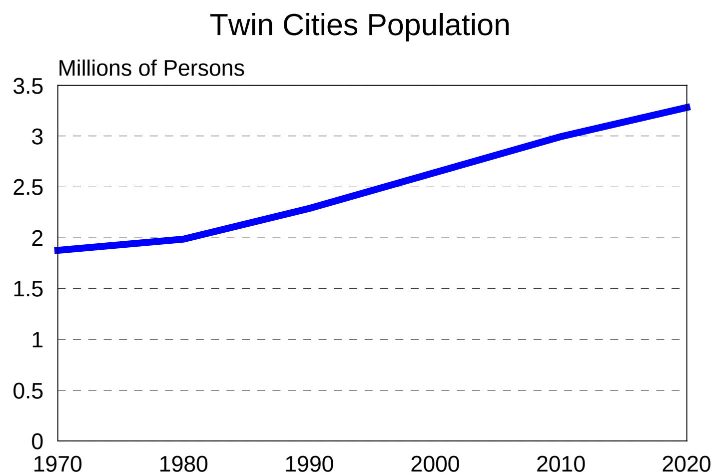
Chapter 4: Demographic and Development Trends

Population

The Twin Cities region is growing and will continue to grow. In 1990, the region had 2,288,000 people. In 2000, it had 2,642,000, a growth of 640,000 people, or 15% (1.4% annual growth). It is projected that by 2020, there will be 3,282,000 or an additional 24% (1.1% per year).



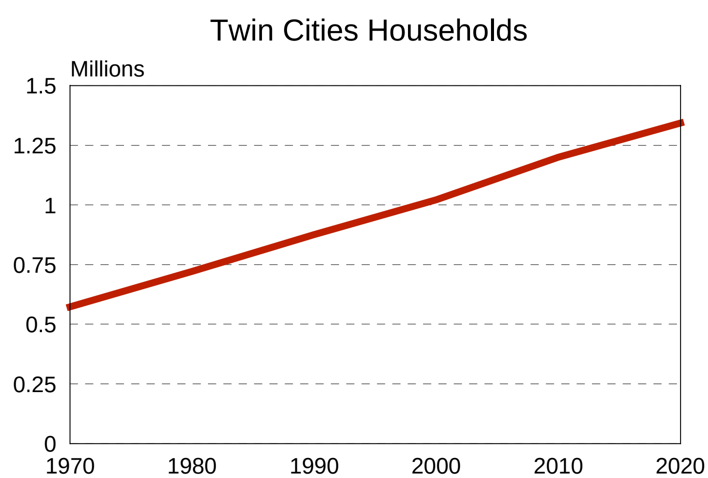
Twin Cities Metropolitan Area
Census/Metropolitan Council Forecasts from 1996

This population gain came from 379,000 births less about 160,000 deaths, resulting in a natural increase of 219,000 persons. Migration contributed 134,000 additional persons. This net migration is the largest net migration of any decade.

This was the most population growth of any decade in the history of the region. (4,000 more than in the 1960's and 14,000 more than the 1950's) This ten-year period was not the fastest growing in terms of percentage growth but was the largest in terms of number of additional persons in the region.

Households

The number of households in the region has also increased significantly since 1990. In 1990, there were 875,504 households. In 2000, there were 1,021,454 households, an increase of 17% or 1.6% per year. Projections show by 2020, there will be 1,344,000 households, an increase of 323,000 households or an increase of 32% or 1.4% per year.



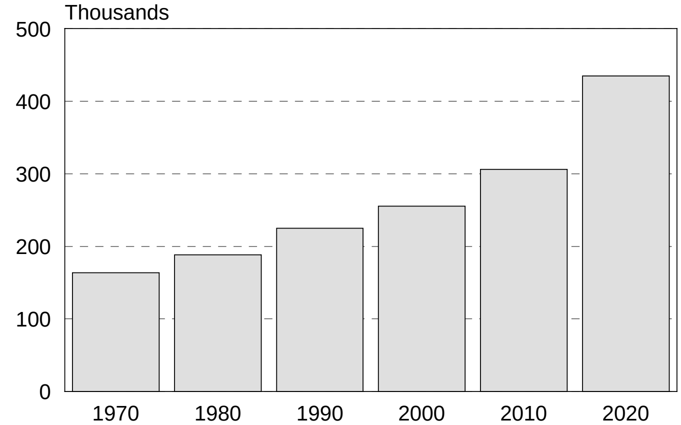
Twin Cities Metropolitan Area
Census/Metrpolitan Council Forecasts from 1996

Part of this household increase is due to the growth in population and part due to demographic and lifestyle changes leading to a reduction in size of households. In 1970, the average household had 3.27 persons but in 2000 only 2.58 persons and by 2020, it is projected that the average household will have 2.44 persons. Even so, this represents a substantial slowing in the decline of average household size by 2020.

> Population is expected to grow by 24% (1.1% per year) from 2000 to 2020, and the number of households is expected to increase by 32% (1.4% per year). This will mean more trips taken, more automobiles on streets and highways, more demand for transit, and more freight to be moved.

Changes in Elderly Population

Population above age 65



Census/Metropolitan Council Estimates

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 2020, it is projected that 440,000 people will be over age 65.

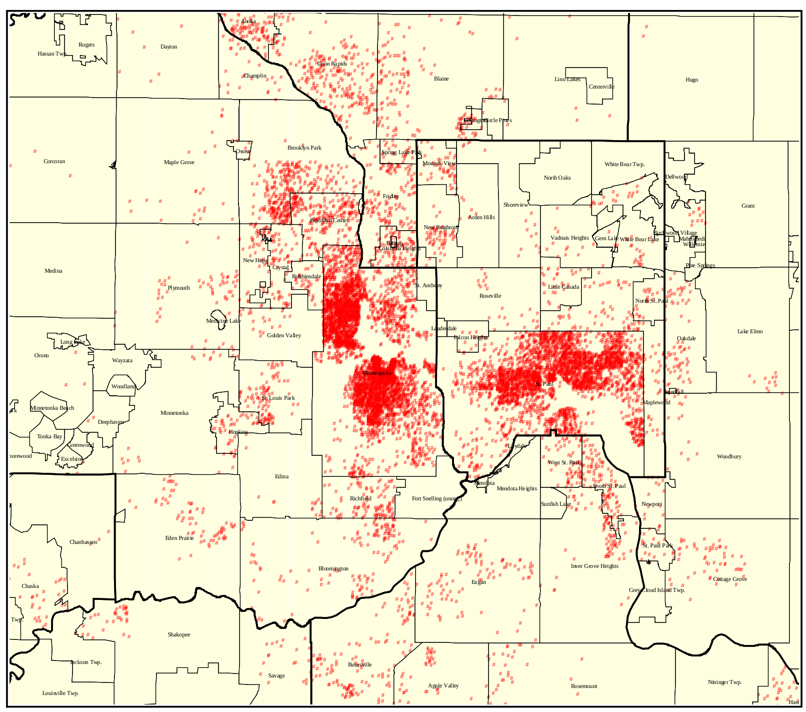
Currently 25% of transit riders are over age 55. The aging population pattern will increase demand for transit as the number of people in this age cohort increases.

> The average age of the population is increasing. By 2020, 440,000 people, (13.4% of the region's population) are expected to be above age 65 (compared with 9.7% of the population currently). The higher elderly population, with increased mobility limitations associated with aging, is expected to increase transit demand.

Income and Transit Dependency

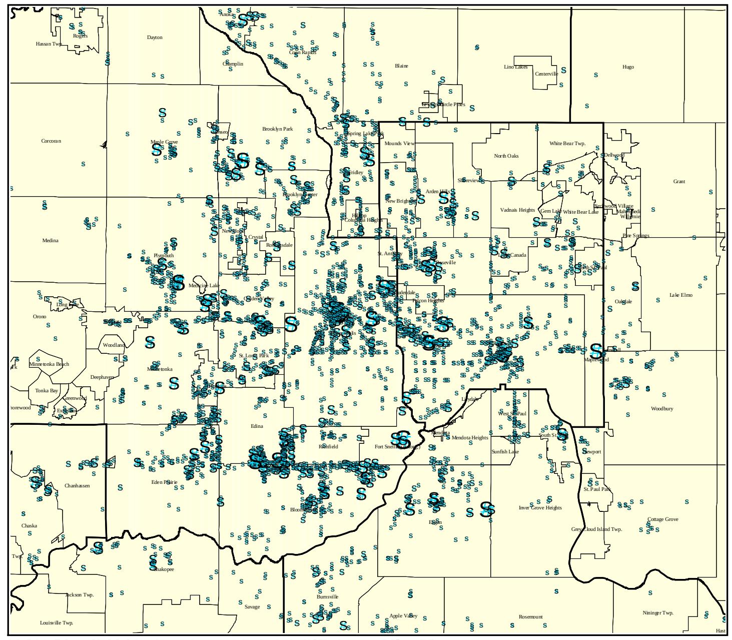
Lower income persons are concentrated in the two central cities. This is an especially critical issue, as most of these persons do not have cars. Minnesota Family Investment Program. (MFIP) is the core welfare program in the state of Minnesota. Only 25% of MFIP clients in the central cities have automobiles. In the suburbs, 45% of MFIP clients have automobiles. (1999 – Department of Human Services).

Location of MFIP recipients

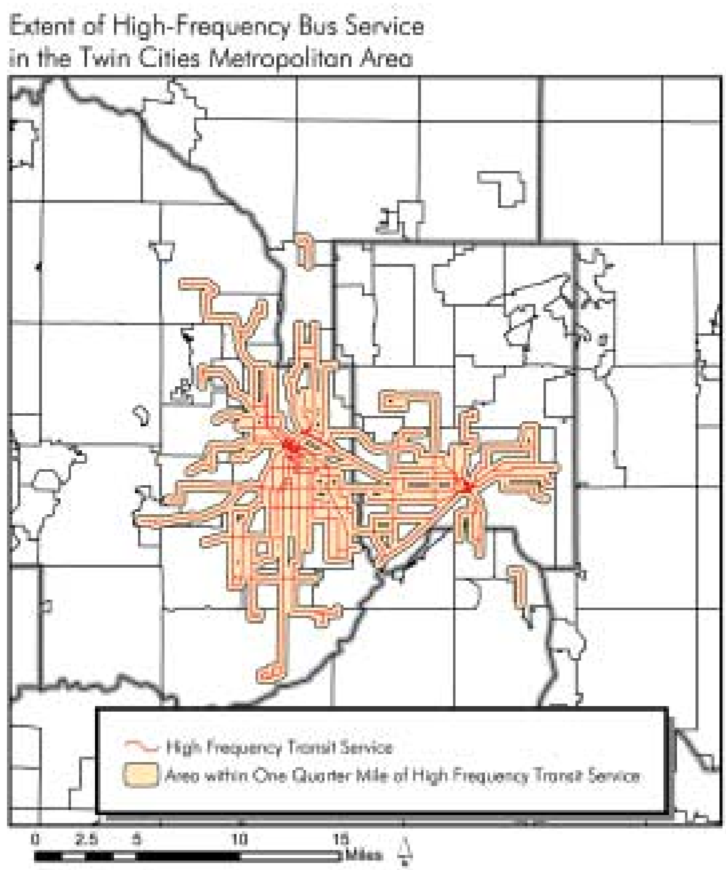


This is contrasted with the location of entry-level jobs. Entry level jobs are scattered throughout the region with concentrations in the core cities and along transportation corridors. (1999 Department of Economic Security).

Entry Level Jobs

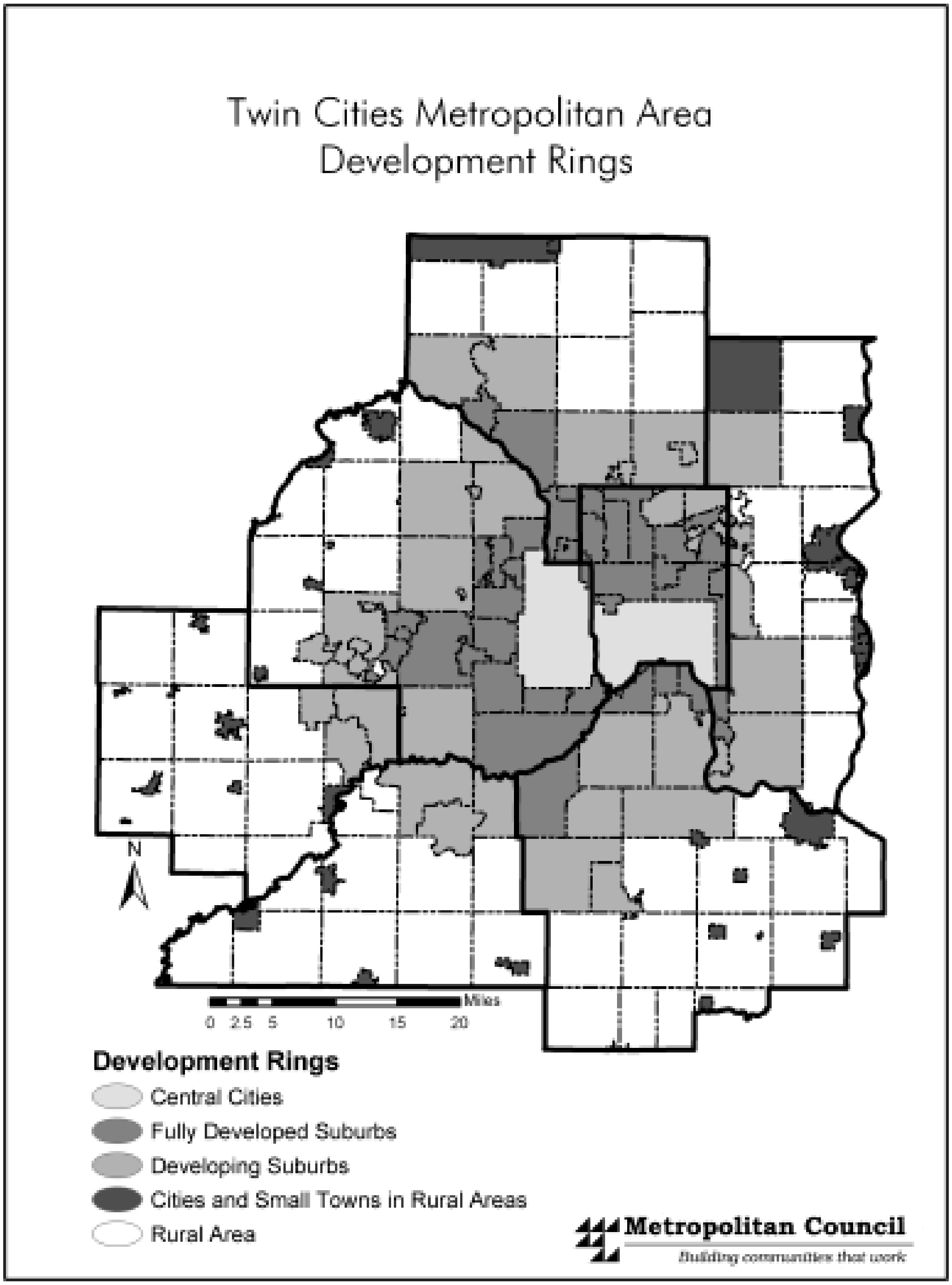


High frequency bus service is available in many of the areas where there is a concentration of residences for persons enrolled in welfare programs. However, due to the wide dispersion of jobs throughout the region and the lack of high frequency transit service in many suburbs, there are many entry-level jobs that transit-dependent persons are unable to easily access.



High concentrations of lower income persons, with low automobile ownership, exist in the core cities where transit service is most extensive. However, entry-level jobs are generally dispersed throughout the region and are not as well served by transit, especially in the reverse-commute direction. Also there are many areas with lower income persons who are not well served by high frequency transit.

Regional Development Patterns

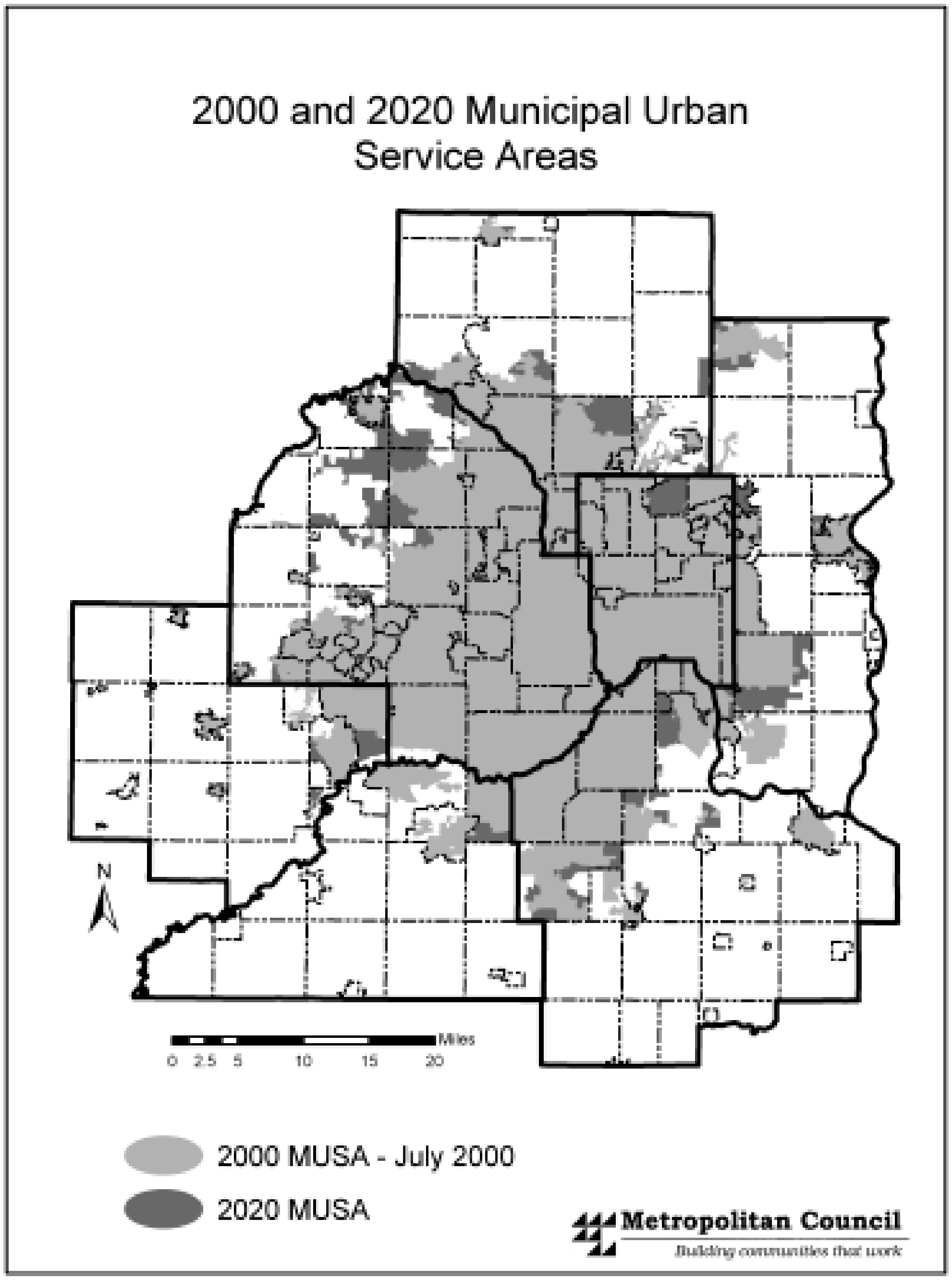


Most of the development of the region occurred within the borders Minneapolis and St Paul prior to World War II. After 1945, development expanded out to suburbs immediately surrounding the two central cities and to cities that had been freestanding cities near the center cities. Development continued primarily in these areas from 1945 through the 1980s. By 1990, however, new development had shifted primarily from these "fully developed suburbs" outward to the "developing" suburbs. The region still retains a large rural area with free-standing cities.

The continuing expansion of the suburban area will require increased investments in freeways and arterials, transit services, and freight handling facilities to provide accessibility to those areas.

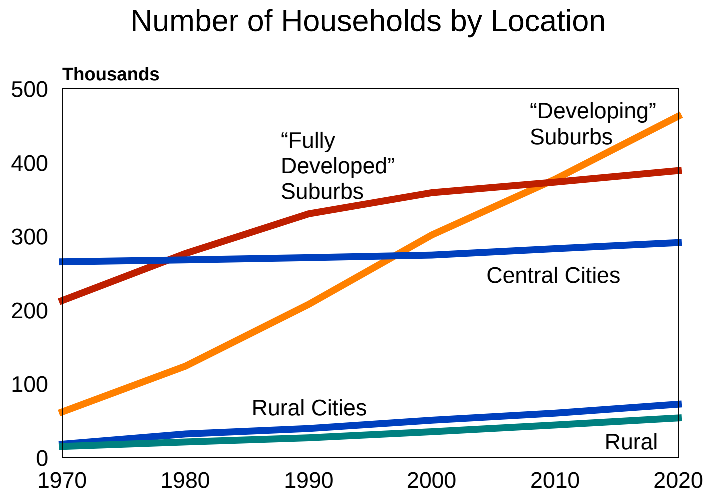
Forecast Growth

The Metropolitan Urban Service Area (MUSA) represents the portion of the Twin Cities that receives regional sewer service. As such, it represents the best definition of the portion of the region that is urbanized. The projected growth of the MUSA boundary is the best estimate of how and where the urbanized area will expand in the future. This map shows the portion of the region that is within the MUSA in 2000 and where additional expansions of the MUSA are projected to be by 2020.



It is expected that most of the growth in the region in the next 20 years will be within the existing MUSA boundaries.

Housing Location



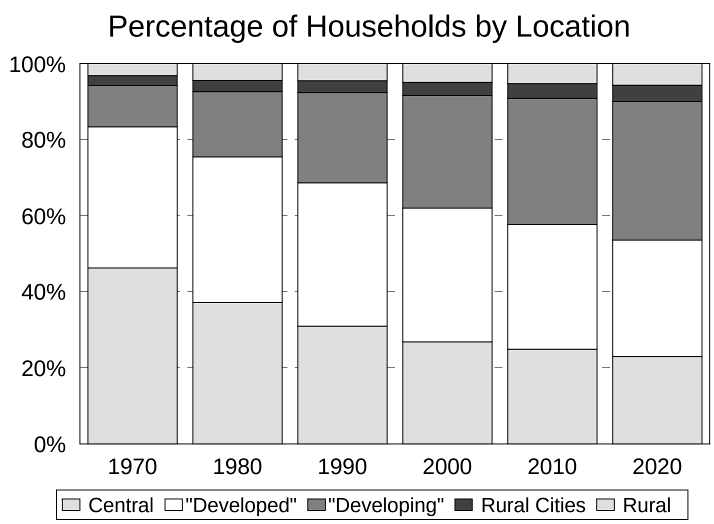
Census/Metropolitan Council Projections

Prior to 1945, most of the region's growth occurred in the two central cities of Minneapolis and St Paul. Although some redevelopment may occur into the future, there will not be substantial increases in households in these cities into the future because these areas are essentially fully developed.

From 1950 into the 1980s, most of the region's growth occurred in the suburbs immediately surrounding the center cities, the "fully developed" suburbs. By 2000 though, their growth has slowed as they have approached becoming fully developed. Growth is projected to continue, albeit at a slower pace primarily through in-fill development and redevelopment, similar to the pattern for the center cities.

From 2000 to 2020, the majority of new development in the region will be occurring in the second ring or developing suburbs.

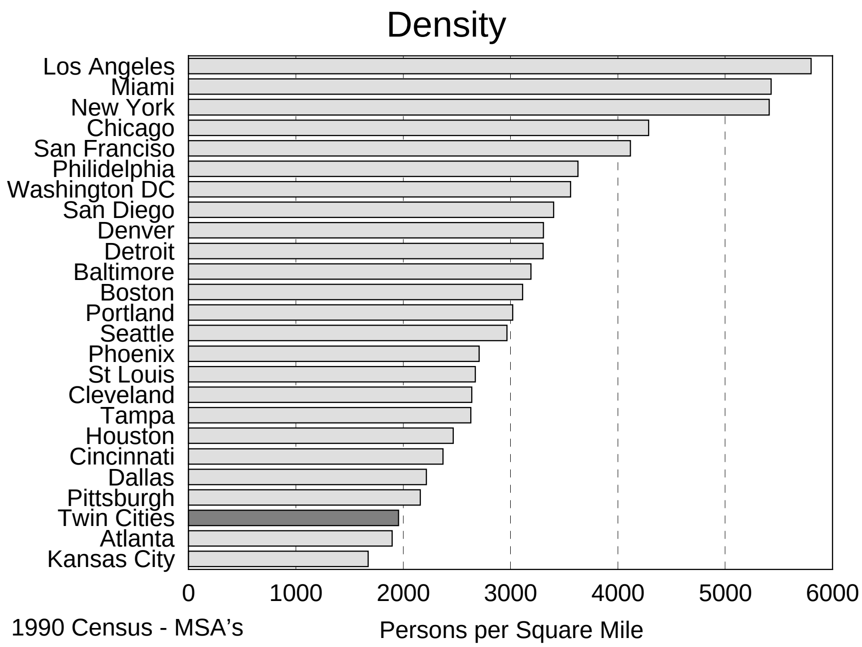
In 1970, the two core cities made up 46% of the region's population and the "developing" ring suburbs made up about 11%. This relationship will be reversed by 2020. Central cities will contain only 23% of the region's population while the developing suburbs will have 36%. This is not because the central cities will lose population – in fact all parts of the region are projected to grow – but because the growth in the developing ring will substantially outstrip the growth in the rest of the region.



Census/Metropolitan Council Estimates

The number of households in "developing" suburbs grew faster during the 1990s (45%) then the central cities and "fully developed" suburbs, which lack large supplies of vacant land and must rely primarily on redevelopment. The number of households in "developing" suburbs overtook the number of households in central cities during the mid-1990s. By 2020, "developing" suburbs will have 36 percent of the region's households compared to 23 percent in the central cities.

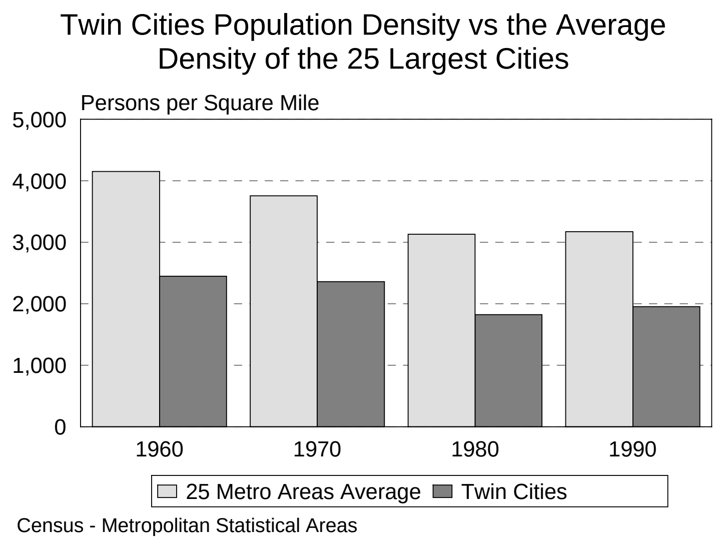
Population Density



The Twin Cities Metro Area is less dense compared to other metropolitan areas in the United States. In 1990, it was 23rd of the 25 largest metropolitan areas (MSAs).

There are several reasons for this:

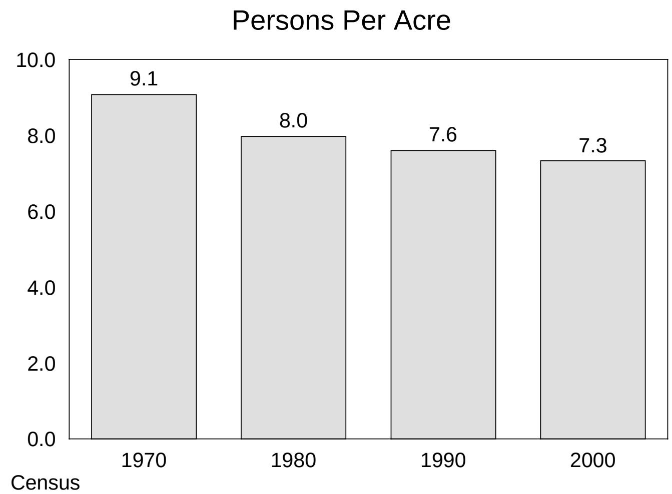
- Growth is unimpeded by major barriers such as oceans or mountain ranges.
- Growth has radiated from two central cities rather than one core city.
- The Twin Cities have a stronger preference for home ownership, which is mostly single family housing. The Twin Cities ranks fifth among the 25 in home ownership.
- A higher proportion of Twin Cities housing was built after World War II. There are more single-family suburban-style homes on larger lots as compared to other regions.
- The Twin Cities have a higher than average number of wetlands, floodplains, steep slopes, gravel pits, and other non-buildable land than other areas.



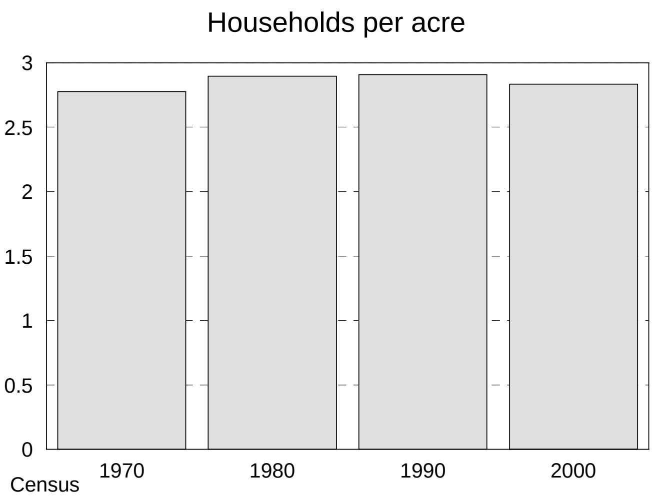
This pattern continues an historical trend. In 1960, the Twin Cites was 40% less dense than the average for the 25 largest metropolitan areas in the United States. In 1990, the Twin Cities metropolitan area was 41% less dense. In terms of rankings, in 1960, the Twin Cities was 23rd on the list, the same as in 1990.

In 1990 the Twin cities area was ranked 24th of the 25 largest urban areas in population density. The number of persons per acre in the region has been declining steadily, primarily the result of smaller household sizes. This means that it takes a larger transportation network to serve it. In addition, transit service will be less productive than in more dense areas.

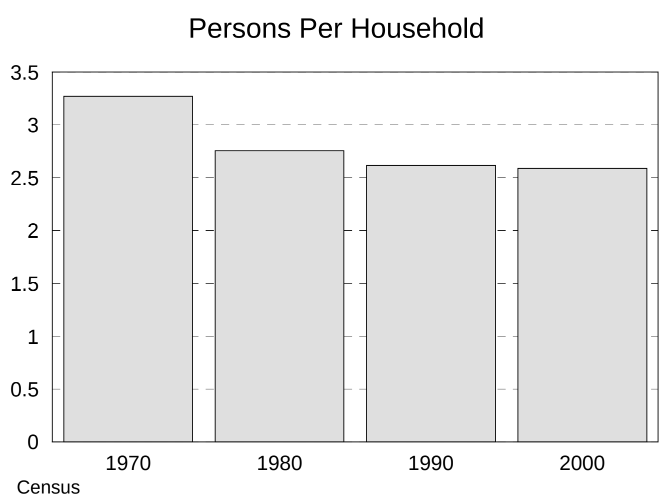
The number of persons per acre in the urbanized core of the region has been declining. Since 1970, the number of people per acre has gone from 9.1 to 7.3.



This is not because the urbanized area of the region is building less dense housing. The density of households (and thus housing units) has remained relatively constant over the last thirty years. In 1970, there were 2.77 households per acre and in 2000, there were 2.83 households per acre. This means that as a region, we are building housing units as densely as we did in the past.

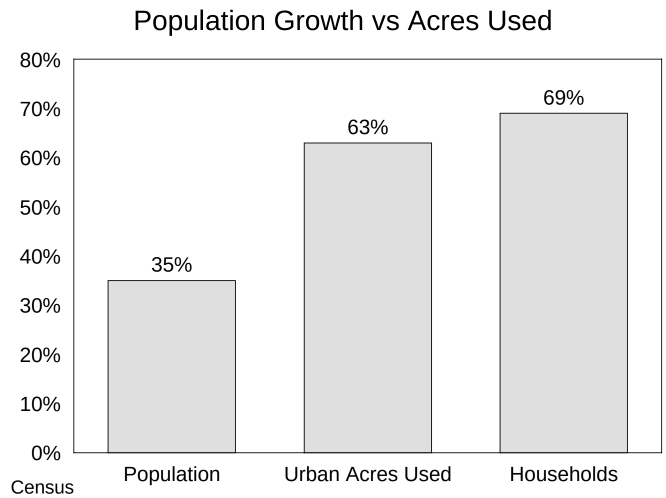


However, the number of persons living in each of those households has been declining. In 1970, there were 3.27 persons per household but in 2000, there were 2.59 persons. By 2020 the average household size is expected to be 2.44 persons.



People are taking up more space because family sizes are smaller than in the past. This drives the region to being even less dense.

The result of the increasing population and reduced number of persons per acre is that the number of acres in the urban area has grown faster than the population. This is to be expected because it is housing units and not population per se that consume land. In fact, consumption of land has been less than growth of households and thus housing units during the last 30 years.

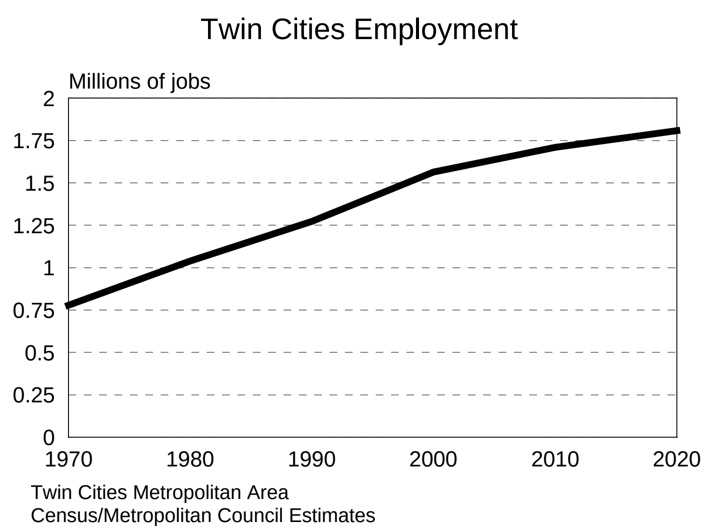


The region is continuing to become less dense. This is not because housing units are being built less densely. Instead, the number of person in each housing unit (the number of persons per household) declining. This means that on a per capita basis, new development will need more transportation services than equivalent development in the

Employment

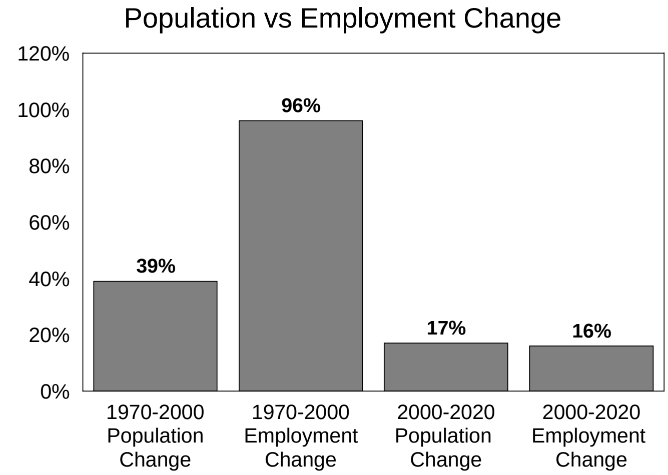
In 1990, there were 1,273,000 persons employed. In 2000, this increased to 1,565,000, a growth of 23%. By 2020, employment is expected to increase by 24 percent to 1.9 million.

	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%



Increasing employment directly increases the number of trips taken in the region. This has driven such travel factors as the number of trips per capita, the number of miles driven per capita, and the total number of miles

The economic base of the Twin Cities has been expanding, creating demand for workers. Typically, population and employment grow at similar rates. However, over the last thirty years, employment grew substantially faster than population, meaning that more people per capita were employed than in the past.

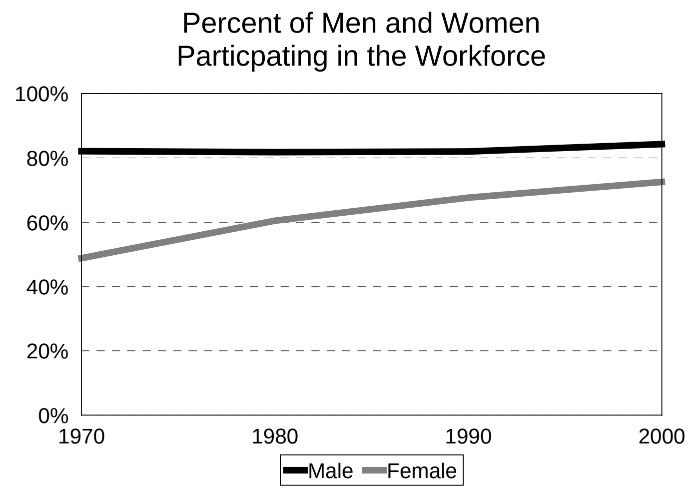


Census/Metropolitan Council Estimates

> The number of jobs in the Twin Cities region grew by 2.1 percent per year from 1990 to 2000, a pace 50 percent higher than the population increase (1.4 percent). The above-population-rate increase in jobs was accommodated by the increase in labor force participation by women and others (such as those over age 65), plus commuters who live outside the seven-county area. The future increase in employment is expected to more closely reflect the growth in population (a 16 percent increase from 2000 to 2020).

Another factor is that women's participation in the workforce has been increasing as compared to men's rate. In 1970, only 48.8% of women participated in the workforce while in 2000, 72.5% did. Other factors include the increasing participation rates of groups traditionally unemployed or underemployed, people living longer and thus staying employed longer, and a strong economy.

Employment growth is expected to more closely track with population changes in the future.

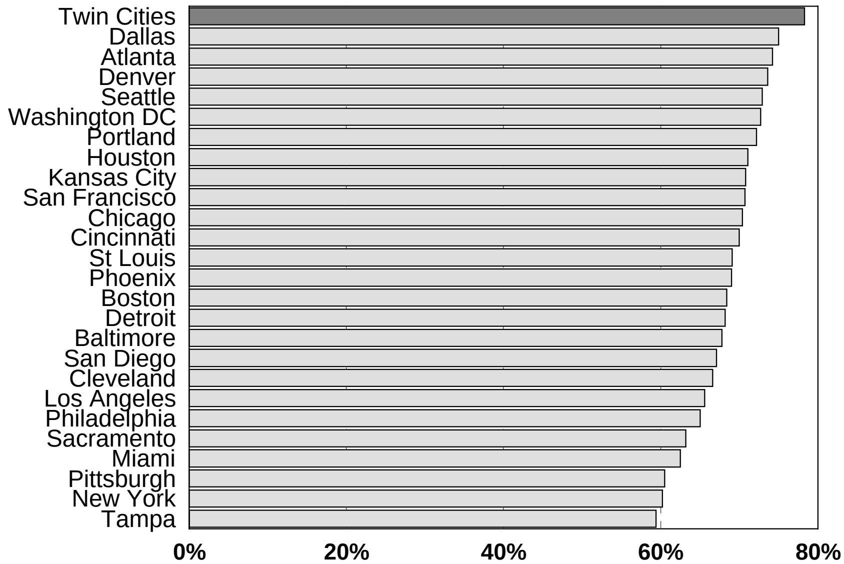


US Labor Department - Twin Cities MSA

> It is possible that two of the factors that contribute to high increases in the rate of travel may be reaching equilibrium: the decline in household size has slowed, and the percent of women participating in the labor force is approaching that of men. It is unclear what transportation impacts will be caused by the aging of the "baby boom" population. Although elderly are more likely to have mobility limitations and thus use transit increasingly, this population group also has a high level of auto-oriented mobility.

The Twin Cities also has the highest percent of the population employed among the 25 largest cities in the country.

Percent Of Population in the Workforce



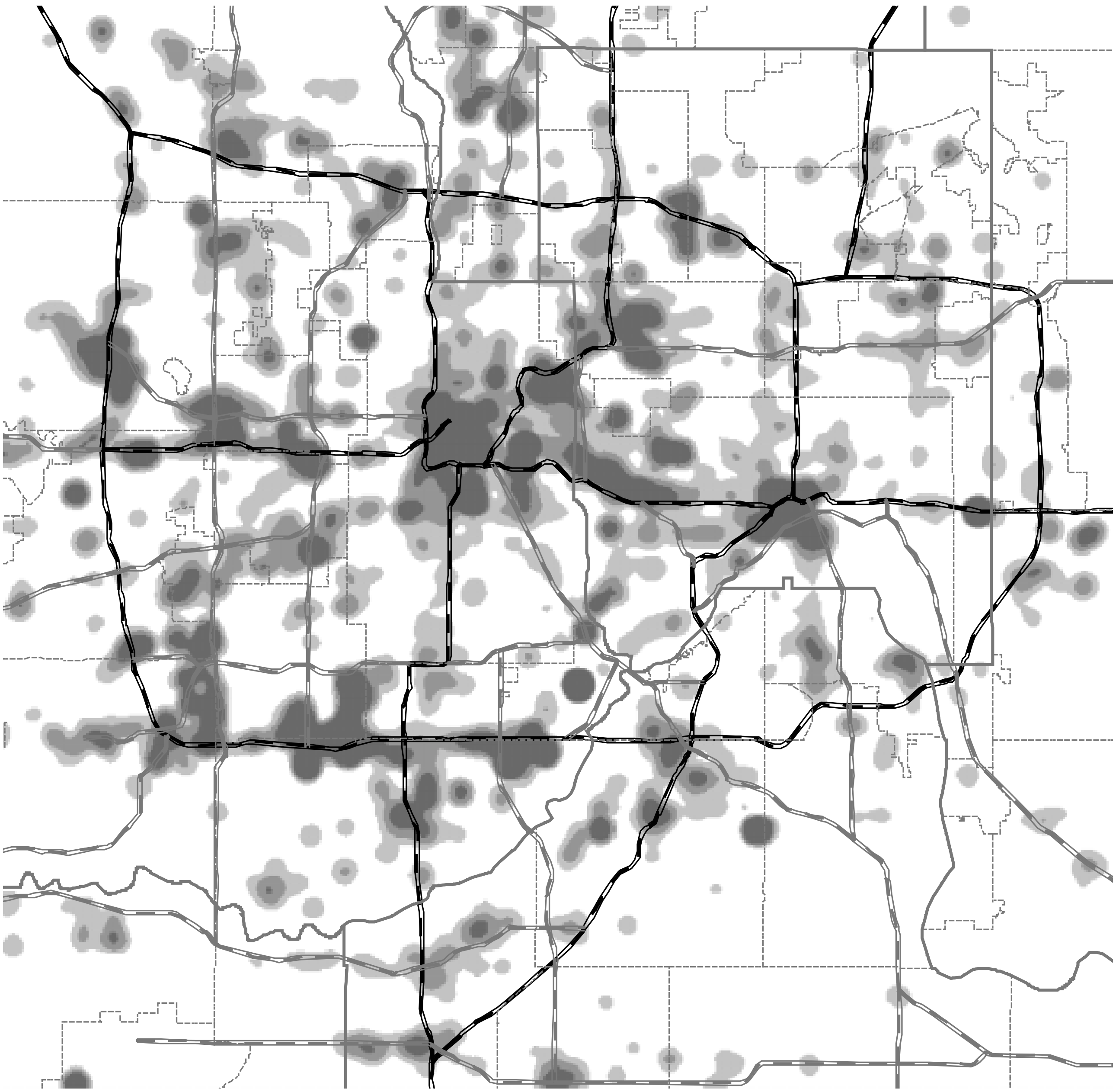
US Labor Department - 1999

The Twin Cities is the urban area with the highest percentage of the population employed (78.3). An employed person makes over 38% more trips than a person who is not employed. As a result, the growth in trips has increased faster than the population as a whole and faster than peer regions.

Employment Distribution in the Region

Employment is clustered in the downtowns of Minneapolis and St Paul and along major highway corridors in the region. The largest concentration of employment is in the two core cities, creating the transportation challenge of bringing people from outlying areas to these core areas. There is also a larger concentration of employment in the southwest quadrant of the Twin Cities than in other quadrants, which contributes to congestion in this quadrant.

Density of Employment
(Metropolitan Council Data)

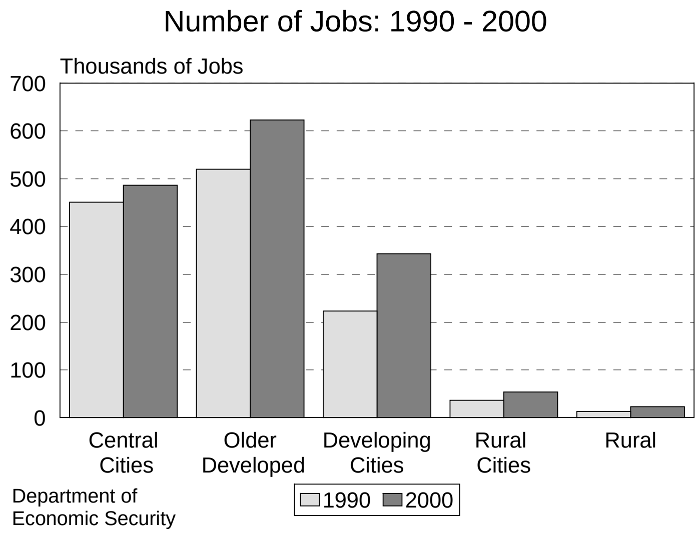


Employment occurs in concentrations throughout the region but has its largest concentrations in downtown Minneapolis, downtown St Paul and along the I-494 corridor. This creates a challenge during peak travel periods to efficiently move people to and from these areas of high job concentration.

Large concentrations of jobs remain in the central cities and in the older developed cities, but the largest growth in the number of jobs occurred at the edge of the region in developing cities. Rural cities and areas have and continue to have very few jobs in relation to the whole region.

	% of total 1990	% of total 2000
Central Cities	36%	32%
Developed	42%	41%
Developing	18%	22%
Rural Cities	3%	4%
Rural Areas	1%	2%

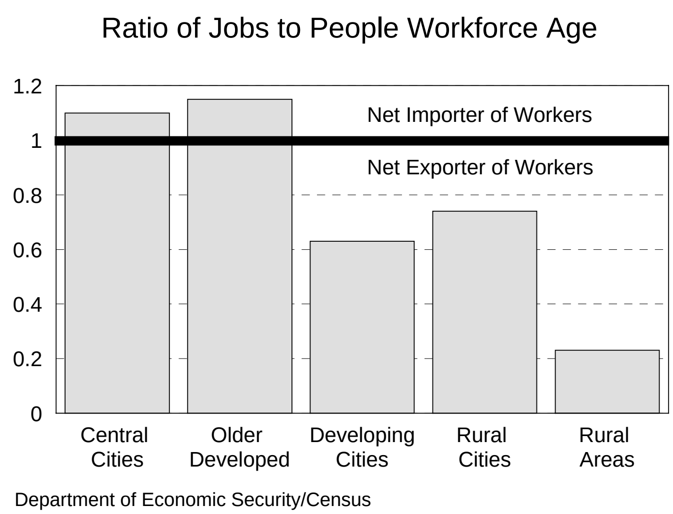
Data from Department of Economic Security



The distribution of jobs by the five area classifications shows that in 1990, the developing cities contained 18% of the region's jobs. By 2000, these cities contained 22%. This percentage growth occurred even though all parts of the region grew in terms of raw numbers.

> The "developing" suburbs added more employment than the central cities and "fully developed" suburbs during the past decade. However, these suburbs still have fewer jobs available than persons in the workforce, contributing to the potential need for long commutes.

Census 2000 data on commuting will not be available until 2003 and Travel Behavior Inventory data until later in 2002. Both of these data sources will give in-depth information where people come from and where they go to in the region. Until then, one indicator of commuting among the different parts of the region is to look at the number of available jobs versus the number of people who could potentially take those jobs in an area. Both the central cities and older developed suburbs have more jobs than people who could potentially take those jobs. The developing suburbs, even with their job growth, still have more people than available jobs.



> The central cities and older developed suburbs are net importers of workers while the rest of the region is a net exporter. This creates a transportation issue to move persons from one part of the region to the other.