

DRAFT — Additional Stations Comments — DRAFT

I would like to see additional light rail stations especially at Hamline Avenue and Victoria Avenue. I live near Lexington Ave. where there is no north/south bus line to connect with the light rail. There should really be stations every ½ mile in order to serve people (including myself) who live here.

—Bonnie I. Beverly, November 29, 2007

The people who live along the Central Corridor must benefit from LRT, or it is not a good idea!!! We need the extra stations!!

—John F. Brodrick, November 29, 2007

The three additional stations at Western, Victoria, and Hamline should be added to the Central Corridor project now — not later.

—Joel Clemmer, November 29, 2007

The additional stations are imperative to ensuring project that is just and equitable to those most affected (those living on or around University Avenue, low-income communities of color, and small business owners) by the Light Rail expansion.

—Ryan Li Dahlstrom, November 29, 2007

If we can't get the 3 stops, we should be against the whole proposal. Please expand the criteria for Fed funds—to include the 3 extra stops.

—Mary Davis, November 29, 2007

This research shows that additional stations at Hamline, Western, and Victoria are not only necessary from the standpoint of social, economic and racial justice, but also reasonable, practical and beneficial to the project as a whole.

—William T. Delaney, III, November 29, 2007

I am a resident of Selby-Dale area, and have been one for 51 years. The construction of I-94 took something away from this neighborhood that has never returned. Please don't allow the LRT to take-away, instead lend support to togetherness and business support of community.

—Clifford W. Dodd, November 29, 2007

I do not live in the area around the additional proposed stations, but I believe adding them is both an issue of fairness and justice and something that will improve the entire LRT line. We need to do this right and get it done right from the start.

—Sherman Eagles, November 29, 2007

I believe and support the additional stops are needed as well as a CBA (Community Benefits Agreement) for the residents of this community including increase in affordable housing for larger families thereby promoting a positive impact on the Community, businesses and increased revenues. We should continue the current 16 (bus) line in conjunction with the Light Rail. If we are not afforded the additional 3 stops the project should not move forward.

—Donna M. Evans, November 29, 2007

I live 1 block from Summit & Western — so I am not served by the existing transit system very well. Therefore, I know that light rail will be underused and will not serve the people who live in the area, unless there are the proposed additional stations. This is the major development project in over a generation, and it should be done right to begin with. The 3 stops at Western, Victoria, and Hamline must be added to LRT along University Avenue Corridor.

—Kenneth L. Green, November 29, 2007

Arguments about the community through which the LRT is traveling being well served by the line are very compelling, especially given the fact that this population relies heavily on public transit.

—Merle Greene, November 29, 2007

I suggest that all land use maps show “surface parking” as a land use and the percentage of the total area pre and post light rail. This use could be better served by housing and jobs for neighborhood residents than underused parking for visitors.

—Tim Griffin, November 29, 2007

I live and work along the corridor. I would not use the light rail if I had to walk too far in cold weather. Hamline definitely needs a station. I frequent those restaurants and stores. I would use the light rail if I could stop at these extra places! I’m about to have my first child, and I want to stay in St. Paul. Please make St. Paul easy access along the corridor! Also, I’m a renter and low-income rider

—Angela D. Hardy, November 29, 2007

There absolutely needs to be more stations or else the communities will be split up and lose the connections that make the neighborhood unique and close knit. If we cannot get these stations that actually serve the community, then the light rail should not be supported. The most transit dependent people live on the avenue, this line is supposed to serve them not break up and splinter their communities.

—Edvard Krakhmalnikov, November 29, 2007

The decisions being made around CCLR —ones that could severely impact the lives of people in low- and middle-income communities—are being justified by a Flawed formula. Our decision makers need to stand with the community to find a creative way to work through or around this formula to get the stations this community needs and ensure that those who need transit most are not the ones to be short-changed.

—Daniel Kravetz, November 29, 2007

If the Central Corridor light rail is to serve the people, then stations need to be where there are people! Western, Hamline and Victoria are the only nodes between Hwy. 280 and the Capitol where there is a significant concentration of people!

—Andrea Lubov, November 29, 2007

My grandparents lost their Rondo home to I-94. I can’t believe that 2 generations later those scars are being ripped open—again. I live too close to my job downtown St. Paul to justify driving my car so I take the bus 5 days a week. My taxes are going toward this light rail system —I should have equal access too. Please, do the right thing this time.

—Donna McDuffie, November 29, 2007

I can’t believe a project that costs this much will not serve the community that needs it. I am concerned that my property taxes will increase to pay for transit that I won’t be able to use. Who is this line supposed to serve if not the community who lives near it. This is not only an issue of equity but of safety for riders who are disabled and late-night riders. I am also concerned that additional stops that are approved but delayed will never get built.

—Stacia Madsen, November 29, 2007

I am impressed with the thorough research of the three stops Hamline, Victoria and Western. I truly hope they can be implemented because I am a senior citizen and I need the Western stop. I cannot walk 1 mile—let alone more than that. Find the funds that will help the residents who live in these areas.

—Gloria Y. Massey, November 29, 2007

The stations will add ridership. The stations will address citizen needs. DO NOT build capacity for future—build what is right now.

—Carl Nelson, November 29, 2007

Additional stops would mean a lot to the success of this project. Thank you.

—Lyle Nelson, November 29, 2007

Who is the voice of the voiceless?

—Grace M____, November 29, 2007

It only makes sense to include the additional stops along University if the CC is being built for the people that live and work in these neighborhoods. These stops will allow the youth in the neighborhood that attend our classes at CHAT to use the light rail as transportation to and from our office. These stops will also allow myself and my staff to reach many of the businesses we frequent—the increase accessibility would really encourage our utilizing the LRT. I fully support the addition of the stops!

—Kathy Mouacheupao, November 29, 2007

Development along the Central Corridor needs to happen comprehensively, omitting stops at Hamline, Victoria, and Western would exclude the vicinity immediately around them. This is a very dense neighborhood and ridership would be greater here than any other stretch of the LRT. This Light Rail is a commitment to public Transportation. Therefore it serves the public: ALL of the public. The concern that this project is just to make an expressway for rich/privileged/white folk* to whisk from downtown to downtown is a valid one. The additional stops to serve the high needs area is the only intelligent thing to do. The population is going to go up, as is the density. It makes no sense to skimp on this. As the community had no input into having this go through their neighborhood, and as they'll bear the brunt of the hardships they are entitled to the benefits. Anything else is WRONG. Say no to Rondo 2.0. *P.S. this is from a white person, who is rich and privileged in some eyes.

—Ann M. Roubik, November 29, 2007

A sufficient number of stops is crucial to the development of the Central Corridor businesses and residents. Regardless of immediate financial gain, the additional stops are the only way to serve the St. Paul residential and commercial area. If they are not added, it will be detrimental to the City of St. Paul.

—Kelly Ryan, November 29, 2007

To only serve half the community would echo the problems afflicted upon the Rondo neighborhood.

—Ryan Rademacher, November 29, 2007

Met Council needs to expand their criteria. We need to look at other models and long term impacts and the people who live along the Corridor. (Why are we relying only on federal funding?)

—Emily Seru, November 29, 2007

I strongly support the addition of stations at Hamline, Victoria, and Western as a matter of equity.

—Arthur E. Sidner, November 29, 2007

Added transit stops along University Avenue will lift up the residents of the Central Corridor neighborhood providing us access and alternatives.

—Susan Sochacki, November 29, 2007

Add the stops, or screw the LRT. Serve the community, not the industry.

—Stephanie Taylor, November 29, 2007

We need to serve the community with ½ mile station spacing for social equity and economic development opportunities.

—Jessica Treat, November 29, 2007

This LRT line needs to serve the people who live along it and not just go passed them. These people are the true riders and need to have the best access.

—Pete Vang, November 29, 2007

For disabled and elderly persons, since it's being built for the people, we need stops at Hamline, Victoria and Western, and Rice Street. People that come to these meetings to be able to invest our \$\$ in it! If these stops are not met, I'm against it.

—Keith D. Walker, November 29, 2007

Interim stops are necessary to make LRT effective. One-mile stops will require park and ride and additional bus service for connections — defeats the whole purpose of mass transit.

—Rich Wilber, November 29, 2007

This is a once in a lifetime opportunity. Let's do it right. The LRT should be used as a tool for economic development as well as transportation. It must also serve the residents and businesses impacted by the LRT. I support the three additional stops at Western, Victoria, and Hamline. The success of the LRT depends on ridership so put the stops where most riders live and work. Build the system right the first time don't phase in the stations to ensure high ridership.

—Robert H. Williams, November 29, 2007

Light rail trains on University Avenue should stop at the ½ mile points of Hamline, Victoria, and Western. Light rail needs to serve the neighborhoods, not pass through. It is a matter of social justice and equity.

—Linda J. Winsor, November 29, 2007