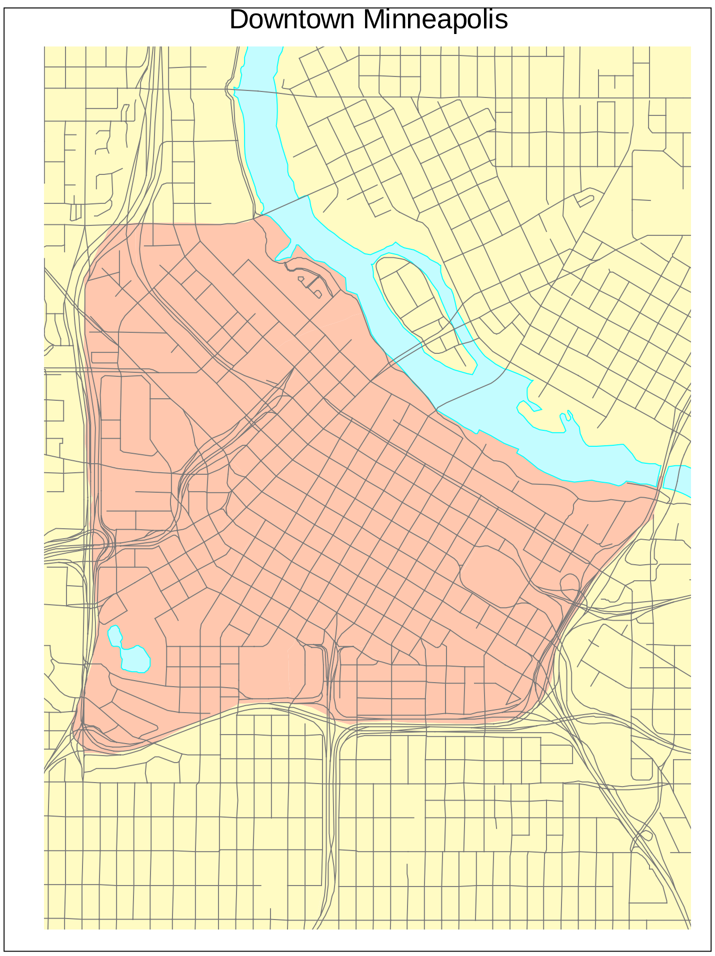
THE DOWNTOWNS

Unlike most of the nations metropolitan areas, the Twin Cities (just as the name implies) is an urban area comprised of two major central cities. Consequently there are two downtowns, also known in the planning jargon as “central business districts” or CBDs. Although the dominance of these areas have diminished over time as development in the suburban areas have overshadowed the cores, the downtown areas still contain large numbers of workers and reflect the conceptual cores of their respective communities.

There are varied definitions of what is meant by “downtown”. The area imagined can encompass larger or smaller areas depending upon who is visualizing it. For this effort, however, the definitions of the downtowns relate to the composition of transportation analysis zones (TAZs). The primary reason for this is that the census tabulations detailed in this report are initially driven by the need for TAZ-level information to be used in the regional travel demand modeling efforts. Therefore the downtowns are defined by TAZs in this effort, and they are consequently reported in this fashion.

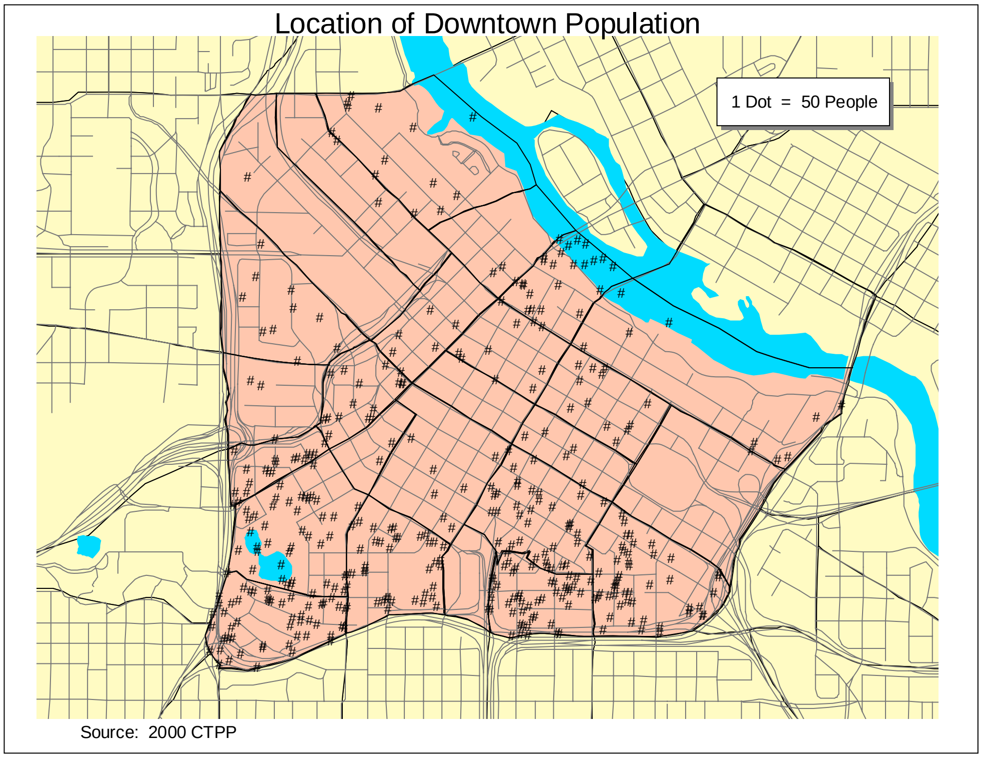


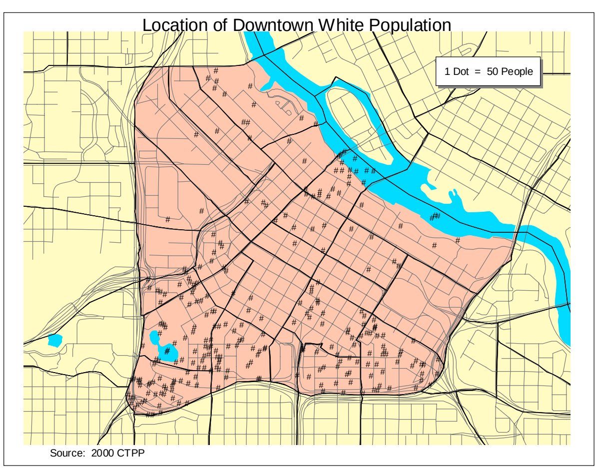
As is seen in the illustration, the Minneapolis CBD basically is defined as the area contained between the Mississippi River and the "freeway ring". This area encompasses 25 TAZs and contains around 20,000 people, 11,700 households and over 140,000 workers.

<u>The Minneapolis CBD</u>

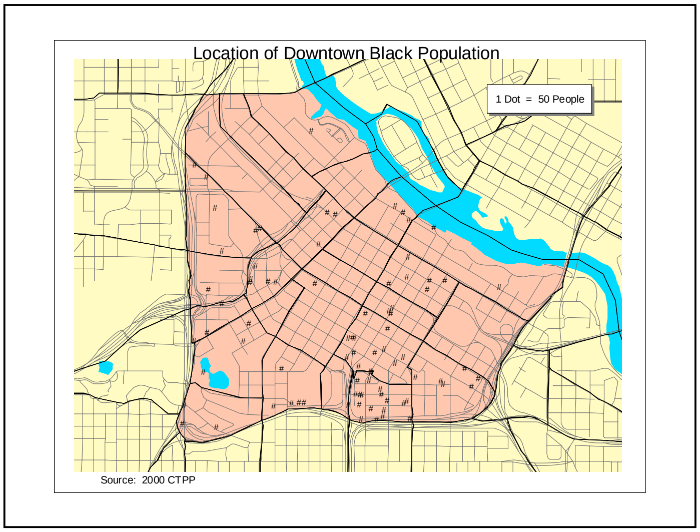
<u>As a Place of Residence</u>

According to the 2000 CTPP, some 19,995 people live in downtown Minneapolis. These people reside in 11,705 households, scattered around the core but primarily in the south and southwestern fringes. Newer residents are being constructed along the northern border of downtown along the Mississippi River.

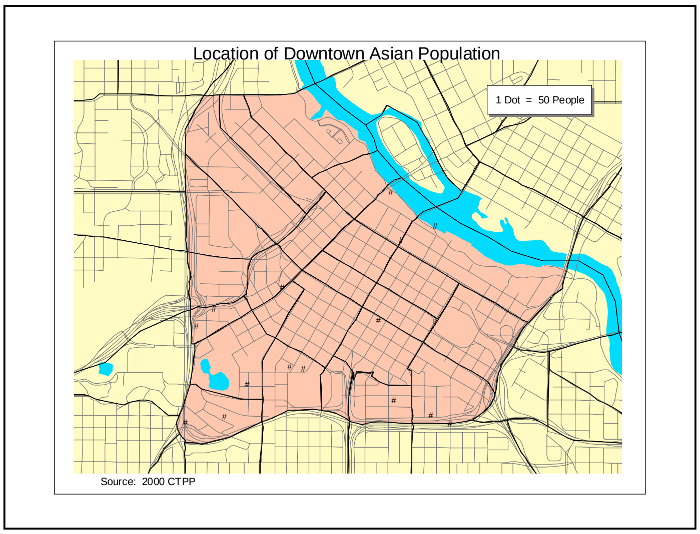




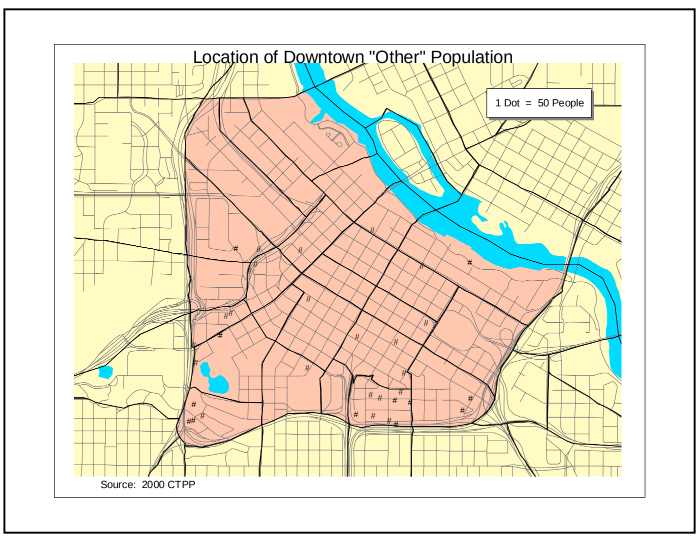
The white population is generally located in three main areas: in the southeast, southwest, and north-central areas along the Mississippi. Since this segment of the population accounts for over two-thirds of the total population, its distribution generally mirrors that of the total population. In 2000 the white population totalled 13,460.



The black population in the downtown area accounts for nearly 21 percent of the total. Of the 4,143 blacks living downtown, they are more generally scattered, although a sizeable concentration is found in the southeast quadrant, east of 3rd Avenue South and south of Washington Avenue. The greatest concentration is around 16th Street East and Portland Avenue.



The Asian population downtown only accounts for 3 ½ percent of the total downtown at 703 people. A portion is found in the southeast quadrant; the remainder generally live in an arc around Loring Park.



The 1,683 people who are defined as "Other" generally mirror the black population in their distribution downtown, only in smaller numbers. The southeast quadrant (especially 16th and Portland Avenue) contains the highest concentration.

Households by Vehicles Available

Residents of downtown Minneapolis reflect different vehicle ownership characteristics than the region as a whole. Some 43 percent of downtown households do not own a vehicle, compared to 8 percent region-wide. Households that own 1 vehicle or less account for 90 percent of downtown households. For the 7-county region this figure is 41 percent. Consequently, only 10 percent of households in downtown Minneapolis own 2 or more vehicles. For the region as a whole, this number is 59 percent. Clearly downtown residents have not placed a great emphasis on vehicle ownership.

Mean Household Income

Residents of downtown Minneapolis have a mean household income of about $44,622, compared to the regional figure of $68,439. Mean income ranges from a low of $17,385 in the area around Washington and Hennepin Avenues to a high of $78,690 around Loring Park. The higher incomes are found around Loring Park and in the newer developments along the Mississippi River. The lowest incomes tend to be in the southeast segment of downtown and to the west of Hennepin Avenue.

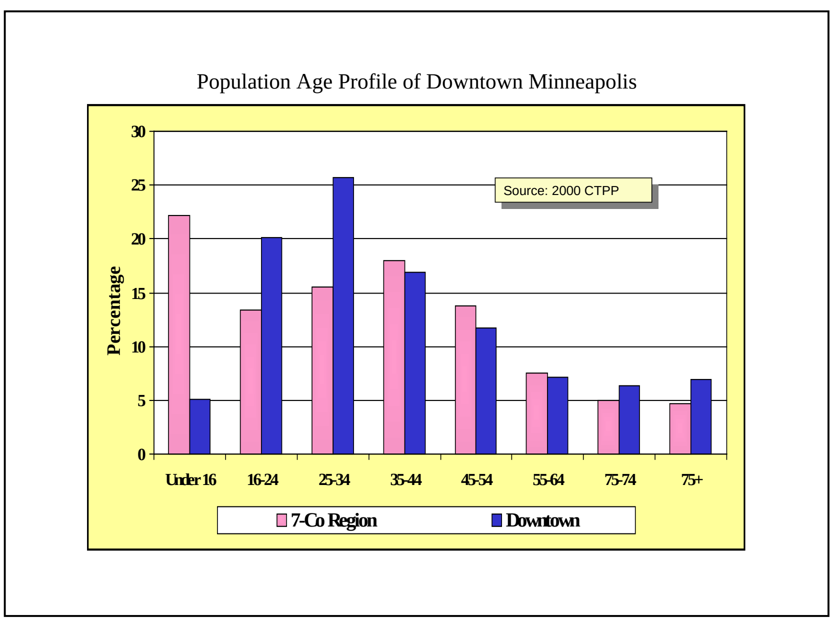
School Enrollment

Downtown residents have fewer children enrolled in schools than the region as a whole, as can be seen in the following table. Residents of downtown are enrolled in college or professional schools at a much higher proportion than is found in the rest of the 7-county region

	Percent Population Enrolled or Not-Enrolled in School					
	Preschool – Kindergarten	Grade 1-8	Grade 9-12	College	Age 3+ Not Enrolled	Under Age 3
Minneapolis CBD	0.6	2.0	2.8	16.6	76.5	1.5
7-County Area	3.6	12.1	5.9	6.3	6.8	4.2

Age Profile

Residents of downtown Minneapolis generate a different age profile than that of the 7-county region. There is a much smaller percentage of children under the age of 16 living downtown, but there is a greater percentage of persons in the age groups between ages 16 and 34. Much of this is reflected in the school enrollment figures whereby nearly 17 percent of residents of downtown are enrolled in college compared to just under 6 percent region-wide.

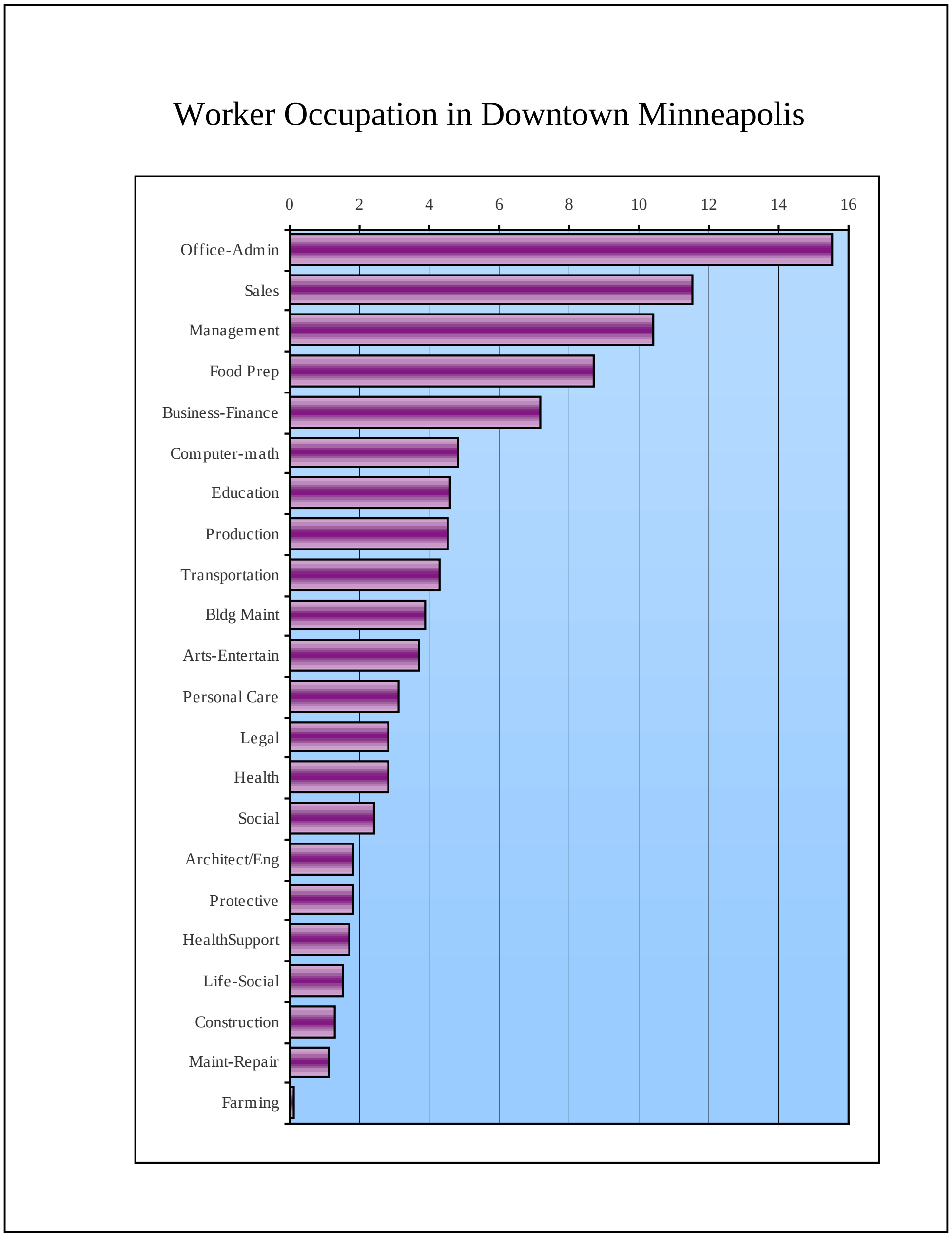


Employment Status

Of the nearly 19,000 residents of downtown that are age 16 or older, just under 60 percent are employed, 6 percent are unemployed, while 34 percent are not in the labor force. This compares with nearly 72 percent employed , 3 percent unemployed and 26 percent not in the labor force in the 7-county region.

Worker Occupations

The occupations of downtown residents mirror the 7-county region in the first three categories: office-administration, sales, and management. Nearly 16 percent of residents work as office and administration workers. Another 12 percent are in sales, while management amounts to another 10 percent. These figures nearly match the 7-county numbers. The fourth largest category is in food preparation, compared to Production services in the 7-county figures.

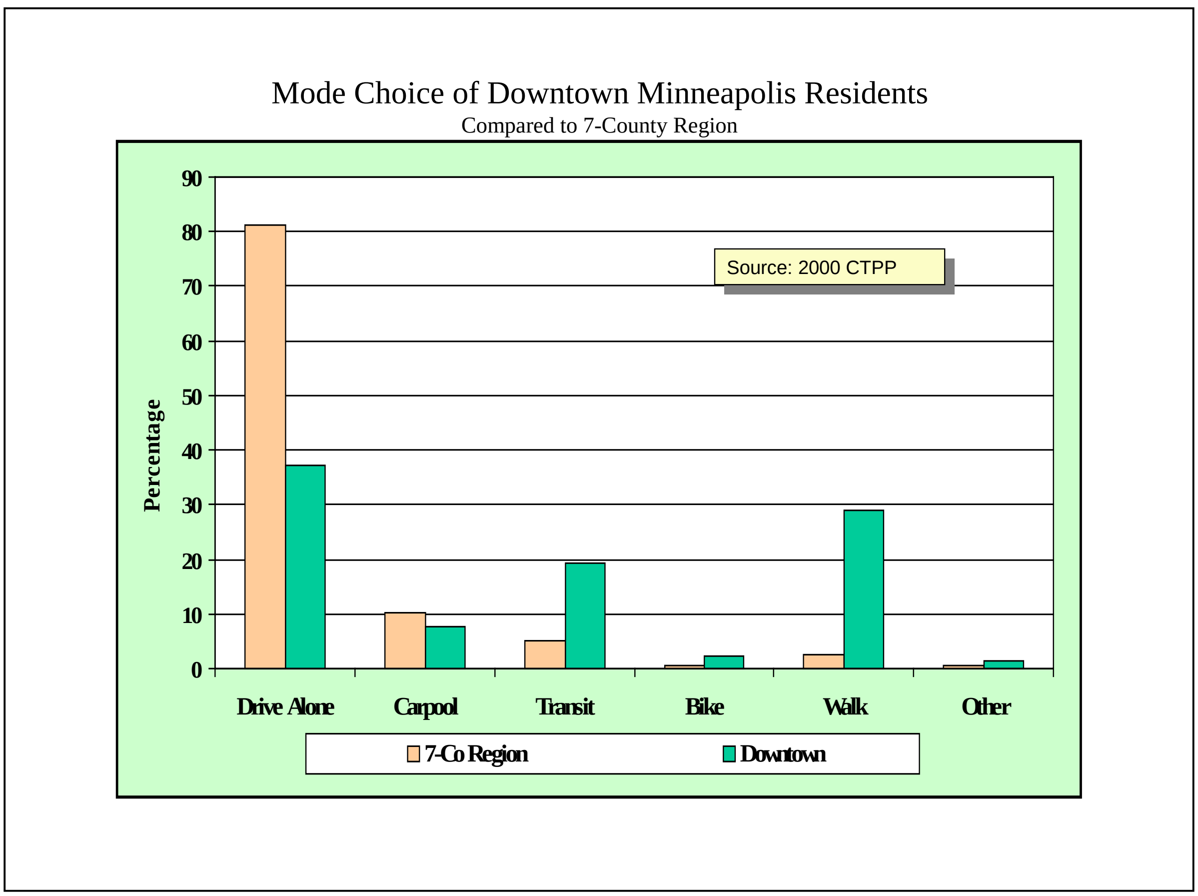


As a "class-of-worker", downtown residents are over 73 percent private, "for profit" workers. Nearly 11 percent are "not-for-profit" workers. Approximately 10 percent are government workers, while another 5 ½ percent are self-employed.

Mode Choice

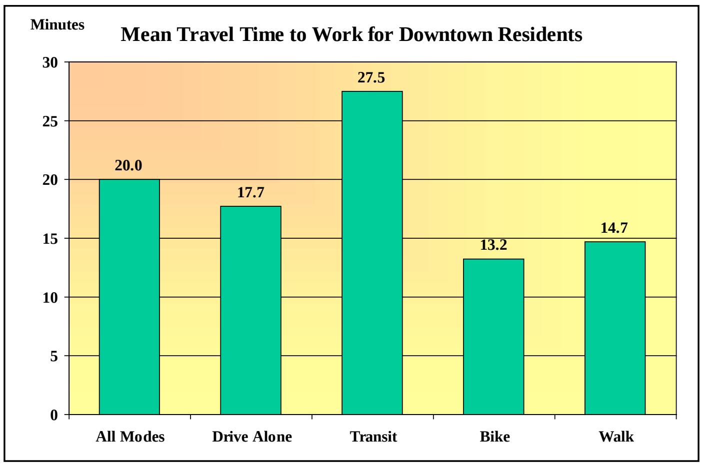
Residents of downtown travel to work in a much different fashion than the residents of the rest of the region. Whereas the 7-county travel is overwhelmingly drive-alone by nature (81 percent), only 37 percent of downtown residents travel likewise. Transit usage is much higher by downtown residents (19 percent vs 5 percent); walk mode is the most different, even though as a mode the numbers are small. Over 29 percent of downtown residents walk to work, compared with the 7-county figure of under 3 percent. This is a consequence of working close to one's place of residence.

Number and Percent of Downtown Residents by Mode Choice							
Total	**Drive Alone**	**Carpool**	**Transit**	**Bike**	**Walk**	**Other Modes**	**Work at Home**
11,065	4,125	842	2,152	256	3,225	167	290
Percent	37.3	7.6	19.4	2.3	29.1	1.5	2.6



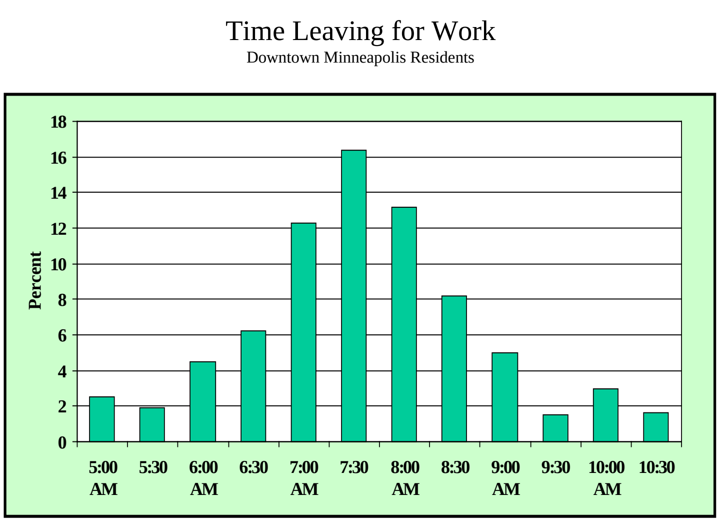
Travel Time to Work

For downtown residents, the mean travel time to work is 20 minutes. This is nearly 5 minutes less than the mean travel time for all residents of the 7-counties. Those who drive alone to work travel just under 18 minutes, compared with the 24 minutes for the region. Transit time for downtown residents is 27 ½ minutes. For the region, this figure is 36 ½ minutes.



Time Leaving for Work

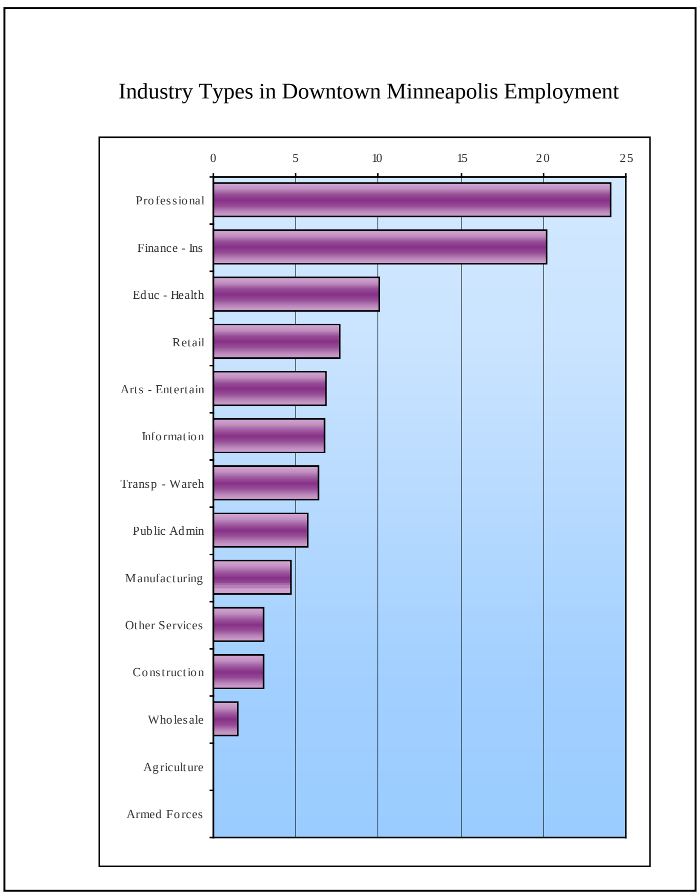
The departure times to work for downtown residents are later than the region as a whole, peaking between 7:30 and 8:00 am instead of 7:00 to 7:30 am.



Minneapolis CBD as a Place of Work

Downtown Minneapolis is the home of 140,935 employees as reported in the 2000 “Journey-to-Work” . Of the 24 occupations identified in the file, downtown contains the following:

Occupation	Number	Percent of Total
Office & Administrative Support	28,480	20.2
Management	18,610	13.2
Business & Financial	16,330	11.6
Sales	12,630	9.0
Computer – Math	10.173	7.2
Legal	7,157	5.1
Arts, Sports & Media	5,540	3.9
Food Preparation	4,925	3.5
Production	4,324	3.1
Healthcare Services	4,174	3.0
Transportation & Material Moving	3,920	2.8
Construction – Excavation	3.773	2.7
Architecture – Engineering	3,338	2.4
Installation & Repair	2,904	2.1
Education – Libraries	2,624	1.9
Protective Services	2,610	1.9
Building & Grounds Maintenance	2,660	1.9
Community Service	2,424	1.7
Personal Services	1,566	1.1
Life, Physical, Social Services	1,434	1.0
Health Support	1,206	0.9
Farm, Fisheries, Forestry	96	0.1
Farmers, Farm Management	0	0.0
Armed Forces	0	0.0



The largest number of jobs downtown are in the professional and administrative areas, followed by Finance-Insurance-Real Estate jobs. Health care positions rank third. In the region as a whole, Education & Health positions are the largest industry group. Professional jobs rank third, and finance-insurance comes in fifth.

The three largest industries downtown account for over half of all jobs in the area.

By gender, public administration, finance, and transportation are the primary industries for males, while females concentrate in professional, finance, and education-health industries within downtown Minneapolis.

Worker Earnings

Within the downtown area, mean earnings by transportation analysis zone (TAZ) range from $27,010 to $60,465. TAZs with the greatest earnings ($50,000 or more) are located in the central spine that runs along Marquette Avenue from the riverfront to 12th Street. In the southwest quadrant and western edge of downtown, TAZs show the lowest earnings (under $40,000). Mean earnings between $45,000 and $50,000 are found in the TAZs along the eastern edge of the core area, while the western portion (west of Hennepin Avenue) TAZ earnings average in the $40,000 to $45,000 range.

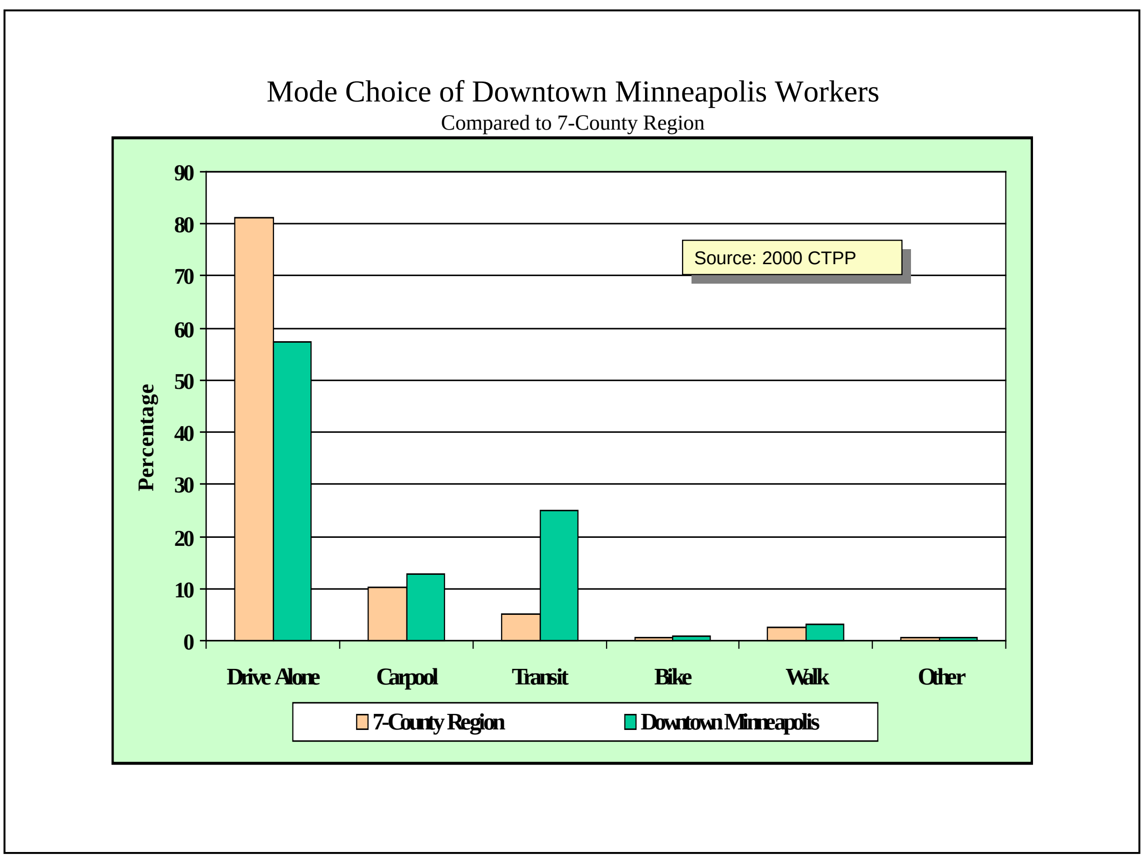
Mode Share

One major item of import found in the CTPP is the travel mode workers utilize in getting to work. Also known as “mode split”, one’s choice of mode-of-travel depends on the various modes available. As auto costs rise as a consequence of such aspects such as travel distance and parking costs, other available modes become more attractive. Since transit routes often concentrate on the downtown areas, this mode of choice becomes more utilized than may be the case in the more outlying areas of the city.

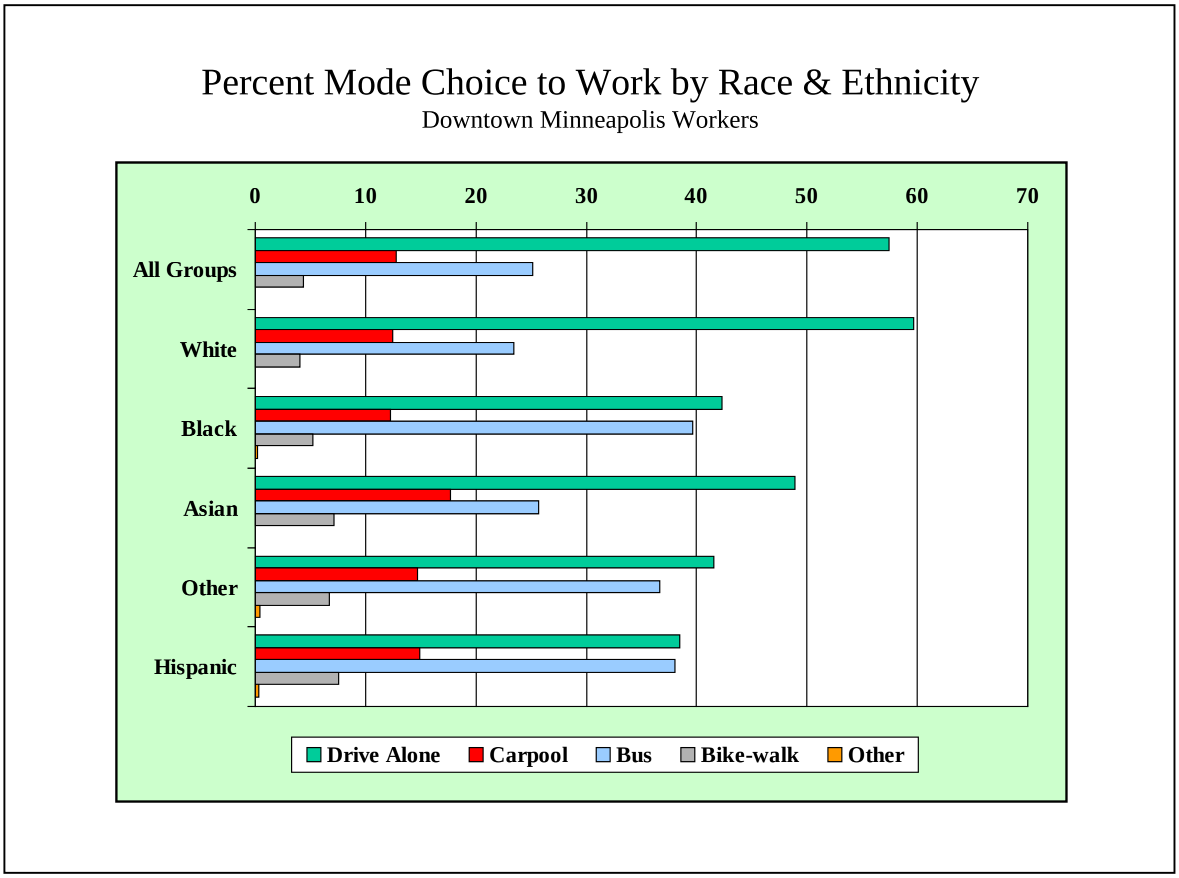
Number and Percent of Downtown Workers by Mode Choice

Total	Drive Alone	Carpool	Transit	Bike	Walk	Other Modes	Work at Home
140,924	80,920	18,043	35.355	1,185	4,219	912	290
Percent	57.4	12.8	25.1	0.8	3.0	0.7	0.2

Compared to the 7-county area, workers destined for downtown Minneapolis drive alone less. Only 57 percent of downtown workers select this mode as opposed to the 7-county figure of 81 percent. Carpool useage is higher (13 percent vs 10 percent), and transit usage is five times the 7-county figure of 5 percent. Like other modes, transit usage in reality is higher in the downtown area as a result of transfers, but these figures represent those persons who specifically work downtown.



By race and ethnicity, the choices of what mode to take to work varies, as can be seen in the following graph. Drive-alone is more prevalent among whites than it is with the other groups, although drive-alone is the most often used among all groups. Transit is a greater choice among blacks and Hispanics, while Asians (and Hispanics to a lesser extent) carpool in higher percentages than any other group. Hispanic and Asian groups walk-bike-taxi in greater percentages than whites.



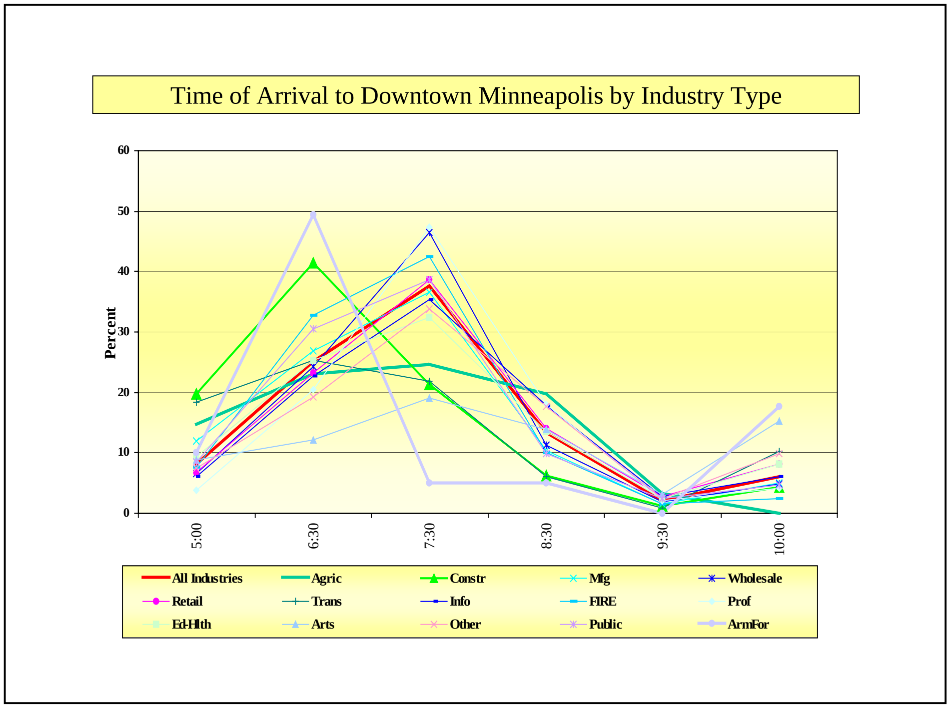
Mode Choice by Race & Ethnic Group

	Drive Alone	Carpool	Transit	Bike-Walk-Taxi	Other Modes
All Groups	57.4	12.8	25.1	4.4	0.1
White Alone	59.7	12.5	23.4	4.1	0.1
Black Alone	42.3	12.3	39.6	5.2	0.2
Asian Alone	48.9	17.7	25.7	7.1	0.1
Other	41.5	14.7	36.6	6.7	0.4
Hispanic	38.5	14.9	38.0	7.6	0.3

Time of Arrival

Workers in the different industries arrive at work at varying times. Total work travel reaches its peak arrival between 7:30 and 8:30am, when nearly 38 percent of the days workers arrive downtown. After that

hour the percentage of arrivals decreases substantially to 13 percent (between 8:30 and 9:30) and then to 2 percent (between 9:30 and 10:30).
Three industries (Armed Forces, Transportation-Warehousing, and Construction) appear to peak earlier than the others, although the total number of Armed Forces (79) is rather small to be of much an indication. Finance-Insurance, Public Administration, and Manufacturing do not peak quite as sharply as do Professional, Wholesale, and Retail, but still peak during the 7:30 to 8:30am time frame.



County of Origin of Downtown Workforce

Downtown Minneapolis draws workers from around the region. The largest percentage (60.7%) comes from nearby Hennepin County, followed by Ramsey County with 11.7 percent. Workers from the 20-county region are as follows:

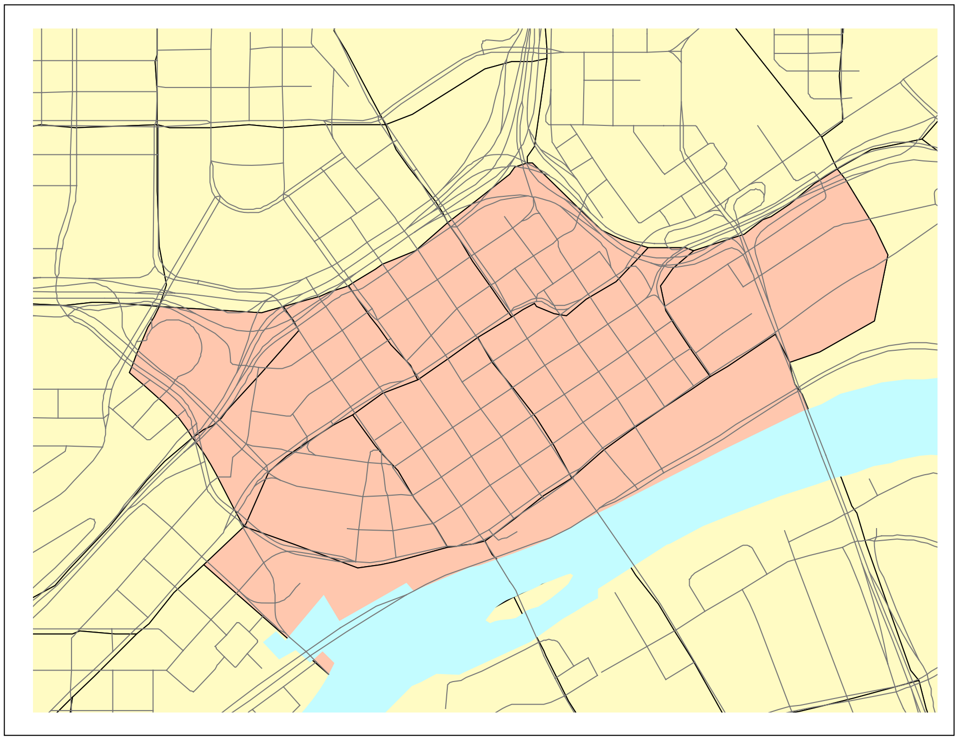
County of Residence	Number of Workers	Percent of CBD Total
Anoka	11,762	8.5
Carver	1,472	1.1
Chisago	699	0.5
Dakota	10,452	7.6
Goodhue	188	0.1
Hennepin	83,960	60.7
Isanti	419	0.3
LeSueur	113	0.1
McLeod	143	0.1
Mille Lacs	130	0.1
Pierce (WI)	237	0.2
Polk (WI)	238	0.2
Ramsey	16,212	11.7
Rice	305	0.2
Scott	1,703	1.2
Sherburne	936	0.7

Sibley	74	0.1
St. Croix (WI)	785	0.6
Washington	4,117	3.0
Wright	1,445	1.0

The Saint Paul CBD

By comparison, downtown St. Paul encompasses the area from the I-94 freeway ring to the Lafayette Bridge, the Mississippi River and Chestnuk St/Kellogg Blvd. Within this area are 5,599 residents living in 3,574 households and home to 46,180 employees.

St. Paul Downtown Area

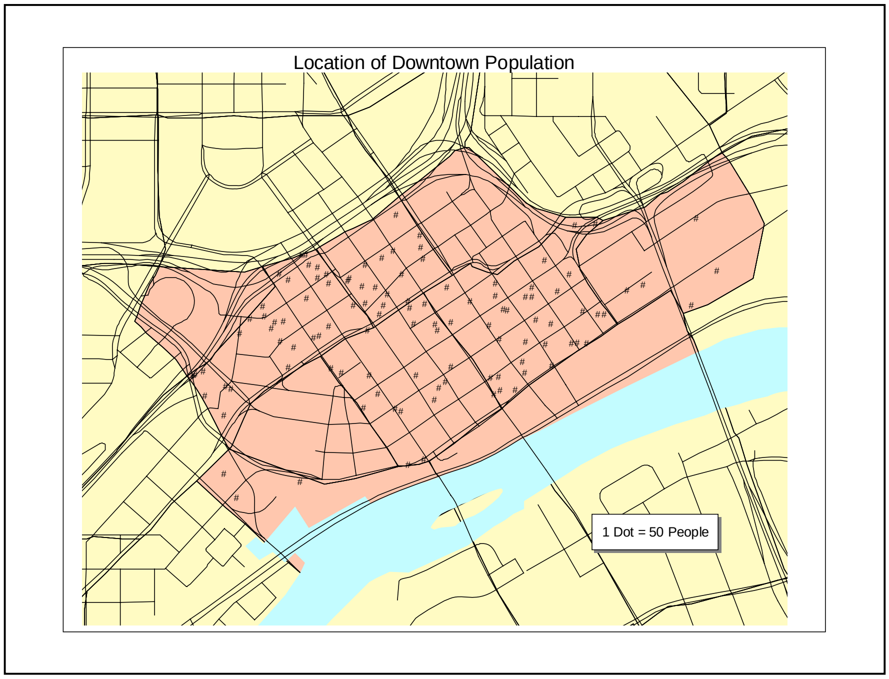


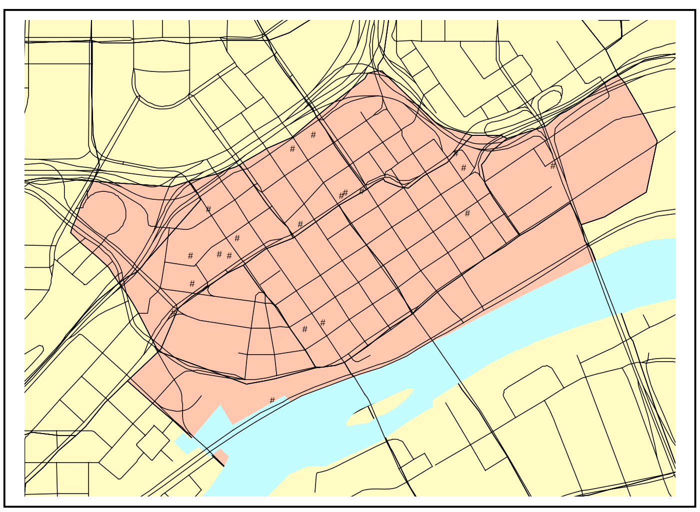
As a Place of Residence

The 2000 CTPP reports that 5,599 people live within the boundaries of the St. Paul CBD. Of that number, 3,974 are white, which amounts to 71 percent of the total. Slightly over 18 percent are black, for a total of 1,030. Asian population is reported at 290, which is just over 5 percent of the total, and 305 persons are shown to be of other races or combinations of two or more. Persons of Hispanic origin number 370. These people live in 3,574 households

The CTPP reports 3,570 occupied housing units downtown and 240 vacant units. A vacancy rate of 6.3 percent.

The downtown population is scattered around the area but virtually does not exist in the farther eastern section of downtown or in the northeast quadrant. No housing exists along the riverfront.





The black population is generally found in the north-central and western portions of the downtown area and, to a lesser extent, in the southeast quadrant.

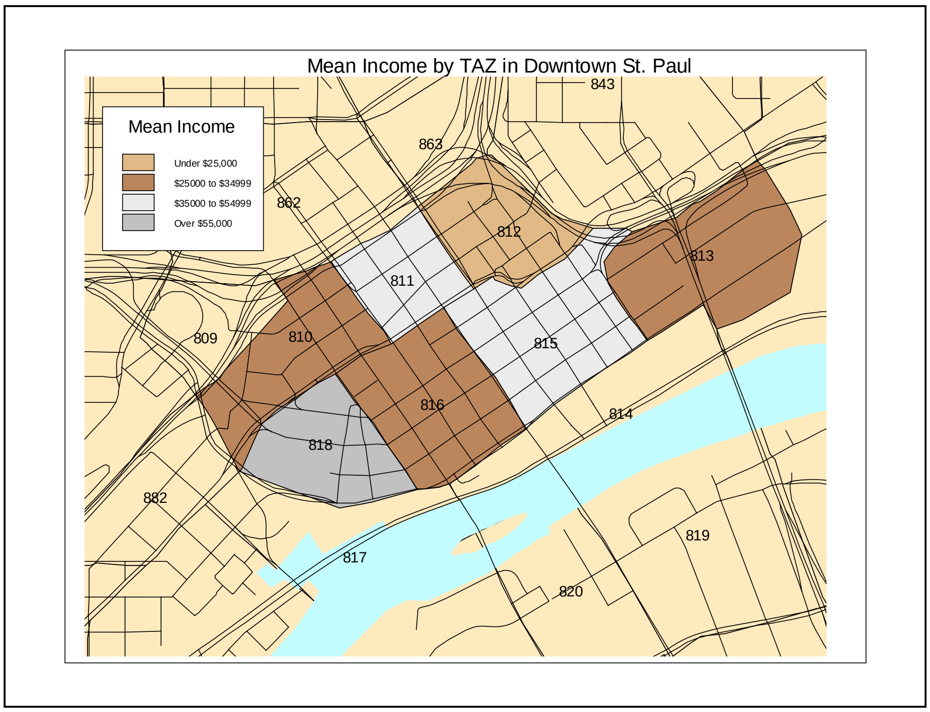
The “Asian” and “Other” population groups are too small to indicate whether there are concentrations within the downtown core.

Households by Vehicles Available

Downtown St. Paul mirrors downtown Minneapolis in its characteristics of vehicle ownership. Both downtowns differ from the region as a whole in that the emphasis on vehicle ownership is less. Where 8 percent of the region's households do NOT have access to a vehicle, 44 percent of the residents of downtown St. Paul do not. Around 33 percent of residents region-wide have access to one vehicle; 46 percent of residents of downtown St. Paul can access one vehicle. For 2-vehicle households, 33 percent of the region's households fit this category; only 9 percent of the downtown households access two vehicles. Some 0.7 percent of downtown households access 3 or more vehicles. For the region, this figure is 16 percent.

Median Household Income

Downtown St. Paul households have a mean income of around $43,672, compared to the regional figure of $68,439. By TAZ, the mean income downtown ranges from a low of $23,000 to a high of $111,640. The lowest income is in the few households located in the northeast quadrant, TAZ 811. The highest income is in TAZ 818, which is west of St. Peter Street around Rice Park. The largest concentration of households (about 1,300) shows a mean household income of $53,845. These are located in TAZ 815.



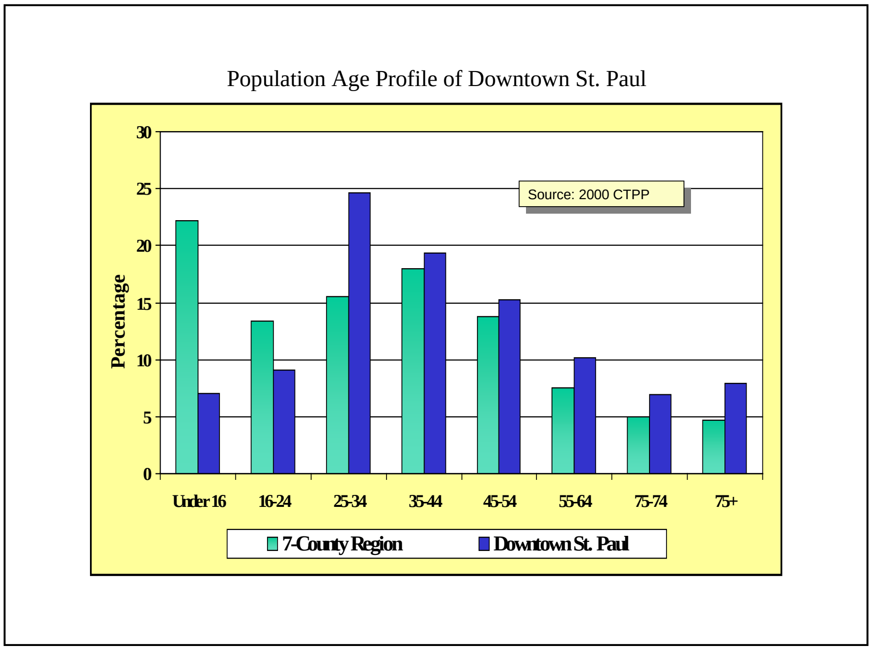
School Enrollment

Residents of downtown St. Paul show fewer children under the age of 3 than is found in the population of the 7-counties in general. It has a smaller proportion of children of school age than the regional figures indicate. A greater percentage of the resident population is enrolled in college or professional schools, however, than the population in general.

	Percent Population Enrolled or Not-Enrolled in School					
	Preschool – Kindergarten	Grades 1-8	Grades 9-12	College	Age 3+ Not Enrolled	Under Age 3
St. Paul CBD	0.8	2.2	2.8	7.4	84.8	2.3
7-County Area	3.6	12.1	5.9	6.3	6.8	4.2

Age Profile

Downtown St. Paul differs from the region as a whole in the makeup of its age profile. Like downtown Minneapolis it contains far fewer persons under the age of 16 (7 percent) than the region (23 percent). Unlike Minneapolis, however, the age group 16 to 24 is still smaller than the regional number. The remainder of the age groups comprise a greater percentage of the total in downtown St. Paul than the remainder of the region, especiallly in the age 25 to 34 group. It is this group that typically contains the younger professional population that begin their careers in apartments, town homes and condominiums. These residents are becoming more available and attractive to this age group in the downtown area.



Employment Status of Residents

Of the downtown population that is age 16 or older, 57 percent were employed. Nearly 3 ½ percent were unemployed, while 39 percent were not in the labor force. The figures for the 7-county area are 71 ½ percent employed, 2.6 percent unemployed, and 26 percent not in the labor force.

Resident Occupations

By far, "Office-Administrative" is the largest represented group of all the occupations of downtown St. Paul residents. This group accounts for over 18 percent of the total. The second largest group is "Management" at 10.5 percent. "Sales" occupation comes in third with 7.7 percent. These three groups were also the most represented by residents of downtown Minneapolis, although not exactly in that order.

Occupation of Residents	Number	Percent of Total
Office – Administrative	539	18.3
Management	310	10.5
Sales	225	7.7
Computer – Math	205	7.0
Business – Finance	180	6.1
Production	174	5.9
Health Services	170	5.8
Food Preparation	160	5.4
Arts – Entertainment	140	4.8
Transportation – Warehousing	139	4.7

Legal	120	4.1
Education – Library	100	3.4
Building Maintenance	90	3.1
Community Service	80	2.7
Architecture – Engineering	75	2.6
Installation – Repair – Maintenance	59	2.0
Protective Services	55	1.9
Personal Care	55	1.9
Social Services	29	1.0

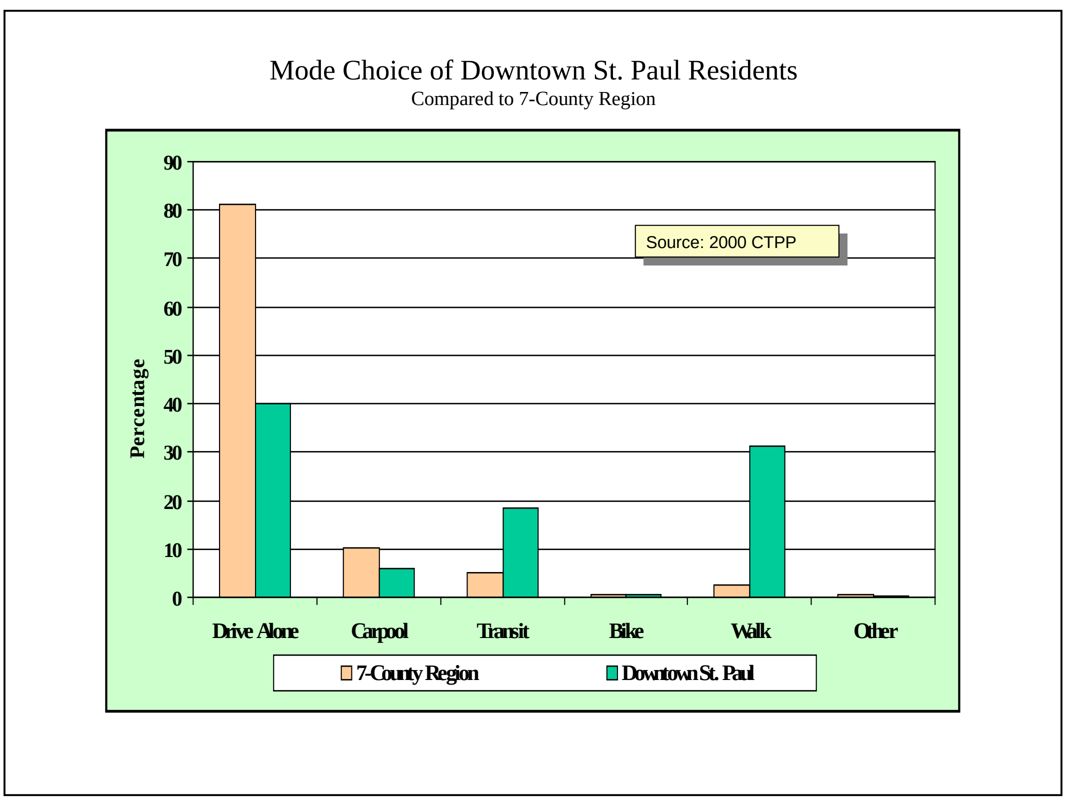
As a "Class of Worker", 70 percent of downtown residents are represented as "For Profit", mirroring the regional figure of 71 percent. Nearly 13 percent are "NOT for Profit" workers; more than identified in the regional figures at less than 9 percent. Government employees account for just under 13 percent of resident workforce, which was slightly higher than the regional percentage of less than 12 percent. However, subdivided into local, state and federal government, residents identify themselves as state and federal at higher percentages.

Mode Choice of Residents

Downtown St. Paul is similar to downtown Minneapolis in the fact that its residents do not utilize personal vehicles to journey to work to the same extent as residents of the rest of the region. Only 40 percent of downtown residents drive alone to work, compared to 81 percent of residents region wide. Six percent of residents carpool to work, versus 10 percent for the rest of the region. Transit usage is higher (nearly 19 percent vs. 5 percent); walk mode is higher (31 percent vs. less than 3 percent).

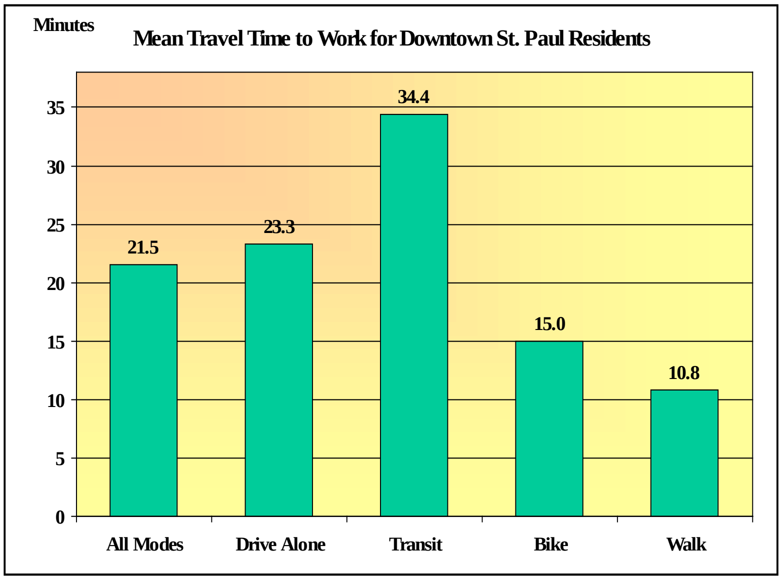
Number and Percent of Downtown Residents by Mode Choice to Work

Total	Drive Alone	Carpool	Transit	Bike	Walk	Other Modes	Work at Home
2939	1175	180	545	20	918	10	110
Percent	40.0	6.1	18.5	0.7	31.2	0.3	3.7



Travel Time to Work

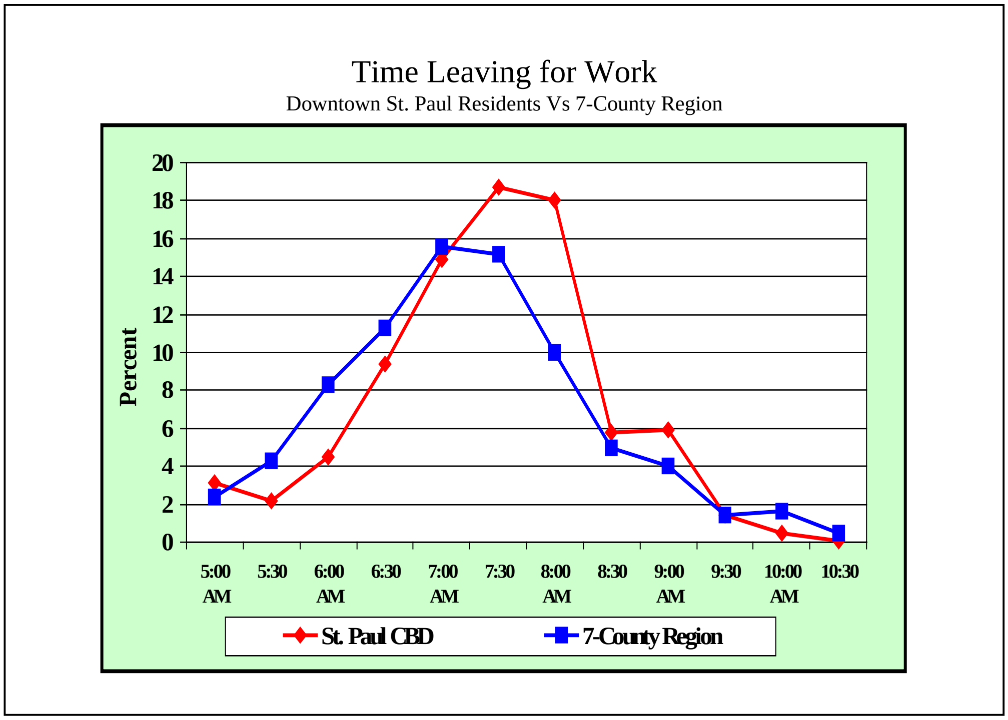
For downtown residents, the mean travel time to work is 21.5 minutes, about 3 minutes shorter than the 7-county mean travel time. Those who drive alone to work travel slightly more than 23 minutes. Transit riders travel for 34 minutes, which is 2 ½ minutes less than the 7-county mean. Bike and walk modes are similar to the region as a whole with 15 and 11 minutes respectively.



Time Leaving Home for Work

Comparing downtown St. Paul residents to those of the overall region, it is apparent that they leave for work earlier.

Peak departures are between 7:00 and 7:30 am, compared to the regional figures of 7:30 to 8:00 am.

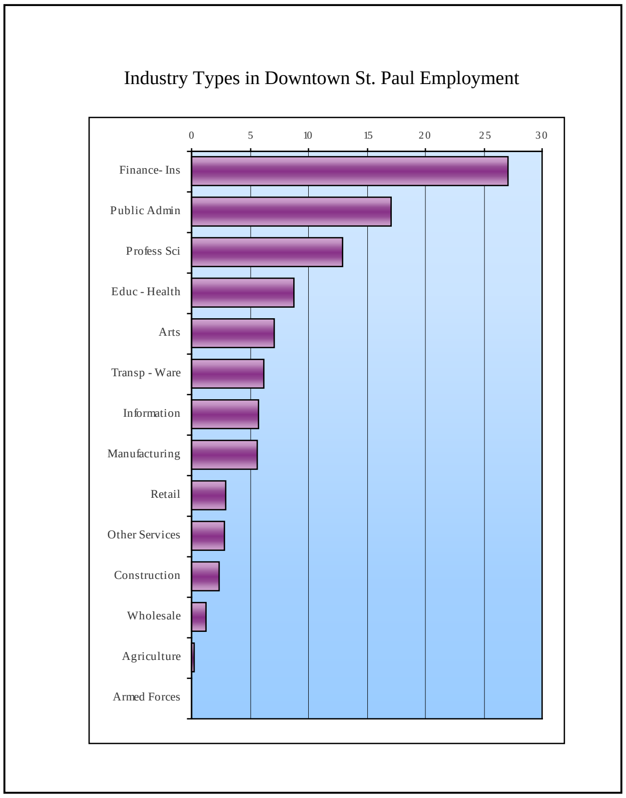


St. Paul CBD as a Place of Work

According to the 2000 CTPP, approximately 46,180 people work in downtown St. Paul. These workers are found in a variety of occupations. The most prevalent among them are office and administrative support workers, comprising just over one-quarter of the workforce. The second and third largest groups account for about 12 percent each are management workers and those in business, financial, insurance and real-estate enterprises.

Occupation	Number	Percent of Total
Office & Administrative Support	11,745	25.4
Management	5.380	11.6
Business-Financial-Insurance	5.375	11.6
Computer – Math	3,780	8.2
Sales	2,995	6.5
Legal	1,950	4.2
Arts-Sports-Entertainment	1,629	3.5
Healthcare	1,480	3.2
Protective Services	1,480	3.2
Production	1,414	3.1
Food Preparation	1,159	2.5
Transportation – Material Moving	1,050	2.3
Community Services	1,045	2.3
Construction	960	2.1
Architecture – Engineering	895	1.9
Building Cleaning & Maintenance	805	1.7
Education – Libraries	784	1.7
Installation, Maint, Repair	735	1.6
Life, Physical & Social Science	583	1.3
Personal Services	570	1.2
Health Support Services	358	0.8
Farm, Fisheries, Forestry	34	0.1

Farmers	0	0.0
Armed Forces	0	0.0

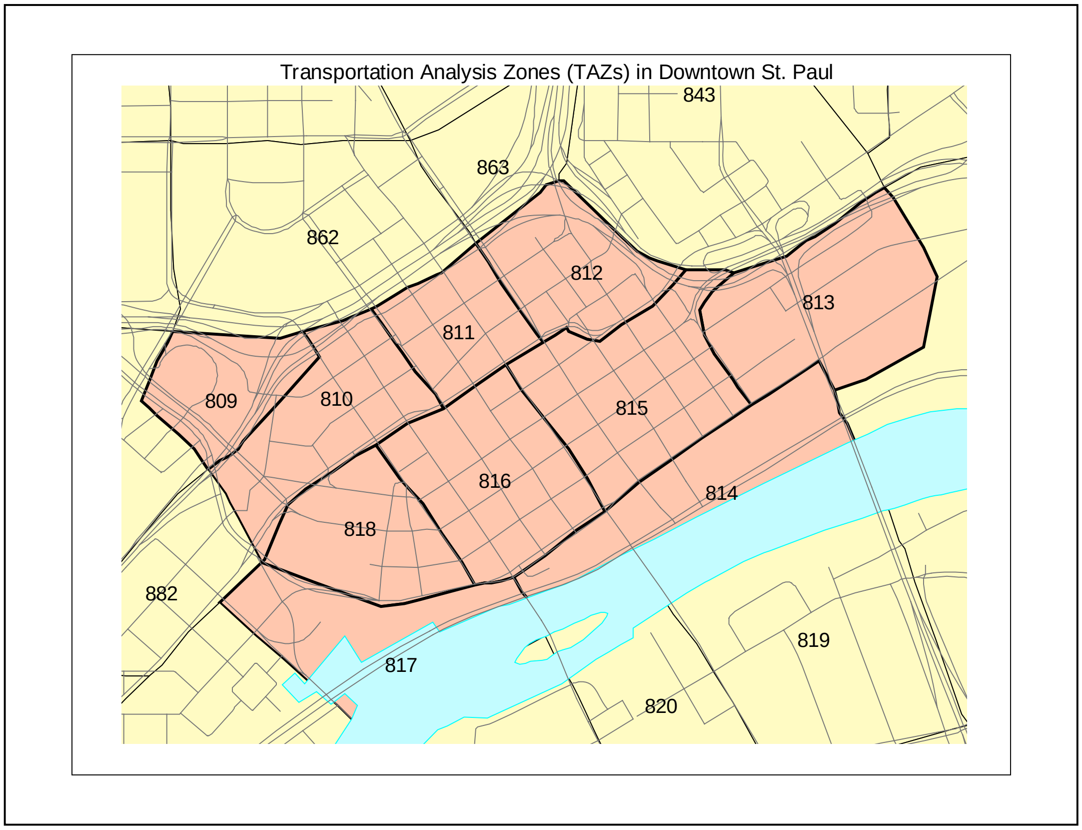


On the basis of Industry Type, the largest group is represented by "Finance-Insurance-Real Estate", which accounts for 27 percent of the downtown total with 12,535 jobs. Public Administrative workers make up the second largest industry downtown, with 7,889 employees or 17 percent of the total. Third place is Professional, with 5,939 jobs and around 13 percent of the downtown total.

Education, Arts and Transportation round out the 4th, 5th and 6th largest groups with 4,060, 3,300, and 2,855 workers respectively.

<u>Worker Earnings</u>

The mean earnings of workers in downtown St. Paul range from a low of $24,000 in TAZ 812 to a high of $47.760 in TAZ 818.



Mean Earnings by Workers in Downtown TAZs								
810	811	812	813	814	815	816	817	818
$38,075	$43,760	$24,000	$40,070	$42,730	$45,700	$46,930	$36,350	$47,760

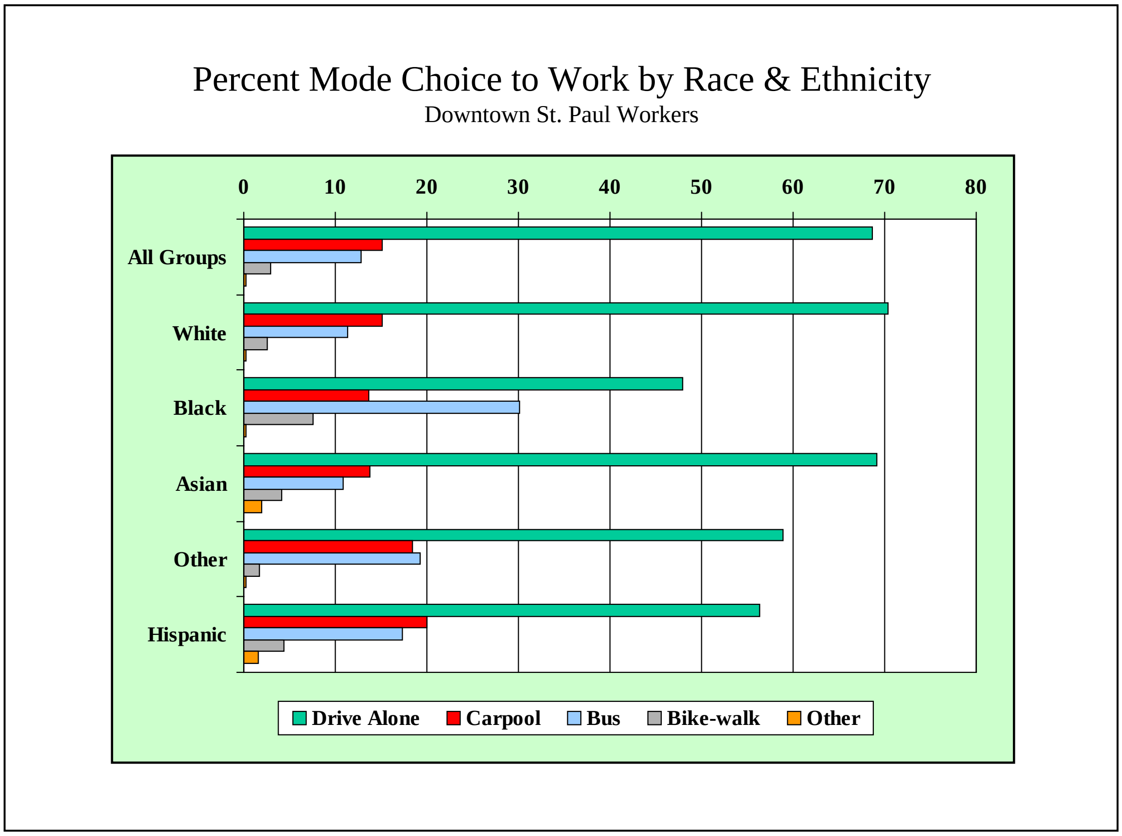
Mode Share

The travel mode that workers select to travel to work is referred to as "mode share" or "mode choice". For workers in downtown St. Paul, that selection differs from workers in the 7-county area in general. The primary difference is less emphasis on driving alone; more emphasis on carpooling and taking public transit.

Number and Percent of Downtown Workers by Mode Choice							
Total	**Drive Alone**	**Carpool**	**Transit**	**Bike**	**Walk**	**Other Modes**	**Work at Home**
46,204	31,740	6,988	5,899	124	1,060	283	110
	68.7	15.1	12.8	0.3	2.3	0.6	0.2

Region-wide, about 80 percent of workers drive alone to work; for downtown St. Paul workers less than 69 percent select this mode. The difference is made up in carpools and public transit, which shows 15 percent and 13 percent respectively for downtown workers. The regional figure for these two modes is 10 percent and 5 percent. A possible factor in this is the impetus placed in carpooling to downtown and the convergence of numerous bus routes from all portions of the region. The cost of parking in the downtown area also contributes to the reduction in auto, and more specifically drive-alone travel as a preferred travel choice.

Looking at the issue of mode share in more detail, it is found that the drive-alone mode is the mode of preference for whites and Asians (70 percent and 69 percent respectively. Although drive-alone is the preferred choice among black workers to downtown (48 percent), its use is not as great at the other two. Blacks, however, use transit in greater proportion than any other group (30 percent). Hispanics tend to select carpools more than any other group. They, along with Asians, chose "other modes" more than the other groups, at 1.6 and 2 percent respectively.

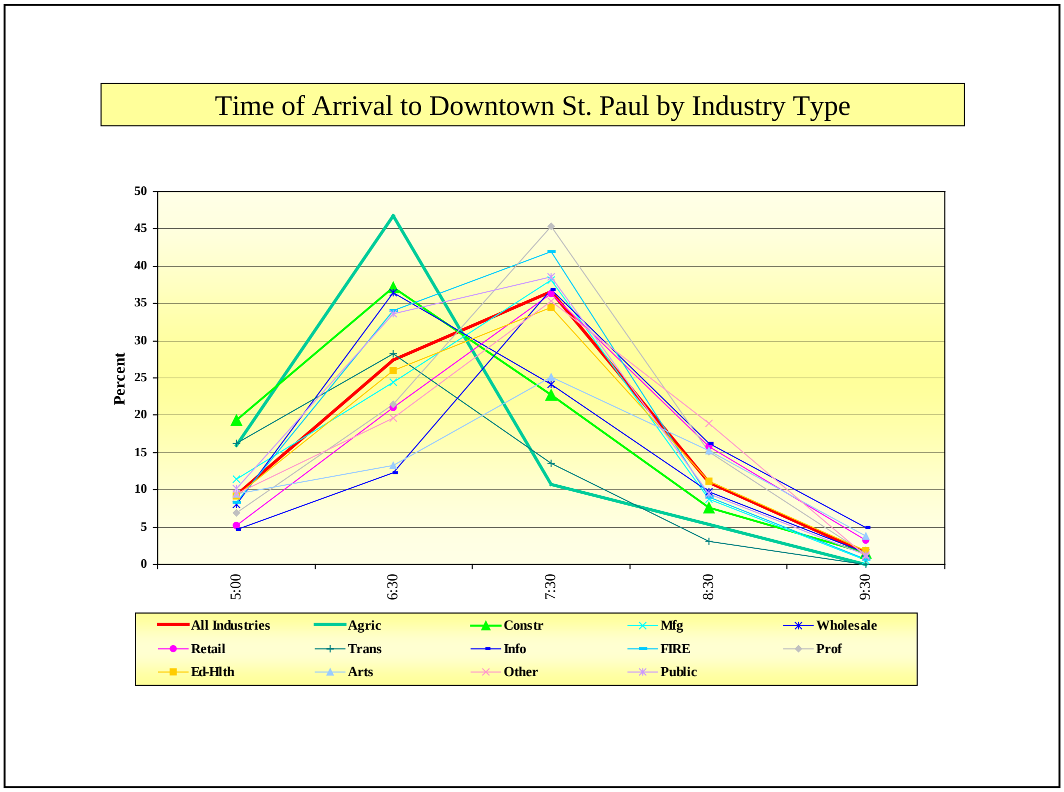


Mode Choice by Race & Ethnic Group - Downtown St. Paul Workers

Group	Drive Alone	Carpool	Transit	Bike-Walk-Taxi	Other Modes
All Groups	68.7	15.1	12.8	2.9	0.2
White Alone	70.4	15.1	11.4	2.6	0.2
Black Alone	47.9	13.7	30.1	7.6	0.2
Asian Alone	69.2	13.8	10.8	4.1	2.0
Other	58.9	18.4	19.3	1.7	0.2
Hispanic	56.3	20.0	17.3	4.4	1.6

Time of Arrival

Arrival times at work vary by industry type. In downtown St. Paul, most industries reach their peak arrival between 7:30 and 8:30. Four industries, however, reach this point an hour earlier. Agriculture, construction, transportation and wholesale workers show peak arrivals between 6:30 and 7:30 and taper off significantly after that time. At the other end are workers in the arts and entertainment industries and, to some extent, those in the information industry. Workers in all industries arrive downtown primarily between 6:30 and 8:30 AM, with 73 percent of all workers arriving by 8:30.



County of Origin of Downtown Workforce

Downtown St. Paul, as a major center of the eastern section of the Twin Cities Region, attracts workers from many counties. The greatest percentage (42 percent) come from Ramsey County, in which the downtown is located. The second largest proportion comes from Washington County (16 percent), followed by Dakota County (15 percent). Other counties sending at least 50 workers include:

County of Residence	Number of Workers	Percent of CBD Total
Anoka	2,203	4.8
Carver	119	0.3
Chisago	405	0.9
Dakota	6,858	15.1
Goodhue	124	0.3
Hennepin	6,414	14.1
Isanti	116	0.3
Pierce (WI)	432	0.9
Polk (WI)	174	0.4
Ramsey	19,094	42.0
Rice	122	0.3
Scott	346	0.8
Sherburne	103	0.2
St. Croix (WI)	1,044	2.3
Washington	7,131	15.7
Wright	88	0.2