

THE COMMUNITIES

The task of analyzing all the communities within the Twin Cities region would be too lengthy for this report. Instead, the following will detail some of the larger communities or larger employment areas.

Selected indicators highlighting the each community and how it individually compares to others in the region will be provided in Appendix B. These measurements will include:

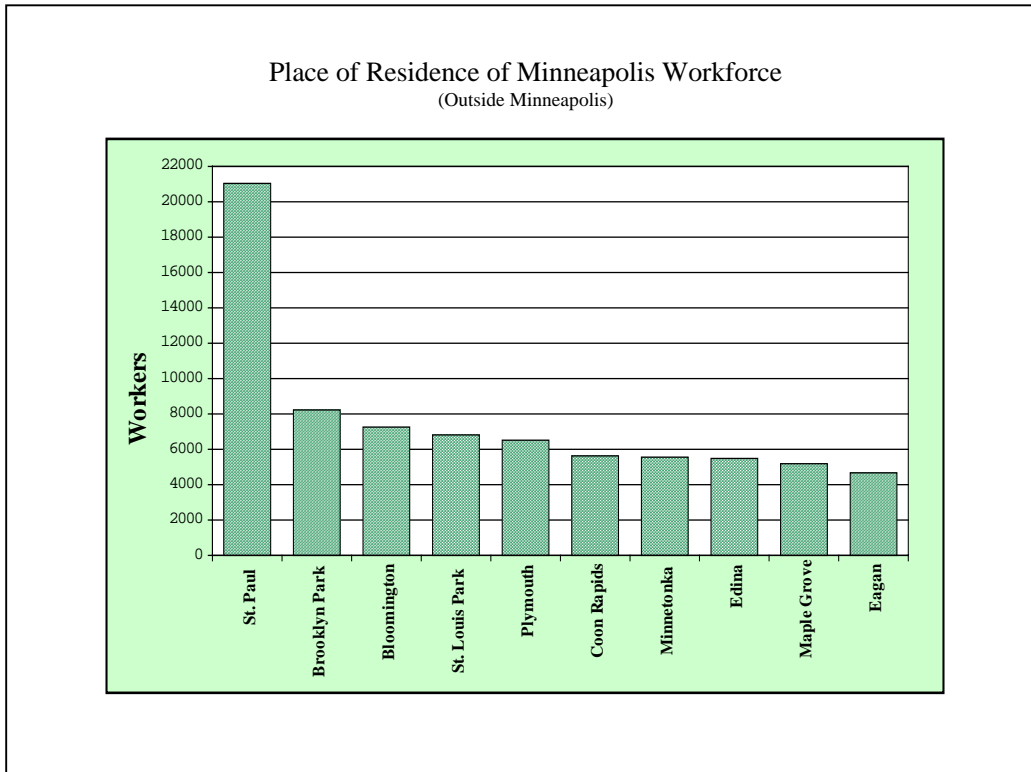
1. Population, households, housing units occupied & vacant
2. Resident population that is employed
3. Community employment totals
4. Households by number of vehicles available
5. Mean travel time of residents
6. Mode choice of travel by residents
7. Mode choice by Percent
8. Vehicle & carpool occupancies

Minneapolis

The City of Minneapolis, with a population of 382,747, is the largest city in the Twin Cities region. It is also the community that contains the greatest number of workers, 299,975. Of that number, however, only one-third comes from city residents; the remainder comes from the surrounding communities.

The City as a Place of Work

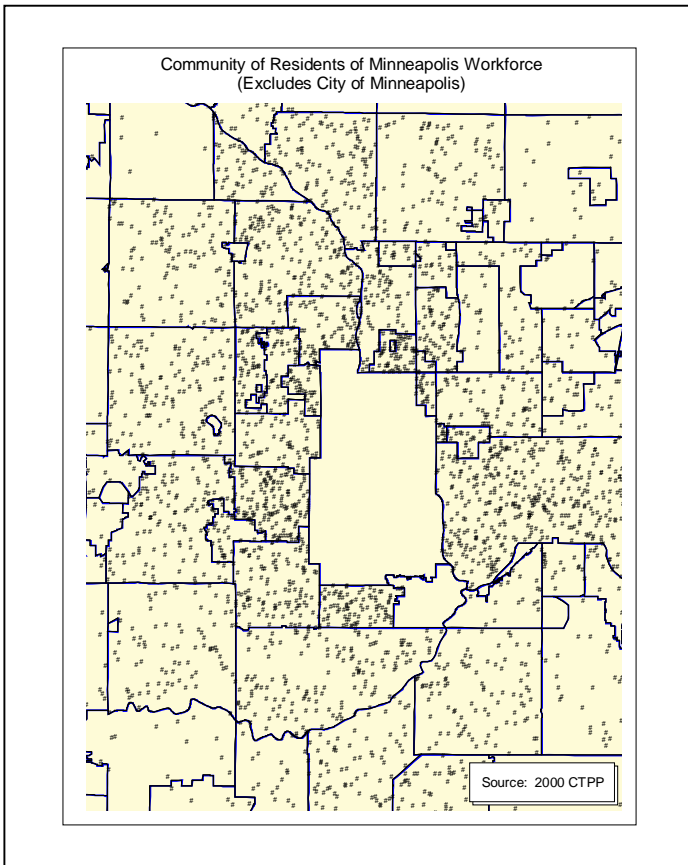
Workers from all around the region have their place of employment within the City of Minneapolis. Of the nearly 300,000 workers in the city, 36 percent are also city residents. As the following graph illustrates, the largest number of workers from any city outside Minneapolis is from St. Paul, which sends 21,057 workers.



Combined, the two central cities account for 42 percent of all workers in Minneapolis. Four other cities provide at least 2 percent of all workers to the city. Ten additional communities send an additional 35,500 workers to the city.

City of Residence	Workers to Minneapolis	Percent of Total
Minneapolis	107,905	36.0
St. Paul	21,057	7.0
Brooklyn Park	8,223	2.7
Bloomington	7,284	2.4
St. Louis Park	6,817	2.3
Plymouth	6,539	2.2
Coon Rapids	5,656	1.9
Minnetonka	5,542	1.9
Edina	5,467	1.8
MapleGrove	5,207	1.7
Eagan	4,642	1.6

Looking at a “dot” map of where the Minneapolis workforce lives, it appears that workers come from all directions of the compass.



The map excludes residents of the city of Minneapolis, and focuses on which other communities contribute to the workforce. Workers seem to follow the pattern of urban development around the city, and do not come from any particular direction.

Of course workers to the city come from a variety of locations and not just from surrounding communities. Of the nearly 300,000 workers in the city, 282,493 (94 percent) come from the 7-county area. Another 10,924 (4 percent) come from the thirteen “collar” counties. The remaining 2 percent, 6,588 workers, come from other areas.

The largest number of workers comes from Hennepin Co, which represents just over 61 percent of the city’s total workers. Ramsey Co sends an additional 38,930, which accounts for another 13 percent.

The table to the right shows the number of workers sent to Minneapolis by residents of the surrounding counties. Other than Hennepin and Ramsey counties, the only other counties that send a sizeable number of workers to Minneapolis are Anoka, Dakota and Washington, which count for nearly 18 percent of the city’s total workforce.

The City as a Place of Residence

As noted previously, Minneapolis has a population of 382,747. Within this population are 162,380 households, and just over 208,000 are in the labor force. Some 12,780 people age 16 or over are unemployed, or around 5.8 percent.

Of the 162,380 households, most (81 percent) have vehicles available for transportation. Just over 19 percent, or 31,345 households, do not. Compare this to the 7-county region, which has about 8 percent of household with no vehicle. The city has 70,910 households with one vehicle, 45,135 with two, 10,445 with three, and 3,545 with four or more vehicles available.

County of Residence	Workers	Percent
Anoka	25,997	8.7
Carver	2,718	0.9
Chisago	1,491	0.5
Dakota	19,675	6.6
Goodhue	268	0.1
Hennepin	184,161	61.4
Isanti	965	0.3
LeSueur	149	0.0
McLeod	196	0.1
Mille Lacs	250	0.1
Pierce	432	0.1
Polk	365	0.1
Ramsey	38,930	13.0
Rice	511	0.2
Scott	3,099	1.0
Sherburne	1,936	0.6
Sibley	108	0.0
St. Croix	1,377	0.5
Washington	7,913	2.6
Wright	2,876	1.0
Other	6,588	2.2
Total	299,975	100.0

Of the Minneapolis population that is employed, nearly 64 percent drive-alone, compared to regional figures of around 81 percent. Transit share is much higher at nearly 15 percent, compared to 5 percent region wide. Walk mode is also higher, nearly 7 percent compared to 2.6 percent.

Mode of Travel to Work for Residents of City of Minneapolis

Mode	Drive Alone	Carpool	Transit	Bike	Walk	Other
Number	125,585	23,130	29,265	3,855	13,490	1,688
Percent	63.7	11.7	14.9	2.0	6.8	0.9

Of the 148,715 residents of Minneapolis who use vehicles to get to work, they contribute to a vehicle occupancy of 1.09; carpool occupancy is at 2.20.

Households by Vehicles Available

Total	Zero Vehicles	1 Vehicle	2 Vehicles	3 Vehicles	4+ Vehicles
162,380	31,345	70,910	46,135	10,445	3,545

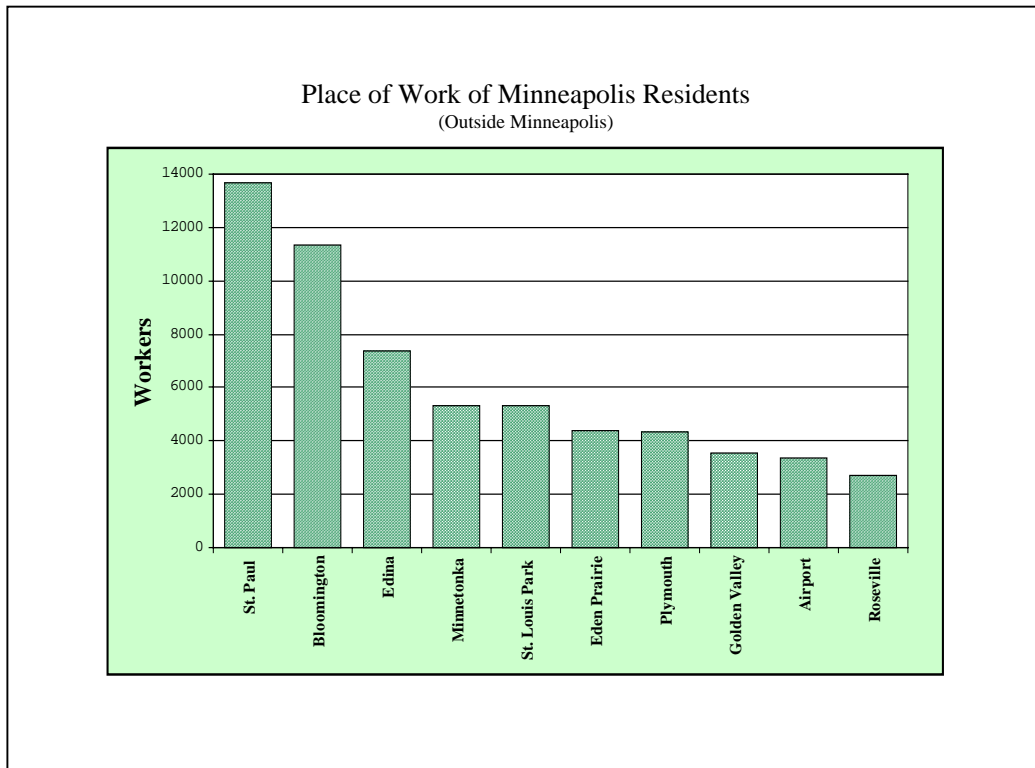
Zero-vehicle households are just over 19 percent of total households, compared to 8 percent regionwide.

Household Income by Vehicles Available

	Total	0 Vehicle	1 Vehicles	2 Vehicles	3 Vehicles	4+ Vehicles
Median	\$37,975	\$16,225	\$32,945	\$61,865	\$70,320	\$68,810
Mean	\$52,105	\$23,075	\$41,235	\$77,530	\$89,275	\$85,800

Where do the residents work?

Of the more than 200,000 Minneapolis residents age 16 or older who work, most of them (107,905) work in the City of Minneapolis itself, representing 52.9 percent of all working residents. The largest 10 recipients of Minneapolis workers are shown in the following graph. The greatest number work in St. Paul (13,691); Bloomington ranks second with 11,347 Minneapolis workers.

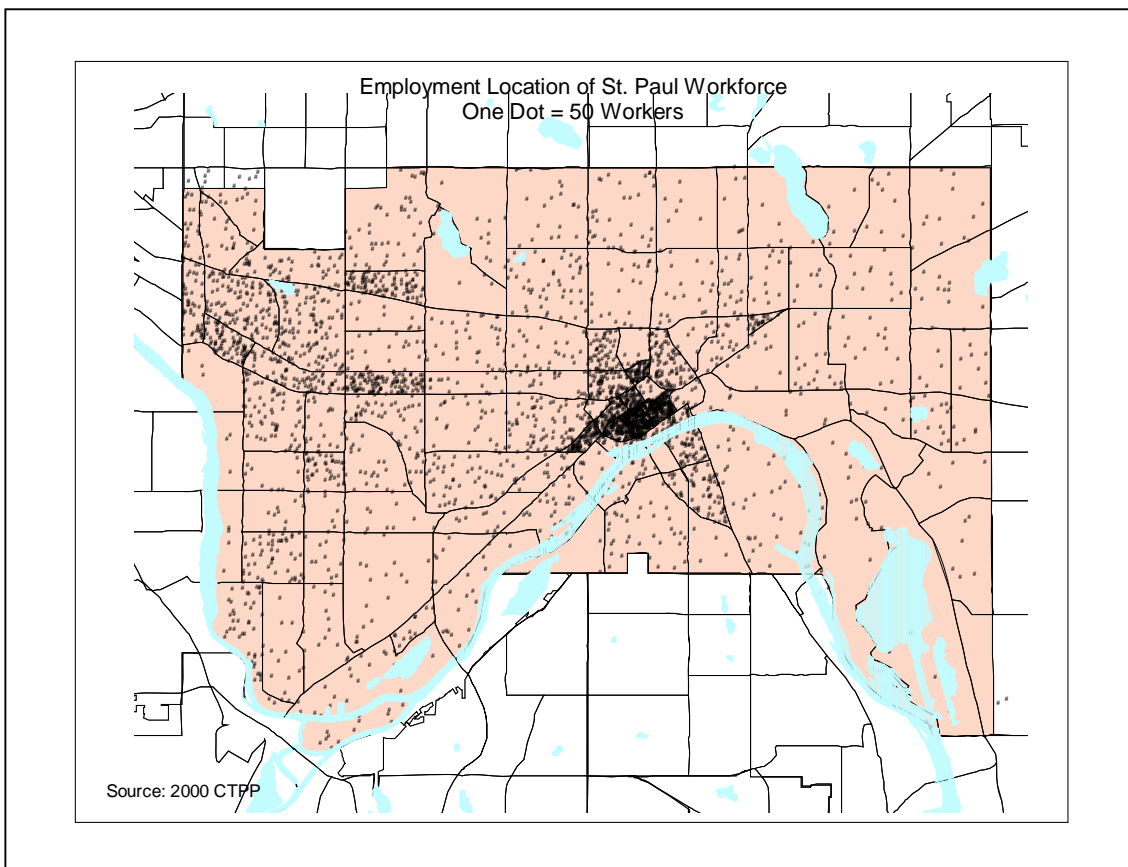


Saint Paul

The City of St. Paul retains the rank of second largest city in the region, with a population of 287,151 living in 112,109 households.

The City as a Place of Work

The 2000 census tabulations show that there were 180,564 persons working within the City of St. Paul. Although it represents its greatest concentration, only 26 percent of all workers in the city work in the nine TAZs defined as “downtown”. Add in the TAZs adjacent to the downtown core, the employment totals to around 70,000, which is more than one-third the city’s entire workforce.

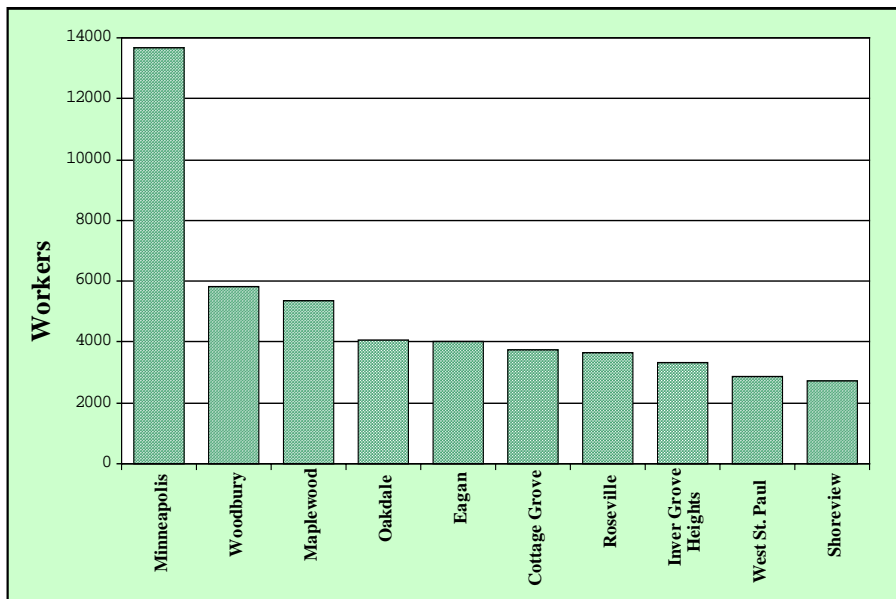


The second greatest concentration of workers is found north of I-94 west of Lexington Avenue. These workers come to St. Paul from numerous communities and counties surrounding the city. The greatest portion of the workforce comes from residents of St. Paul itself (62,898); this counts for 35 percent of the total. Minneapolis sends another 8 percent (13,691). Woodbury, Maplewood, Oakdale and Eagan are the four next largest contributors.

At the county level, Ramsey County contributes 87,565 workers (48 percent). Hennepin, Washington, and Dakota counties send nearly equal numbers, all just over 21,000. Nearly 4,900 come from the three adjacent Wisconsin counties of Pierce, Polk, and St. Croix. Workers from the 20-county region are shown in the following table.

County of Residence	Workers to St. Paul	Percent of Total St. Paul Workforce
Anoka	9,717	5.4
Carver	408	0.2
Chisago	1,787	1.0
Dakota	21,282	11.8
Goodhue	389	0.2
Hennepin	26,194	14.5
Isanti	429	0.2
Le Sueur	40	0.0
Mc Leod	73	0.0
Mille Lacs	72	0.0
Pierce (WI)	1,210	0.7
Polk (WI)	609	0.3
Ramsey	87,565	48.5
Rice	418	0.2
Scott	1,111	0.6
Sherburne	401	0.2
Sibley	10	0.0
St. Croix (WI)	3,039	1.7
Washington	22,340	12.4
Wright	586	0.3

Place of Residence of St. Paul Workforce
(Outside City of St. Paul)



The City as a Place of Residence

According to the 2000 Census, there are 287,150 people residing in St. Paul, living in 112,130 households. Of the city's population, 141,740 are in the workforce; 8,490 are unemployed. These unemployed persons represent about 5.7 percent of the total "available" workforce.

Employment Status of St. Paul City Workforce

Civilian At Work	Civilian Not at Work	Unemployed	Armed Forces	Available Labor force	Not in Labor force
138,990	2,675	8,490	75	150,230	67,180

St. Paul residents get themselves to work by a variety of modes. Many drive or ride to work in private vehicles. Of the 112,130 households in the city, 93,605 (or 83 percent) have at least one vehicle available for this purpose. The remaining 17 percent (which is twice the regional figure) do not.

Households by Number of Vehicles Available

Total	0 Vehicles	1 Vehicle	2 Vehicles	3 Vehicles	4+ Vehicles
112,130	18,520	46,160	36,140	8,390	2,915

The city has 134,945 workers who actually commute somewhere to work. Of this number, 96,175 drive alone; this represents 71 percent of total commuters, and compares to 81 percent for the region as a whole. The various modes of choice are shown in the following table.

Mode of Travel to work for Residents of St. Paul

Mode	Drive Alone	Carpool	Transit	Bike	Walk	Other
Number	96,175	17,310	11,785	905	7,525	1,245
Percent	71.3	12.8	8.7	0.7	5.6	0.9

Generally, there is a direct correlation between income and the number of vehicles available to a household. As income rises, the number of vehicles also increases.

Household Income by Vehicles Available

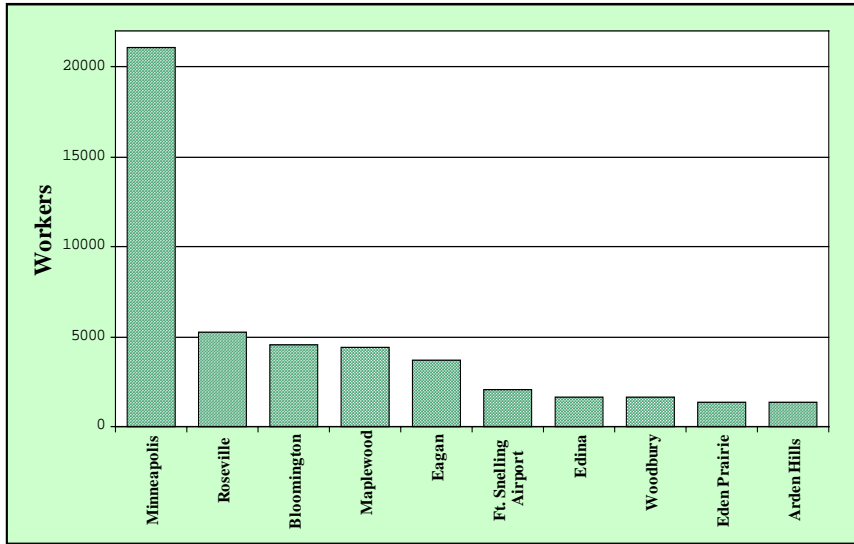
	Total	0 Vehicle	1 Vehicle	2 Vehicles	3 Vehicles	4+ Vehicles
Median	\$38,775	\$14,725	\$31,850	\$58,425	\$65,900	\$69,105
Mean	\$50,430	\$23,185	\$38,925	\$70,2580	\$78,880	\$77,815

Where do the residents work?

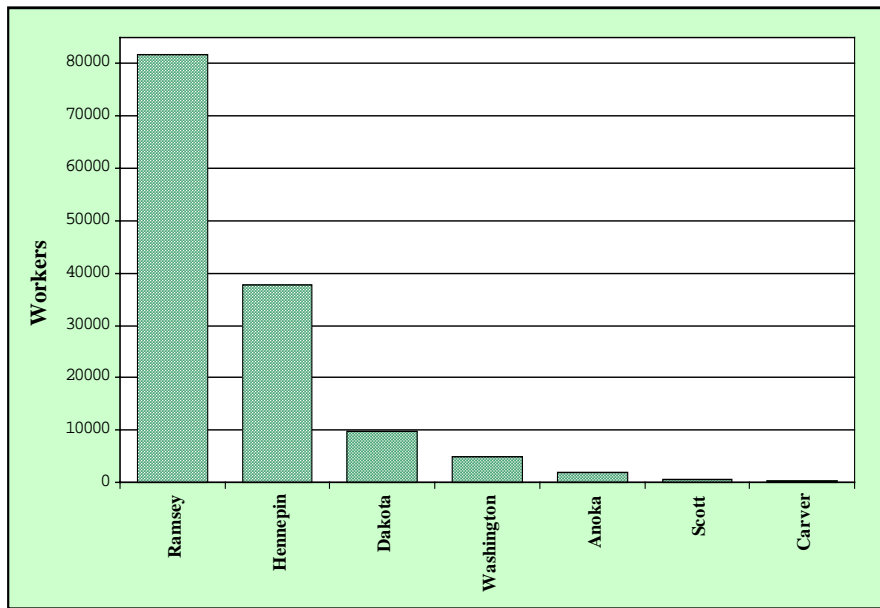
Of the city's resident workforce, most of them work within St. Paul itself. Some 62,898 workers (or 45 percent) remain within the city. The city that receives the second largest number of St. Paul workers is Minneapolis at 21,057, or 15 percent of the St. Paul workforce. The next five largest recipients are the cities of Roseville (5,266), Bloomington (4,534), Maplewood (4,369), Eagan (3,696) and the Ft. Snelling-Airport area (2,034).

By county, the city sends most of its workers to Ramsey County, which receives 81,661 or 59 percent of the total. The second largest number goes to Hennepin County, 37,803. Dakota, Washington and Anoka counties are the third through fifth largest recipient counties. These are shown on the following graphs.

Place of Work of St. Paul Residents
(Outside City of St. Paul)



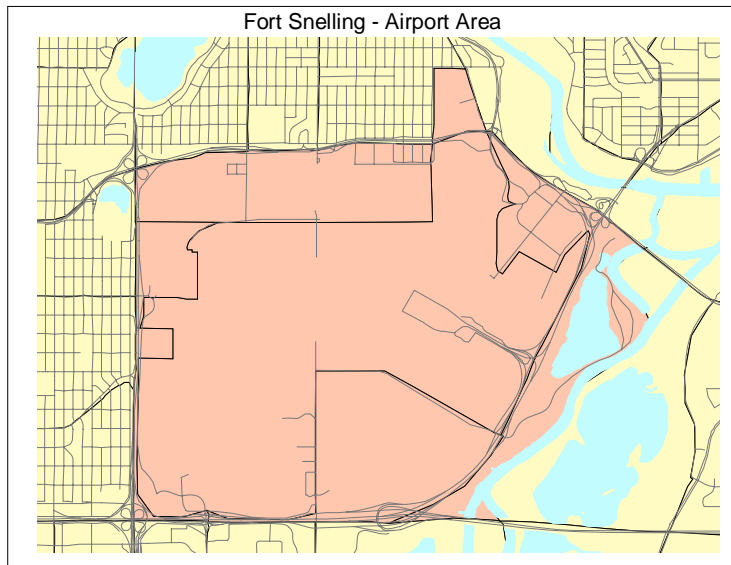
County of Work of St. Paul Residents



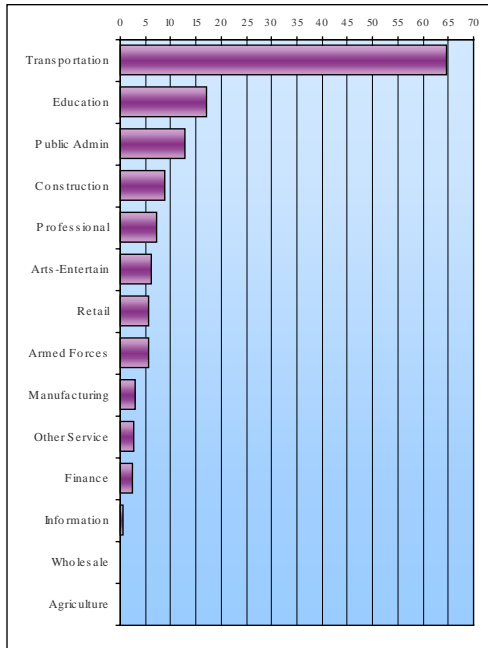
Airport – Ft. Snelling

The area in which the Minneapolis-St. Paul International Airport is located is a center of employment as well as airport activities. According to the CTPP, the area contains over 27,000 jobs. Nearly 65 percent of these jobs (17,689) are in the Transportation industry. The second largest industry represented in this area is Education-Health-Social Services (3,509), which accounts for another 13 percent. Public Administration comes in third with 1,230 (4 ½ percent).

Fort Snelling - Airport Area



Industry Types in Airport Area Employment



By sex, transportation is still the largest industry group in this area. Among males the group accounts for just over 69 percent of the total, while it represents around 57 percent for females.

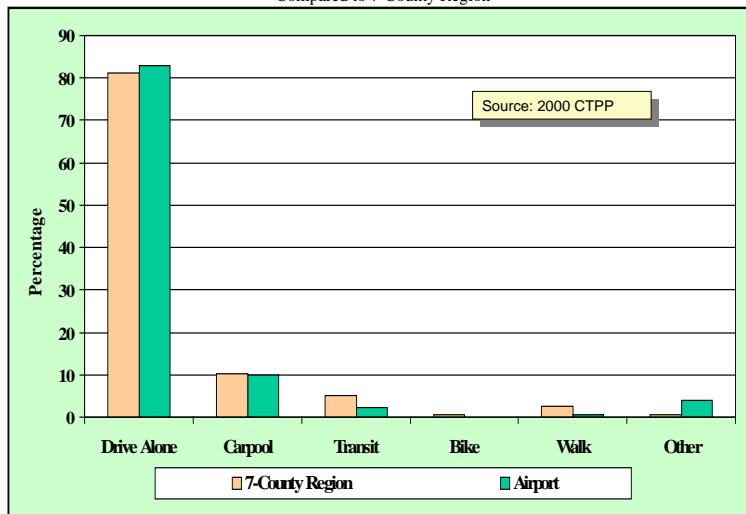
The second largest industry (Education), which accounts for 13 percent of all workers, represents slightly less than 7 percent for males but accounts for 23 percent of all female workers in the area. The construction industry ranks third for males, with 909 workers; for females it is Public Administration.

Mode Choice

Workers in the Airport area generally reflect the same mode choices as the region as a whole. Those who drive alone (22,690) account for 83 percent of all commute choices, followed by 10 percent in carpools. Transit and walk modes to the Airport area are less than the overall region, but “other” modes are represented in a greater percentage than the

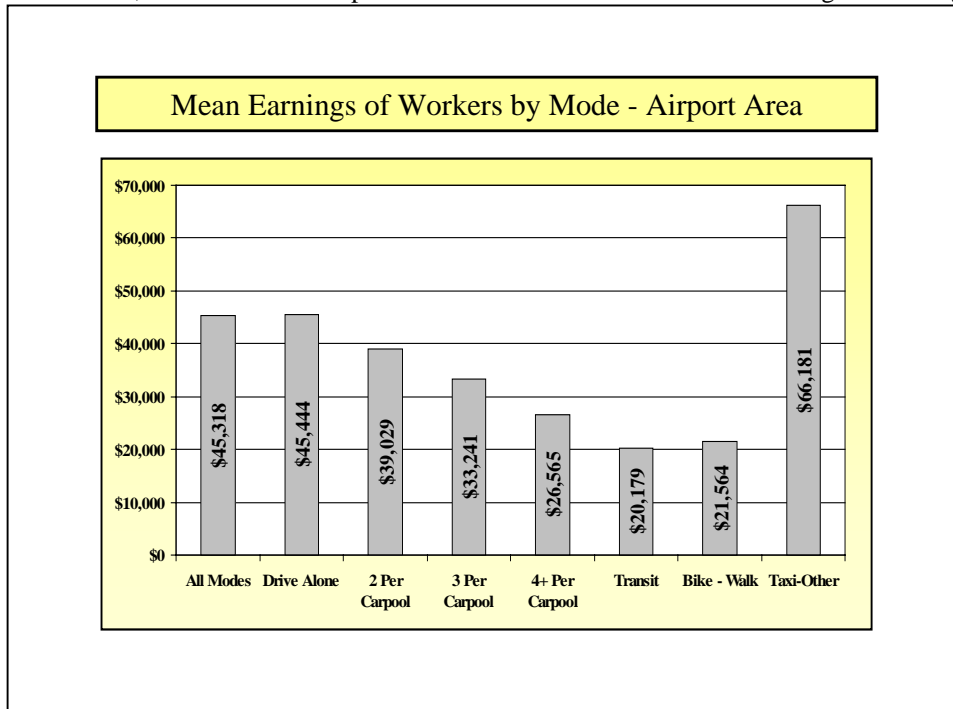
region, 4.1 percent versus 0.6 percent.

Mode Choice of Airport Area Workers
Compared to 7-County Region



Mean Earnings

Two patterns emerge when looking at Mean Earnings by Airport area employees: Earnings decline as carpool size increases, and workers who opt to take “taxis or other modes” have the highest earnings.



In this particular instance, it is most likely a representation of executives and airline pilots who make substantial earnings and are more highly represented in this sub-area of the region.

Mean Travel Time by Mode

Travel times for workers in the Airport area are longer than they are for the overall region. All modes show a travel time of 31.4 minutes for workers in this area as compared to 23 minutes for the 7-county region. Drive alone times are just above 27 minutes, compared to over 22 minutes in the region. Transit is also higher at 38.4 minutes; the 7-county region transit number is 36.4 minutes.

