

EQUITY

OR

NO LIGHT RAIL

Ward One constituents are working together to ensure that the Light Rail Transit project on University Avenue is *not* built unless it **equally benefits our communities.**

Here are some ways you can get involved:

1. Attend a planning meeting of organized Ward One-based residents and organizations. Help initiate a working group on one of the following:
 - Stations at Western, Victoria and Hamline
 - Maintaining the Route 16 bus service
 - Parking and traffic on and around University Avenue
 - Property tax solutions
 - Pursuing legal action and civil rights where necessary... or another issue that needs to be addressed
2. Sign on to a petition: "until the Metropolitan Council upholds equity and agrees to give our community equal benefits, we will stand against the construction of Light Rail Transit through our community."
3. Attend a meeting with Councilmember Melvin Carter III on what the city will be doing to uphold equity (Meeting time yet to be determined)
4. Attend a public hearing on August 9 at the Goodwill Building at 2 PM. Help let the project authorities know that they are not upholding the law and they will be held accountable.

Join the Aurora/St. Anthony Neighborhood Development Corporation, the Community Stabilization Project, the Saint Paul NAACP, Pilgrim Baptist Church, the Summit-University Planning Council, and Ward One residents in this effort. For more information, contact: Metric Giles, Community Stabilization Project: 651-276-7348 Daniel Kravetz, Aurora/St. Anthony NDC: 651-222-0399 x102

TOGETHER WE CAN STILL MAKE AN IMPACT

Inequity in the Central Corridor LRT Project

What Do We now?

What Does it Mean?

"Concerns have been considered and the analysis determined that minority or low-income populations within the study area are not subject to any disproportionate impacts associated with the development of the Central Corridor LRT; furthermore, the benefits of the project are fairly distributed. No mitigation is proposed at this time."

-- Metropolitan Council Supplemental DEIS, Section 3, Page 153

Stations at Western Ave, Victoria St, and Ham line Ave.

What We Know: The stations are not included at the above intersections and remain one-mile apart; instead, station infrastructure will be built to allow for the possibility of building them at a later date. No LRT line in the country exists in a similar urban neighborhood with stations this far apart.

What This Means: Even though one of the justifications of this project is to "serve the high number of transit dependent persons on the corridor" (DEIS, 1-13), the communities with the highest transit dependence are the ones receiving the fewest stations.

Route 16 Bus Service

What We Know: Upon the completion of Light Rail, the Route 16 bus will be reduced from every ten minutes to every 20 minutes during peak hours, and every 30 minutes during off-peak hours.

What This Means: Between cuts to the 16 Bus and one-mile station spacing, many residents in the Frogtown-Rondo area will actually be *losing* access to public transportation when the line is built.

Parking Along University Avenue

What We Know: From Rice St. to Lexington Pkwy, on-street parking on University Ave. will be reduced from 459 spaces to 111 spaces, about a 76 percent reduction. Currently no plans to cope with this loss of parking have been solidified.

What This Means: The Frogtown-Rondo area has an especially high number of small businesses that rely on on-street parking and could suffer loss of business when the line is built. Also, residents of Aurora Ave. and Sherburne Ave. are likely to see increases in parking on their streets. No other area along the corridor is subject to these negative impacts at similar level.

Business Mitigation during Construction

What We Know: Unlike in cities such as Portland and Seattle, no money is available from the Met-Council to compensate businesses for loss of revenues, to provide low-interest loans, or to assist them in planning for the construction period. Money will be available to pay for traffic direction during construction, to provide a hotline for construction problems, and to build new driveways if necessary.

What This Means: Again, as home to the largest small-business sector along the line, our community will suffer greatest from the loss of revenues businesses may incur during the construction period and beyond. During Lake Street reconstruction, revenue losses exceeded 50 percent on occasion.

Other Unresolved Issues

- Currently, no plan exists to provide local hiring and contracting or minority hiring.
- Three "traction power substations," which are 40-by-80-by-20 feet, are to be located along the corridor between Rice St. and Snelling Ave, but their exact locations are yet to be determined
- Traffic turning left from University Ave. or onto University Ave. will become more difficult. Also issues such as snow removal, locations nor buses to stop, and sidewalk width remain unresolved.