

VISIONING WORKSHOP NOTES



APPENDIX D

QUESTION NO. 1

How is the Bottineau Corridor Similar to Hiawatha, Central, or Southwest?

- Get to jobs.
- Heavily transit dependent = Central Corridor.
- Rail corridor – SW and Hiawatha
- Tie to Minneapolis
- Anchor activities at each end
- Downtown to suburban (similar to SW/support reverse commute)
- Multiple jurisdictions
- SW/Hiawatha – connects to lower density and car dependent areas
- Opportunity to support local economies and build new
- Central Corridor – highly popular with people of color
- Employment hub at each end
- Access to recreation and sport activities
- Mix of older and new development
- Connections to education, healthcare and related jobs
- Variety of station types
- Potential redevelopment opportunities
- Variety of land uses
- Similar to Hiawatha – adjacent to arterial roadway
- Similar headways and feeder service
- Pass through low income neighborhoods with old housing stock
- Existing ridership population of transit users
- Per capita income similar
- Major non-governmental players (private)
- Neighborhoods – generational transformation
- Can be a catalyst for environmental justice communities
- Connections to intermodal hubs
- New modes for seniors and disability populations and households without vehicles
- Investment in the future transportation growth
- Radial from downtown Minneapolis
- Issues of trust with current residents and proposed mitigation

QUESTION NO. 2

What is Unique about the Bottineau Corridor?

- Runs on a freight corridor
- Long history of transit planning
- Minneapolis school service
- Access to more diverse housing / population
- Closest LRT access to N. Minneapolis
- Target to target line
- Supports North side and bypasses it
- Only corridor with expansion pot (MG)
- Minimal disruption of exist neighborhoods
- Connection to large regional park asset with year round activity
- Larger greenfield potential
- First line to serve an “unknown” area
- Public financing more constrained
- Fewer jobs
- Rail first / development follow
- Smaller / less affluent neighborhood
- Planning (regional) more evolved
- Unique adjacencies
- Broaden wirth adjacent amenities
- Unique ridership characteristics
- Unparalleled greenfield opportunities
- Crosses smaller cities
- Stations further apart = higher speeds
- Jobs could be game changer
- Limited opportunities to increase residential density opportunities
- Highlights northwest metro amenities / destinations
- More of a source commuters than destination
- More traditional suburban = more opportunities for TOD benefit
- Five unique communities
- Uncovers hidden gems (Minneapolis)
- Adjacent to commuter airport
- High transit dependency

PARTICIPANT VISION STATEMENTS

Strong Local Economies:

Brooklyn Park, Brooklyn Center, Crystal, Robbinsdale's economies thrive, North Minneapolis has a new business economy that is built and thrives. Golden Valley will have mostly underground. Yet, I'd like to see some economic benefit. Perhaps improvements along the Parkway that's shared by North, Robbinsdale and Golden Valley.

Equitable corridor that meets Ethnic/Community preservation increased quality of life:

This project should not look to solely infuse ethnic communities with people who want to be close to jobs and recreation. Nor should it look to infuse these communities with higher incomes. Rather this project should help PRESERVE unique communities while increasing their quality of Life by creating business/employment opportunities, quality housing, stronger infrastructures.

North/Northwest is better connected to the region North Minneapolis becomes a broker for ethnic culture because of its unique history on ethnic diversity and edge of being close to downtown which is central station.

Access to good jobs for the low-wage working community and people of color – jobs that pay living wages and provide fair benefits.

- Access to education and employment for low-income transit dependent residents
- Increased economic development in North Minneapolis spurred on by LRT stations (55)
- Feels like just one piece of a network of transit
- Culture of pride in public transit

Crystal Airport has been closed and redeveloped significant employment center (light industrial) and low-medium density residential.

Fewer cars per household than in 2012 – some families make do with one, when in past would have had two (or two instead of three, etc).

More employment along line than in 2012 – employers want to be where the workers are, especially due to post-baby-boomer-retirement labor shortages after 2020.

Smaller houses become more desirable due to smaller household size, energy cost, etc. woe to those who try to sell a Medina McMansion in 2037.

But...still one of the quieter more stable, less newsworthy parts of the metro but that's ok. Things work here.

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- More access to jobs, education and health care
 - Transit oriented development improves with the creation small business
 - Bike and walk trails built along the corridor
 - More diverse housing stocks
 - More interested and diverse communities
 - Low-income and minorities gain access to land and property for business growth and development.
 - Improve health and wellness; thus reduction in cardio-vascular diseases
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1. Job availability throughout the metro area will be accessible by all.
2. The Blvd. (Bottineau) will force more and better east-west transportation opportunities by MTC. Currently orientation is north-south – must go downtown to travel south-west.
3. The northern terminus will be almost fully developed. The success will drive most public transportation (LRT) east across river and not through Rogers, and west through Maple Grove.
4. New redevelopment will be possible due to increased economic opportunities.

I see the rail as a success if existing neighborhoods are able to thrive. This means that LRT is safe, not disruptive to pedestrians and commuters. Yet it provides new access for residents as well as access for new visitors to the rail (communities). Any development should be consistent with the character of the city its located in. Lastly, the rail will be a success if it can sustain and grow ridership that lessens the burden on tax payers (i.e. less fare subsidies).

- Mixed income and affordable housing near transit stations
- Feeder bus system connects North Minneapolis neighborhoods to the line efficiently
- Increased T.O.D. near station areas that include a growth of local businesses and pedestrian friendly land forms, and mixed-use development
- Ridership numbers exceed expectations
- Bicycle infrastructure connectivity
- High volume of pedestrians and cyclists access the stations
- Reduction in automobile usage
- Higher density surrounding station areas
- Increased access to employment and education for transit dependent and low-income populations

- Decreased traffic accidents due to decreases in driving among populations that are higher risk drivers (such as, youth, developmentally disabled, seniors, etc)
- Improved air quality due to decreased driving
- Reduced automobile dependency
- Improved health and wellness

Provides equal access to employment and recreation for all users

- Creates new, unique identity for NW metro
- Congestion mitigation
- Provides quick, frequent access to downtown and airport
- Revitalized activity centers along corridor
- Service frequency allows flexibility in commute patterns
- Well connected to feeder bus network
- Takes advantage of great TOD opportunities
- Generates sizable tax revenue

District communities with unique identities connected with each other and the region. Residents having access to a safe reliable transit option that connects them to the greater Minneapolis area. Employers being able to have access to a wide employee base/customer base. Greater density along line with high quality development.

- Explosion of job growth in NW metro
- Downtown Robbinsdale becomes a second “Eat Street” destination
- TOD flourishes and grows communities both economically and population wise
- Feeder network dries re-development all along the line.

Communities and neighborhoods feel included in the process, have ownership of line and station areas and the culture of conflict has morphed into a culture of collaboration and inclusion.

Jurisdictions along corridor reach unprecedented levels of working together for the benefit of the whole.

Bottineau is no longer near the bottom of the JOBS list.

Our communities of color, low-income, immigrant populations are invested in and reap the rewards of a wide array of community benefits for their participation.

We have a strong transit backbone in the region that with our connected services provides access to jobs, housing, and business opportunities for all people.

Bottineau provides access to unique amenities that became a destination for the region.

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- Living and working opportunities enhanced
 - Sustainable redevelopment
 - Linear / tomorrowland

- Mobility with fewer SOV
- Less congestion and pollution
- Fast connectivity to metro wide destinations
- Enhanced regional identity – seamless “web” of transit. Not just to central downtown.

The development and integration of commercial /industrial domestic educational schooling, networks that enable a demographically and economically diverse population and thrive. Enabling communities to thrive.

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- Revived and expanded businesses
 - Increased local services (Metro Transit) that feed into Bottineau stops.
 - Reopening North High feeder middle schools as a result of successful TOD.
 - Robbinsdale: 2nd Main Street

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1. A better route than the D1 route is chosen then serves and is closer to Northside residents to access.
 2. LRT is highly disability and senior citizen accessible and friendly.
 3. As new residential construction presents itself that gentrification not be allowed to take over, but instead mixed income exist.
 4. Route expanded to more areas of State.
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Corridor that is well integrated into the regional transit system with strong high frequency connector bus routes including Penn Avenue arterial BRT, pedestrian and bike facility connections and accommodates diverse station area development that includes regional level cultural/activity/ job center destinations.

Mixed use development and transit service that attracts high market demand residential location efficiency by minimizing housing and transportation costs.

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- Strong connection between housing, jobs, education and entertainment.
 - Concentrations of uses at station locations
 - Efficient travel along corridor
 - Supportive of people’s upward mobility
 - High usage of all transit corridors in the region

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1. Historic downtown Robbinsdale expand to include Hubbard Avenue as a second “Main Street”. This expansion would include going up with new mid to high end high density housing.
 2. North Minneapolis is given Very Good connectivity to create T.O.D. options in numerous areas rather than a few.
 3. Employment opportunities are expanded for all that live or will live along the corridor.
 4. Housing values increase along the corridor.
 5. It’s success supports further expansion of a complete Rail transit system servicing the entire metro area.
 6. Crystal Airport is long gone and our friends in Crystal have a huge newly developed area.
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- Improved access to jobs, housing, and metro area for residents along the corridor.
- High density TOD development, where appropriate, that help bring back population to North Minneapolis.
- Economic development that develops that corridor, but not by moving economic activity from other areas, but creating it in the corridor.
- Provides opportunities for the metro areas to be connected to North Minneapolis and other communities on the corridor.

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- Complete success: third downtown created in Brooklyn Park.
 - Reduce traffic congestion for Hwy 252
 - Increase revenue for each respective city
 - Reduce exhaust pollution from less cars
 - New jobs in each city because of new development
 - Easy access to downtown for events – sports, concerts
 - Reduce car parking demands downtown

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- Quick and convenient transit service
 - Vibrant and healthy neighborhoods and business, economically
 - A well connected corridor that has land uses to meet everyone’s needs
 - Built transit lines. (no more studies...)
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- High density/mixed use development center around transit stations
- Multi-modal transition points at stations
- Diverse experiences/environments along corridor
- 20 years from now...

N Bottineau Corridor is an economic spine that delivers a diverse and vibrant environment enabling a variety of work, play and live opportunities in the Northwest communities.

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- Anchoring activity at each end
 - Redevelopment opportunity along corridor
 - Residential density proximate

The area between Penn and the Interchange will be a thriving commercial corridor. Theodore Wirth Park, the lake, Eloise Butler will become destinations. The people who live north of Bassett Creek to the end of the line will benefit from employment opportunities and better educational access. The line will highlight and make accessible the diverse cultures living all along the line. Bottineau will be the international line.

The Bottineau line like the older lines is part of a regional transit network. It will help those of us who live in the City to get to the NW suburbs and help those commuting into Minneapolis, St. Paul, Bloomington. The airport to get there without driving alone in a car.

Expansion/growth opportunities to Maple Grove.

- Significant employment growth
- General economic development to current distressed areas
- Reduced vehicle traffic congestion in region
- Dominant destination for employers/employees and residential users
- Higher density, high quality development, especially surrounding station areas
- Improved socio-economic indicators for neighborhoods along corridor (income, unemployment, etc).

The Bottineau Corridor will connect Brooklyn Park and the NW communities into Minneapolis, but as importantly will provide opportunity for access out to the NW to new jobs. Congestion will be minimized and the 610 Corridor will provide much needed tax base for the community of Brooklyn Park and the school districts. Reinvestment and redevelopment will be supported and more dense housing will be realized along the corridor.

The Bottineau Corridor has absorbed much of the growth of the Northwest suburbs in both jobs and housing. People are no longer afraid to cross busy streets; rather, they look forward to a pleasant walk to their transit station. Highway 55 is no longer a highway that divides North Minneapolis, but rather it is a place where the community comes together. Walking from one part of Brooklyn Park to another along west Broadway is really enjoyable for Target employees and NHCC students alike.