

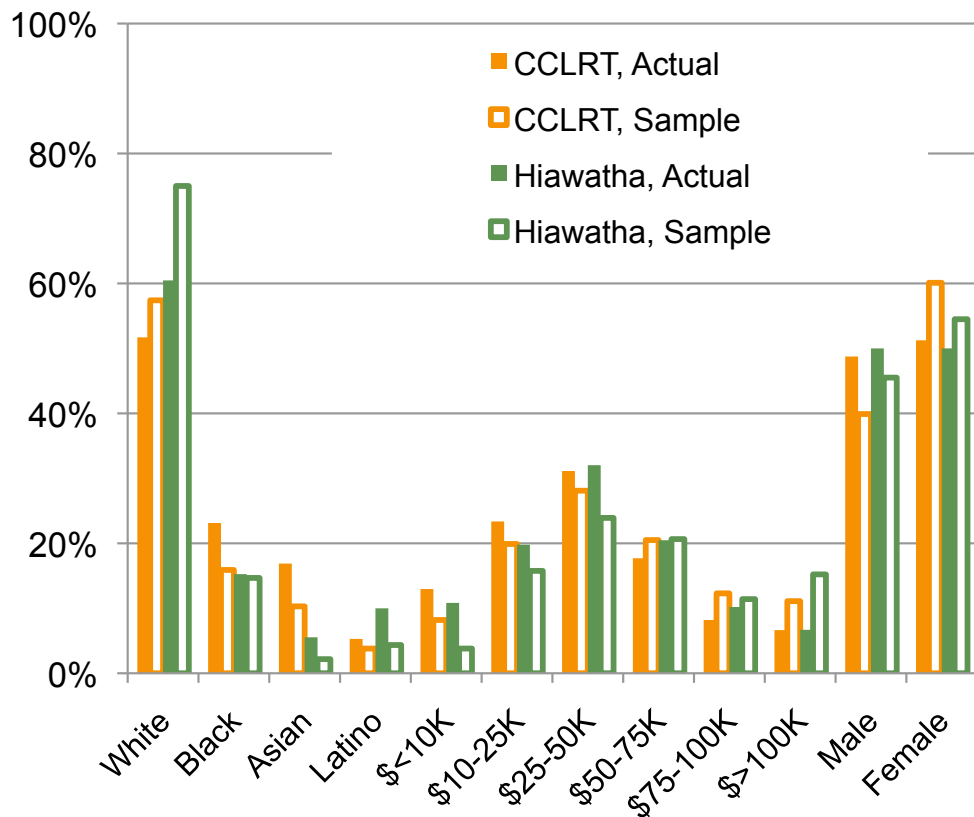
ASSESSING NEIGHBORHOOD AND SOCIAL INFLUENCES OF TRANSITWAYS

**22nd Annual CTS Transportation
Research Conference**

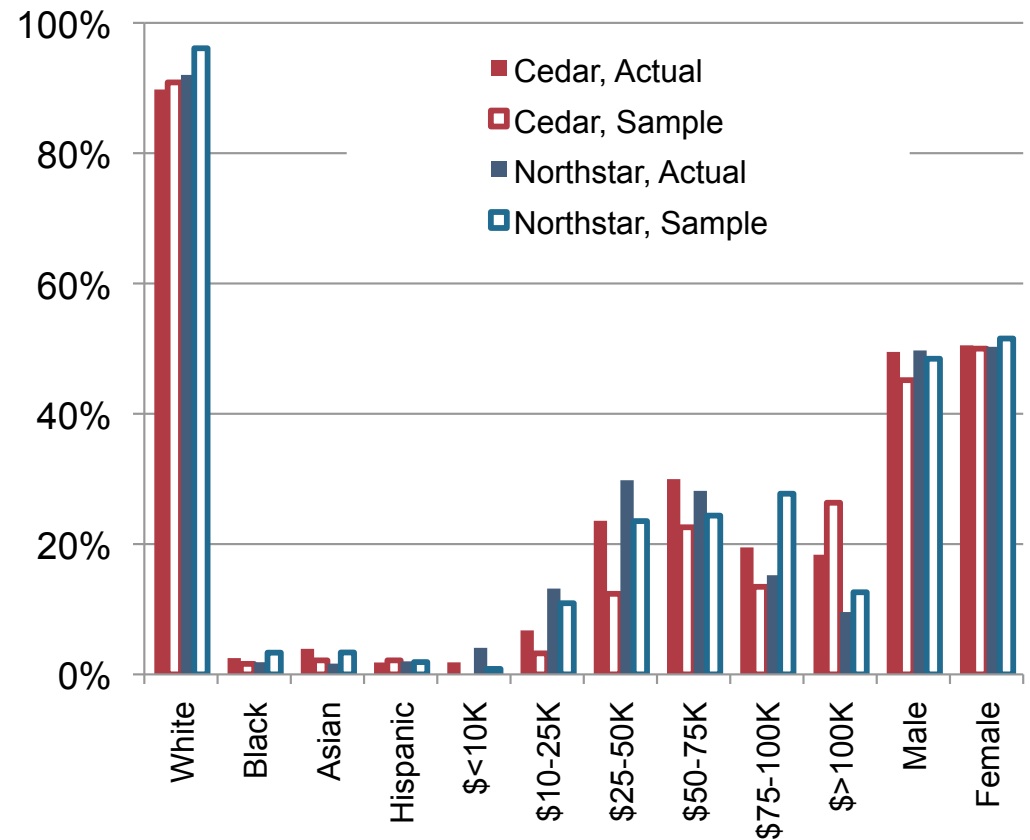
MAY 24, 2011

DATA DISTRIBUTION COMPARED WITH CENSUS 2000

Urban Corridors



Suburban Corridors



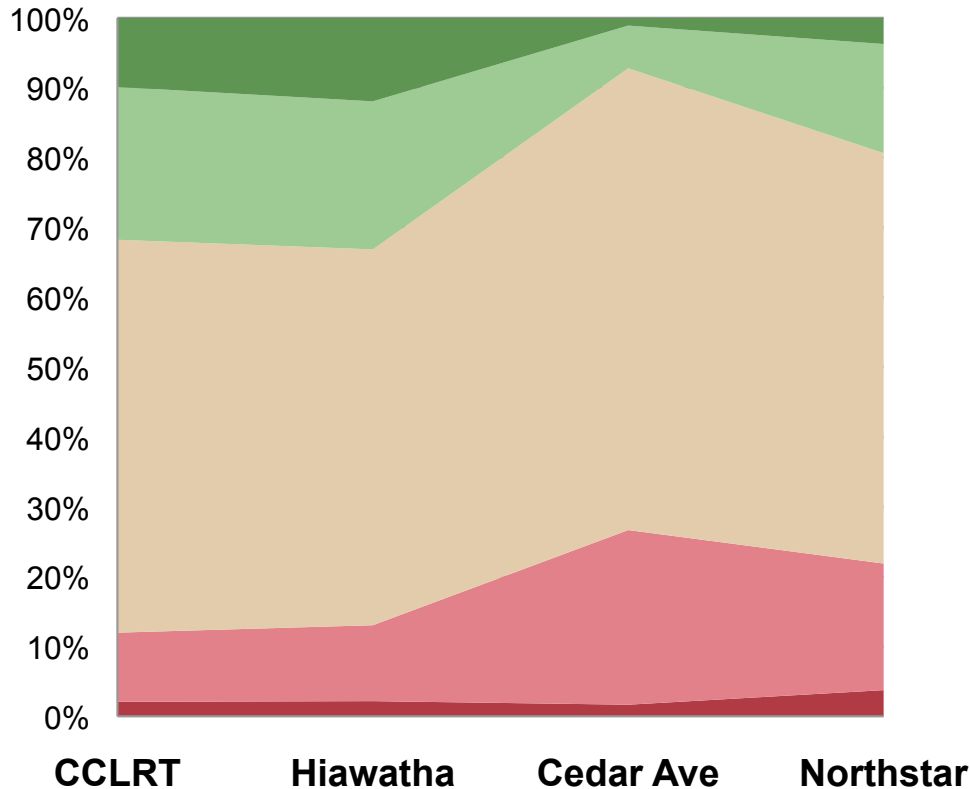
PERCEPTIONS & PREFERENCES

PERCEPTIONS: NEIGHBORHOOD

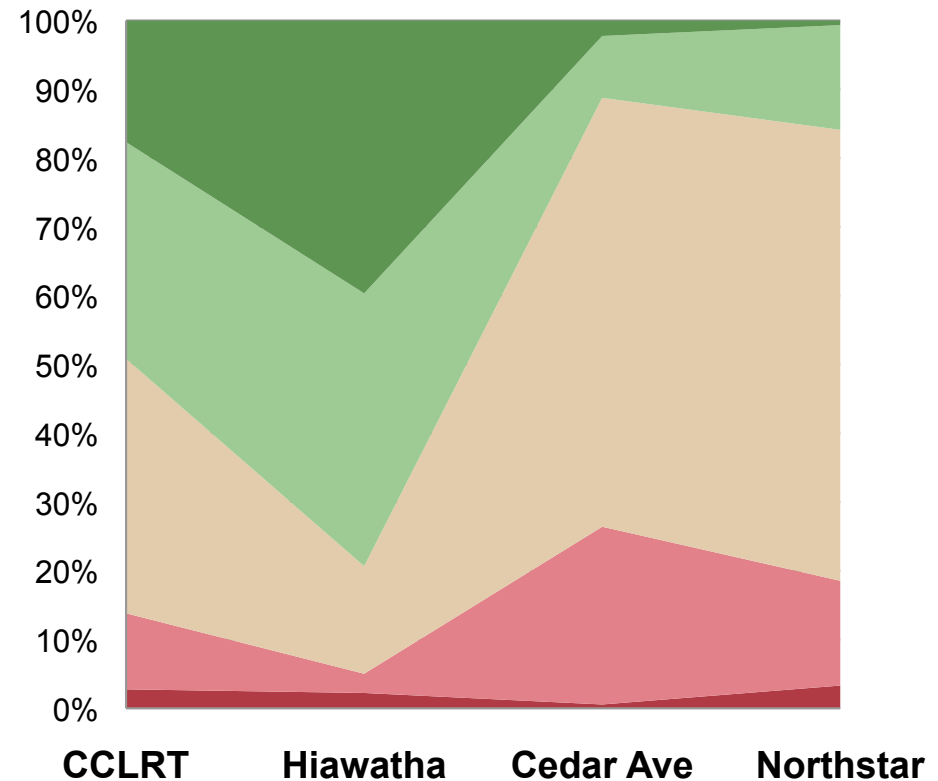
- Most don't see much overall change in recent past.
- More positives/fewer negatives for Central Corridor and Hiawatha.
- Overwhelmingly "better" for both LRT corridors.
- Hiawatha especially striking.
- Most Cedar and Northstar respondents expect no overall change

Past

■ Much Worse
 ■ Somewhat Worse
 ■ About the Same
■ Somewhat Better
 ■ Much Better



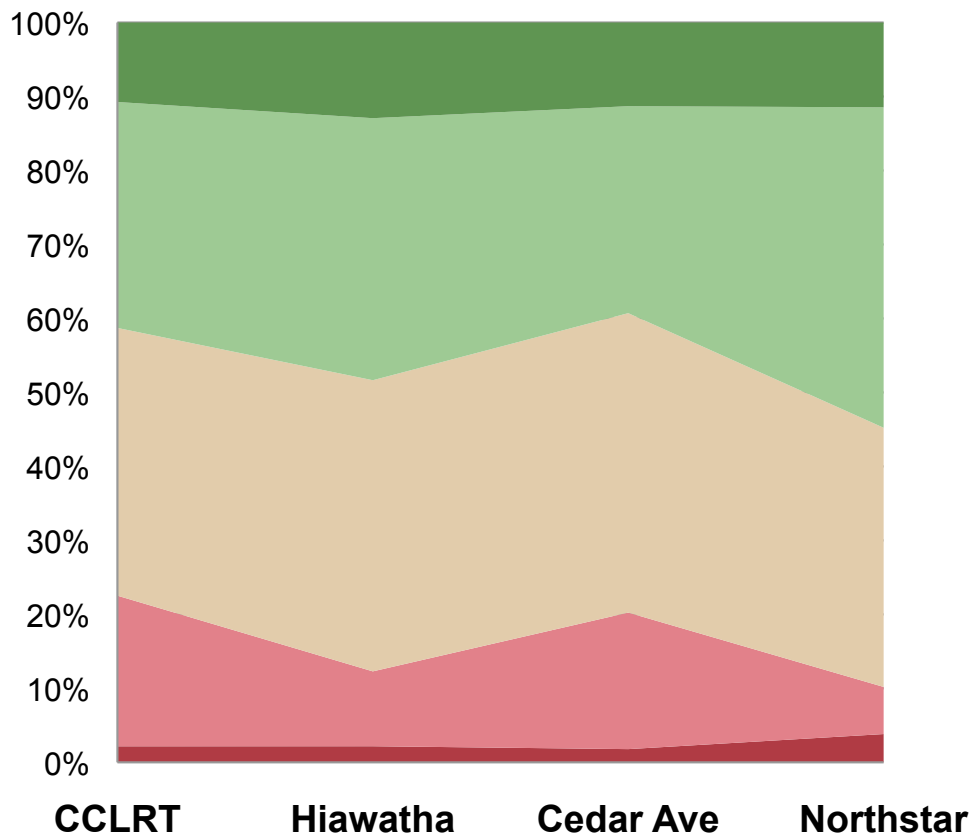
Future



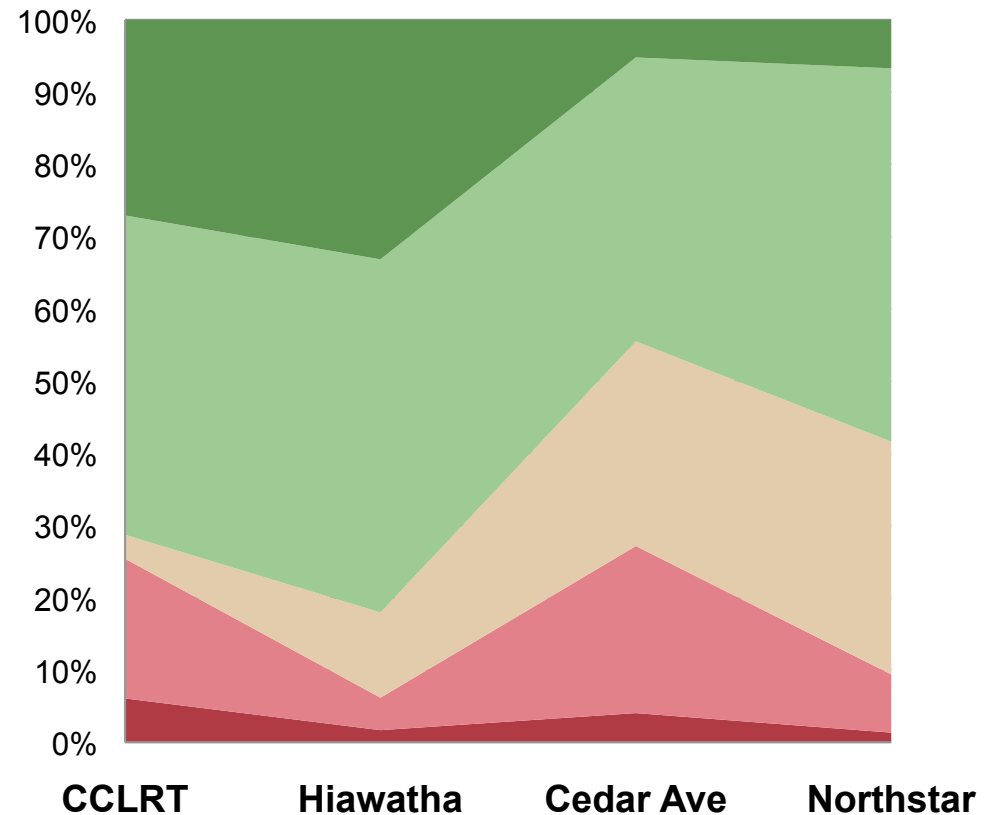
PERCEPTIONS: TRANSITWAY

- Quite positive for Hiawatha and Northstar.
- Only slightly less so for Central Corridor and Cedar Ave
- Urban LRT lines get most positives.
- Cedar has as many negatives as CCRLT, but fewer positives.
- Completed corridors have lowest negatives.
- Future outlook more positive than past view

Past

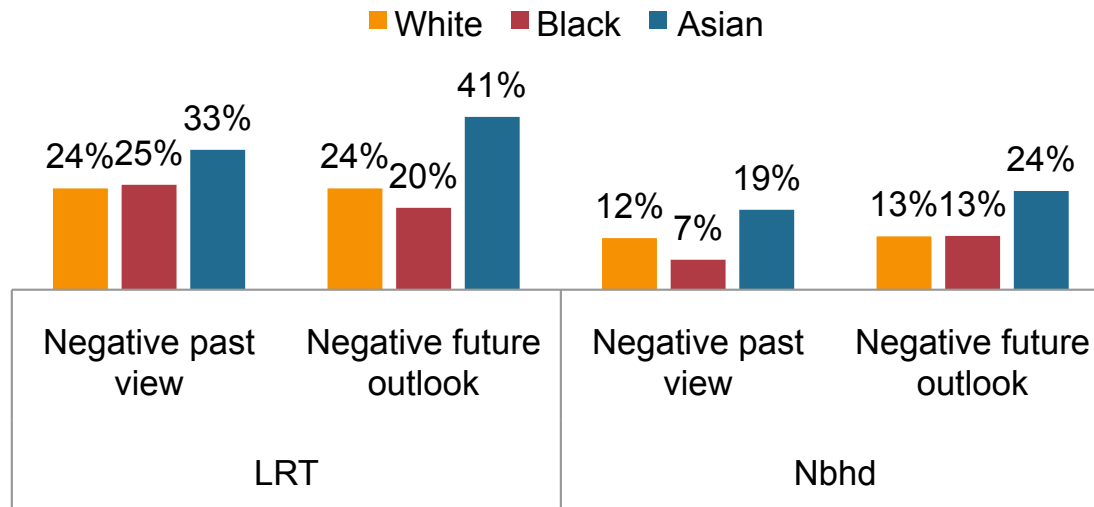


Future



RACIAL DIFFERENCES IN PERCEPTIONS

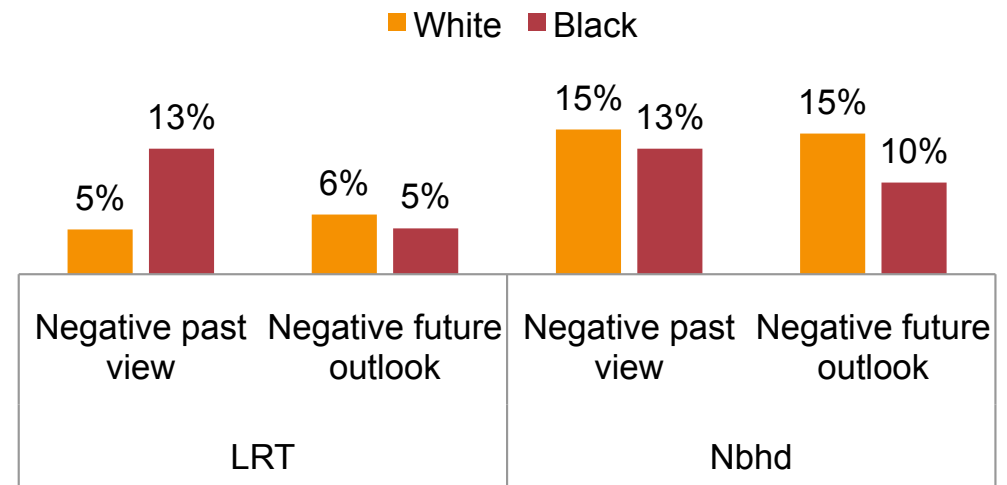
Central Corridor



- Asian respondents much more likely to have negative views and outlooks.

- Black and white respondents: little difference.

Hiawatha



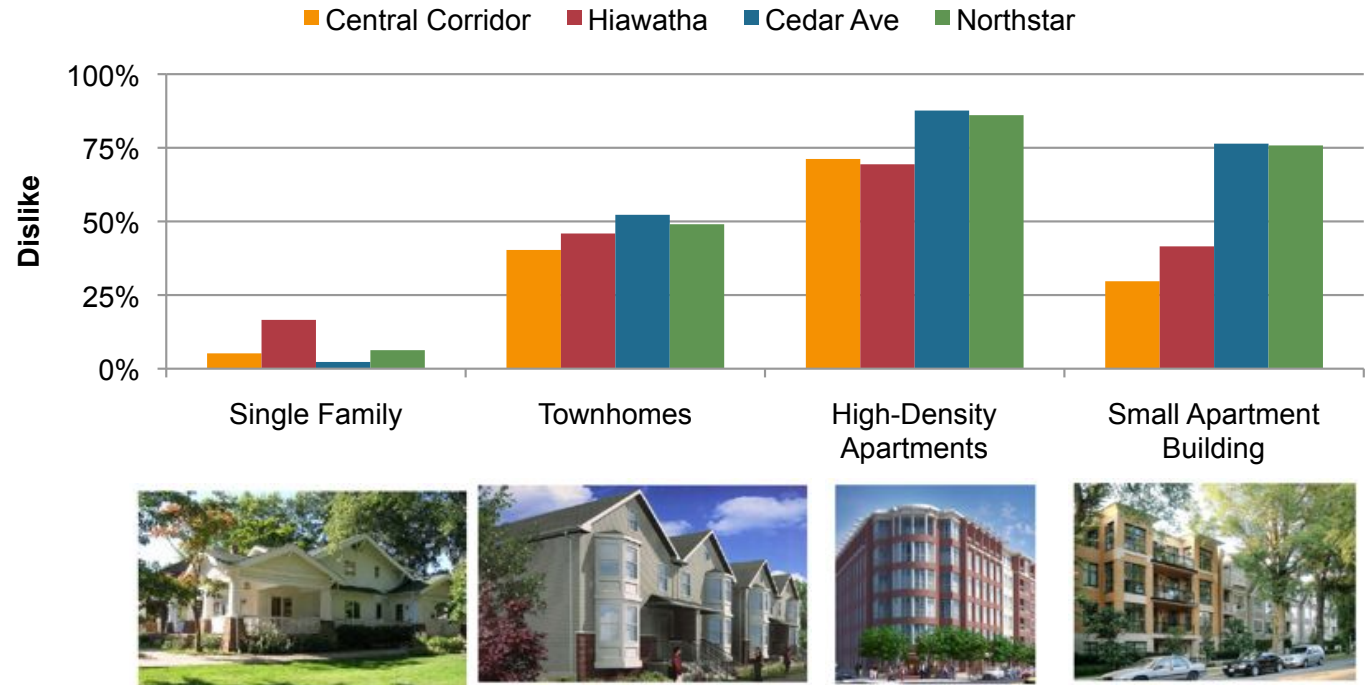
- Black and white mostly similar-

- Except past view of LRT.

(Too few Asian respondents for Hiawatha. Too few non-whites for other corridors.)

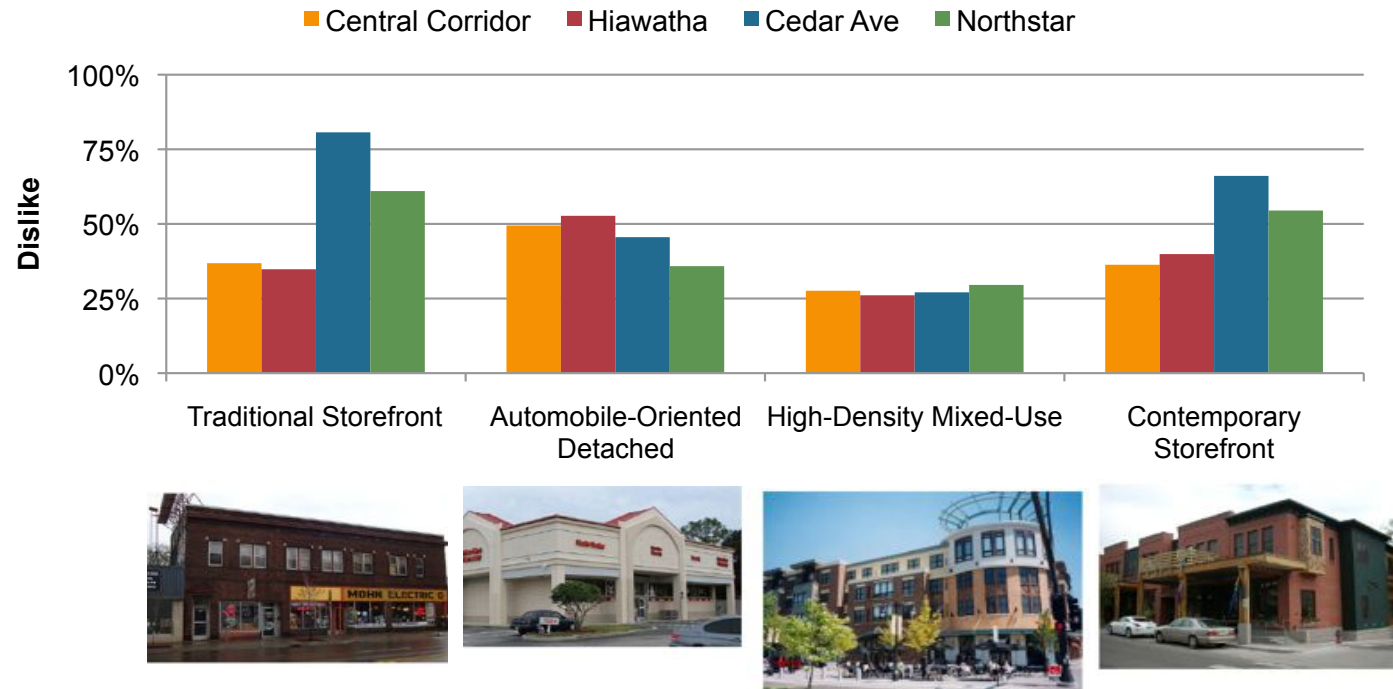
PREFERENCES: HOUSING TYPES

- Agreement: Single family homes good, high-density apartments bad, townhomes OK.
- Small apartments acceptable to most CCLRT & Hiawatha respondents, but few from Cedar and Northstar.



PREFERENCES: BUSINESS TYPES

- Storefronts popular along LRT lines, unpopular in suburbs.
- Vice-versa for auto-oriented.
- High-density mixed-use highly popular everywhere. (!)

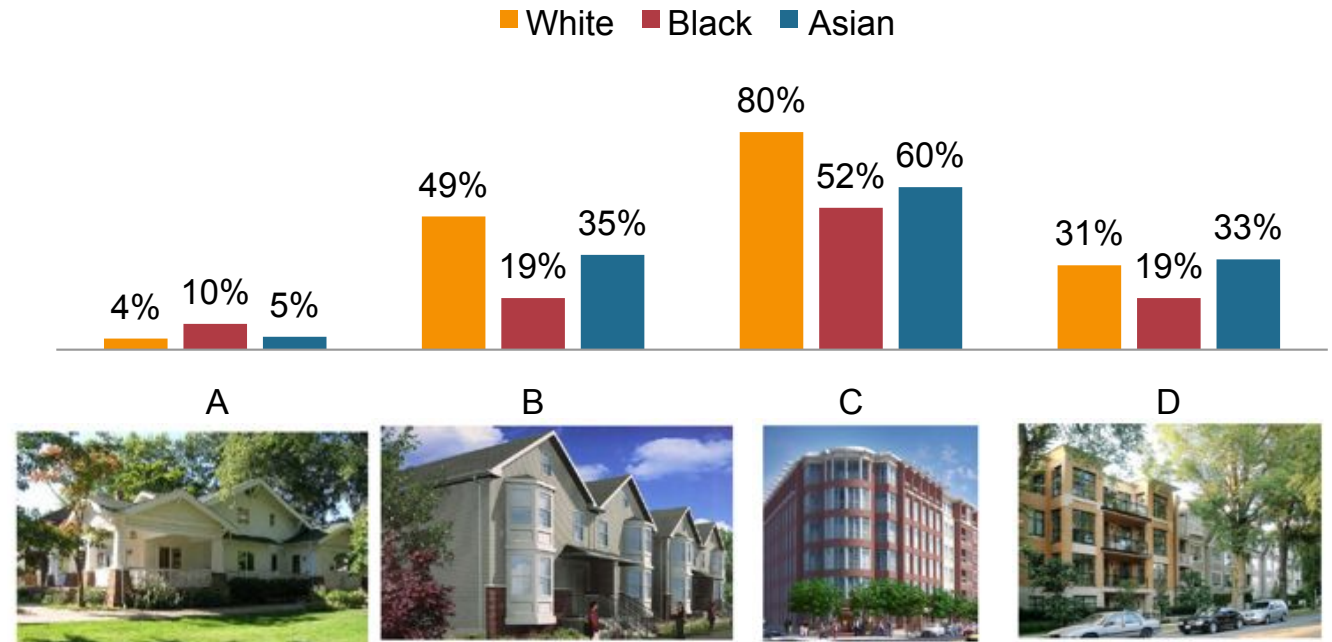


RACIAL DIFFERENCES: HOUSING TYPES

Significant racial/cultural divide.

More tolerance for multifamily among minorities.

Central Corridor Housing Development Disliked

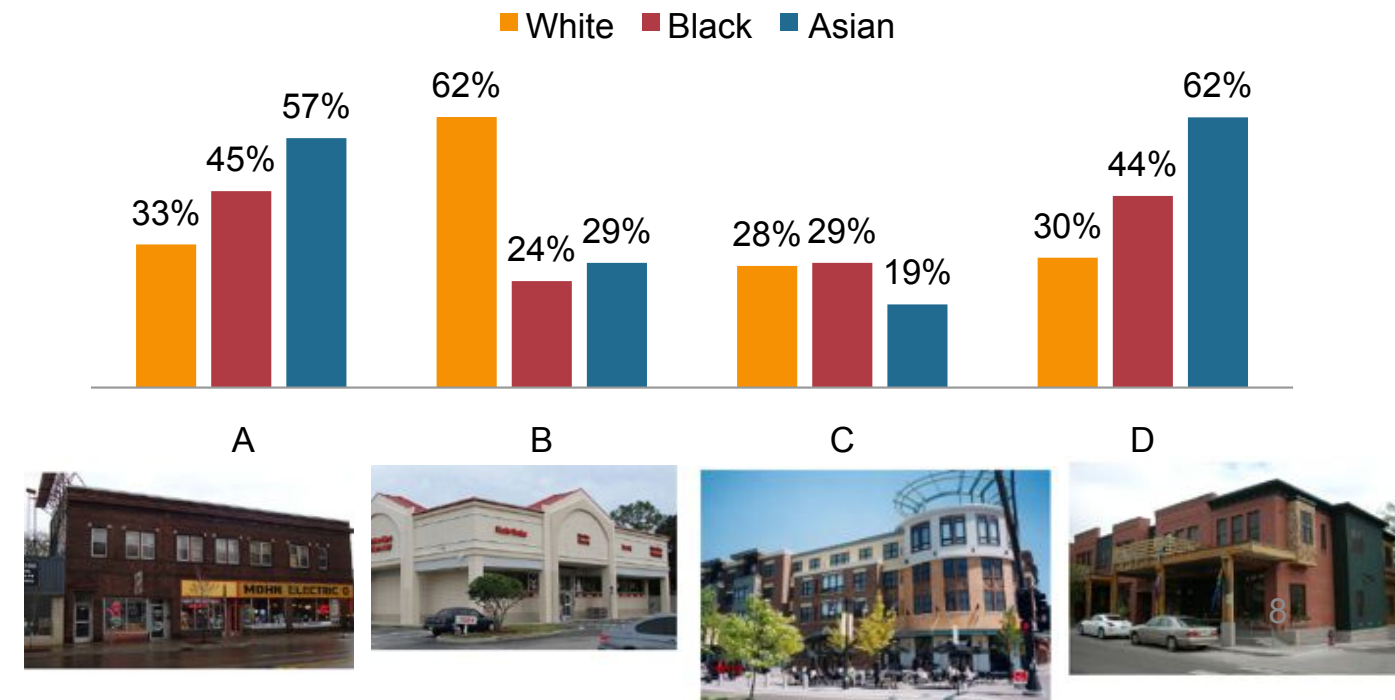


RACIAL DIFFERENCES: BUSINESS TYPES

Less tolerance of auto-oriented among whites.

Minority residents like both auto-oriented and high-density mixed-use.

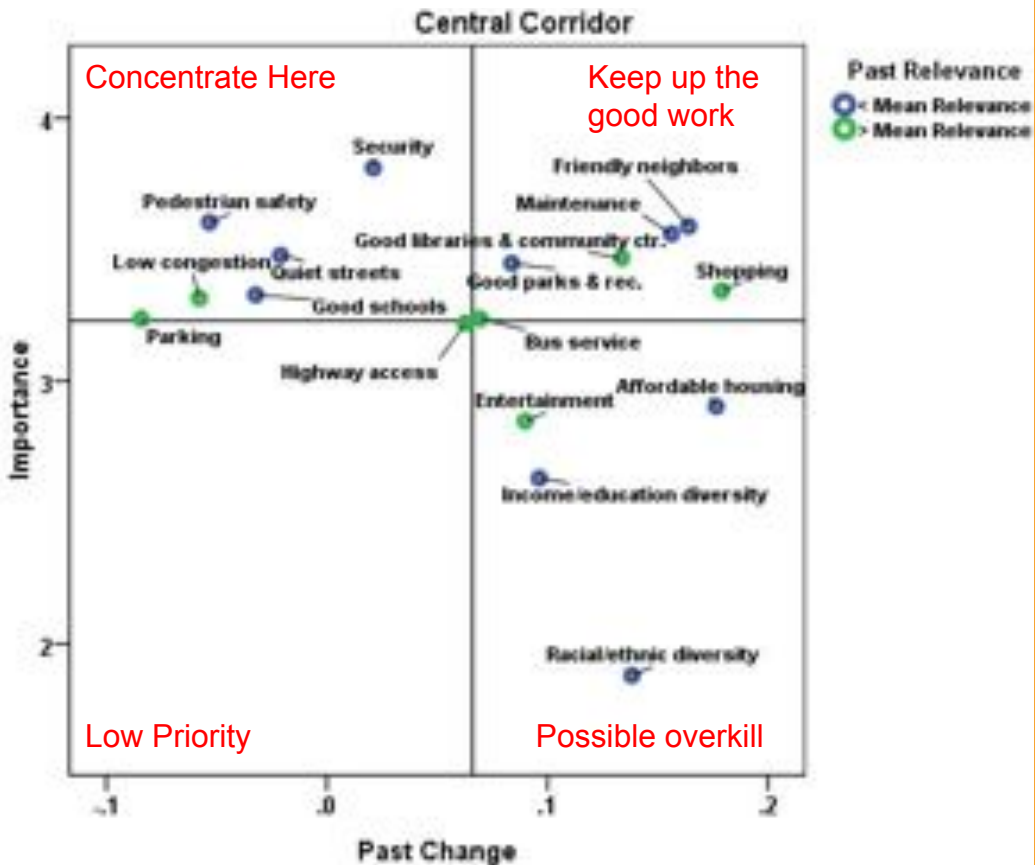
Central Corridor Business Development Disliked



SPECIFIC NEIGHBORHOOD CHANGES:

Importance—Change—Relevance
Observed/Expected by Respondents

CENTRAL CORRIDOR



PAST

All changes very small.

Transitway not seen as relevant to most changes, except Hiawatha.



FUTURE

Expect bigger changes.

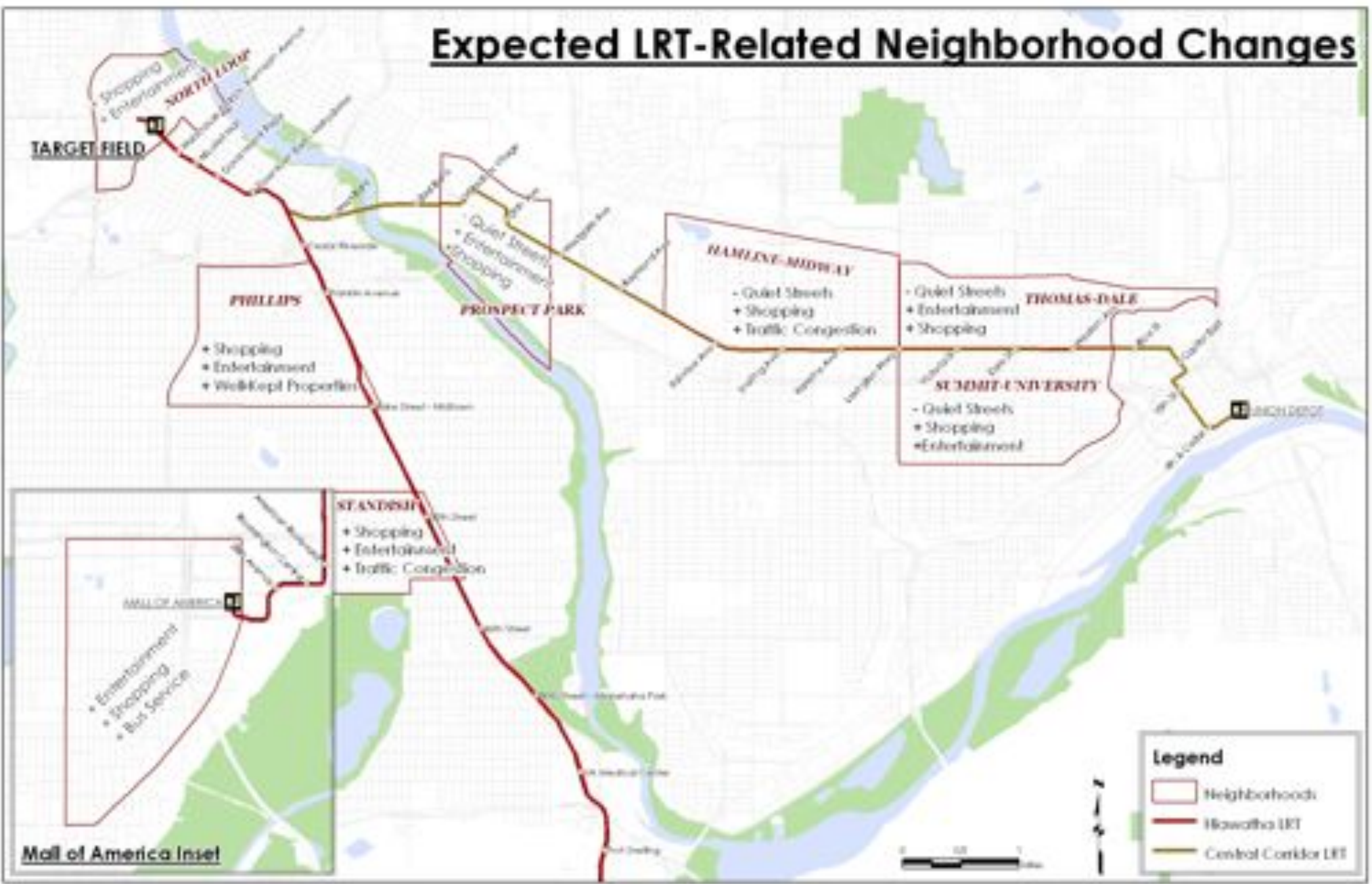
Transitway relevant to more changes.

Transitway relevant to physical and transportation changes, not much to social changes.

Expected, Negative, Transitway-Related Future Changes to Concentrate

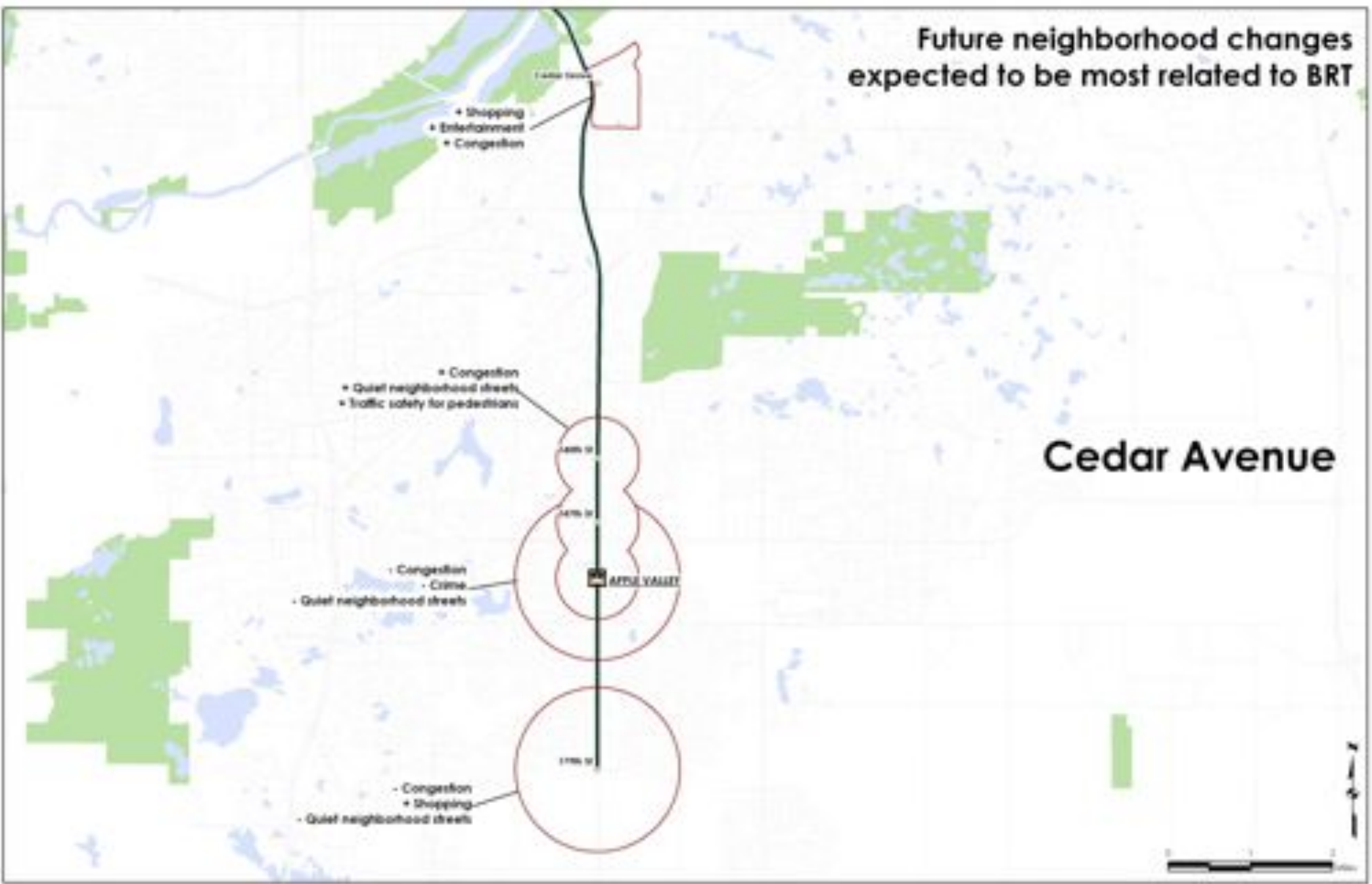
	Central	Hiawatha	Cedar Ave	Northstar
Security/Crime	X		X	X
Pedestrian Safety	X	X	X	X
Street quietness	X		X	X
Traffic congestion	X	X	X	X

Expected LRT-Related Neighborhood Changes

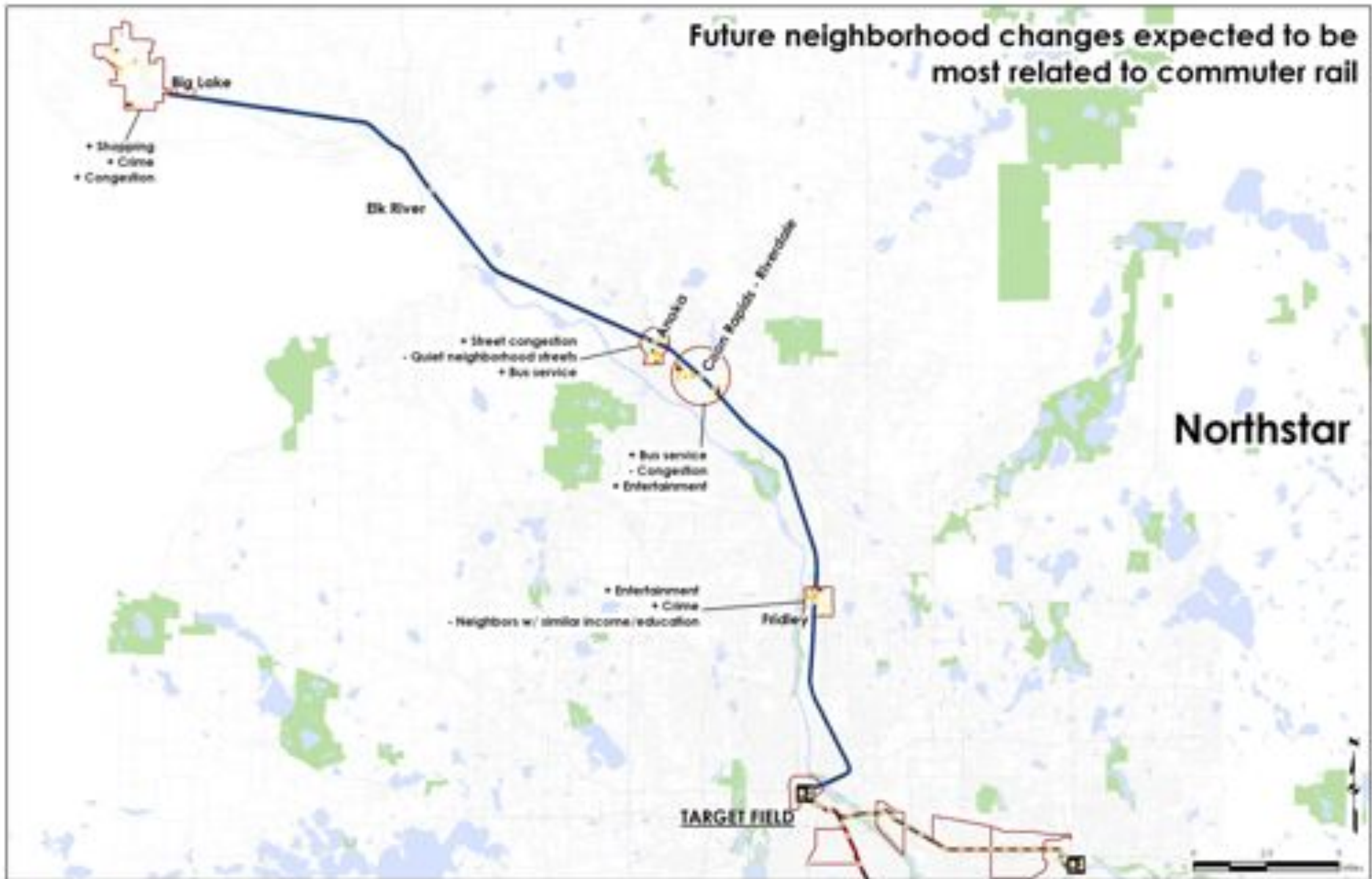


Future neighborhood changes expected to be most related to BRT

Cedar Avenue



Future neighborhood changes expected to be most related to commuter rail



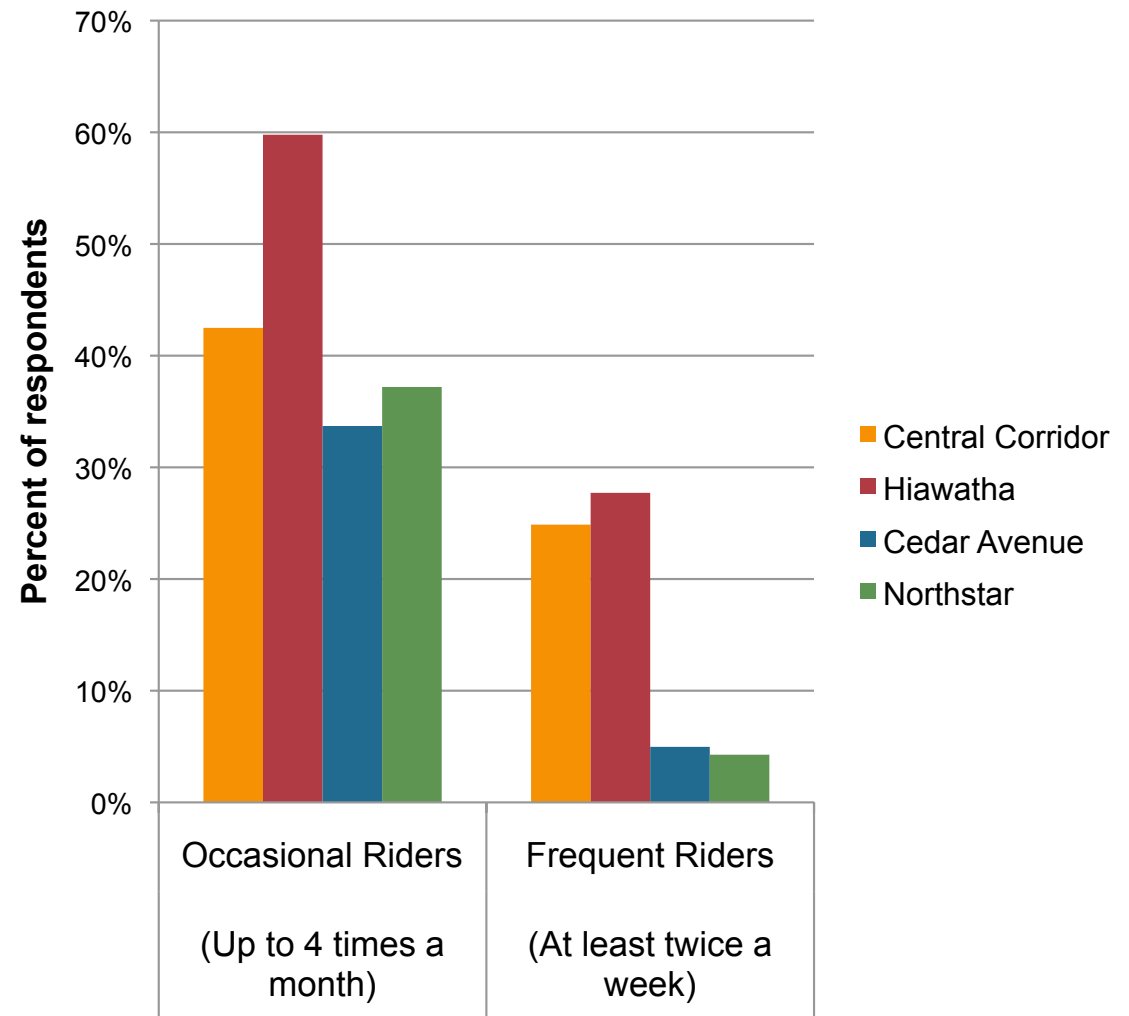
TRANSIT USE AND SERVICE:

Importance—Satisfaction

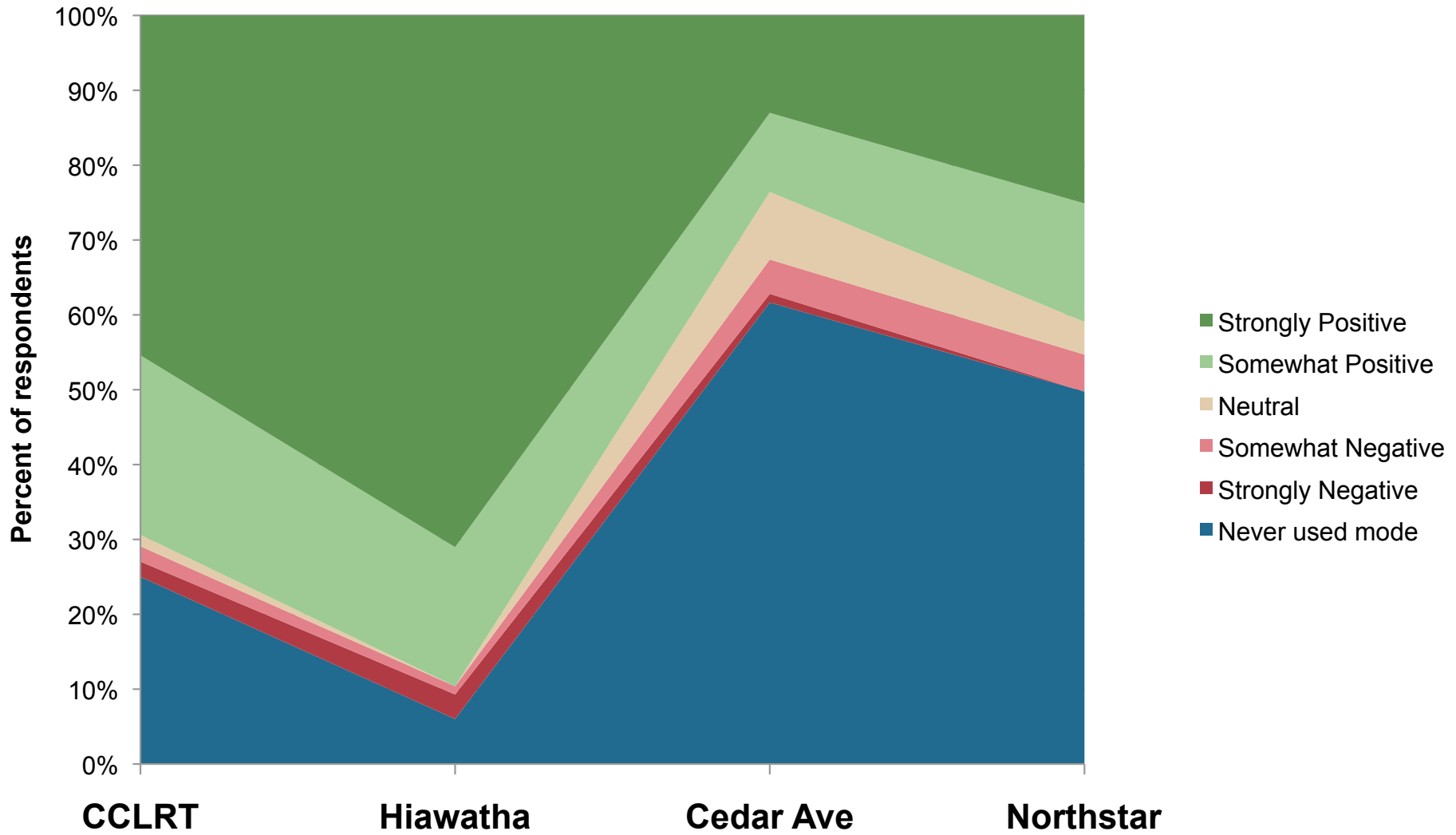
TRANSIT USE FREQUENCY

All corridors: significant number of occasional riders. Hiawatha stands out.

Central Corridor and Hiawatha : high numbers of frequent riders.



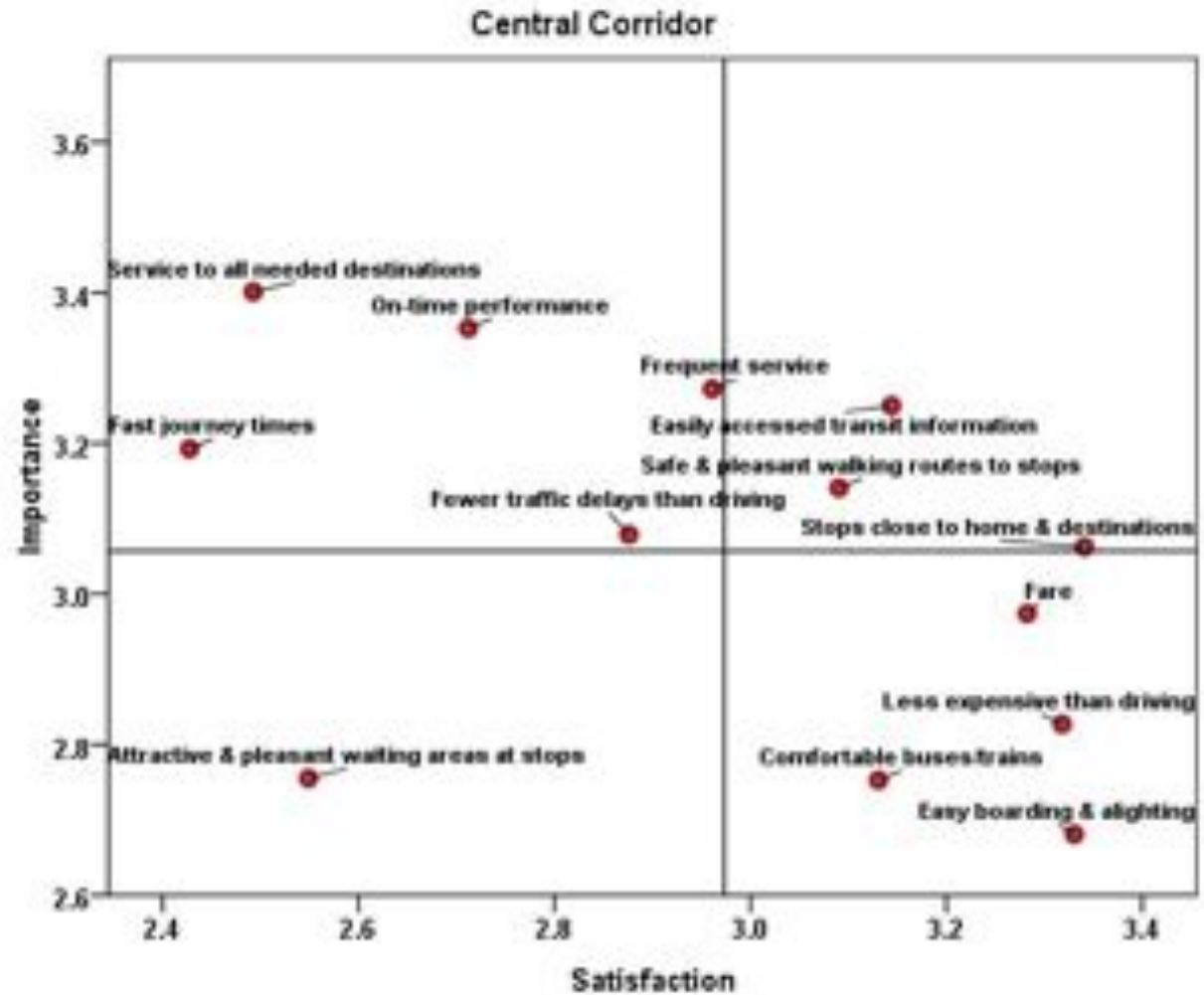
RESPONDENTS' EXPERIENCE WITH THE MODE IN THEIR NEIGHBORHOOD



CENTRAL CORRIDOR

Route and schedule factors dominate important-less satisfied quadrant.

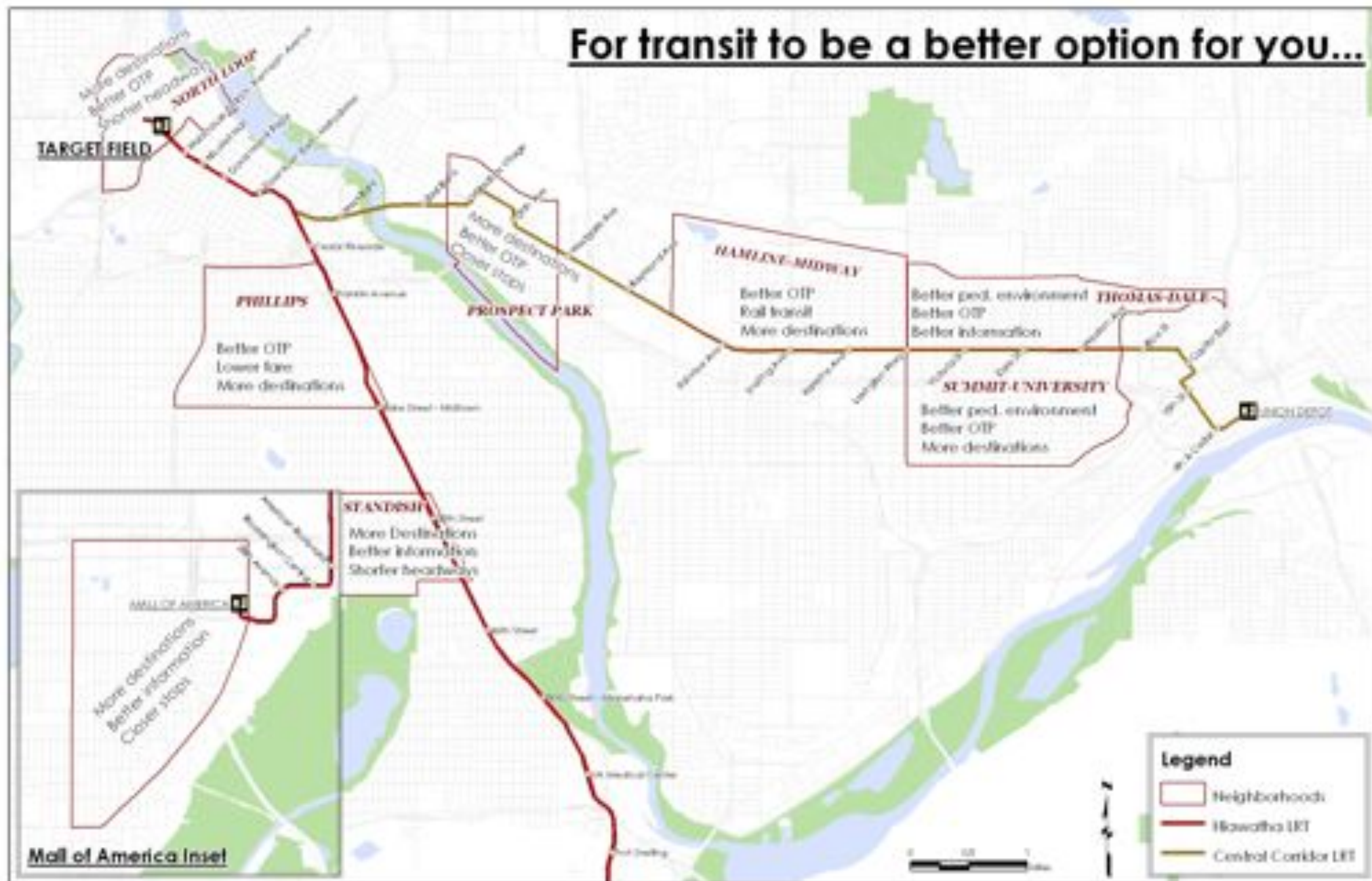
Cost and comfort factors less important and mostly satisfying.



Areas to Concentrate

	Central	Hiawatha	Cedar Ave	Northstar
Service to more destinations	X	X	X	X
On time performance	X	X		
Faster speed	X	X	X	
Frequent services		X	X	X
Information access			X	

For transit to be a better option for you...



Key Messages

- Majority expect positive effects of transitways, except Cedar.
- Urban (completed) corridors more positively perceived than suburban (incompleted) corridors.
- Residents expect changes beyond transit dimensions.
- Larger inter-neighborhood variations
- Significant racial divide & cultural difference in perceptions of neighborhood change/transitway impacts and preferences of housing/business development.

Key Messages

- Significant inter-corridor and inter-neighborhood variation in transit use and barriers to transit use
- The absolute majority had positive experience with urban corridors
- Out of those who used suburban corridors, the absolute majority had positive experience
- Culturally-appropriate, community-specific engagement and TOD planning are needed
- Attention needed on concerns about traffic congestion, pedestrian safety, and transit service coverage.

Sponsored by TIRP (Transitway Impacts Research Program)

Partners and supporters

- Anoka County
- Center for Transportation Studies
- Center for Urban and Regional Affairs
- Central Corridor Funders Collaborative
- City of Minneapolis
- City of St. Paul
- Dakota County
- Federal Transit Administration
- Central Corridor Funders Collaborative
- Hennepin County
- Humphrey School of Public Affairs State and Local Policy Program
- Itasca Project
- Metro Transit
- Metropolitan Council
- Minnesota Dept. of Transportation
- Ramsey County
- University Metropolitan Consortium
- Washington County

Thank you!