

PUBLIC ENGAGEMENT SUMMARY REPORT

Summary Report #1

SEPTEMBER 2020 – JUNE 2021

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1. INTRODUCTION

1.1. PROJECT OVERVIEW AND STATUS

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

As defined in the Riverview Corridor Pre-Project Development Study, “The purpose of the Riverview Corridor is to provide transit service that would:

- Enhance mobility and access to opportunities for residents, businesses, and the region through connections to employment, education, and economic development throughout the Twin Cities; and
- Support goals to cultivate economic prosperity and to invest in all neighborhoods in the corridor with priority on lower income neighborhoods.

The Riverview Corridor Modern Streetcar project is in the Engineering and Pre-Environmental Phase, which includes engineering, pre-environmental, cultural resources and station area planning work. Successful completion of this 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.

This report represents engagement during the startup and initiation of the Engineering and Pre-Environmental Phase.

1.2. ENGAGEMENT DURING THIS TIME PERIOD

This report provides an overview of stakeholder and public engagement activities conducted between September 2020 and June 2021 during the startup and initiation of the Engineering and Pre-Environmental Phase. The report summarizes the public engagement activities conducted around development of the Purpose and Need and accompanying goals and objectives. It also covers startup tasks associated with committee formation and initial engagement planning.

Between September 1, 2020, and June 30, 2021, over 20 committee, task force and other meetings open to the public took place as part of the project. Additional communication and engagement activities included drafting a public engagement plan, updating the project website, initiating regular social media posts, a general media awareness campaign, solicitation of committee members, community meetings and an online open house.

Table 1-1: Engagement Activities

Activity	Date	Audience	Engagement Type	Attendees
Highland District Council	January 7, 2021	Residents	Presentation	20
Historic Fort Snelling Joint Powers Board	January 12, 2021	State agency representatives, local government staff and developers.	Presentation	12
St. Paul Business Review Council	April 7, 2021	Businesses	Presentation	28
West 7 th Business Association	April 13, 2021	Business owners	Presentation	6
Capitol River Public Realm Committee	May 6, 2021	Residents	Presentation	12
West 7 th Fort Road Federation	May 10, 2021	Residents	Presentation	24
Online Virtual Open House	June 23, 2021	Public	Public Meeting	70
Total Estimated Contacts				172

2. PROJECT COMMITTEES

For the Riverview Corridor Engineering and Pre-Environmental Phase, the decision-making process is led by these four committees that are informed by input gathered through public engagement efforts:

- Policy Advisory Committee (PAC)
- Technical Advisory Committee (TAC)
- Community Advisory Committee (CAC)
- Station Area Planning Task Force (SAPTF)

Appendix A lists the membership of each committee.

2.1. POLICY ADVISORY COMMITTEE

The Policy Advisory Committee (PAC) provides policy input, direction and approval of study documents and work efforts and makes final study recommendations to the Ramsey County Board. The PAC uses technical analysis and community input to address issues relating to the environmental review, preliminary engineering, and station area planning. The PAC is expected to meet every two or three months and the agenda includes an opportunity for public comment. Membership consists of elected officials and representatives from Ramsey County, Hennepin County, Saint Paul, Bloomington and other representatives from key partner agencies including the Minnesota Department of Transportation, the Metropolitan Council, Metro Transit and the Metropolitan Airports Commission, the business community, the nonprofit sector, health care and labor unions.

During this time period, the Policy Advisory Committee met three times. **Table 2-1** provides more details of the meetings.

Table 2-1: Policy Advisory Committee Meetings

Date	Attendance	Topics
November 5, 2020	61	<ul style="list-style-type: none"> • Approval of meeting calendar. • Policy Advisory Committee roles and responsibilities. • Locally Preferred Alternative overview. • Engineering and Pre-Environmental Phase work scope. • Project schedule. • Committee membership applications.
February 4, 2021	75	<ul style="list-style-type: none"> • Engineering and Pre-Environmental updates. • Cultural resources updates. • Communications/Community Engagement updates. • Project schedule and agency coordination.
April 1, 2021	29	<ul style="list-style-type: none"> • Engineering and Pre-Environmental updates. • Cultural resources updates. • Communications/Community Engagement updates. • Approval of Community Advisory Committee and Station • Tribal coordination recap.

2.2. TECHNICAL ADVISORY COMMITTEE

The Technical Advisory Committee (TAC) is comprised of technical staff, primarily planners and engineers, from local governments within the Riverview Corridor Modern Streetcar Project Area and other agencies who provide technical input on issues including design, environmental analysis, engineering, construction and other elements of project development. TAC members will review technical documents and provide technical assistance to the Policy Advisory Committee.

During this time period, the TAC met eight times. TAC meetings are open to the public and meeting notices are posted to the project website. **Table 2-2** provides more details of the meetings.

Table 2-2: Technical Advisory Committee Meetings

Date	Attendance	Topics
October 29, 2020	27	<ul style="list-style-type: none"> • Project Committees and TAC role. • Engineering and Pre-Environmental (EPE) Phase and Schedule. • EPE Schedule. • Upcoming meetings and next steps.

December 15, 2020	32	<ul style="list-style-type: none"> • Partner updates. • Review of action items/previous meeting summary. • Engineering and Pre-Environmental updates. • Cultural Resources updates. • Station Area Planning updates. • Communications/Community Engagement updates. • Project Management Consultant updates. • Schedule. • Upcoming meetings.
January 19, 2021	29	<ul style="list-style-type: none"> • Partner updates. • Review of action items/previous meeting summary. • Engineering and Pre-Environmental updates. • Cultural Resources updates. • Station Area Planning updates. • Communications/Community Engagement updates. • Schedule. • Upcoming meetings.
February 16, 2021	32	<ul style="list-style-type: none"> • Partner updates. • Review of action items/previous meeting summary. • Engineering and Pre-Environmental updates. • Cultural Resources updates. • Communications/Community Engagement updates. • Schedule. • Upcoming meetings.
March 16, 2021	32	<ul style="list-style-type: none"> • Partner updates. • Review of action items/previous meeting summary. • Engineering and Pre-Environmental updates. • Cultural Resources updates. • Communications/Community Engagement updates. • Schedule. • Upcoming meetings.
April 20, 2021	33	<ul style="list-style-type: none"> • Partner updates. • Review of action items. • Engineering and Pre-Environmental updates. • Cultural Resources updates. • Communications/Community Engagement updates. • Station Area Planning updates. • Schedule. • Upcoming meetings.
May 18, 2021	26	<ul style="list-style-type: none"> • Partner updates. • Review of action items. • Engineering and Pre-Environmental updates. • Cultural Resources updates. • Communications/Community Engagement updates. • Station Area Planning updates. • Schedule. • Upcoming meetings.

June 15, 2021	28	<ul style="list-style-type: none"> • Partner updates. • Review of action items. • Communications/Community Engagement updates. • Engineering and Pre-Environmental updates. • Station Area Planning updates. • Cultural Resources updates. • Schedule. • Upcoming meetings
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2.3. COMMUNITY ADVISORY COMMITTEE

The purpose of the Community Advisory Committee (CAC) is to advise the Riverview Corridor Policy Advisory Committee on project design, environmental analysis and community engagement opportunities and techniques through a community and business perspective during the Engineering and Pre-Environmental Phase of the Riverview Corridor Modern Streetcar Project. The CAC will be co-chaired by two members of the committee and is expected to meet quarterly throughout the three-year Engineering and Pre-Environmental Phase. CAC meetings are open to the public and meeting notices are posted to the project website.

During the time period, the CAC met one time, as detailed in **Table 2-3**.

Table 2-3: CAC Meetings

Date	Attendance	Topics
May 18, 2021	34	<ul style="list-style-type: none"> • Housekeeping items. • Community Advisory Committee charter and meeting expectations. • Project overview. • Riverview engagement topics. • Next steps.

2.4. STATION AREA PLANNING TASK FORCE

The Station Area Planning Task Force (SAPTF) will guide the development of station area plans in the City of Saint Paul and recommend approval of the plans to the Policy Advisory Committee and to the City of Saint Paul as an amendment to the city’s comprehensive plan. The Task Force will also advise community engagement efforts related to station area planning and, with the support of county, city and consultant staff, is expected to host a series of station area planning-specific community engagement events at the beginning and the end of the station area planning process.

The SAPTF will be co-chaired by two members of the Saint Paul Planning Commission and will be made up of up to twenty people who live and/or work along the corridor. The Task Force is expected to meet monthly for the first 18 to 24 months and may meet less frequently for the remainder of the three-year Engineering and Pre-Environmental study period. Task Force meeting are open to the public and meeting notices are posted to the project website.

During the time period, the Station Area Planning Task Force met two times, as detailed in **Table 2-4**.

Table 2-4: SAPTF Meetings

Date	Attendance	Topics
May 4, 2021	25	<ul style="list-style-type: none"> • Task force housekeeping. • Introduction Riverview Corridor Streetcar Project. • Introduction to station area planning. • Group exercise: issue identification/mapping. • Station area planning: process and schedule. • Community engagement plan and strategies. • Wrap up/next steps.
June 8, 2021	21	<ul style="list-style-type: none"> • Task Force housekeeping. • Selection of co-chair. • Recap of meeting #1. • Engineering update. • Community engagement plan and strategies. • Review of existing conditions in the corridor. • Group exercise: community visioning and goals. • Task force homework assignments. • Wrap up/next steps.

3. COMMUNITY MEETING

3.1. MEETING PURPOSE AND FORMAT

An online meeting was held on June 23, 2021 for a two-hour block of time, in an open house format. Following a main presentation there was a general Q&A, as well as series of more focused discussions. To encourage participation and make the event more interactive, the meeting included poll questions, utilization of the chat function and a follow-up participation survey. A total of 120 people registered for the meeting and approximately 70 attended it.

3.2. PROMOTION

Communication tools to promote meeting attendance included:

- Emails to project email list and partner distribution networks
- Social media updates on Riverview Corridor site, and shared by other accounts (e.g., Ramsey County, City of Saint Paul, City of Bloomington, etc.)
- Ads placed in ethnic media and other local publications
- Artist community liaison outreach to community, coordinated by Mica
- Outreach via Riverview Corridor advisory groups (PAC, TAC, CAC, SAPTF, etc.)
- Flyers and/or postcards distributed to project partners

3.3. COLLECTING FEEDBACK

Throughout the presentation, there were four polls that participants were able to take part in. The poll topics included:

1. Preferred communication method.
2. Opinion on the Purpose and Need statements.
3. Important history in the corridor.
4. Neighborhood strengths.

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.

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%).

The chat feature was enabled to encourage participants to be more engaged in the presentation. The meeting also included a Q&A segment to provide those with questions, the opportunity to ask them. See **Appendix C: June 23 Open House Questions and Comments**.

3.4. SUMMARY OF COMMENTS AND QUESTIONS

Table 3-1: Open House Themes

Comment Themes from Open House Meeting
Needs Statement: <ul style="list-style-type: none">• Statements cover the topics that are most important to the corridor.
Routes: <ul style="list-style-type: none">• Interest in a virtual tour.• Number of stops, locations, and potential to add or remove.• General cleanliness (garbage collection, landscaping) around stops/stations.• Right-of-way on West 7th for emergency vehicles.
Modes: <ul style="list-style-type: none">• Possible two-way connection to allow for trains to alternate heading southwest or northwest.• Difference between light rail and streetcar if they both use the same tracks.
Considerations: <ul style="list-style-type: none">• Preserving natural amenities and historic sites.• Addressing culturally significant areas.• Potential for future development.

The following summarizes the common themes that emerged from the June 23 Open House meeting. For a list of all comments and questions from the Open House see **Appendix C: June 23 Open House Questions and Comments**

4. PUBLIC ENGAGEMENT EVENTS AND ACTIVITIES

4.1. PURPOSE AND NEED ENGAGEMENT

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

- An infographic illustrated summary document was prepared for the Purpose and Need to facilitate the public review process. (See **Appendix B.**)
- Project e-newsletters circulated to the project email list, providing an overview of document and availability for comment
- Social media posts to project Facebook and Twitter accounts, stating the availability of the document for review, and selected facts and figures.
- Direct contact with targeted stakeholders including local organizations, institutions and businesses serving diverse populations along the corridor.
- Distribution through project partner communication networks, including email, newsletters, social media and other means.

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

- Project Email: A project email account info@riverviewcorridor.com was made available to provide comments directly.
- Website: A form created on the project website that facilitated the submittal of comments.
- Public Event: The Purpose and Need was featured at an online open house. Attendees could ask questions/share comments via the chat and Q&A functions. There was also a poll question during the presentation on the Purpose and Need.

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

During the open house, a poll was posted, asking attendees “Are the purpose and need statements a good foundation for how decisions should be made as part of this project?” Of the 35 respondents, 60% said “yes,” 29% said “somewhat” and 11% said “no.”

The 54 written comments that were submitted during the comment period could be divided generally into three main groups: support of the Locally Preferred Alternative (modern streetcar), no support of the Locally Preferred Alternate, and those requesting additional information or analysis. This reflects the fact that the Riverview Corridor project has already had

several years of public process, and public opinion is much more focused on the current proposed project than on the specifics of background analysis that support it.

Of the 21 (37%) that supported the Locally Preferred Alternative, the most cited reasons were the importance of a regional transit connector, the need to support sustainability goals, the value of serving the local community with improved transit service, and the potential economic development benefits of streetcar. This included citations of specific Purpose and Need data and analysis to make the case for the project, such as the presence of low income and transit reliant populations. However, some of the comments were qualified with some additional changes they would like to see to the project as proposed, or additional information to be supplied.

Of the 19 respondents (33%) said they did not support the project, the most cited reasons were that it was not a good use of resources for the potential benefit, too expensive, had too many potential negative impacts on the community, was too slow and/or unsafe to be a good alternative, or that another mode like bus could be a better and less expensive alternative with more local access via stops. There were also questions about the quality of the analysis done, for instance if the forecasted ridership levels would be adequate to support the route, or if West 7th is wide enough to accommodate the planned mode.

Of the 17 respondents (30%) who did not express a stated preference for or against project, many either requested additional information about how decisions about the Locally Preferred Alternative had been made and/or wanted to see more options/analysis considered.

4.2. COMMUNITY EVENTS AND PRESENTATIONS

Community events and presentations will be held with identified community groups, such as neighborhood and business associations, to provide updates and engage in dialogue. They will be coordinated to correspond with project milestones, allowing for both input and follow-up from previous engagement as the hosting group allows. The team will identify the most effective ways to engage the diverse communities of newer immigrants, the young and the elders along the corridor. Our team employs the strategy of “going where people are.” We will seek out community leaders, natural gathering places and areas where information is exchanged by these communities. These may be site-specific or organized around a specific group or topic.

During this, noteworthy meetings took place with the organizations listed in **Table 4-1**.

Table 4-1: Community Events and Presentations

Activity	Date	Attendees	Audience	Topics Covered
Highland District Council	January 7, 2021	20	Residents	Recap of the Locally Preferred Alternative selection, work scopes for the Engineering and Pre-Environmental phase and questions.
Historic Fort Snelling Joint Powers Board	January 12, 2021	12	State agency representatives, local government staff and developers.	Recap of the alternatives analysis done in the PPD phase, selection of the Locally Preferred Alternative and work scopes for the EPE phase. More focused discussion on the cultural resources in and around the Fort Snelling/Bdote area.

St. Paul Business Review Council	April 7, 2021	28	Businesses	Recap of the alternatives analysis done in the PPD phase, selection of the Locally Preferred Alternative and work scopes for the EPE phase.
West 7 th Business Association	April 13, 2021	6	Business owners	Recap of the alternatives analysis done in the PPD phase, selection of the Locally Preferred Alternative and work scopes for the EPE phase.
Capitol River Public Realm Committee	May 6, 2021	12	Residents	Recap of the Locally Preferred Alternative selection, work scopes for the Engineering and Pre-Environmental phase and questions.
West 7 th Fort Road Federation	May 10, 2021	24	Residents	Recap of the Locally Preferred Alternative selection, work scopes for the Engineering and Pre-Environmental phase and questions.

4.3. TRIBAL ENGAGEMENT

Engaging people who have been connected to the land since before Minnesota’s founding is an important distinction this project has taken on. 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 EPE and 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.

5. SUMMARY OF COMMENTS FROM ENGAGEMENT EVENTS AND ACTIVITIES

Purpose and Need:

- 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.
- Would like to see this statement include the environmental benefits of attracting elective riders who would choose public transit if frequent and fast.
- Why go with a streetcar instead of a light rail (to match the rest of the TC system) or even better, a high frequency bus like the A line?
- 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?
- Why not buses?

- 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.
- Neither the original Purpose & Need Statement nor the revision show understanding of the unique issues that define what transit services are required in the Riverview Corridor. And the so-called Locally Preferred Alternative reflects this confusion. The Riverview Corridor is both defined and constrained by geography. The Mississippi River forms a major natural barrier. Due to it, most transit riders from the East Metro, headed to the Airport must go through the Riverview Corridor.

Transit Improvement Questions and Suggestions:

- The project fails to use the CP rail line.
- 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.
- The A-line bus is excellent and could easily run along 7th Street.
- 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.
- The project design must prioritize giving the streetcar dedicated ROW as much as possible.
- 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 bump outs 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 infrastructure.
- I keeping hearing concerns that W 7th is "too narrow" for a modern streetcar, why is the possibility of light rail on parts of Shepard Road not being considered as an option for greater consistency with regional transit planning?
- I'm wondering if there's been any consideration of using the CP spur ROW that runs around Return Court 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.

- 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.
- I think it would be brilliant if the streetcar connected Highland Park (or Highland Bridge - the Ford Plant redevelopment) with the West 7th Neighborhood.

Communities:

- 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.
- Concern of 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.
- The streetcar along west 7th 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 it won't be as fast as the current 54 bus.
- 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.”
- 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.
- It is a critically important corridor to St. Paul, Ramsey County and the larger metropolitan region. Within the Riverview Corridor 16% of households don't own an automobile, 30% of the population lives in poverty and approximately 20% of the population are people of color. These percentages are higher than regional percentages. Three areas of concentrated poverty exist in the corridor where people of color make up 40% or more of the population. Riverview will improve connectivity to health care, jobs, education and recreational activities.
- 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.
- There are a couple reasons why I want this mass transit project to happen:

- It will improve connectivity to health care, jobs, education and recreational activities.
- Modern Streetcar is a permanent investment, this permanence is what drives development/redevelopment along corridors providing for enhanced economic opportunity
- Within the Riverview Corridor 16% of households don't own an automobile, 30% of the population lives in poverty and approximately 20% of the population are people of color. These percentages are higher than regional percentages.
- Three areas of concentrated poverty exist in the corridor where people of color make up 40% or more of the population.
- 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.
- This investment will help to balance transportation investment in the region by addressing a gap in the Metro system and accommodate future transit plans. It will also help keep Saint Paul attractive for residents and businesses, which is important for all of us committed to the continued growth and prosperity of Saint Paul.
- The Riverview Corridor Project 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.
- 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.

Other Comments:

- Looking for information about future road redesign projects. Would like to see more infrastructure for biking and pedestrians.
- It is not too late to change to LRT or BRT!
- In light of the streetcar option's estimated price having nearly doubled to over \$2 billion since the decision was made to favor it over BRT, I believe it is irresponsible to continue on the current track.
- Streetcars without dedicated ROW fail to meet desired ridership levels due to the reduced quality and speed of service.
- No streetcar. Use rapid transit buses like on Snelling.
- It would be important to be more definitive about the vehicle. Compatibility with blue and green line stations and parts and maintenance issues would almost dictate the same size and configuration as the current LRT vehicles.
- This project looks great! Looking forward to riding it!
- Further investment should be paused to ascertain the new need/demand for transit in a post-pandemic world, especially in urban areas.

- There's an argument to be made that BRT could provide an opportunity to better serve employment centers at the airport. A BRT option, if routed via Post Road and 34th Ave S between Terminal 1-Terminal 2-American Boulevard, could connect with the Blue Line via 1) a BRT station on 34th Ave directly to the east of the Terminal 2 LRT station (which would still provide the same streetcar benefits of eliminating the lengthy transfer between the 54 bus and the Blue Line), and 2) a station near the intersection of 34th Ave S and E 75th Street which could better serve employees at the Delta reservations center, Delta maintenance base, Endeavor Air (Delta subsidiary) headquarters, Delta Cargo facility, and the airport catering facility, as well as the Fort Snelling National Cemetery.
- 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.
- 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.
- 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.
- 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.
- This project makes no sense. Why would we spend 2 billion plus dollars for a slow streetcar? The cost can't be justified. This needs to be shut down before more money is wasted.
- Permanent infrastructure is expensive and inflexible. Why not busses instead? So much more responsive to inevitable changes in transportation needs.
- 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 MOA and only stop at the airport. Currently, it takes incredibly long (30 mins) from MOA to downtown St. Paul.
- As you consider the Riverview Modern Streetcar project purpose and statement of need, we would like to share United Hospital and Children's Minnesota's continued strong opposition to the inclusion of Smith Avenue, also known as the "Smith Avenue Concept" as an alternative route. The medical campus located along Smith Avenue is robust, drawing patients from the immediate community and regionally as we provide a full continuum of critical services from births to complex surgeries, located in a carefully designed footprint. Smith Avenue is the primary access point for our patients to enter United Hospital and Children's Minnesota Hospital. Our shared emergency vehicle entrance is located on the west side of Smith Avenue just north of the intersection with Grand Avenue, and there is no opportunity to redesign the entrance to a different area of

this campus. The Smith Avenue corridor also provides patient, visitor and employee access to four parking ramps and one parking lot. The campus has been built around Smith Avenue as an access point because 35E blocks development on the north and west sides of the campus. Construction of a modern streetcar on Smith Ave would cause significant disruption to the access of our facilities as well as safety issues in an environment where we strive to make the patient experience as seamless and calm as possible as they navigate their health issues. In August 2017, United and Children's engaged WSB, a Minneapolis-based engineering firm with national expertise in transit planning, to study the potential technical impacts of various mode options on both Smith Avenue and 7th Street. The Executive Summary of the report produced by WSB is attached for your reference. This report speaks to the significant technical areas of concerns related to a transit corridor near our surgical and diagnostic facilities and frames the level of complexity involved in working around highly intricate medical campuses. As medical campuses continue to adapt to changing care needs of patients, the complexity is likely to intensify and impact future care investments.

- 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.
- A streetcar 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?

Highland District Council (January 7, 2021)

Questions after the PPT

- Is part of the planning to address the RV and Highland connection?
- Streetcars will fit on Blue or Green Line tracks?
- What is Section 106 consultation?
- Any preference for track placement? Side or center?
- Conversation about parts of the streetcar being elevated.
- Will this project remove lanes from the main roads? How will we prevent traffic congestion?
- Consideration of using the CP Spur for parts of the corridor. Impact to the Capital Cost?
- What are the benefits of the streetcar vs. other alternatives? Ridership and travel time?

Historic Fort Snelling Joint Powers Board (January 12, 2021)

- Question on participation in station area planning for the station at Historic Fort Snelling and the sequencing of the cultural resource study.

- The proposed station at Historic Fort Snelling is not part of the Station Area Planning work scope because of the extensive cultural resources in the area and because the engineering work needed to find a suitable river crossing.
- Mead and Hunt, the Cultural Resources firm, will be involved in station area planning at Historic Fort Snelling.
- Question asking when the Federal Transit Administration will become involved.
- The formalized Section 106 process happens during Project Development, which is several years away, but the Riverview project team is in consultation with them now.
- Request was made to see the membership on the Issue resolution Teams to help ensure they have the right membership to understand the cultural resources in the area.
- Riverview staff agreed to provide membership lists to the Joint Powers Board for distribution to its membership.

Saint Paul Business Review Council (April 7, 2021)

- Appreciated the presentation to better understand the project; the BRC is not taking up a formal position opposing the LPA.
- When was the study done for the 20,000 ridership projection? The PPD study was adopted in 2017.
- Will they do another ridership study given COVID? We will refine our ridership projections; we will re-evaluate the ridership using the FTA's STOPS model. We do know that COVID has affected express commuter transit but we don't yet know what the long-term effects of COVID will have on ridership.
- How will this project affect the existing 54 bus? Riverview will essentially replace the 54 bus. We will be looking at existing bus routes that interconnect with Riverview.
- Would there be the opportunity to have more of an express bus service that would connect downtown to the airport? We are not focusing on that as part of this project but it could be something that is looked at as part of a separate project.
- Is this project going to be running in mixed traffic? Part of this would be in dedicated ROW; part of it would be in mixed traffic.
- With the CP Rail merging with the KCS, shouldn't this project revisit using the CP Spur up to the Ford site? We had better ridership staying on West 7th as opposed to going up to the Ford site because a.) the trip is much longer; and b.) the cost of buying the CP Spur; c.) the connection to Blue line was difficult from a cost perspective. Metro Transit completed an analysis of existing transit service in 2019. Mentioned that RC is following through on its commitment to the Highland transit study. RFP that will be released soon. Offered to share Scott Marek's contact info with the chair.

West 7th Business Association (April 13, 2021)

- Question on limited opportunity to improve the transportation network. MNDOT has no funding to improve this roadway. Can't add capacity. Space is limited in this corridor.
- Frequency of arterial BRT is comparable to the current 54 bus.
- How much increased capacity will we gain with the streetcar? Double the capacity on a streetcar.
- West 7th Business Association is not supportive of the LPA.

- Variables are yet to be determined so how can it be the LPA? We will use this phase to refine the route that was identified during the PPD process.
- Local people and businesses don't prefer it and it's a big lie.
- Petitions in the community voting no on the project.
- Were there studies during the process that looked at the transit needs of the neighborhood? Yes, we engaged people on their transit needs and analyzed data on existing transit usage. We found that a significant percentage of the population along the corridor does not own a car or only has one car. Adding additional transit service will give folks greater access to jobs, education, and opportunity.
- Is that data available? Yes, it's on the project webpage under the PPD study.
- The consultants from the last study gave it a low grade. The project scored a medium rating which isn't uncommon for a project at this stage of analysis.

Capitol River Public Realm Committee (May 6, 2021)

- Wants more communication with Downtown St. Paul residents. What are the issues within Downtown that the streetcar has faced? Lots of transit lines in Downtown, grade problems within Downtown on 5th St and 6th St, how does the streetcar interact with the Green Line and spacing on 4th St, cost of moving utilities, where should stations be within Downtown, how will the Seven Corners area work with the hospital and Excel.
- Will less people in Downtown effect the ridership numbers? We realize we have to refine the numbers due to COVID-19 with the new STOPS model. We don't know how much ridership will go down.
- What is the current run time and headway? Where is the car running on 7th Street? Where will the track be located in Downtown – side or middle? 44 minutes from one end to the other, we are not sure on the time between trains but we hope it will be comparable to LRT (around 14 minutes) to stay competitive for federal funding. We have not yet arrived at the stage where we know the location of the streetcar specifically and its location relative to the street.
- If the streetcar doesn't work will buses be used Downtown? Conversions from office to residence and new residences have been built Downtown – he hopes the rise in population will be taken into account. We need to try everything to make the LPA work. This plan has been in the works for years and we need to honor that work. However, if the streetcar is not feasible in certain areas then other options will be considered. We will be taking population into account.
- What is the definition of a streetcar? What will it be running on? Smaller than LRT, usually one car, runs on existing LRT tracks, this transit mode can run in mixed traffic, at slow speeds, and it will probably have similar maintenance costs.
- Will there be bicycle storage? There will be bike storage/waiting space at the stations and on the streetcar. Similar setup to LRT.
- How will the community's questions be answered? How can the public make comments on the project? IST have been meeting since February. Hopefully by the autumn we will be able to engage in-person and present solutions to the community's concerns. Kevin Roggenbuck can take input and our site has contact information.

West 7th Fort Road Federation (May 10, 2021)

- Glad to hear that Bdote is being considered. Didn't hear about business input. Hoping to make sure that business input is considered. Kevin noted that Pat Mancini is on the Policy Advisory Committee and that Mary Hogan Bard is a business owner on the Community Advisory Committee.
- Does the streetcar have to go through Fort Snelling? Jennifer noted that yes, in its current alignment and to get to the Blue Line, the streetcar would need to travel through Fort Snelling.
- Is the 10-year timeline realistic? Jennifer noted that we are moving the timeline for the opening year out a bit, but we are hopeful that we can get there in 10-12 years.
- Will the alignment consider the Ford site, and will the new infrastructure bill help this project? Kevin answered about the PPD study history. We talked about the long-term transit feasibility study for Highland. Chairperson cut the questions short at this point so we didn't address the infrastructure bill part of the question.

6. COMMUNICATION METHODS

6.1. SOCIAL MEDIA AND ONLINE ENGAGEMENT

Social media is used in this project to solicit involvement in engagement events, direct people to additional information and opportunities on the project website and provide a space for people to provide comments and questions. At times, the project team may promote certain tweets and Facebook posts. These boosts will help target specific audiences and increase the number of views on a post. Social media sites included both Facebook and Twitter.

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

<https://twitter.com/RiverviewLine>

Social media posts are distributed through these official Ramsey County social media accounts, as well as provided to project partners (including Metro Transit, City of Saint Paul, City of Bloomington, Hennepin County, etc.) for cross-posting on their accounts.

During this time period, social media posts were used to promote awareness of:

- The Riverview Corridor project in general, including aspects of modern streetcar.
- The opportunity to join the Riverview Corridor Community Advisory Committee or Station Area Planning Task Force.
- The Purpose and Need public review process.
- The June 2021 online open house.

A small number of comments were collected via social media during this time period.

6.2. EMAIL NOTIFICATIONS AND NEWSLETTERS

Regular email updates about the project, including the monthly project update, are sent via the email list and partner distribution networks.

A monthly e-newsletter was developed for the project. This feature news about the project, opportunities for engagement, and highlights about the community in the study area.

There are currently approximately 3,015 subscribers on the project email list. In addition to the email list, targeted stakeholders were maintained on a separate list, to receive additional more specific outreach.

Riverview staff were reachable via the project email account at info@riverviewcorridor.com. Inquiries received through this account were recorded in a project inquiry log. During this time period, nearly 100 comments or inquiries were received. Where appropriate and/or requested, a response was provided via email.

6.3. COMMUNICATION MATERIAL

A variety of tools are used to get the word out about the project and opportunities for engagement. Tools used during this stage included, but were not limited to:

- Flyers, postcards, fact sheets and other collateral
- Social media updates
- Email updates via subscription, including newsletters
- Website postings
- Media advisories
- Targeted individual/elected official outreach
- Updates distributed to neighborhood and business association networks
- Joint communications with project partners
- Other methods determined during the project process

When selecting the appropriate tool, priority is given to those that maximize outreach to underrepresented groups and/or tools that can efficiently and cost-effectively reach a broad general audience.

6.4. WEBSITE

The project team provides content for the county's project website www.riverviewcorridor.com on a regular basis, minimum of once per month. The project website is home to all project information, including notifications, public meeting summaries and links to the following digital campaign tools. All communication refers the audience to continuously check back to the website for up-to-date information. Update notifications are sent to subscribers to receive this information.

Between Sept. 1, 2020 and June 30, 2021, the project website received 12,790 page views. 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.

6.5. MEDIA CAMPAIGN AND ADVERTISING

To ensure the project communicates effectively and efficiently, the media relations team will begin by identifying the stakeholders and influencers, prioritizing media that serves diverse populations in the community. After a discovery period a media services plan was formulated. The service plan will include methods for reaching a broad segment of the community. Focus will be on how we can communicate with people who do not typically attend community meetings.

The media strategy included identifying the objectives, key audiences, and developing customized messages to targeted audiences. This resulted in the development of two general campaigns, starting with This Is Your Streetcar. Advertisements and other collateral using this campaign can be found in **Appendix B**.

APPENDIX A

Committee Membership

Policy Advisory Committee

Name	Agency
Rafael Ortega	RCRRARamsey County Regional Railroad Authority
Debbie Goettel	HCRRAHennepin County Regional Railroad Authority
Rebecca Noecker	St Paul City Council
Chris Tolbert	St Paul City Council
Jamie Tincher	St Paul Mayor's Office
Tim Busse	City of Bloomington
Shannon Watson	St Paul Area Chamber of Commerce
Pat Mancini	Neighborhood Business Representative
Tyler Blackmon	Community Representative
Bridget Rief	Metropolitan Airports Commission
Mike Barnes	MnDOTMinnesota Department of Transportation
Kris Fredson	Metropolitan Council
Steffanie Musich	Minneapolis Park & Recreation Board
Bill Huepenbecker	St Paul Arena Company
Terry Mattson	Visit St Paul
Jill Ostrem	Hospitals
Seth Taylor	Laborers Union #563

Technical Advisory Committee

Representative	Agency
Kevin Roggenbuck	Ramsey County Public Works
Frank Alarcon	Ramsey County Public Works
Jennifer Jordan	Ramsey County Public Works
Scott Marek	Ramsey County Public Works
Kari Collins	Ramsey County Economic Development
Joe Scala	Hennepin County Regional Railroad Authority
Kerri Pearce-Ruch	Hennepin County Community Works
Anna Potter	City of Saint Paul DT Planner
Anton Jerve	City of Saint Paul Planning & Economic Development
Carrie Christensen	Minneapolis Park & Recreation Board
Schane Rudlang	City of Bloomington
Jeremy Melquist	City of Bloomington Public Works
Larry Peterson	MN Dept of Natural Resources
Alan Robbins Fenger	National Park Service

Dan Ott	Mississippi National River & Recreation Areas, National Park Service
TBD	US Fish and Wildlife Service
Doug Raney	MN Historical Society
David Kelliher	MN Historical Society
Leonard Wabasha	Shakopee Dakota Community
Drew Brockman	Upper Sioux Community
Samantha Odegard	Upper Sioux Community
Cheyenne St. John	Lower Sioux Community
Nicole Hendrickson	Shakopee Dakota Community
Noah White III	Prairie Island Community
Fay Simer	MnDOT Metro District
Melissa Barnes	MnDOT Metro District
Sara Pflaum	MnDOT Transit Section
Aaron Tag	MnDOT Metro District
Heidi Schallberg	Metropolitan Council
Adam Harrington	Metro Transit
Scott Thompson	Metro Transit
Kathryn Hansen	Metro Transit
Pat Mosites	Metropolitan Airports Commission
Shona Mosites	Metropolitan Airports Commission
Chuck Hubbard	Canadian Pacific Railway
Justin Weingartz	Government Services Administration
Victor Stone	Union Pacific Railroad
Kelli O'Brien	Union Pacific Railroad

Community Advisory Committee

Member	Location
Safiyo Ali	Ward 5
Abenezer Ayana	Ward 3
Katherine Bell	Ward 3
Daniel Bruggeman	Ward 2
Sam Burns	Ward 1
Stephany Carpenter	Ward 2
Hanna Debele	Ward 3
Jason DeBoer-Moran	Ward 2
Cristina Diaz	Ward 2
Eric Ecklund	Bloomington
Amelia English	Minneapolis
Kevin Gallatin	Ward 3
Diane Gerth	Ward 2

Kristine Grill (ex-officio)	SAP Task Force co-chair
Sylvie Guezeon	Ward 1
Mary Hogan-Bard	Ward 2
Meghan Kress	Ward 2
Joe Landsberger (ex-officio)	SAP Task Force co-chair
Bill Lindeke	Ward 1
Negatu Mekuria	Ward 3
Matthew McMillan	Ward 4
Corinne Ollman	Ward 2
Lawrence Richardson	Ward 3
Jay Severance	Ward 2
Bob Whitehead	Ward 3
Amanda Willis	Ward 3

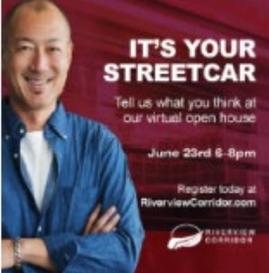
Station Area Planning Task Force

Member	Agency or Role
Nathan Bakken	Minneapolis
Richard Bohannon	Ward 2
Tracy Farr	Ward 2
Kristine Grill, Co-Chair	Ward 3
Patrick Guernsey	Ward 2
Mathews Hollinshead	Ward 3
Nate Hurse	Ward 3
Aaron Johnson-Ortiz	Ward 2
Peri Kinsman	Ward 2
Jyni Koschak	Ward 2
Joe Landsberger, Co-Chair	Ward 2
Jose Lozano	Ward 3
Lisa Moe	Ward 3
Paul Pappas	Ward 3
Tanner Schulz	Ward 3

APPENDIX B

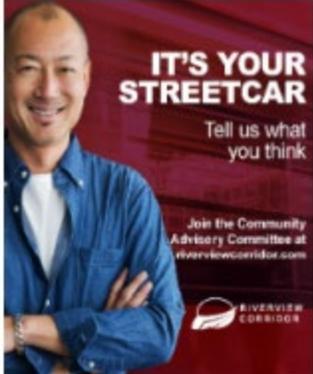
Communication Methods

1	June 23 Open House campaign						
2	Social Media Ads	Ramsay County/ Bolton & Menck					
3		Invite to virtual open house June 23rd Facebook & Twitter		English			
4		Invite to virtual open house June 23rd Facebook & Twitter		English			Wk of 6/21 Wk of 6/7
5		Invite to virtual open house June 23rd Facebook & Twitter		English			Wk of 6/14
6		Invite to virtual open house June 23rd Facebook & Twitter		English		Wk of 5/31	Wk of 6/28 Wk of 6/7
7	Community Media	Noia Creative/ 4RM+JLA					
8		Community Reporter Open House campaign	\$216.00				Wk of 6/7

Task Name	Agency Responsible/ Publications	Media Costs	Languages	Nov/Dec 2020	March 2021	May 2021	June 2021
9	 <p>IT'S YOUR STREETCAR Tell us what you think at our virtual open house June 23rd 6-8pm Register today at RiverviewCorridor.com</p>	The Circle Native American Publication June Issue Open House campaign	\$350.00				June
10	 <p>IT'S YOUR STREETCAR Tell us what you think at our virtual open house June 23rd 6-8pm Register today at RiverviewCorridor.com</p>	Mehale African Community Newspaper Open House Campaign	\$1,211.00				Wk of 6/7
11	 <p>IT'S YOUR STREETCAR Tell us what you think at our virtual open house June 23rd 6-8pm Register today at RiverviewCorridor.com</p>	The Villager Open House campaign	\$717.00				Wk of 6/7
12	 <p>IT'S YOUR STREETCAR Tell us what you think at our virtual open house June 23rd 6-8pm Register today at RiverviewCorridor.com</p>	Hmong Times Open House campaign	\$450.00				Wk of 6/14
13	 <p>IT'S YOUR STREETCAR Tell us what you think at our virtual open house June 23rd 6-8pm Register today at RiverviewCorridor.com</p>	MIN Spokesman Recorder Twin Cities Black News Open House campaign	\$953.00				Wk of 6/14

	Vida y Sabor/ La Frenas Twin Cities Hispanic/Latino News Open House campaign	\$415.00				Wk of 6/14
June 23 Open House Campaign costs:		Total	\$4,312.00			
Purpose & Need May 2021						
Social Media Ads						
Ramsey County/ Bolton & Menk						
	Purpose & Need campaign Facebook & Twitter		English		Wk of 5/17	
	Purpose & Need campaign Facebook & Twitter		English			
	Purpose & Need campaign Facebook & Twitter		English		Wk of 5/24	
	Purpose & Need campaign Facebook & Twitter		English		Wk of 5/31	Wk of 6/7
General Social Media						
	Facebook		English		Wk of 3/22	
	Facebook			Wk of 11/30		
	Facebook			Wk of 11/23		

Task Name	Agency Responsible/ Publications	Media Costs	Languages	Nov/Dec 2020	M
27					
28	2020 CAC/PAC Recruitment Campaign				
29	 IT'S YOUR STREETCAR Tell us what you think Join the Community Advisory Committee at riverviewcorridor.com RIVERVIEW CORRIDOR	CAC/PAC recruitment campaign Facebook			
30	 IT'S YOUR STREETCAR Tell us what you think Join the Community Advisory Committee at riverviewcorridor.com RIVERVIEW CORRIDOR	CAC/PAC recruitment campaign Facebook			
31	 IT'S YOUR STREETCAR Tell us what you think Join the Community Advisory Committee at riverviewcorridor.com RIVERVIEW CORRIDOR	CAC/PAC recruitment campaign Facebook	English Somali Hmong Spanish	Wk of 11/16	
32	 IT'S YOUR STREETCAR Tell us what you think Join the Community Advisory Committee at riverviewcorridor.com RIVERVIEW CORRIDOR	CAC/PAC recruitment campaign Facebook	English Somali Hmong Spanish	Wk of 11/9	
33					
34	Community Media	Nela Creative/ ARM+ULA			
35	 IT'S YOUR STREETCAR Tell us what you think Join the Community Advisory Committee at riverviewcorridor.com RIVERVIEW CORRIDOR	Sent to African News Journal but they did not run ad/did not charge (taken off of future media) Fall 2020 CAC/PAC recruitment campaign	\$0.00 English		
36	 IT'S YOUR STREETCAR Tell us what you think Join the Community Advisory Committee at riverviewcorridor.com RIVERVIEW CORRIDOR	Community Recorder Fall 2020 CAC/PAC recruitment campaign	\$216.00 English	wk of 11/23	

Task Name	Agency Responsible/ Publications	Media Costs	Languages	Nov/Dec 2020
37 	Highland Villager Fall 2020 CAC/PAC recruitment campaign	\$790.90		wk of 11/23
38 	Among Times Fall 2020 CAC/PAC recruitment campaign	\$210.00	English	wk of 11/23
39 	La Prensa Fall 2020 CAC/PAC recruitment campaign	\$415.00	Spanish	wk of 11/23
40	CAC/PAC campaign costs: Total	\$1,631.90		
41	Total Print Media	\$5,943.90		
42				

Communication Material – Open House Social Media Posts

Post #1: Week of May 24 Online Open House Save the Date

Facebook



Join us for a virtual Open House, Wednesday, June 23 at 6 p.m. We'll recap process to date on the Riverview Corridor project, identify goals and objectives and offer a high-level overview of corridor conditions. All are invited to provide feedback and identify issues for consideration. Register to participate at riverviewcorridor.com.

Twitter

Join us for a virtual Open House, Wednesday, June 23 at 6 p.m. to learn more about the Riverview Corridor project and share your comments. Register at riverviewcorridor.com.

Page Break

Post #2: Week of May 31 **Population and Growth**

Facebook



Planning for population and economic growth is an identified need for the Riverview Corridor project. As the population and employment continue to increase, so does travel demand. Attend a virtual Open House on Wednesday, June 23 at 6 p.m. and learn more and share your thoughts. More information at riverviewcorridor.com.

Twitter

Planning for population and economic growth is an identified need for the Riverview Corridor. Learn more and share your feedback at a virtual Open House on June 23 at 6 p.m. Register and learn more at riverviewcorridor.com.

Post #3: Week of June 7 **Understanding a community**

Facebook



Join the conversation about the Riverview Corridor modern streetcar project at a virtual Open House on Wednesday, June 23 at 6 p.m. This event will provide project details, updates and opportunities for your questions and comments. Learn more and register at riverviewcorridor.com

Twitter

Join the conversation about the Riverview Corridor modern streetcar project at an virtual Open House on Wednesday, June 23 at 6 p.m. Learn more and register at riverviewcorridor.com

Post #4: Week of June 14 **Improve Transit Connections**

Facebook



Did you know that the Riverview Modern Streetcar project will improve access to jobs, education, healthcare, recreational areas and activity centers? It will also provide a vital connection to downtown Saint Paul, the Mall of America, MSP Airport and vibrant the neighborhoods between. Attend a virtual Open House on June 23 at 6 p.m. to learn all the benefits of the Riverview Corridor. Learn more and

register at riverviewcorridor.com

Twitter

Join us on June 23 at 6 p.m. for our Online Open House. Learn how the Riverview Corridor modern streetcar will improve access to jobs, education, healthcare, recreational areas and activity centers along its route.. Learn more and register at riverviewcorridor.com

Post #5: Week of June 21 **Online Open House this week**

Facebook



Don't forget to join us this Wednesday at 6 p.m. for a virtual Open House. We're looking forward to an engaging discussion about the Riverview Corridor Project, including project updates, breakout discussions, Q&A and your feedback. Learn more and register at riverviewcorridor.com

Twitter

This Wednesday is our Online Open House at 6 p.m. Join us for project updates, breakout discussions, Q&A and to provide feedback. Register at riverviewcorridor.com

APPENDIX C

June 23 Open House Questions and Comments

Question/Comment	Participant's Name
We will be notified if there is no comment/vote.	Stephanie Chappell
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.)	Joseph Scala
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 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?	Anonymous Attendee
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.	joe landsberger
Will there be more or less stops on the route than currently used by the route 54 bus? Will the 54 bus be discontinued?	Anonymous Attendee
What about the history of the European immigrant communities, specifically German, Czech-Slovak, Italian as "cultural" resources for West Seventh?	joe landsberger
the poll questions should have an "all of the above" option, it seems too early to force a single answer	Anonymous Attendee
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.	Anonymous Attendee
Would really like a virtual tour. During construction having virtual tour updates.	Anne Peterson
What is the schedule for completing the issue resolution phase?	Anonymous Attendee
Have there been any significant decisions yet as to vehicle or alignment	Kent Petterson
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 budget to keep stations a positive addition to any neighborhood.	Anonymous Attendee
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?	Taylor Riess
Michelle - my apologies for the typo - the Pilot Knob date should read 1670s.	Anonymous Attendee
Purpose statement ignores any impact on the River and its environment	Anonymous Attendee

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 resouces 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.	Anonymous Attendee
What phase does rider safety get analyzed?	Lucy Olsen
Why not implement a two-way connection wye 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.	Anonymous Attendee
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.	Kent Petterson
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?	Jaron McNamara
Funding is federal funding from taxes and county resident taxes paid?	Lucy Olsen
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.	Anne Peterson
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)	joe landsberger
Is that half cent by Ramsey County in existence now or would that be a new amount levied?	Jeanne Morgan
Some cities make this type of transit free to riders. Is that the intent for this project?	Lucy Olsen
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?	Lucy Olsen
Can Erin expand on the time line of new ridership numbers post covid and how it might affect this study process?	Kent Petterson

APPENDIX D

Questions, Comments and Feedback Received

(Received via email, phone, social media or website contact form)

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
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
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 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.	Email
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 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?)?	Email
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 street car 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 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.	Email
2/4/2021	During the last go-around with this project, an active and involved member of the 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
5/10/2021	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. 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. Id love to chat give me a call or email me please	Email
5/17/2021	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.	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 againI 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 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	Email
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
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 February '22. Is this still the plan? The discussion of Most Significant Design Issues in slides 29-32 was very general. One Issue I did not see on the list was the choice of vehicle. I would have liked to know what the specific issues are that pose potential roadblocks to the LPA and potential solutions or alternatives. . Could we include this discussion at our next meeting? Will this be covered at the next PAC meeting? Is one scheduled? In the discussion of the Public Engagement we were asked to review the revised statement of Purpose and Need and make comments if needed by June 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 www.rivercorridor.org. 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 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.</p>	Email
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 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.	Contact Form

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
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 Shepard Road not being considered as on option for greater consistency with regional transit planning?	Contact Form
6/21/2021	LTR Content: June 21, 2021 via email Kevin Roggenbuck, Senior Transportation Planner Ramsey County Public Works 15 West Kellogg Boulevard, Courthouse Suite 210 Saint Paul, MN 55102 Mr. Roggenbuck, The St. Paul Area Chamber continues to support the Riverview Corridor project connecting downtown Saint Paul to the airport and the Mall of America. The Riverview Corridor will provide a much-needed connection for the East Metro, facilitating increased growth opportunities for businesses and their employees. Transit has become essential for businesses to attract new employees, and high-quality transit in a dedicated guideway will create value for employers, employees, clients, customers, and residents along the corridor. We support modern streetcar because fixed rail permanent infrastructure is more encouraging to developers and will enhance the economic development along the corridor. Fixed rail provides the longterm stability that developers need when investing in new projects. In addition, streetcar will have nearly twice the daily ridership of bus rapid transit – almost 10,000 more riders each day. We understand that it is more expensive to build and maintain streetcar infrastructure but know that the expense and temporary disruption will be a benefit to the economic development of the area in the long term. We advocate for the Highway 5 route because it allows businesses more direct access to the airport and downtown and faster end-to-end travel time. As has been discussed in the past, we also strongly support a second leg of the line to the Ford Site and look forward to making that a reality through a separate process. Thank you for the opportunity to comment, and for your support of this important project. Sincerely, B Kyle President and CEO St. Paul Area Chamber	Email (letter attached)

6/21/2021

In our CAC meeting on May 18, 2021, the members of the CAC were asked to review and comment on the 2021 Purpose and Need Statement. My comments and questions are outlined below and referenced to specific sections of the draft Purpose and Need Technical Report dated May 2021: In general, my concerns are that the needs expressed in the P&N statement are too narrow in scope, and that subsequently the LPA does not adequately satisfy both local and regional Purpose and Goals. These concerns are outlined below:

Scope and Definition of Needs:

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

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

- o The need for a transit link study to the “Highland Bridge” (former Ford site) is absent. This requirement was stipulated in the approval of the LPA in 2017 and was to be completed by December 2020.

- The study was not done.
- Apparently, the needs of the approximately 8000 new residents and employees added to this area have been discounted.
- They should be addressed in the Purpose and Need statement and either reinstated or justified for omission.

- o The need for a Regional link to complete the “Transit Triangle” is understated.

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

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

These factors and assumptions should be addressed.

- Demographic information is confusing and incomplete
 - o Population Growth in table 1, page 3 shows 2020 population numbers which are different from census information. For example, Bloomington population is shown as 396,777, while 2019 census shows 85,232. St Paul population is shown as 121,100, versus the 2019 census of 304,547. The 2040 growth projections appear to be based on these numbers. The chart and impact on growth numbers need clarification.
 - o Population and Employment Growth figures in tables 1 & 2 for the study area are not clear whether they include the Ford Site. This impact should be clarified.
 - o Post-Pandemic impacts on living and working patterns need to be considered. For example:
 - Downtown St Paul is experiencing a demographic shift since the original LPA in 2017. Office conversions and new construction have fueled a 50% increase in housing units and residents by 2023. This differs from the negative population growth shown in Figure 2 on page 3.
 - Similarly, the number of downtown office workers has decreased and is not expected to increase vs 2017 in the near term. Downtown jobs are expected to remain at approximately 43,000 by 2023.
 - New delivery-oriented shopping patterns are putting more delivery vehicles on city streets which may conflict with mixed traffic transit flow.

Email

	<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"> • Modern Streetcars operating in mixed traffic will not improve transit connections. o The streetcar will replace the route 54 bus, but make fewer stops and take longer to reach MSP. o Reliability of schedules will not improve or may diminish due to the conflicts of operating in mixed traffic as automobile and service vehicles increase. o Regional needs for fast and reliable connection to transit hubs will not be met. <p>Modern Streetcars must operate on dedicated right of way to emulate LRT performance.</p> <ul style="list-style-type: none"> • Modern Streetcars operating on narrow and congested streets will not support and enhance corridor resources and businesses. o Use of the CP Spur should be considered to provide off street and dedicated right of way for parallel section of West 7th st. o Additional use of the CP Spur should be considered for a transit link to the Highland Bridge development. o 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"> <input type="checkbox"/> Combine with River's Edge development to SPUD <input type="checkbox"/> Tunnel under downtown. <input type="checkbox"/> Other o Limit streetcar stops to enhance speed and provide local bus service to multiple local stops for local needs. <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
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? Over 9,000 more daily trips than Arterial BRT in 2040. Double the ridership of No Build Serves nearly 5,000 transit dependent trips per day, nearly 1,500 more than Arterial BRT Highest development potential due to it being a fixed guideway (rail is permanent) 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>	Contact Form
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"> * It will improve connectivity to health care, jobs, education and recreational activities. * Modern Streetcar is a permanent investment, this permanence is what drives development/redevelopment along corridors providing for enhanced economic opportunity * Within the Riverview Corridor 16% of households don't own an automobile, 30% of the population lives in poverty and approximately 20% of the population are people of color. These percentages are higher than regional percentages. * Three areas of concentrated poverty exist in the corridor where people of color make up 40% or more of the population. <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 local and regional needs of the corridor. Are any of the consulting groups working on AV pilot projects elsewhere?</p> <p>https://www.smartcitiesdive.com/news/autonomous-shuttles-still-face-tech-regulatory-barriers-to-permanent-adopt/601849/?:%202021-06-22%20Smart%20Cities%20Dive%20Newsletter%20%5Bissue:35009%5D</p>	Email
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.</p> <p>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> <p>I am excited about this project. We need to reduce reliance on cars to address climate change and a transit option like the streetcar should be a big improvement to St Paul.</p>	Contact Form
6/23/2021	<p>I strongly support improved public transit service in this area. As a St. Paul resident who does not own a car, I rely on Metro Transit for transportation to work, shopping, seeing family/friends, medical appointments, and more. However, please consider using more bus service, such as a BRT line, instead of streetcar. Buses are more flexible to changing route needs over the years and have already shown great popularity with the existing BRT lines. Streetcar tracks in the pavement also can be a hazard for bicyclists. Again, thank you for the commitment to improved public transit in St. Paul.</p>	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. 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. It will also help keep Saint Paul attractive for residents and businesses, which is important for all of us committed to the continued growth and prosperity of Saint Paul.</p> <p>The fixed nature of the modern streetcar helps resolve many of the challenges presented by light rail in a narrow right-of-way corridor but still provides the positives of fixed rail service.</p> <p>As we work to diversify our events and organization, Riverview will improve connectivity not only for our visitors and for our employees, but also serve the expanding needs of our neighbors' employees and clients at Children's and United Hospitals, Dorothy Day and the many hospitality businesses on West 7th street.</p> <p>Riverview Corridor is also important specifically relating to the Minnesota Wild and the Xcel Energy Center. As evidenced by event ridership on the other rail lines in the Twin Cities that serve major sports facilities and teams, we believe that the Riverview Corridor, with a stop in close proximity to the Xcel Energy Center, will yield the same results with more hockey fans and concert goers using mass transit. As both development continues, and parking supply shrinks around the complex we believe that this will be an important transportation option for our guests.</p> <p>Many elements go into a successful bid to lure national events to the Xcel Energy Center and Saint Paul, and having a rail connection to the airport would bring another favorable point of differentiation for those event decision makers and help us attract high profile events and visitors that highlight the assets of our City, State and region.</p>	Contact Form

6/24/2021	I am in full support of the Riveview Corridor Project, which will provide desperately-needed additional public transportation between Saint Paul and Bloomington. By providing a way for those who have limited or no access to their own transportation, this project will benefit marginalized communities. By providing an easily-accessible option for those who DO have access to their own transportation, the project will cut down on single-driver trips, cut down on traffic, and have a positive effect on the environment. The project benefits the entire community.	Contact Form
6/24/2021	I am in favor of building this street car. I think it would be brilliant if the street car connected Highland Park (or Highland Bridge - the Ford Plant redevelopment) with the West 7th Neighborhood. I live in the West 7th neighborhood and while it's fairly walkable, it would be really amazing to be able to get up and down the corridor on foot.	Contact Form
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>June 22, 2021</p> <p>Kevin Roggenbuck, Senior Transportation Planner Ramsey County Public Works 15 West Kellogg Boulevard, Courthouse Suite 210 Saint Paul, MN 55102 Submitted electronically to info@riverviewcorridor.com</p> <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 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, Jill Ostrem Vice President of Operations United Hospital Jim Leste Vice President Support Operations Children's Minnesota</p>	Email

6/25/2021	<p>June 25, 2021 To Whom It May Concern:</p> <p>It is my privilege to serve as the Director of Senior Living for StuartCo. The portfolio of senior affordable independent housing, market-rate assisted living, and memory care represents nearly 340 individuals (and families) over the age of 65 and a workforce of more than 200 employees in the Shepard Park neighborhood of St. Paul. Senior living has an unrecognized impact on the local economy and the larger housing ecosystem. As seniors age out of their single-family homes and consider housing options to allow them to age independently as they choose, they open valuable housing inventory to new single-family homeowners. These owners will reinvest in the housing inventory and the tax base - in the last report (pre-pandemic) published by the Minnesota Demographic Center, 2,200 seniors, largely from urban markets, choose to leave Minnesota and the tax base annually. Transit-oriented development has been thoroughly discussed as a means to reduce the need to drive. Moreover, it can improve access for people of all ages and abilities. The majority of seniors move to and live in auto-centric, suburban areas. These low-density areas pose a challenge for aging and delivery of critical services, post-driving populations. For those who cannot drive, the promotion of pedestrian and transit uses and the creation of suitable walking environments can help non-drivers retain mobility independence~a significant social equity impact supported by transit-oriented development. While fully supporting the Riverview Corridor initiative, the current plan calls to question why the gap between stations from Maynard to Homer. It would seem appropriate to consider work similar to that of the Cleveland Regional transit authority to build complete streets to include wider sidewalks and shorter block lengths to support safe use by all users. The stations as presently proposed are greater than a 15-minute walk going against these types of inclusive design principles. Additional consideration should be given to the workforce. Long-term care providers like StuartCo and Highland Chateau are facing an unprecedented workforce challenge. We recognize that our transitorientated location and access is critical to recruiting and retaining qualified employees. Together we bring more than 350 individuals to live and work at the intersection of West 7th Street and Madison every day. Further, the pandemic will profoundly impact seniors and the informal ecosystems that support them in the aging process - outside of traditional senior living. This impact will cascade into all areas of our community and housing in years to come. Early data available from the pandemic indicates that informal support systems built with the work-from-home economy will continue to drive profound change related to informal caregiving. Our shared commitment to support these informal networks is imperative going forward, especially for those with disabilities or at or near the poverty level. 1000 West 80th Street, Minneapolis, MN 55420 952-948-9500 Fax: 952-948-9570 StuartCo.com Respectfully, please consider adding a station at the corner of West 7th and Madison to support the incredibly diverse and inclusive community in Shepard Park.</p> <p>Sincerely, Matt McNeill</p>	Email
6/25/2021	<p>June 23, 2021 Kevin Roggenbuck, Senior Transportation Planner Ramsey County Public Works 15 West Kellogg Boulevard, Courthouse Suite 210 Saint Paul, MN 55102</p> <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, 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: Submitted on June 25, 2021 via email to info@riverviewcorridor.com</p> <p>Section 2: Project Purpose- Omission: Strong Regional Link The Riverview Corridor needs to provide a Strong Regional Link with the existing Green and Blue Lines to complete the long-anticipated “Transit Triangle”.</p> <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</p> <p>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.</p> <p>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>	Email
6/25/2021	<p>June 25, 2021 Kevin Roggenbuck, Senior Transportation Planner Ramsey County Public Works 15 West Kellogg Boulevard, Courthouse Suite 210 Saint Paul, MN 55102</p> <p>Dear Kevin:</p> <p>I am writing to convey the strong support of residents of Minnesota’s Fourth Congressional District for investments in transit, including the Riverview Modern Streetcar project. My constituents have overwhelmingly shared that permanent, safe, reliable and convenient transit options are vital to improving connections to health care, jobs, education and recreational opportunities. This is particularly true in the neighborhoods that will be served by the Riverview Corridor Modern Streetcar project where 16 percent of households do not own an automobile, 30 percent live in poverty and approximately 20 percent are people of color – percentages higher than the region as a whole. The planned Riverview Corridor 12-mile rail connection will link neighborhoods and anchor destinations and employers in downtown Saint Paul, Minneapolis--St. Paul International Airport and the Mall of America. It is a necessary project to meet the transit needs of residents, employers and visitors. Riverview Modern Streetcar will further build out the foundation of a balanced Twin Cities transit system and allow for expansion to respond to the growing population and economy in our region. As a member of the U.S. House Appropriations Committee, I am advancing report language in the Fiscal Year 2022 Transportation, Housing & Urban Development bill that urges the Federal Transit Administration to continue working with Ramsey County and the Metropolitan Council to develop the Riverview Modern Streetcar project through its next planning stage. As we plan for the future growth of the Saint Paul – Minneapolis region, it is imperative to invest in permanent transit service that enhances mobility and accessibility for residents, businesses and workers and support economic opportunities within the project area, particularly in low-income neighborhoods.</p> <p>Sincerely, Betty McCollum Member of Congress</p>	Email

<p>6/24/2021</p>	<p>June 24, 2021 Kevin Roggenbuck, Senior Transportation Planner Ramsey County Public Works 15 West Kellogg Boulevard, Courthouse Suite 210 Saint Paul, MN 55102 Dear Mr. Roggenbuck, 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. The Riverview Corridor is a critically important corridor to St. Paul, Ramsey County and the larger metropolitan region. The Corridor will improve significantly connectivity to health care, jobs, education and recreational activities. The Riverview Corridor also presents a meaningful opportunity to advance equity along the route. Within the Riverview Corridor 16% of households don't own an automobile, 30% of the population lives in poverty and approximately 20% of the population are people of color. These percentages are higher than regional percentages. Further, three areas of concentrated poverty exist in the Riverview Corridor where people of color make up 40% or more of the population. 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. 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. Thank you again for the opportunity to comment. If you have any questions for our organization, please do not hesitate to contact me. Sincerely, Sam Rockwell Executive Director, Move Minnesota</p>	<p>Email</p>
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Riverview Corridor Requires a Real Purpose & Needs Statement

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

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

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

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

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

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

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

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

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

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

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

6/25/2021

Email

	<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 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 & 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> <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>	Email