

U.S. EPA COMMUNITY INVOLVEMENT TRAINING

The Next Generation

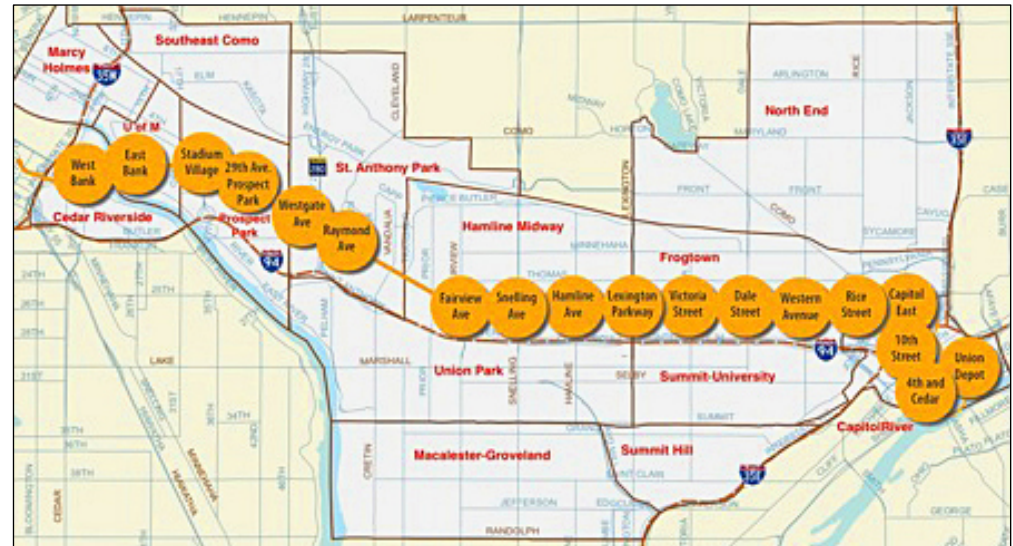
Transit Oriented Justice: Not About Us Without Us

Carol Swenson
District Councils Collaborative of
Saint Paul and Minneapolis

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Central Corridor/Green Line Opens 2014



- Transitway Decision Making & EJ Communities
- Stops for Us Coalition
- Trusted Advocate Community Engagement Model

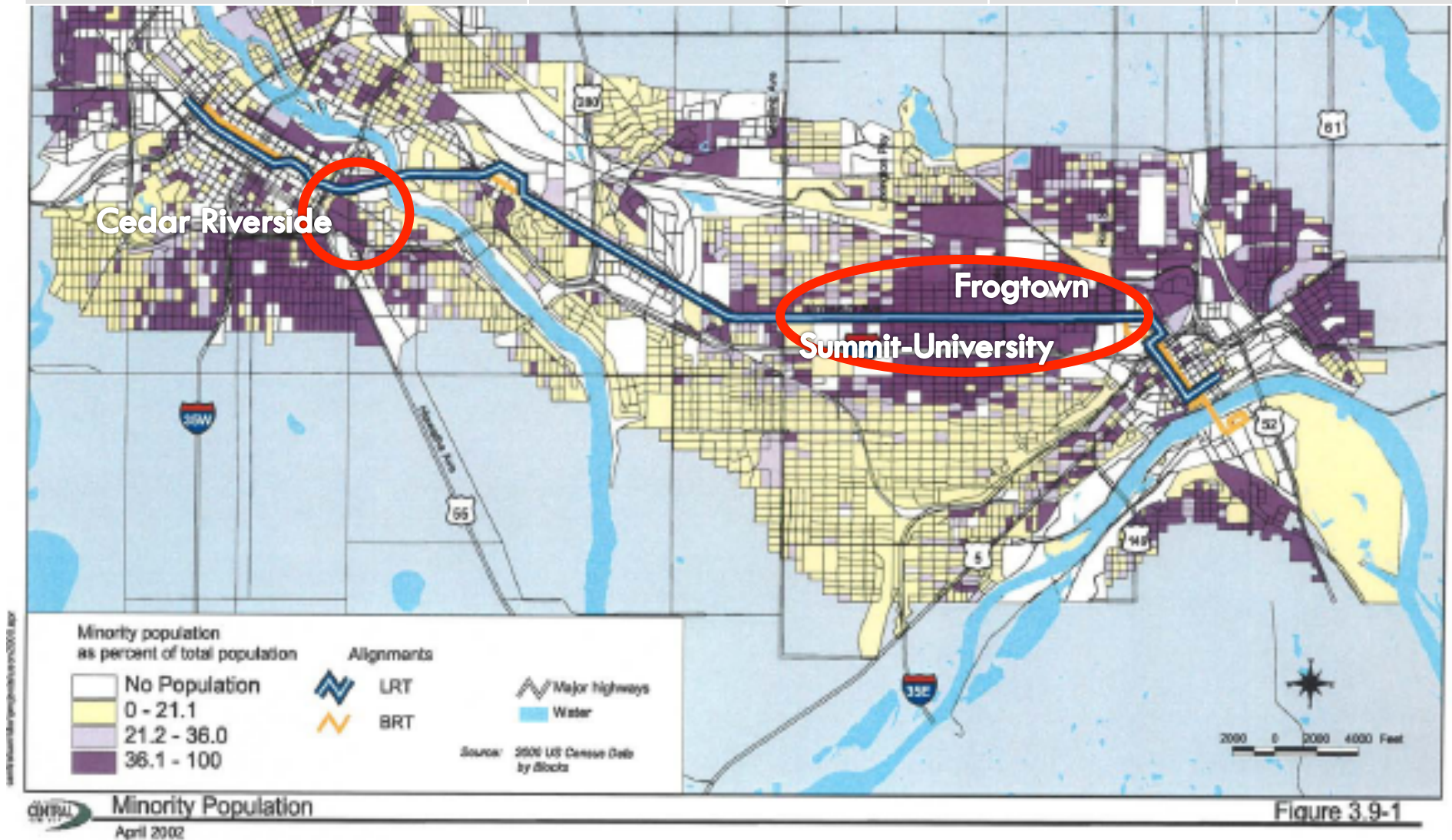
Transitway Decision Making



Diversity in the Central Corridor



2010	Cedar-Riverside	Minneapolis	Frogtown	Summit-University	St. Paul
% Minority Households	63%	40%	73%	56%	36%



Context: I-94 Construction Splits Rondo



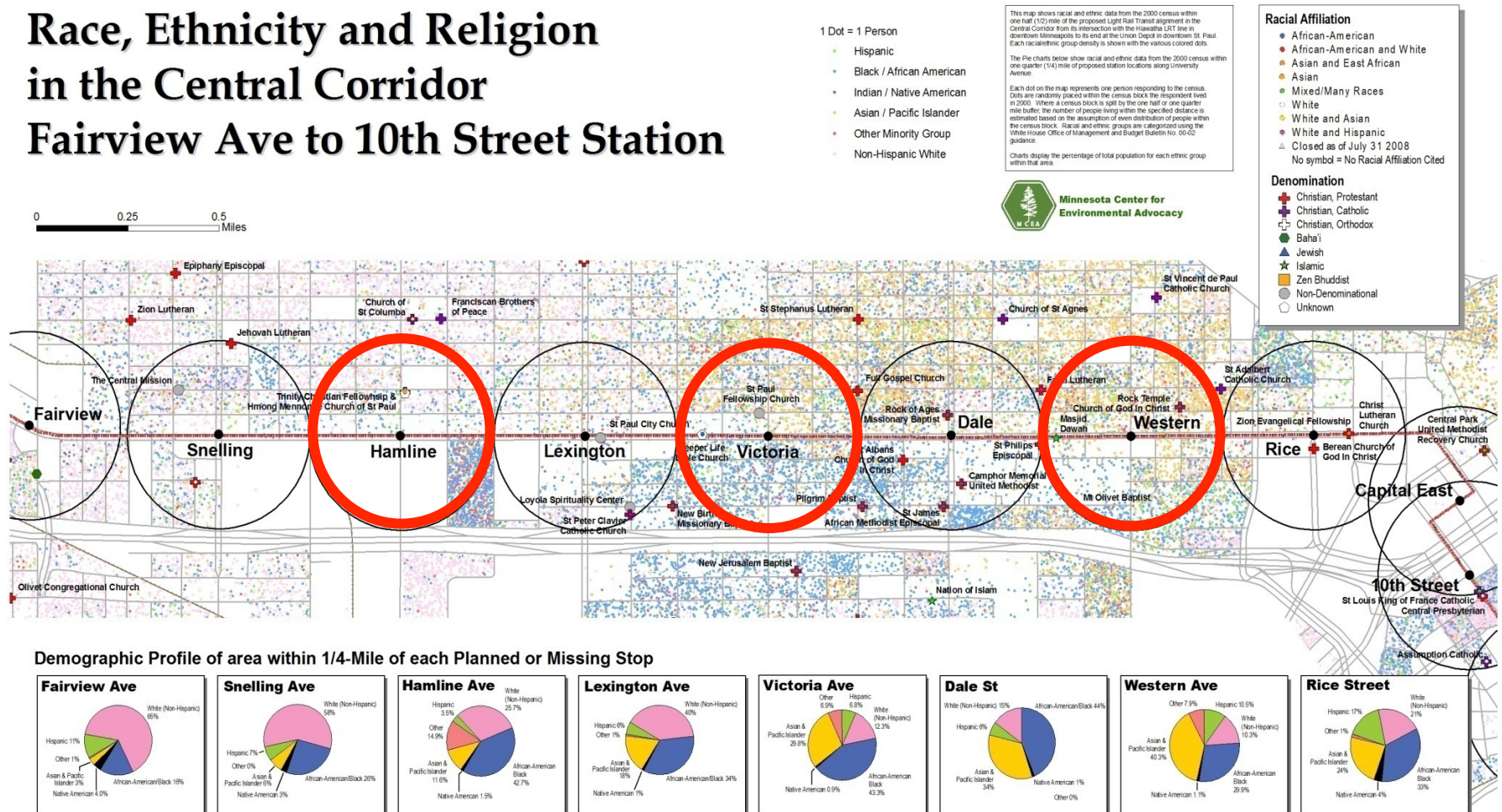
In the 1960s, the construction of Interstate 94 destroyed Rondo Avenue and devastated the historic Rondo neighborhood. 70 businesses were lost and 400 families were displaced.

**Credjafawn Co-op Store
678 Rondo Avenue**



3 Missing Stations

Race, Ethnicity and Religion in the Central Corridor Fairview Ave to 10th Street Station



Stops Campaign Kick-off Nov. 29, 2007

- ❑ Corridor-wide meeting
- ❑ Invited elected officials
- ❑ Presented community research
- ❑ Invited community discussion
- ❑ Prepared community report
- ❑ Presented to Metropolitan Council



Not About Us Without Us

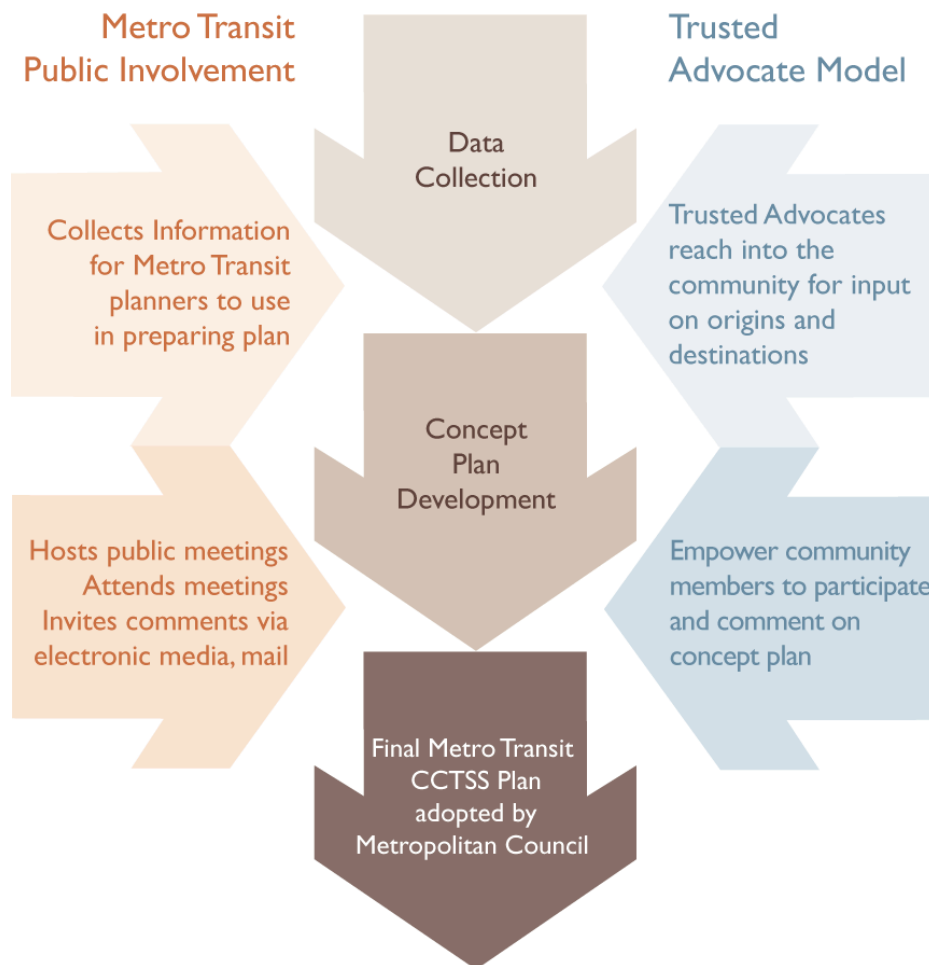


Stops for Us Coalition Campaign Cornerstones

- ❑ Organizing & Action
- ❑ Community Led Research
- ❑ Participation in the Public Process
- ❑ Strategic Alliances
- ❑ Persistence Over Time
- ❑ Secured 3 missing stations



Innovative Community Engagement



- Transit Service Study for Central Corridor Area to align bus and rail service to improve overall service
- DCC & Metro Transit Partnership to include voices of those who don't participate in traditional gov't outreach
- Metro Transit revised typical planning process to gather community input BEFORE concept plan developed — early community involvement
- DCC adapted engagement model used in Seattle and Oakland

Trusted Advocate Pilot Project



- The DCC contracted with 9 individuals from communities in the Central Corridor, who had previous experience organizing or doing advocacy.
- Advocates were required to be present or past transit users, with significant understanding of the existing transit system

Trusted Advocate Project Success

- ❑ Over 900 community members participated in engagement sessions.
- ❑ 700 surveys completed for the transit study.
- ❑ Advocate and planners worked together to preserve service to housing with large number of transit dependent residents.
- ❑ Advocates built relationships with community groups and individuals that allowed them to “loop back” for additional feedback.
- ❑ The advocates developed a positive working relationship with Metro Transit staff.



What's at Stake

- Access to Jobs
- Economic Development & Community Wealthy Building
- Transportation Equity
- Long-term Affordable Housing & Commercial Space
- Neighborhood Sustainability & Livability

