Health and Economic Value

*Urban Systems*

*Minnesota Department of Transportation TAP*

Metropolitan Design Center
University of Minnesota

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Health and Economic Value

Identify areas of community need along the I94 Corridor

Determine Community Development needs

Assess potential development opportunities

Create the right scale of development to fit the existing character of the neighborhood

Create a new tax base that supports the existing community

Insure New development benefits existing residents
I94 Freeway Corridor

Typical Household Incomes

Near North Community
Elliot Park/ Ventura Village
Summit-University Neighborhood (Rondo)
MSP Airport

I94 Freeway Corridor

Downtown Minneapolis
Downtown St. Paul

I-35W
I-35E
I-494
I-94
I-394

1 Mile
North
MEDIAN HOUSEHOLD INCOME: $25,307

HOUSEHOLDS WITH INCOME <$35K: 64%
HOUSEHOLDS WITH INCOME $50K-$75K: 12.7%
HOUSEHOLDS WITH INCOME BELOW POVERTY LINE: 33%

MEDIAN RENT: $622
BURDENED RENTER HOUSEHOLD: 55.5%
BURDENED OWNER HOUSEHOLD: 10.8%

TRANSPORTATION TO WORK (CAR, TRUCK, VAN...): 49.2%
TRANSPORTATION TO WORK/PUBLIC TRANSIT: 17.2%
WALK/BIKE/WORK FROM HOME: 33.6%

TRAVEL TIME TO WORK 10-19 MINUTES: 40.4%
TRAVEL TIME TO WORK 20-29 MINUTES: 21.1%
TRAVEL TIME TO WORK 30+ MINUTES: 24.1%

1600' POLLUTION ZONE

* DATA SOURCE: THE AMERICAN COMMUNITY SURVEY 2008-2012
MEDIAN HOUSEHOLD INCOME: $21,595

HOUSEHOLDS WITH INCOME <$35K: 65.5%
HOUSEHOLDS WITH INCOME $50K-$75K: 13.6%
HOUSEHOLDS WITH INCOME BELOW POVERTY LINE: 47.4%

MEDIAN RENT: $559
BURDENED RENTER HOUSEHOLD: 13.6%
BURDENED OWNER HOUSEHOLD: 50.1%

TRANSPORTATION TO WORK (CAR, TRUCK, VAN...): 50.3%
TRANSPORTATION TO WORK/PUBLIC TRANSIT: 31.8%
WALK/BIKE/WORK FROM HOME: 17.9%

TRAVEL TIME TO WORK 10-19 MINUTES: 27.7%
TRAVEL TIME TO WORK 20-29 MINUTES: 23.1%
TRAVEL TIME TO WORK 30+ MINUTES: 22.5%

1600’ POLLUTION ZONE
* DATA SOURCE: THE AMERICAN COMMUNITY SURVEY 2008-2012
MEDIAN HOUSEHOLD INCOME: $24,733

HOUSEHOLDS WITH INCOME <$35K: 56%
HOUSEHOLDS WITH INCOME $50K-$75K: 14%
HOUSEHOLDS WITH INCOME BELOW POVERTY LINE: 39.3%

MEDIAN RENT: $818
BURDENED RENTER HOUSEHOLD: 65.4%
BURDENED OWNER HOUSEHOLD: 38.7%

TRANSPORTATION TO WORK (CAR, TRUCK, VAN...): 71.1%
TRANSPORTATION TO WORK/PUBLIC TRANSIT: 19.2%
WALK/BIKE/WORK FROM HOME: 9.7%

TRAVEL TIME TO WORK 10- 19 MINUTES: 31.3%
TRAVEL TIME TO WORK 20-29 MINUTES: 27.8%
TRAVEL TIME TO WORK 30+ MINUTES: 33%

1600' POLLUTION ZONE

* DATA SOURCE: THE AMERICAN COMMUNITY SURVEY
  2008-2012
MEDIAN HOUSEHOLD INCOME: $46,452

HOUSEHOLDS WITH INCOME <$35K: 43.8%
HOUSEHOLDS WITH INCOME $50K-$75K: 17.5%
HOUSEHOLDS WITH INCOME BELOW POVERTY LINE: 29.4%

MEDIAN RENT: $729
BURDENED RENTER HOUSEHOLD: 43.3%
BURDENED OWNER HOUSEHOLD: 34.1%

TRANSPORTATION TO WORK (CAR, TRUCK, VAN...): 76.4%
TRANSPORTATION TO WORK/PUBLIC TRANSIT: 9.6%
WALK/BIKE/WORK FROM HOME: 14%

TRAVEL TIME TO WORK 10-19 MINUTES: 34%
TRAVEL TIME TO WORK 20-29 MINUTES: 24.2%
TRAVEL TIME TO WORK 30+ MINUTES: 29%

1600' POLLUTION ZONE

* DATA SOURCE: THE AMERICAN COMMUNITY SURVEY
2008-2012
Existing Freeway
Property Tax Value in Relation to Freeways
Build Lid and Supporting Development
Localized Boost in Property Values Spreads to Neighboring Community
Lid and Increased Land Values Promote Infill Development
Promote mixed-use development to improve neighborhood services and amenities.
Leverage Added Value to Freeze Rent to Maintain Affordability
Lid green space catalyzes green networks to improve access to recreation