

PROGRESS BEYOND THE RAIL

Central Corridor Tracker
2013 Report



YEAR 3 OF THE TRACKER MARKS IMPORTANT TRANSITION POINT

As the new Green Line LRT nears completion, the Central Corridor has begun to see new investment and a variety of community initiatives to make Central Corridor neighborhoods places of opportunity for all. In 2011 the Central Corridor Funders Collaborative commissioned a tool to help monitor associated changes along the Corridor.

The Central Corridor Tracker follows a set of indicators suggested by our vision:

- Ensuring access to affordable housing
- Building a strong local economy
- Creating vibrant transit-oriented places
- Promoting effective coordination and collaboration

In this third annual update of the Tracker, we include for the first time breakouts for each of six major “segments” of the Corridor to provide valuable insight into changes at the neighborhood level.

In 2012 our working groups also began tracking and reporting individually against their Corridor-wide goals. Starting in this edition, we have included two new indicators from the Big Picture Project related to access to affordable housing. The new data track changes in housing supply and activities to help low- to moderate-income residents stay in their homes.

Wilder Research provides much more detail and analysis of the exciting changes occurring “beyond the rail” in the Key Outcomes for the Corridor 2013 Indicators Report at:

funderscollaborative.org/tracker.



CENTRAL CORRIDOR KEY OUTCOMES: 2013 INDICATORS

Indicator	Index	Mpls. St. Paul	Central Corridor	Comments
Access to Affordable Housing				
1 People of all incomes live here Household income less than \$10,000 (2011 \$) Household income \$10,000-\$29,999	Comparison to M/SP	11% 23%	18% 27%	Share of households with low-income & moderate income remain higher than overall M/SP.
2 Housing with enduring affordability is available* New or preserved long-term affordable housing units	4,500 units (2011-2020)	n/a	2159	Expanded goal is on pace to be met before 2020. Investments since Jan. 2011 include Riverside Plaza and The Cedars towers (1,756 preserved units).
3 Residents are able to stay in their homes* Households served by activities that help people stay in their homes Change in median estimated home market value (single family) Change in median rental rate (2BR)	1,573 households (2011-2020) Baseline (2011) \$147,200 Baseline (2011) \$1,125	n/a	187 -11% 24%	On pace to meet 2020 goals for households served. Declining home values means homeowners less likely to see property tax pressure, but increasing rents squeeze renters.
4 Transit helps families afford living here Dollars spent on housing and transportation for low income households (60% of Area Median Income)	Housing + Transportation <45% of income	47%	41%	Transportation and housing account for a larger share of income since 2000.
Strong Local Economy				
5 Residents have access to shopping & services Health care & social assistance Hotel, restaurant & food services Other services (auto, beauty salons, religious) Retail trade	Stable % of total establishments	11% 9% 12% 10%	10% 8% 9% 7%	Corridor continues to provide a healthy mix of retail & service. Losses in finance and insurance establishments, modest gains in health care and social services.
6 Businesses of all sizes thrive here (number of employees) Change in number of establishments by size: < 5 Employees 5-19 Employees 20-99 Employees 100-249 Employees 250+ Employees	Comparison to M/SP Comparison to baseline year	-120 4 52 12 1	-118 -8 -13 9 1	Smallest establishments in Corridor and M/SP have seen greatest losses since Baseline. Figures include changes in both Downtowns as well as business changes north to Pierce Butler Route and south to Selby Avenue.
7 Construction creates opportunities Jobs for women (share of work hours through 2012) Jobs for minorities (share of work hours through 2012) Contracts to disadvantaged businesses (share of contracts paid through 2012)	6% women 18% minority work hours 16% of \$ to disadvantaged businesses	n/a	6.9% 19.3% 15.8%	Female and minority shares of work hours through 2012 have exceeded goals. DBE goals are close to being met.
8 Construction creates minimal disruption <i>Change at street level, directly on line</i> Openings Closings Relocations off Corridor Net change	Change from start of construction, Feb. 2011	In 2012 40 -24 -11 5	Cumulative 93 -72 -19 2	A small net increase in street-level businesses since construction began in 2011. 24 relocating Corridor business chose to stay on Corridor.

*Preliminary data. See full Big Picture Project Report (forthcoming) for complete counts.

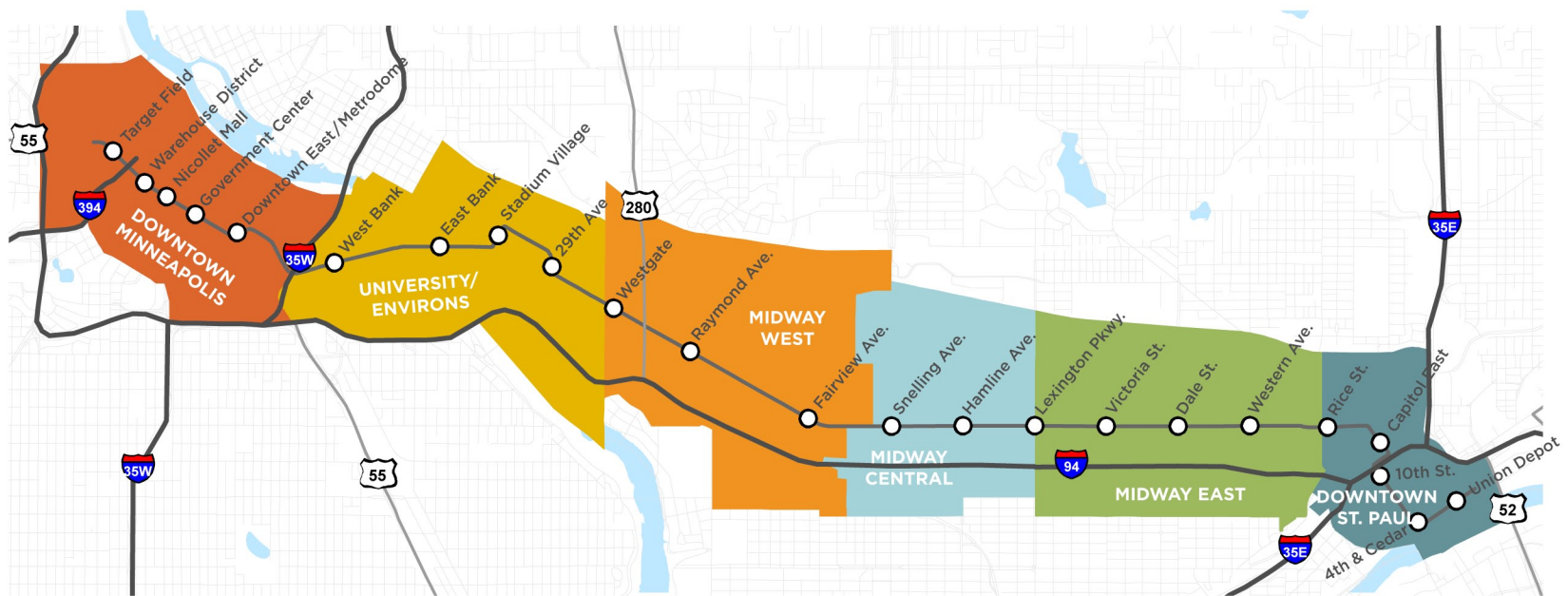
Indicator	Index	Mpls. St. Paul	Central Corridor	Comments
Strong Local Economy				
9 Residents can access workplaces via transit % of low- to moderate-income workers employed within a 45-minute transit commute	% increases over time	n/a	36%	Commuter shed now incorporates planned connector bus routes and redefined segments.
Vibrant Transit-Oriented Places				
10 Neighborhoods are becoming more transit-oriented Housing density (units/acre) Housing units added since Baseline (2010) Business density (establishments/acre)	Increase over time	6.0 1783 .2	8.9 454 .9	Corridor, including downtowns, is denser than M/SP as a whole. Pockets of growing density especially in UMN area.
11 Neighborhoods provide nearby access to services Walk Score® (Scale 1-100)	Walk Score® increases over time	Lake St: 83 W 7th: 62	83	Corridor "very walkable," but overall accessibility has not increased.
Effective Coordination and Collaboration		Baseline	Year 3	
12 Common Goals Agree/Strongly agree	Increase over time	64%	88%	Stakeholders feel informed and believe effective collaboration is occurring. Good results here support achievement of other indicators.
13 Effective Collaboration Agree/Strongly agree	Increase over time	65%	80%	
14 Informed Very well informed	Increase over time	45%	53%	
Change Within the Region		Mpls. St. Paul	Central Corridor	
15 Median household income 2011 \$	Compare to M/SP over time	\$46,863	\$38,462	The median income for the Corridor is more than \$8,000 below M/SP.
16 Population By race/ethnicity American Indian Asian Black Some other race Two or more races White Hispanic (of any race) Foreign born	Compare to M/SP mix over time	665,824 2% 9% 17% 3% 4% 66% 10% 16%	92,228 1% 13% 24% 1% 3% 58% 5% 21%	Central Corridor population is more racially diverse than M/SP. 1 in 5 residents on the Corridor is foreign born.

For a thorough presentation of these indicators and data sources, see the full report at funderscollaborative.org/tracker

HIGHLIGHTS ACROSS THE CENTRAL CORRIDOR

The map summarizes notable findings by Indicator from the six segments along the Central Corridor.

For more information on the Indicators and Corridor-wide findings, see the Key Outcomes table.



DOWNTOWN MINNEAPOLIS

- 1 **Concentration of Corridor wealth:** 25% of all households in the Corridor, with 42% of all Corridor's \$100,000+ earners
- 6 **Lost 120 small establishments**, but gained in all other size categories
- 9 **Most transit connected in Corridor:** 61% of low/middle income workers work within 45-minute commute
- 10 **Highest business density**, with 2.2 establishments per acre

UNIVERSITY/ENVIRONS

- 1 **Student impact:** Highest proportion of very poor households (32%) & lowest earning \$50,000+ (23%)
- 5 **Highest proportion** of hotel, restaurant & food services establishments (16%)
- 6 **Largest net gain of businesses among segments:** 9 since Baseline
- 9 **Transit connected:** 40% of low/middle income workers work within 45-minute commute

MIDWAY WEST

- 1 **Smallest proportion** of very poor households (10%)
- 4 **Highest H+T burden** for low-income households (47%)
- 6 **16 establishments lost since Baseline (net)**
- 9 **Fewer than 3 in 10** low/middle income workers will have a <45 min. transit commute

MIDWAY CENTRAL

- 1 **Business dominated by smaller businesses** and has added 13 smaller businesses since Baseline (<20)
- 6 **Minimal overall gains** in businesses since Baseline (+3)
- 9 **One in 4** low/middle income workers work within 45-minute commute
- 10 **Least residential density** among segments, with 6 housing units per acre still denser than M/SP on the whole.

MIDWAY EAST

- 5 **Health care dominates:** 1 in 4 establishments are health care & social assistance
- 6 **Minimal gains in businesses** since Baseline (+3)
- 9 **One in 4** low/middle income workers work within 45-minute commute
- 11 **Lowest average Walk Score®** (79.3) but largest increase since Baseline (3.3)

DOWNTOWN ST. PAUL

- 1 **A neighborhood downtown:** Mix of incomes more like Midway segments than Downtown Mpls.
- 9 **Jobs connected to transit:** Half of all low/middle income workers work within 45-minute commute
- 10 **Downtown density:** 19.2 housing units per acre
- 11 **Highest average Walk Score®** (89.3)



The Central Corridor Funders Collaborative works with local resident organizations, community groups, nonprofit and business coalitions, and public leaders and agencies who share our vision
TO MAKE THE CORRIDOR A PLACE OF OPPORTUNITY FOR ALL.



For more information, visit: funderscollaborative.org

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