, due to the narrow streets and street pattern of Downtown, any rails on the streets will obstruct traffic and seriously delay transit service. The Green Line already passes through the Downtown on city streets, but greatly diminishes the vehicular use of these streets and the commercial potential of the adjoining properties. This should not be repeated.
- An alternative to at-grade ROW is needed. The solution is a short tunnel. LRT could enter the St. Peter sandstone (highly conducive to tunneling) from an open station (Downtown Station 1) just below Kellogg Blvd at Exchange Street. It would curve under RiverCentre and follow the Fifth Street alignment to Landmark Center for Downtown Station 2, continue east under Fifth to Downtown Station 3 under the existing Central Station and then follow Minnesota Street to the end of the tunnel below Kellogg Blvd and proceed east to the St Paul Union Depot (SPUD) for Downtown Station 4.
- Tunneling would eliminate almost all of the extra costs implicit in the surface route currently proposed in the LPA. These costs - demolition and reconstruction of all utilities and streets, disruption of commerce and living conditions for up to two years, and the ongoing degradation of traffic flow and street use due to the presence on the roadway of the streetcar, track and stations - are formidable (and they are twice over due to the need to place each MS direction on a separate street). Moreover, movement of the streetcar will be painfully slow and with severely limited upgrade potential due to the needs of ordinary traffic, construction and emergency use of the streets. LRT, as proposed here, will provide the most frequent, most timely, most dependable and fastest one-seat rides to both terminals of the Airport and the Mall of America.
- Rail is by far the best approach for meeting the growing needs of regular transit riders in the W. 7th Street area. Already the Route 54 bus is near capacity. Rail is a cost effective way to help connect people to the jobs, educational opportunities, recreation and shopping in downtown Saint Paul, MSP airport and the Mall of America areas. Airport employees especially need the reliable 24-hour service that a rail line can provide.
- If we are going so far as to lay rails, I'd like to see a full-fledged LRT line. A streetcar seems like some pitiful red-headed step-child of a low-rent fake LRT. Why bother?

Other Vehicles

- How about ferries up and down the river? [re: Riverview Public Hearing Announcement]
 - Too many dams and locks to be efficient.
 - The lack of sarcasm font... Let's not forget the river tends to freeze.
- How about this? More capacity than a bus or BRT: <https://electrek.co/2017/10/30/trackless-electric-train-china/> [re: Riverview Public Hearing Announcement]

- That's pretty cool.
- I know. It's a way to get capacity of train, fairly fixed route, space on street without rails.
- The US is too busy trying to bring back coal than thinking ahead.

Routes

Hwy 5

- It's not clear to me, but assuming this means a new crossing "near Hwy 5"? [re: Riverview Public Hearing Announcement]
 - Are there cost estimates [to the new Hwy 5 bridge]?
 - Please ask the presenters to be prepared to discuss pedestrian safety in traveling to stations.
- River Crossing: The National Park Service has a policy (#11) for new river crossings for the Mississippi National River & Recreation Area: "If it becomes necessary to increase river crossing capacity, the order of preference will be first to expand the capacity of an existing bridge, second to add a parallel structure, and third to establish a new corridor. Development of a new crossing corridor will occur only when no feasible and prudent alternative (including consideration for a greater reliance on interpositional transportation) exists and only if the crossing is included in approved regional transportation plans. This includes the Major River Crossing Study prepared by the Metropolitan Council." This policy does not prohibit a new crossing and it does not require foolish actions. It is important to note that this policy exists because of highway crossings, not rail crossings. Highway crossings typically require clear-cutting rights-of-way several hundred feet wide, construction of huge embankments for approaches, off-ramps, etc. and entail on-going environmental degradation, including noise and salt, sand, oil and trash. Of course such facilities should be restricted. By contrast, a rail crossing would likely comprise a narrow bridge less than fifty feet wide, little clear-cutting, no massive earthen embankments, little noise, salt, sand or trash. And, it could include a much-needed pedestrian and bike trail. The PAC has amply demonstrated that neither of the two existing crossings is reasonably feasible or prudent. The Hwy 5 bridge cannot accommodate a rail line, nor can the tunnel under Fort Snelling. This crossing would require not just a new bridge across the river valley, but blasting out massive amounts of limestone from the natural bluff and historic Fort Snelling area for the right-of-way and construction of a cover structure – all of this an obvious desecration and contrary to decades of work to reclaim, restore and protect the historic area – and at enormous additional cost to the project.
- Moreover, the Hwy 5 crossing does not serve the Ford Site. The existing Ford Bridge is believed structurally capable of supporting the proposed rail service, but requires a lengthy, circuitous and costly route (including a bridge or tunnel over or under Hwy 55 and existing freight rail tracks) that adds at least another ten minutes to the ride, provides little service improvement to the area in SE Minneapolis, degrades the capacity of 46th Street, an increasingly important artery for the Ford Site, and significantly impacts many homes that in some cases would be only ten feet from the tracks. Both existing crossings are highly problematic and certainly not prudent. It's long overdue to consider a new – interpositional – crossing. And there is one outstanding alternative location for a new crossing: it would extend from the southwest corner of the Ford Site directly across the river and over the 54th & Hiawatha intersection, then a short way up 54th to Minnehaha Ave here it would join the Blue Line, just north of the Veterans Hospital station. The PAC has conducted its study as if

only two options existed and paused any further study of new crossings; this is ill-advised. It is long overdue for the PAC to add the new river crossing to the public discussion. An honest comparison will show this crossing to have the greatest benefit for all concerned. It will be the least expensive, have the least impact on the river, will not affect Minnehaha Creek, will not affect Hidden Falls Creek, will not affect the Coldwater Spring, and especially will not affect the Historic Fort Snelling area and park. It will serve the Ford Site; it will provide a new safe crossing for pedestrians and bicycles; it will be quick and efficient and will be the lowest cost river crossing alternative.

Ford Pkwy/46th Street/Ford Site

- I do feel it [train] should go through the new Ford Site area and cross 46th St. Nobody lives out on Hwy 5 in the airport area. That's a long stretch with not serving anyone. The best way to serve people is to go through the new Ford Site development. [re: Riverview Public Hearing Announcement]
- Ford Site: The Ford Site is part of the Riverview Corridor, and is an extraordinarily important opportunity for world class development having many public benefits. But to achieve these public benefits, the site requires density. The problem is that access is limited, so that an auto based development would swamp the existing roads in the area. The solution is a transit-based community served by LRT. Built and marketed as a transit based community, the Ford Site could have fewer parking stalls and generate substantially less traffic.
- But the draft LPA abandons the Ford Site. There is a proposed Ford Corridor Pre-Project Development Study, ostensibly for a shuttle bus, but the Committee has it backward: the LPA should serve the Ford Site, and the Development Study should focus on a shuttle for the Davern Area. The shuttle would circulate frequently through the apartments from Sibley Manor to the River and return to the Davern station, providing a safe crossing of W. 7th Street and a better ride to the Airport and Mall of America.
- The Ford Site is much more important – and complicated - than the Davern Area. It is imperative that the Ford Site be developed as a transit based community in order to achieve the broad public requirements of this Site, especially to limit traffic.
- Feel Ford Site should be served.

W. 7th Street

- W. 7th Street vs CP Rail ROW: W. 7th Street is an important auto, truck and bus ROW that is essential for virtually all of the businesses and residents of the Corridor. Especially the eastern mile is narrow and subject to increasing auto, truck and bus usage due to continued redevelopment for restaurant, hotel and related hospitality businesses mostly associated with the Xcel Center, Riverplace and other important venues downtown. In this area, W. 7th Street needs wider sidewalks and slower traffic speeds. There is no room for any type of rail transit on this part of W. 7th Street, even if split between 7th and Smith.

CP Rail Spur

- Rail transit requires a different route, and there is a different route that is much better suited to the regional need. This is the Canadian Pacific Spur (CP Spur) and Shepard Rd. The CP Spur is an existing rail corridor extending from the Ford Site almost to St. Clair Ave that is no

longer used by the CP and is unlikely to ever be used again for freight purposes. It provides an excellent route for rail transit, as well as parallel pedestrian and bicycle pathways and runs through the middle of the Corridor. Use of W. 7th Street, per the dLPA, implies the total reconstruction of the street, sidewalk and all utilities, as well as lengthy disruption for businesses along the street and adjacent areas, all of which have very high public and private costs. Running MS along the sidewalk will degrade sidewalk safety and use.

- Use of the CP Spur ROW implies that W. 7th Street will be largely unaffected by construction; in addition, a new safe ROW for pedestrians and bicycles can be added that would otherwise not be possible. (Without use for transit, it is unlikely that funds would be available to purchase the CP Spur solely for trail use.) The CP Spur ROW will allow unfettered movement of the trains, no matter what the weather conditions, while the W. 7th Street ROW subjects the trains – and schedules – to all the problems of traffic congestion and weather delays, stalled vehicles, emergency vehicles, pedestrians, ad infinitum. The dedicated ROW provided by the CP Spur is an immensely better solution. Elimination of several current street crossings of the CP Spur ROW will increase safety for all concerned and provide opportunities for new “vest pocket” parks along the route where crossings are eliminated.
- Tried to clarify that the W. 7th Street vs. CP Spur alignment would be studied during the next phase – a few people thought that decision had been made already.

General Routes

- Can you not take the Green Line from Saint Paul to the Blue Line to the Mall of America? [re: Riverview Public Hearing Announcement]
 - 20-minute ride (streetcar) versus an hour for both trains.
- And which street will you block off? Shepard Ave, W. 7th Street, or I-35E? [re: Riverview Public Hearing Announcement]
- I endorse Jim Schoettler’s comments to the committee dated 11/16/2017. We have had multiple discussions with the committee and PAC promoting more robust approaches to transit within the corridor, to include the Ford site and connect the “transit triangle” with an LRT solution.
- Given that another alternative has been chosen, it is important that the development work going forward is not constrained to considering only the specific routing and infrastructure envisioned in the Preferred Alternative. There are several revisions that should be considered, that address areas of concern within the Preferred Alternative, and are not outside of the scope of the project.
 - Congestion from Grand Ave/Ramsey St at W. 7th Street to 5th St and Cedar St, and 6th and Cedar St to Grand Ave/Ramsey St at W. 7th Street. Apart from using Smith Ave, which has hospital concerns, there hasn’t been much discussion of how to deal with this issue. We have offered alternatives including a Forbes Ave-Exchange St-Kellogg Blvd-Minnesota route to and from Central Station, a tunnel, and a bluff side/river balcony route. These possibilities should be kept on the table. If not immediately used, they may provide an answer to eventually developing a full-LRT route.
 - Congestion and slow travel on the preferred W. 7th Street shared-right of way. Strong consideration should be given to the utilization of the CP Spur from Randolph Ave to the West. This would minimize disruption in the construction process, and effectively create a dedicated right-of-way for most of the route. Potentially, in the

future this could be extended East of the Merriam Park subdivision to the SPUD, or tunnel, or alternative route, for a full LRT right-of-way. As previously suggested, the cost of acquisition of the CP Spur property should not be considered as a cost disadvantage vs. costs of shared street right-of-way, unless the city has no intention of acquiring it for other uses.

- Cost and disruption due to the construction of a new Mississippi River bridge and tunnel at Hwy 5. The rationale and justification for constructing a new bridge from the Ford site to 54th-55th street are discussed in Jim Schoettler's commentary. It can be justified within National Park Service regulations, would enable the use of the CP Spur to the Ford Site, and eliminate the need for a separate transit project to serve the Ford Site. A much simpler project could deal with the W. 7th Street needs, probably though an improved Route 54 service.
- These suggestions have been put forth before and are not part of the Locally Preferred Alternative. However, they should not be discarded because they do not correspond with the short-term preferences.
- While the right-of-way may be constricted on W. 7th Street it would be optimal to have streetcars running in the median of W. 7th Street so they aren't slowed down by right turning traffic. It would also be optimal for LRT/streetcar to have signal priority along 34th Ave in Bloomington. Currently LRT trains sometimes have to stop for car traffic, typically at 34th Ave & I-494, which adds a couple minutes to travel time. While the Mall of America Transit Station will be renovated, the track alignment requires trains to slow down to five miles per hour entering and leaving the station and a travel time of four minutes between Mall of America and 28th Ave stations. A new LRT station for the Mall of America should be built on the empty lot to the east of the mall, which would reduce travel time and allow for extension of LRT or streetcar further west. An enclosed walkway, below-grade or above-grade, could be built to allow easy pedestrian transfer between buses and trains.

Cost

- Use the money in West Saint Paul! [re: Riverview Public Hearing Announcement]
- Use the money for Robert St development! West Saint Paul needs this money for upgrades more than W. 7th Street area! [re: Riverview Public Hearing Announcement]
 - Yes.
- I work for a living to pay taxes so you can do a "trolley." [re: Riverview Public Hearing Announcement]
- The money should be used to improve the infrastructure, not to purchase more fluff. [re: Riverview Public Hearing Announcement]
- How much are taxes going to go up?
- Who's going to pay for this? Another use fee tax? And yet another invite for thugs to commit more crimes just like LRT in downtown Saint Paul.
- Great. More of my hard-earned money to be collected by the State and Regional Rail Authority to subsidize this.
- Cost increases are frustrating, how is this dealt with? [We have a range of costs and will be inflating our project cost to year of expenditure now that we have the LPA.]
- Metropolitan Significance & Funding: It must be repeated that the Riverview Corridor is important, not just to the adjoining areas, but to the eastern third of the Metropolitan Area. It needs to be built with that in mind and it needs to be financed with that in mind. The Riverview Corridor has a much better chance for Federal funding as an extension of an existing system, than as a stand-alone project.

- And, the PAC needs to advocate for a new Metropolitan Council regional plan for LRT that designates the approximate routes, prioritizes construction of the various links of the system and establishes a new funding mechanism that will enable on-going construction of this system, with or without Federal support. This has been done for regional parks and the regional sewer system and it needs to be done now for regional rail transit.
- Concern over how project will be funded.
- How can we speed up the process? What about not using federal funds to construct it? [We will continue to advance the project consistent with the federal process so that we are eligible for federal funds. We don't want to give up the opportunity to have the feds pay for a portion of the project.]

Safety

- Isn't W. 7th Street an emergency route? How does the streetcar pull over for fire, police and EMT? Not well-planned, City of Saint Paul. [re: Riverview Public Hearing Announcement]
 - I appreciate transparency.
 - Riverview Corridor: that [emergency vehicles traveling on tracks, in other travel lane, or opposite side of the street] works for the streetcar and the emergency services BUT it requires every driver to follow the rules. Not very many do!
 - Sounds like a reason for fewer cars on W 7th Street rather than a reason for less transit.
 - Do any of you live on W 7th Street [asking Facebook commenters]? I do and I am willing to accept comments for those that also live on W. 7th Street. I am not in favor until I see an architectural impact assessment on the stability of my 100+ year-old home with the addition of streetcar.
 - BTW, I know how it goes for construction. Middle bidder for work gets the project and then come the change orders... especially if there is contamination (look at MnDOT bids versus total dollars spent). How about the storm tunnel 30 feet below the road? How is that going to be impacted along with 30-foot drilled boreholes for our home sanitary sewer? What is the homeowner and business cost? Easement assessments?
- Concern for pedestrian safety with modern streetcar – how quickly can streetcar vehicles stop?

Neighborhood Impacts

- Questioned what type of improvements would be done to the CP Spur if that alignment was selected. Concerned about CP Spur being very close to houses in some locations.
- Single-family housing affordable to people with incomes less than \$60,000/year is threatened by electric streetcar/LRT through W. 7th Street communities. Ramsey County cannot afford the loss of affordable single-family housing. <http://www.twincities.com/2017/10/28/ramsey-county-homeless-mn-months-in-motels-a-pricey-last-resort/> [re: Riverview Public Hearing Announcement]
 - Affordable single-family housing is threatened by the neighborhood becoming more popular. The answer is to significantly increase housing supply in the area.
- Thank you for the opportunity for citizens to share their views on the corridor. I am disappointed that the proposal is called the "locally preferred alternative" since it seems that most of the local residents prefer the bus rapid transit rather than the streetcar. It would be the least disruptive and most economical choice and could be implemented in just a couple

of years instead of many years down the road. Having nice bus stops and a high frequency bus would be the best option for local residents who commute on the route daily.

- I believe a modern streetcar line can be planned and built in ways that enhance the quality of life along W. 7th Street, not destroy it. Admittedly, it will likely come with some growing pains, but this is no reason not to act. With small business assistance programs (like those offered to University Ave businesses during the LRT Green Line construction) and careful planning, negative impacts can be mitigated. But ultimately, businesses that can't abide with a transit-oriented W. 7th Street will be replaced by businesses that will thrive because of it; businesses that need parking to survive can move to other parts of the city which have less potential for dense, urban, transit-oriented development. We should trust the process of creative destruction when it comes to urbanizing our transit systems.
- Mark my words - just like the disastrous construction on University Ave for the Green Line, I expect dozens, if not hundreds of local businesses to go under. I hope that the entire route is not turned into a sand-pit for lazy construction workers to wallow in for years and years, getting fat off my tax dollars and closing access to anything they please, whenever they want. But, given the recent examples of Nicollet Mall and the Green Line, I don't have high hopes. I expect W. 7th Street will be an impassable disaster for years and years - an unlivable no-man's land. I'm thinking seriously about renting somewhere else, as this will impact me every time I go out my door.
- Seems development is ripping along at a good clip without the assurance of a long-term transit corridor. The derelict shopping center by Davern St is the main exception and I'm pretty sure that is a temporary lull in the development action. All the way up to the mess around Kellogg Blvd, there is and has been a lot of new and rehabilitation building going on, for housing and business, so the lure of development is a little trumped up.
- I know that some vocal community members and business owners have raised the specter of terrible impacts from this project. As someone who lived through the controversy surrounding the Blue Line in Minneapolis, these kinds of accusations flew freely before construction. They were forgotten almost immediately after the service started. The doomsday predictions simply didn't come true. We see this again and again when new transit lines are proposed and the results (with a few rare exceptions) are the same. People make minor adjustments in their plans and travel routes then everything works smoothly. Their concern for their community is laudable and I hope that the project administrators work carefully in the future with the construction companies to minimize the impacts on local people. But those short-term concerns shouldn't affect this badly needed project.

Stations and Connectivity

- Where will transit stations be located?
- Excited that proposed Otto station is right outside his front door

Bicycles and Pedestrians

- I urge you to ensure transit options also improve walking and bicycle connections for people of all ages and abilities. We need better sidewalks, street trees, and well-designed street crossings to safely access the new transit, to easily visit local businesses, and to improve quality of life in neighborhoods along the corridor. Thank you!
- In regards to the Ford Site, arterial bus rapid transit (ABRT) should be studied between the Grandview area of Edina, the Ford Site, and W. 7th Street via 50th St, 46th St, and Ford

Pkwy. The area is currently served by bus Route 46. This would provide a convenient east-west crosstown route and cross paths with numerous transit routes including Route 6, Route 18, the Orange Line, the Blue Line, the A Line, and the Riverview Corridor.

- I may have commented before but I support bringing streetcars to W. 7th Street. I hope this will be done in a way that also enhances the walkability and bikeability of W. 7th Street. The street has many stretches that are a quarter-mile to a half-mile long with no traffic signals and no crossing aids to help pedestrians get across the street. It is one of the top streets in Saint Paul for pedestrian crashes (along with University Ave and Snelling Ave). This is particularly true of the four-lane portion of W. 7th Street south of I-35E. This is due to traffic volumes, speeds, and the lack of crossing aids and signals. A streetcar project is an opportunity to greatly increase traffic calming, signalization and crossing aids along the corridor for the benefit of pedestrians.
- This project will serve and connect communities and I encourage you to look at the project as a whole to ensure it also improves connections for people, of all abilities and ages, that walk or bike. Better sidewalks and street crossings are needed to safely access the new, needed, streetcar line, to easily visit local businesses, and to improve quality of life in neighborhoods along the corridor.
- Obviously, the project should be accompanied by zoning changes to improve pedestrian and bicycle safety, comfort, and convenience; and to delineate the aesthetic designs of future development along the corridor.
- You have a major opportunity to serve and connect communities with this project. I urge you to look at the project holistically and to ensure it also improves walking and bicycle connections for people of all ages and abilities. We need better sidewalks and street crossings, for example, to safely access the new streetcar line, to easily visit local businesses, and to improve quality of life in neighborhoods along the corridor.
- My concerns as someone living two blocks off of W. 7th Street is that walkability, safe crossings, biking, available parking for our businesses and a green community are still in jeopardy with the plan as I understand it. This is a vital community that continues to grow robustly. Therefore, I do not support the proposed streetcar plan.
- You have a major opportunity to serve and connect communities with this project. I urge you to look at the project holistically and to ensure it also improves walking and bicycle connections for people of all ages and abilities. We need better sidewalks and street crossings, for example, to safely access the new streetcar line, to easily visit local businesses, and to improve quality of life in neighborhoods along the corridor.
- Finally, I urge the PAC and TAC to carefully consider the best way to incorporate traffic calming measures, safe crosswalks and bike routes throughout the planning process. As it exists today, W. 7th Street is a daunting place to walk and bike. I am a very confident biker who is usually fearless on busy streets. But the diagonal nature of W. 7th Street and the high proportion of fast truck traffic makes me quite wary when I'm in the neighborhood.

Nov. 9 Open House + Public Hearing

- How do I get the minutes from the meeting? I am out of town. [regarding the public hearing]
- Attend and speak up or settle for what others decide [regarding draft LPA and public hearing announcement]

- I wish I could make it to the public comment period, however I have a conflicting event. Any chance written comment can be submitted? And, if so, how can one do that? [regarding the public hearing]
- Show up and say no. Otherwise no one hears you. [regarding draft LPA and public hearing announcement]
- Doesn't look like the west side is included (again). [regarding public hearing location]
- We, as Americans, need to participate in our governments work. For or against, with or opposed, we need to be involved and have our voices heard. So attend the open house or live with what's coming. Me, I'm all for it. The Twin Cities is the best place in the world to live. We need better transportation infrastructure for our growing communities. When's the last time you been to LA or a big city? These issues come with growth. Can't wait: I think the trains are a good idea that is bound to happen. I think the train heading out towards Eden Prairie is a great idea as well. That money could be spent on other projects that don't have any benefits. Infrastructure is expensive and needs to happen. How much if we put into each other public deals that benefit other groups. Come on, Riverview Line! [regarding public hearing location]
 - We have plenty of buses so we don't need the streetcar running down 46th street. The A line bus route running every 10 minutes works great and picks up right next to the new Ford site. It would also take much longer to get to the airport and MOA. Going through the 46th street.
 - If you read the LPA you will see that it is for a streetcar running down 7th and the Hwy 5 bridge.
- You may in the presence of a few "people" who seem to drive the entire state into further wasteful spending on hostage corridors which ruin small, yet currently thriving, businesses will not only be affected, but also another part of the City of Saint Paul will become a ghost town. Oh, I forgot: they only have these meetings as a ploy to THINK you have input, when in fact, they have already decided to ram a few peeps' agenda down EVERYONE ELSE'S throats. We have bus routes, cabs, Uber, Lyft, and that is not good enough. We will be grossly overtaxed, inconvenienced, oh and did I mention unable to get to businesses that we love and support. Apparently, as long as a FEW SOMEONES' political agendas and aspirations are met by having others' kiss their asses all the time, it doesn't matter about the other greater 99% of us. Another nail in the coffin for Saint Paul, brought about by those who don't give a shit about us/you, only them. "When will they ever learn, when will they ever learn..." Where as all the street/curb parking gone? Where have all the small businesses gone? Where have all the people gone? Why do hostage/violence rails (aka LRT) or as I call it: Fair carnival practice with guns, gangster, thugs, and hooligan central and dopers dealing corridor, in the MIDDLE OF THE STREET, after all, these people are isolated and prime for target practice always get their ways? Where have all the police and fire departments who are responding to such emergencies? Oh yeah, they can't get to you where you are at! No room, no space, no clearance is available from where they need to respond to! Where was that consideration? Not only never asked, but current Mayor dictated to City "Leaders" of departments (like Chiefs, who serve serve at the leisure of whom? You guessed it, the CURRENT MAYOR)! Where does the Mayor (driven by a police officer, constantly) want to go? To a higher office don't you know? It's called Governor!!! Where have all the sane leaders gone? Where are the voices of reason I keep asking who can affect change? Where are the Dan Bostrom type leaders? Those who don't allow bullying, go to Chiefs in charge of departments for advice, and are there, doing a great job because the "good people of Saint Paul chose me to represent them, and I never forget that." I sure miss those long, long time

agos. Gone so long ago.... John Mancini, I hope you and Pat are fighting this!!! [re: Riverview Public Hearing Announcement]

- Very happy to be part of a society where there is a public process and glad to see all the folks who were part of the commission.
- Surprised that there was only one woman amongst all the deciders on the commission: probably should be better split.
- I attended a number of the community meetings, and each time I attended I made a case for a more democratic approach allowing time for whole group discussion, and not just “here’s the timeline. Here is what the options look like. Now meet with the consultants in the back to get your questions answered.” Learning/sharing as a public group is essential and was never fully exercised.

General Comments

- Is the project being planned in a way that in case ridership is way over projection like the Blue Line that it could be expanded for two or three LRT vehicles?
- I know it is still a bit out time wise. But since it will most likely be rail that shares the Blue and Green Line tracks, will it share the same naming convention and be considered part of the METRO system?
- Can’t wait to welcome better transit choices to my neighborhood. Thanks for the thoughtful planning that has gone into this.
- Another program dictated by a minority of people in our city government shoving their agenda down everyone's throats. 30% want this, 30% are dead set against this. 40% don't care about this until it's too late to do anything about it.
- Won't be able to make it to the meeting, but would like to register against frequency cuts or increased travel times on downtown to airport. If this can be done with a Union Depot/airport/Mall of America express, that is fine. Cutting existing service levels to connect into the Ford Site is not acceptable.
- I'm glad W. 7th Street will get a streetcar, but city, state, and county need to stop providing free parking. Stop subsidy parking which encourages driving and creates pollution and congestion. It's poor land which promotes sprawl.
- Misunderstanding that the Riverview line would interline with the Blue Line. [Thought they would be on parallel alignments.]
- We're supposed to watch a movie from 1938 called “You Can’t Take it With You.” Recommended by a gentleman who was very upset over having been let go by Northwest Airlines a decade ago.
- Can the project be built in phases or all at once? [All at once is our assumption.]
- What is needed to get Streetcar in the TPP? [needs to be added as a mode to the TPP by the Met Council. RV will need to be amended into the TPP next year, as it is a couple months behind the TPP update process.]
- Thank you for all your efforts.
- I think this is process about a decision that was made after process and to discuss future process.
- @RiverviewStudy quite the lack of diversity on the Policy Advisory Committee at the Riverview Corridor Public Hearing.
- I believe there are too many unanswered questions to make definitive decisions about mode and pathway. Yes, the process has gone on forever with so many stops and starts. But still unfolding options without clear decisions.