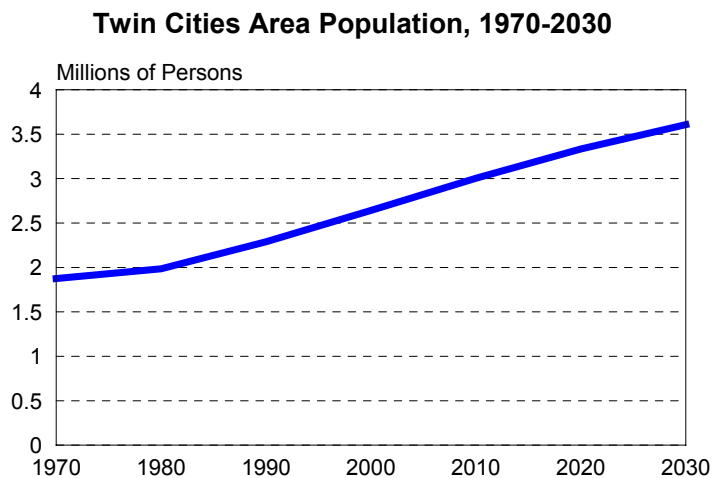


## Chapter 3. Demographic Trends

### Population

The Twin Cities region is growing and is projected to continue to grow. Between 1990 and 2000, the region added 353,000 people to bring the population to 2,642,000. The Council projects that by 2030 there will be 3,608,000 people living in the region, or an additional 37%

This population growth will increase the potential market for transit. It will also put a substantial strain on the existing highway system and increase traffic congestion.



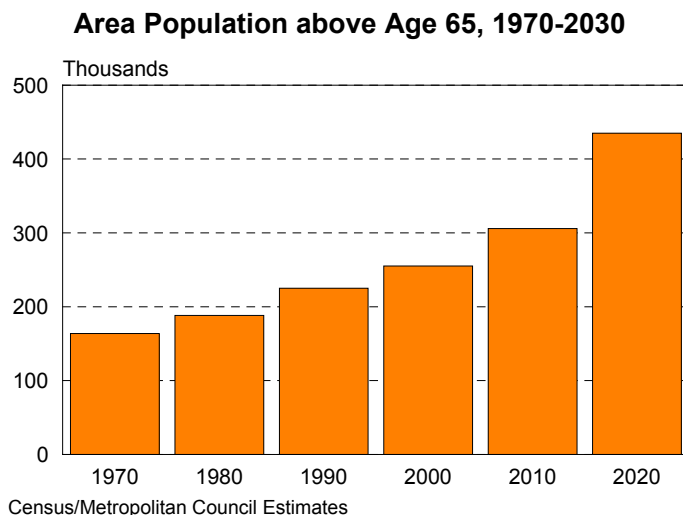
Twin Cities Metropolitan Area  
Census/Metropolitan Council Forecasts Jan 2004

### Changes in Elderly Population

Traditionally the elderly have used transit at higher percentages than other age groups.

As the baby-boom generation grows older, the number of elderly persons will increase substantially. In 1970, 164,000 people in the Twin Cities were over age 65. The Council projects that by 2020, 440,000 people will be over age 65.

The elderly will also be a higher percentage of the population. In 2000, 9.7% was over age 65 but it is projected that by 2020, 13.2% of the population will be over 65.

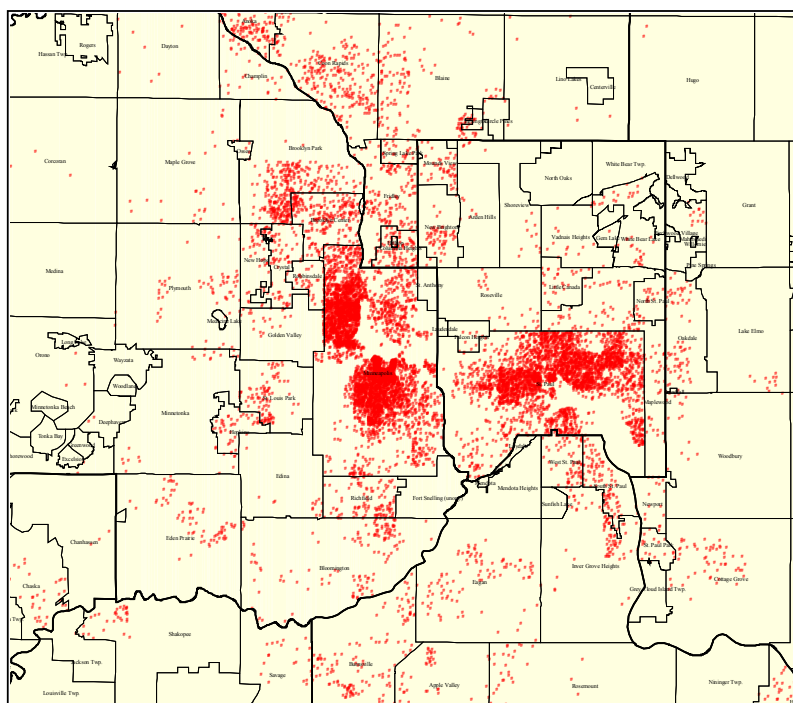


Census/Metropolitan Council Estimates

### ***Income and Transit Dependency***

Low income people have traditionally been a strong market for transit. The Minnesota Family Investment Program (MFIP) is one of the core welfare programs in the state of Minnesota. The location of participants is a good indicator of where low-income individuals are concentrated. As shown by the map, people with lower incomes are concentrated in the two central cities. (1999, Department of Economic Security).

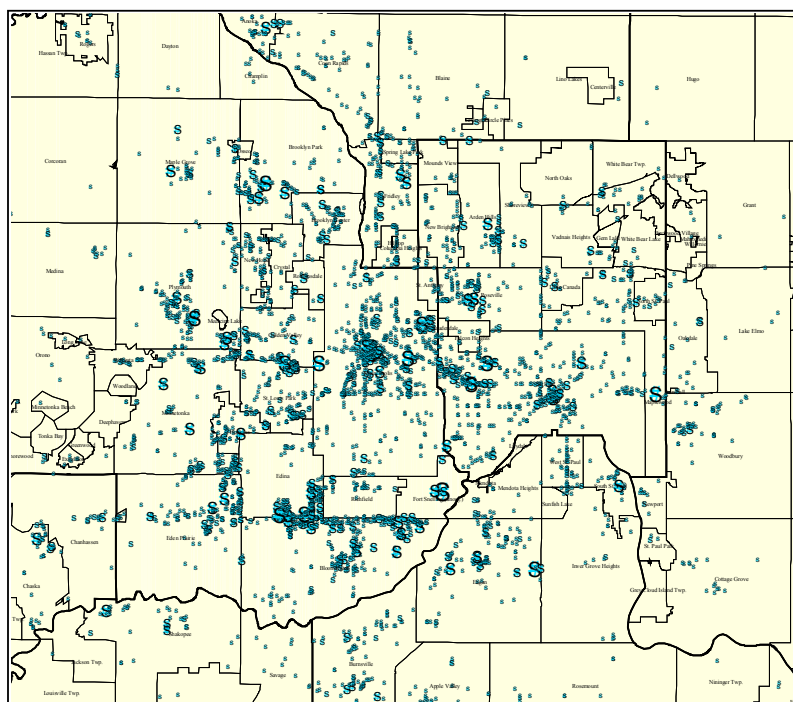
**Location of MFIP Recipients**



### ***Entry Level Jobs***

The majority of transit riders are going to or from work. As shown by the map, entry-level jobs are scattered throughout the region. (1999, Department of Economic Security).

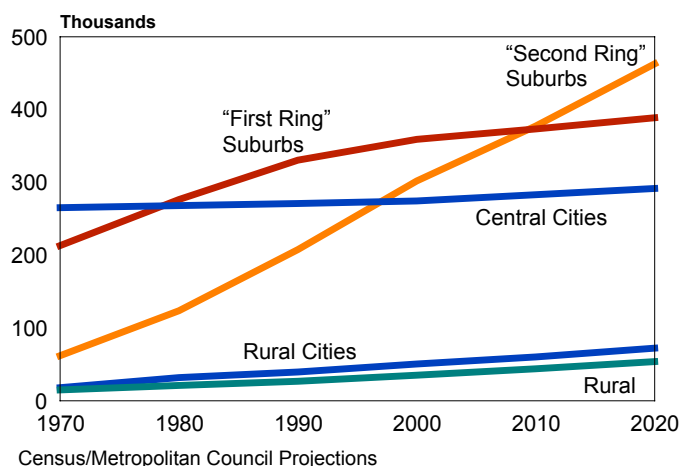
**Location of Entry-Level Jobs**



### Housing Location

Prior to 1945, most of the region’s growth occurred in the two central cities of Minneapolis and St Paul. From 1950 into the 1980s, most of the region’s growth occurred in the suburbs immediately surrounding the center cities. By 2000, their growth slowed and development shifted to the second ring.

Number of Area Households, by Location



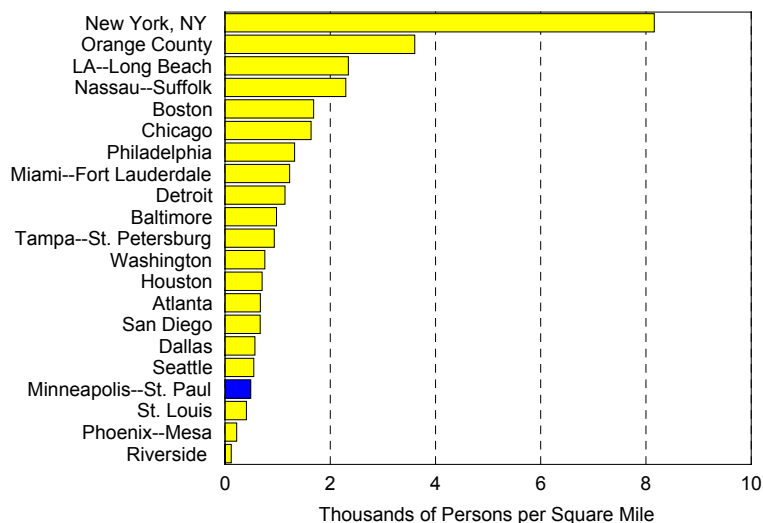
### Population Density

The Twin Cities metro area is less dense compared to other metropolitan areas. In 1990, it was 21st of the 25 largest primary metropolitan statistical areas (PMSAs).

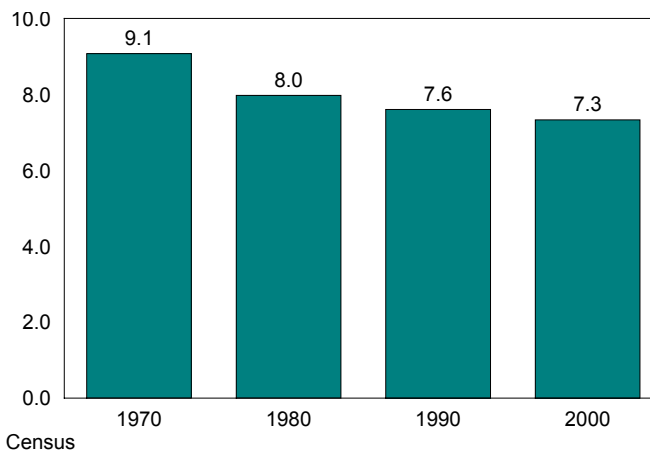
There are several reasons:

- Growth is unimpeded by bodies of water or mountains
- Low density central cities
- There is a strong preference for home ownership of mostly single-family housing.
- A higher proportion of housing was built after World War II.
- The Twin Cities area has a higher-than-average number of wetlands, floodplains, steep slopes, gravel pits and other non-buildable land than other areas.

Population Density in 25 Largest Metro Areas, 2000



Persons per Acre, Twin Cities Area, 1970-2000



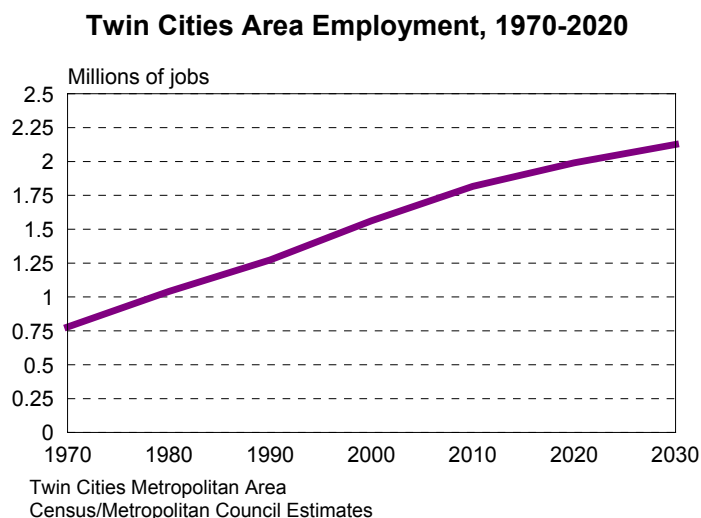
The number of persons per acre in the urbanized core of the region has been declining. Since 1970, the number of people per acre has gone from 9.1 to 7.3.

This lower density also makes it more difficult to provide transit service efficiently. Transit functions better in higher-density areas, making provision of transit more difficult in the Twin Cities than in other regions.

### Employment

In 1990, there were 1,273,000 people employed in the seven-county area. In 2000, this increased to 1,565,000, a growth of 23%. By 2020 employment is expected to increase by 24% to 1.9 million.

	Employment	Percent Change Over Previous Decade
1970	779,000	—
1980	1,040,000	33%
1990	1,273,000	22%
2000	1,556,000	23%
2010	1,709,000	12%
2020	1,928,000	14%



The largest transit market in the Twin Cities is downtown Minneapolis. Transit takes about 40% of the people employed in downtown Minneapolis to work during peak hours. Employment increased in this market through the 1990s but has declined since 2001 because of the economic downturn. The result is that employment in 2003 is lower than employment was in 1990. Recent declines in transit ridership are linked to this downturn in employment.

Downtown Minneapolis Employment	
1990	155,422
1991	151,540
1992	150,112
1993	150,894
1994	151,504
1995	155,196
1996	156,450
1997	157,132
1998	160,325
1999	162,859
2000	164,571
2001	166,712
2002	159,287
2003	153,762

Table Note: First quarter data for 1990-99 is from original report of DEED to Metro Council. First quarter data for 2000-2003 is from online data tool, NAICS-based, collected 2/24/04.

