

NTN Meeting Notes
Community Meeting: September 23rd 2010

Welcome and Purpose: Rep. Bobby Joe Champion

Agenda:

- Introductions
- Vision: Case Study of Community Involvement in Transportation Planning
- Small Group Discussion
- NTN Accountability Update
- Recommendations
- Evaluation of recommendations
- Next Steps

The Lens: How we view this project? We need to look at impacts and opportunities.

- **Impacts** (both positive & negative)
 - *What are they? How will they affect us? How might we work to mitigate negative impacts?*
- **Opportunities**
 - *What are they? How do we ensure the community benefits from this project?*

NTN Introduction: Raymond Dehn

Highlights from Northside Transportation Network

- Began convening North Minneapolis residents and leaders in October 2009
- Involved key elected official
- Selected MN State Representative Bobby Joe Champion as the facilitator
- Involved these organizational allies for staff support and technical assistance: West Broadway Business Area Coalition, Alliance for Metropolitan Stability, MN Center

for Environmental Advocacy, MICAH, Transit for Livable Communities, ISALAH, Community Land Trust

- Organized community meeting in April 2010 with over 200 people attending : Identified community issues related to transitway development, informed community on Bottineau Transitway current status and decision making process
- Organized a residents working group Northside Transportation Network with this mission: ***We as community members make a commitment to attending meetings on an ongoing basis to identify neighborhood issues, concerns, and solutions for the future development of the Bottineau Transitway. We will take the information we have learned back to the broader community. This working group is committed to an authentic, transparent, accountable community process with the ultimate goal of leveraging community benefits for North Minneapolis.***
- Conducted information sessions on Environmental Studies, Civil Rights and Transportation, Transit Oriented Development
- Created a Northside Transportation Network temporary website <http://justcomm.org/nmplstransit/>
- Specific asks were made regarding the Bottineau Draft Environmental Impact Statement Request for Proposals scope of work; criteria for consultant, and criteria for the selection committee
- Secured a representative for North Minneapolis on the Bottineau Policy Advisory Committee – Ray Dehn

TOD Case Study: Jim Erkel

- Community Engagement in Transit Oriented Development Case Study of Fruitvale Village, Oakland California
- Fruitvale is 4.5 miles out of downtown Oakland
- Predominantly Latino and Asian; initially another downtown then disinvestment
- A Bart connection was coming to the area; the community was opposed to the suggested land use
- The community organized and planned for the land uses they want.
 - Dense, Mixed Use Activity
 - Housing, Shops, Offices, Library, Childcare, Pedestrian amenities, Public Plaza

- Emphasis on Connectivity and Walkability
- Affordable Housing as Guiding
- Directive to Shape the Design

Small Group Discussion:

How does your family use transportation now? What do you need for transportation?

Table 7

- Bus rider, bikes during warm months, would like to get rid of the car all together, wants to see expansion of LRT in N Minneapolis on Penn Ave.
- Takes bus daily, wife often bikes, big fan of public transit, would like to see LRT in north bus also realized his home would be not be affected
- Grew up on East Coast, didn't own a car, drives more then he likes, blames urban sprawl for lack of transportation options in the Twin Cities
- Feels like he can only utilize public transportation if he is going to the airport. Works in Golden Valley.
- Bus rider until the 14 changed; now drives. Hates living and working in the city but has to drive
- Husband takes public transit but she doesn't. Concerned about traffic racing down Sheridan once Penn Ave adds LRT. Feels like Minneapolis is extremely late in public transit.
- Used to take bus now drives because downtown and Richfield is hard without a car.
- Thinks this is a great opportunity to add transit/lightrail connect to jobs employment etc. Opportunity of a lifetime.
- Wants more bike trails on Northside
- Afraid Northside will get screwed; loss of homes; put in parking lots
- Could we make Plymouth Ave a stop? Open/empty lots Broadway where the old Bean Scene is?
- Why did big city public transit ignore communities of color? Appreciates community engagement.
- North Minneapolis can learn from South Minneapolis lack of parking
- The closer the lrt is to the core the less parking is needed
- Hates that she has to leave the community for services (shopping) Pro-economic development through LRT
- North Minneapolis and South Minneapolis are very different so we should stop comparing the two.
- If there is a lrt stop nearby it would be possible to get rid of the car completely
- How do families with babies effectively use public transit
- Penn and Broadway could be streetcar streets

- There is housing along Hiawatha Corridor
- Will there be a way to slow down traffic if LRT comes to Penn?

Table 2

- Car, walk, bike, bus first time recently
- Bus to work, walk to work
- Drive to work, bike-would like more trails, lrt to airport
- Mainly drive, transit if car doesn't work, Would be nice to have transit for family
- Work in Maple Grove/Plymouth- Drive because transit is no good
- Used bus for 20 years- worked downtown, LRT to airport
- Mostly use car, cab downtown to go to LRT to airport. Don't feel safe walking home sometimes. Safety influences transportation use. Use cab sometimes. Biking hindered by safety issues. Would like to leave car at home.
- Needs to live and work on bus line. Takes few minutes to downtown
- Mainly Drive. Love to ride bike. Take LRT to airport. Usually don't rent a when traveling because most cities have good public transportation options. It is great to have access and would love a situation where I didn't need a car
- Owned a car and liked it

Question #2

- Ability to take dog to dog park
- Want to feel safe in the transit system
- Don't feel comfortable with kids on the bus so he needs to drive
- Proposed routed down Broadway would help access to shopping and healthcare
- Need to connect easily with various kinds of transit. Enables possibilities for employment.
- People from North can't connect easily to suburbs for work
- Should be partnerships for planning transit to help people get to work ect. eg Metro Transit changed routes after listening to problems with multiple transfers.
- Likes to be able to walk to shopping ect. Community engagement is extremely useful in planning process. Neighborhood has come together and has influences on the process
- Development as a result of transit would be great
- Would be nice to have transit especially to lakes
- Rooftop parking w businesses underneath
- LRT straight North on Penn. Connect on Northstar to Big lake not only Target Field but somewhere north
- North is sometimes not considered important
- What will the impact on parking be on streets?

- Wish we could do some more forward thinking what would happen in 20-30 years from now?

Table #5

- Drive to work or bus
- Public transportation to church and mentoring
- Walks and bikes (lives in uptown)
- Carpools, seldom uses public transportation
- Drives and takes the bus
- Drives- three kids and husband
- Carpool, bike, occasionally bus, helped push to get bike lanes in north
- Bus- but doesn't not like the high cost of busing. Loves walking or taking a taxi, dislikes conflicts on the bus.
- Mother of a teenage son, carpool last year this year carpooling which is a pain for her. Does a lot of driving to meet with her church. No direct bike paths to get her to supply facility.
- Bikes, buses- there are traffic problems and delays drives mostly to stores and to church

Questions #2

- Local business districts with great amenities
- More things to do for youth and to be able to travel easily. Student rate.
- Nice Ride Networks to be accessible to students who don't have transportation to get to places and activities
- See LRT to parks more accessible for kids
- More shopping facilities, grocery stores, dept stores
- More things that are there for kids that are reasonably effective or delayed
- As public transit options increase use increase. Public transit is good and should be subsidized
- Vital businesses/economic center to positively impact North Minneapolis
- I would like to see people of color, African Americans, etc... involved in every inch of the building of this transit system. We need employment at all levels this LRT system. Cut us in or cut it out.

Table #4

Question #1

- Bus
- Bike, lrt to MOA and airport
- Bus, Buses are always filled

- Drive to store
- Taxi to airport
- Public transportation should be like Portland
- Car 100%
- Bus System to go to Central Library
- Bike, Walk, Bus
- 2 Car family
- 1 car family

Question #2

- Need variety of transit- not everyone can afford a car
- Need afternoon service to suburbs
- Set up for commuter to go downtown
- Multi-system and accessibility
- Bus and LRT need to be more frequent
- Jobs and opportunities in other areas
- Opportunity to the investment with the investment that can approve access to other areas
- Transportations is only one option that can increase accessibility
- Displacement less disruption of families in the community
- Recommendation in our household causes you to change lifestyle like buying a Hybrid
- No Repeat of Hollman
- Questions about the space and local families to construct it
- Moving youth can harm learning environments
- Length of time to go to places like the U of M- would be helpful
- Students being cut off from getting home etc.

Group #8

- Drive to work but if train from suburbs to North I would do it
- bus to go downtown lrt to Mall of America
- walk
- bike
- bus to downtown activities
- bus and rail airport shorter
- bike on trails
- drive to customers
- train lover- choice to get to work via bus. Live on transit line
- walk as much- wish church was on transit

Question#2

- like to see more snow removal around transit lines, sidewalks, roads, people standing on snow banks not bus stops.
- Shelter has transit stop, place where people collect people need to feel safe, need heat.
- Rail would bring people here, bring jobs into the community
- Our folks use a lot of weekend service tremendously. Can't get out to the suburban jobs via transit except rush hour.
- There should be trash cans by the bus stops... not respectful of the community
- Well-lit bus shelters for safety
- Connect to Arbor Lakes
- Safety
- Revitalization of the neighborhood
- Businesses
- Want to get to jobs
- Want to be able to reach other parts of the city
- Want transit to be community enhancing

Table #6

Question #1

- Drive now used public transit when I lived in Philips
- Use car- would like to have other forms of transit.
- Bike and Car. Sometimes the bike doesn't feel safe
- Bus and Car
- #14 and bike
- Bus and bike
- Drive all the time- wish public transit was more possible to use
- Drive and bus- three buses to Bloomington.
- Biking unsafe

Question #2

- Transportation that is quick and affordable also fair and equitable.
- Public transit often represents poverty- need a change
- Great buses in suburbs
- Bike lockers
- BRT
- More bus stops
- How do we get people from outside the area?
- Link conversation about lrt with development of new housing
- Bart a unique success of development
- Lost a bit of families for business because they moved to suburbs

- Concerned raised about lrt need to look at end of use of fossil fuels
- What the impact of lrt on the environment
- Tech schools have different specialization have students get education
- Safety is a concern for getting back and forth to lrt need safer paths to lrt
- Reverse commute- getting to jobs in the suburbs
- Economic Inclusion
- Need clean timeline for decision making

Table #9

Question #1

- Car dependent; avoids downtown because of parking
- Avoids meeting for same issue
- Hiawatha line for access-even goes out of North Minneapolis to get online to Twins Game
- Rush hour on freeway is a bummer
- Walk to U of M or use bus system
- LRT for shopping
- Express bus schedule was limited for her job needs
- Uses slower buses because they operate with extended hours
- Needs park are ride to Lake Street
- Taxi to LRT to airport costs \$10- LRT to airport \$2
- Understanding of D1 option will bypass N Minneapolis and that community involvement will increase chance we will get for increased opportunity here.

Question #2

- Integrated system: spoke to all suburbs with access both ways from suburbs and to suburbs
- North Minneapolis to be a destination
- Access to Jobs- Especially access to all shifts in suburbs
- Transportation that is enticing so people move to vacant houses her in mpls
- Realty advances when transit is available
- Money also brings accountability from the city
- Transportation for elders in the community (clinic)
- Transportation to food/groceries
- There is a fear people along line will move and it will become rental
- Hub for services (north point, uroc, urban league)
- New affordable workforce housing
- Hub for retail services ie Indoor famers market- that caters to the community

NTN Updates: Raymond Dehn

Alignment Introductions and Discussion: Rep Bobby Joe Champion

Segment D2 Sub-alternatives

Segment D2 (a)

- LRT on Penn Avenue (east side of street)
- Northbound car traffic to Oliver, southbound on Penn
- All on-street parking would be eliminated from Penn. One lane of parking would remain on the east side of Oliver Avenue.
- Properties on the west side of Penn between Broadway and 23rd would be acquired by the project.
- Partial property impacts on the west side of Penn for bus stops at each cross street and around Penn/Plymouth to fit the station at that intersection.
- East-west traffic crossings would be located at Golden Valley Road, 16th Avenue, Oak Park

Avenue, and Plymouth Avenue.

Segment D2 (b)

- LRT on Oliver (either east or west side), two-way Penn traffic
- Northbound and southbound traffic would remain on Penn. No vehicle traffic on Oliver. The remaining space on Oliver would be made into a bike/pedestrian trail with emergency vehicle access only. Loss of on-street parking on Oliver.
- Stays within the space between sidewalks on Oliver Avenue. Partial property impacts around the Oliver/Plymouth and Oliver/Broadway.
- East-west traffic crossings at Golden Valley Road, 16th Avenue, Oak Park Avenue, and Plymouth Avenue.
- All other cross streets would be dead-ended at Oliver and potentially converted to community parking bays.

Segment D2 (c)

- LRT on center of Penn Avenue, two-way traffic on Penn

- Virtually all properties along one side of Penn Avenue would have to be acquired. On other side of Penn, partial property impacts for bus stops at each cross street.
- East-west traffic crossings at Golden Valley Road, 16th Avenue, Oak Park Avenue, and Plymouth Avenue, allowing.
- All other cross streets would be converted to “T” intersections at Penn, allowing for right turns onto or off of Penn, but not for movement across the tracks.

Other proposed sub-alternatives

Segment D2 (d)

- LRT on Penn Ave.
- Southbound traffic on Oliver, northbound traffic on Queen- both would become one way streets
- Potential loss of car parking on one side of street on both Oliver and Queen
- Penn would also contain lanes for bus-only traffic
- Minimal property impacts (partial impacts likely near stations)
- Stoplights on Golden Valley Road, 16th Avenue, Oak Park Avenue, and Plymouth Avenue, allowing east-west traffic to cross the LRT tracks. All other cross streets would be dead-ended at Oliver and potentially converted to community parking bays.

Segment D2 (w)

- Route would widen Penn, allow for two-way traffic, LRT down center
- Would impact front yard space of houses on Penn

Next Steps

Oct. 7th meeting with Brent Rusco on alignment analysis

Oct. 9th LRT transit tour