

Assessing Potential Impacts of the West Bank Light Rail Transit Station
in the Cedar-Riverside Neighborhood

MPP Professional Paper

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List of Abbreviations

ADC	African Development Center
CPED	Department of Community Planning and Economic Development
CRNRP	Cedar-Riverside Neighborhood Revitalization Program
LRT	Light Rail Transit
MPD	Minneapolis Police Department
UMPD	University of Minnesota Police Department
WBBA	West Bank Business Association
WBCC	West Bank Community Coalition
WBCDC	West Bank Community Development Corporation

Executive Summary

This report presents the methodology, findings and recommendations of a study of the types of potential effects of the Central Corridor Project on the Cedar-Riverside community. Specifically, the report identifies and compiles the types of potential effects of the Central Corridor Project and the planned West Bank LRT Station in a single document, integrates input on the Central Corridor Project from neighborhood businesses and organizations, and provides recommendations for future action for the Cedar-Riverside Neighborhood Revitalization Program (CRNRP) and other neighborhood organizations.

The study is the product of a collaborative effort between Humphrey Institute graduate students and the CRNRP. It is meant to supplement the work already in progress by neighborhood and governmental organizations on the Central Corridor Project, and provide CRNRP with specific recommendations on how to make the project a success for the neighborhood. CRNRP's objectives include building neighborhood leadership capacity, increasing community involvement, and creating effective partnerships for neighborhood planning and community development initiatives within the Cedar-Riverside area.

Methodology

Literature Review

- The literature review focused on research articles about US light rail, rapid rail and commuter rail systems, as well as on light rail systems from other countries and regions including Canada, Japan and Europe.
- Newspaper articles and information posted on the Metropolitan Council, City of Minneapolis and University of Minnesota websites also were reviewed to document the history and the current state of the Central Corridor Project.

Interviews

- The researchers performed two sets of interviews. The first set focused on Cedar-Riverside businesses, while the second set focused on governmental and neighborhood organizations working on the Central Corridor Project.
- The researchers interviewed businesses on both sides of Cedar Avenue from Washington Avenue Southeast to 6th Street South. Twenty-one individuals, representing 16 businesses

from the study area participated in interviews, which is approximately 70% of the targeted respondents.

- The researchers interviewed nine individuals, representing five neighborhood organizations and three governmental organizations. The neighborhood organizations were: the West Bank Community Development Corporation, the West Bank Community Coalition, CRNRP, the Safety Committee, and the African Development Center. The governmental organizations were: the Metropolitan Council, the Minneapolis City Council and the Department of Community Planning and Economic Development from the City of Minneapolis.

Literature Review

Effects of LRT Stations on Commercial Property Values

- LRT stations are correlated with an increase in commercial property values. Out of 14 studies on all types of commercial properties, 12 showed an increase in commercial property values and two showed no effect.
- The effect of LRT stations on retail property values is unclear. Out of three studies on retail properties, one showed an increase in retail property values, one showed a decrease and one showed no effect.
- The effect of LRT stations on industrial property values is unclear. Out of two studies on industrial properties, one showed an increase in industrial properties values, and one showed a decrease.

Effects of LRT Stations on Residential Property Values

- LRT stations are correlated with an increase in single family home values. Out of 28 studies on single family homes, 22 showed an increase in single family home values, two showed a decrease, three showed no effect, and one was inconclusive.
- Little research has been done on the effect of LRT stations on apartment values. But for the three studies found on apartments, all three found an increase in apartment values.
- Little research has been done on the effect of LRT stations on condo values. Out of three studies on condos, two showed an increase in condo values, and one showed a decrease in condo values.

Effects of LRT Stations on Crime

The research on the effects of LRT stations on crime is inconclusive, but the literature on the subject provides three important findings:

- Crime levels around stations generally reflect the crime levels of the neighborhoods where stations are located.
- There is association between types and levels of crime, and the land use around LRT stations, station design, and socio-demographic characteristics of the neighborhood. For example, the presence of a liquor store was associated with higher levels of crime, and a greater proportion of youth was associated with more petty crimes such as graffiti.
- There might be a discrepancy between the public's perception of crime levels around LRT station, and actual crime levels around LRT stations.

Effects of LRT Lines on traffic and congestion

- LRT lines are correlated with increased traffic and congestion. Out of eight studies on traffic and congestion, seven showed an increase in traffic and congestion, and one was inconclusive. A possible explanation is that LRT lines may reduce available space in automobile traffic lines. Another possibility is that residents do not necessarily increase their use of mass transit in response to the introduction of LRT.
- To reduce traffic and congestion, LRT systems need to be integrated with future development and other forms of transportation.

Other Effects of LRT Lines and Stations

- The effect of LRT on **air quality** is unclear. LRT lines, by creating or increasing congestion, might contribute to an increase in air pollution. Moreover, if light-rail passengers do not own automobiles to begin with, then there is little reduction in pollution from the development of light rail.
- While rail transit is safe for its users, it can be dangerous for auto users and pedestrians. In a study on **LRT safety relative to autos and buses**, out of 17 LRT systems, 11 LRT systems were more deadly than the alternative.
- A study on eight rail systems found that five systems had a positive impact on city centers by improving **land use** and contributing to **urban growth** and only one system had a similar effect on declining areas.
- Research on the effects of LRT lines on **social inclusion and social image** is scarce and inconclusive. In a study on four light rail systems, two systems successfully integrated deprived areas with the rest of the city and improved the social image of neighborhoods.

The other two systems were unsuccessful in diminishing social exclusion and improving the social image of neighborhoods.

- There is little research done on the effects of light rail lines on **tourism and community**. One study reports a 5% annual rise in visitors at tourist destinations accessible by LRT. Another study found that continuing riders of LRT reported the highest place attachment and neighborhood satisfaction compared to non-riders and new riders.
- One study found that **obesity** was much higher among non-riders than new riders and continuing riders. The small sample size of the study does not allow for generalization.

Interview Findings – Businesses

Awareness and Interest in the West Bank LRT Station

- Although the Metropolitan Council officials have publicized plans for the LRT station, and the Cedar-Riverside neighborhood involvement has changed the location of the proposed LRT station, some business owners and business representatives in the study area remain unaware of the details of the Central Corridor Project and the West Bank Station. Nearly two-thirds of businesses (10) said they were unaware or had a low level of awareness of the project and the station. Three businesses had a medium level of awareness, and another three businesses had a high level of awareness at the time of the interview.
- Business owners and business representatives in the research area do have a high interest in the Central Corridor Project. Owners and representatives of 13 businesses expressed interest in the project. Only one business owner did not want to receive any kind of information on the Central Corridor or the West Bank Station and two businesses did not state a preference on this issue.

Preferred Methods of Communication

- Business owners and business representatives consider brochures, media, newspapers and mail as most convenient sources of information.
- Three business representatives stated that they would not attend neighborhood meetings, either because they do not have time or because they feel that community meetings are not helpful.

Hopes for the West Bank LRT Station

- Business owners and business representatives hope that the West Bank Station will increase accessibility to and from the neighborhood, business opportunities, property values, and diversity, and that it will be safer than the Cedar-Riverside Station.

Concerns about the West Bank LRT Station

- Business owners and business representatives mentioned safety, traffic, parking, noise during construction and increase in rents as major concerns related to the planned West Bank Station.
- Although safety is a major concern in the neighborhood, business owners and business representatives expect that the West Bank station will be safer than the Cedar-Riverside Station because of its better visibility and easily accessible location.

Interview Findings – Neighborhood and Governmental Organizations

Cedar-Riverside Community Awareness and Communication Strategies to Increase Community Awareness of the Central Corridor Project

- Representatives of organizations would like to see more involvement from all neighborhood groups. They specifically hope for more engagement from East African residents.
- Meetings, and occasionally face-to-face interaction, are currently the primary means of communication used by organizations to share information about the Central Corridor Project.
- Communication strategies other than neighborhood meetings need to be implemented to inform the East-African population about the project. Respondents identified more face-to-face interaction and distribution of written materials as potentially more effective strategies for sharing information about LRT.

Hopes of Neighborhood and Governmental Organizations' Representatives

- Representatives of organizations hope that the Central Corridor line will bring to the neighborhood more access to and from the area, more business, decreased auto use and traffic, more safety, decrease in parking difficulties, and more job opportunities for people living in the neighborhood.

- Several representatives of organizations hoped that there could be a "branding" of the area around the station as an attraction for tourists, students, artists, and entertainers.
- One representative hoped that more housing would be built as a response to the station, while another suggested that the station could reunify the Seven Corners area with Cedar-Riverside.
- Generally, respondents believed that the coming West Bank Station would likely be safer than the current Cedar-Riverside Station, due to a better location.

Concerns of Neighborhood and Governmental Organizations' Representatives

- Representatives of organizations mentioned accessibility for pedestrians, accessibility for automobiles, noise during construction period, station design, traffic and congestion, increase in rents, increase in crime, future development and lack of neighborhood engagement in the LRT decision-making process as major concerns related to the Central Corridor Project and the West Bank Station.

Interview Findings – Strategies for Maximizing Potential Benefits and Minimizing Potential Liabilities of the Planned West Bank Station

Suggestions from business owners, business representatives and representatives of organizations on maximizing the potential benefits and minimizing the potential liabilities of the West Bank Station are:

- To maximize accessibility: install signs directing people to and from the station;
- To prevent crime: install surveillance cameras at and on the way to the station, ensure police patrolling of the station area and maintain the station surroundings clean and well lit;
- To improve the Central Corridor Project overall and ensure higher participation of businesses and the community in the decision-making process: provide additional information, organize meetings and workshops, and partner with neighborhood and governmental organizations on the Central Corridor Project;
- To address the potential increase in rents: more property needs to be owned by non-profit organizations that would rent the space for lower than market rates or properties need to be assessed at lower values, which would diminish the tax burden on the owner, and therefore would result in lower rents.

Recommendations

Recommendations that follow from this research are:

- To strengthen public engagement efforts around the Central Corridor Project and the West Bank Station: CRNRP should continue taking advantage of available public engagement opportunities and partner with the West Bank Business Association (WBBA), the West Bank Community Coalitions (WBCC) and the West Bank Community Development Corporation (WBCDC), to inform community members in person and distribute brochures about the project and the station.
- To improve the accessibility of LRT stations in the neighborhood: CRNRP could advocate for posting signs in the West Bank area, directing people to LRT stations. CRNRP could also partner with WBBA, to determine the best location for the signs, identify potential sources of funding for the signs and post or distribute creative maps with details of stations, businesses, art centers and public institutions in the West Bank area.
- To improve safety around LRT stations: CRNRP, could suggest to the Safety Committee to expand the area covered by safety walks, expand and implement pedestrian safety training around LRT and other forms of transit and, in partnership with WBBA, WBCC, Minneapolis Police Department (MPD) and Metro Transit Police, post camera warning signs at LRT stations.
- To promote neighborhood collaborations on the Central Corridor Project: CRNRP should strengthen and establish partnerships with neighborhood organizations and the University of Minnesota on the local Central Corridor Project initiatives; contribute to establishing a three-way communication between the Safety Committee, MPD, and the University of Minnesota Police Department (UMPD), and create two summer internships.

Introduction

Research Project Description

This report presents the methodology, findings and recommendations of a study that identifies the types of impacts of the Central Corridor LRT line that potentially may occur on the Cedar-Riverside Neighborhood businesses and community. The study represents a collaborative effort between Humphrey Institute students and the Cedar-Riverside Neighborhood Revitalization Program (CRNRP). CRNRP's objectives include building neighborhood leadership capacity, increasing community involvement, and creating effective partnerships for neighborhood planning and community development initiatives.

The city of Minneapolis and St. Paul are planning to build a new light rail line, "The Central Corridor" that will connect downtown Minneapolis and downtown St. Paul. The Central Corridor will include a new LRT station in the Cedar-Riverside Neighborhood, the "West Bank Station." As construction is projected to begin in 2010 and finish in 2014, the concerns of neighborhood organizations, business owners and residents in Cedar-Riverside on the new station's potential impact are increasing. Since the LRT plans were announced, the Metropolitan Council officials have publicized plans for the LRT station to the Cedar-Riverside community, but some concerns remain about the the West Bank LRT station and its potential effects on the neighborhood.

Considering the commitment of CRNRP to neighborhood revitalization and economic development, it is especially concerned with the types of potential impacts of the Central Corridor line on the Cedar-Riverside area. To address the concerns of CRNRP and the wider Cedar-Riverside community, Humphrey Institute students collaborated with CRNRP in research on the impact of light rail lines on communities, assessed the level of awareness of businesses and neighborhood organizations of the Central Corridor Project, and identified strategies for maximizing potential positive impacts and minimizing potential liabilities of the West Bank Station.

Although there is a vast literature on the impact of public transit stations on local businesses and real estate, there is not yet a comprehensive report for what community members in the Cedar-Riverside area can do to prepare themselves for the coming station and the types of potential effects on the neighborhood. Therefore, the practical importance of this report consists in that it identifies and compiles the types of potential effects of the planned West Bank Station in a single document, integrates input on the Central Corridor Project from neighborhood businesses and organizations and provides recommendations for future actions for CRNRP and other neighborhood organizations.

Structure of the Report

The report has five sections: Introduction, Literature Review, Interview Findings, Recommendations and Conclusion.

- ✓ The Introduction, contains an overview of the research, describes the structure of the report and the research methodology and provides a background to the Central Corridor Project.
- ✓ The Literature Review section outlines the most important findings regarding the observed impacts of light rail lines and stations across US, Canada, Japan and Europe. The section describes the effects of the light rail projects on property values, traffic, air quality, safety and crime among others.
- ✓ The Interview Findings section reports on the information obtained from neighborhood and governmental organizations and from Cedar-Riverside businesses concerning the Central Corridor Project and the West Bank Station, as well as concerning the Cedar-Riverside Station of the Hiawatha LRT line. Specifically, the section describes the perceived benefits and the concerns of the interviewees regarding the Cedar-Riverside Station, the level of awareness and the interest of the interviewees in the Central Corridor Project and the hopes and concerns of the interviewees for the West Bank Station and the Central Corridor Project overall.
- ✓ The Recommendations section provides strategies for maximizing the potential positive effects and minimizing the potential liabilities of the Central Corridor line and the West Bank Station to the Cedar-Riverside Neighborhood. In addition, this section contains recommendations for the Cedar-Riverside Station of the Hiawatha line.
- ✓ The final section of the report provides an overall conclusion to the research project by summarizing its findings and recommendations.

Research Methodology

Two methods of information gathering were employed in this project: literature review interviews.

Literature Review

The purpose of performing a literature review was to determine the observed effects of existing light rail lines on adjacent neighborhoods and to identify effective strategies for maximizing the positive effects and minimizing the liabilities of light rail lines and stations implemented in other light rail projects. The literature review focused on research conducted on US light rail, rapid rail

and commuter rail systems, as well as on systems from other countries and regions including Canada, Japan and Europe. Specific areas for review included potential effects of light rail stations on property values, traffic, crime, air quality and community overall.

Research articles represented the main body of literature reviewed for the purpose of this research. In addition, newspaper articles and information posted on the Metropolitan Council, City of Minneapolis and University of Minnesota websites served to document the history and the current state of the Central Corridor Project.

Our search keywords were: Light Rail, LRT, Light Rail Transit Station, Light Rail Impact Transit Crime, Transit Oriented Development, Transit Village.

Interviews

From February through April of 2009, the researchers performed two sets of interviews. The first set of interviews focused on the Cedar-Riverside businesses, while the second set focused on the neighborhood and governmental organizations working on the Central Corridor Project.

Interviews with Businesses

The aim of conducting interviews with Cedar Riverside businesses was to identify the level of awareness and interest of business owners and business representatives in the Central Corridor Project, and their hopes and concerns for the West Bank Station and the Central Corridor Project overall. To identify additional concerns of businesses regarding light rail stations and to provide a point of reference for the interviewees, the interview assessed the perceived benefits and concerns of business owners and business representatives regarding the Cedar-Riverside Station of the Hiawatha LRT line. (See Appendix A - Interview Template for Businesses)

The area for interviews included businesses on both sides of Cedar Avenue from Washington Avenue South East to 6th Street South (See Figure 1 – Research Study Area on the next page). The specific area was selected for two reasons:

- ✓ Businesses located closer to the planned West Bank Station are expected to experience the greatest impact from the station;
- ✓ Cedar Avenue has the highest concentration of businesses in the Cedar-Riverside Neighborhood.

To ensure a high response rate, the researchers administered the interview in person, except for one interview conducted by phone. As a result, 21 individuals representing 16 businesses from the study area participated in the interview. This represented approximately 70% of the targeted businesses.

Interviews with Neighborhood and Governmental Organizations

The aim of conducting interviews with neighborhood and governmental organizations was four fold:

- ✓ To assess the progress achieved on the Central Corridor Project, specifically on the West Bank Station;
- ✓ To determine the level of commitment and involvement of neighborhood organizations in the project;
- ✓ To assess the level of participation of various neighborhood groups in meetings on the Central Corridor;
- ✓ To determine the primary means of information implemented by neighborhood and governmental organizations to inform the Cedar-Riverside community about opportunities for involvement and about the progress on the Central Corridor Project. (See Appendix B- Interview Template for Neighborhood and Governmental Organizations)

The researchers interviewed representatives from eight organizations, out of which five organizations are from the Cedar-Riverside Neighborhood and three are governmental organizations:

Cedar-Riverside Organizations:

1. Cedar Riverside Neighborhood Revitalization Program (CRNRP)
2. Safety Committee, CRNRP



Figure 1 - Research Study Area including both sides of Cedar Avenue from Washington Avenue South East to 6th Street South.

3. West Bank Community Coalition (WBCC)
4. West Bank Community Development Corporation (WBCDC)
5. African Development Center (ADC)

Governmental Organizations:

6. Minneapolis City Council
7. Metropolitan Council, Central Corridor Project Office
8. City of Minneapolis, Department of Community Planning and Economic Development

Limitations

This research methodology has several limitations:

- ✓ The effects of other light rail lines and stations on communities, identified through literature review, are only illustrative of the types of potential effects of the planned West Bank Station and the Central Corridor line.
- ✓ Conclusions based on the information obtained from interviews with businesses are directly applicable only to businesses located in the defined research area and cannot be generalized to the entire Cedar-Riverside business community. Conclusions based on the information obtained from interviews with organizations are only applicable to those organizations.
- ✓ The conclusions on the level of awareness and involvement of different groups in the Central Corridor Project are subjective in nature.
- ✓ Language barriers might have affected interview responses and, subsequently, interview results.

Despite these limitations, the information does provide a foundation for further research on the effects of LRT lines on neighborhoods, and on strategies to achieve greater community involvement in economic development efforts.

Background on the Central Corridor Project

Overview

The Central Corridor Light Rail Transit Project will connect downtown Minneapolis and downtown St. Paul along Washington and University avenues (See Figure 2 – Central Corridor Station Alignment Map to the right.) Construction of the line is projected to begin in 2010, with service beginning in 2014. The Central Corridor line will cross the Cedar-Riverside Neighborhood, which will be the only area outside of downtown Minneapolis to be served by two LRT lines. The line in Cedar Riverside Neighborhood, will follow the Washington Avenue trench, and will have a station located between Cedar Avenue and 19th Avenue, the West Bank Station.

The Central Corridor line and the planned West Bank Station have the potential to have a substantial positive impact on the Cedar-Riverside Neighborhood. The line will make shopping and employment centers in St. Paul more accessible, and will link the West Bank with East Bank, making the University of Minnesota campus more connected.

To recognize the importance of the West Bank Station to Cedar-Riverside, the City of Minneapolis integrated the station in the Small Area Plan for the neighborhood. According to The Small Area Plan “the Metropolitan Council estimates that around 4,250 riders will use this stop daily, with the majority of them walking to and from the station. This number comes from the high number of transit users in the area, reflecting the presence of University students traveling between the East Bank and West Bank, the concentration of transit-dependent households in the neighborhood, and the area’s overall concentration of population and jobs.” (City of Minneapolis, 2008)



www.metrotransit.org

Figure 2 - Central Corridor Station Alignment Map

Implementing Agency and Public Engagement Initiatives

The agency responsible for the Central Corridor Project development and implementation is the Metropolitan Council, which will also be the grantee of federal funds. The regional government agency is charged with building the line in partnership with the Minnesota Department of Transportation. The mayors of St. Paul and Minneapolis, commissioners from Ramsey and Hennepin counties and the University of Minnesota representative provide oversight on the project through the Central Corridor Management Committee (See Appendix C for a list of all the committee members).

In addition to closely working with the project partners, members of the Central Corridor Management Committee, the Metropolitan Council undertook several initiatives designed to educate the public on all aspects of the project and to provide opportunities for interested parties to actively contribute to the decision making process. The initiatives included creating a Community Advisory Committee, a Business Advisory Council, Station Art Committees and hiring community outreach coordinators assigned to specific neighborhoods.

Community Advisory Committee

The purpose of the Community Advisory Committee is to serve as the primary avenue for residents, business owners and groups to provide input on the Central Corridor Project. From the Cedar-Riverside Neighborhood, Brian Hanninen, representing the West Bank Community Development Corporation, serves on this committee. The Community Advisory Committee meets on the third Thursday of each month from 5 to 7 p.m. at Goodwill/Easter Seals, 553 Fairview Avenue, St. Paul (www.metrocouncil.org).

Business Advisory Council

The purpose of the Business Advisory Council is to provide business input on the Central Corridor Project. From the Cedar-Riverside Neighborhood, Sharon Johnson, representing the Midwest Mountaineering, serves on this council. The Business Advisory Committee meets the third Monday of the month at 4:00 p.m. at the Court International Building, 2550 University Ave. W., St. Paul (www.metrocouncil.org).

Station Art Committees

The purpose of Station Art Committees is to engage the local community on the public art component of the Central Corridor Light Rail Transit stations. Station Art Committees have the responsibility to advise the station artist on the culture and history of the community, and assist the Metropolitan Council in planning and promoting public art meetings with the community (www.metrocouncil.org).

Community Outreach Coordinators

Since the LRT plans were announced, the Metropolitan Council officials have publicized plans for the LRT station to the Cedar-Riverside community, through assigning community outreach coordinators throughout Minneapolis and St Paul. The purpose of hiring community outreach coordinators was to give area stakeholders the opportunity to provide input on critical project issues such as station design, access, traffic, safety, parking, and mitigation of construction impacts. Jessica Hill has worked as Cedar-Riverside’s community outreach coordinator. To inform the Cedar-Riverside community about the Central Corridor project, she attended and presented at WBBA and WBCC meetings, and personally distributed information to businesses in the neighborhood.

Community Outreach Coordinator for
Cedar-Riverside (West Bank):

Jessica Hill

651-602-1840

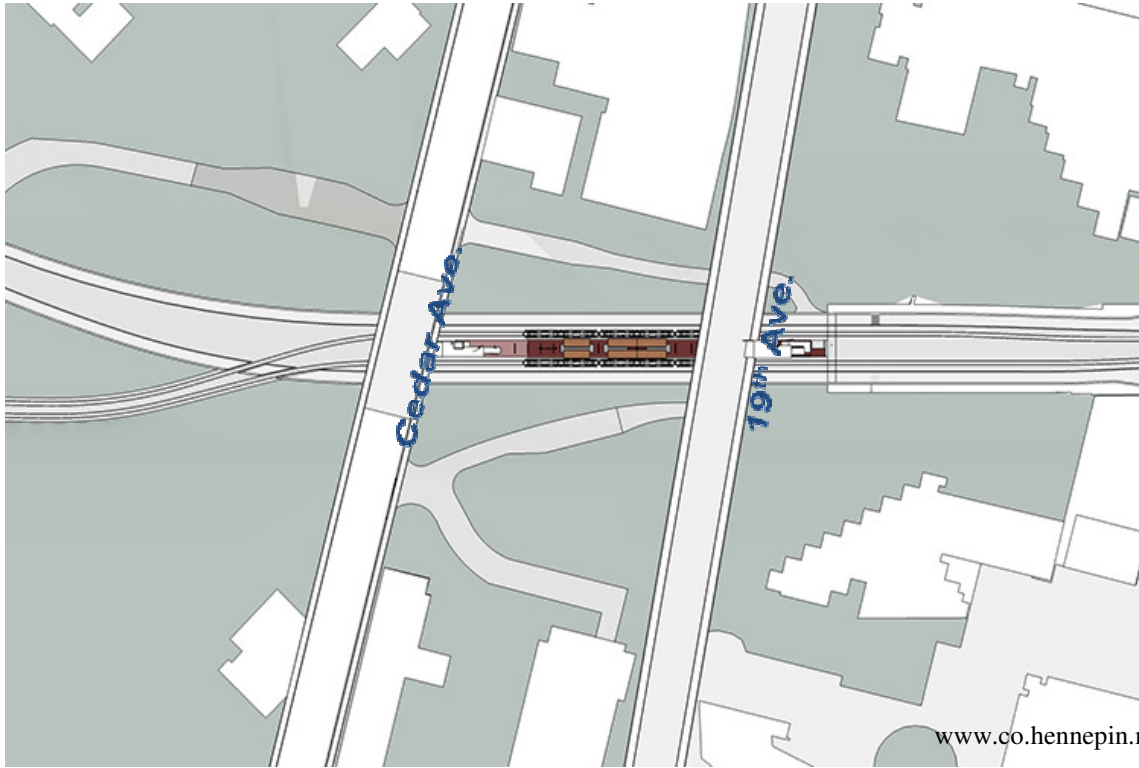
jessica.hill@metc.state.mn.us

Community Efforts and Achievements

In addition to the public engagement initiatives of the Metropolitan Council, Cedar-Riverside organizations undertook additional efforts for engaging the community residents in the decision-making process. Thus during a neighborhood meeting at the Bryan Coyle Center, neighborhood residents and organizations advocated for a station location that would be close to Cedar Avenue. This meeting emerged as a result of a debate regarding the best location for the station. The meeting mobilized diverse members of the Cedar-Riverside Neighborhood and registered a high rate of participation from the East-African community. The meeting directly influenced the decision regarding the final location of the West Bank Station on Washington Avenue between Cedar and 19th Avenues. (See Figure 3 – West Bank Station Location Map on the next page).

The Cedar-Riverside Small Area Plan contains an analysis of the debated location alternatives and includes previously proposed station plans and design options. The Cedar-Riverside Small Area plan can be found on the City of Minneapolis website.

Figure 3 – West Bank Station Location Map



Literature Review

Effects of LRT Lines on Property Values

Effect on Commercial Property Values

Most studies define commercial property as office space, retail, or industrial area. Out of 14 case studies that mentioned commercial property, 12 of them show that proximity to a rail station increases the property's value. Two studies detected no impact from a nearby rail station. No studies concluded that proximity to a rail station decreased commercial property values. By comparing properties within a ¼- or ½-mile radius of a rail station, to the properties outside of it, researchers found a "premium" associated with being close to a station. This premium will affect neighborhood organizations and businesses which rent offices and restaurant areas.

Some studies distinguished retail property and industrial property as special kinds of commercial property. The effect on retail is unclear. In San Diego, retail property values remained the same after an LRT system was put in place. However in two studies on retail in Dallas's rapid rail system, one study showed that retail properties increased in value, and another study showed that they dropped.

How rail stations affect industrial properties is even more unclear: in San Diego, industrial properties increased in value, but in Dallas, they fell.

The increases in commercial property values varied in relation to certain qualities of the rail station. How property is used often contributes an additional price to commercial rents and property. Nelson (1994) found that commercial property values increased by \$75 for each meter it was closer to a station. Moreover, locations within a special public interest district could have an additional premium of as much as \$443.

Ligget et al. (2002) found no direct link between LRT stations and higher incidents of crime. Instead, they found that hot spots of crime could be better explained by the types of land use in the area. A high concentration retail along a busy commercial street, the presence of a high school, or a public housing development were all associated with higher incidences of crime.

Weinstein and Clower performed several studies on the DART (rapid rail) line in Dallas, and found that rail transit could increase commercial property values by as much as 10%, and retail property values by as much as 30%. (1999 and 2002) They also found that over time, commercial properties within a ¼ radius of a station received a 5% penalty in the form of a tax (2002).

Effect on Residential Property Values

Single-family Homes

Out of 28 studies on residential property, 25 focused only on single-family homes. Although studies on multifamily housing are more relevant to low-income tenants in Riverside Plaza, there are some important points to be made about the literature on the impact of rail stations onto single-family homes.

First of all, being close to a rail station generally raised the value of a house Al-Mosaind (1998) saw that homes within a 500m (0.31 mile) radius of a station could have as much as a 10.6% premium.

Two studies were inconclusive. Armstrong (1994) found in Boston that in general, communities with a rail station tended to have houses with 6.7% more value than houses in communities without a rail station. However, being too close to a rail station could drop property values. Armstrong observed that a 20% drop in residential property values within 400 feet of a commuter or freight right-of-way. (p. 26, Armstrong, 1994) However, Armstrong decided that he could not tell whether the significant drop in property values was because of the rail itself, or the noise from the freight rail nearby.

Other studies found, too, that the nuisance effect can offset the positive benefits of a rail station: if the station produces noise, being *too close* to a rail station could lower the value of the house. Landis et al. (1995) saw that a San Diego single-family home increased by 1% or \$337 for every 1000 ft closer to a station, but if a single-family home was within a 900ft radius of station, the value decreased by 4% — a drop of \$1,348.

Lewis-Workman et al. (1997) found that a San Diego single-family home increased in value by \$15,000, for every 1000ft closer it was to a station. Conversely, proximity to a highway tended to decrease the value of a single-family home. They found no indication that the families living the closest to stations used rail more often than anyone else.

Researchers have shown that the introduction of a rail station, by itself, does not necessarily increase property values. Dueker and Bianco (1997) found that higher accessibility to an LRT station correlated with greater increases in property values. The local culture and attitudes towards rail is also a significant factor. In Buffalo, it was found that neighborhoods in decline, or neighborhoods which did not value mass transit, saw no increase in property values after the introduction of an LRT station. (Hess et al., 2007)

Finally, there is a small chance that the Central Corridor LRT will have no effect on, or even a decrease in, values of single-family homes in Cedar-Riverside. Three studies in Sacramento,

Minneapolis, and Buffalo saw no statistically significant effect of a rail station on single-family homes. (Landis et al., 1995, Kent and Perilla, 2008, and Hess et al., 2007) A drop in a value of a single-family home is rarely seen: Cervero and Duncan (2001) found that single-family homes in a ¼ or ½ mile radius of a station had fallen 0-4% in value, while the property values of apartments and condos increased by 2-18%.

Multifamily Housing: Apartments and Condos

Literature is scarce on LRT's effects on multifamily residential properties. Three studies that specifically focused on apartments showed that proximity to rail stations had a positive effect on apartment property values. Among studies that mentioned condos, two studies saw a positive effect on property values from rail stations, one study found no effect, and one study found a negative effect.

Cervero and Duncan conducted all three studies on apartment property values. In their 2001 study on LRT stations in San Diego, they found premiums of 2-18% within a ¼ or ½ mile radius of a station. In 2002, they found the same areas having premiums of 10-17%. In Los Angeles, however, they found a very modest increase of 1-3.5% in apartment property values in a ¼ or ½ mile radius of a station, and that condo values in those same areas had *decreased* by 6%. (2002)

Instead of looking at ¼ or ½ radii around rail stations, Dueker and Bianco's 1999 study on Portland compared the effects of LRT proximity with bus proximity. They found that while single-family homes could increase in value from being near an LRT station (as much as \$2,300 of a premium if a home was 200ft away from a station), there was no effect seen on the property values of apartments and condos.

In sum, no studies found that residential property values for apartments decreased as a result of an LRT station being build nearby.

Effects of LRT Stations on Crime

The effects of LRT stations on crime are unclear. Analyzing several studies on crime and LRT stations, Weyrich concluded that “transit can create a crime problem, both on-board and in neighboring communities, but it need not do so” (Weyrich, 2001). Ligget et al. explain that “while theory and public perception seem to agree that new transit lines have the potential to bring more crime to the surrounding neighborhoods, empirical research on the subject is quite mixed” (Ligget et al., 2002). Ligget et al. found that the introduction of the Green Line LRT stations in Los Angeles made no significant impact on crime in neighborhoods, with a few exceptions. Similarly, a report of the Denver Regional Transportation District summarizing studies performed on Denver, Los Angeles and Baltimore, found that the introduction of LRT

stations, generally, does not increase crime in neighborhoods. Neighborhoods or areas surrounding the new stations that experienced an increase in crime mirrored the crime trends in the larger areas.

Block and Davis, however, found that in two ethnically, racially and economically diverse neighborhoods in Chicago, crime concentrated around the rapid transit stations (Block and Davis, 1996). Similarly, in a study on Vancouver, Buckley found that Skytrain “station areas show a higher than normal ratio of crimes located within 750 m radius of each station” (Buckley, 1992). In addition, Buckley found that “of importance to the crime pattern associated with each Skytrain area was the type of land use and zoning in that each station was located”.

Despite inconclusive results, researchers tend to agree on three main issues:

✓ **There is an association between crime in the station areas and land use around LRT stations, station design and socio-demographic characteristics of the neighborhood.**

Liggett et al. found that neighborhoods that experienced an increase in crime "hotspots" were better explained by land use, demographics of the population living around or using the station, and how well buildings nearby were maintained rather than the station itself. (Liggett et al., 2002) Station crime was strongly related to ridership, and some socio-demographic indicators of the neighborhood (income, household size, concentration of youth). Less serious crime such as vandalism was more common in stations in neighborhoods with higher proportions of youth.

Loukaitou-Sideris had before performed a similar study on bus stations in Los Angeles, and found that land uses such as liquor stores, bars or pawn shops around bus stations could generate crime. (Loukaitou-Sideris, 1999) Moreover, she found that “most serious crimes tend to occur at desolate settings with no activity,” while proximity to businesses with open storefront increase the visibility and potentially safety around stations. In another study focused on the Green Line stations in Los Angeles, Loukaitou-Sideris et al. noticed “subtle relationships between the sociodemographic and urban form characteristics of the station neighborhood, the station design, and crime incidence at Green Line stations” (Loukaitou-Sideris et al., 2002). Buckley reported similar findings in her study on Skyline stations in Vancouver (Buckley, 1992).

✓ **Crime levels around stations generally reflect the crime levels of the neighborhoods where stations are located.**

Loukaitou-Sideris et al., Boyd et al. and Denver Regional Transportation District found that crime patterns at stations generally reflect crime patterns in station adjacent areas. Boyd et al.

explain that “a high incidence of transit crime is likely to occur in those geographical areas with a high incidence of street crime” (Boyd et al., 1996). This finding suggests that efforts to minimize crime around LRT stations should be accompanied by efforts to minimize crime in neighborhoods.

✓ **There might be discrepancies between crime around LRT stations and perception of crime around LRT stations.**

Wallace et al. argue that perception of safety might not be directly related to actual frequency of crime occurrence (Wallace et al., 1999). Thus, a highly publicized crime or cleanliness of stations could affect patrons’ perceptions of safety. Relying on previous research, Boyd et al. report that “citizen fear is more closely correlated with perceptions of disorder than with crime” (Boyd et al., 1996). Thus littering, vandalism, or homelessness around stations could increase citizens’ safety concerns.

Similarly, Kim et al. state that “there might be a discrepancy between crime and perception” (Kim et al. 2006). This finding is important because perception of crime could impact ridership. Kim et al. and Loukaitou-Sideris et al. explain that fear of crime could discourage individuals from using LRT (Kim et al., 2006; Loukaitou-Sideris et al., 2002).

Effects of LRT Lines on Traffic and Congestion

The record of LRT's effect on traffic and congestion has so far been poor. One would assume that the availability of a clean and comfortable mass transit system would decrease congestion by reducing the need to use in cars. However, out of eight studies that focused on LRT's effects on traffic and congestion, seven found an increase in traffic and congestion. One study was inconclusive.

Using computer simulation software, Chandler (2004) identified a set of factors that were good predictors of increased traffic congestion at LRT crossings: the number of vehicles crossing, the frequency of Light Rail car crossings, intersection geometry, signal preemption configurations, the presence of driveways or intersections near crossings, types of traffic (such as familiar drivers, and heavy trucks), and degrees of priority given to LRT. When LRT crossed very often with vehicles, the delays could be significant. For example, at the North Lynnhaven Road crossing, the LRT crossing every 5 minutes could give an average additional delay for southbound traffic of 34.56 seconds per vehicle. However, that delay would reduce to 6.48 seconds per vehicle, if the LRT only crossed every 10 minutes, and would further reduce to 3.85 seconds per vehicle, if the LRT only crossed every 15 minutes.

Dueker and Bianco (1999) focused on car ownership of residents over the first 10 years of LRT in Portland. They found that transit usage had decreased and overall car ownership increased. There was a drop seen in households owning one or no cars, but an *increase* seen in 2-car households. However, they found that while in general, transit usage decreased, the decrease in LRT usage was not as stark as the decrease in bus usage.

The one inconclusive study analyzed traffic congestion around LRT systems in US and Europe, by looking at city financial records. (Priemus and Konings, 2001) While LRT tended to reduce the number of traffic accidents in a city, there were also increased costs from handling traffic diversion. This suggests that while LRT can improve safety, it may also make commutes longer for those who use cars, buses, and taxis.

If LRT were to reduce congestion, two opposite forces must even out. The first is LRT's effect of diverting drivers away from cars, which reduces congestion. The second is the LRT's effect of narrowing streets: in-street alignment takes away entire lanes for car traffic, thus increasing congestion. Semmens (2005) found that if LRT were to reduce overall congestion, ridership would have to be as high as 500 passengers on a three-car light rail train.

To minimize the increase in traffic congestion, a strong recommendation that came repeatedly in studies was to integrate LRT construction and usage with other forms of mass transit. LRT stations connected with bike paths and pedestrian walkways, and parking areas around LRT stations, made LRT more appealing to the general public. The quality of urban transportation, a warm and welcoming design of LRT stations, and ringroads for cars also are factors that offset increases in traffic.

Other Effects of LRT Lines and Stations

Air Quality

Partly because of the difficulty in measuring changes in air quality due to the introduction of light rail lines, research on the effect of LRTs on air quality is inconclusive. While proponents of LRT systems suggest that air quality improves with the introduction of LRT lines, O'Tool, Semmens and Garret argue the reverse. O'Tool and Semmens explain that new LRT lines, by creating or increasing congestion, contribute to an increase in air pollution (O'Toole, 2004; Semmens 2005). Garret concludes that "large-scale gains in pollution reduction, assuming no growth in traffic congestion, can only be had if light-rail passengers substitute rail transit for auto transit. If many light-rail passengers do not own automobiles to begin with, then there is little reduction in pollution from the development of light rail" (Garret, 2004).

Safety (Relative to Autos and Buses)

O'Toole argues that while "rail transit is safe for its users [...], it can be dangerous for auto users and pedestrians" (O'Toole, 2004). O'Tool analyzed data on collusion-related fatalities for transit systems and calculated "the number of lives saved or lost by rail transit systems assuming that, without rail transit, half of rail rides would take the bus and half would drive." O'Toole studied 23 rail systems, out of which 17 were LRT systems and found that 11 LRT systems were more deadly than autos and buses. Only two LRT systems were safer than the alternative and four were as safe.

Health

There is little research on the effects of LRT stations on health. Only one study found that "adjusted for income and employment, obesity was much higher among non-riders (65%) than new riders (26%) and continuing riders (15%)" (Brown and Werner, 2009). The small sample size of the study (51 individuals interviewed), does not allow for generalization of results.

Land Use and Urban Growth

In analyzing eight new urban rail systems in USA, UK and Canada, Babalik-Sutcliffe (2001) determined the effect of such systems on land use and urban growth. Five out of eight urban rail systems had a positive impact on city centers by improving land use and contributing to urban growth (urban development). Only one system had a similar effect on declining areas.

Social Inclusion and Social Image

Buck Consultants International (2000), in a study of four European light rail systems, analyzed the social effects of LRTs. The study showed that two of the four systems successfully integrated the deprived areas with the rest of the city and improved the social image of neighborhoods (perception of distance decreased and previously deprived areas experienced extensive development). The other two systems did not have an impact on social exclusion and social image of neighborhoods.

Tourism

Light rail lines could positively impact tourism. An Urbanomics report states that "Denver reported a 5% annual rise in visitors at tourist destinations accessible by light rail" (Urbanomics, 2005). Generally, though, there is little published research on the effect of light rail lines on tourism. This makes it difficult to reach a conclusion on whether a new line will contribute to growth in tourism.

Community

Light rail lines could promote a sense of community. Brown found that continuing riders of LRT reported the highest place attachment and neighborhood satisfaction compared to non-riders and new riders (Brown and Werner, 2008). Considering that little research has been done on the

effect of light rail lines on community, it difficult to reach a conclusion on whether a new line will promote a sense of community in neighborhoods.

Interview Findings

Interviews with Cedar-Riverside Businesses

Cedar-Riverside Business Use of the Hiawatha Light Rail Transit Station

Generally, the interviewed business owners and business representatives do not use the Hiawatha Cedar-Riverside LRT Station or the Hiawatha LRT line regularly. The main reason for not using the Hiawatha LRT is that most respondents own cars. A second less frequent explanation is that the Minneapolis bus system serves the respondents' transportation needs better, considering the limited coverage of the Hiawatha line.

Out of 21 respondents, only one uses the Hiawatha Cedar-Riverside LRT Station on a daily basis, mainly to commute to work, while three respondents have never used the station or the line. Other business owners and business representatives use the line infrequently, responses ranging from once a month to once a year.

Benefits and Concerns of the Hiawatha Cedar-Riverside LRT Station from the Business Perspective

Benefits

The main benefit of the Hiawatha Cedar-Riverside LRT Station identified by business owners and business representatives is that it provides access to a "convenient, reliable and inexpensive mode of transportation." Respondents explained that the Hiawatha Cedar-Riverside LRT Station provides neighborhood residents and visitors with direct access to multiple locations. Respondents named Downtown Minneapolis, Mall of America, VA Medical Center and the Airport as main destination points, because many Cedar-Riverside Residents work at these locations. Respondents also consider that the line is convenient for people attending Vikings and Twins games. Several business owners and

"The Hiawatha LRT is an inexpensive, reliable and convenient mode of transportation"

"I see the same people on the train in the morning, on my way to work, and in the evening, on my way home. I recognize many faces on the train"

business representatives stated that, in addition to providing accessibility, the Hiawatha line removes the parking issue for individuals that use the line and it creates a sense of community among users. An interview respondent explained: “I see the same people on the train in the morning, on my way to work, and in the evening, on my way home. I recognize many faces on the train”.

Business owners and business representatives identified six main groups¹ that benefit most from the Cedar Riverside Station: recent immigrants, Riverside Plaza residents, people that do not own cars and people working at the Mall of America or the Airport. Other identified beneficiaries are people looking for employment, young people and people with limited financial resources. Most businesses owners and business representatives agree that, overall, the entire community benefits from the existing station.

While most business owners and business representatives said that the entire community benefits from the Cedar-Riverside Station, few of them think that their particular business benefits from it. From the representatives of the 16 businesses interviewed, only three said that they benefit from the station, and another two think that the benefits are insignificant, if any. The common benefit identified by the representatives of these five businesses is that the Cedar-Riverside Station brings customers to the business, including tourists that take the train from downtown Minneapolis. A second benefit mentioned only by one business owner is that the employees of the business use the Hiawatha line to commute to and from work.

Concerns

The main business concern about the Cedar-Riverside Station is safety. From the representatives of the sixteen businesses interviewed, representatives of twelve businesses are concerned or somewhat concerned with safety in and/or around the station, three business representatives are not concerned with safety and one had no opinion about it.² When asked about safety in and around the Cedar-Riverside Station, one respondent said: “I used the station once and I will never use it again”. On the same issue, another respondent explained “I feel safe in the station and on my way to the station. There are seven [surveillance] cameras in the neighborhood.” From the respondents concerned about safety, four consider safety an issue only after dark (after 8 p.m.) or only around the station and not in the station. Although

*“I used the station once
and I will never use it
again”*

*“I feel safe in the station
and on my way to the
station. There are seven
[surveillance] cameras in
the neighborhood.”*

¹ The groups are non-exclusive.

² When multiple individuals from the same business disagreed on the safety issue, safety was qualified as a concern for the entire business if at least one of the respondents expressed concern about it.

not a clearly established correlation, on several occasions, when interviewed simultaneously, users and non-users of the Cedar-Riverside Station disagreed on the safety issue. Users felt safer around and in the station compared to non-users.

The respondents provided several reasons for their safety concerns, including the isolated location of the station, lack of sufficient lighting around the station, lack of pedestrian or car traffic in the area, and personal negative experiences. In regard to personal negative experiences, two respondents reported being threatened in the station, while several others saw people drinking or smoking in the station area. Some respondents described these groups drinking and smoking as “gangs”.

A second business concern is the lack of signage directing people to the station. Many respondents mentioned that the Cedar-Riverside Station is “hidden” and therefore difficult to find. One respondent said that, on several occasions, people came to his business to ask for directions. Several business owners and representatives raised serious concerns about sidewalk maintenance in the station surroundings, although this is a theme less frequently occurring in the interviews. Specifically, one business owner mentioned that the road next to the Somali Mall is badly maintained, which makes the station inaccessible to disabled individuals.

Although not directly related to the station, the representatives of one business were concerned with a potential increase in bus fares. None of the respondents considered noise an issue, explaining that their businesses are located far enough from the Cedar-Riverside Station and the Hiawatha line.

Level of Awareness and Interest of Cedar-Riverside Businesses in the Central Corridor Project and the West Bank Station

Awareness and Interest

Despite multiple meetings on the Central Corridor Project and the efforts of the Community Outreach Coordinator to inform the community about the project, generally, business owners and business representatives in the study area report little awareness of the Central Corridor Project and the West Bank Station. More than one third of interviewed businesses (6) were unaware of the project or the station, while nearly two thirds (10) were either unaware or had a low level of awareness. Representatives of three businesses had a medium level of awareness and representatives of another three businesses had a high level of awareness, at the time of the interview.

While the level of awareness of the Central Corridor Project and the West Bank Station is generally low among business owners and business representatives in the research area, interest in the project is almost unanimous. Owners and representatives of 13 of 16 businesses expressed

interest in receiving information about the project. Only one business owner did not want to receive any kind of information on the Central Corridor or the West Bank Station and two businesses did not state a preference on this issue.

When asked to specify the type of information that they would like to receive on the Central Corridor Project and the West Bank Station, most respondents were unable to name concrete issues, and provided a general answer: “Any information would be helpful.” Only two respondents were interested in specific issues related to the Central Corridor Project. One respondent was interested in information on noise from the train and a second responded was particularly interested in the potential benefits of the West Bank Station to businesses. The rest of the business owners and representatives either were not interested in any kind of information or did not specify the type of information that they would like to receive on the Central Corridor Project and the West Bank Station. (See Table 1 – Business Awareness and Interest in the Central Corridor Project to the right)

Table 1 – Business Awareness and Interest in the Central Corridor Project

Awareness and Interest in the Central Corridor Project	Number of Businesses
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Current Level of Awareness

None	6
Low	4
Medium	3
High	3

Interest in Learning More

Yes	13
No	1
N/A	2

Type of Information

Any	10
Business Benefits	1
Noise	1
None / N/A	4

Sources of Information

When asked about the past sources of information, the most common source mentioned was WBBA meetings, followed by newspapers, family members, media, and Jessica Hill (Community Outreach Coordinator at the Metropolitan Council). One business owner expressed frustration with the inconvenient schedule of a past Central Corridor meeting.

Regarding the most convenient sources to be used in distributing information on the Central Corridor Project and the West Bank Station, respondents identified brochures,

“All community meetings are not helpful”

“Between my family and my business I don’t have time for [community] meetings”

media, and newspapers as most convenient. In addition, one business owner mentioned mail as a convenient source of information. Three business representatives stated that they would not attend neighborhood meetings, either because they do not have “time to devote their [lives] to change decisions”, or because “all community meetings are not helpful.” One business owner explained: “Between my family and my business I don’t have time for [community] meetings”.

Potential Benefits and Concerns of the planned West Bank Station from the Perspective of Cedar-Riverside Businesses

Benefits

Most respondents identified an increase in accessibility as the main benefit of the Central Corridor Project. They consider that the West Bank Station will provide the Cedar-Riverside residents and visitors with direct, easily accessible and quality transportation to downtown St. Paul and downtown Minneapolis, as well as to and from the East Bank. A second major benefit identified by the businesses interviewed is that the West Bank “station will bring more people and money” to Cedar-Riverside, thus implicitly benefiting the businesses in the area. Moreover, by bringing people to the neighborhood, the station could potentially “increase diversity”. Considering the openness of the neighborhood to different cultures and people, from the perspective of this interviewee, an “increase in diversity” is an important potential benefit of the planned station. Another potential benefit of the West Bank Station is that it could contribute to an increase in property values and benefit property owners.

“The station will bring more people and money [to Cedar-Riverside businesses]”

“The station could further increase diversity in the neighborhood”

In addition to the groups that benefit from the Hiawatha line and the Cedar-Riverside Station, the respondents identified the University of Minnesota community and high-school immigrant students as potential beneficiaries of the Central Corridor West Bank Station. Also, five business representatives stated that they expect to benefit from the new station, which is two more compared to the Cedar-Riverside Station. Moreover, this number could be higher, considering that business representatives unaware of the Central Corridor Project were not asked to identify potential benefits of the West Bank Station.

Concerns

Generally, respondents had fewer concerns with the West Bank Station compared to the Cedar-Riverside Station. Business owners and representatives mentioned safety, traffic, parking, noise and increase in rents as major concerns. While some respondents believe that safety around the station might become an issue, most of them frame this potential issue in a positive light. The respondents explained that although safety is an issue everywhere, the location proposed for the West Bank Station is open, visible and easily accessible. Therefore, they think that the new station will be much safer than the Cedar-Riverside Station in the neighborhood.

Strategies from Cedar-Riverside Businesses for Maximizing Potential Benefits and Minimizing Potential Negative Impacts of the planned West Bank Station

Business owners and business representatives provided strategies in four main areas, for maximizing potential benefits and minimizing potential negative impacts of the planned West Bank Station:

- ✓ To maximize accessibility and to overcome perceived shortcomings associated with the Cedar-Riverside Station, businesses proposed installing signs directing people to and from the Cedar-Riverside Station, and to and from the West Bank Station in the future.
- ✓ To ensure safety around the West Bank Station, respondents suggested installing surveillance cameras at and on the way to the station, ensuring police patrolling of the station area, as well as maintaining the station surroundings clean and well lit. Businesses had similar suggestions for the Cedar-Riverside Station.
- ✓ To reduce anticipated congestion around the West Bank Station, one respondent recommended building elevated tracks for the line.
- ✓ To overall improve the Central Corridor Project and ensure a higher participation of businesses and the community in the decision-making process, respondents stated that providing additional information and partnering with the City of Minneapolis would be essential.

These strategies reflect the current level of awareness of the Central Corridor Project among the businesses interviewed. As additional information is provided to business owners and they become more informed, they may identify additional strategies for mitigating effects or improving service of the Central Corridor line and the West Bank Station.

Interviews with Neighborhood and Governmental Organizations

Perspective of Neighborhood and Governmental Organizations on the Hiawatha Cedar-Riverside LRT Station

Benefits

Similar to businesses, representatives of neighborhood and governmental organizations identified access to a convenient and reliable mode of transportation as the main benefit of the Cedar-Riverside Station. Representatives of neighborhood and governmental organizations explained that the station provides neighborhood residents and visitors with a direct connection to Mall of America and Downtown Minneapolis. In addition, the line provides access to bus routes, thus connecting the neighborhood to the rest of the Minneapolis public transportation system.

“It’s an easy way to get around to find a job”

Generally, representatives of neighborhood and governmental organizations consider that the entire Cedar-Riverside community benefits from the station, with several groups benefiting more than others. Thus, people looking for employment, elderly and youth might benefit most. Some respondents assume that the station benefits cultural centers and businesses in the neighborhood as, for example, The Bedlam Theater, Mixed Blood, Triple Rock, Freewheel, and The Hub.

Concerns

Regarding the Cedar-Riverside Station, representatives of neighborhood and governmental organizations are mostly concerned with its isolated location and the poor upkeep of its surroundings. Respondents stated that connections of the station with the neighborhood are poor. They explained that the station is difficult to find and it is not clear how to get from the station to the business district. One respondent expressed concern for disabled individuals who might encounter difficulties in accessing the station because of the poor upkeep of sidewalks in the station surroundings.

“Connections [of the station] with the neighborhood are poor”

Several representatives of organizations mentioned that the station is not safe. Specifically, there were some concerns about safety on Friday mornings. One representative reported that the Muslims in residence were frightened of walking outside on early Friday mornings to pray,

because the occasional drunk straggler from Thursday night. Another representative said that current Cedar-Riverside Station could be better supervised. He stated that businesses and offices in the area could be configured with their windows turned towards the station. "It would be nice if the buildings and windows were focused on the station so that there were more eyes on the station, and if there were an emergency people could report things right away."

"It would be nice if the buildings and windows were focused on the station so that there were more eyes on the station, and if there were an emergency people could report things right away."

One respondent stated that, although safety around the station is a concern, there is also a problem with perception of crime and reality. He explained that because of some incidents at the station, the community considers the station more dangerous than it really is. This does not mean though, that people should be less cautious at the station in the evening or in the early morning.

There was no consensus regarding station lighting among representatives of organizations. Some respondents stated that the station is well lit, others were concerned with lighting around the station and in the neighborhood, and others felt that more lighting is necessary in the station area. One respondent was particularly concerned with the insufficient lighting of the bike path that runs by the station.

Community Awareness and Communication Strategies to Increase Community Awareness of the Central Corridor Project

Representatives of neighborhood and governmental organizations believe that the Cedar-Riverside community is not sufficiently involved in the Central Corridor Project. Although representatives of organizations would like to see more involvement from all neighborhood groups, they specifically hope for more engagement from East African residents.

One respondent expressed frustration that there were too many LRT meetings, each focusing on different aspects of the station, and that there should be one, all-encompassing meeting which all organizations could attend. "I want to know what's set in stone and what's not... There's not a concerted effort to have one unified meeting of all interested parties of LRT."

"I want to know what's set in stone and what's not... There's not a concerted effort to have one unified meeting of all interested parties of LRT."

Regarding communication strategies to increase community awareness of the Central Corridor Project, representatives of

organizations mentioned meetings and face-to-face interaction as primary means of communication. Discussions on the Central Corridor Project at WBBA and WBCC meetings are considered an important venue for distributing information on the project.

Several respondents stated that communication strategies, other than meetings, need to be implemented in order to inform the East-African population about the project. Governmental organizations have already taken action to inform East-African businesses and residents about Central Corridor, by talking to business owners and residents in person. One respondent indicated that the best way to share information with the East-African community is by first informing the elders, and having them distribute the information by word of mouth.

Several organizations have made efforts to distribute written information on the project. Two representatives of organizations mentioned distributing newsletters or fliers with information about the Central Corridor Project, the West Bank Station and about meetings related to the project. Some respondents stated that they hope to distribute more written information in the future.

Potential Benefits and Concerns of the Central Corridor West Bank LRT Station from the Perspective of Neighborhood and Governmental Organizations

Benefits

There were many hopes among representatives of organizations of what the Central Corridor line might bring to the neighborhood: more access to and from the area, more business, decreased auto traffic, more safety, decrease in parking difficulties, and more job opportunities for people living in the neighborhood. Several respondents hoped that there could be a "branding" of the area around the station as an attraction for tourists, students, artists, and entertainers. One representative hoped that more housing would be built as a response to the station. Another said that maybe the station could reunify the Seven Corners area with Cedar-Riverside.

“I hope that [the West Bank station] will bring easier transit towards job opportunities.”

Many believed that the coming West Bank LRT station would likely be safer than the current Cedar-Riverside LRT station, due to a better location, but still expressed that safety was important in the planning of the West Bank LRT station.

Representatives of organizations identified the elders, young people looking for jobs and the entire immigrant community as main beneficiaries of the new station. One respondent stated that, after the completion of the station, owners will be the “big winners” in Cedar-Riverside, due to the expected increase in property values.

Concerns

Accessibility around the new station was a common concern among governmental organizations. Several respondents suggested for an elevator for wheelchair access, and good streetscaping for pedestrians, but there is still concern about whether budget cuts may cancel these plans at the last moment.

The most common concern among the governmental organizations was the amount of funding: while the Central Corridor Project is already set to be built, the station's accessibility and aesthetics are highly dependent upon what funding is available. Representatives of governmental organizations reported that the Central Corridor Project is seeking federal funding to cover half the expenses, and so anything less could create low-quality stations. The importance of integrating bus routes with LRT stations was also mentioned.

Other concerns of neighborhood and governmental organizations include:

- ✓ the potential displacement of businesses that rent their space;
- ✓ the potential concentration of crime around the station if the land adjacent to the station will remain undeveloped for a long time or will be inappropriately developed;
- ✓ the location of green space around the station and;
- ✓ the possibility of the neighborhood becoming denser.

One respondent would like to receive more information on the Central Corridor Project and the West Bank Station. Several other respondents were concerned with neighborhood representation and stated the need for a more organized effort in gathering and providing community input on the project.

Strategies from Cedar-Riverside Organizations for Maximizing Potential Benefits and Minimizing Potential Negative Impacts of the West Bank Station

During the interviews with neighborhood and governmental organizations, neighborhood awareness and participation emerged as a major common theme. One respondent stated: “We have to listen to one another. We have to make sure that people have good information.” Another respondent believes that “If the community can come to some consensus and agreement to what would benefit them, it would be good”. Yet another respondent emphasized that “The neighborhood needs to be at the table when decisions are made.”

“We have to listen to one another. We have to make sure that people have good information.”

For distributing information to the neighborhood, respondents recommended workshops and community meetings. A large meeting of over 200 residents in the Brian Coyle Community Center had already successfully pushed to have the location of the West Bank LRT station closer to Cedar Avenue. The next aspects of the station needing community input in the near future would be ramp configurations, station design, and intersections.

“If the community can come to some consensus and agreement to what would benefit them, it would be good”

Of the respondents of neighborhood and governmental organizations who had some experience working with the University of Minnesota in the Central Corridor Project, all expressed that the University could play a more positive role in outreach to the neighborhood, particularly in organizing volunteer opportunities and research projects for university students. Representatives of organizations stated that students from the School of Design or the Marketing Department could take on a wealth of projects for organizations involved in the Central Corridor Project. Several respondents underlined the importance of partnerships with the university on the Central Corridor Project.

“The neighborhood needs to be at the table when decisions are made.”

One representative of a neighborhood organization mentioned that the university could contribute to economic development in the neighborhood. Half of the developable land around the West Bank LRT station is currently university property. The University of Minnesota should work with Augsburg College to build a charter school for the immigrant population. One respondent said, “I’d like to see university land developed, to be used for a community school or a charter school for immigrant youth. Augsburg already has that sort of program...It would be in the interest of the U of MN to work with Augsburg on a charter school. The Citizen's League's suggestions can give help in terms of developing the future Minnesota workforce, especially for the immigrant population. It would seem logical, for an immigrant neighborhood, to have such a school to prepare the neighborhood.”

Two respondents provided strategies for addressing the potential increase in rents due to the expected increase in property values. One respondent proposed more property to be owned by non-profit organizations that could rent the space for lower than market rates. Another respondent proposed the properties to be assessed at lower values, which would diminish the tax burden on the owner, and therefore would result in lower rents.

Some recommended putting bright lights around the station. It was also stated that signs around the neighborhood, directing people to station, would make the neighborhood more welcoming to visitors. A few stated that cameras should be installed around the station. One advocated that police make regular patrols around the area. One stated that maintaining cleanliness on the platform and on the sidewalk would improve safety.

Recommendations

Recommendations on Public Engagement

Continue taking advantage of available public engagement opportunities

There have already been multiple meetings on the Central Corridor Project, even a successful neighborhood-wide meeting to move the location of the station. The community members who do find time in their schedule to attend such meetings, their awareness of LRT is very promising. Therefore, it cannot be said that the traditional methods are ineffective. For a segment of the Cedar-Riverside population, these are very important.

Nevertheless, neighborhood and governmental organizations stress the need for more neighborhood awareness and participation in the Central Corridor Project, through taking advantage of the existing public engagement opportunities. Literature review also revealed the importance of neighborhood awareness and participation in LRT projects. Loukaitou-Sideris and Banerjee (2000) found that “community leaders were the real experts on what was going on in their neighborhoods and had a lot of insights to offer about the needs of inner city residents and the constraints and potentials of development in their communities”. But their lack of participation in the LRT planning process was an important missing antecedent to successful station area development. Therefore, CRNRP should promote neighborhood awareness and encourage neighborhood participation in the Central Corridor Project.

CRNRP has the advantage of having its top staff fluent in the local East African languages. The staff can take the task of talking directly to community elders about the Central Corridor project and its upcoming meetings. Even if community members may not have the time to meet their representatives on the Community Advisory Committee, Business Advisory Council and the Station Art Committee, it would at least be reassuring to them that they are there to listen. CRNRP can encourage community members that even if they do not have time to attend meetings, they can still give their questions and concerns, so that CRNRP staff can relay them onto the Community Outreach Coordinator. The Community Outreach Coordinator is an excellent asset for Cedar-Riverside, thus CRNRP should regularly consult her regarding the progresses on the Central Corridor and invited her to provide presentations at neighborhood meetings.

Distribute newsletters and fliers on LRT activities

Even among businesses that were not confident in knowing the details of LRT, the vast majority stated they would still like some information. Many expressed doubt in their ability to make it to

community meetings. Therefore, CRNRP, could partner with WBBA, WBCC and WBCDC, to write short newsletters and fliers on the current progress of the Central Corridor project, and deliver them in person to business owners. Many businesses said that this method would be most convenient to them, as it would not require them to physically depart from their businesses. In addition, CRNRP, through its Community Organizer, could talk to businesses and community members in person about the project and about upcoming meetings. Representatives of neighborhood and governmental organizations consider this method as most effective.

Distribute flyers with map of both stations and businesses

A significant proportion of the businesses and neighborhood organizations that we interviewed were unsure of where the exact location of the West Bank LRT station would be. At the same time, many complained that the location of the Cedar Riverside LRT station had low visibility and thus did not help to increase visitors.

CRNRP can create a specialized map of Cedar-Riverside. Such a map would have the current Cedar-Riverside LRT station, the future West Bank LRT station, and all the neighborhood businesses and organizations in between. Stacks of these maps can be given to all neighborhood businesses to give to their customers, so that any one-time visitor can have a reliable guide in exploring the rest of this unique and avant-garde neighborhood. Such a map would also give a visual for community members on the exact location of the West Bank LRT, without requiring them to attend neighborhood meetings.

Considering that CRNRP might not have sufficient time and resources to create such a map, it could give this task to an intern.

Recommendations on Safety

Post signs with pictures of security cameras around both LRT stations

According to a few interview respondents and the representatives from the Minneapolis Police Department, there are security cameras installed in the neighborhood. Follow-up conversations with other interviewees indicate that most people probably do not know that the security cameras exist. Although these cameras help in crime investigation, they do not help deter from criminal activity, especially when the cameras' presence is not obvious. Literature shows that signs warning individuals about security cameras might deter individuals from committing crime. Thus, CRNRP, through its Safety Committee, should partner with WBBA and WBCC, and with Minneapolis Police Department and the Metro Transit Police to determine whether installing

warning signs at stations and in the neighborhood is feasible. If feasible, CRNRP could first install camera warning-signs at the Cedar-Riverside Station and in the neighborhood, and could apply this strategy to the West Bank Station upon its completion.

Expand the area covered by Safety Walks

The Safety Committee has a weekly practice called the Safety Walk. Two nights a week, Safety Committee volunteers don themselves with luminescent vests and latex gloves, and walk on Cedar Avenue. Their main activity is picking up litter. However, by walking the neighborhood at night, volunteers also identify graffiti, safety hazards around buildings, and bar stragglers. Volunteers respond according to what is most practical given the situation, whether it is calling 311 to report graffiti, or break up potential fights.

The Safety Walks already brings tremendous benefits to the entire Cedar-Riverside area, and this can have spillover effects of improving safety around the LRT stations themselves. Currently, the Safety Walk's trail is on mostly Cedar Avenue itself. By rotating the Safety Walks' locations to different parts of the neighborhood every week, the Safety Committee can cover a wider area, including the area around the West Bank LRT Station. Supervision of the area during the construction period will especially be important.

Pedestrian Safety Training for East-African Children

Because the literature strongly indicates that traffic congestion increases in areas after an LRT station is introduced, one simple conclusion is because people do not necessarily decrease their use of cars in reaction to an LRT system. Therefore, it is imperative that personal safety training be available to community members most likely to use LRT.

To maximize the effects of safety training, particularly in an immigrant population, CRNRP should organize Pedestrian Safety Training sessions. The first students should be East African children. Preferably, the safety trainers should be police officers who have experience working with children.

There are several organizations in the Twin Cities that focus on building positive relationships between children and police officers. One example is the Minneapolis Police Activities League, or Minneapolis PAL, which promotes "the healthy and safe development of young people through after-school athletic, recreational and educational activities with Minneapolis police officers serving as coaches, role models and mentors." (For more information, check <http://www.minneapolispal.org/>)

There are several purposes in focusing safety training on East African children. First of all, the East African children are the greatest stakeholders of the West Bank LRT station, as well as the most vulnerable members of the community. Safety training for LRT is just as important as safety training for school busses.

Secondly, this could be an opportunity to strengthen the relations between the police and the Somali community. The older generation of Somalis has had an experience of living under an oppressive regime. Among some of them, this experience may have created psychological barriers that prevent them from completely trusting any government entity. To the Somali community, the police are the most visible government entity in Cedar-Riverside (their possession of weapons does not help to ease the tension). The children, however, have never had this kind of experience.

By giving children the "expertise" in safety training, and having them transfer that knowledge to their parents, one also circumvents the main administrative problems of distributing information to members of the East African community: long work hours and language barriers. While parents may work long and have different levels of English mastery, they still have family. Entrusting children as distributors of important knowledge also *empowers children as active agents* in bringing safety to the community.

It is important that CRNRP communicates the essence of these Pedestrian Safety Training classes to the elders of the community. Elders should be invited as special guests Pedestrian Safety Training sessions on occasion. This would enable them to talk with children about their experience with police officers, communicate with parents about the training sessions, and also provide input and feedback about future sessions of Pedestrian Safety Training for adults.

Recommendations on Accessibility

Post signs directing people to both LRT Stations

Businesses and organizations mentioned that the Cedar-Riverside Station is isolated and difficult to find, and that there is insufficient signage in the neighborhood directing people to the station and to other locations. Thus, signs need to be installed in the neighborhood. According to an interview respondent, some action has already been taken toward installing signs directing people to the Cedar-Riverside Station.

Although the West Bank Station will be more visible compared to the Cedar-Riverside Station, signs directing people to both stations will still be helpful for visitors and tourists. Thus, CRNRP

could partner with WBBA, to determine the best locations for signs directing people to the West Bank Station and identify other potential partners and sources of funding for this project.

Advocate for integrating a creative map with details of stations, businesses, art centers and public institutions in the West Bank area into the station (and its design)

Several organizations, particularly WBBA, have advocated that a "branding" occur for the area around the West Bank LRT station. The first step to do this would be at the station itself: have the diversity of culture, food, and entertainment somehow reflected there.

This necessitates a warm, welcoming design with community input. But furthermore, the CRNRP, in partnership with WBBA, should push for the integration of a creative map of the area into the West Bank Station. If the integration of a creative map into the station will not be possible, the map could be placed in the station surroundings. A similar map could be placed at the Cedar-Riverside Station.

Recommendations on Partnerships

Three-way Dialogue among Safety Committee, MPD, and UMPD

Currently, there is already formal dialogue between the Safety Committee and the Minneapolis Police Department (MPD). The Safety Committee does Safety Walks once or twice every week, depending on the season, and acts as an alert system to the MPD when the MPD cannot do as many rounds in the neighborhood as they like.

The University of Minnesota Police Department (UMPD) also makes regular rounds around the West Bank campus, and even into Cedar-Riverside, as many university students go there for dining, entertainment, art, and housing. The UMPD does not yet have formal dialogue with the Safety Committee.

If we assume that the introduction of the West Bank LRT station will increase the flow of students into the surrounding areas, this could be an opportunity for improving safety in the neighborhood, while saving time and resources for all parties.

CRNRP should get the MPD, the UMPD, and the Safety Committee to share their times in which they make their rounds in the neighborhood. The easiest method would be to create a Google Calendar titled "Cedar-Riverside Rounds", and have each entity record when and in what areas of Cedar-Riverside they made rounds in the neighborhood. This way, the MPD and UMPD will

know instantly if the Safety Committee has changed its Safety Walk times. Also, a Safety Committee representative (preferably a university student or alumnus) should attend UMPD outreach events.

Build upon Existing Partnerships with Surrounding Educational Institutions

While the LRT Outreach Coordinator was approached by many developers about land in other neighborhoods, there were not many calls on Cedar-Riverside land. Over half of the developable land on Cedar-Riverside is owned by the University of Minnesota. The remaining strips of developable land are currently in possession of the city, and by law they cannot sell it to anybody without approval from the community.

To make economic development smooth and coherent, CRNRP could partner with WBCC to work with University District Partnership Alliance on development and land use issues around the West Bank Station. Both the university and the community can maximize benefits from the LRT station, if they establish a common vision of a safe and welcoming neighborhood for students, visitors, and community members.

There is a possibility that the university can make something similar to a charter school on their grounds. Augsburg College already has such a program in full-force, and doing charter schools for the immigrant population is not only a benefit for immigrants, but also is a necessity in terms of developing Minnesota's future workforce.

Two Summer Internships

A summer intern, perhaps a university student specializing in design or architecture, can be a specialist in giving specific, inexpensive tasks that each business can do to improve their image. (Removing paint from glass is one example.) In many cases, the student may even be asked to do the labor. The job description would include that the student be willing to do "hands-on" work for storeowners as well as for CRNRP.

The other summer intern, perhaps a university student in marketing or branding or a student from the Humphrey Institute, can be tasked to organize a September event that advertises Cedar-Riverside businesses to incoming university students. To recruit students from the Humphrey Institute or the Carlson School of Management, CRNRP could partner with the Cedar-Humphrey Action for Neighborhood Collaborative Engagement (CHANCE) in designing an internship program that would be beneficial for both CRNRP and the students. Such an internship can be advertised as preparation for a student planning to work in CHANCE or the Neighborhood Business Fellows.

Conclusion

This research revealed that introduction of LRT stations in neighborhoods can have significant positive impact on local communities. Nevertheless, stations can also bring unforeseen liabilities. To maximize benefits and minimize liabilities, early action and community input is essential. While many individuals in the community and the Central Corridor Project have done much good work in the planning of the West Bank Station, there are many more opportunities for residents of Cedar-Riverside to make the station a success. CRNRP could make a meaningful contribution towards this goal by supplementing the ongoing effort through engaging the community in the planning process and taking specific steps towards effectively integrating the planned West Bank Station into the neighborhood.

Neighborhood organizations face unique challenges in engaging the Cedar-Riverside community in the planning process of the Central Corridor and the West Bank Station. Language barriers, time constraints, and different cultural attitudes towards public engagement are just a few factors that prevent community members from providing input on the project. CRNRP will have to face these challenges to bring in the input of community members interested in the Central Corridor Project, but who so far have had difficulties in participating in the planning process.

Businesses and neighborhood organizations highlighted safety as a concern in Cedar-Riverside. This concern extends to the coming West Bank Station. Many business and organizations said that the visible and accessible location can contribute to the safety of the West Bank Station, but more action is required to maximize safety in the station area.

The interviews provided some insight into the communication grids of the neighborhood. There are many partnerships between organizations but transfer of information on the Central Corridor Project between organizations businesses appears at times disjointed.

Interviews also revealed that location and accessibility are important issues in planning an LRT station. Business and organizations, based on their experiences with the Cedar-Riverside Station, emphasized accessibility as an important factor in the station's eventual use.

To further engage the community in the planning of the Central Corridor Project and improve information flows regarding the project, and ensure safety and enhance accessibility of both stations, this report provides a list of specific recommendations for CRNRP. Recommendations were selected taking into account significant fiscal constraints, which are common among many neighborhood organizations in Cedar-Riverside. This paper provides a list of relatively inexpensive tasks that would be most useful to CRNRP in moving forward with such a complex project.

We hope that this report will be useful to CRNRP for informing and preparing those in Cedar-Riverside who are not already involved in the Central Corridor Project.

Lastly, we would like to give thanks to these individuals:

CRNRP director Abdirizak Mahboub, for partnering with us in this project,

Merrie Benasutti, Garry Hesser, and Greg Lindsey for teaching the CHANCE capstone course in Spring 2009 and supporting our research project,

Business owners and representatives of neighborhood and governmental organizations, for granting us their time and insight through the interviews.

Appendices

Appendix A

Interview Template for Businesses

Hello, my name is _____. I'm a student at the Humphrey Institute of Public Affairs. I'm working on a project with the Cedar-Riverside Neighborhood Revitalization Program. The project focus is the new Central Corridor LRT line and how it will impact the Cedar-Riverside Neighborhood.

Thank you again for agreeing to this interview.

I just want to note before we begin this interview, all these questions are completely voluntary. And if you want to keep anything confidential, we can do so.

1. Name, organization/business:

2. How long have you been in Cedar Riverside?

3. Do you use the Light Rail? How often?

4. What benefits does the Hiawatha LRT line, specifically the Cedar Riverside Station, give to [the neighborhood / your business]? Who benefits mostly from the Cedar Riverside LRT Station?

5. Do you feel there is adequate lighting around the LRT station in Cedar-Riverside?

6. Do you feel there is a problem with noise?

7. What about safety, such as sidewalks or signs?

8. Are there any other issues around the Cedar-Riverside LRT Station that are of concern to [the neighborhood / your business]?

9. The cities of Minneapolis and St. Paul are planning a second LRT line, the Central Corridor. The Central Corridor will cross the Cedar-Riverside Neighborhood along Washington Avenue and will have a station located between Cedar Avenue and 19th Avenue, the West Bank Station. Have you heard about it? [If yes,] How much? From what sources did you get this information?

10. What kind of information on the Central Corridor line and the West Bank Station do you think would be helpful for [the neighborhood / your business]? (For example: where exactly the stations will be, the impact on business, etc.)

11. [Yes to question 9] What do you hope the LRT Central Corridor line and the West Bank Station will bring to [the neighborhood / your business]? Who will benefit?

12. For the benefits you've identified, can you think of any strategies or actions to maximize them?

13. [Yes to question 9] What concerns do you have about the Central Corridor LRT line and the West Bank Station?

14. For the problems you've identified, can you think of any strategies or actions to minimize them?

15. Lastly, could I have your contact email, so that I can send you the report of this interview? That way we can check whether everything was correctly interpreted, and you can provide us feedback. (Optional)

Appendix B

Interview Template for Neighborhood and Governmental Organizations

Hello, my name is _____. I'm a student at the Humphrey Institute of Public Affairs. I'm working on a project with Cedar-Riverside Neighborhood Revitalization Program. The project focus is the new Central Corridor LRT line and how it will impact the Cedar-Riverside Neighborhood.

Thank you again for agreeing to this interview.

I just want to note before we begin this interview, all these questions are completely voluntary. And if you want to keep anything confidential, we can do so.

1. Name, organization/business:
2. What is your experience working with Cedar-Riverside? How long have you done it?
3. Do you use the Light Rail? How often?
4. Do you have any concerns about the current Cedar-Riverside Station on the LRT Hiawatha Line? (If yes, please state.)
5. Could you describe your role in the Central Corridor Project?
6. What types of information about the coming LRT have you distributed to Cedar-Riverside?
7. Also, how (and where) do you distribute information about LRT plans? Could you please list these methods of distribution in descending order, with the first one being used the most, and the last one being used the least.

8. Now I would like to know about information. What has been completed so far of the Central Corridor LRT Project, to the best of your knowledge?

9. We also had a question on businesses. Are you aware of any specific concerns about the West Bank LRT Station from businesses in Cedar-Riverside?

Now I would like to have a general picture of your experience with Cedar-Riverside. We are going to distinguish between *awareness* and *participation*. For example, a resident may be highly knowledgeable of LRT plans, but may be disengaged from the process. That would be high awareness, but low participation. At the same time, there could be a resident who heard about the LRT plans only by ear, just recently, but also immediately tries to be involved by attending neighborhood meetings and contacting officials involved. That would be low awareness, but high participation.

10. On a scale of 1 to 10, how would you rate the awareness among Caucasian baby-boomer residents on the coming LRT station? "1" is no awareness, "10" is very high awareness.

11. How satisfied are you with participation levels of Caucasian baby-boomer residents on the coming LRT station? "1" would be 'unsatisfied' with participation, and "10" would be 'completely satisfied.'

12. How would you rate the awareness among East African residents on the coming LRT station? "1" is no awareness, "10" is very high awareness.

13. How satisfied are you with participation levels of East African residents on the coming LRT station? "1" would be 'unsatisfied' with participation, and "10" would be 'completely satisfied.'

14. How would you rate the awareness among businesses on the coming LRT station? "1" is no awareness, "10" is very high awareness.

15. How satisfied are you with participation levels of businesses on the coming LRT station? "1" would be 'unsatisfied' with participation, and "10" would be 'completely satisfied.'

16. How would you rate the awareness among neighborhood organizations on the coming LRT station? "1" is no awareness, "10" is very high awareness.

17. How satisfied are you with participation levels of neighborhood organizations on the coming LRT station? "1" would be 'unsatisfied' with participation, and "10" would be 'completely satisfied.'

18. How would you rate the awareness among university people on the coming LRT station? "1" is no awareness, "10" is very high awareness.

19. How satisfied are you with participation levels of university people on the coming LRT station? "1" would be 'unsatisfied' with participation, and "10" would be 'completely satisfied.'

20. What do you hope the LRT Central Corridor line and the West Bank Station will bring to the Cedar-Riverside Neighborhood? Who mainly will benefit from LRT?

21. For the benefits you've identified, can you think of any strategies or actions to maximize them?

22. What concerns do you have about the Central Corridor LRT line and the West Bank Station?

23. For the problems you've identified, can you think of any strategies or actions to minimize them?

24. What documents would be useful for our project and that are not available online which you share with us?

25. Lastly, could I have your contact email, so that I can send you the report of this interview? That way you can check whether everything was correctly interpreted, or if there is anything which you would like to keep confidential, or if you want to give us feedback (Optional).

Appendix C

Central Corridor Management Committee Members

Peter Bell, Chair of the Metropolitan Council

Robert McFarlin, vice-chair of the Council's Transportation Committee

Rafael Ortega, Ramsey County Commissioner

Toni Carter, Ramsey County Commissioner

Peter McLaughlin, Hennepin County Commissioner

Chris Coleman, St. Paul Mayor

R.T. Rybak, Minneapolis Mayor

Khani Sahebjam, assistant to the commissioner Deputy Commissioner and Chief Engineer, Minnesota Department of Transportation

Tom Hanson, State Finance Commissioner

Kathleen O'Brien, Vice President of University Services, University of Minnesota

Jim Westerhaus, Vice President of Government Relations for Ecolab, representing business

Reynaldo Aligada Jr., Attorney in the U.S. Public Defenders Office in Minneapolis, representing the community

Paul Krause, Dakota County Commissioner, representing the regional rail authorities in the seven-county area

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