

Appendix G: Public Meeting Spoken Comments Notes

E. 34th Street Campus/E. 79th Stations Transit Services Alternatives Analysis

PUBLIC COMMENTS: NOVEMBER 1, 2014

Since the Buckeye/Woodland bus line is no longer in operation, the rapid station nearest that St. should be kept open.

Closing the Red Line station is more acceptable than closing the Blue/Green Line station.

The frequency of buses operating on E. 79th St. needs to be increased, particularly during the week.

It is difficult to ascend the stairs at the E. 79th Blue/Green Lines Station.

A ramp should be installed to make it easier to reach the platform at the E. 79th Blue/Green Lines Station.

RTA was thanked for running the E. 79th St. bus line all the way to Steelyard Commons.

Contact the Garden Valley Hunger Center to make a presentation/distribute surveys there.

Hire someone or secure a volunteer to distribute the surveys at community meetings in the area; and

If one of the stations on E. 79th St. is closed, bus service should be restored along Buckeye/Woodland.

PUBLIC COMMENTS: NOVEMBER 5, 2014

Richard Andrews, Editor & Publisher, The Real Deal: Little investment has historically been made in the E. 34th-Campus and E. 79th St. stations. To close them would be “unthinkable.” Upgrade and keep them open.

Kyle Miller, Sisters of Charity Health System/St. Vincent’s Hospital: The principles of opportunity, equity and sustainability all militate for keeping the E. 34th-Campus Station open. and patients at St. Vincent’s rely on public transit.

Chris Stocking: RTA should relocate the E. 79th Red Line Station closer to Buckeye/Woodland Avenue and the E. 34th-Campus Station north and west of its current location. These stations are neither safe nor convenient. Can’t Opportunity Corridor funds be used to renovate the stations?

Marie Kitteridge, Executive Director, Opportunity Corridor: The condition of the E. 79th St. roadway deters use of the stations there.

Michael Randle, Oriana Houes/Nancy R. McDonnell Community-Based Correctional Facility (“CBCF”): The CBCF has a staff of 100 and 200 residents. Many of them utilize the E. 34th-Campus Station for transportation to/from their jobs and school.

George Boles, Joseph Bowman and David King, residents of the CBCF: All offered support of Randle’s statement and requested that the station not be closed.

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Bobbi Reichtell, Executive Director, Campus District, Inc.: Because of the number of major employers in close proximity to the E. 34th-Campus Station and the new development being proposed there, that station should remain open. The E Line trolley route should be extended to be in closer proximity to Cleveland State University (“CSU”).

Paul All, CSU student: The E. 34th-Campus Station should be renovated to be made safer, better illuminated and ADA-compliant. The U-Pass is great.

Randy Bowling, CSU student: Closing the E. 34th-Campus Station would negatively impact educational access.

LaShann Eppinger, Warden, Northeast Reintegration Center: Closing the E. 34th-Campus Station would adversely impact both the staff who use the station and inmates whose visitors utilize it as well. Anything that negatively affects visitation with the inmates undermines their successful reentry.

Zak Khan, Case Western Reserve University student: Connectivity issues must be considered.

Mary Keith, resident of E. 79th St.: This is another takeaway. Closing the stations would adversely affect students’ ability to get to school and employees’ ability to get to work, especially to Orlando Bakery and Miceli’s. As an epileptic, the closure of the station would greatly limit her mobility. Can’t Opportunity Corridor funds be used to renovate the stations?

Reverend Pamela Pinkney-Butts: What would the impact of closing the stations be on the church community? She expressed concern about the violence on E. 34th-Campus and E. 79th Streets as well as smoking on buses.

Cleveland Councilwoman Phyllis Cleveland: The issue of equity is of critical importance. Residents in the area need public transportation to access jobs and education. Don’t close the stations as new housing and other developments in the neighborhoods surrounding the stations will increase density and ridership. The Central neighborhood’s future is similar to that of East 65th St. and Detroit Avenue.

Cleveland Councilman Zachary Reed: As Mayor Jackson and the entire Cleveland city council oppose the closure of the stations, you might as well take that option off of the table. If you could find the funds to improve the Mayfield station, then why can’t funds be found to do the same with the E. 79th and E. 34th-Campus. stations?

Michael Schoop, Ph.D., President, Cuyahoga Community College – Metro Campus (“CCC-Metro”): CCC Metro has 1,000 employees and 7,000 students and receives 10,000 visitors annually. He expects to see an increase in housing and other investments in this area. It would be a grave mistake to close the E. 34th-Campus Station.

Jawanna Brown, CSU: The university owns over 85 acres in downtown Cleveland and wishes to protect its investment. The E. 34th-Campus Station is unsafe at present.

E. 34th Street Campus/E. 79th Stations Transit Services Alternatives Analysis

PUBLIC COMMENTS: NOVEMBER 20, 2014

Mary Keith: Critical of elimination of the Buckeye/Woodland bus line and the “secretive” way that it was done. Feels that inner-city communities are always under attack. Also criticized the Opportunity Corridor (“OC”). Later said that many local residents did not know about tonight’s meeting.

Lee Herman, Human Resources Manager, Orlando Baking Company: 100 of the company’s employees utilize the Red Line to get to work. 60% of those rely on it all of the time; and 90% of the 100 use it regularly. If the 79th Red Line Station were to close, the company could potentially lose 25% of its employees. The workers prefer the rapid to the bus as they feel the latter is less reliable and efficient.

Ebony McCain: Both of her children use the rapid to get to school, and she uses it to travel to her job at Cleveland Browns Stadium. It would be much more difficult for her to get to work if she had to use the bus. The OC is for the benefit of west siders; “give something to us.”

Charles Gredell: This focus on the E. 79th St. stations seems targeted. What about other low-ridership stations? Why isn’t consideration being given to closing them?

John Orlando, Orlando Baking Company: The company is in the process of hiring more employees and has recently increased their workforce from 360 to 400. Many of their employees use the Red Line. Inquired as to whether or not the station would be open when the E. 79th St. bridge undergoes reconstruction.

Darnell Seals: Was critical of the OC and asked when construction of it will begin.

Danny Williams: The number of riders has dropped because there are fewer residents in the area. Expressed his sentiment that “so much has been taken away from us.” Also criticized the OC.

Cal Zunt: Asserted that low ridership is not the reason RTA is considering closing the E. 79th and E. 34th-Campus stations, that that factor does not drive the authority’s capital improvement decisions. Pointed to West 65th St. and the airport as examples that supported her argument.

Miscellaneous: Ridership is lower because people cannot afford to ride the rapid.