Appendix 1:

Comment Attachments

Appendix 1: Comment Attachments

JANICE RETTMAN
Serving District 3
Ramsey County Board of Commissioners

July 25, 2008

St. Paul Planning Commission Members,

Thank you for the opportunity to respond to the Central Corridor Light Rail Transit Station Area Plans.

As one of the Ramsey County Commissioners who represents part of the Central Corridor Route in Saint Paul (including all of Frogtown and the North End and parts of the Summit-University and Midway area), I feel it is critical for my office to individually respond to the document on behalf of the people, residents and businesses I represent.

Before I begin my comments, I would like to express appreciation to the staff. Equally I have attached for your review my comments on the Met Council Municipal Consent Document.

I hope and believe that "we hold these truths in common that the people most affected who live and work on and in the corridor should be able to continue to live and work in the Corridor, have better not less transit options, have better not less ingress and egress into their businesses and homes, should not disproportionately bear the burdens of the project, and the project must be fiscally responsible, minimize gentrification, maximize employment, built with employees who are paid prevailing wages and benefits, and be on time and on budget."

My voice is raised for those who have made the University and Central Corridor a working person's area for many generations and ethnic groups who are afraid they are not the ones this multi-million dollar investment is meant for and who will be the forgotten ones and who will be left behind or forced to move.

Just as all mitigation efforts and dollars cannot be focused on the West side of the river, those who have more time to influence the process and who have lobbying voices must not drown out the impacts on small residential homes and businesses.

For instance just one or two parking spaces in front of a small business that turn over frequently is the lifeblood of the business and the Avenue as a whole. Creating parking spaces one or two blocks away is not adequate mitigation but simply a preservation of numbers without regard for actual need.

220 Courthouse 15 West Kellogg Boulevard Saint Paul, Minnesota 55102
Ph: 651-266-8360 www.co.ramsey.mn.us Fax: 651-266-8370

The parking issues in the neighborhoods and businesses in and around the Central Corridor have consistently been of critical importance to the Ramsey County Board of Commissioners.

Included in the list of parking needs by those in the neighborhood are park and ride lots both in the City and suburbs to assist commuters, the inclusion of more north/south bus connections, no parking loss for the in front of or near businesses and residents in the corridor, retention of the 16A bus and its frequency, etc. and to assure people have an opportunity physically and economically to stay where they have been for years.

Throughout the corridor, except between Rice and Snelling, the stations are located at intervals of ½ mile or less. I appreciate and know the Planning Commission has an upcoming hearing on those needed stations of Western, Victoria, and Hamline. They are vital to those who have long used transit even when it was not fashionable.

Equally cross street accessibility which unites neighbors and neighborhoods must be kept.

There is also the document entitled Central Corridor LRT Ongoing Coordination and Project Partner Involvement in Decision Making Process Beyond Municipal Consent that I believe you should review. I found it lacking in the depth and wealth ($). For example: I find it disturbing that although the loss of parking, along University Ave. and downtown St. Paul, is because of the LRT, neither money nor an exhaustive list of parking mitigation options are included and that Met Council sees themselves as facilitators at best. The City equally must not just see themselves as just facilitators.

I submit this is a legitimate issue in which all of us involved must not give mixed messages to the people to whom we are listening.

Equally, certain issues must NOT take center stage when the real livelihood of the people's quality of life is threatened if they can't park in front of their house or apartment and shoppers can not pull up to their stores, and that those with disabilities are stressed by not being able to get to where they need to be and that those here now are economically forced out of the neighborhood.

These many issues identified by the community smack head on with the EIS/municipal consent processes and land use plans in which mitigation must be identified and included in the plans.

One-by-one, the issues raised by the community and the promises made along the way must not be dismissed as LRT evolves.

Thank you.

Janice Rettman
central corridor planning commission station area plans 7-08

Attachment B

Central Corridor LRT
Ongoing Coordination and Project Partner Involvement
in the Decision Making Process
Beyond Municipal Consent

The design and construction of the CCLRT will be a significant undertaking and must be done through an ongoing partnership with all of the project partners, local agencies, specific interest groups and each of the communities and businesses along the alignment. The Municipal Consent process and the local agency approval of the projects' route is just the beginning. The CCPO commits to project partner coordination beyond the Municipal Consent process, into the design and through the completion of construction, as an essential element of success of the CCLRT project.

As the design proceeds through Preliminary Engineering and Final Design, CCPO will be providing plan review sets to the project partners at about 30%, 60% and 90% completion seeking input and concurrence on the design.

CCPO will also continue to involve project partners in the design through the use of design coordination meetings as well as taking input from the PAC and CCMC. The CCPO Outreach staff will continue to engage the public via the CAC, BAC and public meetings.

The following is an overview of the decision making process for specific project issues that are anticipated to occur beyond Municipal Consent:

A. Streetscape Design.

A process for design decision-making has been established for streetscape design. This is a collaborative effort with the project partners to establish the streetscape design for the entire project alignment. CCPO has already implemented this process for University Avenue segments in Saint Paul and Minneapolis focusing around an on-going series of regular project partner working group meetings. CCPO plans to initiate this process for other segments of the alignment including Downtown Saint Paul, the Capitol area and the University of Minnesota's East and West Bank campuses.

B. Public Art.

The CCPO is in the process preparing solicitation paperwork to contract with artists to design and implement public art on the stations. Project partner's representatives will provide input to CCPO in the selection of the artists through an Artist Selection Committee.

maintenance of traffic (MOT) provisions. Input into construction phasing could come in the form of specific task meetings to develop MOT plans and through specific constructability reviews and meetings to address comments and phasing recommendations.

Project partner coordination and input will be needed to assure that partners are aware of and are participating in the resolution of issues being brought forward through the CCPO. Successful mitigation of issues during construction will require continued partner coordination throughout construction. Such coordination will be necessary for aspects including residential and business access during construction, event planning, and emergency procedures in the case of unplanned events such as severe weather or fire.

G. Utility Relocation Plans.

CCPO is following the Mn/DOT utility coordination process for utility relocation efforts. Relocation activities will continue through Preliminary Engineering and Final Design and into construction. The comprehensive utility base map provided to the project partners in the Municipal Consent Plans will continue to be updated based on input from ongoing survey, a subsurface exploration program, and ongoing direct coordination with utility owners in the project area. CCPO will continue to coordinate this effort with the partners as the plans are finalized and during construction.

Public utilities which require relocation are being closely coordinated between CCPO staff and the affected public agency to develop relocation plans acceptable to the agency as part of the final construction package. A liaison has been established with each agency to coordinate design and will continue to be involved through out the contract packaging and construction phases.

Private utilities are expected to relocate impacted utilities at their own cost. The location and timing of these utility relocations will also be closely coordinated with CCPO staff and liaisons have also been identified. We are expecting to utilize either the Mn/DOT Notice and Order process if the corridor is taken over by Commissioner's Orders, or follow the respective City or County permit process, consistent with franchise agreements the Cities or Counties may have with private utilities in the Right of Way.

H. Intersection Refinement, Traffic Signals and Traffic Mitigation.

The traffic engineering group has established two task forces that meet on a regular basis with project partners to review and comment on design work. These meetings are focused on technical issues and serve as a forum for review and comment to on-going traffic work. These meetings will continue throughout the 30% design process. Opportunities for continued review and comment will be offered through milestone reviews of plans during development of final plans and specifications.

The Traffic Operations and Modeling Task Force meets to discuss the status of the Synchro and VISSIM Modeling of the corridor. This group will be reviewing the analysis results for existing conditions, 2014 opening year (Baseline and LRT), and 2030 design year (Baseline and LRT) to determine impacts on the street system and potential mitigation. The conceptual operations and

June 19, 2008

Mr. Art Coulson
Ramsey County Regional Rail Authority
St. Paul, MN 55102

To Whom It May Concern:

Thank you for the opportunity to respond to the Central Corridor Light Rail Transit Municipal Consent document.

As one of the Ramsey County Commissioners who represents part of the Central Corridor Route in Saint Paul (including all of Frogtown and parts of the Summit-University and Midway area), I feel it is critical for my office to individually respond to the document on behalf of the people, residents and businesses I represent.

Before I begin my comments, my staff and I would like to express appreciation to Peter Bell, Chair of the Met Council and the staffs of the Ramsey County Regional Rail Authority, the Met Council and the City of Saint Paul for providing us with timely information and details. We realize this is a complex, compelling, emotionally charged, sensitive, and expensive investment. I hope and believe that "we hold these truths in common that the people most affected who live and work on and in the corridor should be able to continue to live and work in the Corridor, have better not less transit options, have better not less ingress and egress into their businesses and homes, should not disproportionately bear the burdens of the project, and the project must be fiscally responsible, minimize gentrification, maximize employment, built with employees who are paid prevailing wages and benefits, and be on time and on budget."

As I did for the DEIS, I am submitting this letter to the public comment section. My review of the Municipal Consent Document must continue to be looked at in tandem with the DEIS and my DEIS comments. The issues raised in both must be addressed as part of the current 6-08 municipal consent process and PE.

The issues we identified in the DEIS remain the issues that persist today.

Thus, my staff and I have painstakingly reviewed the current documents in front of the Met Council and I am providing this attachment as further evidence of some the issues which must be addressed and solved.

During the DEIS process, the community has consistently been promised:

- Increased transit service;
- No loss of on-street parking except at 2-car stations sites;
- Continued block by block service by the 16A bus and minimal loss of frequency;
- Additional north/south Bus connections;
- No fences or other barriers along the University Avenue corridor;
- No cross-street barriers to impede pedestrian traffic across University Avenue;
- Cross-vehicular traffic would be permitted at most, if not all current University Avenue intersections;
- The current sidewalk width and curblines would be maintained;
- Signal lights would be at current locations;
- Noise such as bells or whistles would be limited;
- No property acquisition;
- Little or no vibration or other problems from the trains would be experienced.

While the community early in the process identified these and many other issues, people were told they would be dealt with in the preliminary engineering stage/scoping. Now they have learned from the current proposed engineering plans that:

- The design plans now calls for the elimination of most (85%) of the on-street parking in the corridor;
- Some north/south streets will be blocked off to turning vehicular traffic;
- Pedestrian crossings will be limited;
- Additional signal lights will be added;
- The 16A bus will be less frequent and may sometimes stop at every other block;
- Property acquisition will be needed.

University Avenue is a historical street that is a vital link and a core part of the neighborhoods adjacent to it. The destruction and reconstruction of the Avenue, the neighborhoods' most recognizable, convenient, and usable street, for light rail transit also begins the deconstruction and future reconstruction of the neighborhoods themselves.

My voice is raised for those who have made the University corridor a working person's area for many generations and ethnic groups and who are afraid they are not the ones this multi-million dollar investment is meant for and who will be the forgotten ones and who will be left behind or forced to move.

All mitigation efforts and dollars cannot be focused on the West side of the river. Equally, those who have more time to influence the process and who have lobbying voices must not drown out the impacts on small residential homes and businesses.

For instance just one or two parking spaces in front of a small business that turn over frequently are the life blood of the business and the Avenue as a whole. Creating parking spaces one or two blocks away is not adequate mitigation but simply a preservation of numbers without regard for actual need.

Throughout the corridor, except between Rice and Snelling, the stations are located at intervals of ½ mile or less. I appreciate and know the Met Council Chair and staff has expressed willingness to add 3 stations at Western, Victoria, and Hamline. They are vital to those who have long used transit even when it was not fashionable.

There is also the document entitled Central Corridor LRT Ongoing Coordination and Project Partner Involvement in Decision Making Process Beyond Municipal Consent. I found it lacking in the depth and wealth ($). For example: I find it disturbing that although the loss of parking, along University Ave. and downtown St. Paul, is because of the LRT, neither money nor an exhaustive list of parking mitigation options are included and that Met Council sees themselves as facilitators at best. I submit this is a legitimate expense of the LRT and options must not be limited to the list. Additionally the Public Process document has not been provided and the public must be involved continuously.

These many issues identified by the community smack head on with the EIS/municipal consent processes in which mitigation must be identified and included in the plan. One-by-one, the issues raised by the community and the promises made along the way must not be dismissed as LRT evolves.

I have remained and shall remain committed to an inclusive, involved process and will work tirelessly for the people and the businesses.

Sincerely,

Janice Rettman
Ramsey County Commissioner

Attachment

central corridor scoping and design letter #2 6-08

Segments inclusive 1-2-3-4-5

In many of the other mixed business/residential corridors in St. Paul, the sidewalks appear to be around 6-8 feet wide. It appears in the all of the Segments that the wide sidewalks and wide medians are eliminating the **existing** parking which is devastating for the small businesses and residents who live and work along the corridor.

In the "existing conditions sections" of the Segments, **existing parking is not shown at all.**

Sidewalk widths are extremely inconsistent all along the corridor. What are the recommended standards to assure pedestrian safety, and how will these variable widths affect streetscaping plans?

How safe are the at-grade non-signalized pedestrian crossings especially in areas where there is a lane shift for traffic?

Availability of handicap/accessible parking for the elderly and those with disabilities must be required in multiple, convenient locations all along the corridor. Many are only able to walk limited distances from the parking space to their destination and may need assistance loading purchases. It is imperative that adequate parking for this segment of the population is available at any medical, dental, service provider, etc. There is also a need for close, convenient drop off/pick up spots for the elderly and disabled.

Without on-street parking spaces, buses must stop in traffic lanes creating congestion.

What is the point of having wide-radius medians for U-turns when there is no on-street parking available?

Usable parking spaces have been lost to concrete and/or center green space penalizing the businesses and residential properties. There are several places where reducing the medians would allow existing parking to be retained.

Several traffic signals have been added at the through streets such as Griggs and Grotto impeding traffic flow and increasing travel times and possible creating congestion problems.

As referenced in our comments in Segment #1, costly mitigation factors and the lack of buildings being identified (ownership/use) along the St. Paul part of University Avenue lend credibility to a persistent worry that more time has been spent working on the factors in Minneapolis and near the U of MN than the entire corridor.

The issues identified by the Downtown Businesses, MPR and Churches must be addressed. The issues identified by the businesses along University Ave must be addressed including truck turn radius and ingress and egress.

Segment #1

It should be noted that many costly mitigation factors appear to be included in Segment #1. As stated in the cover letter, not all mitigation issues and funding can be spent on the Hennepin/ Minneapolis/U of MN side. An alternative would be starting at the Maintenance Facility in Ramsey County/St. Paul and go westbound building the line.

For example:
Page 47 Note that high-dollar features have been included in Minneapolis such as the Cedar ramp and new overhead bridge.

It should be noted that in Segment 1, many of the buildings are identified by name, whereas, along the University Corridor in St. Paul, limited building identification exists nor do addresses. Our belief is that this makes it harder for citizens to truly review the plan especially on a computer screen.

Segment #2

Concerns which must be addressed during the municipal consent process:

Page 319 U-turn access to Porky's Drive-in has been eliminated. Porky's is an institution on University Ave. Equally it hosts hundreds of people during certain times of the week. The access is needed.

There are several places where green spaces appear to have been proposed in lieu of parking spaces such as shown on Page 371. As identified earlier, the **current** parking does not show up on the "existing conditions" in each of the segments. Only proposed parking spots, which are negligible at best, are depicted. Thus, a more thorough examination of parking must be done in all segments and the on-street parking restored.

Another concern that surfaced in Segment #2 (and continues through Segment 5) is the fact that several residential ingress and egress lanes and turn lanes have been removed. These are very residential neighborhoods and the access is vital. Have the police and fire departments reviewed these plans?

Example:

Page 524
and Page 525 Turns and turn lanes have been taken away at Beacon and Wheeler leaving no access to residential areas.

Segment #3

As stated in Segment 2, residential ingress and egress and turn lanes are vital to residential communities. Some examples follow:

Page 553 No through traffic is allowed at Albert and the pedestrian crossing is only on one side of the intersection. Community access is denied for populations that need services or retail or their houses.

Page 556 No through traffic is allowed at Syndicate and the pedestrian crossing is only on one side. This road houses CAPRW (Community Action Program for Ramsey and Washington Counties). Hundreds of people go to the Bigelow building on a daily basis for services. Headstart, Mother's First, Weatherization, Assistance, Legal assistance, are just a few of the agencies that are housed in the building. Equally the Target Store is here.

Page 559 No through traffic is allowed at Dunlap and the pedestrian crossing is only on one side. This street houses Open Cities Medical Facility, Wilder, and Central Medical. Again access is critical and must be addressed.

Page 560 The design appears to show a very long walkway from Dunlap to the west end of the station ramp at Lexington which could be unsafe.

Page 561 Again, it appears the design shows a very long walkway from Lexington to the east end of the station ramp which is an unsafe condition.

Page 562 Cross traffic is not permitted at Oxford Street and/or pedestrian crossings are limited to one side. Again, cutting off neighborhood access.

Page 565 Cross traffic is not permitted at Milton Street and/or pedestrian crossings are limited to one side. Again, cutting off neighborhood access.

Page 568 Cross traffic is not permitted at Avon Street and/or pedestrian crossings are limited to one side. Again, cutting off neighborhood access.

Page 568 Cross traffic is not permitted at St. Albans Street and/or pedestrian crossings are limited to one side. Again, cutting off neighborhood access.

Page 568 Cross traffic is not permitted at Kent Street and/or pedestrian crossings are limited to one side. Again, cutting off neighborhood access.

Page 577 Cross traffic is not permitted at Arundel and/or pedestrian crossings are limited to one side. Again, cutting off neighborhood access.

Page 579 Cross traffic is not permitted at Virginia and/or pedestrian crossings are limited to one side. Again, cutting off neighborhood access.

Segment #4

Page 580
and Page 786 Cross traffic is not permitted at Farrington and/or pedestrian crossings are limited to one side. Again, cutting off neighborhood access.

Page 770
and Page 792 It should be noted that the DEIS did not identify the existing pedestrian tunnel under University near the Cedar Street bridge structure. Because of a grade change and a variety of other issues, mitigation and other solutions must be found. Equally, from Rice Street east to the turn, there needs to be further study as it relates to the south side street location of the station, for safety, turning time, congestion, etc.

Page 782 There is some discussion of moving the line to the front of the Capitol.

Page 787 Note the excess median---takes away needed parking.

Page 788 The LRT track shift to the south side of University Ave. after Marion St. creates confusion and additional safety hazards to both vehicular and pedestrian traffic and for transit users.

Page 792 There appears to be no way to access parking lot "N" behind the Capitol due to the realignment at the Cedar St. bridge area.

Page 794 MLK Boulevard is closed at Robert Street causing limited access.

Page 795 Robert Street is only one lane at the station created by the large turn from University Ave.

Page 800 There is no on-street parking at the churches for weddings, funerals, etc.

Page 801 Cedar/7th Street intersection, a major downtown intersection, allows only one lane for traffic for all movements (left turn/right turn/straight) creating congestion.

Page 859 Curbing can be re-designed to allow for parking.

Page 860 South side of the street shows 7' sidewalks. Where is the snow storage?

Page 861 South side of the street shows 7' sidewalks. Where is the snow storage?

Page 861 Access to all buildings on the south side of University is closed west of Rice Street.

Page 916 It is disappointing that even the legend doesn't identify existing parking in the existing conditions section. This is not only deceptive but gives an illusion that there was none already in Downtown St. Paul and that is not the case at all.

Segment 5

Page 954 Note that the Union Depot is identified for "future use".

Page 954 There needs to be additional detailing in the environmental issues surrounding the maintenance facility and Union Depot area—flooding, contamination, etc.

Page 973 The County has already requested additional information from URS regarding the Depot. However, some of the plan components identified in Section 5 of your documents have not been field verified.

Stations

Page 990
and Page 991
and Page 992 There is insufficient seating space at the stations.

Same Pages There is no mention of the historical character of the area or public art and neighborhood identification.

Same Pages There is no mention of using products that will be graffiti resistant and vandalism proof.

Same Pages There is no mention of ADA signage, etc.

Same Pages Although there appears to be a kiosk for the "smart card users" there is no mention of the cards like the 30 day pass, Metro Pass, etc. That needs to be addressed. This impacts the seniors too who enjoy the benefit of reduced fares with proper id.

Substations

Entire section: Exact locations for the Traction Substations, Power substations, utility boxes, etc. must be identified, subject to the public approval and must not intrude into residential areas. Any potential issues related to noise, health risks, electro magnetic fields, aesthetics, compatibility, snow removal, and upkeep, must be addressed.

Definition of the four kinds of stations and the purpose of each would be helpful.

Equally, can they be built underground or provide parking opportunities?

Page 1009 We would like to call into attention the location of the traction substations and the proximity to residential neighborhood and high-rises.

Page 1010 It is unclear if the Number 1 recycler of paper (Rock Tenn) has been consulted as to impact on their operations, ingress and egress, etc.

Page 1011 Power stations need to be well away from residential uses.

Page 1012 U-turn access to Porky's Drive-in has been eliminated.

Page 1012 Median is unnecessarily wide from Fairview to Aldine.

Page 1015 There is no mention that Metro Transit owns a property near this location which could house one of the traction substations or power substations.

Page 1017 Will additional Substations be needed when the additional 3 stations at Western, Victoria, and Hamline are built?

Page 1017 Substations should not impact residential neighborhoods—safety, noise issues, visual pollution. Such as the ones located at the Milton and Unidale area—Church and residents are immediately adjacent.

Page 1021 Same as Page 1017—the area impacted is where residential housing and the Ravoux complex are located.

Page 1022 Same as Pages 1017 and 1021---the area impacted includes residential housing, Church, and the Bethesda facility.

Page 1026 All poles need to be center tapered tubular or other traditional design, not flange poles, for a better look for Saint Paul.

Page 1028 Signal houses need to be designed to fit with the surrounding historic building character.

Page 1029 Substation design is inadequate for the surrounding area.

Page 1033 Center platforms need multiple ticket stations and split platforms need 2 each at a minimum.

Howard R. Green Company

Carol Swenson, Community Liaison
District Councils Collaborative of Saint Paul and Minneapolis
Central Corridor Resource Center
1080 University Avenue W.
Saint Paul, MN 55104

Re: Central Corridor Light Rail Transit Supplemental DEIS
Dear Ms. Swenson,

Howard R. Green (HR Green) has the following comments on the Central Corridor Light Rail Transit Supplemental DEIS (SDEIS) on behalf of the District Councils Collaborative of Saint Paul and Minneapolis (DCC).

1.0 GENERAL COMMENTS

This section of our comment letter identifies general issues that apply to the proposed project in general.

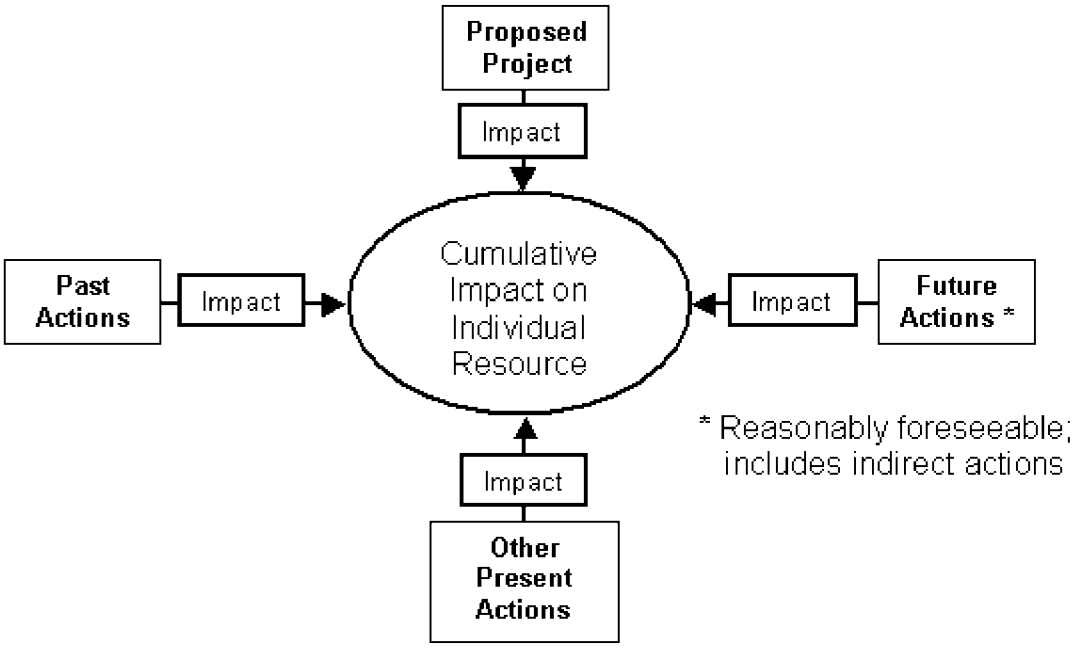
1.1. Cumulative Effects

Cumulative effects regarding traffic, parking, bicycle and pedestrian impacts, neighborhood appearance and character, and short length bus service are not addressed in sufficient detail to allow decision-makers to determine if there are significant impacts related to project development.

The FTA and other Federal agencies' are required to address and consider direct, indirect, and cumulative effects in the NEPA process as established in the Council of Environmental (CEQ) Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act (40 CFR §§1500-1508).

A cumulative effect or impact is the impact on the environment, which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person is undertaking such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time (40 CFR § 1508.7).

A cumulative impact includes the total effect on a natural resource, ecosystem, or human community due to past, present, and future activities or actions of Federal, non-Federal, public, and private entities. Cumulative impacts include the total of all impacts to a particular resource that have occurred, are occurring, and will likely occur as a result of any action or influence, including the direct and reasonably foreseeable indirect impacts of a Federal activity. Accordingly, there may be different cumulative impacts on different environmental resources.



Source: FHWA

At the state level, per the Minnesota Supreme Court 'CARD' decision (Citizens Advocating Responsible Development vs. Kandiyohi County), Minn. R. 4410.1700, subp. 7, item B, the environmental review process is required to identify any past, present or reasonably foreseeable future projects that may interact with the project in such a way as to cause cumulative potential effects.

Although the SDEIS identifies numerous current and future projects that would contribute to cumulative effects, the SDEIS analysis does not clearly identify how these actions are incorporated in the analysis of impacts on individual resources, in particular those that affect the human community-traffic, parking, bicycle and pedestrian access and safety, neighborhood appearance and character, short length bus service, and parking. The SDEIS does not address impacts from the past, present or reasonably foreseeable future projects that may interact with the project in such a way as to cause cumulative potential effects, such as the SEMI, Granary Road, Grand Rounds including the bridge over the railroad to the Como Area, stadiums (the Gopher Stadium will be used for classes and administration offices as well as games), the bio-complex, Marcy Holmes redevelopment along the river, Sydney Hall and Dinkydome (198 units, 13 stories, plus commercial) Campus Crossroads (177 units, 9 stories, plus commercial), Weissman Museum Expansion, and numerous other developments and projects in sufficient detail.

1.2. Cost Effectiveness Index

The LRT project is generally consistent with the goals of the DCC. However, it is critical that impacts are appropriately evaluated and suitable mitigations measures are developed to ensure that project development does not significantly impact the human community living in, traveling through, and working in the area. At local meetings the cost effectiveness index has been cited as a reason for not including some aspects of environmental analysis or the consideration of some potential mitigation measures.

The cost effectiveness index implemented by FTA should not limit the types or level of detail of impact assessment or what mitigation measures can be considered. The environmental review process should be conducted without regard for the effect it has on the index. The determination of who will pay for what should be made in a different arena and not overflow into the environmental review process.

1.3. Potential Mitigation Measures

In addition, suitable migration measures were not identified.

The traffic studies do not identify mitigation to intersections that currently experience congestion problems and the SDEIS states, “The Metropolitan Council is evaluating a number of potential strategies to improve operations at intersections operating at a deficient LOS”. Improvements to these intersections need to be identified and incorporated into the traffic analysis.

1.3.1. Traffic

The traffic studies performed for the Central Corridor SDEIS have not addressed several neighborhood concerns. The traffic generated and evaluated is underestimated since the cumulative effects of other projects were not considered. In addition, the analysis performed was limited to the vehicular operations and no analysis was performed on the pedestrian and bicyclist safety and operations along the corridor.

The environmental review needs to identify which actions are included as part of the cumulative effect evaluations, average and peak traffic levels on all area streets and highways with all past, present, and reasonable foreseeable future actions included, and identify suitable mitigation measures to ensure that traffic impacts will not result in negative impacts to area neighborhoods, area businesses, University students and staff, and others driving though the area. The Washington Avenue traffic studies also need to address the impacts from the increased miles driven along the diverted routes.

- The traffic generated by each of the projects is not specifically identified and included in the traffic analysis. Each of these projects contributes to the overall traffic impacts and should be evaluated as part of the cumulative effect evaluation. Even if the traffic for an individual project is limited in duration, is periodic, occurs in an area that already has a failing level of service, and as a result was not included in the traffic model for the project it must be included in order to address cumulative traffic impacts.
- The SDEIS needs to address the specific changes in traffic volumes (average and peak) on all potentially affected area streets, changes in traffic patterns, cut-through traffic, and increases in miles driven due to more circuitous routes. The reference to traffic moving over to West River Road and the road having sufficient capacity to handle it does not identify specific, quantitative impacts to West River Road and other area streets that will experience significant increases in traffic volume and changes in traffic patterns.
- Refer to Areas of Concern Figure for several identified concerns re: specific intersections

1.3.2. Parking

Parking impacts due to the elimination of parking proposed by the CCLRT and cumulative impacts from projects such as the Gopher Stadium, proposed commercial and residential complex development in conjunction with increasing parking needs will have the direct impact on residents, neighborhoods, and businesses. In addition the loss of parking will impact neighborhoods with

increased “park-n-hide” parking near the University of Minnesota, near the LRT Stations and along the corridor in general. These parking impacts need to be addressed along with the additional traffic impacts from the vehicles driving through the neighborhoods while “park-n-hiding”.

The SDEIS needs to address:

- The major reduction in parking spaces (from 1150 to 175) along University Ave. and the related impact on local businesses. These are primarily “fine texture” business that customers stop in, purchase, and drive off. Parking needs to be close (very close and easily walkable) to the businesses in order for the customers to use them.
- The potential use of neighborhood parking permits would disastrous for area businesses. Parking permits are for residents only and would preclude customer parking for area businesses. Who would pay for the permits and the administration of a permit process. The local businesses and communities do not want to bear this cost.
- Access to parking areas impacted by closing of Washington Avenue (Washington Avenue Ramp) and by changes in traffic patterns.
- The loss of affordable student parking in the vicinity due to the Stadium construction and other current and future projects.
- The more circuitous routes that will need to be taken to available parking areas.
- University student, administration, bio-complex staff (estimated to be 5,000), etc. parking needs that are continuing to grow.
- The impact of traffic being drawn to the area to get to stations and the LRT (park-n-hide). University students, administration, and others park and take the bus.

1.3.3. Pedestrian and Bicycle Access and Safety

The studies related to diverting traffic from Washington Avenue only address the operational characteristics of the traffic flow. The impact that the increased traffic volumes, loss of the Mall, and street modifications have on bus service and bicycle or pedestrian movements along these routes needs to be addressed.

The SDEIS needs to address:

- Pedestrian and bicycle access to bus stops, crossing University, Franklin and other streets that will be experiencing higher traffic levels.
- The cumulative impact on sidewalks, bicycle routes, the generation of new crossing needs, and methods of dealing with new and existing access and crossing needs.

2.0 SPECIFIC ISSUES

The following section discusses examples of issues related to specific project elements.

2.1. LRT Stations

- Vehicular traffic on all impacted area streets generated by closing Washington Ave. to vehicles, vehicles accessing to the LRT stations and more circuitous routes take by vehicles.
- The effect on short length bus service and access to bus stops
- The effect on pedestrian and bicycle routes, access, and bicycle parking.
- Park and hide, where will people park, what measures will be taken to reduce the potential for park and hide behavior? What will the effect of additional vehicles parking in areas that are already problematic? What is the impact of this additional parking need, combined with additional traffic and pedestrian/bicycle traffic?

2.2. Mall

- Vehicular traffic on all impacted area streets generated by closing the Washington Ave. to vehicles and more circuitous routes take by vehicles.
- The effect on short length bus service
- The effect on pedestrian and bicycle routes, access and bicycle parking.
- Where will additional parking is provides (ramps and small local lots within walk able distance of businesses)?
- Consider developing bike route on Mall.
- Evaluate the need for additional pedestrian overpasses.

2.3. University Avenue

- One of the biggest projected concentrations of traffic is at University Avenue and 4th St- projected to increase at least 50% when the Mall is closed to traffic. This impact may be significantly underestimated as the cumulative effects of other projects and the indirect effects of this project may not have been included.
- The effect of the loss of parking
- The effect on businesses
- The effect on the appearance and feel of University Avenue and adjacent areas
- Consider the opportunity to bury Xcel power lines through the Prospect Park Neighborhood
- The effect on short length bus service and access to bus stops
- The effect on pedestrian and bicycle routes, access, and bicycle parking. Where will additional parking be provided (ramps and small local lots within walk able distance of businesses)?
- The effect of park and hide, where will people park, what measures will be taken to reduce the potential for park and hide behavior? What will the effect of additional vehicles parking in areas that are already problematic? What is the impact of this additional parking need, combined with additional traffic and pedestrian/bicycle traffic?
- The concept of allowing parking along University in off-peak hours would reduce the parking impact and the potential noise and vibration impacts to staff that work in offices immediately adjacent to University Avenue.

2.4. Franklin Avenue

- The effect of increased traffic is a major issue.

- Potential effects on the Franklin Prospect Park Historic Neighborhood-need to be careful how propose to route traffic in the area and deal with parking in this area. The impacts and mitigation measures need to comply with District criteria.
- The effect on short length bus service and access to bus stops
- The effect on pedestrian and bicycle routes, access, and bicycle parking.
- The effect of park and hide, where will people park, what measures will be taken to reduce the potential for park and hide behavior? What will the effect of additional vehicles parking in areas that are already problematic? What is the impact of this additional parking need, combined with additional traffic and pedestrian/bicycle traffic?

2.5. Raymond Avenue

- The effect of traffic increase on this N-S connector. The neighborhood requests close coordination regarding a Raymond Ave. traffic calming study and related development of mitigation measures.
- Similar to the potential effects on Prospect Park, impacts and mitigation measures need to comply with historic criteria.

2.6. Other

- This project provides and opportunity to enhance Tower Hill Area, provide gateways to St. Paul and Minneapolis, and other opportunities.
- Bicycle lockers seen at other stops are ugly, can we get some more attractive ones.
- Potential for impacting wetlands, particularly at 280/Energy Park/Como intersection.
- Signals at Weissman Museum intersection. An expansion of the Museum has already been approved in the Washington Avenue bridge area.
- Access to 35W.

3.0 MITIGATION MEASURES

3.1. Parking

Some of the traffic concerns may be mitigated through developing an efficient parking plan for the corridor that will not only mitigate lost parking, but to decrease the miles driven to the parking along the corridor.

- Near the University of Minnesota much of the traffic diverted from Washington Avenue is traffic heading to the University parking lots. New parking should be established at the major entrances to the University and bus service from the new lots could efficiently circulate through the campus. New lots near I-94 and Huron, I-35W at both Washington and University/4th Street would significantly reduce the traffic on the local streets. (The model for this would be the I-394 parking garages in Minneapolis.) Possible sites for new parking ramps are indicated on the figure: Example University Area Parking Concepts. The site along Washington Avenue should be incorporated into the West Bank Station Area Planning and coordinated with the West Bank Community Development Corporation.

- A specific block by block parking plan to provide parking to area businesses (within short walk able distance) and to deal with other parking issues is necessary to develop an effective parking plan. This plan should incorporate “pocket parking” areas, possibly replacing lots or businesses that are, or may become, vacant.

- Transit rider parking near each station needs to be identified and incorporated into every station area plan. Even though the Metropolitan Council has expressed that they want to discourage this type of parking, in reality it will occur and the neighborhoods will suffer if the parking is not incorporated in the project.

3.2. Pedestrian and Bicycle Mitigation

Corridors that are forecasted to receive increased traffic due to the project need mitigation to ensure safe travel for traffic along with pedestrians and bicycles. Traffic calming measures or redesign of the streets with "Complete Street" concepts will be required. The following are potential mitigation alternatives for pedestrian and Bicycle impacts due to the project.

- All corridors that have increased traffic due to the project, such as Franklin and Raymond Avenues, need to have adequate traffic calming.

- A bicycle route along the Washington Avenue Mall should be added.

- Consideration should be given to additional pedestrian bridges over the Washington Avenue Mall

3.3. Level of Service Mitigation

Improvements at intersections that currently experience congestion problems must be part of the plan. Consideration of new street connections that provide alternatives to avoid congested intersections should be considered in the Level of Service mitigation. Roundabouts, bike lanes and accessible crosswalks must be considered in the redesign of intersections. All intersections that experience an unacceptable level of service need a mitigation plan. The following are potential mitigation alternatives for some of the intersections identified.

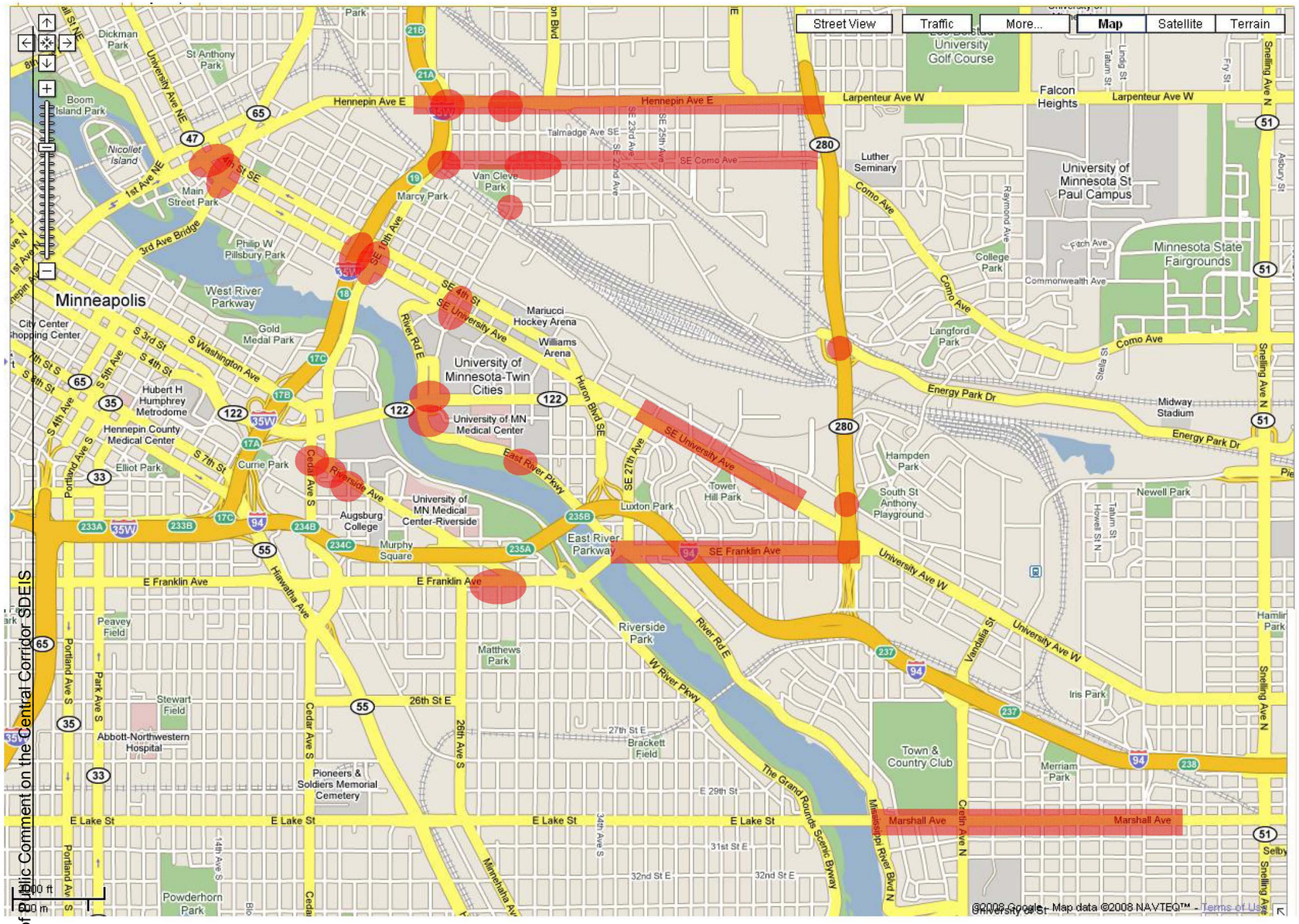
- The intersection of East River Road/Franklin/27th could be redesigned with a roundabout along with an underpass for the East River Road traffic.

- University Ave/4th St interchange with I-35W congestion could be reduced by providing new access at Hennepin Avenue at I-35W. The diverted traffic along Hennepin Avenue should also have adequate analysis and mitigation to safely handle the pedestrian, bicycle, transit and increased vehicular traffic.

- University Ave/4th St from I-35W across campus should be restriped to provide additional traffic lanes at a narrower width. The narrower width will reduce the speeds of the traffic through this high pedestrian and bicyclist area.

- Considerations of adding north/south crossing of the Railroad yard would provide alternative routes and reduce the traffic along University Ave/4th St. Crossings are proposed in the SEMI redevelopment and the Grand Rounds projects.

DISTRICT COUNCILS COLLABORATIVE
of Saint Paul & Minneapolis



Neighborhood	Areas of Concern
PPERRIA	· Franklin & 27th & Riverside Intersection · Franklin Avenue from River to Hwy 280 · University from border to 27th · All of East River Boulevard
SECIA	· Hennepin Ave, I-35 to 280 · Como Ave, 15th to 18th in particular, Rest of Como Ave · 15th Ave & Rollins · 15th & Como · 11th & Como · 11th & Hennepin · 18th & Como · 15th & Hennepin · 15th & Como · 15th & 17th · 15th and Rollins Changes from: · Granary Road · Kasota Changes · Grand Rounds Completion
Marcy-Holmes Intersections	· 35W & University Ave SE / 4th St SE · 10th Ave & University Ave SE/4th Street SE · 15th Ave & University Ave SE/4th Street SE · East River Road & Washington Avenue · Pleasant Street and Washing Avenue · Central Avenue and University Av/4th St. · E. Hennepin & University Av/4th St · How will buses be re-routed: #16 NS #2 · What is the estimate of exhaust, noise, and life-threatening traffic impacts · Degradation of historic/cultural resources from incremental increased in traffic
University District	· Stadium Village business operations · Fulton and East River Road
Cedar-Riverside	· Riverside Avenue/20th Avenue S · Riverside Ave/19th Avenue S · Riverside Ave/Cedar Ave
St. Anthony Park	· Hwy 280 and intersections with o Territorial o Energy Park Drive · Granary Road connections into St. Anthony Park
Union Park	· Marshall Avenue traffic increases · East River Road traffic increases

Areas of Concern: Traffic

District Councils Collaborative of Saint Paul and Minneapolis ● Central Corridor LRT

Summary Report

SNELLING GREEN STREETS

May 2008

Table of Contents

Executive Summary

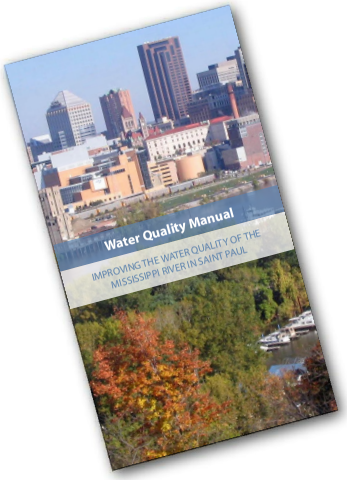
Sparc and the Hamline Midway Coalition (HMC) asked the Central Corridor Design Center to facilitate a 2-day workshop, Thursday, April 10, 2008 - Friday, April 11, 2008, at the Central Corridor Resource Center.

The Snelling Green Streets workshop focused on Snelling Avenue, between Peirce Butler Rte. and University Avenue. The purpose of the workshop was to explore innovative stormwater solutions that would expand on the 2001 North Snelling Revitalization Plan and the Water Quality Method Cards. The Design Team worked with various neighborhood groups to generate alternative design concepts that were presented back to the Steering Committee.

During the workshop, eight project areas were identified:

1 Pierce Butler Route Entryway
2 Hancock/Hamline Magnet Elementary School
3 Hamline University
4 Snelling Avenue Public Right-of-Way
5 Hamline Park
6 Bike Boulevards
7 Businesses Improvements
8 I-94 Entryway

Next Steps:
Presentation to HMC, Business Association and others;
Preliminary engineering by Public Works staff;
Seek funds for the 2009 CIB cycle;
Commitment with Hamline University;
Guide future planning efforts.

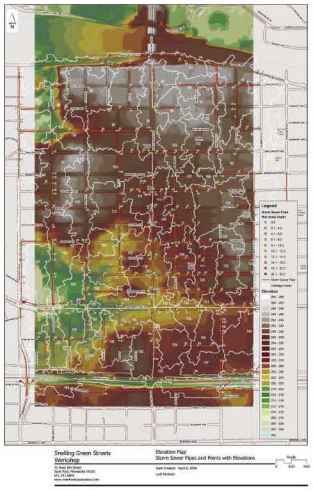


Introduction

In 2001, the Hamline Midway Coalition (HMC) commissioned a study of North Snelling Avenue, *the North Snelling Avenue Revitalization Plan*, which called for changes to the streetscape.

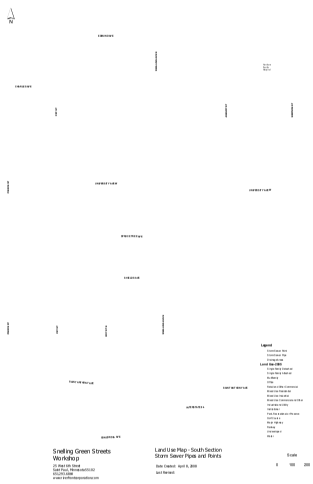
In January 2007, HMC and Sparc submitted a proposal to the 2007-2008 Capital Improvement Budget (CIB) round to secure funds to pay Saint Paul Public Works to study changes to the streetscape. During the 2007-2008 CIB round, Saint Paul Public Works was awarded $45,000 for staff time to study streetscape changes on Snelling Avenue from I-94 to Pierce Butler.

Sparc, the Hamline Midway Coalition and the Central Corridor Design Center began meeting in 2006 to develop the Snelling Green Streets workshop. Led by the Central Corridor Design Center, the workshop would explore neighborhood wishes and innovative solutions that would expand on the *2001 North Snelling Revitalization Plan*, looking specifically at improving water quality within the public realm.



Goals identified in the workshop will be further studied and engineered by Saint Paul Public Works staff and the resulting plans can be used by Public Works and the neighborhood to jointly seek funds to actually build the improvements during the 2009 CIB cycle (applications due in January 2009).

In preparation for the workshop, a Design Team was assembled to address water quality issues and a community Steering Committee was assembled to review the Design Team's work and provide feedback. This list is available in **Appendix A Workshop Participants**. A Briefing Packet was distributed to the Design Team and Steering Committee, outlining the intent of the workshop and providing background to the neighborhood and current initiatives. Included in the Briefing Packet was a series of maps prepared by SRF Consulting, Inc. that illustrated water flow conditions and identified problem sites as shown in **Appendix C Briefing Packet**.



As shown in **Figure 1 Preliminary Field Reconnaissance**, a map was created to identify existing conditions and major opportunities of the project area on Snelling Avenue, between Pierce Butler Rte. and University Avenue. Opportunity areas within the corridor included: the need for a neighborhood entry on both the north and south edge; simultaneous master planning being performed by Hamline University; Snelling Avenue as a MnDOT highway; spring flooding issues at Hancock Elementary; regional bike routes; Hamline Park; Draft Central Corridor Light Rail Transit station area planning moves; small businesses; single-family neighborhood boundary; pedestrian improvements to Fry and Simpson Streets; paint the pavement; and existing transit stops.

Figure 1. Preliminary Field Reconnaissance






Figure 2.
Workshop Participants

Workshop

The two-day workshop began with a site tour and briefing from various area groups. This provided an overview of existing conditions, identified issues and concerns, and shared desires for redevelopment. Presenters included:

- Stephanie Hankerson, Hamline Midway Coalition Environmental Group
- Donna Drummond, Saint Paul Planning and Economic Development
- Jessica Treat, Saint Paul Transportation Management Organization
- Peggy Knapp, Hamline University
- David Motzenbecker, Oslund and Associates
- Ken Haider, Ramsey County Public Works
- Marc Groess, MN Department of Transportation
- Jonathan Sage-Martinson, Sparc
- Mark Denoux, Capitol Region Watershed District
- Betsy Jacobson, Saint Paul on the Mississippi Design Center
- Joni Giese and David Filipiak, SRF Consulting Group, Inc.

On day one, the Design Team brainstormed a range of concepts for the area and presented them to the Steering Committee for comment and direction. Day two, the Design Team further refined the concepts for presentation.

The work on day 2 was organized around The Water Quality Method Cards and focused extensively on improving water quality and decreasing stormwater runoff. In addition, the Design Team attempted to identify neighborhood stakeholders and agencies that could take ownership and responsibility for the recommended methods and applications.

Concepts were developed and organized into eight applications, moving north to south down Snelling Avenue as illustrated in **Figure 3 Neighborhood Applications**:

1. Pierce Butler Route Entryway
2. Hancock/Hamline Magnet Elementary School
3. Hamline University
4. Snelling Avenue Public Right-of-Way
5. Hamline Park
6. Bike Boulevards
7. Businesses Improvements
8. I-94 Entryway

Each application requires different funding, installation and maintenance partners. Not all are applicable for a CIB funding request but are included in this document as a record for future funding sources and opportunities.

Figure 3.
Neighborhood Applications

1. Pierce Butler Route Entryway

Stormwater Methods:

Reforestation
Infiltration Basin
Native Plants
Blooming Saint Paul
Green Roof

Background

The traffic count on Snelling Avenue between the Pierce Butler Route and Minnehaha Avenue is 36,500 Annual Average Trips (Saint Paul Public Works, 2006). Posted traffic speeds decrease from 55 MPH to 35 MPH at Pierce Butler. MnDOT has placed speed tracking devices near Pierce Butler Rte. and recorded a decrease, but traffic speed continues to be an issue near Hamline University. The Design Team believes the high speeds are due to the series of highway and railroad bridges leading to the project area.

A lack of pedestrian scaled enclosure at the intersection of Pierce Butler Rte. and Snelling Avenue deters pedestrian movement, creating discomfort and perceived safety. Currently, the Midway Motel, located on the south-west quadrant of the Snelling Avenue Pierce Butler Route intersection, encompasses the site at the south-west corner with a street-facing surface parking lot. A concrete wall recently built by Hamline University on the east side of Snelling Avenue lacks adequate sidewalks and further precludes pedestrian comfort.

Techniques

The Design Team focused on creating an entryway into the Hamline Midway neighborhood that included enhanced pedestrian connections and safety features.

GATEWAY

The Design Team proposed realigning the entrance and exit ramps from Pierce Butler Rte. to a signalized 90 degree angle intersecting at Snelling Avenue as illustrated in **Figure 4 North Entry**. **Figures 5-6** show monumentation scheme and bridgehead details that would dot the bridgehead, taking detail cues from the architectural style of Pierce Butler Rte. and Hamline University (Figure 5-6). Space adjacent to the interchange on/off ramps could be re-graded into an infiltration basin and planted with native planting to treat stormwater runoff from the neighborhood.

REFORESTATION

Along Snelling Avenue, reforestation, planters and hanging baskets would enclose the street and provide a visual clue for vehicle traffic to slow. This technique could begin further north at bridgeheads along Snelling Avenue near the MN State Fair Grounds as illustrated in **Figure 7**. This additional vegetation would also intercept rainwater and provide a more comfortable and beautiful pedestrian experience. In areas where existing barriers create a narrow pedestrian space, such as the newly constructed wall around the Hamline athletic field, a living wall or vines were suggested.

INFILL

As property becomes available, it is important to bring the building footprint to the sidewalk to reinforce the sense of enclosure along Snelling Avenue. Replace the large surface parking lot at the Midway Motel with a building oriented to the street and a signature corner massing. These new buildings should reflect the neighborhood concerns for sustainability, and utilize green building strategies such as green roofs.

Partners

MnDOT, Hamline University, Ramsey County, Blooming Saint Paul, Saint Paul Public Works, Developers, Hamline Midway Coalition, Sparc, MN State Fair, Capitol Region Watershed District

Figure 4.
North Entryway

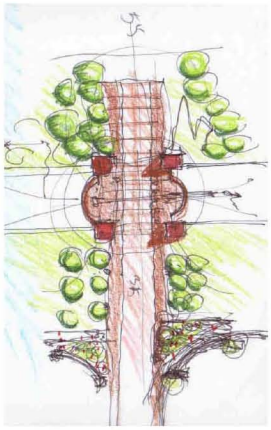


Figure 5.
Monumentation Scheme

Figure 6.
Bridgehead Detail

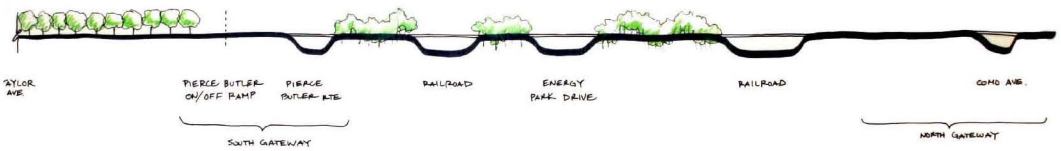


Figure 7.
Extending Reforestion along Snelling Avenue between Pierce Butler Rte. and MN State Fair Grounds

2. Hancock/Hamline Magnet Elementary School

Stormwater Methods:

Sand Filter
Rooftop Disconnection
Infiltration Planter
Green Roof
Rain Garden
Pervious Paving
Cistern
Regrading
Soil Amendments

Background

Adjacent to the school property is a shared park used by both the City of Saint Paul during the summer and the Magnet School during the school year. In 1985 the park was regraded and fields were installed but because of compaction and poor drainage, as shown by **Figure 8 "The Hancock Pool,"** the park experiences ponding of stormwater that precludes use of athletic fields after rain events.

Hamline University has been spearheading a multi-disciplinary team, along with the school, to construct a rain garden on the school grounds that can provide educational programming for the students and neighborhood. It is intended that this would become the pilot project for all public schools in Saint Paul. Although the project has been stalled, the team continues to work together and plans are moving forward to develop a water quality demonstration project on the school property.

Techniques

INFILTRATION

Soil amendments on the athletic field would limit compaction and allow some water to infiltrate into the turf and ball fields. Due to year-round use and future compaction, this technique will be effective only for the short-term without expensive costs. Instead, the design team suggested a series of infiltration areas to manage runoff from the park, impervious surfaces, and the building's rooftop. Techniques, such as sediment filters and infiltration planters, should be located near the west side of the building to limit the travel distance of the roof runoff and utilize the existing grading to intercept runoff.

GREEN PARKING

As the surface parking lots need repaving, further examine the use of pervious paving, porous pavement, or grass pavers to increase infiltration. The surface parking lots are currently in highly visible locations. These techniques could become a model and educational tool for the school and neighborhood.

GREEN ROOF

During the workshop it was revealed that a 1990's addition, built after the park, drains directly onto the field. This is the cause of the heavy ponding. A green roof or cistern would slow and reduce the quantity of runoff onto the fields and prevent future ponding.

Partners

Saint Paul Parks and Recreation, Hamline University, Hancock/Hamline Magnet Elementary School, Capitol Region Watershed District

Figure 8.
The "Hancock Pool"

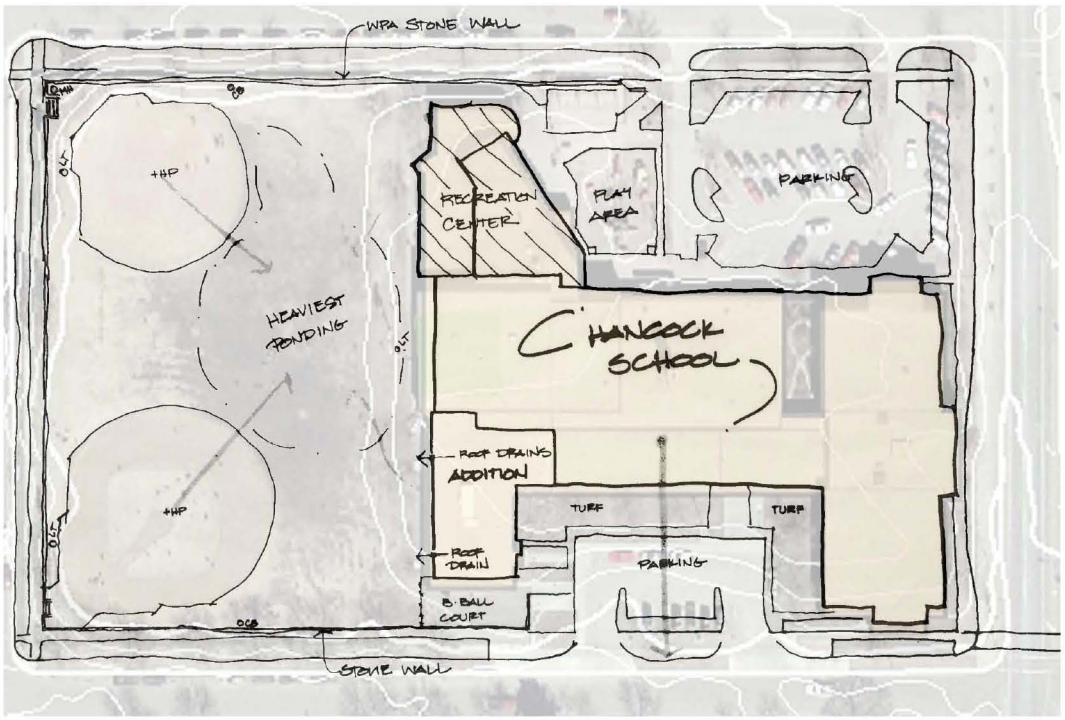


Figure 9.
Existing Water Movement

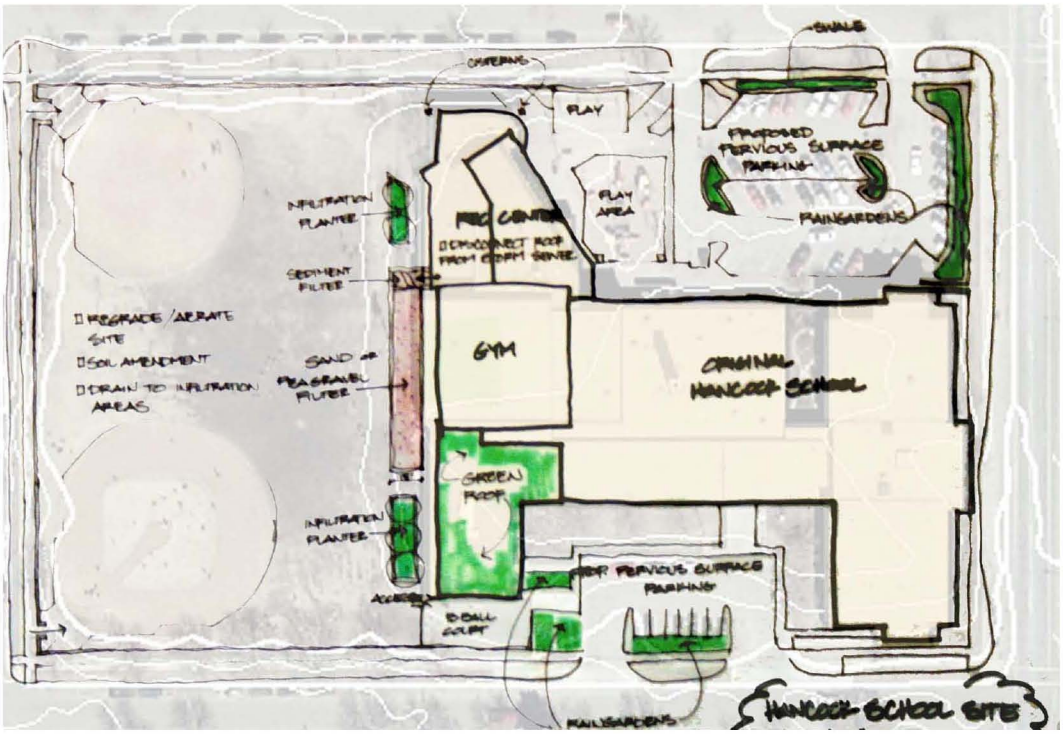


Figure 10.
Proposed Water Interception and Quality Features

3. Hamline University

Stormwater Methods:

Rain Garden
Sand Filter
Treatment Train
Permeable Pavement
Native Planting

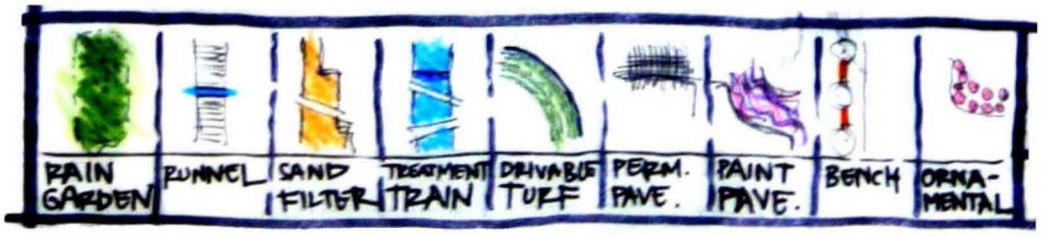
Background
In March, 2008, Hamline University officially announced plans to expand. Oslund and Associates, the planning firm looking at the University Master Plan, presented schemes during the briefing. An administration-led planning committee is reviewing plans for new residential halls, classrooms, parking garages, and a new student center at the corner of Minnehaha Avenue and Snelling Avenue. Currently, the neighborhood benefits from the public and green space on the campus. Hamline University hopes to further improve this relationship and provide more public access.

Techniques
TREATMENT TRAIN
The Design Team expanded on the work of the Master Plan and focused on connections and the transition from the University campus to the neighborhood. **Figure 11** illustrates a North-South treatment train that would move through the center of campus, connecting Old Main to Asbury Street. The treatment train would be comprised of rain gardens, sand filters, treatment trains, grass pavers, permeable pavers, dry basins, native landscaping and pedestrian bridges across.

ROUNDABOUT
A roundabout at the intersection of Minnehaha Avenue and Asbury Street would signify the collaborative relationship between the neighborhood and Hamline University. The intersection could become the entrance into campus and an ideal location for public art and/or paint-the-pavement.

SNELLING AVENUE FRONTAGE
The design team reiterated the need for Hamline to bring future building footprints up to Snelling Avenue, enclosing the street. Additional streetscape and tree planting detail should be consistent with the architectural style along the corridor.

Partners
Hamline University, Hamline Midway Coalition, Saint Paul Public Works



Snelling Green Streets
Central Corridor Design Center

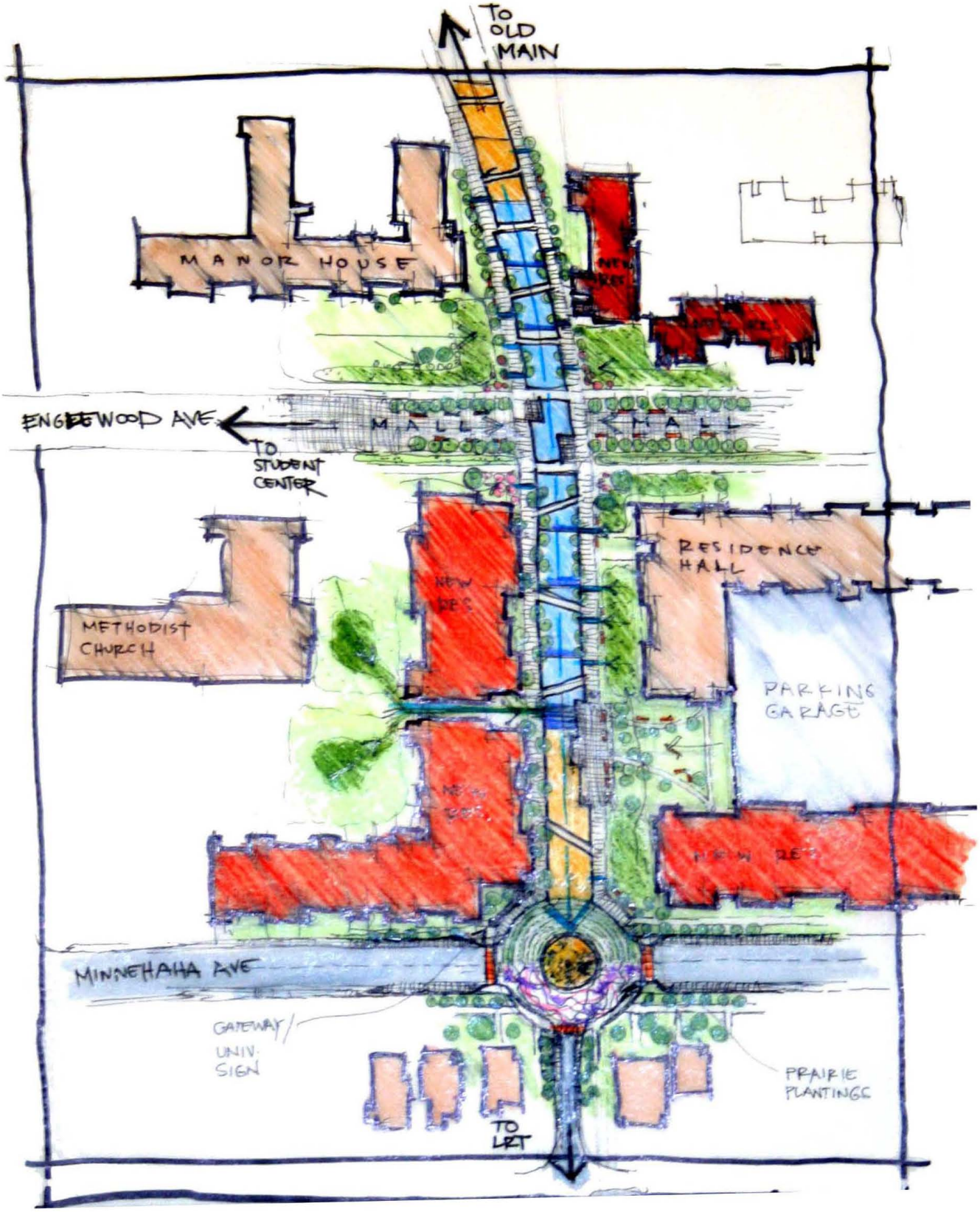


Figure 11.
Treatment Plan and Roundabout Concept for the Campus Master Plan

Figure 12.
Salt Resistant Trees/Plantings

4. Snelling Avenue Public Right-of-Way

Background
Currently, safe pedestrian crossings across Snelling Avenue are localized at only a few signalized crossings. Concrete medians offer some reprise for illegally crossing pedestrians, but accidents still occur. Both the neighborhood and Hamline University have a strong interest in improving the visual quality and safety along, and across, Snelling Avenue.

Techniques
REFORESTATION
The design team suggested planting additional trees along all of Snelling Avenue to increase pedestrian safety and comfort and to shade pavement, which will help to decrease the urban heat island effect. At key intersections, replace the existing 15 struggling sidewalk trees with 23 trees, placed 25' feet part, as seen in **Figure 14 Site Plan**. Redesign the concrete planters to be more visually appealing. Use a 4-foot structured soil, on top of a minimum of 18-inches aggregate with drain tile to allow runoff to filter into the ground. A short list of salt resistant trees and plantings are listed on MnDOT's website and shown on the sidebar, **Figure 12 Salt Resistant Trees/Plantings**.

MEDIAN
At intersections with existing concrete medians, the Design Team proposed a design for strongly marked and safe pedestrian crossings. Pavers or paintings would help to identify the intersections as safe crossings and be an opportunity for public art. These medians would be redesigned for the pedestrian with appropriate curb cuts and signage. The 9,400 square feet of impervious concrete would be replaced with rain garden, structural soils, planting areas and pervious pavers. **Figures 15-17 Sections** show the medians used to infiltrate stormwater from Snelling Avenue. These medians would be connected to an inlet and drain tile system that allows overflow to enter into the existing storm sewer.

GRIT CHAMBER
Water from the sidewalk could also drain into the median if runoff is first filtered through a grit chamber as represented in **Figure 13 Grit Chamber**. The grit chamber would be designed to be closed in the winter to prevent runoff with large salt loading from entering the median rain gardens.

Partners
MnDOT, Hamline University, Ramsey County, Blooming Saint Paul, Saint Paul Public Works, Hamline Midway Coalition, Sparc, Capitol Region Watershed District

Stormwater Methods:

Native Planting
Reforestation
Flow Through Planter
Grit Chamber
Infiltration Planter
Drain Tile
Underground Retention
Pervious Pavers

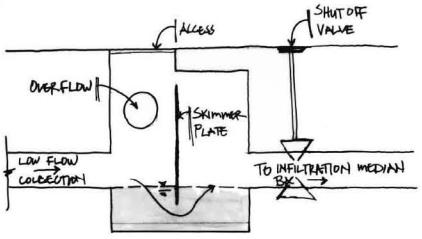


Figure 13.
Grit Chamber

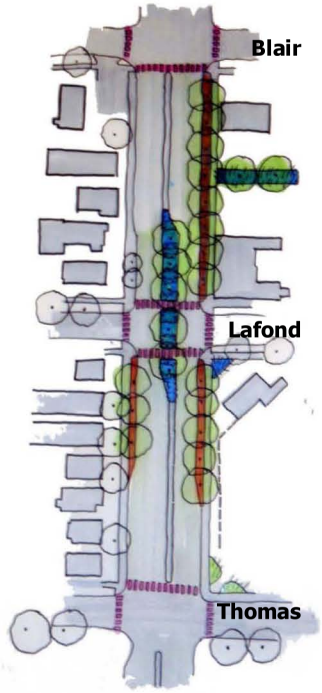


Figure 14.
Site Plan

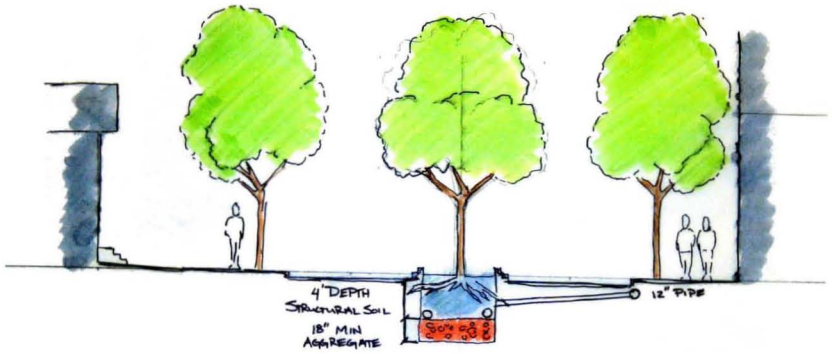


Figure 15.
Section North of Lafond

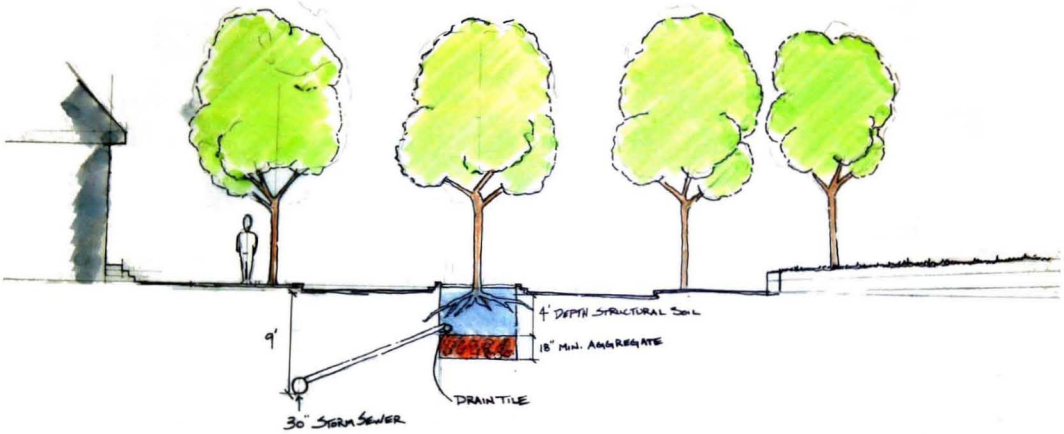


Figure 16.
Section at Hamline Park

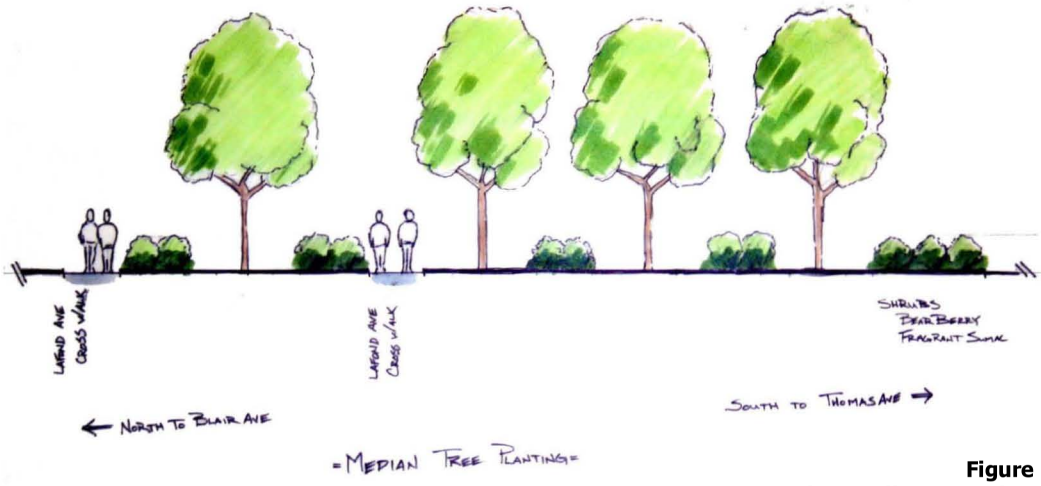


Figure 17.
Section Median Tree Planting

5. Hamline Park

Stormwater Methods:

Soil Amendment
Rooftop Disconnection
Pervious Paving
Rain Garden
Drywell
Trench Drains
Cistern
Infiltration Planters
Filtration Basins

Background

Hamline Park is located adjacent to Snelling Avenue and is occupied with tennis courts, a sand play area, a park pavilion, surface parking and compacted turf. The park is elevated about 3 feet above the Snelling Avenue sidewalk, held back by a retaining wall and fence. **Figure 18 Existing Hamline Park Drainage** shows that during storm events, water ponds near the existing drywells in the center of the park.

At first, the Design Team thought this open green space could gather and filter stormwater runoff from the neighborhood. Upon further investigation they discovered the natural elevation of the site would make this a difficult and costly endeavor and the neighborhood has very little open green space. Therefore the Design Team looked at strategies that would catch water where it lands and minimize water ponding in the park so it is more accessible throughout the year.

Techniques

ROOFTOP DISCONNECTION
Disconnect the storm drain from the pavilion roof and intercept the runoff before traversing into the park. When needed, french drains move water throughout the site while allowing it to slowly filtrate before reaching infiltration basins, planters, and drywells.

INFILTRATION PLANTERS AND BASINS
There is room to move the retaining wall a few feet further into the parkland to acquire more sidewalk width. By doing this, the sidewalk would become a more habitable place that relates to the design of the park. This additional space could be designed with infiltration basins and planters that could interrupt runoff from the sidewalk and underground pipes from the park.

Partners

Saint Paul Parks and Recreation, Hamline Midway Coalition

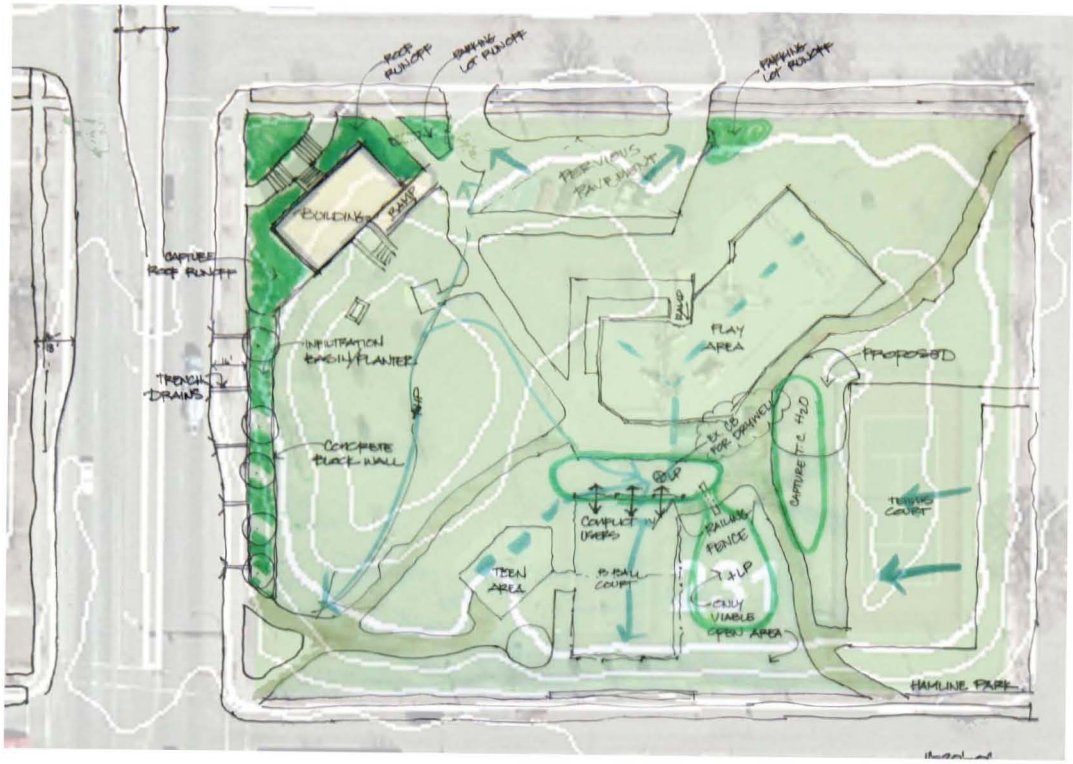


Figure 18.
Existing Hamline Park Drainage

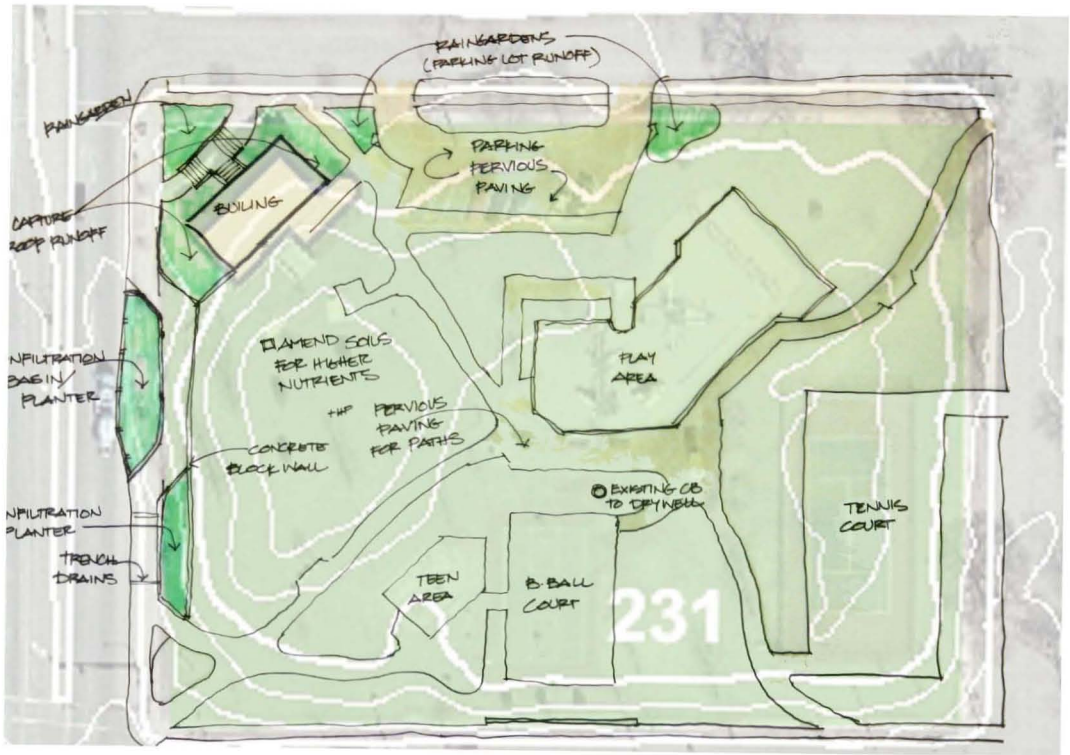


Figure 19.
Hamline Park Improvements

6. Bike Boulevards

Stormwater Methods:

Reforestation
Blooming Saint Paul
Rain Garden
Narrow Street
Native Planting
Permeable Pavers

Background

Hamline University is located a half mile north of the proposed Snelling Avenue Light Rail Transit (LRT) station platform. The University wants to be more connected to the station and would like to provide multiple routes for the faculty and students to help promote use of mass transit. Currently, Pascal and Aldine Streets connect with pedestrian bridges over 1-94 and are popular bike routes.

During the Briefing, Jessica Treat from the Saint Paul TMO presented a new street design called "Complete Streets." "Complete streets" is an emerging concept to redesign streets within the existing right-of-way that focuses on pedestrian safety and comfort. This street section slows traffic, allows for parking, bikes, and encourages pedestrian traffic.

Techniques

The Design Team explored several new kinds of streets and developed a series of sections along Simpson Street to better connect Hamline University to the neighborhood and LRT station. For more details, reference **Figures 20-22 Sections** on the next page.

NARROW STREETS
To slow vehicle traffic, Simpson Street was narrowed with a series of curves in the roadway alignment so motorists sight lines are never directly down a straight line.

BIKE BOULEVARD
A bike boulevard is a shared roadway, designed for bike traffic that discourages cut-through vehicle traffic. The proposed bike boulevards incorporated a variety of traffic calming methods to achieve a high level of safety, including: a series of bump-outs along the street used to capture rainwater; a curved roadway alignment to break motorist's sight lines; narrow streets; trees; Blooming Saint Paul street treatment to alert both cyclists and motorists; traffic controls to help cross major arterial roads; permeable pavers or paint the pavement with a slight rise at each intersection to slow perpendicular traffic and assign right-of-way to the cyclists whenever possible. **Figure 23 Green Street with Parking** illustrates how all these techniques fit together along Fry Street.

Partners

Hamline University, Ramsey County, Blooming Saint Paul, Saint Paul Public Works, Hamline Midway Coalition, Sparc, Capitol Region Watershed District, Bicycle Advisory Board

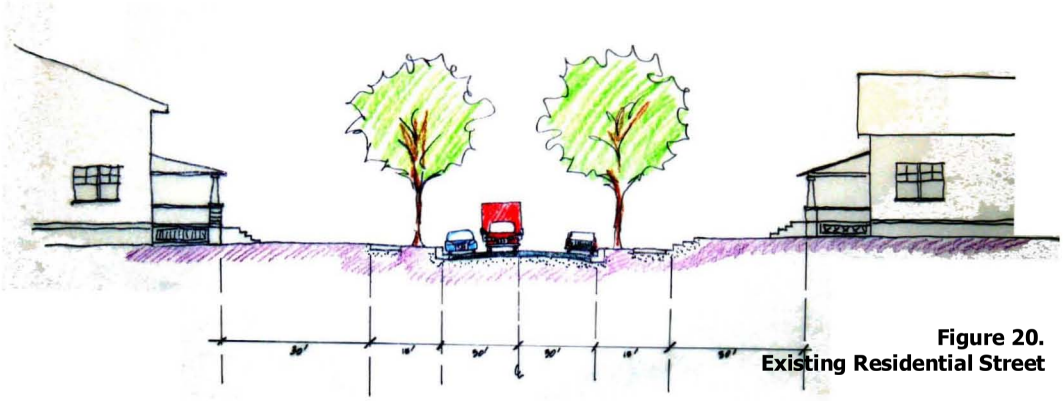


Figure 20.
Existing Residential Street

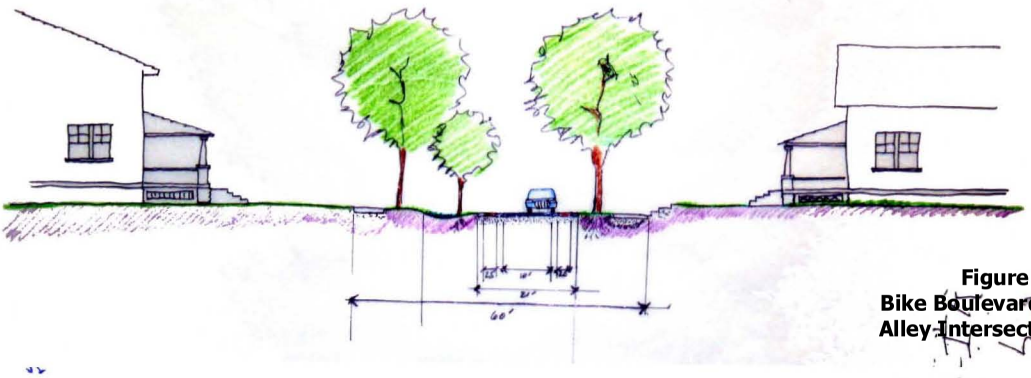


Figure 21.
Bike Boulevard at Alley Intersection

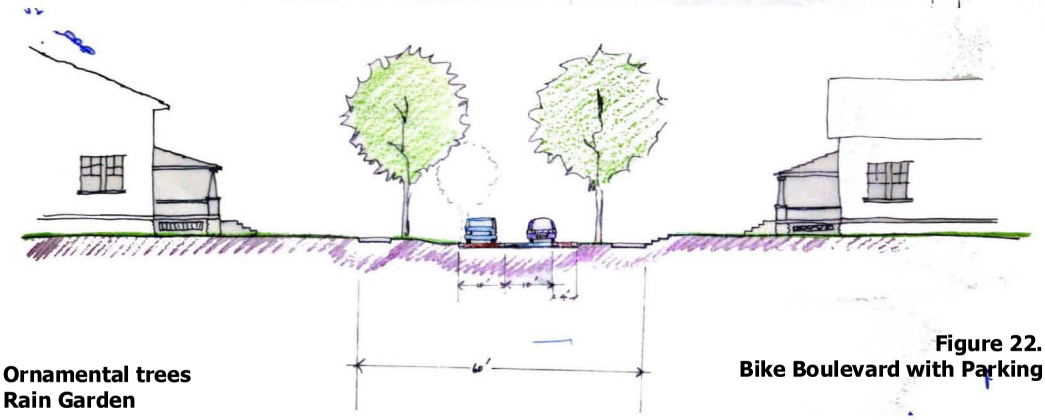
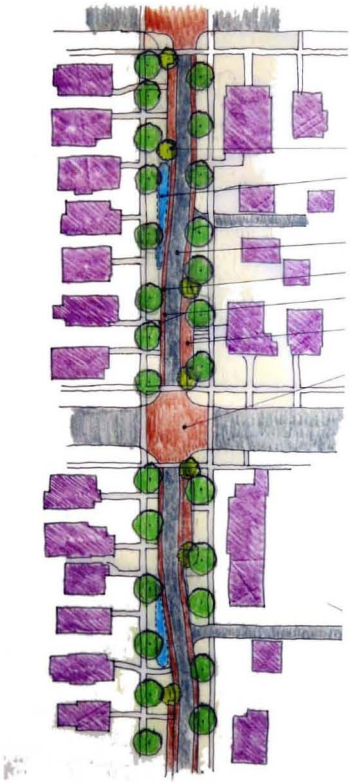


Figure 22.
Bike Boulevard with Parking

Figure 23.
Bike Boulevard with Parking



Ornamental trees
Rain Garden

10' wide motorist vehicle travel lane
4' wide permeable paver edge
1' wide concrete paver edge
3 stall parking bays

Permeable paver intersection

Curvilinear Road Alignment

7. LRT Station Area Businesses Improvements

Background

The Snelling/University intersection is comprised of many small businesses that will be affected by the LRT station and the significant decrease of on-street parking.

Stormwater Methods:

Infiltration Planter
Rain Garden
Permeable Pavers
Structural Soil
Flow Through Planters
Dry Pond
Swale
Vegetated Filter Strip
Native Plants
Narrowing Street
Green Roof
Porous Pavement
Pervious Pipe
Green Alleys
Cisterns
Green Parking Lot

Techniques

COMPREHENSIVE PARKING SOLUTIONS

Figure 25 Station Area Comprehensive Parking Solution illustrates how to utilize the alley system and existing surface parking lots to better manage parking in the short-term and during future redevelopment growth. Reorganization and shared parking techniques could be used for many of the blocks with existing small businesses that operate during different hours of the day. A structured parking lot at the northwest quadrant of the Snelling/University intersection was proposed with liner buildings facing the adjacent neighborhood. The scheme also improved access to alleyways running parallel to Snelling Avenue and behind the commercial buildings.

BUSINESS IMPROVEMENTS

Sparc, along with other local organizations, offer façade improvement grants to small businesses. The design team discussed offering similar grants or loans for businesses as a demonstration site for improved water quality. Strategies would include green roofs, cisterns, planters, green parking strategies and pervious pavers. Many of these techniques are rendered in **Figures 23-24 Sections.** Additional streetscape improvements, such as historic lighting and Blooming Saint Paul, may be done with street assessments and Central Corridor funding.

Partners

Sparc, University UNITED, Saint Paul Public Works, Hamline Midway Coalition, Metropolitan Council, U-PLAN

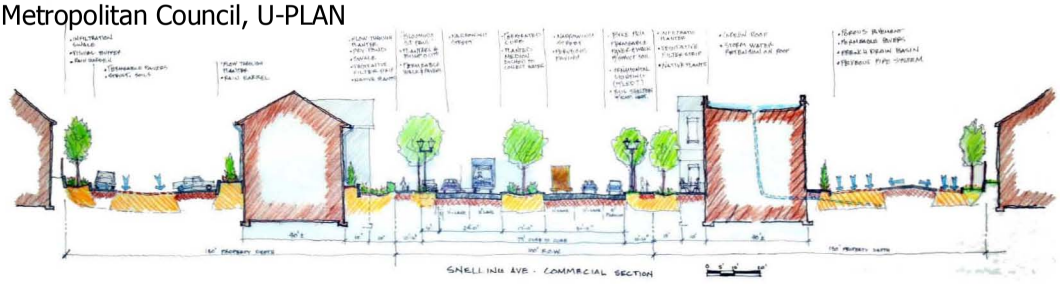


Figure 23. Snelling Avenue Commercial Section

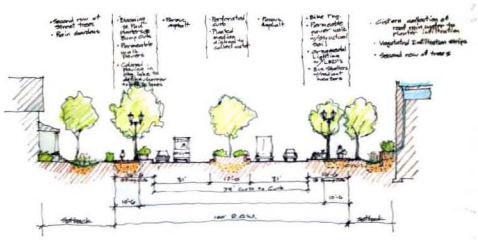


Figure 24. Snelling Avenue Neighborhood Section

Figure 25.
Station Area Comprehensive Parking Solution

8. I-94 Entryway

Stormwater Methods:

Reforestation
Infiltration Basin
Native Plants
Blooming Saint Paul
Green Roof

Background
Although I-94 and the southern highway entrance onto Snelling Avenue are not located in the Hamline Midway Coalition boundary, the Design Team thought it was important to recognize this as an entryway into the neighborhood. Additional partners and organizations should be informed of this work and mirror efforts on the North Entryway.

Techniques
REFORESTATION AND MONUMENTATION
Plant additional trees and place public art or appropriate signage on the small park located at the northwest quadrant of the Snelling/St. Anthony Avenue intersection.

REDEVELOPMENT
The Bus Barn site redevelopment will transform the entrance and appearance of the neighborhood. Careful consideration of the building form and footprint should be taken during the design of new development.

Partners
R K Midway, Met Council, District Council 13, MnDOT, Hamline Midway Coalition, University UNITED

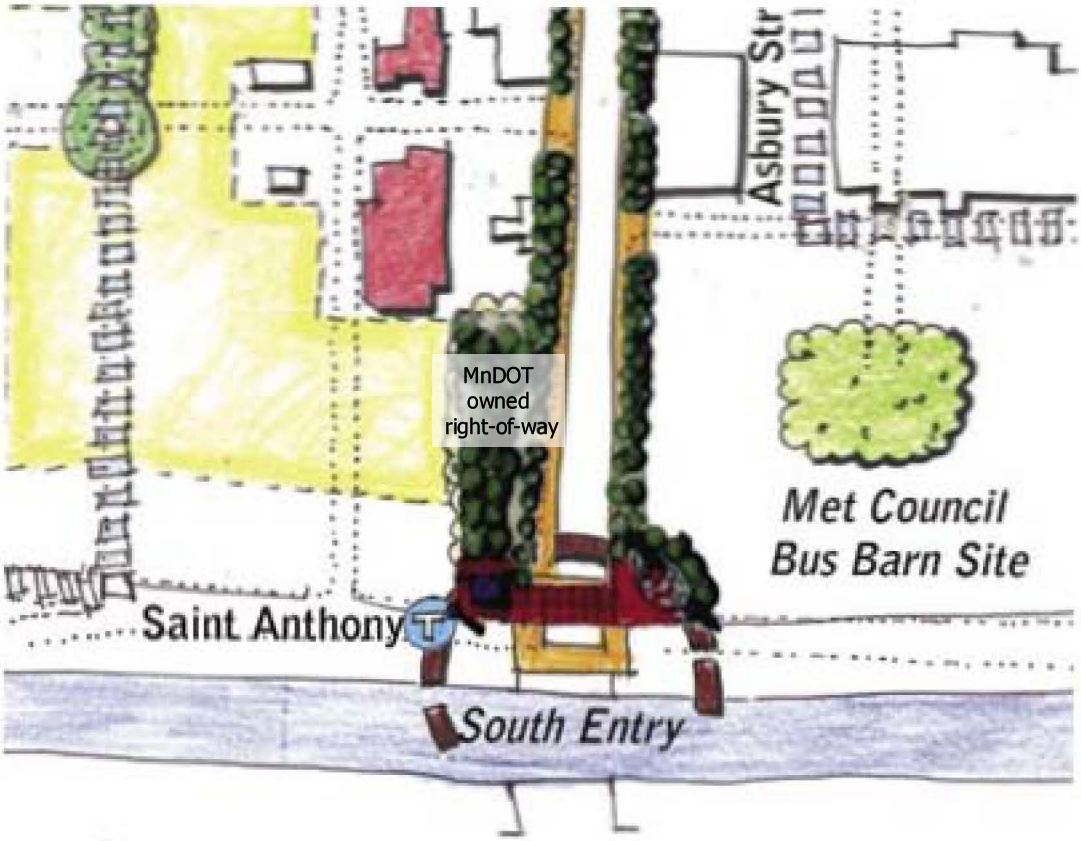


Figure 26.
I-94 Entryway

Next Steps

The eight neighborhood applications identified in the workshop have been documented and recorded. Although not all of these are applicable for CIB funding, partners have been identified who can take ownership of these ideas and investigate other funding sources. The projects applicable to CIB will be rated by neighborhood groups and stakeholders. The project chosen to be most viable and desired by the community will be further studied by Saint Paul Public Works staff using the 2007 $45,000 CIB award. The resulting plans may result in preliminary engineering that can be used by Public Works and the neighborhood to jointly seek funds to build during the 2009 CIB cycle.

It is important to keep the neighborhood engaged in the process and find spokespersons who can take ownership of the projects. Upcoming strategies will include: a presentation to the Hamline Midway Coalition Land Use Committee and small business owners; a video-cast and website; informing City Council Member Russ Stark; continued commitment and relationship with Hamline University.

The work that evolved from the workshop should also be used to inform the District Council Neighborhood Plan and the Snelling Station Area Plan. The appendix list of Design Team and Steering Committee members should become the working contact list.

Appendix A. Workshop Participants

Steering Committe

This group includes community and agency representatives who provided briefing and comments on each day's work. This helps guide a series of recommendations for Public Works to consider in a CIB application.

Jonathan Sage-Martinson	Sparc 843 Rice Street Saint Paul, MN 55117	jonathan@sparcweb.org
Allison Sharkey	Sparc 843 Rice Street Saint Paul, MN 55117	Allison@sparcweb.org
Russ Stark *Chair	Ward 4, Room 310-D City Hall 390 City Hall 15 West Kellogg Boulevard Saint Paul, MN 55102	ward4@ci.stpaul.mn.us
Betsy Leach	Hamline Midway Coalition Transportation Committee Hamline Midway Coalition 1564 LaFond Avenue Saint Paul, MN 55104-1832	district1council@aol.com
Lucy Thompson	Saint Paul PED 1300 City Hall Annex 25 West Forth Street Saint Paul, MN 55102	lucy.thompson@ci.stpaul.mn.us
Michael Jon Olson *Chair	Hamline Midway Coalition 1564 LaFond Avenue Saint Paul, MN 55104-1832	michaeljon@hamlinemidway.org
Kenneth Dehkes	Hamline University Facilities	dehkes@gw.hamline.edu
Dan Loritz	Hamline University	loritz@hamline.edu cc: Lnybakken@gw.
Anne Weber	Saint Paul Public Works 1300 City Hall Annex 25 West Forth Street Saint Paul, MN 55102	anne.weber@ci.stpaul.mn.us
Kathy Sundberg	Ginkgo Coffehouse 721 N Snelling	Kathy@ginkgocoffee.com
Jessica Treat	Executive Director - Midway TMO 55 East Fifth Street - Suite 202 Saint Paul, MN 55101	jtreat@midwaytmo.org
Christina Morrison	Saint Paul Planning and Economic Development 1000 City Hall Annex 25 West Forth Street Saint Paul, MN 55102	Christina.Morrison@ci.stpaul.mn.us

Donna Drummond	Saint Paul Planning and Economic Development 1000 City Hall Annex 25 West Forth Street Saint Paul, MN 55102	donna.drummond@ci.stpaul.mn.us
Lance Neckar	Metropolitan Design Center University of Minnesota 612/626.1000	necka001@umn.edu
Sheila Sahu	DCC Governing Council	ssahu77@hotmail.com
Mary Hedenstrom	Hancock Hamline University Collaborative Magnet Elementary School 1599 Englewood Avenue Saint Paul, MN 55104	MARY.HEDENSTROM@spps.org
Marc Goess Chris Roy	MnDot 1500 W County Road B2 Roseville, MN 55113 651.234.7716	Marc.Goess@dot.state.mn.us cc: Chris.Roy@dot.state.mn.us
Peggy Knapp	Hamline University Center for Global Environmental Education	pknapp@gw.hamline.edu
Mark Doneux	Capitol Region Watershed 1410 Energy Park Dr., Suite 4, Saint Paul MN 55108	mark@capitolregionwd.org
John Maczko	Saint Paul Public Works 1000 City Hall Annex 25 West Forth Street Saint Paul, MN 55102	john.maczko@ci.stpaul.mn.us
Anne White	District Councils Collaborative (DCC) 1080 University Avenue W. Saint Paul, MN 55104	awhitepho@msn.com
Paula Goodman Maccabee	Consultant for Rein Midway Limited Partnership 1961 Selby Avenue Saint Paul, MN 55104	pmaccabee@visi.com
Ken Haider	Director of Ramsey County Public Works 1425 Paul Kirkwold Drive Arden Hills, MN 55112	ken.haider@co.ramsey.mn.us
Steve Milrione	EDAW | AECOM 413 Wacouta Street, Suite 400 Saint Paul, MN 55101	smitrione@iphouse.com
Phil Belfiori	Water Resource Coordinator 8 East 4th Street, Suite 200 Saint Paul, MN 55101	Phil.Belfiori@ci.stpaul.mn.us

Design Team

This group generated alternative streetscape design concepts for the area of Snelling Avenue between Pierce Butler Rte. and I-94 by applying the Design Center's Water Quality Method Cards and the Hay Dobbs Revitalization Plan for North Snelling Avenue. Participants include the City of Saint Paul representative/ technical support, water quality professionals and urban designers.

Mark Basten	Saint Paul Public Works 1000 City Hall Annex 25 West Forth Street Saint Paul, MN 55102	mark.basten@ci.stpaul.mn.us
Tim Griffin	Saint Paul on the Mississippi Design Center 25 West Sixth Street Saint Paul, MN 55102	griffin@riverfrontcorporation.com
Betsy Jacobson	Saint Paul on the Mississippi Design Center 25 West Sixth Street Saint Paul, MN 55102	jacobson@riverfrontcorporation.com
Todd Rexine	Great River Greening Suite 201 35 West Water Street Saint Paul, MN 55107	dtix@greatrivergreening.org
Mike Klassen	Saint Paul Public Works 1500 City Hall Annex 25 West Forth Street Saint Paul, MN 55102	mike.klassen@ci.stpaul.mn.us
Adam Maleitzke	U-PLAN 1956 University Ave Saint Paul, MN 55104	adam@u-plan.org
Joni Giese	SRF Consulting Group, Inc. 1 Carlson Parkway N Minneapolis, MN 55447	jgiese@srfconsulting.com
Diane Hellekson	HNTB Corporation 7900 International Drive Suite 600 Minneapolis, MN 55424	dhellekson@hntb.com
Stephen Wensman	LA, Hamline Midway Coalition Board, Land Use Committee-Hoisington Koegler group inc. 123 North Third Street, Suite 100 Minneapolis, MN 55401	stephen@hkgi.com
David Filipiak	SRF Consulting Consluting, Inc. 1 Carlson Parkway N Minneapolis, MN 55447	dfilipiak@srfconsulting.com
Sandy Franzman Mike Michaud	Saint Paul Public Works 1000 City Hall Annex 25 West Forth Street Saint Paul, MN 55102	sandy.franzman@ci.stpaul.mn.us Mike.Michaud@ci.stpaul.mn.us
Kathleen Anglo	Saint Paul Parks and Recreation 300 City Hall Annex 25 West Forth Street Saint Paul, MN 55102	Kathleen.Anglo@ci.stpaul.mn.us

Appendix B. Agenda

Day 1
Thursday, April 10, 2008
8:30 A.M. - 6:00 P.M.

1. Project Area Tour
The Design Team will convene at Hamline Park on the north-east corner of Layfond and Snelling Avenues. Breakout groups will walk along Snelling Avenue and the nearby neighborhood to take images, sketch, and gather data to familiarize oneself with the project area and existing conditions.
Outcome: A shared understanding of the area and current conditions.

2. Briefing
Stakeholders will present a 10-minute overview of existing conditions, identify issues and concerns, and share their desires for redevelopment.
- Stephanie Hankerson, Hamline Midway Coalition Environmental Group
- Donna Drummond, Saint Paul PED
- Jessica Treat, Saint Paul TMO
- Peggy Knapp, Hamline University
- David Motzenbecker, Oslund and Associates
- Ken Haider, Ramsey County Public Works
- Marc Groess – MN Department of Transportation
- Jonathan Sage-Martinson, Sparc
- Mark Denoux, Capitol Region Watershed District
- Betsy Jacobson, Saint Paul on the Mississippi Design Center
- Joni Giese and David Filipiak, SRF Consulting Group, Inc.

Outcome: Gain information that will help form the design direction.

3. Theme Brainstorm
The Design Team will brainstorm a range of concepts for the area.
Outcome: Teams develop 3 to 4 emerging themes.

4. Steering Committee Review
The Steering Committee will join to hear a summary of the morning briefings and a recap of the issues heard. The Design Team will present a range of concepts and themes and reactions will be recorded.
Outcome: Brainstorm themes are organized and presented to the Steering Committee for comment and direction at the end of the day.

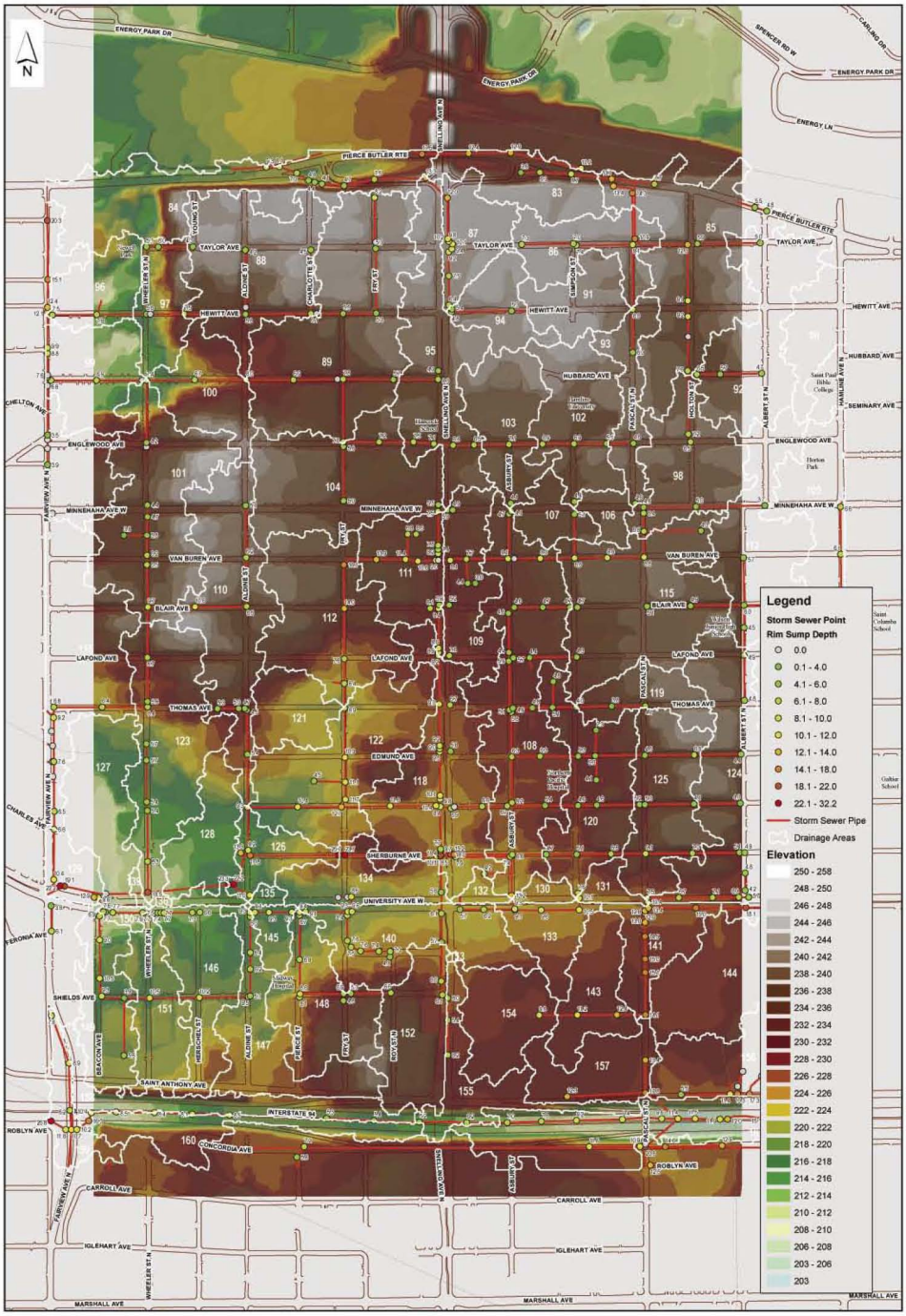
Day 2
Friday, April 11, 2008
8:30 A.M. - 6:00 P.M.

5. Base Concepts
The Design Team will recap Day 1 and discuss direction for the day.
Outcome: Combine themes into alternative concepts.

6. Layer Development
Concepts will be developed further with specialists focusing on specific layer details, including: stormwater management, public art, public realm, green building design, access and circulation.
Outcome: Afternoon focus groups will be created around concepts and expertise.

7. Steering Committee Review
Concepts organized and presented to the Steering Committee for comment and direction.
Outcome: The design concepts and comments are recorded. This will be forwarded to Saint Paul Public Works for inclusion in the 2009 Capitol Improvement Budget cycle.

Appendix C. Briefing Packet



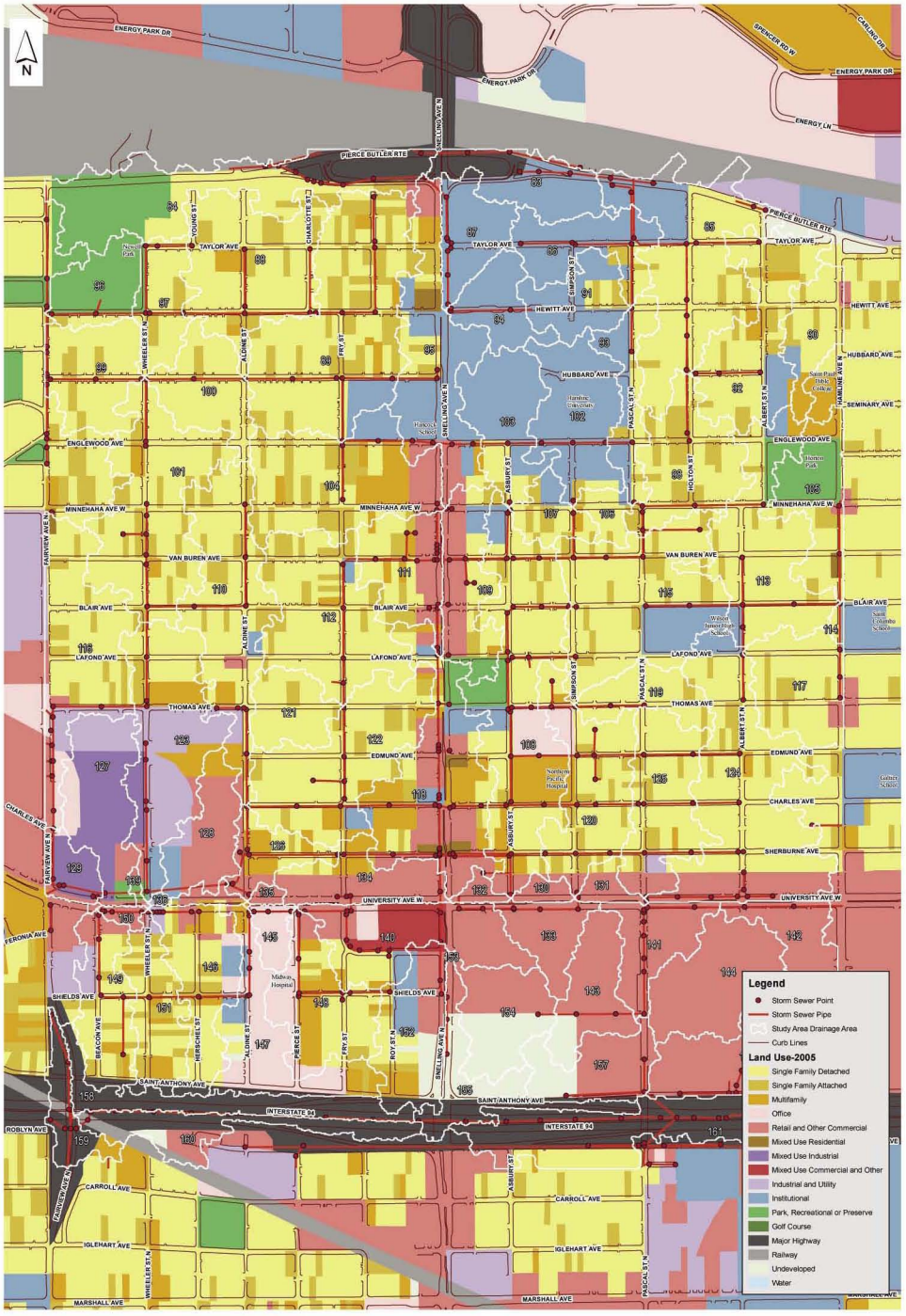
Snelling Green Streets Workshop

25 West 6th Street
Saint Paul, Minnesota 55102
651.293.6864
www.riverfrontcorporation.com

Elevation Map
Storm Sewer Pipes and Points with Elevations

Date Created: April 8, 2008
Last Revised:

Scale
0 300 600



Snelling Green Streets Workshop

25 West 6th Street
Saint Paul, Minnesota 55102
651.293.6864
www.riverfrontcorporation.com

Land Use Map
Storm Sewer Pipes and Points

Date Created: April 8, 2008
Last Revised:

Scale
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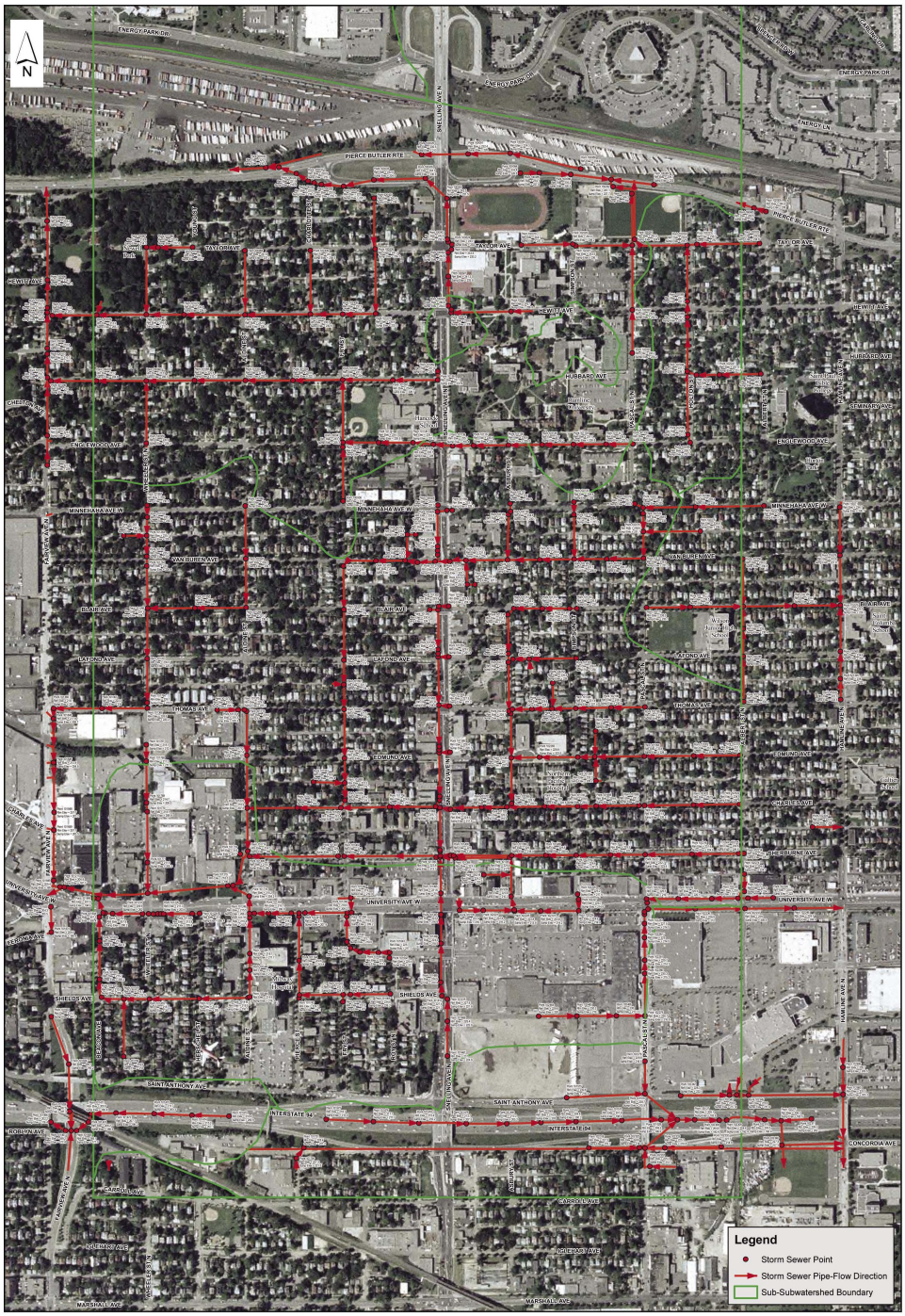

N
Legend
Storm Sewer Point
Storm Sewer Pipe-Flow Direction
Sub-Subwatershed Boundary
Snelling Green Streets Workshop
25 West 6th Street
Saint Paul, Minnesota 55102
651.293.6864
www.riverfrontcorporation.com
Aerial Map
Storm Sewer Pipes and Points
Date Created: April 8, 2008
Last Revised:
Scale
0 300 600

Notes

District Council 13

Serving the Snelling Hamline, Lexington-Hamline, and Merriam Park Neighborhoods

1 February 2008

Chairman Peter Bell
Metropolitan Council
390 North Roberts Street
Saint Paul, MN 55101

Dear Chairman Bell,

At its meeting on January 2, 2008, the District 13 Council Board of Directors approved the following resolution:

Resolved, that District 13 Council supports the addition of light rail stations in the Central Corridor at Western Avenue, Victoria Street and Hamline Avenue, and requests a study of the possibility of a station at Cleveland Avenue as changes to the line are considered).

The District 13 Council strongly supports the Met Council's efforts to bring light rail transit to the Central Corridor. We look forward to the many positive effects the line will have on the neighborhoods that adjoin the light rail line. Indeed, we see this line primarily as a local connector, not a commuter line, since downtown-to-downtown trips are anticipated to make up only about three percent (3%) of total light rail usage in the corridor. An important objective should therefore be to serve the residents and businesses in neighborhoods through which the train will pass, especially those with the highest percentages of low-income, minority and transit-dependent residents.

Stations that are spaced one mile apart, as currently proposed between Snelling Avenue and Rice Street, might result in many local residents having to walk one-half mile or more to the nearest station -- an unpleasant prospect given our cold Minnesota winters (and hot, humid summers). Under current plans which call for: 1) light rail stations at one-mile intervals; 2) elimination of the #50 bus; and 3) less frequent service for the #16 bus, **many residents along University Avenue may be faced with reduced transit access once the light rail is built**. One mile spacing is also not the norm along similar urban light rail lines in other cities; 1/4 – 3/4 miles between stops is more common.

The District 13 Council Board is well aware of the constraints imposed by the Cost Effectiveness Index to qualify for federal funding. We also understand that decisions about configuration of the line must be made in a timely manner for construction to begin by 2010. However, the required budget cuts should not sacrifice the needs of people with the greatest need for and predicted use of improved transit access and the economic development local transit riders will foster.

We support the recommendations of the District Councils Collaborative and urge the Metropolitan Council to make every effort to find a way to build LRT stations at Western, Victoria and Hamline Avenues. We are also requesting a study of a Cleveland Avenue station, but recognize this study may need to be done later due to time and cost constraints.

Sincerely,

James Marti, Ph.D.
President, District 13 Council

xc: Metropolitan Council members
Central Corridor Management Committee
District Councils Collaborative

1570 Concordia Ave., Suite LL100, St. Paul, MN 55104
651-645-6887 Fax: 651-917-9991

ADDITIONAL STATIONS: MAKING THE CASE FOR WESTERN, VICTORIA, AND HAMLINE

RESEARCH REPORT
FOR
THE DISTRICT COUNCILS COLLABORATIVE OF SAINT PAUL AND MINNEAPOLIS

MARY KAY BAILEY
INDEPENDENT RESEARCH CONSULTANT

NOVEMBER 14, 2007

The District Councils Collaborative of Saint Paul and Minneapolis wishes to gratefully acknowledge funding support from The Saint Paul Foundation and the F.R. Bigelow Foundation.

For more information about the District Councils Collaborative and/or an electronic version of this report, please see our web site at *www.dcc-stpaul-mpls.org*.

Table of Contents

ADDITIONAL STATIONS: MAKING THE CASE

INTRODUCTION

The Central Corridor Light Rail Transit (CCLRT) alignment is home to some of Minneapolis and Saint Paul's most diverse and transit-dependent neighborhoods. In particular, the neighborhoods between Snelling Avenue and Rice Street are characterized by many of the factors that contribute to higher transit ridership—relatively high densities and percentages of renters, lower vehicle ownership rates and incomes, and a large number of both origins and destinations within the corridor. Yet this area is slated to have only four LRT stops—at one-mile intervals—at Snelling, Lexington, Dale, and Rice. The goal of this research is to help make the case that additional stations are warranted at Hamline, Victoria, and Western Avenues—to both increase ridership on the CCLRT line as well as provide better local access to a more highly transit-dependent population. To support this position and assist the DCC with further action, this research:

- Summarizes findings from the transportation planning literature illustrating how geographic and land use factors (e.g. density, mix of land uses, station distance, location of destinations); socio-economic and demographic factors (income, vehicle ownership, percent renters, race); feeder buses; and weather impact transit ridership;
- Demonstrates that the neighborhoods between Snelling and Rice Street, approximately ½ mile north and south of University Avenue, have many of the geographic and socio-economic characteristics that have a positive influence on transit ridership;
- Describes station spacing state of the practice in other urban areas with characteristics similar to the Central Corridor. Reviews studies and policies that define a comfortable walking distance to stations;
- Illustrates who "wins and loses" with planned station locations. Compares the distance that individuals will have to travel from key destinations to planned stations and proposed stations;
- Details the rationale for supporting the addition of the three stations; and
- Develops action items for pursuing this issue with decision-makers.

MAKING THE CASE FOR ADDITIONAL STATIONS

There are several grounds on which to make the case for including stations at Hamline, Victoria, and Western. They include:

1) High ridership potential in the corridor given socio-economic and geographic/land use characteristics.
2) Transportation service equity. CCLRT is a major public investment, largely justified by the economic, demographic, and geographic characteristics of these neighborhoods, yet with current 1-mile spacing, access for these very residents is substantially limited.
3) Trip characteristics along University Avenue make it more of a local corridor than a commuter corridor—since most trips happen along the avenue rather than between the two downtowns.
4) Planned station-spacing is not consistent with practices and alignments in many other municipalities with similar land use and demographic characteristics.
5) Additional stations are likely to have a more positive impact on future economic development opportunities.
6) The goals and objectives detailed in the CCLRT's Draft Environmental Impact Statement (DEIS) would be more strongly met by the inclusion of the three additional stations.
7) The traditional modeling approach may be underestimating the number of riders and trips.

1. FACTORS THAT INFLUENCE TRANSIT RIDERSHIP AND THEIR PRESENCE IN THE CENTRAL CORRIDOR

Transit ridership is determined by a number of factors. Some, like the speed of travel, headway time, reliability, price, and perceived comfort and safety, are directly related to the quality of transit service provided. There are also a number of other variables that influence a traveler's decision to choose transit. These variables can be broken down into the following categories:

Geographic/Land Use Factors

There is a body of research that looks at how the "5Ds"—density, diversity, design, distance, and destinations—affect travel behavior. The 5Ds are defined as:

- Density: Residential density is defined as dwelling units or households/persons per acre or square mile and employment density is measured as jobs or commercial square footage per acre or square mile.
- Diversity: Mix of land uses within a given area. Can transit users accomplish a variety of daily tasks and activities in a compact area?
- Design: Connectedness and completeness of street and pedestrian networks. Are there sidewalks and are there multiple routes to get from A to B easily?
- Distance: How far is the nearest high quality transit station?
- Destinations: How far are the places that people want to go?[1]

Socio-Economic and Demographic Factors

- Household income
- Vehicle ownership
- Percent of Rental Properties
- Race

Miscellaneous

- Access to feeder buses
- Weather

Appendix A includes the detailed results of the literature review. Key findings are summarized here as well as their application in the Central Corridor.

The influence of density and land uses on ridership and their presence in the Central Corridor

The transportation planning literature finds strong correlations between the types and mix of activities located in a transit corridor, the density of that corridor and transit ridership. Some key findings relevant to the Central Corridor are listed below.

- The probability that a person will use transit increases substantially if both trip origins and destinations are located proximate to stations.[2]
- "Concentrating both origins and destinations in rail transit corridors dramatically increases transit use. At non-CBD stations, transit-based housing generates ridership dividends."[3]
- Residents living near transit are more likely to use it than employees working near transit. For all systems that have been studied, researchers have found that "approximately twice the proportion of station area residents use the regional rail system as compared to the proportion of station area workers." [4]

[1] Adapted from Fehr and Peers. See: http://www.smartgrowthplanning.org/ForecastMeasure.html
[2] Parsons Brinkerhoff Quade and Douglass. Transit and Urban Form. TCRP Report 16. National Academy Press. Washington, DC: 1996. p. 4. http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_rpt_16-1.pdf
[3] Ibid. p.8.
[4] Ibid.

- The density of transit corridors correlates strongly with transit ridership. A doubling of station-area residential densities is associated with increases in LRT boardings of almost 60 percent.[5]
- People in denser areas also use transit for more trip purposes; for example, shopping and recreation as well as commuting.[6]

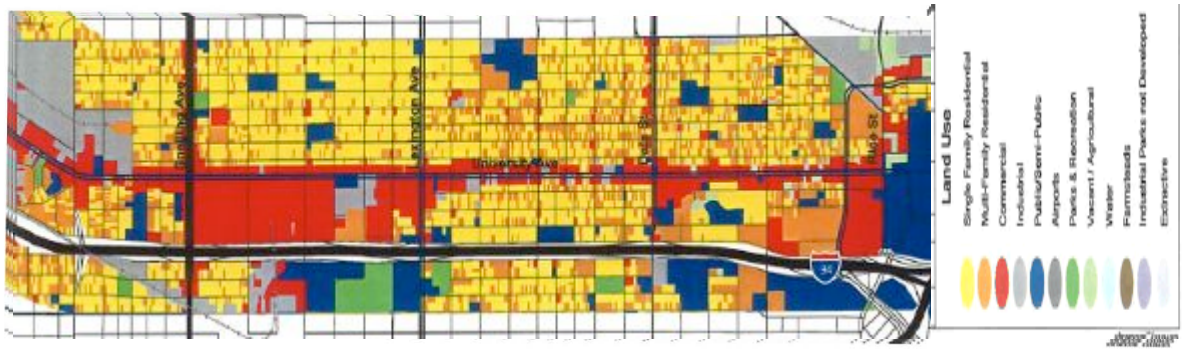
The Central Corridor neighborhoods between Snelling and Rice have many of the geographic characteristics that can have positive influences on transit ridership. Densities in the corridor are reported in the Metropolitan Council's New Starts application to enter into Preliminary Engineering. They are organized according to station area groupings and the information is summarized in Table 1.

Table 1: Population and Employment Densities in Station Areas.

Station Area[7]	Population Density (2000)	Employment Density (2000)
Fairview and Snelling	11.9 persons/acre	16.1 jobs/acre
Lexington Avenue	16 persons/acre	5.9 jobs/acre
Dale Street	23.1 persons/acre	7.0 jobs/acre
Rice Street/Capitol East	12.5 persons/acre	27.1 jobs/acre
Downtown St. Paul	12 persons/acre	102 jobs/acre

These densities have been shown to support transit use-as demonstrated by the high ridership on the Route 16 bus. In addition to having densities that support transit, the corridor has a unique strength in that it is both a place where people live and a place where people work, shop, worship, go to school, eat, and run errands. Looking at a land use map for the corridor, it is striking to note the diverse land uses in a relatively small area. This mix of uses makes University Avenue an ideal transit corridor for multi-purpose trips.

Figure 1 : Land use variation along University Avenue.



[5] Ibid. p.12.
[6] Ibid. p.13.
[7] New Starts Application, revised August 10, 2006. Pps. L-2-3 – L-2-5.

As the research has illustrated, residents living near a transit stop are likely transit riders. The yellow and orange areas of the land use map (Figure 1) illustrate the large portion of the corridor that is residential. According to the Metropolitan Council's New Starts application, there are over 36,000 people living within a ½ mile of the planned stations between Fairview and Capital East. This compares to 20,200 residents in downtown Minneapolis and 5,600 residents in downtown St. Paul.[8]

Metropolitan Council and University of Minnesota data illustrate that large numbers of residents both live and work in the corridor. These maps are included in Appendix B. Additional research conducted by the Institute on Race and Poverty found that in 2000, 31% of workers in the University Avenue corridor also lived there.[9] This suggests that these work trips will be intra-corridor as opposed to trips made to the terminal stations. In fact, the Metropolitan Council's CCLRT New Starts application notes that "only about 3 percent of trips with both and origin and a destination on the corridor are downtown to downtown trips."[10]

The CCLRT New Starts application also finds that "this is not simply a commuter corridor. Benefits are distributed throughout the day" (p. A-2-4.) When reporting the projected travel time savings for 2030, the analysis shows that the time savings are significant during off-peak hours, illustrating that in addition to work trips, people are also making substantial non-commute trips. In particular, the modeling finds that people traveling to non-downtown, non-University destinations, along the corridor are getting almost 40% of their travel time savings from off-peak trips. These figures are illustrated in Table 2.

Table 2: 2030 Average Weekday Travel Time Savings.[11]

	Downtown Minneapolis	Downtown St. Paul	University of Minnesota	Other Corridor	Region
Peak hours	1245	334	403	1484	3466
Off Peak hours	1803	356	1277	903	4339
Total	3048	690	1680	2387	7805
Percentage of Benefits attributed to off-peak hours	59%	52%	76%	38%	56%

The wide variety of land uses along University Avenue lend themselves to off-peak trip generation—as people shop, dine, exercise, run errands, and visit outside of the typical commuting peak. Appendix C contains land use maps of the four proposed station areas and charts depicting the percentage of land use for each area.

[8] From the "Supplemental Land Use Information and Supporting Documentation Worksheet" of the New Starts Application, June 29, 2006. Pps. L1-1 –L1-7.
[9] From the Institute on Race and Poverty's "Preparing for Investments Along the University Avenue Corridor."
http://www.irpumn.org/website/projects/index.php?strWebAction=project_detail&intProjectID=19
[10] New Starts Application, revised August 10, 2006. Page A-2-3.
[11] New Starts Application. Revised August 10, 2006. Page A-2-4.

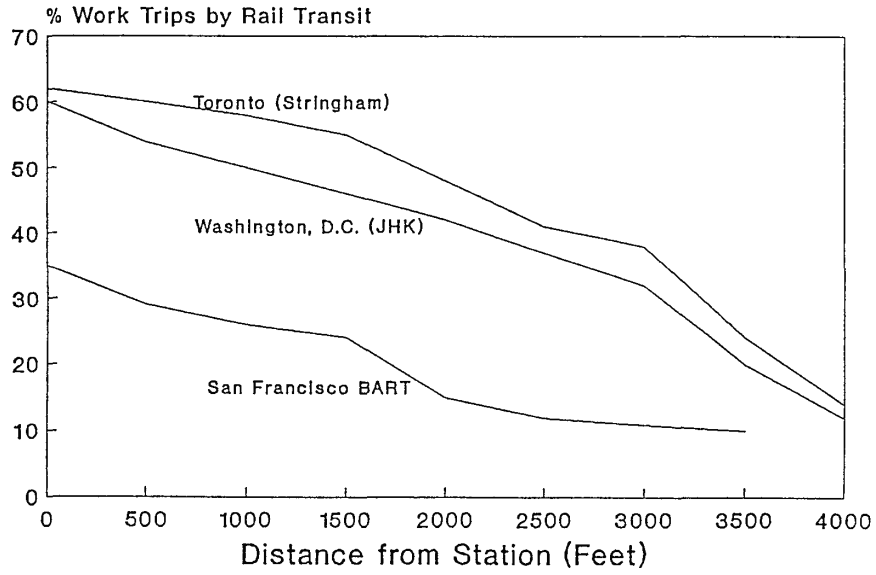
The Influence of Station Proximity on Ridership and its relationship to proposed station spacing in the Central Corridor

Studies show that proximity to a rail station matters. While a recent study surveying transit riders in Portland, OR and the San Francisco Bay Area found that the median walking distance to transit was .47 miles, many other studies have found that ridership tends to drop off below the ½-mile mark.[12]

Studies looking at distance to stations have found that for every 100 feet a station is from home, ridership drops between .65 percent and 2 percent.[13]

Figure 2 illustrates the ridership gradients from three separate studies that looked at distance to stations and work trips taken by transit.

Figure 2: Effects of station proximity on transit use.



Source: Cervero, Robert and Samuel Seskin. "An Evaluation of the Relationships Between Transportation and Urban Form." Transportation Research Record. Number 7. June 1995.

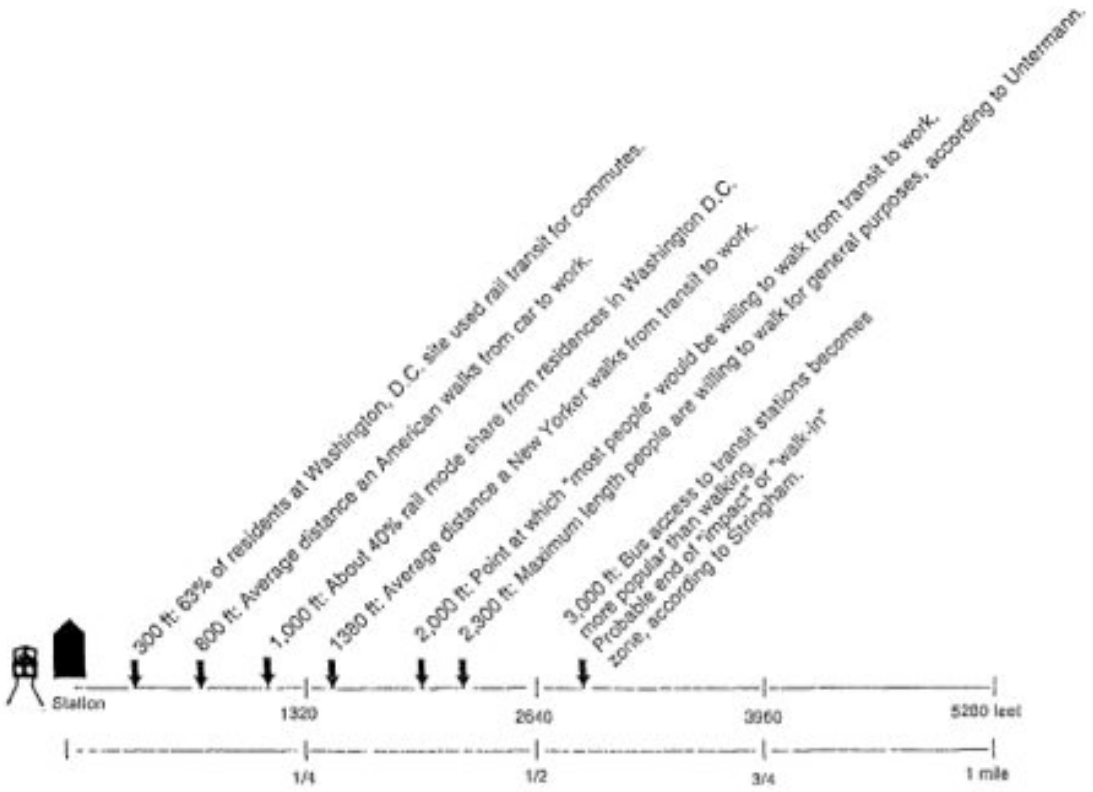
From the graph, it is apparent that as riders get further away from a transit station, their likelihood of using transit drops. In particular, looking at the difference between being ¼ and 1/3 of a mile away from a station, one can see that ridership drops between 5 and 10 percent in the three study areas.

[12] Schlossberg, Marc, Ph.D., et al. "*How Far, By Which Route, and Why? A Spatial Analysis of Pedestrian Preference.*" 2007. http://transweb.sjsu.edu/mtiportal/research/publications/documents/06-06/MTI-06-06.pdf

[13] See, Cervero, Robert, et al, 2004; Parsons Brinkerhoff Quade and Douglass, 1996; Kuzmyak, Richard, et al, 2003.

Figure 3 illustrates the relationships that various studies have found when they looked at distance to a station and ridership. According to the studies included in Figure 3, at 2,300 feet (which is less than ½-mile) most people are unwilling to walk to transit.

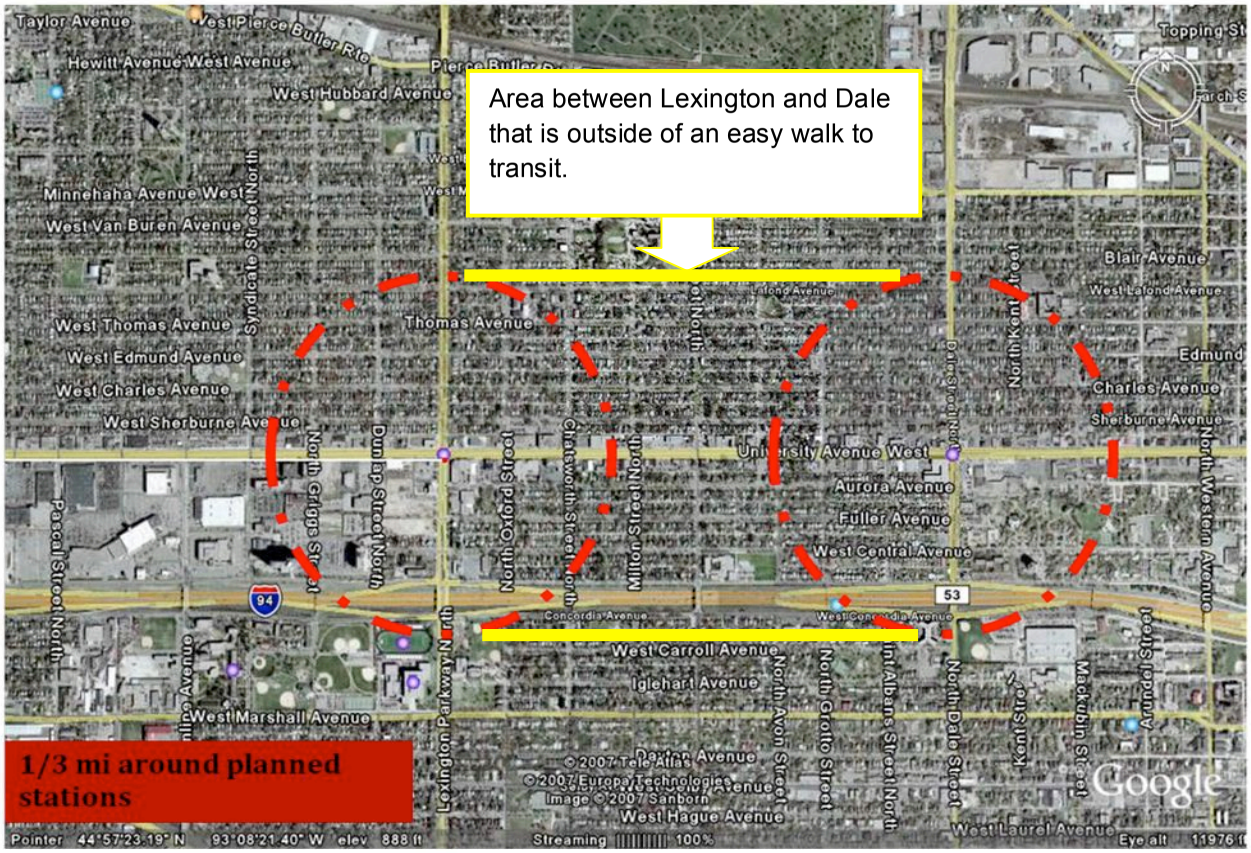
Figure 3: Summary of study findings on distance to stations and willingness to walk.



Source: Ibid.

The Metropolitan Council's "Guide to Transit Oriented Development" defines walking distance as 2,000 feet (just over 1/3 of a mile.)[14] Looking at an aerial photo (Figure 4) of the neighborhoods surrounding Lexington Parkway and Dale Street, with 1/3-mile buffers around the planned station locations, it is easy to see the number of homes that will be outside of this comfortable walking radius. This same dynamic plays out in the neighborhood areas between Snelling and Lexington and Dale and Rice.

Figure 4: 1/3 mile radius around Lexington and Dale—numerous households outside easy walk.



[14] Metropolitan Council. "Guide to Transit Oriented Development." 2006. http://www.metrocouncil.org/planning/TOD/Compact_dev.pdf

Another way to look at the impact of the current station locations is to illustrate how the distance to many neighborhood destinations changes if the additional three stops are included.[15] Table 3 below contains several examples of schools, service providers, parks, retailers, and churches that will be a long walk if the additional stations are not provided.

Table 3: Distances to community destinations with and without additional stations.

Destination	Distance to Nearest Proposed Station	Distance to Nearest Additional Station
Galtier Elementary School	.5 miles to Snelling	.16 miles to Hamline
Concordia University	.86 miles to Lexington	.44 miles to Hamline
Target	.54 miles to Snelling	.16 miles to Hamline
Drew School	.61 miles to Dale	.43 miles to Victoria
St. Columba Church, 1327 Lafond	.77 miles to Lexington	.36 miles to Hamline
Shops at Thomas and Hamline	.75 miles to Lexington	.25 miles to Hamline
Ryan Park	.67 miles to Dale	.42 miles to Victoria
Frogtown Family Resource Center, 377 University	.5 miles to Dale	0 miles to Western
Wilder Square and other programs, 919 Lafond	.72 miles to Lexington	.48 miles to Victoria
B.T. Bombers Boxing Gym, 440 Thomas Avenue	.61 miles to Dale	.37 miles to Western
Biff Adams Ice Arena, 743 Western	1.0 mile to Dale	.5 miles to Western
Lao Family Community, Inc., 320 University	.37 miles to Rice	.13 miles to Western
Church of St. Vincent de Paul, Hmong Center, 651 Virginia Street	.78 miles to Rice	.41 miles to Western
Jackson Preparatory Magnet School, 437 Edmund	.61 miles to Dale	.27 miles to Western
Maxfield Magnet School, 380 Victoria	.69 miles to Dale	.18 miles to Victoria
Mt. Olivet Baptist Church	.54 miles to Dale	.32 miles to Western

[15] All measurements are made from Google Earth maps and are approximate, not exact measurements that are meant to illustrate the relative differences in distance.

While distance itself is a primary factor in an individual's willingness to walk to transit, the physical environment can also impact this decision. Figure 5 illustrates one scholar's findings on individuals' tolerance for walking under various conditions. Given the extreme winter temperatures in Minnesota and the challenging walking environment along University Avenue, it is likely that this researcher would find people unwilling to walk much further than 1,250 feet (less than a ¼ of a mile).

Figure 5: Physical environment and willingness to walk.

	Minutes	Distance in Feet
In a highly attractive, completely weather-protected and artificially climatized environment	20	5,000
In a highly attractive environment in which sidewalks are protected from sunshine and rain	10	2,500
In an attractive but not weather protected area during periods of inclement weather	5	1,250
In an unattractive environment (parking lot, garage, traffic congested street)	2	600

Source: Gruen, Victor, The Heart of Our Cities. The Urban Crisis: Diagnosis and Cure. Simon and Schuster 1964, New York, p. 250: (used in Fairfax County Metro Station Areas Study, 1982). Reproduced from: http://www.fairfaxcounty.gov/planning/tod_docs/walking_distance_research_slides.pdf

Socio-economic factors influencing transit ridership and their presence in the Central Corridor

The key findings from the literature survey are reproduced below.

- Nationwide, households without vehicles comprise between 44 to 70 percent of all transit riders according to the 2004 Conditions and Performance study issued by the US Department of Transportation.[16]
- In the same report, a family of four earning less than $20,000 made up 43 to 46 percent of transit ridership.
- A Transportation Research Board study illustrates the characteristics of travelers that contribute to high and low transit use. See Figure 6 below.

Figure 6: Traveler characteristics and transit market share for work trips, 1990.

	Total USA	New York CMSA	Rest of USA
Overall transit market share	5%	26%	4%
Groups with high market shares			
no-vehicle households	39%	64%	29%
black, non-hispanic	15%	45%	11%
asian, pacific islander	11%	38%	7%
hispanic	11%	40%	7%
renters	9%	40%	6%
one-vehicle households	8%	32%	6%
females	6%	27%	4%
individuals earning $75k+ (1989)	6%	27%	2%
Groups with low market shares			
four-vehicle households	1%	6%	1%
three-vehicle households	2%	9%	1%
two-vehicle households	2%	12%	2%
homeowners	3%	17%	2%
white, non-hispanic	3%	18%	2%

Source: Census of Population, 1990.

Source: Charles Rivers Associates, Inc. Building Transit Ridership: An Exploration of Transit's Market Share and the Public Policies That Influence It. 1998. TCRP 27, p.22. **http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_rpt_27.pdf**

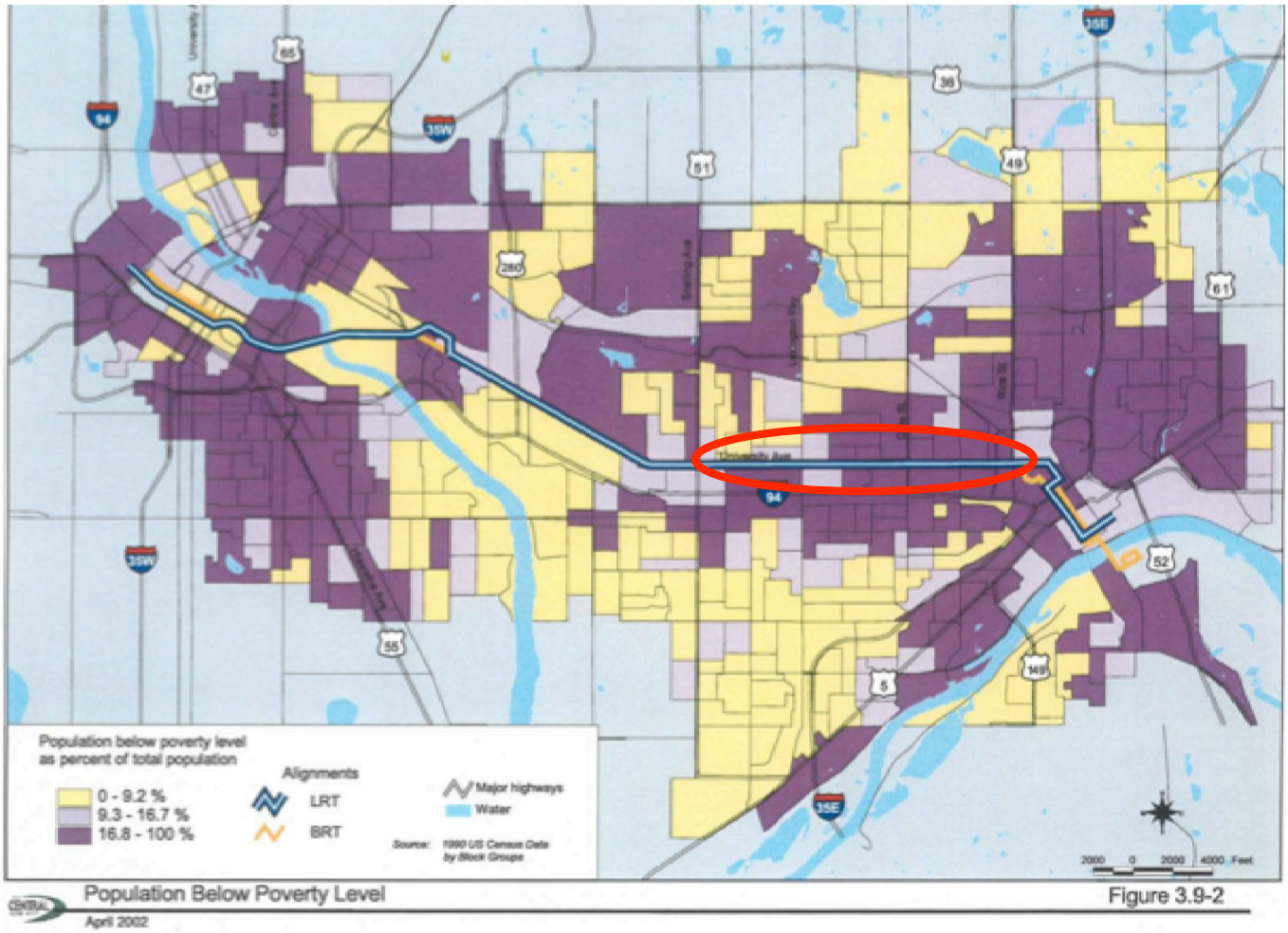
[16] US Department of Transportation. 2004 Status of the Nation's Highways, Bridges, and Transit: Conditions and Performance Report to Congress. (**http://www.fhwa.dot.gov/policy/2004cpr/chap14.htm**). The wide variation is due to the study's reliance on two different surveys. These methods are explained by in detail in Appendix A.

The Central Corridor neighborhoods between Snelling and Rice are home to many of the socio-economic factors that have a positive impact on transit ridership. Indeed, this influence is already reflected by very high ridership on the Route 16 bus.

According to 2000 Census data—and as reported in the Central Corridor Draft Environmental Impact Statement (DEIS), the percentage of residents in these neighborhoods that are lower-income and without vehicles is above the average for the city of St. Paul. In other words, many residents are transit dependent.

- The Thomas-Dale and Summit-University neighborhoods have the highest poverty rates in the St. Paul portion of the corridor at 35.5 percent and 32.5 percent respectively, compared to 16.7 percent city-wide.[17] Figure 7 illustrates the percentages of the population below the poverty level along the CCLRT corridor.
- In addition the two neighborhoods also have a greater percentage of no vehicle households (31.5 percent and 27.7 percent, respectively) than the city-wide average of 18.2 percent.[18]

Figure 7: Population below poverty level



[17] Ramsey County Regional Rail Authority. Central Corridor Alternatives Analysis and Draft Environmental Impact Statement, 2006. Page 3-3.
[18] Ibid.

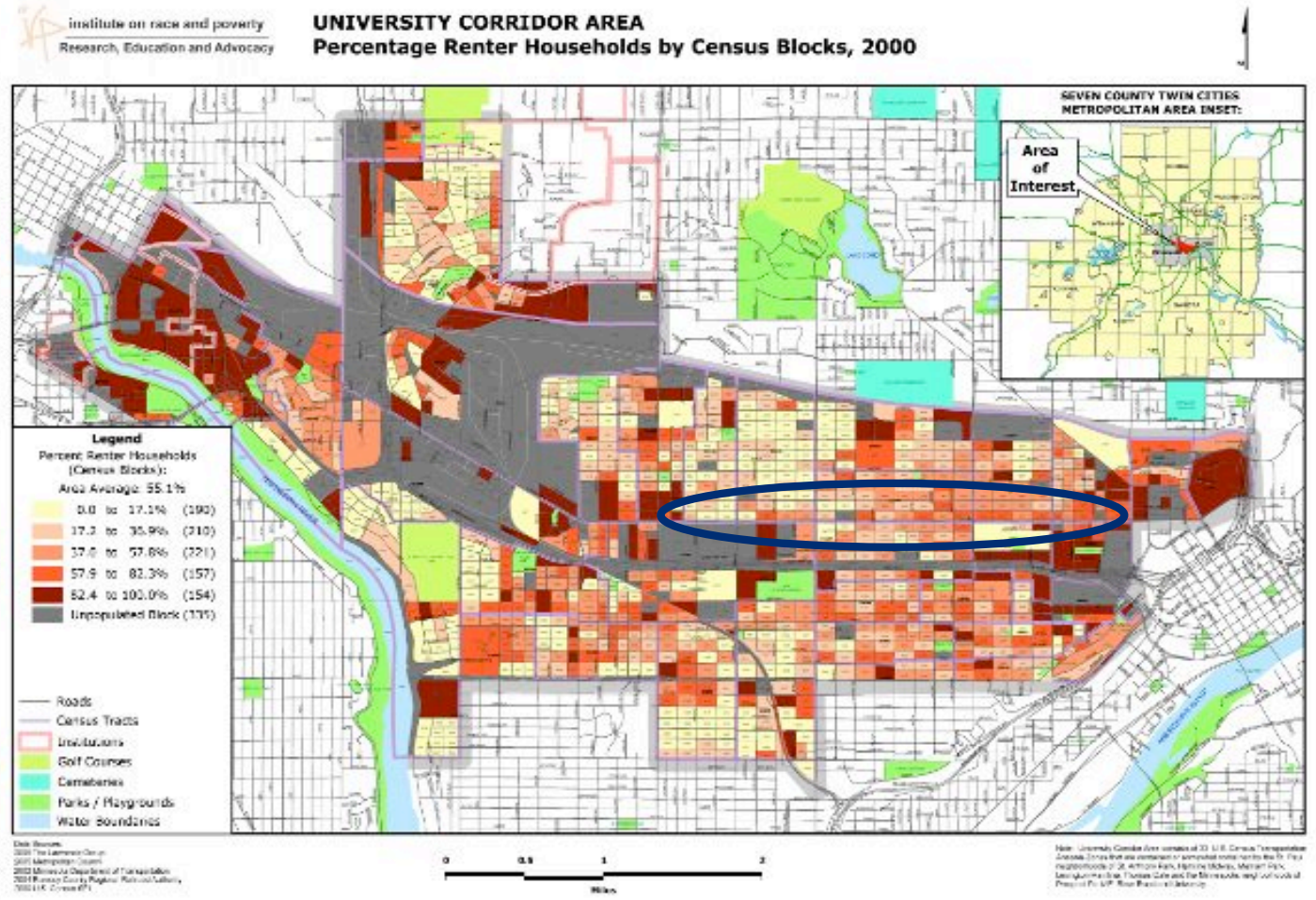
- According to 2000 Census data—and as reported in the Central Corridor Draft Environmental Impact Statement (DEIS)—the neighborhoods of Hamline-Midway, Thomas-Dale, and Summit University are comprised of 25 percent, 73 percent, and 56 percent minority populations, respectively. This compares to the St. Paul city-wide average of 36%.[19] Figure 8 illustrates the racial diversity found along the CCLRT study area.

Figure 8: Percent minority population

[19]Ramsey County Regional Rail Authority. Central Corridor Alternatives Analysis and Draft Environmental Impact Statement, 2006. Page 3-2.

- The neighborhoods have a high proportion of renters, another group with higher transit ridership rates. According to analysis conducted by the Wilder Foundation, using 2000 Census data, 44 percent of households in the city of St. Paul rent. With the exception of the Hamline-Midway neighborhood, where 37 percent of households are renters, the other neighborhoods in the study area far exceed the city average. 53 percent of Thomas-Dale households rent and 58 percent of Summit University households rent.[20] In their examination of the University Avenue corridor, the Institute on Race and Poverty found that the average percentage of rental households is 55 percent. As Figure 9 illustrates, the study area contains over a dozen census blocks that have percentages of renters exceeding 57 percent.

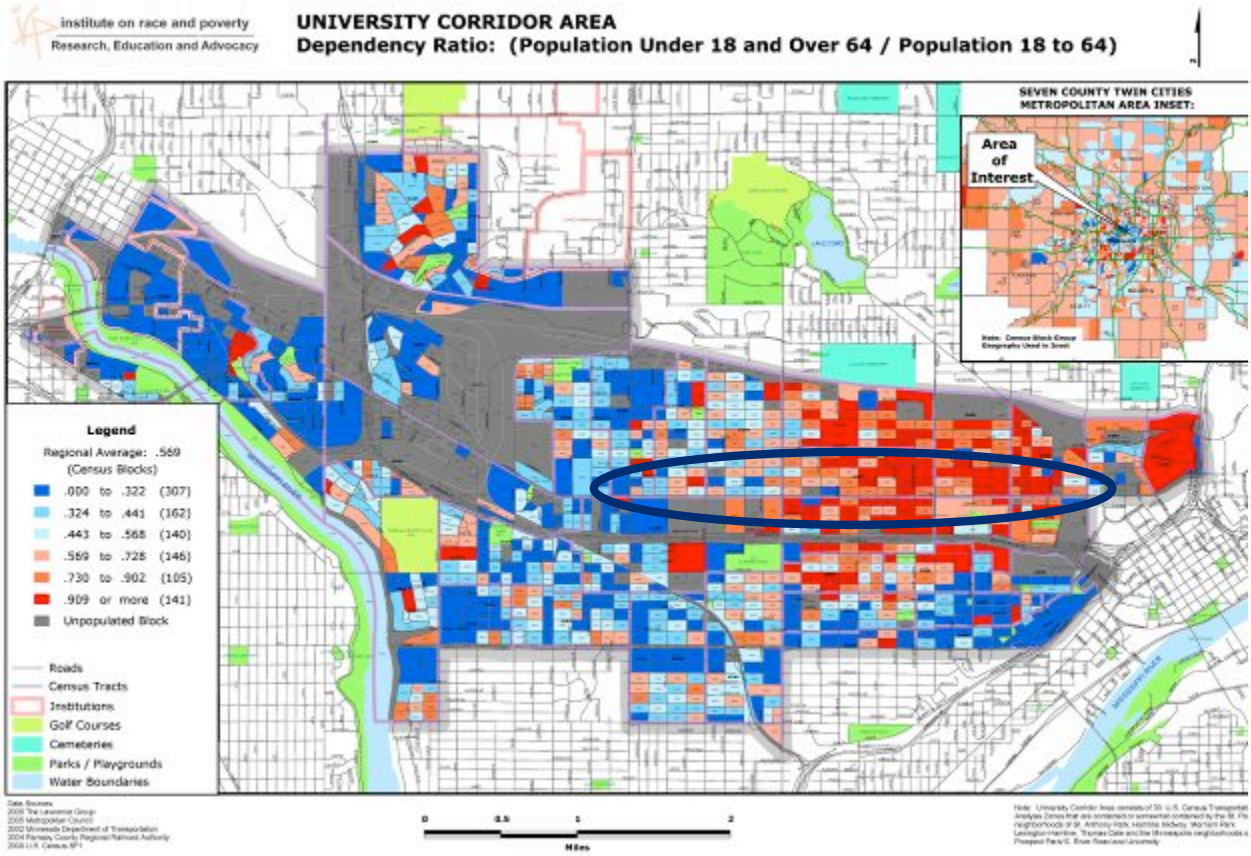
Figure 9: Percentage renter households.



[20] All data from Wilder Research Center at http://www.communitydataworks.org/data.php.

- Another measure to estimate transit-dependency is age. Children and the elderly who may be unable or unwilling to drive are traditionally considered transit dependent. In the Twin Cities region, 9.7 percent of the population is currently over 65, by 2030, that number is expected to jump to 16.3 percent.[21] The Institute on Race and Poverty developed a map (Figure 10) that illustrates a "dependency ratio" along University Avenue. This measure looks at the percent of the population under 18 and over 64 divided by the population that is between 18 and 24. The regional average is .569, but in the neighborhoods east of Lexington, most census blocks are between .730 and .909 or higher—indicating that there are large numbers of young and old in these neighborhoods. Residents again, who are likely to be transit-dependent.

Figure 10: Mix of young and old within the corridor



[21] Metropolitan Council. 2005 Twin Cities Transportation System Performance Audit. http://metrocouncil.org/planning/transportation/Audit2005/Chapter4.pdf . Page 2.

In a discussion of demographics, the DEIS states "the Central Corridor study area has a high percentage of the population that depends on public transit for mobility. Over one-third of the households do not own a car and substantial percentages of the population depend on transit to get to work, health care, shopping and other daily uses. The study area has one of the highest percentages of population that have zero-car households, persons living below poverty level, persons with mobility limitations and minorities in the Twin Cities. ***Concentrations of population with mobility limitations can be found throughout the study area, especially near the downtowns and between Snelling Avenue and Dale Street. Regardless of their statistical attributes, much of the population in the study area depends on public transportation, which results in one of the highest transit ridership routes in the seven county metropolitan area."***[22]

Not only does the corridor have the socio-economic characteristics that correlate with higher transit ridership, residents have already shown that when transit is provided, it is well-used.

FYI: 2006 Metro Transit Survey

In October 2006, Metro Transit conducted a survey of bus and LRT riders. Key findings include:

- 69 percent of rail riders and 65 percent of bus riders cited work as the primary purpose of their trip.
- School was the second-most frequent trip purpose for bus riders, at 14 percent; for rail riders, it was social or entertainment, at 10 percent.
- 11 percent said school helped influence their decision to first try transit.
- When ages and the length of transit use were compared, the largest share of new ridership was in the 18- to 24-year-old range. The 18-to-24 age group represents 19 percent of all bus riders.
- 49 percent of LRT customers said they had a total annual family income below $50,000. In comparison, 66 percent of bus customers said that they had a total family income in that range.
- Seventeen percent of rail riders said their annual family income is more than $100,000; nine percent of bus riders had an income in that range.

According to Metro Transit, "surveys were completed on paper or online by 6,592 bus riders and 1,598 train riders in late October 2006. The surveys were administered using a probability sampling technique, with each customer having a unique chance of being selected for participation. For the train component of the survey, packets were distributed at 15 separate stations as customers waited for trains. On the bus side, a random sampling of all trips was selected. The response rate for the bus customer survey was 33 percent; for the rail survey, it was 18 percent." [From: http://www.metrocouncil.org/Directions/transit/transit2007/surveyMar07.htm]

[22] Ramsey County Regional Rail Authority. Central Corridor Alternatives Analysis and Draft Environmental Impact Statement, 2006. Pages 1-3.

The Influence of Weather and Feeder Bus Service on Transit Ridership

The literature scan revealed only a couple of studies looking at the relationship between feeder bus access and ridership and weather and ridership. The key findings are summarized here.

- A light rail station with feeder bus service has about 130 more riders than a station without bus service.[23]
- One study found that the number of bus connections was a significant variable increasing LRT boardings. Specifically, "each additional bus route intersecting with a station yields 123 weekday boardings." [24]
- Using "degree days"—defined as the total accumulated degrees below/above a 65-degree base temperature—as a predictive variable, one study found that it had a negative coefficient of 1.52, showing that more extreme temperatures discourage LRT ridership. "In the model, cities with temperate climates, such as San Diego, can expect up to 300 more boardings per station than the average. Cities like Buffalo, Cleveland and Salt Lake City, which experience more extreme temperatures, would see boardings at each station reduced by a similar amount."[25]

Considerations regarding feeder buses and weather in the Central Corridor

The neighborhoods between Snelling and Rice have a number of existing buses that travel through the corridor and intersect it from points north and south. North/South routes include the: 84 (Snelling), 65 (Dale), 62 (Rice), 3 (Rice). Existing routes along University include the 16 and the limited stop 50. Parallel routes on I-94 are the express 94 routes and the 53. It is likely that the amount of bus access in the Central Corridor will help to bring riders from greater distances to the stations. LRT planners also envision that the 16 bus will provide access to stops between the LRT stations; however plans to reduce Route 16 service seem inconsistent with that goal.

While very few studies examine the effects of weather on transit ridership, it seems very likely that Minnesota's extreme winter climate can be expected to have an impact on seasonal ridership. Minimizing the time spent out-of-doors walking to and waiting at stations would seem a suitable goal for transit planners.

[23] Parsons Brinkerhoff. Transit and Urban Form: Volume 1, Part 1. TCRP Report 16. 1996. Page 14.

[24] Kuby, Michael, et al. "Factors influencing light rail station boardings in the United States." Transportation Research Record Part A. P. 223-247.2003. Page 242.

[25] Ibid. Page 241.

2. ADDITIONAL STATIONS WILL PROVIDE TRANSPORTATION SERVICE EQUITY

The populations in the neighborhoods between Snelling and Rice Street along University are heavily minority, lower-income, and no or 1-vehicle households. Yet despite these characteristics of transit-need, the 1-mile station spacing approach is focused on bringing service through, and not to, the neighborhoods along University Avenue.

The characteristics of these neighborhoods are being used to support the project, yet these same neighborhoods are getting the least amount of service from it.
Both the Draft EIS and the New Starts application use the income, racial, vehicle ownership and population density characteristics of these neighborhoods to support the LRT project, yet large numbers of these transit-dependent residents will not be within an easy reach of these stations. Only the distance between the proposed Fairview and Raymond stations is greater (approximately 1.15 miles between the two stations)—and that area is characterized by intensive industrial use—not homes. Appendix D contains several maps that illustrate populations that are not within an easy walk to an LRT station.

Station spacing and cuts in bus service create less convenient transit access for transit-dependent residents.
In the Metropolitan Council's New Starts application, submitted to the FTA in August 2006, a number of changes to existing bus service are suggested with the arrival of the LRT.

Table 4: Proposed changes in bus service with LRT.

Route	Peak Frequency	Midday	Evening	Change Description
16	From 10 min. to 20 min. headways	From 10 min. to 30 min. headways	From 10 min. to 30 min. headways	Less frequent service weekdays and weekends
50	0	0	0	Route eliminated
94B	30	From 30 to 0	0	Midday and weekend service eliminated
94C	30	From 30 to 0	0	Midday and evening service eliminated
94D	20	30	0	No change
60	30	30	30	New Route (Hamline - Victoria loop)[26]

With LRT stations 1-mile apart and Route 16 service reduced, the residents that depend most heavily on public transportation will have less access to convenient transit. This places an unfair and disproportionate burden on these transit-dependent residents.

[26] This table is from a portion of the New Starts application called, "Technical Memorandum: Annual Operating and Maintenance Cost Update." Prepared by DMJM Harris for the Ramsey County Regional Railroad Authority. April 28, 2006. Page 4.

These neighborhoods carry many burdens of the region's transportation system and deserve a greater share of the benefits.
I-94, University and Snelling Avenue are some of the state's busiest roadways and they traverse the neighborhoods in the Central Corridor. While these investments have certainly helped neighborhood residents get around—they have come with the price of increased traffic, increased auto pollution, and the tearing up of neighborhood fabric. With LRT stations at 1-mile apart, these same neighborhoods are getting limited access to another transportation investment focused on through-traffic at the expense of local access. Environmental justice policies require that transportation ***benefits*** and burdens be shared fairly, with special protection extended to neighborhoods like those along University Avenue that have high concentrations of minority and moderate and low-income residents.

3. CORRIDOR SUPPORTS LOCAL TRIPS, STATION SPACING DOESN'T

Under the current plans, the CCLRT is being developed as a commuter line between the two downtowns. Yet this does not reflect the trip characteristics that happen along the corridor.

1) Express buses on I-94 are still considered the fastest way to travel between the downtowns. As the Metropolitan Council's CCLRT Frequently Asked Questions webpage notes, "There still will be express buses on I-94 for those people who want a quick trip from one downtown to the other."[27]
2) The DEIS notes, that "most trips being made by people who live in the corridor are not downtown oriented."[28] The Metropolitan Council's New Starts application notes "this is not simply a commuter corridor. Benefits are distributed throughout the day"[29] and "only about 3 percent of trips with both an origin and a destination on the corridor are downtown to downtown trips."[30]

4. 1-MILE STATION SPACING ALONG UNIVERSITY AVENUE IS INCONSISTENT WITH POLICY AND PRACTICE IN OTHER US CITIES

When determining the alignment for a rail system, a key consideration is how much space should be between stations. While there do not seem to be any overarching guidelines on what the appropriate station spacing is for a given corridor type, a couple of transit agencies have adopted policies. While the guidelines give approximate station distances depending on the geographic context, they also recognize that each potential station is unique and that other factors must also be weighed when deciding on station locations.

[27] From the Metropolitan Council's Central Corridor FAQ webpage: http://www.metrocouncil.org/transportation/ccorridor/ccfaq.htm
[28] Ramsey County Regional Rail Authority. Central Corridor Alternatives Analysis and Draft Environmental Impact Statement, 2006. page 1-13.
[29] New Starts Application, revised August 10, 2006. Page A-2-4.
[30] New Starts Application, revised August 10, 2006. Page A-2-3.

Station Spacing Policy

Denver
In Denver, the Regional Transportation District's (RTD) *Major Investment Studies Guidance Manual for Technical Analysis, March 2001*,[31] suggests:

> *"Stations shall be spaced to maximize ridership. Generally, longer station spacing will increase train speed and attract more longer-distance riders, while shorter station spacing will increase system accessibility and attract more short distance riders. Station planning shall focus on finding the appropriate balance between these two opposing perspectives. A key practical consideration is the current and planned configuration of the local bus network, which should become an important passenger feeder system to LRT stations."*

The manual also provides the following:

Light Rail Line Setting	*Station Spacing*
Central Business District	650 to 1,350 feet
Dense Urban	½ to ¾ mile
Mixed Urban/Suburban	¾ to 1 mile
Suburban	1 to 1½ miles
Maximum	2 miles

In a 2003 memo, RTD planning staff developed a policy with specific criteria for evaluating station locations and spacing. In particular, RTD examines the travel time impact to existing or future passengers. The policy states:

Goals to optimize accessibility to rapid transit include:
- Travel time shall be as short as possible and provide maximum accessibility to transit.
- When adding a station to an existing or proposed rapid transit line, the total additional travel time for all through passengers should not exceed an average of three minutes for each rider boarding or alighting along the line.

In addition, the policy suggests other criteria to examine when consideration station location. These include:
- *Neighborhood characteristics.* Is the neighborhood in favor of a potential station? Or, would the neighbors, especially if it is a residential neighborhood, prefer not to have a station?
- *Equity.* Is there a transit dependant population nearby that could benefit from, or be negatively impacted by, proximity to the station?

[31] This information is included in a November 23, 2003 RTD policy memo on transit station spacing. Received via e-mail from RTD staff person.

Sacramento
In 2006, the Sacramento Regional Transit District adopted a set of guidelines to determine minimum station spacing.[32] These are:

a. The minimum standard for "urban core", "downtown" and/or "town center" stations will be spaced no closer than four blocks; where the geographic area is generally recognized by the community as such (the key example would be "downtown Sacramento").

b. "Mid-town stations" defined as an area of general density similar to the neighborhood-stations in the Sacramento "mid-town" area between downtown and 29th Street or Alkali Flat (La Valentina) or Arden/Del Paso and would be spaced approximately ½ mile.

c. "Suburban stations" would be spaced generally no closer than one mile. This is consistent with the stations north of Swanston, east of 65th Street until Rancho Cordova and then east of Mather Field, and south of City College.

d. "Ex-urban stations" are spaced no closer than two miles. These are stretches of the light rail lines where infill development has not occurred (yet) – thus there is no activity or rationale for closer station spacing. The only identified examples in the Sacramento RT system are between Sunrise and Hazel and between Hazel and Iron Point (presently).

When assessing access/station spacing issues, Sacramento has also employed the following methodology:

> *As a qualitative assessment, the level of transit-dependent population (as defined by median household income below the poverty level and auto ownership) within a ¼ or ½-mile radius (as determined by GIS application of most recent US Census data). A station would score "Low" if the environmental justice population comprises 10 percent or less of the population; a "Medium" if the environmental justice population is between 10 percent and 30 percent of the population; and a "High" if the environmental justice population is greater than 30 percent of the population within the ¼ or ½-mile radius.*

They have also worked with Parsons Brinkerhoff to create a spreadsheet-based "Station Spacing Analysis Tool" to evaluate a proposed station's ridership potential. Details can be found at http://www.sacrt.com/stationspace.stm

If either of these guidelines were applied to the Central Corridor, station spacing would likely be somewhere between ½ and ¾ of a mile given the density and socio-economic characteristics of the neighborhoods between Snelling and Rice.

[32] From the Sacramento Regional Transit District website, http://www.sacrt.com/stationspace.stm

Station Spacing Practice

To determine how station spacing has played out in other areas of the country, this section looks at portions of LRT alignments that share some similar demographic and land use characteristics with the neighborhoods between Snelling and Rice. The stations reviewed here are outside of the downtowns and are generally surrounded by relatively dense residential neighborhoods.

Portland, OR: Interstate MAX—Yellow Line

"Though Portland is a city with limited diversity, the Interstate MAX corridor is located in the heart of a racially and ethnically diverse community, North and Northeast Portland. In 2000, according to the U.S. Census Bureau, Caucasians comprised 56 percent of North and Northeast Portland's population, and persons of color—those who are African American, Asian and Pacific Islander, American Indian and Native Alaskan, and Latino—comprised 39 percent. The remainder was comprised of persons of some other race or of two or more races. In contrast, Caucasians and persons of color comprised 75 percent and 21 percent of the entire Portland population, respectively. In 2000, the City of Portland's poverty rate was 13 percent; while North and Northeast had a 22 percent poverty rate, with certain sections reaching poverty levels of up to 34 percent."[33]

Figure 11. Max Line

The stations between Albina/Mississippi and N Lombard are surrounded by residential neighborhoods similar in character to those along University Avenue. These stations are all approximately ½-mile from each other. (Albina/Mississippi to Overlook Park is approximately .66 miles).[34]

Denver, CO: Welton Street, Central Corridor

The Welton Street Corridor, which is part of Denver's 5.3 mile Central Corridor LRT, is a historic hub of African-American commerce. The 5-Points neighborhood, which surrounds it is approximately 30 percent African-American, 30 percent Latino, and 40 percent Caucasian. Median income is approximately $25,000.[35] Along the corridor are five stations: 20th/Welton, 25th/Welton, 27th/Welton, 29th/Welton, 30th/Downing. The distance between the stations ranges from .18 miles to .42 miles.[36]

Figure 12. Denver's Welton Street Stations

[33] Tri-Met. "Interstate MAX: DBE and Workforce Story: Overcoming Barriers to Inclusion." 2005. Pg. 11. http://www.trimet.org/pdfs/business/DBE_Workforce_Story.pdf

[34] E-mail with Tri-Met Project Planning Director, Philip Selinger and Google Earth.

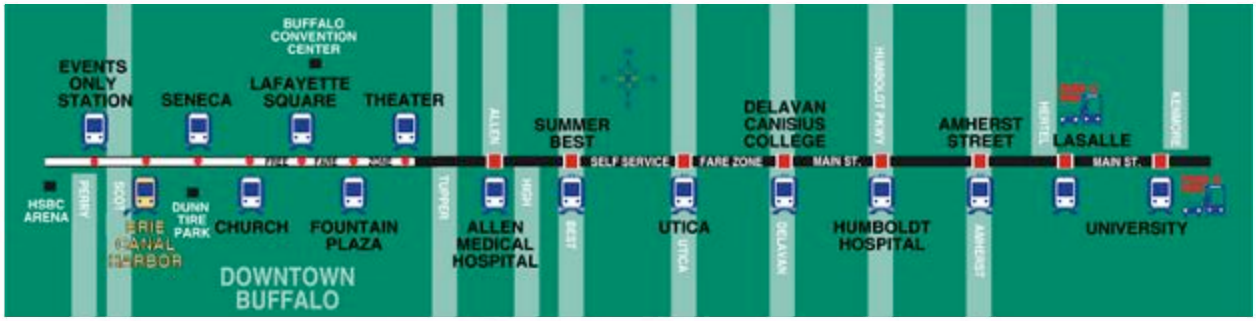
[35] Neighborhood Retail Overview. http://www.downtowndenver.com/pdfs/Ballparkcurtispk5pts.pdf

[36] E-mail with Denver Regional Transit District, TOD Associate, Gideon Berger and Google Earth.

Buffalo, NY

Buffalo's 6.4 mile LRT system has 14 stations. The line travels through some lower-income areas north of downtown. In this area stations are between .36 and .46 miles apart (Utica, Summer/Best, Allen, and Theater District).

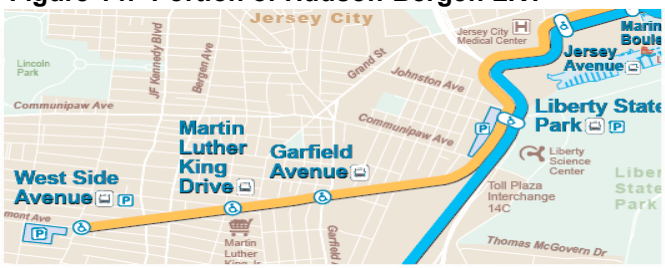
Figure 13: Map of Buffalo's LRT system



Jersey City, NJ

The portion of the Hudson-Bergen LRT that travels west through some of Jersey City's lower-income neighborhoods has stations spaced between .39 and .58 miles apart (Garfield to MLK, and MLK to West Side Avenue.)

Figure 14: Portion of Hudson-Bergen LRT



Houston, TX

Opened on New Year's Day 2004, the Houston Metrorail is 7.5 miles long and has 16 stations. The majority of the alignment runs along Main Street, a major Houston thoroughfare, and travels through downtown, Midtown, the Museum District, Medical Center, and Astrodome neighborhoods. Outside of downtown, the stations from McGowen to the Astrodome range to just under ½-mile apart to ¾ mile apart. The Midtown neighborhood (that includes the McGowen, Houston Community College and Wheeler/Blodgett stations) is perhaps the area that more closely resembles the Central Corridor given its residential character and diversity.[37]

Figure 15: Houston

[37] According to the 2000 Census, Midtown's racial makeup was 45% white, 18% black, 6% Asian, 28% Hispanic, and 3% other. From: http://en.wikipedia.org/wiki/Midtown,_Houston,_Texas

San Jose, CA

The point of this example is that even in San Jose, where the Capital Expressway LRT is planned to run within the freeway median, as opposed to a developed urban corridor like University Avenue, the station spacing will be at ¾ of a mile.[38]

Sacramento, CA

Sacramento's Blue Line, south of downtown (from Broadway to the Meadowview station) travels through some of the city's lower-income neighborhoods. Yet unlike the Central Corridor, several of the stations along this alignment have been designed with large park and ride facilities (between 400+ and 1000+ vehicles) and according to Sacramento's transit guidelines are considered suburban (e.g. stations south of City College, see Figure 16).

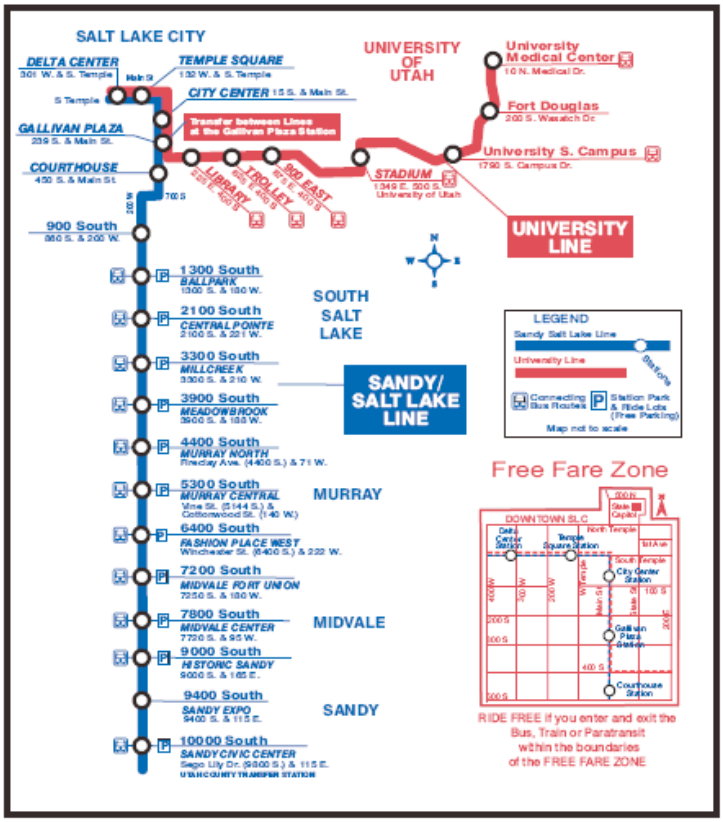
Along the blue line, stations tended to be further apart—ranging from .5 miles closest to downtown to slightly over a mile in the more suburban locales.

Figure 16: Portion of Sacramento's Blue

Salt Lake City, UT

TRAX, the LRT system in Salt Lake City has two lines—the main Sandy/Salt Lake line and the University of Utah spur. Once the Sandy/Salt Lake line leaves the downtown zone there are only two additional stations within the city limit (900 South and 1300 South). The remaining stations travel through the suburbs of South Salt Lake, Murray, Midvale, and Sandy. Station spacing in the suburban areas tends to range from under 1-mile to over 1.75 miles. Along the University line, the close-in stations are between .36 and .6 miles apart, yet the distances increase as the alignment travels east through the much less dense areas of the University of Utah campus. Given the more suburban character outside of downtown and the relatively contained and lower-intensity campus environment, these greater distances aren't surprising.

Figure 17: Salt Lake City



Central Corridor station spacing is not consistent with similar LRT alignments in other jurisdictions

While this survey of policy and practice is not comprehensive, it illustrates that alignments in areas with similarities to the neighborhoods between Snelling and Rice are unlikely to have stations one-mile apart. Where station spacing has been greater than 1-mile (e.g. Sacramento and Salt Lake City), the station areas are typically more suburban and often incorporate park and ride lots.

Table 5: Summary of Station Spacing in other US Cities[38]

Location/LRT Line	Distance between stations (range)
Portland, OR: Interstate MAX	.5 miles to .66 miles
Denver, CO: Welton Street stations/Central Corridor	.18 miles to .42 miles
Buffalo, NY	.36 miles to .46 miles
Jersey City, NJ	.39 miles to .58 miles
Houston, TX	.45 miles to .75 miles
San Jose, CA (planned LRT along expressway)	.75 miles
Sacramento, CA	Between .5 and 1.19 miles
Salt Lake City, UT (both lines)	Between .36 and 1.75

It is clear that station spacing and location involve trade-offs. One study sums up the trade-offs very well: "closer station spacing would place more residents within walking distance of stations, raising system ridership, but the additional stops would be a disincentive to the more peripheral riders. No simple conclusion can be reached here, other than suggesting that the regression model be used predictively to test different proposed alignments and stations."[39]

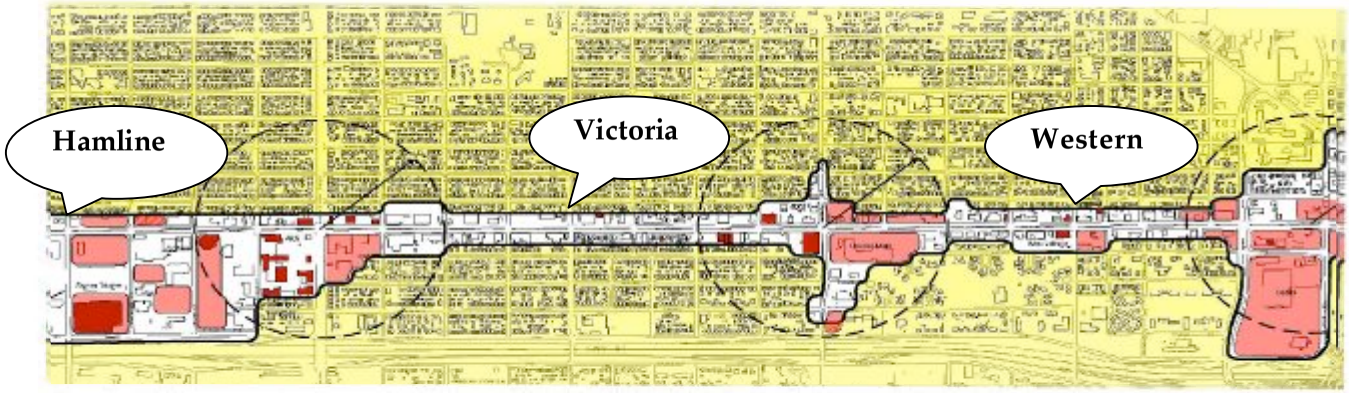
This issue is a fundamental question for the 3 additional stations—will the added time at the stations cause more peripheral riders to avoid the train in an amount greater than new riders at the 3 stations? Only additional and accurate modeling can quantitatively answer that question.

[38] From a powerpoint available at:
http://www.vta.org/projects/dtev/docs/library/powerpoint/dtev_pab.pdf
[39] Kuby, Michael, et al. "Factors influencing light rail station boardings in the United States." Transportation Research Record Part A. *P. 223-247.2003. p. 240-241.*

5. ADDITIONAL STATIONS CAN CREATE MORE OPPORTUNITIES FOR ECONOMIC DEVELOPMENT

According to the Central Corridor Development Strategy, the ¼-mile radius around a transit station is the area traditionally considered for new transit oriented development. The map below (Figure 18), reproduced from the Development Strategy illustrates the "area of change" in white (with pink parcels identified as "opportunities for investment" that could be redeveloped over the next 20 years). With stations spaced at a mile, opportunities for economic development at Hamline, Victoria, and Western are less likely.

Figure 18: Areas of change along University Avenue

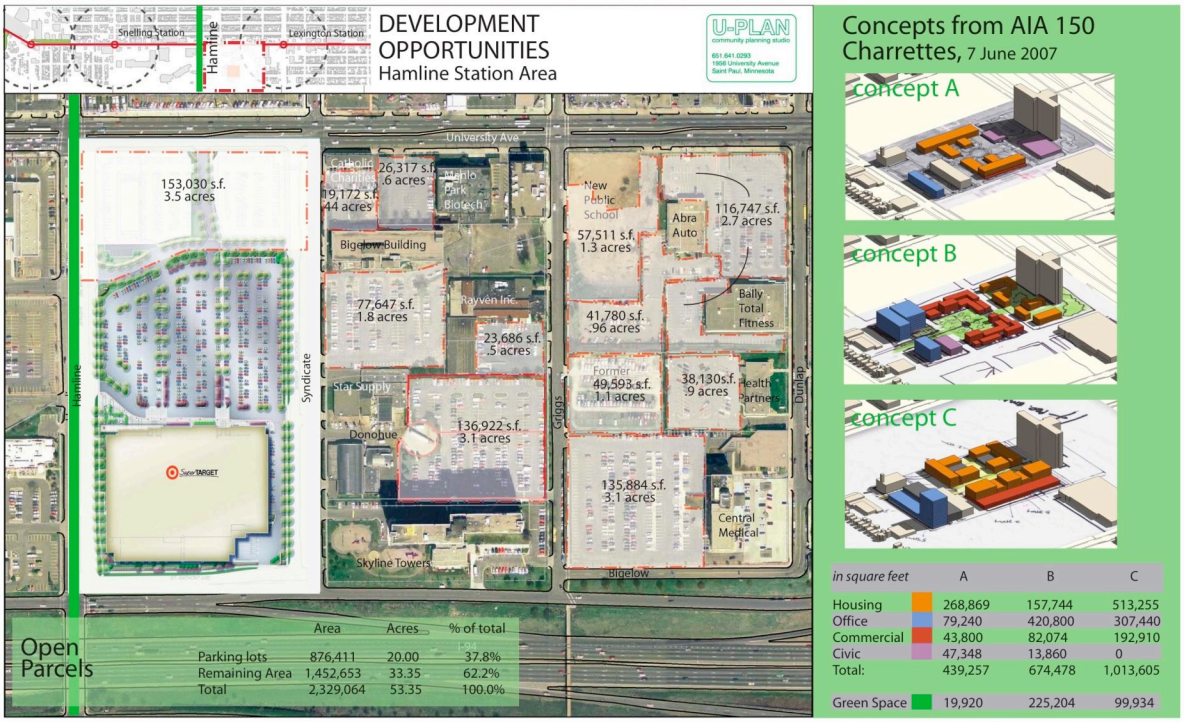


According to the Central Corridor Development Strategy, the area around Hamline Avenue has a significant opportunity for greater investment and intensification. Current big box uses and ample surface parking offer long-term potential for infill and a greater mix of uses. U-Plan and University United, in partnership with the local American Institute of Architects (AIA) chapter, have created development concepts for a Hamline station (see Figure 19).

At Victoria Avenue, the area of change is much smaller than Hamline; however, it is surrounded by dense residential neighborhoods that are highly transit-dependent. At Western Avenue, the area of change is a more moderate size with more opportunities for intensification. East of Lexington the opportunity exists to knit the whole corridor together as a "World Heritage District" showcasing the diversity of cultures, history, and neighborhoods that are in the area. With additional stations at Victoria and Western, there's a greater opportunity to tie the corridor together, making access easier for residents, employees, and visitors.

According to the Development Strategy, the market demand for housing, retail, and office space slackens east of the big box retail areas of the Midway. Consultants have noted that it will take public investment to strengthen the real estate potential of the area. Without stations at Victoria and Western, it is unlikely that these areas will see economic investment as a result of the LRT.

Figure 19: Development opportunities at Hamline station area



6. ADDITIONAL STATIONS WILL BETTER ADDRESS THE GOALS OF THE DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)[40]

The Purpose and Need portion of an Environmental Impact Statement lays the foundation and rationale for the construction of a given project. Here, the project sponsor articulates the goals and objectives of the project and how it will meet the needs for the corridor. In the Central Corridor DEIS, several goals and objectives would be better addressed if additional stations were located at Hamline, Victoria, and Western. In particular:

Goal 1 calls for "economic opportunity and investment along the corridor." Additional stations would create the focal points for targeted investment along University Avenue. Given the weak market conditions on the eastern end of University, it is unlikely that additional transit-supportive development would occur at Victoria and Western without stations.

Goal 2, Objective 2 looks to "acknowledge the individual character and aspirations of each place served." This objective talks about the significance and meaning of neighborhoods in the Central Corridor. Yet the transportation aspirations for the neighborhoods between Snelling and Rice are not being met with the current proposal. Not only are the stations too far apart, the 16 bus service on which so many depend, is being proposed for cuts in service. By adding the stations and ensuring adequate bus connections, the aspirations of these neighborhoods can be more realistically reflected.

[40] All references to the Central Corridor DEIS in this section come from Section 1, pages 1-8 – 1-13.

Goal 3, Objective 2 seeks to "expand opportunities for all users to move freely to, through and within the Central Corridor." In the discussion of this goal, the DEIS notes "most trips actually being made by people who live in the corridor are not downtown oriented." Although the overwhelming number of trips are going to be intra-corridor, the current station spacing is designed to favor trips to the downtowns.

Goal 3, Objective 3 aims to "enhance the existing transportation infrastructure to serve the high number of transit dependent persons in the Central Corridor." In the areas with some of the greatest transit dependency, the LRT will be least accessible. Coupled with plans to reduce the frequency of the 16 bus, the current LRT proposal does not appear focused on enhancing transportation service for neighborhoods between Snelling and Rice.

7. TRADITIONAL TRANSPORTATION MODELLING AND THE COST EFFECTIVENESS INDEX (CEI)

Despite the compelling reasons for including the additional stations, there are some unresolved and major issues for the DCC to examine.

The Cost Effectiveness Index (CEI)
In order for a project to receive funding from the Federal Transit Administration, it must achieve a "medium" or better score on the CEI. Cost-effectiveness is measured as the cost per hour of user benefits. The CEI formula is:

$$\frac{\Delta \text{ Annualized Capital} + \Delta \text{ Annualized O\&M Costs}}{\Delta \text{ TSUB (User Benefits in Hours)}}$$

Costs are defined as "the annualized incremental capital cost of the project plus the incremental operating and maintenance cost of the transit system in the forecast year (currently 2030)."[41] The "Transit System User Benefit" (TSUB) is measured as "the equivalent hours of travel time savings associated with improvements in transit service levels for all users of the transportation system." Furthermore, the "incremental costs and user benefits are computed against a baseline alternative that represents the best cost-effective transit services that could be offered without a major guideway investment" (usually increased bus service.) The TSUB is calculated by using outputs from the regional travel forecasting model as well as FTA's own SUMMIT software.

FTA uses a set of breakpoints to translate the value of the cost-effectiveness measure for each project into a cost-effectiveness "rating." The current breakpoints are:

Rating	Breakpoints (cost per hour of user benefits)
High	$11.99 and under
Medium-High	$12.00 - $15.49
Medium	$15.50-$23.99
Medium-low	$24.00-$29.99
Low	$30.00 and over[42]

[41] From an FTA Discussion Paper: www.fta.dot.gov/documents/Discussion_1_CE_Allowances.doc
[42] FTA's FY2009 New Starts and Small Starts Evaluation and Rating Process. July 20, 2007.

In order for the CCLRT to advance using federal funds, it must not exceed the $23.99 break-point. Currently the CEI for the CCLRT is approximately $25. Generally, the CEI is worsened when ridership decreases and LRT passenger travel time, capital cost (both design/engineering and construction costs) and operating costs increase.

Despite the weight the FTA places on the CEI, it is undergoing scrutiny. In her testimony to the US House of Representatives Transportation and Infrastructure Committee on September 27, 2007, Shelley Poticha, Executive Director of Reconnecting America[43] noted that "Local concern over meeting the federal Cost Effectiveness Index has lead some communities to shortchange the number of transit stations, rail cars, or corridor enhancements that would help meet or even exceed 20 year ridership projections."[44]

Poticha further points out that her organization's research demonstrates that actual ridership on many recently built transit lines is higher than predicted by the FTA's Transit System User Benefit or "TSUB" model. She says, "The overall data show that the majority of recent rail lines built with Federal funding through the New Starts program are performing at least as well as pre-construction projections. Some lines, such as Minnesota's Hiawatha Light Rail and the Metro Red Line in Houston are outperforming their ridership estimates 15 years ahead of projections. It is interesting to note that some of these lines would not have been funded if rated solely on their Cost-Effectiveness rating. For example, the Hiawatha Line received only a low-medium Cost Effectiveness rating." Their research findings are summarized in the table below.

Poticha's testimony points out the obvious issue: "Ridership numbers are the primary input into the TSUB model used by the FTA to compute cost effectiveness. If we cannot trust them to be more accurate, how can we expect to make multi-million dollar decisions using them as the basis? And should they be the basis for primary decision making?"

Lastly, the testimony reflects that "FTA staff has noted that there are indeed problems with this model's ability to accurately estimate ridership, particularly as more and more riders are walking to transit, not just driving to transit." This last point is especially important in the Central Corridor where no park and ride lots are planned and a substantial majority of riders are expected to walk to LRT stations.

[43] A national non-profit focused on transit investments and transit oriented development. They receive significant funding from FTA and from foundations.

[44] All citations in this section are from Shelley Poticha's September 27, 2007 testimony. Available at: http://transportation.house.gov/Media/File/Highways/20070926/POTICHA%20testimony%209%2026%2007.pdf

Figure 20. Comparison of Projected and Actual Ridership Numbers.

System	System/Line Start	Estimate	Estimated Year	Most Recent	Date
Denver System (Pre SE^)*	1994#	22,000	2015	37,400	Q3 06
Salt Lake City System*	1999	34,600	2010	47,900	Q3 06
St. Louis System**	1993	86,340	2020	88,000	8.07
Houston Main Street*	2004	33,100	2020	40,000	Q3 06
Minneapolis Hiawatha*	2004	24,800	2020	34,000	Q3 06
Sacramento Folsom Ext.	2005	3,154	2015	6,455	10.06
Tacoma Link	2003	2,000	2010	2,873	Q1 07
Portland Westside Max*	1998	27,100	2005	32,700	10.05
Portland Streetcar	2001	3,200	2001	8,800	10.06
St. Louis St. Clair Ext Line*	2001	13,502	2010	14,083	11.03
Denver Southeast Corridor*	2006	38,100	2020	33,323	3.07
NJ Riverline	2004	5,900	2004	7,700	Q4 06

* New Starts Estimated Project
** Projections for 2020 done in conjunction with estimations for 2006 Cross County Line, not a New Start
# Projections for Denver System made with Southwest & Platte Valley Extensions built in 2000 and 2002 respectively
^ Southeast Corridor Completed in 2006

DCC OPTIONS

Given that it is unlikely that the CEI requirement will change before the CCLRT project advances to the next stage, the DCC may want to consider the following:

1) Identifying other project components to cut in order to reduce costs sufficiently so that the additional stations can be built.

2) Requesting that additional modeling be done to better estimate the number of riders at the existing and additional stations.
   a. Encourage the Metropolitan Council to perform this modeling.
   b. Secure funds from foundations or other grantors to hire a contractor to perform this modeling for the DCC.

With regard to the latter, there may be a couple of different approaches. First and foremost, all stations should be analyzed with the traditional approach (i.e. using the regional travel demand model and applying FTA's SUMMIT model to derive the CEI.) Based on recent CAC meetings, it appears that this level of modeling will be done for the Hamline, Victoria, and Western stations. But given the tendency for this approach to underestimate trips, the DCC may want to examine the possibility of using an "off model" method to estimate trips.

According to FTA's 2007 New Starts Reporting Instructions, applicants can use "off-model" analysis for "special markets (such as air passengers, travelers to sports venues and other special events, and any other markets not considered by the local travel-forecasting procedures)."[45]

[45]Federal Transit Administration. "Reporting Instructions for the Section 5309 New Starts Criteria." May 2007. Pps. 22-24.

While this definition does not call out "pedestrian trips to transit" as a specific market, if sufficient evidence can be gathered to show that this market is not adequately considered by typical travel-forecasting, the DCC may have a case. Based on a review of the New Starts application, it appears that the Metropolitan Council has not conducted any off-model analysis—and it would seem given the large ridership fluctuations during sporting and other large-scale events, that this kind of analysis would bolster overall ridership numbers.

Transit modeling is often done in a manner similar to road traffic forecasting, by comparing routes through a network to go from an origin to a destination. According to Fehr and Peers, a nationally recognized transportation planning and engineering firm, "These models often are unresponsive to changes in station-level land use and transit service characteristics. As transit trips often represent a relatively small percentage of the travel considered in regional models, model imprecision can produce erratic swings in location-specific ridership estimates and unreliable transit forecasts. Studies have shown, however, that the walking or parking conditions at either end of the trip are often more influential on transit usage as the line haul. This means that transit ridership to and from a proposed station can be forecast based on the characteristics of the area around the station. These "direct ridership" forecasts use correlations between land uses and design characteristics of existing stations and the ridership at those stations to predict how changes in land uses, such as replacing a parking lot with a TOD, will affect ridership."[46]

To address the shortcomings of the regional models, Fehr and Peers have developed a ***Direct Transit Ridership Model*** that is "quantitatively responsive to land use and transit service characteristics within the immediate areas of prospective transit stations, and to comparative regional accessibility offered by transit and auto. Direct Ridership Models use multivariate regression based on empirical local data to determine the station characteristics that most influence rail transit patronage for light rail, commuter rail, and heavy rail. They respond directly to factors such as parking, rail service levels and characteristics, feeder bus levels, as well as data on station-area households and employment to estimate ridership. "

The DCC may want to look at opportunities to encourage the use of this type of alternative modeling to re-examine ridership potential in the Corridor.

http://www.apta.com/government_affairs/safetea_lu/documents/new_starts_small_starts_reporting_instructions_2007.pdf

[46] From Fehr and Peers website: http://www.smartgrowthplanning.org/ForecastMeasure.html#DirectTransitRidershipModels. For more on Direct Ridership Models, see: Walters, Gerald and Robert Cervero. "Forecasting Transit Demand in a Fast Growing Corridor: The Direct-Ridership Model Approach." 2003. http://www.ce.berkeley.edu/~yuli/ce259/reader/Direct%20Ridership%20Forcast.pdf

OUTSTANDING ISSUES

PROCEDURAL REQUIREMENTS FOR ADDING STATIONS
If a project is regionally significant, uses federal funding, or is tied into a project built with federal funding, it will trigger the National Environmental Policy Act (NEPA). NEPA is the process that requires a project sponsor to define a purpose and need for a project, develop alternatives, scope the alternatives, and complete draft and final Environmental Impact Statements (EIS). The Central Corridor project is subject to NEPA and has reached the point where the Draft EIS has been completed.

One of the issues regarding the additional stations is that they were not included in the DEIS. In order to go forward with adding the stations, the DEIS would need to be amended (likely with a "supplemental EIS, or SEIS) to include the detailed analysis of the impacts of the additional stations. According to an FTA official, this would likely add 6 – 8 months to the project as well as consulting costs.[47] In order to keep the CCLRT project close to the current timeline, it would seem that this analysis would be conducted simultaneously with the on-going Preliminary Engineering and started as soon as possible.

MOVING FORWARD

There is a strong case to be made for adding stations at Hamline, Victoria and Western; however, addressing the regulatory/administrative hurdles will require significant political will from mayors, city and county councilors, and other key elected officials.

The strongest argument for the additional spacing is the provision of transportation service equity. As the report states in many ways, the characteristics of the neighborhoods between Snelling and Rice are being used to support and justify the project, yet these very neighborhoods are getting limited access to this major transportation investment. And worse, the bus line that so many rely on, is slated for cuts in service, reducing overall access for this transit-dependent population. All of the remaining arguments, listed below, help to bolster this fundamental point:

1) High ridership potential in the corridor given socio-economic and geographic/land use characteristics.
2) Transportation service equity. CCLRT is a major public investment, largely justified by the economic, demographic, and geographic characteristics of these neighborhoods, yet with current 1-mile spacing, access for these very residents is substantially limited.
3) Trip characteristics along University Avenue make it more of a local corridor than a commuter corridor—since most trips happen along the avenue rather than between the two downtowns.
4) Planned station-spacing is not consistent with practices and alignments in many other municipalities with similar land use and demographic characteristics.

[47] Personal communication with Matt Welbes, FTA Acting Associate Administrator for Research, Demonstration and Innovation, October 26, 2007.

5) Additional stations are likely to have a more positive impact on future economic development opportunities.
6) The goals and objectives detailed in the CCLRT's Draft Environmental Impact Statement (DEIS) would be more strongly met by the inclusion of the three additional stations.
7) The traditional modeling approach may be underestimating the number of riders and trips.

When moving forward the DCC will need to acknowledge the constraint posed by the CEI. This is likely to require developing positions on how the project might reduce costs or better improve ridership estimates. Ultimately, it is possible that by the time the CCLRT seeks a Federal Funding Grant Agreement (FFGA, i.e. the 50 percent federal funding), a new political administration will be in place in Washington and the rules will have changed. For the present, it seems most prudent to assume the status quo and move forward from there. The fast-moving nature of the project, the limited opportunities to affect key decision-points, and the need to garner significant political support will require timely and strategic action.

APPENDIX A. LITERATURE REVIEW

GEOGRAPHIC FACTORS

How a place is designed helps to determine if taking transit is easy or desirable. If an area is compact (i.e. higher density), there are greater numbers of people and destinations within an easy reach of transit. If an area has a mix of uses, it is possible to use transit to meet a variety of daily needs. Direct, attractive, and safe routes also increase accessibility to transit. Many studies have found that these variables have a direct relationship to transit use.

EFFECTS OF DENSITY, DIVERSITY, AND DESTINATIONS ON TRANSIT RIDERSHIP

In 1996, the Transportation Research Board's Transit Cooperative Research Program issued the seminal "Transit and Urban Form" report.[48] This two-volume, four-part study summarized the relationships between urban design, land use and transit usage. Key findings include:

- "Within compact urban regions, transit is extremely effective at serving the accessibility needs of CBDs—the dominant employment center in any region. However, in the future, as cities continue to evolve toward multiple centers, transit systems that link the central business district with subregional employment centers will be especially cost effective, offering opportunities for two directional flows at all times of the day. Further, within compact urban regions, transit service in corridors that contain a variety of residential and nonresidential activities will prove especially attractive and competitive." (p. 2).
- The probability that a person will use transit increases substantially if both trip origins and destinations are located proximate to stations. (p. 4)
- "Concentrating both origins and destinations in rail transit corridors dramatically increases transit use. At non-CBD stations, transit-based housing generates ridership dividends." (p. 8).
- Residents living near transit are more likely to use it than employees working near transit. For all systems that have been studied, researchers have found that "approximately twice the proportion of station area residents use the regional rail system as compared to the proportion of station area workers." (p. 8).
- In an analysis of variations in transit demand in Portland, Oregon (Nelson/Nygaard, 1995), the authors note that "of 40 land use and demographic variables studied, the most significant for determining transit demand are the overall housing density per acre and the overall employment density per acre. These two variables alone predict 93 percent of the variance in transit demand among different parts of the region" (p. 11).
- The density of transit corridors correlates strongly with transit ridership. A doubling of station-area residential densities is associated with increases in light rail boardings of almost 60 percent. (p.12)
- People in denser areas also use transit for more trip purposes; for example, shopping and recreation as well as commuting. (p. 13)

[48] Parsons Brinkerhoff Quade Douglass. Transit and Urban Form. TCRP Report 16. National Academy Press. Washington, DC. 1996. http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_rpt_16-1.pdf

In Sacramento, the Metropolitan Planning Organization (MPO) has developed a "direct light rail transit ridership model" to estimate transit demand. The model has created estimates of transit ridership based on doubling employment and housing densities within a certain distance from an LRT station.

SACOG Residential and Employment Density and Ridership Elasticities

Indicator	Radius (Miles)	% Change in Population	% Change in Ridership (elasticity)
Residential Population (LRT)	0.5	100%	30%
Employment (LRT)	0.25	100%	21%

Source: SACOG, 2004

Source: Table is from a memorandum prepared by Parsons Brinkerhoff, see:
http://www.mtc.ca.gov/planning/smart_growth/tod/deliverables/4e.pdf

EFFECTS OF DISTANCE TO STATIONS AND TRANSIT RIDERSHIP

Of particular interest to the DCC how an individual's distance from a transit station impacts his or her willingness to ride. This table below summarizes the research on this topic.

AUTHOR	DATE	TITLE	FINDINGS
	2006	"Characteristics of Rail and Ferry Station Area Residents in the San Francisco Bay Area: Evidence from the 2000 Bay Area Travel Survey. Volume 1." http://www.mtc.ca.gov/planning/smart_growth/stars/_BATS2000_Station_Area_Residents_Study_Vol_I.pdf	Using the 2000, Bay Area Transit Survey, the Metropolitan Transportation Commission found: • People living within ½ mile of a rail or ferry station are four times as likely to use transit than people living farther than ½ mile from a rail/ferry stop. • Individuals living and working within ½ mile of a rail/ferry stop use transit for 42% of their work commute trips. Individuals who neither live nor work within ½ mile of a station use transit for only 4% of their work commute trips.
Cervero, Robert, et al.	2004	Transit Oriented Development in the United States: Experiences, Challenges, and Prospects. TCRP Report 102. Transportation Research Board. Washington, DC.	"Research also shows that proximity to transit matters a lot" • A 1987 study in the DC region found trips by transit fell by around 0.65 percent for every 100-foot increase in the distance of a residential site from a Metrorail stations. An example: "63 percent of residents of The Consulate apartment complex, 300 feet from the Van Ness-UDC Station, commuted via Metrorail; at the Connecticut Heights project, 3,800 feet away from the same station, 24 percent rode Metrorail to work."(p. 143)

			• "In California, the ridership gradient is even steeper. Surveys of residents of 27 housing projects near rail stops in the Bay Area, San Diego, and Sacramento showed that ridership fell by 0.85 percent for every 100-foot increase in walking distance." (p. 143)
Mineta Transportation Institute. Schlossberg, Marc, Ph.D., et al.	2007	*How Far, By Which Route, and Why? A Spatial Analysis of Pedestrian Preference* http://transweb.sjsu.edu/mtiportal/research/publications/documents/06-06/MTI-06-06.pdf	In a survey (45 percent response rate, n=328) to current walkers to rail transit in Portland and the San Francisco Bay Area, the researchers found that: • The median trip distance was 0.47 miles, showing that fully half the people surveyed walked at least a half mile to access the train station. • Route choice was selected based primarily on directness (quickest route), then safety, sidewalk condition, and aesthetics.
Parsons Brinkerhoff	1996	Transit and Urban Form: Volume 1, Part 1. TCRP Report 16. http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_rpt_16-1.pdf	• Untermann (1984) concludes that most people are willing to walk 500 ft, with 40 percent willing to walk 1,000 ft, and only 10 percent willing to walk half a mile. (p. 9). • Between a distance of 0.5 and 1.5 mi, the proportion of transit riders who walk to or from transit steadily decreases. Several studies (California, Chicago) show that for every 100-feet the station is from home, rail's mode share decreases 1.1 percent. (p. 10 -11)
Parsons Brinkerhoff	1996	Transit and Urban Form: Volume 1, Part 2. TCRP Report 16. http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_rpt_16-1.pdf	• In developing a LRT and Commuter Rail demand model, researchers looked at 19 LRT lines (261 non-CBD stations) and found that "the nearest station", a measure similar to average station spacing, averages two miles for commuter rail, but only 0.54 miles for light rail. (p. 9). • "Station spacing for the light rail lines has been assumed for this exercise to be one mile. A test was done to examine the effect of half-mile spacing, holding all other variables constant. Because the coefficient of the station spacing variables is approximately 0.500 the impact of doubling the number of stations is to halve the ridership at each station. The effect on the ridership on the line is minimal. Put another way, within the limits of the data used to calibrate the light rail ridership model, the effect of station spacing on line ridership was small. (p. 41).
J. Richard Kuzmyak, et al.	2003	TCRP Report 95, Chapter 15. "Traveler Response to Transportation System Changes—Land Use and Site Design."	Citing a 2000 National Transit Institute Course Manual, the authors note that in an analysis of transit stations in Canada, Washington, DC, and CA, ridership de-

		http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_rpt_95c15.pdf	clines with distance of housing to transit, falling 1 percent to 2 percent per 100 foot increase in walk distance. (p. 15-31)
Snohomish County Transportation Authority	1989	"A Guide to Land Use and Public Transportation for Snohomish County, Washington." Snohomish County, Washington. http://ntl.bts.gov/DOCS/GL.html	"People can be expected to walk no more than 1,000 feet to a bus stop or a park-and-ride parking space. The walking distance increases slightly, to 1,320-1,758 feet (1/4 to 1/3 of a mile), for rail station access." (Chapter 3).
Pushkarev and Zupan	1982	Public Transportation and Land Use Policy. Indiana University Press from a study by Regional Plan Association of New York. (used in Fairfax County Metro Station Areas Study, 1982). Compiled in: http://www.fairfaxcounty.gov/planning/tod_docs/walking_distance_abstracts.pdf	• "In Montreal, in order to maximize pedestrian access to stations, the stations were planned 0.6 miles apart assuming maximum reasonable walking distance of .3 miles. • "It appears that no matter how station-spacing increases, 50 percent of the people will not walk more than 6 minutes or 0.3 miles to a non-downtown rail station, even if there is a fraction of 1 percent who will walk over 30 minutes or more than 1.5 miles. This is not inconsistent with the finding that a distance of 2,500 feet or a 9-minute walking time (assuming, all the while, an average walking speed of 3.1 miles per hour), 50 percent or more of those traveling that distance will prefer a feeder bus to walking, even in a low-income area, with a double fare." [From a study in New York City, 1963.]
Washington Metropolitan Transit Authority	2006	WMATA 2005 Development Related Ridership Survey Final Report. http://www.wmata.com/bus2bus/jd/2005_Development-Related_Ridership_Survey.pdf –	"2005 survey results confirmed previous findings that the walking distance between a site and the Metrorail station affects transit ridership. In general, the closer a site is to the station, the greater the likelihood those traveling to/from a site choose Metrorail as their travel mode. Based on the survey results, this relationship was stronger for residential sites than for office sites." (p. S-3).
O'Sullivan, Sean and Morrall, John	1996	"Walking Distances to and From Light Rail Stations." Transportation Research Record. Issue Number 1538. http://www.enhancements.org/download/trb/1538-003.PDF	• Citing findings from a 1970 study in a Florida retirement area, transit use dropped by almost 70 percent as walking distance increased from .12 miles to .25 miles. Elderly residents said that ¼ mile was too far for them to walk. • Survey of LRT walking distance guidelines found that in Canada guidelines range from 300 – 900 meters (.2 - .56 miles) and in the US, they range from 400 – 800 meters (.25 - .5 miles).
Kuby, Michael, et al.	2003	*"Factors influencing light rail station boardings in the United States." Transportation Research Record Part A. P. 223-247. http://www.tcd.ie/Civil_engineering/Staff/Margaret.OMahony/SS%20Dissertations/Factors%20influencing%20li*	Authors used regression analysis to determine factors that contribute to higher LRT ridership. Looked at 268 stations in 9 US cities and found: • that station spacing was not a significant variable in explaining average weekday boardings. • Authors point out that travel time be-

		ght%20rail%20station%20boardings%20in%20the%20US.pdf	tween stations is significant. For a 1 percent increase in relative travel time to all other stations, a station loses 18.72 boardings. • They further note: "Given that the station spacing variable is not significant but the population variable is, a complex tradeoff emerges. Wider spacing of stations does not seem to gain stations higher ridership from the commuters beyond the walking distance. Closer station spacing would place more residents within walking distance of stations, raising system ridership, but the additional stops would be a disincentive to the more peripheral riders. No simple conclusion can be reached here, other than suggesting that the regression model be used predictively to test different proposed alignments and stations." (p. 240-241)

WALKING DISTANCE STANDARDS IN OTHER PLACES

The Fairfax County Virginia Planning Commission established a Transit-Oriented Development Committee to look at how places around the country are defining reasonable walking distance to transit. While not directly related to station spacing, this graphic still illustrates what other transit agencies believe to be a reasonable walking distance to a station. When stations are further apart, fewer riders are within this pedestrian shed.

Jurisdiction	Walking Distance Referenced
Mass Transit Administration (MD)	1500 ft. (0.28 mi.)
Mid-America Regional Council (Kansas City, MO)	1500 ft. (0.28 mi.)
NJTransit (NJ)	¼ - ½ mi.
Ontario Ministry of Transportation (Ontario)	400m (0.25 mi.)
Regional Plan Association (NY, NJ, CT Tri-metro area)	¼ mi.
Snohomish County Trans. Authority (Snohomish County, WA)	1000 ft. (0.19 mi.)

See: http://www.fairfaxcounty.gov/planning/tod_docs/walking_distance_research_slides.pdf

SOCIOECONOMIC FACTORS INFLUENCING TRANSIT RIDERSHIP

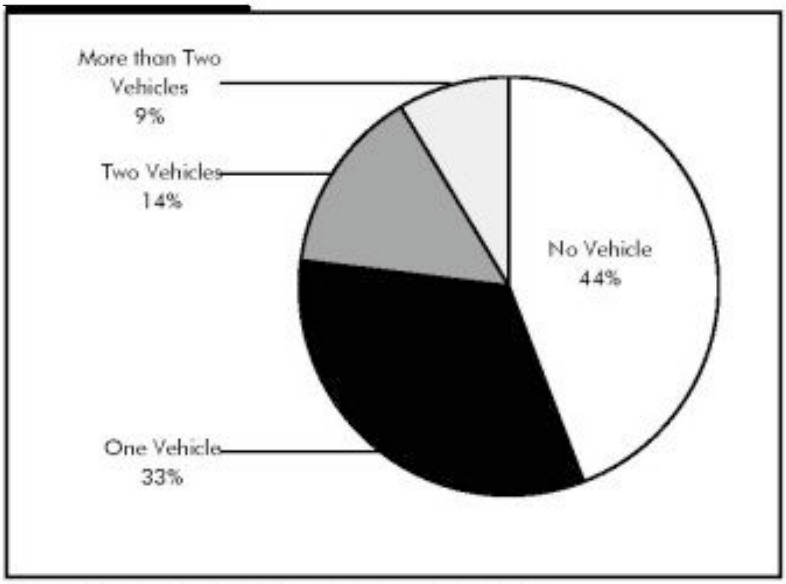
Many studies look at characteristics such as household income, percentage of rental households, and vehicle ownership to help explain transit ridership.[49]

A useful summary of national level data is included in the US Department of Transportation's 2004 Status of the Nation's Highways, Bridges, and Transit: Conditions and Performance Report to Congress (http://www.fhwa.dot.gov/policy/2004cpr/chap14.htm). A special section on the importance of transit contains findings from two major travel surveys—the National Household Travel Survey (NHTS) and the Transit Performance Monitoring System (TPMS). A major difference in the surveys is that NHTS respondents were contacted via telephone and TPMS surveyors collected data from onboard surveys. The report concludes that the TPMS results are "more likely to capture a representative set of responses for a particular operator in a particular area than a telephone survey such as NHTS. However, the aggregated TPMS data are not necessarily representative of the Nation." Key findings from both surveys are discussed below.

VEHICLE OWNERSHIP

The NHTS found that 44 percent of passengers using transit as their principal mode of travel were from households without vehicles. The TPMS survey, which was conducted in areas with a greater degree of transit dependency found that 70 percent of trips were made by individuals who did not own a vehicle. See Figure 19.

Figure A-1: Transit Passengers According to Household Vehicle Ownership



Source: National Household Travel Survey, FHWA, 2001.

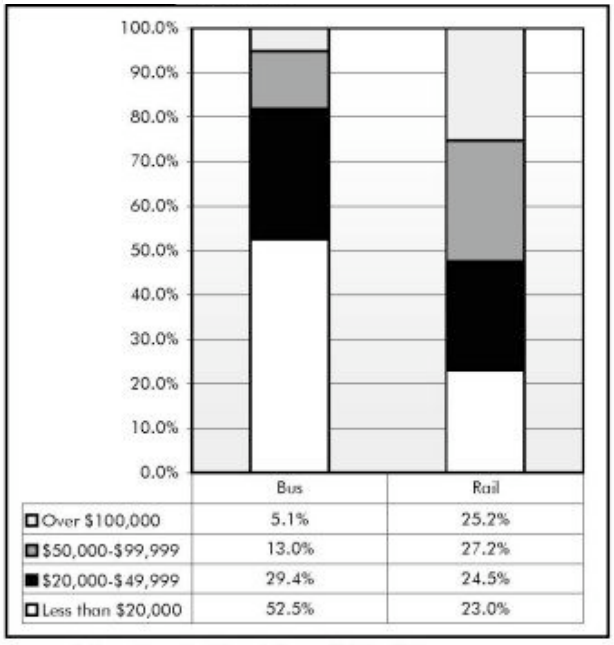
49 In a review of other literature, Michael Kuby, et al note: "Several studies have confirmed that ridership is higher among low-income households, which tend to locate in denser neighborhoods, thus placing more individuals without cars in walking distance of transit (e.g., Pushkarev and Zupan, 1977; Wachs, 1989)." (p. 227). In their own study, they used "percent renters within walking distance" as a measure of socioeconomic status and found that each increase of 1 percent households that rent leads to an additional 6.24 boardings. Kuby, Michael, et al. "Factors influencing light rail station boardings in the United States." Transportation Research Record Part A. 2003: 223-247.

INCOME LEVELS

The NHTS found that "43 percent of all transit users live in households with incomes of less than $20,000, indicating that many riders are from households at or below the poverty level. (The U.S. Bureau of the Census reported a 2002 poverty-level income threshold for a family of four with two children of $18,244. The latest poverty-level threshold for the same family in 2006 is $20,444). The report also notes that 12 percent of affluent riders (incomes of $100,000 or more) also use transit.

The report highlights that rail service is important to both low-income and affluent populations. While transit-dependent residents continue to be served, rail transit also attracts more affluent riders who are less likely to use the bus. NTHP survey data shows that households earning less $20,000 per year account for 23 percent of rail trips, while households with incomes of $100,000 and more account for 25 percent of the ridership.

Figure A-2: Income Distribution of Bus and Rail Riders by Income



	Bus	Rail
Over $100,000	5.1%	25.2%
$50,000-$99,999	13.0%	27.2%
$20,000-$49,999	29.4%	24.5%
Less than $20,000	52.5%	23.0%

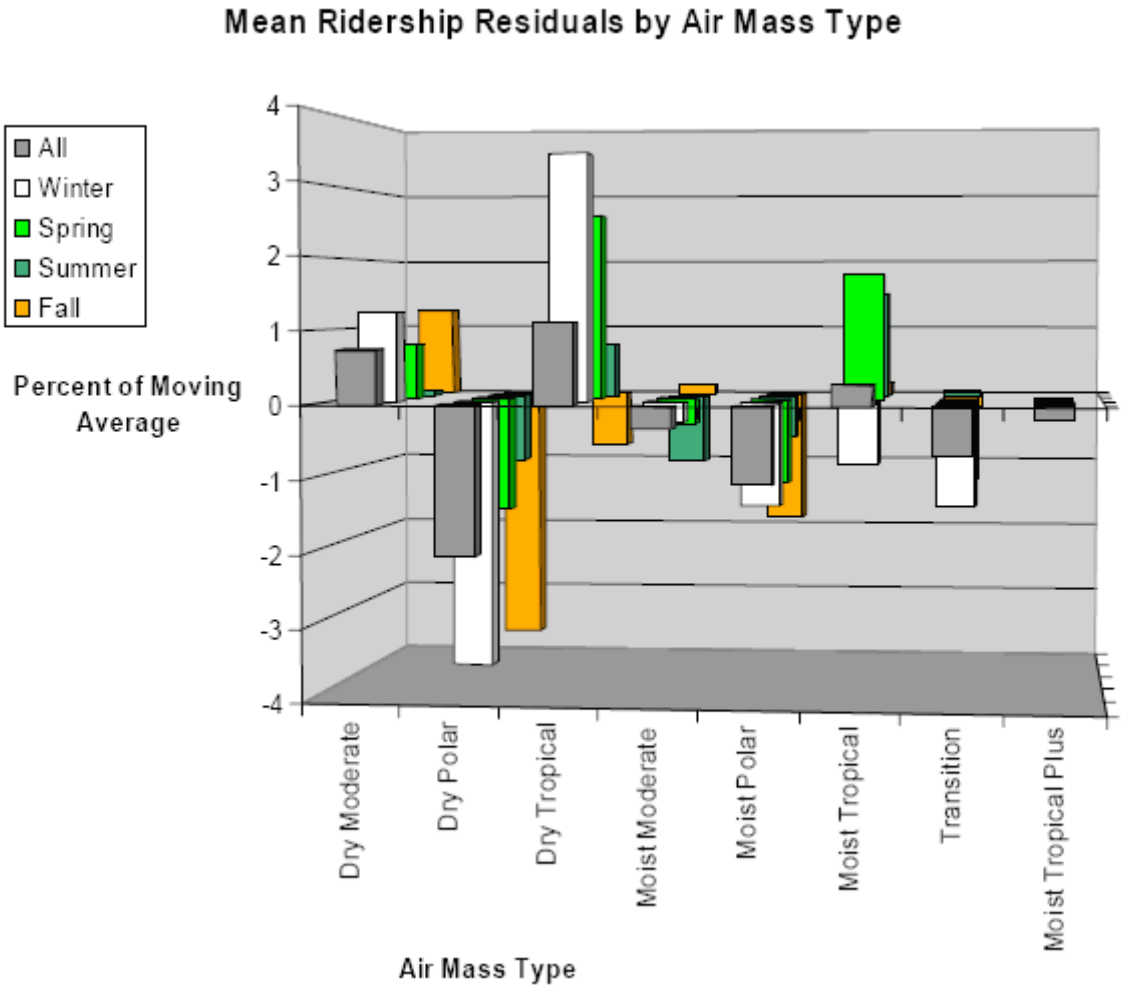
Source: National Household Travel Survey, FHWA, 2001.

The TPMS surveys were conducted in areas with greater numbers of low-income households. In this survey, 46 percent of trips were by people with annual household incomes of $20,000 or less while only 13 percent of had annual household incomes of $60,000 or more. Similarly, "TPMS found that low-income riders are more reliant on bus services than high-income earners and that rail attracts more riders from higher-income groups."

WEATHER

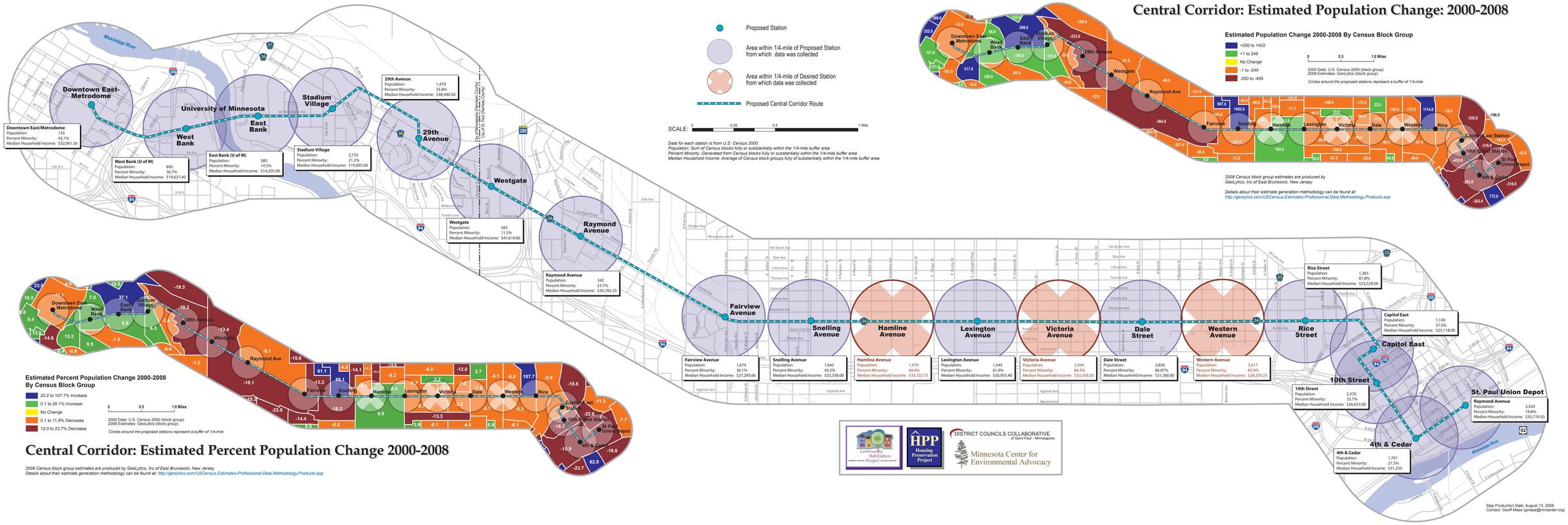
The effect of weather on transit ridership is rarely examined, yet would likely play a large role in places like the Twin Cities that have a more extreme winter climate. In addition to the study cited in the main body of the report, some of the same researchers also looked at how different air mass types affect transit ridership.[50] Presuming that a Twin Cities winter air mass would be characterized as "dry polar" (i.e. advected from Canada through circulation around a cold-core anticyclone. Lowest temperatures observed in a region for a particular time of year, as well as clear, dry conditions), we can see from the graph that this will have an adverse relationship on ridership.

Figure A-3: Affects of Weather Conditions on Transit Ridership



[50] Clancy, James, et al. "An analysis of air mass effects on the use of rail transit systems" (poster, undated.) http://caplter.asu.edu/docs/symposia/Symp2006/Clancy_etal.pdf

Central Corridor: Population, Minority and Income Characteristics within 1/4-Mile of Proposed Stations



Central Corridor: Estimated Population Change: 2000-2008

2008 Census block group estimates are produced by GeoLytics, Inc of East Brunswick, New Jersey

Details about their estimate generation methodology can be found at: http://geolytics.com/USCensus,Estimates-Professional,Data,Methodology,Products.asp

Central Corridor: Estimated Percent Population Change 2000-2008

2008 Census block group estimates are produced by GeoLytics, Inc of East Brunswick, New Jersey

Details about their estimate generation methodology can be found at: http://geolytics.com/USCensus,Estimates-Professional,Data,Methodology,Products.asp

Community Stabilization Project | HPP Housing Preservation Project | DISTRICT COUNCILS COLLABORATIVE of Saint Paul - Minneapolis | Minnesota Center for Environmental Advocacy

Map Production Date: August 13, 2008
Contact: Geoff Maas (gmaas@mncenter.org)

Central Corridor
Light Rail Transit

The DMJM Harris Team
413 Wacouta Street, Suite 400, St. Paul, Minnesota 55101
T 651.602.1910 F 651.602.1920 www.dmjmharris.com

Letter of Transmittal

Attention: Rich Rovang; Mark Fuhrmann Date: 12/19/07

Project reference: CCLRT Evaluation of Western, Victoria, and Hamline Station Options Project number: 60027097

We are sending you the following:

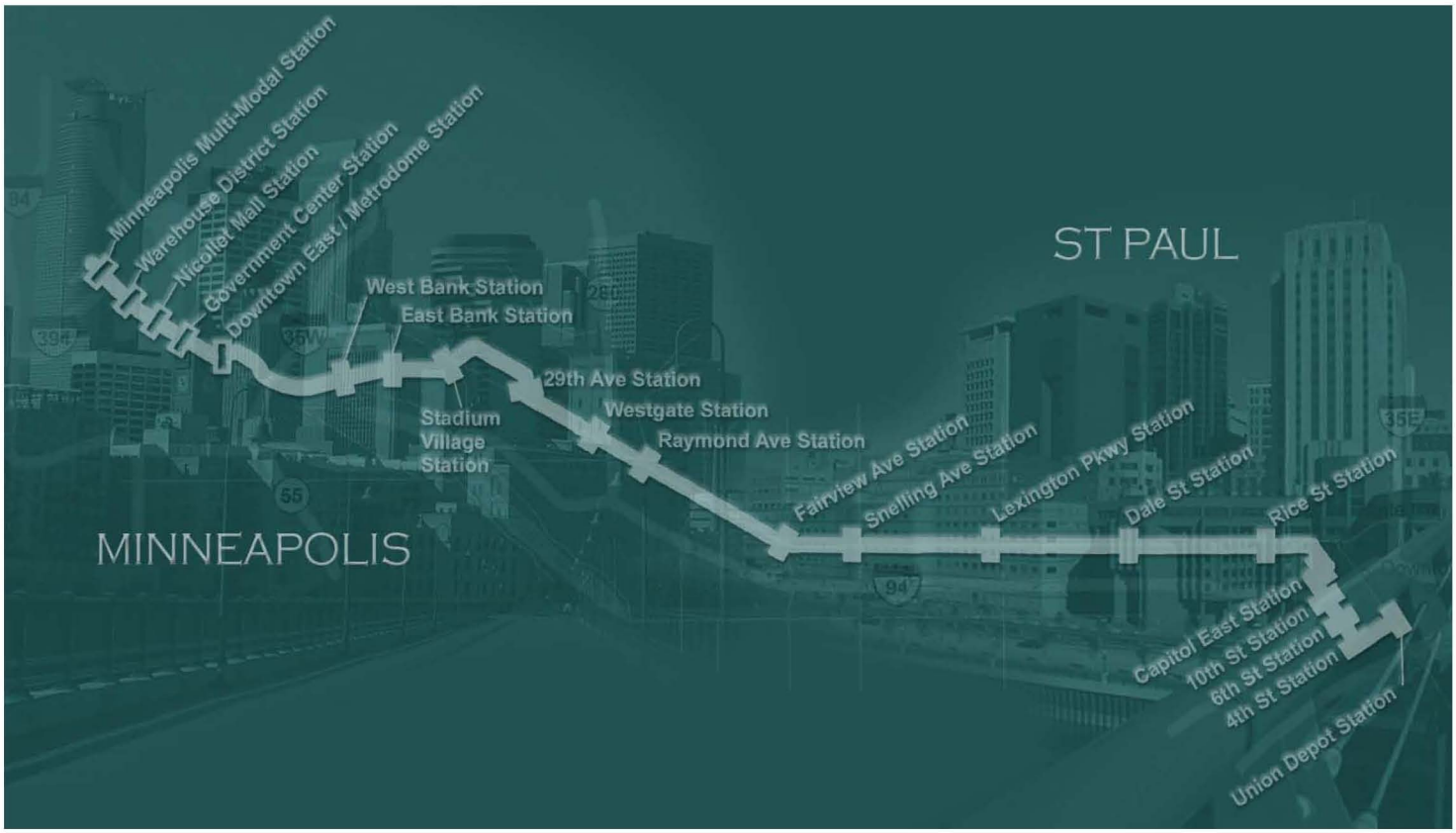
Number of originals:	Number of copies:	Description:
1		CCLRT Evaluation of Western, Victoria, and Hamline Station Options

Enclosed is the CCLRT Evaluation of Western, Victoria, and Hamline Station Options Please let me know if you have any questions.

Dennis Probst

Cc: Jim Alexander
Melanie Steinborn
Robin Caufmann
Chuck Hymes
John Hogan

DMJM HARRIS | AECOM



Central Corridor
Light Rail Transit
Metropolitan Council

Central Corridor Light Rail Transit

Evaluation of Western, Victoria, and Hamline Station Options
Issue # 15a, 15b, and 15c

December 2007
Document No.: 60027097.00002

Prepared for:
Metropolitan Council
St. Paul, MN

Central Corridor Light Rail Transit

Evaluation of Western, Victoria, and Hamline Station Options
Issue # 15a, 15b, and 15c

Prepared By: DMJM Harris
AECOM Consult
Connectics Transportation Group

Reviewed By: Jay Wetmore/DMJM Harris

The DMJM Harris Team
December 2007
Document No.: 60027097.00002

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Executive Summary

This technical memorandum evaluates the impacts of adding stations to the approved Locally Preferred Alternative (LPA) for the Central Corridor Light Rail Transit (CCLRT) project. It specifically considers adding a single station to the LPA at each of the following locations: Western, Victoria and Hamline. Each location is evaluated individually. A summary comparison of the LPA with these station options is found in Table 1.

Table 1: Summary of Station Analysis

	CCLRT LPA [1] versus Equilibrated Baseline	CCLRT with Station Options versus Equilibrated Baseline		
		Western	Victoria	Hamline
Characteristics				
Length of Alignment (new / existing in miles)[3]	9.43 / 1.24	9.43 / 1.24	9.43 / 1.24	9.43 / 1.24
Number of Stations (new / existing)[3]	16 / 5	17 / 5	17 / 5	17 / 5
Service Frequency (peak / off-peak in minutes)	7.5 / 10	7.5 / 10	7.5 / 10	7.5 / 10
Operating Run Times (minutes:seconds)	38.53	39:30	39:20	39:19
Exclusive Lanes	Yes	Yes	Yes	Yes
Projected Ridership, 2030				
Average Weekday CCLRT Boardings	43,940	43,520	43,530	43,510
Total Weekday Transit Boardings in Corridor	65,410	65,240	65,180	65,240
Benefits in Corridor				
Change in Corridor Boardings	5,520	5,350	5,290	5,350
Change in Transit Linked Trips (new riders)	6,210	6,180	6,130	6,120
Travel Time Savings (hours of user benefits)	7,976	7,939	7,885	7,873
User Benefits per Rider (minutes)	10.9	10.9	10.9	10.9
Costs (2007$ in millions)				
Total Capital Cost	$899.1	$904.6	$904.6	$904.6
Cost Effectiveness Index (CEI) [2]				
Incremental Cost per Hours of User Benefits	$26.05	$26.33	$26.51	$26.55

Source: DMJM Harris, AECOM Consult, and Connetics Transportation Group, 2007.

Note:
(1) Numbers have been updated since 2002 DEIS and 2006 FTA New Starts submittal to adjust for inflation and reflect most current information; these numbers will change, as the LPA design issues are resolved in the future.
(2) The CEI was calculated based on the FTA approved model and assumes a 331 annualization factor; FTA's CEI threshold is $23.99 for final design and construction.

(3) Existing reflects the common section with the Hiawatha LRT from the connection point between Central Corridor LRT and Hiawatha LRT to the Minneapolis Multimodal Station.

Key Findings

A summary of key findings for this analysis is as follows:

- **Operational Issues:** Each additional station would reduce the station spacing along University Avenue from approximately 1 mile to 0.5 miles apart; however, this would increase the CCLRT operating run times between 26 to 37 seconds depending upon the station.
- **Reduction in Ridership:** Each additional station would reduce the CCLRT average weekday boardings by approximately 400 riders due to increased travel times; the Western and Victoria stations would have lower ridership in comparison to all other stations on the line.
- **Shift in Station Boardings:** Each additional station would shift riders from the LPA stations that are adjacent to any of the station options due to close proximity; this would result in no additional new riders on the system in comparison to the LPA.
- **Increased Costs:** Increases overall costs of the CCLRT project with an additional station; the cost to construct a station is $5.5 million in 2007 dollars, which increases the overall capital costs of the LPA from $899.1 to $904.6 million in 2007 dollars.
- **Increased Right-of-Way**: Preservation of left turn lanes at any of the potential station locations may cause the need for additional right-of-way acquisition.
- **Decreased Cost Effectiveness:** Decreases cost effectiveness of the CCLRT project due to increased costs and reduced travel time savings; between $26.33 and $26.55 incremental cost per hours of user benefits is estimated with the additional stations in comparison to $26.05 for the LPA.
- **Access to Communities:** An additional station along University Avenue would provide greater access for the communities in those areas.
- **Development Opportunities**: An additional station would promote transit-oriented development in the surrounding neighborhoods, providing a catalyst for redevelopment efforts.

Conclusions

Adding any one of the three stations raises FTA's Cost Effectiveness Index (CEI) from $26.05 to between $26.33 and $26.55. The project needs to be under $24.00 to receive an FTA recommendation for entry into final design and construction funding from the New Starts program.

1.0 Overview

This technical memorandum evaluates three additional station options for the Central Corridor Light Rail Transit (CCLRT) project at Western, Victoria, and Hamline. It assesses ridership and travel time impacts in comparison to the approved Locally Preferred Alternative (LPA) for the CCLRT. Capital cost estimates for an additional station also were developed. This information was then used to determine the cost effectiveness of the CCLRT project with the proposed station options. Land use and development potential associated with the proposed station locations are also described. This station analysis culminates in a summary of findings, conclusions, and recommendations.

It should be noted that this technical memorandum assesses each of these potential station options individually. Thus, the impacts discussed would more than likely be cumulative if all three stations were to be implemented concurrently.

2.0 Description of Alternatives

This section provides a brief description of the CCLRT project for the LPA, as outlined in the Draft Environmental Impact Statement (DEIS) and approved by the Federal Transit Administration (FTA) for entry into preliminary engineering. The proposed station options for Western, Victoria, and Hamline are then defined, including the location, platform configuration, and operating assumptions. This information was used to calculate the capital costs, ridership, travel time savings, and cost effectiveness of the CCLRT project with these station options. For comparison, the LPA's costs, ridership, and travel time savings were derived from the DEIS and FTA New Starts Report for the CCLRT project, updated as needed for this analysis.

2.1 Station Locations

2.1.1 Locally Preferred Alternative

The LPA for the CCLRT project was approved following circulation of the DEIS in June 2006 and subsequently approved by the FTA for entry into preliminary engineering late 2006. The LPA alignment and station locations are delineated in Figure 1, with detailed characteristics found in Table 2. As shown, the LPA alignment for the CCLRT project is approximately 11 miles in length, connecting downtown Saint Paul and downtown Minneapolis; 9.43 miles would be newly constructed as part of the CCLRT project, while 1.24 miles of the CCLRT alignment would run on the existing Hiawatha LRT line in downtown Minneapolis. The LPA contains 21 stations, of which 16 would be new and five would be existing Hiawatha stations. The station spacing along University Avenue would generally be approximately 1 mile apart, with trains running at 7.5-minute peak and 10-minute off-peak headways in a dedicated right-of-way.

Figure 1: CCLRT Locally Preferred Alternative

Table 2: CCLRT Locally Preferred Alternative from DEIS

	Locally Preferred Alternative (1)
Characteristics	
Length of Alignment (new / existing in miles)	9.43 / 1.24
Number of Stations (new / existing)	16 / 5
Service Frequency (peak / off-peak in minutes)	7.5 / 10
Operating Run Times (minutes:seconds)	38:53
Exclusive Lanes	Yes
Projected Ridership, 2030	
Average Weekday CCLRT Boardings	43,940
Total Weekday Transit Boardings in Corridor	65,410
Travel Time Savings	
Incremental Hours of User Benefits versus Baseline	7,976
Costs (2007$ in millions)	
Total Capital Cost	$899.1
Cost Effectiveness Index (CEI)	
Incremental Cost per Hours of User Benefits (2)	$26.05

Source: DMJM Harris and AECOM Consult, 2007.
Note:
(1) Numbers have been updated since 2002 DEIS and 2006 FTA New Starts submittal to adjust for inflation and reflect most current information; these numbers will change, as the LPA design issues are resolved in the future.
(2) Assumes 331 annualization factor; FTA's CEI threshold is $23.99 for final design and construction.

2.1.2 Potential Station Options

The potential station options for this analysis include Western, Victoria, and Hamline, as shown in Figure 2. The locations of these potential stations would reduce the station spacing from approximately 1 mile to 0.5 miles along University Avenue. As shown, the proposed stations would be situated as follows:

- Western Avenue Station – between Rice Street and Dale Street Stations
- Victoria Street Station – between Dale Street and Lexington Parkway Stations
- Hamline Avenue Station – between Lexington Parkway and Snelling Avenue Stations

Detailed plan and profile drawings of these station locations are highlighted in Figure 3, Figure 4, and Figure 5. Presently, all three of these locations are designed to accommodate left turns along University Avenue. The anticipated platform configuration for these stations would be split side, with the typical cross section depicted in Figure 6. With split side platforms, the tracks would remain in the same location as shown on Figure 3 through Figure 5, with 14 feet between track centerlines. This configuration may require additional right-of-way to accommodate left turns.

Central Corridor Light Rail Transit

Figure 2: Potential Station Locations
Figure 1: Proposed Station Locations

Figure 3: Western Avenue Station Area

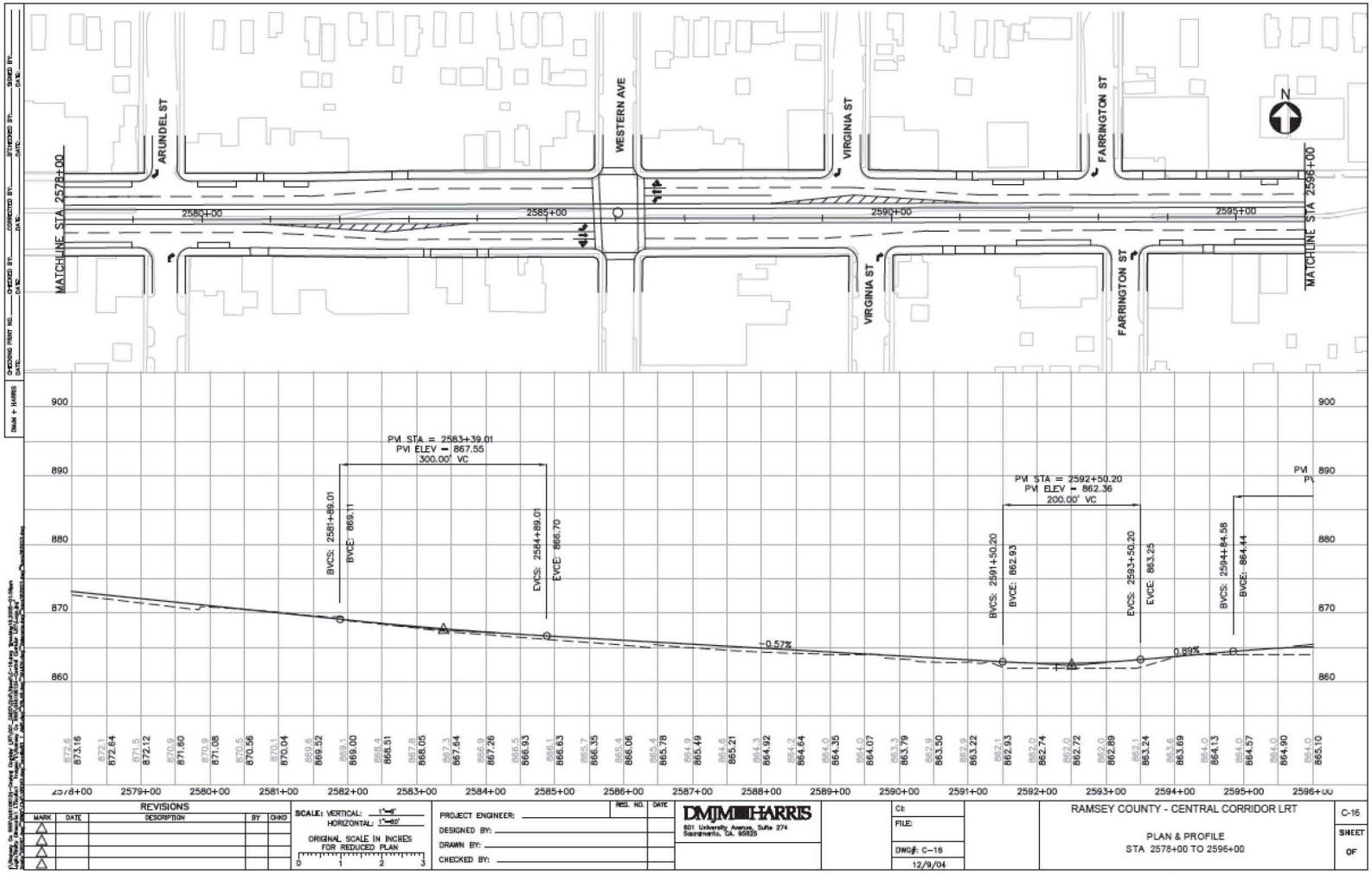


Figure 4: Victoria Street Station Area

Figure 3: Victoria Street Station Area

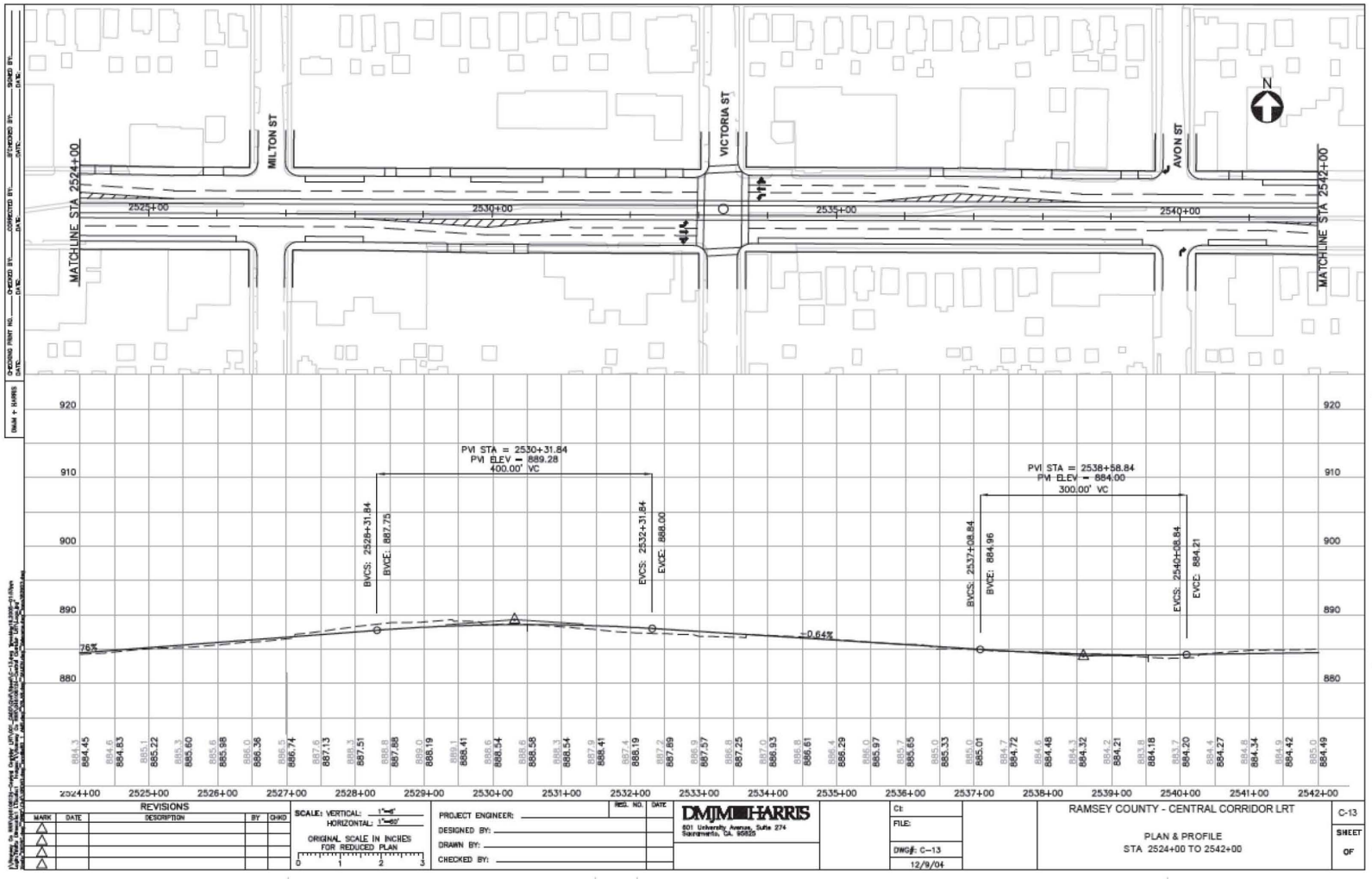


Figure 5: Hamline Avenue Station Area

Figure 4: Hamline Avenue Station Area

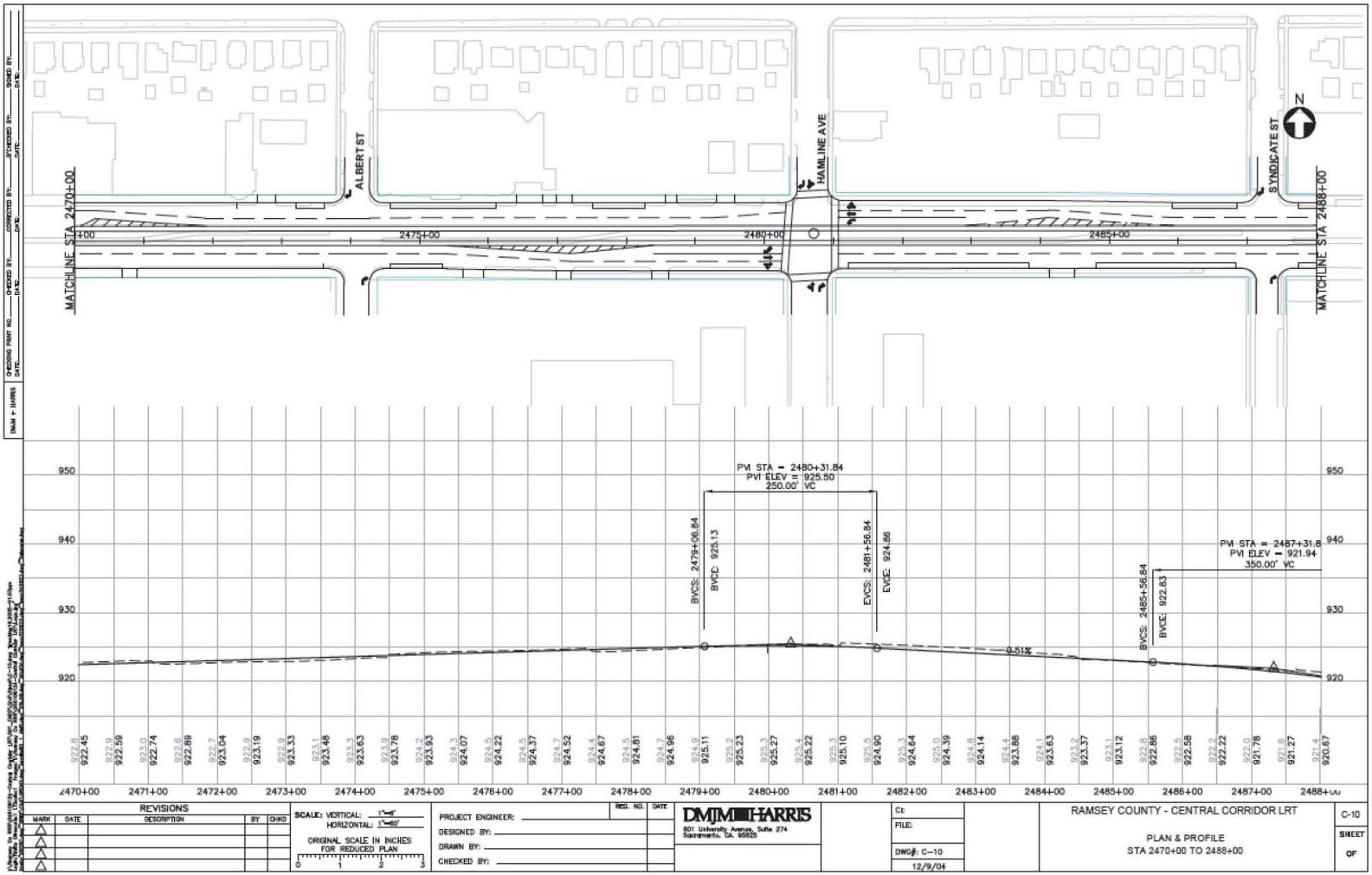
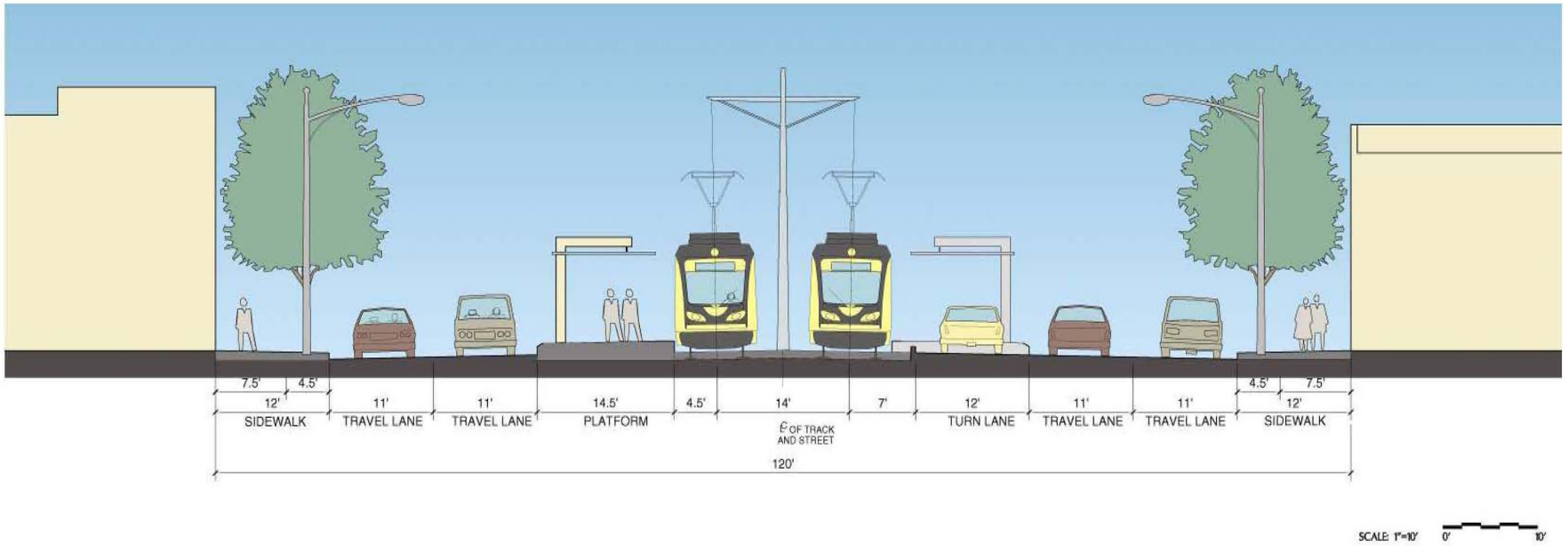


Figure 6: Split Side Platforms



Figures 6 above shows Preliminary Roadway Geometry

2.2 Operating Assumptions

Table 3 lists the operating run times required for these additional station options relative to the CCLRT LPA. The detailed station-to-station run times for each alternative can be found in Appendix A.

Table 3: CCLRT Run Times with Station Options

CCLRT Alternative	Operating Run Times (minutes:seconds)	Average Operating Speeds (miles per hour)
LPA	38:53	16.47
With Western Avenue Station	39:30	16.21
With Victoria Street Station	39:20	16.28
With Hamline Avenue Station	39:19	16.28

Source: Connetics Transportation Group, 2007.

Following are the assumptions used to develop the operating run times:

- The maximum acceleration rate is 3.0 miles per hour per second (mphps), with a diminishing acceleration curve at higher speeds (speeds over 25 miles per hour). A constant 3.0 mphps deceleration rate is assumed;
- Dwell times at stations were assumed at 15 to 20 seconds;
- Maximum in-street speeds are based on posted speed limits; and
- Average delays of 20 seconds were assumed at all signalized street crossings.

Based on these operating assumptions, the estimated one-way travel time for the LPA from the Saint Paul Union Depot to the Multimodal Terminal Station is 38 minutes and 53 seconds. This equates to 16.47 miles per hour (mph) average line operating speed. The addition of any one of the proposed new stations would result in additional end-to-end run times ranging anywhere from 26 to 37 seconds (depending on the specific station) Average operating speeds would also be reduced.

3.0 Results of Station Analysis

3.1 Capital Costs and Construction Issues

The total capital cost of the LPA is estimated at $899.1 million in 2007 dollars. The cost to add a station at any one of the three potential locations (Western, Victoria, or Hamline) is $5,501,710 in 2007 dollars. A breakdown of the capital costs associated with adding a new split side platform station is found in Table 4.

Table 4: Capital Costs to Add a Split Side Platform Station in 2007 dollars

Station Element	Costs in 2007 Dollars
Guideway and Track	$0
Stations Stops and Terminals	
• Side platform station (including platform electrical)	$2,339,841
Support Facilities (Yard and Shop)	$0
Sitework / Special Conditions	$0
Systems	
• Station Communications	$734,442
• Fare vending equipment (4 each)	$260,000
• Smart Card Validators (4 each)	$20,000
• Fare Collection Spare Parts (LS)	$21,000
Right-of-Way	$0
Vehicles	$0
Professional Services (30% construction)	
Engineering, Construction Admin, Insurance	$1,012,585
Unallocated Contingency	
30% Construction / 10% Professional Services	$1,113,843
Finance Costs	$0
Total Station Costs:	**$5,501,710**

Source: DMJM Harris, 2007.
Assumptions:
No Escalation as costs are in 2007 dollars.
No Finance Costs; assumed to be minimal and not included in CEI calculation.
No Trackwork, Support Facilities, Special Sitework, ROW, or vehicle fleet impacts.
No Signals System or Traction Power impacts (i.e., addition of station does not necessitate additional Traction Power Substations or Traffic Controls).

If any of these stations were added in the future, a split side platform is generally considered to have fewer impacts than a center platform configuration. As mentioned, the tracks could remain in the same location with a split side platform, while they would need to be widened to accommodate a center platform. With that said, since left turns are currently assumed at each of these intersections under the LPA, adding platforms in these locations could require roadway widening and right-of-way acquisition. This could affect on-street parking, sidewalks, utilities, and adjacent development in these potential station areas.

There are limited systems facilities that would need to be built to accommodate a station in the future, if these stations are not included initially as part of the LPA construction. However, system elements such as providing manholes for access to utilities and traction power substations at future platform locations could be considered, if needed at these locations.

3.2 Ridership and Travel Time Information

This section presents ridership and travel time information for the CCLRT LPA versus the CCLRT with the any one of the additional stations. It draws comparisons between the 2030 No Build, Equilibrated "New Starts" Baseline, LPA, and CCLRT with the station options. The results are summarized by total average weekday boardings in the corridor, average weekday boardings for CCLRT by direction and station, and benefits and cost effectiveness of corridor.

3.2.1 Total Average Weekday Boardings in Corridor

Table 5 shows the average weekday boardings for the year 2000 (observed and modeled), as well as the 2030 No Build, Baseline, Equilibrated Baseline, and CCLRT with station options. As shown in this table, the estimated average weekday boardings for the CCLRT ranges from 43,510 to 43,530 in the year 2030 with any one of the additional stations. This is approximately 400 riders less than the 43,940 boardings projected for the LPA.

Table 5: Total Average Weekday Boardings in Corridor, 2030

	2000		2030						
Route	Observed	Modeled	No-Build	Baseline	Equilibrated Baseline	CCLRT LPA	CCLRT with Western	CCLRT with Victoria	CCLRT with Hamline
16	15,920	21,800	30,110	4,390	3,520	4,430	4,360	4,400	4,470
21	16,940	7,760	13,820	13,740	13,660	13,460	13,500	13,450	13,480
50	3,310	440	930	29,670	34,120	0	0	0	0
94B	4,450	3,250	620	840	820	460	450	460	450
94C	--	1,210	550	580	560	440	450	450	440
94D	--	4,940	7,760	7,360	7,210	2,680	2,960	2,890	2,890
LRT	0	0	0	0	0	43,940	43,520	43,530	43,510
Total	**40,620**	**39,400**	**53,790**	**56,580**	**59,890**	**65,410**	**65,240**	**65,180**	**65,240**

Source: AECOM Consult, 2007.

3.2.2 Average Weekday Boardings for CCLRT by Direction and Station

Average weekday boardings by direction for the CCLRT alternatives are summarized in Table 6, Table 7, Table 8, and Table 9. "Eastbound" indicates trips to and from the St. Paul central business district (CBD), while "Westbound" indicates trips to and from the Minneapolis CBD. As shown in these tables, the station level boardings for the three proposed stations would be as follows:

- Western at 280
- Victoria at 320
- Hamline at 490

The Western and Victoria stations had lower projected boardings in comparison to all other stations along the line. The Hamline Station would be slightly higher in ridership than the Capitol East Stations (460).

Table 6: Average Weekday Boardings for CCLRT LPA, 2030

Station Name	Eastbound (Toward St. Paul)			Westbound (Toward Minneapolis)			Both Directions		
	Peak	Off-Peak	Total	Peak	Off-Peak	Total	Peak	Off-Peak	Total
Multimodal Terminal	400	230	630	230	60	290	630	290	920
Warehouse District/Hennepin Ave.	1,430	690	2,120	960	560	1,520	2,400	1,250	3,650
Nicollett Mall	2,840	690	3,530	2,280	1,540	3,820	5,120	2,230	7,350
Government Plaza	500	210	710	40	60	100	540	270	810
Downtown East/Metrodome	1,800	810	2,610	1,180	700	1,880	2,980	1,500	4,480
West Bank	700	160	860	310	180	490	1,010	340	1,350
East Bank	2,670	1,220	3,890	1,330	1,340	2,670	4,000	2,550	6,550
Stadium Village	270	100	370	160	150	310	430	250	680
29th Avenue	280	90	370	380	190	570	660	280	940
Westgate	350	110	460	410	290	700	750	400	1,150
Raymond	450	110	560	410	320	730	860	430	1,290
Fairview	650	170	820	790	460	1,250	1,440	630	2,070
Snelling	420	270	690	950	1,210	2,160	1,370	1,470	2,840
Lexington	130	110	240	500	330	830	630	440	1,070
Dale	90	80	170	360	220	580	450	300	750
Rice	190	50	240	700	390	1,090	880	440	1,320
Capitol East	300	140	440	20	10	30	320	140	460
10th Street	200	110	310	130	60	190	330	170	500
6th Street	820	440	1,260	1,020	690	1,710	1,840	1,130	2,970
4th Street	520	230	750	990	370	1,360	1,510	600	2,110
St. Paul Union Depot	140	90	230	330	120	450	470	210	680
Total	**15,150**	**6,110**	**21,260**	**13,480**	**9,250**	**22,730**	**28,620**	**15,320**	**43,940**

Totals may not add due to rounding. Source: AECOM Consult, 2007.

Table 7: Average Weekday Boardings for Western Station Area, 2030

Station Name	Eastbound (Toward St. Paul)			Westbound (Toward Minneapolis)			Both Directions		
	Peak	Off-Peak	Total	Peak	Off-Peak	Total	Peak	Off-Peak	Total
Multimodal Terminal	400	230	630	220	60	280	630	280	910
Warehouse District/Hennepin Ave.	1,410	690	2,100	950	550	1,500	2,360	1,240	3,600
Nicollett Mall	2,760	690	3,450	2,260	1,530	3,790	5,020	2,230	7,250
Government Plaza	500	210	710	40	60	100	540	270	810
Downtown East/Metrodome	1,780	800	2,580	1,170	690	1,860	2,950	1,490	4,440
West Bank	700	160	860	310	180	490	1,000	340	1,340
East Bank	2,670	1,220	3,890	1,320	1,340	2,660	3,990	2,550	6,540
Stadium Village	270	100	370	150	150	300	430	240	670
29th Avenue	280	90	370	380	190	570	660	280	940
Westgate	350	110	460	400	290	690	750	400	1,150
Raymond	450	110	560	410	320	730	860	430	1,290
Fairview	650	170	820	790	460	1,250	1,440	630	2,070
Snelling	410	260	670	950	1,200	2,150	1,360	1,470	2,830
Lexington	110	110	220	500	330	830	610	440	1,050
Dale	80	80	160	360	210	570	440	290	730
Western	60	30	90	130	60	190	190	90	280
Rice	160	40	200	600	330	930	750	370	1,120
Capitol East	290	140	430	20	10	30	310	140	450
10th Street	180	110	290	130	60	190	310	170	480
6th Street	750	430	1,180	980	690	1,670	1,730	1,120	2,850
4th Street	490	230	720	960	370	1,330	1,460	600	2,060
St. Paul Union Depot	140	90	230	320	110	430	460	200	660
Total	**14,890**	**6,100**	**20,990**	**13,350**	**9,190**	**22,540**	**28,250**	**15,270**	**43,520**

Totals may not add due to rounding. Source: AECOM Consult, 2007.

Table 8: Average Weekday Boardings with Victoria Station, 2030

Station Name	Eastbound (Toward St. Paul)			Westbound (Toward Minneapolis)			Both Directions		
	Peak	Off-Peak	Total	Peak	Off-Peak	Total	Peak	Off-Peak	Total
Multimodal Terminal	400	230	630	220	60	280	630	280	910
Warehouse District/Hennepin Ave.	1,420	690	2,110	950	550	1,500	2,370	1,250	3,620
Nicollett Mall	2,770	690	3,460	2,260	1,530	3,790	5,030	2,230	7,260
Government Plaza	500	210	710	30	50	80	530	270	800
Downtown East/Metrodome	1,790	800	2,590	1,170	690	1,860	2,960	1,490	4,450
West Bank	700	160	860	310	180	490	1,000	340	1,340
East Bank	2,670	1,220	3,890	1,320	1,340	2,660	3,990	2,550	6,540
Stadium Village	270	100	370	150	150	300	430	240	670
29th Avenue	280	90	370	380	190	570	660	280	940
Westgate	350	110	460	400	290	690	750	400	1,150
Raymond	450	110	560	410	320	730	860	430	1,290
Fairview	650	170	820	790	460	1,250	1,440	630	2,070
Snelling	410	260	670	950	1,200	2,150	1,360	1,460	2,820
Lexington	110	30	140	480	310	790	590	340	930
Victoria	60	90	150	100	60	160	160	160	320
Dale	70	70	140	270	170	440	340	240	580
Rice	180	50	230	680	380	1,060	860	430	1,290
Capitol East	300	130	430	20	10	30	320	140	460
10th Street	180	110	290	130	60	190	310	170	480
6th Street	770	430	1,200	990	680	1,670	1,760	1,120	2,880
4th Street	510	230	740	960	370	1,330	1,480	590	2,070
St. Paul Union Depot	140	90	230	320	110	430	460	200	660
Total	**14,980**	**6,070**	**21,050**	**13,290**	**9,160**	**22,450**	**28,290**	**15,240**	**43,530**

Totals may not add due to rounding. Source: AECOM Consult, 2007.

Table 9: Average Weekday Boardings with Hamline Station, 2030

Station Name	Eastbound (Toward St. Paul)			Westbound (Toward Minneapolis)			Both Directions		
	Peak	Off-Peak	Total	Peak	Off-Peak	Total	Peak	Off-Peak	Total
Multimodal Terminal	400	230	630	220	60	280	630	280	910
Warehouse District/Hennepin Ave.	1,420	690	2,110	950	550	1,500	2,370	1,250	3,620
Nicollett Mall	2,770	690	3,460	2,260	1,530	3,790	5,030	2,230	7,260
Government Plaza	500	210	710	30	50	80	530	270	800
Downtown East/Metrodome	1,790	800	2,590	1,170	690	1,860	2,960	1,490	4,450
West Bank	700	160	860	310	180	490	1,000	340	1,340
East Bank	2,670	1,220	3,890	1,320	1,340	2,660	3,990	2,550	6,540
Stadium Village	270	100	370	150	150	300	430	250	680
29th Avenue	280	90	370	380	190	570	660	280	940
Westgate	350	110	460	400	290	690	750	400	1,150
Raymond	450	110	560	410	320	730	860	430	1,290
Fairview	650	170	820	790	460	1,250	1,440	630	2,070
Snelling	380	220	600	850	1,090	1,940	1,220	1,310	2,530
Hamline	70	40	110	200	180	380	270	220	490
Lexington	100	110	210	410	260	670	510	370	880
Dale	80	80	160	350	210	560	440	290	730
Rice	180	50	230	680	380	1,060	860	430	1,290
Capitol East	290	130	420	20	10	30	320	140	460
10th Street	180	110	290	130	60	190	310	170	480
6th Street	770	430	1,200	990	680	1,670	1,760	1,120	2,880
4th Street	500	220	720	970	370	1,340	1,470	590	2,060
St. Paul Union Depot	140	90	230	320	110	430	460	200	660
Total	**14,940**	**6,060**	**21,000**	**13,310**	**9,160**	**22,470**	**28,270**	**15,240**	**43,510**

Totals may not add due to rounding. Source: AECOM Consult, 2007.

In addition, the LPA stations located on either side of these potential stations would experience a loss in ridership in comparison to the LPA, as shown in Table 10. This loss indicates that riders would shift from the LPA stations to the proposed stations due to their close proximity. As such, only the Western Ave Station generates new riders at 60, but does not compensate for the loss of riders at other stations. No additional new riders would be generated by either of the other two proposed stations in comparison to the LPA. Further, the increased operating run times with any one of the added stations would impact the system for existing riders, resulting in a slightly lower total ridership. As a result, the overall CCLRT average weekday boardings with any one of these potential stations would be less.

Table 10: Average Weekday Boardings at Potential and Adjacent Stations, 2030

Station Names	CCLRT LPA	CCLRT With Hamline	CCLRT With Victoria	CCLRT With Western
Snelling Avenue	2,840	2,530	2,820	2,830
Hamline Avenue	--	490	--	--
Lexington Parkway	1,070	880	930	1,050
Victoria Street	--	--	320	--
Dale Street	750	730	580	730
Western Avenue	--	--	--	280
Rice Street	1,320	1,290	1,290	1,120

Source: AECOM Consult, 2007.

3.2.3 Benefits and Cost Effectiveness of Corridor

Table 11 summarizes the 2030 average weekday benefits of the CCLRT line over the Equilibrated Baseline in the corridor. Change in corridor boardings, new riders, user benefits, and user benefits per rider are presented as well as the Cost Effectiveness Index (CEI). The CEI was calculated based on the FTA approved model.

Table 11: Benefits and Cost Effectiveness of Corridor, 2030

	CCLRT LPA (1) versus Equilibrated Baseline	CCLRT with Station Options versus Equilibrated Baseline		
		Western	Victoria	Hamline
Benefits in Corridor				
Change in Corridor Boardings	5,520	5,350	5,290	5,350
Change in Transit Linked Trips (new riders)	6,210	6,180	6,130	6,120
Travel Time Savings (hours of user benefits)	7,976	7,939	7,885	7,873
User Benefits per Rider (minutes)	10.9	10.9	10.9	10.9
Cost Effectiveness Index (CEI) (2)				
Incremental Cost per Hours of User Benefits	$26.05	$26.33	$26.51	$26.55

Source: AECOM Consult, 2007.

Note:
(1) Numbers have been updated since 2002 DEIS and 2006 FTA New Starts submittal to adjust for inflation and reflect most current information; these numbers will change, as the LPA design issues are resolved in the future.
(2) Assumes 331 annualization factor; FTA's CEI threshold is $23.99 for final design and construction.

In addition to the decrease in ridership, the addition of any one of the three stations would cause a drop in user benefits relative to the LPA. As shown in Table 11, the LPA is expected to generate 7,976 hours of user benefits in comparison to the Equilibrated Baseline. This would be reduced to between 7,873 and 7,939 caused by the drop in ridership, as well as the increased operating run times with the addition of any one of the station options.

The increase in capital costs, coupled with the slight decline in user benefits results in a worsening of the FTA's Cost Effectiveness Index as measured by the annual incremental cost per hours of user benefits. The CEI for the LPA is $26.05, increasing to between $26.33 and $26.55 for the CCLRT project with any one of the additional station options.

These CEI numbers for the CCLRT with the station options are not sufficient to achieve entry into final design and ultimately receive federal New Starts funding for construction. The FTA's CEI threshold for entry into the final design phase in the New Starts process is reduced to $23.99 versus $29.99 for entry into preliminary engineering. As such, cost saving measures will need to be considered and implemented during preliminary engineering to advance the LPA into the final design phase of project development.

3.3 Land Use and Development Potential

Land use patterns along University Avenue include a varied mix of urban forms, including older storefronts on small parcels immediately adjacent to sidewalks, large regional shopping centers, small and large office and medical buildings, commercial warehouses, and automobile sales and service businesses. In general, the University Avenue portion of the Central Corridor has a land use pattern, including a mix of retail, office, light industrial, and residential land uses that support transit service.

With this in mind, the City of Saint Paul prepared a Central Corridor Development Strategy in April 2007. This document was approved by Saint Paul's City Council in October 2007. The document establishes a vision and set of strategies for how the Central Corridor should grow and change over the next 25 to 30 years in response to the CCLRT investment. This will include such things as regulatory changes and station area planning, as well as special studies and initiatives related to housing, parking management, strengthening local businesses, public art, pedestrian connections, and more.

One of the major themes in the Central Corridor Development Strategy is to preserve opportunities for future stations. Specifically, the plan identifies three potential additional station locations at Western Avenue, Victoria Street, and Hamline Avenue, where stations should be considered along University Avenue. This is based on interest express by local residents. The Strategy recognizes that if these stations cannot be added initially, accommodations for future stations could include:

Ensuring base infrastructure is put in place to minimize the cost of adding stations in the future;

- Promoting transit-supportive densities and mix of uses along possible routes;
- Planning future parks and open spaces; and
- Creating and/or revising of precinct of small area plans.

As such, these station areas would promote development opportunities in these communities. Further, access to the existing and proposed land uses would be enhanced with additional stations.

4.0 Summary

This technical memorandum evaluates the impacts of adding stations to the approved Locally Preferred Alternative (LPA) for the Central Corridor Light Rail Transit (CCLRT) project. It specifically considers adding a single station to the LPA at each of the following locations: Western, Victoria, and Hamline. Each location is evaluated individually. A summary comparison of the approved LPA to the CCLRT project with these station options is found in Table 12.

Table 12: Summary of Station Analysis

	CCLRT LPA [1] versus Equilibrated Baseline	CCLRT with Station Options versus Equilibrated Baseline		
		Western	Victoria	Hamline
Characteristics				
Length of Alignment (new / existing in miles)[3]	9.43 / 1.24	9.43 / 1.24	9.43 / 1.24	9.43 / 1.24
Number of Stations (new / existing)[3]	16 / 5	17 / 5	17 / 5	17 / 5
Service Frequency (peak / off-peak in minutes)	7.5 / 10	7.5 / 10	7.5 / 10	7.5 / 10
Operating Run Times (minutes:seconds)	38.53	39:30	39:20	39:19
Exclusive Lanes	Yes	Yes	Yes	Yes
Projected Ridership, 2030				
Average Weekday CCLRT Boardings	43,940	43,520	43,530	43,510
Total Weekday Transit Boardings in Corridor	65,410	65,240	65,180	65,240
Benefits in Corridor				
Change in Corridor Boardings	5,520	5,350	5,290	5,350
Change in Transit Linked Trips (new riders)	6,210	6,180	6,130	6,120
Travel Time Savings (hours of user benefits)	7,976	7,939	7,885	7,873
User Benefits per Rider (minutes)	10.9	10.9	10.9	10.9
Costs (2007$ in millions)				
Total Capital Cost	$899.1	$904.6	$904.6	$904.6
Cost Effectiveness Index (CEI) [2]				
Incremental Cost per Hours of User Benefits	$26.05			

Source: DMJM Harris, AECOM Consult, and Connetics Transportation Group, 2007.

Note:
(1) Numbers have been updated since 2002 DEIS and 2006 FTA New Starts submittal to adjust for inflation and reflect most current information; these numbers will change, as the LPA design issues are resolved in the future.
(2) The CEI was calculated basedon the FTA approved model and assumes a 331 annualization factor; FTA's CEI threshold is $23.99 for final design and construction.
(3) Existing reflects the common section with the Hiawatha LRT from the connection point between Central Corridor LRT and Hiawatha LRT to the Minneapolis Multimodal Station.

4.1 Key Findings

A summary of key findings for this station analysis is as follows:

- **Operational Issues:** Each additional station would reduce the station spacing along University Avenue from approximately 1 mile to 0.5 miles apart; however, this would increase the CCLRT operating run times between 26 to 37 seconds per station.
- **Reduction in Ridership:** Each additional station would reduce the CCLRT average weekday boardings by approximately 400 riders due to increased travel times; the Western and Victoria stations

would have lower ridership in comparison to all other stations on the line.

- **Shift in Station Boardings:** Each additional station would shift riders from the LPA stations that are adjacent to any of the station options due to close proximity; this would result in no additional new riders on the system in comparison to the LPA.
- **Increased Costs:** Increases overall costs of the CCLRT project with an additional station; the cost to construct a station is $5.5 million in 2007 dollars, which increases the overall capital costs of the LPA from $899.1 to $904.6 million in 2007 dollars.
- **Decreased Cost Effectiveness:** Decreases cost effectiveness of the CCLRT project due to increased costs and reduced travel time savings; between $26.33 and $26.55 incremental cost per hours of user benefits is estimated with the additional stations in comparison to $26.05 for the LPA.
- **Access to Communities:** Additional stations along University Avenue would provide greater access for the communities in those areas.
- **Development Opportunities**: An LRT station could promote transit-oriented development in the surrounding neighborhoods, providing a catalyst for redevelopment efforts.

4.2 Conclusions and Recommendations

Adding any one of the three stations raises FTA's Cost Effectiveness Index (CEI) from $26.05 to between $26.33 and $26.55. The project needs to be under $24.00 to receive an FTA recommendation for entry into final design and construction funding from the New Starts program.

Appendix A

Operating Run Times

Table 13A: CCLRT Run Times for LPA

Station	Max Spd . (mph)	Feet	Distance Miles	Total	Run Time (hr:min:sec)	Delay Time (hr:min:sec)	Dwell Time (hr:min:sec)	Total Time (hr:min:sec)
St. Paul Union Depot				**0.00**			**0:00:00**	**0:00:00**
	25	1,216	0.23		0:00:41	0:00:21		
4th Street				**0.23**			**0:00:20**	**0:01:22**
	15	227	0.04		0:00:14	0:00:07		
Begin Curve				0.27			0:00:00	0:01:43
	5	103	0.02		0:00:14	0:00:07		
End Curve				0.29			0:00:00	0:02:04
	20	948	0.18		0:00:38	0:00:14		
6th Avenue				**0.47**			**0:00:20**	**0:03:16**
	20	1,361	0.26		0:00:53	0:00:14		
10th Avenue				**0.73**			**0:00:20**	**0:04:43**
	15	360	0.07		0:00:20	0:00:07		
Begin Curve				0.80			0:00:00	0:05:10
	5	144	0.03		0:00:20	0:00:07		
End Curve				0.83			0:00:00	0:05:37
	20	640	0.12		0:00:26	0:00:00		
Begin Curve				0.95			0:00:00	0:06:03
	5	144	0.03		0:00:20	0:00:07		
End Curve				0.97			0:00:00	0:06:30
	15	460	0.09		0:00:25	0:00:07		
Capitol East				**1.06**			**0:00:20**	**0:07:22**
	20	740	0.14		0:00:34	0:00:05		
Begin Curve				1.20			0:00:00	0:08:01
	10	144	0.03		0:00:10	0:00:05		
End Curve				1.23			0:00:00	0:08:16
	35	2,000	0.38		0:00:48	0:00:15		
Rice Street				**1.61**			**0:00:15**	**0:09:34**
	35	5,155	0.98		0:01:52	0:00:14		
Dale Street				**2.58**			**0:00:15**	**0:11:55**
	35	5,210	0.99		0:01:53	0:00:20		
Lexington Parkway				**3.57**			**0:00:15**	**0:14:23**
	35	5,227	0.99		0:01:54	0:00:25		
Snelling Avenue				**4.56**			**0:00:20**	**0:17:02**
	35	1,887	0.36		0:00:43	0:00:10		
Begin Curve				4.92			0:00:00	0:17:55
	35	474	0.09		0:00:09	0:00:07		
End Curve				5.01			0:00:00	0:18:11
	35	322	0.06		0:00:12	0:00:00		
Fairview Avenue				**5.07**			**0:00:15**	**0:18:38**
	35	5,144	0.97		0:01:52	0:00:20		
Raymond Avenue				**6.04**			**0:00:15**	**0:21:05**
	35	3,381	0.64		0:01:18	0:00:20		
Westgate Drive				**6.68**			**0:00:15**	**0:22:58**
	35	2,268	0.43		0:00:54	0:00:07		
Begin Curve				7.11			0:00:00	0:23:59
	5	93	0.02		0:00:13	0:00:07		
End Curve				7.13			0:00:00	0:24:19
	15	247	0.05		0:00:15	0:00:00		
29th Avenue				**7.18**			**0:00:15**	**0:24:49**
	5	41	0.01		0:00:06	0:00:00		
Begin Curve				7.18			0:00:00	0:24:55
	15	144	0.03		0:00:08	0:00:07		
End Curve				7.21			0:00:00	0:25:10
	25	289	0.05		0:00:09	0:00:00		
Begin Curve				7.27			0:00:00	0:25:19
	20	124	0.02		0:00:04	0:00:00		
End Curve				7.29			0:00:00	0:25:23
	35	1,691	0.32		0:00:34	0:00:00		
Begin Curve				7.61			0:00:00	0:25:57
	30	825	0.16		0:00:19	0:00:00		
End Curve				7.77			0:00:00	0:26:16
	35	691	0.13		0:00:20	0:00:00		
Stadium Village				**7.90**			**0:00:15**	**0:26:51**

Station	Max Spd . (mph)	Feet	Distance Miles	Total	Run Time (hr:min:sec)	Delay Time (hr:min:sec)	Dwell Time (hr:min:sec)	Total Time (hr:min:sec)
Stadium Village				**7.90**			**0:00:15**	**0:26:51**
	10	82	0.02		0:00:07	0:00:00		
Begin Curve				7.91			0:00:00	0:26:58
	25	330	0.06		0:00:10	0:00:00		
End Curve				7.98			0:00:00	0:27:08
	50	1,876	0.36		0:00:38	0:00:00		
East Bank				**8.33**			**0:00:15**	**0:28:01**
	10	93	0.02		0:00:08	0:00:00		
Begin Curve				8.35			0:00:00	0:28:09
	30	247	0.05		0:00:08	0:00:00		
End Curve				8.40			0:00:00	0:28:17
	50	2,113	0.40		0:00:40	0:00:00		
West Bank				**8.80**			**0:00:15**	**0:29:12**
	35	567	0.11		0:00:17	0:00:00		
Begin Curve				8.90			0:00:00	0:29:29
	45	753	0.14		0:00:12	0:00:00		
End Curve				9.05			0:00:00	0:29:41
	50	907	0.17		0:00:13	0:00:00		
Begin Curve				9.22			0:00:00	0:29:54
	40	412	0.08		0:00:07	0:00:00		
End Curve				9.30			0:00:00	0:30:01
	40	165	0.03		0:00:03	0:00:00		
Begin Curve				9.33			0:00:00	0:30:04
	30	247	0.05		0:00:05	0:00:00		
End Curve				9.37			0:00:00	0:30:09
	15	309	0.06		0:00:14	0:00:00		
Connect to Hiawatha LRT Line				9.43			0:00:00	0:30:23
	15	41	0.01		0:00:02	0:00:00		
Begin Curve				9.44			0:00:00	0:30:25
	20	349	0.07		0:00:12	0:00:00		
End Curve				9.51			0:00:00	0:30:37
	25	410	0.08		0:00:16	0:00:07		
Downtown East / Metrodome				**9.58**			**0:00:15**	**0:31:15**
	10	51	0.01		0:00:05	0:00:00		
Begin Curve				9.59			0:00:00	0:31:20
	10	256	0.05		0:00:17	0:00:07		
End Curve				9.64			0:00:00	0:31:44
	15	1,426	0.27		0:01:08	0:00:30		
Government Plaza				**9.91**			**0:00:20**	**0:33:42**
	15	667	0.13		0:00:33	0:00:20		
Begin Curve				10.04			0:00:00	0:34:35
	15	267	0.05		0:00:12	0:00:07		
End Curve				10.09			0:00:00	0:34:54
	15	308	0.06		0:00:16	0:00:00		
Nicollett Mall				**10.15**			**0:00:20**	**0:35:30**
	5	41	0.01		0:00:06	0:00:00		
Begin Curve				10.15			0:00:00	0:35:36
	15	195	0.04		0:00:10	0:00:13		
End Curve				10.19			0:00:00	0:35:59
	15	338	0.06		0:00:15	0:00:00		
Begin Curve				10.26			0:00:00	0:36:14
	15	103	0.02		0:00:05	0:00:10		
End Curve				10.28			0:00:00	0:36:29
	15	297	0.06		0:00:16	0:00:00		
Warehouse District/Hennepin Ave.				**10.33**			**0:00:20**	**0:37:05**
	15	1,802	0.34		0:01:27	0:00:21		
Multimodal Terminal				**10.67**			**0:00:00**	**0:38:53**
TOTAL		56,352	10.67	**10.67**	**0:27:20**	**0:06:08**	**0:05:25**	**0:38:53**
							Avg Speed =	**16.47**

Table 14A: CCLRT Run Times with Western Station

Station	Max Spd . (mph)	Feet	Distance Miles	Total	Run Time (hr:min:sec)	Delay Time (hr:min:sec)	Dwell Time (hr:min:sec)	Total Time (hr:min:sec)
St. Paul Union Depot				**0.00**			**0:00:00**	**0:00:00**
	25	1,216	0.23		0:00:41	0:00:21		
4th Street				**0.23**			**0:00:20**	**0:01:22**
	15	227	0.04		0:00:14	0:00:07		
Begin Curve				0.27			0:00:00	0:01:43
	5	103	0.02		0:00:14	0:00:07		
End Curve				0.29			0:00:00	0:02:04
	20	948	0.18		0:00:38	0:00:14		
6th Avenue				**0.47**			**0:00:20**	**0:03:16**
	20	1,361	0.26		0:00:53	0:00:14		
10th Avenue				**0.73**			**0:00:20**	**0:04:43**
	15	360	0.07		0:00:20	0:00:07		
Begin Curve				0.80			0:00:00	0:05:10
	5	144	0.03		0:00:20	0:00:07		
End Curve				0.83			0:00:00	0:05:37
	20	640	0.12		0:00:26	0:00:00		
Begin Curve				0.95			0:00:00	0:06:03
	5	144	0.03		0:00:20	0:00:07		
End Curve				0.97			0:00:00	0:06:30
	15	460	0.09		0:00:25	0:00:07		
Capitol East				**1.06**			**0:00:20**	**0:07:22**
	20	740	0.14		0:00:34	0:00:05		
Begin Curve				1.20			0:00:00	0:08:01
	10	144	0.03		0:00:10	0:00:05		
End Curve				1.23			0:00:00	0:08:16
	35	2,000	0.38		0:00:48	0:00:15		
Rice Street				**1.61**			**0:00:15**	**0:09:34**
	35	2,480	0.47		0:01:00	0:00:14		
Western Avenue				**2.08**			**0:00:15**	**0:11:03**
	35	2,675	0.51		0:01:04	0:00:10		
Dale Street				**2.58**			**0:00:15**	**0:12:32**
	35	5,210	0.99		0:01:53	0:00:20		
Lexington Parkway				**3.57**			**0:00:15**	**0:15:00**
	35	5,227	0.99		0:01:54	0:00:25		
Snelling Avenue				**4.56**			**0:00:20**	**0:17:39**
	35	1,887	0.36		0:00:43	0:00:10		
Begin Curve				4.92			0:00:00	0:18:32
	35	474	0.09		0:00:09	0:00:07		
End Curve				5.01			0:00:00	0:18:48
	35	322	0.06		0:00:12	0:00:00		
Fairview Avenue				**5.07**			**0:00:15**	**0:19:15**
	35	5,144	0.97		0:01:52	0:00:20		
Raymond Avenue				**6.04**			**0:00:15**	**0:21:42**
	35	3,381	0.64		0:01:18	0:00:20		
Westgate Drive				**6.68**			**0:00:15**	**0:23:35**
	35	2,268	0.43		0:00:54	0:00:07		
Begin Curve				7.11			0:00:00	0:24:36
	5	93	0.02		0:00:13	0:00:07		
End Curve				7.13			0:00:00	0:24:56
	15	247	0.05		0:00:15	0:00:00		
29th Avenue				**7.18**			**0:00:15**	**0:25:26**
	5	41	0.01		0:00:06	0:00:00		
Begin Curve				7.18			0:00:00	0:25:32
	15	144	0.03		0:00:08	0:00:07		
End Curve				7.21			0:00:00	0:25:47
	25	289	0.05		0:00:09	0:00:00		
Begin Curve				7.27			0:00:00	0:25:56
	20	124	0.02		0:00:04	0:00:00		
End Curve				7.29			0:00:00	0:26:00
	35	1,691	0.32		0:00:34	0:00:00		
Begin Curve				7.61			0:00:00	0:26:34
	30	825	0.16		0:00:19	0:00:00		
End Curve				7.77			0:00:00	0:26:53
	35	691	0.13		0:00:20	0:00:00		
Stadium Village				**7.90**			**0:00:15**	**0:27:28**

Station	Max Spd . (mph)	Feet	Distance Miles	Total	Run Time (hr:min:sec)	Delay Time (hr:min:sec)	Dwell Time (hr:min:sec)	Total Time (hr:min:sec)
Stadium Village				**7.90**			**0:00:15**	**0:27:28**
	10	82	0.02		0:00:07	0:00:00		
Begin Curve				7.91			0:00:00	0:27:35
	25	330	0.06		0:00:10	0:00:00		
End Curve				7.98			0:00:00	0:27:45
	50	1,876	0.36		0:00:38	0:00:00		
East Bank				**8.33**			**0:00:15**	**0:28:38**
	10	93	0.02		0:00:08	0:00:00		
Begin Curve				8.35			0:00:00	0:28:46
	30	247	0.05		0:00:08	0:00:00		
End Curve				8.40			0:00:00	0:28:54
	50	2,113	0.40		0:00:40	0:00:00		
West Bank				**8.80**			**0:00:15**	**0:29:49**
	35	567	0.11		0:00:17	0:00:00		
Begin Curve				8.90			0:00:00	0:30:06
	45	753	0.14		0:00:12	0:00:00		
End Curve				9.05			0:00:00	0:30:18
	50	907	0.17		0:00:13	0:00:00		
Begin Curve				9.22			0:00:00	0:30:31
	40	412	0.08		0:00:07	0:00:00		
End Curve				9.30			0:00:00	0:30:38
	40	165	0.03		0:00:03	0:00:00		
Begin Curve				9.33			0:00:00	0:30:41
	30	247	0.05		0:00:05	0:00:00		
End Curve				9.37			0:00:00	0:30:46
	15	309	0.06		0:00:14	0:00:00		
Connect to Hiawatha LRT Line				9.43			0:00:00	0:31:00
	15	41	0.01		0:00:02	0:00:00		
Begin Curve				9.44			0:00:00	0:31:02
	20	349	0.07		0:00:12	0:00:00		
End Curve				9.51			0:00:00	0:31:14
	25	410	0.08		0:00:16	0:00:07		
Downtown East / Metrodome				**9.58**			**0:00:15**	**0:31:52**
	10	51	0.01		0:00:05	0:00:00		
Begin Curve				9.59			0:00:00	0:31:57
	10	256	0.05		0:00:17	0:00:07		
End Curve				9.64			0:00:00	0:32:21
	15	1,426	0.27		0:01:08	0:00:30		
Government Plaza				**9.91**			**0:00:20**	**0:34:19**
	15	667	0.13		0:00:33	0:00:20		
Begin Curve				10.04			0:00:00	0:35:12
	15	267	0.05		0:00:12	0:00:07		
End Curve				10.09			0:00:00	0:35:31
	15	308	0.06		0:00:16	0:00:00		
Nicollett Mall				**10.15**			**0:00:20**	**0:36:07**
	5	41	0.01		0:00:06	0:00:00		
Begin Curve				10.15			0:00:00	0:36:13
	15	195	0.04		0:00:10	0:00:13		
End Curve				10.19			0:00:00	0:36:36
	15	338	0.06		0:00:15	0:00:00		
Begin Curve				10.26			0:00:00	0:36:51
	15	103	0.02		0:00:05	0:00:10		
End Curve				10.28			0:00:00	0:37:06
	15	297	0.06		0:00:16	0:00:00		
Warehouse District/Hennepin Ave.				**10.33**			**0:00:20**	**0:37:42**
	15	1,802	0.34		0:01:27	0:00:21		
Multimodal Terminal				**10.67**			**0:00:00**	**0:39:30**
TOTAL		56,352	10.67	**10.67**	**0:27:32**	**0:06:18**	**0:05:40**	**0:39:30**
							Avg Speed =	**16.21**

Table 15A: CCLRT Run Times with Victoria Station

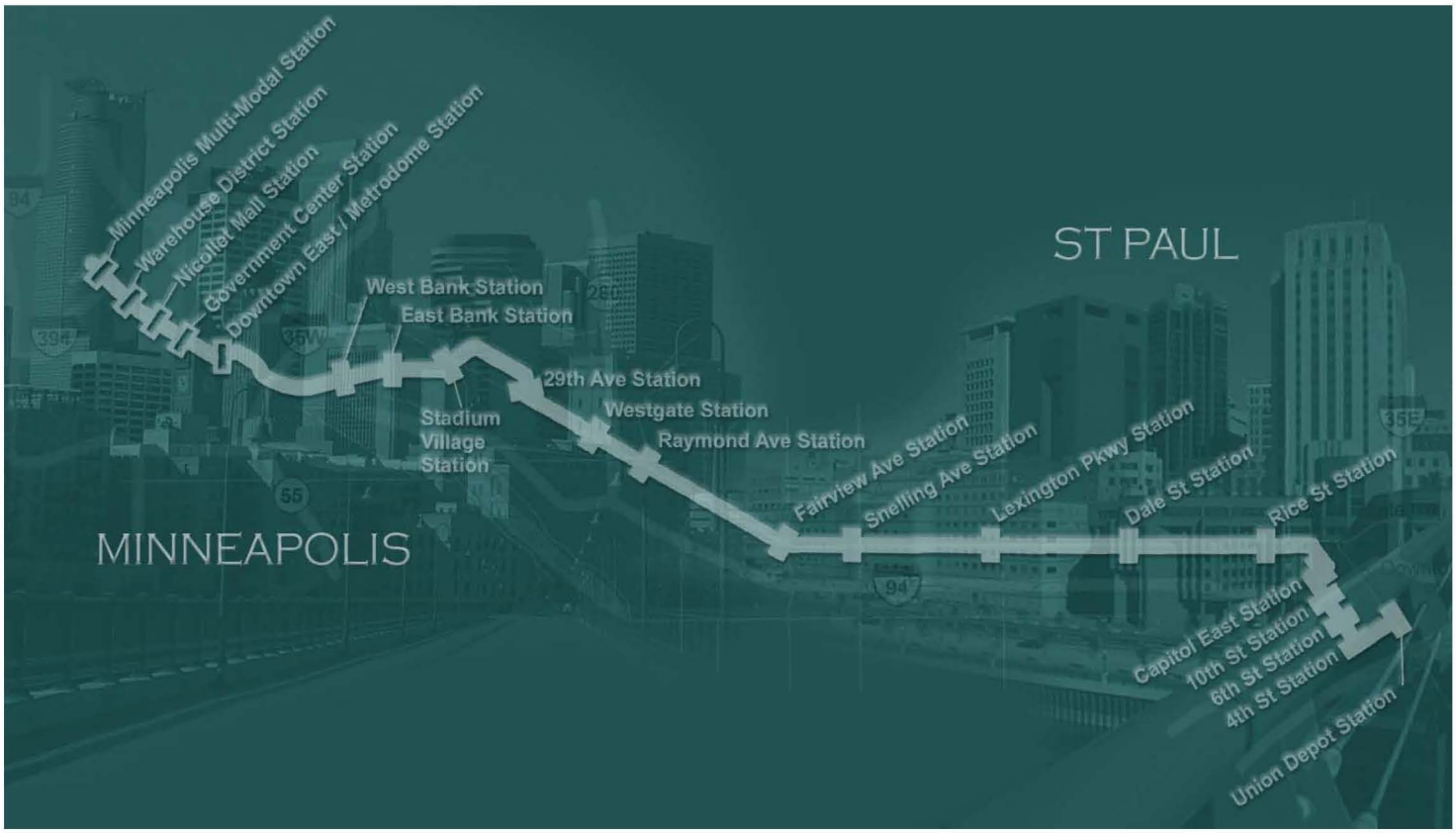
Station	Max Spd . (mph)	Feet	Distance Miles	Total	Run Time (hr:min:sec)	Delay Time (hr:min:sec)	Dwell Time (hr:min:sec)	Total Time (hr:min:sec)
St. Paul Union Depot				**0.00**			**0:00:00**	**0:00:00**
	25	1,216	0.23		0:00:41	0:00:21		
4th Street				**0.23**			**0:00:20**	**0:01:22**
	15	227	0.04		0:00:14	0:00:07		
Begin Curve				0.27			0:00:00	0:01:43
	5	103	0.02		0:00:14	0:00:07		
End Curve				0.29			0:00:00	0:02:04
	20	948	0.18		0:00:38	0:00:14		
6th Avenue				**0.47**			**0:00:20**	**0:03:16**
	20	1,361	0.26		0:00:53	0:00:14		
10th Avenue				**0.73**			**0:00:20**	**0:04:43**
	15	360	0.07		0:00:20	0:00:07		
Begin Curve				0.80			0:00:00	0:05:10
	5	144	0.03		0:00:20	0:00:07		
End Curve				0.83			0:00:00	0:05:37
	20	640	0.12		0:00:26	0:00:00		
Begin Curve				0.95			0:00:00	0:06:03
	5	144	0.03		0:00:20	0:00:07		
End Curve				0.97			0:00:00	0:06:30
	15	460	0.09		0:00:25	0:00:07		
Capitol East				**1.06**			**0:00:20**	**0:07:22**
	20	740	0.14		0:00:34	0:00:05		
Begin Curve				1.20			0:00:00	0:08:01
	10	144	0.03		0:00:10	0:00:05		
End Curve				1.23			0:00:00	0:08:16
	35	2,000	0.38		0:00:48	0:00:15		
Rice Street				**1.61**			**0:00:15**	**0:09:34**
	35	5,155	0.98		0:01:52	0:00:14		
Dale Street				**2.58**			**0:00:15**	**0:11:55**
	35	2,631	0.50		0:01:03	0:00:10		
Victoria Street				**3.08**			**0:00:15**	**0:13:23**
	35	2,579	0.49		0:01:02	0:00:10		
Lexington Parkway				**3.57**			**0:00:15**	**0:14:50**
	35	5,227	0.99		0:01:54	0:00:25		
Snelling Avenue				**4.56**			**0:00:20**	**0:17:29**
	35	1,887	0.36		0:00:43	0:00:10		
Begin Curve				4.92			0:00:00	0:18:22
	35	474	0.09		0:00:09	0:00:07		
End Curve				5.01			0:00:00	0:18:38
	35	322	0.06		0:00:12	0:00:00		
Fairview Avenue				**5.07**			**0:00:15**	**0:19:05**
	35	5,144	0.97		0:01:52	0:00:20		
Raymond Avenue				**6.04**			**0:00:15**	**0:21:32**
	35	3,381	0.64		0:01:18	0:00:20		
Westgate Drive				**6.68**			**0:00:15**	**0:23:25**
	35	2,268	0.43		0:00:54	0:00:07		
Begin Curve				7.11			0:00:00	0:24:26
	5	93	0.02		0:00:13	0:00:07		
End Curve				7.13			0:00:00	0:24:46
	15	247	0.05		0:00:15	0:00:00		
29th Avenue				**7.18**			**0:00:15**	**0:25:16**
	5	41	0.01		0:00:06	0:00:00		
Begin Curve				7.18			0:00:00	0:25:22
	15	144	0.03		0:00:08	0:00:07		
End Curve				7.21			0:00:00	0:25:37
	25	289	0.05		0:00:09	0:00:00		
Begin Curve				7.27			0:00:00	0:25:46
	20	124	0.02		0:00:04	0:00:00		
End Curve				7.29			0:00:00	0:25:50
	35	1,691	0.32		0:00:34	0:00:00		
Begin Curve				7.61			0:00:00	0:26:24
	30	825	0.16		0:00:19	0:00:00		
End Curve				7.77			0:00:00	0:26:43
	35	691	0.13		0:00:20	0:00:00		
Stadium Village				**7.90**			**0:00:15**	**0:27:18**

Station	Max Spd . (mph)	Feet	Distance Miles	Total	Run Time (hr:min:sec)	Delay Time (hr:min:sec)	Dwell Time (hr:min:sec)	Total Time (hr:min:sec)
Stadium Village				**7.90**			**0:00:15**	**0:27:18**
	10	82	0.02		0:00:07	0:00:00		
Begin Curve				7.91			0:00:00	0:27:25
	25	330	0.06		0:00:10	0:00:00		
End Curve				7.98			0:00:00	0:27:35
	50	1,876	0.36		0:00:38	0:00:00		
East Bank				**8.33**			**0:00:15**	**0:28:28**
	10	93	0.02		0:00:08	0:00:00		
Begin Curve				8.35			0:00:00	0:28:36
	30	247	0.05		0:00:08	0:00:00		
End Curve				8.40			0:00:00	0:28:44
	50	2,113	0.40		0:00:40	0:00:00		
West Bank				**8.80**			**0:00:15**	**0:29:39**
	35	567	0.11		0:00:17	0:00:00		
Begin Curve				8.90			0:00:00	0:29:56
	45	753	0.14		0:00:12	0:00:00		
End Curve				9.05			0:00:00	0:30:08
	50	907	0.17		0:00:13	0:00:00		
Begin Curve				9.22			0:00:00	0:30:21
	40	412	0.08		0:00:07	0:00:00		
End Curve				9.30			0:00:00	0:30:28
	40	165	0.03		0:00:03	0:00:00		
Begin Curve				9.33			0:00:00	0:30:31
	30	247	0.05		0:00:05	0:00:00		
End Curve				9.37			0:00:00	0:30:36
	15	309	0.06		0:00:14	0:00:00		
Connect to Hiawatha LRT Line				9.43			0:00:00	0:30:50
	15	41	0.01		0:00:02	0:00:00		
Begin Curve				9.44			0:00:00	0:30:52
	20	349	0.07		0:00:12	0:00:00		
End Curve				9.51			0:00:00	0:31:04
	25	410	0.08		0:00:16	0:00:07		
Downtown East / Metrodome				**9.58**			**0:00:15**	**0:31:42**
	10	51	0.01		0:00:05	0:00:00		
Begin Curve				9.59			0:00:00	0:31:47
	10	256	0.05		0:00:17	0:00:07		
End Curve				9.64			0:00:00	0:32:11
	15	1,426	0.27		0:01:08	0:00:30		
Government Plaza				**9.91**			**0:00:20**	**0:34:09**
	15	667	0.13		0:00:33	0:00:20		
Begin Curve				10.04			0:00:00	0:35:02
	15	267	0.05		0:00:12	0:00:07		
End Curve				10.09			0:00:00	0:35:21
	15	308	0.06		0:00:16	0:00:00		
Nicollett Mall				**10.15**			**0:00:20**	**0:35:57**
	5	41	0.01		0:00:06	0:00:00		
Begin Curve				10.15			0:00:00	0:36:03
	15	195	0.04		0:00:10	0:00:13		
End Curve				10.19			0:00:00	0:36:26
	15	338	0.06		0:00:15	0:00:00		
Begin Curve				10.26			0:00:00	0:36:41
	15	103	0.02		0:00:05	0:00:10		
End Curve				10.28			0:00:00	0:36:56
	15	297	0.06		0:00:16	0:00:00		
Warehouse District/Hennepin Ave.				**10.33**			**0:00:20**	**0:37:32**
	15	1,802	0.34		0:01:27	0:00:21		
Multimodal Terminal				**10.67**			**0:00:00**	**0:39:20**
TOTAL		56,352	10.67	**10.67**	**0:27:32**	**0:06:08**	**0:05:40**	**0:39:20**
							Avg Speed =	**16.28**

Table 16A: CCLRT Run Times with Hamline Station

Station	Max Spd . (mph)	Feet	Distance Miles	Total	Run Time (hr:min:sec)	Delay Time (hr:min:sec)	Dwell Time (hr:min:sec)	Total Time (hr:min:sec)
St. Paul Union Depot				**0.00**			**0:00:00**	**0:00:00**
	25	1,216	0.23		0:00:41	0:00:21		
4th Street				**0.23**			**0:00:20**	**0:01:22**
	15	227	0.04		0:00:14	0:00:07		
Begin Curve				0.27			0:00:00	0:01:43
	5	103	0.02		0:00:14	0:00:07		
End Curve				0.29			0:00:00	0:02:04
	20	948	0.18		0:00:38	0:00:14		
6th Avenue				**0.47**			**0:00:20**	**0:03:16**
	20	1,361	0.26		0:00:53	0:00:14		
10th Avenue				**0.73**			**0:00:20**	**0:04:43**
	15	360	0.07		0:00:20	0:00:07		
Begin Curve				0.80			0:00:00	0:05:10
	5	144	0.03		0:00:20	0:00:07		
End Curve				0.83			0:00:00	0:05:37
	20	640	0.12		0:00:26	0:00:00		
Begin Curve				0.95			0:00:00	0:06:03
	5	144	0.03		0:00:20	0:00:07		
End Curve				0.97			0:00:00	0:06:30
	15	460	0.09		0:00:25	0:00:07		
Capitol East				**1.06**			**0:00:20**	**0:07:22**
	20	740	0.14		0:00:34	0:00:05		
Begin Curve				1.20			0:00:00	0:08:01
	10	144	0.03		0:00:10	0:00:05		
End Curve				1.23			0:00:00	0:08:16
	35	2,000	0.38		0:00:48	0:00:15		
Rice Street				**1.61**			**0:00:15**	**0:09:34**
	35	5,155	0.98		0:01:52	0:00:14		
Dale Street				**2.58**			**0:00:15**	**0:11:55**
	35	5,210	0.99		0:01:53	0:00:20		
Lexington Parkway				**3.57**			**0:00:15**	**0:14:23**
	35	2,631	0.50		0:01:03	0:00:10		
Hamline Avenue				**4.07**			**0:00:15**	**0:15:51**
	35	2,579	0.49		0:01:02	0:00:15		
Snelling Avenue				**4.56**			**0:00:20**	**0:17:28**
	35	1,887	0.36		0:00:43	0:00:10		
Begin Curve				4.91			0:00:00	0:18:21
	35	474	0.09		0:00:09	0:00:07		
End Curve				5.00			0:00:00	0:18:37
	35	322	0.06		0:00:12	0:00:00		
Fairview Avenue				**5.07**			**0:00:15**	**0:19:04**
	35	5,144	0.97		0:01:52	0:00:20		
Raymond Avenue				**6.04**			**0:00:15**	**0:21:31**
	35	3,381	0.64		0:01:18	0:00:20		
Westgate Drive				**6.68**			**0:00:15**	**0:23:24**
	35	2,268	0.43		0:00:54	0:00:07		
Begin Curve				7.11			0:00:00	0:24:25
	5	93	0.02		0:00:13	0:00:07		
End Curve				7.13			0:00:00	0:24:45
	15	247	0.05		0:00:15	0:00:00		
29th Avenue				**7.17**			**0:00:15**	**0:25:15**
	5	41	0.01		0:00:06	0:00:00		
Begin Curve				7.18			0:00:00	0:25:21
	15	144	0.03		0:00:08	0:00:07		
End Curve				7.21			0:00:00	0:25:36
	25	289	0.05		0:00:09	0:00:00		
Begin Curve				7.26			0:00:00	0:25:45
	20	124	0.02		0:00:04	0:00:00		
End Curve				7.29			0:00:00	0:25:49
	35	1,691	0.32		0:00:34	0:00:00		
Begin Curve				7.61			0:00:00	0:26:23
	30	825	0.16		0:00:19	0:00:00		
End Curve				7.76			0:00:00	0:26:42
	35	691	0.13		0:00:20	0:00:00		
Stadium Village				**7.89**			**0:00:15**	**0:27:17**

Station	Max Spd . (mph)	Feet	Distance Miles	Total	Run Time (hr:min:sec)	Delay Time (hr:min:sec)	Dwell Time (hr:min:sec)	Total Time (hr:min:sec)
Stadium Village				**7.89**			**0:00:15**	**0:27:17**
	10	82	0.02		0:00:07	0:00:00		
Begin Curve				7.91			0:00:00	0:27:24
	25	330	0.06		0:00:10	0:00:00		
End Curve				7.97			0:00:00	0:27:34
	50	1,876	0.36		0:00:38	0:00:00		
East Bank				**8.33**			**0:00:15**	**0:28:27**
	10	93	0.02		0:00:08	0:00:00		
Begin Curve				8.35			0:00:00	0:28:35
	30	247	0.05		0:00:08	0:00:00		
End Curve				8.39			0:00:00	0:28:43
	50	2,113	0.40		0:00:40	0:00:00		
West Bank				**8.79**			**0:00:15**	**0:29:38**
	35	567	0.11		0:00:17	0:00:00		
Begin Curve				8.90			0:00:00	0:29:55
	45	753	0.14		0:00:12	0:00:00		
End Curve				9.04			0:00:00	0:30:07
	50	907	0.17		0:00:13	0:00:00		
Begin Curve				9.21			0:00:00	0:30:20
	40	412	0.08		0:00:07	0:00:00		
End Curve				9.29			0:00:00	0:30:27
	40	165	0.03		0:00:03	0:00:00		
Begin Curve				9.32			0:00:00	0:30:30
	30	247	0.05		0:00:05	0:00:00		
End Curve				9.37			0:00:00	0:30:35
	15	309	0.06		0:00:14	0:00:00		
Connect to Hiawatha LRT Line				9.43			0:00:00	0:30:49
	15	41	0.01		0:00:02	0:00:00		
Begin Curve				9.44			0:00:00	0:30:51
	20	349	0.07		0:00:12	0:00:00		
End Curve				9.50			0:00:00	0:31:03
	25	410	0.08		0:00:16	0:00:07		
Downtown East / Metrodome				**9.58**			**0:00:15**	**0:31:41**
	10	51	0.01		0:00:05	0:00:00		
Begin Curve				9.59			0:00:00	0:31:46
	10	256	0.05		0:00:17	0:00:07		
End Curve				9.64			0:00:00	0:32:10
	15	1,426	0.27		0:01:08	0:00:30		
Government Plaza				**9.91**			**0:00:20**	**0:34:08**
	15	667	0.13		0:00:33	0:00:20		
Begin Curve				10.03			0:00:00	0:35:01
	15	267	0.05		0:00:12	0:00:07		
End Curve				10.09			0:00:00	0:35:20
	15	308	0.06		0:00:16	0:00:00		
Nicollett Mall				**10.14**			**0:00:20**	**0:35:56**
	5	41	0.01		0:00:06	0:00:00		
Begin Curve				10.15			0:00:00	0:36:02
	15	195	0.04		0:00:10	0:00:13		
End Curve				10.19			0:00:00	0:36:25
	15	338	0.06		0:00:15	0:00:00		
Begin Curve				10.25			0:00:00	0:36:40
	15	103	0.02		0:00:05	0:00:10		
End Curve				10.27			0:00:00	0:36:55
	15	297	0.06		0:00:16	0:00:00		
Warehouse District/Hennepin Ave.				**10.33**			**0:00:20**	**0:37:31**
	15	1,802	0.34		0:01:27	0:00:21		
Multimodal Terminal				**10.67**			**0:00:00**	**0:39:19**
TOTAL		56,335	10.67	**10.67**	**0:27:31**	**0:06:08**	**0:05:40**	**0:39:19**
							Avg Speed =	**16.28**



Central Corridor
Light Rail Transit
Metropolitan Council

A Response to the District Councils Collaborative Research Report

"Additional Stations: Making the Case for Western, Victoria, and Hamline"

Prepared by Central Corridor Project Office Staff

February 2008

This memorandum was prepared in response to a report prepared by the District Councils Collaborative of Saint Paul and Minneapolis, titled "Additional Stations: Making the Case for Western, Victoria, and Hamline." It is being prepared at the request of Chair Peter Bell of the Central Corridor Management Committee as a means of informing that group's deliberations regarding the Central Corridor LRT project.

The District Councils Collaborative (DCC) report was published in November 2007 and received by the Project Office in December. The goal of the research was to make the case that additional stations are warranted at Hamline, Victoria, and Western avenues in the City of St. Paul. The DCC report stands in counterpoint to a technical report developed as part of the Central Corridor LRT preliminary engineering process by DMJM Harris titled "Central Corridor Light Rail Transit: Evaluation of Western, Victoria, and Hamline Station Options, Issue #15a, 15b, and 15c" dated November 2007. The District Councils Collaborative report broadens the conversation regarding the issue of infill stations on the Central Corridor LRT line by making the case for additional stations based on a variety of different grounds, including ridership potential, socio-economic and demographic characteristics of the corridor, trip-making characteristics, land use and planning issues, and consistency with CCLRT goals and objectives as detailed in the Draft Environmental Impact Statement (DEIS).

The Influence of Density and Land Uses on Ridership

On pages 2-4, the DCC report discusses the influence of density and land uses on ridership and their presence in the Central Corridor. Research reports are cited to bolster findings regarding trip-making characteristics and the likelihood of increased ridership based on trip-making origins and destinations. Although the research cited contains interesting findings that appear to have applicability to Central Corridor conditions, the reality is that transportation research reports alone do not constitute or qualify as accepted FTA future ridership forecasting methodology.

> *Future conclusions regarding LRT ridership along the Central Corridor will only be accepted by the FTA if they emerge from an approved future forecasting methodology and forecasts based solely on transportation research reports would not qualify as such.*

Station Proximity and its Relationship to Proposed Station Spacing

On pages 5-8 of the DCC report, there is a discussion of the influence of station proximity on ridership and its relationship to proposed station spacing in the Central Corridor. Research is cited here indicating a decrease in willingness to walk to rail transit stations based on increasing distance.

> *In the Twin Cities, based on analysis of the 2005 Transit On-Board survey, riders of the Hiawatha LRT who accessed the station by walking traveled on average a distance of 0.45 miles.*

Socio-economic Factors Influencing Transit Ridership

On pages 10-15 of the DCC report, there is a discussion of socio-economic factors influencing transit ridership and their presence in the Central Corridor. The report cites widely established research findings regarding the correlation between income and transit ridership, namely that lower average annual household incomes correspond to higher likelihood of transit usage. There is no question that the Midway area of Saint Paul is home to high numbers of transit dependent populations, persons who do not have mobility options beyond public transit. The DEIS prepared for the Central Corridor LRT project in April 1996 supports this conclusion and is cited in the DCC report. However, concluding that residents of the Midway area will not be served by public transit in the future based on LRT station spacing is inaccurate.

> *Route 16 bus service on University Avenue will continue to serve persons making local trips between LRT station stops. Feeder buses will bring people directly to Central Corridor LRT stations all along the corridor. In fact, between Rice Street and Snelling Avenue, almost all residents living within a one-mile distance from the Central Corridor will be within a ¼-mile walking distance of a Metro Transit bus route.*

The Influence of Weather and Feeder Bus Service

On page 16 of the DCC report there is a brief discussion of the influence of weather and feeder bus service on transit ridership.

> *The Regional Model uses actual trip-making behavior in the Twin Cities metropolitan area. Since the FTA-approved Summit ridership forecasting model is calibrated to actual Hiawatha LRT ridership, the future forecasts generated for Central Corridor do account for the influence of weather on trip-making behavior.*

Transportation Service Equity

On pages 17-18 of the DCC report there is a discussion that additional stations will provide transportation service equity. As documented in the "Scoping Summary Report" published by the Ramsey County Regional Railroad Authority in December 2001, evaluation criteria used in the siting of stations included, 1) service to major travel markets, 2) intermodal connectivity, 3) major employment centers served, 4) residential population served, 5) consistency with land use patterns, 6) proximity to planned development, 7) proximity to developable and redevelopable land, 8) potential to support smart growth, and 9) compatibility with community character. Transportation service equity was not a criteria established in this process. The DCC report also states that environmental justice policies "require that transportation *benefits* [emphasis in original] and burdens be shared fairly, with special protection extended to neighborhoods like those along University Avenue that have high concentrations of minority and moderate and low-income residents."

> *As enacted in a presidential Executive Order signed by President Bill Clinton in 1996 (E.O. 12898), the aims of environmental justice are to identify and address, as appropriate, "disproportionately high and adverse human health or environmental effects of [federal agencies'] programs, policies, and activities on*

minority populations and low-income populations." A requirement to ensure that benefits are proportionately realized by all populations is not part of this executive order.

Corridor Supports Local Trips, Station Spacing

On page 18, there is a discussion under the heading "corridor supports local trips, station spacing doesn't**."** The assertion is made that the CCLRT is being "developed as a commuter line between the two downtowns." This assertion is not, in fact, the case.

It has been acknowledged as an output of the ridership forecasting conducted for Central Corridor that trip-making characteristics of this corridor are different than would be expected for a more traditional, commuter-oriented transit line.

One-mile Station Spacing is Inconsistent with Policy and Practice in Other US Cities

On pages 18-24, there is a discussion under the heading "1-mile station spacing along University Avenue is inconsistent with policy and practice in other US cities**."** The DCC report provides information on station spacing policies from the cities of Portland, Oregon and Denver, Colorado in addition to information from a scan of other LRT systems around the country.

Station Spacing in the Twin Cities

Station spacing along Central Corridor used evaluation criteria developed during earlier stages of project development (as described above). There are no approved LRT station-spacing policies currently in the Twin Cities metropolitan area. As documented in the technical report prepared by the CCPO, published in November 2007, adding stations at Western, Victoria, or Hamline avenues results in a net increase in LRT operating time and a loss in overall Central Corridor ridership and user benefits. The end result of these two conditions is an overall increase in the project's cost-effectiveness index (CEI), which is used by the FTA to evaluate and approve projects.

Additional Stations Create Opportunities for Economic Development.

On pages 25-26, there is a discussion under the heading "additional stations can create more opportunities for economic development." A figure from the City of Saint Paul's "Central Corridor Development Strategy" report is reproduced here. This figure does indicate areas around Hamline Avenue as having the potential for "Major Opportunities for Investment." There are no areas noted as "Major Opportunities for Investment" in the area surrounding Victoria Avenue and a limited number of parcels around Western Avenue so identified.

The City of Saint Paul will be working to complete station area land use plans for the areas surrounding Western, Victoria and Hamline avenues. Additionally, the Supplemental Draft Environmental Impact Statement (SDEIS) will examine the social, environmental and economic impacts of stations at these locations.

Additional Stations Better Address the Goals of the Draft Environmental Impact Statement (DEIS)

On page 26-27 there is a discussion under the heading "additional stations will better address the goals of the Draft Environmental Impact Statement (DEIS)."

> *As noted above, the Supplemental Draft Environmental Impact Statement (SDEIS) that is being prepared will examine the social, environmental and economic impacts of stations at Western, Victoria and Hamline avenues. The analysis in this document will address the goals of the project as they relate to all alternatives analyzed in the SDEIS, including potential additional stations in the area between Snelling Avenue and Rice Street.*

Traditional Transportation Modeling and the Cost Effectiveness Index (CEI).

On pages 27-30 there is a discussion under the heading **"**traditional transportation modeling and the cost effectiveness index (CEI)." On page 28, the DCC report states that Poticha pointed out that "actual ridership on many recently built transit lines is higher than predicted by the FTA's Transit System User Benefit or "TSUB" model." The FTA TSUB model, also known as the FTA Summit model, aggregates results from a region's travel demand forecast model and forecasts travel time saved by people using Central Corridor LRT versus other modes.

> *The model developed as part of Central Corridor LRT project development has been closely reviewed by FTA as part of the approval process to enter into preliminary engineering. It was compared and calibrated to observed boardings on the Hiawatha LRT line. The Metropolitan Council has worked with FTA to ensure that the forecasts that generated by the model are reasonable and credible, particularly in the eyes of FTA.*

Also, on page 28, the DCC report indicates that the regional model may be underestimating the number of riders and trips in the Central Corridor. The report also refers to "off-model" analysis. This has not been done for the Central Corridor up to this point.

> *The Twin Cities Regional Model and its Capabilities*
> In 2000 – 2001 the Metropolitan Council, in cooperation with Mn/DOT, conducted the 2000 Travel Behavior Inventory (TBI). This study included two origin-destination surveys: a Home Interview Survey and an External Station Survey. It also conducted a highway speed survey. The surveys provided data to update and recalibrate the region's travel demand model. This model is a state of the practice four-step travel demand model. The four steps are trip generation, trip distribution, mode choice, and assignment to the highway and/or transit systems. The model was reviewed by the FTA subsequent to the model's development over a two year period before the release of the Central Corridor DEIS. As part of that review the mode choice portion of the model was calibrated to the observed ridership counts of the Hiawatha line to ensure a realistic forecast of future ridership in the Central Corridor (the TBI survey was conducted and the initial model was developed prior to the opening of the Hiawatha LRT corridor).

Much time and effort has been invested by FTA, consultants and Metropolitan Council staff to ensure that the model is as accurate as possible.

Off-Model Capabilities
Any "off-model" analysis is reviewed by FTA with extreme skepticism. It would be particularly difficult to get FTA to buy into considering "pedestrian trips to transit" as a special market in need of off-model analysis.

On page 30 of the DCC report, the Fehr and Peers **Direct Transit Ridership Model** is discussed. This model is a multivariate regression based model. It can be tailored to use those independent variables which best explain changes in transit station patronage. However, it must be noted that (based on information on the Fehr and Peers website) this model is designed to estimate the usage of a station by boarding and alighting passengers. It can compare station locations or changes in things such as nearby land uses or development intensities; feeder bus frequency; park and ride spaces; etc. and assess the impacts of these changes on station usage. What it appears this model cannot do is generate station-to-station movements, it cannot breakdown the total trips by trip purpose, or link the trips to actual origins and destinations.

Given limitations of the Fehr and Peers model, it cannot be used to develop the user benefits that are the basis for the CEI evaluation. The development and use of this model, integrated with the regional model, would no doubt require close and extended coordination with FTA.

In summary:

1. Assertions made regarding the potential for increased ridership on the Central Corridor LRT with the addition of three infill stations at Western, Victoria and Hamline avenues are not derived from FTA-accepted transit ridership and user benefit forecasting methodology.
2. Saint Paul's *Central Corridor Development Strategy* identifies areas of change and stability along the corridor, in keeping with public and other input received. Although the area surrounding Hamline Avenue was identified to have several parcels that were major opportunities for investment, the areas surrounding Western and particularly Victoria avenues were not identified as areas with major opportunities for investment.
3. While the CEI test is extremely stringent, it is an obligation that must be met in order for the Central Corridor LRT project to qualify for federal funding.
4. While it is possible to negotiate with FTA to use alternative methodologies to calculate future ridership, as well as user benefits (used in calculating the project's CEI), the process of negotiations would be time-consuming and cause delay to the current project schedule. The process of securing FTA approval of the current model took two years to complete. The cost of delaying the Central Corridor project by just one year has been estimated at approximately $40 million.

Station	Total Population	Hispanic	White (Non-Hispanic)	Black	Native American/ Alaska Native	Asian	Hawaiian/ Pacific Islander	Other (All Categories)	Total Minority Population	%Minority
HHH Station	133	12	77	37	2	3	0	4	56	42.11
U of M West Bank	892	32	565	94	5	172	4	44	327	36.66
U of M EastBank	580	20	496	23	2	36	1	5	84	14.48
Stadium Village	2733	68	2153	94	9	364	2	88	580	21.22
29th Avenue	1749	49	1123	298	51	161	0	134	626	35.79
Westgate	583	10	516	29	2	19	1	13	67	11.49
Raymond Avenue	342	14	261	43	4	17	0	6	81	23.68
Fairview Avenue	1674	172	1069	274	59	54	0	92	605	36.14
Snelling Avenue	1642	106	932	423	45	97	1	77	710	43.24
Hamline Avenue	1970	69	603	882	32	224	0	320	1367	69.39
Lexington Avenue	1545	87	603	529	17	278	6	56	942	60.97
Victoria Street	2944	210	461	1311	31	845	2	170	2483	84.34
Dale Street	2856	160	375	1264	34	901	2	242	2481	86.87
Western Avenue	3417	393	480	989	45	1360	1	299	2937	85.95
Rice Street	1365	232	248	449	42	304	9	171	1117	81.83
Capitol East	1140	63	484	295	10	262	0	52	656	57.54
10th Street	2370	115	1571	519	20	129	0	32	799	33.71
6th & Cedar	3738	251	2666	551	26	213	2	60	1072	28.68
4th Street Station	1701	160	1234	166	14	109	2	34	467	27.45
StPaulUnionStation	2524	87	2024	219	25	137	3	61	500	19.81

These figures represent the population within one-quarter mile radius of the proposed transit stop.
Data is taken from ***Census 2000 block level data****; blocks which fall fully or substantially within the .025-mi buffer were included;*
i.e. 'slivers', 'splinters' or proruptions (thin extensions, panhandles) were excluded.

average 79.89% percent minority population at Hamline, Victoria and Western vs. average 38.92% minority populations at all other stations

PARK AND RIDE AND SAFER SNELLING SUPPORT PETITION

We support a **1000 slot park and ride** at the bus barn site and under Midway Center (Snelling Avenue and Saint Anthony Blvd./Snelling Avenue and University Avenue) **to serve State Fair goers**, the **I94** bus route, the **84** bus route, the **21/53** bus route, the **16/50** bus route, the **144** bus route, the **future Central Corridor rail**, **a future Snelling Avenue rail line**, and small businesses and local residents who lose parking with construction of the rail. This park and ride should serve parkers and those transferring between buses with safe pedestrian and bicycle access under the very busy streets of Snelling Avenue and University Avenue, as Snelling Avenue in this neighborhood has the highest traffic accident rate in the state. Ideally, the park and ride will exit under Snelling Avenue, directly to I-94 ramps to avoid further traffic congestion on Snelling Avenue. The park and ride does not preclude development of the bus barn site and the neighboring lot, because the park and ride can be relocated below ground.

SIGNATURE	PRINTED NAME	ADDRESS	PHONE	E-MAIL	DATE
	Jeff Mellin	405 N Roy St	659 9820		24-08-08
	GUNSELL	386 N. Roy			24-08
	Shawna Horn	388 N Roy St			8-24-08
	Scott Reitor	393 N. Roy			8/24/08
	Toi Buchanan	431 Roy ST.	651-214-3884		8/24/08
	Mary Vance	428 Fry St		pcg.rl@gmail	8/24/08
	William Bartlett	432 Fry St.			8/24/08
	[illegible]	436 Fry St.	[illegible]		
	Tom Johnson	415 Roy St.	(651) 647-9445		8/24/08
	Erin Burke	385 Fry			8/24/08

From: David Rasmussen, 409 Roy St N, Saint Paul, MN 55104, http://davetravels.blogspot.com/2008/08/grid-8-neighborhood-issues.html
To: Kathryn O'Brien, RE: SDEIS, Central Corridor LRT Project Office 540 Fairview Avenue N., Ste. 200 St. Paul, MN 55104; Donna Drummond Department of Planning and Economic Development City of Saint Paul 25 4th St W 1200 City Hall Annex St. Paul, MN 55102; Mayor Chris Coleman, 390 City Hall 15 W. Kellogg Blvd. Saint Paul, MN 55102; Anne White, District Councils Collaborative; District Councils Collaborative, 1080 University Avenue W., Saint Paul, MN 55104; Peter Bell, Metropolitan Council 390 Robert St. North St. Paul, MN 55101-1805; James Marti, Union Park District Council, Suite LL100, 1570 Concordia Ave., St. Paul, MN 55104

PARK AND RIDE AND SAFER SNELLING SUPPORT PETITION

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SIGNATURE	PRINTED NAME	ADDRESS	PHONE	E-MAIL	DATE
	SCOTT LEGGE	413 FRY ST 55104	651-788-7331	SCOTT.LEGGE@ICLOUD.COM	24 Aug 08
	Jeff Mahlyuk	423 Fry St	651 963-1975		24 Aug 08
	Brett Baldwin	437 Fry St	6512619977	brettbsh@gmail.com	24 Aug 08
	Nancy Watkins	390 Hershel	651 6449973	—	8-24-08
	RONALD GOLGENBACH	398 HERSCHEL	651 646-0516		8-24-08
	Karen Bakkum	410 Hershel	651-[illegible]-8755		24 Aug 08
	William Stirling	416 Hershel	645-3240		24 Aug 08
	Jordan Whyte	432 Hershel	696 9857		8 24 08
	Lisa Schaffer	474 Hershel	646-0149		8-24-08
	Kit SCHAFFER	474 Hershel	651-646-0149		8-24-08

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SIGNATURE	PRINTED NAME	ADDRESS	PHONE	E-MAIL	DATE
	David Rasmussen	Eagan, MN			5/24/08
	Rachel Nelson	St. Paul, MN			5/24/08
	[illegible]	[illegible]			05/24/08
	[illegible]	[illegible]			05/24/08
	Virgil Johnson	River Falls			5/24/08
	Julie Schweitz	St Paul MN			5/24/08
	Bill Schweitz	St Paul MN			5/24/08
	Callie Anderson	Maplewood			5/24/08
	Kara S. Young	St. Paul			5/24/08
	Avinash Viswanathan	St Paul			5/27/08

From: David Rasmussen, 409 Roy St N, Saint Paul, MN 55104, http://davetravels.blogspot.com/2008/08/grid-8-neighborhood-issues.html
To: Kathryn O'Brien, RE: SDEIS, Central Corridor LR Project Office 540 Fairview Avenue N., Ste. 200 St. Paul, MN 55104; Donna Drummond Department of Planning and Economic Development City of Saint Paul 25 4th St W 1200 City Hall Annex St. Paul, MN 55102; Mayor Chris Coleman, 390 City Hall 15 W. Kellogg Blvd. Saint Paul, MN 55102; Anne White, District Councils Collaborative: District Councils Collaborative, 1080 University Avenue W., Saint Paul, MN 55104; Peter Bell, Metropolitan Council 390 Robert St. North St. Paul, MN 55101-1805; James Marti, Union Park District Council, Suite LL100, 1570 Concordia Ave., St. Paul, MN 55104

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SIGNATURE	PRINTED NAME	ADDRESS	PHONE	E-MAIL	DATE
	Vicci Korman	3201 48th Ave	717 777 7776		8-22-08
	Erik Kenitz	1C2/chris/ansa	651-483 3[illegible]		8-22-08
	Brad Simonsen	1[illegible]	651-651-[illegible]		8-22-08
	Kevin Thomas	6[illegible] August	651-[illegible]		8-22-08
	Lori Williquett	5[illegible]	738-3[illegible]		8-22-08
	Erin Brown	[illegible]	[illegible]		8-22-08
	Holly [illegible]	[illegible]	[illegible]		8-22-08
	B Brue	—	—		8/22/08
	Lois Dzikaska	Hastings	—		8/22/08
	Grace Boncelet	Goodhue	—		8/22/08

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SIGNATURE	PRINTED NAME	ADDRESS	PHONE	E-MAIL	DATE
	Sarah Peterson	1756 Marshall	651 224 3154		8/21/08
	Susan Bains	2044 Wellesley Ave	698-7247		"

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[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	8/22/08
[illegible]	James Thi	[illegible]	[illegible]	N/A	8/22/08
[illegible]	Elizabeth Hendrick	[illegible]			8-22-08
[illegible]	Mike Hendrick	[illegible]			8/22/08
[illegible]	Kellen Burch	[illegible]			8/22/08
[illegible]	Rene D Ginnow	[illegible]	[illegible]		8/22/08
[illegible]	Ann Randall	[illegible]	[illegible]	[illegible]	8/22/08
[illegible]		[illegible]	[illegible]		
[illegible]	[illegible]	[illegible]			8/22
[illegible]	ELOISE KIMBALL	STILLWATER			8/22/08

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SIGNATURE	PRINTED NAME	ADDRESS	PHONE	E-MAIL	DATE
	Cam Dosey	MN			8-22-05
Casey Vaseta	Casey Vaseta	Bloomington MN			8-22-05
	Jesse VanLyn	MN			8.22.05
Sue Scherer	Sue Scherer	Eagan, MN			8-22-05
	Brigit Tyrl	Cottage Grove MN			8-22-05
	Kelly Moran	Roseville			8-22-05
	Dan Carlson	St Paul			8/22/05
	Lisa Hilty-Pitsch	St Paul			8/22/05
Anna Tuckman	Anna Tuckman	Mpls.			8/22/05
Lynda True	Lynda True	St. Paul			8/22/05

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	Cheryl Zitzloff		763 972-1492		5/21/08

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Lana Stockwell	Lana Stockwell	Ellsworth W			8/22/08
Julie Shearen	Julie Shearen	1299 Guthrie Ave Oakdale, MN 55128	651-249-8336		8/22/08
Mitch Gibbons	Mitch Gibbons				8/22/08
Gayle Johnson	Gayle Johnson	8358 405 St Bird Island	320-365-7891		
Mark Trany	Mark Tranyl	2151 Pole 53rd St Minneapolis 55419			
Joanne Shepard	Joanne Shepard	14707 Pawnee Rd Burnsville	402-238-2186		8/22/08
Laura Ajourquist	LAURA AJOURQUIST	1275 W. 55th St			8/22-08
Roger Bair	Roger Bair	1843 Ashland			
Katie Bair	Katie Bair	1843 Ashland			8/22/08
Celeste	Celeste				8/22/08

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SIGNATURE	PRINTED NAME	ADDRESS	PHONE	E-MAIL	DATE
	Dan Wilson	1804 9th St			
	Marsha Wilson	1804 9th St Shakopee			
	Gloria Cress	1000 Kilburn			
	Ron Kopischke	1531 Manomin			
	Judy Kopischke	" "			
	D. Jones	1316 Ford			8/22/08
	Shirley Walker	6309 Oliver Ave			8/22/08
		77 [illegible]			
	Donna White	1826 Kenneth St			

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Rocky Fallwell	Rocky Fallwell	Lakeville, MN			8-22-08

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	Edward Hen	407	7153566560		8-22-08
	Bobby Stanford	207 Logan	612-455		8-22-08
	Edward Hennessy	Lewiston MN			8-22-08
	Sarah Nichols	1624 Concordia	260 0225		8/22/08
	Greg Johnson	580 Fairview			8-22-08
	Kathy Jahnsen	Owatonna	507-451-6939		8-22-08
	BOB Ballard	St. Edwards			8-22-08
	Tammy Ballard	TRT			8-22-08
	Mike Hofer	8355 Shadyview	Le Maple Grove	55311	8-22-08
	Nicole Gabrich	[illegible]	[illegible]		8-22-08

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	Cynthia Whitaker	Burnsville			8/22/08
	Pat Wickus	I. Gr. H.			8/22/08
	Becky Wickus	Inver Grove Hts			8/22/08
	Shannon Mayer	Eaglevale			8/22/08
	Kim Linante	Eagan			8/22/08
	Barb O'Connor	Waverly St Paul			8/22/08
Wayne & Becky Lemke	Wayne Lemke	Waverly			8-22-08
	Gregory Hass	Savage			8-22-08
	Lyn Lenn	Oakdale			8-22-08
		St Paul			8-22-08

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To: Kathryn O'Brien, RE: SDEIS, Central Corridor LR Project Office 540 Fairview Avenue N., Ste. 200 St. Paul, MN 55104; Donna Drummond Department of Planning and Economic Development City of Saint Paul 25 4th St W 1200 City Hall Annex St. Paul, MN 55102; Mayor Chris Coleman, 390 City Hall 15 W. Kellogg Blvd. Saint Paul, MN 55102; Anne White, District Councils Collaborative; District Councils Collaborative, 1080 University Avenue W., Saint Paul, MN 55104; Peter Bell, Metropolitan Council 390 Robert St. North St. Paul, MN 55101-1805; James Marti, Union Park District Council, Suite LL100, 1570 Concordia Ave. St. Paul, MN 55104

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SIGNATURE	PRINTED NAME	ADDRESS	PHONE	E-MAIL	DATE
Collin Simmons	792 Isleharbor		651-792-4234	—	8/19/08
brianna werlich	Brianna Werlich		612-644-8[illegible]	brie1443@[illegible]	8/19/08
[illegible]	John H Knudson	750 E 4th St	651-778-0[illegible]	[illegible]	8-19-08
[illegible]	T.L. Schaefer	Lakeville	—	—	8-24-08
[illegible]	Michael Kalal	57213 Blackbird	608 739 0325	[illegible]	[illegible]
[illegible]	Anna Zemal	3414 Grandview	763-216-527[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Brent Sundin	Brent Sundin	P.O. Box 52[illegible]	218-324-21[illegible]		8-21-08
Sheri Kelly	SHERI COLLO				8-21-08
Amy Hoppe	AMY HOPPE	SCUHE Maintenance Bldg	—	PIXIEdevil 7109@yahoo.com	8/21/08

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	Dennis Beulke	Inver Grove	(651) 457-4266		8-22-08
	RUTH APPLETON	St Paul			8.22.08
	ALYSSA VINAKE	MPLS			8 22 08
Stephanie Vinake	Stephanie Vinake	MPLS			8-22-08
	Zach McKeeth	WI			8-22-08
					8/22/08
	Mary Schuster	St Paul			8/22/08
	Megan Berg	ST LOUIS PARK			8/22/08
	DENNIS LUTH	Roseville			8
	David L Whitaker	Burnsville, MN			11

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SIGNATURE	PRINTED NAME	ADDRESS	PHONE	E-MAIL	DATE
	Roachen Ahling	1908 Nash	608-385-7247	capitalRyphen.com	
	Katie Kaiser		6157843205		
Toni Youngquist	Toni Youngquist	78 10th St E #415	651-340-4411		
	Toni Youngquist	1275 Portland Ave	690 4958		8-22-08
Monica Bulla	Monica Bulla	P.O. Box 275	925070		08/22/08
Sharon Elliott	Sharon Elliott				8/22/08
Chris Coleman	Chris Coleman				8/22/08
Carol Schwartau	Carol Schwartau	Goodhue, MN	388-4490		8-22-08
Earnestine Ephrie	Earnestine Ephrie	862 Hague Ave			
Kari Gecrts	Kari Geerts	St. Paul			8/22/08

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	Linda Hawes	6331 E Uk.	—		8/22
Sam Lovejoy	SAM LOVEJOY	3801 47th Ave S.	—	—	8/22/08
	BECCA PAUL	495 Park Heights	—	—	8/22/08
	BILL KROEGER	1303 Lincoln	—	—	8/22/08
	Brad Brunner	776 James	—	—	8/22/08
	MARY HANSEN	1200 Antelope Way	—	—	8/23/08
	Craig Fern	4365 Lexington park	—	—	8/23/08
	Josh Hines	597 Central Ave	—	—	8/23/08
	John Westrom	12815 Nightfall			8/22/08
	Kate Knutson	River Falls, WI			8/23/08

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Geri Menne	Geri Menne	334 Rose Ln	651-227-5846	———	08-22-08
Ben Dvorak	Ben Dvorak				8/22/08
Clayton Cantrell	Clayton Cantrell	12848 Pilgrim Lane	763-208-0321		8/22/08
Linda L. Ehlers	Linda L. Ehlers	1133 Portland Ave St Paul 55104	651-224-6315		8/22/08
[illegible]	[illegible]		[illegible]		[illegible]
[illegible]	[illegible]	484 Iowa Ave St Paul MN	651 214 [illegible]		22 Aug 08
Shawn Dietz	SHAWN DIETZ	[illegible]	[illegible]		23 Aug 08
Renae Berge	Renae Berge	—	—	-	8/22/08
Greg Stage	Greg Stage	2179 270th St W	952-447-2116		8-22-08

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SIGNATURE	PRINTED NAME	ADDRESS	PHONE	E-MAIL	DATE
William B McCann	William B. McCann	LAKE CRYSTAL MN	—	—	8-22-07
Eugene W Cadwell	Eugene W Cadwell	ST PAUL	—	—	8-22-07
Paula Heinz	PAULA HEINZ	St Paul			8-22-07
Rich Heinz	RICH HEINZ	St Paul			8-22-07
Pat Hageman	Pat Hageman	St Paul	—	—	8-22-07
E Tuda	E TUDA	MPLS			8-22-07
K White	K. White	MPLS			8-22-07
Marcia VanHaaften	M. VanHaaften	St Paul	—	—	8-22-07
J Brandtner	J. BRANDTNER	"	—	—	—
Jean Jones	Jean Jones	St Paul			8-22-07

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SIGNATURE	PRINTED NAME	ADDRESS	PHONE	E-MAIL	DATE
	NICOLE JACKSON	St. Paul			8-24-08
	Rebecca Colby	St Paul			8-24-08
	Brenda Pettygrew	St. Paul			8/24/08
	Melissa Pettygrew				8/24/08
	Rebecca G. Trapp	Brainerd			8/24/08
	Dave Trapp	St. Paul			
	Tim Carmen	St. Paul			8/24/08
	Diane Acterling	Lake City			8/24/08
	Tina Proctor	Woodbury			8/24/08
	Andrew Romine	St Cloud			8/24/08

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SIGNATURE	PRINTED NAME	ADDRESS	PHONE	E-MAIL	DATE
	CAROL VANDAME	BALDWIN, WI			8/22
	LISA FOWLKES	CROSBY, MN			8/22
	[illegible]	[illegible] Laurel			8/22
	[illegible]	" "			
	[illegible]	" "			8/22
	Jenny [illegible]	" "			8/22
	D. Andrews	Hudson WI			8/22
	[illegible] Jacobson	La Crosse			8/22
	Scott Miller	Saint Paul			8/22
	Amber Hibbing	Minneapolis			8/22

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Cheryl Amsden	Cheryl Amsden	339 Arbor St	641-4458		8/23/08
[illegible]	[illegible]	[illegible]			[illegible]
[illegible]	[illegible]	[illegible]			[illegible]
John Field	John Field	1021 Hwy 13	454-2880		"
Angela Field	Angela Field	1021 Hwy 13 St Paul	454-2880		8-22-08
Silvia Nitta	Silvia Nitta	Minneapolis			8-27-08
[illegible]	Eric Lemieux	Bloomington			8-22-08
Ann Ygsdahl	Ann Ygsdahl	Mendota Hts			8-22-08
Eric Martin	ERIC MARTIN	454 Telephone St. Paul Ave	651 214-6321		8-22-08
Joanna Wiley	Joanna Wiley				8-22-08

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Michael Kopischke	Michael Kopischke	1531 Meadow Lane	557-235-55	M_Kopischke@Yahoo	22-08-08
Pamela Gobran	Pamela Gobran	2514 S Hall Dr.			22-08-08
Greg Grozdanich	Greg Grozdanich	2087 7th Ave N	952 933 2237		8/22/08
[illegible]	Craig Hamilton	991 Stanford Ave N	0116-07573610	Sirvaig@yahoo.com	8/22/08
Heather O'Connor	Heather O'Connor	1152 Carroll Ave	651-644-0167		8/22/08
Maryellen Harley	Maryellen Harley	1036 Old Hudson Rd	651 771 1224	—	8/22/08
Sheila Haeg	Sheila Haeg	1424 Burgess	952-224-3445		8/22/08
[illegible]	Mimi Soo	4835 33rd Ave S Mpls	[illegible]	mimisoo@comcast.net	8-22-8
[illegible]	Jolene Isaacson			[illegible]	[illegible]
[illegible]	Erika Borden	[illegible]	[illegible]	[illegible]	[illegible]

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Eric Porter	ERIC PORTER	FARMINGTON			8-22-08
Kyle Porter	Kyle Porter	Farmington			
Jason Porter		Farmington			
Bill Holzork	Bill Holzork	Burnsville			
Chris Mester	CHRISS MESTER	Minneapolis			8/22/08
Steve Skelly	Steve Skelly	Lakeville			
James Path	James Path	Hastings	651-459-2073		8/22/08
Kathryn Kahn	Kathryn Kahn	St. Paul			8/22/08
DON JAMES	DON JAMES	St. Paul	651-698-0688		8/22/08
Jeanne Logan	Jeanne Logan	SAGAN			

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To: Kathryn O'Brien, RE: SDEIS, Central Corridor LRT Project Office 540 Fairview Avenue N., Ste. 200 St. Paul, MN 55104; Donna Drummond Department of Planning and Economic Development City of Saint Paul 25 4th St W 1200 City Hall Annex St. Paul, MN 55102; Mayor Chris Coleman, 390 City Hall 15 W. Kellogg Blvd. Saint Paul, MN 55102; Anne White, District Councils Collaborative; District Councils Collaborative, 1080 University Avenue W., Saint Paul, MN 55104; Peter Bell, Metropolitan Council 390 Robert St. North St. Paul, MN 55101-1805; James Marti, Union Park District Council, Suite LL100, 1570 Concordia Ave., St. Paul, MN 55104

PARK AND RIDE AND SAFER SNELLING SUPPORT PETITION

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SIGNATURE	PRINTED NAME	ADDRESS	PHONE	E-MAIL	DATE
	BRAD JOHNSON	2010 E 145 ST BURNSVILLE MN	952-898-[illegible]		8/22/08
KatyLaw	KATY LAW	800 W 45th [illegible] AVE MPLS	612-750-7112		"
Stuart Macdonald	Stuart Macdonald	352 Penbryn Hill Cove Woodbury MN 55125	651-578-2521		8/22/08
Rene Curren	Rene Curren	Woodbury MN	651-232-1672		8/22/08
JoAnne Gorg	JoAnne Gorg	Maplewood			8/22/08
Joyce Wash	JOYCE WASH	Maplewood MN	715 455 4571		8-22-08
Miriam Lewis	Miriam Lewis	2046 Minne Ave S	612-721-43[illegible]		8-22-08
Sally Roth	SALLY ROTH	9787 MANNING AVE	651 459 0256		8/22/08
[illegible]	David Cobran	2594 Schaller Dr Maplewood MN			8/22/08

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	Jeff Kay	106 Hamline Ave	715-821-5843		8-23-08
	Jim Dusing	Brown Valley mn	320 695 2024		
	Wendy Madsen	963 Dayton	651.642.1921		8-23-08
	SHELBY ROGERS	256 25th St	612 722-5327		8/23/08
	Michelle Gonier-Hill				8/23/08
	Rob Schaffhausen				
	[illegible]				
	[illegible]				
	Ron Long	[illegible]			8/23/08
	Christina Wilson		(612) 219-7967		8/23/08

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	Sheila Dresser	[illegible]	[illegible] 3095		8/23/08
	Lyall Britton	St. Louis Park MN			8/23/08
	DeAndra Walker	MPLS MN	612 743-2030		8/23/08
	[illegible]	[illegible] MN			8/23/08
	Joe [illegible]ska	1316 Iowa St Paul	612-501-7775		8/23/08
	Mary Floyd	"	"		8/23/08
	Sarah [illegible]	[illegible]	[illegible]		8/23/08
	Joseph [illegible]	[illegible]	612 414 4117		8/23/08
	Chris Rustad	Hutchinson	320-587-4[illegible]		8-23-08
	David D. Lang	Rosemount, MN	651-322-1845		8/23/08

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SIGNATURE	PRINTED NAME	ADDRESS	PHONE	E-MAIL	DATE
	Matt Antonson				8-22
	Nicole Perry				8-22
	Frank Chiginsky	1252 [illegible]			8-22
	Carl Stelp	Osseo, MN			8 23
	KERRY GRIESBACH	1769 [illegible]	[illegible]		8/23
	JANE BRAUN	22 [illegible]			8/23
	Tim David	4254 Hunkshire			8/23
	Lyle Odland	1821 Twin Cr Dr.	651-452-59[illegible]		8-23
	Camille Lee	12975 Garrett			8-23
	Lee Lee	Apple Valley			

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SIGNATURE	PRINTED NAME	ADDRESS	PHONE	E-MAIL	DATE
Marcia Y Geller	Marcia Y Geller	1145 S Halstead	651-432-32[illegible]		8-22-08
J.H Krueger	J.H Krueger	1025 Bonhomme Ln	651 436 3169		8-22-08
Lauren Conrad	Lauren Conrad	River Falls, WI	—	—	8/22/08
Linda Kerstad Kemp	Linda Kerstad Kemp	Spring Grove MN	507 498 7532		8-22-08
Brad Brander	BRANDER	550			8-22-08
Gene Brander	Gene BRANDER	550			8-22-08
Sandy Kellenfeldt	SANDY KELLENFELDT	830 ELEXSON			8-22-08
Lauren Kelley	Lauren Kelley	825 Jackson St			8.22.08
Christa Johnson	Christa Johnson	Bloomington			8 22 08
John Wood	John Wood	2 Se Pr [illegible] St Paul			8-22-08

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Marilyn Luhman	Marilyn Luhman	3573 Dayton	651 923-4284		8-22-08
Melissa Brandts	Melissa Brandts	440 Arnold Ave	952 955-7246		8.22.08
Pete Helmstadt	Pete Helmstadt	Lake City	651-345-5142		8-22-08
Ruth Helmstadt	Ruth Helmstadt	Lake City	651-345-5142		8-22-08
Margaret Hagerman	Margaret Hagerman	1268 Brook Ave	651-690-5032		8-22-08
Mark Kindseth	Mark Kindseth	Kenyon Mn			8-22-08
Robert Schara	Robert Schara	148 Hamline Univ Milwaukee	320 587 4911		8-22-08
Eric Mann	Eric Mann	9461 Newcastle Rd	651-758-0418		8/22
K Strand	K Strand	Richfield	612 310 6227		8/22
K Strand	K Strand	Bloomington	952-881-1590		8/22

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Cochelking	Cochel King				8-21
Ashley Jane Sage	Ashley Jane Sage				8-22
Terri Cavanaugh	TERRI CAVANAUGH				
Gloria Harris	GLORIA HARRIS	MINNEHAHA AVE.			8/22/08
Andrew Thoner	Andrew Thoner	W. Scanlon			8/22/08
Jeff Shaun	Jeff Shaun	1289 Guthrie			8/22/08
[illegible]	GARY MICH	1645 [illegible]	[illegible]	[illegible]	8/22
[illegible]	DAVID RITTER	913 SHERBURNE			8-22
Candace Sykora	Candace Sykora	1414 Fairview Ave Roseville MN			8/22/08
Karen Valentine	Karen Valentine				8-22-08

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Erin Tschakert	Erin Tschakert	Burnsville		ehuffy2@hotmail.com	8/22/08
Yelena Mostov	Yelena Mostov	Shoreview			8/22/08
Randy Hammerschmidt	Randy Hammerschmidt	Lamberton			8/22/08
Joy Manning	Joy Manning	1410 Portland			8/22/08
[illegible]	[illegible]	Eagan			8/22/08
Ashley Berner	Ashley Berner	River Falls			8-22
Steve Kemp	Steve Kemp	Spring Grove			8-22
Sam Stockwell	Sam Stockwell	Ellsworth			8-22
[illegible]	[illegible]	Fremont			8-22
Adam Shearer	Adam Shearer	Oakdale			8-22

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					8/22/08
					8/22/08
					8/22/08
	M.E. MICLETT	HUDSON, WI			8-22-08
	Kelli Larson	woodbury, MN			8-22-08
					8/22/08
					8/22/08
					8/22/08
					8/22/08

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	Jodi Fish-Knutson	—	—	jfishknutson@net	E-2[illegible]-08
	Kandy Sayre				
	Chris Godin		2152485134		
	James Peterson				8/23/08
	Douglas Reimers		—	—	8/22/08
	Hilda Reimers				8/22/08
	Lee Fink				8/22/08
	Michael Elert				8/22/08
	Robert Hansen				8/22/08
	Richard Hansen				8/22/08

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B Jurek	B JUREK				
	Tanya Bower	—	—	—	—
Iris Hatzke	Iris HATZKE	Unknown	—	—	—
	Sally Jorowski	"	"	"	"
Cathy Olyphant	Cathy Olyphant	Woodville, WI	715-778-5567		
	Amy Bc Whitaker	Conroe TX			
	TRENT Woodworth	" "			
	Michael Cornell				
Julie Porter	Julie PORTER	Farmington MN			8-22-08

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Lisa DeCasas	Lisa DeCasas	Glencoe	320-864-5368		8-20-08
Mary Aamen	Mary Aamen	Westbrook			8/22/08
Gwen Anderson	Gwen Anderson	Westbrook	507-274-6687		8/22/08
Ken Anderson	Ken Anderson	Westbrook	507-274-6687		8/22/08
Ryan Noomen	Ryan Noomen	Westbrook	507-274-6735		8-22-08
[illegible]	[illegible]	Indianapolis			8/22/08
Georgia Wood	Georgia Wood	Woodbury	651-731-6957		8-22-08
Gary Wood	Gary Wood	Woodbury	651-731-6957		8/22/08
[illegible]	[illegible]	St. Paul			8/22/08
[illegible]	[illegible]	Mankato			8/22/08

From: David Rasmussen, 409 Roy St N, Saint Paul, MN 55104, http://davetravels.blogspot.com/2008/08/grid-8-neighborhood-issues.html
To: Kathryn O'Brien, RE: SDEIS, Central Corridor LRT Project Office 540 Fairview Avenue N., Ste. 200 St. Paul, MN 55104; Donna Drummond Department of Planning and Economic Development City of Saint Paul 25 4th St W 1200 City Hall Annex St. Paul, MN 55102; Mayor Chris Coleman, 390 City Hall 15 W. Kellogg Blvd. Saint Paul, MN 55102; Anne White, District Councils Collaborative; District Councils Collaborative, 1080 University Avenue W., Saint Paul, MN 55104; Peter Bell, Metropolitan Council 390 Robert St. North St. Paul, MN 55101-1805; James Marti, Union Park District Council, Suite LL100, 1570 Concordia Ave. St. Paul, MN 55104

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SIGNATURE	PRINTED NAME	ADDRESS	PHONE	E-MAIL	DATE
	Sandy Sundin	PO Box 503	218 324-1059		8/21/08
	Mary Hollenhorst	Hamline Pk	349-850 5359		8/21/08
	Mark Jo Steffes	15 Marion Ave	651 457 8883		8-21-08
	Josh Foster	4413 Knox	260-940		8-21-08
	M Strauss	1777 Hamline			
	Angela Kallsen	1906 Palace Ave St Paul	690-7513		8/21/08
	Mary Bowlin		334-2293		
	Lisa Tschakert	Farmington			8/22/08
	Carla Jacobs	Burnsville	9528443518		8/22/08
	Allie Lunzer	Baldwin			8/22/08

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SIGNATURE	PRINTED NAME	ADDRESS	PHONE	E-MAIL	DATE
					8/22/08
		—	—		
	Joni Callahan			callahanjc@email.com	8-22-08
	Mike Callahan	—	—	"	8-22-08
	VICKIE ANNIE	—	—		8-22-08
	Virlene Perpich	—	—	—	8/22/08
	MATT MITCHELL				8/22/08
	Ryan Naldi	Milwaukee			8/22/08
	Elizabeth Cuner	St Paul			8-22-08
	Leslie B Wolfe	St Paul			8/22/08

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Amanda Thone	Amanda Thone	Elkwood, WI		rethone-12@yahoo.	8/22/08
Elaine Davis	Elaine Davis	Minneapolis			8/22/08
Steven Chastek	Steven Chastek	Lakeville			8/22/08
Janice M Ryan	Janice M Ryan	Vermillion			8-22-08
Linda Seidl	Linda Seidl	W St Paul	651-457-5647	seidl558@msn.com	8/22/08
M Spieler	M. Spieler	Cutting			8/22/08
R. Berndt	R. Berndt	St. Paul			8/22/08
D. Gore	D. Gore	Duluth	218 3254182	davidgore@gmail.com	8/22/08
K Gore	K Gore	Duluth			8/22/08
Lynn Larsen	Lynn Larsen				8/22/08

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SIGNATURE	PRINTED NAME	ADDRESS	PHONE	E-MAIL	DATE
Katie Solem	Katie Solem	916 Jarvis Ave	651-459-0330	N/A	8-23-08
Blake Malecha	Blake Malecha	7444 157th St W		bmalecha@appcomm.com	8-23-08
[illegible]	[illegible]	3670 15th St W		N/A	8/23/08
[illegible]	[illegible]	"		N/A	
Michael Gayle	Michael Gayle	1550 Selby Ave.	612-746-2776	N/A	8/23/08
Anne Binge	Anne Binge	Minneapolis		N/A	8/23/08
[illegible]	[illegible]	Eagan MN			8/23/08
Jacqueline Jaskowiak	Jacqueline Jaskowiak	St Paul, MN	-	-	8/23/08
Gayle Belmont	Gayle Belmont	Hewing MN	218 563-2512		8/23/08
Ralph Thomas	Ralph Thomas	Albuquerque NM			8-27-08

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SIGNATURE	PRINTED NAME	ADDRESS	PHONE	E-MAIL	DATE
	Patrick Ferguson	2600 S 7th Mpls	612 339-9966		8-23-08
	LYNN CARIGIET	HASTINGS MN			8-23-08
	TONY CARIGIET	N ST PAUL			8-23-08
	Tom Haley	2699 Skyline Dr	[illegible]		8-23-08
	Barb Stevens	Barb Stevens			8-22-08
	Jonelle Draught	1458 Hayne			8-23-08
					8-23-08
	—				8-23-08
	Dick Rhodes	1152 St Clair Ave			8-22-08
	Sandra Wilk	Minneapolis			8-23-08

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	Nancy Ley	8165 240th St W	952 469 1657		8-23-08
	Daryl Ginger	3552 Heather	651 636 4436		8-23-08
	Erica Peterson	213 3rd St Rose	715-497-86	-	8-23-08
	Cody Johnson	213 3rd St 2 Eau	715-416-0181	-	8-23-08
	Jo Pinnow	1025 Lefevre	651-454-8242		8-23-08
	Debbie Sullivan	8349 Dakota Way	651-455-2172		8-23-08
	Ron Nelson	4120 Hyde			8-23-08
	Mary Patterson	4624 [illegible]	[illegible]	-	8-23-08
	[illegible]	[illegible]	[illegible]	-	8-23-08
	Tricia Kruse	[illegible]	[illegible]	[illegible]	8-23-08

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	JOANN FERRO	PO Box 60	218-547-0295		8/23/08
	Cheryl Brucka	PO Box 12	406-223-7106		8/23/08
	Susan Kawinski		612-8452772		8-23-08
	Christa Schlecht				8-23-08
					8/23/08
		Mallard, MN			8/23/08
	Jarad Engelhaun	2620 34th Ave S Minneapolis MN		55406	8/23/08
	Lucille A. Carl	2431 Layton Ct.			8-23-08
	Stephanie Carl	Woodbury MN			8/23
	Lucy Ardrojcak	Woodbury MN			8/23

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[illegible]	Doug Moses	Eagan	651-735-3601		8/23/08
[illegible]	Kathy Green	Bemidji			8/23/08
Mara Humphreys	Mara Humphreys	mendota Heights			8/23/08
[illegible]	[illegible]	Maplewood	651 775 3291		8-23-08
[illegible]	[illegible]	Mpls	612 629-4857		8/23/08
[illegible]		mpls			8/23/08
[illegible]	MARGARET	MPLS			
[illegible]	KAREN KOKKAVAR	1527 ED MUND			
[illegible]	Mark DeVaughn	1100 35th St			8-23-08
[illegible]	Kristen Joseph	957 Thomas Ave	651 647 4901	kristen.joseph@gmail.com	8-23-08

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	Henry Earl Ramsen Jr	1645 Dayton Ave	651 644 0701		8-23-08
	Brian Kane	Marshall Ave			8/23/08
	Jeremy Yarwood	2329 Madison			8/23/08
					8/23/08
		mpls			8/23/08
	Susan Young	mpls			8/27/08
	BEVERLY FERGUSON	3133 CARROLL	651-644-1996		8/23/08

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	MayLee Vue	—	—		8/23/08
	Jeremy Miller	—	—		8/23/08
	Robert Muldoon	410 Beacon St Paul			8/23/2008
	Wendy Dusek	—	—	—	8/23/08
	Ronald Gohl	—	—		8/23/08
	Cynthia Gohl	—	—	—	8/23/08
	DENISE FITZKEN	Redwing MN			8/23/08
		St. Paul			8/23/08
	Todd Treely	Roseville	—	—	8/23/08
	Cathryn Perne	Minneapolis			8/23/08

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	Richard E Boyer	2600 Horseshoe	651-578-7320		8-23-08
	Beverly J. Boyer	"	"		8-23-08
	Jesse C. Pope	692 6th St St Paul	612-636-3960		8-23-08
	Mary Mikonowicz	1098 Falcon Way			8-23-08
	Lisa Citak	1379 Crocket Way	651-452-0394		8/23/08

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SIGNATURE	PRINTED NAME	ADDRESS	PHONE	E-MAIL	DATE
	Selene Shmitz	Rochelle, IL			8/23/08
	KELLY PASTREICH	1787 GRAND	651-207-6346		
	Jake Solem	1961 Saint Anthony Blvd Lot Line Grocery			8/23/08
	Tom Kim	15709 Country Ave	—	—	8/23/08
	Lorys Westberg	Author for 1392 Hamlin Ave			8/23/08
	Alan Westberg	Dalton MN	218-584-5944		8/23/08
	Nellane Risatti	Maple Mnd			8/23
	Beverly Murphy	Hutchinson			8/23
	Vicki Sanders	St. Paul			8/23
	Leah Noel	St Paul			8/23

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SIGNATURE	PRINTED NAME	ADDRESS	PHONE	E-MAIL	DATE
Ram Sundar	Ram Sundar	3780 Plymouth	763 268 3819	ram@rsmn.com	8/23/08
Nancy Barusch	Nancy Barusch	1890 Hewitt	651 452 1387	—	
PAT FOWLER	PAT FOWLER	391 DALY ST	225 93	—	
Janice Goldstein	Janice Goldstein	4730 Park Commons Dr.	952-946-6220		8/23/08
Earle Mitendier	EARLE MITENDIER	85 KING	735-5814		8/23/08
GeorgAnn Mitendier		"	"	—	8/23/08
Barb Kwolik	Barb Kwolik	Winona MN	NA	NA	8-23-08
James Kwolik	James Kwolik	Winona MN	NA	NA	8-23-08
Charles Mille	Charles Mille	6754 SE 4th St	—	—	8 23 08
Tom Williamson	TOM WILLIAMSON	1786 HAZEL ST	—	—	8 23 08

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Charles Erickson	Chas Erickson	Ramsey, Mn			8/23/08
Karen Swanson	Karen Swanson	St. Paul, MN			8/23/08
Dennis Dolgner		St Paul Mn			8-23-08
Trish Dolgner		St Paul Mn			8-23-08
					8/23/08
Kathy Mitchell	Kathy Mitchell	Lake	?		8-23-08
					8-23-08
Theresa Alberts	Theresa Alberts	2732 40th Ave S, Mpls			8/23/08
	Mary Hamms	Minneapolis			8/23/08
	Mandy Michals	minneapolis			8-23-08

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	Tracy Peterson	PO Box 122 River Falls WI	715-425-7139		8-23-08
	Todd Wasson	1385 Hamline Ave St. Paul MN 55104	651-645-2869		8-23-08
	Robert S. Wenzel	1126 Yankling Road Lino Lakes MN			8-23-08
	Todd Wasson	Hamline			8-25-08
	John Martin	NY			8-23-08
	Sharon Gilman	Rogers, MN			8-23-08
	Gina Christian	Coon Rapids			8-23-08
	[illegible]	MN			8-23-08
	[illegible]	St Paul			8-23-08
	[illegible]	[illegible]	[illegible]		[illegible]

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	Keesha Pfeifer	1208 E. 6th St	651-771-2196		8/23/08
	Eric Pfeifer	1208 E. 6th Street	6517712196		8/23/08
	Dusty [illegible]	715 Ridge Ave NE	N/A		8/23/08
	1676 Berkeley Ave	1676 Berkeley	651 644-0262		8/23/08
	[illegible]	[illegible]			8/23/08
	Greta Grosh	885 Iglehart	NA		8/23/08
	[illegible]	[illegible] St	N Cannon Falls 651-258-[illegible]		8/23/08
	[illegible]				
	[illegible]				8/23/08
	[illegible]	1654 Margaret St. St. Paul 55106	651-774-6720		8/23/08

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	Tiffany Kunnari	6650 Bidas Rd			8/23
	Joe Ackerman	1131 Goodrich			8-23
	JOHN TA	2405 W. 97 1/2 ST			8-23
	Eleni Wright	1111 Selby Ave S			8-23
	Kristi Meier	765 Laurel Ave			8-23
	Rodney J. Schroeder	21 Peerless Ave			8-23
	Jamie R. Taylor	1011 E 15th Ave S	952-948-6267	marque.r.taylor@gmail.com	8-23
	Stephanie J Taylor				8-23
	Margo Miller	221 Washington Ave	612 333-4887		8-23
	Dale Quilling	221 Washington	" "		8/23

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Call 651-266-8510 MAYOR

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	Dan Nelson				5/25/08
	Charlie Nelson				
	ANNIK NAIK	ST PAUL			5/27/08
	Angie Graham	Burnsville			5/25/08
	Allison Schmitz	Minneapolis			5/23/08
		EP			5/25/08
	Deb Carroll	Claremont			5/23/08
	Lynn Miller	St Cloud			5/23/08
		UNPA			6-3-08

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	Nadine Larson	857 Ashland Ave			8/23/08
	JACK MINER	[illegible]			8/23/08
	Bernhard Schnur	[illegible]			8/23/08
	Cindy Lorrema	Wyoming MN			8/23/08
	Jennifer Little	1529 Dunlap St			8/23/08
	[illegible]	[illegible]			8/23/08
	Lee Ann Lyndon-Rocha	[illegible]			8/23/08
	Clet Nelson	.			
	Kassity Lee	2812 Silver Lane			8/23/08
	Brittany S.				8/23/08

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	Sara Derge	3924 Western	651-338-5526		8/22/08
Sylvia Kehoe	Sylvia Kehoe	703 High Ridge Rd	715-994-7500		8/24/08
	Sue Larsen	1157 Ruth		Larsen Sue 24@hotmail.com	
	Dana Ericsm	437 E Roselle	651-455-1268		8/24/08
	Jaimee Lucia	1114 Fairmount	612-788-4159		8/24/08
	Kari K Thrall	1600 Hwy	612-827-3576		8/23
	Becky Volkening	1108 2nd	651/a	[illegible]	8/23
	Jeff Hendrix	200 Sunset	952-952-1665		8/23/08
	Bonnie Grant	27634 Lakewood	—	—	8/23/08
	Jeff Noller	1988 Scenic Ave.	—	—	8/23/08

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	Kristine Hansen	2150 W. Lexington Ave	578-7227		8/23/08
	Tammy Sanders	Hawkeye			8/23/08
	Darren Dopkins	Pine River MN			8/23/08
	Melissa Fuller	Pine River			8/23/08
	Irma Brandel	Mpls MN			8/23/08
	Doris Brandel	LaCrosse WI			8/23/08
					8/23/08
		Mpls			8/23/08
	RICHARD STAYKER	ST. PAUL			8/23/08
	Amber Lindner	Vermillion, SD			8/23/08

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	Susan Klemond	527 Hamline Ave St. Paul MN 55104		pgcon4216@yahoo.com	8/23/08
	Tom Cardy	1152 W 14th St			8/23/08
	Craig Anderson	601 Ridgewood		craigjeremy2000@yahoo	8/23/08
	Evelina Goldman	7317 Dogwood			8/23/08
	Mark Pavlik				8/23/08
	E WHITTINGTON				8/23/08
	Eddy Poff				8/23/08
	Paul PANZER				8-23-08
	Ashley Li	2814 Silver Ln			

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To: Kathryn O'Brien, RE: SDEIS, Central Corridor LRT Project Office 540 Fairview Avenue N., Ste. 200 St. Paul, MN 55104; Donna Drummond Department of Planning and Economic Development City of Saint Paul 25 4th St W 1200 City Hall Annex St. Paul, MN 55102; Mayor Chris Coleman, 390 City Hall 15 W. Kellogg Blvd. Saint Paul, MN 55102; Anne White, District Councils Collaborative; District Councils Collaborative, 1080 University Avenue W., Saint Paul, MN 55104; Peter Bell, Metropolitan Council 390 Robert St. North St. Paul, MN 55101-1805; James Marti, Union Park District Council, Suite LL100, 1570 Concordia Ave., St. Paul, MN 55104

PARK AND RIDE AND SAFER SNELLING SUPPORT PETITION

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SIGNATURE	PRINTED NAME	ADDRESS	PHONE	E-MAIL	DATE
	Davone Morris		651 357 1010	davone.m.morris@us.army.mil	

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SIGNATURE	PRINTED NAME	ADDRESS	PHONE	E-MAIL	DATE
	Shannon Pleasant	1185 Portland Ave	[illegible]	Slpleasant	8-22-08
	Mary [illegible]	Her Print			8/22
Mr Bruce Amundson 7643 Nicholas Way Chanhassen, MN 55317-7545			952-470-8060		8/22
	Ron McManus	930 Madison	763 [illegible]		8/22
	Brad Citak	6979 Cobblestone	[illegible]		8/22
	Jon Anders	—	[illegible]	—	8/22
	Rod Tolzmann	Belleville WI	2735829		8/23
	Nan Thomas	Alamogordo, NM			8-22
	Vicki Breitkreutz	Roseville, MN			8-22

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[signature]	[illegible]	[illegible]		[illegible]	8/23/08
[signature]	[illegible]	[illegible]			8/23/08
[signature]	[illegible]	[illegible]			8/23/08
[signature]	[illegible]	[illegible]			8/23/08
[signature]	[illegible]	[illegible]			8/23/08
[signature]	[illegible]	[illegible]			8/23/08
[signature]	[illegible]	[illegible]			8/23/08
[signature]	[illegible]	[illegible]			8/23/08
[signature]	[illegible]	[illegible]			8/23/08
[signature]	[illegible]	[illegible]			8/23/08

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Jeanne Watson	JEANNE WATSON	1385 BLAIR AVE	651-64[illegible]		8/23/08
Dan Bakavich	Dan Bakavich	207 W Elm			8/23/08
Bernice Breyer					
[illegible]	Hongkong Vang	659 Van Buren	651-227-7263		8/23/08
[illegible]	BARB LUBAR	866 St Anthony	651-222-7312		8/23/08
Kaylin Snow	Kaylin Snow	"	"		"
Bettie Crowe	BETTIE CROWE	1722 Marshall Ave	612 221 1161		8/23/08
Mae Phillips	M. J. Phillips	5332 E Hwy 10	651-7[illegible]		8/23/08
Jodi Stee	Jodi Stee	983 Hubbard	488-0091		8/23/08
Neal Sontag	Neal Sontag		920-970-18[illegible]		8/23/08

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[signature]	Glen Newton	1559 Mi[illegible]	[illegible]		8/22/08
[signature]	P.J. Larrison	2082 E. [illegible]	582-[illegible]		8-22-[illegible]
[signature]	Elizabeth Efron	796 Juno Ave	651-792-9445	[illegible]@comcast.net	8-22-08
[signature]	T. J. Kasper	8113 Galway Rd	763-392-1667		8/22/08
[signature]	Laura Hilke	666 Forest Ave Pierz, MN 56364	320-468-6187	laura.ihse@yahoo.com	8-22-08
[signature]	Phil Isaacson	1221 [illegible]	[illegible]		8/[illegible]
[signature]	Megan Gaulke	[illegible]			8/22/08
[signature]	Mary Breton	1331 Portland Ave St. Paul, MN	651-645-1025		8/22/08
[signature]	Teri Breton	"	"		8/22/08
[signature]	Bill Mass	P.O. Box 177 White Bear Lk			8-23-08

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	Lou Lau	1044 11th Ave	612 [illegible]	Lou11@[illegible]	8-23-[illegible]
	Brenda Nichols	1487 7th St E			8-23-[illegible]
	Tammy Nichols	916 Lincoln			8-23-05
	Sherry Reagan	1021 St Clair	651 [illegible] 0438	—	8-23-05
	Tom Lawrence	1071 3 Cambridge			
	Rod Bigg	936 Portland	[illegible] 1423		8/23/05
	Carol Pyle	317 Summit Ave	[illegible] 7231	[illegible]	[illegible]
	GERALD TYLERS	4253 Colfax Ave S	320-543	2561	8-23-05
Pat Lundy	Pat Lundy	1405 Sargent	698-4338		8-23-05
	[illegible]	[illegible] Lincoln			8-23-05

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	Gary Anderson	1030 Wheeler Circle			8/23/08
	Helen Anderson	"	"		"
	Michele Johnson	780 Woodpark Blvd Woodbury	503 9726		8/23/08
	Simon Jungbauer	415 Vance	—	—	8/23/08
	Sue Lantto	911 Edgcumbe	312-6004		8/23/08
	Nikki Overfield	410 Vance	293-3524	—	8/23/08
	Ron Knoble	250 Fuller St	778-9383		8/23/08
	Jim Marcotte	Eagan	686-4042		8/23/08
	[illegible]	1375 [illegible]	647-9220		8/23/08
	[illegible]	3151 70th Ave	612 209-1804	—	8/23/08

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Cindy Becker	Cindy Becker	758 8th Ave S.			8/24/08
	Kirk Van Sloten	20381 Boone Av			8/24/08
Carissa VanSlooten	Carissa VanSlooten	20381 Barnette			8/24/08
	Shelby VanSloo	20381 Barnette			8/24/08
	Stan Hasselmann	3758 63rd			8/24/08
Zephan Moore	Zephan Moore	941 Dayton			8/24/08
	Amanda Costantine	738 Magnolia	(651) 772-3126		8/24/08
	Robert Jansen				8/24/08
	Daniel Jansen				8/24/08
	Becky Carlson				8/24/08

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	ANN RUARD	2158 JULIET	651-894-0131	ANN.RUARD@THOMSONREUTERS.COM	8/24/08
Nancy Shepherd	Nancy Shepherd	434 Brookhaven Ln	—	Lunar139@hotmail.com	8/24/08
Kathleen Ryan	Kathleen Ryan	4843 [illegible] Ave S	612-722-5784		8/24/08
	Patricia Butler	—	—	Penelope2276@yahoo.com	8/24/08
	Craig Longtine	3145 36th Ave S	612 724-6586		8/24/08
	[illegible]	2853 Dahlia Ave S			8/24/08
	Jay Kim	" " "			8/24/08
	Travis Fyfelerlund	607 4th St NE	567-371-2481		8/24/08
	[illegible]	—	—		8/24/08
	[illegible]	[illegible]	[illegible]		[illegible]

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	Kenneth Hughes	14329 Kenwood Way Apple Valley	451-1859		8/24/08
	Eric Hendrickson	1601 Hillcrest Circle			8-24-08
	Katherine Hendrickson	1601 Hillcrest Circle			8-24-08
Suzanne Jenny	Suzanne Jenny	610 Cromwell Ave.	651-647-6191		8-24-08
Tim Steiner		1179 Lyndale Ave S			8-24-08
		5529 24th Ave S	(612)729-7344		8-28-08
	Curt Lawson	1494 Hewitt	963-205-4		8-24-08
	Mike Dorff	1483 Judicial Road Brooklyn MN	553-06		8-24-08

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Hanna Cooper	Hanna Cooper	1285 Miles	651 699-5587		8/24/08
Linda Beck	Linda Beck	120 Glenmary	507 454-1516		8/24/08
[illegible]	Dorothy Todd	[illegible]	752-100-5028		8/24/08
Rosie Proops	Rosie Proops	18560 38th Ave	763 478 3165		8/24/08
Stacy McAllister	Stacy McAllister	1565 So Thomas St	651 815-7540		8-24-08
Kristin Ring	Kristin Ring	372 N Cleveland	612-210-5331		8-24-08
[illegible]	Dave VanKempen	[illegible]	651-771-[illegible]		8/24/08
[illegible]	[illegible]	[illegible]	[illegible]		
Mary Berchem	Mary Berchem	701 Marion Ave	651-283-1241		8/24/08
Hannah Berchem	Hannah Berchem	5385 Audubon Ave	651-338-3855		8/24/08

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SIGNATURE	PRINTED NAME	ADDRESS	PHONE	E-MAIL	DATE
Pat Weisinger	Pat Weisinger	Wykoff, MN			8-24-08
Tom Currie	Tom Currie	St. Paul			8-24-08
Jean Currie	~~Tom~~ Jean Currie	St. Paul			8-24-08
[illegible]	Jennifer Christian	W. St. Paul			8/24/08
[illegible]	Monica Mike	I 6 4			8/24/08
[illegible]	[illegible]	[illegible]			8-24-08
[illegible]	[illegible]	[illegible]			[illegible]
[illegible]	[illegible]	St Paul			8/24/08
[illegible]	Megan M. Lorge Jones	Mpls			8/24/08
[illegible]	[illegible]	[illegible] 55076			8/24/08

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SIGNATURE	PRINTED NAME	ADDRESS	PHONE	E-MAIL	DATE
	Hannah Gunn	209 5th St. SE	651-455-4336		8/24/08
	Norma Mackey	1867 Wordsworth	651-455-8267		8/24/08
					8/24/08
	Erika Gr[illegible]	4544 [illegible]			8/24/08
	Andrew Nelson	2215 Holly Circle	651-245-0784		8/24/08
	Melissa Nelson	2215 Holly Circle	651-[illegible]		8/24/08
	SHANNON SOLTIS	1343 Hoyt Ave	651 690 1434		8/24/08
	[illegible]	[illegible]	612-[illegible]		8/24/08
	Karen Solstad	1345 Cadwell	651-578-4992		8/24/08
	Jon Bollinger	421 Ashland			8/24/08

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[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	8/23/08
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	8/23/08
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	8/23
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	8/23
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	8/23
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	8/23
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	8/23
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	8/23
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	8/23
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	8/23

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	Sandra M. Kessler				8-24-08
	Kim Kinlas				8-24-08
	Kevin McKeever	St. Paul, MN	651		8-24-08
	Danielle Noi				8/24/08
	Jay Noss				8/24/08
	Mike Kannberg	Golden Valley			8/24/08
	Jennifer Jones	Golden Valley			8/24/08
Alison Rowell	Alison Rowell	St. Paul	646-5829		8/24/08
Tim Rowell	Timothy Rowell	St Paul	646-5029		8/24/08

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[illegible]	[illegible] John	[illegible]	[illegible]	[illegible]	5-22-05
[illegible]	Jeremy Hugh	1177 Sherburne	—		8-22
Kari Larson	KARI LARSON				
Katie Haberman		474			
ANDY TAYLOR					
[illegible]	[illegible]	1023 Nebraska			5/24/05
[illegible]	Melissa Harp				5/24/05
[illegible]	Nick Larson				5/24/05
Dayton Cashin	Dayton Cashin	2300 Copper Cliff Trail			5/24/05
[illegible] K Fox	Traci Fox	124 Fuscia St			8-22-05

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[illegible]	[illegible]	[illegible]	[illegible]		[illegible]
A. Sanstad	A.J. Sanstad	536 37th Ave Columbia Heights	763-257-4650		3/23/08
[illegible]	[illegible]	[illegible]			3/23/08
[illegible]	[illegible]	626 Park St.	651-690-9129		3-23-08
[illegible]	Lori Marks	1965 Iglehart Ave St Paul, MN			
[illegible]	MaryLou BRANDWIK	162 FARRINGTON			8.23.08
[illegible]	[illegible]	[illegible]			8/23/8
[illegible]	[illegible]	1391 Juliet			8/23/8
[illegible]	[illegible]	[illegible]			8/23/8
[illegible]	[illegible]	[illegible]	[illegible]		[illegible]

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Lynn Kosherina	Lynn Kosherina	1560 W Frost			8/24/08
		724 Fry			8/24/08
	Mitchell Lorder	5117 Sve Fry			8/24/08
Debra Heinecke	Deb Heinecke	713810th Ave S			8/24/08
Barb Kellerman	Barb Kellerman	4143 Dupont			8-24
	Renee Trier	414 2 Penn			8-24
	Elise Robinson	390 Oakland			8/24
Matt Gaylen	Matt Gaylen	Pausch in 2728 18th Ave			8/24
		1128 Xavier Bloomington MN 55431			8/24
Jennifer Becker	Jennifer Becker	305 8th Ave SE Osseo MN 55369			8/24

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Mie Lynch	Mie Lynch	666 Winona St E	651-602-0172		08/24/08
Olivia Kosi	Olivia Kosi	589 Thomas Ave	651-227-7755		08/24/08
Greg Struve	GREG STRUVE	1756 HARTFORD	651-690 5326		08-24-08
Jerie Lofgren	Jerie Lofgren	2075 Lorentz	651 246 791		8-24-08
Joe Fiesel	Joe Fiesel	1108 Lexington	612-720-1370		8/24/08
Tim Baynard	Tim Baynard	3348 Pike Ave	612 730 1332		8/24/08
Theresa Parker-Brown	Theresa Parker-Brown	1463 Hague	651-647-2328		8-24-08
Jesse Crane	Jesse Crane	589 14th Ave	651-436 7259		8-24-08
Teresa Ayling	Teresa Ayling	4639 15th Ave S	612-722-7255		8/24/08
Maia Crane	Maia Crane	2657 Scheffer	651-436 7259		8-27-08

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	Cainny Hewer	820 Laurel	651 225 4443	cheweresisi.com	8/24/08
	Jeff Bowar	820 Laurel	651-225-4443	jbowar@visi.com	8/24/08
	Richard Lambert	Clear Lake IA			8/24/08
	Scott Brekke	1827 Trailway Dr	276-3 & 3454		8/24/08
	Kayle Brekke	1827 Trailway Dr	651-492-4842	kmbrekke@hotmail.com	8/24/08
	Robert D. Brown	5301 Xerxes Ave	612-802-4658	hammer650@yahoo.com	8/24/08
	M. Beagan	Stillwater	651-331-4930		
	P. Reiferson	1827 Lincoln	651-340-7[illegible]		
	C. Reiferson	1829 Lincoln	651-340-7[illegible]		8/24/08
	A. Johnson	1189 Portland			8/24/08

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Janice Walker	JANICE WALKER	1145 Hudson Rd	651-645-3033		8-24-08
Gary Holman	GARY HOLMAN	1137 ST CLAIR	651-224-4092		8-24-08
Tom H. Hulsey	TOM H. HULSEY	1249 W. 7th	651-699-1551		"
[illegible]	[illegible]	[illegible]	[illegible]	—	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]		[illegible]
[illegible]	[illegible]	[illegible]	[illegible]		[illegible]
[illegible]	[illegible]	[illegible]	[illegible]		[illegible]
Irene Kyle	IRENE KYLE	990 Penn S	952-948-2488	—	5/24-08
[illegible]	[illegible]	[illegible]			
[illegible]	JERI MYERS	1448 Clear	651-644-5		5/24/08
[illegible]	[illegible]	[illegible]	[illegible]		[illegible]

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	Scott Ketterling	16659 Kentucky Ave S	612-481-8582		8/23/08
	Richard Loesch	3715 Ellicott Ave	612-978-0401		8/23/08
	Z. Mistry	1342 Van Dyke	651-645-5506		8/22/08
	L. Mistry	—	—		—
	Brian Roth	1234 42nd	—		8/22/08
	Jason Bird	615 Maywood			8/24/08
	Judith A Murray	1035 Highland	651-485-2125		8/24/08
	[illegible]	[illegible]	[illegible]		8/24/08
	Mary Lou Knupe	1175 W Minnehaha	651-644-5493		8/24/08
	[illegible]	7118 175 St E Lakeville	952-953-0534		8/24/08

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To: Kathryn O'Brien, RE: SDEIS, Central Corridor LRT Project Office 540 Fairview Avenue N., Ste. 200 St. Paul, MN 55104; Donna Drummond Department of Planning and Economic Development City of Saint Paul 25 4th St W 1200 City Hall Annex St. Paul, MN 55102; Mayor Chris Coleman, 390 City Hall 15 W. Kellogg Blvd. Saint Paul, MN 55102; Anne White, District Councils Collaborative: District Councils Collaborative, 1080 University Avenue W., Saint Paul, MN 55104, Peter Bell, Metropolitan Council 390 Robert St. North St. Paul, MN 55101-1805; James Marti, Union Park District Council, Suite LL100, 1570 Concordia Ave., St. Paul, MN 55104

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PARK AND RIDE AND SAFER SNELLING SUPPORT PETITION

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SIGNATURE	PRINTED NAME	ADDRESS	PHONE	E-MAIL	DATE
	Jen Lien				8/24/08
	Craig Hoskins				8-24
	Jake Veches			JJ,tty69@yahoo.com	8/24/08
	D. SCHMITZ	DULUTH			8-24-08
	Scott Peterson	Savage			8-24-08
	Heather Peterson	Savage			8-24-08
	Brian Bogard	Hennepin			8-24-08
	Seth Kudrle	LeCenter			8-24-08
	Lloyd Hoff	Burnsville			8-24-08
	Diane Roggow	St Peter			8/24/08

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					8/23
	Lynn Bronson	1868 Juliet	651 649 1856		8/23
	Todd Ziesmer	3440 Ashdeen	952-472-8364		8/23
	Diane Beehan	865 Armstrong	651-228-1263		8-24
		777 Cumberland	651-647-0113		8/24
		777 Cumberland	651-645-0613		8/24
	Dawn Erickson	2199 Beech St E	6512765717		8/24
	Bobbie Elling	" "	"		8/24
	Kim Johnson	621 Grand Ave #2	651-221-9716		8/24
	Rebecca Pilgrim	521 Standish Ave	—	—	8/24

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	Sandra Henderson				8/24/08
	TE Henderson				8/24/08
Jennifer Swanson	Jennifer Swanson	6134 Forest St	953 9651	—	8/24/08
	Sally Ness	[illegible]	[illegible]		8/24/08
	[illegible]	[illegible]	[illegible]		8/24/08
	[illegible]	[illegible]	[illegible]		8/24/08
	[illegible]	[illegible]	[illegible]		8/24/08
	Melissa Lee				8-24-08
	Tyson Geister				8 24 08
	Kelly Hasselmer	739 Hollister St	380 5058		8-24-08

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SIGNATURE	PRINTED NAME	ADDRESS	PHONE	E-MAIL	DATE
[signature]	James Jared	16490 Applestone Way	[illegible]	JJ[illegible]@yahoo.com	8/2[illegible]
[signature]	LYWJ Hotel Inc	1044 [illegible]	651-455-7569	—	8/24/08
[signature]	Sharon Hotels	St Paul Park	651-459-5569		8-24-08
[signature]	Stan Wilman	Bad Axe			
[signature]	Jerry Pearson	Prior Lake			8-24-08
[signature]	Jen Fogarty	—	—	—	
[signature]	Gene Alnick	—	—	—	8-24-08
[signature]	Johanna Ramos D'Avila	4060 Broadway St. Mpls 55417	612-825-6060		8-24-08
[signature]	Kathleen Boswell	3715 Elliot Ave Mpls. MN 55407	612-825-2097		8-24-08
[signature]	David Lavell Jones	2525 Dupont S#W 55107			24 Aug 08

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Denise A Housewright	Denise Housewright	3758 63rd St E	6515521702		8/24/08
Jason DeFilippis	Jason DeFilippis	18 N 1st ST	612 696 1580		8/24/08
Melissa Brown	Melissa Brown		6128977582		8/24/08
Cori Kuehn	Cori Kuehn	6918 valley pl	612 845-4401		8-24-08
David Simpson	DAVID SIMPSON	3112 3 Charles		simp0020@yahoo.com	8-24-08
Tanith Korravai	Tanith Korravai	2019 Sheridan Ave	6122986016		8-24-08
Mary Winnett	Mary Winnett	1319 Thomas Ave	651-644-3256		8/24/08
Jane Lerbs	Jane Lerbs	2254 Royal Ct	651-451-8941		8/24/08
Jamie Lerbs	Jamie Lerbs	2254 Royal Ct	651-452-1693		8/24/08
Debbie VanSchaeken	Debbie VanSchaeken	1437 Marquette	651 793 8395		8/24/08

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	STEVEN GROSS	4990 203RD ST EAST FJL			8-24
Lynn Sorenson	Lynn Sorenson	Jordan, MN			8-24
Dave Sorenson	DAVE Sorenson	" "			"
Ann Carroll	ANN CARROLL	665 Portland AVE ST PAUL			8-24
Kevin Lynch	Kevin Lynch	666 Summit			8-24
Mike Lynch	Mike Lynch	666 Summit			8-24
Jack Hanke	Jack Hanke	Eagan MN			8/24
Maureen Helm	Maureen Helm	Eagan MN			8/24
James R. Helm	James R Helm	Eagan MN			8/24
Scott Helm	Scott Helm	St Paul MN			8/24

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Bruce A. Skalbeck	Bruce A. Skalbeck	1916 15th St. So St. Cloud MN	(320) 251-2052		8/24/08
Abby R Roth	Abby R Roth	[illegible]			8/24/08
Judy Reiber	Judy Reiber	4821 10th Ave. S. Mpls. 55417			8/24/08
Sandi Schraub	Sandi Schraub	Burnsville			8/24/08
Mike Schraub	Mike Schraub	Burnsville			8/24/08
Jexy Schraub	Jexy Schraub	Burnsville			8/24/08
Alton Hoffman	Alton Hoffman	St Paul 55114			8/24/08
Joe Johnson	Joe Johnson	Eagan 55122			8/24/08
Connie Franklin	Connie Franklin	Eagan 55123			8/24/08
Charles Peterka	Charles Peterka	Mpls 55414			8/24/08

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John Zefell	JOHN ZEFELL	12311 155th Ave	Big Lake		8-24-08
Jacqueline M. Bjorklen	JACQUELINE BJERKEN	Big Lake MN	763-263-15[illegible]		8-24-08
Melissa Goetz	Melissa Goetz				8-24
[illegible]	Tasha Holmes	St. Paul			8-24
[illegible]	Justin Christenson	S. St Paul	651-755-4759		8-24
[illegible]	Darrell Griff	St Paul	510 404		8-24
[illegible]	Shari Levitt	Plymouth			8/24
[illegible]	CRAIG EGANDER	Apple Valley			8-24
[illegible]	Sarah Yates	1207 Charles			8/24/08
[illegible]	JOY YATES	"			"

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	ERICA WHITTEMORE	Mpls.			8/24
	Mercelle Grandjean	Mpls			8/24
	Christina Weber	Woodbury			8/24
	Britney O'Toole	Apple Valley			8/24
	Mark Goldberg	Eagan			8/24
	Karen Mahn	Eagan			8/24
	Matt Markuson	Vining			8/24
	SAM Gates	Minneapolis			8/24/08
	Damon K. Gates	MPLS			8/24/08
	CECIA MARTIN MEJIA	Mpls			8/24/08

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Reggow	Thomas Reggow	St. Peter	507.934.3953	tmreggow@hickorytech.net	8/24/08
Laurie Stoddard	Laurie Stoddard	WARSAW	507 685 4476		8/24/08
Judith Hamilton	Judith Hamilton	376 Dayton St E	651 644-88-2		
Jessica Nawyer	Jessica Nawyer	1035 Thomas Ave	651-387-95[illegible]	[illegible]	8/24/08
Jessica Frank	Jessica Frank	1847 Iglehart	651-283-7149		8/24/08
Andrea Ellerton	[illegible]	13575 Chestnut Dr.			8/24/08
Richard O'Brien	Richard O'Brien	390 Central St	715-808-1638		8/24/08
Van Nelson	Van Nelson	MPLS 55406			8/24/08
Marissa Flanders	Marissa Flanders	Lexington Pkwy	—	—	8/24/08
K Flanders	K Flanders	[illegible]	651-28[illegible]-1191		8/24/08

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	Paul Focht-Reiberg	971 Goodrich #2	651-493-0562		8/24/08
	Michael J Kessler	1151 Hy 128	715-265-4248		8-24-08
S Johnson	S JOHNSON	5428 32nd St	6127212431		8-24
	C JOHNSON	5428 32nd Ave	612-721-2431		8-24
	Mara Jenny	610 Cromwell	651-641-0911		8-25
	Daniel Kopp	PO Box 176	507-469-0883		8/25
	Rick Jostrom	306 Cleveland Ave	651-647-1123		8/25
	DOUG LAWSON	1496 Ave		Roseville	8/25
	Daralyn Sachs	1851 Lincoln Ave			8-25
	Nathan Sachs	1851 Lincoln Ave			8-25

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SIGNATURE	PRINTED NAME	ADDRESS	PHONE	E-MAIL	DATE
Martha Kuefler	Martha Kuefler	[illegible] 7118 178 St W	[illegible]		8/24/08
	JEROME GRAF	245 W. CONGRESS ST PAUL, 55107	[illegible]		8/24/08
	Gina DiNardo	245 W. Congress St Paul 55107	"		8/24/08
Paul L Swanson	Paul L Swanson	6640 131 St W Apple Valley MN 55124	311 5107		8/24/08
Karen Hilgers	KAREN HILGERS	[illegible] St Paul	[illegible]		8/[illegible]/08
	IRENE O'NEILL	[illegible] St Paul	[illegible]		"
	Jennifer Mathias				8/24/08
	Kristin Antin	201 [illegible] Apt MN			8/24/08
	Shawn Brant	311 2nd Ave Maplewood	612 721 2806		8/24/08
Lee Cannady	Lee Cannady	7216 Candlewood Dr Brooklyn Park			8/24/08

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SIGNATURE	PRINTED NAME	ADDRESS	PHONE	E-MAIL	DATE
	Carl Bunge	[illegible]		[illegible]	8/24/08
	Jeanne Sheehy	11190 Sandcastle Dr E Woodbury			8/29/08
	PATRICK M. Sheehy	" "			8/29/08
	James O'Brien		715-307-3796		8-24-08
	Kristi A Gore	SP	763 424-25[illegible]		8-24-08
	Jeannie Swanson	6610 131st St W	952-891-5107		8-24-08
	Jennifer Olivera	6640 131st St W			8/24/08
	[illegible]	[illegible]			8/24/08
	Irmgard Berken	4221 Upton Ave S	612-925-3049		8/24/08
	Eric Galdy	2548 Fillmore St NE # 1 Mpls			8/24/08

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	Lawrence Kolb	8951 JT Ct	651-779-		8-23-08
	Sharon Kolb	3991 Cty Rd C	651-639-0169		8-23-08
	Timothy J Horejsi	5128 42nd Ave So	722-2836	—	8-24-08
	Maureen Fitzgerald	5128 42nd Ave S	612-722-2836	—	8-24-08
	Nicki Jurewicz	728 Osceola	651-353-4577		8-24-08
	Sharon Vaughan	728 Osceola	651 222-5196	—	8-24-08
	Lisa Egge	4006 Grand Ave S	952 926 7803		8-24-08
	Mary Ellen Briel	1241 Hague St Paul	651-647-1572		8-24-08
	TERRY WEIDNER	728 OSCEOLA SEMINOLE, FL	575 771-6009		8-24-08

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To: Kathryn O'Brien, RE: SDEIS, Central Corridor LR Project Office 540 Fairview Avenue N., Ste. 200 St. Paul, MN 55104; Donna Drummond Department of Planning and Economic Development City of Saint Paul 25 4th St W 1200 City Hall Annex St. Paul, MN 55102; Mayor Chris Coleman, 390 City Hall 15 W. Kellogg Blvd. Saint Paul, MN 55102; Anne White, District Councils Collaborative; District Councils Collaborative, 1080 University Avenue W., Saint Paul, MN 55104, Peter Bell, Metropolitan Council 390 Robert St. North St. Paul, MN 55101-1805; James Marti, Union Park District Council, Suite LL100, 1570 Concordia Ave. St. Paul, MN 55104

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SIGNATURE	PRINTED NAME	ADDRESS	PHONE	E-MAIL	DATE
	Lucy VanSlooten	[illegible] St. Paul	[illegible] 3593	—	5/24
	Alex Peters	[illegible] Hill [illegible]	[illegible] 3968	—	[illegible]
	Andrew [illegible]				
	[illegible]				
	ROBERT STANICH	[illegible]	612/721-[illegible]	—	5/24/05
	Jeanne Schleh	"	"	"	"
	Susan Martinson	9065 Pinehurst Rd. Woodbury, MN	651-735-9060	—	5-24-05
	Tom Martinson	9065 Pinehurst Rd Woodbury, MN	651-735-1260		5-24-05
	Nicole Matthews				[illegible]
	Mary Ellen Ward	14 [illegible] St Paul 55105	651-696-9006		5-24-05

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Tom Simser	TOM SIMSER	2320 Highland SSP	651-450-0627		8/24/08
Tom Lee	Tom Lee	5409 29th Ave	—		—
Gary Johns	GARY JOHNS	3007 Sargent			
Ronald Hamula	Ronald Hamula	Highland	612 825-5841		8-24-08
Jaylee Royal	Jaylee Royal	I GH mall	—	—	8-24-8
R Salzberger	R Salzberger	2212 St Anthony	651 644-1225		8/24/08
Oregon Malisch	Oregon Malisch	1693 Lael	651-645-7517	—	8/24/08
Betty Reynolds	Betty Reynolds	1842 Blackhawk	IGH	—	8/24/08
Larry Perleberg	Larry Perleberg	1550 10th Ave E	Rochester	MN	8-24-08
D Brown	Dennis Borowski	Applc Valley			8-24-08

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Cheryl Hotter	Cheryl Hotter	269 W Hollywood	Ellsworth, WI	54011	8/24/08
Ashley Hotter	Ashley Hotter	269 W Hollywood	Ellsworth, WI	54011	8/24/08
Mark Hotter	MARK HOTTER	" "	" "	" "	8/24/08
Derek Hotter	DEREK HOTTER	269 W. Hollywood	Ellsworth WI	54011	8/24/08
Norma Ross	Norma Ross	10 West Exchange	665-9563	—	8-24-08
Scott Banaszak	SCOTT BANASZAK	1216 Bayless St			8-24-08
Alan Hart	Alan Hart	95 Victoria St.			8/24/08
Mike Soren	Mike Soren	26 Arlington St			8/24/08
Derek J Ado	Derek J Ado w/ Mandela Hall				8/24/08
Anthony McIntyre	Anthony McIntyre	Concordia Univ.			

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Michelle Coulter	Michelle Coulter	5621 Dupont Ave S Mpls MN 55419	612 824 4492	michelle.coulter@mac.com	8/24/08
Jason Weber	Jason Weber	3211 22nd Ave S Mpls MN	612-202-0216		8-24-08
[illegible]	Jon Hammersley	1577 Dupont Ave S Mpls MN 55403	—	—	8/24/08
[illegible]	Kelly Mondl	"	—	—	8/24/08
Nancy Lundgren	Nancy Lundgren	3350 Xerxes Ave S Minneapolis	—	—	8/24/08
[illegible]	Gerard Dorf	—	—	—	8/24/08
Tom Anderson	TOM ANDERSON	950 BAYARD	—	—	8/24/08
Mary Tarek	Mary Tarek	2212 St Anthony	—	—	8/24/08
[illegible]	Mark Zieser	3446 Bryant Ave S	—	—	8/24/08
[illegible]	BRIAN VON ZIMMERSCHIED	3553 Thomas	612-870-2346	—	8/24/08

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	Jan Myers	1414 Eleanor	645-4325	jan@janmyers.com	8/24/08
	Mark Shapiro	386 Cimarron Rd	651 455 3142		8-24-08
	Diana Shapiro	386 Cimarron	651 456-3142	d.shapiro@comcast.net	8-24-08
	David Cicor	1775 Excel Ct.	[illegible]	—	8-24-08
	[illegible]	[illegible]	[illegible]		8/24/08
	Adam Dejm	687 42nd Ave	612-782-7121	—	8/24/08
	Jules Smith	1499 Arlington	612-963188	—	8/31/08
	Carol Johnson	492 Mayda	651-379-4746		8/24/08
	[illegible]	1620 Concordia Ave.			8-24-08
	Carol Staples	1	↓		8-24-08

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