

# What we heard

## Public engagement summary report

Engineering and pre-environmental phase (EPE)  
September 2024



# Contents

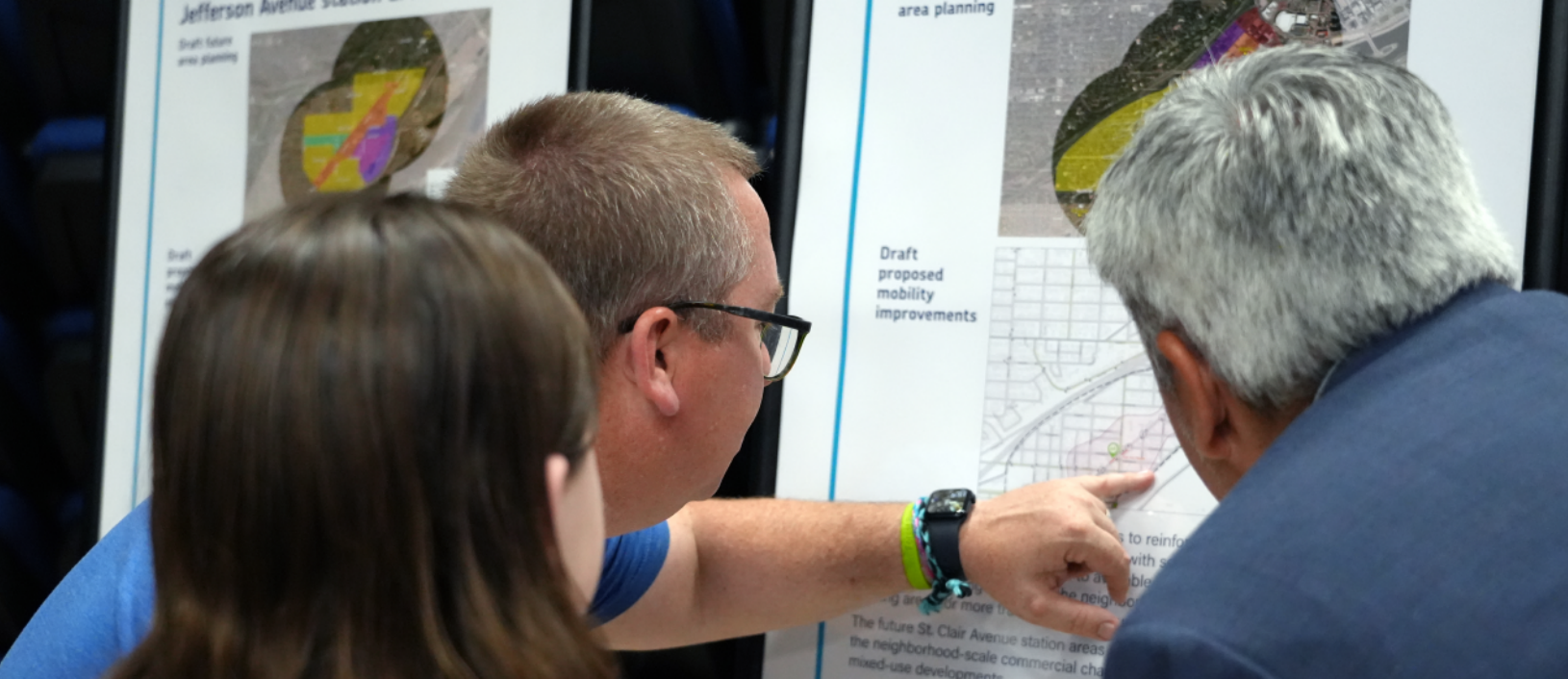
<b>Acronyms and abbreviations.....</b>	<b>5</b>
<b>Introduction .....</b>	<b>7</b>
Project overview and background.....	7
EPE Phase stakeholder and public engagement.....	9
Support and benefits .....	11
<b>Project committees.....</b>	<b>13</b>
Policy Advisory Committee (PAC) .....	15
Community Advisory Committee (CAC) .....	17
Station Area Planning Task Force (SAPTF).....	18
Technical Advisory Committee (TAC).....	19
Project Management Team (PMT) .....	20
Strategic Management Team (SMT) .....	20
Issue Resolution Teams (IRTs) .....	21
<b>Engagement approach .....</b>	<b>23</b>
Engagement strategy .....	23
Key stakeholder groups.....	23
Communication methods.....	25

<b>Engagement history .....</b>	<b>31</b>
Purpose and need statement phase.....	31
EPE phase .....	32
<b>Engagement events and activities .....</b>	<b>34</b>
Interactive comment map .....	35
Online and in-person surveys .....	36
Community meetings and presentations .....	38
Public events and pop-ups .....	40
Open houses .....	42
Business engagement events .....	43
<b>What we heard (feedback summary) .....</b>	<b>45</b>
Connecting themes.....	45
Support and benefits .....	46
Concerns and objections .....	47
Overall feedback.....	47
Specific stakeholder group summary feedback .....	48
Press and media coverage.....	88

# Appendices

<b>Appendix A: Committee membership and meetings .....</b>	<b>56</b>
<b>Appendix B: Communication methods .....</b>	<b>70</b>
Email account and website contact form .....	70
Project informational brochure.....	70
Organic social media campaign.....	71
Email updates.....	72
Project website .....	73
Promotional video.....	76
Media campaigns .....	76
Billboards.....	76
Paid media .....	77
Non-paid media .....	86
Press and media coverage.....	88
<b>Appendix C: Interactive comment map feedback .....</b>	<b>91</b>
Streetcar Option 1: Center running south of Grand .....	91
Streetcar Option 2: Center running south of Victoria, side running between Otto and Union Depot.....	104
Bus Option 1: Arterial Bus Rapid Transit.....	110
<b>Appendix D: Survey results.....</b>	<b>120</b>
Results from community input survey (April-August 2024): .....	120
Results from station area planning survey (September-December 2022) .....	146
Results from bike and pedestrian survey (February-March 2022).....	148
<b>Appendix E: Questions, comments and feedback via email, phone, social media, and website inquiries .....</b>	<b>151</b>
<b>Appendix F: Feedback for public engagement events and stakeholder meetings .....</b>	<b>244</b>





# Acronyms and abbreviations

<b>ABRT</b>	Arterial bus rapid transit
<b>CAC</b>	Community Advisory Committee
<b>EPE</b>	Engineering & Pre-Environmental
<b>IRT</b>	Issue Resolution Team
<b>MAC</b>	Metropolitan Airports Commission
<b>MnDOT</b>	Minnesota Department of Transportation
<b>MSP</b>	Minneapolis-Saint Paul International Airport
<b>LPA</b>	Locally preferred alternative
<b>LRT</b>	Light Rail Transit
<b>PAC</b>	Policy Advisory Committee
<b>PMT</b>	Project Management Team
<b>PPD</b>	Pre-Project Development

## What we heard: Public engagement summary report

<b>RCRRA</b>	Ramsey County Regional Railroad Authority
<b>SAPTF</b>	Station Area Planning Task Force
<b>SMT</b>	Strategic Management Team
<b>TAC</b>	Technical Advisory Committee

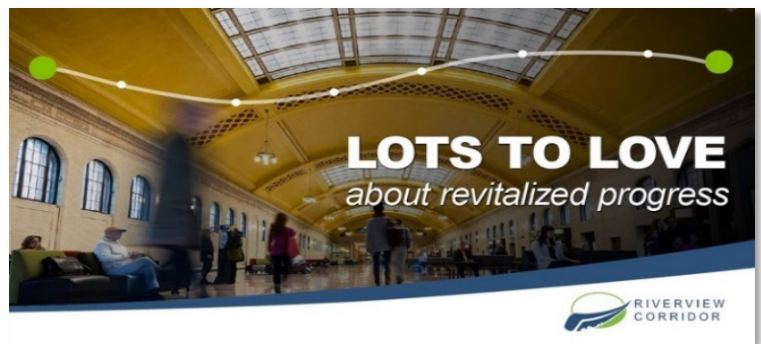


# Introduction

## Project overview and background

The Riverview Corridor Modern Streetcar project is a 12-mile planned transportation connection that would run along State Highway 5 (West 7th Street), connecting neighborhoods, anchor destinations and employers to downtown Saint Paul, Minneapolis-Saint Paul International Airport (MSP) and the Mall of America™. The purpose of the project is to provide transit service that enhances mobility and accessibility for residents, businesses, workers and the region to support economic opportunities and to cultivate economic prosperity within the project area, particularly in low-income neighborhoods. Ramsey County is the lead agency for the Engineering and Pre-Environmental (EPE) phase of the project and provides overall management and oversight of consultant work. The Ramsey County Regional Railroad Authority (RCRRA) Board is the decision-making body that will approve the analysis necessary to complete the EPE phase. The RCRRA receives policy guidance from the Policy Advisory Committee (PAC).

Over the past 10 years, the community and stakeholders have shared experiences, concerns and needs to shape efforts to bring improved transit options to the Riverview Corridor, an investment in the community and a plan for future growth. A modern streetcar was identified as the locally preferred alternative (LPA) in 2017 and was added to the Metropolitan Council Transportation Policy Plan in 2019. In the current EPE phase, the project team's primary



*"Lots To Love" Riverview Corridor campaign material.*

purpose has been to refine the LPA streetcar alternative. Midway through the EPE phase, in response to the city of Saint Paul's concerns about impacts to on-street parking for West 7th Street businesses, the project team added a secondary streetcar option (Option 2) with a dedicated guideway to terminate closer to Otto Avenue, transitioning to mixed-traffic in a shared lane, preserving nearly 400 parking spaces. Option 1 is a center-running, dedicated guideway from the Mall of America™ to Grand Avenue with center-running, mixed-traffic from Grand Avenue to Union Depot. Option 2 is a center-running, dedicated guideway from the Mall of America™ to Otto Avenue, with the streetcar travelling along the curb in mixed-traffic between Otto Avenue and Grand Avenue and center-running, mixed-traffic from Grand Avenue to Union Depot.



## What we heard: Public engagement summary report

Additionally, during the EPE phase, the project team defined station locations and advanced concept development for key project aspects like West 7th Street through Saint Paul, the river crossing and Fort Snelling area and the Mall of America™ connection.

During the planning process, the team also developed a bus option for comparison purposes. Through the issue resolution team process, agency partners identified arterial bus rapid transit (ABRT) as the preferred bus option because it posed fewer impacts to properties along the corridor.

As defined in the Riverview Corridor Purpose and Need Technical Report (August 2021), the purpose of the Riverview Corridor Project is to:

- Support redevelopment and reinvestment in the community.
- Meet transit demand and future needs of a growing population.
- Improve connectivity, mobility, transit reliability and roadway safety.



*Riverview Corridor  
social media advertisement.*

## EPE phase stakeholder and public engagement

### Purpose

This EPE phase includes engineering, pre-environmental, cultural resources and station area planning work. Successful completion of this work will allow the project to advance through initial engineering and pre-environmental data gathering, preparing it for the issuance of a Notice of Intent to prepare a Draft and Final Environmental Impact Statement. The primary purpose of this phase is to refine the LPA streetcar alternative identified in the previous study phase and lay the foundation for detailed engineering design and environmental review. This work is paired with concurrent efforts to gather community input, understand environmental and cultural context, conduct robust outreach and utilize the information collected to best refine alternatives, optimizing community benefits and minimizing negative impacts.

The primary purpose of this report is to describe the project team's engagement approach, events and activities conducted as well as the feedback we received throughout the EPE phase.

## Description

Throughout the EPE phase, which began September 1, 2020 and will conclude in late 2024, project staff conducted technical analysis and engaged the community to identify project ideas, opportunities and impacts. Technical work focused on refining the alignment, including determining where the streetcar would run within the ROW, station locations, mixed-traffic or dedicated operating scenarios, a compatible and culturally sensitive Mississippi River Bridge design and alignment through the Bdote and Fort Snelling area, interlining with Blue Line through the airport tunnel and connecting efficiently to the Mall of America™. This technical work also studied corridor land uses and opportunities to augment existing destinations, support redevelopment, enhance public spaces and improve community connections. These factors all provided the context for considering options and designing the most suitable alignments. Ramsey County and project partners continually used technical analysis and community feedback to make decisions about the project.

Three options were released for public comment in early 2024:

1. Streetcar Option 1: Center-running in dedicated right of way from Mall of America™ to Grand Avenue, center-running with mixed-traffic from Grand Avenue to Union Depot.
2. Streetcar Option 2: Center-running in dedicated right of way from Mall of America™ to Otto Avenue, running along the curb with mixed-traffic from Otto Avenue to Grand Avenue, with center-running, mixed-traffic from Grand Avenue to Union Depot.
3. ABRT Option — Running mixed-traffic from Mall of America™ to Union Depot.

## Engagement approach

### Engagement strategy

Due to the project's magnitude and its potential for impacts and opportunities, the project team strategy engages community groups, residents, stakeholders and businesses across the corridor.

The project team employs the strategy of “going where people are,” seeking out community leaders, diverse populations, natural gathering places and areas where information is exchanged by these communities. These are site-specific or organized around a specific group or topic.

### Communication methods

The project team uses a variety of methods to share project details and promote engagement and feedback opportunities.

The engagement effort communicates in plain language the status of the project and the process.

This includes letting people know:

- Why this corridor is being studied.
- What decisions have already been made.
- The purpose and need for the project.

## What we heard: Public engagement summary report

- The features of streetcar and ABRT alignments.
- How to get involved in the process.
- How and when they can get involved.
- How feedback will be used in the design and decision-making process.
- Assumptions for funding construction and operation of the streetcar and ABRT options.

## Engagement events and activities

Project staff conducted comprehensive engagement efforts using both online and in-person strategies to seek public input on both the streetcar and ABRT options, including:

- Designing, posting and monitoring an online comment form.
- Maintaining a project email account.
- Managing an interactive comment map (INPUTiD).
- Promoting online and print surveys.
- Hosting an average of two pop-up meetings per month.
- Holding three open house public meetings in 2024.
- Presenting at community group meetings such as district councils.

## What we heard

Throughout the EPE phase, the project team had hundreds of touchpoints with stakeholders and the general public. In the summer of 2024 alone, the project team presented at dozens of public events, including open houses, pop-ups and public meetings along the corridor.

## Support and benefits

Public feedback strongly supported Option 1 in order for the streetcar to maintain speed and reliability, and for the overall project to be most successful. Many of these supporters recommended additional dedicated guideway in the most congested section north of Grand Avenue toward the Xcel Center.

Many stakeholders expressed that the streetcar would:

- Be a catalyst for community development along the corridor and in downtown Saint Paul.
- Enhance economic opportunities, connect neighborhoods and improve mobility.
- Introduce improvements including faster service, increased business development and better connectivity to regional destinations like the Mall of America™ and MSP.
- Enhance walkability along West 7th Street, among other infrastructure improvements.
- Complete the envisioned transit triangle between the downtowns and MSP as a regional amenity to attract more investments, tourism and convention activity.

## Concerns and objections

Common concerns across stakeholder groups included the following:

- **Safety and security:** That existing issues on the transit system, particularly Light Rail Transit (LRT), would spread onto Riverview Corridor.
- **Cost:** Whether investment into streetcar would lead to enough benefits to transit users and economic development to justify the substantial price tag.
- **Construction impacts:** That lengthy construction would lead to closure of businesses and traffic detour access.
- **Longer-term traffic impacts:** Loss of roadway capacity, loss of parking, and restricted turning movements resulting in congestion and additional traffic on local streets.

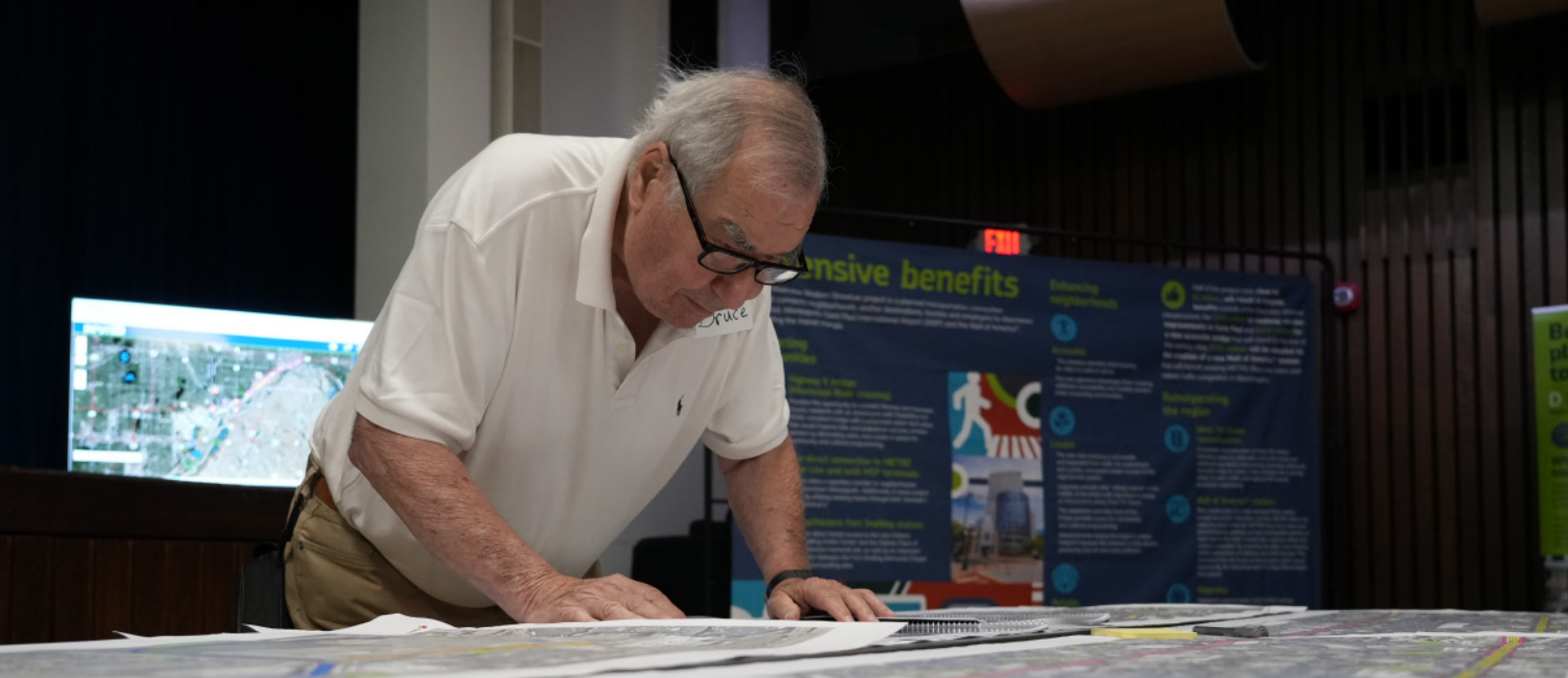
## Overall feedback

As many stakeholders throughout the corridor expressed concerns with the extensive project costs for the two streetcar options, many also recognized the broader benefits to all users with the streetcar project, including: the full reconstruction of West 7th Street and Kellogg Boulevard, a new multi-modal bridge over the Mississippi River and a new way to access the Mall of America™.

While business owners along West 7th Street expressed strong opposition to the streetcar project's removal of on-street parking spaces and construction impacts, many supporters of the streetcar felt that the improved transit service and accompanying streetscape enhancements would ultimately lead to overall economic benefits to the corridor with a more welcoming environment for residents and visitors alike in the longer term.

Ramsey County has made the difficult decision to end our work and cancel any future meetings on the Riverview Corridor project. This decision was based on feedback gained during a comprehensive public engagement process with community, businesses, and partners. While we believe in streetcar and believe it's a viable option, we want to ensure that it is complementary to the transformational investments already underway in the region. Should the time arise to carry this work forward, we would gladly revisit conversations.





# Project committees

Since 2017, multiple committees comprised of community members, policy leaders and technical experts have been hard at work. Their role is to gather information and provide recommendations to the public. During the EPE phase, seven committees and working groups provided routine project input and direction:

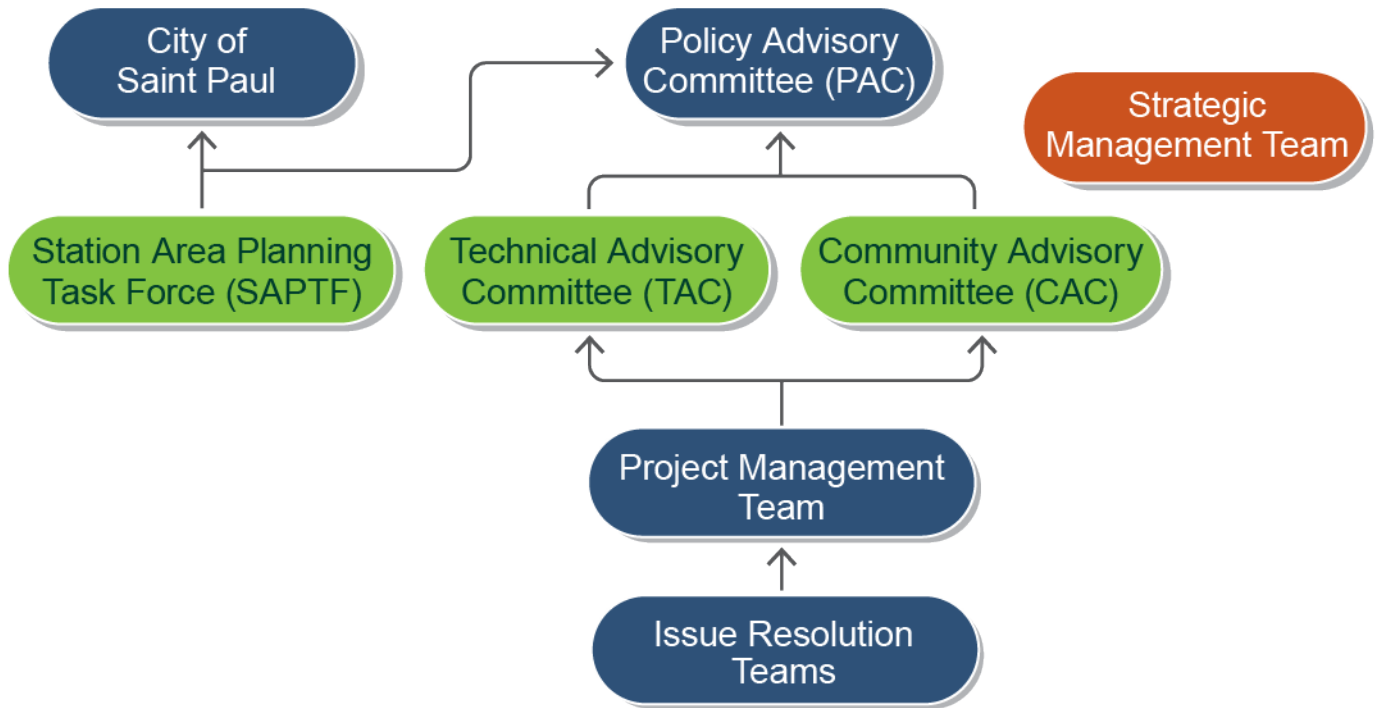
- [Policy Advisory Committee](#) (PAC).
- [Community Advisory Committee](#) (CAC).
- [Technical Advisory Committee](#) (TAC).
- [Station Area Planning Task Force](#) (SAPTF).
- Project Management Team (PMT).
- Strategic Management Team (SMT).
- Issue Resolution Teams (IRTs).

Two project managers and one strategic manager from Ramsey County lead the project, which also includes five consultant teams. Each consultant team focuses on a specific aspect of the project and is managed by one of the Ramsey County project managers. The project managers provide oversight, the consultants develop the project and committees provide input and guidance. Consultant team members participate in the IRTs and PMT. These committees allow project staff to receive advice and feedback from policymakers, community groups, business representatives, organizations, corridor residents and technical staff. Ultimately, the PAC has the authority to make decisions, but implementation of project decisions relies on the support of agency project partners. Ramsey County, Hennepin County, Metropolitan Council and the

## What we heard: Public engagement summary report

Metropolitan Airports Commission (MAC) will become the authority for future project phases and implementation.

The PAC, CAC, and SAPTF committee meetings are open to the public. Committee rosters are in **Appendix A**.



*Riverview Corridor Project committees and working groups.*

# Policy Advisory Committee (PAC)

## Purpose

The PAC provides overall project guidance and advises Ramsey County Public Works on key project elements. The committee provides policy input, gives direction and approval of study work efforts and makes final recommendations to the RCRRA. Using technical and community input, community members address issues relating to environmental review, preliminary engineering and station area planning.

## Membership

The PAC includes 17 members who are elected officials and representatives from the business community, nonprofit sector and higher education. PAC members were appointed based on the proposed project's location within their respective districts or agency's jurisdiction.

## Meetings

**Frequency:** The PAC meets on weekdays approximately every two to three months.

**Notifications:** The project team announces and promotes PAC meetings through the project's social media accounts and emails to Ramsey County GovDelivery subscribers and stakeholder organizations.

**Materials:** All PAC meeting agendas, presentations, meeting summaries and other agenda items are posted on the [project website](#).

## By the numbers

Between November 2020 and August 2024, the PAC met nine times and drew more than 300 members of the public.



9

MEETINGS



MORE  
THAN

300

ATTENDEES

Table 2-1: PAC meetings

Date	Attendance	Topics
Nov. 5, 2020	46	<ul style="list-style-type: none"> <li>• Approval of meeting calendar.</li> <li>• PAC roles and responsibilities.</li> <li>• LPA overview.</li> <li>• EPE phase work scope.</li> <li>• Project schedule.</li> <li>• Committee membership applications.</li> </ul>
Feb. 4, 2021	58	<ul style="list-style-type: none"> <li>• EPE updates.</li> <li>• Cultural resources updates.</li> <li>• Communications and community engagement updates.</li> <li>• Project schedule and agency coordination.</li> </ul>
April 1, 2021	12	<ul style="list-style-type: none"> <li>• EPE updates.</li> <li>• Cultural resources updates.</li> <li>• Communications and community engagement updates.</li> <li>• Approval of CAC and SAPTF members.</li> <li>• Tribal coordination recap.</li> </ul>
July 15, 2021	34	<ul style="list-style-type: none"> <li>• Community engagement updates.</li> <li>• Purpose and Need updates.</li> <li>• LPA refinement.</li> <li>• SAPTF updates.</li> <li>• Cultural Landscape Study update.</li> </ul>
Oct. 21, 2021	40	<ul style="list-style-type: none"> <li>• SAPTF updates.</li> <li>• LPA refinement.</li> <li>• Community engagement updates.</li> </ul>
Feb. 24, 2022	13	<ul style="list-style-type: none"> <li>• Blue Line Riverview Connection Study.</li> <li>• SAPTF update.</li> <li>• EPE update.</li> <li>• Engagement opportunities.</li> <li>• Public comments.</li> </ul>
Dec. 13, 2023	25	<ul style="list-style-type: none"> <li>• High-level alignment status overview.</li> <li>• Status of rail and bus alignments.</li> <li>• Station area planning.</li> </ul>



Date	Attendance	Topics
		<ul style="list-style-type: none"><li>• Communications and community engagement.</li><li>• Cultural resources update.</li></ul>
Jan. 31, 2024	36	<ul style="list-style-type: none"><li>• Detailed presentation on streetcar options.</li><li>• Engagement update.</li><li>• CAC report.</li><li>• Next steps.</li><li>• Public comments.</li></ul>
Feb. 29, 2024	37	<ul style="list-style-type: none"><li>• Additional information about streetcar options.</li><li>• Detailed information on the ABRT option.</li><li>• CAC report.</li><li>• Economic development analysis.</li><li>• Public comments.</li></ul>

# Community Advisory Committee (CAC)

## Purpose

The CAC advises the PAC on project design, environmental analysis and community engagement opportunities and techniques through a community and business perspective for the duration of the EPE phase.

## Membership

The CAC is comprised of 22 area residents, business owners and commuters appointed by the PAC to represent diverse populations in the project area.

## Meetings

**Frequency:** The CAC meets nearly quarterly throughout the EPE phase.

**Notifications:** Meetings are advertised ahead of time on the [project website](#).



7  
MEETINGS



88  
ATTENDEES

**Materials:** Agendas, presentations, meeting summaries and other materials are available on the [project website](#).

## By the numbers

Between May 2021 and February 2024, the CAC met seven times and drew 88 members of the public.

Meeting details and dates are in **Appendix A**.

# Station Area Planning Task Force (SAPTF)

## Purpose

SAPTF guides development of station area plans and future land uses within walking distance (generally one-half mile) of Riverview stations in Saint Paul. Station area plans include land uses, building form, multimodal connectivity and the public realm surrounding the station. The goal is to provide a vision for each station area to thrive as a result of the transit investment, develop supporting policies and identify specific implementation steps for each plan.

SAPTF recommends approval of the plans to the city of Saint Paul as an amendment to the city's comprehensive plan.

## Membership

SAPTF is comprised of 14 Saint Paul residents and business owners who provide input on the preparation of station area plans. The PAC appoints SAPTF members through an application process that emphasizes selecting members who can represent the diversity of multiple station areas while balancing the transportation needs of the region.

## Meetings

**Frequency:** SAPTF typically meets for two hours on weekday evenings, every one to two months, during the EPE phase.

**Notifications:** Meetings are advertised ahead of time on the [project website](#).



**20**  
**MEETINGS**



**MORE  
THAN**  
**290**  
**ATTENDEES**

**Materials:** Agendas, presentations, meeting summaries and other materials are on the [project website](#).

## By the numbers

Between May 2021 and April 2024, SAPTF met 20 times and drew more than 290 attendees.

Meeting details and dates are in **Appendix A**.

# Technical Advisory Committee (TAC)

## Purpose

The TAC provides technical input on issues including design, environmental analysis, engineering, construction and other project elements. TAC members also review technical documents and provide technical input to the PAC.

## Membership

The TAC is comprised of 36 members who are primarily planning and public works staff from project area municipalities, tribal partners, and other agencies with interest in the project.

## Meetings

**Frequency:** The TAC typically met monthly throughout the EPE phase, with a transition to quarterly meetings later in the process.

**Notifications:** Agendas and presentations are shared with TAC members via email in advance of each meeting.

**Materials:** Agendas, presentations and meeting summaries are provided directly to TAC members. The TAC also reviews technical memos prepared through the IRT process.

## By the numbers

Between September 2020 and August 2024, the TAC met 31 times. TAC meetings were not considered public meetings.

Meeting details and dates are in **Appendix A**.



**31**  
**MEETINGS**



**MORE  
THAN**  
**500**  
**ATTENDEES**

# Project Management Team (PMT)

## Purpose

The PMT is responsible for guiding the EPE phase.

## Membership

The PMT is comprised of agency staff from Ramsey County, the Minnesota Department of Transportation (MnDOT), Metro Transit, Hennepin County, city of Saint Paul, and city of Bloomington, and consultant staff. They are primarily planning and public works staff from project area municipalities and other agencies with interest in the project.

## Meetings

**Frequency:** The PMT meets every other Tuesday, as needed.

**Notifications:** Agendas and presentations are shared with PMT members one week before a scheduled meeting.

**Materials:** Agendas, presentations and meeting summaries are compiled by the project team in coordination with PMT members.

## By the numbers

Between September 2020 and August 2024, the PMT met 71 times. PMT meetings were not considered public meetings.

Meeting details and dates are in **Appendix A**.

# Strategic Management Team (SMT)

## Purpose

The SMT supports the resolution of critical key project issues not satisfied by the IRTs before they are presented to other committees or project partners.

## Membership

The SMT is comprised of 22 agency leadership staff appointed to represent public agencies along the corridor. SMT members are subject matter experts and management staff who serve as liaisons and brief and report to their respective agencies on SMT discussions. Each member of the SMT is responsible for:



## What we heard: Public engagement summary report

- Attending SMT meetings or designating an alternate agency representative.
- Identifying issues affecting the member's agency.
- Responding to key issues affecting the member's agency.
- Actively participating in discussions by sharing ideas and expertise.
- Listening to and respecting the viewpoints of others.
- Advising on timing and content of presenting technical and policy information to the other committees and partner agencies, cities, counties and the public.
- Communicating SMT proceedings to the member's agency.

## Meetings

**Frequency:** The SMT meets monthly as needed to review progress and advise project decisions pertaining to critical path items.

**Notifications:** Agendas are set and presentations prepared by the project team in coordination with SMT members.

**Materials:** Agendas, presentations and meeting summaries are provided directly to SMT members in advance of the meetings.

## By the numbers

Between October 2020 and September 2024, the SMT met 17 times. SMT meetings were not considered public meetings.

Meeting details and dates are in **Appendix A**.

# Issue Resolution Teams (IRTs)

## Purpose

The EPE phase and subsequent phases require the advancement of design in key project areas that affect its features and cost. At the beginning of the EPE phase, four IRTs were formed to collaborate on engineering and planning solutions to technical and design challenges along the corridor using project goals and objectives as a guide. Technical issues were established based on work completed prior to starting the project's EPE phase. The four IRTs were established geographically as follows:

- Airport-Bloomington.
- Bdote and Fort Snelling.
- Saint Paul, West 7th.
- Saint Paul, downtown.

IRT recommendations and findings are given to the TAC.

## Membership

The four IRTs are comprised of 15 to 25 total engineering and planning staff representing MnDOT, Metro Transit, Met Council, MAC, Ramsey and Hennepin counties, the cities of Saint Paul and Bloomington, tribal representatives, consulting staff members of the project team and various national, state and local agencies.

## Meetings

**Frequency:** Members typically meet monthly, or as needed.

**Notifications:** Agendas and presentations are shared with IRT members via email in advance of each meeting.

**Materials:** Agendas, presentations and meeting summaries are provided directly to IRT members. The project team creates IRT summary memos about decision-making behind recommended approaches to each technical issue.

## By the numbers

Between February 2021 and August 2023, the four IRTs met 70 times. IRT meetings were not considered public meetings.

IRT rosters are in **Appendix A**.



# Engagement approach

## Engagement strategy

Due to the project's magnitude and its potential for impacts and opportunities, the project team strategy engages community groups, residents, stakeholders and businesses across the corridor.

Community events and presentations are held with groups including the Saint Paul district councils, neighborhood and business associations and other interested groups to provide updates and engage in project dialogue. To reach a wide audience, the project team translated engagement materials into five languages.

Outreach is coordinated to correspond with project milestones, allowing for both input and follow-up from previous engagement.

## Key stakeholder groups

The project team employs the strategy of “going where people are,” seeking out community leaders, diverse populations, natural gathering places and areas where information is exchanged by these communities. These are site-specific or organized around a specific group or topic.

## Transit riders

Current transit riders already know the benefits of transit and existing challenges better than anyone else. Riders provide great insight into what could improve transit service along the Riverview Corridor. Project staff coordinated with Metro Transit outreach and marketing staff to develop and coordinate an engagement plan and survey to get feedback on key issues and areas. Project staff visited multiple Route 54 bus stop locations along the route to discuss rider priorities and concerns, as well as guide them to an online survey.

## Downtown large employers and major facilities

In late summer and early fall 2022, the project team met with representatives from 10 large employers and downtown business advocacy groups. The purpose of this engagement was to talk with large downtown stakeholder organizations to get their direct feedback on the two downtown alignments being considered — the modified 5th and 6th Street alignment down Broadway to back of Union Depot and an alignment along 7th Street down Broadway to back of Union Depot. In addition, feedback was solicited on proposed station locations. Additional outreach was made to smaller downtown businesses as well through in-person canvassing along 5th and 6th streets and Kellogg Boulevard.

## Small business owners and managers

Many small businesses and restaurants exist along the Riverview Corridor, especially along West 7th Street, downtown and near proposed stations. Given that these businesses would share in project benefits but would also be on the front lines of construction, project staff went door-to-door in 2021 and 2022 to collect contact information and raise project awareness. The outreach team re-engaged the business community in summer 2024, walking door-to-door along the corridor delivering invitations in person to over 100 small businesses along West 7th Street to attend a meeting hosted by Mancini's restaurant, where the project team conducted a presentation and question-and-answer session with 45 small-business representatives. In addition, the Saint Paul Chamber of Commerce hosted an engagement event with a presentation and question-and-answer session for downtown businesses with 12 businesses attending.

## Tribal groups

The project area is on the ancestral lands of the Dakota people, and the proposed route is near the confluence of the Mississippi and Minnesota Rivers. The confluence is a historically significant landscape known to many Dakota people as Bdote. Engaging people who have been connected to the land since before the Minnesota's founding has been an important part of the project's consultation process. The project team is committed to reaching out to the Native community through in-person small group format meetings beyond tribal staff and leadership. The project team looks to those leaders to help us reach deeper into the community to bring about robust dialogue of place, ritual and culture. The project team supports the efforts of the Cultural Resources teams in formal Native American outreach and engagement. Several tribal governments were contacted via phone and email and asked to provide feedback on revised language in the Purpose and Need Statement. Tribal representatives from the four Dakota tribes (Upper Sioux, Lower Sioux, Shakopee Mdewakanton Sioux and Prairie Island) were members of

the Bdote and Fort Snelling IRT as well as the TAC. In addition, the project team held multiple small group meetings with tribal partners to get their input on design throughout the EPE phase.

## Communication methods

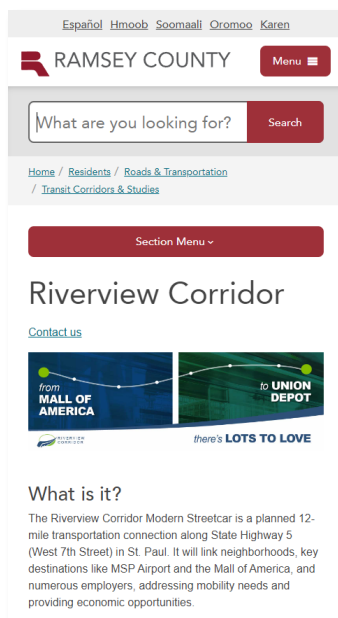
The project team uses a variety of methods to share project details and promote engagement and feedback opportunities (**Table 3-1**). The team gives priority to tools that maximize outreach to underrepresented groups and tools that efficiently and cost-effectively reach a broad general audience.

The engagement effort communicates in plain language the status of the project and the process. This includes letting people know:

- Why this corridor is being studied.
- What decisions have already been made.
- The purpose and need for the project.
- The features of streetcar and ABRT alignments.
- How to get involved in the process.
- How feedback will be used in the design and decision-making process.
- Assumptions for funding construction and operation of the streetcar and ABRT options.

Table 3-1: Project communications tools and methods

### Project-hosted communications



**Project website:** All project communication methods direct audiences to check the [project website](#) for up-to-date information. It hosts all project information, including notifications, public meeting summaries, e-newsletter archives and links to online engagement tools such as the interactive comment map. The site was refreshed in fall 2022 as part of a larger Ramsey County branding initiative to create an equitable and more uniform interface for users.

- **Website contact form:** The public was invited to share their thoughts, ask questions and learn more about the project via a “[Contact Us](#)” form. Inquiries received through this account are recorded in a project inquiry log in (**Appendix B - Communication Methods**).



## Project-hosted communications



**Email blasts:** The project team sends updates, including the quarterly e-newsletter and event reminders, via the email list and partner distribution networks. Short email blasts remind people about upcoming open houses. In addition to the email list, targeted stakeholders are maintained on a separate list to receive more specific outreach.

- **Email account:** The public was invited to share their thoughts, ask questions and learn more about the project via [the project email account](#). Inquiries received through this account are recorded in a project inquiry log in **Appendix B - Communication Methods**.



**Facebook:** Bi-weekly, the project team posts to the official [Ramsey County Facebook page](#), with additional posts on the [Riverview Corridor Facebook page](#).

## Project-hosted communications



**X (Formerly Twitter):** Bi-weekly, the project team posts to the official [Ramsey County X account](#) as well as [@RiverviewLine](#).



**Instagram:** Bi-weekly, the project team posts to the official Ramsey County account, [@ramseycountymn](#).



**Promotional video:** In 2022, the project team produced [a 15-second video](#) that highlighted modern streetcar basics and benefits. The video was posted to the [project website](#) and Ramsey County's YouTube, Facebook and X accounts.

### Project-hosted communications



**Informational brochure:** The project team developed a comprehensive informational brochure in the first quarter of 2024 including facts about the modern streetcar, anticipated project benefits and the projected timeline. Print copies were distributed at public meetings and pop-ups. A digital copy, including copies translated into Hmong, Karen, Oromo, Somali and Spanish, is on the [project website](#).

### Media communications



**Digital ads:** Digital ads sharing meeting and open house announcements and general project information ran periodically in the [Pioneer Press](#) and [Bring Me The News](#), as well as the Pioneer Press: Capitol Report and Breaking News e-newsletters. Digital ads link directly to the [project website](#).

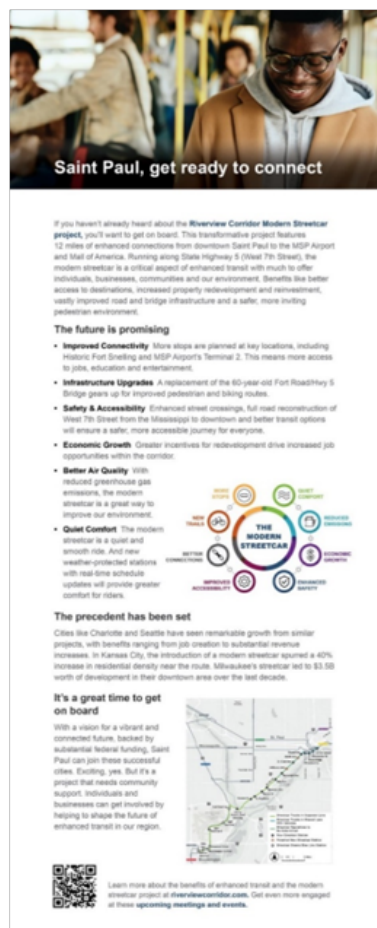
### Media communications



**Print ads:** Local publication print and online ads reached audiences along the corridor in a range of languages:

- Downtown St. Paul Voice (Monthly)
- The Circle (Native American publication)
- La Voz Latina (Spanish publication)
- Hmong Times
- MN Spokesman-Recorder

Ads shared details about the Dec. 13, 2023, Jan. 31, 2024, and Feb. 29, 2024, PAC meetings and used “Lots to Love” messaging to encourage project interest and awareness.



**Advertorial article:** A paid article created a larger platform to share information about project benefits in [Bring Me the News](#) and [the Sahan Journal](#).

## Media communications



**Billboards:** Between October and December 2021, two billboards promoted the Riverview Corridor's "It's Your Streetcar" campaign along West 7th Street — one at Saint Paul Street and one at James Street.



**Bus shelter and transit ads:** The project team placed "Lots to Love" campaign posters at transit stops and bus shelters along the Riverview Corridor from January to August 2024 to reach transit users and people walking and driving from the Mall of America™ to Union Depot.

## Press and media coverage

In addition to project communication tools and methods, the Riverview Corridor project received a significant amount of media coverage about the presentation of options and public meetings. A full table of media coverage and publications is in **Appendix B - Communication methods**.





# Engagement history

Robust public engagement on the Riverview Corridor Modern Streetcar project predates the EPE phase, which started September 1, 2020.

## Purpose and need statement phase

As part of a Riverview Corridor Pre-Project Development Study, which began in 2014, Ramsey County worked to draft and refine a Purpose and Need statement for the project. A Purpose and Need statement is an important step in the federal environmental review process for developing transportation projects. It describes the underlying need to be met and the other factors to consider when evaluating project alternatives.

Given the importance of the Bdote and Fort Snelling area to the Dakota people, tribal representatives with a connection to the area reviewed the statement between March 5 and April 19, 2021, and it was edited to reflect their comments prior to formal public review. From May 17 to June 25, 2021, the public was invited to share their thoughts, ask questions, and learn more about the project through several channels, including a project email address, website form, social media, and a virtual open house:

- An email account, [info@riverviewcorridor.com](mailto:info@riverviewcorridor.com).
- A [project website](#) form.
- An online open house chat, Q&A and poll.

## Selection of an LPA

In late 2017, the PAC recommended a modern streetcar along West 7th Street as the LPA. Cities and counties passed resolutions of support for the LPA. In 2019, the LPA, the modern streetcar was amended into the Metropolitan Council's 2040 Transportation Policy Plan, preparing for the next phase of work.

## Support for the LPA

Support focused on 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 a modern streetcar. This included citations of specific Purpose and Need data and analysis to make the case for the project, such as the presence of low income and transit-reliant populations. Some of the comments were qualified with suggested changes or requests for additional information.

## Opposition to the LPA

Opposition focused on the use of resources outweighing the project's potential benefit and the project's expense and potential negative impacts on the community. Some said the LPA was too slow 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. Some questioned the quality of the analysis performed (for instance, if forecasted ridership levels would be adequate to support the route, or if West 7th Street would be wide enough to accommodate the planned mode).

## EPE phase

In order to inform and engage the public during the EPE phase, project committee meetings and task force meetings detailed in the **Project committees** section started in 2021. Communication and engagement activities from 2021 to 2024 have included presentations to Saint Paul district councils, community groups and individual stakeholder organizations detailed in the **Engagement events and activities** section. Updates to the [project website](#), regular social media posts, monthly newsletters and online surveys detailed in the **Communication methods** section were central to the public engagement effort.

EPE phase community engagement efforts ramped up March 1, 2024, the day after the PAC issued directives and approvals. The PAC approved releasing three options for public comment:

1. Streetcar Option 1 — Center running in dedicated right of way from Mall of America™ to Grand Avenue, center-running with mixed-traffic from Grand Avenue to Union Depot.
2. Streetcar Option 2 — Center running in dedicated right of way from Mall of America™ to Otto Avenue, running along the curb from Otto Avenue to Grand Avenue, with center-running, mixed-traffic from Grand Avenue to Union Depot.
3. ABRT Option — Running mixed-traffic from Mall of America™ to Union Depot.

## What we heard: Public engagement summary report

The PAC directed the project team to conduct a comprehensive engagement effort re-engaging the public through existing communication channels, and establish additional methods detailed in the **Communication methods** section to let residents, businesses and other stakeholders along the corridor know that the concept plans and information about the options were available for public review.



# Engagement events and activities

As detailed in the **Engagement approach** section, the county employed the strategy of “going where people are” with a variety of tools and formats detailed in the **Communication methods** section.

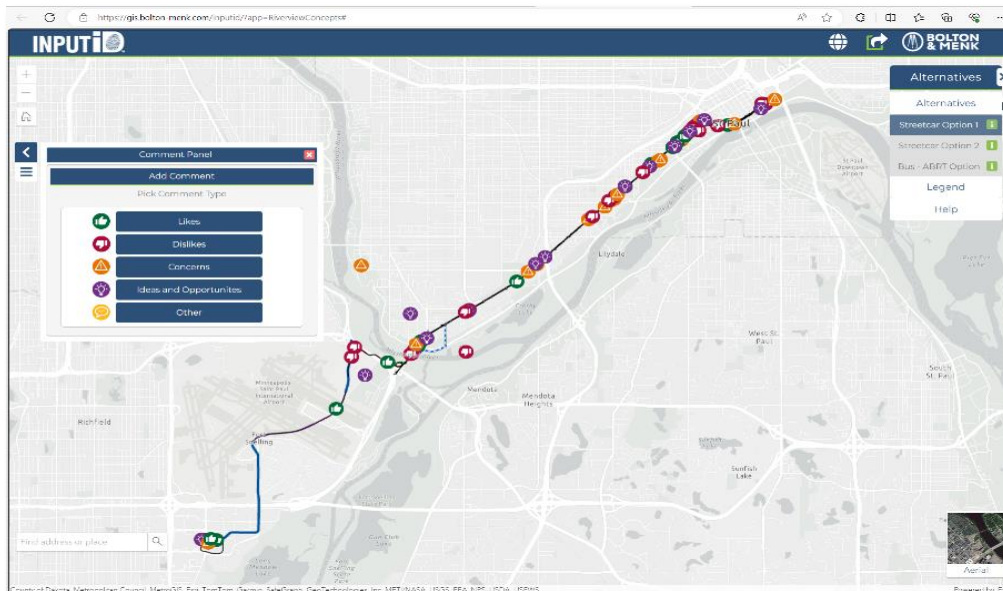
Project staff conducted comprehensive engagement efforts using both online and in-person strategies to seek public input on both the streetcar and ABRT options, including:

- Designing, posting and monitoring an online comment form.
- Maintaining a project email account.
- Managing an interactive comment map (INPUTiD).
- Promoting online and print surveys.
- Hosting an average of two pop-ups meetings per month.
- Holding three open house public meetings.
- Presenting at community group meetings such as district councils.

Summaries of feedback received from each method are in the **What we heard** section, and comprehensive comments are in the **Appendices**.



# Interactive comment map



*Interactive comment map.*

## Purpose

The project team used an interactive web-based mapping tool in multiple iterations during the EPE phase to inform the design process. The tool gave the public an opportunity to virtually view and provide input on the project through location-specific feedback, add new comments and reply to existing comments. From October 2021 to April 2022, the tool focused on station locations and key features along the corridor. The most recent iteration, broken down by alternative, was launched March 1 and remained open until Aug. 15, 2024.

## Description

Users could drop a pin and add categorized comments at any spot along the corridor and surrounding area. Three maps (two streetcar options and one ABRT) and five categories (like, dislike, concerns, ideas, and opportunities/other) were available. Users could review or respond to others' comments and mark whether they liked (thumbs up) or disliked (thumbs down) those comments. A Google translate feature allowed users to access content and submit comments in their preferred language.

## Promotion

The [interactive map](#) was embedded in a prominent location on the [project website](#), promoted via social media and included in the newsletter and print materials.



## Response

Between March 1 and August 15, 2024, 188 original comments were received with 171 overall replies between the three Riverview Corridor options. An in-depth summary is in the **What We Heard** section, and complete comments are in **Appendix C**.

## Online and in-person surveys

### Purpose

Inform project development by gathering public input on priorities and preferences regarding potential improvements associated with the planned streetcar project.

### Description

**Bike and pedestrian survey:** This survey was open to the public from February 11 to March 25, 2022, to help understand the experience of crossing the Mississippi River on the Highway 5 bridge and the surrounding area as a bicyclist or pedestrian.

**Community input survey:** This survey was open to the public from mid-April to August 15, 2024. It sought to gather broad community input on priorities and preferences, identify issues and concerns and seek feedback on the planned streetcar and ABRT improvements and operations. In addition to online surveys, staff focused on in-person surveys at key locations. A survey link was added to the top of the [project website](#), and both paper copies and QR codes were available at public meetings and pop-ups.

### Promotion

**Bike and pedestrian survey:** The survey was promoted through the Riverview Corridor website, emails, the e-newsletter, Riverview Corridor social media channels and outreach through Riverview Corridor advisory groups.

**Community input survey:** A link was added to the top of the Riverview Corridor website, and both paper copies and QR codes were available at public meetings and pop-ups. The survey was promoted via social media, included in the newsletter and included in print materials.

See **Appendix D: Survey Results** for dates and locations of in-person surveying efforts.

## Response

**Bike and pedestrian survey:** Between February 11 and March 25, 2022, over 591 survey responses were received. An in-depth summary is in the **What We Heard** section, and complete comments are in **Appendix C**.

**Community input survey:** More than 350 survey responses on average were provided across 18 unique survey questions. An in-depth summary is in the **What We Heard** section, and complete comments submitted to the website between March 1 and August 15, 2024, are in **Appendix C**.

In-person surveys

Date	Organization
June 6, 2022	Station Area Planning — Grand and Kellogg station areas
June 13, 2024	Bloomington Central Station Park
June 28, 2024	MSP Terminal 1
July 8, 2024	MSP Terminal 2

# Community meetings and presentations

## Purpose

The project team presents at a variety of community events and meetings to connect with and educate broad audiences.

## Description

Project staff attend meetings of Saint Paul district councils, neighborhood and business associations and other groups, presenting project updates on a variety of topics. The team provides updates, engages in dialogue about the project and answers project questions. Attendees are encouraged by project staff to submit their feedback directly onto the interactive map and community input surveys on the [project website](#). Common themes of feedback received from all meetings is summarized in the **What We Heard** section.

## Promotion

Community meetings and presentations are promoted using various methods, including but not limited to social media and online engagement, email notifications and newsletters, communication materials, the [project website](#) and methods of paid media in a manner that best suit the needs of the engagement event.

## By the numbers

The team held 53 meetings and presentations between January 2021 and August 2024, which provided connections with more than 1,150 community members. Meeting and presentations span the Riverview Corridor to reach diverse audiences.



53

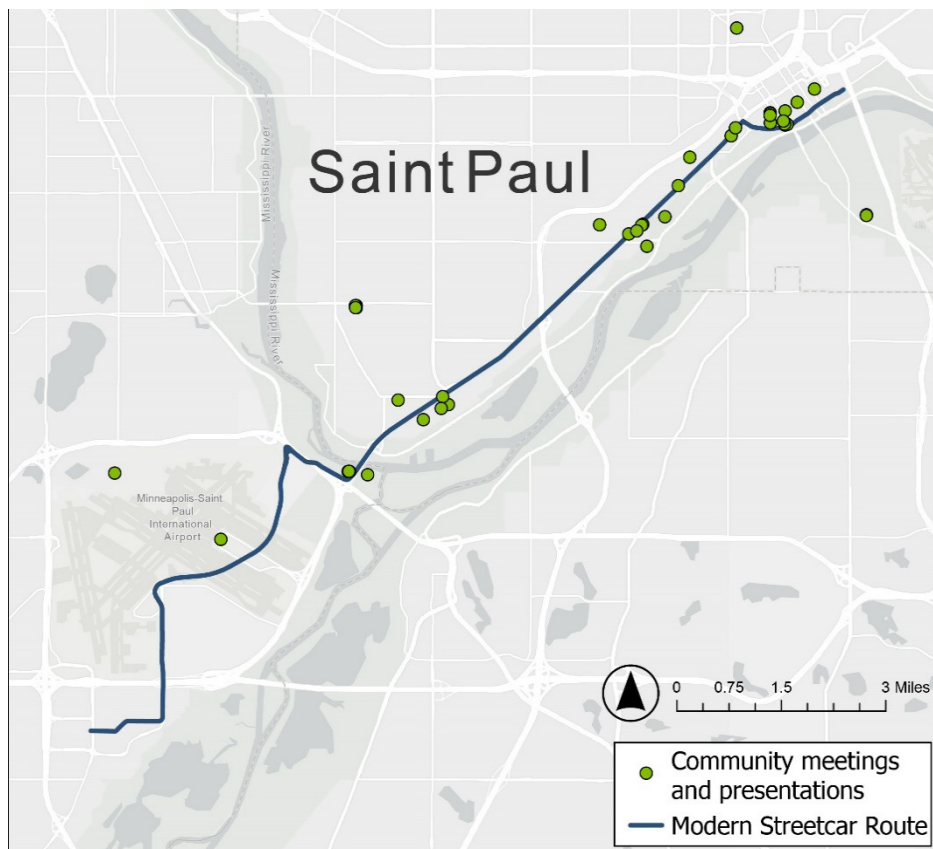
MEETINGS  
AND  
PRESENTATIONS



MORE  
THAN

1,150

COMMUNITY  
MEMBERS



*Map of community meeting and presentation locations along the Riverview Corridor.*

A list of all community meetings and presentations between January 2021 and August 2024 is in **Appendix F**. General public feedback is in the **What we heard (feedback summary)**.

# Public events and pop-ups

## Purpose

It is important to the project team to engage members of the public in a casual community environment where they can provide project feedback. The project team selects events and locations throughout the corridor that are well-attended and seeks to reach a diverse audience.

## Description

Pop-ups at events typically include one or two staff who provide general project information, answer questions and collect feedback through conversations and written comments. Materials include project summary handouts and displays with general information about the project.

## Promotion

Informational materials generally include, but are not limited to, project handout brochures, survey QR code handouts, comment forms and project open house banners.

Staff encourages attendees to visit the website and comment online.

## By the numbers

There were 19 pop-ups held between June 2022 and August 2024 that engaged more than 900 people.

A list of all pop-up events between January 2021 and August 2024 is in **Appendix F**. For general public feedback, refer to the **What we heard** section.



**19**  
**POP-UP  
EVENTS**



**MORE  
THAN**  
**900**  
**COMMUNITY  
MEMBERS**



## What we heard: Public engagement summary report



*Project staff engage with the public at the Mobility Mixer at the RiverCentre.*



*Project staff engage with the public at Train Days at Union Station.*

# Open houses

## Purpose

The project team uses open houses to give area residents, commuters and stakeholders a chance to learn about design alternatives, hear about next steps and learn how to stay connected on future engagement opportunities.

## Description

Well-staffed project teams set up roughly 20 boards, banners, maps and stations where community members can receive detailed information about the streetcar and ABRT options. In addition to answering questions, the team encourages attendees to take a survey, visit the [project website](#) and provide project feedback online.

## Promotion

Website notices are posted at least 10 days in advance, and project e-newsletters are sent to subscribers.

## By the numbers

Five open houses along the corridor engaged 212 people. Many attendees left public comments and were given QR codes to the online survey.

A list of all open houses between January 2021 and August 2024 is in **Appendix F**.



5

OPEN  
HOUSES



212

COMMUNITY  
MEMBERS



*Community open house at  
Palace Community Center.*

# Business engagement events

## Purpose

The project team uses business engagement opportunities to connect with downtown area stakeholders, large employers and members of the business community. Focus areas include providing detailed project information and gathering feedback on downtown alignment, station areas and how to minimize disruption during construction.

## Description

In 2022, when the project was determining preferred alignment through downtown, among other key decision points, the project team met with 10 downtown area stakeholder teams among the larger employers to help gauge their priorities.

In 2024, the project team presented more refined project details with three additional stakeholder groups including a session focused on small businesses in the West 7th Street area.

Well-staffed project teams set up roughly 20 boards, banners, maps and stations where people could get detailed information about modern streetcar and ABRT options. In addition to answering questions, the team encouraged attendees to take a survey, visit the [project website](#) and provide project feedback online.

## Saint Paul Area Chamber of Commerce meeting, July 2024

During the first 30 minutes of the open house, attendees walked around the room, reviewed engagement materials and asked project staff questions. Following the open house format, Ramsey County Commissioner, Rafael E. Ortega, welcomed attendees and shared why he thinks a streetcar solution is vital to the development and sustainability of downtown Saint Paul. Ramsey County Manager of Transit Projects, Jennifer Jordan, gave a presentation, assisted by Scott Reed, project manager with the project consultant team. Several questions at the end of the presentation focused on transit safety and security issues.



**13**  
EVENTS



**143**  
BUSINESS  
COMMUNITY  
MEMBERS



## West 7th Street small businesses (Hosted by Mancini's Restaurant), July 2024

The project team presented a summary of the three Riverview options as well as examples from peer cities of construction timelines and economic development. The 45 business owners and representatives in attendance expressed concerns about the project, particularly how streetcar and street reconstruction would impact their businesses with closures and detours. Business representatives at this meeting were not supportive of any option — streetcar or ABRT.

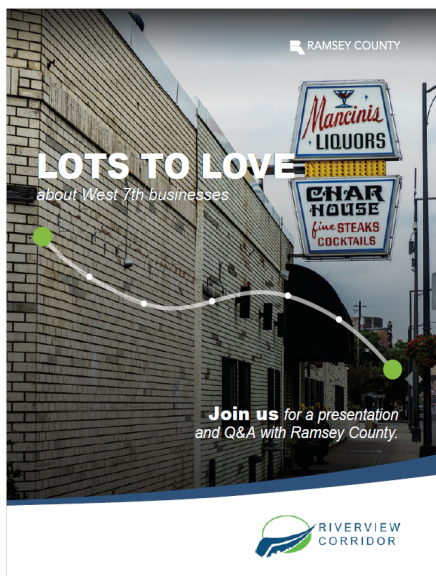
## M Health Fairview and Allina Health (Virtual Teams calls), July and August 2024

Ramsey County and the project team met with representatives of M Health Fairview and Allina Health to inform the organizations of project updates and to answer any questions and address concerns from patient-care facilities and large employer perspectives.

## By the numbers

There were 10 events in 2022 and three in summer 2024 that drew 143 business community members.

A list of all business engagement events is in **Appendix F**.



*Invites hand-delivered or emailed to more than 100 West 7th Street business owners.*



# What we heard (feedback summary)

Throughout the EPE phase, the project team had hundreds of touchpoints with stakeholders and the general public using a variety of communication methods detailed in **Appendix B**. In the summer of 2024 alone, the project team presented at dozens of public events, including open houses, pop-ups and public meetings along the corridor. In all, the project team received hundreds of comments via email or online survey. Comprehensive written comments, compiled in **Appendices B, C, D and E**, are summarized in this section.



## Connecting themes

Stakeholders seem to be divided across the corridor. While some residents have concerns over the associated costs with streetcar investments, the majority are supportive of roadway and bridge improvements accompanying transit reinvestment. Many streetcar supporters prioritize inclusion of dedicated guideway throughout the corridor to ensure the investment would have the most benefits to reliability and speed. Small-business owners along West 7th Street in particular had significant concerns over parking preservation and lengthy construction impacts. Many expressed concerns over whether current safety and security issues along the existing transit system would spread through the Riverview Corridor in the future.



Additionally, many stakeholders, especially downtown businesses and stakeholder groups, envisioned Riverview as a potential catalyst for increased economic and social activity, improved commuter options for employees and tourism and convention opportunities with the enhanced connectivity to MSP. Most transit users and streetcar supporters strongly endorsed significant investment, saying that the project should “go all in” and dedicate as much right-of-way as possible to ensure an efficient and reliable experience for transit users.

The most common themes from both supporters and those objecting to streetcar or transit reinvestment altogether was the need for reinvestment along the West 7th Street corridor in roadway and utilities infrastructure and an overall improvement in pedestrian conditions (wider sidewalks, enhanced pedestrian crossings and landscaping). The project team consistently communicated that many of those improvements would not be possible with existing planned projects, and the streetcar project could deliver those improvements in the nearer term.



## Support and benefits

Of the options, public feedback strongly supported Option 1 in order for the streetcar to maintain speed and reliability and for the overall project to be most successful. Many of these supporters recommended additional dedicated guideway in the most congested section north of Grand Avenue towards the Xcel Center.

Many stakeholders who supported the streetcar project said it would:

- Be a catalyst for community development along the corridor and in downtown Saint Paul.
- Enhance economic opportunities, connect neighborhoods and improve mobility.
- Introduce improvements including faster service, increased business development and better connectivity to regional destinations like the Mall of America™ and MSP.
- Enhance walkability along West 7th Street, among other infrastructure improvements.
- Complete the envisioned transit triangle between the downtowns and MSP as a regional amenity to attract more investments, tourism and convention activity.



## Concerns and objections

There were a few common concerns across stakeholder groups.

- Safety and security: That existing issues on the transit system, particularly LRT, would spread onto Riverview Corridor.
- Cost: Whether investment into streetcar would lead to enough benefits to transit users and economic development to justify the substantial price tag.
- Construction impacts: That lengthy construction would lead to closure of businesses and traffic detour access.
- Longer-term traffic impacts: Loss of roadway capacity, loss of parking, and restricted turning movements resulting in congestion and additional traffic on local streets.



## Overall feedback

As many stakeholders throughout the corridor expressed concerns with the extensive project costs for streetcar options, many also recognized the broader benefits to all users with the full reconstruction of West 7th Street and Kellogg Boulevard, a new multi-modal bridge over the Mississippi River and a new Mall of America™ Station or approach.

While business owners along West 7th Street expressed strong opposition to the streetcar project's removal of on-street parking spaces and lengthy construction impacts, many streetcar supporters felt that the improved transit service and accompanying streetscape enhancements would ultimately lead to a more welcoming corridor environment for residents and visitors alike and overall economic benefits.



## Specific stakeholder group summary feedback

### Transit users

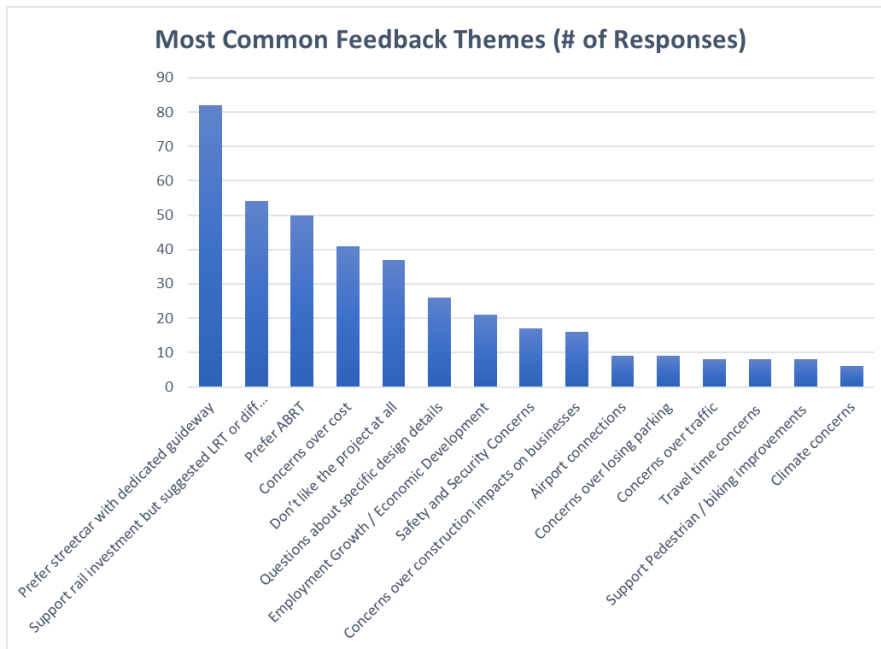
Users and supporters of transit reinvestment expressed concerns that on segments without a dedicated right-of-way, the streetcar would compete for space with traffic and parking, resulting in unreliable service. Some supporters of Riverview investments lamented the LPA selection of streetcar over LRT with greater capacity for a regional service.

Some supporters of the investment also still preferred the previously dismissed CP Spur alignment or alignment to the Ford site redevelopment in Highland Park. For those who prefer ABRT, many expressed the desire for it to be an extension of the Gold or Purple Line to ensure a one-seat trip connection to MSP and the Mall of America™.

### Emails, social media, calls and comment cards

These forms of media were tracked through the life of the EPE Phase, whether via the Riverview webpage or official Riverview and Ramsey County social media feeds, with nearly 400 overall comments tracked including responses and sub-responses on social media.

While much of the earlier feedback weighed in on alignment itself (54 comments suggested Light Rail, CP Spur or connection to the Ford Site), and many design detail questions were received, the strongest support was for a streetcar with a dedicated guideway (82). Many cited economic development, enhanced reliability and overall enhancements to West 7th Street livability. The project team also heard from those who preferred ABRT (50) or did not support the project at all (37), most commonly citing extensive cost concerns (41).



Complete comments are in **Appendix E**.

## Community meetings

At 53 community meetings, approximately 1,150 attendees were encouraged to go to the Riverview website and submit comments through the interactive comment map or survey. In many cases, attendees were given the option of scanning a QR code to submit comments on the spot. Driving attendees to project surveys helped populate digital feedback. In addition to survey responses, common themes or questions were heard from attendees at community meetings, including:

- Questions about distinctions between LRT, streetcar (both options) and ABRT.
- Questions about sources of funding — federal, Ramsey County sales tax, etc.
- How Riverview would connect with existing and planned bus system connections, including Purple and Gold Line BRT.
- Why the streetcar-enforced speed limit would be slower than ABRT (many were supportive of the streetcar but thought it should be faster than the Route 54 bus).
- The need for improvements to West 7th Street that incorporate traffic calming, wider sidewalks, boulevards, pedestrian refuges and bumpouts.
- That preserving long-lasting small businesses is key to neighborhoods.

Respondents were supportive of:

- Streetcar connecting to Terminal 2 at MSP.
- Streetcar in dedicated right-of-way.
- Historical Twin Cities streetcar system and its interrelatedness to walkability and neighborhood retail.
- Opportunity to catalyze economic development along West 7th Street and downtown.
- Traffic calming and improved walkability along corridor with roadway reconstruction.

## What we heard: Public engagement summary report

- Regional biking enhancements with new river bridge.

Respondents had concerns and objections about:

- Crime and concerning behavior — If rules and safety couldn't be enforced with existing system, how would expanding the transit system help?
- Fare enforcement — that it needs to be better than LRT today.
- Traffic congestion and whether streetcar would help or hurt.
- Office vacancies downtown and changes in commuting habits.
- Removal of westbound travel lane over river bridge and highway ramp reconfiguration to MSP.

## Tribal organization engagement (August 2024)

Staff presented the project to the Urban Indian Advisory Board and the quarterly meeting of the Minnesota Indian Affairs Council. Common themes included concern around disruption of the Bdote area. As a result, some people were more supportive of a bus option because it would cause no disruption. Some people liked the new river bridge concept because of the opportunity for programming and events in close proximity to the Dakota Place of Remembrance. Participants noted that the project should be presented to individual tribal governments should it move forward to the federal process. To ensure transparency, staff submitted technical documents for the two streetcar options and the ABRT option for review by Minnesota Indian Affairs Board cultural resource staff as well as a summary of the cultural resources work conducted up to this point.

## Business engagement

### Downtown stakeholder groups (August to October 2022)

Common themes from the 10 informal meetings included:

- Support for investment in the corridor and connections between downtown Saint Paul and MSP.
- A vision that the streetcar would enhance Saint Paul and regional competitiveness in attracting conventions, business (re)investment and boost tourism.
- Reluctance to align streetcar along 5th and 6th streets downtown due to constrained environment.
- Strong support to align along Kellogg Boulevard downtown and support riverfront redevelopment.
- A view that streetcar would help alleviate congestion near Xcel Center during games or events.
- Support for streetcar boosting capacity for visitors traveling downtown.
- Support for adding another transportation option for visitors to the Twin Cities connecting hotels with major regional attractions (Mall of America™, Science and Children's Museums, CHS Field, Bdote and Fort Snelling) and MSP.
- Concerns over vacancies and crime downtown and whether the streetcar could help be a catalyst for positive momentum.



**What we heard:** Public engagement summary report

- Recognition for transit’s critical role, especially in connecting staff and supporting reinvestment in the system.

**West 7th Street business owners**

West 7th Street business owners in particular expressed strong opposition to the streetcar options, primarily with concerns with previous proposed rail projects, and they expressed skepticism of Kansas City and Portland’s experiences with streetcar implementation leading to economic development. Questions and concerns included several topics:

- Removal of on-street parking spaces disrupting business access.
- Changes in circulation disrupting delivery vehicle access.
- Lengthy construction phase(s) disrupting business access.
- Existing safety and security issues on the transit system spreading to the Riverview Corridor.

**Surveys**

**Interactive comment map**

Users could review or respond to others’ comments and mark whether they liked (thumbs up) or disliked (thumbs down) those comments. As demonstrated by the top five most popular comments (**Table 6-1**), it is evident by the number of commenters who supported specific comments that feedback in support of enhanced rail with dedicated right-of-way was most popular due to:

- Enhancing transit reliability and speed.
- Providing a more pedestrian-friendly environment.
- Serving as a catalyst for higher-density redevelopment.

**Table 6-1: Most-engaged comments from interactive comment map**

Comment	Option	Likes	Dislikes
“The streetcar will bring more people to businesses than the parking ever did. It’s proven that when people are out walking or on bikes, they are much more likely to stop at a business than if they are in a car. Trading parking for transit spots is ultimately better for businesses.”	Streetcar Option 1	39	2
“... A streetcar is permanent, while a bus can be moved and leave the area abandoned by transit in the future. The streetcar would allow better walking and biking options by reliably expanding the walkshed.”	Streetcar Option 1	37	2

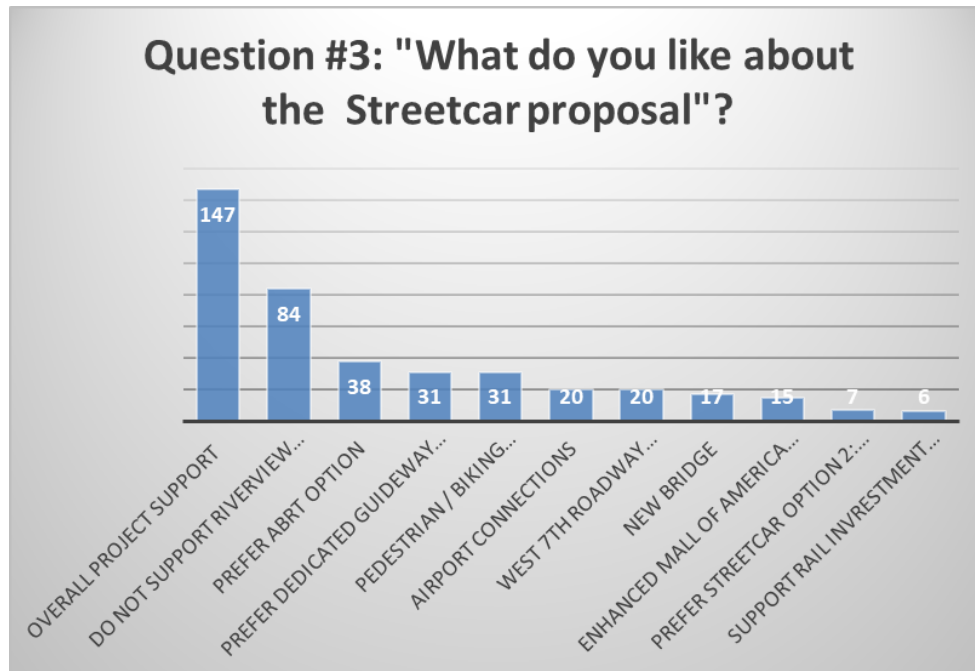
Comment	Option	Likes	Dislikes
"There's so much traffic here during Xcel events, the train should have its own lane."	Streetcar Option 1	33	0
"The lack of dedicated right of way on the busiest section of 7th Street and downtown Saint Paul will kill this project. With the amount of parking garages in the area, there is no reason to bend over backwards to accommodate a few dozen on-street parking spots. Stop designing transit for cars and start designing it for transit riders."	Streetcar Option 1	30	1
"Dedicated ROW needed north of Grand, especially when 2+ lanes in each direction are to be retained—this is the busiest section of the route, so parking and preserving car priority travel space should be de-prioritized here more than anywhere else to ensure that the transit can operate reliably and quickly."	Streetcar Option 1	29	2

Complete comments are in **Appendix C**.

## 2024 community input survey

This survey, which opened to the public in mid-April and closed August 15, 2024, gathered broad community input on priorities and preferences and sought feedback on the planned streetcar and ABRT improvements and operations, identifying support, issues and concerns. In all, there were an average of more than 380 responses to each of the 18 survey questions.

- Question #1 — The top three transit service-related features included: Feeling safe and secure (60%), reliable service (57%) and frequent service (51%).
- Question #2 — By far the number one change or improvement survey respondents wanted to see on West 7th Street was pedestrian improvements (60%).
- Question #3 — To the question "what do you most like about the streetcar," respondents' overall top preferences were as follows: Support the streetcar proposal in general (147 responses), do NOT support the streetcar (84 responses) and prefer ABRT (38 responses).
- Question #4 — To the question "What are your concerns about streetcar," respondents' most popular answers were cost (93 responses), sufficient right-of-way or dedication (56 responses), disruption to community/business (53 responses) and safety and crime (52 responses).
- Question #5: Survey respondents preferred the center-running streetcar alignment (61%) over the side-running alignment (39%).
- Question #10: The top three purposes that people used transit for were entertainment (76%), work (46%) and social engagements to visit family or friends (45%).



Complete Community Input Survey results are in **Appendix D**.

## 2022 bike and pedestrian survey

This survey, open to the public from February 11 to March 25, 2022, sought to understand the experience of crossing the Mississippi River on the Highway 5 bridge as a bicyclist or pedestrian. Results from this survey were the following:

- The two main reasons people cross the bridge are for leisure or recreation (88%) and exercise (74%).
- The top three area destinations for bridge users included Fort Snelling State Park and Bdote area (69%), Minneapolis parks (65%) and Saint Paul parks (58%).
- More than half of those surveyed (54%) said they feel safe or mostly safe on the bridge.
- The top three desired safety enhancements included ramps instead of stairs with bike channels (79%), wider pathways (67%) and more separation from vehicles (53%).

## Open houses and pop-ups

Attendees had varied levels of background on the project, and many had not followed the life of the project closely. Many attendees appreciated the thorough information on project details, despite some expressing concerns about potential project impacts (on parking, access, high costs and safety and security). Numerous supporters of the project wanted to know how to better support the project moving forward. Many attendees seemed in favor of the streetcar but had general questions about various aspects of the project including:

- Streetcar operation in mixed traffic and how private vehicles interact with the streetcar infrastructure.

## What we heard: Public engagement summary report

- The way that Riverview interacts with METRO Green Line, Purple Line and Gold Line.
- Project funding and post construction maintenance and operations funding.
- The ways that a reduction in street parking along the corridor impact both the corridor and the surrounding area.
- How the project would affect pedestrian and cyclists' ability to cross West 7th Street.
- How the project would impact local businesses along the corridor during and after project construction.
- Whether ABRT was a better fit for the corridor.
- What is being done to ensure that the streetcar would be safe for users.

Additional notes from open houses are in **Appendix F**.



# Appendices



# Appendix A: Committee membership and meetings

## Policy Advisory Committee membership (PAC)

### PAC members

- Rafael Ortega – Ramsey County Regional Rail Authority
- Debbie Goettel – Hennepin County Regional Railroad Authority
- Rebecca Noecker – Saint Paul City Council
- Chris Tolbert – Saint Paul City Council
- Jamie Tinchler – Saint Paul Mayor's Office
- Tim Busse – City of Bloomington
- Shannon Watson – Saint Paul Area Chamber of Commerce
- Pat Mancini – Neighborhood business representative
- Tyler Blackmon - Community representative
- Bridget Rief – Metropolitan Airports Commission
- Mike Barnes – MnDOT
- Toni Carter – Met Council
- Steffanie Musich – Minneapolis Park & Recreation Board
- Bill Huepenbecker – St. Paul Arena Company

# Community Advisory Committee membership (CAC) and meetings

## CAC members

- Joe Landsberger (ex-officio) – SAPTF co-chair / Ward 1
- Wendy Underwood – SAPTF co-chair
- Saint Paul
  - Ward 1
    - Sam Burns
    - Sylvie Guezeon
    - Bill Lindeke
  - Ward 2
    - Daniel Bruggeman
    - Jay Severance
    - Jason DeBoer-Moran
    - Stephany Carpenter
    - Corinne Ollman
    - Cristina Diaz
    - Diane Gerth
    - Meghan Kress
  - Ward 3
    - Amanda Willis (co-chair)
    - Kevin Gallatin (co-chair),
    - Abenezer Ayana
    - Katherine Bell
    - Hanna Debele
    - Bob Whitehead,
    - Negatu Mekuria
  - Ward 5
    - Safiyo Ali
- Eric Ecklund – Bloomington
- Amelia English – Minneapolis

## CAC meetings

Date	Attendance	Topics
May 18, 2021	8	<ul style="list-style-type: none"><li>• Housekeeping items</li><li>• CAC charter and meeting expectations</li><li>• Project overview</li><li>• Riverview engagement topics</li></ul>

## What we heard: Public engagement summary report

Date	Attendance	Topics
		<ul style="list-style-type: none"> <li>• Next steps</li> </ul>
Oct. 11, 2021	15	<ul style="list-style-type: none"> <li>• Housekeeping items</li> <li>• Selection of CAC co-chairs</li> <li>• EPE update</li> <li>• Station area planning updates</li> <li>• Cultural resources update</li> <li>• Communications and community engagement update</li> </ul>
Feb. 17, 2022	11	<ul style="list-style-type: none"> <li>• Blue Line Riverview Connection Study</li> <li>• SAPTF update</li> <li>• Communications and community engagement update</li> <li>• Cultural resources update</li> </ul>
Aug. 25, 2022	11	<ul style="list-style-type: none"> <li>• Highway 5 Mill and Overlay Project</li> <li>• SAPTF update</li> <li>• EPE update</li> <li>• Communications and community engagement update</li> </ul>
Dec. 5, 2023	14	<ul style="list-style-type: none"> <li>• High-level alignment status</li> <li>• Status of rail and bus alignments</li> <li>• Station area planning</li> <li>• Communications and community engagement update</li> <li>• Cultural resources</li> </ul>
Jan. 29, 2024	13	<ul style="list-style-type: none"> <li>• Detailed presentation on streetcar options</li> <li>• Engagement update</li> <li>• CAC report</li> <li>• Next steps</li> </ul>
Feb. 27, 2024	16	<ul style="list-style-type: none"> <li>• Additional information about streetcar options</li> <li>• Detailed information on the ABRT option</li> <li>• CAC report</li> <li>• Economic development analysis</li> </ul>
Jan. 29, 2024	13	<ul style="list-style-type: none"> <li>• Detailed presentation on streetcar options</li> <li>• Engagement update</li> <li>• CAC report</li> <li>• Next steps</li> </ul>

## What we heard: Public engagement summary report

Date	Attendance	Topics
Feb. 27, 2024	16	<ul style="list-style-type: none"><li>• Additional information about streetcar options</li><li>• Detailed information on the ABRT option</li><li>• CAC report</li><li>• Economic development analysis</li></ul>

# Station Area Planning Task Force (SAPTF) membership and meetings

## SAPTF members

- Saint Paul
  - Ward 2
    - Joe Landsberger (co-chair)
    - Aaron Johnson-Ortiz
    - Jyni Koschak
    - Patrick Guernsey
    - Perri Kinsman
    - Tracy Farr
    - Dave Thune
    - Richard Bohannon
  - Ward 3
    - Kristine Grill (co-chair)
    - Nate Hurse
    - Jose Lozano
    - Lisa Moe
    - Paul Pappas
    - Tanner Schulz
    - Mathews Hollinshead
- Minneapolis
  - Nathan Bakken

## SAPTF meetings

Date	Attendance	Topics
May 4, 2021	25	<ul style="list-style-type: none"><li>• SAPTF housekeeping</li><li>• Introduction Riverview Corridor Streetcar project</li><li>• Introduction to station area planning</li><li>• Group exercise: issue identification and mapping</li><li>• Station area planning: process and schedule</li><li>• Community engagement plan and strategies</li><li>• Wrap up and next steps</li></ul>
June 8, 2021	21	<ul style="list-style-type: none"><li>• SAPTF housekeeping</li><li>• Selection of co-chair</li><li>• Recap of previous meeting</li></ul>



## What we heard: Public engagement summary report

Date	Attendance	Topics
		<ul style="list-style-type: none"> <li>• Engineering update</li> <li>• Community engagement plan and strategies</li> <li>• Review of existing conditions in the corridor</li> <li>• Group exercise: community visioning and goals</li> <li>• SAPTF homework assignments</li> <li>• Wrap up and next steps</li> </ul>
July 13, 2021	12	<ul style="list-style-type: none"> <li>• Recap of previous meeting</li> <li>• Open house summary</li> <li>• Review of socio-economic conditions</li> <li>• Review of market conditions</li> <li>• Group exercise: station typologies</li> <li>• Project engineering update</li> <li>• Wrap up and next steps</li> </ul>
Aug. 10, 2021	7	<ul style="list-style-type: none"> <li>• Walk tour intro</li> <li>• Tour Randolph station area</li> <li>• Tour St. Clair station area</li> <li>• Tour Otto station area</li> <li>• Closing comments</li> </ul>
Sept. 14, 2021	11	<ul style="list-style-type: none"> <li>• Recap of previous meeting and walking tour</li> <li>• Policy context for station area planning</li> <li>• Station area planning guiding principles</li> <li>• Randolph station area issues identification activity</li> <li>• Community engagement update</li> <li>• Project engineering update</li> <li>• Wrap up and next steps</li> </ul>
Oct. 12, 2021	11	<ul style="list-style-type: none"> <li>• Recap of previous meeting</li> <li>• Refinement of guiding principles for station area planning</li> <li>• Transportation overview</li> <li>• Randolph station area discussion</li> <li>• St. Clair station area discussion</li> <li>• Otto station area discussion</li> <li>• Community engagement update</li> <li>• Project engineering update</li> <li>• Wrap up and next steps</li> </ul>
Dec. 14, 2021	12	<ul style="list-style-type: none"> <li>• Recap of recent activities</li> <li>• Future character areas: Randolph station area</li> <li>• Future public realm: Randolph station area</li> <li>• Future movement: Randolph station area</li> </ul>

## What we heard: Public engagement summary report

Date	Attendance	Topics
		<ul style="list-style-type: none"> <li>Housekeeping</li> <li>Wrap up and next steps</li> </ul>
Jan. 11, 2022	25	<ul style="list-style-type: none"> <li>Recap of previous meeting</li> <li>Station area planning survey results</li> <li>St. Clair station area concepts</li> <li>Otto station area concepts</li> <li>Potential platform locations</li> </ul>
March 8, 2022	24	<ul style="list-style-type: none"> <li>Recap of previous meeting</li> <li>Recap of recent activities</li> <li>Streetcar station primer</li> <li>Randolph station area refinements</li> <li>St. Clair station area refinements</li> <li>Otto station area refinements</li> <li>Engineering updates</li> </ul>
April 19, 2022	15	<ul style="list-style-type: none"> <li>Walking tour of Grand and Kellogg station area: examine existing conditions at or near potential station locations and look for ideas to improve station access, safety, and traffic flow</li> </ul>
May 10, 2022	12	<ul style="list-style-type: none"> <li>Recap of walking tour</li> <li>Grand station area conditions</li> <li>Kellogg station area conditions</li> <li>Station area opportunities and challenges</li> <li>Potential platform locations</li> <li>Community engagement updates</li> <li>Engineering updates</li> </ul>
June 16, 2022	6	<ul style="list-style-type: none"> <li>Recap of recent activities</li> <li>Grand station area plan concepts</li> <li>Kellogg station area plan concepts</li> <li>Housekeeping and wrap up</li> </ul>
July 12, 2022	11	<ul style="list-style-type: none"> <li>Grand and Kellogg station area plan: refinements</li> </ul>
Sept. 13, 2022	17	<ul style="list-style-type: none"> <li>Walking tour of Highland Park station area (between Mississippi River and the I-35E interchange): examine existing conditions at or near potential station locations and look for ideas to improve station access, safety, and traffic flow</li> </ul>

## What we heard: Public engagement summary report

Date	Attendance	Topics
Oct. 11, 2022	23	<ul style="list-style-type: none"><li>Review opportunities, challenges, and potential platform locations at Davern, Saint Paul Ave., Homer, and Montreal stations</li></ul>
Nov. 8, 2022	11	<ul style="list-style-type: none"><li>Review Davern, Saint Paul Ave., Homer, and Montreal station area concepts</li></ul>
Dec. 13, 2022	19	<ul style="list-style-type: none"><li>Review Davern, Saint Paul Ave., Homer, and Montreal station area guiding principles and refinements</li></ul>
March 14, 2023	10	<ul style="list-style-type: none"><li>Schedule update</li><li>Ongoing engagement update</li><li>EPE design process update</li><li>Review of Watson and Tuscarora station area plans (best bus option)</li></ul>
Aug. 8, 2023	9	<ul style="list-style-type: none"><li>Walking tour of station areas between Grand and Randolph avenues: examine existing conditions at or near potential station locations and look for ideas to improve station access, safety, and traffic flow</li></ul>
April 30, 2024	10	<ul style="list-style-type: none"><li>Detailed presentation on the three transit concepts and discussion about Randolph, Jefferson, St. Clair, Smith, and Grand station area concepts</li></ul>

# Technical Advisory Committee (TAC) membership and meetings

## TAC membership

- Jennifer Jordan, Kevin Roggenbuck - Ramsey County
- Joe Scala, Kerri Pearce-Ruch - Hennepin County
- Adam Harrington, Scott Thompson, Kathryn Hansen, Jonathan Ahn Metro Transit
- Heidi Schallberg, Patrick Boylan - Met Council
- Fay Simer, Aaron Tag, Sara Pflaum, Jesse Thorsen - MnDOT
- Anna Potter, Mike Klobucar - Saint Paul Public Works
- Anton Jerve - Saint Paul Community Development
- Julie Long, Nick Johnson, Tom Ramler-Olson, Jeremy Melquist - City of Bloomington
- Pat Mosites, Shona Mosites - Metropolitan Airports Commission
- Alan Robbins-Fenger, Dan Ott - National Park Service
- Nancy Cass - Historic Fort Snelling
- Carrie Christensen - Minneapolis Park & Recreation Board
- Sarah Beimers - State Historic Preservation Office
- David Kelliher, Doug Raney - Minnesota Historical Society
- Kent Skaar - MN Department of Natural Resources
- Leonard Wabasha - Shakopee Mdewakanton Sioux
- Samantha Odegard - Upper Sioux
- Cheyenne St. John - Lower Sioux
- Franky Jackson - Prairie Island
- Chuck Hubbard, Jonathan Frazer - Union Pacific Railroad
- Victor Stone, Will Wangerin, Any Andrews - Canadian Pacific

## TAC meetings

Date	Attendance	Topics
Oct. 29, 2020	27	<ul style="list-style-type: none"><li>• Project committees and TAC role</li><li>• EPE phase</li><li>• EPE schedule</li><li>• Upcoming meetings and next steps</li></ul>
Dec. 15, 2020	32	<ul style="list-style-type: none"><li>• Partner updates</li><li>• Review of action items and previous meeting summary</li><li>• EPE updates</li><li>• Cultural resources updates</li><li>• Station area planning updates</li></ul>

## What we heard: Public engagement summary report

Date	Attendance	Topics
		<ul style="list-style-type: none"> <li>• Communications community engagement updates</li> <li>• Project management consultant updates</li> <li>• Schedule</li> <li>• Upcoming meetings</li> </ul>
Jan. 19, 2021	29	<ul style="list-style-type: none"> <li>• Partner updates</li> <li>• Review of action items and previous meeting summary</li> <li>• EPE updates</li> <li>• Cultural resources updates</li> <li>• Station area planning updates</li> <li>• Communications community engagement updates</li> <li>• Schedule</li> <li>• Upcoming meetings</li> </ul>
Feb. 16, 2021	32	<ul style="list-style-type: none"> <li>• Partner updates</li> <li>• Review of action items and previous meeting summary</li> <li>• EPE updates</li> <li>• Cultural resources updates</li> <li>• Communications community engagement updates</li> <li>• Schedule</li> <li>• Upcoming meetings</li> </ul>
March 16, 2021	32	<ul style="list-style-type: none"> <li>• Partner updates</li> <li>• Review of action items and previous meeting summary</li> <li>• EPE updates</li> <li>• Cultural resources updates</li> <li>• Communications community engagement updates</li> <li>• Schedule</li> <li>• Upcoming meetings</li> </ul>
April 20, 2021	33	<ul style="list-style-type: none"> <li>• Partner updates</li> <li>• Review of action items</li> <li>• EPE updates</li> <li>• Cultural resources updates</li> <li>• Communications community engagement updates</li> <li>• Station area planning updates</li> </ul>



## What we heard: Public engagement summary report

Date	Attendance	Topics
		<ul style="list-style-type: none"> <li>• Schedule</li> <li>• Upcoming meetings</li> </ul>
May 18, 2021	26	<ul style="list-style-type: none"> <li>• Partner updates</li> <li>• Review of action items</li> <li>• EPE updates</li> <li>• Cultural resources updates</li> <li>• Communications community engagement updates</li> <li>• Station area planning updates</li> <li>• Schedule</li> <li>• Upcoming meetings</li> </ul>
June 15, 2021	28	<ul style="list-style-type: none"> <li>• Partner updates</li> <li>• Review of action items</li> <li>• Communications community engagement updates</li> <li>• EPE updates</li> <li>• Station area planning updates</li> <li>• Cultural resources updates</li> <li>• Schedule</li> <li>• Upcoming meetings</li> </ul>
July 20, 2021		<ul style="list-style-type: none"> <li>• Partner updates</li> <li>• EPE updates</li> <li>• Communications community engagement updates</li> <li>• Issue resolution teams</li> <li>• Station area planning updates</li> <li>• Cultural resources updates</li> <li>• Schedule</li> <li>• Upcoming meetings</li> </ul>
Aug. 17, 2021		<ul style="list-style-type: none"> <li>• Partner updates</li> <li>• EPE updates</li> <li>• Communications community engagement updates</li> <li>• Station area planning updates</li> <li>• Upcoming meetings</li> </ul>
Sept. 21, 2021		<ul style="list-style-type: none"> <li>• Partner updates</li> <li>• EPE updates</li> <li>• Communications community engagement updates</li> </ul>

## What we heard: Public engagement summary report

Date	Attendance	Topics
		<ul style="list-style-type: none"> <li>• Station area planning updates</li> <li>• Cultural resources updates</li> <li>• Upcoming meetings</li> </ul>
Oct.19, 2021		<ul style="list-style-type: none"> <li>• Partner updates</li> <li>• EPE updates</li> <li>• Communications community engagement updates</li> <li>• Station area planning updates</li> <li>• Cultural resources updates</li> <li>• Upcoming meetings</li> </ul>
Dec. 14, 2021		<ul style="list-style-type: none"> <li>• Partner updates</li> <li>• EPE updates</li> <li>• Communications community engagement updates</li> <li>• Station area planning updates</li> <li>• Cultural resources updates</li> <li>• Upcoming meetings</li> </ul>
Jan. 18, 2022		<ul style="list-style-type: none"> <li>• Partner updates</li> <li>• EPE updates</li> <li>• Communications community engagement updates</li> <li>• Station area planning updates</li> <li>• Cultural resources updates</li> <li>• Upcoming meetings</li> </ul>
Feb. 15, 2022		<ul style="list-style-type: none"> <li>• Partner updates</li> <li>• EPE updates</li> <li>• Communications community engagement updates</li> <li>• Station area planning updates</li> <li>• Cultural resources updates</li> <li>• Upcoming meetings</li> </ul>
March 16, 2022	26	<ul style="list-style-type: none"> <li>• Partner updates</li> <li>• EPE updates</li> <li>• Communications community engagement updates</li> <li>• Station area planning updates</li> <li>• Cultural resources updates</li> <li>• Upcoming meetings</li> </ul>

## What we heard: Public engagement summary report

Date	Attendance	Topics
April 12, 2022		<ul style="list-style-type: none"> <li>• Partner updates</li> <li>• EPE updates</li> <li>• Communications community engagement updates</li> <li>• Station area planning updates</li> <li>• Cultural resources updates</li> <li>• Upcoming meetings</li> </ul>
July 18, 2022		<ul style="list-style-type: none"> <li>• Partner updates</li> <li>• EPE updates</li> <li>• Communications community engagement updates</li> <li>• Cultural resources updates</li> <li>• Upcoming meetings</li> </ul>
Aug. 16, 2022		<ul style="list-style-type: none"> <li>• Partner updates</li> <li>• EPE updates</li> <li>• Communications community engagement updates</li> <li>• Cultural resources updates</li> <li>• Upcoming meetings</li> </ul>
Nov. 15, 2022		<ul style="list-style-type: none"> <li>• Partner updates</li> <li>• EPE updates</li> <li>• Communications community engagement updates</li> <li>• Cultural resources updates</li> <li>• Upcoming meetings</li> </ul>
Dec. 20, 2022		<ul style="list-style-type: none"> <li>• Partner updates</li> <li>• EPE updates</li> <li>• Communications community engagement updates</li> <li>• Cultural resources updates</li> <li>• Upcoming meetings</li> </ul>
Jan. 17, 2023	29	<ul style="list-style-type: none"> <li>• Partner updates</li> <li>• EPE updates</li> <li>• Communications community engagement updates</li> <li>• Cultural resources updates</li> <li>• Upcoming meetings</li> </ul>
Feb. 21, 2023	22	<ul style="list-style-type: none"> <li>• Partner updates</li> </ul>

## What we heard: Public engagement summary report

Date	Attendance	Topics
		<ul style="list-style-type: none"> <li>• EPE updates</li> <li>• Milestone schedule overview</li> <li>• Upcoming meetings</li> </ul>
April 18, 2023	29	<ul style="list-style-type: none"> <li>• Partner updates</li> <li>• EPE updates</li> <li>• Public engagement approach</li> <li>• Upcoming meetings</li> </ul>
June 20, 2023	19	<ul style="list-style-type: none"> <li>• Partner updates</li> <li>• EPE updates</li> <li>• Approach to decision-making and anticipated schedule</li> <li>• Upcoming meetings</li> </ul>
July 18, 2023	30	<ul style="list-style-type: none"> <li>• Partner updates</li> <li>• EPE updates</li> <li>• Cultural resources update</li> <li>• Upcoming meetings</li> </ul>
Aug. 15, 2023	27	<ul style="list-style-type: none"> <li>• Partner updates</li> <li>• EPE updates</li> <li>• Upcoming meetings</li> </ul>
Nov. 28, 2023	34	<ul style="list-style-type: none"> <li>• Partner updates</li> <li>• Share draft presentation for upcoming PAC</li> <li>• Next steps</li> <li>• Upcoming meetings</li> </ul>
Jan. 16, 2024	29	<ul style="list-style-type: none"> <li>• Partner updates</li> <li>• Share draft presentation for upcoming PAC</li> <li>• Next steps</li> <li>• Upcoming meetings</li> </ul>
Feb. 13, 2024	29	<ul style="list-style-type: none"> <li>• Partner updates</li> <li>• Debrief of PAC</li> <li>• Share draft presentation for upcoming PAC</li> <li>• Upcoming meetings</li> </ul>
July 9, 2024		<ul style="list-style-type: none"> <li>• Partner updates</li> <li>• Engagement updates</li> <li>• Upcoming meetings</li> </ul>

# Appendix B:

## Communication methods

### Email account and website contact form

The public was invited to share their thoughts, ask questions and learn more about the project via [the project email account](mailto:info@riverviewcorridor.com) (info@riverviewcorridor.com) and through the website contact form monitored and maintained by Riverview staff. Inquiries received through this account are recorded in a project inquiry log.

Between July and December 2022, 11 emails, 0 phone calls, 0 online inquiries, and 25 social media comments were received. When appropriate or requested, a response was provided.

Between July and December 2023, 15 emails and website contact form responses, and 0 phone calls were received. When appropriate or requested, a response was provided.

Between Jan. 1, 2024, and August 16, 2024, 62 emails and website contact form responses were received.

### Project informational brochure

In Quarter 1 of 2024, the project team created a new informational brochure that included facts about the modern streetcar, anticipated project benefits and the projected timeline. Print copies were distributed at public meetings and pop-ups. A digital copy, including copies translated into Hmong, Karen, Oromo, Somali and Spanish, was posted on the [project website](#).

Brochures were also dropped off at apartment buildings, businesses and other stakeholder locations along the corridor. A sampling of those locations includes:

- The Arlow on Kellogg.
- Dorothy Day Residence.
- The Colonnade Apartments.
- Gallery Towers Condominiums.
- Central Towers.
- City Walk Condominiums.
- The Historic Minnesota Building.
- The Penfield.
- Kellogg Square.





*Informational brochure.*

## Organic social media campaign

Bi-weekly, the project team posted to official Ramsey County social media accounts on [Facebook](#), [X](#) (formerly known as Twitter) and [Instagram](#) as well as the project-specific pages:

- <https://www.facebook.com/RiverviewCorridor>
- <https://x.com/RiverviewLine>

Between July and December 2023, social media posts promoted awareness of:

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

Between January and August 2024, social media posts promoted awareness of:

- The Riverview Corridor Modern Streetcar project in general, including aspects of a modern streetcar.
- Committee meetings.
- Public meetings and open houses.
- Project updates.
- Links to online survey and interactive comment map.
- “Lots to Love,” “Enhanced Transit” and “It’s your Streetcar” campaigns.

Platform	Followers	Engagement	Impressions	Engagement rate
X (Twitter)	136	93	2,917	3%
Facebook	748 (Likes)	524	27,600	2%
Instagram (enterprise)	4,665	127	6,161	2%

## Email updates

The project team sent updates, including the quarterly e-newsletter and event reminders, via the email list and partner distribution networks. Short e-blasts reminded people about upcoming open houses.

As of June 30, 2024, approximately 5,200 people were subscribers to the project email list, an increase of nearly 1,300 subscribers from Dec. 31, 2023 (3,908 subscribers).

During the first half of 2024, 27 people unsubscribed to the project email list. Delivery rates ranged from 94 to 95 percent, and open rates ranged from 24 to 30 percent.

### E-Blast statistics

Sent date (2024)	Bulletin subject	Total recipients	Unique email opens	Unique email open rate (%)	Click rate (%)	Unique link clicks
Jan. 25	Riverview Corridor Quarterly Newsletter — Winter 2024	4,147	1109	29.9	10.4	384
Feb. 26	PAC   Feb. 29	4,231	1117	30.4	3.1	114
May 1	Open House   May 14	4,697	1064	29.7	3.6	129

## What we heard: Public engagement summary report

Sent date (2024)	Bulletin subject	Total recipients	Unique email opens	Unique email open rate (%)	Click rate (%)	Unique link clicks
May 2	Riverview Corridor Quarterly Newsletter — Spring 2024	4,665	926	25.8	2.6	94
May 6	Riverview Corridor Open House   May 14	4,742	1011	28	2	74
May 13	Join Us Tomorrow   Riverview Corridor Open House	4,857	1050	28.7	2.8	101
May 17	Thank you attending the Riverview Corridor modern streetcar project open house	4,886	1068	29.6	1.7	62
June 20	Riverview Corridor Open House   June 27	5,226	871	24.2	2.1	74
June 27	Join Us Tomorrow   Riverview Corridor Open House	5,195	913	25.2	2.8	101
Aug. 8	Quarterly E-Newsletter	5,324	1016	28.3	3.5	127

In addition to the email list, targeted stakeholders are maintained on a separate list to receive more specific outreach. Project e-newsletters are archived on the [project website](#).

## Project website

Ramsey County's communication team updated and reorganized the county's [project website \(RiverviewCorridor.com\)](#) to focus on new project information and encourage input. The website is home to all project information, including notifications, public meeting summaries and links to

## What we heard: Public engagement summary report

online engagement tools such as the survey and interactive comment map. All communication directs audiences to check the website for up-to-date information.

Between September 2020 and June 2021, the [project website](#) received 12,790 pageviews. Visitors spent an average of two minutes per page. The page with the most traffic, not including the home page, was the Meetings and Events page with 1,143 views.

Between July and December 2021, visitors viewed the [project website](#) and its associated pages 7,264 times with 6,037 of those as unique pageviews.

Between January and June 2022, of 6,192 pageviews, 5,198 were unique. Visitors averaged two minutes and six seconds (2:06) on each page. The top five most visited pages include:

1. Homepage (3,888).
2. Meetings and Events (460).
3. Project Library (452).
4. Station Area Planning (401).
5. Frequently Asked Questions (401).

Between July and December 2022, of 4,341 pageviews, 3,539 were unique. Visitors averaged two minutes and 41 seconds (2:41) on each page. The top five most visited pages include:

1. Homepage (4,341).
2. Project Library (393).
3. Meetings and Events (355).
4. Station Area Planning (267).
5. Project Committees (208).

Between January and June 2023, of 6,297 pageviews, 4,455 were unique. Visitors averaged one minute and 30 seconds (1:30) on each page. The five pages with the highest traffic (page views) include:

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

Between July and December 2023, there were 5,381 pageviews and 2,819 users. Visitors averaged 35 seconds on each page. The five pages with the highest traffic (page views) include:

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

## What we heard: Public engagement summary report

Between January and August 2024, there were 10,188 pageviews and 6,831 users of the [riverview-corridor.org](http://riverview-corridor.org) website. Visitors averaged 45.7 seconds on each page. In addition to the homepage, the pages with the highest traffic (page views) include:

1. Meetings and Events (569).
2. Project Library (373).
3. PAC (75).
4. Frequently Asked Questions (69).
5. Lots to Love About Riverview (47).

The [project library](#) was updated to add materials from recent meetings. The [Frequently Asked Questions pages](#) were also updated to reflect new information related to the streetcar and ABRT options as well as address questions that project staff often receive from the public. A refresh of the [project website](#) was initiated in September and October 2022. Updates included edits to text on the main page, a new LPA graphic and a vehicle comparison graphic. This update was part of a larger Ramsey County branding initiative to create an equitable and more uniform interface for users. New features included “buttons” that provide a brief overview of the button's topics, including community engagement, community feedback, project timeline and interactive maps.

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

The screenshot displays the Riverview Corridor website with several key sections and callouts:

- Header:** "Riverview Corridor" and a banner image with the text "IT'S YOUR STREETCAR Let's make it happen together".
- Contact Us:** Includes phone numbers (651-286-2700, 651-481-5700), a contact form, and media contact information (Allison Wilkins, 651-481-5700).
- What is the Riverview Corridor Modern Streetcar project?:** A detailed description of the project, including its location (downtown St. Paul, MSP Airport, and the Mall of America) and its goals (addressing mobility needs, providing transit service, and creating economic development opportunities).
- Related Resources:** Links to "Highway 5 Bike and Pedestrian Bridge Survey (PDF)", "Interactive map: streetcar route", "Interactive map: cultural resources", and "Blue Line / Riverview Connection Study".
- Refining the modern streetcar concept:** A section discussing the project's goals and the benefits of the modern streetcar solution.
- Community engagement callout:** A box titled "Community engagement" with the text: "Understanding what matters most to residents, business owners and others who travel in the Riverview Corridor is very important to the streetcar project. The goal is to provide a transit service that enhances mobility and accessibility for all residents, businesses, workers and supports economic opportunities, particularly in low-income neighborhoods. All aspects of the project are continuously being shared with residents for feedback."
- Community feedback callout:** A box titled "Community feedback" with the text: "Understanding what matters most to residents, business owners and others who travel in the Riverview Corridor is very important to the streetcar project. The goal is to provide a transit service that enhances mobility and accessibility for all residents, businesses, workers and supports economic opportunities, particularly in low-income neighborhoods. All aspects of the project are continuously being shared with residents for feedback."
- Project timeline callout:** A box titled "Project timeline" with the text: "Understanding what matters most to residents, business owners and others who travel in the Riverview Corridor is very important to the streetcar project. The goal is to provide a transit service that enhances mobility and accessibility for all residents, businesses, workers and supports economic opportunities, particularly in low-income neighborhoods. All aspects of the project are continuously being shared with residents for feedback."
- Interactive maps callout:** A box titled "Interactive maps" with the text: "Understanding what matters most to residents, business owners and others who travel in the Riverview Corridor is very important to the streetcar project. The goal is to provide a transit service that enhances mobility and accessibility for all residents, businesses, workers and supports economic opportunities, particularly in low-income neighborhoods. All aspects of the project are continuously being shared with residents for feedback."

*Updated Riverview Corridor project website.*



## Promotional video

During the first half of 2022, the project team produced a 15-second video that highlighted the basics of modern streetcars and benefits. The video was posted to Ramsey County's social media sites ([YouTube](#), Facebook and X).

## Media campaigns

Both paid and social media campaigns were implemented throughout the first half of 2024 to advertise committee meetings, share new information about the streetcar and ABRT options, let people know how they could get involved and promote public meetings. Paid media used the project campaigns in the following mediums.

Running from December 2023 through May 2024, the "Lots to Love" campaign provided a compelling way to engage with residents, businesses and visitors while enhanced transit options were being finalized. Showcasing clever attribute combinations along the Riverview Corridor, the campaign also encouraged people to share what they love about the area. Communications evolved to feature the many benefits of the modern streetcar, like more efficient connections from both MSP terminals to Mall of America™. Highlighted benefits also included new accessible biking and walking trails with a new bridge replacing the 60-year-old Highway 5 bridge, improved safety for West 7th Street with enhanced streetscapes and new boulevards, more equitable connections for those who can't drive or have limited transportation access, reduced greenhouse gases and more.

The January through June advertising efforts resulted in an increase of subscribers to updates to the Riverview Corridor from 3,906 in 2023 to 4,886 as of June 2024. Website views increased by more than 50 percent.

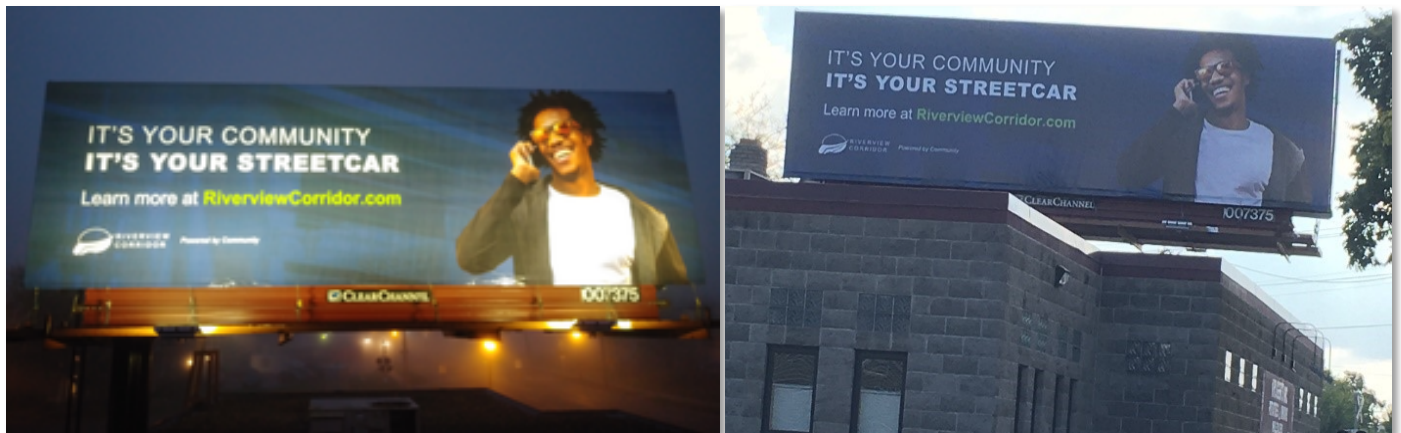
## Billboards

Between October and December 2021, two billboards promoted the Riverview Corridor's "It's Your Streetcar" campaign along West 7th Street.

A billboard at the intersection of West 7th Street and Saint Paul Street had more than 620,000 impressions from October through November.

A billboard at the intersection of West 7th Street and James Street had more than 200,000 impressions during December.

## What we heard: Public engagement summary report



*October-November 2021 billboard: West 7th and Saint Paul Streets.*



*December 2021 billboard: West 7th and James Streets.*

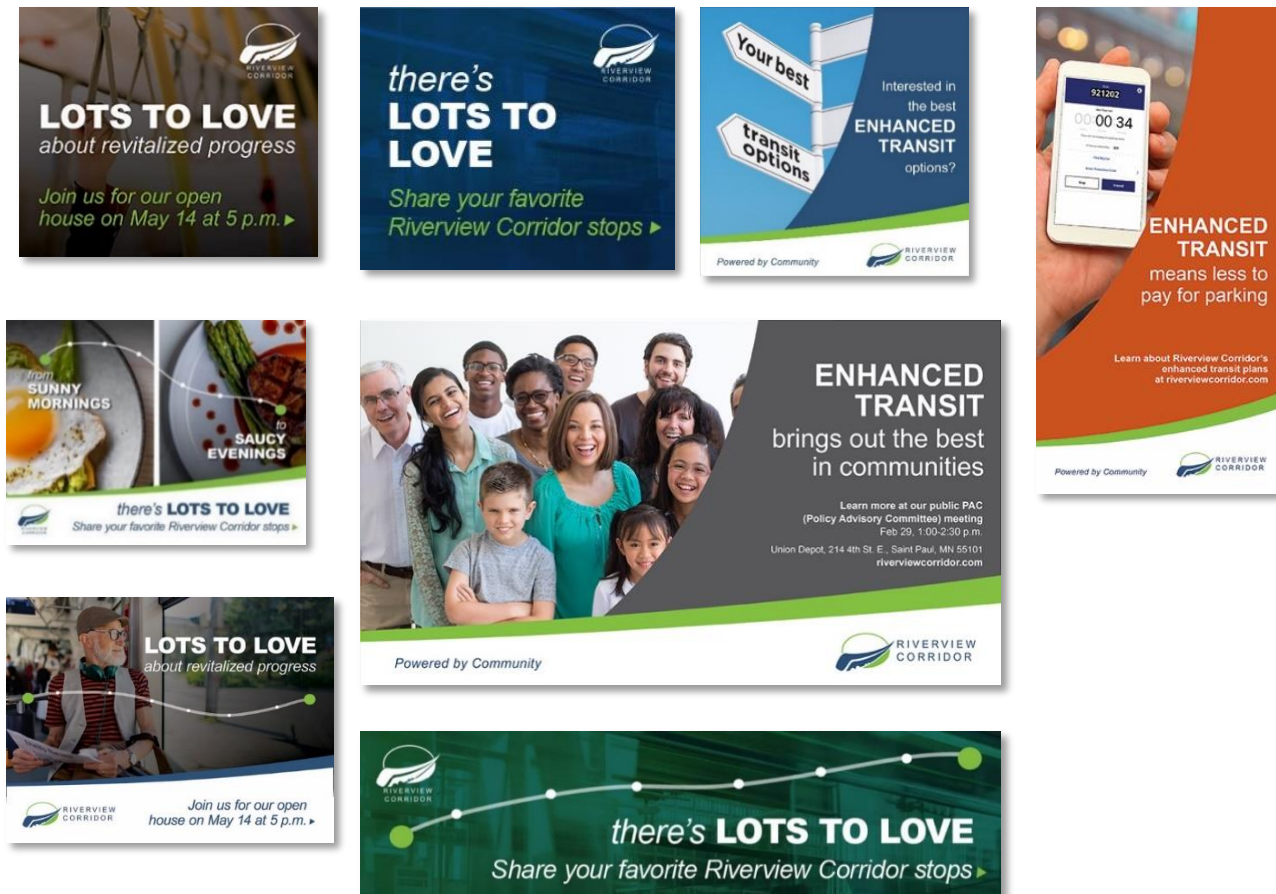
## Paid media

### Digital ads

Digital ads sharing meeting and open house announcements as well as general awareness for Riverview Corridor ran periodically via the Pioneer Press (<https://www.twincities.com/>) and Bring Me the News (<https://bringmethenews.com>), as well as the Pioneer Press: Capitol Report and Breaking News e-newsletters. Digital ads linked directly to the [project website](#).

## What we heard: Public engagement summary report

### Digital ad examples:



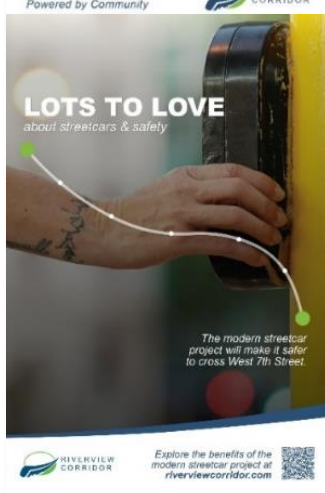
### Print ads

The project team used a variety of local publication print and online ads to reach various audiences along the corridor, including in the Downtown St. Paul Voice.

Ads shared details about the December 13, 2023, January 31, 2024, and February 29, 2024, PAC meetings and used “Lots to Love” messaging to encourage interest and awareness of the modern streetcar project. Additional publications used to reach the community included:

- The Circle (Native American publication).
- La Voz Latina (Spanish publication).
- Hmong Times.
- MN Spokesman-Recorder.

### Print ads:





## What we heard: Public engagement summary report

### Print ads:

**LOTS TO LOVE**  
*about streetcars & the Bdote culture*

The modern streetcar project is committed to preserving the character of the sacred Bdote area with better access to Fort Snelling.

Explore the benefits of the modern streetcar project at [riverviewcorridor.com](http://riverviewcorridor.com)



**MUCHO PARA AMAR**  
*sobre tranvías y accesibilidades*


El Proyecto moderno de tranvía proporcionará mejores conexiones para trabajos, educación, y cuidado de salud instalaciones y mas.

Encuentre los beneficios del proyecto de tranvía moderno [riverviewcorridor.com](http://riverviewcorridor.com)



**LOTS TO LOVE**  
*about streetcars & equity*

Streetcars provide greater access to more places, particularly for those who don't or can't drive.




**IT'S YOUR STREETCAR**  
Tell us what you think





## Advertorial articles

Paid articles created a larger platform to share information about the benefits of the modern streetcar project, the advertorial ran in Bring Me the News (<https://bringmethenews.com>) and the Sahan Journal (<https://sahanjournal.com>).




### Saint Paul, get ready to connect

If you haven't already heard about the **Riverview Corridor Modern Streetcar project**, you'll want to get on board. This transformative project features 12 miles of enhanced connections from downtown Saint Paul to the MSP Airport and Mall of America. Running along State Highway 5 (West 7th Street), the modern streetcar is a critical aspect of enhanced transit with much to offer individuals, businesses, communities and our environment. Benefits like better access to destinations, increased property redevelopment and reinvestment, vastly improved road and bridge infrastructure and a safer, more inviting pedestrian environment.

#### The future is promising

- **Improved Connectivity** More stops are planned at key locations, including Historic Fort Snelling and MSP Airport's Terminal 2. This means more access to jobs, education and entertainment.
- **Infrastructure Upgrades** A replacement of the 60-year-old Fort Road/Hwy 5 Bridge gears up for improved pedestrian and biking routes.
- **Safety & Accessibility** Enhanced street crossings, full road reconstruction of West 7th Street from the Mississippi to downtown and better transit options will ensure a safer, more accessible journey for everyone.
- **Economic Growth** Greater incentives for redevelopment drive increased job opportunities within the corridor.
- **Better Air Quality** With reduced greenhouse gas emissions, the modern streetcar is a great way to improve our environment.
- **Quiet Comfort** The modern streetcar is a quiet and smooth ride. And new weather-protected stations with real-time schedule updates will provide greater comfort for riders.





#### The precedent has been set

Cities like Charlotte and Seattle have seen remarkable growth from similar projects, with benefits ranging from job creation to substantial revenue increases. In Kansas City, the introduction of a modern streetcar spurred a 40% increase in residential density near the route. Milwaukee's streetcar led to \$3.5B worth of development in their downtown area over the last decade.

#### It's a great time to get on board

With a vision for a vibrant and connected future, backed by substantial federal funding, Saint Paul can join these successful cities. Exciting, yes. But it's a project that needs community support. Individuals and businesses can get involved by helping to shape the future of enhanced transit in our region.



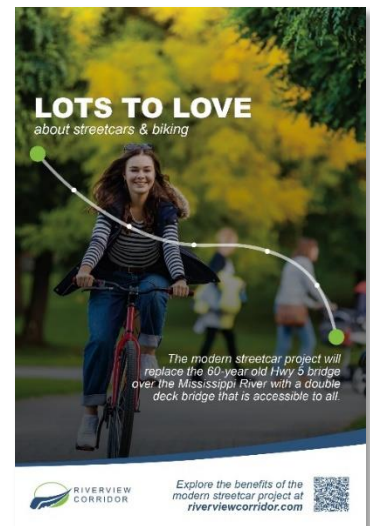
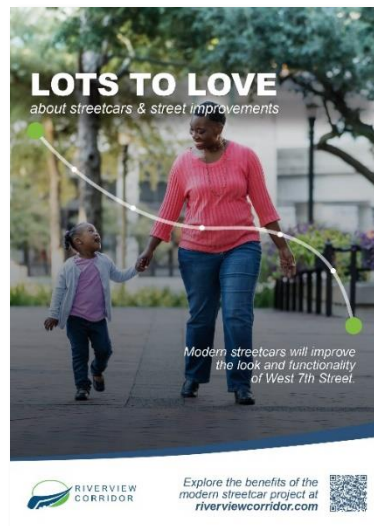
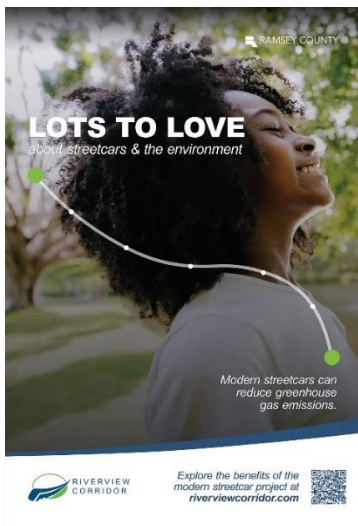
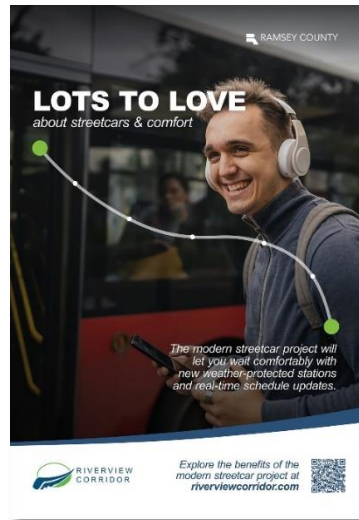
Learn more about the benefits of enhanced transit and the modern streetcar project at [riverviewcorridor.com](http://riverviewcorridor.com). Get even more engaged at these **upcoming meetings and events**.

*Riverview Corridor “Saint Paul, get ready to connect” advertorial.*

## Bus shelter and transit ads:

The project team placed “Lots to Love” campaign posters at transit stops and bus shelters along the Riverview Corridor from January to August 2024 to reach transit users and people walking and driving from the Mall of America™ to Union Depot.

### Bus shelter ads:



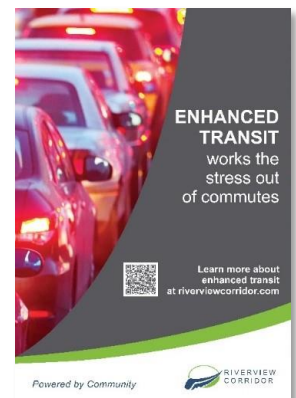
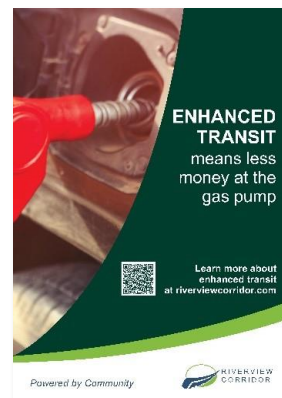


## What we heard: Public engagement summary report

### Transit station posters:



## What we heard: Public engagement summary report



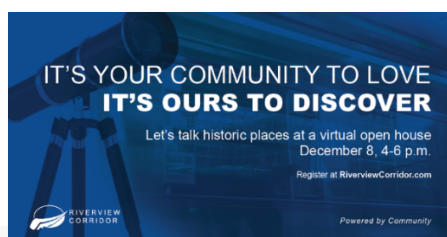
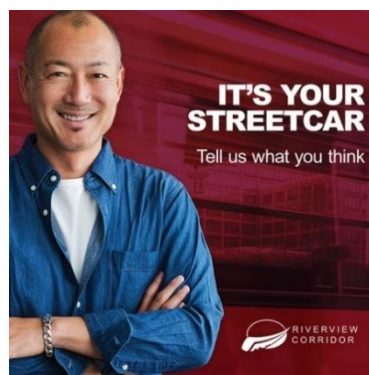


## What we heard: Public engagement summary report



# Non-paid media

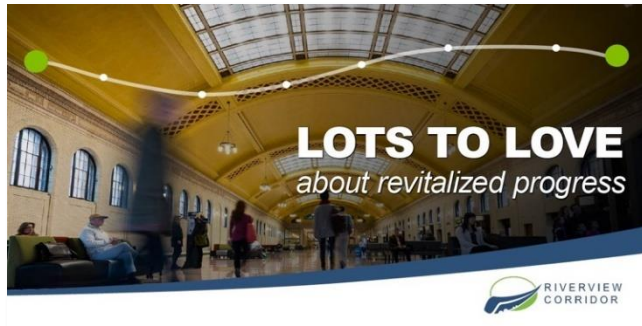
## Social media posts:





## What we heard: Public engagement summary report

### E-mail blasts:



## Press and media coverage

The Riverview Corridor project received a significant amount of media coverage about the presentation of options and public meetings.

### Media coverage and publications

Publication date	Title	Publication
March 10, 2023	<a href="#"><u>Ramsey County should add four east St. Paul streetcar stops to proposed plan</u></a>	MinnPost
April 5, 2023	<a href="#"><u>New transit option in design phase: Share your feedback</u></a>	Bloomington MN
Dec. 26, 2023	The Riverview Corridor from Downtown St. Paul to the Mall of America™: Two street car options, bus rapid transit	Twin Cities
Dec. 28, 2023	Planning for the Riverview Corridor gets back on track	Community Reporter
Jan. 4, 2024	<a href="#"><u>News Flash! Ramsey County returns streetcars to Saint Paul's streets!</u></a>	Pioneer Press
Jan. 7, 2024	<a href="#"><u>Why do you think we should spend a billion-plus for a West Seventh streetcar</u></a>	Pioneer Press
Jan. 11, 2024	<a href="#"><u>Letter to the Editor: Other West 7th Options</u></a>	Pioneer Press
Jan. 24, 2024	<a href="#"><u>The 2024 Legislative Session Begins: District Perspectives</u></a>	Community Reporter
Feb. 27, 2024	<a href="#"><u>Will the long-discussed West 7th streetcar project move forward in St. Paul?</u></a>	MinnPost

## What we heard: Public engagement summary report

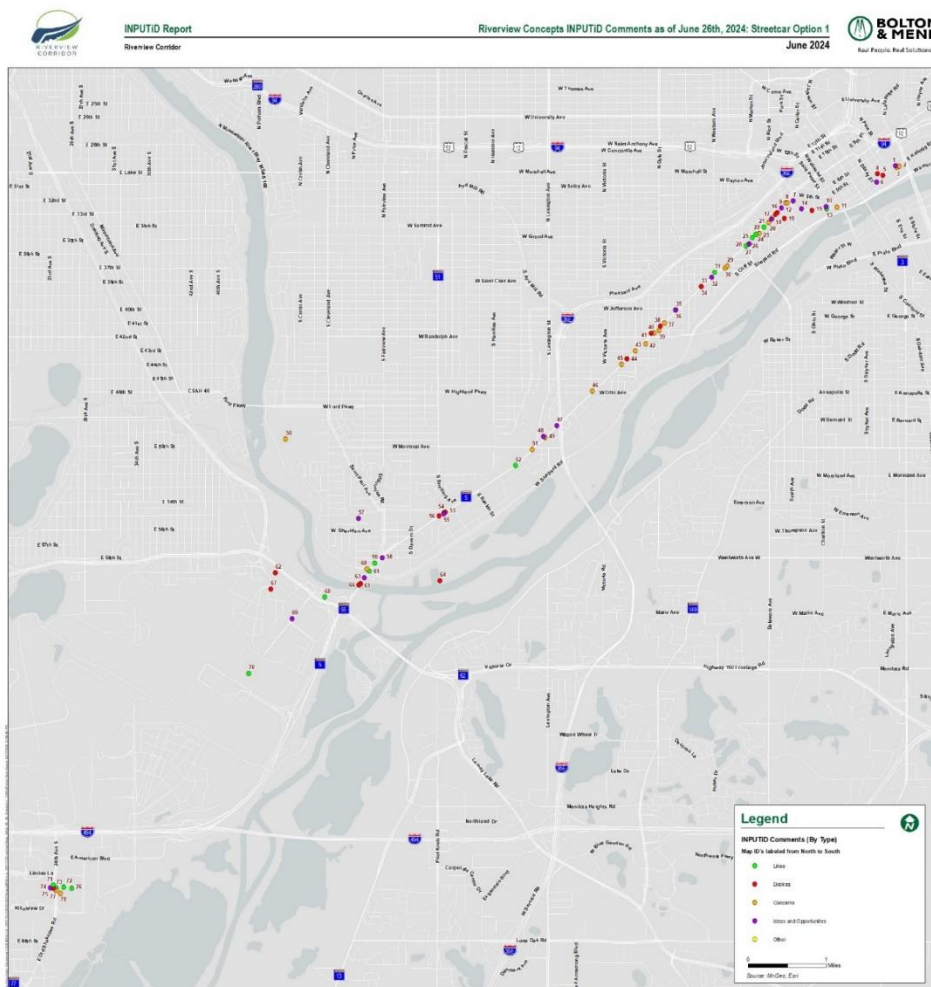
Publication date	Title	Publication
March 1, 2024	<a href="#"><u>Streetcar options down St. Paul's West Seventh could cost \$2.1 billion – and roll slower than existing Route 54 bus</u></a>	Pioneer Press
March 3, 2024	<a href="#"><u>Riverview Corridor options released</u></a>	Pioneer Press
March 4, 2024	<a href="#"><u>Ramsey County places \$2 billion price tag on West 7th streetcar line plan</u></a>	KSTP
March 7, 2024	<a href="#"><u>Proposal for streetcar line connecting St. Paul and MSP Airport released</u></a>	Bring Me the News
March 10, 2024	<a href="#"><u>Vastly cheaper alternative to a St. Paul streetcar emerges. It's a bus</u></a>	Star Tribune
March 13, 2024	<a href="#"><u>Rethink desire for St. Paul streetcar</u></a>	Star Tribune
March 20, 2024	<a href="#"><u>Readers Write: W 7th streetcar</u></a>	Star Tribune
March 27, 2024	<a href="#"><u>Riverview planning rolls to next phase</u></a>	Community Reporter
April 1, 2024	<a href="#"><u>Ramsey County group prefers bus rapid transit over streetcars for Riverview Corridor Project</u></a>	KSTP
April 4, 2024	<a href="#"><u>Bill would give MnDOT the lead on big transit projects, not the Met Council</u></a>	Star Tribune
April 29, 2024	<a href="#"><u>Mac community work with St. Paul city council member Saura Jost</u></a>	Mac Weekly

## What we heard: Public engagement summary report

Publication date	Title	Publication
May 12, 2024	<a href="#"><u>Open house for Riverview Corridor rapid bus, modern streetcar options on Tuesday</u></a>	Pioneer Press
June 27, 2024	<a href="#"><u>Letter to the editor: Standing on chairs and shouting not a good strategy</u></a>	Community Recorder
June 28, 2024	<a href="#"><u>St. Paul, get ready to connect</u></a>	Bring Me the News

# Appendix C: Interactive comment map feedback

## Streetcar Option 1: Center running south of Grand



*Streetcar Option 1 INPUTiD  
feedback (June 2024)*

Streetcar Option 1 feedback:

Map #	Type	Comment	Likes	Dislikes
1	Ideas and Opportunities	Where is the maintenance facility?	0	0
2	Concerns	Needs to be set up to allow for potential extension into East Saint Paul.	0	0
3	Concerns	How will this connect, if at all, to the OMF? Would be a bit of a strange challenge to have an OMF within a tenth of a mile not service the line, requiring either build of an OMF along the route or using the Franklin Avenue one, which is way far away	2	0
4	Dislikes	The streetcar and Green Line should be directly connected. This is a not-insignificant hill that transfer passengers would be forced to walk up.	10	0
5	Dislikes	Unfortunate that Street Car and Green Line can't share route and stops downtown. Understand the complexity of the line switching maintenance to combine, but there is also complexity of parallel routes, redundant stops, etc. Currently, each Green Line stop downtown is a real neighborhood liability (crime, trash, loitering, loss of stores). Each new transit stop is adding to these issues. When combined there can be more intense cleaning and policing. Not to mention easier to transfer and explain system to visitors.	1	4
6	Ideas and Opportunities	Please explore the opportunity to route the rail tracks to be underneath the Union Depot headhouse/concourse in addition to exploring routing the Green Line under the building as well. The original Union Depot plans when it was renovated to serve	13	0



## What we heard: Public engagement summary report

Map #	Type	Comment	Likes	Dislikes
		passengers was to do so and a model of the concept is shown in the building. With daily Empire Builder and new Borealis Amtrak services, buses, and future additional Amtrak services as identified in the Amtrak Connect US plan, several new services will originating from here. A seamless interior connection to all those services will make the station lively as it once was in the golden age of rail.		
7	Ideas and Opportunities	A major reason this should be the preferred option (and should become fully dedicated) is for the purposes of a transit line. Getting people to destinations they want to go to conveniently. Having a direct rail transit option to the city's busiest event district is absolutely vital to the city's progress. Busses will not meet the capacity for these events and will continue to encourage car usage. That would make this project a failure. Making this city more walkable/transit-oriented and less car dependent needs to be the priority of this project.	8	0
8	Concerns	This slip lane is dangerous under current conditions and should be closed or made Transit access only	12	0
9	Concerns	If the streetcar can't have its own lane to start, at least design it so that it can be converted in the future	19	0
10	Ideas and Opportunities	Consider connection to Gold Line BRT to provide connectivity from Washington County to the airport.	0	0
11	Concerns	Concerned about lack of a dedicated streetcar lane along Kellogg.	11	0

## What we heard: Public engagement summary report

Map #	Type	Comment	Likes	Dislikes
12	Ideas and Opportunities	Perhaps a guideway on one side of the street, instead of the center, would allow enough room for dedicated lanes for the streetcar while preserving two car lanes?	3	0
13	Likes	Awesome to see the future project integrated with the future development in this area, rather than pretending like the other project isn't a concern. And in general this Streetcar Project will add so much development incentive along the route.	13	0
14	Ideas and Opportunities	The streetcar should be given Right of Way along the entire route	0	0
15	Dislikes	Dedicated lane and/or grade separation is perhaps most needed here (along the RiverCentre/X frontage) due to the level of car congestion and conflict	14	0
16	Dislikes	Dedicated ROW needed north of Grand, especially when 2+ lanes in each direction are to be retained this is the busiest section of the route, so parking and preserving car priority travel space should be de-prioritized here more than anywhere else to ensure that the transit can operate reliably and quickly	21	0
17	Dislikes	The lack of dedicated right of way on the busiest section of 7th St. and Downtown St. Paul will kill this project. With the amount of parking garages in the area, there is no reason to bend over backwards to accommodate a few dozen on street parking spots. Stop designing transit for cars, and start designing it for transit riders.	21	1
18	Concerns	The streetcar needs a dedicated lane for the entirety of West 7th. It seems like there	8	2

## What we heard: Public engagement summary report

Map #	Type	Comment	Likes	Dislikes
		is enough room to maintain a dedicated guideway with two travel lanes and street parking, this should absolutely be done. If not, and keeping 3 blocks of street parking is that crucial to the project, would there be enough space if West 7th was converted to a one-way street between Grand/Kellogg?		
19	Dislikes	obviously advocates don't care about all the small businesses that line w7.	1	4
20	Ideas and Opportunities	Dedicated track ROW with the ability for buses to drive on it would be nice to improve transit advantages and help emergency vehicles get through this area. Buses, trains, and emergency vehicles should never get stuck in traffic. There's a similar transit mall in Minneapolis along Washington through the U of M and Washington used to be as full of car traffic as W. 7th is today.	1	0
21	Concerns	There's so much traffic here during Xcel events, the train should have its own lane	24	0
22	Likes	Option 1 puts the streetcar on dedicated track sooner out of downtown St. Paul, enabling faster and more reliable trip times. It also reduced conflict with improperly parked vehicles	6	1
23	Concerns	Our trees have already been decimated along West 7th and this project will further impact our urban canopy and not allow for trees to be replaced.	0	13
24	Likes	I like dedicated transit guideway for all of this project	2	0

## What we heard: Public engagement summary report

Map #	Type	Comment	Likes	Dislikes
25	Likes	Dedicated to Grand makes the most sense along with center running, I'm worried that option 2 makes too many compromises on the streetcar for parking. West 7th has plenty of parking ramps and side street parking.	9	0
26	Ideas and Opportunities	Opportunity for small parcel development?	5	0
27	Likes	acceptable access closure	5	0
28	Likes	I strongly encourage this project to go forward with this option. Having dedicated lanes will make this transit option a reliable transit option between downtown and the airport/moa. A corridor like this deserves the highest capacity and most dedicated, transit-oriented design possible. Minneapolis has a full LRT line from its downtown to MSP and it has spurred strong development on a far less ped friendly street in Hiawatha. West 7th has the opportunity to be a model corridor in terms of utility for the residents surrounding the line with transit access and ped friendly development, as well as utility for those traveling between MSP/MOA and downtown.	9	0
29	Concerns	What will these access closures be used for? Before community agrees to altering access, they should be aware of what they are agreeing to.	4	2
30	Concerns	While this access closure may provide safety, I believe there should be pedestrian and bike throughway here through a bike and ped only access point.	10	0

## What we heard: Public engagement summary report

Map #	Type	Comment	Likes	Dislikes
31	Likes	acceptable access closure	4	0
32	Ideas and Opportunities	Why the station is not located here at Cooper's supermarket? It serves the community and it its a key destination. Besides St. Clair station should be on St. Clair, not 4 blocks away	12	1
33	Concerns	whole line: streetcar takes up two lanes of traffic. This makes bike lanes impossible and will cause traffic congestion.	0	7
34	Dislikes	there is no evaluation of the cost of the overpass between St. Clair and Jefferson	2	0
35	Ideas and Opportunities	Would this closure area combined with the triangle median be enough for a new parcel of development?	1	0
36	Likes	acceptable access closure	7	0
37	Concerns	Randolph and Otto stations are too far apart, this could discourage ridership.	2	0
38	Dislikes	This streetcar option will eliminate all parking. This is not supportive of local businesses. Some parking needs to be retained.	1	31
39	Concerns	if closing, I encourage a bike and ped path only here	10	0
40	Concerns	I am concerned others will use this access point if not blocked off. maybe bollards that raise and go down automatically when indicated via fire truck would be a good option here	4	0

## What we heard: Public engagement summary report

Map #	Type	Comment	Likes	Dislikes
41	Dislikes	The streetcar options will make our neighborhood less walkable and less bikeable.	3	27
42	Concerns	if closure, create bike and ped path	12	0
43	Concerns	concerned about loss of ped/bike/vehicle crossing at this intersection (and generally at similar intersections along the corridor)	0	0
44	Dislikes	More marked, if not signaled, pedestrian crossings needed between Otto and Randolph. Many businesses and neighborhood connectivity getting left out here.	9	0
45	Concerns	So just confirming, vehicle traffic will not be able to make left turns unless at a stoplight? I'm concerned that with not station platform and no stoplights, it leaves the area and businesses between Victoria and Randolph as a bit of a dead zone/fly-thru zone.	3	1
46	Concerns	The streetcar should be a light rail instead of a streetcar	1	2
47	Ideas and Opportunities	Not sure if MnDOT would allow it. But a right in right out for vehicle traffic could help speed up service. Any traffic turning left could just use the previous interchange.	0	0
48	Ideas and Opportunities	Service to route 83 should be improved to help foster the currently deficient north-south connections from the W7th corridor to surrounding neighborhoods - current transit designs isolate most of the corridor functionally from the rest of this side of the city	3	0



## What we heard: Public engagement summary report

Map #	Type	Comment	Likes	Dislikes
49	Concerns	Dedicated signal priority needs to be given for the streetcar for the entire portion of running in dedicated lanes.	9	0
50	Concerns	Please do not forget connections to the largest current development in the city right now. Whether a shuttle bus or future rail connection, a ROW needs to be preserved (and utilized!) to continue to move towards a walkable, connected city.	6	0
51	Concerns	This station would increase pedestrian traffic at a very busy and dangerous intersection. Major improvements for crossing both Montreal and W7th need to be considered to assure pedestrian safety.	2	0
52	Likes	Well, this is kind of a double edged sword. I love the fact that there'll be great pedestrian infrastructure here, but I'm worried that this will slow down service.	0	0
53	Dislikes	Station is very close to Davern St.	1	3
54	Dislikes	This will only facilitate more crime and drug trafficking. Have you been on the light rail? Ride it sometime, Not good.	2	23
55	Ideas and Opportunities	Extend the proposed Route 74/Randolph-E7th BRT to terminate here, which would facilitate the presently way-too-difficult intra-neighborhood connections from West 7th to points north/northwest.	4	0
56	Dislikes	This is the access I need to get to the grocery store, gym, basically everything. It's the most direct route. You are blocking everything off because of no left turns. This is going to suck. And there has already been an increase in crime since I moved to	0	15

## What we heard: Public engagement summary report

Map #	Type	Comment	Likes	Dislikes
		Minnesota 3 years ago. This will just bring the crime closer and faster to my door. I will have to move.		
57	Ideas and Opportunities	I still would like to see some form of direct connection of this project to the new Bridge neighborhood. Bike paths down the cp spur would open up great connections to parks and other trails, especially if the bridge redesign goes through (which it should!)	3	0
58	Ideas and Opportunities	This could be a low cost and low effort time to provide bike access from the Edgecumbe bike lanes to/from Gannon. There's very little vehicle traffic that enters there.	1	0
59	Likes	Love that a crossing gate is proposed. The lack of crossing gates (and resulting priority) on the green line really slows down travel times compared to the blue line	14	0
60	Concerns	So will the street car stop here for the connection or will you have to backtrack from Davern? It would be great to improve transit/pedestrian access to Hidden Falls and Crosby Farm.	2	0
61	Likes	I really love the concept behind this bridge. It would be great to be able to take the street car, and access bike trails around the area.	22	0
62	Dislikes	This turn is CRAZY sharp and will massively limit vehicle speeds. I don't see a way to make it better, but it'll definitely be an issue.	13	0

## What we heard: Public engagement summary report

Map #	Type	Comment	Likes	Dislikes
63	Ideas and Opportunities	Very interested to see what opportunities there are to reconfigure the bridge. Better pedestrian and bike access from all the parks and trails along the Mississippi to St. Paul would be great.	5	0
64	Dislikes	Streetcar is a bad lite rail like option in all respects.	0	9
65	Dislikes	double-deck bridge rebuild is not affordable.	0	15
66	Dislikes	this double decker cannot be accessed for bikes from the river side and you need to cross w7 and go through the neighborhood in order to access it	0	6
67	Dislikes	If Riverview has it's own Historic Fort Snelling Station, as indicated (which I fully support), then it should also bypass this station. It's just way too close to the new fort snelling station. Bypassing it, either via a different route (Bloomington Rd) or just through-running would save time as well.	12	2
68	Likes	This is a great station location because, even though its not serving a population center, I think its important to include things like Historic areas and parks as key incentives to take the lightrail/streetcar. This would also be quite an interesting stop for those visiting MN for the first time, easy connection to the airport.	18	0
69	Ideas and Opportunities	Running the route along bloomington Rd, and then cutting over to join the Blue line tracks before the LRT tunnel entrance would avoid the sharp curve currently planned. Additionally it would skip the existing fort snelling station, which in my	10	0

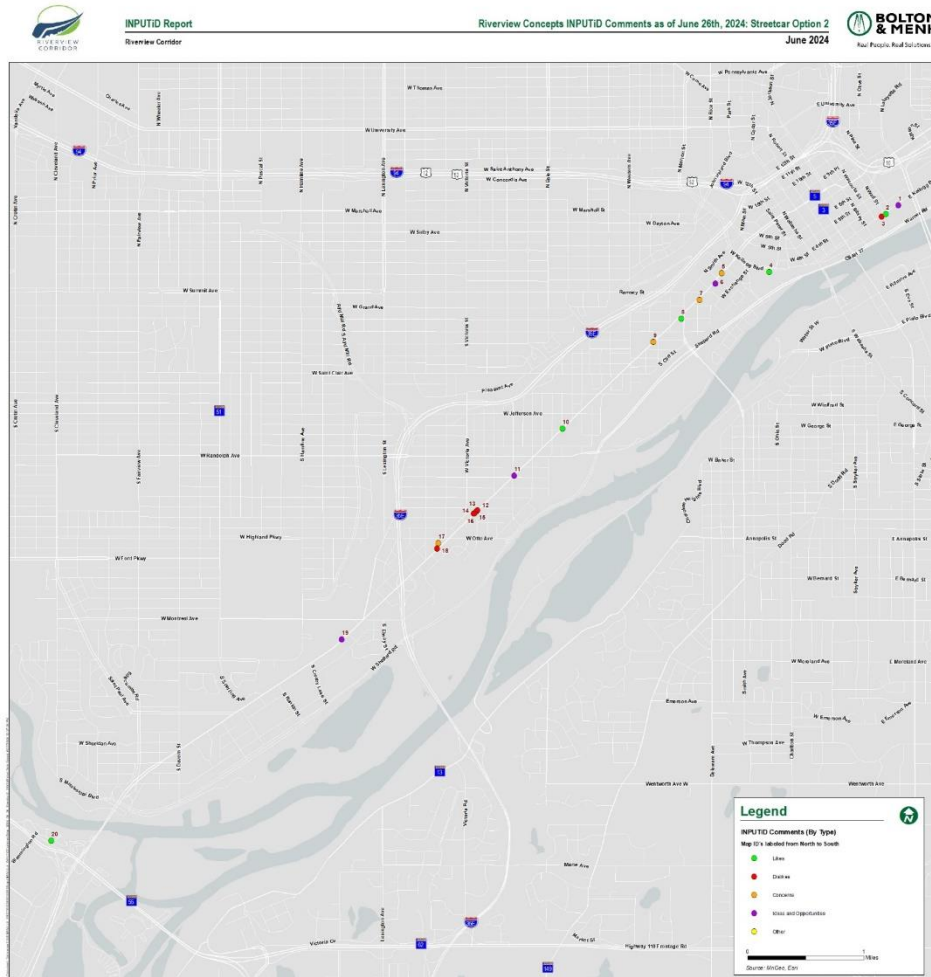
## What we heard: Public engagement summary report

Map #	Type	Comment	Likes	Dislikes
		opinion is way too close to the Riverview's fort snelling station.		
70	Likes	This option is the best for a true connection from the city of St Paul to MSP. Rail is far more convenient for airport travelers than a bus. There is not the capacity available in a bus to support luggage as well as riders using other portions of the corridor. Plus the dedicated lanes will ensure a reasonable travel time from the end of the line to MSP. Please make the right choice for St Paul residents now and in the future.	8	0
71	Likes	Maybe use at-grade station at MOA since the transit center is too. Take a look at the original Hiawatha MOA station plans for this site (which were not implemented.)	0	0
72	Likes	Excellent redesign of the connection to MOA! This will save time and make the trip more reliable. Huge advantage of the streetcar project since this also benefits the blue line.	5	0
73	Likes	The blue line/riverview shared station here will be great for shaving off time getting to/from the mall, with that large turn currently in place. A direct connection from Union Depot to the Airport and MOA on rails will enhance our infrastructure for generations to come. Building BRT would not solve this, as it's not permanent infrastructure, and there are no dedicated bus lanes, as well as no T2 connection.	18	0
74	Ideas and Opportunities	Extend station into the parking structure. To allow for a more direct and simplified route to the mall.	0	0

## What we heard: Public engagement summary report

Map #	Type	Comment	Likes	Dislikes
75	Dislikes	Vertical circulation here means even more elevators to navigate. 1 down to the transit center and another back up to the mall. Need a level option for rolling (stroller, mobility aid, etc) that doesn't involve walking through an unprotected parking garage. Especially due to the unreliability of metro elevators.	2	0
76	Likes	This is a great idea that will help the Blue Line in addition to the new streetcar	12	0
77	Concerns	While I understand the need to improve the station, I am concerned regarding future expansion of the blue line with the new configuration. Make sure the blue line can still expand if need be for the future.	6	1
78	Concerns	I'm worried about the abandonment of the current blue line platforms. Would this new terminal have the capacity to turn enough trains around for major capacity increases when the city's transit system as a whole is more complete and ridership is much higher? The blue line has far more riders, so what if the riverview line just uses the existing terminal? Most people would transfer to a blue line at the station before, but it could be a great option to allow the capacity needed far down the line for this terminal.	0	0

# Streetcar Option 2: Center running south of Victoria, side running between Otto and Union Depot



*Streetcar Option 2 INPUTiD  
feedback (June 2024).*



Streetcar Option 2 feedback:

Map #	Type	Comment	Likes	Dislikes
1	Ideas and Opportunities	We could continue the Modern Streetcar on the Purple Line, providing a continuous trip without having to transfer.	6	0
2	Likes	Imagine people arriving at the Union Depot on the second train from Chicago, and taking the street car directly to MSP or Mall of America™.	6	0
3	Dislikes	Unfortunate that Street Car and Green Line can't share route and stops downtown. Understand the complexity of the line switching maintenance to combine, but there is also complexity of parallel routes, redundant stops, etc. Currently, each Green Line stop downtown is a real neighborhood liability (crime, trash, loitering, loss of stores). Each new transit stop is adding to these issues. When combined there can be more intense cleaning and policing. Not to mention easier to transfer and explain system to visitors.	1	1
4	Likes	decreased drop off access is acceptable here.	0	0
5	Concerns	Concern about curb adjacent transit. If rapid transit is the goal it really should be centrally ran in dedicated lanes. Congestion from right turns, driveway entry/exit, etc. would diminish reliability. Plus many great street amenities such as street trees would need to get removed to accommodate catenary lines. Between the streetcar options, Option 1 is more favorable in this case.	1	0
6	Ideas and Opportunities	the access points into the parking lot should be closed it is more than reasonable and much safer. There should ideally be very limited parking along this road so i would rather see these parking lots be upzoned that way they are	11	0

## What we heard: Public engagement summary report

Map #	Type	Comment	Likes	Dislikes
		economically contributing to the city instead of draining money into a mostly empty parking lot		
7	Concerns	if the tram is going to share right of way then points onto the road should be limited for safety and speed	1	3
8	Likes	I encourage access closure here if st car option 2 moves forward.	2	1
9	Concerns	<p>So much of this route runs in mixed-traffic compared to Alternative 1. Building mixed-traffic rail for such a long distance is a horrible idea, loading/unloading trucks or double-parked drivers in cars will completely stop and delay streetcar operations constantly. This is building bad transit, which is not worth the over 2\$ billion this project is expected to cost.</p> <p>If we are to choose rail, build it right, with it's own dedicated lanes for the entire route.</p>	7	0
10	Likes	This stop here makes total sense. Serves the Schimt's community and can spur commercial development. Also stops are more equidistant of each other.	6	0
11	Ideas and Opportunities	Allow the community opportunity to "customize" stations with public art or other features and visuals that tell our story and history.	9	0
12	Dislikes	Making this section of the route in mixed traffic is a huge mistake. We can't waste \$2 billion to build a train that can get stuck in traffic! Haven't we already made this mistake once with the green line? Saving on street parking will ruin this project. In a time of climate crisis, we should be encouraging people to ride public transit instead of use private cars. That is why there are park	0	0

## What we heard: Public engagement summary report

Map #	Type	Comment	Likes	Dislikes
		and rides along this route! This option is easily the worse one.		
13	Concerns	I'm concerned about how running in mixed traffic for a greater part of the corridor may delay service of the streetcar	2	0
14	Concerns	I'm concerned about how running in mixed traffic for a greater part of the corridor may delay service of the streetcar	8	0
15	Likes	Of the 3 alternatives this the best one. It will spur development for a historic route, will make the area, more dense, more walkable bringing commercial and economic prosperity, while keeping important parking space.	2	7
16	Dislikes	This transition point is going be be an absolute nightmare. So many cars are gonna get mulched trying to beat the train through the intersection	0	0
17	Concerns	A ton of tree impacts through here in both street car proposals. What will be done to restore the vegetation and shade cover?	1	3
18	Dislikes	I live in the neighborhood, and there is currently a crosswalk here that I use daily. Would really hate to see it go in any proposal.	5	3
19	Ideas and Opportunities	Either of the streetcar options come with a full reconstruction of West 7th. Improving the road so it is more bikeable should be a key priority. Riding a bike now, specially in this area is not fun or safe.	3	0
20	Likes	This station is such a great add, visiting Fort Snelling and Fort Snelling park will be so easy.	11	0

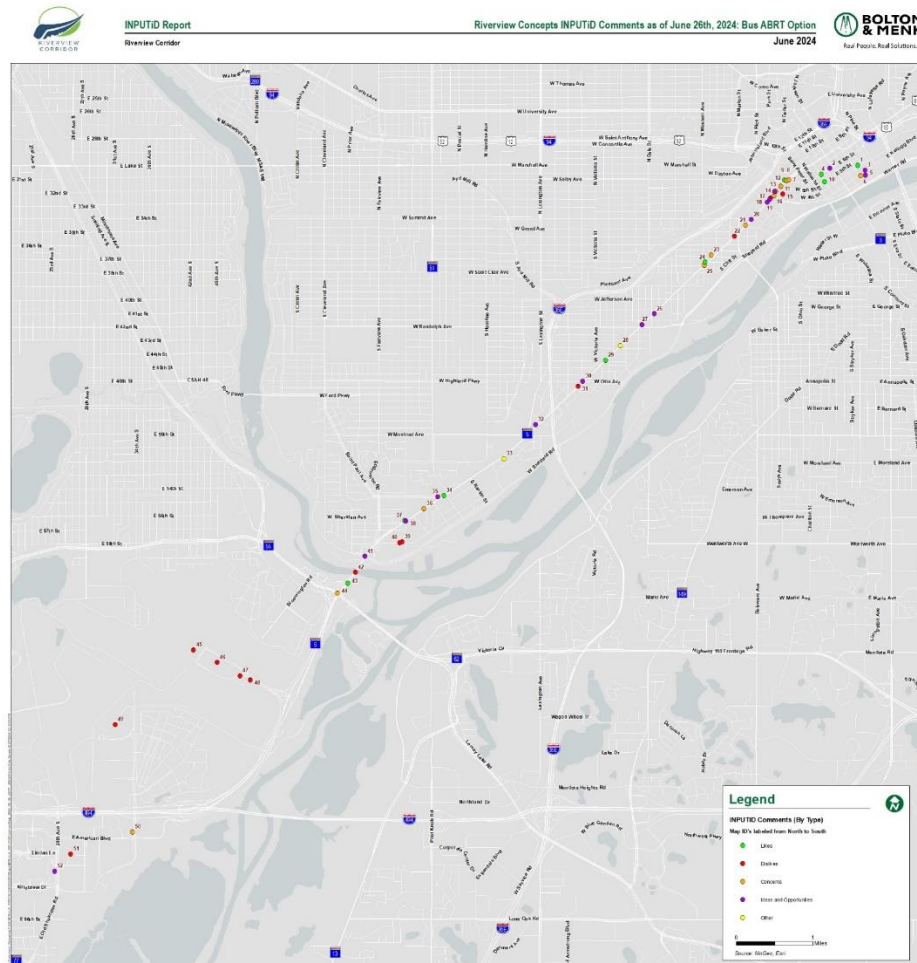
## What we heard: Public engagement summary report

Map #	Type	Comment	Likes	Dislikes
1	Ideas and Opportunities	We could continue the Modern Streetcar on the Purple Line, providing a continuous trip without having to transfer.	6	0
2	Likes	Imagine people arriving at the Union Depot on the second train from Chicago, and taking the street car directly to MSP or Mall of America™.	6	0
3	Dislikes	Unfortunate that Street Car and Green Line can't share route and stops downtown. Understand the complexity of the line switching maintenance to combine, but there is also complexity of parallel routes, redundant stops, etc. Currently, each Green Line stop downtown is a real neighborhood liability (crime, trash, loitering, loss of stores). Each new transit stop is adding to these issues. When combined there can be more intense cleaning and policing. Not to mention easier to transfer and explain system to visitors.	1	1
4	Likes	decreased drop off access is acceptable here.	0	0
5	Concerns	Concern about curb adjacent transit. If rapid transit is the goal it really should be centrally ran in dedicated lanes. Congestion from right turns, driveway entry/exit, etc. would diminish reliability. Plus many great street amenities such as street trees would need to get removed to accommodate catenary lines. Between the streetcar options, Option 1 is more favorable in this case.	1	0
6	Ideas and Opportunities	the access points into the parking lot should be closed it is more than reasonable and much safer. There should ideally be very limited parking along this road so i would rather see these parking lots be upzoned that way they are economically contributing to the city instead of draining money into a mostly empty parking lot	11	0

## What we heard: Public engagement summary report

Map #	Type	Comment	Likes	Dislikes
7	Concerns	if the tram is going to share right of way then points onto the road should be limited for safety and speed	1	3
8	Likes	I encourage access closure here if street car option 2 moves forward.	2	1
9	Concerns	<p>So much of this route runs in mixed-traffic compared to Alternative 1. Building mixed-traffic rail for such a long distance is a horrible idea, loading/unloading trucks or double-parked drivers in cars will completely stop and delay streetcar operations constantly. This is building bad transit, which is not worth the over 2\$ billion this project is expected to cost.</p> <p>If we are to choose rail, build it right, with it's own dedicated lanes for the entire route.</p>	7	0
10	Likes	This stop here makes total sense. Serves the Schmitt's community and can spur commercial development. Also stops are more equidistant of each other.	6	0
11	Ideas and Opportunities	Allow the community opportunity to "customize" stations with public art or other features and visuals that tell our story and history.	9	0
12	Dislikes	Making this section of the route in mixed traffic is a huge mistake. We can't waste \$2 billion to build a train that can get stuck in traffic! Haven't we already made this mistake once with the green line? Saving on street parking will ruin this project. In a time of climate crisis, we should be encouraging people to ride public transit instead of use private cars. That is why there are park and rides along this route! This option is easily the worse one.	0	0

# Bus Option: Arterial Bus Rapid Transit



*ABRT Option INPUTID  
feedback (June 2024).*



Bus Option Feedback:

Map #	Type	Comment	Likes	Dislikes
1	Likes	Like the reuse and sharing of stops with the other new BRT that terminates at the Union Depot. Helps to ensure higher usage and operational maintenance (hopefully lessens crime and trash if combined and purposefully managed).	3	1
2	Ideas and Opportunities	Possibly through-route this with the Purple line with some dedicated ROW along West 7th (through Grand or so), creating a single route from St. John's to MOA? The Purple Line would use this same spine then terminate at MOA as well, and follows much of the 54's current route, so it may make sense to just plan both to extend off one another.	0	0
3	Ideas and Opportunities	TSP will be much needed in this section	1	0
4	Likes	route through the middle of downtown makes whole city more easily reached than if stuck to Kellogg. 2 blocks to Children's museum makes this possible for my kids; 4-5 blocks from Kellogg puts it out of range for them, esp in winter.	1	0
5	Ideas and Opportunities	Give this bus a name instead of number and a distinctive color. Use that on stops. This makes recognizing it easy and I intimidating for travelers. I learned this in cities in other countries when travelling.	0	0
6	Concerns	There's no step-free access when the depot is closed between this station and the surrounding street grid. Please put in and sign a ramp	1	0

## What we heard: Public engagement summary report

Map #	Type	Comment	Likes	Dislikes
7	Concerns	This might be outside the scope of the project but this slip lane should be removed or realigned. See my comments at the 5th and 7th intersection for more details.	2	0
8	Likes	6th street line goes close to my work, making me more likely to use it.	0	0
9	Concerns	TSP will be desired at this intersection	1	0
10	Likes	I like reusing the same stations as the under construction Gold Line. That project scope and budget was bloated so using the same assets would make this so much more feasible.	0	0
11	Concerns	The project should remove this slip lane as they have no place in an urban setting. If a right turn lane is truly necessary, there's room where a designated right turn lane with a median between it and the through lanes could probably fit, but the turn lane should be essentially parallel with the through lanes with a small curb radius. A raised crosswalk could be used as turning traffic should drive slow anyways. So a raised crosswalk shouldn't impact safe traffic operations, even at a traffic light. This way, you still would get a designated right turn lane but it would be far safer.	3	0
12	Concerns	Free turn/slip lane here should be removed; it's unfriendly to pedestrians	0	0
13	Concerns	Consider moving the station pair to be closer to one another - I can see people getting confused easily trying to go one way and ending up on the wrong platform, and realizing at the last second and trying to dash toward the other platform	0	0

## What we heard: Public engagement summary report

Map #	Type	Comment	Likes	Dislikes
14	Ideas and Opportunities	If two transit lanes truly won't fit along West 7th and/or serve pedestrian safety needs, could a single center-running transit lane with a curb be used instead, a la the IndyGo Red Line? The bus straddles the curb on the northern parts of that route, which was weird but worked rather well when visiting there, plus has the advantage of limiting left turns across the ROW which helps reduce congestion and conflicting movements. (See: <a href="https://www.google.com/maps/@39.8687017,-86.1460285,3a,75y,339.78h,80.8t/data=!3m6!1e1!3m4!1sam6UWRSrk9EI6ZawXxar0g!2e0!7i16384!8i8192!5m1!1e2?entry=ttu">https://www.google.com/maps/@39.8687017,-86.1460285,3a,75y,339.78h,80.8t/data=!3m6!1e1!3m4!1sam6UWRSrk9EI6ZawXxar0g!2e0!7i16384!8i8192!5m1!1e2?entry=ttu</a> )	0	0
15	Dislikes	A BRT will not suffice in event traffic. There is not nearly the capacity to support Wild games, Concerts, Saints games, and other downtown events. These are key areas where transit is such a great option for a city and using BRT here would fumble that opportunity.	2	1
16	Concerns	Please close the free turn lanes here - they're really stressful on foot and in a car	3	0
17	Dislikes	Dedicated ROW needed from Grand through Hamm Plaza/Rice Park at least. This is the most congested and least reliable portion of the route.	2	0
18	Ideas and Opportunities	Extend medians (and prohibit left turns) south toward Grand to reduce conflicts and add pedestrian crossing infrastructure, which will help make this area more walkable and vibrant with the strong commercial anchors it already has	1	0

## What we heard: Public engagement summary report

Map #	Type	Comment	Likes	Dislikes
19	Ideas and Opportunities	At the very least, parking should be removed and the whole stretch between Kellogg and Grand 4-to-3'd to reduce conflicts and a generally white-knuckle driving experience that is dangerous to all modes as it is today	2	0
20	Ideas and Opportunities	Consider moving this station pair north a bit for a direct, same-platform transfer to the 63 (which should probably route through here as well)	0	0
21	Concerns	I think that if we go with streetcars or buses the focus should be on pedestrian safety. Making 7th easier to cross. Maybe putting in diagonal parking to slow traffic and increase parking. Also more crosswalks, which would go well with the bus stations.	6	0
22	Dislikes	I believe aBRT is insufficient for this project. aBRT is not transformative at all - it will essentially keep the corridor the same. The road will still be abysmal, too cramped, and buses will get slowed down in traffic anyway. In my view, buses are not as convenient for getting to the airport, a critical connection for this line. If BRT is chosen AT ALL for this route, it needs to have dedicated right of way.	2	0
23	Concerns	Since the city is already planning to put in medians all along here, which essentially cut off the neighborhoods from using West 7th to get around, any of these transit plans will slow down normal traffic excessively since we will be left with only one lane each way due to these terrible medians being put in. I will have to move away since I will no longer be able to get around town from this neighborhood.	0	6

## What we heard: Public engagement summary report

Map #	Type	Comment	Likes	Dislikes
24	Likes	If the stop is here, I encourage access closure on the western to 7th superior st section.	0	0
25	Concerns	The St. Clair station & the Toronto station are approximately .7 miles apart. This is too far apart.	2	1
26	Ideas and Opportunities	This, coupled with the station down at Watson, is a rather odd placement choice. A lot of commercial is between Randolph and Armstrong; perhaps make a station just north of Randolph instead?	0	0
27	Ideas and Opportunities	<p>If BRT is chosen against the streetcar alternatives, why not put the bus in dedicated lanes for the segments the streetcar was going to be?</p> <p>This would speed up travel time, and solve the issue of rail in mixed-traffic, when an obstacle is in the way the bus can simply drive around it, as opposed to a streetcar in a mixed-traffic lane, which will have to wait for the obstacle to clear.</p>	5	0
28	Other	Seems an odd station point if Randolph and Jefferson are omitted; consider moving Watson to Randolph, Toronto to Jefferson, and having a station around Bayard or Tuscarora to serve this node instead	0	0
29	Likes	I live in the neighborhood and this is my preferred proposal. I use the bus multiple times a week and it works well for me, this just seems like an improvement on something that is already working well for the neighborhood.	6	12

## What we heard: Public engagement summary report

Map #	Type	Comment	Likes	Dislikes
30	Ideas and Opportunities	Sign the bikeway connection - didn't know one could use Otto to get to the MRT until just the other week despite biking along here for years!	2	0
31	Dislikes	Consider adding medians that will enhance the neighborhood instead of a concrete median. Consider greenery, trees, native plantings, that add value.	8	0
32	Ideas and Opportunities	Beef up the 83 for a stronger north-south connection - it's really hard to get to West 7th on transit from most points within other neighborhoods on this side of the city	5	0
33	Other	This project NEEDS to be street cars no matter what route it goes. Yes the cost is more but streets and bridges along the way would be redone and made safer. as well as connecting union depot with airport and mall	22	8
34	Likes	ABRT station here gives easy bike access coming from everywhere between cleveland and snelling	2	0
35	Ideas and Opportunities	Instead of terminating the proposed Randolph/74 ABRT at Ford/Finn, through route it to terminate here for a much stronger north-south anchoring. The current network proposals continue to isolate the 54/W7th corridor from the rest of the city and nearby neighborhoods especially, which is a shame for an area with so much to explore.	1	0
36	Concerns	I don't see how BRT is being considered for such a vital corridor for St. Paul. It will not see the same usage or further development a streetcar with dedicated lanes would incur. This really feels like a half measure that would fail the given opportunity of this	5	2



## What we heard: Public engagement summary report

Map #	Type	Comment	Likes	Dislikes
		corridor and I'm disappointed that it has been pushed as a viable option.		
37	Likes	like the more direct route than streetcar.	0	0
38	Ideas and Opportunities	If the Davern-Norfolk spur is the preferred concept, please include TSP at this intersection.	1	0
39	Dislikes	avoids sibley manor, basically 2000 heavy transit users of color for the sake of a developer that wanted to leave our city.	0	2
40	Dislikes	Seems unfortunate to have the route detour for this stop. Understand it is to spur development of apts on the empty lots, but adds route time and track complexity. And isn't done for all the other neighborhoods that have apts a block or two off the line.	6	0
41	Ideas and Opportunities	A stop here would offer better access for the neighborhood to the NW without having to walk relatively far to the Davern station, or catch the infrequent 87 to the St. Paul Ave station. Plus, this would make the scenic overlook, Crosby Farm and Hidden Falls parks accessible via transit. This is the gateway to St. Paul for visitors and if the bus is passing this location it would be worth considering adding a stop.	0	0
42	Dislikes	At some point the aging bridge will have to be rebuilt. The current bridge does not allow for direct bike connection to Fort Snelling.	11	1
43	Likes	like use of existing infrastructure. will save Billions overall; hundreds of millions for bridge.	0	10

## What we heard: Public engagement summary report

Map #	Type	Comment	Likes	Dislikes
44	Concerns	A bus stop at Fort Snelling needs to be reevaluated.	5	0
45	Dislikes	If we want to encourage a more walkable, less car dependent city this project needs to be a streetcar. There is no convenience to taking a bus from the airport. It's less reliable, cramped, and does not have the capacity for luggage. A streetcar is much more convenient and travel friendly. Minneapolis has a direct rail link to MSP, St Paul should as well.	2	0
46	Dislikes	No one wants to take a bus to/from the airport. A direct rail connection from MSP to St Paul is absolutely necessary of this project.	0	0
47	Dislikes	The current 54-to-Blue connection here is horribly signed within the airport and almost secretive that you can change from Blue-to-54 and vice versa. If we are to separate modes from the airport to both anchor cities, the connection to Saint Paul should be explained much better	5	0
48	Dislikes	The bus connection to the airport is circuitous and slow, and one of the reasons I prefer the streetcar option. Interlining with the blue line is much more convenient for airport access.	5	0
49	Dislikes	Why cant there be a direct route from Union Depot to Terminal 2? With the terminal expansion new flights are going to be added and many people looking for more affordable flight choose airlines that fly out of Terminal Two like Sun Country. I feel that value driven or families would be more inclined to	13	0

## What we heard: Public engagement summary report

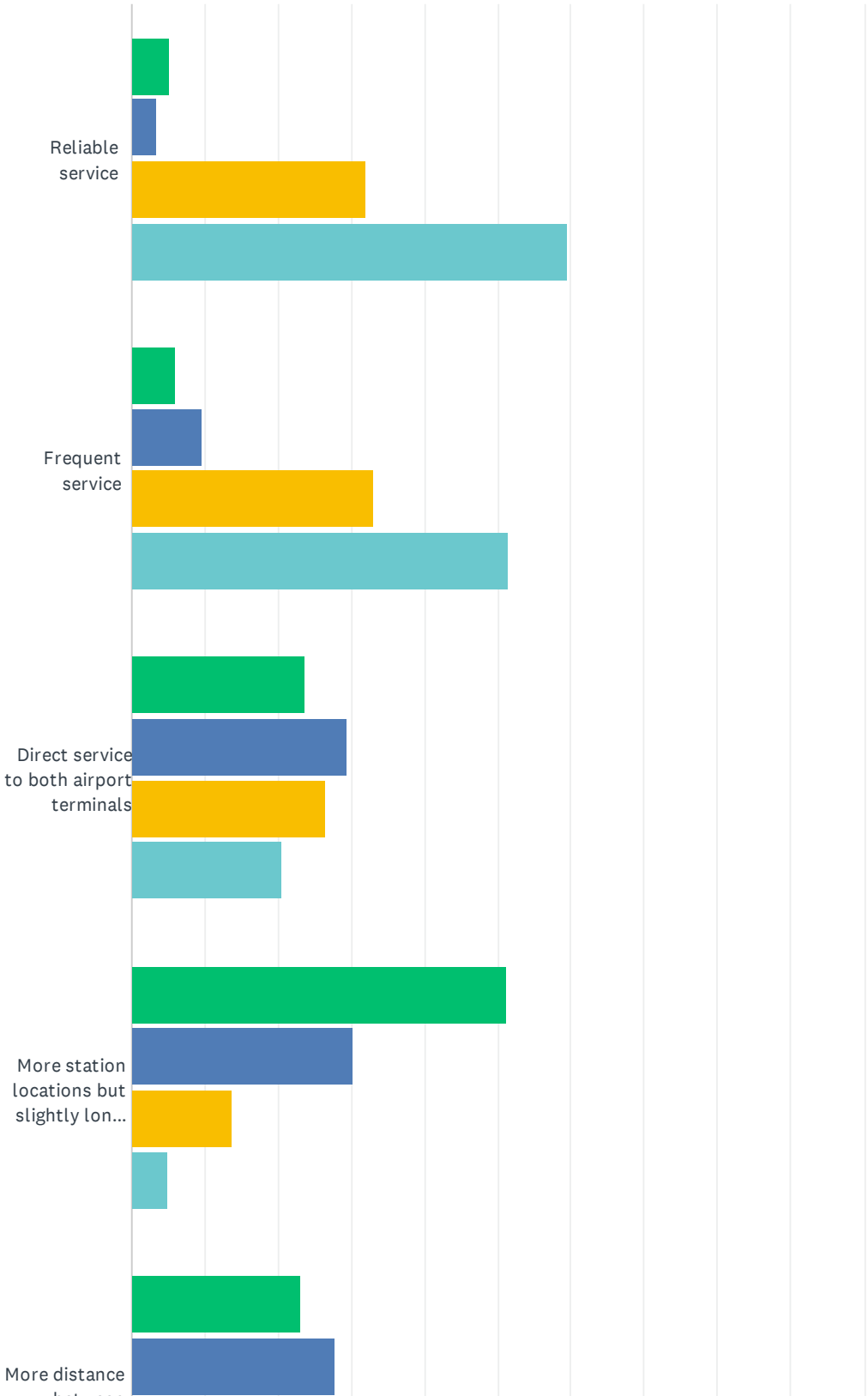
Map #	Type	Comment	Likes	Dislikes
		do so with less confusing and time sensitive options.		
50	Concerns	I encourage the project team to create sidewalk access on this side of the station as well instead of waiting for others to do it. People will need it right away when the station is built.	1	0
51	Dislikes	Redundant station with MOA and 30th Avenue - literally less than a couple of blocks!	1	0
52	Ideas and Opportunities	Another wayfinding comment - should ensure that any terminal at MOA is clearly announced on other routes, and other routes announced at this terminal, with clear transfer wayfinding signage. Having to explain how the Blue-to-D connection works to folks unfamiliar with the transit system is often a challenge, even with the improved connections in the past few years.	1	0

# Appendix D: Survey results

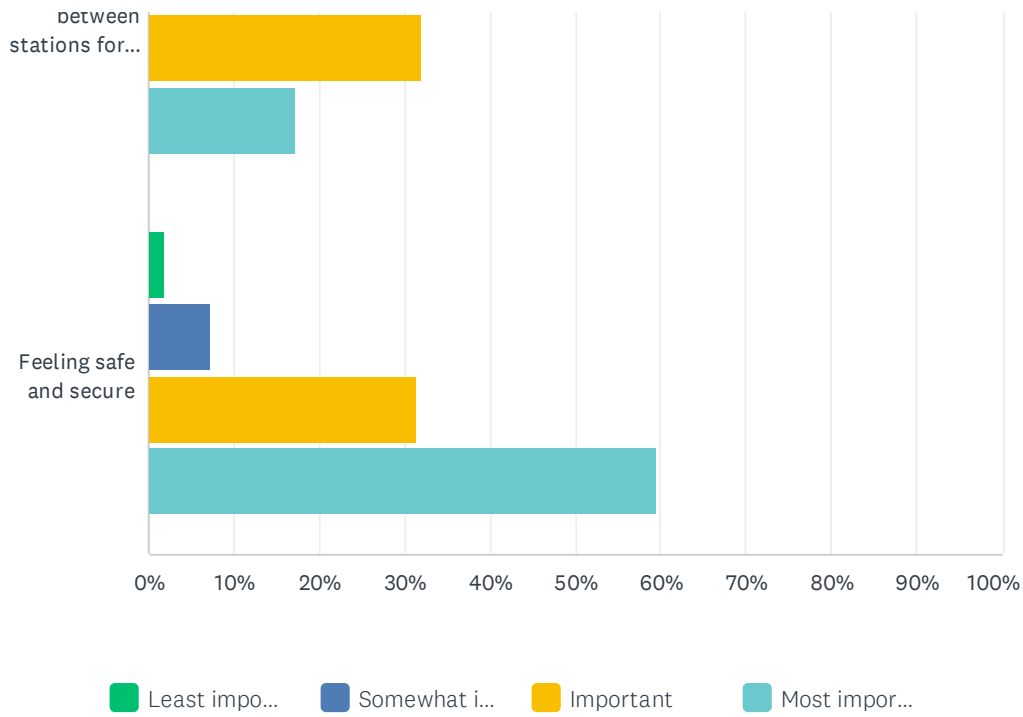
Results from community input survey  
(April-August 2024):

Q1 Evaluate the following list of transit service-related features with 1 being least important and 4 being most important to you:

Answered: 382    Skipped: 54



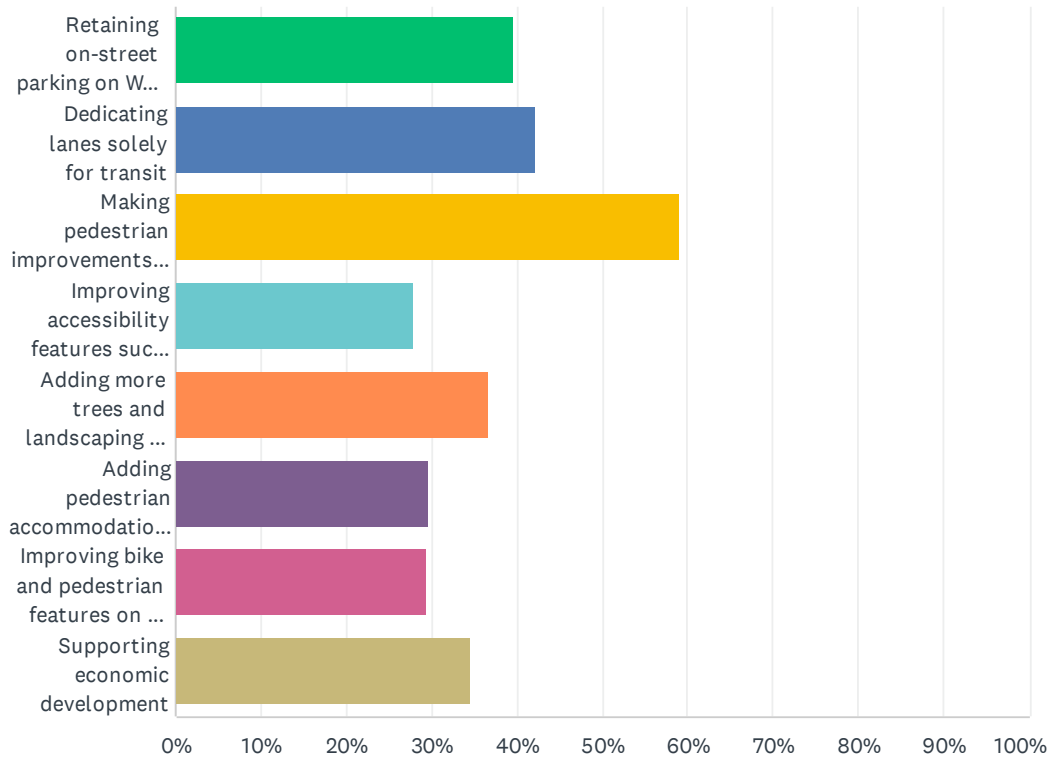




	LEAST IMPORTANT	SOMEWHAT IMPORTANT	IMPORTANT	MOST IMPORTANT	TOTAL	WEIGHTED AVERAGE
Reliable service	5.07% 19	3.47% 13	32.00% 120	59.47% 223	375	3.46
Frequent service	5.91% 22	9.68% 36	33.06% 123	51.34% 191	372	3.30
Direct service to both airport terminals	23.73% 89	29.33% 110	26.40% 99	20.53% 77	375	2.44
More station locations but slightly longer travel times	51.21% 191	30.29% 113	13.67% 51	4.83% 18	373	1.72
More distance between stations for faster travel times	23.12% 86	27.69% 103	31.99% 119	17.20% 64	372	2.43
Feeling safe and secure	1.86% 7	7.18% 27	31.38% 118	59.57% 224	376	3.49

## Q2 Select the top three potential changes and improvements that you'd like to see occur from the following list:

Answered: 408 Skipped: 28

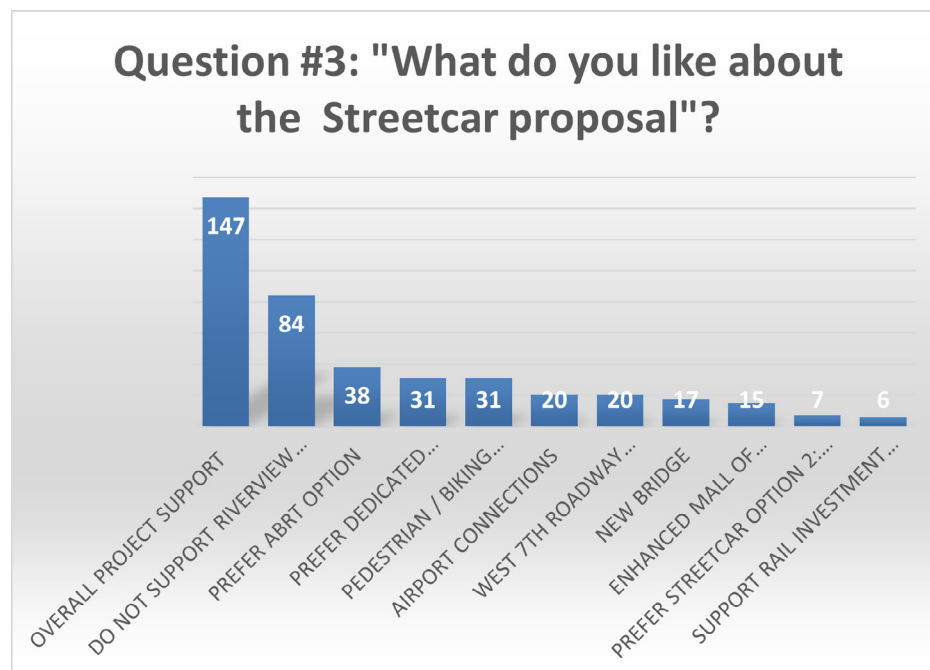


ANSWER CHOICES	RESPONSES	
Retaining on-street parking on West 7th	39.71%	162
Dedicating lanes solely for transit	42.16%	172
Making pedestrian improvements on West 7th	59.07%	241
Improving accessibility features such as ramps to make it easier for people in wheelchairs and those with walkers, carts or strollers	27.94%	114
Adding more trees and landscaping or other streetscape elements	36.76%	150
Adding pedestrian accommodations like benches and heated stations	29.66%	121
Improving bike and pedestrian features on Hwy 5 bridge	29.41%	120
Supporting economic development	34.56%	141
Total Respondents: 408		

**Q3** The modern streetcar is similar to light rail but with a smaller footprint and the flexibility to run on rails in its own dedicated lane or in mixed traffic. The Riverview Modern Streetcar project includes investment in additional community and regional benefits such as a new highway 5 bridge with bike and pedestrian improvements, full street reconstruction of West 7th Street, and additional stations at Historic Fort Snelling/Bdote and MSP Airport Terminal 2. What do you like about these streetcar options?

Answered: 349 Skipped: 87

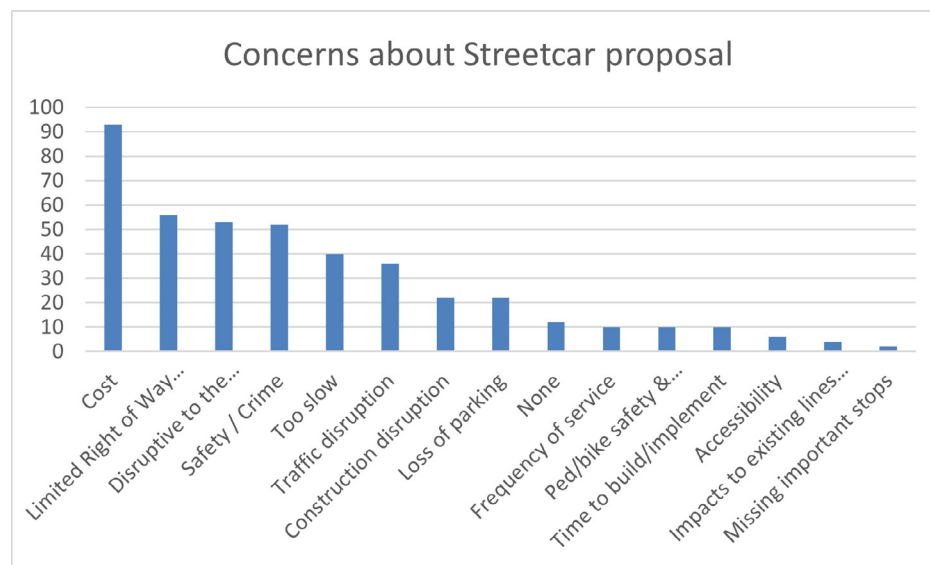
Preferences of Streetcar	# of people
Overall project support	147
Do NOT support Riverview at all	84
Prefer ABRT Option	38
Prefer dedicated guideway for Streetcar (Option 1)	31
Pedestrian / biking improvements	31
Airport connections	20
West 7th roadway improvements	20
New Bridge	17
Enhanced Mall of America / Bdote / Bloomington connectivity	15
Prefer streetcar option 2: mixed traffic / shared lanes	7
Support rail investment but suggested LRT or diff alignment	6



## Q4 What concerns do you have about this modern streetcar?

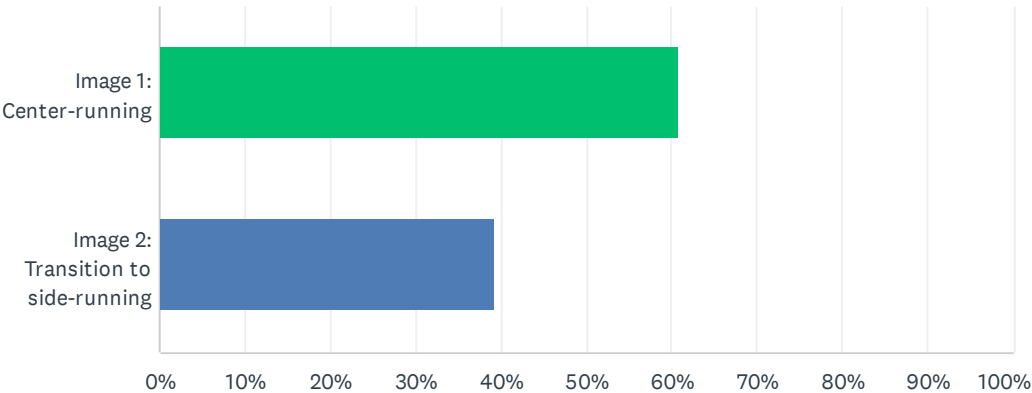
Answered: 390 Skipped: 46

Concerns about Streetcar proposal	# of responses
Cost	93
Limited Right of Way (ROW)/Mixed lanes	56
Disruptive to the community / businesses	53
Safety / Crime	52
Too slow	40
Traffic disruption	36
Construction disruption	22
Loss of parking	22
None	12
Frequency of service	10
Ped/bike safety & accessibility	10
Time to build/implement	10
Accessibility	6
Impacts to existing lines and routes	4
Missing important stops	2



Q5 For alignment along West 7th Street, select the image below you like best. Image 1 is center-running on West 7th from the Mississippi River to Kellogg Boulevard. Image 2 is center-running from the Mississippi River to Victoria and transitions to side-running in mixed traffic from Victoria to Kellogg.

Answered: 280    Skipped: 156



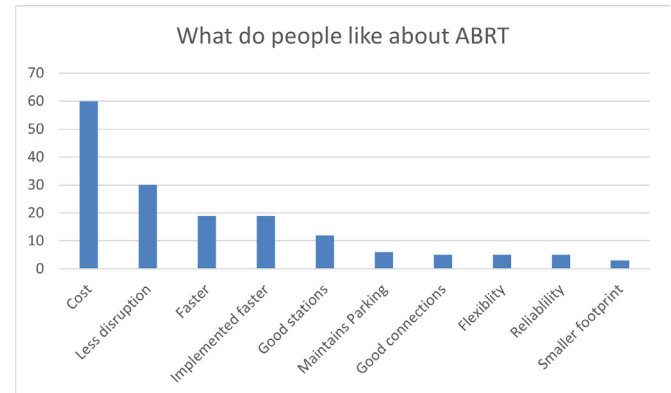
ANSWER CHOICES	RESPONSES	
Image 1: Center-running	60.71%	170
Image 2: Transition to side-running	39.29%	110
TOTAL		280



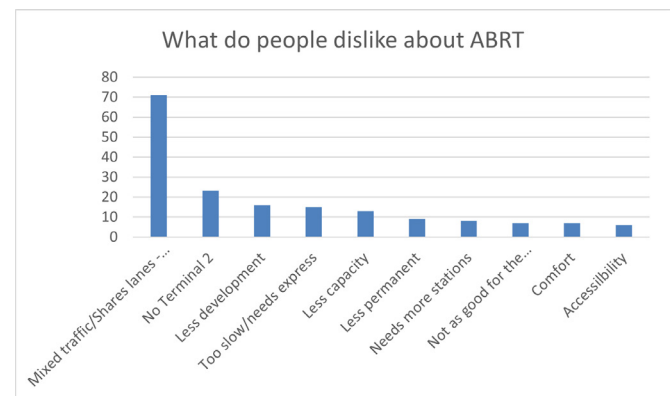
## Q6 The alternative bus rapid transit (ABRT) option includes 14 new stations and upgrades to 7 existing stations. What do you like or dislike about the ABRT option?

Answered: 382 Skipped: 54

What do people like about ABRT	# of people
Cost	60
Less disruption	30
Faster	19
Implemented faster	19
Good stations	12
Maintains Parking	6
Good connections	5
Flexibility	5
Reliability	5
Smaller footprint	3



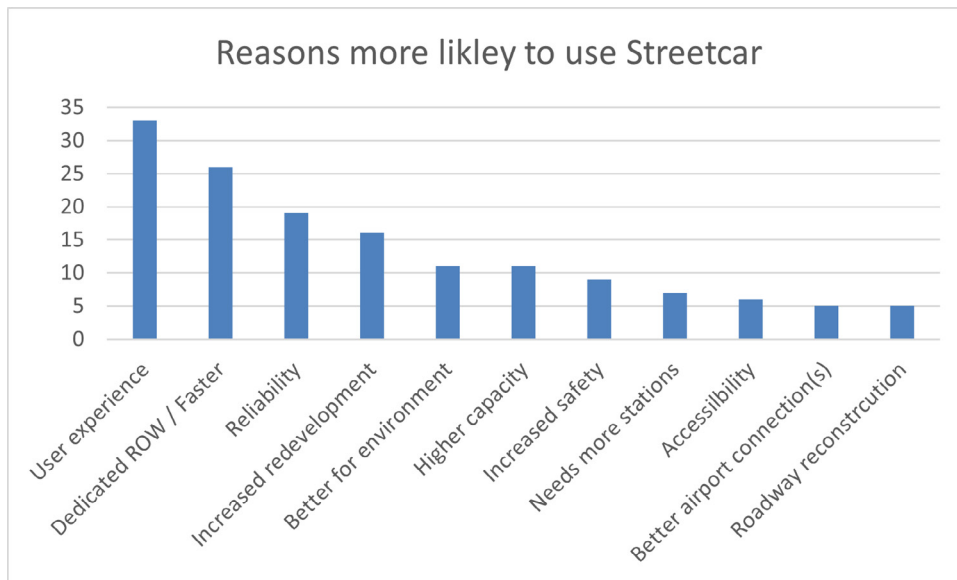
What do people dislike about ABRT?	# of people
Mixed traffic/Shares lanes - less reliable	71
No Terminal 2	23
Less development	16
Too slow/needs express	15
Less capacity	13
Less permanent	9
Needs more stations	8
Not as good for the enviroment	7
Comfort	7
Accessilbility	6



## Q7 In this corridor, would you be more likely to use the streetcar or ABRT? Why?

Answered: 392 Skipped: 44

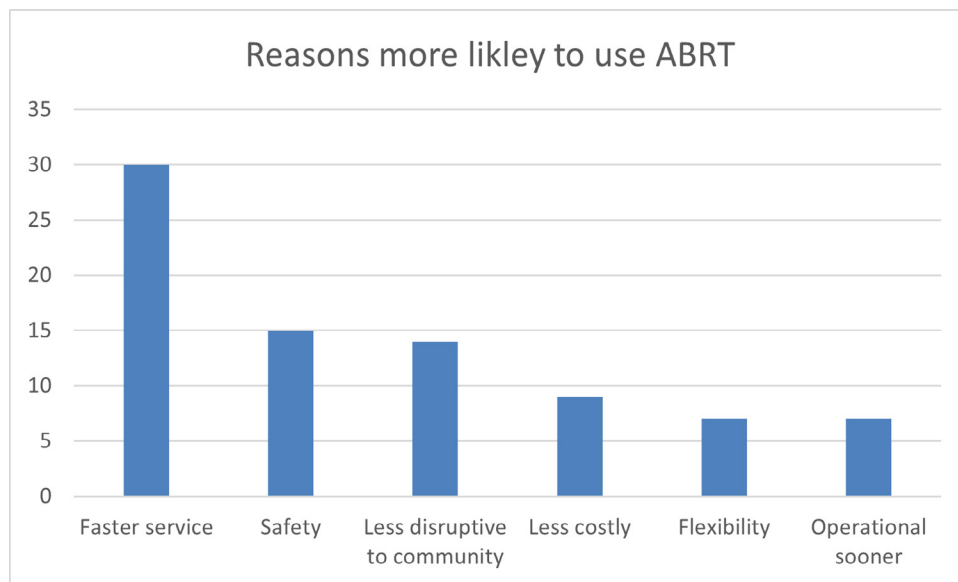
Reasons more likley to use Streetcar	# of responses
User experience	33
Dedicated ROW / Faster	26
Reliability	19
Increased redevelopment	16
Better for environment	11
Higher capacity	11
Increased safety	9
Needs more stations	7
Accessilbility	6
Better airport connection(s)	5
Roadway reconstrction	5



## Q7 In this corridor, would you be more likely to use the streetcar or ABRT? Why? *continued 2...*

Answered: 392 Skipped: 44

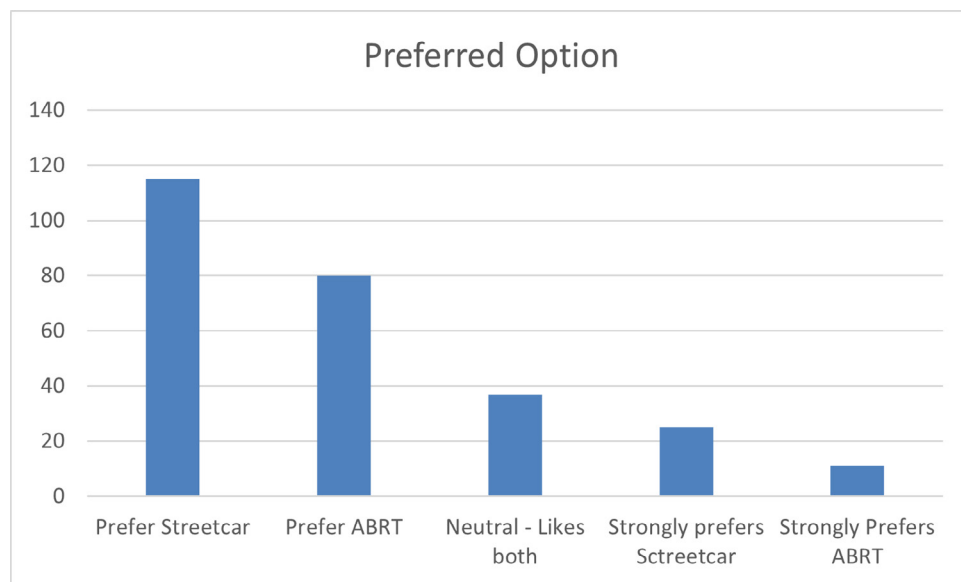
Reasons more likley to use ABRT	# of responses
Faster service	30
Safety	15
Less disruptive to community	14
Less costly	9
Flexibility	7
Operational sooner	7



## Q7 In this corridor, would you be more likely to use the streetcar or ABRT? Why? *continued 3...*

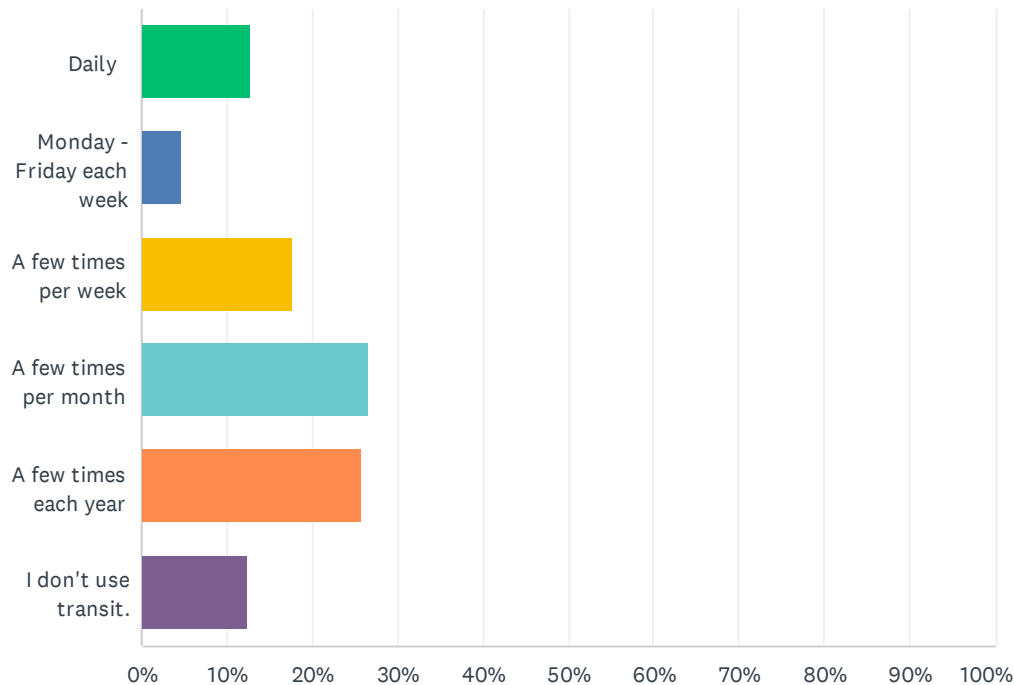
Answered: 392 Skipped: 44

Preferred Option	# of responses
Prefer Streetcar	115
Prefer ABRT	80
Neutral - Likes both	37
Strongly prefers Sctreetcar	25
Strongly Prefers ABRT	11



# Q8 How often do you use public transit?

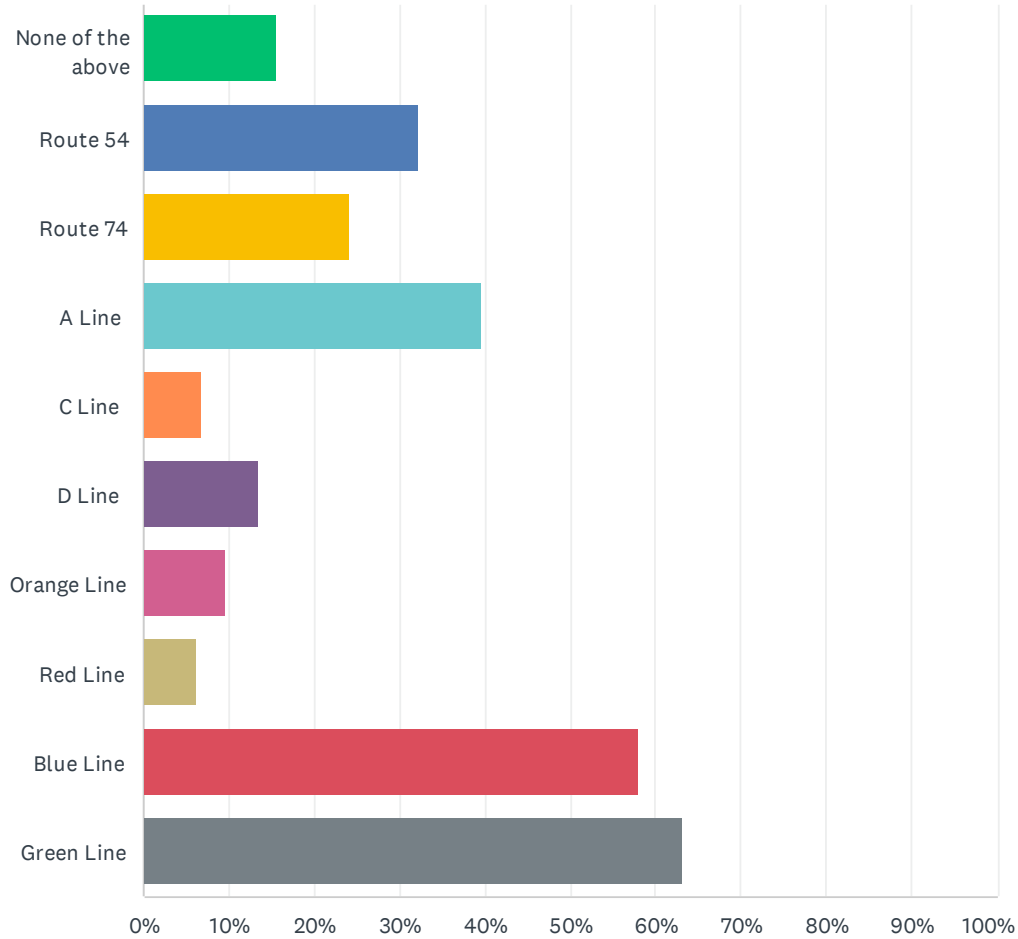
Answered: 428    Skipped: 8



ANSWER CHOICES	RESPONSES	
Daily	12.85%	55
Monday - Friday each week	4.67%	20
A few times per week	17.76%	76
A few times per month	26.64%	114
A few times each year	25.70%	110
I don't use transit.	12.38%	53
TOTAL		428

## Q9 What public transit routes have you used in the last year? (Mark all that apply.)

Answered: 410 Skipped: 26

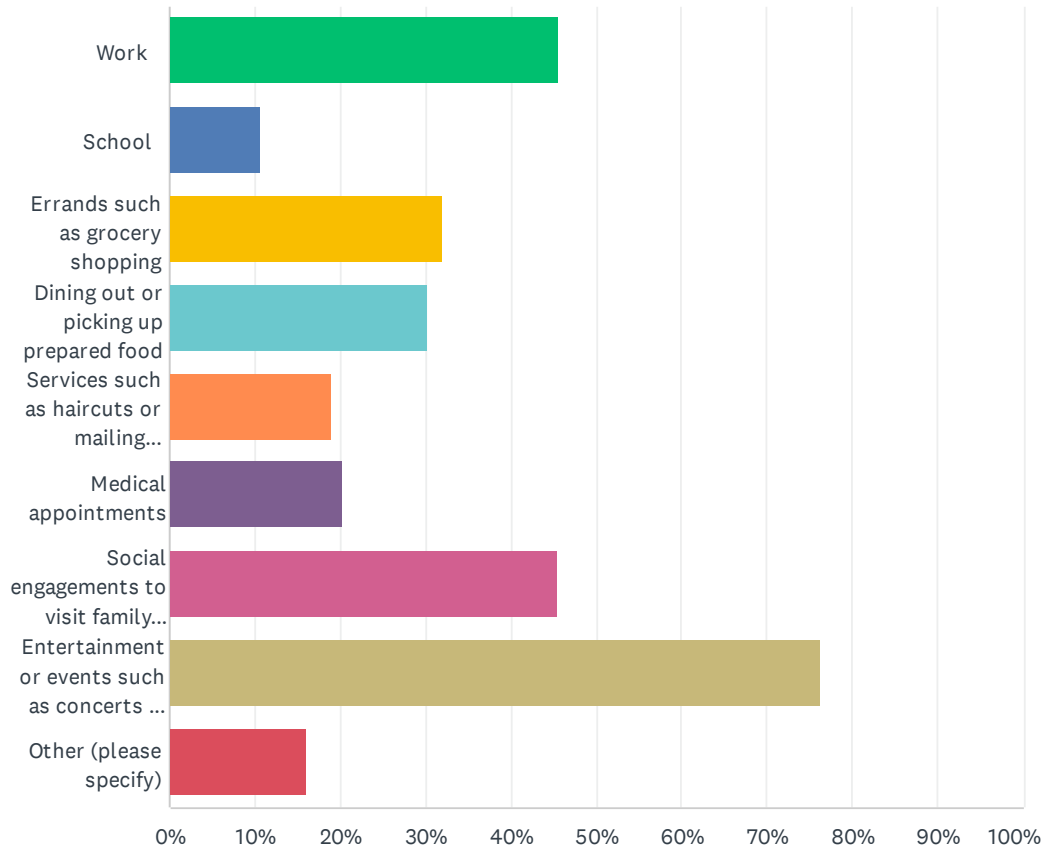




ANSWER CHOICES	RESPONSES	
None of the above	15.61%	64
Route 54	32.20%	132
Route 74	24.15%	99
A Line	39.76%	163
C Line	6.83%	28
D Line	13.41%	55
Orange Line	9.51%	39
Red Line	6.10%	25
Blue Line	58.05%	238
Green Line	63.17%	259
Total Respondents: 410		

## Q10 When you use transit, what is the purpose(s) for your trip? (Mark all that apply.)

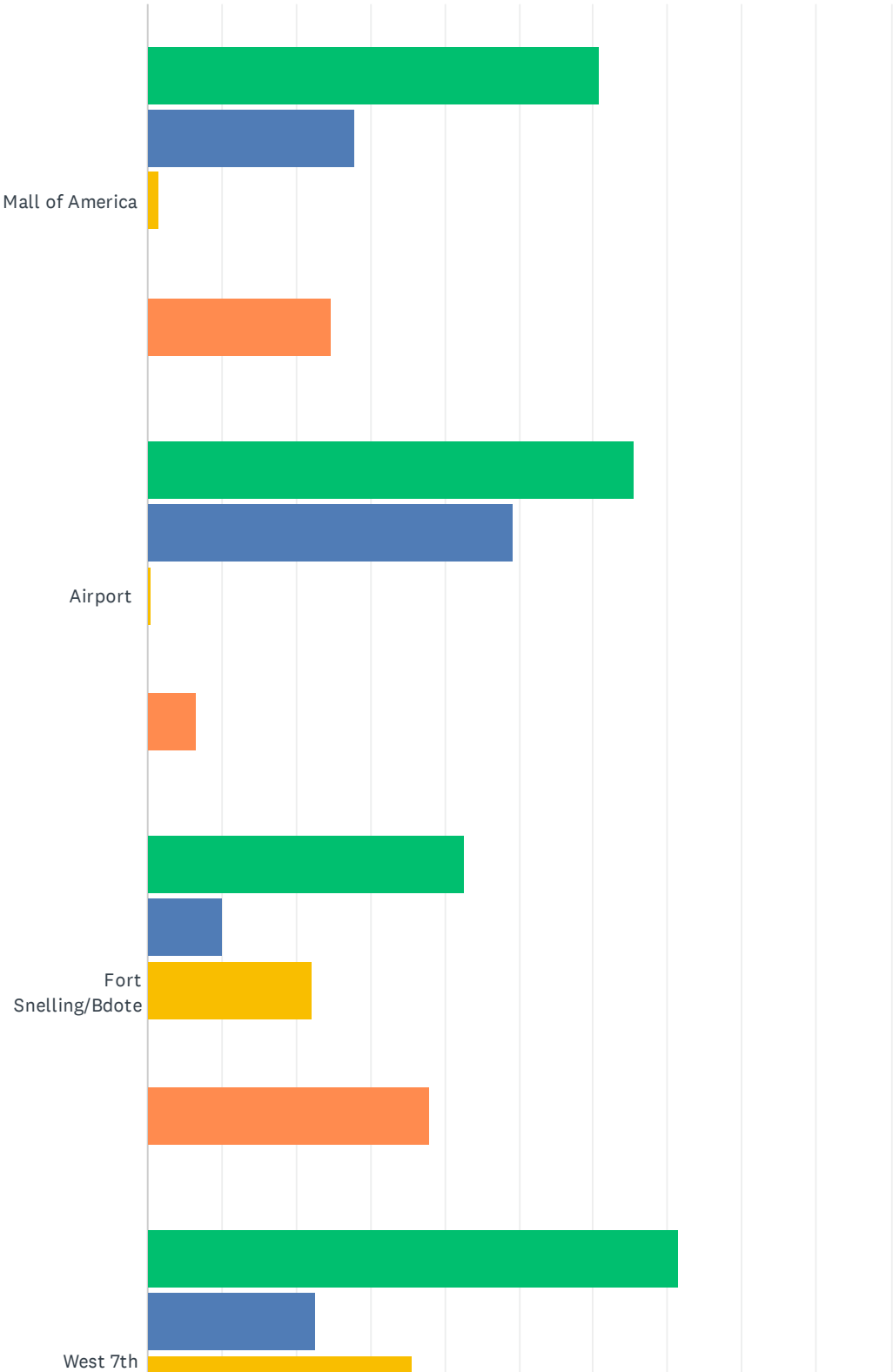
Answered: 396 Skipped: 40

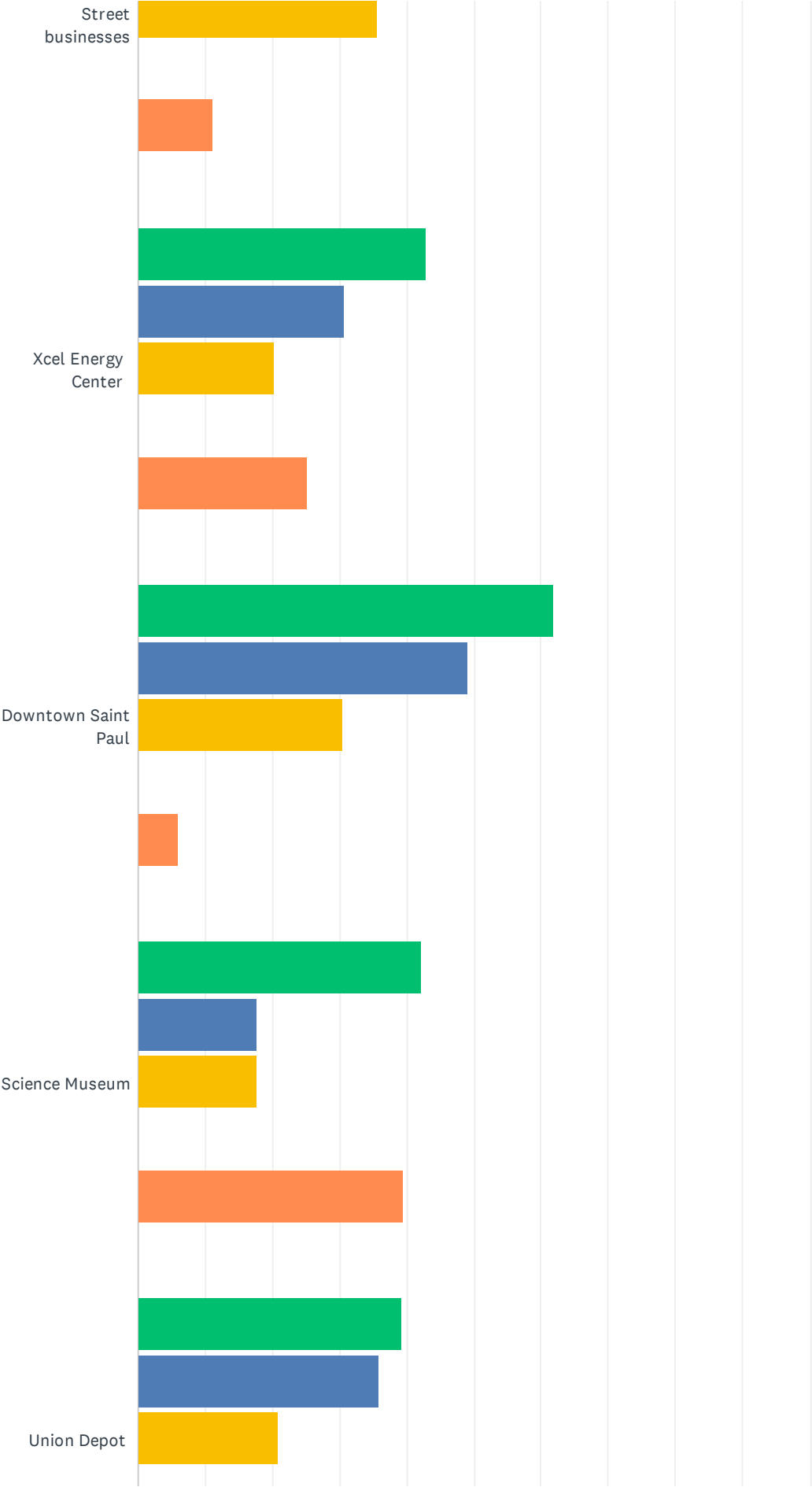


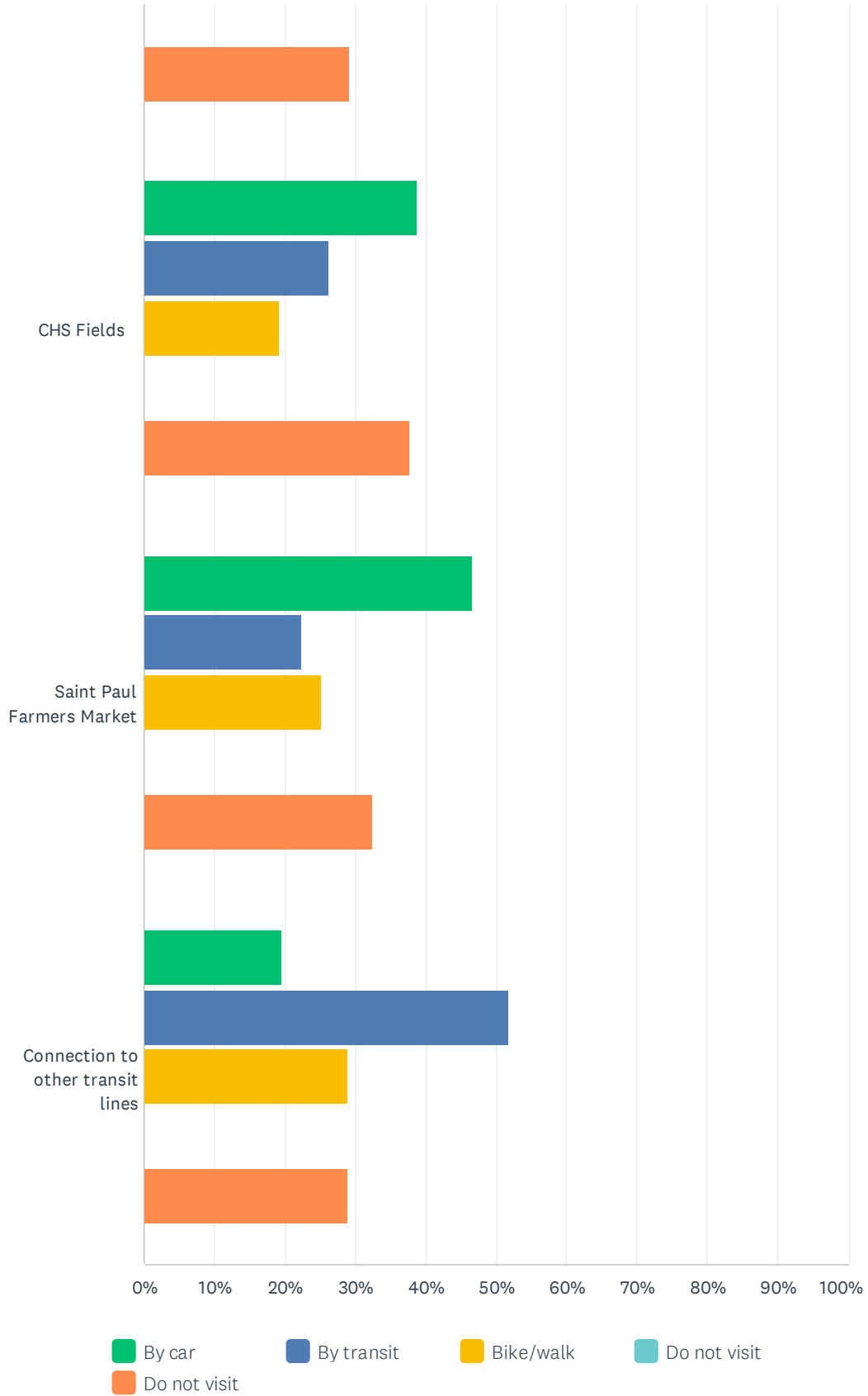
ANSWER CHOICES	RESPONSES	
Work	45.71%	181
School	10.61%	42
Errands such as grocery shopping	32.07%	127
Dining out or picking up prepared food	30.30%	120
Services such as haircuts or mailing services	18.94%	75
Medical appointments	20.20%	80
Social engagements to visit family or friends	45.45%	180
Entertainment or events such as concerts or sporting events	76.26%	302
Other (please specify)	15.91%	63
Total Respondents: 396		

Q11 Identify the destinations you frequent in this corridor and how you get there. If you don't go to the destination, mark the Do Not Visit column. Select as many options as apply.

Answered: 413    Skipped: 23





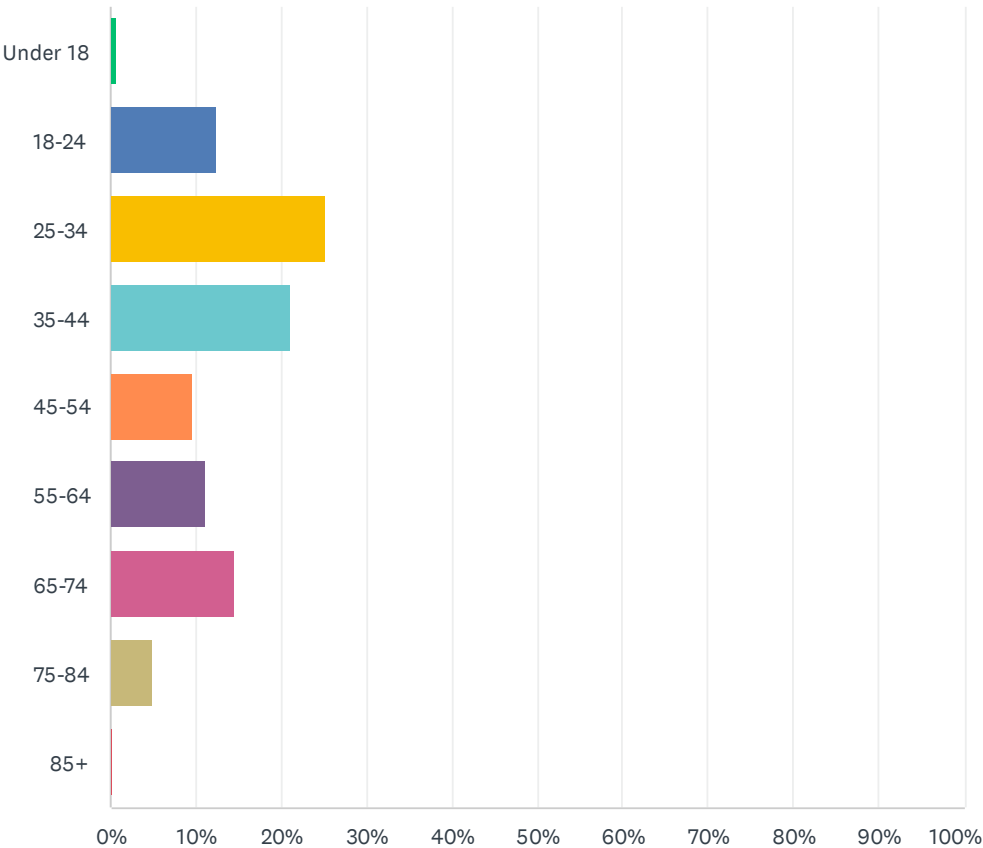


	BY CAR	BY TRANSIT	BIKE/WALK	DO NOT VISIT	DO NOT VISIT	TOTAL RESPONDENTS
Mall of America	60.71% 241	27.96% 111	1.51% 6	0.00% 0	24.69% 98	397
Airport	65.44% 267	49.26% 201	0.49% 2	0.00% 0	6.62% 27	408
Fort Snelling/Bdote	42.67% 166	10.03% 39	22.11% 86	0.00% 0	38.05% 148	389
West 7th Street businesses	71.43% 290	22.66% 92	35.71% 145	0.00% 0	11.08% 45	406
Xcel Energy Center	42.89% 169	30.71% 121	20.30% 80	0.00% 0	25.13% 99	394
Downtown Saint Paul	61.76% 252	49.02% 200	30.39% 124	0.00% 0	5.88% 24	408
Science Museum	42.17% 167	17.68% 70	17.68% 70	0.00% 0	39.39% 156	396
Union Depot	39.14% 155	35.86% 142	20.96% 83	0.00% 0	29.29% 116	396
CHS Fields	38.82% 151	26.22% 102	19.28% 75	0.00% 0	37.79% 147	389
Saint Paul Farmers Market	46.70% 184	22.34% 88	25.13% 99	0.00% 0	32.49% 128	394
Connection to other transit lines	19.62% 73	51.88% 193	29.03% 108	0.00% 0	29.03% 108	372



# Q12 What is your age?

Answered: 420    Skipped: 16

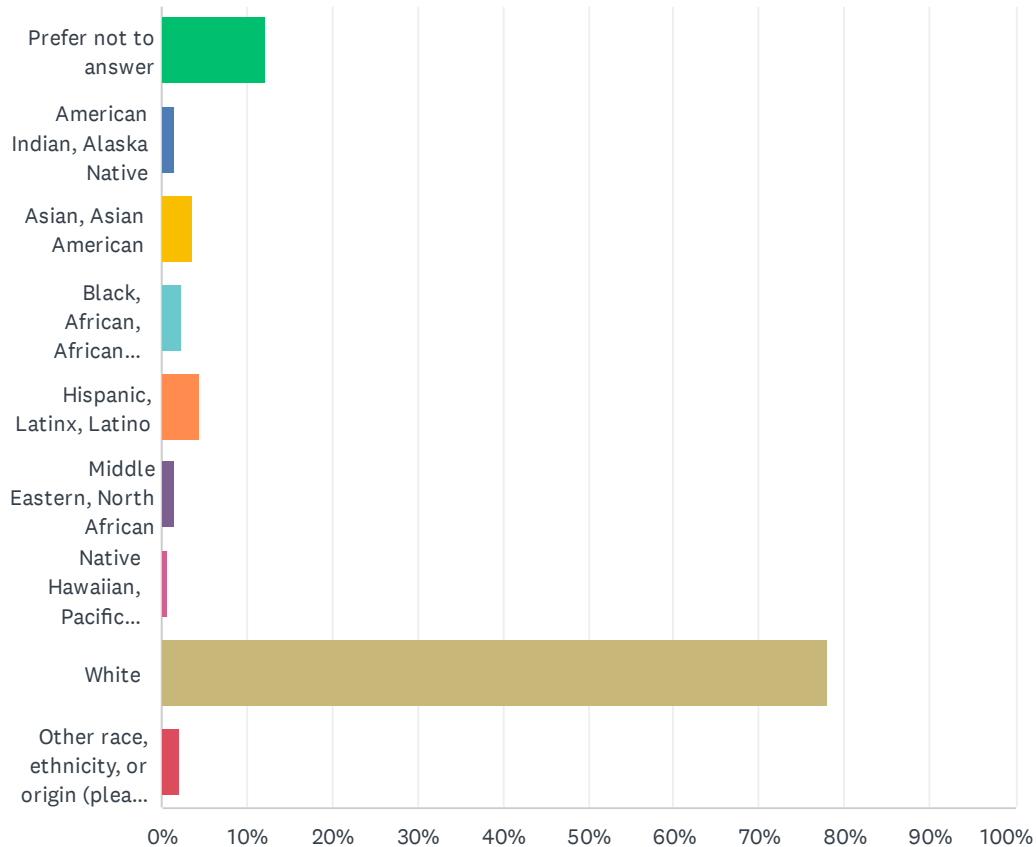


ANSWER CHOICES	RESPONSES	
Under 18	0.71%	3
18-24	12.38%	52
25-34	25.24%	106
35-44	21.19%	89
45-54	9.52%	40
55-64	11.19%	47
65-74	14.52%	61
75-84	5.00%	21
85+	0.24%	1
TOTAL		420

## Q13 How do you describe your race, ethnicity and/or origin?

(Mark all that apply.)

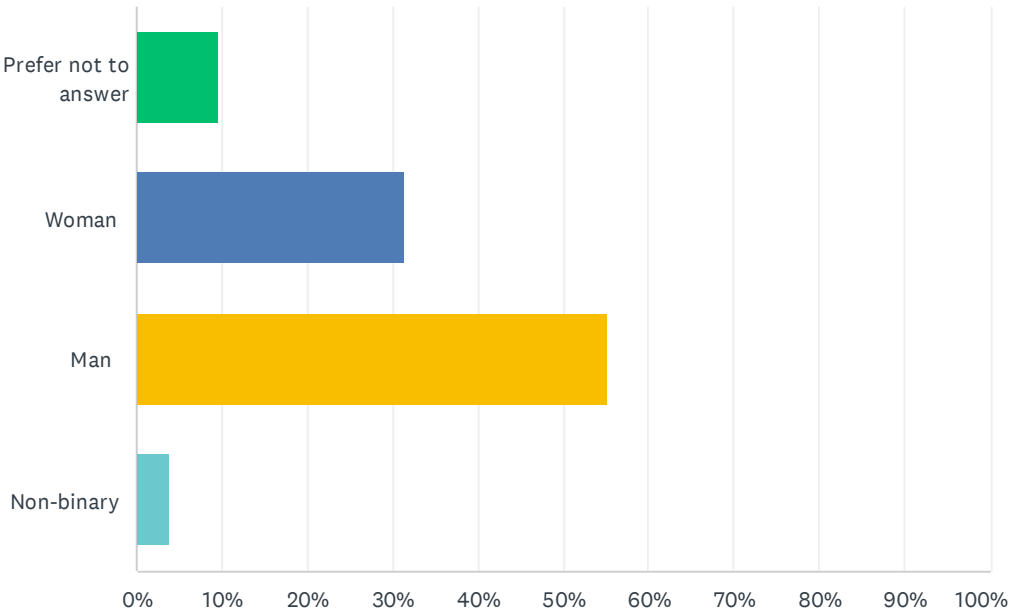
Answered: 417 Skipped: 19



ANSWER CHOICES	RESPONSES	
Prefer not to answer	12.23%	51
American Indian, Alaska Native	1.44%	6
Asian, Asian American	3.60%	15
Black, African, African American	2.40%	10
Hispanic, Latinx, Latino	4.56%	19
Middle Eastern, North African	1.44%	6
Native Hawaiian, Pacific Islander	0.72%	3
White	77.94%	325
Other race, ethnicity, or origin (please describe)	2.16%	9
Total Respondents: 417		

# Q14 What is your gender?

Answered: 417    Skipped: 19



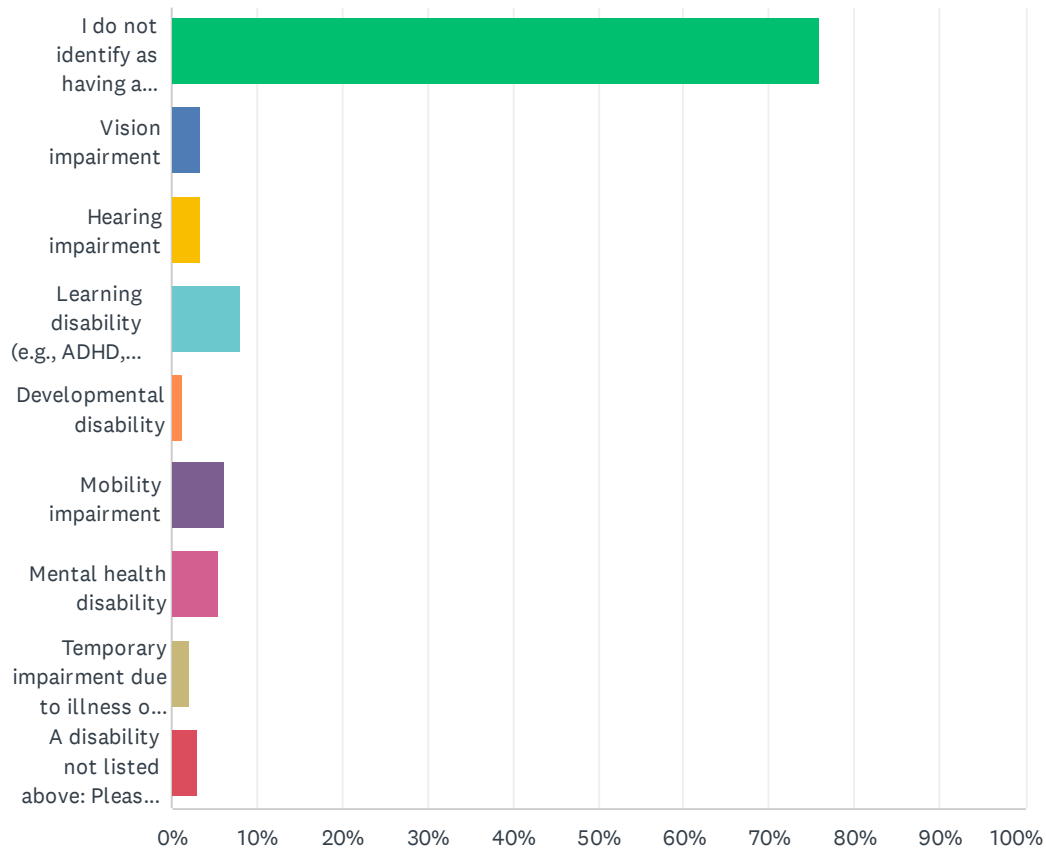
ANSWER CHOICES	RESPONSES	
Prefer not to answer	9.59%	40
Woman	31.41%	131
Man	55.16%	230
Non-binary	3.84%	16
TOTAL		417

# Q15 What is your zip code?

Answered: 403    Skipped: 33

**Q16 How do you describe your disability/ability status? We are interested in this identification regardless of whether you identify as being disabled. Your answers will help us design a transit project more universally accessible. (Select all that apply.)**

Answered: 390 Skipped: 46

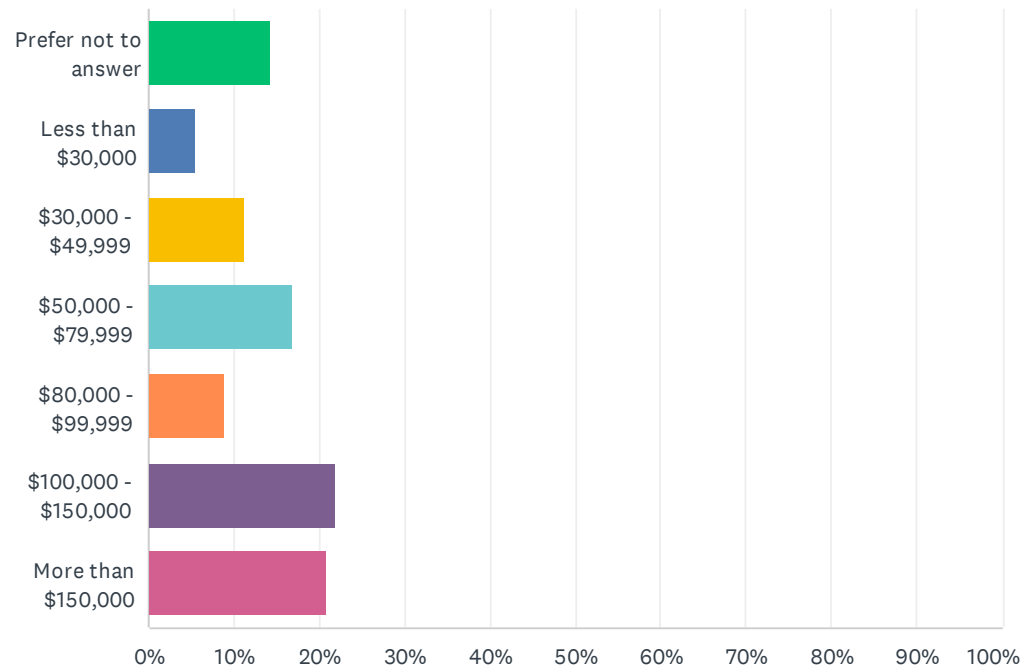


ANSWER CHOICES	RESPONSES	
I do not identify as having a disability or impairment.	75.90%	296
Vision impairment	3.33%	13
Hearing impairment	3.33%	13
Learning disability (e.g., ADHD, dyslexia)	8.21%	32
Developmental disability	1.28%	5
Mobility impairment	6.15%	24
Mental health disability	5.64%	22
Temporary impairment due to illness or injury (e.g., broken ankle, surgery)	2.05%	8
A disability not listed above: Please share your specific disability/ability status.	3.08%	12
Total Respondents: 390		



Q17 Which of the following best describes the income of your household?

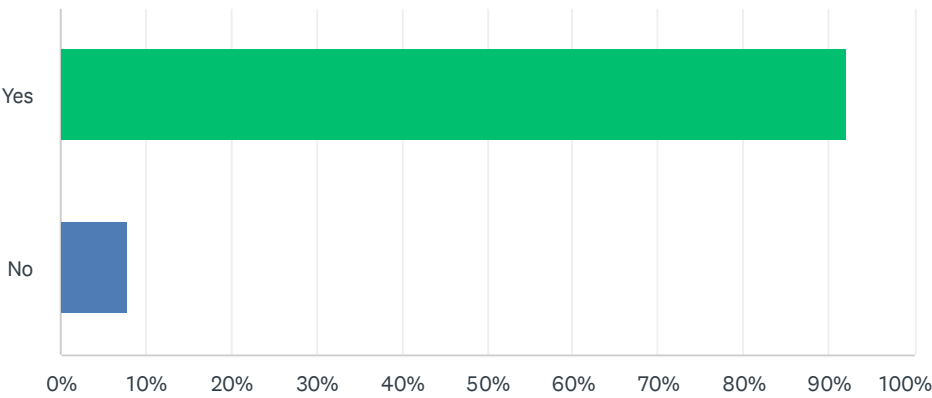
Answered: 413    Skipped: 23



ANSWER CHOICES	RESPONSES	
Prefer not to answer	14.29%	59
Less than \$30,000	5.57%	23
\$30,000 - \$49,999	11.38%	47
\$50,000 - \$79,999	16.95%	70
\$80,000 - \$99,999	8.96%	37
\$100,000 - \$150,000	22.03%	91
More than \$150,000	20.82%	86
TOTAL		413

Q18 Do you or your household own or have access to a reliable car?

Answered: 415    Skipped: 21



ANSWER CHOICES	RESPONSES	
Yes	92.05%	382
No	7.95%	33
TOTAL		415

## Results from station area planning survey (September to December 2022)

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

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

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

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

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

## Results from bike and pedestrian survey (February to March 2022)

Why do you bike or walk on the Hwy 5 bridge?  
(select all that apply)

	Percent	Count
Work commute	16.2%	95
Leisure or recreation activity	88.3%	519
Exercise	74.1%	436
Avoid making an auto trip	30.3%	178
Other (please describe)	3.9%	23

What is/are your typical destination[s]?  
(select all that apply)

	Percent	Count
Fort Snelling State Park or Bdote area	68.9%	405
Minneapolis parks (e.g., Minnehaha Regional Park or Lake Nokomis Park)	65.1%	383
Saint Paul parks (e.g., Hidden Falls Regional Park or Crosby Lake Regional Park)	57.7%	339
A destination in Saint Paul (e.g., Highland Park neighborhood, downtown)	47.4%	279
A destination in Minneapolis (e.g., Wenonah, Nokomis, or Morris Park neighborhoods, Veterans Administration hospital)	36.6%	215
A destination in Bloomington (e.g., General Services Administration/military facilities area, MSP Airport, Mall of America™)	18.7%	110
A destination in Dakota County via the Mendota Bridge (e.g., Mendota Heights or West Saint Paul)	40.3%	237
Other (please describe)	7.0%	41

Thinking just about the pathway itself, do you currently feel safe crossing the river on the Hwy 5 bridge?

	Percent	Count
Yes	23.8%	140
Mostly	30.1%	177
Somewhat	32.5%	191
Not at all	13.6%	80

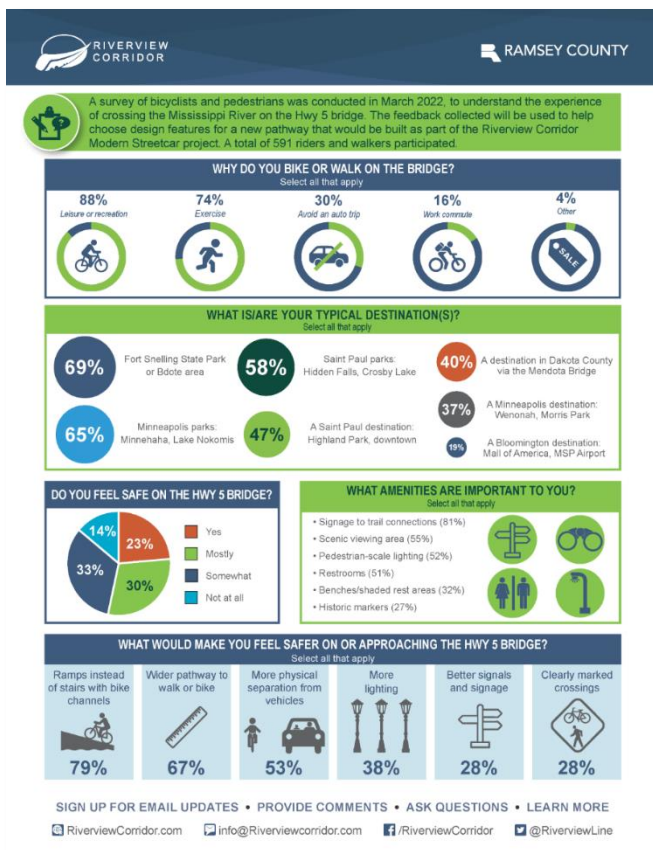
What would make you feel safer on or approaching the Hwy 5 bridge?  
(select all that apply)

	Percent	Count
More physical separation from vehicles	52.7%	309
Wider pathway to walk or bike	67.1%	393
Ramps instead of stairs with bike channels	78.7%	461
Clearly marked crossings	28.0%	164
Better signals and signage	28.3%	166
More lighting	37.9%	222
Other (please describe)	18.3%	107



### What amenities are important to you when traveling on foot or by bicycle? (select all that apply)

	Percent	Count
Benches or shaded rest areas	32.2%	189
Scenic viewing area adjacent to the trail	55.4%	325
Historic markers	27.4%	161
Restrooms	50.6%	297
Bike racks	39.9%	234
Pedestrian-scale lighting	52.3%	307
Signage to trail connections and destinations	80.9%	475
Other (please describe)	16.5%	97



*Summary insights from the survey on the usage and perception of the crossing over the Mississippi River on the Highway 5 Bridge, highlighting biking and walking preferences, safety concerns, and desired improvements.*

# Appendix E:

## Questions, comments and feedback via email, phone, social media, and website inquiries

### Feedback

Date	Question/Comment/Feedback	Medium
10/27/2020	Why isn't the Canadian spur line being chosen for the Riverview corridor? Seems ROW and efficiency would be way improved, W 7th is tight around the Xcel Energy Center.	Contact form
11/2/2020	Concerns listed so far are real and should be addressed. The cost of a fixed rail line do not align with the perceived benefits. Remember, in a few years there will be autonomous vehicles making A-line types of buses or perhaps trolley cars more desirable and less fixed. This still does not address bad actors riding the line and making it unsafe for seniors or anyone for that matter. Perhaps a lower cost solution would provide more funding for security and therefor increased ridership.	Email
11/3/2020	Request to speak during the Public Comment section of the Riverview Corridor Policy Advisory Committee meeting on November 5, 2020 at 9:30. Please have someone call me to arrange. Thanks.	Email
11/3/2020	Asked about providing public comment at the PAC meeting.	Phone
11/3/2020	She was asking about the application process for the SAPTF and CAC and when the applications will be available. She asked if one committee would be better for them or the other and how they should staff it.	Phone

## What we heard: Public engagement summary report

Date	Question/Comment/Feedback	Medium
11/3/2020	Mona, I appreciate the efforts to put together this presentation and offer publicly. While there is the effort to keep costs down using a "streetcar" approach, I reinforce the view of others that there should be a more robust option to expand the project to a more "light rail" option. Understood that this would be more costly and more impactful, but also it would provide a more satisfactory solution IMO to help St. Paul remain a more robust and desirable transit stop/flow option - especially for ridership flowing from MOA/blue line connection to STP and back. Sincerely, John Flipse	Email
11/11/2020	I am looking for a copy of the Ford Corridor resolution passed unanimously by the Riverview Policy Advisory Committee in December 2017.	Phone
11/2/2020	Lives in Saint Paul and likes to take the bus because the driver can call 911 if she has a problem. Will the Riverview streetcar be like riding the LRT where the driver is isolated?	Phone
11/13/2020	1) Do all transitway projects with a total cost over \$300 million require the design to be at least 60% in dedicated right-of-way to be eligible for federal funding? 2) Are modern streetcars compatible with the platform height at Blue Line and Green Line LRT stations to provide for level boarding or would a ramp need to be used? Would the streetcar "kneel up" to the platform?	Phone
11/12/2020	It is my understanding the Nov 5 meeting of the PAC was recorded. I would like access to the recording. Who should I contact?	Email
11/14/2020	Hi Mona I am requesting access to view the PAC Riverview Corridor meeting held via Zoom on November 5. It is my understanding the meeting was taped. I have submitted my request via the Riverview Corridor Project contact page, but seeing your name attached to the Zoom meeting motivates me to contact you as well. Hopefully that's not a problem. Thank you. Regards Spencer Ludtke	Email

## What we heard: Public engagement summary report

Date	Question/Comment/Feedback	Medium
11/17/2020	Thank you Kevin, where it is designed to allow it would mean at controlled intersections or would that be anywhere along the guideway with mountable such as mid block?	Email
11/14/2020	During our Friday conversation, you mentioned mountable "dedicated" guideway areas of the street ROW were possible. I know this to be the case for some of the Green line LRT path through the U of M campus. My question, is the use of the mountable area restricted to emergency vehicles or can any bicycle, scooter, pedestrian or car also mount the guideway? Please add this to the other questions I asked.	Email
11/12/2020	Will stations along the Riverview Corridor be long enough to have 2-car or 3-car trains like the current Blue and Green Lines?	Email
11/22/2020	I have been looking on the website for these meeting minutes. Can you help me navigate on that website as to where I will find them posted? So far I can't find, but maybe they haven't been posted. thanks again for any assistance you can provide.	Email
11/23/2020	Can it be stopped?	Social media
11/29/2020	I've been doing reading on this and am a bit astonished that it's a mixed traffic streetcar. I continue to be saddened that travel time isn't considered as riders of choice will quite literally never take a vehicle that's slower than a single vehicle, which means you won't get the ridership or reduction in VMT we need for climate goals.	Email
12/2/2020	Can you send me the link to Zoom meeting recording held last night where Roger Roggenbuck presented the project?	Email
12/2/2020	Appreciate the response. If the travel time is the same as the current bus system, then what is the benefit of this investment vs. BRT etc.?	Email
12/3/2020	Mike, I'm not going to claim I have been patient on this. It was my fault I wasn't aware of the meeting and missed it. Kevin has reached out to me and explained the meeting minutes should be available by tomorrow. In light of public interest Mike, why aren't these meetings provided as a recording? I attended a virtual	Email

## What we heard: Public engagement summary report

Date	Question/Comment/Feedback	Medium
	meeting with the city of Saint Paul a couple weeks ago and they are providing a tape of it. Seems like an option worth considering.	
12/7/2020	I am probably too late, but wanted to make a comment. Your plan is to spend taxpayer dollars to build a toy of this magnitude, is irresponsible spending. The \$2,000,000,000 price tag equals a cost of \$100,000 per rider! The estimated annual maintenance fees equals \$1,750 per rider. That is crazy! There are many more needs that this money could be spent on. Here is an idea...all of you planners and politicians must contribute ten percent of your salary while this is being built. Then if there is any operating profit, you can repay yourself. Catch 22 - there will never be an operating profit. What a waste of taxpayer money. You should be ashamed.	Email
12/8/2020	In the PAC slide presentation (November 5, 2020) the word 'Alternative(s)' is used in a bunch of places and for me creates confusion as to what exactly it means? I suspect 'Alternative(s)' has slightly different meanings depending on which slide it's used. On slide #24 "Alternative Refinement" W 7th or CP Spur are lumped together. Are they options or one and the same? (Up until now I was not aware any consideration was being given for the CP Spur, but I have come late to the game on the Riverview Corridor.) On slide #16 under route it refers to CP Spur parallel to W 7th. But the map shows the stations on W 7th. Is running on W 7th or the CP Spur alternatives? So my question is simply about clarifying the intent with the CP Spur.	Email
12/8/2020	Slide #19 (November 5 PAC meeting) talks about tribal coordination and slide #38 cultural education. An article in the Villager says the second difference in this 3 year phase is the involvement of the regional Indian tribes. But in the attachment to the meeting summary it states "Additionally, during the delay Ramsey County and its partners focused on engaging the Native American Tribes and other stakeholders." My question then is what engagement has actually occurred with any Tribes? Which Tribes? And specifically regarding what aspect of this LPA?	Email
12/9/2020	At a reported \$4200 per foot to build/operate, I can't think of a blacker hole to throw money into. There hasn't been anything to go downtown for in years, and considering how unsafe everyone on Nextdoor says busses and light rail are, I'd go back to	Email

## What we heard: Public engagement summary report

Date	Question/Comment/Feedback	Medium
	hitchhiking first. How many trips per year is the average person going to make to the airport (assuming we're ever allowed to freely travel again?)?	
12/11/2020	Why are homeowners not a representative list for the Advisory Committee?!	Social media
12/11/2020	Why are homeowners not a representative list for the Advisory Committee?! As a homeowner on West 7th, I expect to be included. I will be going to my state rep and filing a complaint.	Social Media
12/11/2020	Just wondering where homeowner is on this list???? There are homes on West 7th where this streetcar will have an impact their homes.	Social Media
12/13/2020	Streetcar-Really BAD idea, massive debt for decades to come. Who benefits? If we only knew who came up with this idea, and what are the conflicts of interest.	Social Media
12/22/2020	As a cleaner of light rail stations, I would recommend a walk through and see the hard to clean areas, the spots where a scrubber or person can't reach, but are visible to customers. Also, be ready for the unfortunate drunks, whether they are homeless or not. They are a large diverse group of men and women who call the stations home. They will, drink, smoke, shoot up drugs, vomit, urinate and defecate in public. They will graffiti walls and break windows. They will fight, dance, have sex and worse, out in public. It would be best to have a plan to stop the gathering at the get go, rather than trying to eject the problem after the fact. I don't want you to think I'm a hater. I love my job and have no problem with people. It's best to treat transportation as a business if you want to increase ridership. Good luck with your venture	Email
1/26/2021	I am looking for information about future road redesign projects. I live near West 7th street and have been told that it will be undergoing a redesign in the next few years. I am wondering if Ramsey County is involved in the design process and what kind of changes we can expect for West 7th street. I am passionate about reducing automobile traffic and encouraging more sustainable transportation options. I love biking in St. Paul and I	Email

## What we heard: Public engagement summary report

Date	Question/Comment/Feedback	Medium
	hope to see more bike infrastructure that is built for all riders, not just experienced and very confident cyclists. I want to see more separated bike lanes throughout Ramsey County. I would love if my kids could bike from our house in St. Paul all the way to see their grandma in Roseville.	
2/4/2021	During the last go-around with this project, an active and involved member of the Technical Advisory Committee submitted a Minority Report detailing his reasons for objecting to the conclusions of the TAC that were presented to the Policy Advisory Committee. In searching through the currently available documentation on the project, this Minority Report is noticeably absent. Please correct this and make the report easily accessible, as the report contains important information about the project.	Social media
2/10/2021	It's not an "independent Opinion piece;" it is the conclusion of an official member of the Technical Advisory Committee who served for four years. While it may be buried in the public comments section of the Project's library, it is noticeable that the only non-searchable documents contained in the library are the written submissions from members of the public. What can be done to make those comments searchable, just as the material produced by the Project's proponents is? Surely in 2021 during a pandemic, there must be a better way to achieve transparency.	Social media
2/8/2021	Please reconsider the Riverview Corridor Project plan. Failing to use the CP rail line, trying to squeeze more traffic onto West 7th Street and failing altogether to address the future transit needs of the Ford Site residents are just three of the reasons why the current plan should be changed. My wife and I live in the Regency Condominiums on Youngman Avenue and will be affected either positively or negatively by these proposals. Please reconsider the proposals and make them more cost effective and sensible. The so-called street car plan harkens back to a simpler time; it might have worked in the 1950's; it will definitely not work in the 2050's	Email
2/17/2021	This will be a disaster for all the businesses along the way. And it will probably just create more crime like the metro line now. Please let me know if this is still happening, as I am looking for new places to live in Saint Paul, but if this goes through, I'll probably move to the suburbs.	Email



## What we heard: Public engagement summary report

Date	Question/Comment/Feedback	Medium
5/10/2021	<p>Why doesn't the Riverview corridor come close to the ford site redevelopment and take the cp spur to downtown st paul? Complete ROW essentially and dodges the parking issue, increases times, etc.</p> <p>What Utility metrics did they use for the transportation planning? As a civil engineering student I cannot understand why it doesn't use what I stated above. Seems like a huge compromise and will ultimately leave the 3000+ units of new housing going up disconnected from the Riverview corridor streetcar (wish it was LRT) project. I'd love to chat give me a call or email me please</p>	Email
5/17/2021	<p>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.</p>	Contact form
5/17/2021	It's not too late to change to LRT or BRT! Give up on streetcar, it sucks!	Email
5/17/2021	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 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.	Contact form
5/17/2021	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.	Contact form
5/17/2021	In light of the streetcar option's estimated price having nearly doubled to over \$2 billion since the decision was made to favor it	Email

## What we heard: Public engagement summary report

Date	Question/Comment/Feedback	Medium
	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	
5/17/2021	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.	Contact form
5/17/2021	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.	Contact form
5/17/2021	This project would take *longer* with fewer stops than the existing bus route. What are we doing spending money on this?	Social media
5/18/2021	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.	Contact form
5/18/2021	No street car. Use rapid transit buses like on Snelling.	Contact form

Date	Question/Comment/Feedback	Medium
5/19/2021	<p>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 Augu '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 25th. 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 assume this was done? • Address comments (April 19-30). What were the comments and how addressed? • Public review (May 17-June 25). Does this include comments on how well the LPA concept meets the Purpose and Need? • Not a Committee review task. Not sure what this means...that the committee does not have to take action as a group?• View on website at <a href="http://www.rivercorridor.org">www.rivercorridor.org</a>. Regarding the Public Open House on June 23rd, 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</p>	Email

## What we heard: Public engagement summary report

Date	Question/Comment/Feedback	Medium
	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.	
5/20/2021	This project looks great! Looking forward to riding it!	Contact form
5/20/2021	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.	Contact form
5/20/2021	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.	Email
6/3/2021	Securian has supported the investment of 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.	Contact form
6/7/2021	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	Contact form

## What we heard: Public engagement summary report

Date	Question/Comment/Feedback	Medium
	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.	
6/7/2021	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.	Contact form
6/7/2021	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	Contact form
6/15/2021	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.	Contact form

## What we heard: Public engagement summary report

Date	Question/Comment/Feedback	Medium
6/18/2021	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.	Contact form
6/18/2021	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	Contact form
6/18/2021	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.	Contact form
6/18/2021	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!	Contact form
6/18/2021	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	Contact form

Date	Question/Comment/Feedback	Medium
	Shepard Road not being considered as an option for greater consistency with regional transit planning?	
6/21/2021	<p>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 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 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.</p> <p>Sincerely, B Kyle President and CEO St. Paul Area Chamber</p>	Email (letter attached)
6/21/2021	<p>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:</p> <p>In general, my concerns are that the needs expressed in the P&amp;N statement are too narrow in scope, and that subsequently the LPA does not adequately satisfy both local and regional Purpose and Goals.</p> <p>These concerns are outlined below:</p>	Email



Date	Question/Comment/Feedback	Medium
	<p>Scope and Definition of Needs:</p> <ul style="list-style-type: none"> <li>• Definition and Scope of the Project area is too limited. <ul style="list-style-type: none"> <li>○ 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...”.</li> <li>○ Page 1, Item 3, outlines the Project Needs, “Four primary factors contribute to the need for the Riverview Corridor Project: <ul style="list-style-type: none"> <li>▪ Planning for population and employment growth</li> <li>▪ Meeting the needs of people who rely on transit</li> <li>▪ Addressing a gap in the METRO system and accommodating future travel patterns</li> <li>▪ Supporting local and regional plans”</li> </ul> </li> </ul> </li> </ul> <p>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</p> <ul style="list-style-type: none"> <li>• 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. <ul style="list-style-type: none"> <li>○ The study was not done.</li> <li>○ Apparently, the needs of the approximately 8000 new residents and employees added to this area have been discounted.</li> </ul> </li> </ul>	

Date	Question/Comment/Feedback	Medium
	<ul style="list-style-type: none"> <li>○ They should be addressed in the Purpose and Need statement and either reinstated or justified for omission.</li> <li>• 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. <ul style="list-style-type: none"> <li>○ 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 7th as shown in Figure 3, page 6.</li> <li>○ 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.</li> <li>○ 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.</li> <li>○ Multi-modal access to and from MSP and SPUD will increase with implementation of the 2nd St Paul – Chicago passenger train and other planned passenger trains in the MnDOT rail plan, as well as intercity busses.</li> </ul> </li> </ul> <p>These factors and assumptions should be addressed.</p> <ul style="list-style-type: none"> <li>• Demographic information is confusing and incomplete <ul style="list-style-type: none"> <li>○ 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</li> </ul> </li> </ul>	

Date	Question/Comment/Feedback	Medium
	<p>numbers. The chart and impact on growth numbers need clarification.</p> <ul style="list-style-type: none"> <li>○ Population and Employment Growth figures in tables 1 &amp; 2 for the study area are not clear whether they include the Ford Site. This impact should be clarified.</li> <li>○ 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>Some recognition and consideration of the influence of these factors should be addressed.</p> <p>LPA limitations to Satisfy Purpose and Goals</p> <ul style="list-style-type: none"> <li>• Modern Streetcars operating in mixed traffic will not improve transit connections. <ul style="list-style-type: none"> <li>○ The streetcar will replace the route 54 bus, but make fewer stops and take longer to reach MSP.</li> <li>○ 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> </ul> </li> </ul>	

Date	Question/Comment/Feedback	Medium
	<ul style="list-style-type: none"> <li>○ Regional needs for fast and reliable connection to transit hubs will not be met.</li> <li>• Modern Streetcars must operate on dedicated right of way to emulate LRT performance.</li> <li>• Modern Streetcars operating on narrow and congested streets will not support and enhance corridor resources and businesses.</li> <li>○ Use of the CP Spur should be considered to provide off street and dedicated right of way for parallel section of West 7th Street.</li> <li>○ Additional use of the CP Spur should be considered for a transit link to the Highland Bridge development.</li> <li>○ Alternative routing to avoid using surface streets on 5th, 6th, 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>○ Limit streetcar stops to enhance speed and provide local bus service to multiple local stops for local needs.</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, Jay Severance</p>	
6/21/2021	Why not buses	Contact form

## What we heard: Public engagement summary report

Date	Question/Comment/Feedback	Medium
6/3/2021	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.	Contact form
6/22/2021	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.	Contact form
6/22/2021	This is our first meeting. We are looking to get up to speed as new downtown residents.	Contact form
6/22/2021	<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?</p> <p>Over 9,000 more daily trips than Arterial BRT in 2040.</p> <p>Double the ridership of No Build</p>	Contact form

## What we heard: Public engagement summary report

Date	Question/Comment/Feedback	Medium
	<p>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>	
6/22/2021	<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>	Contact form
6/22/2021	<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>	Contact form
6/22/2021	<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</p>	Email

Date	Question/Comment/Feedback	Medium
	<p>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-adoption/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-adoption/601849/?%202021-06-22%20Smart%20Cities%20Dive%20Newsletter%20%5Bissue:35009%5D</a></p>	
6/22/2021	<p>The Riverview Corridor 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>Creating this mass transit portal would allow people to get to work, school and shopping easier. I live in Saint Paul and currently use the green line and expanding mass transit</p>	Contact form
6/22/2021	<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>	Contact form
6/23/2021	<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>	Contact form



## What we heard: Public engagement summary report

Date	Question/Comment/Feedback	Medium
	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.	
6/23/2021	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.	Contact form
6/24/2021	<p>This project makes no sense. Why would we spend 2 billion plus dollars for a slow streetcar? The cost can't be justified.</p> <p>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>	Contact form
6/24/2021	<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.</p> <p>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>	Contact form

Date	Question/Comment/Feedback	Medium
	<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>	
6/24/2021	<p>I am in full support of the Riverview 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>	Contact form
6/24/2021	<p>I am in favor of building this streetcar. I think it would be brilliant if the streetcar 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>	Contact form

## What we heard: Public engagement summary report

Date	Question/Comment/Feedback	Medium
6/24/2021	Permanent infrastructure is expensive and inflexible. Why not busses instead? So much more responsive to inevitable changes in transportation needs.	Contact form
6/24/2021	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 !	Contact form
6/24/2021	<p>Dear Members of the Riverview Corridor Policy Advisory Committee,</p> <p>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</p>	Email

Date	Question/Comment/Feedback	Medium
	<p>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.</p> <p>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.</p> <p>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.</p> <p>Sincerely,</p> <p>Jill Ostrem</p> <p>Vice President of Operations</p> <p>United Hospital</p> <p>Jim Leste</p> <p>Vice President Support Operations</p> <p>Children's Minnesota</p>	
6/25/2021	<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</p>	Email

Date	Question/Comment/Feedback	Medium
	<p>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 independence 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 transit-orientated 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>	

Date	Question/Comment/Feedback	Medium
	<p>Sincerely,</p> <p>Matt McNeill</p>	
6/25/2021	<p>Dear Mr. Roggenbuck:</p> <p>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.</p> <p>Sincerely,</p> <p>Sustain Saint Paul Board of Directors</p>	Email
6/25/2021	<p>Comments to the May 2021 Riverview Corridor Purpose and Need Technical Report Draft:</p> <p>Section 2: Project Purpose- Omission: Strong Regional Link</p> <p>The Riverview Corridor needs to provide a Strong Regional Link with the existing Green and Blue Lines to complete the long-anticipated “Transit Triangle”.</p>	Email

Date	Question/Comment/Feedback	Medium
	<p>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</p> <p>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.</p> <p>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</p> <p>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>	
6/25/2021	<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</p>	Email



Date	Question/Comment/Feedback	Medium
	<p>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,</p> <p>Betty McCollum</p> <p>Member of Congress</p>	
6/24/2021	<p>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</p>	Email

Date	Question/Comment/Feedback	Medium
	<p>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,</p> <p>Sam Rockwell</p> <p>Executive Director, Move Minnesota</p>	Medium
6/25/2021	<p>Riverview Corridor Requires a Real Purpose &amp; Needs Statement</p> <p>Neither the original Purpose &amp; 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.</p>	Email

Date	Question/Comment/Feedback	Medium
	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Good local transit service is characterized by (i) numerous and closely spaced boarding locations, approximately every block; (ii) frequent service; and (iii) vehicle maneuverability.</p> <p>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</p>	

Date	Question/Comment/Feedback	Medium
	<p>miles between the river and Downtown St Paul. That is not local service.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Moreover, rail service between Downtown St Paul and the Airport/Mall of America, must run on the existing Green and Blue Lines and accommodate the existing LRT stations. The so-called</p>	

Date	Question/Comment/Feedback	Medium
	<p>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>	
6/25/2021	<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.</p> <p>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>	Contact form
6/27/2021	<p>The Riverview Corridor purpose and needs as presented seem creditable. 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>	Email

Date	Question/Comment/Feedback	Medium
	<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>	
7/16/2021	<p>I am passing along some comments and questions I would like to have addressed regarding the PAC meeting and the upcoming CAC meeting. First, I was disappointed at the turnout and apparent lack of engagement among the PAC members. I thought the presentation was superficial and responses from PAC members basically lacking, with the exception of Mike Barnes. I was also surprised to be the only member of the public making a comment. Following are a few specific questions or concerns:</p> <p>As I tried to convey in my public comment, I got the strong message from the Issue Resolution discussion that the Bdote/Ft Snelling issues would determine whether a rail alternative at that site was feasible, and if not, a bus alternative would be presented. I intended my comments as a question. Do these alternatives preclude consideration of a river crossing at a different location? I</p>	Email

Date	Question/Comment/Feedback	Medium
	<p>definitely feel that there needs to be more discussion of the range of alternatives that should be examined.</p> <p>As a downtown resident and CAC representative, I was also disappointed that the resolution of downtown and West 7th street issues have been put on hold...further indication that a rail alternative is in jeopardy. Although you and the team are probably aware of it, I am attaching a copy of the critique of the LPA published by Citizen Advocates for Regional Transit which presents some possible alternatives. I would appreciate your clarification of the “two alternative” comments and the schedule to decide on a direction...”sometime this fall” or “mid January” are too vague and indicate a lack of urgency for this critical “lynchpin” issue resolution. I also felt that the presentation of the Purpose and Need Statement was perfunctory. Perhaps the revised draft was available to the PAC members, but I did not find it on the website. Was there any substantive change made to the detail pages that supported the wording in the summary? It was noted that 55 comments had been made and some rather inconclusive statistics shown about the distribution of approvals and disapprovals. After some digging, I was able to find the posted comments on the website. However, I have seen no responses to any of the concerns. I was particularly distressed to find that my comments forwarded as an attachment to the following email were not included in the comments section – <b>Appendix B - Communication methods</b>, and I assume were not considered in any revisions to the document.</p>	
7/16/2021	<p>Thanks for responding. Although I’m not completely satisfied with the answers, I appreciate the intent. I’m not sure if I am out of line, but I do want to comment on the lynchpin issue of the river crossing. I really hope that satisfactory solutions to all of the concerns can be found to preserve the use of the modern streetcar crossing at Hwy 5-Ft Snelling. But if not, defaulting to a bus solution without consideration of alternative rail river crossings would be unfortunate. You indicated that the Ford Site alignment was unlikely to be revisited. I am not aware that the crossing offered in the C-A-R-T position paper as an alternative was ever considered. The PPD market statistics you site for ridership did not consider future population of “Highland Bridge”, and the comparative transit times were based on crossing the river at 46th street with a fairly convoluted connection to the Blue Line. Before giving up on a rail crossing, this and all alternatives</p>	Email



## What we heard: Public engagement summary report

Date	Question/Comment/Feedback	Medium
	should be evaluated. I would appreciate an update on the issues and alternatives at the CAC meeting.	
7/21/2021	I appreciate your optimism. With the amount of engineering talent focused on the crossing issues, there should be a solution. I understand your concerns about the fallback positioning of the bridge. I believe the costs would be less than crossing at Hwy 5, if that requires enlarging the tunnel under the fort. The cultural impediments are probably less than the Hwy 5 crossing, and the parkland issues could be overcome. Plus, it could serve the Highland Bridge transit requirement. But, if it isn't considered and evaluated as an alternative...particularly if the issues at Hwy 5 are overwhelming or too costly...we may never know and the fallback position will be the bus. I just think that it would be prudent to take some of the resources that have been freed from the hiatus on the downtown and highway 7 issue resolution efforts to objectively consider a repositioned rail and trail bridge alternative.	Email
7/26/2021	I live on the rail line in West 7th. If the street car has to use the rail spur through west 7th, how will it affect my home and yard? My side yard is in large part railroad property. Its functionally my yard but not owned by me.  Please email, text or call. Thank you.	Contact form
8/16/2021	When would the Riverview streetcar be installed? Looks like 2028 but not sure from looking at the project website.	Phone call
9/24/2021	It's a shame that Phase 1 presents a wall of windows to Seventh Street and the river valley, out of character architecturally with its historic character.	Social media
10/9/2021	I fail to understand why the third leg of the rail transit triangle is reduced to a streetcar when the Green and Blue lines are "light rail". I also fail to understand why the existing rail line is not being reused. The excuse that the transit line is too close to homes should be dismissed. Tons of rail transit lines sit next to residential areas around the world; the only cowardly planners in the world that would allow a small minority to force a transit agency to sacrifice speed/capacity issues over aesthetics and	Email

Date	Question/Comment/Feedback	Medium
	<p>baseless fears of a small minority are, sadly, all American. Using the existing rail corridor would be in the best interests of the wider Twin Cities metropolitan area since trains can travel at higher speeds (if additional grade separations are built) without stopping at traffic lights like the Green line on University Avenue.</p> <p>The line connects highly patronized destinations at either end on a corridor that is heavily trafficked, which should demonstrate that a streetcar is not enough capacity for the rider demand that this line will generate. It would be in the best interest of the project manager to understand this and bring this up to elected officials before this project proceeds.</p>	
10/15/2021	<p>The focus of the presentation by the project team was to report progress in verifying and optimizing the Modern Streetcar LPA concept and ridership estimates. My comments are limited to one key issue which, as presented, will not support the LPA concept and must be addressed further by the Project Team. Optimization of Modern Streetcar (Mall of America to Saint Paul) – Findings were reported in two issue areas: Airport/Bloomington and Bdote/Fort Snelling, The issue resolution alternatives proposed for Bdote/Fort Snelling will not support the requirements for an optimized Modern Streetcar. The key finding presented is the requirement to avoid disturbance of sacred sites in the Fort Snelling-Bdote area and resulting constraints on the project.</p> <p>The project team presented two possible solutions using the existing bridge and tunnel under Fort Snelling. The solutions are feasible, but would result in sub-optimal operation of the Streetcar, impede auto and truck traffic, require relocation or abandonment of entrance ramps; resulting in access throughput and safety concerns and precluding accommodation of future growth.</p> <p>Conclusion &amp; Recommendations: Except for the sub optimal resolution of the river crossing using the existing Highway 5 bridge and tunnel under Fort Snelling, resolution of other issues and ridership estimates still favor the Modern Streetcar. The PAC should task the project team with examining alternative river crossings which do not encroach on sacred Dakota sites, in addition to continuing with issue resolution in other route segments. There is one alternative which has been presented which would utilize the unused CP spur, serve the new Highland Bridge development with the addition several thousands of</p>	Email

## What we heard: Public engagement summary report

Date	Question/Comment/Feedback	Medium
	potential riders, eliminate the need for a separate Highland transit study, and span the river with a rail and trail bridge that could serve Minneapolis as well as St Paul and enhance the view of the Mississippi River gorge. Other alternatives should be examined and compared with the sub optimal Highway 5 crossing. If a better alternative cannot be found to support the LPA, perhaps a bus solution is warranted, but should not be pursued until other issues are evaluated.	
10/17/2021	I look forward to the Project Team's response to my comment. It may be that the numbers support an optimized streetcar, but at what cost in degradation of the total mobility and safety of combined traffic through the existing tunnel?	Email
10/17/2021	I had the previous comment about grade separation. I would like to know if this is being taken into consideration.	Email
10/19/2021	Thanks for the response. I will be interested in seeing the summary comments. I note that they have not yet been posted. Do you intend to do that prior to the PAC meeting? I think it would be appropriate to notify members of the CAC when and where they are posted.	Email
10/28/2021	Unfortunately the only option presented is rail down Seventh Street ignoring the complications: expensive connect at the Mall of America; stop and go on a highway in the Bdote/Fort Snelling tunnel with no ramps; less parking for small businesses; unresolved fire station restrictions; flyway/overpass at St. Clair that cannot accommodate rail; lack of bike lanes; five story developments at station stops; complicated downtown meandering, ignoring the role of the Union Depot as a transportation hub, just to name a few. Ignored is decreased ridership projections, preference for speedier rapid bus service, lack of consideration of use of the Ford spur perhaps out to Highland (that would increase ridership), opportunities for development along the river with access to their string of parks, and opposition of both the West Seventh Business Association and Fort Road Federation/District 9 Community Council.	Social media
11/8/2021	Hello Frank, Thank you for the response.	Email

Date	Question/Comment/Feedback	Medium
	<p>I've been looking a little into the Riverview Corridor project as well as the Highland Bridge development nearby. As far as I understand, there was consideration for running the line near Highland Bridge making use of the old Canadian Pacific spur that served the Ford plant, but that idea was ultimately dismissed because of travel times. I am wondering if that is an accurate assessment of what happened.</p> <p>Also I am wondering if CP has expressed plans to abandon the corridor since it only served the Ford plant. Moreover, I'd like clarification on the status of the Riverview project itself. Reading Ramsey County's study of the Ford spur, which was published in April 2018, I saw that work on the Draft Environmental Impact Statement for the Riverview Corridor was supposed to begin that year and conclude by this year. Obviously there was some delay as that process is not expected to be finished until 2023. I am wondering what happened to cause this delay? And to my understanding construction will not begin until 2028 at the earliest. I know that Ramsey County is in charge of the project at this point, but I am assuming you're pretty up-to-date given your role within MnDOT. If there is someone who could add more, let me know. Also thank you so much for your time! Even with how slow these projects are moving, it still seems difficult to keep up because there's so many of them.</p>	
12/1/2021	It will ruin a historic neighborhood. The area had 3000 signatures opposing the idea. I would keep the neighborhood up to date on how these planning committees ignore what they want. A huge waste of tax dollars as was/is the University line between the cities. No one is ever on the train! We have "transit" your plan will destroy business and neighborhood.	Email
12/2/2021	The Riverview Corridor, aka West End/West Seventh Fort Road, has seven historic buildings and two historic districts on the National Register of Historic Sites. The cultural character of the neighborhoods is already threatened with high-density multi-story developments that will be compounded by rails down its streets.	Social media
1/3/2022	The Canadian Pacific rail spur in Saint Paul could be a transportation asset to the Highland Village development and should be publicly owned to preserve it for public use. Is the	Phone

Date	Question/Comment/Feedback	Medium
	RCRRA looking to acquire it? Concerned that it could be sold off in pieces.	
2/13/2022	<p>Is the council that decides the route for this transit project considering the long term effects of the project? A streetcar without designated ROW that can't be scaled up in the future will be a waste of money and resources; Ridership will be low and won't have a potential for growth while the line will need an expensive replacement in the future when demand inevitably increases with St Paul's growing population as well as the growing transit system.</p> <p>I do not support this project at all if there is any segment that doesn't have a designated right of way. I frequently use both the Greenline and Blueline in order to get to work, school, and the airport. If a streetcar without designated right of way is interlined with these two relatively reliable and frequent transit links, it will cause numerous delays on both of the lines and decrease reliability/frequency/ridership.</p> <p>Unless LRT with designated ROW is selected for this transit link, it will fail both St Paul and the greater east metro. The region will be stuck with an investment that has little benefit and many future generations will have to forgo reliable frequent transit.</p> <p>An overwhelming majority of people I have spoken to in the community and the interactive forum on inputID agree with these statements and almost no one is in support of a streetcar that doesn't even have its own right of way. It would be infrequent, unreliable, and costly; The streetcar would disrupt traffic on W 7th and other roads and exacerbate St Paul's traffic issues—especially when an event at the Xcel Energy Center occurs.</p> <p>What steps is your group taking to address these concerns? The proposed plan with shared ROW is ineffective and unwanted by the people of the Twin Cities.</p>	Email
2/15/2022	If engineers can figure out whether it runs down the center of the street or along the sidewalks, if they can figure out the tunnel at Bdote combining stop and go auto traffic for streetcars (eliminating any pedestrian access, biking, shoulders, and entrance/exit ramps at the bottleneck).	Social media

## What we heard: Public engagement summary report

Date	Question/Comment/Feedback	Medium
2/18/2022	In 2019 I took a course at the University of Minnesota that was heavily involved with the Riverview Corridor project. I created a design to move MN-5 directly onto Shepard Rd by moving all lanes of the highway directly to Shepard Rd rather than going straight into 7th St.	Email
2/20/2022	I assume we're still far from deciding how the stations will be designed for the Riverview Corridor, but I'm assuming the platform heights will be the same as our existing light rail stations. With this in mind would it be possible to integrate bus stops and stations into one along part of the Riverview Corridor? For example a station on St. Clair Avenue would be used by Riverview and the Route 74 bus, and a station along 5th/6th Street in downtown St. Paul would be used by Riverview and the numerous bus routes that operate on those streets. If that's feasible it could reduce the amount of space needed for stations and allow easier transfers between Riverview and bus routes. In several European cities I've visited it was typical for trams and buses to share the same platform, such as the one in Gothenburg, Sweden I attached a photo of.	Email
3/8/2022	Badly constructed survey: why not name the marked locations? The marked sites were officially nominated as historic sites yet you want "us" to explain why? Popularity contest? What about cultural/historic sites that haven't risen to official designation--many from the 1800s? Generally the site was clumsy to navigate.	Social media
3/10/2022	if you zoom in on the map, the names of the marked historic sites appear. The purpose of this survey is to identify additional places that could be considered historic.	Social media
3/11/2022	I am an urban planning student at the University of Minnesota. We talked on the phone a while back about the Riverview project. I am not certain if we went over this or not, but I am wondering about the extent to which the difference between streetcar and LRT was analyzed?	Email
3/11/2022	Is this potential transit for the Highland Bridge area, like a streetcar for residents? That would be awesome!	Social media

## What we heard: Public engagement summary report

Date	Question/Comment/Feedback	Medium
3/16/2022	<p>We are huge fans of public transit - we take the BRT/LRT to the airport every trip, and smile with pride all the way.</p> <p>But the idea under study of putting cross-arms on Highway 5 to stop traffic every time one of the new street-cars needs to cross the river is ridiculous.</p> <p>The Met Council needs to find a way to get the streetcar across the river without such a severe impairment to traffic and likely cause of increased accidents with high speed traffic having to come to a complete stop every fifteen minutes.</p> <p>We fully support plans to incorporate an improvement in bike/pedestrian crossing. I took my bike across that bridge once, including hauling it up the steep stairs at the west end, and vowed never to do it again.</p>	Email
3/17/2022	Second deck above the roadway for trains and trail traffic, at grade with the fort and River Road.	Social media
3/20/2022	Like Washington Ave bridge on UofM campus! Hadn't considered this but I sorta love the idea.	Social media
3/22/2022	<p>East bound traffic speeds far exceeds posted (30 mph) Graham Ave. to Davern, often approaching 50 mph in spite of signage.</p> <p>Slowing traffic would decrease noise suffered by multi-family housing South of the road and preserve the road surface. This is the gateway to St.Paul.</p> <p>Truck traffic should be diverted to Shepard Road by making all of 7th St. a non-truck route!</p>	Email
3/25/2022	It's a shame that "studies" (and Ramsey County) still disregard the potential of the CPRail Spur as an urban arterial parkway and are obsessed with running rails down West Seventh Street that will reduce on street parking, slow traffic and be prohibitively expensive while also closing local streets and tearing down centuries-old business/buildings.	Social media
3/28/2022	There seems to be an issue registering for this open house. I click the link to register and it brings me to a page that is just continually loading.	Social media



## What we heard: Public engagement summary report

Date	Question/Comment/Feedback	Medium
4/13/2022	<p>I see that the streetcar stations along the corridor are planned to be smaller than the Blue and Green Line stations.</p> <p>Will the stations still be designed to accommodate 2 or 3-car trains, or only single-car trains? The stations should be designed for at least 2-car trains to have the necessary capacity.</p>	Email
4/16/2022	<p>I've been solidly in favor of this project since day one. I have always preferred LRT and streetcars over rapid transit buses.</p> <p>Please keep me informed about your progress.</p> <p>Thank you very much.</p>	Email
5/25/2022	<p>I'm still interested in what the difference is between a "modern streetcar" and an LRT. Instead of a separate set of vehicles, couldn't we use single-car sets of the same machines used on the Blue &amp; Green lines?</p>	Social media
6/2/2022	<p>The latest surveys have made the rounds on social media in the West 7th Neighborhood and I feel like I am seeing a LOT of misinformation.</p> <p>Point 1: The streetcar will eliminate all parking along West 7th.</p> <p>Point 2: Over 80% of the streetcar will run in a dedicated lane making it effectively Light Rail which is not the Locally Preferred Alternative.</p> <p>Point 3: 3000 people signed a petition indicating that the streetcar needs to be stopped.</p> <p>Point 4: Firetrucks will not be able to serve the area by driving down West 7th due to being blocked by the streetcar and due to the street being narrowed too much.</p> <p>Do you have any data that I could point to that could help provide some clarity here? It is especially frustrating to me that some members of the CAC are involved in these points of misinformation.</p>	Email
6/16/2022	<p>Good afternoon Kevin,</p> <p>I'm inquiring if the committee meetings are open to the public to attend? I saw that you have one in July and I would to attend the</p>	Email

## What we heard: Public engagement summary report

Date	Question/Comment/Feedback	Medium
	<p>meeting? If you could respond to this email regarding my inquiry that would be great.</p> <p>Thank you</p>	
6/24/2022	<p>This morning, I was having coffee at Cafe Astoria on the vacated block of Leech Street. Seems like conversation was regularly drowned out by trucks on Seventh Street—which led me to reflect that “trucks” were never a consideration on how bikes, pedestrians, cars, busses, and street cars would interact should the latter go forward? While there are service trucks there are also much bigger construction vehicles that use Seventh. Are there traffic studies on this type of traffic?</p>	Email
6/28/2022	<p>I am reaching out concerning the Riverview Corridor project. I am in support of the project's goal of constructing a transit corridor through the area to connect downtown St Paul and MSP. Looking the project history through I am concerned that the decision to push for streetcar rather than a dedicated light rail will not best serve the t transit needs of the region. Looking the area of the city over I wanted to share some ideas for potential rail corridors with considerations. Would the Council be interested in these ideas and if so, who should I submit them to?</p>	Email
7/7/2022	<p>Have you thought about extending the the line to the South Bloomington Transit Center via Old Shakopee Road? It would provide a good link between the Orange Line and St Paul.</p>	Email
7/9/2022	<p>Have you thought about extending the the line to the South Bloomington Transit Center via Old Shakopee Road? It would provide a good link between the Orange Line and St Paul.</p>	Email
9/14/2022	<p>Hello Kevin,</p> <p>Thank you for your response to my original message. Was originally going to put the idea into a report with detailed explanations but realized that it would mostly duplicate information in the link you sent.</p> <p>Looking over Google Earth (probably too much for my own good) I think that a variant of an LRT of Alternative 10 is the best approach. Considering the different terrain and refining I've made an interactive map of the route segments and stations, which can</p>	Email

Date	Question/Comment/Feedback	Medium
	<p>be accessed <a href="#">here</a>.</p> <p>That being said there is an alternative that I feel is missing from the proposal. That of using the existing light rail corridors plus a minimal addition of trackage.</p> <p>The ultimate goal from what I understand is to directly link downtown St Paul with MSP Airport and MOA. I think this could be more feasibly achieved by adding a siding to the current LRT junction at Cedar-Riverside and making a new LRT line that goes from downtown St Paul to MOA on existing trackage. Call it the "Teal Line." This would allow for trains to turn from St Paul to MSP and vice versa without having to reverse at US Bank Stadium.</p> <p>The only trackage would have to be added at the current junction at Cedar-Riverside plus signage along relevant stations. A glance shows that such a siding could be added without destroying any park area. Plus I would guess that opening a line in this fashion would be far less expensive than the Riverview Corridor Proposals. It's an idea I think is being overlooked with this whole proposal. That being said I again thank you for your response to me. Making digital imaginative maps is fun but I realize only a small portion of the work to make these visions become reality; most of this is consideration, compromise, and choice of politics. Understandably so as projects like this affect many people with the public good not today but for generations to come.</p> <p>With that I wish the project the best and urge they make the best choices possible, choices to best serve the needs of now and the future. feel free to reach with any questions or comments.</p> <p>Thank you,</p>	Medium
10/1/2022	<p>I question the advantage of a streetcar over a rapid transit bus line/A-Line. It is very user friendly and much more flexible than sa streetcar Also we don't need another type of transit which would require learning another system for paying, boarding etc. Why try to fix something that isn't broken - go with a bus! Also I would think it is less expensive to begin bus service than building a street car line.</p>	Email
11/9/2022	<p>When is the next public meeting to attend for comments on the Riverview Corridor? I'd like to bring up some points on why utilizing the CP rail spur is super important from a civil engineering perspective.</p>	Email

Date	Question/Comment/Feedback	Medium
11/15/2022	<p>Hi there, I'm wondering if when the Riverview Corridor happens, what will happen to 54M service? It's an important bus route for East Side &amp; Maplewood residents, and if the Riverview Corridor is to be replacing the 54, would that require a transfer? It's one of the busiest routes in our network currently, and I think it would be a disservice to suspend that route. I also believe that even if the 54M is to still run on the corridor, is there a guarantee that it won't be suspended in the future?</p> <p>There's no realistic reason that the Riverview Corridor should be separated or not include the East Side in its plan study, considering the density and potential development of the East Side. I'd love to hear a comment back on this matter, thank you.</p> <p>Subsequent Comment:</p> <p>I appreciate your response. If I may press on this issue though, shouldn't the impacts on Route 54, especially the 54M in particular, have been one of the first things studied since it is following 54 routing? As much as I like the idea of the Riverview Corridor, would it not make more sense to use the funds for aBRT and an extension to Maplewood Mall, with future plans to upgrade to a tram at some point based on ridership?</p>	Email
12/8/2022	<p>I am a transit rider and am very excited for the riverview line to be built-if it is a streetcar or LRT line. Please don't do what Minneapolis has done and build a so-called bus "rapid" transit line instead. These bus lines are inefficient, difficult to use, and less popular with first time riders. I know many people who would take a train if it was built but would never dream of taking a bus. Even though rail is more expensive, the quality of service is much better and more people will ride it. However, it makes me happy and hopeful that despite my own city of Minneapolis's transit shortcomings, Saint Paul is still committed to offering high quality service. Some suggestions I would give the planners would be to use the standard Siemens S70/S700 on the line rather than a new vehicle, as it would allow more integration between lines and make maintenance cheaper, as Metro would not have to create new parts inventories. Another suggestion would be to have the line run in its own lane, similar to what was done on University avenue for the green line, as much as possible, as even though it may eliminate some parking, the benefits of the new line will greatly outweigh the parking loss. Good luck with the planning and construction of the line!</p>	Email

## What we heard: Public engagement summary report

Date	Question/Comment/Feedback	Medium
12/8/2022	You must clean up the existing Green Line, before going ahead with more transportation streetcar or rail-lines projects. I ride the bus and light-rail, not as much as I would like because of the Snelling/University Station which is pretty messy, filthy at times. I am afraid to ride the Green Line. Just because it goes through a “lower class” neighborhood is not a reason it can’t be clean and safe.	Email
12/13/2022	Hi Kevin,  I am a member of the Board of the West 7th/Fort Road Federation and currently chair the Transportation and Land Use Committee. The committee hasn't heard much lately from the Community Advisory Committee and I am writing to request to be added to the list of people notified about upcoming meetings. If they are open to the public, I would like to listen in, so I can provide updates to the committee and board.  Thank you,	Email
12/13/2022	I would like to know if you plan on having any future update meetings.	Email
7/15/2022	Easier to put some of the fund in their back pockets.	Facebook
7/18/2022	Why aren't you utilizing the abandoned rail tracks that went from the old ford plant down 7th street. Not utilizing this existing setup seems to be a waste of taxpayer dollars and I'm an avid passenger rail supporter	Facebook
7/25/2022	A riverview line mixed with traffic is a riverview line doomed to fail.	Twitter
7/27/2022	Translation: It's the same thing as a light rail train. The tracks are the same size as those of every freight and passenger railroad in the country.	Twitter
7/29/2022	If population growth and travel demand are known to be increasing why are we putting this line in general traffic lanes where it's performance and reliability will suffer as the demand increases? Instead of in dedicated lanes.	Twitter

## What we heard: Public engagement summary report

Date	Question/Comment/Feedback	Medium
9/21/2022	"Streetcars" ensure the trains will get stuck in traffic from day one! We need better for Riverview!	Twitter
10/24/2022	Prescribed	Facebook
10/26/2022	It is really sad what Met Council, Ramsey County and mainly the City of St. Paul are doing to the transportation network of this city.	Facebook
11/4/2022	Please, once and for all, explain the difference between "modern streetcar" and LRT. They use the same cars, and Riverview trains will travel on Blue line tracks. We've been asking for years, but still no answer.	Twitter
11/14/2022	They come right out and say that they will only consider the opinions of those who live and/or work in this area of the corridor and they give no consideration in the survey for flow of auto traffic through the corridor. Auto traffic is the largest use and must be maintained!	Twitter
11/14/2022	RESPONSE TO NOV. 14 POST ABOVE: lame. Take 35E instead	Twitter
11/16/2022	Given how heavily subsidized public transportation is in the metro area, some people might argue that any savings at the gas pump would be offset by higher taxes.	Facebook
11/16/2022	I can't find anything on this and also reached out for comment yesterday via email – why isn't there anything about the impacts or even studies on the East Side anywhere on the project page?? This seems really crummy if it's ONLY going to be downtown SP to MoA	Twitter
11/18/2022	RESPONSE TO NOV. 4 POST ABOVE (Same Individual): And still no answer.	Twitter
11/28/2022	Why are we going with "streetcars" that require stations rather than modern streetcars that either have sidewalk-level entry or ramps? This seems like a small light rail train rather than a streetcar.	Twitter

## What we heard: Public engagement summary report

Date	Question/Comment/Feedback	Medium
12/1/2022	Leave it alone, you mess up everything you put your hands on! Just look at met council, dhs, doe and the state Healthcare program!	Twitter
12/6/2022	Zero stations works for me	Facebook
12/6/2022	Waste of money	Facebook
12/7/2022	That sounds like a dumb idea! Can we please stop with these idiotic ideas? Get more electric buses if there is this much demand.	Facebook
12/7/2022	<u>Riverview Corridor</u> Why won't you listen to the public? Saint Paulites do not want this! You can buy 15 Gillig buses and run BRT in a dedicated lane for about \$1.99B less than this will cost.	Facebook
12/7/2022	Parking? Imported criminals? Hasn't the current light rail been ranked as the most violent in the country?	Facebook
12/7/2022	Stop this foolishness. We don't want or need it.	Facebook
12/7/2022	Stop wasting money on trains. Make a dedicated bus/bike lane if you feel compelled to build something. It could be used by emergency vehicles when necessary, it could alleviate traffic when necessary. We could increase or decrease the number of busses in it as demand calls for it. Let's be logical.	Facebook
12/7/2022	RESPONSE TO POST ABOVE: <u>Doc McElroy</u> I would give you 100 thumbs up if I could.	Facebook
12/29/2022	Good to see the corrupt, money mongering, unelected Met Council propaganda machine is in place.	Facebook
12/15/2022	Kevin, Our HOA manager contacted the homeowners at the Union Depot with your flyers this week. I wanted to offer a suggestion for the project. Connecting to the airport and MOA will certainly be nice and drive up our property value in the long term, but	Email



Date	Question/Comment/Feedback	Medium
	<p>connecting to the airport and MOA isn't going to be a huge priority in the near term. I want to offer a near-term suggestion.</p> <p>I wonder if you've considered rolling out the streetcar service in pieces. For example, might it be possible to get the first few miles done in 5 years rather than 10? The main appeal for us at the Union Depot (and other folks living in nice lofts in Lowertown and Downtown) will be connecting the Union Depot to the active areas of W 7th St. So, based on the map you sent out in the flyer, that would be from the Union Depot to W 7th and Randolph. Could the county get this done sooner than the proposed 10-year plan for the full project? I think there would be a whole lot of buy-in for this and would also generate revenue for the county while finishing the project. These are the neighborhoods that folks living in Downtown/Lowertown and the areas I mentioned want connected. Currently, these neighborhoods are isolated from one another, but connecting them with a streetcar service in the near term would drive up economic activity in both neighborhoods. I would go down to W 7th all the time to places like Bad Weather Brewing, Waldmann Brewery, White Squirrel, A-Side Public House, and so on. I bet those living around that area on W 7th would also love to come up this way to go to Saint Dinette, The Buttered Tin, Barrel Theory, Creators Cup, etc. Hopefully that new streetcar service would also bring more folks to Downtown and Lowertown and bring more restaurants and bars, which tend to be fleeing Downtown and Lowertown in recent years. Currently, it's a \$10 Lyft each way, even though they are fairly close.</p> <p>Let me know if you'd like to jump on a call sometime. Cheers,</p>	
Jan. 27, 2023	On behalf of the Saint Paul Farmers' Market, we would like an update on this project, as it may impact our Market. Our Annual Meeting is in mid February, and we would like to have an update prior to this. We would also like to have an in person update at our monthly Board of Directors meeting.	Email
Feb. 1, 2023	please do NOT continue with this project you will kill W. 7th	Email
Feb. 1, 2023	<p>Hi there,</p> <p>I am a home owner in the west 7th neighborhood and I am deeply concerned with the idea to build a light rail along west 7th. Please</p>	Email

## What we heard: Public engagement summary report

Date	Question/Comment/Feedback	Medium
	<p>send me information on who to contact about community input and where the people who actually live in the area and support the small businesses have a say in this decision.</p> <p>Thank you</p>	
March 8, 2023	<p>I'm not happy with the meetings. I was interested in specific information about the accessibility of the actual streetcar and stops.</p> <p>The constant references to creating parking lots at the expense of local retail spaces is very discouraging. As an advocate of safe and accessible transit, I'm opposed to any more funding to create car parking lots.</p> <p>Those are just a couple of reasons I wish to be removed from the committee. I also think it's a gross error to ignore the Highland Bridge Crossing in routing the streetcar, but mainly I don't see any point in duplicating the bus #54 route.</p>	Email
March 9, 2023	<p>Hi Scott,</p> <p>It's been a while since I've heard anything about this project. Would you be willing to give me a quick status update? I know my members continue to be interested.</p> <p>Thanks much,</p>	Email
March 15, 2023	<p>I'm excited by the prospect of this project. It seems like the current plan is to go with street-cars on shared-use lanes.</p> <p>Ideally, I think a grade-separated LRT would be best, but if a street-car is preferred I would like to voice my concerns with a shared-use lane. A shared-use lane will make it much more likely that there will be collisions with vehicles, or that vehicles will improperly park on the lane. I would strongly recommend that they be on a dedicated lane that is protected with metal or concrete bollards, or some type of fencing. This would serve the dual-purpose of keeping vehicles out of the lane, while also helping to slow traffic.</p>	Email
March 23, 2023	<p>I was wondering if I could possibly get a copy of the memorandum regarding the FTA project rating analysis from</p>	Email

## What we heard: Public engagement summary report

Date	Question/Comment/Feedback	Medium
	2018. Saw it mentioned in the pre project development study but wasn't included in the document library anywhere. Thanks	
March 24, 2023	Has this been finalized? BRT is a much better option, way less expensive and just as easy to use.	Email
May 22, 2023	<p>I am curious about the selection of the name "Riverview" for a West Seventh Street transit corridor.</p> <p>Riverview is the longstanding designation of the West Side: Riverview Library, Riverview Cemetery, Riverview telephone exchange, etc.</p> <p>Thanks.</p>	Email
June 9, 2023	<p>Although I live in Hennepin County, I'm dependent on transit and work in downtown saint paul. I just found out about the riverview streetcar project and I wanted to express my support - it would make getting around the city SO MUCH EASIER! I take the light rail to work every day and I really prefer it over buses - it's easier to see where lines go which takes the guesswork out of catching transit. I'd be way more likely to spend time in the highland park and west 7th area if it was easier for me to get there. I hope this project goes through!!</p>	Email
June 12, 2023	<p>Good afternoon Kevin,</p> <p>I have some concerns regarding the Riverview Corridor Modern Street Car plan.</p> <p>I purchased my house 1.5 years ago, and I am right around the corner from West 7th between St. Clair and Randolph.</p> <p>Here, briefly, are my concerns:</p> <ol style="list-style-type: none"> <li>1. I do not have a garage or driveway, and I am already running into problems with parking near my house because of people parking and going to the restaurants in my immediate neighborhood. Does Ramsey County plan to build parking areas for riders who need to drive to the Street Car station? Will the city be offering secured parking for residents? Will I be compensated for having to secure alternative parking?</li> </ol>	Email

## What we heard: Public engagement summary report

Date	Question/Comment/Feedback	Medium
	<p>2. As shockingly unsafe as the light rail is at this time (I take it twice a week into Minneapolis), how do we know that our neighborhood will remain safe once the street car corridor is built? Is this also going to be on the “honor system” where riders are able to (and take advantage of) riding for free?</p> <p>3. The city just cleared out all the trees on the boulevard down my block. How do I know if they are planning to remove homes and businesses in my area?</p> <p>Overall, I think the street car could be good for our neighborhood, but there are a lot of things to think about that will be affecting the homeowners along the path. I purchased a home in a quiet, tree lined neighborhood that feels like it is about to be usurped. I would like some assurance that those of us who live in the pathway of this project are taken into consideration.</p> <p>Thank you,</p>	
June 29, 2023	<p>Hello! I love this project. I wrote this article about extending the route up into the East Side. I'd love for you to consider what I wrote!</p> <p><a href="https://www.minnpost.com/community-voices/2023/03/ramsey-county-should-add-four-east-st-paul-streetcar-stops-to-proposed-plan/">https://www.minnpost.com/community-voices/2023/03/ramsey-county-should-add-four-east-st-paul-streetcar-stops-to-proposed-plan/</a></p>	Email
Jan. 10, 2023	I need a nice streetcar system in the Twin Cities!	Twitter
Jan. 11, 2023	There are no negatives. The modern streetcar is an excellent application for this alignment. One very important benefit of rail is much better operation in our winter climate than cars or busses; like the ice on roads this morning and our recent snowstorm	Facebook
Jan. 12, 2023	<p>RESPONSE: I was thinking about the Riverview Corridor yesterday when I read that all Metro Transit busses were canceled but rail had no delays or hesitation. That is a strong argument for a rail option along this corridor given the number of folks who rely on the 54 to get to and from work.</p>	

Date	Question/Comment/Feedback	Medium
Jan. 11, 2023	<p>RESPONSE: Light rail stranded me at 46th St station a few winters ago when the power lines iced up. Couldn't get to work, so I rode the bus back home that morning.</p>	
Jan. 12, 2023	<p>RESPONSE: To begin with over 50% of the riders were new to public transit on the Green Line when it first opened. That takes cars off the road. Why would you want to squeeze people in to a bus if that bus would run at a higher cost to run than the streetcar? Who is going to pay for the infra to accommodate your Cadillac? Just how much of the on street parking space you claim is needed for businesses , is actually used? Less than 30%, or less than 10%? Reduce the sidewalks to 2.5 to 3 feet? I do not think so - I think that is a lie. It is our taxes that pay for the on street parking, if there are no parking meters. All of the private cars in this country *do not* pay adequate user fee to pay for the road. Historically that has been the fuel tax and license registration fees; not enough. And yes, there is quite a bit of speeding in this city. Anyone that is using public transit is not in a car on the road. The streetcars last 25 to 30 years each, minimum. The rolling stock (steel wheels and rail) lasts 50 years, and the rail road ties last 75 years. After the Hiawatha line first opened in 2004, I compiled figures in 2006 that showed that the LRT was moving people at a lower cost per passenger than any of the Met Transit busses, including the very busy #5 and #21 busses. So, yes, we can remove the on street parking spaces if it is not used, and widen the sidewalk and include protected bike lanes. And we can narrow the street, providing more space for people. You should know that many households do not own or depend on the car. 21% of the households along the I-94 expense-way do not have a car, and so do not have access to the motorway-only 94 car path system. In this region we spend circa 42 billion in 2020 dollars for surface transportation. That is a lot of money. How much of all of that do you think is paid for by any user fee? When the Portland streetcar was opened in 2001, the advent of the streetcar prevented the need to build a planned parking ramp. Any one who uses a car to go anywhere, when they get to their destination, they have to put it someplace. That place is called parking. And who pays for all of the potholes created by motor vehicles? Pot holes are not an issue with rail transit.</p>	

Date	Question/Comment/Feedback	Medium
Jan. 13, 2023	SUB-RESPONSE: I think we can just agree to disagree. I'm happy to hear you can sleep at night knowing you put family's out of home and destroyed businesses, millions in debt and more crime to the neighborhood so you can have another way to commute.	
Jan. 13, 2023	SUB-RESPONSE: All of us want safety whatever mode we are using or in. We all want less crime. Car jackings are not safe for people using cars. Yesterday there was a hit and run near Lake Nokomis. What would be the outcome if everyone that was in a bus or streetcar were put in to Cadillac? That would not work because it would take up much more space in the street ROW for each person. And when everyone arrived at their destination, they would need to put their Cadillac someplace. That takes up more space. A bus system is not a cost effective alternative for the Riverview Corridor because it would cost more to run than a bus system in this specific alignment. I was on the Green Line yesterday and there was no crime and everyone was civil and attending to their needs. There is a significant amount of new development and businesses along the Green Line, including a large new grocery store on University. And many new places where people can live around that grocery. This is not a "we can agree to disagree" issue. You need to pay close attention to the facts. The scenes you propose with your Cadillac, are far more costly to all of us, including parking, pot holes, street and road maintenance. So if you live in Cottage Grove, a small area that is not very far distant from where I live, is this a mostly car dependent region? I viewed a few roads on Google Maps, and some of the roads are terrible, more like "stroad" roads. Am I wrong?	
Jan. 12, 2023	RESPONSE: So it will move more potential people if people actually ride it, much less pay for the ride. (Unlike the light rail on university ave) I will be honest I am not ok with paying for this system so you can be more comfortable, when you can simply ride the bus. If you would like comfort buy yourself a Cadillac that you pay for with your own money. Not ours. You claim I am making assumptions however, you have given no statistics or facts. Just your opinion. You mention speeding and crashing into buildings from vehicles. So you are assuming that these will decrease with the new ride system, also assuming that less people will drive and ride the system instead? Am I correct? A	

Date	Question/Comment/Feedback	Medium
	majority if not all of the small businesses along the strip they want to put this transportation on are against it. It will destroy businesses. Parking will be eliminated. Majority of the businesses do not have a parking lot and depend on st parking. Not just my opinion. Facts. Take a minute to look up how many small businesses did NOT make it through the light rail on university ave. (Also while you are at it take a look at statistics of the crime on the light rail) They are proposing reducing our sidewalks to about 2.5-3 ft to squeeze this in. Sounds really safe for pedestrians. You say make life better for all of us. Please elaborate. What about the majority of us who will not ride it? Save us money? How so? Who is paying for it? Sounds expensive to me. At the end of the day if this has to happen, do us all a favor and put it on Shepard road where there is enough space and no businesses to destroy. <u>Paul</u>	
Jan. 13, 2023	SUB-RESPONSE: maybe we should have told him about the 14,000 TONS of coal burned each day to produce power to St Paul and surrounding communities. And that adding an additional electric trolley system would burden the current electrical grid. More TONS of coal would most likely be burned to compensate. Oh, oh, oh! And what about the diesel electric trains that have to bring said coal to the plant so they can pump more toxins in the air. People need to think about the big picture Mark. Should we tell him?	
Jan. 11, 2023	RESPONSE: no negatives?! Go home, your drunk	
Jan. 11, 2023	SUB-RESPONSE: Am already home- not drunk	
Jan. 11, 2023	SUB-RESPONSE: so you say silly things like that sober. Sad. I don't know how you could be so ignorant you don't see the negatives. How about all the small businesses it will destroy, all the tax dollars that will pay for it and will not make profit for at least 40 years (if your lucky). The amount of crime that will come from this, the accidents it will cause (auto, and pedestrian) and so much more. I guess you don't care about them. But hey, you can get to work using it. So good for you... I guess.	



Date	Question/Comment/Feedback	Medium
Jan. 12, 2023	<p>RESPONSE: What am I answering but a long list of false assumptions, characterizations, and personal attacks? This alignment provides a high potential to move more people per dollar than any kind of bus system, move more people comfortably including standing, more safety for people, and less space within the right of way for the number of people being transported. We have a great deal of crime with our current car dependent system, speeding, crashes in to buildings, people getting killed by being hit, parking problems, etc. This transport option offers a real option for people to get around, not just commutes to work. I said operation in our winter climate, and that is very true. 100% immune? No, but far better, and ice can develop on the wires, as it did in 2013, but the technology has improved since that time, and there absolutely was no problem with ice yesterday morning. Why would you say that your "life and building" would be destroyed, Peter? There is no evidence of any plan to remove property. A whole lot of property was removed with the build out of the I-94 expense-way, and many lives were impacted. It is still hurting all of us today. The overall outcome of implementing these projects is to make life better for all of us, and save us money. Why are you not able to see that? Take a look at a few of the Not Just Bikes videos by Jason Slaughter: <a href="https://www.youtube.com/@NotJustBikes">https://www.youtube.com/@NotJustBikes</a></p>	
Jan. 13, 2023	What a waste of money. Bus Rapid Transit is the standard in the metro. BRT is less invasive and more flexible. If built, 7th Street is the only place in the metro where one of these will exist.	Facebook
Jan. 11, 2023	It appears that the one-sided media blitz ignores the directive of the City of Saint Paul to "authorize(d) staff to proceed to more detailed analysis of bus versus streetcars in that corridor."	Facebook
Jan. 11, 2023	Benefits, Benefits, benefits. What are the negatives? No one ever talks about the negatives.	Facebook
Jan. 19, 2023	RESPONSE: It is not that we don't talk about them, it is that any concerns are ignored, or dismissed as remedied by a group of planners and engineers who have yet to come up with resolutions to what negatives we raise.	

## What we heard: Public engagement summary report

Date	Question/Comment/Feedback	Medium
Jan. 12, 2023	When will there be public meetings about this idea?	Facebook
Jan. 15, 2023	RESPONSE: Yes, this is an excellent project to look forward to. No form of a bus, BRT or any other bus would suffice or work as well as the streetcar in this alignment. The streetcar will be far more cost effective than a bus option in this corridor. There are places that we can put rail transit, LRT or streetcar, that will move more people per dollar better than any kind of bus, and that would not be the outcome in all transit routes. And we are all not going to get anywhere with a bus only system. It is very unfortunate that we did not recognize this much better in the 60s and seventies, in this region. We would be in much better shape if we had started working on these projects a long time ago.	
Jan. 15, 2023	SUB-RESPONSE: not true. Just your opinion.	
Jan. 15, 2023	SUB-RESPONSE: No sir, it is not just my opinion. You know this because I provided you factual data just recently.	
Jan. 15, 2023	SUB-RESPONSE: incorrect again. You gave me more of your worthless wrong opinion.	
Jan. 15, 2023	SUB-RESPONSE: You sir are incorrect, and you express false assumptions, characterizations, and silly narratives without even any real factual based evidence. It is a *fact* that in certain transit alignments we will move many more people per dollar. Period! The Riverview corridor is one of these routes with adequate distance, strong destination points and density all along the route. And there is ample space and opportunity for more development, even in the older areas. That is a *fact*.	
Jan. 15, 2023	SUB-RESPONSE: you are correct, it will move more people. Big whoop, the busses are empty most of the time anyway. It will also cost way too much money to build and take way too long of time before profits are made. They have already spent 4 million on just the studies for this... I also stated that it will create more crime. <a href="https://www.americanexperiment.org/federal-data-shows.../">https://www.americanexperiment.org/federal-data-shows.../</a>	

## What we heard: Public engagement summary report

Date	Question/Comment/Feedback	Medium
	<p>I also stated it will destroy businesses along the way. <a href="https://finance-commerce.com/.../disagreements-over-why.../">https://finance-commerce.com/.../disagreements-over-why.../</a></p> <p>Open your eyes. Stop being a selfish guy who only thinks of himself. Need public transportation take the bus. I mean even when this “wonderful” new transportation gets built they will still have busses anyway....</p>	
Jan. 16, 2023	SUB-RESPONSE: And you do not know what you are talking about	
Jan. 16, 2023	SUB-RESPONSE: If you even bother to see this, you might learn something: <a href="https://www.youtube.com/watch?v=MnyeRIMsTgI">https://www.youtube.com/watch?v=MnyeRIMsTgI</a>	
Jan. 16, 2023	SUB-RESPONSE: no need to continue with this disagreement. You will not see my point even with statistics, I will not see your opinions. Just move on. Enjoy your day.	
Jan. 16, 2023	SUB-RESPONSE: No, I will not do as you say, but I will mention that overall, this is about a much greater balance of transportation options for all of us, and it is about development and how we make our places to live. I suspect you also do not know very much about climate change. So be it. I took a glance via Google at Cottage Grove and discovered a shopping center that is losing a lot of money. That is just the way things are, and we are all losing money in a lot of places with a long standing car dependent policy and design.	
Jan. 16, 2023	RESPONSE: Your sources give a clear picture of why you are so badly disinformd. The American Experiment source is opinion that misrepresents and ignores facts to compose false narratives and false conclusions. Too bad. Same old, same old, like the Taxpayers League in 2004. I called David Strom there at the time in regard to a point-blank false claim in one of his short write ups in the Star Tribune bashing public transit. same thing, only after our telephone conversation in which he hung up on me, only one more cut line piece was published in the Strib and then nothing after that. Falsehoods get no one anywhere fast. Your 2011 source is badly outdated and also misrepresents facts. The Green Line LRT was more difficult to build because it was necessary to	

## What we heard: Public engagement summary report

Date	Question/Comment/Feedback	Medium
	dig further below the surface to build the concrete pad, and hence reroute many more utilities and other things. The Streetcar is much easier because we do not need to build it as deep below the surface and hence will not run in to so many utilities. The build out of the Streetcar would be much faster and less disruptive due to that fact. The point of view that you are expressing is tax and spending ad nauseum for all of us. You present no viewpoint that will actually save us money. Kinda sad that you do not know how to appreciate what actually works for all of us.	
Jan. 12, 2023	RESPONSE: There have been many public meetings since 2014. There is an archive of them here: <a href="https://www.ramseycounty.us/.../riverview-corridor...">https://www.ramseycounty.us/.../riverview-corridor...</a> the document title "Public Engagement Summary" lists all of the many meetings that have been held. The Locally Preferred Alternative was selected back in 2017 after many public meetings and discussions. In the end the streetcar won out as the preferred option as selected by the Riverview Corridor advisory committee. You can read a news report on it here: <a href="https://www.minnpost.com/.../riverview-corridor-just.../">https://www.minnpost.com/.../riverview-corridor-just.../</a>	
Jan. 12, 2023	SUB-RESPONSE: thank you! I appreciate the info.	
Jan. 13, 2023	The preferred alternative of the local businesses - who will bear the brunt of disruptions caused by construction - is Bus Rapid Transit. BRT could be implemented very quickly, as we all have seen on Snelling Ave, providing much needed transportation to local riders. Yet, West 7th is ignored, waiting for Light Rail to transform our historic business district into a corridor between Downtown and the Airport. One can't help but wonder why.	Facebook
Jan. 13, 2023	media blitz ignores the directive of the City of Saint Paul to "authorize(d) staff to proceed to more detailed analysis of bus versus streetcars in that corridor."	Facebook
Jan. 19, 2023	Pure fantasy	Facebook

## What we heard: Public engagement summary report

Date	Question/Comment/Feedback	Medium
Jan. 24, 2023	It is also bus rapid transit (brt) that is faster, cheaper, and safer transit. So streetcar smart is not so smart.	Facebook
Jan. 26, 2023	electrified buses are the cheaper, quicker, safer and more environmental answer..	Facebook
Jan. 31, 2023	I would love rail transit on West 7th.	Facebook
Jan. 31, 2023	Over and over again W7th residents have said no to this. 3000+ signatures collected at one point. Politicians ignore repeatedly..... Its more than a horrible idea its a nightmare to live thru. University Ave put so many out of business and the crime on that line is daily. They don't care and they don't listen.	Facebook
Jan. 31, 2023	RESPONSE: Well I'm sure you speak for all of them. Unfortunately, the age of the NIMBYs is coming to an end, and the City is no longer going to be a place that privileges driving above everything else. Saint Paul has lost so much already because of cars and car-infrastructure, it's time to move in a different direction now. Public transit is the future. If you don't like it move to a suburb.	
Feb. 1, 2023	SUB-RESPONSE: Says the man that lives in Kentucky. Why are you worried what happens in a neighborhood you don't live in?	
Jan. 31, 2023	Good way to get rid of the small businesses on 7th! Terrible plan!	Facebook
Jan. 31, 2023	RESPONSE: source?	
Jan. 31, 2023	W 7th does not have enough space for this, don't do it	Facebook
Jan. 31, 2023	RESPONSE: I don't agree given the new apartment buildings at Montreal, but I'm not an engineer. It's just my opinion.	

## What we heard: Public engagement summary report

Date	Question/Comment/Feedback	Medium
Jan. 31, 2023	SUB-RESPONSE: there is not enough room to keep business alive. All parking on W 7th would be eliminated which would turn all side street parking into residential parking only. Terrible idea.	
Jan. 31, 2023	RESPONSE: it has plenty of space.	
Jan. 31, 2023	SUB-RESPONSE: not if you want to keep businesses alive.	
Jan. 31, 2023	SUB-RESPONSE: not sure what's funny	
Jan. 31, 2023	SUB-RESPONSE: It's funny because I'm pretty sure West Seventh originally had a street car line on it and businesses did fine. There is plenty of room. Maybe cars need to be put in their proper place, because streets don't only exist to service drivers.	
Feb. 1, 2023	SUB-RESPONSE: You cannot be serious in that comparison, talking about a time when there was barely any cars	
Feb. 2, 2023	SUB-RESPONSE: this Ricky clown states it's a great idea but then also states there USE to be a street car down here and it failed.....	
Jan. 31, 2023	Horrible. Put it on Shepard road, or don't do it at all. Even better..	Facebook
Jan. 31, 2023	RESPONSE: there is virtually nothing around to walk to on Shepard.	
Jan. 31, 2023	SUB-RESPONSE: what do you mean? Take the train to where you want to go on Shepard then walk to the approximate place you want to shop. Seems pretty simple	
Jan. 31, 2023	SUB-RESPONSE: and for those who roll? Just mapping it out to a few places I'd want to go from Shepard it could take 7 minutes to 25 minute walk. That's unsustainable for a majority of transit	

## What we heard: Public engagement summary report

Date	Question/Comment/Feedback	Medium
	users and makes the streetcar uncompetitive with alternative forms of transportation so that it wouldn't draw in new users.	
Jan. 31, 2023	SUB-RESPONSE: then you should just drive there. The price you pay for convenience.	
Jan. 31, 2023	SUB-RESPONSE: go ahead buddy, kelp calling me names. Real tough guy on social media. I do have a concept how it works. It's worthless. I also own a business on 7th street as do many of my friends. We don't need our businesses ruined so you can have another source of public transportation when there are busses that work perfectly fine. Let's not forget all the money us tax payers will be wasting. Plus all the crime that comes with it. Do some research and then we will talk.	
Jan. 31, 2023	SUB-RESPONSE: I have a Masters in Urban Planning. Don't talk to me about research when not a single thing you just said can be substantiated by evidence. In fact, the bulk of the evidence about the befits of public transit runs counter to what you just said. Like I said, thank God we have actual experts behind this project who understand the need for public transit and the long term benefits. Playing to fears about crime, claims about the adequacy of buses, the "waste" of tax payer money shows you really don't understand public transit.	
Jan. 31, 2023	SUB-RESPONSE: how's the light rail going on university ave? Super smart people like yourself with these feel better degrees did the research on that as well. What a joke.	
March 3, 2023	SUB-RESPONSE: I sent you a DM, I would appreciate it if you responded. Thank you.	
April 8, 2023	SUB-RESPONSE: <a href="https://www.cbsnews.com/.../wcco-cameras-capture-rampant.../">https://www.cbsnews.com/.../wcco-cameras-capture-rampant.../</a> Here ya go mr masters in urban planning. Great for the neighborhood.	
April 8, 2023	SUB-RESPONSE: so your ok with bringing in more crime, violence, and drugs to the neighborhood so you can have another source of public transportation when there already is a very	



## What we heard: Public engagement summary report

Date	Question/Comment/Feedback	Medium
	reliable public system called the bus. Do you even live in the area or are you just one of them people who think they know what's best for a community they do not reside in?	
April 8, 2023	SUB-RESPONSE: why is it you feel WE need to pay for another public transportation system so YOU can have the convenience of getting to the airport from downtown without having to do a bus transfer?	
April 8, 2023	SUB-RESPONSE: you know how I know your telling the truth you don't drive? You said they maintain and repair the roads. 🤔	
April 9, 2023	SUB-RESPONSE: lives in "St Paul area" , rides public transit "numerous times" 😊	
April 9, 2023	SUB-RESPONSE: Would you feel safe if this was the normal.? Because it is the normal now and I don't want it anywhere near me. Period.. I have a proposition, we should ride the green and blue lines some Saturday night together and just observe. What do ya say?	
Feb. 1, 2023	A modern streetcar is an extraordinary and wonderful application for West 7th street	Facebook
Feb. 27, 2023	still in denial about the costs, safety, even how quickly the streetcar doesn't run. Not to mention problems with destruction of small businesses, loss of on-street parking, where to put the snow, how weird it would be to follow streetcars down a single lane of traffic.	Facebook
March 6, 2023	I'm curious to learn how much the initial and ongoing costs will be to Saint Paul taxpayers to fund/subsidize the Riverview Corridor project. That way we can compare it with how much we spend on fuel on an annual basis to travel along that particular route.	Facebook
March 14, 2023	When is the next in-person meeting? The trolly supporters don't answer me back?	Facebook

## What we heard: Public engagement summary report

Date	Question/Comment/Feedback	Medium
April 5, 2023	RESPONSE: Policy Advisory Committee tentatively set for May 18. Watch for an announcement here. <a href="https://www.ramseycounty.us/.../riverview.../meetings-events">https://www.ramseycounty.us/.../riverview.../meetings-events</a>	
March 14, 2023	What about the disabled persons parking in front of my business? Will all the handicapped parking for disabled people be eliminated? Let's hear your plan trolly supporters.	Facebook
April 24, 2023	RESPONSE: What about all of the disabled people who do not have access to a car? Let's hear your plan, car path supporters. We need to move away from expecting so much extra space for storage of motor vehicles. Do you have good bicycle parking for your business? Is there protected infra for bicycle transit access to you biz? What about disable people who want to use a hand crank bicycle to get around?	
March 9, 2023	Funny how all the (expensive) hype avoids addressing the fatal flaws of streetcars on West Seventh, and avoids discussing the more efficient, faster and safer alternative of a truly regional network of rapid buses.	Facebook
March 14, 2023	RESPONSE: As a member of the Station Area Taskforce, you should honestly be apolitical about the mode, as the planners have told us both streetcar and bus rapid transit are still on the table.	
March 15, 2023	SUB-RESPONSE: I joined the task force with the agreement that I was opposed to rails on Seventh, representing its residents and businesses who are similarly opposed. I was also unanimously elected as co-chair with that understanding.	
March 15, 2023	SUB-RESPONSE: Because no one ran against you. The Task Force isn't about the mode though, and you have been told that multiple times.	
March 15, 2023	SUB-RESPONSE: Also, why go into something opposed right away before we've seen both plans, I've been a critic of both the rail and bus options, what I've heard so far in my opinion neither does enough to actually get people to use transit. I will make my	

## What we heard: Public engagement summary report

Date	Question/Comment/Feedback	Medium
	final decision on the project once we see engineering plans in a few months for both options.	
March 9, 2023	How do your comments relate to accessibility?	Facebook
March 9, 2023	RESPONSE: The current rapid buses are fully accessible	
March 16, 2023	Waste of money and time. Fix the road now and use BRT instead!	Facebook
April 24, 2023	RESPONSE: Bzzzzzzt, false. What? fix the roads? What are our roads for, cars? What about the potholes created by the weight of all of the cars? Potholes are not a problem with the streetcar.	
March 22, 2023	 <p>I'm going to leave this right here.</p>	Facebook
March 22, 2023	 <p>Or how about this?</p>	Facebook
March 24, 2023	Quick question, where in the street is the train going to run? Will it be in the middle, driving lane or parking lane? Thanks	Facebook

## What we heard: Public engagement summary report

Date	Question/Comment/Feedback	Medium
March 30, 2023	Will I have to step over the people or can I just go around them?	Facebook
March 31, 2023	It will be more accessible for me to acquire more used needles	Facebook
March 31, 2023	A good (rapid) bus system will make it even better, quicker, cheaper, safer, etc.	Facebook
April 18, 2023	<p>"What is the Riverview Corridor Modern Streetcar project?"</p> <p>Foolishness, in denial of safety, expense, practicality, efficiency.</p> <p>That is my answer. It appears that "marketing" and the county are in denial about the fatal flaws that have emerged.</p>	Facebook
April 24, 2023	RESPONSE: Bzzzzzzt, False	
April 20, 2023	Gosh, because it wasn;t, at least in the eyes of 3,000 signatures of residents in a petition in the West End.	Facebook
April 21, 2023	RESPONSE: That is the spin the county put on it. Back then the term used was indeed light rail, but then with opposition they segwayed to modern streetcar even though the rail cars had to be the same as light rail ones for connectivity. But disruption to West 7th remained the same.	
April 20, 2023	<p>RESPONSE: Please correct me if I'm wrong, but I believe the petition expressed opposition to LRT specifically and not modern streetcar, right?</p> <p><a href="https://www.twincities.com/.../st-paul-mn-light-rail.../amp/">https://www.twincities.com/.../st-paul-mn-light-rail.../amp/</a></p>	
April 23, 2023	SUB-RESPONSE: we don't want LRT, modern streetcars, Amtrak, BNSF, bullet trains or chunnel busters. In other words we don't want tracked vehicles going down 7th.. Every Saturday night lately I've been riding the green line. It's the most vile, disturbing and outright, the most unreliable mode of transportation in the cities I have ever, ever rode on.	

## What we heard: Public engagement summary report

Date	Question/Comment/Feedback	Medium
	The way I see it, after all the public meetings and Facebook skirmishes one thing is abundantly clear. This project is packed full of young people with little to no affiliation or loyalty to this city or county. let's be honest here, it's just resume padding so these dreamers can jump up to a bigger market.	
April 25, 2023	SUB-RESPONSE: no, the 3000 people that signed the petition were also asking for Bus Rapid Transit as the alternative.	
April 27, 2023	It really doesn't matter the comments we make or the meetings we attend. You'll do what want .. how you want. St. Paul at it's finest.. tax us out of the area then do projects people in the neighborhood don't even want or agree with. Let's put all these amazing small business finally making it work out of business because... well... St. Paul 🙄 voices don't matter!	Facebook
May 4, 2023	RESPONSE: agreed. The green line is so damaging to Saint Paul. But we haven't learned anything. So let's build another one.	
May 11, 2023	RESPONSE: yoir right all they care about is themselves but pay your taxes for this junk	
May 11, 2023	This is ridiculous all this does is bring more crime and it makes the traffic worse..you are destroying the city with thsi..people that have there homes are now looking out there windows will be looking at this..my god..its time yo move out of Minnesota the government has DESTROYED THE NEIGHBORHOODS..this light rail Noone wanted it but you people didn't care about what the tax payers said you dis it anyways .God st.paul has turned to 🗑	Facebook
April 27, 2023	I hop on the #54 bus on W. 7th and it brings me to Xcel Energy Center and home after the event. Same with MSP airport. No need to build a modern streetcar.	Facebook
April 30, 2023	Who is getting streetcar? No one. West 7th is getting LRT, which will bring destruction of our historic business district along with it. But, hey, the folks that need a quick ride from downtown to the airport are more important than the	Facebook

## What we heard: Public engagement summary report

Date	Question/Comment/Feedback	Medium
	future of our working class neighborhood and small businesses, aren't they?	
April 30, 2023	Looking forward to it!	Facebook
April 30, 2023	not my streetcar (at least on West 7th). Perhaps along the river?	Facebook
May 4, 2023	Not interested in having this in our neighborhood. No no no.	Facebook
May 4, 2023	RESPONSE: It is difficult to cross over W. 7th as it is. And adding this "street car" just makes it more challenging and dangerous.	
May 20, 2023	Since the administrator put a stop to posting pictures, I decided to post this text taken from a riders post on a Facebook page called Msp light rail incidents.....  "Sitting on "Due" for 15 minutes! New announcement- another 10 minutes! I tried to leave work early! I should have punched out at 7:30. But MAC does not give a crap about my lost time or money!!! MAC employees get to just walk out to term 1 parking and get into their cars! No waiting for them!! This is crap!!!"	Facebook
May 23, 2023	Glad you've shifted to embracing "public transport" rather than streetcars.	Facebook
May 24, 2023		Facebook
June 30, 2023	Are you installing turnstiles or some other kind of natural barrier so that only paying passengers can board? This is a huge weakness of the Green/Blue lines imo.	Twitter

Date	Question/Comment/Feedback	Medium
Aug. 17, 2023	<p>I hope you're doing well! Sorry if I missed the Union Depot meeting this past spring, or was that paused?</p> <p>I've been following the news about Uber and Lyft in the Twin Cities. After the statewide effort was vetoed in the spring, Mpls just approved higher wages for drivers, and both companies have threatened to pull out of the city. If that happens, I assume this will have a ripple effect on St Paul and the metro area. I'm wondering if this has created a sense of urgency to move forward on public transit projects across the metro area. Have you heard anything in this regard?</p> <p>Also, any updates about whether the Riverview streetcars qualify for federal funding or if an incremental rollout might be feasible? I walked down to the intersection of 7th and Kellogg the other day and thought about how wonderful it would be to have a streetcar system to take me further down 7th, and it would be great to get some of the folks who live down that way up to downtown. Downtown businesses have been having a really rough time recently, with many more closing than opening in recent months. Connecting to the airport would, of course, also be great, especially as it seems like we might see a substantial increase in rideshare costs if Uber and Lyft stick around.</p>	Email
Aug. 26, 2023	<p>I was recently looking into the Riverview Corridor project and saw that there is now a second option to use the corridor for an arterial BRT. I wanted to write and say I think it would be a lot more effective looking into potential BRT connections to the streetcar. I worry with an arterial BRT line, West 7th would remain the same car dominated, pedestrian-unfriendly place it's been (much like Snelling even with the addition of the A Line). A streetcar would give St. Paul the ability to redefine and revitalize an area that hasn't seen much positive change, as well as provide a similar reinvestment in other areas (East 7th and the other proposed streetcar lines) if the streetcar line is expanded. If we instead focused on BRT connections to the streetcar line, we could provide more rapid transit to more people. It would also potentially allow us to provide new North/South BRT service in transit-sparse areas, something that St. Paul is lacking. Thank you for reading</p>	Website



## What we heard: Public engagement summary report

Date	Question/Comment/Feedback	Medium
	some of my thoughts, I'm excited to see where the project goes in the future!	
Aug. 29, 2023	<p>I think that this project will be great for the community! I currently live on the green line and use it everyday. I think a streetcar on 7th will help with accessibility and will also add character to the area. It's also vital for st paul to have direct access to the airport.</p> <p>What are some ways I can help promote the project? The blue and green line extensions have been getting a lot of backlash, so I want to help show the benefits of having rail in the community!</p>	Website
Nov. 29, 2023	I am interested in attending the Riverview Corridor Community Advisory Committee Meeting on 12/5. If there's a possibility to testify to the Committee I am interested in doing that as well, but even if there's not I'm interested in listening. I live in Dayton's Bluff within around a mile of the Riverview Corridor so even though I'm not directly adjacent to this project, it will have an impact on my future transportation options.	Email
Nov. 30, 2023	We seriously need to consider dedicated alignment for the whole route, I am worried that on days with large events at the Xcel we are just going to have streetcars sitting in traffic and that doesn't benefit anyone. We can sacrifice a few parking spots to have a fully dedicated alignment. Thank you	Website
Nov. 30, 2023	<p>I live along the proposed route and take the 54 bus regularly. I am really looking forward to this overdue transit improvement. I have two concerns though:</p> <ol style="list-style-type: none"> <li>1. At rush hour the 54 bus is quite full. Will a streetcar have greater capacity than a bus? I am not sure why a streetcar is being advanced compared to a light rail other than opposition from a loud minority.</li> <li>2. The streetcar needs dedicated lanes. This especially so in between Grand Ave and Kellogg where events can often back up traffic.</li> </ol>	Website
Nov. 30, 2023	Hello. As a resident in Mac-Groveland, it's a vital voting interest for me that the riverview street car have dedicated transit lanes the entire duration of the route like the Blue and Green Lines.	Website

## What we heard: Public engagement summary report

Date	Question/Comment/Feedback	Medium
	This will make the service substantially better and be a great benefit to me when I spend time in the West 7th neighborhood or commute to the airport.	
Nov. 30, 2023	I would like to be able to attend your Dec 13 meeting to provide feedback, but have other commitments. I've been following the riverview corridor for years. Without a dedicated right-of-way it is not worth building. An in-traffic streetcar is just an expensive bus. Build a light rail with its own lane on West 7th to complete the "transit triangle" with the green and blue lines! There are parking ramps and lots near the street, I don't want this project to be done in a half-baked way because we are worried about losing a few dozen spots for street parking. Please let me know about future opportunities for public engagement on this project.	Website
Dec. 1, 2023	The Riverview Streetcar should NOT be downgraded to aBRT. We deserve this to be a rail line with dedicated lanes, priority right of way, and other design considerations that show that Saint Paul and Ramsey County prioritize sustainable mass transit over street parking and convenience of personal cars. That is the only way that we will build a modern, equitable, sustainable city. The current plans are meh and I know we can do better!	Website
Dec. 1, 2023	These options are ridiculous. Busses and or trains need dedicated lanes, ESPECIALLY downtown. Prioritize mass transit!	Website
Dec. 3, 2023	<p>I forwarded Tuesday's Powerpoint to our District 9 Community Council's Executive Director, Julia McColley, and attach her questions in response. These are concerns I have been raising as Co-Chair of the Station Area Planning Task Force.</p> <p>I forwarded it to Citizen Advocates for Regional Transit, group I meet with Friday mornings (meeting since 2016!). Jerry Johnson is a retired transportation economist with experience in freight marketing and rail corridor evaluations (his trains must have run on time). He is also a volunteer consultant for community groups metro wide, and is CART's "research contributor." He put together a spreadsheet on comparative times for streetcars and buses out of existing data, from the depot to airport. The third page is helpful for the comparisons.</p>	Email

Date	Question/Comment/Feedback	Medium
	<p>The third attachment may be a bit tangential: it is a book in process I am self financing/publishing (mid-2024) on the history of West Seventh/Fort Road, glacial age forward. Describes a succession of immigration, cultures and development. 200+ images; 200+ pages; 300 copies, hard and soft cover.</p> <p>Another question is how either option fits into the urban/metro network of transit beyond downtown/airport and need to rebuild West Seventh Street/Highway 5.</p>	
Dec. 2023	<p>I think that it's short-sighted to only plan for running single rail cars on the Riverview Corridor. Building stations that can accommodate 3-car trains would account for growth in demand in over the coming decades.</p> <p>I'm also disappointed that even the best of the alternatives that have been presented (option 1) does not have a dedicated right-of-way for the whole line.</p> <p>I'm excited about the project, but it seems like way too many compromises are being made way too early!</p>	Email
Dec. 13, 2023	<p>At our CAC meeting I was first struck by the attendance roster that seemed to be dominated by guests and staff and so few CAC members.</p> <p>The question came up (not by me) with how much money was spent on Ramsey County's Operating Revenue Budget Data devoted to the Riverview Corridor. At the end of the meeting I asked again and it was suggested that the budget is available online and freely accessible and that I could access it.</p> <p>So I did! I searched the budget available since 2017 for the keyword "Riverview" and found that the total so far is \$2,282,881 with those line items. I have attached the spreadsheet where I copied the line items but perhaps some entries are not applicable to the consultant fees? So I will leave it to the accountants to clarify. I also found the budget Riverview Corridor Project broken down by Service Team and found another page that shows the estimated budget of \$2,750,000 with actual spending of \$219,279 for the year 2021 for Riverview Corridor.</p> <p>I am addressing Rose Lindsay, Media Contact, for clarifications on how all this ties together.</p>	Email

Date	Question/Comment/Feedback	Medium
	<p>I've also found a nifty document of 237 pages "Historic Context of the Riverview Modern Streetcar Corridor in Saint Paul, 1850-1980" by Garneth O. Peterson, AICP (retired) Minnesota Department of Transportation Cultural Resources Unit. The report focuses on West Seventh/Fort Road and downtown. Great stuff linked here!</p> <p>Happy holidays! And yes, this is my last "update" pending our next CAC and Station Area Planning meetings</p>	Medium
Dec. 20, 2023	<p>Fort Road Federation Questions from Julia McColley, Executive Director</p> <p>Streetcar option 1- the stations are too far apart. There are multiple stations that are .7 miles apart. Otto to Montreal, Otto to Randolph, and Randolph to St. Clair. As stated in the station area planning section, it seems more ideal to have stations .5 miles apart. The additional stations added in Streetcar option 2 (Jefferson and Smith) make a lot of sense.</p> <p>With Streetcar option 1 - there is a concern that there will be zero parking on 7th.</p> <p>Is there a speed difference, size difference between the two streetcar options? The shared lane and the single lane seem comparably sized. I am wondering how that would translate to length, speed, etc. How many streetcars do they plan to have for each option?</p> <p>Streetcar option 2 - how would the dedicated lane to shared lane switch be handled at Victoria? This is a dicey intersection and neighbors are pushing for a safer option (such as a traffic light). I am wondering why they chose this busy, unsafe intersection to make this change when there is no station at Victoria in either streetcar option.</p> <p>With the Highway 5 - 62 ramp being removed, what would be the alternative for vehicle traffic to make that connection? The slides weren't clear to me. There is talk of a bridge - would that accommodate vehicles as well?</p> <p>In terms of streetscape planning, residents would like to see a high priority placed on beautification, trees, and greenspace regardless of the chosen outcome (streetcar or BRT).</p>	Email

## What we heard: Public engagement summary report

Date	Question/Comment/Feedback	Medium
	BRT - the stops seem too far apart. The stops of the A-line on Snelling Avenue are .4-.5 miles apart. Some of the proposed stops are .6-.7 miles apart (Otto to Lexington and Grand to St. Clair). Why not have similar spacing to Highland and Mac Grove consistently throughout the whole route through W7th?	
Dec. 27, 2023	<p>20 years studying transit in this corridor?</p> <p>Painful. Incompetent. I expect more of Ramsey County and ANY public officials. Mind you, I am pro-government, pro-planning and progressive enough to support fair taxation to achieve public goals. But I wonder if Ramsey County has the right know-how. The Saint Paul riverfront land that the county owns has been left undeveloped for DECADES. Not OK! Work with Saint Paul on a plan, for goodness sake! On this transit issue, your public info is pathetic! Tell people how often the options will run, how long it will take to get from A to B, and whether the transfer options are excellent or sparse. THIS is how real people evaluate a transit system and YOU SHOULD TOO!!! C'mon. This isn't rocket science. Do the analysis, present the choices completely and transparently, and then you will not be stuck in neutral for 20 years.</p>	Email
1/2/2024	I was hoping to engage further by getting on the email list and participating as a voting member of your Riverview Corridor Project Citizen or Policy Committees	Email
1/4/2024	I've been asked whether Riverview ABRT runs could simply continue on the Gold Line right-of-way. Could this be an option, providing a one-seat ride all the way from Woodbury to/from the airport?	Email to Kevin Ryan
1/4/2024	What will the cost of rides be for the consumer? Why replace a perfectly adequate, and often underused, public transit system--the Metro Transit route 54 bus that presently covers the same route and runs every 15 minutes??	Email
1/5/2024	Hi—Here are the attachments in the email sent on 12/4/2023. I responded that I did not intend to be on the agenda for the CAC meeting, but hopefully the issues can be part of the discussion. Thanks for attending the Fed meeting—and all the others!	Email to Kevin Ryan

Date	Question/Comment/Feedback	Medium
1/7/2024	<p>At the Federation’s Transportation and Land Use Task Force January Meeting, Kevin Roggenbuck requested that we provide elaboration on the attached spreadsheet sent December 4: How the spreadsheet transit times for the Riverview corridor were derived:</p> <p>“The bus entries were taken from the 54-Express published timetable for weekday peak hour movements. You can assume any Bus Rapid Transit weekday peak hour service would operate no more than a mile per-hour or two faster than the 54-Express observations shown.”</p> <p>“Modern Streetcar estimates apply basically to Option 1, running in traffic east of Grand and West 7th and over restricted median lanes west of that intersection. Transit times came from rough end-to-end estimates (SPUD to MOA) published by Met Council augmented by velocity estimates, including stops and traffic interference, gleaned from operations of other on-street rial transit systems over similar streetscapes. This group included the Green Line between Rice Street and Stadium Village, Seattle’s Central Link along MLK Way and LA’s Blue Line through South Central LA and Compton. Transit times were then backed out of these discreet velocity estimates, as shown in the spreadsheets. In general, I found few on-street light rail systems running even close to 20 mph, with 15 to 17 mph more common.”</p> <p>“For classic streetcar operations over traffic lanes, velocities ranged from 6 mph to no more than 12 mph. This was the velocity range of the Kansas City streetcar over streets that, if anything, permit slightly faster operations than West 7th east of Otto will support. For Option 2, then, I would use 10 mph between Otto and Grand and 6 mph through downtown St. Paul. This will add 7 minutes to transit times between downtown and all points west of Otto and even one or two minutes from Randolph to all points west of Otto.”</p> <p>“ Regional LRT estimates of the sort promoted by CART were made in a similar fashion, but with velocity estimates adjusted upward to reflect speeds over dedicated, off-street rights-of-way of the sort observed on LA’s Gold Line, DFW’s Red Line and even the Blue Line between downtown Minneapolis and MSP.”</p>	Email
1/7/2024	Just say NO!	Email

## What we heard: Public engagement summary report

Date	Question/Comment/Feedback	Medium
1/12/2024	<p>1. When will a meeting summary of the December 2023 Policy Advisory Committee be posted to the web?</p> <p>2. Who made the decision to cancel the PAC meeting that had been scheduled for May 2023? Was Chair Ortega the driving force that decided more study was necessary?</p>	Email
1/17/2024	Trains and streetcars will need their own dedicated right of way for much of this line to help keep it on time	Email
1/23/2024	[I am] a business owner on West 7th - VanGo Auto. Our business will be impacted by this project. I would love to be involved in how our family business will be impacted. Is the January 31st meeting an open listening session? How can I get more involved in general. Thanks for your time, Crystal	Email
1/24/2024	<p>While I appreciate the desire to improve the transit connection along West 7th, the proposed streetcar seems to fail at doing so. If there is to be such a substantial investment in the corridor, it needs to have its own right of way. It would be completely unacceptable if a shared right of way is created for the corridor, as it would lead the streetcars to get bogged down in traffic. Then, because streetcars cannot switch lanes, they would likely slower than the bus route it would be replacing. That is ridiculous. Ramsey county needs to take the braver move, remove parking spots, and create a separate right of way for the entire corridor. If the county is unwilling to take this step, they should instead be considering electric trolley buses. Trolley buses would have the same environmental benefits as a streetcar (electric without needing to rely fully on batteries), but would be more flexible as battery backups could allow them to pass parked or stalled vehicles.</p> <p>A light rail with a fully separated right away is probably the best solution for the Riverview Corridor. However, if Ramsey County is cannot stomach the discomfort of removing the parking spots needed to accommodate this, they should instead invest in trolley buses powered by an overhead wire. If Ramsey County instead builds a streetcar that mixes with traffic, it risks creating slower transit for a very high price tag.</p>	Email



## What we heard: Public engagement summary report

Date	Question/Comment/Feedback	Medium
1/25/2024	I've been reviewing the presentation for the upcoming public house. I can't attend unfortunately. I'm wondering about the ridership between the two scenarios. I see that in scenario 2, with two more stations, the ridership is actually lower. How could that be? I'm also curious why there can't be the dedicated lanes to Grand, with the two additional stations? More stations with the dedicated lanes would be a good way to go. Extremely excited to see this moving forward. Thank you so much to your whole team for making this dream a reality!	Email
1/26/2024	Why is this streetcar being shoved down our throats. Mist residents and business owners do not want the streetcar running down West 7th street. Loss of parking for businesses , limestone under the street brings complex, expensive challenges. Plus, the 74 and 54 bus lines operate successfully in this corridor.	Email
1/28/2024	<p>The just-published agendas for the CAC and PAC indicate that the meetings will cover only the two modern streetcar alternatives in some detail but delay the Bus alternative details until late February. The third alternative, the so-called "Best Bus" BRT (Bus Rapid Transit) alternative as presented in December appears to be a BRT version of the Route 54 bus with similar station stops. The delay in completing the Best Bus alternative provides an opportunity to develop creative and economic service and routing options available only through BRT.</p> <p>We are proposing a BRT system-centric service deployment concept that delivers unprecedented mobility to not just West End transit users, but also to greater East Metro users served by the proposed Purple Line and imminent Gold Line BRT systems. We propose that both the Purple and Gold lines run through downtown St Paul and over West 7th to MSP Airport and Mall of America. This can provide unprecedented trip frequency to West End riders compared to the slow Modern Streetcar, makes the airport and MOA seamlessly reachable for Woodbury and Maplewood riders, and puts Greater East side St Paul riders within a reasonable daily commute to/from the flourishing MSP/MOA job and activity center, and West side riders to expanding East Side employment opportunities. Please review the attached concept description. We respectfully request that the Project Team acknowledge receipt of this proposal and whether it</p>	Email

## What we heard: Public engagement summary report

Date	Question/Comment/Feedback	Medium
	will be considered in developing the Best Bus alternatives. We would be happy to provide additional information if required.	
1/28/2024	I'd like to see a dedicated right-of-way for this project. Historically the major contributing factor of streetcar decline was the rise of the automobile industry, and drivers using the same pathing as the streetcars, which slowed down service until it was no longer reliable and desirable. In an already car-centric urban design that is going to be the default unless the streetcar gets the right-of-way. Ideally, West 7th would also be reworked to prioritize walkability, public transit, and pedestrian safety. Because of the orientation and design of the street, oftentimes pedestrians have to cross a long diagonal intersection which increases the time they spend on the road, or they cross outside of the crosswalk to avoid that. I'm thinking specifically of the St. Clair and West 7th intersection, but it does affect a big stretch of West 7th. Rerouting much of the car traffic to Shepard as part of this project (which would likely need to happen anyway if the streetcar is given right-of-way) would go a long way to improving West 7th as a whole by decreasing traffic and increasing accessibility and safety.	Email
1/30/2024	It is my recommendation that the Riverview corridor designs should include some form of dedicated right of way and/or signal priority for transit. Without this, the corridor will not be a sustainable and efficient alternative to other modes of transportation. While some may be frustrated with the loss of parking, predictable transit will ensure high ridership that will support businesses along the corridor better than personal vehicle parking ever could.	Email
1/30/2024	I strongly support bus rapid transit along the current Rout 54. This is much more cost effective, will be online much sooner, and the savings can be spent on improved affordable housing. Street cars are a bad and wasteful idea. By the time the street car system is built, the busses will be electric!	Email
1/31/2024	Since I cannot be there in person, please accept the following written comment. Almost 25 years ago, I served on a city/county task force charged with recommending transit policy for St. Paul and Ramsey County. The final report introduced the concept of the Transit Triangle, two legs of which — the Green and Blue lines — are now in place and — prior to the pandemic — were	Letter

Date	Question/Comment/Feedback	Medium
	<p>exceeding expectations. My own conception of it was then, and still is, one mode — light rail at average speeds of 25 mph or higher — for all three legs, including Riverview. That meant dedicated right-of-way, whether using West 7th or other nearby alignments. Around 25 years ago, a bus proposal was developed but funding was rescinded. It was felt that rail should remain on the table because of its ability to spur redevelopment, among other reasons. I still believe rail is the answer, but only if it is light rail in its own dedicated right-of-way, with signal preemption, from Rivercentre and the Science Museum to the Mall of America. If that is not possible now, then please consider that it could be done in future, whether on or off West 7th Street. Installing the Modern Streetcar now in mixed traffic will be noncompetitive with any other choice for trips using this corridor. Modern Streetcars are appropriate as local circulators where motor vehicle travel should be discouraged anyway — such as within downtowns — but too slow for longer, linear regional routes. East Metro residents working or shopping in Bloomington need a faster option. As an interim measure I suggest a simpler, cheaper, faster option: Continue Purple and Gold line BRT buses west of downtown down W. 7th and Highway 5 to the airport and the Mall of America. The right-of-way for this is already all in place. The cost for BRT infrastructure is affordable. High demand for prepaid, fast, one-seat rides from Maplewood and Woodbury all the way to the Mall of America, at 7.5-minute headways assuming both Gold and Purple use the Riverview alignment, is bankable. Not doing underperforming rail now leaves open the idea of doing better rail later. It is disappointing that downtown Gold Line routing skips Kellogg Boulevard's multiple high-volume destinations — the single feature by which the Modern Streetcar options are superior; that could be changed. But poorly-performing onstreet running further west, in mixed traffic, at rail-level cost, will preempt future regional-scale rail using light rail.</p>	
1/31/2024	<ol style="list-style-type: none"> <li>1. Please go with the streetcar option with maximum right-of-way delegated to the streetcar. Please minimize shared use lanes and parking. Consider amenities such as trees and loading zones within these parameters.</li> <li>2. You need to manage time and your agenda better as I've been to two meetings run by this group in the last week that closed off or didn't get to comment and questions in the timeframe presented by the agenda.</li> </ol>	In-person comment card at PAC meeting

## What we heard: Public engagement summary report

Date	Question/Comment/Feedback	Medium
2/2/2024	Hello, I just watched the video of the January 31st meeting highlighting the 2 streetcar line designs. I genuinely appreciated the well put together presentation and visuals. I would like to communicate the importance of the stops at Smith and Jefferson, regardless of the decision to run in the center or sides of 7th. I feel the Smith station would be important for nearby businesses to be served properly. More importantly I feel the Jefferson station is critical for maintaining accessibility for riders. Without the stop riders would have to either use the steep 7th street bridge over the rail lines, or use a longer path on side streets and cross the rail line at grade. In the end I have major concerns that omitting these two stops would result in still requiring bus stops along 7th at major points. It would seem speed of service and cost savings would be achieved by the street car allowing the 74 bus to move from Randolph to downtown stop free, or use an alternate route and serve other customers not currently served.(could go up Shepard and service the Upper Landing for example). The need for a bus route with stops along any significant portion of the street car route would seem to me a failure of the street car project. Thank you all for your work planning this project, and I look forward to someday riding the streetcar when visiting the West 7th neighborhood.	Email
2/13/2024	I believe that the Riverview Corridor should have its own lane near downtown St. Paul and not have to share lanes with other vehicles. Fast, convenient transit service in a dedicated lane is a better use of street space than on-street parking, as I prefer a more efficient transit corridor over on-street parking and continued car dependency.	Email
2/13/2024	I am called today to Mike Rogers on behalf of CAF (Rolling Stock Manufacturing Company), but he was not available. I would like to have a phone conversation with him this week, about the Riverview Corridor Project.	Email

Date	Question/Comment/Feedback	Medium
2/14/2024	<p>I am writing to offer my full, unequivocal support for the Riverview streetcar project. It will doubtless play a pivotal part of making Saint Paul more transit-friendly, while providing an essential service for historically underserved immigrant communities along West Seventh. We have already seen University benefit from the increased private investment along the green line, we now have an opportunity to activate a potent growth machine in another part of the city. I would also point you to the increased price resilience and greater demand which accompanies transit investment(<a href="https://journals.sagepub.com/doi/full/10.1177/0739456X18787011">https://journals.sagepub.com/doi/full/10.1177/0739456X18787011</a>); this a project that the market (and people) desire.</p>	Email
2/15/2024	<p>I am a resident of the West Seventh neighborhood and I live near the corner of Osceola and James Avenues. I ride transit daily to get to work in Downtown Saint Paul, to run errands or visit friends. In this comment I am solely speaking from the position of a resident and transit rider. I do not speak for my employer. After reviewing the most current plans, here are my comments:</p> <ul style="list-style-type: none"> <li>- Please have any future iterations of the Riverview Line run down 5th and 6th Streets in Downtown. If a rider is coming from the Eastside and they need to transfer to the Riverview Line then they would have to walk three blocks from 6th Street to Kellogg to make their transfer. This will lengthen their trip, limit trips for those with mobility issues and their will be higher risk of people missing their transfers, especially during off peak hours when transit is less frequent.</li> <li>- I see that there is no longer a stop directly at Randolph Avenue in the new streetcar alignments. This is a busy transfer point between Route 74 and Route 54. Not having a stop here is a big missed opportunity for transit riders. This is the stop that I currently take daily. I benefit from 20 minute frequency on Route 74 and 15 minute frequency on Route 54. If the Riverview Line moves the stop up to Jefferson or down to Armstrong then transit become less useful for me and I would most likely choose to take Route 74 with its reduced frequency. I would also be less likely to take the bus to MOA, Airport and Aldi because I would have to walk out of my way to catch transit.</li> <li>- One of the only areas that I experience congestion while taking the bus is at West 7th and Chestnut from car drivers taking a right turn from WB 7th to NB Chestnut to get into the Cosettas parking lot. This usually occurs during events or holidays and can lead to multiple missed light cycles. I worry that a curb running streetcar in a shared lane would get stuck in this traffic.</li> </ul>	Email

Date	Question/Comment/Feedback	Medium
	<ul style="list-style-type: none"> <li>- I also see in the new BRT alignments that the buses would exit at Davern for a stop at Norfolk. This would slow down transit for hundreds of riders who take the bus from Maynard to the Airport and MOA in the name of economic development. I do not support slowing down the Riverview Line by re-routing off of West Seventh/Highway 5.</li> <li>- I do support the addition of a station/stop at Jefferson to serve the SPPS headquarters. There is also a school here for students with disabilities. The students and their assistants take the bus everyday to the library and other frequent field trips. This would increase mobility for those students.</li> <li>- Overall, I think the Route 54 should be updated to an ABRT with the same station/stop locations and alignment. The streetcar and BRT proposals do not alleviate the issues that transit riders on this corridor currently experience. Its already a good route with little delay, congestion and does not have crowded buses. An A Line like bus on West Seventh and 5th/6th would be the best for me as a resident and rider.</li> </ul>	
2/20/2024	<p>As resident of Mac-Groveland who hopes to utilize this transit corridor as soon as it's open, it's imperative to me and the success of the project that fully dedicated lanes are used through the entirety of the route. I used to take the blue line near daily when I was a resident of Minneapolis. The blue line is awesome because of it's fast travel time and protection from interference from cars. The Riverview Corridor should emulate the evident benefits of the Blue Line and seek to improve upon them. Fully dedicated right of way will result in the following benefits:</p> <ul style="list-style-type: none"> <li>- Faster travel time (especially downtown where events at Xcel already slow down buses)</li> <li>- Reduced accidents and increased safety</li> <li>- Increased ridership due to comparative convenience</li> <li>- Network effect benefits for other modes of transportation since there will be less cars on the road</li> </ul> <p>Saint Paul deserves the best transit possible. Riverview should emulate proven success of the green and blue lines by using fully dedicated right of way.</p>	Email

Date	Question/Comment/Feedback	Medium
2/22/2024	<p>Knowing full well that anything I commit to this comment box will make no difference, I still choose to let loose a few thoughts on this proposal to bisect a community with one rail line or another. You'll not from my Zip Code that I do not currently live in West 7th, but for 31 years I did and so feel qualified to weigh in. Here's the overriding objection: As far as transporting riders from Point A to Point B goes, there is nothing, ABSOLUTELY NOTHING, a train or streetcar can accomplish that a bus cannot.</p> <p>In fact, the bus remains superior in that respect because it is flexible and can adapt its route to accommodate needed, or desired, changes - be they short term or long term. A rail option is, of course, limited to following the route taken by its tracks - unless more expensive and disruptive construction is undertake, and there would not be an option for a temporary need to shift a route, unless it was to bring in a bus to accommodate the shift. The bus option is far more nimble and practical.</p> <p>Rail will not be faster or more efficient. It will not carry more people. It will more effectively sever the community into two less-connected and more-severed halves. It will eliminate parking and complicate doing business on West 7th. It will necessitate the removal and replacement of the Hwy 5 bridge that was just rebuilt several years ago. It will be exponentially, and unjustifiably, more expensive and disruptive to construct and then operate. So, why would an enhanced bus route that would be more flexible, practical, and less disruptive be pushed aside in favor of a rail option that is the opposite of those virtues? Why spend such an astonishing pile of money for that rail option when, for a fraction of that cost, a wonderfully spiffed-up bus line could be put in place to do the same job more efficiently and effectively? There's one simple answer, and I dare you to tell me that this isn't it: A bus just isn't sexy enough. I submit that that is a lousy reason to dump truckloads of taxpayer money into replacing the busses that already do everything a new train/streetcar could do.</p>	Email
2/25/2024	<p>I'd like to testify at the upcoming meeting, but am not sure that I can be there. Are there any options to submit written testimony? If so, how would I go about submitting it?</p>	Email
2/27/2024	<p>I think that the ABRT is the only option that makes sense and hope the report shows this. There is only so much space on W7th. There is no need for more federal money if the project can be done less expensively in other ways. More construction over</p>	Email



## What we heard: Public engagement summary report

Date	Question/Comment/Feedback	Medium
	the river will destroy more of the beauty of the river banks. Let people know that they can already ride the bus (54) to the airport. It's great!	
2/27/2024	I see the PAC meeting for 2/29 has changed from a 9:30am start to a 1pm start time. Will an email update be sent to your list of subscribers sharing this time change?	Email
2/29/2024	Please include the ABRT option in the upcoming public comment review. I am pro-transit, but it makes no sense to pay \$2.1 billion+ for a service that is slower than the ABRT, only has a slightly higher capacity, and which will cost as much in 2 years to maintain as the ABRT costs to install. The only argument in favor of the street car is that it would spur development, but the cost/benefit on this investment doesn't hold water. The cost per square foot of the additional forecast commercial real estate development spurred by the streetcar above that by the ABRT is about \$12,000/sq ft. Surely the city, county, and Met Council can find more cost effective investment to attract business, residents, and increase our tax base. W 7th is already vibrant and improving organically. There is no reason for us to spend \$2 billion to gentrify ourselves out of our own neighborhood, for transit that is slower than the current bus.	Email
3/2/2024	Greetings! Somehow I have been missing notice of any of the advisory meetings, including the Riverview Corridor one this past week. I just now "liked" this Facebook group so should get future ones. Are there mailing lists I should sign up for? I attended a meeting January 4th and thought I had shared info there and registered in some site.	Facebook messenger
3/2/2024	Kevin received a phone call from Paul Hardt asking about funding sources for the modern streetcar and ABRT project.	Phone call
3/4/2024	Would you like someone to contact you? Yes Your comments or questions: I am in support of a fully dedicated streetcar option (option 1). The fact is that a mixed traffic streetcar is bad quality regional transit, period, and that parking impacts have no business being a major consideration in a transit project. We should be evaluating these projects based on their performance and utility to transit riders, not on their impacts to the private	Email

Date	Question/Comment/Feedback	Medium
	<p>automobile. In fact, in light of the climate crisis, removing parking and therefore reducing car dependency should be seen as a net positive for the project, rather than a drawback. I'm also not sure I understand how the dedicated streetcar option is estimated to take longer than the current mixed traffic route 54. Is there a reason your analysis of a bus has it running at the speed limit of 30 and 35 mph on Kellog and 7th respectively, but the streetcar is estimated to run 5 mph slower at 25 and 30 mph? Shouldn't it be reverse if anything? (Slowing car traffic and letting the vehicle in a dedicated ROW run faster). Your analysis is clearly flawed to skew the decision making process in favor of shared lanes to appease parking concerns. In reality anything less than a fully dedicated rail connection between downtown St Paul and the Airport/MOA is sub par and unacceptable, and further cements the disparity in investment between Minneapolis and St Paul. Do it right the first time or don't spend 2 billion dollars to do it at all.</p>	
3/7/2024	<p>It has to be rapid bus transit. You cannot, as stewards of public resources, sign off on spending \$2 billion in taxpayer money ( I don't care if it's local or federal dollars) on a service that is*slower* than the alternative AND almost 20x the cost. It would be an egregious misallocation of limited resources.</p>	Email
3/7/2024	<p>Would you like someone to contact you? Yes Your comments or questions: Please do not proceed with destroying the historic 7th St Riverview corridor by installing a 2 billion dollar street car system. 7th Street St Paul, especially near Xcel, is one of the busiest and most vibrant parts of the city. Forcing a street car through 7th street will utterly ruin the charm and many of the large celebrations &amp; traditions in that area. Not to mention making it more dangerous for pedestrians and increasing traffic for commuters. Additionally a street car will consume a large portion of on street parking making it more difficult for consumers to visit business on 7th street. I am all for development of 7th street but a street car is not the solution. I am looking forward to public comment periods on this project as I do not want it to proceed as planned.</p>	Email
3/7/2024	<p>What are ridership numbers on the route 54 bus each of the past five years?</p>	Email

## What we heard: Public engagement summary report

Date	Question/Comment/Feedback	Medium
3/13/2024	Would you like someone to contact you? Yes Your comments or questions: I would like to know the planned route for downtown St. Paul. Has that been determined?	Email
3/13/2024	As a resident of Saint Paul, I wish the Riverview committees good luck in their continuing quest to resolve improved transit in the Corridor. To that end, I suggest consideration of an option that may seem disruptive at this time but which offers big advantages for the future. That is to reconsider routing of new transit so as to include the major Highland Bridge development on the west side of the Corridor. There are good reasons why then-Mayor Chris Coleman spoke in favor of including Highland Bridge back in 2017. It will bring online 3,800 housing units and 265,000 square feet of office space. That constitutes a big transportation need! The Riverview Corridor bus (or other conveyance) could stop at Highland Bridge on its way between the Blue Line at 46th street and Union Depot. Linkage with the current BRT A line will offer additional networked options. In 2017, when the Highland routing was under active consideration, planners noted that “no one lives on the site yet,” so it would score poorly in the Federal Transit Administration rankings. In the intervening years, that deficiency is being rectified. Let’s utilize the current rethink of the Riverview Corridor to do it right.	Email
3/15/2024	I read about the recently published Riverview Corridor Study. How can I obtain a copy?	Email
3/16/2024	I understand that there are plans to replace the route 54 with another form of transit. I am a nearly daily rider of the 54. I take it to work from Lexington to the Mall of America. I find it reliable, safe, and usually clean. I ride with usually a bus full of professionals who are on their way to work at the airport or the businesses in or near the Mall. The ride is safe and I work on my laptop each way I ride. Contrast this to the LRT. I take the LRT occasionally to downtown, and in each case over the past year someone has been smoking crack on the train. Not marijuana, not tobacco, crack. So the proposal is to replace the 54 with another LRT, at a cost of billions of dollars? If you replace the 54 with any train, I will buy a car and never look back at transit again.	Email
3/18/2024	Would you like someone to contact you? Yes Your comments or questions: We are asking that the Riverview transit be limited to	Email

## What we heard: Public engagement summary report

Date	Question/Comment/Feedback	Medium
	busses and avoid streetcars. Steel rails may be glamorous but they mean delays, cost over-runs, and business closures.	
3/19/2024	I was also looking for the meeting comments from the PAC and see that they have not been published yet. Are they scheduled for completion? Is the project team still developing the alternatives during the public comment period, or is that on hold until the preferred alternative is chosen in the Fall? We have not received any response to our Purple-Gold proposal (att). Is this under consideration by the team or by Metro Transit? When I spoke with Mike Rogers at the PAC meeting, he said that you and Jennifer Jordan were handling that issue.	Email
3/31/2024	I support the BRT option as the most practical solution.	Email
4/2/2024	Would you like someone to contact you? No Your comments or questions: BRT all the way. At 6% of the price for streetcars, it's the clear choice. We can do 10 BRTs for the price of one streetcar. It may not all be county/city/state funds, but it's all taxpayer money. The incremental real estate value created by BRT is nearly triple it's implementation cost, versus half the implementation cost for streetcar.	Email
4/6/2024	From what I've read the cost is too much. I was attending meetings when our Eastside route was the Rush Line. Looking at rail, maybe even a German locomotive. I like the traffic calming on White Bear Ave of the BRT, once folks there got on board.	Email
4/8/2024	Would you like someone to contact you? Yes Your comments or questions: I heard from someone proposing about the project that the streetcar would be speed limited. This is a ridiculous idea. Why would the streetcar be more speed limited than surrounding traffic? It should go as fast or faster than surrounding traffic.	Email
4/9/2024	I know there has been some chatter about delivery trucks on West 7th and how that may affect businesses. I'm curious more in general about the impacts to semi / truck traffic on West 7th if the streetcar alternative moves forward. With 35e being designated as a parkway, we see heavy truck traffic not only on West 7th, but also on Shepard Road. Has there been any study or thought to how the streetcar options will impact truck traffic and where it	Email

## What we heard: Public engagement summary report

Date	Question/Comment/Feedback	Medium
	would go? Would the traffic be able to coexist with the streetcar alternatives? Would it be routed elsewhere? I know this is opening a whole can of worms... but has the parkway status of 35e come into consideration?	
4/9/2024	I'm extremely disappointed that BRT is being considered again. A streetcar instead if a traditional light rail line already felt like settling for a lesser project. This would put to absolute waste a truly vital corridor for the city. W 7th has an incredible growth opportunity that will absolutely fail if this project is turned into BRT. It shows a lack of commitment to the area and its future. As a mid 20s resident that was born and raised here but moved out to Chicago for college, coming back to this city has infuriated me with how little transit options there are. And when there is finally a project to move this city forward you are trying to back track it. Busses in successful US transit networks are meant for supportive routes that feed into the main transit corridors such as this one. I really enjoyed the alternative proposal giving the project ROW for the majority of the W 7th portion outside of downtown. That shows a commitment to creating a true transit service to the community for decades to come, not a hastily thrown together glorified bus.	Email
4/10/2024	I am following up on this message to see if you might have firm dates for the Riverview Meetings in May and June. It is very important to us that we promote your meetings and do not overlap with the scheduled dates. We'd like to reserve locations for our meetings with community members as soon as possible. The intention of our meeting is to gather thoughts on community values and a "vision for West 7th" so to speak that we can aggregate this information and pass it along as part of our District Council feedback. With West 7th being the most widely affected neighborhood, we feel this deeper conversation is important.	Email
5/1/2024	Would you like someone to contact you? Yes Your comments or questions: Update on Riverview Corridor Project and the Rivers Edge project too.	Email

## What we heard: Public engagement summary report

Date	Question/Comment/Feedback	Medium
5/4/2024	I'm writing to express support for BRT service for the corridor, and to voice concerns about the streetcar plan. I live near West 7th and Lexington and I'm a firm believer in public transit; I've taken the 54 downtown and also to the airport many times. The 54 is clean, reliable, frequent, accessible, and a relative bargain for Metro Transit. The price tag on the streetcar is just too high, and there's no reason to believe it won't get higher; the outrageous cost overruns on the Southwest LRT project should give us pause. It's hard to see the potential benefits of the project relative to buses outweighing the extreme cost. For less than the cost of the streetcar proposal it seems plausible the entire fleet of buses serving the corridor could be electrified and run twice as often.	Email
5/6/2024	Would you like someone to contact you? Yes Your comments or questions: Do you know if a firm decision has been made to make the Riverview Corridor a streetcar line?	Email
5/4/2024	I'm writing to express support for BRT service for the corridor, and to voice concerns about the streetcar plan. I live near West 7th and Lexington and I'm a firm believer in public transit; I've taken the 54 downtown and also to the airport many times. The 54 is clean, reliable, frequent, accessible, and a relative bargain for Metro Transit. The price tag on the streetcar is just too high, and there's no reason to believe it won't get higher; the outrageous cost overruns on the Southwest LRT project should give us pause. It's hard to see the potential benefits of the project relative to buses outweighing the extreme cost. For less than the cost of the streetcar proposal it seems plausible the entire fleet of buses serving the corridor could be electrified and run twice as often.	Email
5/14/2024	Do you know how the lawsuit against the proposed street car will delay the project? Please let me know.	Email
5/19/2024	Reviewing the cost document <a href="https://www.ramseycounty.us/sites/default/files/Roads%20and%20Transit/Riverview/Comparison%20of%20Options%282%29.pdf">https://www.ramseycounty.us/sites/default/files/Roads%20and%20Transit/Riverview/Comparison%20of%20Options%282%29.pdf</a> Shows that the street car is 15-20 times more expensive than ABRT and has about double the maintenance costs for only a modest increase in projected ridership. Why is a street car option even being considered for that sticker price?	Email

## What we heard: Public engagement summary report

Date	Question/Comment/Feedback	Medium
5/28/2024	"After hearing people say that BRT is the best option for the corridor, I think a modern streetcar is the best option for the corridor. It would allow for the Mall Of America station to be built in the center of 24th avenue which would allow for future extension to Shakopee via South Bloomington. Check out this map I created of how the METRO system should be: (link)	Email
6/26/2024	What is current annual bus ridership in this corridor for the past five years?	Email
7/10/2024	Climate change is already causing destruction and taking lives, and the consequences are increasing rapidly. Has a study been conducted of the relative climate impacts of the three options being considered? Included would be an evaluation of carbon released in the manufacturing of the materials used in the project, construction and operating the system for 50 years. State law now requires new highway projects to comply with the state's climate goals. West Seventh Street is a state highway. Has compliance with the state law been evaluated?	Email
7/18/2024	Where can I find your survey? I would also like to share a link for the survey with our building tenants. Can you send to me.	Email
7/20/2024	<p>Hi, I've seen a lot of articles come out about the "cost" of the street car vs the cheap BRT. From what I've been reading through the years on this project, a lot of the cost of the streetcar option is attributed to rebuilding W7th, rebuilding the MOA station, and a new bridge over the Mississippi. Meanwhile the BRT project will do none of these, correct?</p> <p>I just feel like this is getting skewed pretty ridiculously against the streetcar option when a lot of the project is overall capital improvements outside of just the transit line (ex: new paved street, much better ped access, biking/walking paths on the new bridge, and a much better terminus station at MOA for both riverview and blue lines).</p> <p>I hope if that's the case it could be better communicated not only in this page but in meetings. The streetcar option seems to be more than just adding a streetcar where the BRT option is just a couple hundred million to have a better 54 bus with none of the necessary infrastructure improvements.</p> <p>Thanks,</p>	Email



## What we heard: Public engagement summary report

Date	Question/Comment/Feedback	Medium
7/27/2024	I support the HDC preference for arterial BRT along the Riverview Corridor. This transportation alternative along the corridor will allow faster travel times while minimizing the negative impact to the neighborhood citizens and businesses due to loss of parking, at construction cost that is 6% of the cost of the streetcar cost and annual operating expenses that are less than half of the streetcar expenses. The streetcar proponents are obliged to demonstrate how the magnitude to their proposal and costs can justified.	Email
8/13/2024	As someone who lives in Highland Park and frequents businesses on West 7th on a regular basis, I ask you to NOT add a streetcar to this area. There is already regular bus service along this street and adding a streetcar will only add to the current congestion. This plan is a huge waste of money and resources.	Email
8/13/2024	I would like to know if there has been any traffic studies which would support Bridget Reif, President of Metropolitan Airport Authority Dept. of Planning and Development, conclusion that a Hwy 5 five lane bridge incorporating light rail would create congestion to persons whose destination is the airport. In today's Star Tribune, Mrs. Reif claims such a condition would exist. Thank you for directing me to the appropriate study if one exists.	Email
8/13/2024	I read something yesterday that seems unbelievable. Is it true that the streetcar option would require eliminating the cloverleaf ramp from eastbound MN62 to eastbound MN5? If true, how would we get home, every time we drive from south Minneapolis to our home in Highland Park? If true, how can I add my voice to those asking for this option to be abandoned in favor of the far cheaper BRT option, which also provides faster service?	Email
8/24/2024	<p>I'm writing to voice my concerns about the West 7th Streetcar Project. While rail might prove to be a drastic improvement over the 54 Route—if done properly—I have some issues with both rail proposals.</p> <ol style="list-style-type: none"> <li>1. The fact that the Union Depot stop does not overlap with the current Union Depot green line stop nor the Central Station green line stop is a major design flaw. Having the new line share these 2 stations would enable easier transfers for persons and facilitate better transit options for riders. In addition, this design would save</li> </ol>	Email

Date	Question/Comment/Feedback	Medium
	<p>on building costs and ongoing operational costs, as no new stations would be built or maintained.</p> <p>2. Please only have 3 stops in downtown St. Paul for sake of cost and timeliness of the new route if rail is selected 1) current Union Depot Stop 2) current Central Station Stop (reconfigure Central station to accommodate). 3) RiverCentre/Xcel Energy Center Stop.</p> <p>3. To eliminate time on both green and the new line, consider taking the existing green line track (that would be now shared) underground from Union Depot to Central. The new underground portion could end as the green line crosses I-94 on a new train-only bridge. The current green line is incredibly slow navigating downtown. This—on top of its safety issues—is why my family no longer takes the green line.</p> <p>(A) Union Depot Station if underground could have connecting pedestrian tunnels into Union Depot itself to better serve transfers between Amtrak, busses, the green line, and the new line. The existing area could be turned into a larger green space for downtown.</p> <p>(B) Having Central Station underground would free up more green space to either create a new park or transit-oriented development in the heart of downtown where the station currently sits.</p> <p>(C) The green line could also get a revamped train-only bridge crossing I-94 that should eliminate it having to wait at stoplights for cars entering and exiting 94 as it does currently. In addition, this could be reworked to eliminate the number of turns it must do to re-enter Robert St. before Robert St. Station and thus provide faster service.</p> <p>4. Consider LTR instead of a streetcar. This is a generational project that might as well finally add a 3rd true LTR line to the MSP area. Consider this an investment for generations to come and something that would enable St. Paul to also have 2 lines serve it like Minneapolis does.</p> <p>5. Eliminate the Fort Snelling Station overlap with the blue line. This is too time consuming. The new line should only start to overlap at MSP International Airport as the current Route 54 does.</p>	

Date	Question/Comment/Feedback	Medium
	<p>6. Please know that any option should only be implemented should it provide FASTER and more frequent service to the 54 bus, otherwise keep the 54 as is for now.</p>	
8/25/2024	<p>I am writing to you out of concerns and issues regarding the process in selecting an alternative for transit on West Seventh (W7). I am ignorant for the most part of your currency on the CAC or where your proclivity is regarding streetcar vs. BRT. I would however like to update you on developments along W7.</p> <p>2016 a petition opposing streetcars/rails on W7 was signed by 3,000 W7 businesses and residents. April 2019, Nine Guiding Principles to Improve the Riverview Corridor were approved at the April 2019 Annual Meeting of the West 7th / Fort Road Federation, developed in concert with the West 7th Business Association (attached). At two of four “open houses” (May 14 and July 10) I was denied entry. My crime was that I had a poster that compared the three options, two streetcar one BRT, developed by the Riverview Corridor staff and consultants and presented at the PAC in March of this year (attached), as well as an option for BRT in poster form that could connect the Purple and Gold lines through West Seventh. I was told that since the county paid for facility rental they could admit/deny any one they chose to the “Open” House. I underscore that I was not confrontational, and simply stood outside with the information. 2024: while Pat Mancini represents the W7 business community on the PAC, there is no resident of our W7 neighborhoods representing our interests. Dakota and Hennepin Counties have more voice that people who live here. July 22, 2024 Pat Mancini, member of the PAC, hosted a session for business owners of W7, with River Corridor consultants present. After a lively discussion, the owners unanimously opposed streetcars on Seventh. The Highland District Council is on record as supporting the BRT option and opposing streetcars on Seventh. August 12, 2024 Minneapolis-St. Paul International Airport officials expressed significant concerns about the proposed \$2.1 billion Riverview streetcar project, not the BRT option. August 12, 150 business owners and residents of W7 attended a rally opposing streetcars on Seventh. We’ve pledged to attend the PAC meeting October 3 and contact its constituents.</p>	Email

# Appendix F:

## Public engagement events and stakeholder meetings

### Community meetings and presentations

Date	Organization or event	Purpose or topics covered
Jan. 7, 2021	Highland District Council	Recap of the LPA selection, work scopes for the EPE phase, and questions.
Jan. 12, 2021	Historic Fort Snelling Joint Powers Board	Recap of the alternatives analysis done in the Pre-Project Development (PPD) phase, selection of the LPA, and work scopes for the EPE phase. More focused discussion on the cultural resources in and around the Fort Snelling/Bdote area.
April 7, 2021	Saint Paul Business Review Council	Recap of the alternatives analysis done in the PPD phase, selection of the LPA, and work scopes for the EPE phase.
April 13, 2021	West 7th Business Association	Recap of the alternatives analysis done in the PPD phase, selection of the LPA, and work scopes for the EPE phase.
May 6, 2021	Capitol River Public Realm Committee	Recap of the LPA selection, work scopes for the EPE phase, and questions.
May 10, 2021	West 7th Fort Road Federation	Recap of the LPA selection, work scopes for the EPE phase, and questions.
July 13, 2021	Fort Snelling Joint Powers Board	Concept designs for the Hwy 5 tunnel, bike and pedestrian pathway, and routing alignments through Fort Snelling under consideration.

## What we heard: Public engagement summary report

Date	Organization or event	Purpose or topics covered
Aug. 2, 2021	Tribal Partner Meeting	Highway 5 tunnel options, and alignment options through the Fort Snelling area.
Sept. 8, 2021	Bloomington City Council and Port Authority	Project overview and discussion of key issues at Mall of America™.
Oct. 15, 2021	Fare 4 All	Project overview, promotion of the Section 106 information meeting, and introduction to station area planning concepts.
Nov. 3, 2021	West 7th Fort Road Federation Transportation and Land Use Committee	Updates on station area planning, community engagement activities, and cultural resource investigation. Presented concept designs for crossing the Mississippi River, and answered questions.
Nov. 4, 2021	Capitol River Council Public Realm Committee	Updates on station area planning, community engagement activities, and cultural resource investigation, presented concept designs for crossing the Mississippi River, and answered questions.
Nov. 9, 2021	Friends of Fort Snelling Board of Directors	Updates on station area planning, community engagement activities, and cultural resource investigation, presented concept designs for crossing the Mississippi River, and answered questions.
Nov. 9, 2021	Highland District Council Transportation Committee	Updates on station area planning, community engagement activities, and cultural resource investigation, presented concept designs for crossing the Mississippi River, and answered questions.
Nov. 15, 2021	Little Bohemia Neighborhood Association	Discussion, or opportunities and challenges associated with a station near the intersection of West 7th Street and St. Clair Avenue.

## What we heard: Public engagement summary report

Date	Organization or event	Purpose or topics covered
Nov. 23, 2021	Saint Paul Public Schools	Discussion, or opportunities and challenges associated with a station near the intersection of West 7th Street and St. Clair Avenue.
Nov. 29, 2021	Optimistic Partners	Redevelopment opportunities at 560 Randolph.
Dec. 8, 2021	Section 106 Virtual Public Meeting	Describe Section 106, identify historically significant properties along the corridor.
Dec. 9, 2021	Bloomington City Council and Port Authority	Project overview, concept designs at Bdote/Fort Snelling and MOA end of line, updates on cultural resources and community engagement.
Dec. 10, 2021	Union Pacific Railroad	Redevelopment opportunities at 564 Drake Street.
Feb. 4, 2022	Tribal Partner Meeting	Review bridge visualizations and bike/pedestrian options for crossing the Mississippi River.
April 19, 2022	SAPTF walking tour	Examine existing conditions at or near potential station locations and look for ideas to improve station access, safety, and traffic flow.
April 30, 2022	Saint Paul Art Crawl at Keg & Case	Presentation at neighborhood meeting, meet and speak with key stakeholders.
June 17, 2022	Bike giveaway at Sibley Manor	Presentation at neighborhood meeting, meet and speak with key stakeholders.
June 23, 2022	SAP stakeholder meeting with Cossetta's Restaurant	Discuss current station area planning and the benefits of future transit improvements along the corridor.
Aug. 3, 2022	Highland Park Transportation Information Fair	Presence at neighborhood event to share general project information and other area transportation projects in Highland Park.

## What we heard: Public engagement summary report

Date	Organization or event	Purpose or topics covered
Aug. 25, 2022	Shepard Park Summer Concert Series	A fun opportunity at a neighborhood event. We did chalk art, brought info about the two possible downtown alignments, had coloring sheets, and people took photos with the streetcar cutout.
Sept. 13, 2022	SAPTF Walking Tour	Examine existing conditions at or near potential station locations and look for ideas to improve station access, safety, and traffic flow.
Sept. 14, 2022	Mears Park Mingle	General project awareness and asked specific questions about downtown routing options.
Sept. 29, 2022	Friedli Art Gallery Community Spotlight	General project information, focused on the West 7th Street segments.
Sept. 29, 2022	Rice Park Association	General project update, Grand/Kellogg station area planning survey results.
Oct. 24, 2022	Sibley Manor Food Distribution Event	General project awareness.
Nov. 15, 2022	Employees at the Wellington and the Alton	General project information. Listening sessions to learn about employees' and residents' transit use and where they like to go.
March 29, 2023	Highland District Council Annual Meeting	General project awareness.
March 30, 2023	MnDOT Hwy 5 Mill and Overlay Open House	General project awareness.
May 11, 2023	Highland District Council Info Fair	General project awareness.
June 13, 2023	Fort Snelling Joint Powers Board	Brief general project update, focused on Bdote/Fort Snelling IRT area, and bridge options.



## What we heard: Public engagement summary report

Date	Organization or event	Purpose or topics covered
Oct. 10, 2023	Highland District Council Transportation Committee	General project update on engineering and station area planning. Informed about the economic development assessment.
March 6, 2024	Fort Road Federation Transportation Committee	General project information.
March 12, 2024	Highland Park Transportation Committee	Information about the ABRT, comparison to modern streetcar and economic development assessment.
April 8, 2024	Sierra Club	General project update for shareholders.
May 2, 2024	Capitol River Council Public Realm Committee	Table with general project information with emphasis on downtown Saint Paul.
May 2, 2024	Ward 2 Annual Meeting	General project information.
June 4, 2024	West 7th Fort Road Federation Community Discussion	The Federation set up eight tables with different discussion topics, including transportation. Attendees moved from table to table, topic to topic, and occasionally asked questions or shared a comment.
June 10, 2024	Saint Paul Planning Commission, Transportation Committee	Overview of streetcar and ABRT options, discussion on cost, ridership, timeline, and next steps for public engagement.
June 18, 2024	Bloomington Port Authority	General project update with a focus on the Bloomington portion of the project.
June 20, 2024	Bloomington Planning Commission	General project update with emphasis on the South Loop area.
June 25, 2024	Capitol River Council Annual Meeting	General project information.

## What we heard: Public engagement summary report

Date	Organization or event	Purpose or topics covered
July 11, 2024	MSP Airport Customer Service Action Council	General project information.
July 15, 2024	Metropolitan Airports Commission Board	General project information with a focus on the Hwy 5 bridge and Fort Snelling/MSP Airport area.
July 22, 2024	Bloomington City Council	General project information.
Aug. 7, 2024	Urban Indian Advisory Board	General project information.
Aug. 16, 2024	MN Indian Affairs Council quarterly meeting	General project information.

## Business community meetings and presentations

Date	Group/Location	Attendees
Aug. 22, 2022	Minnesota Wild	10
Aug. 25, 2022	Visit Saint Paul Minnesota	6
Aug. 30, 2022	St. Paul Saints/CHS Field	6
Aug. 31, 2022	Saint Paul Building Owners and Managers Association (Part 1)	8
Sept. 1, 2022	Securian Financial	8
Sept. 16, 2022	Minnesota Public Radio (MPR)	8
Oct. 4, 2022	Farmers' Market	7
Oct. 4, 2022	Saint Paul Building Owners and Managers Association (Part 2)	17

## What we heard: Public engagement summary report

Date	Group/Location	Attendees
Oct. 6, 2022	Landmark Center	7
Oct. 12, 2022	Downtown Alliance	6
July 16, 2024	Saint Paul Area Chamber of Commerce	15
July 22, 2024	Mancini's Char House (small businesses on West 7th Street)	45
July 30, 2024	Fairview Hospital	6
Aug. 14, 2024	Allina Health Clinic	5

### Pop-up events

Date	Location or event
June 16, 2022	Wacouta Commons Park
Jan. 18, 2023	Lund's & Byerly's supermarket
March 6, 2024	MnDOT's Mill and Overlay
April 17, 2024	Highland Annual Meeting
April 23, 2024	Fort Road Annual Meeting
April 24, 2024	Forces Beyond Transition, walking tour discussing ADA issues
May 3, 2024	Fare for All food engagement event
May 7, 2024	Francis Basket Food Distribution
May 15, 2024	Saint Paul's Mobility Mixer
June 1-2, 2024	Train Days at Union Depot

## What we heard: Public engagement summary report

Date	Location or event
June 12, 2024	Central Park Station, Bloomington
June 18, 2024	Rail Celebration Event, Target Field Station
June 28, 2024	MSP, Terminal 1
July 8, 2024	MSP, Terminal 2
July 11, 2024	Summer Nights in Rice
July 14, 2024	Sunday Funday, Bloomington Central Park
July 29, 2024	Mall of America Station™
July 31, 2024	Food Truck Wednesday (Rice Park, downtown Saint Paul)
Aug. 3, 2024	St. Luke's Farmers Market (Highland Park)
Aug. 15, 2024	Summer Nights in Rice

### Open houses

Date	Location	People engaged
June 23, 2021	Virtual open house	70
March 31, 2022	Virtual open house	36
May 14, 2024	Palace Community Center	60
June 27, 2024	Historic Fort Snelling Visitor Center	20
July 10, 2024	Jewish Community Center	26

Online virtual open house feedback: June 2021

Organization/Event	Date	Feedback/Questions
Online virtual open house	June 23, 2021	<p>Throughout the presentation, there were four polls that participants were able to take part in. The poll topics included:</p> <ul style="list-style-type: none"><li>• Preferred communication method.</li><li>• Opinion on the Purpose and Need statements.</li><li>• Important history in the corridor.</li><li>• Neighborhood strengths.</li></ul> <p>More than half of poll participants (59%) said the Purpose and Need statements cover the topics that are important to the corridor. Thirty percent said the statements are okay, but some things could be better, and only 11% felt the statements were not a good foundation.</p> <p>When asked about the Riverview/West 7th Street neighborhood strengths, almost half (49%) said the pedestrian friendly character was the biggest strength. Other strengths listed were availability of transit (17%), businesses (14%), housing options (9%), parks and open spaces (6%), and other (6%).</p>
Online virtual open house	June 23, 2021	<p>We will be notified if there is no comment/vote.</p>
Online virtual open house	June 23, 2021	<p>I hope the rest of the team will introduce themselves tonight sometime during the open house. I think the audience would like to see the other folks who have helped to make this meeting possible (p.s. not including me...I am strictly audience tonight.)</p>
Online virtual open house	June 23, 2021	<p>Jessica - I voted no for planning primarily due to the lack of consideration given the historic properties at the river and through the Hwy 5 extension. Fort Snelling is vital and although there has been extensive work in the area for transportation, the original structures from the early times are still intact. Last month, the 1853 barns</p>

Organization/Event	Date	Feedback/Questions
		were uncovered during construction east of bldg 17 and along the DOT right of way to the west. The current project has not collaborated with Ramsey County or MetCouncil. How has the state been involved in consultation as the area is State owned, the Historical Society has no ownership of the area - this has been a difficult situation as Mortenson Construction was led to believe the owner of the property and construction site is the Minnesota Historical Society. Is there a State official being contacted and involved in the process that is NOT part of MN historical Society?
Online virtual open house	June 23, 2021	Submitted earlier via email that directly affects what amenities are accessed via "stations": Why isn't an alternative to West Seventh Street being evaluated for the "modern streetcar" when so many along West Seventh prefer other options to this "locally preferred" option. For example, there are so many benefits to an alignment that enhances the natural wonders of the river(!) and St. Paul's park system such as a pedestrian crossing to Harriet Island, Irvine Park, North High Bridge Park elevator, Victoria Park, Crosby lake, Highland Park, Hidden Falls, Gateway Park, even to Minnehaha Park. This route harkens back to the 19th Century bluff top concept of the Grand Round along the river corridor, the loop envisioned by Horace Cleveland who designed Como Park. A river route historically also references St. Paul's early adoption of a rail system.
Online virtual open house	June 23, 2021	Will there be more or less stops on the route than currently used by the route 54 bus? Will the 54 bus be discontinued?
Online virtual open house	June 23, 2021	What about the history of the European immigrant communities, specifically German, Czech-Slovak, Italian as "cultural" resources for West Seventh?
Online virtual open house	June 23, 2021	the poll questions should have an "all of the above" option, it seems too early to force a single answer

## What we heard: Public engagement summary report

Organization/Event	Date	Feedback/Questions
Online virtual open house	June 23, 2021	Michelle - Your previous Dakota dedicated work gives you access to recent materials and reports dating back to Two Rivers CDC and other nonprofits including MN Historical Society's attempts to document Dakota importance. As you stated, Dakota is your focus. What is being done to represent the Indigenous and European cultures who were violently displaced by the Dakota tribes? As you are aware, the Dakota did not occupy the area called by contemporary Dakota society as Bdote, until after their triumph over the loway tribe at Pilot Knob in the 1760s and additional attacks against the Ojibwe reaching into the 1830s as documented by Lawrence Taliaferro and several missionaries in place during the 1820s and forward. Thank you for addressing how Indigenous and European tribes/people are being represented in your research obligations under cultural landscape reports.
Online virtual open house	June 23, 2021	Would really like a virtual tour. During construction having virtual tour updates.
Online virtual open house	June 23, 2021	What is the schedule for completing the issue resolution phase?
Online virtual open house	June 23, 2021	Have there been any significant decisions yet as to vehicle or alignment
Online virtual open house	June 23, 2021	Worried about up keep of trash collection and cleaning. I ride both the Blue and Green for shopping and take the 54 to work. Many of the stations are well kept others not so well. Would like to make sure any added landscaping is kept up and that the stations are well maintained. No broken glass, roofs with sun protection, winter heaters and finally open enough that one feels safe - no chance of being pressed into a corner when traveling late at night. Just want to make sure there is proper dget to keep stations a positive addition to any neighborhood.



## What we heard: Public engagement summary report

Organization/Event	Date	Feedback/Questions
Online virtual open house	June 23, 2021	Considering this "streetcar" has to be able to use lightrail track and stations, and considering it could run entirely on its own right of way, what aspects of this "streetcar" are still a streetcar?
Online virtual open house	June 23, 2021	Michelle - my apologies for the typo - the Pilot Knob date should read 1670s.
Online virtual open house	June 23, 2021	Purpose statement ignores any impact on the River and its environment
Online virtual open house	June 23, 2021	Jessica - thanks for the response. It would be proactive to develop a State contact who is familiar with Fort Snelling and the area as a state property with all resources including buildings being state assets. From the slides it appears the proposed station target is the area between Coldwater and the historic fort at the site of an existing horse stable being used as storage by the management company, MN Historical Society. You're all doing a great job tonight! I appreciate the transparency and dedication to collaborate with the public.
Online virtual open house	June 23, 2021	What phase does rider safety get analyzed?
Online virtual open house	June 23, 2021	Why not implement a two-way connection way where Riverview meets the Blue Line? That would allow for trains to alternate heading southwest to MSP and MOA or northwest via Blue Line to downtown Minneapolis and other LRT connections and destinations, adding considerable mobility and accessibility to the Riverview experience.
Online virtual open house	June 23, 2021	W7 is still 80 feet wide. Significant concerns about allowing for ROW for emergency vehicles exists via state law. The current alignment proposal on W7 with fixed rails either center running or side running has huge implications for the existing property owners on the street. What is the status of your information gathering process in this regard.

## What we heard: Public engagement summary report

Organization/Event	Date	Feedback/Questions
Online virtual open house	June 23, 2021	How set in place are the potential station locations? Could an additional station or two be added in depending on how the exact route aligns after more study?
Online virtual open house	June 23, 2021	Funding is federal funding from taxes and county resident taxes paid?
Online virtual open house	June 23, 2021	As a person without a car, the virtual tour would be really helpful. Could also use it to share with others that are bound to transit for shopping, working and leisure.
Online virtual open house	June 23, 2021	Given the relatively "undeveloped" corridor (mostly due to the freeway of Shepard Road) along the river, and given all the resources that do exist along "Shepard Road", doesn't this alignment beg for consideration from future (residential) development as well as close proximity to businesses and residents along West Seventh (given the ten minute walk)
Online virtual open house	June 23, 2021	Is that half cent by Ramsey County in existence now or would that be a new amount levied?
Online virtual open house	June 23, 2021	Some cities make this type of transit free to riders. Is that the intent for this project?  If riders will be charged a fee, will there be a more secure Paid area for paid passengers than the current green line or blue line open designs?
Online virtual open house	June 23, 2021	Can Erin expand on the timeline of new ridership numbers post covid and how it might affect this study process?
Fort Snelling Joint Powers Board	July 13, 2021	Is the alignment crossing over 55 set?  Note that Bloomington Road is part of a national landmark

Organization/Event	Date	Feedback/Questions
		<p>Would the alignment along Bloomington Road be on both sides?</p> <p>Has a single-track option through the Fort area been considered?</p> <p>Is bypassing Fort Snelling and going directly to the airport being considered?</p> <p>The previous PPD study identified the importance of using the existing airport stations in order to capture that ridership. It does seem simpler to just run-down Highway 5 to the Humphrey Terminal station.</p> <p>Would people have to transfer from Riverview to the airport?</p> <p>How would people access the chapel?</p> <p>It seems like if the streetcar were off to the left instead of in the center, it may be easier to make the turn into the chapel tunnel.</p> <p>The bridge and tunnel are historic resources.</p> <p>the boundary of the national historic landmark district boundary will change and will get bigger. Be mindful of the archaeological monitor report at the Upper Post and Lower Post that will be coming out; make sure that Cultural Resources keep in the loop.</p> <p>The formal Section 106 process has not yet started – Can the Joint Powers Board provide an update if they want to be an official consulting party when the time comes?</p>
Tribal partner meeting	August 2, 2021	<p>Does not know how this project could improve the area in terms of tribal interest. The streetcar is a distraction from where people go to pray.</p> <p>We never get our full interests taken into consideration when projects like this come through. You're already adding another thing to an area that has things located there that shouldn't be there already.</p> <p>Some in the community would rather see nothing up there and restored to pristine. Can the native American</p>

Organization/Event	Date	Feedback/Questions
		<p>sites along the St. Paul side of the bluff be called out (i.e., the old fountain cave)?</p> <p>Could you widen to the rock cut? No new rock disturbance. Use the existing tunnel. Alternatives 1, 2A, 2B are acceptable to move forward.</p> <p>Why are tribal resources combined with tribally sensitive areas? Traffic and noise impact tribally sensitive areas (where ceremonies and events take place) at certain times of the year. They are ok with these two being combined at this point.</p> <p>Follow the path of least resistance in the area that has been the most disturbed. Will there be an inadvertent discovery plan in place? Should there be human remains, there needs to be a plan in place.</p> <p>Highway 5 from Crosstown to tunnel is cut into bedrock.</p> <p>Clarification is needed on previous disturbance. If there is additional disturbance proposed, that will be problematic.</p> <p>More supportive of the route that is furthest away from the place of remembrance.</p> <p>Don't deface the rock.</p> <p>When will geotechnical borings happen?</p> <p>Would widening Option 4 need any excavation?</p> <p>Options closer to Cold Water Spring would be less preferential from a noise, visual and construction perspective.</p>
Bloomington City Council and Port Authority	Sept. 8, 2021	No questions or feedback
Fare 4 All	Oct. 15, 2021	<p>Some concern about safely crossing the already-busy lanes of traffic on West 7th and assessments that could be levied on nearby property owners.</p> <p>Will there be an impact on small businesses from a transit system that would allow potential customers to</p>

## What we heard: Public engagement summary report

Organization/Event	Date	Feedback/Questions
		<p>bypass local shops and move more quickly to the Mall of America.</p> <p>Youth present at the event were enthusiastic about opportunities the project will offer them and other stakeholders in their community.</p>
West 7th Fort Road Federation Transportation and Land Use Committee	Nov. 3, 2021	<p>Expressed interest in a future stop at Historic Fort Snelling to increase the number of visitors there.</p> <p>Asked what the stations look like.</p> <p>Concerned about the cost of the project, the elimination of bike lanes, the bridge over St. Clair is not strong enough to support streetcar or light rail.</p> <p>Concerned that the station area planning work will consider the only viable developments to be five stories.</p> <p>Said Union Depot is being ignored as a transportation hub.</p> <p>James Schoettler said this area has two transit needs: local bus service on w. 7th Street and light rail transit to MSP Airport. Ramsey County has refused to consider other river crossing options that would cost half as much as reconstructing the TH 5 bridge.</p> <p>Craig Struve said the tunnel under Fort Snelling will be unsafe, the streetcar is too slow, and the two concept designs will strangle capacity.</p>
Capitol River Council Public Realm Committee	Nov. 4, 2021	<p>When were streetcars in the Twin Cities replaced by buses? He remembers riding the streetcars and considered buses to be an improvement and asked whether Riverview streetcar was a step backward. Said streetcars were a square peg in a round hole.</p> <p>Will ADA accessibility be improved with the streetcar?</p> <p>Attendee said he does not see another Riverview station downtown beside the Green Line stations and asked if the platforms would be 200 feet long to accommodate a two-car consist.</p> <p>Attendee said he understood that the Policy Advisory Committee directed staff to study a flyover in the Fort</p>

## What we heard: Public engagement summary report

Organization/Event	Date	Feedback/Questions
		<p>Snelling area to avoid degrading traffic flow and access to Hwy 5. He asked if the project team would consider studying a new crossing farther upstream.</p> <p>There was a concern that the announcements made at LRT stations would be too loud.</p> <p>Attendee aid CART wants to provide information to the committee on the downtown routing at a future meeting.</p>
Friends of Fort Snelling Board of Directors	Nov. 9, 2021	<p>Why do we need this rail line?</p> <p>The bridge deck was just rebuilt; will that make it challenging to get funding for the streetcar?</p> <p>Is interested in knowing the ridership projections from MSP.</p> <p>How final is the streetcar option?</p> <p>What is the cost threshold for the streetcar alternative being feasible?</p> <p>How does the current Riverview project ridership compare to Blue Line pre-COVID?</p> <p>Would Riverview connect to the Highland Village area?</p>
Highland District Council Transportation Committee	Nov. 9, 2021	<p>What is the composition of the council you are working with along the corridor?</p> <p>What factors were considered in your environmental assessment?</p> <p>Has there been a survey of the ownership of properties along 7th St and the ownership of the various businesses?</p> <p>Will bus service also be available?</p> <p>Is this train like the blue and green lines or more like trolley transit?</p> <p>What are the rights of way - my recollection is that the businesses are close to the street - sidewalks might be 6 feet, so what might change if this transit comes in?</p>

Organization/Event	Date	Feedback/Questions
		<p>How will parking work on 7th St. if you have to make room for the transit?</p> <p>Will any businesses be shut down or eliminated to implement this project?</p> <p>Is the bridge tall enough to meet the new federal standards?</p> <p>What is the feedback from Bloomington?</p> <p>How many riders will this line bring from Bloomington (origin) into St Paul vs. to the airport?</p> <p>What is the impact to vehicle traffic on the Hwy 5 bridge?</p>
Little Bohemia Neighborhood Association	Nov. 15, 2021	<p>It will destroy the surrounding neighborhoods. Stations will have to be 180 feet long, eliminating parking. A developer told the Task Force that buildings would need to be 5 stories tall. These developments destroy the historic ambiance of the neighborhood. Example: Bonfe site. There are alternatives to rail, such as buses, which would be faster. There is also an alternative route along the river.</p> <p>Is there any displacement of businesses?</p> <p>How big/wide will the stations be?</p> <p>How much use will the stations get?</p> <p>Security at stations and on light rail are a concern.</p> <p>Does it displace buses on W. 7th?</p> <p>St. Clair and W 7th intersection is fairly complicated. There are traffic issues and accidents.</p> <p>Concerned about the statement “thrive as a result of the transit investment.” The neighborhood is already thriving. Apartments being developed on University Avenue are just a win for developers and we don’t want that here. Worried about gentrification.</p> <p>It is hard to give feedback when there are so many unknowns.</p>



Organization/Event	Date	Feedback/Questions
		<p>Is this definitely a rail project or is it possibly a bus project?</p> <p>How much use will the line get?</p> <p>Green Line appears underutilized (see empty trains) and has caused crime.</p> <p>It's difficult to bike on W 7th and would like that to improve.</p> <p>Liquor Barrell parking lot is problematic; it has two access points, people coming in and out can back up traffic.</p> <p>What are the goals of the project?</p> <p>Overall supports progress and investment, but this project seems expensive.</p> <p>What are people near the stations further south saying? Feels more lost about the project than before the meeting.</p> <p>Excited to see this project progress.</p> <p>Better stormwater management is a potential benefit of this project.</p>
Saint Paul Public Schools	Nov. 23, 2021	<p>SPPS has a community education center at 1780 W 7th (near Montreal) - is that a conversation for another day?</p> <p>There is some movement of staff between 1780 7th and 360 Coborn during the workday – a potential opportunity for staff to use streetcars to travel between these locations.</p> <p>360 Coborn doesn't feel well connected from a pedestrian perspective to St. Clair. Even though it is further away, someone would be more likely to get off at the Randolph station and walk to 360 Coborn the "back way."</p> <p>A station at Jefferson would provide the most direct access to 360 Coborn (though it is understood that not everyone can have their preferred station location).</p>

Organization/Event	Date	Feedback/Questions
		<p>Does the work scope include multimodal connections? And things like bikeshare?</p> <p>Would love to see a pedestrian crossing over the railroad just east of the railroad bridge.</p> <p>360 Coborn is set back from 7th Street; there are no small shops between the facility and 7th Street. Does your process include looking at the neighborhoods beyond 7th Street?</p> <p>SPPS sold our property at Albion-Montreal-7ths for a new senior living facility (Lexington Landing). SPPS' community engagement related to that sale revealed a feeling of isolation in the area.</p> <p>SPPS currently has an official policy against disposing of SPPS real estate, even that associated with schools that have closed or will be closed in the future. However, we could envision a long-term conversation about the future of 1780 W 7th, especially if a streetcar induces more real estate demand around 7th and Montreal.</p> <p>Streetcars can only be helpful, by improving job access, economic development and helping with employee recruitment.</p> <p>Some high schools in the district recently switched from SPPS busing to Metro Transit passes.</p> <p>SPPS is happy to partner on the Riverview project however feasible.</p> <p>SPPS will promote the Central Segment survey in the weekly employee newsletter.</p>
Optimistic Partners	Nov. 29, 2021	Attendee is supportive of transit in the Corridor and feels it is positive for the community and region, though any period of construction would be disruptive.
Section 106 Public Meeting	Dec. 8, 2021	Information will be passed along to the Fort Road Federation Board in hopes they will become involved in the area.

Organization/Event	Date	Feedback/Questions
		<p>New national registration nomination for the AMCON (?) building/Landmark Towers (near Rice Park)</p> <p>The corridor is where a lot of European immigration took place into the city and the state. Please consider how transit will impact the development and historic/cultural “genesis” of the area.</p> <p>Concern about platform lengths/widths and how they may impact proprieties.</p> <p>Have buildings around Rice Park been identified as historic buildings/properties?</p> <p>Will the team be adding locations of current non-registered properties as layer? You may want to add a study area before the APE is defined.</p> <p>What’s the area size around the corridor to consider a historic building/location?</p> <p>There are seven building and two historic districts on the historic registry along West 7th. Consider referencing these areas (rather than Dayton’s Bluff) in future presentations.</p> <p>Clarification how West 7th and the area would be considered near the river.</p> <p>What will the route be nearby the Fort Snelling Golf Course? (There is a historical marker near the Club House)</p> <p>When will historians and architects become involved?</p> <p>Who can be involved in the process and how?</p>
Bloomington City Council and Port Authority	Dec. 9, 2021	<p>Two members expressed support for the elevated 82nd Street station option and building the best long-term solution.</p> <p>Would pedestrian facilities be built to connect the station to the surrounding buildings north of 82nd Street?</p> <p>Desire to make it safe and efficient for people to get from the 82nd Street station to the Mall of America or the bus transfer area.</p>

Organization/Event	Date	Feedback/Questions
		Did the project team consider stopping the Riverview route short of the Mall?
Union Pacific (UP) Railroad	Dec. 10, 2021	<p>The purpose is to unload new vehicles from trains for local distribution. Customers are auto dealerships, who come to the site with their auto carriers to pick up cars to take them to their dealerships for sale.</p> <p>How many jobs are at the auto ramp?</p> <p>Nearby are separate tracks used by ADM for their grain facility</p> <p>What is the possibility of UP disposing of this property someday?</p> <p>Have you encountered transit corridor planning in relation to your properties elsewhere in the country?</p> <p>Can we show images of development concept on UP property?</p> <p>Does UP have its own redevelopment arm, like how Ford Motors was involved in Highland Bridge prior to selling to a developer?</p> <p>Do you have competitors in the Twin Cities for offloading autos? Do the other railroads offer this service?</p> <p>Do you know why the auto distribution site is in this location?</p> <p>Does UP have any plans to do anything different with this site?</p> <p>Would redevelopment on the site require the whole parcel or would just a piece of it work?</p> <p>An OMF facility at 564 Drake is under consideration as well; 10-acre parcel is adequate.</p> <p>SAP will send some initial sketches of development possibilities and will keep the group apprised as planning progresses.</p> <p>How many years away is the streetcar project?</p>

Organization/Event	Date	Feedback/Questions
		<p>If there ends up being a land swap, if 564 Drake is needed for an OMF, how would that affect the environmental document, assuming the traded land is outside the corridor?</p> <p>UP might begin some internal conversations about the future of 564 Drake Street sooner than later</p>
SAPTF walking tour	April 19, 2022	<p>The Station Area Planning Task Force participated in a walking tour of the corridor on April 19 to examine existing conditions at or near potential station locations and look for ideas to improve station access, safety and traffic flow. Below is a summary of the feedback collected.</p> <p>Existing Conditions:</p> <ul style="list-style-type: none"><li>Mix of old and new buildings.</li><li>Variety of building styles, uses, and scales.</li><li>Distinct character areas defined by hospital, Xcel Center, Irvine Park, historic storefronts, shelters.</li><li>Irvine Park is highly desirable.</li><li>Poor pedestrian experience (e.g., poor sidewalk quality, unsafe crossings, etc.).</li><li>Limited of public art and small, inviting open spaces.</li><li>Lack of bicycle facilities.</li></ul> <p>Opportunities for Improvement:</p> <ul style="list-style-type: none"><li>Pedestrian and bicycle safety.</li><li>W 7th St streetscape.</li><li>Infill on parking lots.</li><li>Parking management that balances the needs of residents, hospital employees, event attendees, and retailers/restaurants.</li><li>Leverage and reinforce historic character.</li><li>Mitigate traffic noise on connecting streets.</li><li>Improve crowd control during events</li></ul>

Organization/Event	Date	Feedback/Questions
SAPTF walking tour	Sept. 13, 2022	<p>The Station Area Planning Task Force participated in a walking tour of the corridor on September 13 to examine existing conditions at or near the Highland Park station locations and look for ideas to improve station access, safety and traffic flow. Below is a summary of the feedback collected.</p> <p>Existing Conditions:</p> <ul style="list-style-type: none"><li>Loud street noise and no regard for speed limit.</li><li>Poor/lack of pedestrian facilities, including crosswalks, sidewalks and signage.</li><li>Limited green space, including trees.</li><li>Lack of bicycle facilities.</li><li>Some redevelopment currently underway.</li><li>Seems like a more industrial area.</li></ul> <p>Opportunities for Improvement:</p> <ul style="list-style-type: none"><li>Potential to reuse old rail corridor at Alton.</li><li>More green spaces and public parks.</li><li>Add or improve bike lanes.</li><li>Reuse much of industrial business and surface parking near Homer.</li></ul>