

Demographic and Economic Characteristics

This summary provides detailed information on the demographic and economic characteristics of those living and working in the North Metro Area Transportation Corridor. The data comes from the American Community Survey (2009-2013). A “station area” is defined as the half-mile radius surrounding the transit station: the distance that can be walked in approximately 20 minutes.

At the time of the American Community Survey (2009-2013), 26,348 people live within the North Metro Area Transportation Corridor. The most dense stations are in the South Thornton area (the Original Thornton/88th Station with 3,799 persons and the Thornton Crossroads/104th Station with 3,149 persons) and in the Northglenn area (with 4,618 persons at the Northglenn/112th West Station and 3,629 persons at the Wagon Road Station). Northern stations are less populated with only a few hundred persons living around the Erie Parkway Station and the Tri-Town Stop and the I25/Hwy 7 Station. Most of the population (60 percent) is white and under 40. The median household income is close to the 2010 regional median income of \$61,225. Those averages, however, hide a lot of differences among the communities in the North Metro Area Transportation Corridor.

The corridor has a clear south-north distribution of income. Median household income increases when moving from south to north with residents in the Commerce City/72nd Station area earning a median annual income of \$33,260 while residents around the I25/Hwy7 Station earn a median annual income of \$117,000. Only a small percent of the households live on less than \$25,000 per year in the communities in the northern part of the corridor, while a third of households at that level of income live around the 48th & Brighton Blvd at National Western Station. These income differences correlate with education attainment; communities in the northern part of the corridor are twice as likely to have attended college and to have obtained a bachelor’s degree as communities in the southern part of the corridor. The demographic characteristics of the population are as stratified as the income distribution. Communities in the northern part of the corridor are mostly white (70-80 percent); communities in the southern part of the corridor have a large Hispanic population (30-60 percent). The age distribution does not appear to follow the south-north pattern; although the northern communities (the Erie Parkway Station and the I25/Hwy 7 Station) have a higher portion (26 percent) of residents over 60.

Most of the jobs are concentrated around the stations in the southern part of the corridor with the Commerce City/72nd Station, the 48th & Brighton Blvd at National Western Station, the Wagon Road Station, and the Eastlake/124th Station, each with 1,000-3,000 jobs. Other station neighborhoods have much lower jobs density with only a few hundred jobs within a half-mile radius of the station. Dominant sectors of employment are manufacturing around the Commerce City/72nd Station and the 48th & Brighton Blvd at National Western Station, and medical and education sectors around the Wagon Road Station. In the North Metro Area Transportation Corridor, 22 percent of the jobs pay less than \$1,250 per month.

Despite having higher median incomes, populations in the northern part of the corridor spend a larger portion of their income on combined housing and transportation costs. On average, in the vicinity of the Erie Parkway Station, the I25/Hwy 7 Station, the North Thornton/Highway 7 Station, and the York/144th

Station at least 60 percent of household income is spent on housing and transportation. In the southern part of the corridor, less than 50 percent of household income is spent on housing and transportation costs. One explanation is that a vast majority of residents in the communities in the northern part of the corridor are homeowners, while 56 percent of residents are renters in the 48th & Brighton Blvd at National Western Station. A second explanation is that households in the northern part of the corridor own more cars, with a least two cars per household.

In summary, stations in the southern part of the North Metro Area Transportation Corridor predominantly have a mix of production and manufacturing jobs while communities further north become increasingly residential with more educated, wealthier residents who spend more on housing and transportation costs.