# CENTRAL CORRIDOR TRACKER
# 2012 REPORT

## Progress Beyond the Rail

CENTRAL CORRIDOR
FUNDERS COLLABORATIVE
INVESTING BEYOND THE RAIL

# Tracking Progress Beyond the Rail

As public and private investment follows the Central Corridor Light Rail Line, it can help make the Corridor a place of opportunity where residents and businesses thrive... A place where neighborhoods are accessible to people of all income levels, reflect community identities and link all people to local amenities and regional opportunities.

How can we tell if we are making progress toward this long-term vision?

In 2011 the Central Corridor Funders Collaborative commissioned a tool called the Central Corridor Tracker to help us monitor key indicators of change "beyond the rail" in the Corridor. These indicators were selected for their straightforwardness and fit with outcomes suggested by the vision:

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



This 2012 edition of the Tracker updates the Baseline edition with new data. In order to increase accuracy, sensitivity and replace datasets no longer available, some sources have also changed. We have adjusted the prior year accordingly. For more information, please see the Key Outcomes for the Corridor report produced by Wilder Research, which provides the detailed data and analysis summarized here. You can find it at funderscollaborative.org/tracker.

# Central Corridor Key Outcomes: 2012 Indicators

| Indicator | Index | Mpls. St.Paul | Central Corridor | Comments |
|---|---|---|---|---|
| Access to Affordable Housing | | | | |
| 1 **People of all incomes live here*** | Comparison to M/SP | | | Share of households with low to moderate income remains steady & still higher than M/SP |
| Less than $10,000 Household income (2010 $) | | 11% | 18% | |
| $10,000 - $29,999 Household income | | 23% | 27% | |
| 2 **Transit helps families afford living here*** | Housing + Transportation <45% of income | | | 41% of income is considered affordable, but the share of income for housing + transportation has increased by 7 percentage points since 2000. |
| Low income households (60% of Area Median Income) | | 47% | 41% | |
| Strong Local Economy | | | | |
| 3 **Residents have access to shopping & services*** | Stable % of total establishments | | | Mix of retail & services reflects M/SP overall. Despite 7% drop in number of businesses (2009-10), the mix remained stable. |
| Health care & social assistance | | 11% | 11% | |
| Hotel, restaurant & food services | | 9% | 8% | |
| Other services (auto, beauty salons, religious) | | 11% | 9% | |
| Retail trade | | 10% | 7% | |
| 4 **Businesses of all sizes thrive here*** | Comparison to M/SP<br>Comparison to baseline year | | | Overall, the Corridor mirrored M/SP in trends of business change, except that it suffered proportionately more net loss of businesses with 5-19 employees and saw a net gain of very small businesses. |
| Percentage point change in establishments by size: | | | | |
| All establishments | | -8 | -7 | |
| < 5 Employees | | -6 | +2 | |
| 5-19 Employees | | -13 | -20 | |
| 20-99 Employees | | -6 | -6 | |
| 100-249 Employees | | -5 | -7 | |
| 250 Employees | | <-1 | -4 | |
| 5 **Construction creates opportunities** | | | | Minority hours worked increased by 4.7 points as construction advanced. |
| Jobs for women & minorities (share of work hours through 2011) | 6% women<br>18% minority work hours | | 6.5%<br>17.7% | |
| Contracts to disadvantaged businesses (share of contracts paid through 2011) | 16% of $ to disadvantaged businesses | | 16.2% | |
| 6 **Construction creates minimal disruption*** | Change from start of construction, Feb. 2011 | | | 15 Corridor businesses relocated to a new address within the Corridor. |
| Change at street level, directly on line | | | | |
| Openings | | | 53 | |
| Closings | | | -48 | |
| Relocations off Corridor | | | -8 | |
| Net change | | | -3 | |

* Data source changed since Baseline report. See Appendix of Key Outcomes for the Corridor report produced by Wilder Research.

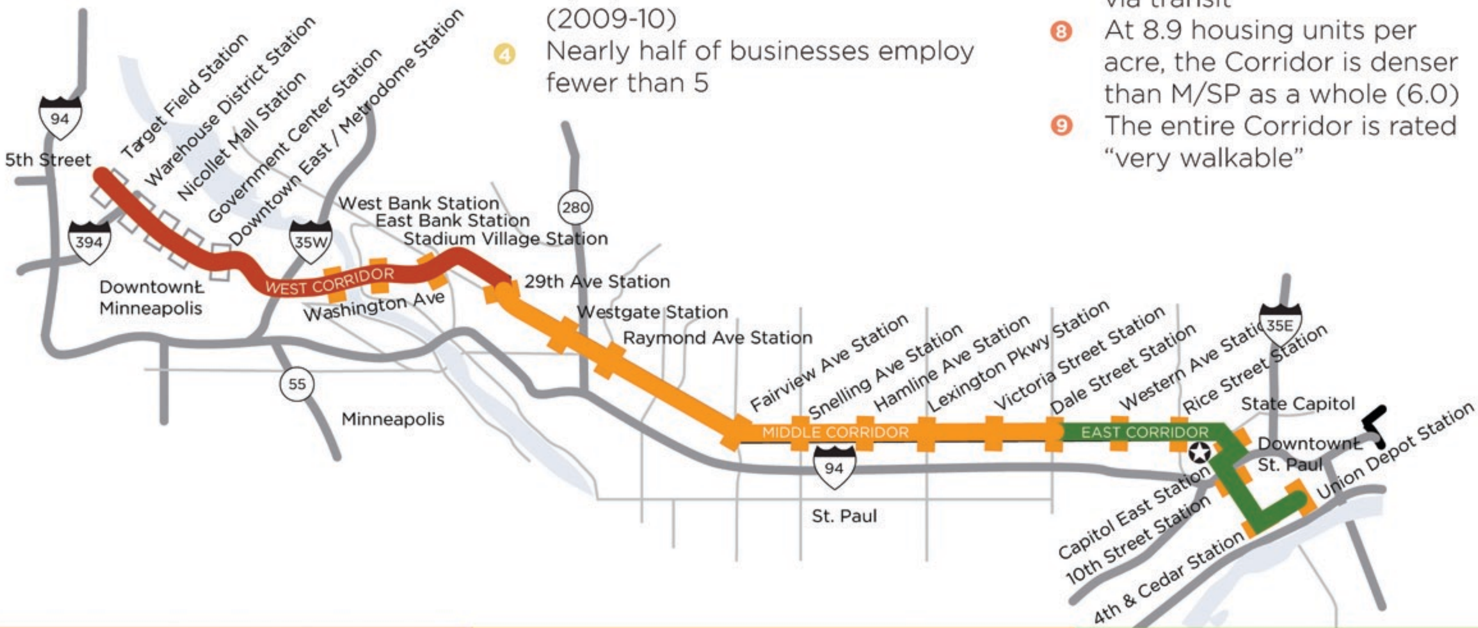
| | Indicator | Index | Mpls. St.Paul | Central Corridor | Comments |
|---|---|---|---|---|---|
| 7 | **Residents can access workplaces via transit**<br>% of low/moderate income workers employed within a 45-minute transit commute | % increases over time | | 46% (of total 20,168) | Little change. Middle Corridor has lowest share of employed residents with access. |
| | Vibrant, Transit-Oriented Places | | | | |
| 8 | **Neighborhoods are becoming more transit-oriented***<br>Housing density (units/acre)<br>Business density (establishments/acre) | Increase over time | 6.0<br>0.2 | 8.9<br>0.9 | Denser development patterns & increased transit use will complement each other. |
| 9 | **Neighborhoods provide nearby access to services**<br>Walk Score® (Scale 1-100) | Walk Score increases over time | Lake St (86->82)<br>W 7th (58->60) | 82->79 | The Corridor's average Walk Score dropped; down 10 points in the West & up 2 in East. |
| | Effective Coordination and Collaboration | | | | |
| 10 | **Common goals** Agree/Strongly Agree | Increase over time | | 64->81% | All three sets of questions showed improvement, but small sample size & change in respondents should be noted. |
| 11 | **Effective collaboration** Agree/Strongly Agree | Increase over time | | 65->73% | |
| 12 | **Informed** Very well informed | Increase over time | | 45->48% | |
| | Change Within the Region | | | | |
| 13 | **Median household income**<br>2010 $ | Compare to region over time | $45,800 | $39,200 | The median income gap for the Corridor is more than $5,500 below M/SP as a whole. |
| 14 | **Population** | Compare to region mix over time | 661,710 | 90,422 | The Corridor's population is stable, with a modest growth trend emerging. Racial & ethnic composition continues the Corridor's historical diversity. Its shares of Asian & Black residents are higher than M/SP overall. |
| | By race/ethnicity | | | | |
| | American Indian | | 1% | 1% | |
| | Asian | | 9% | 12% | |
| | Black | | 17% | 24% | |
| | White | | 66% | 59% | |
| | Some other race | | 4% | 3% | |
| | Two or more races | | 3% | 1% | |
| | Hispanic/Latino (of any race) | | 9% | 5% | |

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

## Highlights Across the Central Corridor

See the corresponding Indicator number in the table for more information on these notable findings.

- 1 45% of households earn less than $30,000 per year
- 1 18% earn less than $10,000 per year
- 2 Housing + transportation cost is rising as a share of income
- 3 More than 1/2 M/SP's jobs are in the Corridor
- 3 Mix of retail & services reflects M/SP, with 7% loss of businesses (2009-10)
- 4 Nearly half of businesses employ fewer than 5
- 5 Construction jobs & contracts are close to meeting goals
- 6 A net loss of only 3 street-level businesses since construction began in 2011
- 7 46% of low- & moderate-income residents can reach their jobs within 45 minutes via transit
- 8 At 8.9 housing units per acre, the Corridor is denser than M/SP as a whole (6.0)
- 9 The entire Corridor is rated "very walkable"




### WEST CORRIDOR

- 56% of total business establishments
- 75% of professional & technical services establishments

### MIDDLE CORRIDOR

- Largest share of health care and social services establishments
- Large area of lower-than-average residential density

### EAST CORRIDOR

- Least dependent on a single industry
- Highest station Walk Score® at 4th & Cedar (97)

*Photo Credit: Zoe Prinds-Flash/Irrigate*

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

**Central Corridor Funders Collaborative members**

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