Kris Nelson Community-Based Research Program

...a program of the Center for Urban and Regional Affairs (CURA)

Corridors to Freedom, Action Research for Emancipation

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1. EXECUTIVE SUMMARY

Transit corridors are “not only conduits to move people, freight but also to improve a region’s economy and build more livable communities” (Hubert H. Humphrey Institute of Public Affairs, University of Minnesota). They may become a catalyst to improve neighborhoods, and strengthen local business.

The objective of this paper is to provide an assessment of the impact of proposed transit corridor plans on the Latino population living around these corridors. Developing and sharing an understanding about what is at stake can lead to creating solutions and organizing the community.

- At least 2961 Latinos will be more directly impacted by the Bottineau transit corridor since they are living within one-half mile radius of the Bottineau LRT (See Appendix B). Nearly 60% of this population is concentrated around the stops in Bass Lake Road, Van White Boulevard and Penn Avenue. Moreover, the Bass Lake Road is the station with the highest concentration of Latinos.

- At least 8181 Latinos will be more directly impacted by the Cedar Ave transit corridor since they are living within one-half mile radius along the Cedar Ave Bus Rapid Transit (See Appendix B). Moreover, a majority of this population (80%) is concentrated in the station on 28th Avenue, Cedar Grove and Palomino Drive.
• At least 2317 Latinos will be more directly impacted by the Southwest transit corridor since they are living within one-half mile radius along the Southwest LRT (See Appendix B) and about 50% of the population is concentrated around the Blake, Hopkins and Royalston stations. Of these three stations Blake station has the largest number of Latinos.

Access to public transportation is critical for undocumented immigrants. In the surveys and interviews, Latinos explained how difficult or inaccessible is public transportation for them particularly the ones living in Apple Valley, Egan, Lakeville, Burnsville, Savage and neighboring cities. Public transportation is a safer transportation mode for undocumented immigrants fearing police stops and deportation. Moreover, on the average there is one car per household and usually the husband drives the car to work leaving the wife and members of the family without transportation, facing difficulties in emergency situations.

• Due to the new development and redevelopment happening because of the Southwest transit corridor, housing units within half-mile and one-mile radius are experiencing significant increase in rental rates, for instance in West Lake (where at least 141 Hispanics live) experience a major increase in rental rates over the period 2004-2010.

• Property value increase may cause gentrification and displacement of current residents living near the transit corridor. For instance, near the Blake station five affordable housing projects with over 1000 units are at a very high risk of becoming too expensive for current residents due to the development of the Southwest Transit Corridor (Perch Consulting, 2011). There are at least 2587 Latinos living in the two–mile station buffer and will be impacted for property
Based on the evaluation of the Land Use Plan 2030 for the City of Eagan it is likely the population living above highway 13 close to the MSP noise buffer zone will be relocated as the 2030 land use plan sets the area for parks and limited industrial activity. Currently, there are some Latinos living in this area.
2. INTRODUCTION

The objective of this paper is to provide an assessment on the impact of proposed transit corridor plans on the Latino population living around these corridors. Developing and sharing an understanding about what is at stake can lead to creating solutions and organizing the community.

Why should these transit corridors matter to the Latino population or any other under-represented community living in the Twin Cities area and why should the Latino population be involved?

To set a common ground, the goals of transit corridors “go beyond reducing commute times to making urban areas better places to live and work “and they are not only “conduits to move people and freight, but also as a means of improving a region’s economy and building more livable communities” (Hubert H. Humphrey Institute of Public Affairs University of Minnesota, n.d). Corridor can become a catalyst to improve neighborhoods, and strengthen local business.

Normal bus transit, bus rapid transit, rail or a combination of transportation modes are involved in transit corridors enabling better access and mobility to school, work, shopping, entertainment, hospitals, airports, etc. In summary transit corridors allow and empower life.

In some cases transit corridors are even used as a catalyst to improve neighborhoods, strengthen local businesses and generate economic development in the area; a good example is the Yellow Line built in the city of Portland Oregon. With the changes in land use, development and reorganization of the landscape due to the transit corridor this may be an opportunity for Latinos to live in neighborhoods that provides good quality of life, schools that address the potential and challenges of Latino population, parks and green spaces, healthy socialization environment for youth and kids, social and economic empowerment.

However, transit corridors also bring negative impacts and unintended consequences, for instance affecting minorities and low income communities. Many cases around the country are testimony of this and the Rondo Neighborhood in Saint Paul is probably the best local example. Experience in transit corridor projects around the country enabled best practices and learning to mitigate harmful effects of construction on businesses, residents and minority communities. The transit corridors developed in the city of Portland Oregon, Salt Lake City Utah, Houston Texas and San Diego California were used as national examples for mitigation practices in the Central Corridor (Will D., Rozani D., Sweeland T., 2007). However, as every case is unique, communities need to voice their opinions and engage actively in shaping their neighborhood and destiny.
Five transit corridors are currently under development in the Twin Cities area (the Southwest Transit Corridor, Bottineau Transit Corridor, Gateway Transit Corridor, Cedar Avenue Transit Corridor and Central Corridor), in addition to existing Hiawatha corridor and the Northstar transit corridor.

Two studies were conducted in order to explicate the impact of the transit corridors on the Latino population. The paper is organized as follows. First I will discuss the methodology, second the findings for each targeted corridor, third a Cedar Avenue case study and the conclusion of the study.

3. METHODOLOGY

Study 1

A total of 138 exploratory surveys were conducted in five different events and locations to obtain primary data on public transportation need and usage and the respondents’ perception about the transit corridors. See appendix B for detail information on the name of event and locations where the surveys were administered as well as the survey instrument.

People were randomly chosen for the survey and a pilot survey was conducted on April 2nd 2013. For the purpose of the exploratory research, three transit corridors were selected Bottineau Transit Corridor, Cedar Avenue Transit Corridor and Southwest Transit Corridor. The rationale for selecting these corridors was based on their impact on the Latino population living nearby the corridors and the surveys were conducted in communities close to these corridors.

In the next paragraph I will provide a brief evaluation of the status of the project for each corridor, the findings from the study and then the implications of our findings.
4. THE TARGETED TRANSIT CORRIDORS

Bottineau Transit Corridor

About the Bottineau Corridor

The Bottineau Transit Corridor aims to improve transit in the northwest area of the Twin Cities. In this corridor the Bottineau Light Rail (LRT) will be developed extending 13 miles from downtown Minneapolis to the northwest and connecting north Minneapolis and the suburbs of Golden Valley, Crystal, Brooklyn Park, Robbinsdale and Maple Grove. It will be an extension of METRO Blue Hiawatha line and will connect to the Green (Central and proposed Southwest) Light Rail lines and the Northstar commuter rail line. The estimated cost of the project is $1 billion and the timeframe for this kind of projects is estimated to last from six to nine years (Source: Metropolitan Council).

Status of the Bottineau Corridor

The Locally Preferred Alternative (LPA) has been established which means the location (alignment) for the construction is already chosen. The LPA was chosen with participation of several public and advisory committees including the Community Advisory Committee (CAC) which aims to create community involvement on the light rail project and also identify community issues during preliminary phases of the project.

In addition, it is expected that the Metropolitan Council will publish the Draft Environmental Impact Statement (DEIS) at the end of the year 2013. The DEIS is an important document that will address the social, economic and infrastructure impacts on the communities living around the area.

For all the stations along the corridor there will be a station area planning process over the next year, for instance, the City of Brooklyn Park is expecting to start the planning process until late winter or early spring. The Hennepin County has selected the consulting firm Stantec to conduct the land use planning (Source: Metropolitan Council). Land use planning may open an opportunity to set the base for equitable and livable communities for minority communities empowered with good school infrastructure, green spaces, parks and safer communities.

Findings and Implications of the Bottineau Corridor on the Latino Population

At least 2961 Latinos will be more directly impacted by the Bottineau transit corridor since they are living within one-half mile radius of the Bottineau LRT (See Appendix B). Nearly 60% of this
population is concentrated around the stops in Bass Lake Road, Van White Boulevard and Penn Avenue. Moreover, the Bass Lake Road is the station with the highest concentration of Latinos.

The findings of this study suggest that a majority (70%) of the respondent were unaware of the Bottineau Transit corridor. A majority of the respondents were mainly from Brooklyn Center, Brooklyn Park, and Crystal. A high percentage of unawareness could be due to a lack of efforts or a lack of effectiveness to reach the Latinos in the area.

Limited information was found about the development plans for the station areas along the corridor because cities are still in the planning process and trying to identify how to capitalize on development opportunities. Therefore, no concrete information is available on the impact of the corridor on Latino communities.

**Cedar Avenue Transit Corridor**

*About the Cedar Avenue corridor*

The Cedar Avenue Transit Corridor entails the construction of the Cedar Avenue Bus Rapid Transit which will extend 16 miles from Mall of America to connect communities of Lakeville, Apple Valley, and Eagan; also it will connect to MSP Airport and downtown Minneapolis (via the Blue Line at Mall of America). The Bus Rapid Transit will cost $112 million and it is expected to be completed and for public service on Jun 2013. (Source: Metropolitan Council).

**Status of the Cedar Avenue Corridor**

The first phase of the project for the Cedar Avenue BRT will include opening of five stations which are the Apple Valley, 140th Street, 147th Street, Cedar Grove and Mall of America (Source: Metropolitan Council). Timeframe of future phases is not mentioned by the Metropolitan Council; however, literature from the City of Apple Valley mentions the second phase will be in year 2020 and the third and last phase in year 2030.

Although it is not stated, it is understood that the Transit Service Plan process is completed. This process aligns the bus system to transit stations and may be an opportunity for Latinos if the alignment favors them with access to transportation.

**Findings and Implications of the Cedar Avenue Corridor on Latino Population**

At least 8181 Latinos will be more directly impacted since they are living within one-half mile radius along the Cedar Ave Bus Rapid Transit (See Appendix B). Moreover, a majority of this
population (80%) is concentrated in the station on 28th Avenue, Cedar Grove and Palomino Drive (source: 2010 US Census)

The findings of this study suggest that a majority of the population (82%) was not aware of the Cedar Avenue Transit Corridor nor the Cedar Ave BRT.
A majority (51%) of the respondents said they live in Burnsville and the rest live in neighboring cities such as Apple Valley, Lakeville, Savage and Farmington.
Although some Latinos will be able to use the Cedar Ave BRT, still a majority of the population living along the half-mile radius will not directly benefit from the transportation service because the immediate bus station is not open yet but is expected to open in the near future.

Southwest Transit Corridor

About the Southwest Corridor

The Southwest Transit Corridor entails the construction of the Southwest Light Rail which extends about 16 miles southwest and has 17 stations. It will connect with cities like Minneapolis, Louis Park, Hopkins, Minnetonka and Eden Prairie. It will also connect to Hiawatha LRT, Central Corridor LRT (Green Line), and the Northstar Commuter Rail. The total cost of the project is estimated $1.25 billion and it is expected to be completed and for public service in 2018 (Source: Metropolitan Council).

Status of the Southwest Corridor

The Locally Preferred Alternative (LPA) and the Draft Environmental Impact Statement was published on October 2012. A Spanish version of the guide commenting on the DEIS was published on the Metropolitan Council website (Guia para Emitir Comentarios sobre el Borrador de la Declaracion de Impacto Ambiental).

Currently the project is in Preliminary Engineering stage which is expected to take about 2 years and after this period 30% of the design work will be completed. The phases following Preliminary Engineering are Final Design, Full Funding Grant Agreement, Construction and Transit Service Plan which all of them together are expected to be finish by 2018.

The station is envisioned as a center for job and housing. A parking ramp is included in the plan, the Excelsior Crossing (740,000 square feet building) will house 3,300 Cargill employees. Office space will be build in the first floor and housing units are planned to be developed in upper floors.
**Findings and Implications of the Southwest Corridor on Latino Population**

At least 2317 Latinos will be more directly impacted since they are living within one-half mile radius along the Southwest LRT (See Appendix B) and about 50% of the population is concentrated around the Blake, Hopkins and Royalston stations, being Blake the station with a biggest Latino community.

Compared to other transit corridors, Latino population living along the Southwest corridor seems to have higher awareness about the transit corridor. Only 25% of the population was not aware of the transit corridor. Their main source of information was through churches, local newspapers or friends. Moreover, a majority of the respondents said they live in Hopkins.

Due to the new development and redevelopment happening because of the Southwest transit corridor, housing units within half-mile and one-mile radius are experiencing significant increase in rental rates, for instance in West Lake (where at least 141 Latinos live) experienced a major increase in rental rates over the period 2004-2010.

Property value increase may cause gentrification and displacement of current residents living near the transit corridor. For instance, near the Blake station five affordable housing projects with over 1000 units are at a very high risk of becoming too expensive for current residents due to the development of the Southwest Transit Corridor (Perch Consulting, 2011). There are at least 2587 Latinos living in the two–mile station buffer and will be impacted for property value premium.

The anticipated rental rate increase in Latino households will impact their ability to cover other living expenses. Based on information gathered from the survey, on average Latinos living in these areas are currently paying rents that take at least 40% of their income.

Buying a house is not attainable for most Latinos with the current market prices and their low income. Even though the Metropolitan Council plans to build affordable housing units in the area, these housing units are still far from reaching Latinos’ budgets. To buy a median priced home in the half-mile radius a household income of $78,249 is required and the price of the house is $295,000. In one-mile radius a household income of $55,849 is required and the price of the house is $210,550 (Maxfield Research Inc., 2013). In this study, the findings suggest the median household income of Latinos living in these areas was around $11,000 which is five times less than the income needed for a median price home in the one-mile radius.
Study 2

Based on the findings of study 1 a second study was conducted to better understand the impacts of the Cedar Avenue transit corridor and their transportation needs.

The methodology used for the second study entails interviews, phone calls, emails, and secondary data. Specifically, 15 interviews were conducted to further understand the transportation needs of Latinos living in neighboring cities surrounding the Cedar Ave transit corridor. The interviews were conducted with people intercepted at the Raisen Savior church.

In the next section I will discuss the findings of the second study which entail a case study of the Cedar Avenue transit corridor and the conclusions of study 1 and study 2.

CEDAR AVE TRANSIT CORRIDOR- CASE STUDY

The Cedar Avenue transit corridor will pass through the city of Apple Valley, Eagan and when future stations open it will also pass through Lakeville.

Overview of public transportation in the area
The City of Apple Valley, Eagan and Lakeville offer very limited access to public transportation. The Metrotransit and Valley Transit Authority are the only service providers in these cities with very few routes and connections. The Cedar Ave BRT will not be enough to alleviate the transportation constraints of Latino communities living in these cities.

The following is just an example to show the long hours and difficulties of transportation faced by Latinos living in these cities.
It will take 1:45- 2:00 hours for Hermelinda R. (who lives in Holt Ave in Lakeville) to go to Target Field (one way). Because there is no public transportation available in Lakeville, she will have to call in advance the Transit Link for a pick-up service, unfortunately Spanish service on the phone is not available and the pickup is not guarantee. Assuming Hermelinda is able to get the ride, the Transit Link will take her to the nearest bus station in Apple Valley Transit Station to take the Cedar Ave BRT, get off in Mall of America and take the Hiawatha line LRT to go to Target Field. Again, it takes a total of 1:45-2:00 hrs just one way to go from her house to Target Field.

Hermelinda’s case is a common case among Latinos living in these cities with limited access to public transportation.
Other neighboring cities which also have very high concentration of Hispanic population and life constraints due to the lack of access to transportation are Burnsville, Savage, Rosemount and Farmington.

Access to public transportation is critical for undocumented immigrants. In the surveys and interviews, Latinos explained how difficult or inaccessible is public transportation for them particularly the ones living in Apple Valley, Egan, Lakeville, Burnsville, Savage and neighboring cities. Public transportation is a safer transportation mode for undocumented immigrants fearing police stops and deportation. Moreover, on the average there is one car per household and usually the husband drives the car to work leaving the wife and members of the family without transportation, facing difficulties in emergency situations.

No secondary data was found about the impacts of the Cedar Avenue transit corridor on minorities. It is possible the Environmental Assessment (EA) of the Cedar Avenue Bus Rapid Transit (BRT) Station-to-Station Service Project is problematized. As per the Environmental Assessment, page 4, the Environmental Justice Section states that “no identifiable concentrations of minority or low income populations along the study corridor”. However, there are at least 8,181 Latinos living within the half-a mile radio of the stations and the majority of them are below the household income threshold (Source: 2010 US Census). As per the US Department of Transportation environmental determinations are made based on effects, not population size, therefore “concentrations of minority” is not even relevant for decision making.

In the following section I will provide the findings and impacts of the Cedar Avenue corridor on the Latino population living in the City of Apple Valley and Eagan.

Findings and Impacts of the Cedar Ave transit corridor in the Latino population living in the city of Apple Valley

The bus station at Palomino (once open) will serve a significant group of Latinos living in the area, particularly those living in manufacturing homes in Apple Valley States, Cedar Knolls and surrounding areas. However, the Palomino station will not be open in this first phase of the project. The Metropolitan Council say they did not know the time frame for future phases of the project or opening of this station.

The city of Apple Valley will use the Cedar Ave transit corridor as a trigger for economic development focused on attracting large employers such as retail, offices and hospitals. Some changes in land use have been made to accommodate this development. Based on the evaluation of the Land Use Plan 2030 a change in land use ordinance oriented to commercial
and mixed business campus area will probably impact Latinos living in track 608.28 group 1 and track 608.29 group 1.

Also, the land use plan 2030 will allocate a huge portion of land to build low density housing units. For instance, the stop at 140th St has 13 acres adjacent that will be use for housing; a 322 unit apartment building will be developed in the Central Village and approximately 65 units will be affordable to households at 50% of median income or less. Latinos may benefit from these housing opportunities. The median household income in the City of Apple Valley is $78,767 and Home ownership rate in the city of Apple Valley is 83.1% (Source: 2010 US Census). However, based on the findings in this study the median for Latinos in the area is $23,000 and home ownership rate for Latinos is 25%.

Findings and Impacts of the Cedar Ave transit corridor in the Latino population living in the City of Eagan

At least 1,314 Latinos (living within the half-mile radius) will be directly beneficiated by the access to public transportation with the opening of the station at Cedar Grove. Some developments on planning and construction stage within the half-mile radius of the station are Paragon Outlet Center (which will open in 2014), a 180 Stonebridge unit apartment, 54 townhouses and a retail store. The land use plan for the Cedar Grove area indicates it will be mixed use land.

Based on the evaluation of the Land Use Plan 2030 for the City of Eagan it is likely the population living above highway 13 close to the MSP noise buffer zone will be relocated as the 2030 land use plan sets the area for parks and limited industrial activity. Currently, there are some Latinos living in this area.

5. CONCLUSIONS AND RECOMMENDATIONS

1) At total of 13,459 Latinos will be more directly impacted by the Bottineau, Southwest and Cedar Avenue corridors as they live half-mile radius from these corridors.

2) Property value increase will likely affect residents living along the corridors and cause gentrification and displacement of current residents as the housing units become too expensive for Latino current residents; housing units on the Black station along the Southwest corridor is an example.

3) Buying a house is not attainable for most Latinos with the current market prices and their low income. Even though affordable housing units will be develop in the area, these housing
units are still far from reaching Latinos’ budgets. For instance, to buy a median priced home in the one-mile radius of the Southwest corridor a household income of $55,849 is required and the price of the house is $210,550 (Maxfield Research Inc., 2013). However, findings from this study suggest the median household income of Latinos living in these areas was around $11,000.

4) A case study of the Cedar Avenue corridor was presented. An example of the lack of access to public transportation is presented in Hermelinda’s case who live in Holt Ave in Lakeville and it takes her 1:45-2:00 hours to go to Target Field (one way); the struggle to get pick-up service from the Transit Link which do not provide Spanish service on the phone.

5) Access to public transportation is critical for undocumented immigrants who do not have driving license and fear police stops and deportation.

6) A significant gap on the median household income and the home ownership was found between the city’s average households and the Latinos’ households. For instance, the median income household in the City of Apple Valley is $78,767 and home ownership rate is 83.1% (Source: 2010 US Census). The findings of the study suggest that the median household income for Latinos in the area is $23,000 and home ownership rate is 25%.

7) The active engagement of the Latino community in the proposed transit corridor plans will likely increase housing opportunities, job opportunities and other opportunities associated with the corridors. In the other side, lack of participation of Latino community is likely to result in gentrification, displacement, exclusion, housing disinvestment and/or limited opportunities for housing-based asset building.

8) By getting involved and raising their voice the Latino community will be able to influence decision making to favor access to public transportation.

9) Some recommended ways to get Latinos involved in the transit corridor plans are creating awareness, mobilizing the community, reaching Latino networks and media, and working with Latinos that attend church service. Creating awareness in the congress and among decision makers is also important.
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APPENDIX A

Survey and Interviews Findings

- A majority of the Latino households have one car even though they are a big family (5 members).
- One car large family, family members are stranding at home and constrained to carry out the day to day activities, even during emergencies.
- The majority does not have driving license to operate the car so they drive in fear.
- The majority of Latinos work in places that are far from their work, and have to commute at least half to two hours to go to work.
- Many Latinos live in a large family (5 members) and do not own their house.
- 88% of Latinos are paying rent and the rent average is $675 per month, which represents at least 46% of the annual household income ($5-$17 K).
- A majority of the Latino group (66%) has children that attend school and most of the children attending school are under 8 years old.
- The majority of the population (65%) was not aware of the transit corridors and the church was the primary source of information for the ones that knew about the corridors.
- The majority have a positive perception about the transit corridors as they think the corridor will impact positively their life and they will like to benefit from access to public transportation.
- A majority of the Latino group works in housekeeping, construction, landscaping, sales and cook. These occupations ranked among the most mentioned by respondents.
- A majority of respondents reported they live in Burnsville, Brooklyn Center, Apple Valley, Hopkins, Brooklyn Park, Lakeville, Minneapolis, Crystal, Savage and Saint Paul.
- A majority of the respondents said their place of work is located in Minneapolis, Burnsville, Maple Grove, Lakeville and Bloomington.
The following questions are designed to determine your perception and interest about public transportation in the Twin Cities. There are no right or wrong responses and the survey is anonymous and your responses are confidential.

1. **Do you have a car?**  Yes, if yes how many?____   No____

2. **Do you use public transportation?**  Yes_____  No____ (skip to question 7)

3. **How often do you use public transportation?**
   a. Less than 2 times per week  b. 3 times per week  c. 4 times per week  d. 5 times per week  e. More than 5 times per week

4. **Where do you usually go when using public transportation?**
   a. Job  b. school  c. Grocery shopping  d. Medical services  e. other, where?____________________

5. **How far do you have to walk from home to take the public transportation?**
   a. Less than 5 minutes  b. 5-9 minutes  c. 10-14 minutes  d. 15-29 minutes  e. More than 30 minutes

6. **How long does it take to get to your job when using public transportation?**
   a. Less than 15 minutes  b. 15-29 minutes  c. 30-44 minutes  d. 45-60 minutes  e. More than 1 hour

7. **How far do you commute to go to work?**
   a. Less than 10 miles  b. 10-29 miles  c. 20-39 miles  d. 30-49 miles  e. More than 50 miles

8. **Are you a homeowner?**  Yes____  No____

9. **Do you pay rent?**  Yes, if yes how much?____  No____

10. **Do you have children that attend school?**  Yes, if yes please provide name of the school___________________
     No____

11. **Have you heard about the transit corridor project that will be developed in your community? Bottineau LRT/ Cedar Ave BRT/Southwest LRT.**
     Yes, if yes please tell us where did you hear about it?__________________  No____ (skip to question 13)

12. **Please circle the number that matches your agreement with each of the following**

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Please turn to next page
13. What kind of opportunities or benefits would you like to get from the corridors of opportunities?
________________________________________________________________________________________________
________________________________________________________________________________________________

14. Would you like to take action and preparations for the transit corridors? Yes_____ No_____  

15. In what city do you live?  
   a. Brooklyn Center   b. Hopkins   c. Apple Valley   d. Burnsville   e. Other, where?  

16. What is your gender? □ Male □ Female

17. What is your age?  
   a. 18-25   b. 26-35   c. 36-45   d. 46-55   e. 56+

18. How many people is living in your house?_______

19. How many people in your house have:  
   _____ 0 - 7 years   _____ 13-17 years   _____ 36-54 years   _____ More than 70  
   _____ 8-12 years   _____ 18-35 years   _____ 55-70 years

20. Do you have people in your house with disabilities? Yes_____ No_____  

21. How many people in your house is identified as:  
   _____ White   _____ Latino   _____ Native American  
   _____ Afroamerican   _____ Asian   _____ Other, which one? _________

22. What is your occupation? ________________________

23. What is the income in your household?  
   a. Less than $5,850   b. Between $5,850 and $17,550   c. Between $17,551 and $29,250  
   d. Between $29,251 and $46,800   e. Between $46,801 and $58,500   f. More than $58,500

24. In what city do you work? ________________________

Would you like to get more information about the central corridor? Yes_____ (please write your contact information on signed up sheet)  No_____

Thank you for your help!
Las siguientes preguntas son para conocer su percepción e interés acerca de los proyectos de transporte en desarrollo en las Ciudades Gemelas (Twin Cities). No hay respuestas correctas o incorrectas. La encuesta es anónima y sus respuestas son confidenciales.

1. Tiene carro? Sí, cuantos? _____ No_____

2. Usa el transporte público? Sí _____ No ____ (Vaya a la pregunta 7) porque?_______________________

3. Que tan seguido usa el transporte público?  
   a. Menos de 2 veces/semana  b. 3 veces/semana  c. 4 veces/semana o más  
   d. 5 veces/semana e. Más de 5 veces/semana

4. Cuando usa el transporte público a donde va generalmente?  
   a. Trabajo  b. Escuela  c. Compras de mercado  
   d. Servicios médicos e. Otro, cual?_____________________

5. Cuanto tiempo camina de su casa para tomar el transporte público?  
   a. Menos de 5 minutos  b. 5-9 minutos  c. 10-14 minutos  
   d. 15-29 minutos e. Más de 30 minutos

6. Cuánto tiempo tarda para llegar al trabajo usando el transporte público?  
   a. Menos de 15 minutos  b. 15-29 minutos  c. 30-44 minutos  
   d. 45-60 minutos e. Más de 1 hora

7. Que tan lejos queda el trabajo de su casa?  
   a. Menos de 10 millas  b. 10-29 millas  c. 20-39 millas  
   d. 30-49 millas e. Más de 50 millas

8. Tiene usted casa propia? Sí _____ No_____

9. Paga renta? Sí, cuantos?__________ No_____

10. Tiene hijos que van a la escuela? Sí, nombre de la escuela ___________________________ No_____

11. Ha escuchado hablar del corredor de transporte que va a pasar por su comunidad? Bottineau LRT/ Cedar Ave  
    BRT/Southwest LRT.  
    Si, como se entero? ________________________ No ____ (brínquese a la pregunta 13)

12. Por favor seleccione el número que corresponda.

<table>
<thead>
<tr>
<th>Total desacuerdo</th>
<th>Neutro</th>
<th>Total de acuerdo</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 2 3 4 5</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Los corredores de transporte van a crear trabajos

Los corredores de transporte van a impactar mi vida positivamente

Los corredores de transporte van a impactar mi vida negativamente

Voy a perder mi trabajo debido a los corredores de transporte

Voy a perder mi casa debido a los corredores de transporte

13. Que oportunidades o beneficios le gustaría recibir para usted o su familia por parte de los corredores de transporte?__________________________________________________________

Continua en la siguiente pagina
14. Le gustaría tomar alguna acción de participación o preparación con respecto a los corredores de transporte?
   Si_____ No_____

15. En qué ciudad vive?

16. ¿Cuál es su género?
   ☐ Hombre  ☐ Mujer

17. ¿Cuál es su edad?
   a. 18-25   b. 26-35   c. 36-45   d. 46-55   e. 56+

18. Cuántos personas viven con usted en su casa? __________

19. Cuántas personas en su casa tienen:
   _____ 0 - 7 años   _____ 13-17 años   _____ 36-54 años   _____ Más de 70
   _____ 8-12 años   _____ 18-35 años   _____ 55-70 años

20. Hay personas en su casa con alguna discapacidad física o mental? Personas con capacidades diferentes
    Si_____ No_____

21. Cuántas personas en su casa se identifican como:
   _____ Blanco   _____ Latino   _____ Nativo Americano/indígena
   _____ Áfrico Americano   _____ Asiático   _____ Otro, cuál? ___________

22. ¿Cuál es su ocupación? ___________________

23. Cuánto es el ingreso anual de su familia (incluyendo el ingreso de todos los que viven en su casa)
   a. Menos de $5,850   c. Entre $17,551 y $29,250   e. Entre $46,801 y $58,500
   b. Entre $5,850 y $17,550   d. Entre $29,251 y $46,800   f. Más de $58,500

24. En qué ciudad trabaja? ___________________

Le gustaría recibir más información acerca de los corredores de transporte? Si (anotar datos en la hoja de registro)_____ No_____

Muchas gracias por su ayuda! 😊
Events and Places were primary data was gathered.

<table>
<thead>
<tr>
<th>Name of Event/Place</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Latino Lobby Day at the Capitol</td>
<td>75 Rev Dr Martin Luther King Jr Boulevard., St Paul, MN 55155</td>
</tr>
<tr>
<td>Church of Raisen Savior</td>
<td>1501 County Road 42 E Burnsville, MN 55306</td>
</tr>
<tr>
<td>Church of Saint Alphonsus</td>
<td>7025 Halifax Ave N Brooklyn Center</td>
</tr>
<tr>
<td>Hopkins Plaza Apartments</td>
<td>151 8th Ave S Hopkins, MN 55343</td>
</tr>
<tr>
<td>Gethsemani Lutheran Church</td>
<td>715 Minnetonka Mills Rd Hopkins, MN 55343</td>
</tr>
</tbody>
</table>
## Hispanic Population within ½ Mile and 2 Mile Radius of Transit Stops

*Bottineau LRT, Cedar Avenue BRT & Southwest LRT*

Bottineau Light Rail (locally preferred alternative stops)

<table>
<thead>
<tr>
<th>Station Name</th>
<th>Half-Mile Station Buffer</th>
<th>Two-Mile Station Buffer</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Hispanic Population</td>
<td>Total Population</td>
</tr>
<tr>
<td>Target Field Station</td>
<td>286</td>
<td>5,038</td>
</tr>
<tr>
<td>Van White Boulevard</td>
<td>511</td>
<td>4,483</td>
</tr>
<tr>
<td>Penn Avenue</td>
<td>507</td>
<td>5,735</td>
</tr>
<tr>
<td>Plymouth Avenue</td>
<td>185</td>
<td>3,178</td>
</tr>
<tr>
<td>Golden Valley Road</td>
<td>93</td>
<td>2,360</td>
</tr>
<tr>
<td>Robinsdale</td>
<td>177</td>
<td>3,686</td>
</tr>
<tr>
<td>Bass Lake Road</td>
<td>651</td>
<td>3,913</td>
</tr>
<tr>
<td>63rd Avenue</td>
<td>235</td>
<td>2,242</td>
</tr>
<tr>
<td>Brooklyn Boulevard</td>
<td>165</td>
<td>2,376</td>
</tr>
<tr>
<td>85th Boulevard</td>
<td>107</td>
<td>2,976</td>
</tr>
<tr>
<td>93rd Avenue</td>
<td>43</td>
<td>969</td>
</tr>
<tr>
<td>97th Avenue</td>
<td>1</td>
<td>103</td>
</tr>
</tbody>
</table>

Sources: Population data – 2010 Census  
Transit Data: Cedar, Southwest stops and alignment – MetroGIS datafinder.org  
Bottineau Stops and Alignment: Locally preferred alternative (digitized by CURA staff)
# Cedar Avenue BRT

<table>
<thead>
<tr>
<th>Station Name</th>
<th>Half-Mile Station Buffer</th>
<th>Two-Mile Station Buffer</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Hispanic Population</td>
<td>Total Population</td>
</tr>
<tr>
<td>195th Street*</td>
<td>404</td>
<td>11,049</td>
</tr>
<tr>
<td>215th Street*</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Lakeville Cedar*</td>
<td>15</td>
<td>277</td>
</tr>
<tr>
<td>Apple Valley</td>
<td>300</td>
<td>3,486</td>
</tr>
<tr>
<td>147th Street</td>
<td>91</td>
<td>2,689</td>
</tr>
<tr>
<td>140th Street</td>
<td>91</td>
<td>2,689</td>
</tr>
<tr>
<td>Palomino Drive*</td>
<td>613</td>
<td>3,348</td>
</tr>
<tr>
<td>Cliff Road*</td>
<td>184</td>
<td>2,754</td>
</tr>
<tr>
<td>Cedar Grove</td>
<td>1,314</td>
<td>23,101</td>
</tr>
<tr>
<td>Mall of America</td>
<td>269</td>
<td>1,229</td>
</tr>
<tr>
<td>28th Avenue*</td>
<td>4,584</td>
<td>18,864</td>
</tr>
<tr>
<td>161st Street*</td>
<td>216</td>
<td>3,726</td>
</tr>
<tr>
<td>Glacier Way*</td>
<td>100</td>
<td>2,657</td>
</tr>
</tbody>
</table>

*Future Stations

Sources: Population data – 2010 Census
Transit Data: Cedar, Southwest stops and alignment – MetroGIS datafinder.org
Bottineau Stops and Alignment: Locally preferred alternative (digitized by CURA staff)
## Southwest LRT

<table>
<thead>
<tr>
<th>Station Name</th>
<th>Half-Mile Station Buffer</th>
<th>Two-Mile Station Buffer</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Hispanic Population</td>
<td>Total Population</td>
</tr>
<tr>
<td>Royalston</td>
<td>348</td>
<td>4,338</td>
</tr>
<tr>
<td>Van White Boulevard</td>
<td>108</td>
<td>1206</td>
</tr>
<tr>
<td>Penn Avenue</td>
<td>89</td>
<td>2448</td>
</tr>
<tr>
<td>21st Street</td>
<td>47</td>
<td>1662</td>
</tr>
<tr>
<td>West Lake</td>
<td>146</td>
<td>4415</td>
</tr>
<tr>
<td>Beltline</td>
<td>142</td>
<td>3728</td>
</tr>
<tr>
<td>Wooddale</td>
<td>91</td>
<td>2408</td>
</tr>
<tr>
<td>Louisiana</td>
<td>153</td>
<td>2316</td>
</tr>
<tr>
<td>Blake</td>
<td>491</td>
<td>5395</td>
</tr>
<tr>
<td>Hopkins</td>
<td>443</td>
<td>3,293</td>
</tr>
<tr>
<td>Shady Oak</td>
<td>74</td>
<td>1048</td>
</tr>
<tr>
<td>Opus</td>
<td>54</td>
<td>1105</td>
</tr>
<tr>
<td>City West</td>
<td>20</td>
<td>582</td>
</tr>
<tr>
<td>Golden Triangle</td>
<td>32</td>
<td>456</td>
</tr>
<tr>
<td>Eden Prairie Town Center</td>
<td>14</td>
<td>593</td>
</tr>
<tr>
<td>Southwest</td>
<td>65</td>
<td>1278</td>
</tr>
<tr>
<td>Mitchell</td>
<td>0</td>
<td>167</td>
</tr>
</tbody>
</table>

Sources: Population data – 2010 Census  
Transit Data: Cedar, Southwest stops and alignment – MetroGIS datafinder.org  
Bottineau Stops and Alignment: Locally preferred alternative (digitized by CURA staff)
Hispanic Population around LRT and BRT Lines

Bottineau LRT

Sources:
Population data - 2010 US Census
Bottineau alignment and stops - (2013) Locally preferred alternative (digitized by CURA staff)
All other alignments and stops - (2012) MetroGIS datafinder.org
Hispanic Population around LRT and BRT Lines

Southwest LRT

Created by: CURA staff April 2013
Sources:
Population data - 2010 US Census
Bottineau alignment and stops - (2013) Locally preferred alternative (digitized by CURA staff)
All other alignments and stops - (2012) MetroGIS datafinder.org

Transitway
- Downtown Shared
- Blue Line (Hiawatha)
- Bottineau Line
- Green Line (Central)
- Green Line Extension (Southwest)
- Orange Line (I-94)
- Red Line (Cedar)

Hispanic Population by Census Block
- 0-5
- 6-25
- 26-50
- 51-150
- 151-300
- 301-627

Center for Urban and Regional Affairs (CURA)
University of Minnesota
Driven to Discover
Apple Valley Hispanic Population Density by Block Group

Legend

1 Dot = 1 HISPPOP
Source: American Community Survey 2011

Legend

American Community Survey 2011
Hispanic Population

- 0 - 25
- 26 - 66
- 67 - 134
- 135 - 224
- 225 - 551

Sources: Esri, DeLorme, NAVTEQ, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, and the GIS User Community.
Eagan Hispanic Population Density by Block Group

Legend

1 Dot = 1 HISPPOP

Source: American Community Survey 2011

Sources: Esri, DeLorme, NAVTEQ, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, and the GIS User Community

Center for Urban and Regional Affairs (CURA)
University of Minnesota
Hispanic Population Density, Lakeville
(1 Dot = 2 people)

Sources: Esri, DeLorme, NAVTEQ, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, and the GIS User Community

Population data - 2011 American Community Survey
Bottineau alignment and stops - (2013) Locally preferred alternative (digitized by CURA staff)
All other alignments and stops - (2012) MetroGIS datafinder.org

Created by: CURA staff July 2013
Hispanic Population Around BRT Red Line, MVTA Stops and Walkability Circles
(1/4 miles = 5 minute walk & 1/2 miles = 10 minute walk)

Legend

- MVTA Stops
- 5 Minute Walkability
- 10 Minute Walkability

Created by: CURA staff July 2013
Sources:
Population data - 2011 American Community Survey
Bottineau alignment and stops - (2013) Locally preferred alternative (digitized by CURA staff)
All other alignments and stops - (2012) MetroGIS datafinder.org
Hispanic Population Around BRT Red Line, MVTA Stops and Walkability Circles
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Population data - 2011 American Community Survey
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Legend
MVTA Stops
5 Minute Walkability
10 Minute Walkability
Hispanic Population Around BRT Red Line, MVTA Stops and Walkability Circles (1/4 miles = 5 minute walk & 1/2 miles = 10 minute walk)

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Sources:
Population data - 2011 American Community Survey
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Hispanic Population Around BRT Red Line, MVTA Stops and Walkability Circles
(1/4 miles = 5 minute walk & 1/2 miles = 10 minute walk)

Legend
- MVTA Stops
- 10 Minute Walkability
- 5 Minute Walkability
- Hispanic Population
  - 0 - 28
  - 29 - 80
  - 81 - 142
  - 143 - 296
  - 297 - 737

Sources:
- Population data - 2011 American Community Survey
- Bottineau alignment and stops - (2013) Locally preferred alternative (digitized by CURA staff)
- All other alignments and stops - (2012) MetroGIS datafinder.org

Created by: CURA staff July 2013