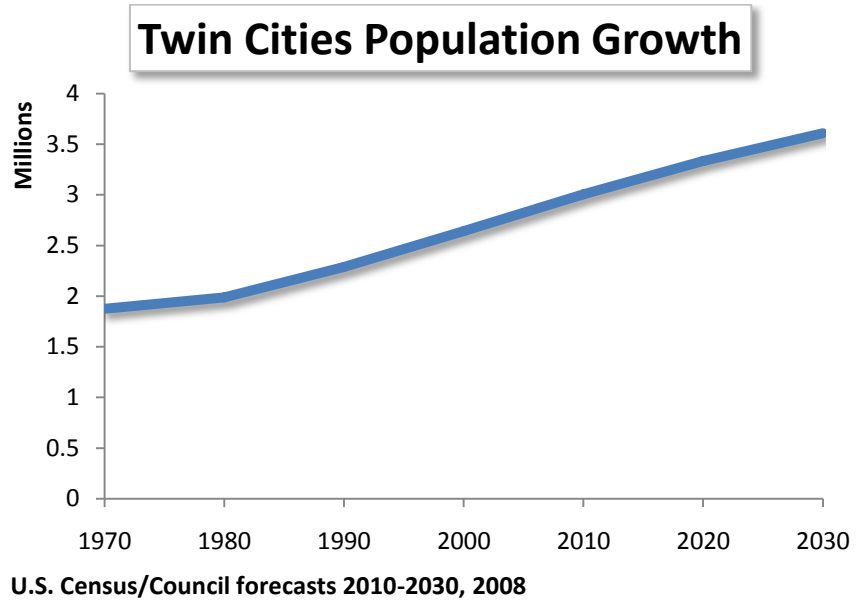


## Chapter 3. Demographic Trends

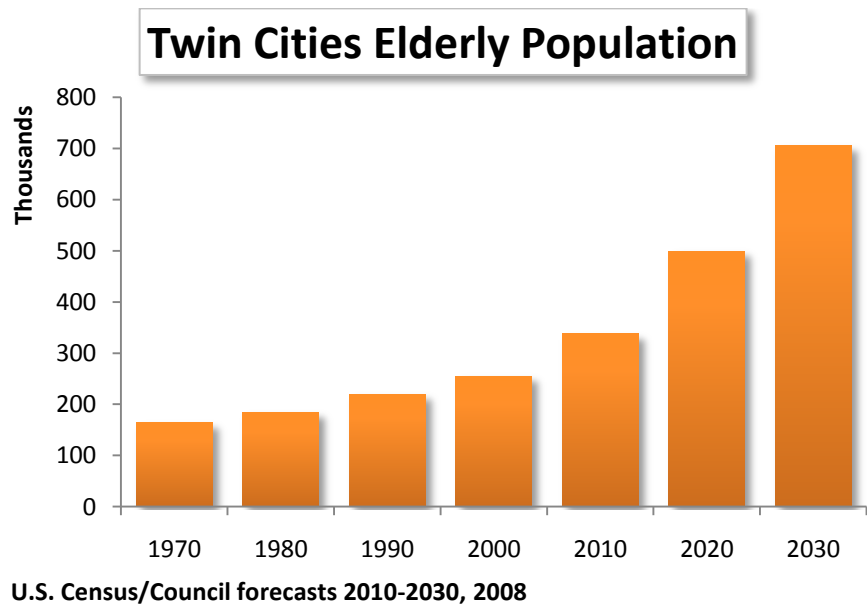
### Population

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 total population to 2,642,000. The Metropolitan Council projects that by 2030 there will be 3,608,000 people living in the region, or an additional 37% over the year-2000 figure. This population growth will increase the demand for transit. It will also put a substantial strain on the existing highway system and increase traffic congestion.



### Changes in Elderly Population

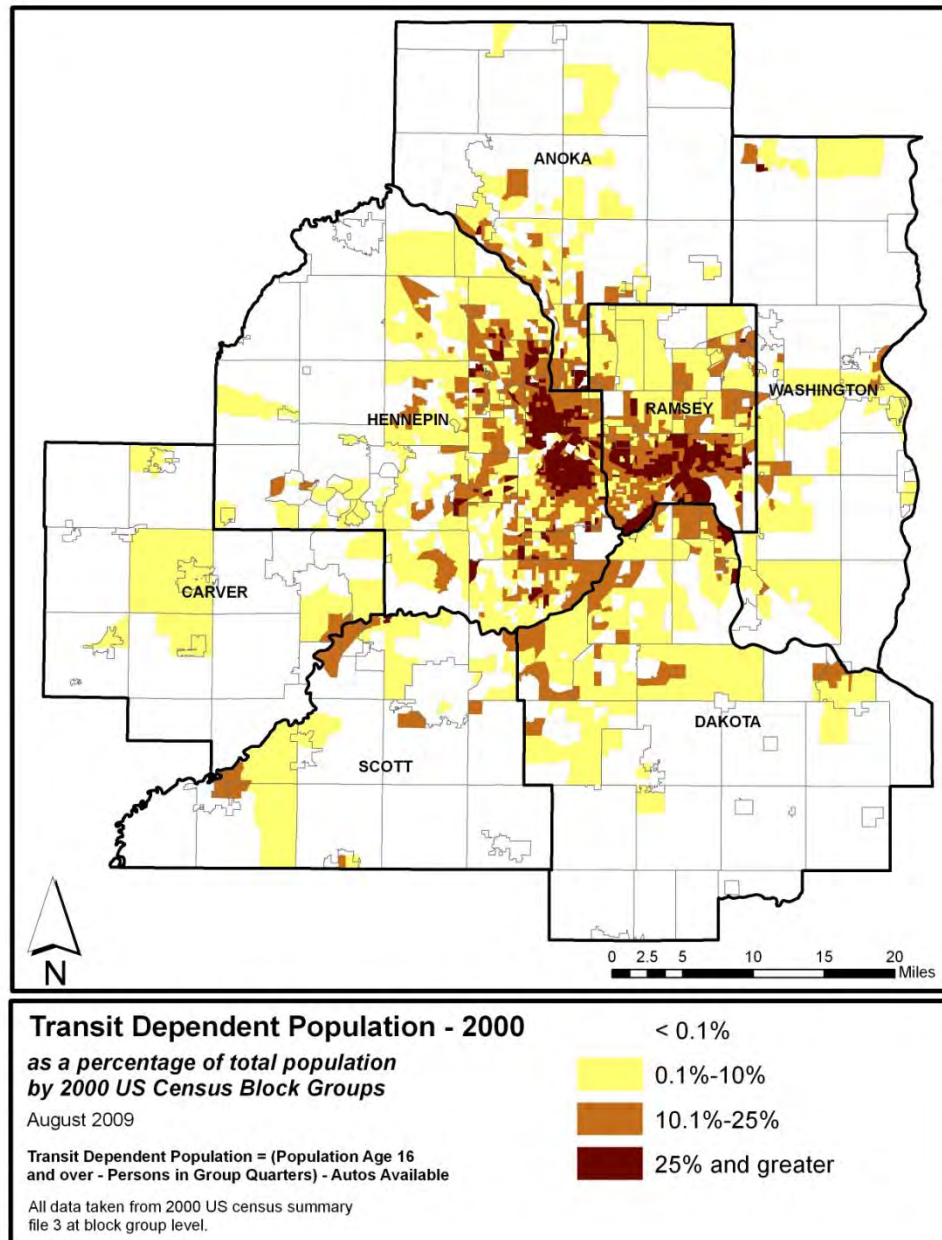
Historically, the elderly have used transit at higher percentages than other age groups. Currently, 18% of transit riders are over age 55. As the baby-boom generation grows older, the number of elderly persons will increase substantially. In 1970, 164,000 people in the Twin Cities were over age 65. By 2000, this had grown to 255,000. The Council projects that by 2030, more than 700,000 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 2030, nearly 20% of the population will be over age 65.



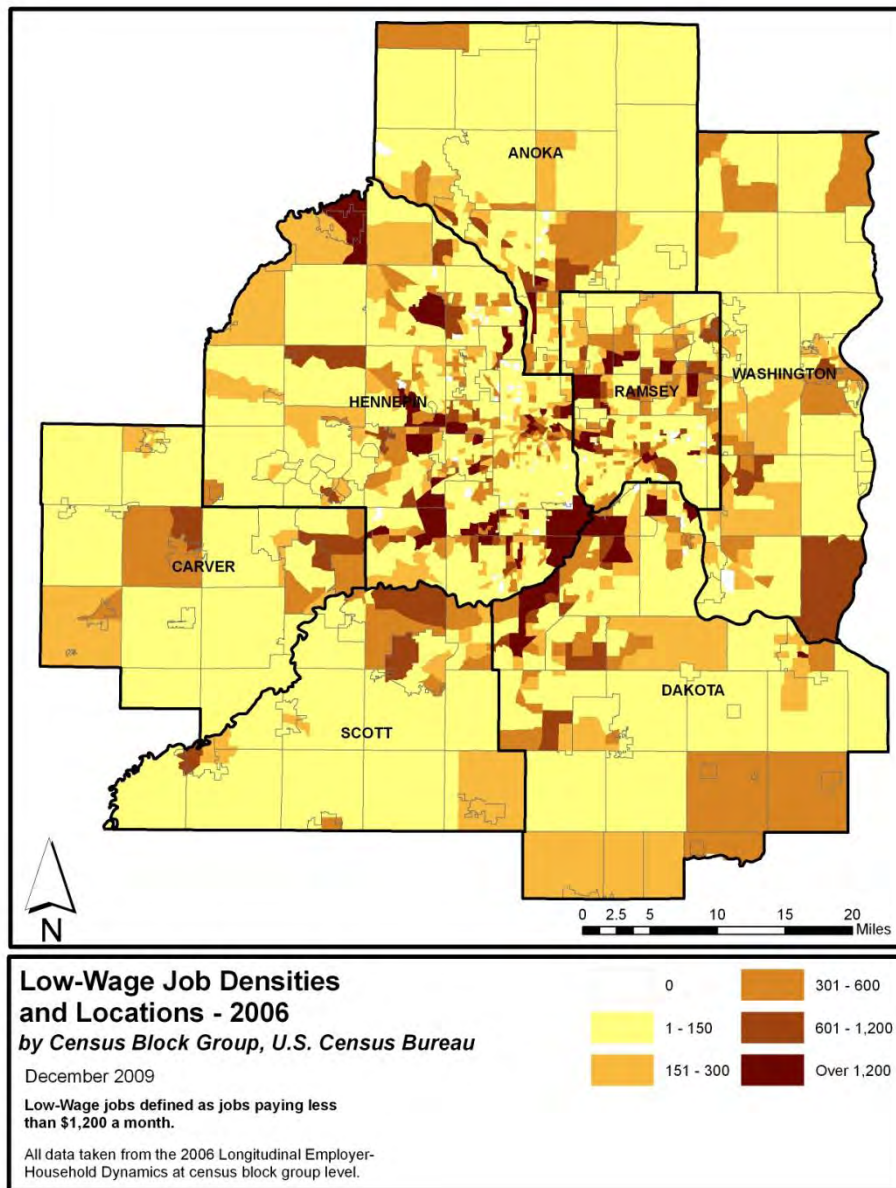
### Transit Dependency

Transit dependency can be measured by using a variety of methods. One such method is determining the percent of persons who are over age 16 (considered “working age”) and living in a household with no automobiles available. Using this methodology, the following map indicates where the concentrations of transit dependent persons in the metro area are, as a percentage of total population.

Transit dependency is greatest in the two central cities and immediately adjacent, older suburbs. There is a mutually reinforcing relationship between transit dependency and transit service availability. Current and planned service and available housing options inform residential location choice, affecting (or reinforcing) neighborhood socioeconomic characteristics.



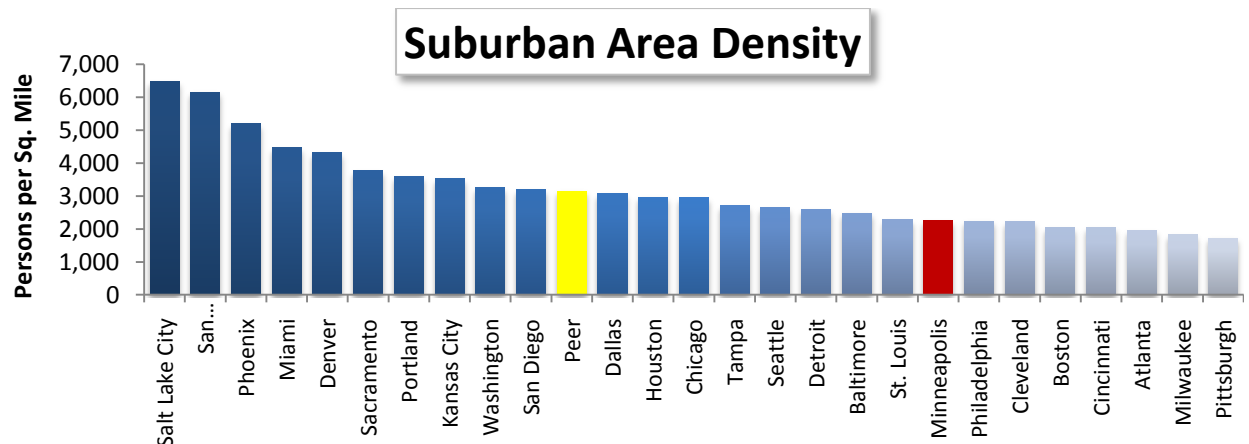
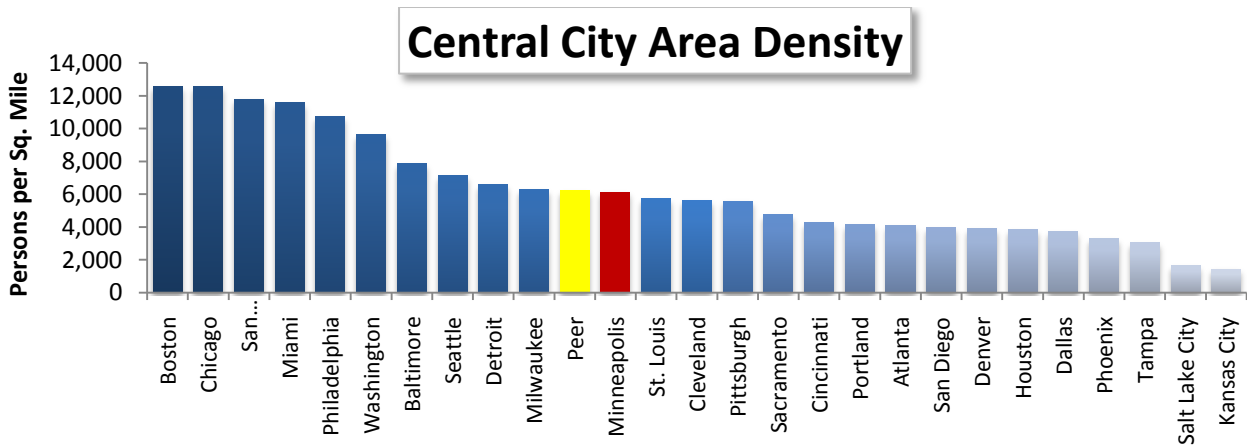
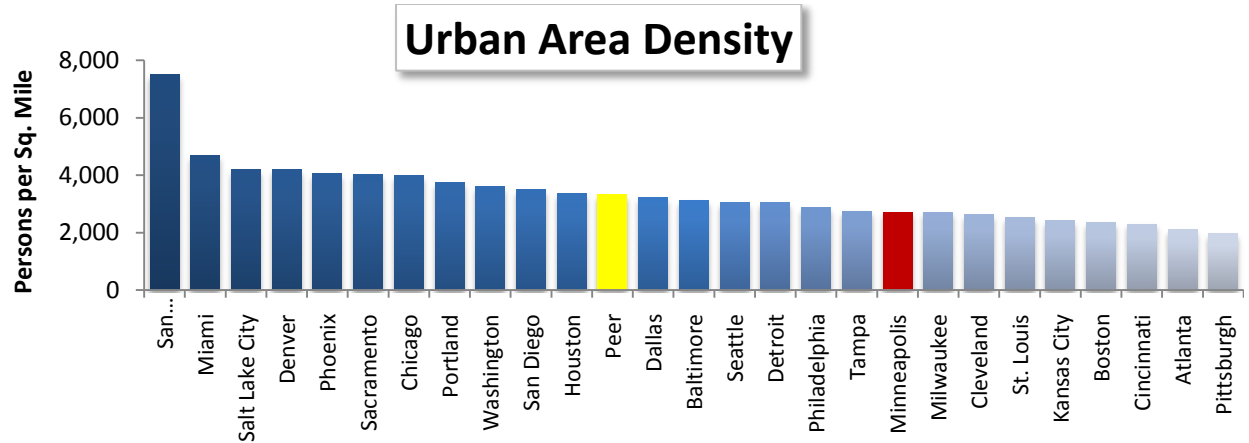
Transit is an important aspect of moving transit dependent populations between their homes and their jobs. The majority of low-income and poverty-afflicted households are concentrated in the central cities and mostly near the downtown core or within one mile. By contrast, low-wage and entry-level jobs are spread throughout the region. Nearly three of every four low-wage jobs in the seven-county metro are outside of Minneapolis and St. Paul. This illustrates the difficulty in providing transportation access for low-income workers to many job opportunities using transit because the jobs are not as concentrated as the locations of where workers live. The following maps depict the location of low-income workers and low-wage jobs.<sup>1</sup>



<sup>1</sup> Longitudinal Employer-Household Dynamics (LEHD) is a Census Bureau-maintained dataset that uses federal and state employment records together with Census household data to link home and work locations for residents.

## Population Density

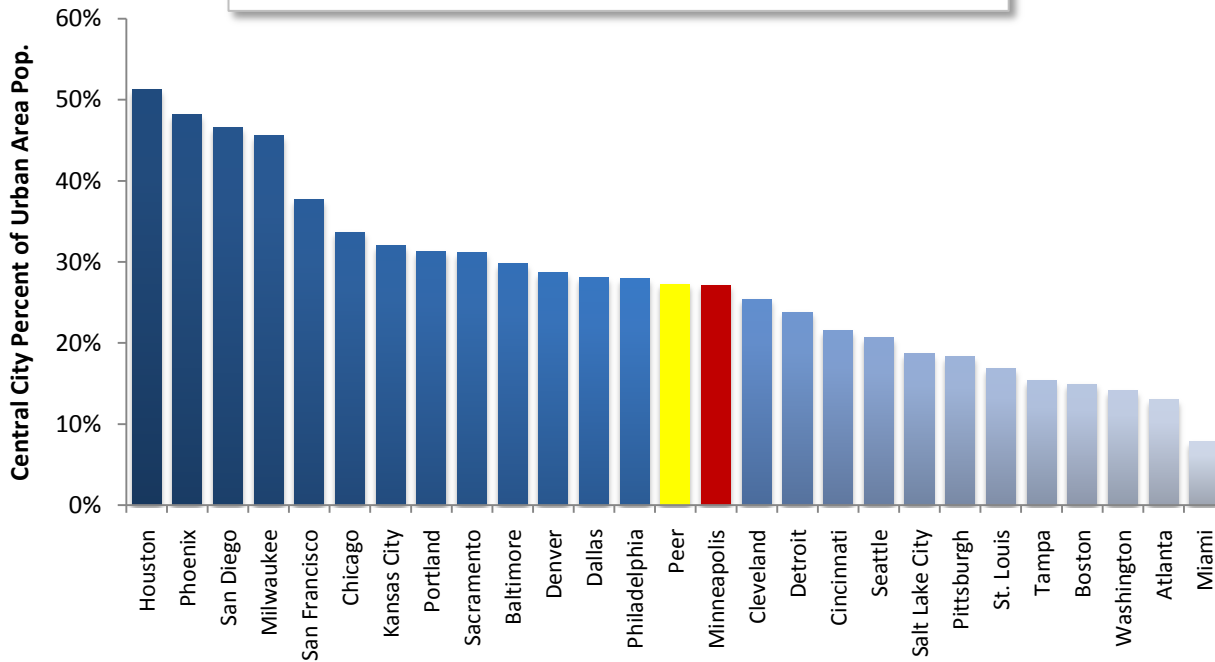
The Twin Cities metro area is less dense compared to other similarly sized urbanized areas. In 2008, it was 18th of the 26 similar stand-alone urbanized areas (UAs). Conversely, the central cities of Minneapolis and St. Paul are the 11<sup>th</sup> densest out of the 26 cities. This means that the region's suburban areas are less dense than average and more difficult to serve with transit. With less than 30% of the region's urban area population in the two central cities, the majority of the population is in the less dense (than average) suburban areas.



There are several reasons:

- Growth in the region is unimpeded by bodies of water or mountains
- There is a strong regional preference for home ownership of mostly single-family housing
- While the region does not have natural regional boundaries, there is a high incidence of development-precluding land conditions, such as wetlands, floodplains, steep slopes, gravel pits and other non-buildable land, resulting in local spread-out development

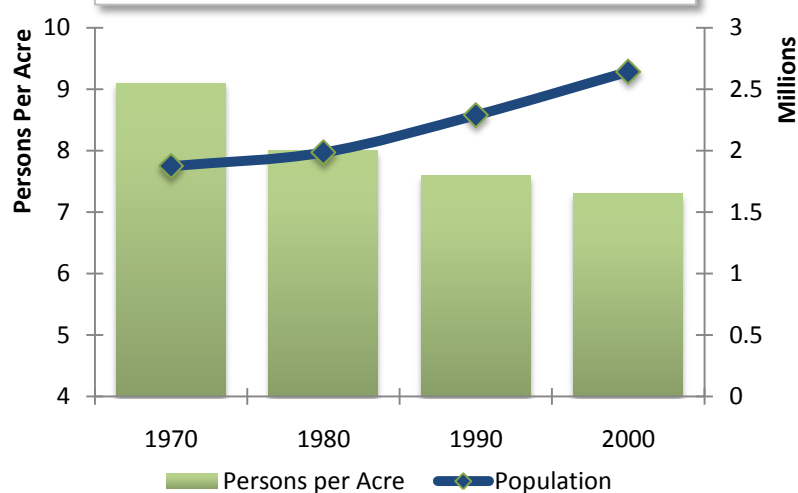
### Percent of Urban Area in Central Cities



The number of persons per acre in the urbanized core of the region has been declining. From 1970 to 2000, the number of people per acre went from 9.1 to 7.3. Since 2000, population per acre has leveled off.

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.

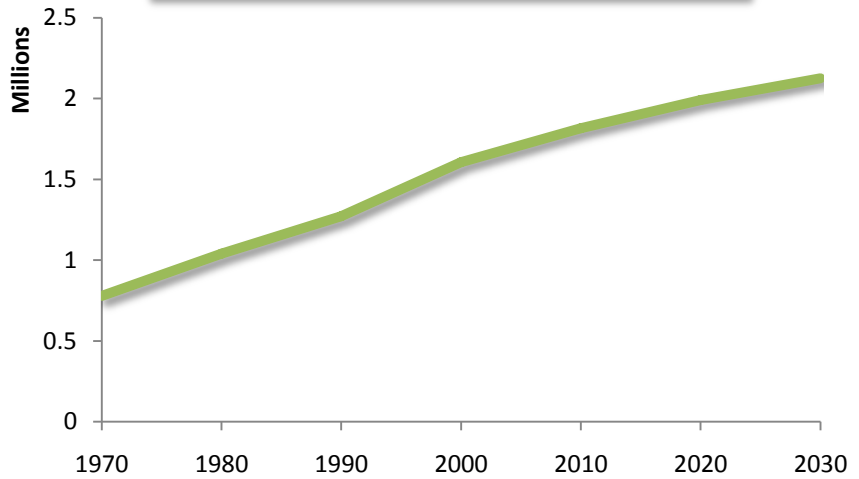
### Household Occupancy Trends



### Employment

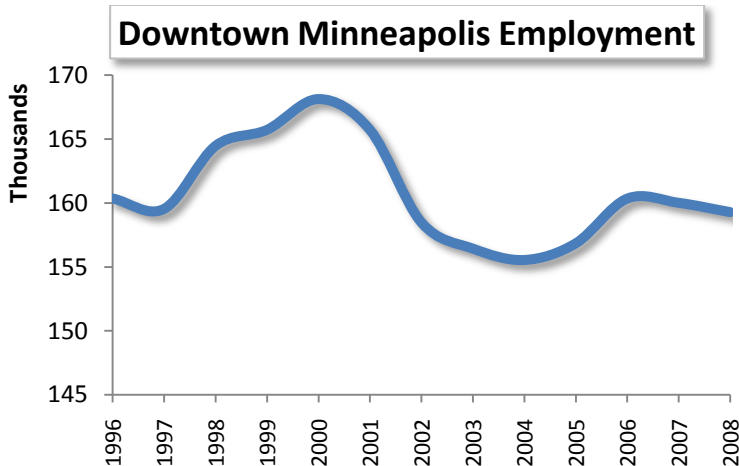
In 1990, there were 1,272,773 jobs in the seven-county area. In 2000, this increased to 1,606,263, a growth of 26%. By 2030, employment is expected to increase by 32% to 2.13 million jobs.

### Twin Cities Area Employment



U.S. Census/Council forecasts, 2008

Metro Area Employment, 1970-2030							
	1970	1980	1990	2000	2010	2020	2030
<b>Employment</b>	779,000	1,040,000	1,272,773	1,563,241	1,819,630	2,002,060	2,146,200
<b>Percent Change Over Previous Decade</b>	-	33%	22%	23%	16%	10%	7%



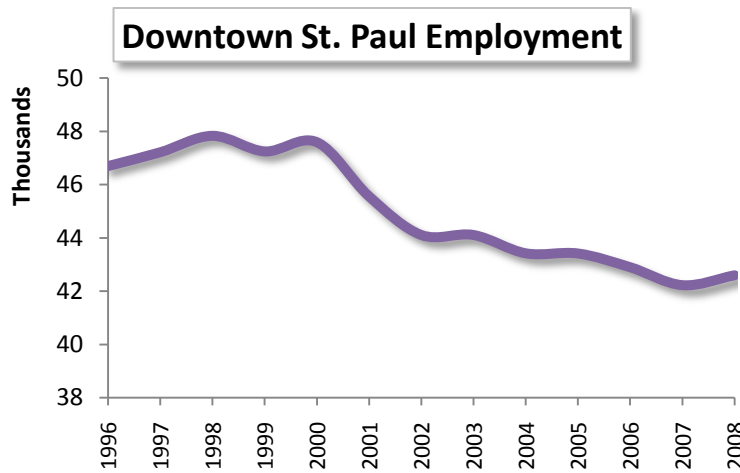
Downtown Minneapolis Employment	
1998	164,463
1999	165,714
2000	168,122
2001	165,708
2002	158,468
2003	156,422
2004	155,537
2005	156,841
2006	160,340
2007	160,005
2008	159,277

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 declined from 2000-2004 because of an economic downturn and because jobs tended to locate in the suburbs. From 2004-2006, downtown employment saw a slight rebound. However, downtown employment

Note: Annual average from DEED Quarterly Census of Employment and Wages (QCEW) online data tool, collected 8/26/09.

remained steady or declined since then, and the most recent economic downturn that began in 2008 has contributed to significant job loss across the metropolitan area. The economic downturns are reflected in lower transit ridership as less commuters are going to work every day.

Downtown St. Paul is the second largest node of employment in the Twin Cities area. However, downtown employment is considerably less than downtown Minneapolis. Downtown St. Paul employment saw a dramatic decline during the economic downturn in 2000. Unlike Minneapolis, St. Paul employment has failed to rebound. Employment in downtown peaked in 1998 and has seen a decline of 11% over the past 10 years.



Downtown STP Employment	
1998	47,833
1999	47,248
2000	47,594
2001	45,557
2002	44,111
2003	44,111
2004	43,423
2005	43,417
2006	42,901
2007	42,228
2008	42,599

Note: Annual average from DEED Quarterly Census of Employment and Wages (QCEW) online data tool, collected 8/26/09.

### Transit Mode Split

The Twin Cities urban area is 12<sup>th</sup> in the nation among the largest urban areas in terms of transit mode share in traveling to work in 2008. There are several obvious breaks in the following chart that create different “tiers” among the urban areas. If the top five urban areas are considered “tier I,” then the next nine regions with transit mode shares over 5% would be the “tier II” urban areas. The Minneapolis/St. Paul region would fall into the bottom third of the “tier II” urban areas.

