

My name is Kit Artig. I was born in the White Bear area and have lived here for much of my life.

I have been against the Rush Line BRT from the start. It's wasteful and unnecessary and even the people who this project is supposed to serve don't want it.

**The opposition to this line is massive and is being ignored.**

This stop light is just the first of the drip, drip, drip that leads **under the radar** to the Rush Line.

This stop light is intended to serve a future bus station (on the rush line) and it will snarl traffic on Hwy 61 even further. This would also place three stop light in a half mile area.

Instead of using existing roads, the rush line forces the development of a costly half billion dollar new road with seven bridges over freeways, numerous unnecessary stations, etc. Hard to imagine a more expensive way of building a bus line.

**For this reason alone, the project should be nixed.**

The Rush Line will also result in a green corridor—The Bruce Vento Trail—**turning into a cement corridor.**

The trail provides a sound and visual barrier in a quiet neighborhood. It will be replaced by a two lane highway that runs day and night through 7 miles of quiet residential area. In other words a freeway in your backyard. **For this reason alone, the project should be nixed.**

Ridership is project at 97k per year, using absolutely incomprehensible math.

When literally thousands of people sign a petition against a project, including one of my own, and the project's own ridership survey says only 9% of those asked intend to ride this bus daily or weekly, **there is a problem.**

The same methodology was probably used to project ridership on the Northstar light rail line. The line now has so few riders that it costs about \$200 per passengers in subsidies to cover costs. **For these reasons alone, this project should be nixed.**

**Statistics in favor of this project have been dumbed down**

to convince the public that there is a need. When folks object to it, the strategy is to intimidate.

Objections are not dealt with, and are generally dismissed.

My sister is Mayor of Gem Lake. Gem Lake voted against the Rush Line last year, after a public hearing where literally 100% of attendees opposed to the project.

This project will lead to years of disruptive construction, will dead head two blocks from an enormous high school, where there are already traffic and parking problems. Will negatively affect businesses along the route, due to the elimination of parking spaces.

**For these reasons alone, the project should be nixed.**

How does a project get this far along when there is such major objection to it. I will tell you how —come in under the radar.

Hold public meetings were your objections are written down and then dismissed, release detailed blue prints late in the game, so people are behind the eight ball when the full extent of the disruption becomes clear, and generally pretend this project serves a need. If there is truly a need, why are all buses in the area literally empty?

Why have no adjustments have been made in ridership due to pandemic related changes in work habits?

I personally audited over 50 buses on White Bear Avenue, Maplewood transit center, and on English Street. There were never more than three people on a bus. Mostly there were 0-2. If a rush hour bus on English street, which is one block away from the Bruce Vento trail, gets several riders, why would a so called rapid transit bus a block away be more successful?

By the way, how “rapid” is rapid transit with over 14 stops along the route.

**For these reasons alone, the project should be nixed.**

I haven't even touched on crime at bus stops, driver shortages, pedestrian safety concerns, etc.

Respectfully submitted,

Kit Artig