



# **PURPOSE AND NEED PUBLIC REVIEW**

## **Summary Report**

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# 1. INTRODUCTION

## 1.1. PROJECT OVERVIEW

The Riverview Corridor is a 12-mile planned transportation connection between neighborhoods and anchor destinations and employers in downtown Saint Paul, Minneapolis-St. Paul International Airport, and the Mall of America. The planned modern streetcar line includes use of existing METRO Green Line stations and tracks in downtown Saint Paul and existing METRO Blue Line stations and tracks south of the Mississippi River beginning at Fort Snelling. Nine new stations are planned along West 7th Street (State Highway 5).

## 1.2. PURPOSE AND NEED

A Purpose and Need statement is an important step in the federal environmental review process for developing transportation projects. The Riverview Corridor Purpose and Need statement provided a foundation for the completed in the previous project phase which resulted in the selection of project goals and the locally preferred alternative of modern streetcar. The document is used to inform the development of evaluation criteria, which will be used to assess future options and decisions in this phase of the process.

Recognizing the importance of the Fort Snelling/Bdote area to the Dakota tribes, the document was reviewed by tribal representatives with a connection to the area and edited to reflect those comments. This was completed prior to formal public review.

# 2. PUBLIC ENGAGEMENT PROCESS

## 2.1. PUBLIC ENGAGEMENT TIMELINE

The Riverview Corridor Purpose and Need statement was available on the project website for public comment from Monday, May 17 through Friday, June 25, 2021. Public comments received by June 25 were used to inform potential edits to the document. The edited portions of the Purpose and Need statement were reviewed by the Riverview Corridor Policy Advisory Committee on July 15, 2021.

## 2.2. MEANS OF COMMUNICATION

The public review period for the Purpose and Need was advertised via the following means:

- An infographic illustrated summary document was prepared for the Purpose and Need to facilitate the public review process. (See Appendix A.)
- Project e-newsletters circulated to the project email list, providing an overview of document and availability for comment

- Social media posts to project Facebook and Twitter accounts, stating the availability of the document for review, and selected facts and figures.
- Direct contact with targeted stakeholders including local organizations, institutions, and businesses serving diverse populations along the corridor.
- Distribution through project partner communication networks, including email, newsletters, social media and other means.

## 2.3. WAYS TO PROVIDE INPUT

The public was invited to share their thoughts, ask questions and learn more about the project through several different channels. Below are the tools the public could use to share input on the project.

- Project Email: A project email account [info@riverviewcorridor.com](mailto:info@riverviewcorridor.com) was made available to provide comments directly.
- Website: A form created on the project website that facilitated the submittal of comments.
- Social Media: Followers on Facebook and Twitter were allowed to make comments and ask questions on posts.
- Public Event: The Purpose and Need was featured at a virtual Open House. Attendees could ask questions/share comments via the chat and Q&A functions. There was also a poll question during the presentation on the Purpose and Need.

The virtual Open House had 120 people registered to attend, and 60 people viewed the presentation. The format included a formal presentation, which included polls, followed by a Q&A session. Attendees were encouraged to comment and/or ask questions based on the information presented.

# 3. ENGAGEMENT SUMMARY

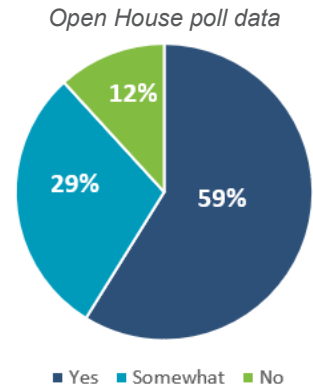
## 3.1. COMMENTS RECEIVED

During the Purpose and Need comment period, 54 comments were submitted either via the web form, project email or social media. The list of all comments can be found in Appendix A, and the main themes are summarized in the following section. Facebook saw minimal comments and questions related to posts.

## 3.2. COMMENT SUMMARY

The virtual Open House had 60 attendees who viewed the presentation. During the Open House, a poll was posted, asking attendees “Are the purpose and need statements a good foundation for how decisions should be made as part of this project?” Of the 35 respondents, 59% said “yes,” 29% said “somewhat,” and 12% said “no.” Note: Not all attendees participated in the polls. Questions and comments received during the discussion time at the open house meeting included:

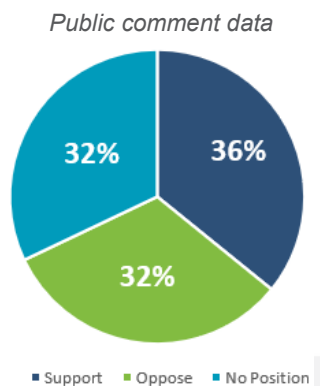
- Need to consider historic resources in the corridor, including both indigenous tribes and European settler history.
- Interest in a virtual tour of the corridor to learn more about it.
- Questions regarding impacts the project would have on existing local bus service and Blue Line route.
- Concern about limited right-of-way available on West 7<sup>th</sup> for streetcar, and what other options were considered.
- Questions about location and impacts of station locations.
- Questions about fee structure for transit service, and whether possible to provide a free transit service.
- Questions about how ridership was calculated and was being revised.



Fifty-three comments were submitted during the public comment period. These comments were received via the web form, project email or social media. The general themes of the comments can be divided into three main groups: support of the Locally Preferred Alternative (modern streetcar), no support of the Locally Preferred Alternate and those requesting additional information or analysis. This reflects the fact that the Riverview Corridor project has already had several years of public process, and public opinion is much more focused on the current proposed project than on the specifics of background analyses that support it.

Of the 19 (36%) that supported the Locally Preferred Alternative, the most cited reasons were the importance of a regional transit connector, the need to support sustainability goals, the value of serving the local community with improved transit service, and the potential economic development benefits of streetcar. This included citations of specific Purpose and Need data and analysis, such as the presence of low income and transit reliant populations. However, some of the comments were qualified with some additional changes they would like to see to the project as proposed, or additional information to be supplied.

Of the 17 respondents (32%) that said they did not support the project, the most cited reasons were that it was not a good use of resources for the potential benefit, too expensive, had too many potential negative impacts on the community, was too slow and/or unsafe to be a good alternative, or that another mode like bus could be a better and less expensive alternative with more local access via stops. There were also questions about the analysis done, for instance if the forecasted ridership levels would be adequate to support the route, or if West 7<sup>th</sup> is wide enough to accommodate the planned mode.



Of the 17 respondents (32%) who did not express a stated preference for or against project, many either requested additional information about how decisions about the Locally Preferred Alternative had been made and/or wanted to see more options/analysis considered.

### 3.3. NEXT STEPS

Once the comment period had elapsed, the collected comments were reviewed by the Riverview Corridor's Engineering and Pre-Environmental team and used to inform a revised version of the Purpose and Need. This revised version, along with the engagement report, will be provided to the Policy Advisory Committee at the July meeting for review and release to the Federal Transit Administration.

# APPENDIX A

## Purpose and Need Summary



# RIVERVIEW CORRIDOR MODERN STREETCAR PROJECT

## 2021 PURPOSE AND NEED

### OVERVIEW

Ramsey County is leading analysis and design of the Riverview Modern Streetcar project. This project is a 12-mile planned transportation connection between neighborhoods, anchor destinations and employers in downtown Saint Paul, MSP International Airport and the Mall of America.

### PROJECT NEED



Planning for population and employment growth



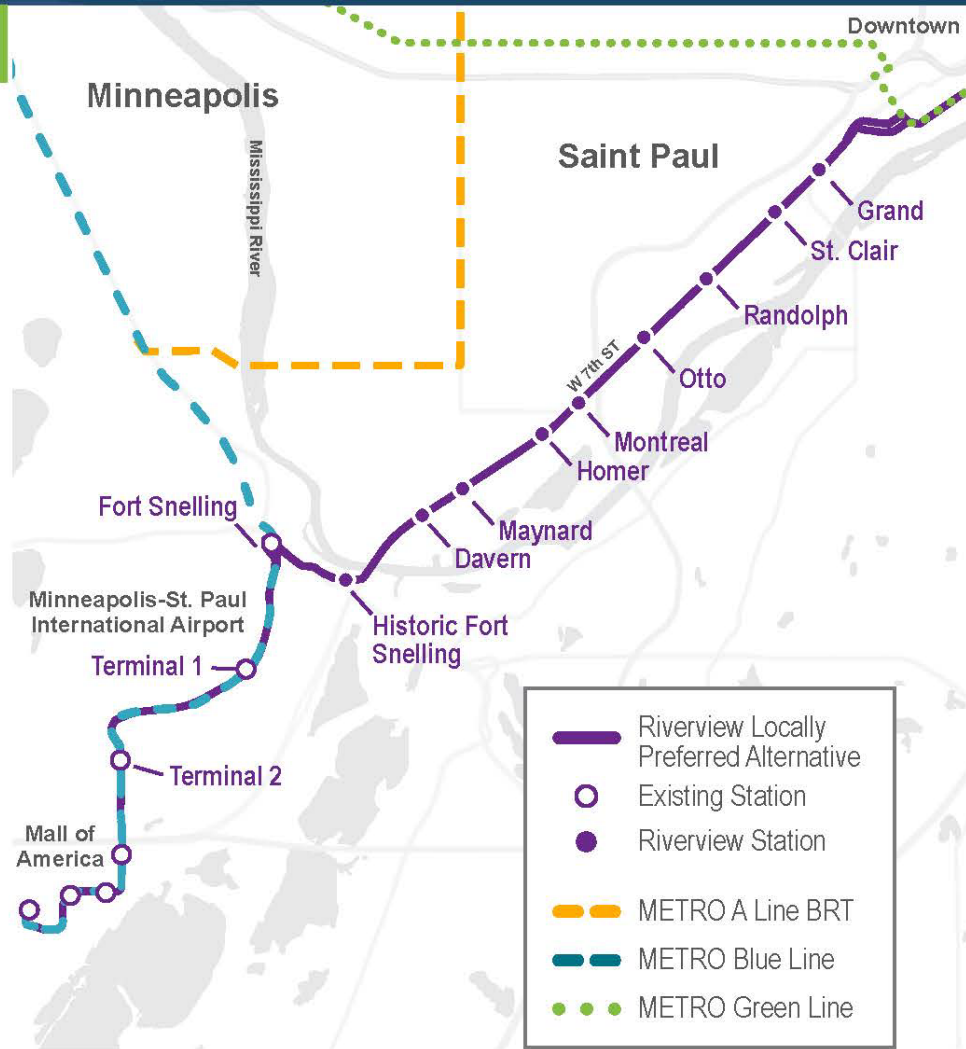
Meeting the needs of people who rely on transit



Addressing a gap in the METRO system and accommodate future travel patterns



Supporting local and regional plans



2014-2017	2020-2023	~2 years	~3 years	~3-4 years
<b>Modern Streetcar chosen as Locally Preferred Alternative December 2017</b>	<b>Engineering and Pre-Environmental Evaluation</b>	<b>Project Development</b>	<b>Final Engineering</b>	<b>Construction</b>
Started with over <b>60 concepts</b> and narrowed down to <b>top 10</b> for public review.	Examine impacts and refine project design	Preliminary design and environmental impact statement	Complete detailed engineering plans	Build the project



## Project Purpose and Goals

The purpose of the Riverview Corridor Project is to provide transit service that enhances mobility and accessibility for residents, businesses and workers, and supports economic opportunities within the project area, particularly in low income neighborhoods.

- Improve transit connections to jobs, education, health care, recreational areas, activity centers, and the regional and national transportation network
- Support sustainable development and employment that advances local and regional plans and policies
- Support, protect and enhance corridor resources, neighborhoods, businesses and the Mississippi and Minnesota Rivers
- Develop a cost-competitive project with local and regional support
- Improve multimodal transportation facilities in the corridor to support community health



### Project need #1: Planning for population and employment growth

As population and employment in the study area increase, the demand for transportation will also increase.



### Project need #2: Meeting the needs of people who rely on transit

Transit is a significant public investment and it should benefit those who rely on it most. Those who depend on transit include low- and moderate-income households, people with limited mobility, elderly people, and young people.

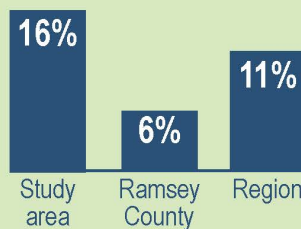


#### CAR OWNERSHIP

- 14%** **NO CAR**  
Regional average: 10%
- 42%** **ONE CAR**  
Regional average: 36%
- 52%** **INCREASE**  
in zero-car households trips to markets within the corridor between 2010 and 2040



#### POVERTY LEVELS



The percentage of residents below the poverty level is higher in the study area, meaning there are more people who may rely on transit to access jobs, education and other services.

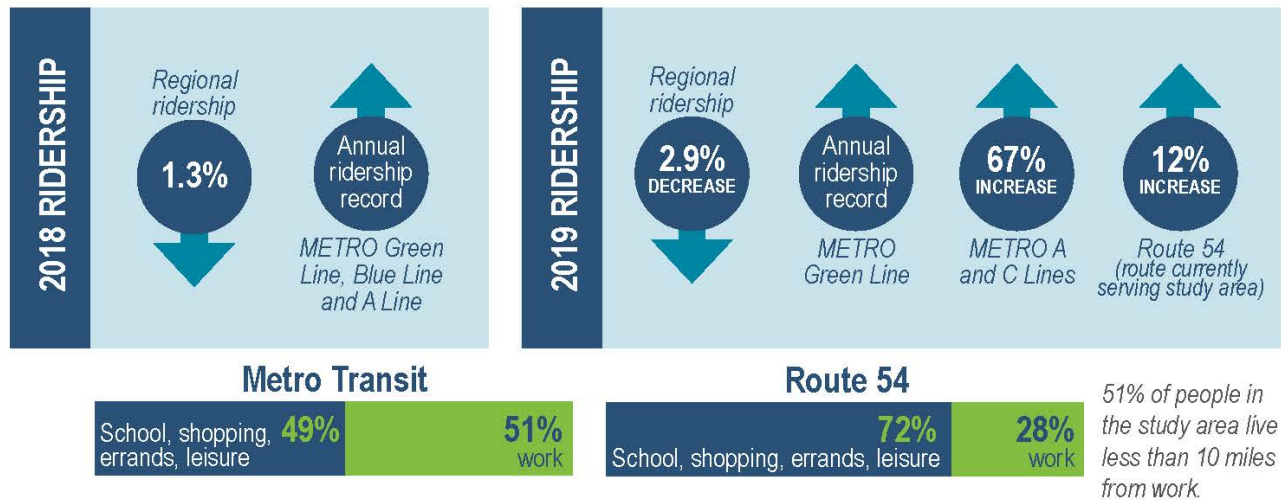


#### AGE AND DISABILITY

- 12%** **WITH A DISABILITY**  
Regional average: 9%  
*People age 18 to 64 with disabilities are less likely to own or have access to vehicles.*
- 14%** **65+ YEARS OLD**  
Regional average: 11%
- 85%** **INCREASE IN 65+ POPULATION BY 2050**

**Project need #3: Addressing a gap in the METRO system and accommodating future travel patterns**

Metro Transit has seen an increase in ridership on its METRO system, even as ridership on other routes has dropped. This project is needed to serve the increased demand for local destinations and everyday trips.



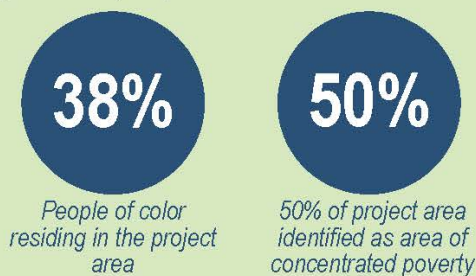
**Project need #4: Supporting local and regional plans**

The Riverview Corridor Project is included in...

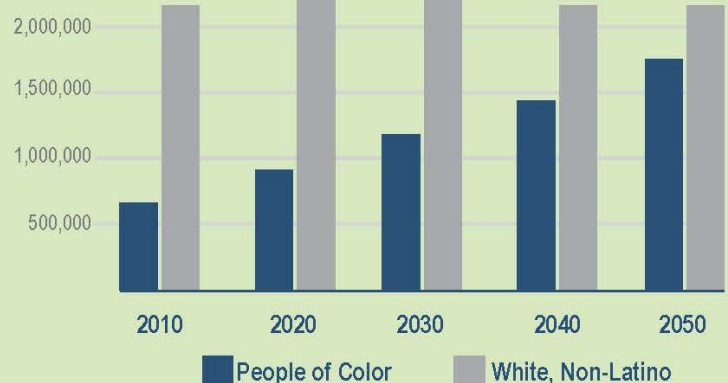
- METROPOLITAN COUNCIL: 2040 TRANSPORTATION POLICY PLAN
- SAINT PAUL: SAINT PAUL FOR ALL 2040 COMPREHENSIVE PLAN
- BLOOMINGTON: FORWARD 2040 COMPREHENSIVE PLAN

**Promoting Equity**

As the region works to right historical disinvestment in communities of people with low income and in communities of color, transit access for these areas is particularly important.



**Regional demographic change**



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

# APPENDIX B

## Comments Received

	Medium	Comment/Question
1	email	<p>The Riverview Corridor purpose and needs as presented seem credible. Unfortunately, the current LPA will fail to achieve them for more than a very minor subset, and will reverse the progress that has been made toward these aims more broadly. Sadder still, realization of the LPA will postpone any opportunity for real progress in the Riverview Corridor and the communities it connects for decades.</p> <p>A street car operating in traffic on W. 7th Street will lack the speed, reliability, capacity, frequency of stops and proximity to meet the current needs of the local community, let alone it's future needs. Fewer stops = less accessibility. How will MOA, MSP and Downtown workers get to and keep their jobs when emergency vehicles, pedestrians and regular traffic who rightfully share the roadway repeatedly delay their arrival? How will their employers flourish? How will emergency vehicles and others entitled to the roadway efficiently fulfill their mission with an immovable streetcar impeding their operation?</p> <p>For similar reasons - lack of speed, reliability, capacity, and proximity - the LPA will not meet regional ridership needs or support any material amount of economic growth that isn't already foreseen.</p> <p>The LPA will encumber the billions of dollars that could otherwise be used to actually achieve these aims, leaving the Riverview Corridor even further behind the rest of the region in transit and development for decades.</p> <p>The LPA is also burdened by many significant technical, environmental and social challenges that could be mitigated with a bolder, broader vision that addresses the very distinct performance characteristics of local and regional transit.</p> <p>By focusing on the ridership of W. 7th Street as a basis for attracting Federal funding, the RCTC is blinding itself to the opportunity to create true regional transit system that would actually enhance regional service and spawn economic growth in and beyond the Corridor for decades.</p> <p>Since the LPA was developed, significant relevant changes have occurred in transit, residential and commercial development, and social expectations. It's time to stop wasting taxpayer money figuring out how to implement this severely compromised solution. The futures of the Riverview Corridor, St. Paul and the Region warrant a thorough reconsideration of the means by which we achieve the purpose and needs delineated by the RCTC. There is no right way to do the wrong thing.</p>
2	online form	<p>For Riverview to enable regional and local plans, it cannot run in mixed traffic; where the current LPA puts it in mixed traffic pollution, congestion and the risk of accident and injury will be made worse, not better, by the project. To address this, either relocate that portion of the LPA off West Seventh, or exclude rubber-tired traffic from lanes the LPA uses. Approximately 8000 new residents, workers and customers will likely be at Highland Bridge before Riverview opens for operation. The CP Rail spur is an ideal opportunity to provide regional access for them.</p> <p>The P &amp; N should be adjusted where necessary to recognize and accomplish the above.</p>

### Riverview Corridor Requires a Real Purpose & Needs Statement

Neither the original Purpose & Need Statement nor the revision show understanding of the unique issues that define what transit services are required in the Riverview Corridor. And the so-called Locally Preferred Alternative reflects this confusion.

The Riverview Corridor is both defined and constrained by geography. The Mississippi River forms a major natural barrier. Due to it, most transit riders from the East Metro, headed to the Airport must go through the Riverview Corridor.

So, this transit link - at the very outset - is a regional transit artery. It is, in fact, one of the three most important transit links in the Metropolitan Area, long identified as the Transit Triangle.

A regional transit artery is characterized by (i) long trip distances; (ii) time dependency; and (iii) large numbers of passengers. This implies strategically located stations approximately 1, or so, miles apart. Regional transit arteries need to operate where they can deliver consistently fast and dependable service; so, they need to operate in a dedicated Right-of-Way (ROW) and not on a public road. Most roads in the metropolitan area are too narrow for carving out a 30' ROW for transit; and even where a street may be wide enough, transit riders must often run the gauntlet of rushing traffic if they want to access a station. This is not conducive to use.

The proposed LPA streetcar will run through traffic on West 7th Street and will always be susceptible to delays from ordinary traffic congestion, delivery vehicles, construction vehicles, emergency vehicles, pedestrians, bicycles, street repair, etc. It is a single vehicle and is not scalable, so it has little capacity for growth, without greatly interfering with already congested traffic and diminishing access to local businesses.

Neighborhoods within the Corridor have a linear relationship, also enforced by the geography. West 7th Street serves as the spine of the corridor, with most retail and services located up and down West 7th. Transit riders making local trips in the Corridor need local transit service along West 7th Street.

Good local transit service is characterized by (i) numerous and closely spaced boarding locations, approximately every block; (ii) frequent service; and (iii) vehicle maneuverability.

Local transit service needs to be local; i.e. it must be possible to reach a boarding location in a short walk and it also must be possible for the rider to reach her destination within a short walk from getting off the transit vehicle. Most transit riders will not ride transit if it is shorter to just walk. This calls for boarding locations at approximately every street corner and possibly additional locations. The proposed RC streetcar has just eight stops in five miles between the river and Downtown St Paul. That is not local service.

It makes no sense to introduce a vehicle that interferes with traffic but cannot adapt to traffic or traffic problems. Local transit needs to operate within the street environment and so needs to be adaptable to the street environment. It needs to be maneuverable in order to get around street repairs, construction equipment, delivery vehicles, emergency vehicles, pedestrians, bicycles, turning vehicles, parking vehicles, snowplows and all the other things that happen within city streets. The RC streetcar cannot do this, a bus can.

Clearly, there are two distinctly different transit needs in the Riverview Corridor: one, for local trips, offering numerous locations to get on and off along the route. The other, for regional trips, offering strategically located stations with the ability to travel long distances at higher rates of speed between them and thereby timely reach the important venues of the region or connections to other regional transit service that further creates access for destinations of all types in the region.

The existing LPA calls for a single unit streetcar that provides neither the local nor the regional service characteristics that are needed; it will become a bottleneck, further stifling rail transit development in the East Metro for decades; and it will relegate the East Metro to "transit-poor" status for generations. This also means that the East Metro will never receive the level of high-value Transit Oriented Development that LRT brings and the growing tax base that makes needed public services possible; the Corridor will continue to be denied the local service truly needed.

Redrafting platitudes will not overcome the shortcomings of a single "streetcar", stuck in traffic, with few places to board or get off and no ability to be scaled up to meet future demand. The solution should respond to the need; the streetcar does not. The Riverview Corridor requires not one, but two modes of transit: a local bus running up and down West 7th Street and a regional LRT line running in its own ROW separate from West 7th Street. The local bus will then interface with the LRT line at the LRT stations in the Corridor.

Moreover, rail service between Downtown St Paul and the Airport/Mall of America, must run on the existing Green and Blue Lines

3 email

		<p>and accommodate the existing LRT stations. The so-called Modern Streetcar cannot do this, without becoming an LRT vehicle itself, operating in traffic, something explicitly rejected by the PAC several years ago.</p> <p>We all want a public transit system that best serves our region and individual communities. Instead of pressing onward with a flawed streetcar project, it is time to go back to basic needs and purposes, as outlined here.</p> <p>Thank you.</p>
4	email	<p>June 24, 2021  Kevin Roggenbuck, Senior Transportation Planner Ramsey County Public Works  15 West Kellogg Boulevard, Courthouse Suite 210 Saint Paul, MN 55102  Dear Mr. Roggenbuck,</p> <p>Thank you for the opportunity to provide comments on purpose and need statements for the Riverview Corridor. In 2017, Move Minnesota staff hosted community conversations, tabled at large-scale events, and collected 251 surveys to learn about what residents want and need along the Riverview Corridor in Saint Paul. We had a goal of engaging diverse populations along the corridor and hearing about specific barriers and concerns from different communities. The results of these conversations ultimately informed the Move Minnesota final position to support the locally preferred alternative with a resolution, which is enclosed here.</p> <p>The Riverview Corridor is a critically important corridor to St. Paul, Ramsey County and the larger metropolitan region. The Corridor will improve significantly connectivity to health care, jobs, education and recreational activities. The Riverview Corridor also presents a meaningful opportunity to advance equity along the route. Within the Riverview Corridor 16% of households don't own an automobile, 30% of the population lives in poverty and approximately 20% of the population are people of color. These percentages are higher than regional percentages. Further, three areas of concentrated poverty exist in the Riverview Corridor where people of color make up 40% or more of the population.</p> <p>People's ability to live healthy and well depends on a host of factors that intersect with—and are dependent on—transportation. Transportation touches every aspect of our lives: it impacts where we can live, where we can work, the friends we can connect with, where we can attend school, the grocery stores we can shop at, the clinics we can access, and more. On top of that, transportation is all too often a huge expense—the second largest in most households—that compounds the affordability challenges of housing, healthy food, healthcare, education, and more. These intersections manifest as marked and persistent racial inequity in poverty, housing stability, food insecurity, job access, and more.</p> <p>Based on our community engagement work, we would recommend the planning in the corridor emphasize a fast, reliable transit option with strong connectivity to safe biking, walking and rolling routes within the neighborhood. We know that West Seventh residents have articulated a particular concern about pedestrian safety, which must continue to be addressed.</p> <p>Thank you again for the opportunity to comment. If you have any questions for our organization, please do not hesitate to contact me.</p> <p>Sincerely,  Sam Rockwell  Executive Director, Move Minnesota</p>



5	email	<p>June 25, 2021  Kevin Roggenbuck, Senior Transportation Planner  Ramsey County Public Works  15 West Kellogg Boulevard, Courthouse Suite 210  Saint Paul, MN 55102</p> <p>Dear Kevin:</p> <p>I am writing to convey the strong support of residents of Minnesota's Fourth Congressional District for investments in transit, including the Riverview Modern Streetcar project. My constituents have overwhelmingly shared that permanent, safe, reliable and convenient transit options are vital to improving connections to health care, jobs, education and recreational opportunities. This is particularly true in the neighborhoods that will be served by the Riverview Corridor Modern Streetcar project where 16 percent of households do not own an automobile, 30 percent live in poverty and approximately 20 percent are people of color – percentages higher than the region as a whole. The planned Riverview Corridor 12-mile rail connection will link neighborhoods and anchor destinations and employers in downtown Saint Paul, Minneapolis--St. Paul International Airport and the Mall of America. It is a necessary project to meet the transit needs of residents, employers and visitors. Riverview Modern Streetcar will further build out the foundation of a balanced Twin Cities transit system and allow for expansion to respond to the growing population and economy in our region. As a member of the U.S. House Appropriations Committee, I am advancing report language in the Fiscal Year 2022 Transportation, Housing &amp; Urban Development bill that urges the Federal Transit Administration to continue working with Ramsey County and the Metropolitan Council to develop the Riverview Modern Streetcar project through its next planning stage. As we plan for the future growth of the Saint Paul – Minneapolis region, it is imperative to invest in permanent transit service that enhances mobility and accessibility for residents, businesses and workers and support economic opportunities within the project area, particularly in low-income neighborhoods.</p> <p>Sincerely,  Betty McCollum  Member of Congress</p>
6	email	<p>Mr. Roggenbuck,</p> <p>Thank you for the opportunity to share feedback on the Riverview Corridor Purpose &amp; Need statement.</p> <p>The Riverview Corridor project would complete the region's three-part transit triangle connecting St. Paul, MSP International Airport, and Minneapolis. This critical connection in our transit system will help accommodate future population and job growth, helping our region grow and compete for jobs.</p> <p>As a landowner, employer, and residential property manager along this route, we understand the important role the Riverview Corridor project plays in enhancing this area. Many of our company's workforce of more the 250 people, and the more than 1,200 residents who live in our buildings, already use transit, and would benefit from an improved system. We see the clear need to build a transit route that will help residents and employees and support economic growth.</p> <p>The draft purpose &amp; need statement recognizes that for our region to thrive, we must enhance mobility and accessibility for residents, businesses, and workers, particularly in low-income neighborhoods. The area where our residential, assisted living, and memory care facilities are located - near W. 7th and Madison Street - meets that definition. There are large numbers of low-income and transit dependent residents and employees in this area, who will benefit from this project.</p> <p>We also believe that the desire to serve this community makes a strong case for an additional station at W. 7th &amp; Madison. The stretch between the planned stops at Homer and Maynard is the longest section on the line without a station. Failing to better serve the residents of high-density housing and employees in this part of the corridor would be a missed opportunity that could hurt ridership numbers and overall use of the line.</p> <p>We support the permanent investment of a Modern Streetcar line to help drive development and redevelopment along this corridor. Despite much of the area being built out, there are many opportunities for projects that will help the downtown and W. 7<sup>th</sup> neighborhoods thrive.</p> <p>Our company has invested in St. Paul projects since 1970. We have 900+ apartment homes housing seniors, minorities, lower-income, and employees in service industry jobs. We are proud to employ over 250+ people including front line home care workers, service providers, business managers and maintenance teams. We believe the Riverview Corridor project is critically important to the future of St. Paul, Ramsey County, and the region.</p> <p>Sincerely,  Lisa Moe</p>

7	email	<p>Comments to the May 2021 Riverview Corridor Purpose and Need Technical Report Draft:  Submitted by Greg Struve:  1756 Hartford Ave, St Paul, MN, 55116  mgstruve@msn.com or (651) 492-8034  Submitted on June 25, 2021 via email to info@riverviewcorridor.com  Section 2: Project Purpose- Omission: Strong Regional Link  The Riverview Corridor needs to provide a Strong Regional Link with the existing Green and Blue Lines to complete the long-anticipated "Transit Triangle".  Section 3: Project Needs-Quote-"addressing a gap in the METRO system" The "gap" will need to be accommodated and measured on a Regional Perspective  Section 3.1: Planning for Population and Employment Growth-The one mile (each side of the alignment) Study Area is too limited to estimate Regional Impacts. The one mile portion south of the alignment is unrepresentative of the service area, since it extends well into the undevelopable portion of the Mississippi River valley.  Section 3.2: Meeting the Needs of People Who Rely on Transit Conventional Methods to estimate Transit Use are out-of-date in a post-COVID World State Senator Scott Newman, Chair of the Senate Transportation Committee, recently announced a new Task Force to estimate Future Transit Needs in a Post-Covid World. Estimating Needs should be done using new methods determined by this Task Force  Section 4: Project Goals and Objectives-Quote-"Develop a Cost Competitive Project" The Study Area is presently served by the Route 54 Bus, and will be expected to continue to provide this service until 2032, when it will be replaced by this project Using the estimated Trip Demand Growth of 53,100 additional person-trips from 2010 to 2040 and linear growth, the Route 54 bus will be expected to accommodate 38,940 (73%)of these person-trips with low-cost modifications to it's size and frequency. The remaining 14,460 person trip-growth (27%) through 2040 will be accommodated by a project costing \$2 Billion with an estimated Operating Cost of \$35 Million This growth cannot justify the investment. At the very least, a longer time-frame should be considered.</p>
8	email	<p>June 23, 2021  Kevin Roggenbuck, Senior Transportation Planner  Ramsey County Public Works  15 West Kellogg Boulevard, Courthouse Suite 210  Saint Paul, MN 55102  Dear Mr. Roggenbuck:  We, the Board of Directors of Sustain Saint Paul, on behalf of our members, are submitting these comments on the Draft Purpose and Need Document. Sustain Saint Paul has voiced support in the past for the Riverview Corridor. We believe the Draft Purpose and Need Document captures the essence of why this project is so important to St. Paul. The Riverview Corridor is a critically important corridor to St. Paul, Ramsey County and the larger metropolitan region. Within the Riverview Corridor 16% of households don't own an automobile, 30% of the population lives in poverty, and approximately 20% of the population are people of color. These percentages are higher than regional percentages. As the Purpose statement makes clear, the Riverview Corridor will provide transit service that enhances mobility and accessibility for residents, businesses and workers and support economic opportunities within the project area, particularly in low-income neighborhoods. The permanence of the modern streetcar and its long stretches of dedicated right-of-way are key advantages over Arterial BRT that will help drive development along this corridor—a sorely needed boost for enhanced economic opportunity in the neighborhoods adjacent to the streetcar route. In addition, a streetcar would provide over 9,000 more daily trips than BRT in 2040, a victory for both our climate and the many transit-dependent residents along the corridor. For those reasons, we support the Draft Purpose and Need document and urge the county to continue moving forward on this project.  Sincerely,  Sustain Saint Paul Board of Directors</p>

9	email	<p>June 25, 2021</p> <p>To Whom It May Concern:</p> <p>It is my privilege to serve as the Director of Senior Living for StuartCo. The portfolio of senior affordable independent housing, market-rate assisted living, and memory care represents nearly 340 individuals (and families) over the age of 65 and a workforce of more than 200 employees in the Shepard Park neighborhood of St. Paul. Senior living has an unrecognized impact on the local economy and the larger housing ecosystem. As seniors age out of their single-family homes and consider housing options to allow them to age independently as they choose, they open valuable housing inventory to new single-family homeowners. These owners will reinvest in the housing inventory and the tax base - in the last report (pre-pandemic) published by the Minnesota Demographic Center, 2,200 seniors, largely from urban markets, choose to leave Minnesota and the tax base annually. Transit-oriented development has been thoroughly discussed as a means to reduce the need to drive. Moreover, it can improve access for people of all ages and abilities. The majority of seniors move to and live in auto-centric, suburban areas. These low-density areas pose a challenge for aging and delivery of critical services, post-driving populations. For those who cannot drive, the promotion of pedestrian and transit uses and the creation of suitable walking environments can help non-drivers retain mobility independenc~a significant social equity impact supported by transit-oriented development. While fully supporting the Riverview Corridor initiative, the current plan calls to question why the gap between stations from Maynard to Homer. It would seem appropriate to consider work similar to that of the Cleveland Regional transit authority to build complete streets to include wider sidewalks and shorter block lengths to support safe use by all users. The stations as presently proposed are greater than a 15-minute walk going against these types of inclusive design principles. Additional consideration should be given to the workforce. Long-term care providers like StuartCo and Highland Chateau are facing an unprecedented workforce challenge. We recognize that our transitorientated location and access is critical to recruiting and retaining qualified employees. Together we bring more than 350 individuals to live and work at the intersection of West 7th Street and Madison every day. Further, the pandemic will profoundly impact seniors and the informal ecosystems that support them in the aging process - outside of traditional senior living. This impact will cascade into all areas of our community and housing in years to come. Early data available from the pandemic indicates that informal support systems built with the work-from-home economy will continue to drive profound change related to informal caregiving. Our shared commitment to support these informal networks is imperative going forward, especially for those with disabilities or at or near the poverty level.</p> <p>1000 West 80th Street, Minneapolis, MN 55420   952-948-9500 Fax: 952-948-9570   StuartCo.com</p> <p>Respectfully, please consider adding a station at the corner of West 7th and Madison to support the incredibly diverse and inclusive community in Shepard Park.</p> <p>Sincerely, Matt McNeill</p>
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10	email	<p>June 22, 2021  Kevin Roggenbuck, Senior Transportation Planner Ramsey County Public Works 15 West Kellogg Boulevard, Courthouse Suite 210 Saint Paul, MN 55102  Submitted electronically to info@riverviewcorridor.com  Dear Members of the Riverview Corridor Policy Advisory Committee,  As you consider the Riverview Modern Streetcar project purpose and statement of need, we would like to share United Hospital and Children's Minnesota's continued strong opposition to the inclusion of Smith Avenue, also known as the "Smith Avenue Concept" as an alternative route. The medical campus located along Smith Avenue is robust, drawing patients from the immediate community and regionally as we provide a full continuum of critical services from births to complex surgeries, located in a carefully-designed footprint. Smith Avenue is the primary access point for our patients to enter United Hospital and Children's Minnesota Hospital. Our shared emergency vehicle entrance is located on the west side of Smith Avenue just north of the intersection with Grand Avenue, and there is no opportunity to redesign the entrance to a different area of this campus. The Smith Avenue corridor also provides patient, visitor and employee access to four parking ramps and one parking lot. The campus has been built around Smith Avenue as an access point because 35E blocks development on the north and west sides of the campus. Construction of a modern streetcar on Smith Ave would cause significant disruption to the access of our facilities as well as safety issues in an environment where we strive to make the patient experience as seamless and calm as possible as they navigate their health issues. In August 2017, United and Children's engaged WSB, a Minneapolis-based engineering firm with national expertise in transit planning, 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 for your reference. This report speaks to the significant technical areas of concerns related to a transit corridor near our surgical and diagnostic facilities and frames the level of complexity involved in working around highly intricate medical campuses. As medical campuses continue to adapt to changing care needs of patients, the complexity is likely to intensify and impact future care investments.  Allina Health and Children's Minnesota is committed to improving the public transportation options within the community, including a route between downtown St. Paul and the international airport. 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. Our concerns go beyond the short- to mid-term impacts of construction, as transit operations will impact patient care, site access and our ability to manage 300,000 medical visits to this campus per year.  We firmly believe the costs to mitigate any route on Smith Avenue far exceed the benefits and urge you to remove the route from consideration. Please let us know if there is any other information you need to better understand the impact of the route to the communities we serve.  Sincerely,  Jill Ostrem  Vice President of Operations  United Hospital  Jim Leste  Vice President Support Operations  Children's Minnesota</p>
11	online form	<p>During rush hours (6am - 8am, 3pm - 5pm) can you create a 54Express? This express 54 bus will go from mall of america to downtown st. paul in the morning and only stop once at the airport. In the afternoon, the 54Express will go from downtown st. paul to mall of america and only stop at the airport. Currently, it takes incredibly long (30 mins) from mall of america to downtown st.paul !</p>
12	online form	<p>Permanent infrastructure is expensive and inflexible. Why not busses instead? So much more responsive to inevitable changes in transportation needs.</p>
13	online form	<p>I am in favor of building this street car. I think it would be brilliant if the street car connected Highland Park (or Highland Bridge - the Ford Plant redevelopment) with the West 7th Neighborhood. I live in the West 7th neighborhood and while it's fairly walkable, it would be really amazing to be able to get up and down the corridor on foot.</p>
14	online form	<p>I am in full support of the Riveview Corridor Project, which will provide desperately-needed additional public transportation between Saint Paul and Bloomington. By providing a way for those who have limited or no access to their own transportation, this project will benefit marginalized communities. By providing an easily-accessible option for those who DO have access to their own transportation, the project will cut down on single-driver trips, cut down on traffic, and have a positive effect on the environment. The project benefits the entire community.</p>

15	online form	<p>I am providing comments on behalf of the Minnesota Wild that supports the Riverview Corridor and the modern streetcar.</p> <p>The Riverview Corridor is a critically important corridor to St. Paul, Ramsey County and the larger metropolitan region.</p> <p>This investment will help to balance transportation investment in the region by addressing a gap in the Metro system and accommodate future transit plans. It will also help keep Saint Paul attractive for residents and businesses, which is important for all of us committed to the continued growth and prosperity of Saint Paul.</p> <p>The fixed nature of the modern streetcar helps resolve many of the challenges presented by light rail in a narrow right-of-way corridor but still provides the positives of fixed rail service.</p> <p>As we work to diversify our events and organization, Riverview will improve connectivity not only for our visitors and for our employees, but also serve the expanding needs of our neighbors' employees and clients at Children's and United Hospitals, Dorothy Day and the many hospitality businesses on West 7th street.</p> <p>Riverview Corridor is also important specifically relating to the Minnesota Wild and the Xcel Energy Center. As evidenced by event ridership on the other rail lines in the Twin Cities that serve major sports facilities and teams, we believe that the Riverview Corridor, with a stop in close proximity to the Xcel Energy Center, will yield the same results with more hockey fans and concert goers using mass transit. As both development continues, and parking supply shrinks around the complex we believe that this will be an important transportation option for our guests.</p> <p>Many elements go into a successful bid to lure national events to the Xcel Energy Center and Saint Paul, and having a rail connection to the airport would bring another favorable point of differentiation for those event decision makers and help us attract high profile events and visitors that highlight the assets of our City, State and region.</p>
16	online form	<p>This project makes no sense. Why would we spend 2 billion plus dollars for a slow streetcar? The cost can't be justified. This needs to be shut down before more money is wasted. With all the issues we are facing we can surely find better uses for billions of dollars. People will lose confidence in local government if we build a streetcar line that doesn't solve any major problems. We need to prioritize our projects; this should be removed from the list. Thanks for your time.</p>
17	contact form	<p>I strongly support improved public transit service in this area. As a St. Paul resident who does not own a car, I rely on Metro Transit for transportation to work, shopping, seeing family/friends, medical appointments, and more. However, please consider using more bus service, such as a BRT line, instead of streetcar. Buses are more flexible to changing route needs over the years and have already shown great popularity with the existing BRT lines. Streetcar tracks in the pavement also can be a hazard for bicyclists. Again, thank you for the commitment to improved public transit in St. Paul.</p>
18	contact form	<p>I am fully in support of more and better transit options. I am hopeful that the streetcar will let people reduce reliance on automobiles. I would also like to see walking and bicycling improvements on West 7th as a part of this large project. Right now it's an awful place to walk and ride. Reducing or removing car traffic and parking would make the area much more safe and attractive.</p> <p>I am excited about this project. We need to reduce reliance on cars to address climate change and a transit option like the streetcar should be a big improvement to St Paul.</p>
19	contact form	<p>I'm a big fan of this project! Everyone deserves to live in a neighborhood that is connected to urban goods and services, employment opportunities, and schools and day care. What an excellent idea to connect up this particular neighborhood and create a synergy between the W. 7th Corridor and other neighborhoods in our city. My dentist is on 7th and I used to commute through that corridor and my daughter's good friend lives in that neighborhood and it'll be a real treat to see the folks who live there all connected more deeply into the fabric of the city in ways that don't involve more car traffic. Density is the only sustainable way forward for the next few generations. Let's do it.</p>

20	contact form	<p>The Riverview Corridor is a critically important corridor to St. Paul, Ramsey County and the larger metropolitan region. Within the Riverview Corridor 16% of households don't own an automobile, 30% of the population lives in poverty and approximately 20% of the population are people of color. These percentages are higher than regional percentages. Three areas of concentrated poverty exist in the corridor where people of color make up 40% or more of the population. Creating this mass transit portal would allow people to get to work, school and shopping easier.</p> <p>I live in Saint Paul and currently use the green line and expanding mass transit</p>
21	email	<p>Here is an interesting article on the state of use of autonomous shuttles. They are several years off for general use...but so is the Riverview. I believe that the future might hold a vision of AV shuttles running through the Downtown and W7th neighborhoods...shuttling people among local stops and widely placed modern streetcar or LRT stations, thus fulfilling both the local and regional needs of the corridor. Are any of the consulting groups working on AV pilot projects elsewhere?</p> <p><a href="https://www.smartcitiesdive.com/news/autonomous-shuttles-still-face-tech-regulatory-barriers-to-permanent-adapt/601849/?:%202021-06-22%20Smart%20Cities%20Dive%20Newsletter%20%5Bissue:35009%5D">https://www.smartcitiesdive.com/news/autonomous-shuttles-still-face-tech-regulatory-barriers-to-permanent-adapt/601849/?:%202021-06-22%20Smart%20Cities%20Dive%20Newsletter%20%5Bissue:35009%5D</a></p>
22	contact form	<p>I'm writing to you in support of the Riverview Corridor Modern Streetcar Project. There are a couple reasons why I want this mass transit project to happen:</p> <ul style="list-style-type: none"> <li>* It will improve connectivity to health care, jobs, education and recreational activities.</li> <li>* Modern Streetcar is a permanent investment, this permanence is what drives development/redevelopment along corridors providing for enhanced economic opportunity</li> <li>* Within the Riverview Corridor 16% of households don't own an automobile, 30% of the population lives in poverty and approximately 20% of the population are people of color. These percentages are higher than regional percentages.</li> <li>* Three areas of concentrated poverty exist in the corridor where people of color make up 40% or more of the population.</li> </ul> <p>Thank you for your consideration.</p>
23	contact form	<p>I am writing to support the Riverview Corridor Streetcar project. I live in St. Paul and know that this is an important addition to our mass transit system. it will help poor people who need access to public transportation for their work and it will be good for our environment to have more people using mass transit.</p>
24	contact form	<p>I am in support of The Riverview Corridor. It is a critically important corridor to St. Paul, Ramsey County and the larger metropolitan region.</p> <p>Within the Riverview Corridor 16% of households don't own an automobile, 30% of the population lives in poverty and approximately 20% of the population are people of color. These percentages are higher than regional percentages.</p> <p>Three areas of concentrated poverty exist in the corridor where people of color make up 40% or more of the population.</p> <p>Riverview will improve connectivity to health care, jobs, education and recreational activities.</p> <p>Why Streetcar? Over 9,000 more daily trips than Arterial BRT in 2040. Double the ridership of No Build Serves nearly 5,000 transit dependent trips per day, nearly 1,500 more than Arterial BRT Highest development potential due to it being a fixed guideway (rail is permanent)</p> <p>Modern Streetcar is a permanent investment, this permanence is what drives development/redevelopment along corridors providing for enhanced economic opportunity.</p> <p>Please count me in favor of the Riverview Corridor Project. Thank you!</p>
25	contact form	<p>This is our first meeting. We are looking to get up to speed as new downtown residents.</p>

26	contact form	Hi, I'm wondering if there's been any consideration of using the CP spur ROW that runs around Return ct and directly into the new for site to make a connection to this main line? I understand the reasoning of not having the line run through the new site as travel time between downtown and the airport would be too long as well as the issue of running the streetcar on 46th street in Minneapolis. However, I just feel like there could still be some spur of the line so that the up to 10,000 new residents in the Highland area are served by transit and having a shuttle that uses the row could be very important in the mobility of the new neighborhood. Because the A line is not nearly enough to serve this new population and the current Highland population.
27	contact form	Securian has supported the investment in a regional transit system from Day 1. However, we believe further investment should be paused to ascertain the new need/demand for transit in a post-pandemic world, especially in urban areas. Equally important, we would like to see the Met Council and MTC substantially improve the rider experience within the existing system.
28	contact form	Why not buses

At our CAC meeting on May 18, 2021, members were asked to review and comment on the 2021 Purpose and Need Statement. My comments and concerns are attached for your consideration and response. I would appreciate it if other responses were shared with the committee after the 6/25 close of the comment period.

To: Riverview Corridor Project Team

Subject: Comments on *Riverview Corridor Modern Streetcar – 2021 Purpose and Need*

In our CAC meeting on May 18, 2021, the members of the CAC were asked to review and comment on the 2021 Purpose and Need Statement. My comments and questions are outlined below and referenced to specific sections of the draft *Purpose and Need Technical Report dated May 2021*:

In general, my concerns are that the needs expressed in the P&N statement are too narrow in scope, and that subsequently the LPA does not adequately satisfy both local and regional Purpose and Goals.

These concerns are outlined below:

Scope and Definition of Needs:

- Definition and Scope of the Project area is too limited.
  - o Page 1, Item 2, of the Technical Report states that the Project Purpose is to “provide transit service that enhances mobility and accessibility for residents, businesses and workers within the project area...”.
  - o Page 1, Item 3, outlines the Project Needs, “*Four primary factors contribute to the need for the Riverview Corridor Project:*
    - *Planning for population and employment growth*
    - *Meeting the needs of people who rely on transit*
    - *Addressing a gap in the METRO system and accommodating future travel patterns*
    - *Supporting local and regional plans*”

These needs are basic, but the data and analysis that supports the needs, which are presented in the following sections of the report are constrained to a project area “defined as the area within 1 mile of the locally preferred alternative (see Figure 1)”. This assumption narrows the definition of the Corridor from the initial study area, which included the Ford Site redevelopment and excludes consideration of major project needs

- o The need for a transit link study to the “Highland Bridge” (former Ford site) is absent. This requirement was stipulated in the approval of the LPA in 2017 and was to be completed by December 2020.
  - The study was not done.
  - Apparently, the needs of the approximately 8000 new residents and employees added to this area have been discounted.
  - They should be addressed in the Purpose and Need statement and either reinstated or justified for omission.
- o The need for a Regional link to complete the “Transit Triangle” is understated.

Limiting the project area to within one mile of the LPA does not adequately consider the regional importance of this corridor.

- The corridor is the primary transit link between the entire East Metro and the 87,000 jobs in the MSP area and growing employment along West 7<sup>th</sup> as shown in Figure 3, page 6.
- Impact of implementation of the Rush Line and Gold Line BRT lines will increase demand for transit access to these jobs from outside the study area. Impact of population increases in East Metro Counties on the corridor, other than Ramsey County, were apparently not considered.
- Increase in Downtown St Paul population and transit dependency will increase demand for access to these jobs from within the study area, but are not reflected in the Population Growth shown in Figure 2, Page 5.
- Multi-modal access to and from MSP and SPUD will increase with implementation of the 2<sup>nd</sup> St Paul – Chicago passenger train and other planned passenger trains in the MnDOT rail plan, as well as intercity busses.

These factors and assumptions should be addressed.

- Demographic information is confusing and incomplete
  - o Population Growth in table 1, page 3 shows 2020 population numbers which are different from census information. For example, Bloomington population is shown as 396,777, while 2019 census shows 85,232. St Paul population is shown as 121,100, versus the 2019 census of 304,547. The 2040 growth projections appear to be based on these numbers. The chart and impact on growth numbers need clarification.

29 email

		<ul style="list-style-type: none"> <li>o Population and Employment Growth figures in tables 1 &amp; 2 for the study area are not clear whether they include the Ford Site. <u>This impact should be clarified.</u></li> <li>o Post-Pandemic impacts on living and working patterns need to be considered. For example: <ul style="list-style-type: none"> <li>▪ Downtown St Paul is experiencing a demographic shift since the original LPA in 2017. Office conversions and new construction have fueled a 50% increase in housing units and residents by 2023. This differs from the negative population growth shown in Figure 2 on page 3.</li> <li>▪ Similarly, the number of downtown office workers has decreased and is not expected to increase vs 2017 in the near term. Downtown jobs are expected to remain at approximately 43,000 by 2023.</li> <li>▪ New delivery-oriented shopping patterns are putting more delivery vehicles on city streets which may conflict with mixed traffic transit flow.</li> </ul> </li> </ul> <p><u>Some recognition and consideration of the influence of these factors should be addressed.</u></p> <p><u>LPA limitations to Satisfy Purpose and Goals</u></p> <ul style="list-style-type: none"> <li>• <u>Modern Streetcars operating in mixed traffic will not improve transit connections.</u> <ul style="list-style-type: none"> <li>o The streetcar will replace the route 54 bus, but make fewer stops and take longer to reach MSP.</li> <li>o Reliability of schedules will not improve or may diminish due to the conflicts of operating in mixed traffic as automobile and service vehicles increase.</li> <li>o Regional needs for fast and reliable connection to transit hubs will not be met.</li> </ul> </li> </ul> <p><u>Modern Streetcars must operate on dedicated right of way to emulate LRT performance.</u></p> <ul style="list-style-type: none"> <li>• <u>Modern Streetcars operating on narrow and congested streets will not support and enhance corridor resources and businesses.</u> <ul style="list-style-type: none"> <li>o <u>Use of the CP Spur</u> should be considered to provide off street and dedicated right of way for parallel section of West 7<sup>th</sup> st.</li> <li>o Additional use of the CP Spur should be considered for a <u>transit link to the Highland Bridge development.</u></li> <li>o <u>Alternative routing</u> to avoid using surface streets on 5<sup>th</sup>, 6<sup>th</sup>, and W7th street, from the Green Line to the CP Spur, should be considered, such as. <ul style="list-style-type: none"> <li>▪ Combine with River's Edge development to SPUD</li> <li>▪ Tunnel under downtown.</li> <li>▪ Other</li> </ul> </li> <li>o <u>Limit streetcar stops</u> to enhance speed and <u>provide local bus service</u> to multiple local stops for local needs.</li> </ul> </li> </ul> <p>I recognize that the initial effort in the Engineering and Pre-Environmental phase of the project is to test the technical feasibility of the LPA concept. However, the project development should be open to alternative approaches that consider the additional needs of transit users adjacent to the study area, while protecting the integrity of the neighborhoods and businesses and over-all mobility of the community.</p> <p>Respectfully Submitted</p> <p>Jay Severance</p>
30	email (ltr attached)	<p>LTR Content: June 21, 2021 via email Kevin Roggenbuck, Senior Transportation Planner Ramsey County Public Works 15 West Kellogg Boulevard, Courthouse Suite 210 Saint Paul, MN 55102 Mr. Roggenbuck, The St. Paul Area Chamber continues to support the Riverview Corridor project connecting downtown Saint Paul to the airport and the Mall of America. 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 longterm 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 in the past, we also strongly support a second leg of the line to the Ford Site and look forward to making that a reality through a separate process. Thank you for the opportunity to comment, and for your support of this important project. Sincerely, B Kyle President and CEO St. Paul Area Chamber</p>

31	contact form	1. How well does the existing proposal align with regional transit requirements, particular a high speed link and downtown St Paul? 2. I keeping hearing concerns that W 7th is "too narrow" for a modern streetcar, why is the possibility of light rail on parts of Shepard Road not being considered as on option for greater consistency with regional transit planning?
32	contact form	To begin, I want to say the Draft Report was well written. It appears many existing issues are being addressed through this route and I believe an investment in this area would provide great benefits to the Twin Cities. My comments and questions are below: Discussing the differences between a light rail and a streetcar system should be included. Why was a streetcar chosen for this route instead of another Light Rail line? How was the location of the stations conducted? Lastly, have there been any ridership projections for this line yet? Thanks for all you do and I look forward to seeing more progress made on this project!
33	contact form	There is no question that improving transit on the Riverview Corridor is needed; however, are streetcars Truly what your constituents and neighbors want?? We have talked to no one who is in favor of streetcars. There are Much Less costly and disruptive transit options that would also "improve connections to health care, jobs, education, and recreational activities." For example, the A line bus system has proven to be very successful, and the cost and disruption while being built were Much less than this proposed streetcar system. I would appreciate a direct response. Thank you.
34	contact form	Why go with a streetcar instead of a lightrail (to match the rest of the TC system) or even better, a high frequency bus like the A line?? This seems like the more expensive, less lucrative solution
35	Contact form	While installing infrastructure for the streetcar - please consider all other modes of transportation. Highway 5 / West 7th Street is lacking in safe pedestrian & bicycle infrastructure. Crossing W 7th street as a user of public transportation (therefor, a pedestrian or cyclist) is dangerous and inefficient. Protected bike lanes and sidewalk bumpouts would greatly benefit the neighborhood and make it friendlier for the people coming in. Redirect car thru-traffic to Shepard (higher speed limit, wider lanes) by de-incentivizing driving on W 7th with narrower driving lanes, more public transportation, and safe/intrusive ped & bike infra. Please. Thank you.
36	contact form	I support the Riverview Corridor Project as it will improve connections to health care, jobs, education and recreational activities for me and my neighbors. I have lived in the West 7th area for the past 20 years and I believe that it is time for this project to have the full support of the community to prepare for population and employment growth and to meet the needs of the people who rely on transit today.
37	contact form	I am very supportive of the Modern Streetcar option for the Riverview corridor. I think the Modern Streetcar is a very good application for this alignment that will strengthen our regions public transit system. It will also be very cost effective because of the reasonable anticipated level of ridership, and moving more people per dollar than a bus system in this location. Thank you. Paul Nelson, Saint Paul, D11, W4
38	contact form	Considering cost, construction, and impact to neighborhoods on route I suggest. Purchase a fleet of British double decker buses, electrify them, put a busker area in front and charge 25 cents. It will be packed, save great amounts of money and become an icon for the city and the route. I don't think a new bridge would be needed and it would show creative problem solving to a transportation problem, save taxpayer money, respect neighborhoods, and well maybe have some fun.
39	contact form	This comment is likely too late, considering that the streetcar option was chosen over a BRT option, but there's an argument to be made that BRT could provide an opportunity to better serve employment centers at the airport. A BRT option, if routed via Post Road and 34th Ave S between Terminal 1-Terminal 2-American Boulevard, could connect with the Blue Line via 1) a BRT station on 34th Ave directly to the east of the Terminal 2 LRT station (which would still provide the same streetcar benefits of eliminating the lengthy transfer between the 54 bus and the Blue Line), and 2) a station near the intersection of 34th Ave S and E 75th Street which could better serve employees at the Delta reservations center, Delta maintenance base, Endeavor Air (Delta subsidiary) headquarters, Delta Cargo facility, and the airport catering facility, as well as the Fort Snelling National Cemetery. A BRT option would also still provide an option to access Historic Fort Snelling (as planned in the streetcar option), without the potential concerns about constructing streetcar tracks/bridges near a historical site.
40	email	The street car along west 7th is an unnecessary and extravagant boondoggle. It will remove parking (which is already in short supply) from local businesses, crossing west 7th where there isn't a light will become even more dangerous (it is currently hazardous because cars DO NOT stop for pedestrians), access to west 7th from side streets will be limited and, most ironic, it won't be as fast as the current 54 bus. A better option would be to upgrade the 54 to the same level as the Snelling A line. Until the above issues are resolved. the entire project should be tabled. Creating a project just because federal money is available is not justifiable.

41	contact form	With modern streetcar being the locally preferred alternative, the project design must prioritize giving the streetcar dedicated ROW as much as possible. It would not do to spend all this money on laying tracks only to have the streetcars get stuck in traffic on W 7th. If it's going to be in mixed traffic, it should be aBRT line instead; that will provide good service at a much lower cost.
42	contact form	This project looks great! Looking forward to riding it!
43	email	Thank you for the intros and updates at the CAC Meeting on 5-18. After reviewing my notes and the presentation slides, I have a few questions or clarifications I would appreciate being addressed. Will you be posting minutes of the meeting? It would be helpful to reiterate the names of the presenters and their area of responsibility. It would also be helpful to confirm which of the CAC members were in attendance. You indicated that info@riverview.com was the email address to submit questions or comments to. How will the questions or comments be acknowledged and how will responses be posted? Regarding the project schedule, I'm not clear on the timeline for determining the "proof of concept" for the LPA, or alternatives if warranted. My understanding is that this was to be a 15 month process from the project re-start, which would put the due date in February '22. Is this still the plan? The discussion of Most Significant Design Issues in slides 29-32 was very general. One Issue I did not see on the list was the choice of vehicle. I would have liked to know what the specific issues are that pose potential roadblocks to the LPA and potential solutions or alternatives. . Could we include this discussion at our next meeting? Will this be covered at the next PAC meeting? Is one scheduled? In the discussion of the Public Engagement we were asked to review the revised statement of Purpose and Need and make comments if needed by June 25 <sup>th</sup> . It would be interesting to know what has changed since the initial purpose and need statement. We were pretty rushed at the end of the presentation, and I would like some clarification of the info on slide 49 and how it influenced the revised document. See the questions in italics: Purpose and Need Public Review • Review by tribes and Technical Advisory Committee (due April 19). <i>I assume this was done?</i> • Address comments (April 19-30). <i>What were the comments and how addressed?</i> • Public review (May 17-June 25). <i>Does this include comments on how well the LPA concept meets the Purpose and Need?</i> • Not a Committee review task. <i>Not sure what this means...that the committee does not have to take action as a group?</i> • View on website at www.rivercorridor.org. Regarding the Public Open House on June 23 <sup>rd</sup> , it would be helpful to get some advance notice of the promotional materials for the event, so that we could publicize it with our networks as you requested. Also, I think it would be important to be more definitive about the vehicle. I think we have to be up-front with the limitations of vehicle choice. Compatibility with blue and green line stations and parts and maintenance issues would almost dictate the same size and configuration...possibly manufacturer...as the current LRT vehicles...possibly shorter and limited to one or two units instead of three. The discussion of the vehicle presented yesterday would give the impression of being more of a hop-on hop-off configuration. Some people believed the previous LPA descriptions indicated that they could get on and off at street corners without being limited to stations. Thanks for your consideration of my requests and comments.
44	contact form	No street car. Use rapid transit buses like on snelling.
45	Social media	This project would take *longer* with fewer stops than the existing bus route. What are we doing spending money on this?
46	contact form	I would like to see this statement include the environmental benefits of attracting elective riders who would choose public transit if frequent and fast. These include reduced greenhouse gas emissions due to fewer auto trips, less metro sprawl and more density as this metro area continues to grow. Global warming is an EMERGENCY. Building green infrastructure now is essential.
47	contact form	I support this project, with one major caveat: this should be planned as light rail, not a streetcar. Streetcars without dedicated ROW fail to meet desired ridership levels due to the reduced quality and speed of service. I hope this can be changed through the planning process.
48	contact form	The Riverview Corridor Project is of critical importance for transit access and climate action in our region. I am concerned that a vocal minority of residents and business owners will diminish the quality of service for this line. Riverview, like the Blue and Green Line, should have dedicated right of way for the entirety of the route. Preserving street parking over transit right of way is a short-sighted concession that will negate the benefits of riding transit. This is a major investment, it is important to build it correctly.



49	email	In light of the streetcar option's estimated price having nearly doubled to over \$2 billion since the decision was made to favor it over BRT, I believe it is irresponsible to continue on the current track. The BRT option, last estimated to cost only \$75 million, would retain road lanes, have far lower cost per rider, and far less expensive yearly maintenance, without causing the degree of gentrification along its route that we've seen take place along the light rail routes. I am 100% in support of city transit; I bike and I ride the BRT and light rail regularly, but it must be done in an efficient and affordable way. The city and metro council must start considering economics in their decisions, or the neighborhoods and cities we love will become unaffordable for the people they intend to serve. Thank you
50	contact form	I remain opposed to this project. My primary concern is new bridging over the Mississippi River in terms of the cost (when the bridge was reconstructed/resurfaced so recently) and the cultural and environmental impacts. I continue to believe that the rapid transit option would have met the project goals much more immediately for riders, cost less overall, been more easily integrated into West Seventh/Hwy 5, and caused less cultural and environmental impact.
51	contact form	The A-line bus is excellent and could easily run along 7th Street. I ride the bus and when places to which I ride are open again I will be riding again. I have never seen any explanation to explain why we need a rail line instead of an A-line type bus.
52	email	It's not too late to change to LRT or BRT! Give up on streetcar, it sucks!
53	contact form	There is nothing in the detail and data of this purpose and need statement that justifies building a rail line. To the contrary the inclusion of BRT in the METRO network has demonstrated the way for already high frequency service to be improved by span and facilities investments leading to high ridership return. Riverview corridor remains an excellent candidate for arterial BRT service, which has the benefit of being cheaper, faster to put into service, and not likely to encounter the significant environmental and cultural problems of constructing a separate river crossing.

In our CAC meeting on May 18, 2021, the members of the CAC were asked to review and comment on the 2021 Purpose and Need Statement. My comments and questions are outlined below and referenced to specific sections of the draft Purpose and Need Technical Report dated May 2021:

In general, my concerns are that the needs expressed in the P&N statement are too narrow in scope, and that subsequently the LPA does not adequately satisfy both local and regional Purpose and Goals.

These concerns are outlined below:

Scope and Definition of Needs:

- Definition and Scope of the Project area is too limited.
    - Page 1, Item 2, of the Technical Report states that the Project Purpose is to “provide transit service that enhances mobility and accessibility for residents, businesses and workers within the project area...”
    - Page 1, Item 3, outlines the Project Needs, “*Four primary factors contribute to the need for the Riverview Corridor Project:*
      - *Planning for population and employment growth*
      - *Meeting the needs of people who rely on transit*
      - *Addressing a gap in the METRO system and accommodating future travel patterns*
      - *Supporting local and regional plans*”

These needs are basic, but the data and analysis that supports the needs, which are presented in the following sections of the report are constrained to a project area “defined as the area within 1 mile of the locally preferred alternative (see Figure 1)”. This assumption narrows the definition of the Corridor from the initial study area, which included the Ford Site redevelopment and excludes consideration of major project needs

  - The need for a transit link study to the “Highland Bridge” (former Ford site) is absent. This requirement was stipulated in the approval of the LPA in 2017 and was to be completed by December 2020.
    - The study was not done.
    - Apparently, the needs of the approximately 8000 new residents and employees added to this area have been discounted.
    - They should be addressed in the Purpose and Need statement and either reinstated or justified for omission.
  - The need for a Regional link to complete the “Transit Triangle” is understated.
1. Limiting the project area to within one mile of the LPA does not adequately consider the regional importance of this corridor.
- The corridor is the primary transit link between the entire East Metro and the 87,000 jobs in the MSP area and growing employment along West 7<sup>th</sup> as shown in Figure 3, page 6.
  - Impact of implementation of the Rush Line and Gold Line BRT lines will increase demand for transit access to these jobs from outside the study area. Impact of population increases in East Metro Counties on the corridor, other than Ramsey County, were apparently not considered.
  - Increase in Downtown St Paul population and transit dependency will increase demand for access to these jobs from within the study area, but are not reflected in the Population Growth shown in Figure 2, Page 5.
  - Multi-modal access to and from MSP and SPUD will increase with implementation of the 2<sup>nd</sup> St Paul – Chicago passenger train and other planned passenger trains in the MnDOT rail plan, as well as intercity busses.
- These factors and assumptions should be addressed.
- Demographic information is confusing and incomplete
  - Population Growth in table 1, page 3 shows 2020 population numbers which are different from census information. For example, Bloomington population is shown as 396,777, while 2019 census shows 85,232. St Paul population is shown as 121,100, versus the 2019 census of 304,547. The 2040 growth projections appear to be based on these numbers. The chart and impact on growth numbers need clarification.
  - Population and Employment Growth figures in tables 1 & 2 for the study area are not clear whether they include the Ford Site. This impact should be clarified.
  - Post-Pandemic impacts on living and working patterns need to be considered. For example:
    - Downtown St Paul is experiencing a demographic shift since the original LPA in 2017. Office conversions and new construction have fueled a 50% increase in housing units and residents by 2023. This differs from the negative population growth shown in Figure 2 on page 3.
    - Similarly, the number of downtown office workers has decreased and is not expected to increase vs 2017 in the near term. Downtown jobs are expected to remain at approximately 43,000 by 2023.
    - New delivery-oriented shopping patterns are putting more delivery vehicles on city streets which may conflict with mixed traffic transit flow.

54 Email

2. Some recognition and consideration of the influence of these factors should be addressed.

LPA limitations to Satisfy Purpose and Goals

- Modern Streetcars operating in mixed traffic will not improve transit connections.
  - The streetcar will replace the route 54 bus, but make fewer stops and take longer to reach MSP.
  - Reliability of schedules will not improve or may diminish due to the conflicts of operating in mixed traffic as automobile and service vehicles increase.
  - Regional needs for fast and reliable connection to transit hubs will not be met.
- 3. Modern Streetcars must operate on dedicated right of way to emulate LRT performance.
- 4.
  - Modern Streetcars operating on narrow and congested streets will not support and enhance corridor resources and businesses.
    - Use of the CP Spur should be considered to provide off street and dedicated right of way for parallel section of West 7<sup>th</sup> st.
    - Additional use of the CP Spur should be considered for a transit link to the Highland Bridge development.
    - Alternative routing to avoid using surface streets on 5<sup>th</sup>, 6<sup>th</sup>, and W7th street, from the Green Line to the CP Spur, should be considered, such as.
      - Combine with River's Edge development to SPUD
      - Tunnel under downtown.
      - Other
    - Limit streetcar stops to enhance speed and provide local bus service to multiple local stops for local needs.

I recognize that the initial effort in the Engineering and Pre-Environmental phase of the project is to test the technical feasibility of the LPA concept. However, the project development should be open to alternative approaches that consider the additional needs of transit users adjacent to the study area, while protecting the integrity of the neighborhoods and businesses and over-all mobility of the community.

Respectfully Submitted

Jay Severance