

# Midtown Greenway PROJECT REPORT CARD



## Project Overview and History

The Midtown Greenway is a 5.5-mile multi-use trail that connects the Mississippi River to the Minneapolis Chain of Lakes. The corridor, constructed in four phases between 2001 and 2007, follows the 1880s route for two railroad divisions. The eastern third of the trail runs on an embankment and at grade while the western two-thirds use the 1912-16 grade separation.

In 1993 the Hennepin County Regional Railroad Authority purchased the rail corridor for future transit. Hennepin County and the City of Minneapolis installed the trail to reserve space for this use. Federal, state, county, and city funding for the project totaled about \$30 million.

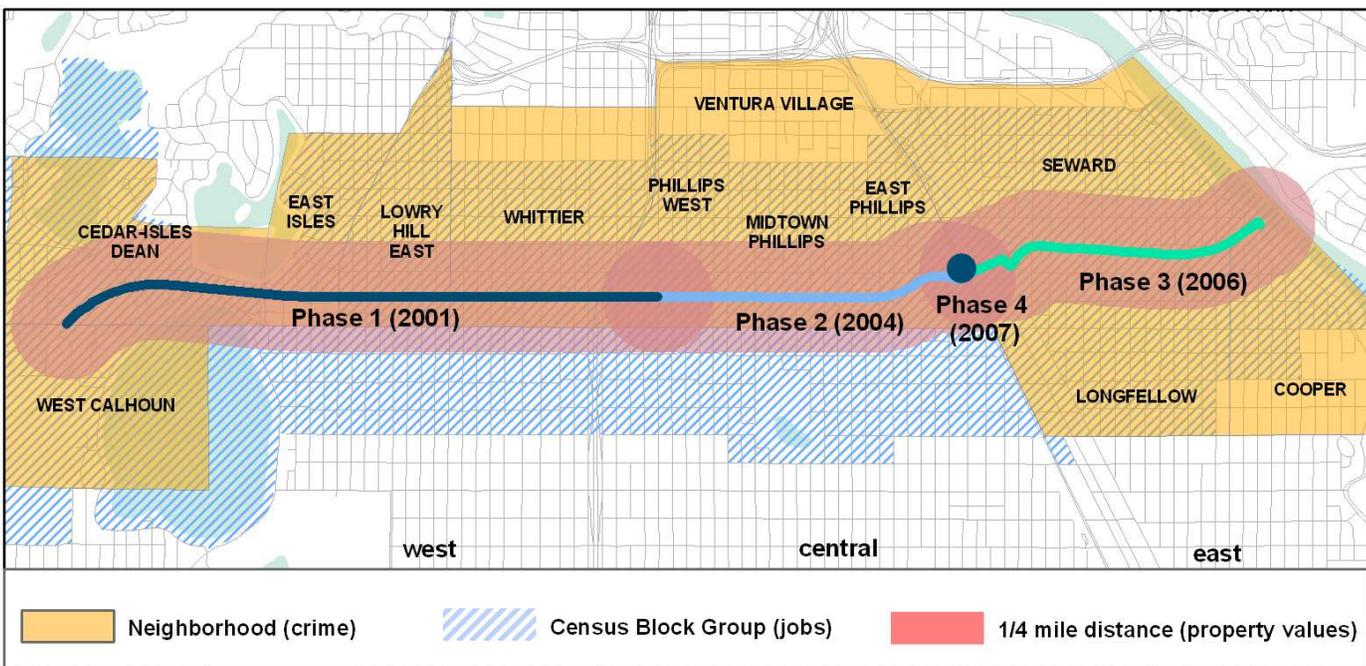
Hennepin County, the City of Minneapolis, the Midtown Greenway Coalition, the Midtown Community Works Partnership, neighborhood organizations, and others worked together to plan for land use, transit, urban design, and public art.

The Midtown Greenway was the county's first Community Works project. The Community Works program uses targeted investment in parks and public works infrastructure to improve a corridor's economic vitality and quality of life. The Community Works program is based on five guiding principles:

- Stimulate employment development
- Build bridges for effective planning and implementation
- Maintain and improve natural systems
- Strengthen communities through connections
- Enhance the tax base

This Report Card highlights four performance measures to help understand some of the changes that have occurred in the corridor since its construction: employment, property values, crime rates, and trail use. Figure 1 shows the Midtown Greenway and the area covered by each performance measure.

**Figure 1: Midtown Greenway**



## Performance Measure 1: Number of Employees by Sector

Employment changes over time reflect the economy, area's desirability, and changing land use. More employees in an area may support increased transit service and businesses to serve those populations. Diversity or concentration of industry types may offer opportunities for ancillary businesses.

Comparative advantage reflects the combination of factors, such as location and workforce attributes, that attract and retain employers and employees. An area has a comparative advantage when it has a greater relative percentage of employment in an industry sector compared to the industry in another area.

The study area comprises irregularly-shaped census block groups about 0.7 to 1.0 mile north and south of the greenway. The U.S. Census Bureau's Quarterly Workforce Indicators (QWI) report the number of jobs, jobs by worker age, jobs by earnings paid, and jobs by two-digit industry code by census block group. QWI excludes government jobs and the self-employed. Figure 2 summarizes the top sectors of employment for the corridor area and rest of Minneapolis in 2008 compared to 2002.

### Findings

From 2002 to 2008, corridor jobs remained around 34,500 while the rest of Minneapolis saw an increase of 12% to 275,000.

- In 2008, health care and social assistance was the primary industry in the corridor, city, and county. The corridor had 12,883 health care and social assistance jobs (38% of all corridor jobs), with 79% of those in the central section. The industry had 3.4 times the relative percentage of the industry's jobs in the rest of the county and 3.2 times those in the rest of the city.

**Figure 2: Top Jobs by Corridor Section, Corridor, and Rest of Minneapolis, 2008 and 2002**

2008 Rank	Industries with 10.0% or More of Jobs in 2008	2008	2002
<b>Midtown Corridor West Section</b>			
	Total jobs	11,648	12,478
1	Accommodation and Food Services	25.3%	20.7%
2	Health Care and Social Assistance	14.4%	14.2%
3	Retail Trade	13.2%	12.8%
	Other	47.1%	52.3%
<b>Midtown Corridor Central Section</b>			
	Total jobs	15,090	15,558
1	Health Care and Social Assistance	67.4%	76.5%
2	Mgmt of Companies and Enterprises	10.8%	2.1%
	Other	21.8%	21.4%
<b>Midtown Corridor East Section</b>			
	Total jobs	7,647	6,503
1	Manufacturing	17.4%	18.9%
2	Retail Trade	17.1%	20.3%
3	Wholesale Trade	14.0%	15.9%
4	Health Care and Social Assistance	13.5%	5.4%
	Other	38.0%	39.5%
<b>Midtown Corridor TOTAL</b>			
	Total jobs	34,385	34,539
1	Health Care and Social Assistance	37.5%	40.6%
2	Accommodation and Food Services	11.0%	9.9%
	Other	51.5%	49.5%
<b>Rest of Minneapolis</b>			
	Total jobs	274,925	245,869
1	Professional, Scientific, Technical Services	11.6%	11.5%
2	Health Care and Social Assistance	11.6%	10.1%
3	Educational Services	11.4%	11.9%
	Other	65.4%	66.5%
*Excludes self-employed persons and public sector employees.			

- Accommodation and food service ranked second with 11% and 3,770 corridor jobs; 78% of those jobs were in the western section. The category ranked fifth (7%) in the rest of the city.
- Third-ranked retail trade had 3,237 jobs, primarily in the west and east sections. The category ranked tenth for the rest of the city.

- The corridor has a strong arts, entertainment, and recreation sector — 3% of corridor jobs. The sector had 3.1 times the relative percentage of the industry’s jobs in the rest of the county and 2.3 times those in the rest of the city.
- Higher paying jobs increased in the corridor. From 2002 to 2008, the share of jobs paying more than \$3,333 per month rose from 27% to 39%, compared to an increase in the rest of the city from 43% to 53%. During the same time, the share of corridor jobs paying \$1,250 per month or less fell from 30% to 25% and came closer to the rest of the city’s 19%.

system and actual sale information aid the assessor in estimating property value. The study area comprises properties within a quarter mile of the greenway. Hennepin County property tax data provide EMV and taxes for each property.

Neighborhood property value trends can indicate community conditions. Stable or increasing property values may help retain and attract residents and businesses. Intensified land uses, including commercial and multifamily residential construction, and the desire by residents to live closer to a greenway amenity may contribute to EMV increases in the corridor area.

### Future Actions / Desired Information

- Track industry employment changes to identify areas with comparative advantage.
- Identify factors contributing to the advantage.
- Share findings with business associations.

### Findings

Corridor properties had a total EMV of \$2.7 billion in 2008 and \$59 million assessed for 2009 taxes.

- Residential uses comprised 52% of total corridor EMV and 35% of assessed taxes.
- Commercial uses comprised 25% of total corridor EMV and 40% of assessed taxes.
- With 9% of land vacant in 2008, almost any use could increase EMV.

### Performance Measure 2: Property Values

The Minneapolis Assessor’s Office appraises characteristics of a property, including alterations and improvements, to create an “estimated market value” (EMV) for that property. Property characteristics entered into a computerized

### Future Actions / Desired Information

- Track market values and property sales prices to measure trends in the corridor area versus citywide.

**Figure 3: Land Use, Properties, Estimated Market Value, and Tax for Properties within Quarter Mile of Greenway for 2008 Valuation, Taxes Payable 2009**

Land Use	Number of Properties	Percent	Estimated Market Value Total	Percent	Tax (excluding Special Assessments)	Percent	Tax as Percent of EMV
Apartment	405	5%	421,326,000	16%	7,450,030	13%	1.8%
Residential	6,394	78%	1,398,388,100	52%	20,646,914	35%	1.5%
Commercial	566	7%	672,043,200	25%	23,674,899	40%	3.5%
Industrial	84	1%	98,169,300	4%	3,468,030	6%	3.5%
Mixed Use	75	1%	92,033,300	3%	2,759,356	5%	3.0%
Vacant Land	707	9%	39,076,500	1%	1,170,109	2%	3.0%
<b>All Uses</b>	<b>8,222</b>		<b>2,712,195,400</b>		<b>58,859,385</b>		

- Track changes in land use over time, such as a new residential or mixed use project, and accompanying EMV changes.
- Track EMV changes for properties near the corridor and new developments.

### Performance Measure 3: Change in Crime Rates over Time

Crime statistics give an indication of neighborhood quality of life and may impact the decision of a resident or business owner to move to or remain in a neighborhood. As residents, workers, and visitors perceive an area as safer, the area should attract more walkers and bicyclists.

The Minneapolis Police Department tracks neighborhood crime with CODEFOR (Computer Optimized DEployment Focus On Results). CODEFOR uses offences the U.S. Department of Justice identified as indicators of a community's criminality: person crimes (homicide, rape, robbery, aggravated assault) and property crimes (burglary, larceny, auto theft, and arson).

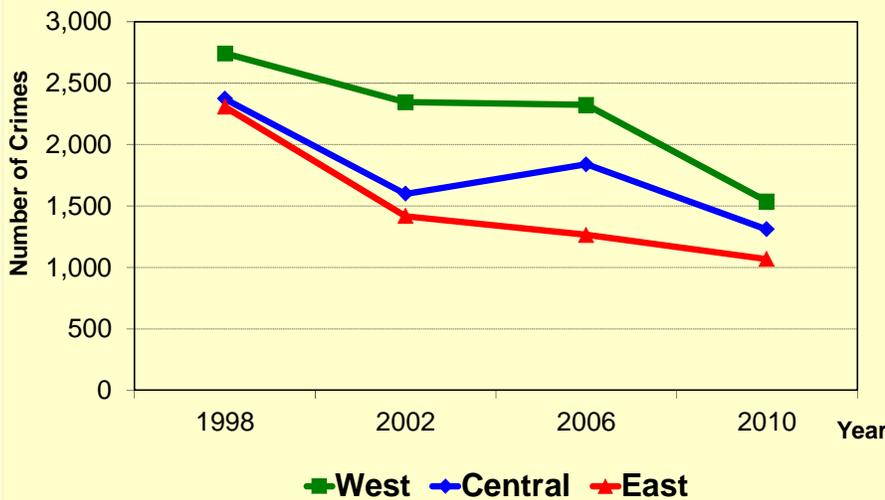
Due to neighborhood boundaries, crime data may come from areas up to one mile from the greenway. More recent technology allows for greenway-specific crime data collection.

### Findings

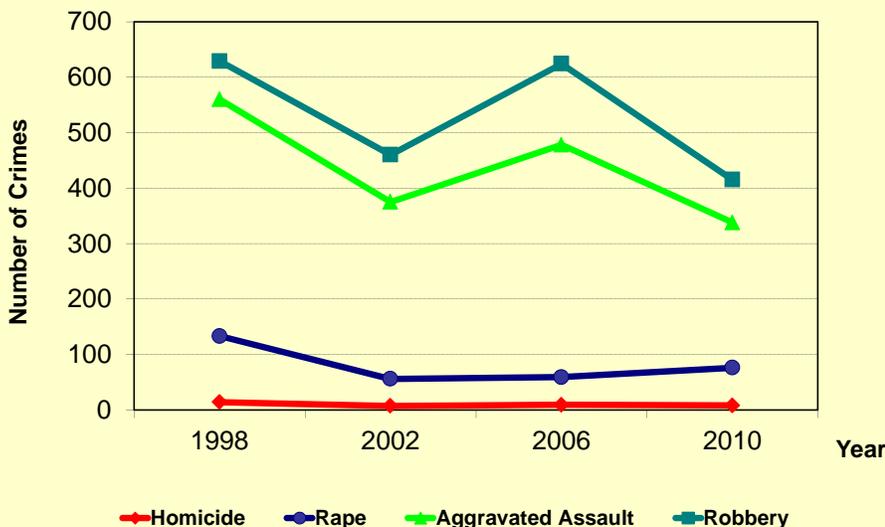
The number of CODEFOR crimes in the 12 neighborhoods near the greenway fell 33% from 5,817 in 2000 to 3,913 in 2010. During the same period, CODEFOR crimes in the rest of the city dropped 18% from 21,185 in 2000 to 17,429 in 2010. Figures 4 and 5 provide crime trends by corridor section and by crime category.

- Larceny accounted for just over half the CODEFOR crimes in the corridor, followed by burglaries (17%), robberies (11%), auto theft (10%), and aggravated assaults (9%).

**Figure 4: CODEFOR Crimes in Corridor Neighborhoods 1998 - 2010**



**Figure 5: CODEFOR Person Crimes in Corridor 1998 - 2010**



- From 2000 to 2010, all corridor CODEFOR crimes decreased: arson (51%), auto theft (49%), larceny (37%), robbery (23%), burglary (20%), aggravated assault (13%), rape (13%), and homicide (11%). During the same time, all CODEFOR crime categories decreased in the rest of the city, except for burglary (up 11%) and rape (up 2%).
- The corridor's percentage drop by category exceeded the rest of the city's. Led by larceny and burglary decreases, CODEFOR crime in the corridor fell most in Longfellow (41%) and Whittier (41%).
- CODEFOR crime in the corridor rose only in West Calhoun (15%) and Cooper (10%).
- In 2000, corridor neighborhoods had 22% of the city's CODEFOR crime; in 2010 only 18%.

#### Future Actions / Desired Information

- Obtain current and future small area data, such as the greenway itself.
- Obtain location-specific crime data to aid crime trend analysis.

#### Performance Measure 4: Trail Use and Experience

Trail development and use throughout the Minneapolis-St. Paul area has increased. The Hennepin County Regional Railroad Authority (HCRRA) owns a number of former rail corridors for future transit uses and has allowed trail development in the right of way as an interim use.

With longer commute times in some areas and growing concerns related to health and the environment, trails offer environmentally friendly transportation choices and a recreational amenity, often in a natural setting.

Trail development supports the county's Active Living program and Cool County initiative by promoting biking, walking, and access to transit as



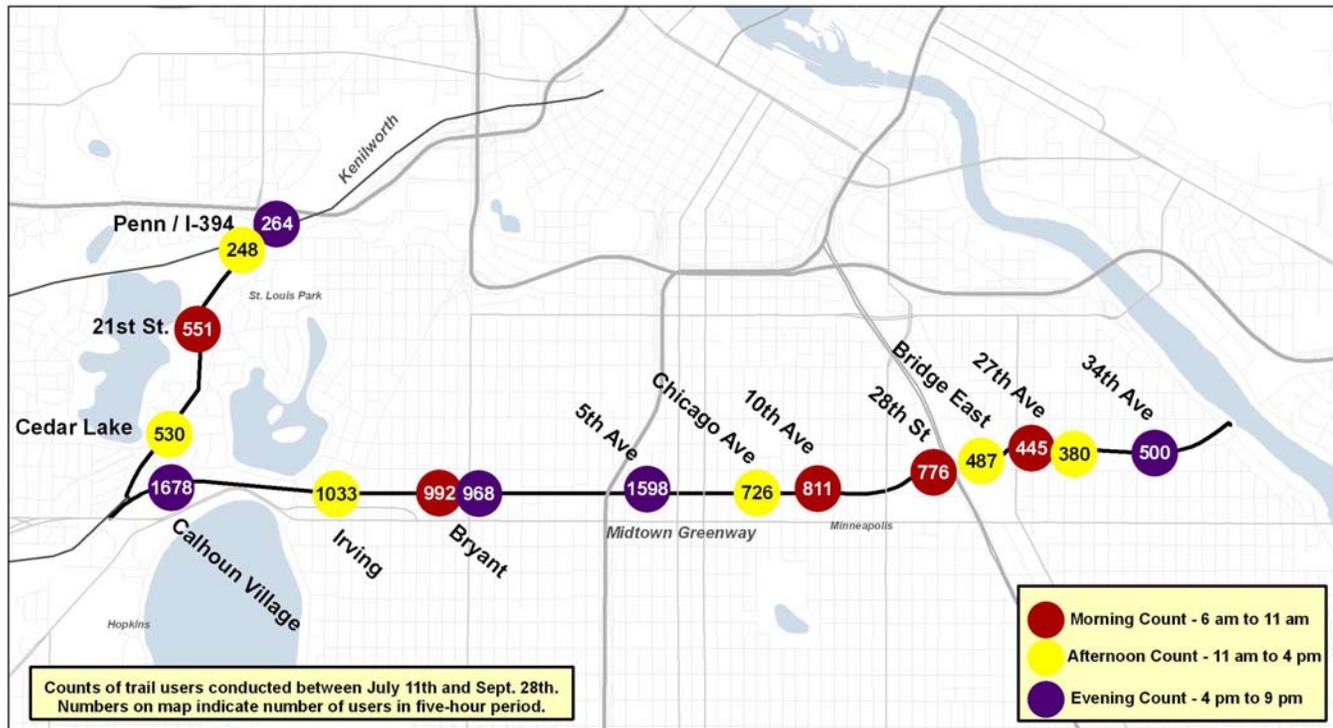
alternatives to driving. Understanding trail users' reasons for using trails in HCRRA-owned corridors will assist in future trail planning and meeting Active Living and Cool County goals.

Hennepin County surveyed bicyclists, pedestrians, runners, skaters, and others along the Midtown Greenway and Kenilworth Trail in summer 2005 and 2008. Since many people use the trail system several times a day or week, the survey counted trail uses, not users. Trail users were eligible to complete only one survey.

#### Findings

- An overwhelming majority (85%) of trail uses were biking on the trail system; in addition, 5 percent were walking, 3 percent running, and 3 percent skating.
- Average weekday and weekend trail use in Greenway Phases 1 and 2 more than doubled (394 to 1,008 weekday uses and 560 to 1,315 weekend uses) from 2005 to 2008.

**Figure 6: Weekday Trail Counts Along Midtown Greenway and Kenilworth Trail (Counts are for five-hour shifts)**



- Trail users lived in communities nearest the trail system, with over 60% in Minneapolis, primarily south Minneapolis.
- Most respondents were using the trail for exercise (81%) or to enjoy scenery (50%).
- Just under half of all respondents were going to a destination, such as work, school, shopping, or a friend or relative's house.
- One quarter of respondents were commuting to/from work. This percentage was significantly higher on weekdays (39%) than weekends (9%).
- Most commuters lived in Minneapolis (71%) or St. Paul (11%). Origin and destination data suggest frequent commute destinations included downtown Minneapolis, the University of Minnesota, and areas along the greenway.

### Future Actions / Desired Information

- Determine impact of filling in trail system gaps, most notably the lack of north-south connections, on trail usage in the county.
- Identify barriers to increased trail use among populations with lower incomes and populations of color, particularly to address health disparities.

### Conclusion

These measures give a snapshot of Midtown Greenway corridor area employment, property tax, crime, and use. Although no definitive causal relationship can be established, the report card shows how corridor area conditions have changed as the Midtown Greenway developed