

## **Appendices**

**E. 34<sup>th</sup> Street Campus/E. 79<sup>th</sup> Stations Transit Services Alternatives Analysis**

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## **E. 34<sup>th</sup> Street Campus/E. 79<sup>th</sup> Stations Transit Services Alternatives Analysis**

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**E. 34<sup>th</sup> Street Campus/E. 79<sup>th</sup> Stations Transit Services Alternatives Analysis**

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## **Appendix A: Capital Cost Estimates for Station Reconstruction**

## E. 34<sup>th</sup> Street Campus/E. 79<sup>th</sup> Stations Transit Services Alternatives Analysis

### Capital Cost Estimate for E. 34<sup>th</sup>-Campus Station

<b>REQUESTED PROJECT COST ESTIMATES BY TASK/ALI (Phase)</b>						
<b>Project Name: East 34th Street Station Reconstruction</b>				<b>Project #</b>	<b>24M</b>	
<b>Contact Person: Brian Temming</b>				<b>Ext.</b>	<b>5045</b>	
<b>Project Tasks (Phases)*</b>	<b>Original Request</b>	<b>2014 Funded</b>	<b>2015 Funded</b>	<b>Total Funded</b>	<b>Revised Request</b>	<b>Funding Difference</b>
Engineering & Design	\$ 600,000			\$ -	\$ 590,420	\$ (590,420)
Safety Certification	\$ 32,000			\$ -	\$ 32,000	\$ (32,000)
LEED Certification				\$ -		\$ -
Property Appraisal				\$ -		\$ -
Real Estate Acquisition				\$ -		\$ -
Site Prep/Demolition				\$ -		\$ -
Project Administration	\$ 52,000			\$ -	\$ 85,700	\$ (85,700)
Transportation Planning				\$ -		\$ -
Construction	\$ 5,000,000			\$ -	\$ 5,000,000	\$ (5,000,000)
Rehab / Renovation				\$ -		\$ -
3rd Party Contract - Inspection Services	\$ 50,000			\$ -	\$ 192,000	\$ (192,000)
3rd Party Contract - Construction Mgt.	\$ 50,000			\$ -	\$ 52,800	\$ (52,800)
Force Account Labor	\$ 186,000			\$ -	\$ 255,000	\$ (255,000)
Force Account Materials	\$ 15,000			\$ -	\$ 12,500	\$ (12,500)
Landscaping				\$ -		\$ -
Public Art - Acquisition	\$ 7,500			\$ -	\$ 7,500	\$ (7,500)
Public Art - Construction	\$ 75,000			\$ -	\$ 75,000	\$ (75,000)
				\$ -		\$ -
Bus. Purchase Replacement				\$ -		\$ -
Bus Purchases - Travel				\$ -		\$ -
Bus.Purchase.Spare Parts				\$ -		\$ -
				\$ -		\$ -
Equipment				\$ -		\$ -
Vehicles				\$ -		\$ -
Computer Hardware				\$ -		\$ -
Computer Software				\$ -		\$ -
Service Contracts				\$ -		\$ -
				\$ -		\$ -
Contingency (Construction & Bid)	\$ 500,000			\$ -	\$ 1,000,000	\$ (1,000,000)
				\$ -		\$ -
<b>Totals</b>	<b>\$ 6,567,500</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 7,302,920</b>	<b>\$ (7,302,920)</b>

## E. 34<sup>th</sup> Street Campus/E. 79<sup>th</sup> Stations Transit Services Alternatives Analysis

### Capital Cost Estimate for E. 79<sup>th</sup> Red Line Station

<b>REQUESTED PROJECT COST ESTIMATES BY TASK/ALI (Phase)</b>						
<b>Project Name: East 79th Street Red Line Station Reconstruction</b>				<b>Project #</b>		
<b>Contact Person: Brian Temming</b>				<b>Ext.</b>	<b>5045</b>	
<b>Project Tasks (Phases)*</b>	<b>Original Request</b>	<b>2014 Funded</b>	<b>2015 Funded</b>	<b>Total Funded</b>	<b>Revised Request</b>	<b>Funding Difference</b>
Engineering & Design	\$ 1,440,000			\$ -	\$ 1,450,000	\$ (1,450,000)
Safety Certification	\$ 87,000			\$ -	\$ 87,000	\$ (87,000)
LEED Certification				\$ -		\$ -
Property Appraisal				\$ -		\$ -
Real Estate Acquisition				\$ -		\$ -
Site Prep/Demolition				\$ -		\$ -
Project Administration	\$ 102,000			\$ -	\$ 102,000	\$ (102,000)
Transportation Planning				\$ -		\$ -
Construction	\$ 12,000,000			\$ -	\$ 7,250,000	\$ (7,250,000)
Rehab / Renovation				\$ -		\$ -
3rd Party Contract - Inspection Services	\$ 125,000			\$ -	\$ 150,000	\$ (150,000)
3rd Party Contract - Construction Mgt.	\$ 125,000			\$ -	\$ 150,000	\$ (150,000)
Force Account Labor	\$ 500,000			\$ -	\$ 485,000	\$ (485,000)
Force Account Materials	\$ 25,000			\$ -	\$ 25,000	\$ (25,000)
Landscaping				\$ -		\$ -
Public Art - Acquisition	\$ 18,000			\$ -	\$ 9,000	\$ (9,000)
Public Art - Construction	\$ 180,000			\$ -	\$ 90,000	\$ (90,000)
				\$ -		\$ -
Bus. Purchase Replacement				\$ -		\$ -
Bus Purchases - Travel				\$ -		\$ -
Bus.Purchase.Spare Parts				\$ -		\$ -
				\$ -		\$ -
Equipment				\$ -		\$ -
Vehicles				\$ -		\$ -
Computer Hardware				\$ -		\$ -
Computer Software				\$ -		\$ -
Service Contracts				\$ -		\$ -
Contingency (Construction & Bid)	\$ 1,200,000			\$ -	\$ 1,450,000	\$ (1,450,000)
<b>Totals</b>	<b>\$ 15,802,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 11,248,000</b>	<b>\$ (11,248,000)</b>

## E. 34<sup>th</sup> Street Campus/E. 79<sup>th</sup> Stations Transit Services Alternatives Analysis

### Capital Cost Estimate for E. 79<sup>th</sup> Blue/Green Lines Station

<b>REQUESTED PROJECT COST ESTIMATES BY TASK/ALI (Phase)</b>						
<b>Project Name:</b> East 79th Street Light Rail Station Reconstruction				<b>Project #</b>		
<b>Contact Person:</b> Brian Temming				<b>Ext.</b>	<b>5045</b>	
<b>Project Tasks (Phases)*</b>	<b>Original Request</b>	<b>2014 Funded</b>	<b>2015 Funded</b>	<b>Total Funded</b>	<b>Revised Request</b>	<b>Funding Difference</b>
Engineering & Design				\$ -	\$ 792,000	\$ (792,000)
Safety Certification				\$ -	\$ 87,000	\$ (87,000)
LEED Certification				\$ -		\$ -
Property Appraisal				\$ -		\$ -
Real Estate Acquisition				\$ -		\$ -
Site Prep/Demolition				\$ -		\$ -
Project Administration				\$ -	\$ 102,000	\$ (102,000)
Transportation Planning				\$ -		\$ -
Construction				\$ -	\$ 4,400,000	\$ (4,400,000)
Rehab / Renovation				\$ -		\$ -
3rd Party Contract - Inspection Services				\$ -	\$ 150,000	\$ (150,000)
3rd Party Contract - Construction Mgt.				\$ -	\$ 150,000	\$ (150,000)
Force Account Labor				\$ -	\$ 365,000	\$ (365,000)
Force Account Materials				\$ -	\$ 25,000	\$ (25,000)
Landscaping				\$ -		\$ -
Public Art - Acquisition				\$ -	\$ 6,600	\$ (6,600)
Public Art - Construction				\$ -	\$ 66,000	\$ (66,000)
				\$ -		\$ -
Bus. Purchase Replacement				\$ -		\$ -
Bus Purchases - Travel				\$ -		\$ -
Bus.Purchase.Spare Parts				\$ -		\$ -
				\$ -		\$ -
Equipment				\$ -		\$ -
Vehicles				\$ -		\$ -
Computer Hardware				\$ -		\$ -
Computer Software				\$ -		\$ -
Service Contracts				\$ -		\$ -
				\$ -		\$ -
Contingency (Construction & Bid)				\$ -	\$ 880,000	\$ (880,000)
				\$ -		\$ -
<b>Totals</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 7,023,600</b>	<b>\$ (7,023,600)</b>



## **Appendix B: Origin-Destination Data Maps**

## E. 34<sup>th</sup> Street Campus/E. 79<sup>th</sup> Stations Transit Services Alternatives Analysis

Figure B1: Origin of Riders Boarding at E. 34<sup>th</sup>-Campus Station

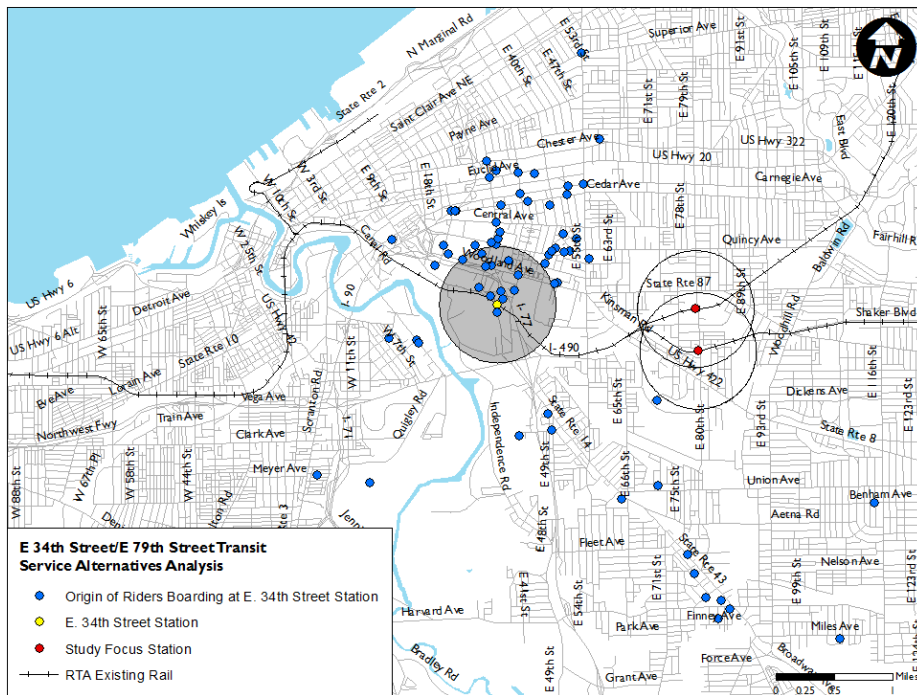
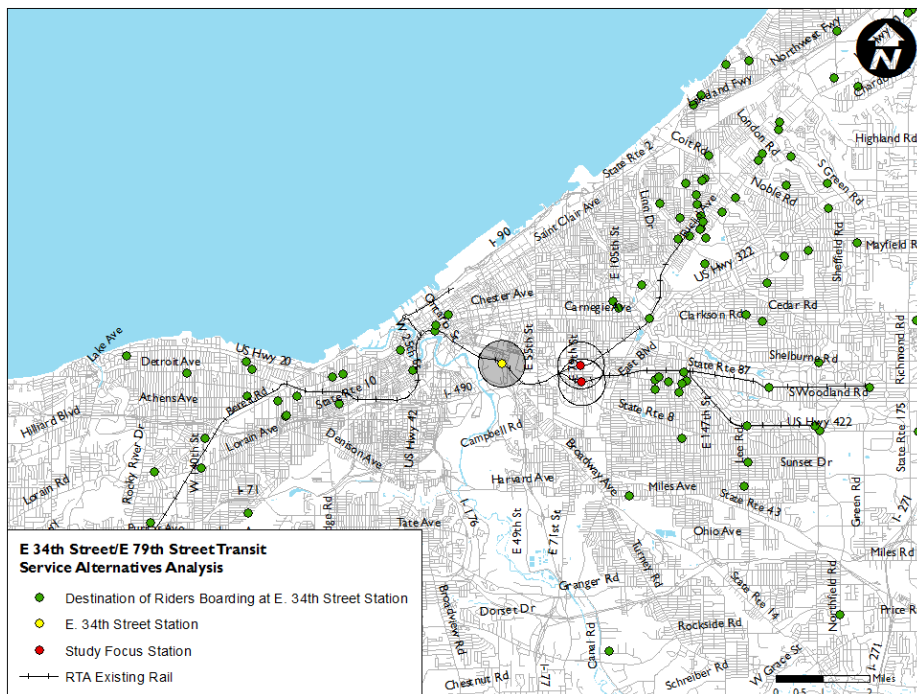


Figure B2: Destination of Riders Boarding at E. 34<sup>th</sup>-Campus Station



# E. 34<sup>th</sup> Street Campus/E. 79<sup>th</sup> Stations Transit Services Alternatives Analysis

Figure B3: Origin of Riders Alighting at E. 34th-Campus Station

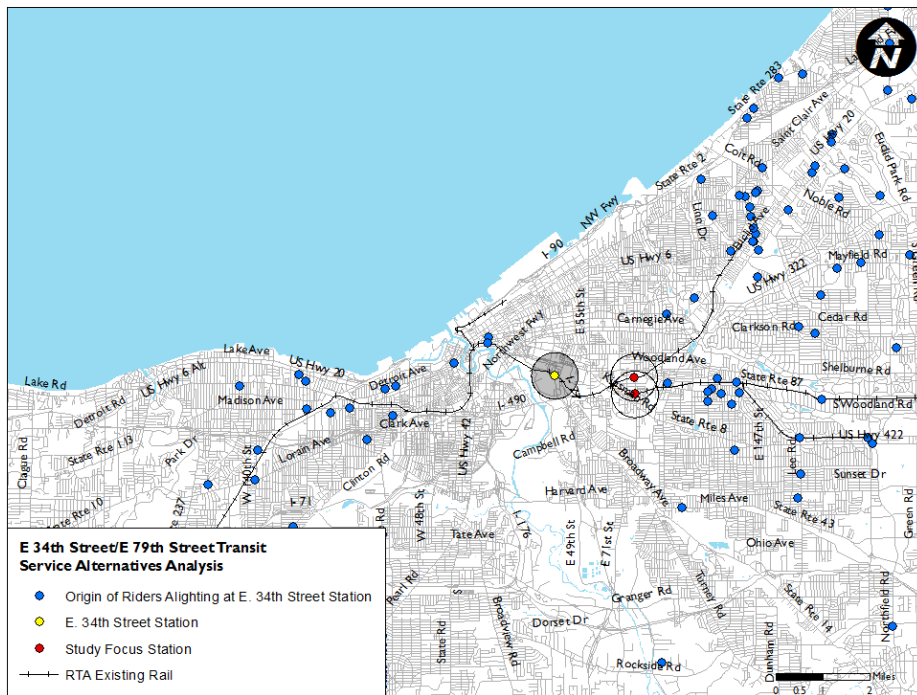
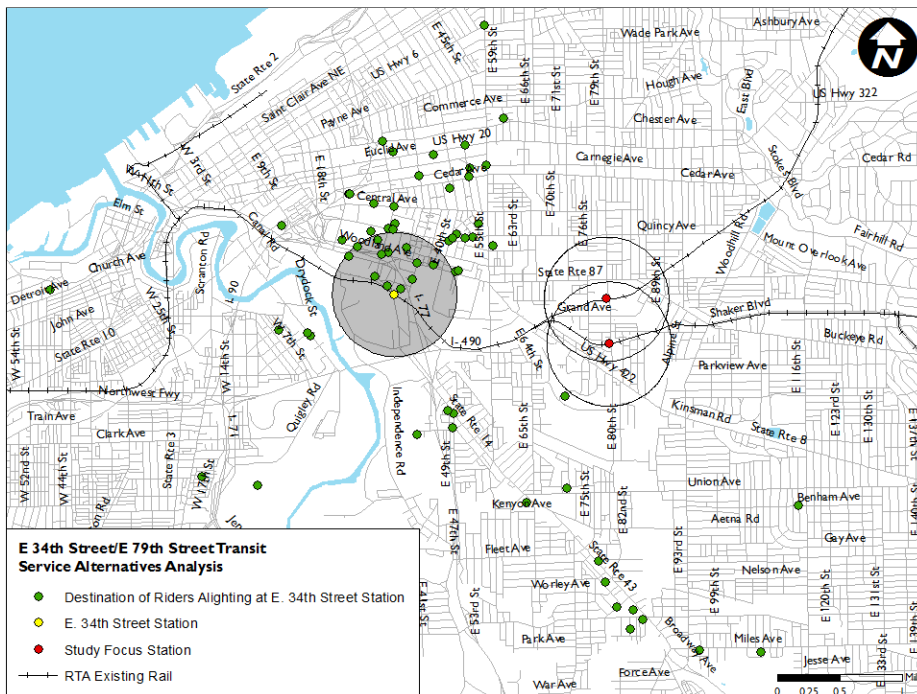


Figure B4: Destination of Riders Alighting at E. 34th-Campus Station



# E. 34<sup>th</sup> Street Campus/E. 79<sup>th</sup> Stations Transit Services Alternatives Analysis

Figure B5: Origin of Riders Boarding at E. 79<sup>th</sup> Blue/Green Lines Station

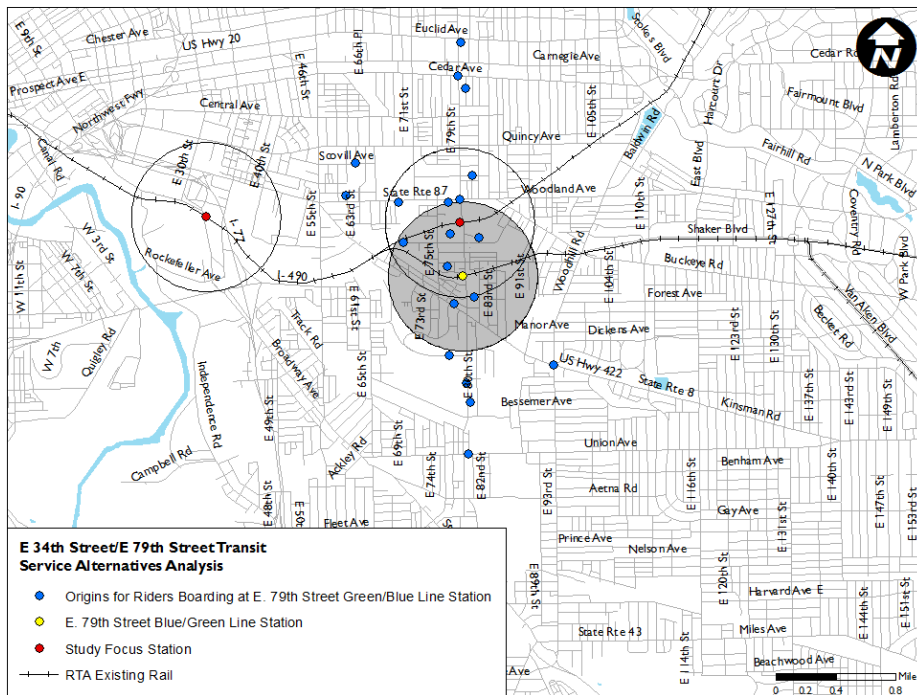
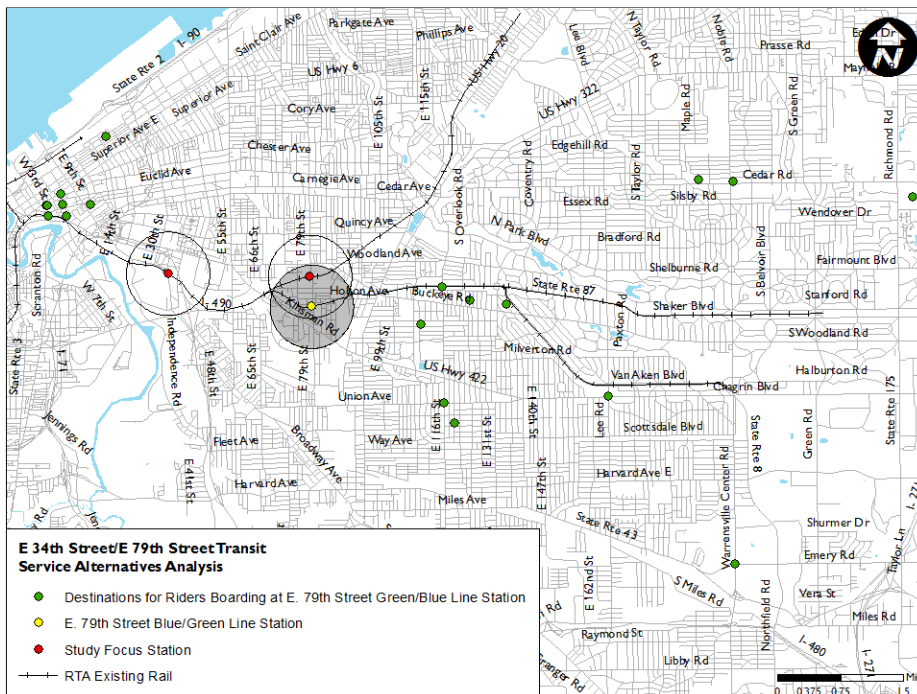


Figure B6: Destination of Riders Boarding at E. 79<sup>th</sup> Blue/Green Lines Station



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

Figure B7: Origin of Riders Alighting at E. 79th Blue/Green Lines Station

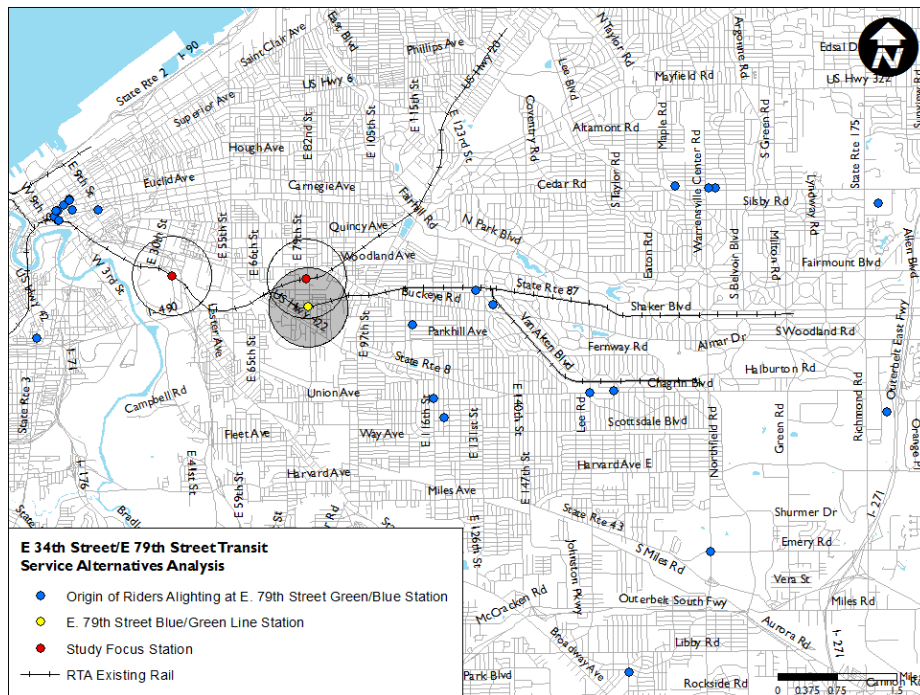
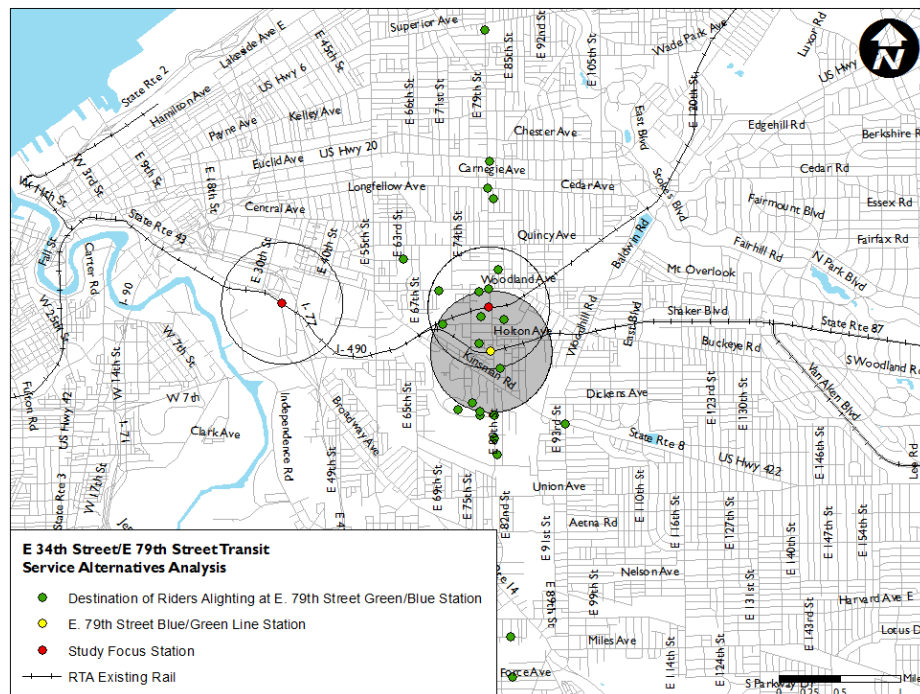


Figure B8: Destination of Riders Alighting at E. 79th Blue/Green Lines Station



# E. 34<sup>th</sup> Street Campus/E. 79<sup>th</sup> Stations Transit Services Alternatives Analysis

Figure B9: Origin of Riders Boarding at E. 79th Red Line Station

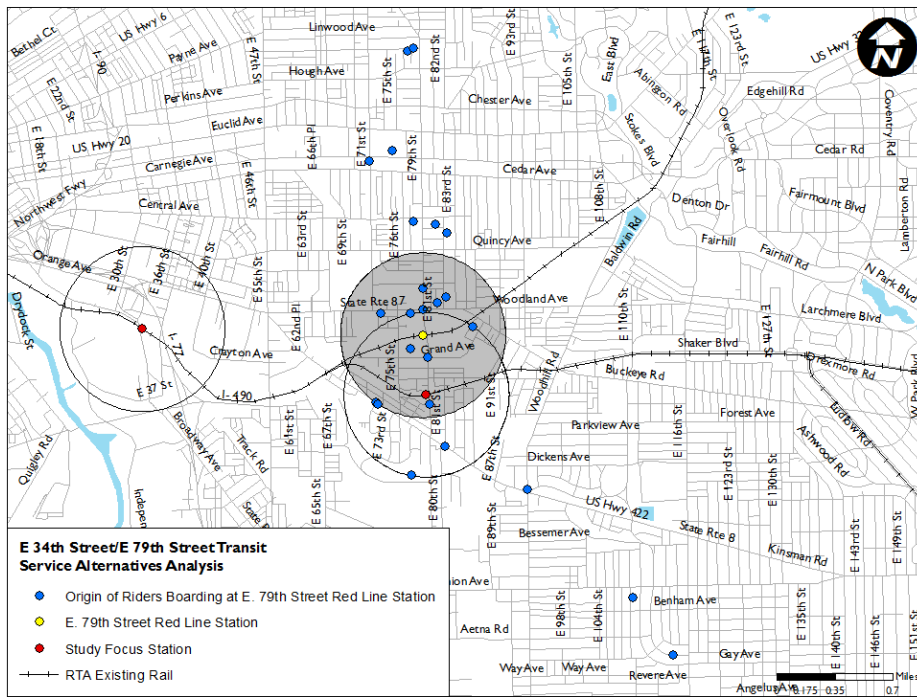
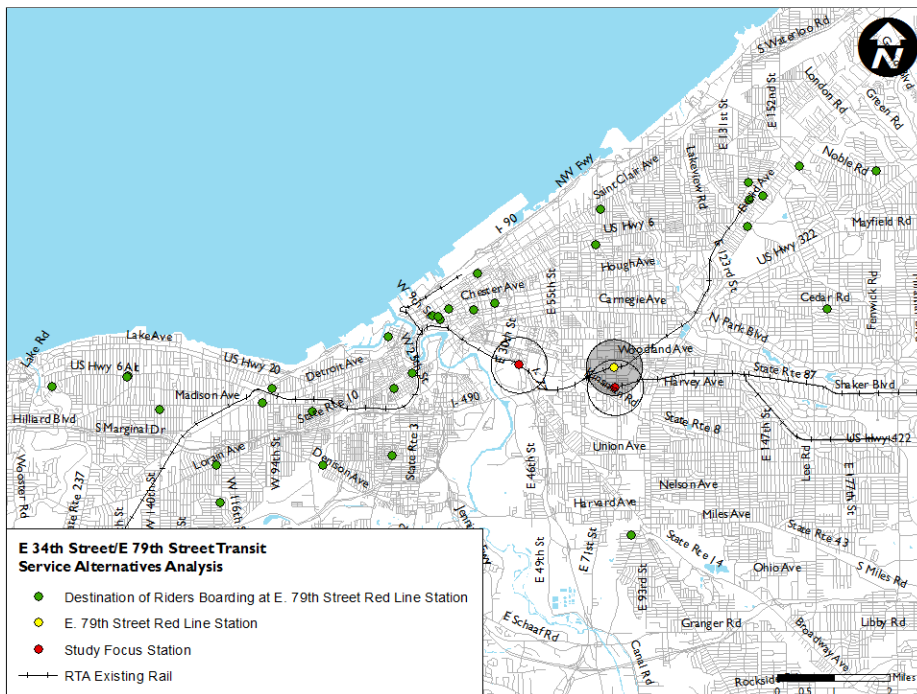


Figure B10: Destination of Riders Boarding at E. 79th Red Line Station



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

Figure B11: Origin of Riders Alighting at E. 79th Red Line Station

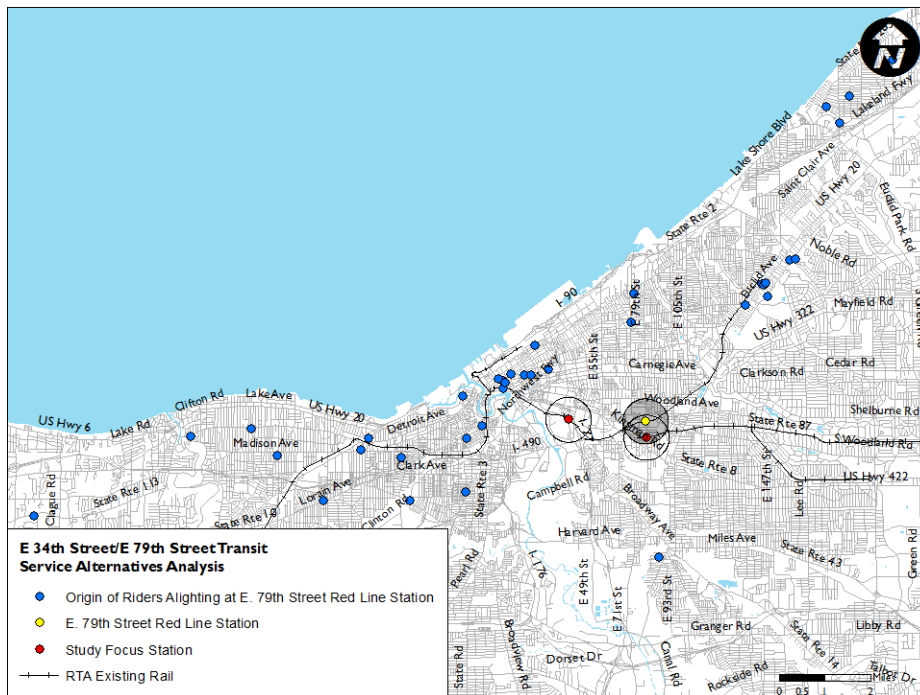
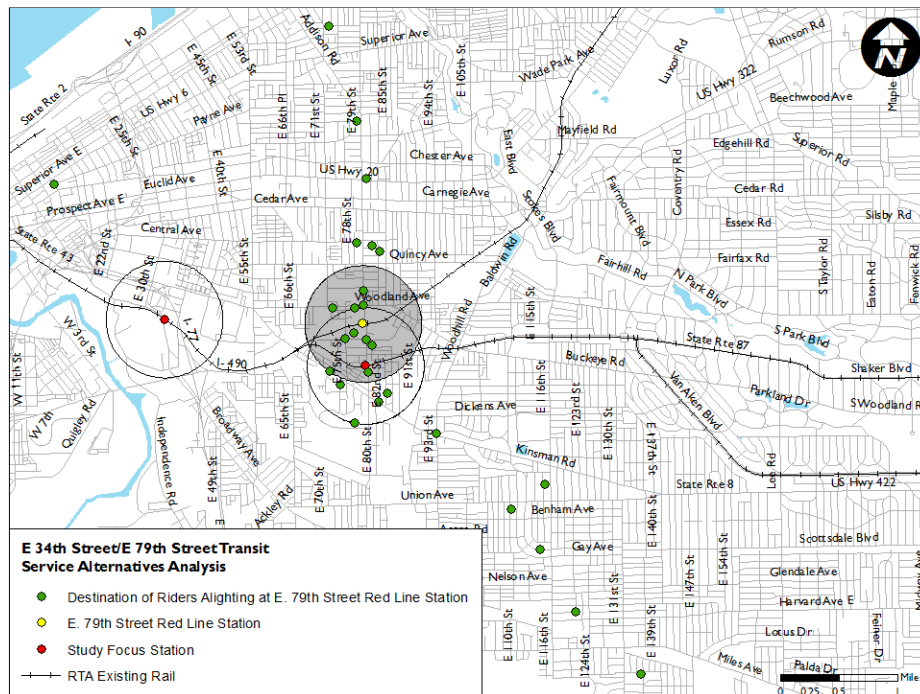


Figure B12: Destination of Riders Alighting at E. 79th Red Line Station



**E. 34<sup>th</sup> Street Campus/E. 79<sup>th</sup> Stations Transit Services Alternatives Analysis**

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## **Appendix C: Invitees to Stakeholder Committee Meetings**

## **E. 34<sup>th</sup> Street Campus/E. 79<sup>th</sup> Stations Transit Services Alternatives Analysis**

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### **Invitees to Stakeholder Committee Meetings**

Alvarado, Chris, Slavic Village	McHenry, Stephanie, Cleveland State University
Bell, Erika, Cuyahoga Community College	Mitchell, Mamie, Cleveland City Council (Ward 6)
Bertram, Jeff, Ohio Department of Rehabilitation and Correction, Northeast Integration Center	Nagel, Kate, Care Alliance
Catullo, Candice, Cuyahoga Community College	Orlando, John, Orlando Baking Company
Cimperman, Joseph, Cleveland City Council (Ward 3)	Patterson, Jeffrey, Cuyahoga Metropolitan Housing Authority
Cleveland, Phyllis, Cleveland City Council (Ward 5)	Perotti, Tim, Maingate Cleveland
Collier, Fred, City of Cleveland Planning Commission	Pollock, Scott, Cuyahoga Metropolitan Housing Authority
Conwell, Yvonne, Cuyahoga County Council (District 7)	Ratner, Joel, Cleveland Neighborhood Progress Inc.
Franz, Stephanie, Cuyahoga Community College	Randle, Michael, Oriana House Cleveland
Green, Mark, Cuyahoga Community College	Reichtel, Bobbi, Campus District Development Corporation
Gyening, Francis, Care Alliance	Rosacco, Claire, Cuyahoga Community College
Haviland, James, Midtown Cleveland	Rybka, Edward, City of Cleveland
Hoke, Wendy, St. Vincent Charity Health Center	Sanson, Dan, The Sanson Company
Johnson, Vickie: Fairfax Renaissance Development Corporation	Schoop, Michael, Cuyahoga Community College
Kendra, Daniel, Cuyahoga Metropolitan Housing Authority	Scott, Kim, City of Cleveland Planning Commission
Kittredge, Marie, Opportunity Corridor project	Stecky, Thomas, Cuyahoga Community College
Loewy, Rachel, Cuyahoga Metropolitan Housing Authority	Tramble, Tim, Burton, Bell, Carr Development Corporation
MacEwan, Peter, Cuyahoga Community College	Whitfield, Anthony, Fairfax Renaissance Development Corporation

## **Appendix D: Sign-In Sheets from Stakeholder Committee Meetings**

**E. 34<sup>th</sup> Street Campus/E. 79<sup>th</sup> Stations Transit Services Alternatives Analysis**

**Stakeholder Meeting June 17, 2014**

Name	Email	Phone
Anthony Whitfield	AWhitfield@tri-c.edu	216-361-8100
Stephanie Franz	Stephanie.franz@tri-c.edu	216-987-3449
Bobbi Reichert	breichertell@campusdistrict.org	216-650-6945
Luka Bell	enka.belle@tri-c.edu	216-987-4238
MARK GREEN	MARK.GREEN@TRI-C.EDU	216-987-3476
Tim Tramble	tramble@bbcddevelopment.org	216.341.1455
Kim Scott	kscott@city.cleveland,oh.us	664 3803
Kate Nagel	knagel@carcalliance.org	216 781 6228 x249
Joel Freilich	RIA staff	

Tuesday, June 17, 2014

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

E.34/E.79 Stakeholder Meeting – August 18<sup>th</sup>, 2014

Name	Organization	Contact Information
MARK GREEN	TRI-C	216.987.3476
TOM STECKY	TRI-C	216.987.3477
HOPE MCDANIEL	USPS	216-443-4310
Bobbi Reichertell	Campus District	216.650.6945
ED RYBKA	Clare. - Mayor's Office	216.664-3664
JULIAN ROGERS	CLEVELAND STATE	216-687-9229
RaShawn Stores	ECRTA	216-586-5083
Amy Snell	RTA	216-771-4144
Felicia Brooks-Williams	RTA	216-566-5068
DAVID EBERSOLE	CITY OF CLEVELAND	216-664-2204
Charles Sife	City of Cleveland - Mayor's Office	216-420-7607
KAYLE MOETZEL	CLEVELAND. NTHOS PROGRESS	216.453.1443
NATALIE J. McCall	City of Cleveland	216.1064.4110 3524
Donna Duncanson	City of Cleveland	216.1064.4000
Erika Bell	TRI-C	216-987-4238
Donna Duncanson	CMHA	216-271-3010
Mike Shea	CMHA	216-271-2701
Tim Tramble	Burton Bell Carr	216.341.1455
Kyle Miller	Sisters of Charity Health System	216-875-4607
Anthony Whitfield	FROC	216-361-8450
PHYLLIS CLEVELAND	CITY Council	216-664-2309
Kim Scott	Cleveland City Planning	216.664.3803
Chris Urban	Greater Cleveland Partnership	216-592-2444
Marce Kittredge	Op Corridor	216.592.2297

**E. 34<sup>th</sup> Street Campus/E. 79<sup>th</sup> Stations Transit Services Alternatives Analysis**

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## **Appendix E: Sign-In Sheets from Public Meetings**

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

Heritage View Homes - November 01, 2014

NAME	CONTACT
7230 Kinsman #108	
Adele Eator	216-618-1107
BERNARD Hudson	216 641-7106
SHARON Hudson	216 641-7106
Charles Blife	216-420-7607
Arlene Dye	" 429-2887
Shirlean Moran	216 721-0529
Freddy Collins	216-641-3468
Tim Trankle	216.341-1455
Roy ROBINSON	216.761.4114
JASON MINTER	216-341-1455
Wynette Cheairs	216-664-4238
PHYLLIS CLEVELAND	216-664-2309
E34 - E79 Alts. Analysis Public Meeting - Heritage 10-1-14	



**E. 34<sup>th</sup> Street Campus/E. 79<sup>th</sup> Stations Transit Services Alternatives Analysis**

**RTA E 34<sup>th</sup>/E 79<sup>th</sup> Station Transit Services AA**

**Tri-C Metro Campus – November 05, 2014**

Name	Email	Phone
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Chris Stocking	Christopher.Stocking@gmail.com	440-376-8400
DAVID HORNE	horneetoe@yahoo.com	216-921-2283
Zak Khan	MZK5@case.edu	330 208 8766
Kira Scott	kscott@city.cleveland,oh.us	216 664-3803
RICHARD ANDREWS	RTA@theRealDealPress.com	216.672.4301
Kyle Miller	K.Miller@sistersofcharity/health.org	216-875-4607
Randy Bowling	r.t.bowling@vikes.com	216-630-1418
Paul All	paulthomasall2@gmail.com	(912) 547-5331
Mike Randle	mikcrandle@onionhouse.net	216 698 2904
Greg Gorbujin	ggorbujin1986@gmail.com	216 698 3100
Wayne Carnegie	mascrativape@gmail.com	216 698 3100
Lamar Dixon	Lamar.dixon23@yahoo.com	216-698-3100
Joseph Bowman	Joseph Bowman	216-698-3100
A Grant	agrant@pland.com	216-999-4758
Donovan Duce	duncand@CMAA.net	216-271-3010
Steve Holowick	Stephen.Holowicki@gmail.com	
Ethan Cameron	ecameron@pm.com	(260) 452-0973

Wednesday, November 05, 2014

**E. 34<sup>th</sup> Street Campus/E. 79<sup>th</sup> Stations Transit Services Alternatives Analysis**

**RTA E 34<sup>th</sup>/E 79<sup>th</sup> Station Transit Services AA**

**Tri-C Metro Campus - November 05, 2014**

Name	Email	Phone
Councilman Zack Reed <i>Zack Reed</i>	zreed@clevelandcitycouncil.org (216) 664-4955 csz12@city.cleveland.oh.us	
Fredrick Teague	Fredrickteague@gmail.com	(216) 698-3100
George Boles		698-3100
DAVID Aiding		698-3100
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Daniel Hines		216-698-3100
Travis Johnson	TravisJohnson14@yahoo.com	216-698-3048
Bobbi Reichertell	breichertell@campusdistrict.org	216-650-6945
Erika Bell	erika.belle@tri-c.edu	216/987-4238
Kashann Kipping	kashann.kipping@ <sup>cdre.</sup> state.oh.us	216-771-6460 x 2000
James B. "M" Clarity		216-310-2314
Eric John	@CRTA	781-4087 216-592-2247
Marie Kittredge Opportunity Corridor Partnership		
Mary Keith	Mary.Keith1953@yahoo.com	216-385-7234
F. Caldwell	francescove@charter.com	421-0929
Phyllis Cleveland	pcleveland@clevelandcitycouncil.org	664-2309
Bronson Peshlakai	bpeshlakai@gmail.com	440-941-1794

Wednesday, November 05, 2014

RTA E 34<sup>th</sup>/E 79<sup>th</sup> Station Transit Services AA

Mt. Sinai Baptist Church - November 20, 2014

Name	Email	Phone
Sharon DeWittley	shdewittley@cityofcleveland.org	
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William Riley	WMRiley2013@gmail.com	216-431-1361
Gladys Bell	2551 E 81	216-864-3240
Kelina Rimmer		216-703-9597
Darryl G. Suber	dsuber@403.com	216-889-1729
Jashawn Hill	2634 E 71st Apt 11#	216-271-0758
Linda McPha	2904 E 120 <sup>th</sup> St.	(216) 921-7658
Edward Fry	2551 E. 82 <sup>nd</sup> St	216-800-1884
Erick Rodriguez	erick.rodriguez000@gmail.com	
Wynette Cheavis	8111 Quarry Ave #100	361-8400
John Olin, Jr	7777 GRAND AVE	216.361.1872 <sup>1105</sup>
Deb Crane	debcr@slavicvillage.org	216-235-6001
JASON MINTER		
VERONICA CRAWFORD	Veronica.Crawford301@gmail.com	216-242-8020
Laura Hovanetz		
Cal Zunt	cal_zunt@hotmail.com	

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

RTA E 34<sup>th</sup>/E 79<sup>th</sup> Station Transit Services AA

Mt. Sinai Baptist Church - November 20, 2014

Name	Email	Phone
✓ Lee Herman	lherman@orlando b72.com	216-361-1872
IREDA BRENT		216 744 8677
✓ Mary Keith	8102 Townsend Ave mary.keith1957@gmail.com	44104 C Ohio 216-385-7234
Shirley Gota	none	(216)-721-0529
Tracie Person	None	216) 894-1588
Mona Johns	@Vone	216) 233-0531
Jasmine Sims	NONE	SAME
Deborah Mace	Community@abcmt.com	216-361-6085
Ebony McGane	msmcane.EM@gmail.com	355 7913
Faulk Thompson	honeybroke5852@hitmed.com	-216-240-5583
Richard Thompson	NONE	(216) 799-7304
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Cheze Sanchez	None	216 721-3767
Jeffrey Sugalski	jsugalski@ bbccdevelopment.org	216-341-1455
Jay Johnson	jjohnson@development.org	216 341-1455
Kendall Bumpers	peace@kendall@gm ail.com	
Vince Ruggieri	VINCER@ABC-UGT.COM	(216) 272-5095
Chris Orlando	corlando@orlandobaptist.com	216-361-1872
Nanny Williams	DAWNFBOSSE@ SBC.GLOBAL.NET	(216) 322-2396

RTA E 34<sup>th</sup>/E 79<sup>th</sup> Station Transit Services AA

**Mt. Sinai Baptist Church - November 20, 2014**

Name	Email	Phone
<i>Be Cunningham</i>	<i>G.E.N.FORRESTER@AOL.COM</i>	<i>716-326-9016 Gmail</i>

**E. 34<sup>th</sup> Street Campus/E. 79<sup>th</sup> Stations Transit Services Alternatives Analysis**

**RTA E 34<sup>th</sup>/E 79<sup>th</sup> Station Transit Services AA**

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**Mt. Sinai Baptist Church - November 20, 2014**

Name	Email	Phone
Candace Johns	—	816-632-1807
Diondra Dobbin		(216) 856-3489

## **Appendix F: Comment Cards from Public Meetings**

## E. 34<sup>th</sup> Street Campus/E. 79<sup>th</sup> Stations Transit Services Alternatives Analysis



RTA values your opinion. Please share any comments you have on the E. 34th/E. 79th Street stations.

A park-n-ride along E. 79th would allow people to use both Red & Green line stations



RTA values your opinion. Please share any comments you have on the E. 34th/E. 79th Street stations.

Move the 34th station to 30th and offer trolley connections.

Move 79th to 89th like dual hub analysis and other studies showed was best.



RTA values your opinion. Please share any comments you have on the E. 34th/E. 79th Street stations.

Cost to rebuild is high. Should look at areas nearby with higher ridership. E12a station is moving to Mayfield as part of dual hub analysis, which was also called to relocate E79 redline to Buckeye. There is too potential in that area. E79 blue/green is near Kinsman and good housing - keep location to keep rail service nearby. E34 could be moved to E3a or maybe E9 for higher ridership.

Thank you for your comments. Please place a postage stamp on the other side of this card before mailing. Area needs investment, not closure!



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



11-5-14

RTA values your opinion. Please share any comments you have on the E. 34th/E. 79th Street stations.

By all means please keep  
E. 34th stations open they are  
very needed if possible please add  
a snack machine or shops w/ security  
24/7 or at least while rapid is running.  
2162691-3100

David A King

Thank you for your comments. Please place a postage stamp on the other side of this card before mailing.



RTA values your opinion. Please share any comments you have on the E. 34th/E. 79th Street stations.

It is not suitable for disabled  
people



RTA values your opinion. Please share any comments you have on the E. 34th/E. 79th Street stations.

BOTH OF THESE STATIONS ARE  
NECESSARY TO TRANSFER TO CROSS TOWN  
LINES AND TO CONNECT WITH LINES  
FROM THE SOUTHEAST SIDE OF TOWN.  
AFFECTED ROUTES ARE 2, 15, 19, 76  
(Also, I have some confusion as to naming the  
New Univ-Crate Little Italy station why is it not

Thank you for your comments. Please place a postage stamp on the other side of this card before mailing.

Mayfield Rd - Little Italy ?

**E. 34<sup>th</sup> Street Campus/E. 79<sup>th</sup> Stations Transit Services Alternatives Analysis**



RTA values your opinion. Please share any comments you have on the E. 34th/E. 79th Street stations.

The E 34<sup>th</sup> Station should not be closed the issues of lighting & safety ~~are not~~ are because of RTA's negligence not the community's. You should not punish the community for RTA's inaction.



RTA values your opinion. Please share any comments you have on the E. 34th/E. 79th Street stations.

It would be good to extend the E-line to connect to E. 34<sup>th</sup> St. Rapid Station.



RTA values your opinion. Please share any comments you have on the E. 34th/E. 79th Street stations.

Please keep 34<sup>th</sup> station open, and for the people that's in CBF it's better for them because there on a time schedule. It needs better lighting and security, and a lot of people don't go to east 34<sup>th</sup> street because of the steps.

Thank you for your comments. Please place a postage stamp on the other side of this card before mailing.

**E. 34<sup>th</sup> Street Campus/E. 79<sup>th</sup> Stations Transit Services Alternatives Analysis**



RTA values your opinion. Please share any comments you have on the E. 34<sup>th</sup>/E. 79<sup>th</sup> Street stations.

These stations have significant populations that do not use because of conditions living within 3/4 mile of

E 34 <sup>th</sup>	6125
E 79 Red line	<del>4675</del> 5,593
E 79 Blue/Green	<del>4675</del> 4675

Some duplicates

Thank you for your comments. Please place a postage stamp on the other side of this card before mailing.

## **E. 34<sup>th</sup> Street Campus/E. 79<sup>th</sup> Stations Transit Services Alternatives Analysis**

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## **Appendix G: Public Meeting Spoken Comments Notes**

## **E. 34<sup>th</sup> Street Campus/E. 79<sup>th</sup> Stations Transit Services Alternatives Analysis**

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### **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. 79<sup>th</sup> St. needs to be increased, particularly during the week.

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

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

RTA was thanked for running the E. 79<sup>th</sup> 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. 79<sup>th</sup> 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. 34<sup>th</sup>-Campus and E. 79<sup>th</sup> 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. 34<sup>th</sup>-Campus Station open. and patients at St. Vincent’s rely on public transit.

Chris Stocking: RTA should relocate the E. 79<sup>th</sup> Red Line Station closer to Buckeye/Woodland Avenue and the E. 34<sup>th</sup>-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. 79<sup>th</sup> 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. 34<sup>th</sup>-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.

## **E. 34<sup>th</sup> Street Campus/E. 79<sup>th</sup> Stations Transit Services Alternatives Analysis**

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Bobbi Reichtell, Executive Director, Campus District, Inc.: Because of the number of major employers in close proximity to the E. 34<sup>th</sup>-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. 34<sup>th</sup>-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. 34<sup>th</sup>-Campus Station would negatively impact educational access.

LaShann Eppinger, Warden, Northeast Reintegration Center: Closing the E. 34<sup>th</sup>-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. 79<sup>th</sup> 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. 34<sup>th</sup>-Campus and E. 79<sup>th</sup> 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 65<sup>th</sup> 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. 79<sup>th</sup> and E. 34<sup>th</sup>-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. 34<sup>th</sup>-Campus Station.

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

## **E. 34<sup>th</sup> Street Campus/E. 79<sup>th</sup> Stations Transit Services Alternatives Analysis**

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### **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 79<sup>th</sup> 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. 79<sup>th</sup> 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. 79<sup>th</sup> 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. 79<sup>th</sup> and E. 34<sup>th</sup>-Campus stations, that that factor does not drive the authority’s capital improvement decisions. Pointed to West 65<sup>th</sup> St. and the airport as examples that supported her argument.

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



## **Appendix H: Public Survey Instrument**

## **RTA Transportation Survey**

**We are collecting information about ridership routines. This information will help us provide better service. Thank you in advance for your help.**

---

1. What is your main source of transportation?
  - Automobile
  - Bicycle
  - Public Transportation
  - Walking
  
2. If you answered "Public Transportation" on the question above, which services do you use? (Check all that apply.)
  - RTA Rapid
  - RTA Paratransit
  - RTA Bus
  - Non-RTA transit services
  
3. Have you ever used one or more of these Rapid stations for your transportation needs? (Check all that apply.)
  - E. 34th Campus
  - E. 79th St. Blue/Green Line
  - E. 79th St. Red Line
  - No, I haven't used these stations.
  
4. If you answered no to question #3, what are the reasons you don't use these Rapid stations? (Check all that apply.)
  - It is not safe.
  - No convenient parking drop-off
  - Not handicap accessible
  - Too far to walk to
  - Do not go to the places that I usually travel
  - It's too expensive.
  - It does not run during the times that I would need to ride it.
  - I didn't know that there was a station nearby.
  - Other (Please describe): \_\_\_\_\_

**(If you answered no to question #3, please proceed to question #11.)**
  
5. How frequently do you use these stations for your transportation needs?
  - Daily
  - Once a month
  - At least three times a week
  - Less than once a month
  - Once a week
  
6. Where is your destination when using the Rapid? (Check all that apply.)
  - To work and back
  - Doctor visits or medical treatment
  - To school and back
  - Running personal errands
  - Shopping
  - For recreational purposes
  - Other (Please describe): \_\_\_\_\_

## E. 34<sup>th</sup> Street Campus/E. 79<sup>th</sup> Stations Transit Services Alternatives Analysis

7. How long does it typically take you to reach the destination to which you travel the most frequently from the station?

- 10 – 15 minutes  30 minutes – 1 hour  
 15 – 30 minutes  More than 1 hour

8. If the station were closed, to what degree would you be affected?

- Greatly affected  Minimally affected  
 Somewhat affected  Not affected at all

9. If your answer to the above question is "greatly affected" or "somewhat affected" or "minimally affected," please select how you would be affected.

- Longer travel time  Getting to work or school on time  
 Harder to get to school or work  Readjusting my school or work schedule

Additional comments: \_\_\_\_\_

10. If the station were closed, how would you reach your destination?

- Auto  Bike  
 Bus  Taxi  
 Walk  Would not go

11. What would make you use these Rapid stations more often? (Check all that apply.)

- Safety  If the station were closer to my destination  
 Cleanliness  If the station were handicap accessible  
 Better lighting  Nothing  
 If the train came more often

Additional comments: \_\_\_\_\_

12. Please state what RTA could do to make public transportation your preferred mode of travelling within the city. If nothing would make a difference, please state so.

\_\_\_\_\_  
\_\_\_\_\_

Thank you for your participation in this survey. Completed surveys can be mailed to:

Parsons Brinckerhoff  
Re: E34th/E79th Stations  
1660 W. 2nd St. Suite 820  
Cleveland, OH 44113

The survey can also be completed online at [www.surveymonkey.com/s/rtastationsurvey](http://www.surveymonkey.com/s/rtastationsurvey).

## **E. 34<sup>th</sup> Street Campus/E. 79<sup>th</sup> Stations Transit Services Alternatives Analysis**

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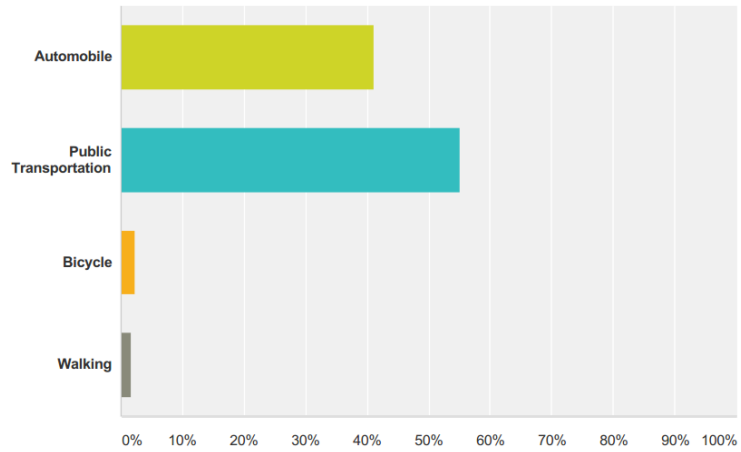
## **Appendix I: Public Survey Results**

## E. 34<sup>th</sup> Street Campus/E. 79<sup>th</sup> Stations Transit Services Alternatives Analysis

### E.34th/E. 79th Stations Transit Services Alternatives Analysis Rapid Station Survey

#### Q1 What is your main source of transportation?

Answered: 628 Skipped: 0



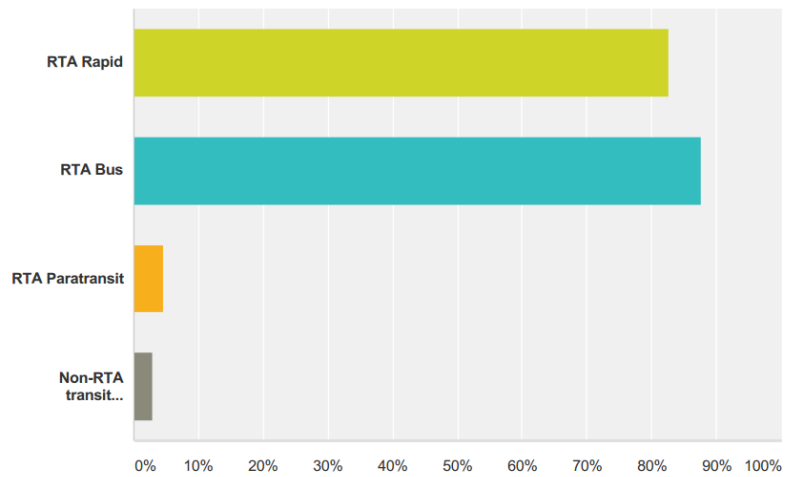
Answer Choices	Responses	Count
Automobile	41.08%	258
Public Transportation	55.10%	346
Bicycle	2.23%	14
Walking	1.59%	10
<b>Total</b>		<b>628</b>

## E. 34<sup>th</sup> Street Campus/E. 79<sup>th</sup> Stations Transit Services Alternatives Analysis

### E.34th/E. 79th Stations Transit Services Alternatives Analysis Rapid Station Survey

#### Q2 Which services do you use? (Check all that apply.)

Answered: 342 Skipped: 286



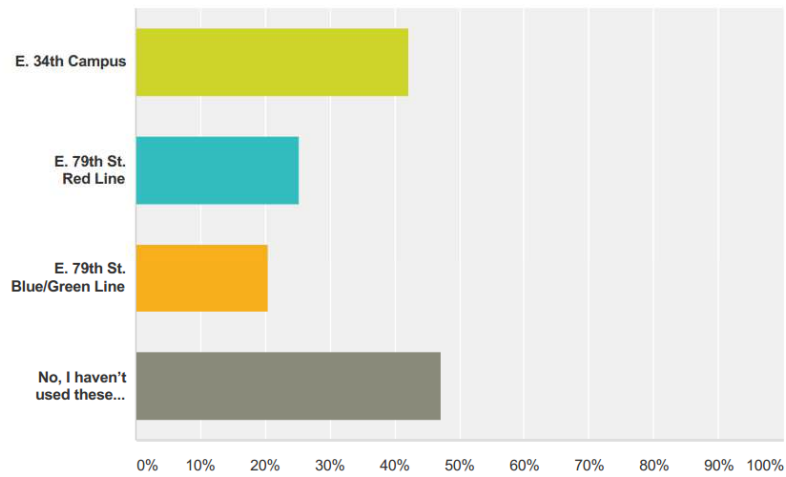
Answer Choices	Responses	Count
RTA Rapid	82.75%	283
RTA Bus	87.72%	300
RTA Paratransit	4.68%	16
Non-RTA transit services	2.92%	10
<b>Total Respondents: 342</b>		

## E. 34<sup>th</sup> Street Campus/E. 79<sup>th</sup> Stations Transit Services Alternatives Analysis

### E.34th/E. 79th Stations Transit Services Alternatives Analysis Rapid Station Survey

**Q3 Have you ever used one or more of these Rapid stations for your transportation needs? (Check all that apply.)**

Answered: 618 Skipped: 10



Answer Choices	Responses
E. 34th Campus	42.23% 261
E. 79th St. Red Line	25.24% 156
E. 79th St. Blue/Green Line	20.55% 127
No, I haven't used these stations.	47.09% 291
<b>Total Respondents: 618</b>	

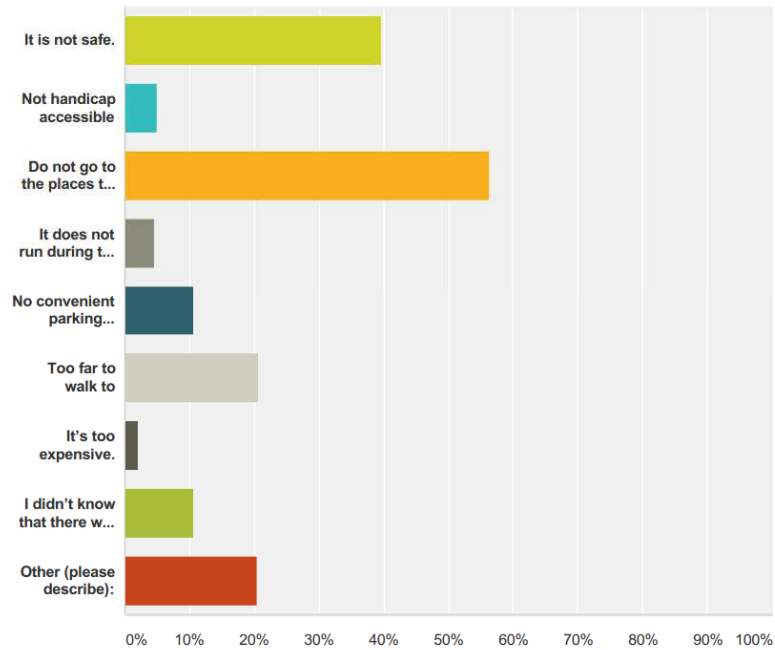


## E. 34<sup>th</sup> Street Campus/E. 79<sup>th</sup> Stations Transit Services Alternatives Analysis

### E.34th/E. 79th Stations Transit Services Alternatives Analysis Rapid Station Survey

#### Q4 What are the reasons you don't use these Rapid stations? (Check all that apply.)

Answered: 280 Skipped: 348



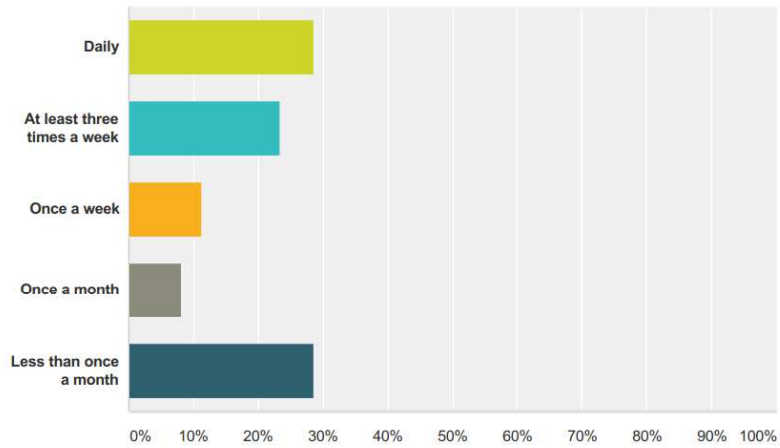
Answer Choices	Responses
It is not safe.	39.64% 111
Not handicap accessible	5.00% 14
Do not go to the places that I usually travel	56.43% 158
It does not run during the times that I would need to ride it.	4.64% 13
No convenient parking drop-off	10.71% 30
Too far to walk to	20.71% 58
It's too expensive.	2.14% 6
I didn't know that there was a station nearby.	10.71% 30
Other (please describe):	20.36% 57
<b>Total Respondents: 280</b>	

## E. 34<sup>th</sup> Street Campus/E. 79<sup>th</sup> Stations Transit Services Alternatives Analysis

### E.34th/E. 79th Stations Transit Services Alternatives Analysis Rapid Station Survey

#### Q5 How frequently do you use these stations for your transportation needs?

Answered: 311 Skipped: 317



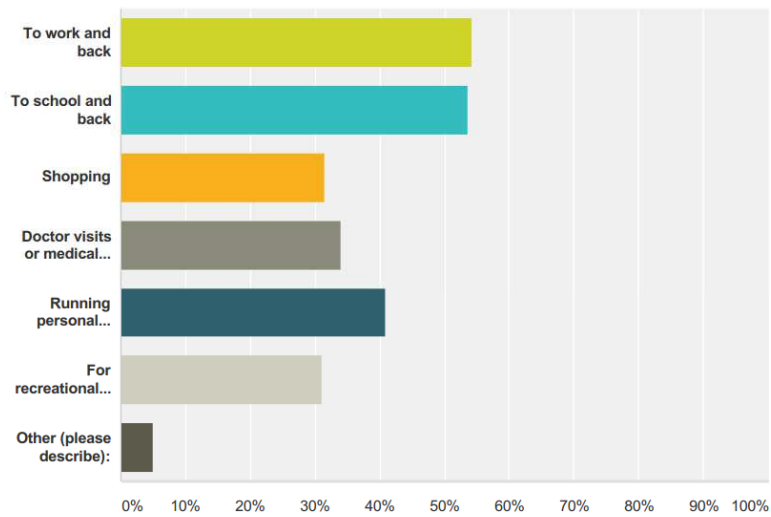
Answer Choices	Responses	
Daily	28.62%	89
At least three times a week	23.47%	73
Once a week	11.25%	35
Once a month	8.04%	25
Less than once a month	28.62%	89
<b>Total</b>		<b>311</b>

## E. 34<sup>th</sup> Street Campus/E. 79<sup>th</sup> Stations Transit Services Alternatives Analysis

### E.34th/E. 79th Stations Transit Services Alternatives Analysis Rapid Station Survey

#### Q6 Where is your destination when using the Rapid? (Check all that apply.)

Answered: 315 Skipped: 313



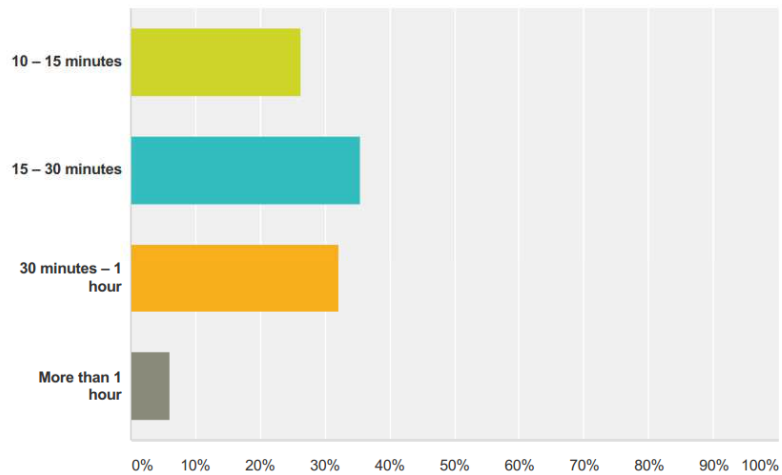
Answer Choices	Responses	Count
To work and back	54.29%	171
To school and back	53.65%	169
Shopping	31.43%	99
Doctor visits or medical treatment	33.97%	107
Running personal errands	40.95%	129
For recreational purposes	31.11%	98
Other (please describe):	5.08%	16
<b>Total Respondents: 315</b>		

## E. 34<sup>th</sup> Street Campus/E. 79<sup>th</sup> Stations Transit Services Alternatives Analysis

### E.34th/E. 79th Stations Transit Services Alternatives Analysis Rapid Station Survey

**Q7 How long does it typically take you to reach the destination to which you travel the most frequently from the station?**

Answered: 312 Skipped: 316



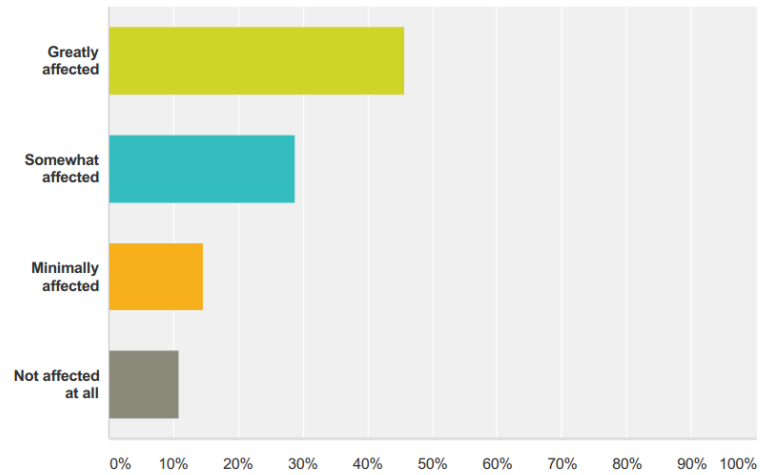
Answer Choices	Responses
10 – 15 minutes	26.28% 82
15 – 30 minutes	35.58% 111
30 minutes – 1 hour	32.05% 100
More than 1 hour	6.09% 19
<b>Total</b>	<b>312</b>

## E. 34<sup>th</sup> Street Campus/E. 79<sup>th</sup> Stations Transit Services Alternatives Analysis

### E.34th/E. 79th Stations Transit Services Alternatives Analysis Rapid Station Survey

#### Q8 If the station were closed, to what degree would you be affected?

Answered: 315 Skipped: 313



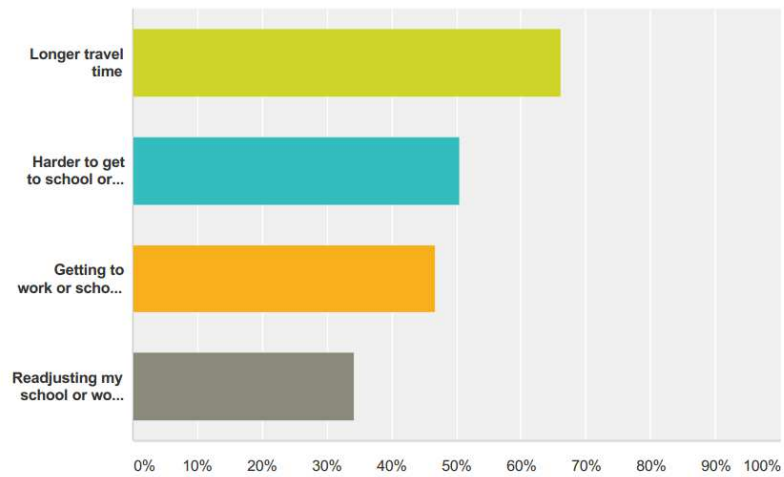
Answer Choices	Responses	
Greatly affected	45.71%	144
Somewhat affected	28.89%	91
Minimally affected	14.60%	46
Not affected at all	10.79%	34
<b>Total</b>		<b>315</b>

## E. 34<sup>th</sup> Street Campus/E. 79<sup>th</sup> Stations Transit Services Alternatives Analysis

### E.34th/E. 79th Stations Transit Services Alternatives Analysis Rapid Station Survey

#### Q9 Please select how you would be affected.

Answered: 257 Skipped: 371



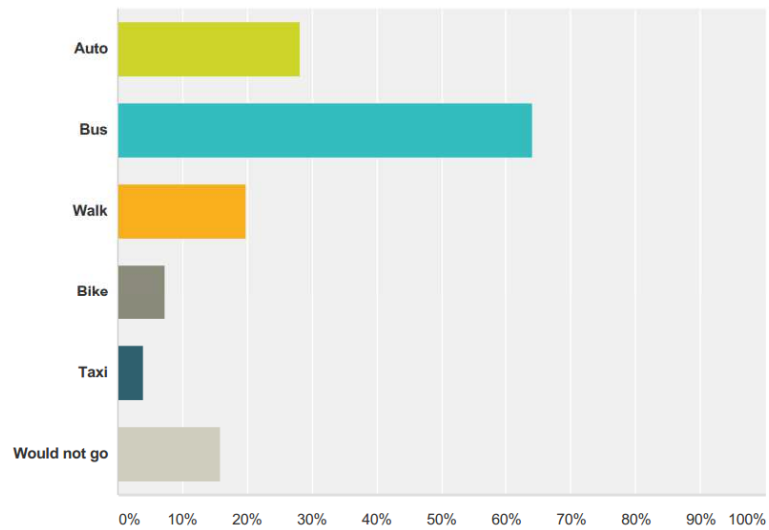
Answer Choices	Responses
Longer travel time	66.15% 170
Harder to get to school or work	50.58% 130
Getting to work or school on time	46.69% 120
Readjusting my school or work schedule	34.24% 88
<b>Total Respondents: 257</b>	

## E. 34<sup>th</sup> Street Campus/E. 79<sup>th</sup> Stations Transit Services Alternatives Analysis

### E.34th/E. 79th Stations Transit Services Alternatives Analysis Rapid Station Survey

#### Q10 If the station were closed, how would you reach your destination?

Answered: 301 Skipped: 327



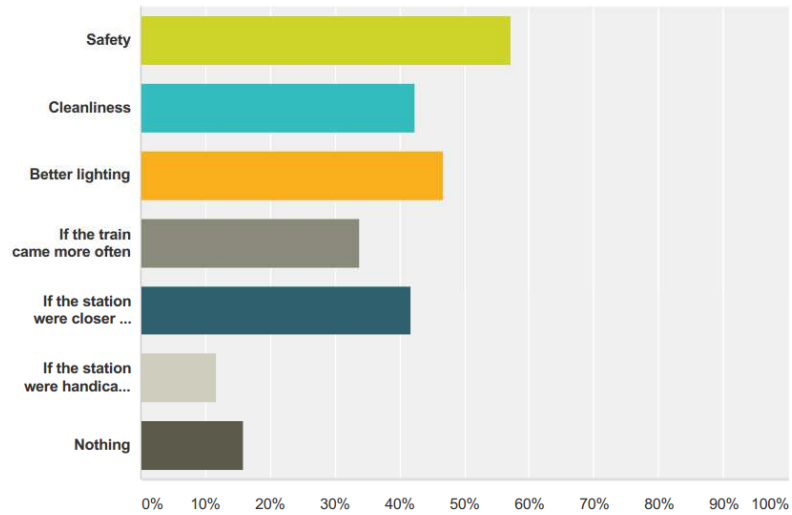
Answer Choices	Responses	Count
Auto	28.24%	85
Bus	64.12%	193
Walk	19.93%	60
Bike	7.31%	22
Taxi	3.99%	12
Would not go	15.95%	48
<b>Total Respondents: 301</b>		

## E. 34<sup>th</sup> Street Campus/E. 79<sup>th</sup> Stations Transit Services Alternatives Analysis

### E.34th/E. 79th Stations Transit Services Alternatives Analysis Rapid Station Survey

#### Q11 What would make you use these Rapid stations more often? (Check all that apply.)

Answered: 548 Skipped: 80



Answer Choices	Responses
Safety	57.30% 314
Cleanliness	42.34% 232
Better lighting	46.72% 256
If the train came more often	33.76% 185
If the station were closer to my destination	41.79% 229
If the station were handicap accessible	11.68% 64
Nothing	15.88% 87
<b>Total Respondents: 548</b>	



## E. 34<sup>th</sup> Street Campus/E. 79<sup>th</sup> Stations Transit Services Alternatives Analysis

### E.34th/E. 79th Stations Transit Services Alternatives Analysis Rapid Station Survey

**Q12 Please state what RTA could do to make public transportation your preferred mode of travelling to work/school. If nothing would make a difference, please state so.**

Answered: 385 Skipped: 243

#	Responses	Date
1	I do not have a car. If I do buy a car, I still would use RTA to go to and from work. Would not use it as often for other trips - evenings and weekends.	12/1/2014 8:36 AM
2	You should extend the red line to go up Mayfield. Expansion would make everyone use the rapid more	11/30/2014 3:22 PM
3	RTA could make their buses and rapid trains mesh together better. I've missed the last bus from Rapid stations due to delays on trains due to "situations" and buses that saw the train stopped right before the station and did not wait. RTA could also make their trains and buses easier to clean. All that new upholstery looks like when new, but gets nasty REALLY quickly when exposed to grime from shoes and boots, urine, spills, etc.	11/28/2014 11:08 AM
4	The only thing that could happen to get me to ride RTA all the time would be loss of driving license	11/26/2014 5:57 PM
5	Just making sure that the stops are safe with better lighting out since it does get drak early. Maybe have transit police close and watching. Making sure buses are close to being on time or let the drivers take a different route if traffic is backed up.	11/25/2014 4:31 PM
6	regular cleaning (preferably NON-cloth seats...ewww)..regular maintenance of vehicles to reduce breakdowns/delays	11/25/2014 3:41 PM
7	Run the busses and trains more frequently and perhaps for certain bus lines such as the #9, use larger busses such as those used by the Healthline to provide more space for riders during rush hour.	11/25/2014 3:30 PM
8	nothing	11/25/2014 10:45 AM
9	It is already my choice until I decide to get another car	11/25/2014 7:48 AM
10	I do not have any problems.	11/24/2014 11:29 PM
11	Extended to Lorain county	11/23/2014 11:30 PM
12	None	11/23/2014 6:10 PM
13	RTA is much better today than it was a decade ago. I feel safer when I ride and the stations are cleaner. Please continue adding to your success.	11/23/2014 8:47 AM
14	see question # 4	11/21/2014 11:32 PM
15	Extend/adjust more bus routes, if it was extended from the airport out to the north Olmsted area that would be ideal	11/21/2014 11:03 PM
16	I primarily drive everywhere but have recently started taking the Green/Waterfront line to work and I love it! Very easy and almost always on schedule. I work at the E&Y Building and I'm hoping that as more tenants move into the building and when the nearby apartment building is completed, there will be more waterfront lines added.	11/21/2014 4:35 PM
17	LATER SERVICE - I OFTEN START WORK AFTER 1 AM	11/21/2014 4:43 AM
18	I rode this week for the first time because of a disabled vehicle. Like the whole experience. Conveinent,reliable and fast.	11/21/2014 12:28 AM
19	Lower costs.	11/20/2014 5:27 PM
20	Do not shut down east 79 rapid station red line it is the only way i can get to my job faster	11/20/2014 5:18 PM
21	lower cost of fare.	11/20/2014 5:10 PM
22	Keeping 79open	11/20/2014 4:27 PM
23	More designated parking along the green line between Green Road and Shaker Square	11/19/2014 11:14 AM

## E. 34<sup>th</sup> Street Campus/E. 79<sup>th</sup> Stations Transit Services Alternatives Analysis

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24	I have to use the 5 bus, and it does not run frequently enough after dark. Retail and restaurant workers can be standing outside for an hour waiting for bus late at night. And, it should have one more trip and not end before midnight, especially during the holidays.	11/18/2014 7:13 PM
25	Young folks are adverse to riding buses. The current system forces users to ride buses. The biggest population that needs to be tapped into for public transit usage is the younger folks - College age, first job, bikers, etc.	11/18/2014 3:33 PM
26	Cleanliness	11/18/2014 1:41 PM
27	If you would make it on time to the stop on time, and get us to were we need to be. Thank you	11/18/2014 9:23 AM
28	On time performance improvement and outstanding customer service.	11/18/2014 8:48 AM
29	Start fixing your stations in poor neighborhoods	11/18/2014 7:48 AM
30	run more often	11/17/2014 10:28 PM
31	Please try and enforce rules better. I enjoy using the red line but i do not enjoy having to hear gangster rap music about killing white people.	11/17/2014 4:40 PM
32	I would use RTA if it took the same amount of time or less time than driving. I primarily travel between University Circle, Downtown, Ohio City, and Old Brooklyn. If the Healthline had priority at stoplights on Euclid and could get between downtown and university circle I would use it all the time. As it stands the time it takes to stop at every light AND every stop makes it way more convenient to drive. I understand that busses are subject to the same traffic issues as cars, but wasn't the reason we spent all that money on the Healthline to make it less bus-like? I will add that I enjoy taking the Red Line from E. 120 to Tower City or W. 25. Much safer than driving if I am going out for a few drinks on the weekend, and I look forward to the completion of the new stop on Mayfield.	11/17/2014 4:29 PM
33	I travel from Berea to University Circle each workday. It would be nice for RTA personnel to be friendly to those who use their service. I boarded a Windemere Train and it ended at downtown. I asked about the disparity and the Platform Supervisor told me that it would be to Windemere some time that day. The RTA is a service that can positively impact people's willingness to travel to work and downtown. It would be nice if RTA employees showed some respect to those who use this service. Daniel Hunt, University Hospitals, 216 844 5716	11/17/2014 3:50 PM
34	Have security or RTA personnel on site	11/17/2014 3:21 PM
35	Please run trains and buses more frequently. Do not give the excuse that funding is low. You are spending money in all the wrong places. Why do the red line stations need LCD TVs that tell you the station, time, and date? That is all information that is already available or could be made available by much cheaper means. Running the red line every 7-9 minutes at rush hour is hardly adequate, especially when drivers and conductors do not wait for more than 30 seconds. The maintenance on the red line is a headache for everyone. Why did you purchase such long trains? These trains literally tear apart the tracks just by driving them. All trains are subject to hunting oscillation. But these trains amplify the oscillation due to their length. So you bought trains that tear apart the tracks faster than normal. Please DO NOT divide bus routes (i.e. 22/75, 83/86, etc). How does this make any logical sense? Do not make your customers rely on transfers, as RTA has a very bad habit of running late or not following schedule. Do not make your customers wait any longer than they already do. Reinstate the community circulators. Those should have never been decommissioned. And finally: please fix the Brookpark rapid station. It has been a "temporary" station since 1996. 1996.18 years is hardly temporary. It takes far too long to walk from the large parking lot to the platform. Many people miss their trains because of this, or they have to allow additional time. Customers must cross the tracks at grade which leads to them waiting for the gates to go back up, which in turn leads to people missing their train even though they were on time to begin with. Stop punishing your customers for simply being customers. For those that are not 100% reliant on public transit, you offer little to no incentives for becoming customers. One more thing: can the traffic lights along Euclid Ave. favor the Health Line rather than vehicular traffic? Isn't the Health Line the reason millions of dollars were pumped into Euclid Ave? Then why would the bus sit and wait for over 60 seconds every block? This is particularly infuriating after 8:00 pm when car traffic drops significantly. There is no reason that bus should wait for no one to come. And if you are struggling for money? Stop giving out bonuses.	11/17/2014 1:16 PM
36	Cleaner trains/buses, better lighting, safer environments, better frequency, heated stations	11/17/2014 12:27 PM
37	If it had a more frequent time frame, and also handicapped accessible.	11/17/2014 10:51 AM
38	would like a dedicated shuttle bus from e. 34th station to the St. Vincent, CCC, CSU area	11/17/2014 10:14 AM
39	I just got rid of my car. Occasionally I have to travel to this neighborhood because my husband works there. I travel from the west side, so taking the bus would lengthen my journey dramatically and I don't know how practical it would be, honestly. I like to take the Rapid to the East 79th Street red line stop because then I don't have to transfer, even though it's a farther walk for me it just saves me time and hassle.	11/16/2014 6:34 PM

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40	Extended hours after 5pm. Have trains run more frequently until 8pm	11/16/2014 6:33 PM
41	all around better service when there problems learn who to short tun a bus so as not to leave people stranded	11/16/2014 5:22 PM
42	Quicker/ less stops less dangerous feeling nicer more suburban accrss	11/16/2014 4:22 PM
43	Safer. It's ridiculous they don't have cops on the trains and buses. Pure laziness.	11/16/2014 3:06 PM
44	Im suprised you build new Little Italy exit. Why didnt you fix Euclid & E 120??? Its long steps and not safe. One guy fell and hit on the cement steps and bleeding on his forehead!!! Also west blvd ALWAYS not working escalator!!! I wish there are more lines on west & South side. The bus #51 is longest and an hour schedule to run.	11/16/2014 8:07 AM
45	All the east-west and north-south lines run along the same time tables. So if a rider needs to change direction they have to wait about ½ hour to go the new direction. RTA should alternate the routes os one north-south runs on the hour and ha,f-hour, then the north-south lines to the east and west run on 15-45. Example, Warrensville on the hour and half, green road and lee road on the quarter hours. It take so long to use the bus system that it's not practical.	11/15/2014 7:34 PM
46	Longer hours of service	11/15/2014 3:16 PM
47	We need more rapid stations, or bus routes going to them. The nearest bus stop is about .75 miles from me and does not even go to the nearest rapid. I would take public transit if it were more accessible in Cleveland and it's inner ring suburbs.	11/15/2014 2:55 PM
48	Some bus routes frequency should be changed to every half hour or 35 minutes because an hour is too long. Ex.86 as a student at Baldwin Wallace it would be convenient if there was a bus that went down Bagley Street between Front and Engle because the distance between the 68 & 86 is too far and with the 68 only running Monday through Friday there is no way to get to any store or restaurant. From that area there should also be an easier route if someone is traveling to South Park Mall. The 51 is a long route as it is in having to ride in a circle for an hour and a half is kind of ridiculous for something that's only 15 minutes away. Hopefully you can take these options into consideration this will give employees at the mall and students like myself or even people in the area another alternative to use public transportation. Thanks	11/15/2014 2:51 PM
49	if RTA could hire more police officers, to help throughout the whole entire day. this would help me and my two year old daughter by knowing we would have that added safety	11/14/2014 3:29 PM
50	I often use RTA on weekdays on the 9 Mayfield route, which is alright to get to University Circle. However, RTA should do the following to make it more inviting to riders: -have a debit-like farecard system, such as New York and Chicago, which makes carrying a farecard much easier -prioritize use of the Rapid, and ensure that bus schedules line up with the three Rapid lines -make the Rapid and its stations more inviting and have a safer feel - clean up Rapid trains and buses, and make them feel more inviting	11/14/2014 2:51 PM
51	More frequent buses/trains on the routes that I need. Better lighting and more safety.	11/14/2014 10:42 AM
52	They should extend the rapids to Westlake or Bay Village to the west and to Solon to the east. I love the rapid but often hear friend that live in these locations complain that the rapid doesn't go far enough for them.	11/14/2014 9:05 AM
53	more trains more often and ADA accessible	11/13/2014 7:57 PM
54	Make it easier for riders to ride the rapid from the west to east sides and vice versa. A rider shouldn't have to buy 2 tickets, or an all day pass, to just ride from say West 117th to Shaker Square.	11/13/2014 5:31 PM
55	safety cleanliness	11/13/2014 5:13 PM
56	Visible presence of staff/security	11/13/2014 5:08 PM
57	Kinder and nicer drivers. On time trains. Trains that stop at the same spot at each stop, now they stop at different spots depending on the driver.	11/13/2014 2:26 PM
58	RTA rapids and trains are not safe. Where are the RTA police? Plus the stops look like dumping grounds for trash.	11/13/2014 1:56 PM
59	nothing	11/13/2014 1:35 PM
60	More Frequent trains during rush hour and get rid of the e34/e79 stations to get the Red line from University Circle to Downtown faster. If this was done it would be much more competitive with driving and I would take it more often.	11/13/2014 1:29 PM
61	Already doing it, adding a rapid stop on Mayfield.	11/13/2014 1:22 PM

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62	There should be a connection to the Blue line rapid for students going from Metro Campus to East Campus. The trip on the	11/13/2014 1:02 PM
63	More Stations, more convenience, more technology (i.e. wifi service, etc.)	11/13/2014 12:57 PM
64	Run more frequently to the places I need to go.	11/13/2014 10:34 AM
65	I use RTA daily, just not the stations in question. I would love it if the schedules could be a little more dependable -- it seems like every other day there's SOMETHING that throws the schedule off. I understand that some thing can't be controlled, but trains constantly breaking down can be.	11/13/2014 10:25 AM
66	I'd like to see more buses during the day. Some routes only come once an hour and that makes transferring to another line almost impossible.	11/13/2014 10:16 AM
67	More frequent departures, increased safety,	11/12/2014 12:22 PM
68	Make a train stop that is actually safe and close to my place of employment. Change the pay mechanism to pay before you get on the train rather than after (I've lived in several cities and I've never seen it happen this way). And make ticket machines available at every stop. It's so weird that I have to go to a super market customer service counter to get a bus ticket or wander around at a train stop for a ticket machine just so I can "leave." The current process makes no logical sense whatsoever.	11/11/2014 4:39 PM
69	Nothing, I use RTA as my mode of transportation to work downtown	11/11/2014 4:29 PM
70	More frequency of trains, better stations, easier ticket purchasing, and consistency within the different services. Modernizing the payment with a swipe card would be awesome. For example, the Clipper card in San Francisco. Transfers given to those riding without passes or pre-purchased ride tickets would be beneficial, especially since transfers are necessary to get to my destinations. More ticket vending boxes at stations that are easier to use would be great.	11/11/2014 3:51 PM
71	I think I would take the train more if the connection time to my bus were more consistent. If I get off at 34th St, I prefer to wait for the #15 bus to take me up to Tri-C's Metro campus. Sometimes the connection is within a couple minutes, but other times it would be faster for me to walk (but I don't think the walk is safe, with all the vehicle traffic and the highway entrance ramp). I realize that sometimes the train is late, and I appreciate the Next Bus service that I can use on my smartphone, but in general it feels like a risk to get off at that station. For sake of example, I used to live in New York City and San Francisco, and relied on public transportation every day. Perhaps a partnership with Tri-C to create a shuttle that met rush hour trains would work. Another wish is that the bus stop at the top of the station's stairs include a shelter - it can be very windy on that bridge, and I would be more likely to wait for the bus if I was somewhat protected from the weather.	11/11/2014 3:50 PM
72	Increase the frequency of service. For example, mid-day service on 32 and 94 is hourly. This makes connections difficult.	11/11/2014 10:26 AM
73	Increase the frequency on schedules and add more lines going out to the Lakeshore area especially after dark	11/11/2014 1:29 AM
74	None.	11/10/2014 7:22 PM
75	More open contact with RTA.. For example a service line, operated whenever trains and buses are running, where people could report delays and call or text for updated info. Also, MAKE AN APP! i	11/10/2014 11:11 AM
76	RTA has stated publicly that it does not intend to plan future extensions of the existing rapid transit system. While I don't agree with that policy, the least RTA can do right now is to improve its existing network by rethinking station locations and encouraging redevelopment of both stations and the land around stations (something they have been doing and I applaud their efforts). Station and right-of-way cleanliness and maintenance are also critical; areas where RTA needs to improve dramatically. I do not appreciate riding through "tunnels of trash" as I travel on the Rapid. Finally, RTA needs to improve how it communicates train and bus arrival times, particularly when shuttles replace trains or there are delays during normal service. "NextConnect" does a poor job in this department; the website also needs improvement. Despite the Rider Alert claims that shuttle bus replacements follow the same schedule as trains, they don't. RTA should make the effort to understand the schedule of the shuttle bus replacements and post that schedule as part of the Rider Alert message.	11/10/2014 9:12 AM
77	Make the east side buses run more rapidly like the west side buses or provide double buses on the eastside like the #22 & 26 on the westside	11/9/2014 5:23 PM
78	greater frequency, esp. on weekends and off-peak hours. Bring back the community circulators.	11/9/2014 2:26 PM
79	Every problem was addressed in the survey	11/9/2014 12:31 PM
80	RTA should educate the operators on the relevance of keeping to transit schedules	11/9/2014 8:43 AM

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81	Already my preferred mode from the 79th St blue/green line Station.	11/9/2014 6:38 AM
82	On certain bus routes, run buses every 25 or 30 min. Makes travel easier	11/9/2014 4:05 AM
83	Nothing will make difference	11/8/2014 3:14 PM
84	My teenagers catch the rapid/bus more than I..many bus stops do not have shelters. In the summer on 2 bike racks are available. After the incident at the new Rapid on Buckeye, I wonder how the camera help with safety.	11/8/2014 12:49 PM
85	nothing	11/8/2014 8:21 AM
86	It would be nice if the 3 area transit systems (GCRTA, SARTA, and METRO) were better coordinated. It's possible to get to Cleveland from Canton via SARTA and METRO, but it's a lot of transferring, and the connections are not well timed. Perhaps run a Canton -Akron- Cleveland bus funded by all three transit systems, which would actually connect with SARTA 81, METRO Cleveland express and 101, etc. at convenient times?	11/7/2014 2:05 PM
87	Try looking at other big cities like Denver, which has a underground transit center at both ends of their downtown area. They have 100 million riders a year compared to our 48-50 million riders which has been dropping since 1994 when we had almost 75 million riders a year we're not even a top 20 ranked system anymore, Salt Lake City of all places have a bigger and better system then us.	11/7/2014 8:07 AM
88	Get new Rapids so they stop breaking down every other week and making me late - they need to work and run on time	11/7/2014 7:48 AM
89	more frequent service on some routes then run only once an hour	11/6/2014 6:47 PM
90	nothing	11/6/2014 6:36 PM
91	Move 34th RTS to a more use-able location. Bring back weekend service to routes that were reduced during the downturn. The 79 Street Stations are served by the 2/16 routes. I think the 34th street station could be more useful if moved closer "To the campus".	11/6/2014 6:17 PM
92	it already is but cleanliness is an issue on all buses and trains	11/6/2014 2:07 PM
93	PLEASE REMODEL THE 34 RAPID STATION	11/6/2014 11:49 AM
94	Nothing, but keep the 34th Campus station open for people who work and live in the community around the station.	11/6/2014 10:10 AM
95	More frequent service, cleaner vehicles, better weekend service.	11/6/2014 10:09 AM
96	Offer more Park N Ride at Rapid stops, i.e. Little Italy	11/6/2014 10:03 AM
97	Frequent rail service, better bus connections, better station locations	11/6/2014 10:02 AM
98	It must be an option and opportunity, not an obligation.	11/6/2014 9:58 AM
99	Improve the frequency of service and better coordination between transfers of routes.	11/6/2014 9:56 AM
100	Better safety and cleanliness.	11/6/2014 9:51 AM
101	Let them have police that are kinder to the public.	11/6/2014 9:49 AM
102	Expand the route of the E-Line to Tri-C.	11/6/2014 9:47 AM
103	Stations need to be better lit. The safety issue needs to be solved.	11/6/2014 9:46 AM
104	safe	11/6/2014 9:44 AM
105	RTA suits all of my work related transortation needs.	11/6/2014 8:27 AM
106	On bus routes that more people travel by, there should be more frequent buses	11/5/2014 11:36 PM
107	You need to make things safe for your drivers. especially those working early morning hours and late after dark.	11/5/2014 10:25 PM
108	Increase safety	11/5/2014 9:29 PM
109	Nothing; it's the way of the neighboring communities.	11/5/2014 6:01 PM
110	Address the concerns I have given you already for starters.	11/5/2014 4:47 PM
111	More frequent buses, easier to understand grid system, greater access to places and nieghborhoods of interest	11/5/2014 4:26 PM

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112	Text for late buses, at Tri-C the buses run 1/2 hr behind schedule in the evening sometimes.	11/5/2014 4:15 PM
113	Upgrade the quality of the station and/or provide shuttle bus service to the Campus District	11/5/2014 3:11 PM
114	Train comes more on weekends.	11/5/2014 12:51 PM
115	Safety; drop fare; put #12-Woodland back on line.	11/5/2014 12:50 PM
116	Extend paratransit services.	11/5/2014 12:48 PM
117	SAFETY & CLEANLINESS	11/5/2014 10:11 AM
118	Make it safe.	11/5/2014 9:27 AM
119	Safety and improved scheduling of trips.	11/5/2014 9:11 AM
120	Please review either moving the 34th St location or providing better lighting and improve cleanliness. This is a much needed location. It impacts several businesses, employees, and families.	11/5/2014 9:00 AM
121	Make it safer, add an attendant. Somehow deter people from getting on the Rapid without paying. Those who do not pay hop off before reaching Tower City and are usually the ones causing trouble.	11/5/2014 8:45 AM
122	If RTA closes these stations, I think they should focus on creating new West Side stations in neighborhoods that do not have many bus lines and that the rapid does not reach, such as Old Brooklyn, Clark, Brooklyn Centre, and Tremont. There is no easy way for someone from the upper westside neighborhoods like Westown, West Park, and Cudell to get to the southwest area. For example, for me to get to my school without driving, I would have to take two buses and the rapid, and leave at 5 in the morning.	11/4/2014 11:51 PM
123	Put in a machine that accepts credit cards for fares.	11/4/2014 9:25 PM
124	R. T. A. could have more buses on the line during morning rush and early evening more seating for bikes and strollers.	11/4/2014 4:02 PM
125	What would help me and several fellow bus riders, is if RTA buses would stay on schedule. I time these buses according to the schedule RTA has set, yet I always miss the bus! I go out 10-15 minutes early the bus already left, or right on time and I'm waiting 20 minutes because guess what, I've missed the bus. More buses during peak times means less riders per bus, less incidents, and way more room, especially for the elderly and the handicapped! The connections are good as in the route that I take but the schedules NEVER MATCH! (not even close)	11/3/2014 4:29 PM
126	Nothing	11/3/2014 3:49 PM
127	It would be nice to know exactly what time I'd be arriving.	11/3/2014 3:19 PM
128	nothing	11/3/2014 1:30 PM
129	just the above mentioned	11/3/2014 1:08 PM
130	more buses to avoid crowding. Better cross over times One bus to another, rapid to bus	11/3/2014 11:10 AM
131	I would need a rapid train station very close to campus.	11/3/2014 8:42 AM
132	I use RTA for a lot more than traveling to work. I use it for going to the doctor, my day-to-day grocery and other shopping, entertainment (going to the movies at Tower City, Shaker Square, and W. 65th Street,) visiting friends, etc. RTA provides excellent commuting service. It's the off-peak service that could use tweaking and improvement.	11/2/2014 9:53 PM
133	Stop all the fighting and disrespectful ness. Please make it safe thru out the whole Day	11/2/2014 7:43 PM
134	In the winter time RTA could make the areas around the bus shelters cleaner from the snow. Sometimes the snow is so high that it is hard to get on and of the buses at certain stops. I really feel bad for people in wheelchairs and those with walkers and canes.	11/2/2014 6:07 PM
135	It would be much better if the buses ran more often because they can become very packed sometimes and if one misses their bus they may have to wait up to an hour for the next one.	11/2/2014 5:01 PM
136	polices on the buses and rapids for safety	11/1/2014 9:58 PM
137	Some 8 years ago I gave up my car. I made a commitment to not use private autos for my transportation. So far, I perhaps ride in a car once or twice a year, and then only for special reasons. The bike racks on RTA make it possible for me to combine public transport and biking even during inclement weather. Over all RTA is a progressive and far sighted organization.	11/1/2014 4:03 PM

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138	A stop @ 24th & Prospect Ave going to Tri-C	11/1/2014 2:39 PM
139	I used to work downtown and I did use the Rapid or RTA Bus to get to work, but I don't work downtown anymore so I have no reason to take the Rapid.	11/1/2014 1:22 PM
140	The 16, and 15.	11/1/2014 1:03 PM
141	More reliable. For example the 90th does not always comes on time, and the schedule does not fit all commuters	11/1/2014 8:33 AM
142	To have the green and blue line go to the airport, this is a big part of missing buses and being late and making the commute so long. For me it would be just the rapid and 1 bus instead of 2 rapid rides and 1 bus and walk.	11/1/2014 6:16 AM
143	RTA can improve by the workers arriving on the time listed on the arrival schedules. That would be more so helpful, so that I wouldn't have to stand and wait on the bus for a longer time than needed. -Thank you.	11/1/2014 3:37 AM
144	There's nothing RTA could do to make public transportation my preferred mode of traveling to work/school because I no longer attend school or work.	11/1/2014 12:15 AM
145	more rapid stops farther west and east	10/31/2014 8:15 PM
146	If service to Chagrin Falls were reinstated, I wouldn't have to drive to and from the Shaker Rapid.	10/31/2014 1:19 PM
147	RTA decision-makers could invite a friend along for a ride. Exit at 34th Street, and walk to Tri-C. How many RTA decision-makers would feel comfortable taking children, spouses, or friends for a stroll around the 34th Street Station?	10/31/2014 1:16 PM
148	More buses in the suburbs and making sure handicap accessibility at rapid stations is in working order- escalators, elevators, etc. This was a real problem last year.	10/31/2014 1:07 PM
149	I am a home health aide and never know when I might need to use my car to transport a client so at this time public transportation not an option for me. When I was a student I took 2 buses to get to school but had to drive to clinicals because I did not feel comfortable taking a bus from Windermere after dark.	10/31/2014 12:49 PM
150	They need to have Transit Police riding the buses more often.	10/31/2014 12:09 PM
151	Keep the stations cleaner. Especially the platform on Triskett, which is always covered in pigeon poop! It's disgusting and unhealthy.	10/31/2014 12:04 PM
152	Provide more frequent rapids and buses during peak hours.	10/31/2014 11:39 AM
153	Difficult to use since I cannot stand at length as needed to wait for buses.	10/31/2014 11:16 AM
154	I think overall RTA does a great job. I do think there should be a way to make buses more accessible for people with personal shopping carts	10/31/2014 10:36 AM
155	Satisfied with service on the West side thus far	10/31/2014 1:00 AM
156	the way I go is okay	10/30/2014 10:02 PM
157	Expressed ideas in Additional Comments section in question #10...	10/30/2014 4:09 PM
158	Make sure jumpers pay for there ride more officers uninformed or not just know we are safe	10/30/2014 2:52 PM
159	nothing	10/30/2014 1:52 PM
160	It is already my preferred mode. But making the E 34th St station safer and more accessible would be a big plus.	10/30/2014 11:16 AM
161	hire responsible people, and stop letting a rapist work for rta, I don't feel safe on the bus	10/30/2014 9:20 AM
162	Make transportation more convenient -more routes, clean and safe shelters and train stations, enforce rules on buses and trains	10/30/2014 6:51 AM
163	Better (Nicer/cleaner more plentiful) RTA stops/stations-) A monorail from Lakewood area , wrapping around Lake shore areas, then to downtown would be spectacular. Need stops at Edgewater, of course)	10/29/2014 6:55 PM
164	nothing	10/29/2014 6:45 PM
165	RTA could stand to have their rapid stations constantly occupied by employees, instead of those machines. They might sell more passes that way, too. Especially if they were to set up turnstiles at every rapid station again.	10/29/2014 6:23 PM
166	safety and shorter wait times	10/29/2014 5:07 PM
167	your drivers need to get to the stops on time	10/29/2014 4:47 PM

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168	Increased frequency, especially on weekends. Better real time arrival/departure data on an easy to use smartphone app.	10/29/2014 4:11 PM
169	They do everything already.	10/29/2014 3:17 PM
170	The E. 34 street station is not in a safe area and it is not handicapped accessible. I usually go to Tower City and transfer to the 14 or 15 bus which drops you off right out in front of the school. Even though the E. 34 station is closer I do not feel safe going there to catch the rapid. If the station had security and an elevator it might make me change my mind. However, it still does not help that the station is under a bridge and that getting to the station can be quite dangerous because of the intersection that it is located at is always dangerous and busy and crossing the street is like trying to dodge busses, cars, and trucks that don't want to stop because they always turn right on red and don't give anyone the chance to get across the street.	10/29/2014 2:14 PM
171	decrease wait times for trains	10/29/2014 2:10 PM
172	Treat all stations the same. If one rapid station has been remodeled, all rapid stations should be remodeled. Especially if it is in great need of remodeling. Safety. There should always be something in place to ensure our safety, especially if it is an area like 79th st. station and 34th st. station.	10/29/2014 2:00 PM
173	Nothing. My schedule is more time and location demanded than RTA's	10/29/2014 1:31 PM
174	Nothing would make a difference.	10/29/2014 12:59 PM
175	If the trains ran later than they do.	10/29/2014 12:56 PM
176	Nothing really. Nothing like being in a car. More convenient, and more private.	10/29/2014 12:44 PM
177	Have more buses when needed.	10/29/2014 12:38 PM
178	If I had to ever take the public transportation, I would definitely want safety first, and cleanliness second, and more stations or routes.	10/29/2014 12:20 PM
179	They could add trolley services from Public Square that drop off at the campus	10/29/2014 11:58 AM
180	I wish there were more trains going more places around the city. Taking the bus is a drag, and if that is my only other option then I drive. If I can take the train I take public transportation	10/29/2014 11:01 AM
181	A bus that would transport students from station to campus instead of having to catch the crowded number 15	10/29/2014 10:32 AM
182	nothing	10/29/2014 9:58 AM
183	Last semester I did use the RTA rapid located on Trisket on the near Westside. Occasionally, I would use the WestPark rapid station and the problem was riding the rapids the hours that I would be there. No officers could be found if something was to happen. It was during 5 am-6 am and it was scary.	10/29/2014 9:24 AM
184	discounts for college students and safety	10/29/2014 9:24 AM
185	Making sure it is safe	10/29/2014 9:05 AM
186	I don't think RTA could possibly change it for the better. It's not that RTA has the inability to change it. It's the disgusting and ignorant people who ride it that make me never want to ride it again.	10/28/2014 9:46 PM
187	i believe better safety precautions, brighter lighting and maybe a transit officer at the location.	10/28/2014 9:32 PM
188	safety	10/28/2014 8:54 PM
189	its fine so far.	10/28/2014 8:07 PM
190	nothing	10/28/2014 7:22 PM
191	safety, I hate having to ride the bus with groups of misbehaving teenage kids	10/28/2014 6:58 PM
192	I like riding RTA bus is more convenient for me and the places I go. I have taken the rapid when I am going to the airport. I don't mind riding it, but it is not necessary right now for school purposes.	10/28/2014 5:59 PM
193	I would absolutely use the E. 34th Station to get to Tri-C Metro if the walk to campus seemed less dangerous. Shuttle buses running to campus every 15 minutes would be a good option.	10/28/2014 4:21 PM
194	It is already my preferred mode.	10/28/2014 4:05 PM
195	Just better user friendly for passengers and users. Security, cleanliness, etc.	10/28/2014 4:03 PM
196	Often running back to back.	10/28/2014 4:02 PM



## E. 34<sup>th</sup> Street Campus/E. 79<sup>th</sup> Stations Transit Services Alternatives Analysis

### E.34th/E. 79th Stations Transit Services Alternatives Analysis Rapid Station Survey

197	More Sucruity and Safety	10/28/2014 4:01 PM
198	Better security at E. 79th.	10/28/2014 4:01 PM
199	I like RTA just the way it is.	10/28/2014 4:01 PM
200	Just stay on schedule.	10/28/2014 4:00 PM
201	Faster departing times.	10/28/2014 3:58 PM
202	Nothing.	10/28/2014 3:57 PM
203	All good.	10/28/2014 3:56 PM
204	Nothing preferred.	10/28/2014 3:55 PM
205	If my car was being repaired, RTA is a fine transit system, I've observed that they do a good job for the community	10/28/2014 3:54 PM
206	Keep doing the good job.	10/28/2014 3:54 PM
207	Just get to work safe and back.	10/28/2014 3:53 PM
208	Make it safe.	10/28/2014 3:52 PM
209	More clean and safety.	10/28/2014 3:51 PM
210	Good job I love RTA.	10/28/2014 3:49 PM
211	I believe more lighting and ma more sense of security.	10/28/2014 3:48 PM
212	New trains.	10/28/2014 3:47 PM
213	More times for all routes. Routes that are 40-60 minutes between buses should have no longer than 15-30 minutes between buses.	10/28/2014 3:45 PM
214	Trains and buses could run more frequently.	10/28/2014 3:27 PM
215	Safety is everything, and if I don't feel safe riding public transportation then I won't use it at all.	10/28/2014 3:23 PM
216	If you guys were more prompt about letting me know about possible route changes. Maybe you can set up an email list that people can addthe busses they take and they can check weekday or weekend and then set up the emailing list to email these people of changes in the busses they say they take. Also if you had QR codes on the buss stop signs for each buss so all you would have to do is scan the QR code and you can get information on the bus that you need to take.	10/28/2014 3:22 PM
217	More lighting at night	10/28/2014 2:58 PM
218	Stop allowing your drivers to pull off when they see people standing right across the street just getting off the bus that is blowing their horn at them. HORRIBLE CUSTOMER SERVICE... INCONSIDERATE AND SELFISH EMPLOYEES...	10/28/2014 2:56 PM
219	more safety dealing with the teenagers in their big groups, more police at the rapid and RTA stations.	10/28/2014 2:43 PM
220	Move the E 34th station to Tri-C metro campus. If this is unfeasible, provide a security guard and bus service that synchs up with the trains.	10/28/2014 1:48 PM
221	I don't understand the routes. I have a stop by my apt. #77 Brecksville & I want to use it, but I don't quite understand the routes & times. Very confusing since I've never used RTA or anything like it before. Also the RTA stops in front of Metro Campus (reason I want to use RTA) are not well lit & that scares me.	10/28/2014 1:31 PM
222	If the rapid station was more of an enclosed space, especially in harsh weather, would be wonderful.	10/28/2014 1:08 PM
223	More frequent evening buses would be lovely, as some classes are not over until after 8 or 9 at night.	10/28/2014 1:07 PM
224	nothing	10/28/2014 1:02 PM
225	Better security	10/28/2014 12:59 PM
226	Security is a major issue. I do understand I have contribute to my part and report dangerous issues.	10/28/2014 12:23 PM

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227	Police must check "Bus Pass" on every health line buses always. Thanks!	10/28/2014 12:07 PM
228	Car	10/28/2014 11:55 AM
229	I've never depended on the RTA, but I'm not opposed to using it. However, using my own vehicle is just more convenient overall.	10/28/2014 11:48 AM
230	More stations at more locations.	10/28/2014 11:37 AM
231	I think RTA is doing a great job. I am already thankful for RTA being there when I need it.	10/28/2014 11:34 AM
232	At this time nothing would make a difference	10/28/2014 11:30 AM
233	have a bus go down East 30th street from st.clair to woodland	10/28/2014 11:03 AM
234	Make it safer	10/28/2014 10:34 AM
235	more routes closer to where I live and want to go and more frequent running of certain lines.	10/28/2014 10:29 AM
236	Its best to keep the E.34th Station! Many people rely on that bus station!	10/28/2014 10:23 AM
237	maybe increase the bus running by 2 buses during that time frame	10/28/2014 10:18 AM
238	Reduced rate for daily commuters	10/28/2014 10:08 AM
239	The times that I ride on RTA, I would like to see more security because of the amount of crime that is taking place at bus stops and train stations.	10/28/2014 9:58 AM
240	its great	10/28/2014 9:58 AM
241	Nothing. I do enjoy taking the rapid when I am able to.	10/28/2014 9:52 AM
242	more security	10/28/2014 9:33 AM
243	Improve the service for the rapid transit lines. No delays, shuttle buses. Must have clean trains and improved safety. There are a lot of people who commute from the suburbs and the city using the blue, green and red lines. RTA should make this mode of transportation more of a priority.	10/28/2014 9:25 AM
244	don't stop at every stop	10/28/2014 9:24 AM
245	the 15 tri-c east could run more, or a bus that goes to the Windermere from tri-c east helps.	10/28/2014 9:16 AM
246	nothing would make a difference, I dont need to come to tri-c campus ever	10/28/2014 9:13 AM
247	I already use public transportation only	10/28/2014 9:11 AM
248	I already use use RTA to get to where I need to go to.	10/28/2014 9:09 AM
249	Nothing would really make a difference because the only time my husband lets me take public transportation is when he can not drive me or our car is broke down because he is concerned about the safety issues.	10/28/2014 9:06 AM
250	nothing	10/28/2014 8:55 AM
251	RTA can make public transportation more routinely accessible.	10/28/2014 8:54 AM
252	Have the free trolley come to Tri-C	10/28/2014 8:48 AM
253	- If RTA's would stop passing me up when I'm standing there. - If the RTA' come on time. - If the RTA's would not be closed.	10/28/2014 8:40 AM
254	I need the 55 to run on the weekend!	10/28/2014 8:37 AM
255	nothing	10/28/2014 8:15 AM
256	Nothing, RTA is a scam of the system. I will never use the RTA since they force CSU student to pay an extra 20 dollars in tuition fee	10/28/2014 8:02 AM
257	I use the RTA daily to commute to work. I take a bus.	10/28/2014 5:32 AM
258	I already use this method but will not often get off the red line at west blvd because of safty issues I take train to 117 and walk	10/28/2014 3:05 AM

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### E.34th/E. 79th Stations Transit Services Alternatives Analysis Rapid Station Survey

259	I am a full time student at tri c metro. The reason I don't use the rapid station to east 34th is the fact that its too far from the school for starters, the 34th stop is down the stairs, and just doesn't seem to b safe to exit off the train nor walk that far from the school	10/28/2014 2:48 AM
260	not sure, I will have to see how far 34th rapid station is from the school	10/28/2014 1:45 AM
261	more security that actually deals with the teenage rowdiness	10/28/2014 1:15 AM
262	More buses on the routes.	10/28/2014 12:41 AM
263	Make the routes faster by eliminating excess stops on route. Is it required a bus stop must be every other block? Have Flyer buses in the morning for Tri C west rout #83. Police better the trains and busses by having officers Randomly ride during day and night. Just making the routes faster would allow me to ride more. I can not have a 1 to 2 hour ride to campus in the morning.	10/28/2014 12:18 AM
264	Safety	10/28/2014 12:10 AM
265	more police presence	10/28/2014 12:06 AM
266	nothing	10/27/2014 11:22 PM
267	RTA	10/27/2014 11:18 PM
268	Nothing	10/27/2014 11:17 PM
269	It was nice and clean ,safe ,and no homeless people sleeping on the train.	10/27/2014 11:15 PM
270	More safe	10/27/2014 11:10 PM
271	safety	10/27/2014 11:05 PM
272	if the buses actually operated off the schedules. Its like they run when they want, whether early or late.	10/27/2014 10:57 PM
273	I would gladly take the rapid to the metro campus if it wasn't as far of a walk as it is.	10/27/2014 10:45 PM
274	Put the school kids back on school buses	10/27/2014 10:33 PM
275	The busses don't have good springs. When they hit potholes, it hurts my back. The old busses had springs and softer seats. These seats are hard plastic.	10/27/2014 10:17 PM
276	my scheule and no available parking at my destination	10/27/2014 10:02 PM
277	Pls do not close the Campus station. I utilize to go to Tri-C, CSU and to church at Trinity Cathedral.	10/27/2014 9:52 PM
278	The time schedule	10/27/2014 9:45 PM
279	Public Transportation is fine as far as I can tell. I just run on a tight schedule and buslines are not always predictable or convenient to my locations.	10/27/2014 9:32 PM
280	Nothing	10/27/2014 9:26 PM
281	Bring back circulators	10/27/2014 9:24 PM
282	Nothing	10/27/2014 9:15 PM
283	There have been several robberies at the bus shelter ocated on the corner across the street from the METRO campus. Since security sits in the middle of campus, I don't understand why RTA doesn't move the bus shelter down a few feet to cut down on the robberies. That way the campus security can see the people in the shelter.	10/27/2014 9:11 PM
284	I currently use the rapid once a week from Warrensville station to Tower City.	10/27/2014 8:58 PM
285	I don't know	10/27/2014 8:55 PM
286	more rapid transit stations like in new york	10/27/2014 8:51 PM
287	It would be nice if it was safe.	10/27/2014 8:50 PM
288	Nothing would make a difference; I don't need to take those street routes. They have nothing to do with where I go & need to be.	10/27/2014 8:48 PM
289	Safety:from crazy people.	10/27/2014 8:41 PM
290	Better lighting and have rta officers on campus at night	10/27/2014 8:34 PM

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### E.34th/E. 79th Stations Transit Services Alternatives Analysis Rapid Station Survey

291	I usually drive, but when driving is not an option I catch the rapid and the bus. There is nothing that RTA can do to make use their service, it's a convenience when there is no other option. Thank You!	10/27/2014 8:27 PM
292	more police on to keep the stupid people in line.	10/27/2014 8:17 PM
293	Safer	10/27/2014 8:06 PM
294	Having the RTA arrived on time. I waited for the 21 bus this morning and it never show up the 9:03 am, waited for an hour and twenty- five minutes.	10/27/2014 8:01 PM
295	A direct bus route or closer rapid station would motivate me to use public transportation (used it when at CSU). If healthline or equivalent went to tri-c I would consider it. Taking the 45 or 26 to catch another bus at Public Square takes an incredible amount of time.	10/27/2014 7:51 PM
296	Ohio	10/27/2014 7:49 PM
297	frequent times, employees that care, better buses, cleaner buses, quicker ways of paying fare,( do research on Atlanta public transportation fare. )	10/27/2014 7:43 PM
298	The calls to paratransit can be answered in a more timely manner for scheduling and dispatch.	10/27/2014 7:30 PM
299	Nothing would make a difference, but I have some suggestions, I think that security should ride the bus instead of in cars, them maybe just maybe it can help with the current trend of crime on the bus. Also it should be some kind of xray detector that can show a gun or a certain length of a knife as riders get on the bus then security could take it and then they would have to pick it up at the station and give the a receipt for the item. We need more park and ride service on the eastside of town. We need lighting at the bus shelters, they are all dark. If I was a visitor I would be scare to stand in a dark bus shelter. And give drivers people skills, knowledge of their areas when asked directions. If a preson is new in town then how would they get around if the drive do know were nothing at.	10/27/2014 7:28 PM
300	Have the busses on the east side of Cleveland run on time most of the time.	10/27/2014 7:26 PM
301	more trains and buses during peak class hours especially in the morning.	10/27/2014 7:18 PM
302	I do take public transportation some time	10/27/2014 7:18 PM
303	School	10/27/2014 7:05 PM
304	place an escalator and elevator at E.34th and E.79th stations to make it easier for me to travel to school at Tri C at the E.34th station and to connect with the 2 bus at E.79th station being the fact that I have a severe case of scoliosis and spinal stenosis in the lumbar section of my back. thank you. from Elizabeth Mitchell. I can be reached at lizmitchell2010@yahoo.com. Thank you	10/27/2014 7:04 PM
305	Add more routes, extend schedule hours to later in the day, give transfers for trips requiring multiple bus/trains.	10/27/2014 6:54 PM
306	If there was a rapid station near my area	10/27/2014 6:49 PM
307	Safety and better looking stations both 79th stations, e. 105th and 34th stations are really creepy and destitute	10/27/2014 6:44 PM
308	at this point, nothing. i won't walk solo through those neighborhoods.	10/27/2014 6:40 PM
309	RTA does a fine job already. I have no complaints!	10/27/2014 6:33 PM
310	more direct routes to and from tri-c campuses	10/27/2014 6:31 PM
311	Cleaner buses!	10/27/2014 6:27 PM
312	Make public transportation nicer and clean and payments easier. In Seattle they have a Orca card that you scan. RTA has time consuming way of paying for a one way ticket. There are RTA and Healthline close to me but I avoid using them because of the hassle. If you want to grow the city put some money into the public transit system.	10/27/2014 6:22 PM
313	Most of the morning class times start at 8:45am so if the bus could pick me up around 7:00am and take me straight there, that would be perfect.	10/27/2014 6:22 PM
314	It's been good so far	10/27/2014 6:21 PM
315	Nothing.	10/27/2014 6:18 PM
316	I would be more inclined to use it if I had to pay to park at work. Right now it doesn't make sense for me to pay \$5.00 a day or get a monthly pass to drive 14 miles round trip to work which only costs me \$1.50 in gas.	10/27/2014 3:30 PM

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317	Better buses and bus conditions, more buses on the lines reducing over crowding, working heat/air condition on buses, working windows that open and close	10/27/2014 3:17 PM
318	rta would make a big difference if the bus and train would be more convience to school travelling.	10/27/2014 3:12 PM
319	Need better campaign/ideas from suburbs to ohio city/tremont/flats/downtown restaurants that's not the usual 9-5 work/school rapid. If you get people taking the rapid to nightlife they will take the rapid for work too. Maybe a restaurant rapid/bus on the weekends that goes to central locations in tremont/ohio city/flats with pickups every 20 minutes until 2am. Wish it was more like Chicago L systems. Need lot more direct stops to cooler spots.	10/27/2014 3:04 PM
320	more stops and more often	10/27/2014 2:44 PM
321	Well lit; higher use, better placed near the college campus	10/27/2014 8:09 AM
322	on time service, less breakdowns, courteous operators would really help in making the decision to ride the rail service.	10/25/2014 7:18 PM
323	Lower the fare.	10/25/2014 9:38 AM
324	Nothing would make a difference.	10/23/2014 11:38 AM
325	We often use the RTA to get to work and school. We will continue to use it often if it is still available.	10/23/2014 9:45 AM
326	Please don't close East 34. St Rapid station this will delay my education.	10/23/2014 9:29 AM
327	lower the rates	10/23/2014 9:18 AM
328	better scheduling especially at crosstown transfer stops	10/21/2014 9:29 AM
329	Nothing would make a difference.	10/20/2014 7:00 PM
330	Cleanliness is the biggest attractor to using public transportation. After spending time in Europe, our transportation system is filthy- thus uninviting.	10/20/2014 11:30 AM
331	More frequent trains on non-peak times.	10/20/2014 10:49 AM
332	more direct route, more often	10/20/2014 10:35 AM
333	Here are a few ideas: 1) RTA often feels like a system of 'last-resort', meaning that I would only take it if I can't find any other option. 2) Be more rider friendly: increased bus frequency during high rider times (before and after work rush, for special events); also a better mobile app (with real time bus locations and better trip planning options) would go a long way;	10/20/2014 10:04 AM
334	Make your security more visible.	10/20/2014 9:21 AM
335	clean the stations - I use Cudell station most often and it is really dirty and unpleasant have safety officers at stations	10/19/2014 1:02 PM
336	RTA already goes to where I need to go (or if it doesn't, it gets me close enough and I walk to my destination). For now, (at the second temp/seasonal job I have) I live close enough to work (17 blocks) and I just walk there. For the first seasonal job, RTA takes me to Westgate Transit and then I just walk the 10-15 minutes to work. (I could take the 49 but a) I like the short walk; b) I usually just miss the 49. No fault of RTA, it's just when I arrive on the 55. One suggestion I would like to make is pleas have the 55 run on weekends! It would be so much more beneficial to me (the stops are very close to where I live) and the 26 on weekends is usually way crowded (and people shop and have the grocery buggies, wheelchairs, no one wants to move over, etc).	10/19/2014 9:48 AM
337	Police visibility	10/18/2014 8:50 PM
338	Post information regarding the routes on campus.	10/18/2014 5:02 AM
339	I start and end at the E. 55th street station. Parking could be improved. There is not enough room and parking across E. 55th Street is dangerous.	10/17/2014 9:41 AM
340	More frequent service, less crowded busses and for travel between Tri-C campuses, dedicated busses with a shorter travel time (use the highway)	10/16/2014 4:01 PM
341	Better direct transport from the E34 stop to Tri-C and CSU	10/16/2014 12:12 PM
342	From my house, it is a long walk to the bus that gets me to the rapid. Without the Campus Station, I would have to go all the way downtown and then catch another bus back to Tri-C. To make public transportation my preferred route, the E 34th/Campus station needs to be greatly improved!	10/16/2014 9:39 AM

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343	I have taken RTA to work in University Circle for over 35 years and enjoy the service very much.	10/16/2014 9:25 AM
344	•Run more fucking often!!!! •more light rail •Add a station where Cornell crosses the tracks. Yes, the new Mayfield/Little Italy stop will be great, but with Univ Cir booming, adding a stop in the heart of the Univ Hosp/Case campus makes total sense. The new U Cir station faces a bleak and busy street, and while it is useful (I hope!) as a bus hub, the stop at Cornell would be far more pedestrian friendly.	10/16/2014 9:16 AM
345	In nearly 7 years, I've only driven to work twice and taken the Green line Rapid every other day. My only recommendation is to implement a smart card system like Washington DC's Metro on the Green line.	10/16/2014 9:00 AM
346	Have the busses and trains run more frequently to cut the waiting time between the scheduled times and if a bus or train has broke down or running late let the passengers no approximately what time the next one is due instead of having them wait and when the bus does arrive it isn't crowded.	10/16/2014 5:50 AM
347	Higher quality stations. Give auto users better choice to use transit.	10/15/2014 8:26 PM
348	N/A	10/15/2014 3:57 PM
349	work	10/15/2014 3:43 PM
350	Extend the Red line East past East Cleveland, into Euclid.	10/15/2014 3:32 PM
351	Extend it out to suburbs like S Euclid/Lyndhurst/Solon and Berea/Strongsville, and QUIT TALKING ABOUT CHANGES AND JUST DO THEM!!! Also, put bathrooms and drinking fountains in every Rapid station- like seriously that's just gross that you dont have them already!	10/15/2014 3:22 PM
352	Clean up the buses and have Transit Police on most routes	10/15/2014 3:03 PM
353	Convenient free parking nearby so I can take a bus within the downtown area for meetings etc. Currently, I don't know where I can park and what bus would take me to where I need to go.	10/15/2014 2:52 PM
354	Job location. I currently work outside GCRTA trritory, but would switch if I worked in the city or core suburbs.	10/15/2014 2:31 PM
355	More rapid transit stations. A station right on Tri-C's campus would be preferable.	10/15/2014 2:26 PM
356	More train lines! Add a train line along the lake. Add a train line through Cleveland Heights. Add a train line south along the cuyahoga river.	10/15/2014 1:57 PM
357	Cleaner stations, and most importantly rapids that run every 15 minutes all day.	10/15/2014 1:55 PM
358	Bicycling is my most convenient and affordable mode, but I find linking bike/transit trips to be very efficient as well, especially during inclement weather or when a meeting necessitates a "sweat free" arrival. Supporting more trips like this through the addition of bike share to key stations would increase my ridership.	10/15/2014 1:40 PM
359	Work with development corporations around these stations and help them contribute to RTA services around these vital rail stations. This could include weekend service for the #2 bus route along E. 79th or better access to campuses from E. 34th station.	10/15/2014 1:33 PM
360	The bicycle racks on buses already help me to use RTA more often	10/15/2014 1:31 PM
361	I would love to see Red Line trains just as often on the East Side as on the West Side. Every 7-8 minutes would be great!	10/15/2014 1:00 PM
362	I would need less busses/walking distance to get to my destination.	10/15/2014 12:49 PM
363	A healthy, frequent Rail system with sensible connecting buses that runs for the majority of the day and has stations and stops in sensible places.	10/15/2014 12:45 PM
364	The Rapid is my preferred mode of transportation for traveling to work, school. I avoid it at times due to poor lighting and a lack of security.	10/15/2014 12:27 PM
365	More frequent buses that are on time. Use of larger healthline on more routes, buses are too crowded to be comfortable.	10/15/2014 12:17 PM
366	More frequent buses and trains	10/15/2014 12:11 PM
367	I have taken the rapid from the airport to public square (which is about a mile from where I live). I loved it and would definitely ride more if there were more stops.	10/15/2014 11:40 AM
368	it would be great to have free transit in one direction (i.e, heading east) and only paying if heading west.	10/15/2014 11:34 AM
369	A bus to ride from Cleveland Heights to downtown ALL day with no transfers.	10/15/2014 11:25 AM

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370	More light rail lines where people live and work. Building such lines next to railroad tracks is for your convenience, not riders.	10/15/2014 11:24 AM
371	I will, on occasion, take the bus to CSU or the rapid to tower city then walk to CSU. Nothing would make a difference as I have obligations after work that require my car.	10/15/2014 11:15 AM
372	I already use RTA as my preferred mode of travel to work.	10/15/2014 11:12 AM
373	Locate stations where people actually live/work/play aka TOD.	10/15/2014 11:11 AM
374	More station-area development that is transit/pedestrian-friendly with enough residents/jobs to produce meaningful ridership. The types of development existing/planned at these existing station sites don't justify the expenditure of rebuilding them in-place. Move the stations and incentivize dense/mixed use around them or close them until we as a community better appreciate transit as a city-builder.	10/15/2014 11:05 AM
375	Convince the state of Ohio to invest in transit as a better option to driving by continuing to reinvest in Rapid Stations. RTA can't make this decision alone. Transit can be the spine for reinvesting in the east side of Cleveland. If it closes the stations between Tower City and University Circle, the region should get behind a new investment in a streetcar that runs through the east side and creates economic development opportunity from the Campus District up to Fairfax	10/15/2014 10:58 AM
376	More frequent buses and free transfers.	10/15/2014 10:55 AM
377	Enforce the Code of Conduct on all RTA trains and buses. This should be the main priority of the transit cops-not checking to see if riders have paid the \$2.50 fee to ride. Totally ridiculous waste of money. RTA allows riders to act up in public, and I hate using public transportation because of it. I blame RTA for not riding happy. What ever happened to customer service? Do you not train your employees in it anymore?	10/15/2014 10:54 AM
378	If the train came more often and was synched with the bus schedules at the University Circle and Tower City drop-offs.	10/15/2014 10:51 AM
379	It is my preferred mode of traveling everywhere during the winter. However, it's faster to ride my bike when the weather is nice. Reliable bus service (bus comes when it's scheduled) would make me ride RTA significantly more often.	10/15/2014 10:47 AM
380	I think RTA provides wonderful service and that the East 34th Street and East 79th Stations provide a very needed service to the citizens of Greater Cleveland. I support RTA completely.	10/15/2014 10:39 AM
381	It would be great if the Green Line were extended to State Route 91 & State Route 322 in Mayfield Village. I would ride the train to work every day. This would be a huge and expensive civil engineering project, but I would only think that rider attendance and profits would increase exponentially for RTA. A Park-N-Ride option in this area would be huge!!!	10/15/2014 10:36 AM
382	Safety, more security officers and cameras.	10/15/2014 10:35 AM
383	Transit oriented development.	10/15/2014 10:32 AM
384	I use RTA for so much more than just traveling to work, but more frequent service and better station placement would be helpful.	10/15/2014 10:22 AM
385	An increase of number of stops at a station as well as the ammeties around the station	10/14/2014 9:17 AM

**E. 34<sup>th</sup> Street Campus/E. 79<sup>th</sup> Stations Transit Services Alternatives Analysis**

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## **Appendix J: Newspaper Articles and Comments**



### Campus District to RTA: Don't close rapid station, community is on a roll

IMG\_0011.JPG

Uncertainty about the future of the East 34th Street rapid station brought community leaders of the nearby Campus District to an RTA meeting Tuesday to make the case that the station is needed. RTA is looking into the costs of updating this low-ridership station and two on East 79th Street to make them handicapped accessible.

*(Alison Grant, The Plain Dealer)*

**Alison Grant, The Plain Dealer** By **Alison Grant, The Plain Dealer**

**Email the author | Follow on Twitter**

on July 15, 2014 at 4:06 PM, updated July 15, 2014 at 5:39 PM

CLEVELAND, Ohio -- Representatives of anchor institutions in the Campus District told RTA board members Tuesday that now is the time for the transit agency to invest in their neighborhood, not close the rail station at East 34<sup>th</sup> Street.

RTA has made no decision to do so. A consultant is **in the midst of studying** what it would cost to update the rapid station and two others, along East 79<sup>th</sup> Street.

But RTA also has made no secret of the fact that the East 34<sup>th</sup> and East 79<sup>th</sup> Street stations have the lowest ridership of any stations in its system – and that RTA faces hard choices about whether to sink tens of millions of dollars into updating them.

Bobbi Reichtell, executive director of Campus District Inc., urged a longer view instead of concentrating on how many riders are using the rail stops today.

Reichtell said the district east of Cleveland's downtown business core has been undergoing a renaissance, with over \$190 million in recent, current and planned investments. It's population is expected to keep growing for the next five to 10 years, she said.

"There is a new energy in the ... neighborhood," she said. "This is not the time for RTA to disinvest in the neighborhood. ... This is the time for future investment."

Among the coming projects is a \$5.8 million upgrade of East 22nd Street between Cleveland State University and Cuyahoga Community College, putting down new paving and adding bike lanes, lighting and landscaping. Construction is to start next summer and take about a year.

Other projects include a \$20 million redevelopment of Cedar Estates subsidized housing and an \$11 million Care Alliance Health Center clinic opening next spring.

## E. 34<sup>th</sup> Street Campus/E. 79<sup>th</sup> Stations Transit Services Alternatives Analysis

The Campus District, along with the Central neighborhood near St. Vincent Charity Medical Center, have more than 12,000 full-time employees, more than 26,000 students between Cuyahoga Community College and Cleveland State, and more than 9,100 people within a half-mile walk of the 34<sup>th</sup> Street rapid station that has the Blue, Green and Red lines.

"Our concern is we don't stop a service that can't be restarted," said Claire Rosacco, Tri-C vice president. "It needs to be looked at comprehensively, not just the one-off."

But RTA General Manager Joe Calabrese said it doesn't really matter how many people are in the vicinity of a rapid stop. "It's how many people use the station," he said. Recent surveys show that fewer than 240 people a day frequent the three in question.

Institutions with transit-friendly policies and the kind of transit-oriented development spurred by construction of the HealthLine bus rapid transit along Euclid Avenue can make a difference, Calabrese said.

"If they value the station there, what can they do?" he said.

RTA years ago said it would make its Red Line stations handicapped accessible, an in-house pledge that the Federal Transit Administration later said is a must-do if the stations are to stay open.

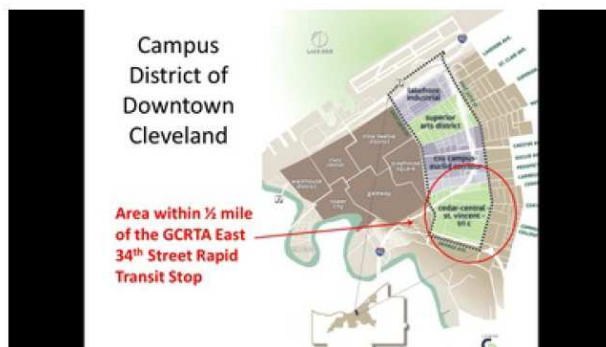
Both the 34<sup>th</sup> Street and East 79<sup>th</sup> Street heavy rail stations are at the bottom of long flights of stairs leading from bridge overpasses, in neighborhoods with low pedestrian traffic.

It would cost \$5 million to \$8 million to make improvements to the East 34th station, and perhaps three times as much — \$16 million to \$18 million — to modify the East 79<sup>th</sup> station, Calabrese has said.



Coming investments in the Campus District east of downtown Cleveland include this overhaul of East 22nd Street. Construction begins next summer on a \$5.8 million project to repave the street and add bike lanes, lighting and streetscaping.

Campus District Inc.



[View full size](#)

The Campus District and Central neighborhoods served by RTA's East 34th Street rapid station have more than 12,000 full-time employees, more than 26,000 students and more than 9,100 people who live within a half-mile walk of the station, according to the community development corporation Campus District Inc.

Campus District Inc.

## **E. 34<sup>th</sup> Street Campus/E. 79<sup>th</sup> Stations Transit Services Alternatives Analysis**

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The director of project development for the Opportunity Corridor, Marie Kittredge, is also concerned about the East 34th and East 79th stops. She said last month that hanging on to them is a top priority in her new job, because public transit links will assure that the \$331 million corridor is more than a commuting track between Interstate 77 and University Circle.

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## E. 34<sup>th</sup> Street Campus/E. 79<sup>th</sup> Stations Transit Services Alternatives Analysis

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### Comments:

-Eat Righteous  
Jul 15, 2014

The streetscape on E 22nd looks nice but it's terrible trying to bike south of Cedar with all the highway ramps. In fact every major North-South street east of the river and south of Carnegie has some kind of freeway ramps. Is this really necessary? It would be nice to have one safe north-south connection for cyclists near downtown.

Also, these seem to be some of the most desolate parts of town. Large roads and ramps take away from any possible economic development or housing, which would make money for the city... I'm not anti-car, but we need some kind of balance...

-NRWM  
Jul 15, 2014

Fire up that money printing machine!!!!

-Eat Righteous  
Jul 15, 2014

Maybe they could use some of that \$331 million dollars to at least keep the stations open, or better yet build new ones closer to more potential users and development, i.e. move East 79th Redline stop a few blocks to Buckeye/Woodland, develop the area around East 79th blue/green,, there is already some new housing near the stop.

Here's a link from All Aboard Ohio:

<http://allaboardohio.org/2014/01/09/odot-urged-to-add-transit-tod-in-clevelands-opportunity-corridor/>

-kjp  
Jul 15, 2014

Relocate the East 34th station to near the new Commercial Road/East 9th Extension, along with East 22nd extended through to Broadway by relocating the USPS Carrier Unit and Inspectors. This will create a street grid in that area -- ripe for development. And... Relocate East 79th Red Line station to between Woodland-Buckeye as part of a revitalized Hungarian Hill neighborhood. An at-grade station might even be possible here, accessible from a new connector street between Buckeye and Woodland. These options were originally recommended by GCRTA in its Dual Hub Transitional Analysis which is still being implemented (ie: the relocated East 120th station to Mayfield). The ideas were outlined by All Aboard Ohio, appearing on its blog in a January posting, as well as on UrbanOhio's forum in the Transportation section. See the TOD thread.

-Eat Righteous  
Jul 15, 2014

@kjp Have you made any suggestions to Marie Kittredge?

## E. 34<sup>th</sup> Street Campus/E. 79<sup>th</sup> Stations Transit Services Alternatives Analysis

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-Dieselbuck  
Jul 16, 2014

@kjp relocating the USPS Carrier Unit and Inspectors.

How much would that cost? Are you referring to the entire Post Office there?

-NRWM  
Jul 15, 2014

There is nothing within walking distance to the 34th station besides the women's prison and the Post Office. Postal employees drive cars and prisoners can't. I doubt if 50 people use this station a day. It would be a crime to spend 8

million on this whistle-stop when there are so many better ways to spend it

-FromMetoWe  
Jul 15, 2014

In general thriving cities have MANY transit options including rail, so shutting it down should be the last option. Having said that, neighborhoods should encourage as much TOD (Transit Oriented Development) as possible because it cannot and should not stay if it is not adequately utilized. I believe in passenger rail and would hate to see it go.

More info on TOD:

[http://en.wikipedia.org/wiki/Transit-oriented\\_development](http://en.wikipedia.org/wiki/Transit-oriented_development)

-Dieselbuck  
Jul 15, 2014

If it is not used by that many riders, shut it down. That is way too much money to be tossing at a underutilized station. As for \$20 million redevelopment of Cedar Estates subsidized housing, who cares? How much will be spent at the steel mill? That has about as much in connection with the rapid station as does the Project

-that is mindless drivel  
Jul 16, 2014

@Dieselbuck toss the comment below?



### RTA weighs fate of outdated East 34<sup>th</sup>, East 79<sup>th</sup> rapid stations, seeks public comment Wednesday

East79thSt.JPG

The deteriorated Red Line rail station at East 79th Street could cost \$16 million to \$18 million to overhaul and make accessible to handicapped customers. Its fate is in limbo. *(Alison Grant, The Plain Dealer)*

**Alison Grant, The Plain Dealer** By **Alison Grant, The Plain Dealer**

**Email the author | Follow on Twitter**

on November 04, 2014 at 1:24 PM

CLEVELAND, Ohio -- The Greater Cleveland Regional Transit Authority holds a community meeting tomorrow to gather public comment on rapid stations at East 34<sup>th</sup> Street and East 79<sup>th</sup> Street that could be renovated or closed.

The stations are deteriorated and among the least used in the transit agency's rail network. **Overhauling them could cost** a total of more than \$25 million, RTA General Manager Joe Calabrese has said.

Yet the stations are considered critical links between the upcoming 3.2-mile Opportunity Corridor and the neighborhoods the urban boulevard will go through.

"Absolutely, they're a priority," Opportunity Corridor Project Director Marie Kittredge said Tuesday. "RTA obviously has a huge challenge in trying to identify funding. I'm optimistic, but it's going to take a lot of work by stakeholders."

Critics have characterized the 35-mph boulevard as a cut-through for suburban commuters that allows them to avoid driving street-by-street through some of Cleveland's poorest sections. But Kittredge and other proponents say the roadway can provide positive economic spin-off for the neighborhoods, and that maintaining robust public transit is key to doing that.

Tomorrow's meeting is at 6 p.m. at the Cuyahoga Community College Metro Campus, Campus Center Building, first-floor lounge, 2900 Community College. You can ride bus lines 11, 14 or 15 to get there. Staff from RTA and project consultant Parsons Brinckerhoff will be on hand.

The stations are the East 34<sup>th</sup> Street station, which serves the Red, Blue and Green lines, the East 79<sup>th</sup> Blue-Green Line station and the Red Line station slightly further north on East 79th.

The East 34<sup>th</sup> location has the lowest ridership of all major (non-Shaker Boulevard) stations, RTA said. It averages 288 weekday boardings (Red, 182; Blue, 51; Green, 55). Known as the Campus Rapid, it serves Cuyahoga Community College. Calabrese said the improvements it needs might cost \$5 million to \$8 million

## E. 34<sup>th</sup> Street Campus/E. 79<sup>th</sup> Stations Transit Services Alternatives Analysis

The East 79<sup>th</sup> Blue/Green Line station has 145 weekdays boardings, on average (Blue, 92; Green, 53).

The East 79<sup>th</sup> Red Line station has 155 average weekday boardings. It originally served nearby factories, including the long-shuttered Van Dorn Co. Use of the station dropped off with the decline of industry in the area. As far back as 1999, RTA considered closing it.

It must be made handicapped-accessible if it stays open, which requires overhauling the boarding platform that sits between eastbound and westbound tracks. Since that would require more space, the tracks would have to be torn up for a quarter mile in each direction and moved slightly apart.

The cost could run to \$16 million to \$18 million, Calabrese has said.

Kittredge, the project director for the public-private Opportunity Corridor Steering Committee, said the boulevard connecting Interstate 490 to University Circle is supposed to incorporate good public transit connections.

She pointed to the "record of decision" for the corridor -- the **signoff the federal government gave** in May that allowed the Ohio Department of Transportation to proceed with the \$331 million project.

Among the objectives spelled out in the 94-page document from the Federal Highway Administration are improving connectivity among transit facilities, including RTA stations, and supporting redevelopment along the corridor that "could increase patronage within the transit system."

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The abandoned Van Dorn Co. plant on East 79th Street. In its heyday, the maker of injection molding machines and other nearby factories employed hundreds of Clevelanders. When they closed, use of the East 79th Street Red Line station declined.

Alison Grant, The Plain Dealer

Damage to the aging East 79th Street rapid station is extensive. Part of its overhaul, if the station is kept open, would involve replacing stairs and making the train platform accessible to passengers in wheelchairs.

Alison Grant, The Plain Dealer



## E. 34<sup>th</sup> Street Campus/E. 79<sup>th</sup> Stations Transit Services Alternatives Analysis

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### Comments:

-pjrlab

Nov 4, 2014

This is MRS. This same argument was used to try to close down the East 120th Street station, which has been rebuilt. That station always had problems because the stairwell was so steep. Glad to see that it was redone. HOWEVER, why no money is being spent to completely rebuild Brookpark station is beyond me. This is the first station that people see when they travel from Cleveland Hopkins. They have TWO parking areas because it is so heavily used. East 79th St. station on the Shaker line has been dangerous for many years--dangerously crumbling in structure and dangerous to stand to wait for a train without fear for one's life. Yes, I'm going back to the 1970s for that one. It was in the vicinity of that station that someone took a potshot at the train I was riding and on which my father was the operator. That potshot took a swath of hair off the top of my father's head. In that split moment, I realized I may not have had my father come home ever again. That was in 1975. Close that station down. There is not enough use. East 34th Street? No man's land, again. Move it to East 30th Street and now you would have something.

-hlma-1

Nov 4, 2014

The 79th St. stations didn't have much ridership 50 years ago, either. The rapid often sailed right by them without stopping. But there was an actual neighborhood there. Today there is almost nothing left. I'm very skeptical whether the OC will create anything resembling new housing or industry but if it (hopefully) does, that would be the time to think about reinvestment. In the meantime, mothball the stations while leaving the existing infrastructure up, just in case.

-jamesinstow

Nov 4, 2014

@hlma-1 You nailed it. Just as an aside, is there some kind of rule that you can only become an urban planner or a transit planner if you were the most clueless kid in your high school class? These are some of the least talented people on earth. RTA should put the genius that came up with the Waterfront Line right on this project.

-thinkthntalk

Nov 4, 2014

@hlma-1 When I rode that line regularly (years ago now) it was true that the rapid rarely stopped there. Job locations and populations shift. The station has been fixed. If it is possible to wait on rebuilding in this area it might be better to wait and see what development occurs and then plan for a new station. 79th might not be the best place for it.

## E. 34<sup>th</sup> Street Campus/E. 79<sup>th</sup> Stations Transit Services Alternatives Analysis

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-yugamrap  
Nov 4, 2014

I'd rather see some investment go toward closing a Downtown loop that incorporates the Waterfront Line. The loop could come south through the CSU / Playhouse Square area, and continue through the St. Vincent Quadrangle and meet the line at a new, improved E. 30th station. I think that continuing to enhance Downtown's infrastructure will be a better return on investment than hoping to spur growth from the Opportunity Corridor because it will connect more parts of Downtown where there are already residents, students, commuters and attractions. Eventually, I'd like to see some rail service come southeast and southwest to serve more of the County's bigger, inner-ring suburbs.

-jamesinstow  
Nov 4, 2014

@yugamrap The Waterfront Line dead-ending at the Muni Parking Lot was an incredible waste. I know the saying about throwing good money after bad, but NOBODY rides the thing except to Browns games. Surely a loop back to Tower City would be worth serious consideration. I don't know whether connecting the loop at E30th would be the best way to do it or not, but something should be done. I'm thinking going south along E 17th and keeping it well within the central business district would be best.

-thinkthntalk  
Nov 4, 2014

I imagine there are other stations along the rapid lines that need replacement or serious upgrades. It would be irresponsible to rebuild greatly underused stations until more heavily used stations are updated. In the meantime let the opportunity corridor project begin and we shall see what kind of redevelopment is spurred. Maybe those stations will be needed, and maybe they should be shut down for good. I'd rather see the money go towards better surveillance cameras and security guards anyway.

-inhope  
Nov 4, 2014

@thinkthntalk keeping these stations open without upgrading them is not possible. if we want to keep these stations open we MUST update them. Its mandated by law (mainly the ADA).

-thinkthntalk  
Nov 4, 2014

@inhope @thinkthntalk D'oh. Sorry, I didn't get it. Now that I get it I would say close the stations. If they are that poorly used, it is an utter waste of limited construction funds to pour \$25 million into a station no one uses. Scarce resources require tough decisions. Put the money where the riders are.

## E. 34<sup>th</sup> Street Campus/E. 79<sup>th</sup> Stations Transit Services Alternatives Analysis

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-bigbritx1  
Nov 4, 2014

That E79th station looks like a good place for a mugging !

-homeboy1986  
Nov 4, 2014

I have a better idea. Let's instead buy a new car for all the 155 riders(some counted twice as they both enter here and are dropped off later when they come back) and save many millions of dollars. If any are handicapped we will buy them a handicapped accessible van or a lifetime driver service.

-hungadunga  
Nov 4, 2014

\$18,000,000.00 for 1440 passengers/week?

Beyond insane. All the more reason they will approve the expense.

"For the people".

-ilovemylife  
Nov 4, 2014

@hungadunga Why would RTA spend money on stations that are barely used? Just shut them down. There are RTA buses that run in that area constantly. Plus making them new and pretty won't make them any safer.

-marcpmiller  
Nov 4, 2014

Please use the money for something more productive. There is so much more opportunity for further rail advances in Cleveland then spending millions on stations that people dont use.

-krazyk47  
Nov 4, 2014

This is a bit of a chicken and egg problem, because while the stations aren't necessary at the moment, they will be in ten years. building a highway to university circle some very undervalued land will logically spur redevelopment in that area, the question is what kind of development? Low rent industrial or high rent residential? Having the mass transit links will go a long way to push the equilibrium toward dense residential development... which means the 30 million dollar investment will be well worth it... but if we just build a couple warehouses there, then obviously its a waste of money.

## E. 34<sup>th</sup> Street Campus/E. 79<sup>th</sup> Stations Transit Services Alternatives Analysis

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-ilovemylife  
Nov 4, 2014

@krazyk47 Try low rent Section \*.

-ilovemylife  
Nov 4, 2014

@krazyk47 I meant Section 8.

-Clevebear-again2  
Nov 4, 2014

@krazyk47

Krazyk47, great comments. It's nice to know at least a few commenters are thinking beyond the end of their nose. Cleveland's deterioration stems in part from a mindset that can't grasp the concept of investment in infrastructure rather than bare maintenance of infrastructure.

-Gun owners Vote!  
Nov 4, 2014

\$18 million for E79th renovation to server 155 people daily? You know it's already a done deal for RTA's contractor friends. No kickbacks there. wink wink. I guess that means finally the E78th station with the bullet holes in the top of it won't be there anymore. Been there for at least 8 years and never repaired.

-inhope  
Nov 4, 2014

@Gun owners Vote! regarding kickbacks, do you have any proof? examples?

-schmange19  
Nov 4, 2014

Are we really arguing it's important to save these two stations because they'll be near a big new road? Ugh. That is very backwards. Isn't there a transit rider we could have interviewed here? For the price of the Opportunity Corridor we could have rebuilt 30 stations.

-terminalcorruption  
Nov 4, 2014

Dear FBI: You know all that corruption you found in county government? It's time you peered into the transit authority and see what you find there. In fact, I'm shocked that the county corruption didn't lead directly to the RTA..oh, maybe that line was crumbling and down for repair.

## E. 34<sup>th</sup> Street Campus/E. 79<sup>th</sup> Stations Transit Services Alternatives Analysis

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-use the sidewalk-it's free  
Nov 4, 2014

oh geez, gosh by gollly and zzzzz.

Rapid raid is an absolute must. Studies say so. All development ton Euclid and by corollary E 105, 'E 79th, E 34th is because of busra..er a rapid. The OC cannot exist with out it. Some say studies say so.....

but in all seriousness. these stations need to be saved and improved for the 21th century...as does the neighborhood. There is left over ca\$h from 3-c deadrail to do it, right ? Some shovel ready money must still be around, right? Where be joe-the-biden when you need him? he spoke at the railyard nearby....he did...say it's so, joe

-inhope  
Nov 4, 2014

@use the sidewalk-it's free no cash leftover from 3-C. Governor Kasich gave it back.

-use the sidewalk-it's free  
Nov 4, 2014

@inhope @use the sidewalk-it's free then joe has it...its election day.. so say its so joe.

joe said he wanted to invest in rail infrastructure..so give it a go..

-use the sidewalk-it's free  
Nov 4, 2014

@use the sidewalk-it's free @inhope

we kno everything about 3-c deadrail: It does not exist.

That is all.

-Clevebear-again2  
Nov 4, 2014

@use the sidewalk-it's free Then why do you keep bringing it up?

-Clevebear-again2  
Nov 4, 2014

@use the sidewalk-it's free

In all seriousness, because you don't seem to know anything about the cancelled 3-C Rail, you also obviously don't know that the money was forfeited to another state's long-distance rail project. Ohio never got the money. (I never realized that some commenters are apparently THAT bereft of knowledge about transportation.)

## E. 34<sup>th</sup> Street Campus/E. 79<sup>th</sup> Stations Transit Services Alternatives Analysis

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You also clearly don't know enough to refute actual studies that underline the multifaceted success of the Healthline; hence your continued non sequiturs that unsuccessfully attempt to diminish the Healthline's proven success.

Here, again, is the national report and study you glaringly fail to even begin to disprove:

Bus Rapid Transit Spurs Development Better Than ... - Forbes

-use the sidewalk--it's free  
Nov 4, 2014

@use the sidewalk-it's free

is that all?

# meaningless drivel

-Clevebear-again2  
Nov 4, 2014

@use the sidewalk--it's free @use the sidewalk-it's free That aptly describes your response.

-Clevebear-again2  
Nov 5, 2014

@use the sidewalk--it's free @use the sidewalk-it's free I also noticed you still use multiple monikers to pretend other people "like" your posts.

-wildcuyahoga  
Nov 4, 2014

Substantial, confirmed housing development along the corridor would be the only rationale to justify the renovation outlay of \$15-25m. Otherwise, only disreputable data would suggest near and medium-term ridership utilization to support the stations.

-ilovemylife  
Nov 4, 2014

@wildcuyahoga More Section 8 housing along the Opportunity Corridor. CMHA would love that. Make the neighborhoods safe and just maybe folks would move there.

-NRWM  
Nov 4, 2014

Get rid of E79th. The Green/Blue line station is a few blocks away. There are many other bus options also easily available. It would be insane to spend \$18million dollars to rebuild this hole in the ground.

## E. 34<sup>th</sup> Street Campus/E. 79<sup>th</sup> Stations Transit Services Alternatives Analysis

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Move E34 down the road to E30th Street. That would place it right across the street from the Main Post Office, a major employer. It would also be much closer to Tri-C. Ridership has a chance to grow here.

RTA has to evolve to serve what exists today, not what existed in the past or is hoped for in the future. Kittredge seems to have no problem spending our money on her dream.

-use the sidewalk-it's free  
Nov 4, 2014

@NRWM its possible, its possible...as long we have busrapid on the OC.....

-Clevebear-again2  
Nov 4, 2014

@use the sidewalk-it's free @NRWM

It's probable; it's probable you don't seem to know what you are talking about.

-use the sidewalk-it's free  
Nov 4, 2014

@NRWM some are smarter than the average bear...but we are way smarter...we kno dis.

-Clevebear-again2  
Nov 4, 2014

@use the sidewalk-it's free @NRWM

Uh, nope: As evidenced in your earlier posts, you didn't even know how the grant for the killed 3C rail worked. That's just one of your many obvious examples that prove "some" don't have anywhere near the intelligence of an average bear.

-use the sidewalk--it's free  
Nov 4, 2014

@use the sidewalk-it's free @NRWM #obsessive #compulsive 3-c rail response.

#we kno better.....buh,bye

-Clevebear-again2  
Nov 4, 2014

@use the sidewalk--it's free @use the sidewalk-it's free @NRWM

Yes, your comments that bring up 3C rail all the times DOES strike some in the way you aptly describe it yourself.

## E. 34<sup>th</sup> Street Campus/E. 79<sup>th</sup> Stations Transit Services Alternatives Analysis

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We know how to spell "know."

Buh Bye ..

-terminalcorruption

Nov 4, 2014

@NRWM Agree with evolution to meet today's needs...that said, the post office may not be a larger employer too much longer.

I would like to see micro population numbers for the areas served by RTA. Are they really putting their money where the people are? Even in some bizarro world where the opportunity corridor pays off and empty neighborhoods start to re-fill, that only hurts the neighborhoods left behind..which leads to more useless government spending.

Neighborhood building, just like nation building, doesn't work unless people want to be there. Stop wasting tax dollars on neighborhood building that will never work. Save and bolster the little engines that are working so hard to keep other neighborhoods going.

The only people neighborhood building benefit are developers and government employees who work on the projects.

-ilovemylife

Nov 4, 2014

@NRWM Kittredge came from a CDC. That pretty much sums up her story.



## RTA stations at E. 34th and E. 79th may close

**BY:** [Faith Boone \(mailto:faith.boone@wews.com\)](mailto:faith.boone@wews.com)

**POSTED:** 8:17 AM, Nov 6, 2014

CLEVELAND - Some RTA rapid stops could soon become a thing of the past.

Wednesday night, Cleveland's Regional Transit Authority board held a second meeting regarding the need for the rapid stations located at East 34th Street and East 79th Street.

The stations are two of the most underutilized rapid stations. Also, RTA would need \$25 million in upgrades and updates to make the stations accessible to riders with disabilities.

The RTA board will decide what to do with the stations sometime next year.

What do you think should happen to these two rapid stations? Join the conversation on Facebook! (<https://www.facebook.com/WEWS5>)

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LIKE Jackie Zabielski on Facebook (<https://www.facebook.com/JZabielski?fref=ts>) **and** FOLLOW Jackie on Twitter (<https://twitter.com/JackieTraffic>) **and** Vine (<https://vine.co/u/1020492825416323072>)!

LIKE WEWS on Facebook (<https://www.facebook.com/WEWS5>) **and** FOLLOW WEWS on Twitter (<https://twitter.com/WEWS>). **You can also find WEWS on Instagram** (<http://instagram.com/wews5>), **Pinterest** (<http://www.pinterest.com/wews/>), **YouTube** (<http://www.youtube.com/wewstv>) **and** Vine (<https://vine.co/u/1020492825416323072>)!

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### Keep rail stations at East 34<sup>th</sup> and East 79<sup>th</sup>, riders tell RTA officials

IMG\_0002.JPG

The Blue/Green/Red Line at East 34<sup>th</sup> Street is among the low-ridership stations that RTA is considering closing. A decision is expected in January or February. *(Alison Grant, The Plain Dealer)*

**Alison Grant, The Plain Dealer** By **Alison Grant, The Plain Dealer**

**Email the author | Follow on Twitter**

on November 06, 2014 at 11:15 AM, updated November 06, 2014 at 12:44 PM

CLEVELAND, Ohio -- Modernizing the **crumbling and underused rail stations** at East 34<sup>th</sup> and East 79<sup>th</sup> streets is a better choice than eliminating them from Cleveland's transit network, students, politicians and neighborhood leaders told RTA officials at a hearing Wednesday evening.

"To me, to even think about closing them is unthinkable. It would say to the community, 'We don't care about you,'" said Richard Andrews, who said he rides public transit daily.

At the same time, Andrews said the rail platforms at East 34<sup>th</sup> and East 79<sup>th</sup> are "the ugliest stations. They're the most depressing stations. They're the stations that say to you 'I'm not safe getting off here because there's nothing around here.'"

RTA General Manager Joe Calabrese says changing the "nothing-around-here" equation by spurring more transit-oriented development around the East Side rail stops is what could make them viable going forward.

Because based on past and present use, the stations – at least the Red Line station at East 79<sup>th</sup> -- are candidates for closing, he said.

"There's nothing there today," Calabrese said.

Upcoming **construction of the 3.2-mile Opportunity Corridor** linking the freeway system and University Circle represents "a chance for development, and provides us a new way to look at this (East 79<sup>th</sup> Red Line) station," he said.

That potential and other prospects for commercial and residential growth – which Calabrese said are not nailed down but rather "based on the good faith comments of the city and developers" – point to expanded ridership demand, he said.

The three stations have the lowest use in RTA's system and all are in poor repair.

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To fix them and make them handicapped-accessible would cost \$7 million for the 34th Street station that serves the Red, Blue and Green Lines; \$6 million for the East 79<sup>th</sup> Blue/Green station; and \$12 million for the Red Line station at East 79<sup>th</sup>.

Wednesday's public forum at Cuyahoga Community College was **intended to collect comment** in particular about the East 34<sup>th</sup> Street station near the school. RTA expects to hold another hearing in early December closer to the 79<sup>th</sup> Street stops.

"This isn't a dog and pony show," Parsons Brinckerhoff consultant Tim Rosenberg said. "It's real, it's genuine and we're extremely interested in your input."

Michael Randle, manager of Oriana House, a community corrections and chemical dependency treatment agency, said about 50 residents use the rail stops every day to get to school and jobs.

"I wanted the men to come with me tonight so you could see who would be affected by the closing," Randle said, indicating 10 residents from the treatment center who came to the meeting.

Others talked about changes already underway they said would heighten demand for the rail connections.

Bobbi Reichtell, executive director of Campus District Inc., said the neighborhood just east of downtown **has about \$190 million in investments going on right now**, including a \$5.7 million upgrade of East 22<sup>nd</sup> Street.

Tri-C Campus President Michael Schoop said the pressure on downtown housing, with occupancy rates of 97 percent, will push new residential projects – and more commuters -- into the campus district.

Councilwoman Phyllis Cleveland talked about working hard to bring residents back to the Central, North Broadway and Kinsman Union neighborhoods in her ward.

Others questioned the either-or proposition of renovating the stations or closing them. RTA should explore moving the East 79<sup>th</sup> Street Red Line stop, which today is surrounded by vacant industrial land "and is going to stay that way, unfortunately," said transportation activist Chris Stocking.

Ken Prendergast, executive director of All Aboard Ohio, said he, too, would like RTA to evaluate different sites.

"At East 79th-Red Line for example, a \$16 million investment for 155 riders (the current average daily use) is \$103,225.81 per rider. Instead, perhaps GCRTA could save money by buying for each rider at this station a new Kia Soul economy car every four years for the next quarter century," Prendergast said in an email.

"Or, more reasonably, these stations could be moved a short distance away to sites where station-area

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development is more likely to occur and, indeed, may actually be attractive to development if a rail station was located there."

A final analysis with recommendations on what to do with the rail stops is expected to go to RTA's board in December, with a vote on their future in January or February.

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### Comments:

-use the sidewalk-it's free  
Nov 6, 2014

LMAO ! All the b....c....about rapid bus causing all the development on Euclid and then they want to get rid of RTA on the OC !! Where does rapid cause development or doesn't it?????

Can't have it both ways !!!!

216 fackkts are the rapid doesn't cause all development on Euclid or anywhere else ! The mo-ro-ns writers and the flawed litt(le) studies at the pd can acknowledge that, as well as beardeadbrain posters on this site, then CLE will move forward.

On the other hand rail can help many types of development and to abandon it on the OC would be foolish. Rail is already there, it has to be used effectively .The comments about have a station at tri-c/Quad/post office may be a good one and then getting a more functional station around E 79th at the OC may be too, provided there is development that would drive its use.

You know how all the suppliers now built close to the auto assembly plant. CLE should support the development of the med suppliers and service providers close to the Health District. Maybe some of this development should occur along the OC and the rapid.

The neighborhoods suffer from lack of investment, even from under performing casinos.

Yah the station cost money and money is scarce. Planning and development of the service is key.

-NRWM  
Nov 6, 2014

It is easy to pack a public meeting with people who will be in favor of anything. But the numbers don't lie. Transit dollars are not intended to be welfare dollars. Spend the money where it is needed and will benefit the most riders.

-hungadunga  
Nov 6, 2014

No, it says "We are introducing fiscal sanity to the RTA.

Close 'em. "For the people".

-terminalcorruption  
Nov 6, 2014

Who is this Ken Prendergrast? I may be in love! What an honest, clear way to make your point --  
\$103,225.81 per rider

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I wonder if he has similar numbers for all aspects of RTA!

-tshirtgenes

Nov 6, 2014

@terminalcorruption Ken's a great guy and a huge advocate for public transit. It's a shame someone with common sense like him doesn't run RTA....

<http://allaboardohio.org/>

-ebbtide08

Nov 6, 2014

I use the E.79th as park and ride all the time....not.

-erocc

Nov 6, 2014

Look at the area around the E. 105th street station, indeed between it and Cleveland Clinic. I recommend using Google Maps. If this newly rebuilt station, the closest to CC, isn't spurring any development, why do we think these decrepit stations will.

Close them and make 55th and 105th mini-hubs.

-Mendo

Nov 6, 2014

The East 105th station is boxed in by the massive RTA maintenance center to the southeast, industrial wasteland and rail lines to the south, and County Juvenile court to the west. That is precisely why there is no development near the station and why people are advocating moving the East 79th station to somewhere that isn't bounded by low density industry that is not walkable.

The answer is not to close the station(s) outright, but move them somewhere that has development potential.

-erocc

Nov 6, 2014

@Mendo You didn't mention "north", which is indeed the area "between it and the Cleveland Clinic". The Quebec avenue area. I've seen smaller "yards" in Brunswick.

The numbers don't justify heavy rail for either of these stations, though 34th at least shares with the light-rail Shaker Rapid.

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-Mendo  
Nov 7, 2014

@erocc The station is surrounded on 3 sides by non-transit supportive uses. You aren't going to see real ridership improvement from existing residential north of the station simply by rebuilding the station. The other potential development areas are too far away for people to walk.

I don't see your point. We agree rebuilding the station on East 79th would be a waste of money because that station and East 105th have the same issues. Lack of future development potential.

I just think building a new station instead further northeast would be a better use of money.

-WhoDooVoodoo12  
Nov 6, 2014

"That potential and other prospects for commercial and residential growth – which Calabrese said are not nailed down but rather "based on the good faith comments of the city and developers"

We'll don't go borrowing any money based on THAT.

-Mendo  
Nov 6, 2014

Rebuilding the East 79th in its current location would be the biggest waste of money. The amount of low density industry immediately around the station guarantees the station will never see the ridership improvements RTA needs to make it worthwhile.

Prendergast has advocated moving the East 79th station 1,000 feet northeast to near Woodland and Buckeye Ave. There is vacant land near that intersection that would support more transit oriented development. And it would likely have higher usage from the residential neighborhood already there.

-fooledbyasmile  
Nov 6, 2014

There might be an argument for East 34th, but it's time to close East 79th.

-wildcuyahoga  
Nov 6, 2014

If Prendergast's data is correct at \$103,225/rider, there's no real discussion. Resources would be better used elsewhere or moving stations to where there would be more ridership.

We don't have a city per capita income higher than Dubai!



### Should low ridership rail stops at East 79th, East 34th be kept open? RTA holds 3rd meeting seeking comment

east79thunderneath.jpg

The Red Line East 79th Street station has low ridership -- 155 average weekday boardings -- and would cost \$12 million to upgrade. Is it worth keeping? RTA seeks public input at a meeting next Thursday. (*Alison Grant, The Plain Dealer*)

**Alison Grant, The Plain Dealer** By **Alison Grant, The Plain Dealer**

**Email the author | Follow on Twitter**

on November 13, 2014 at 12:19 PM, updated November 13, 2014 at 12:25 PM

CLEVELAND, Ohio -- The Greater Cleveland Regional Transit Authority will hold a third community meeting to **gather public comment** on whether three underused rail stations at East 34<sup>th</sup> Street and East 79<sup>th</sup> Street should be renovated or closed.

The meeting will be a week from today, Thursday, Nov. 20, at 6 p.m. at Mt. Sinai Baptist Church, 7510 Woodland Avenue. It will likely be the last meeting where the public can weigh in before RTA's board votes on the stations in January or February.

The focus of the upcoming meeting will be on the Red Line stop at East 79th Street.

RTA suggests you ride the Red Line to the East 79th Street station to get to the community hearing. If you do, you'll disembark at the station that would be the costliest to renovate and make handicapped-accessible among the three low-ridership rail connections under review.

According to recent estimates, it would take \$12 million to upgrade the East 79th Red Line station.

Also up in the air is the status of the Blue/Green Line light rail at East 79<sup>th</sup>, and the station at East 34<sup>th</sup> that is served by all three Rapid lines -- Red, Blue and Green.

Earlier community meetings were held Nov. 1 and **Nov. 5**.

"It's important that we hear from as many of our customers as possible," General Manager Joe Calabrese said in a posting on RTA's web site. "We encourage people to attend, as the issues we are discussing are vital to the community."

Riders are also encouraged to complete **an online survey**.

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### Comments:

-Snake\_Plissken  
Nov 13, 2014

Farifax is ripe for redevelopment as it is basically empty anymore... I say leave it... either that or spend the money to expand RTA into the suburbs...

-NRWM  
Nov 13, 2014

There can never realistically be any development around E79th Red Line. Formerly an industrial zone, this 'hole in the ground' is surrounded by cemeteries, railroad lines and brownfields. Cleveland is full of areas that would be much easier to develop than this.

tshirtngenes Nov 13, 2014

@NRWM Agreed. If RTA rebuilds the station at 79th then someone is wasting 16mil dollars.....

-Snake\_Plissken  
Nov 13, 2014

@tshirtngenes

When Millenials were still in Grade School RTA spent \$69 Million to build the Waterfront Line... it was finished in 1996... 18 years later it is still underutilized... so what if they waste a little more money.. I thought if you build it they will come....

-fooledbyasmile  
Nov 13, 2014

@Snake\_Plissken And now they actually have developers for the lakefront, making the waterfront line relevant again.

Whereas there isn't a developer in sight for East 79th.

-ilovemylife  
Nov 13, 2014

@NRWM You are absolutely right. Best to close it. Not a safe area either.

-FromMetoWe  
Nov 13, 2014

I'm no expert but the cost-benefit here seems quite low. In general, one viable alternative to a station with extremely low usage would be to create more transit-oriented development around the sites. Other cities have had success with TOD but is that even a viable option here given the expense?

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Alison Grant, The Plain Dealer  
junior\_moderator  
Nov 13, 2014

@FromMetoWe RTA says it's exactly that -- transit-oriented development -- that would help make these stations viable going forward. Part of the vetting process as the agency weighs the stations' future is trying to gauge what kind of commercial, residential and institutional development could occur near the stations.

-FromMetoWe  
Nov 13, 2014

@Alison Grant, The Plain Dealer @FromMetoWe Thanks AG. It would be nice if TOD worked at those locations. I don't like seeing any public transit close anywhere.

-ilovemylife  
Nov 13, 2014

@FromMetoWe @Alison Grant, The Plain Dealer Looks to me like you have no idea about the area around East 79th. There will never be new residential in that location. Plus that is one of the most dangerous parts of the City.

-NRWM  
Nov 13, 2014  
@FromMetoWe Even if it serves no real purpose?

-FromMetoWe  
Nov 13, 2014

@NRWM @FromMetoWe I said it 'would be nice if TOD worked.' Obviously if it's too costly the money should be spent elsewhere. That's why I also asked if TOD was even a viable option. I know that particular area isn't great, which is why I asked the question in the first place.

-tshirtgenes  
Nov 13, 2014

@Alison Grant, The Plain Dealer If they want true TOD then they need to move the station to e89th. Please explain how RTA thinks they can make the area around e79th TOD?

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-ilovemylife  
Nov 13, 2014

@FromMetoWe No it is not. Not safe and most folks in that neighborhood ride the bus and not the train.