



4.3 Socio-Economic Environment

In the year 2000, the combined metropolitan areas of South Bend and Elkhart-Goshen ranked fourth in population and employment in the State of Indiana behind Indianapolis, Gary and Fort Wayne metropolitan areas. After two decades of modest population and employment growth from 1970 through 1990, the rate of population and employment growth for St. Joseph County in the decade of the 1990s outpaced that of the State of Indiana, and is forecasted to outperform the State of Indiana to the year 2030. Since 1970, Marshall County has outpaced the growth of the State of Indiana in population and employment, and this pace is forecasted to continue to the year 2030.

4.3.1 Demographic Trends

The entire region served by US 31 is experiencing considerable growth. The three-county area of Marshall, St. Joseph and Elkhart counties added more than 48,000 people and 43,000 jobs over the past decade. (See Table 4.3.3) The Indiana counties containing the South Bend-Mishawaka/Elkhart-Goshen metropolitan area (St. Joseph and Elkhart counties) experienced higher population growth (13.6%) than Indiana as a whole (9.7%), and the City of Plymouth in Marshall County grew at nearly double the state's rate (18.5% versus 9.7%).²

Socio-economic forecasts predict a strong growth trend (although at a slower rate) continuing in future years with the three-county area adding more than 97,210 people by the year 2030. This includes an increase of 46,000 people (17.3%) in St. Joseph County, 11,210 people (24.8%) in Marshall County and 40,000 people (21.9%) in Elkhart County. These unique county population forecasts were developed from employment forecasts based on a 30-year trend regression analysis of total employment as well as the ten major business sectors, labor forecasts based on 30-year trend regression analysis, labor force participation ratio trends shift-share relationships at the state and national level, and a population cohort survival-net migration model. Before the recommended county forecasts were chosen, they were compared to those of the Indiana State Data Center, Regional Economic Models, Inc., and Woods & Poole Economics, Inc.

	1970	1980	1990	2000	2030	% Growth 2000-2030
St. Joseph County	244,827	241,617	247,052	265,559	311,560	17.3%
Marshall County	34,986	39,155	42,182	45,128	56,340	24.8%
Elkhart County	126,529	137,330	156,198	182,791	222,790	21.9%
Two County Area	279,813	280,772	289,234	310,687	367,900	18.4%
Three County Area	406,342	418,102	445,432	493,478	590,690	19.7%
Indiana	5,195,392	5,490,224	5,544,159	6,080,485	6,636,330	9.1%
United States	203,302,000	226,546,000	248,710,000	281,422,000	348,240,000	23.7%

Source: Historic population data is taken from U.S. Bureau of the Census; 2030 county population by Bernardin-Lochmueller & Associates, Inc.; Indiana 2030 population based on Indiana State Data Center projections (1998 series); national 2030 population from Woods & Poole Economics, Inc. (2000 Edition).

² Historic population data is taken from U.S. Bureau of the Census; historic employment data is taken from the Indiana Department of Workforce Development for Indiana and counties from the US Bureau of Labor Statistics for the nation.



Tables 4.3.4 and 4.3.5 summarize the demographic trends and forecasts for variables used in the development of the US 31 Improvement Project Travel Development Model used to replicate existing travel patterns and to forecast future daily traffic volumes. Relative to median household income, St. Joseph County and Marshall County values were very close to the Indiana household median income of \$41,567 in the year 2000.

Using the countywide forecast control totals (Tables 4.3.4 and 4.3.5), population was allocated to Travel Analysis Zones (sub-units of Census Tracts) in St. Joseph and Marshall County based on a variety of considerations:

- 30-year household growth trends by Census Tract,
- New residential permits by jurisdiction over the past 20 years,
- The *2002 Real Estate Market Study* by CB Richard Ellis, Inc.,
- New residential subdivisions from the *New Homes Magazine* (June 2003),
- *Comprehensive Plan for South Bend and St. Joseph County, Indiana* (April 2002) for geographic areas of housing loss and growth,
- *MACOG 2025 Transportation Plan (1999)* future growth map,
- Vacant land area from 1998-1999 aerial photography,
- Consistency with household densities in surrounding fully developed geographic areas, and
- Sustaining the 30-year historical residential growth rates for outlying towns such as Lakeville, New Carlisle, North Liberty and Walkerton in St. Joseph County and Argos, Bremen, Bourbon, Culver and LaPaz in Marshall County.

Variable	1990 ^a	1995 ^a	2000 ^a	2005 ^b	2010 ^b	2015 ^b	2020 ^b	2025 ^b	2030 ^b
Labor Force	124,680	137,810	134,770	139,751	144,603	149,455	154,308	159,160	164,012
Total Population	247,052	256,466	265,559	273,177	279,980	286,142	294,306	302,933	311,560
Group Quarters	12,161	12,788	13,414	14,000	14,600	15,200	15,800	16,400	17,000
Household Population	234,894	243,520	252,145	259,177	265,380	270,942	278,506	286,533	294,560
Households (Occupied Units)	92,365	96,554	100,743	104,507	108,762	111,960	116,530	120,392	124,287
Household Size	2.54	2.52	2.5	2.48	2.44	2.42	2.39	2.38	2.37
Median Household Income (Year 2000 Dollars)	\$37,200	\$39,211	\$40,420	\$41,179	\$41,657	\$42,346	\$42,345	\$42,452	\$42,559
Total Vehicles	188,688	214,965	235,937	247,888	263,326	279,312	295,448	311,624	327,800
Personal (Household) Vehicles	153,375	176,686	196,066	208,248	223,609	239,720	256,251	273,111	289,971

Sources:

(a) US Bureau of the Census for 1990-2000 population and housing; and Indiana Business Research Center for median household income and motor vehicle registration with the State of Indiana Bureau of Motor Vehicles.

(b) INDOT Projections



Variable	1990 ^a	1995 ^a	2000 ^a	2005 ^b	2010 ^b	2015 ^b	2020 ^b	2025 ^b	2030 ^b
Labor Force	22,270	26,540	24,180	25,416	26,572	27,588	28,590	29,591	30,592
Total Population	42,182	44,648	45,128	46,972	48,474	50,237	52,284	54,312	56,340
Group Quarters	652	667	681	700	700	700	700	700	700
Household Population	41,530	43,981	44,447	46,272	47,774	49,537	51,584	53,612	55,640
Households (Occupied Units)	15,146	16,110	16,519	17,395	18,304	19,200	20,309	21,275	22,241
Household Size	2.74	2.73	2.69	2.66	2.61	2.58	2.54	2.52	2.50
Median Household Income (Year 2000 Dollars)	\$37,300	\$40,366	\$42,581	\$45,032	\$46,533	\$47,917	\$48,655	\$49,641	\$50,621
Total Vehicles	38,545	42,945	47,600	49,331	52,682	56,032	59,383	62,734	66,085
Personal (Household) Vehicles	29,137	32,860	36,862	38,658	41,770	44,945	48,181	51,480	54,779

Sources:

(a) US Bureau of the Census for 1990-2000 population and housing; and Indiana Business Research Center for median household income and motor vehicle registration with the State of Indiana Bureau of Motor Vehicles.

(b) INDOT Projections

Within the immediate US 31 corridor from US 30 to the US 20 Bypass between Oak Road and Ironwood Road, population grows from 17,224 persons in the year 2000 to 23,403 persons in the year 2030, about a 36% increase in population over 30 years.

Within the US 31 corridor, different population growth trends result:

- In the growing commercial area north of the US 20 Bypass to Ireland Road from Locust Road on the west to Ironwood Road, population drops from 713 persons in the year 2000 to 681 persons in the year 2030 - a 4% loss.
- On the rapidly growing suburban fringe between Roosevelt Road and the US 20 Bypass from Locust Road to Ironwood Road, population increases from 9,444 persons in the year 2000 to 13,958 persons in the year 2030 when the area is completely developed - a 48% increase.
- In the ex-urban communities of Lakeville and LaPaz (generally defined by the Michigan Road/US 31 interchange on the south to Roosevelt Road on the north and from Oak Road on the west to Miami Highway/ Linden Road on the east), population increases from 6,446 persons in the year 2000 to 8,159 persons in the year 2030 - a 27% increase.
- In the rural area near Plymouth from US 30 to the Michigan Road/US 31 interchange between Michigan Road and Linden Road, population will drop from 1,334 persons in the year 2000 to 1,286 persons in the year 2030 if no major subdivisions occur on the north edge of Plymouth - a 4% loss.



4.3.2 Employment Trends

Table 4.3.6 shows historic and projected employment growth based on an analysis of 30 year trends for total employment as well as the ten major employment sectors. Before the recommended county forecasts were chosen, they were compared to county, state, and national forecasts prepared by Regional Economic Models, Inc., Woods & Poole Economics, and the US Bureau of Economic Analysis. Employment forecasts predict a strong growth trend (although at a slower rate) continuing in future years with the three-county area adding more than 63,990 jobs by the year 2030. This growth includes 33,720 jobs (23.3%) in St. Joseph County, 4,750 jobs (23.6%) in Marshall County, and 25,520 jobs (20.9%) in Elkhart County.

	1980	1990	2000	2030	% Growth 2000-2030
St. Joseph County	93,932	111,589	128,178	161,900	23.3%
Marshall County	12,200	17,140	20,150	24,900	23.6%
Elkhart County	64,378	98,243	122,083	147,600	20.9%
Two County Area	106,132	128,729	148,328	186,800	25.9%
Three County Area	170,510	226,972	270,411	334,400	23.7%
Indiana	1,937,449	2,400,902	2,891,701	3,425,500	18.5%
United States	90,406,000	109,403,000	131,759,000	162,431,000	23.3%

Source: Historic “wage and salary” employment data from Indiana Department of Workforce Development; 2030 employment by Bernardin, Lochmueller & Associates, Inc.; Indiana and national 2030 employment from Regional Economic Models, Inc.

Note: * “wage and salary” employment excludes farm, sole proprietorship and federal employment.

Tables 4.3.7 and 4.3.8 summarize the employment forecasts by major business sector used in the development of the US 31 Improvement Project Travel Development Model used to replicate existing travel patterns and to forecast future daily traffic volumes. While the Manufacturing Sector remains the second largest employment sector over the 30 year period, it experiences no growth in St. Joseph County.

Using the countywide forecast control totals (Tables 4.3.7 and 4.3.8), employment was allocated to Travel Analysis Zones (subunits of Census Tracts) in St. Joseph and Marshall County based on a variety considerations:

- The 2002 Real Estate Market Study by CB Richard Ellis, Inc.,
- Comprehensive Plan for South Bend and St. Joseph County, Indiana (April 2002) for commercial and industrial growth areas,
- MACOG 2025 Transportation Plan (1999) future growth map,
- Industrial Parks Director of St. Joseph County (January 2002 with Blackthorn update),
- Vacant land area from 1998-1999 aerial photography,
- Consistency with surrounding employment densities, and
- Sustaining the historical portion of county employment for outlying towns such as Lakeville, New Carlisle,



North Liberty, Walkerton in St. Joseph County and Argos, Bremen, Bourbon, Culver and LaPaz in Marshall County.

Table 4.3.7: Summary of Employment Control Totals for St. Joseph County

Variable	1990 ^a	1995 ^a	2000 ^a	2005 ^b	2010 ^b	2015 ^b	2020 ^b	2025 ^b	2030 ^b
Retail Employment	23,039	25,545	25,610	28,307	29,721	30,489	30,634	30,781	30,928
Non-Retail Employment	88,550	97,289	102,568	111,745	118,411	123,132	125,780	128,379	130,978
Mining	0	0	0	0	0	0	0	0	0
Construction	5,732	6,327	7,288	7,799	8,109	8,229	8,198	8,169	8,140
Manufacturing	21,593	23,288	21,693	22,160	22,257	22,112	21,656	21,210	20,764
Transportation / Public Utilities	5,502	5,246	4,670	5,450	5,755	5,925	5,956	5,983	6,010
Wholesale	7,110	7,580	8,606	9,327	9,866	10,127	10,125	10,125	10,125
Finance / Insurance / Real Estate	6,271	6,238	6,430	7,010	7,399	7,602	7,631	7,654	7,677
Services	32,380	37,350	41,886	47,521	52,098	55,980	59,076	62,121	65,164
Government	9,962	11,260	11,995	12,478	12,927	13,158	13,136	13,117	13,098
Total Employment	111,589	122,834	128,178	140,053	148,131	153,621	156,414	159,160	161,906

Sources: (a) Indiana Department of Workforce Development for labor force and “wage and salary” employment
 (b) INDOT Projections

Table 4.3.8: Summary of Forecast Control Totals for Marshall County

Variable	1990 ^a	1995 ^a	2000 ^a	2005 ^b	2010 ^b	2015 ^b	2020 ^b	2025 ^b	2030 ^b
Retail Employment	2,746	3,230	3,134	3,184	3,468	3,589	3,598	3,587	3,585
Non-Retail Employment	14,394	17,266	17,016	18,408	19,287	20,004	20,431	20,871	21,311
Mining	0	0	0	0	0	0	0	0	0
Construction	554	509	610	651	718	749	754	756	758
Manufacturing	7,225	9,014	8,522	9,415	9,184	9,300	9,531	9,867	10,202
Transportation / Public Utilities	716	711	717	762	846	883	888	888	888
Wholesale	464	588	624	628	688	717	723	720	717
Finance / Insurance / Real Estate	642	588	576	603	667	696	701	701	701
Services	3,137	3,935	3,867	4,220	4,844	5,211	5,361	5,471	5,581
Government	1,656	1,921	2,100	2,128	2,341	2,448	2,472	2,468	2,464
Total Employment	17,140	20,496	20,150	21,592	22,755	23,593	24,029	24,458	24,896

Sources: (a) Indiana Department of Workforce Development for labor force and “wage and salary” employment
 (b) INDOT Projections



Within the immediate US 31 corridor from US 30 to the US 20 Bypass between Oak Road and Ironwood Road, employment grows from 5,144 jobs in the year 2000 to 6,139 jobs in the year 2030, about a 19% increase in jobs over 30 years.

Within the US 31 corridor, different employment growth trends result:

- In the growing commercial area north of the US 20 Bypass to Ireland Road from Locust Road on the west to Ironwood Road, employment increases 207 jobs in the year 2000 to 5,007 jobs in the year 2030.
- On the rapidly growing suburban fringe between Roosevelt Road and the US 20 Bypass from Locust Road to Ironwood Road, jobs increase from 2,840 jobs in the year 2000 to 13,958 persons in the year 2030 when the area is completely developed - an 11% increase.
- In the ex-urban communities of Lakeville and LaPaz (generally defined by the Michigan Road/US 31 intersection on the south to Roosevelt Road on the north and from Oak Road on the west to Miami Highway/Linden Road on the east), employment increases from 1,771 jobs in the year 2000 to 2,417 jobs in the year 2030 - a 36% increase.
- In the rural area near Plymouth from US 30 to the Michigan Road/US 31 interchange between Michigan Road and Linden Road, employment increases from 533 jobs in the year 2000 to 568 jobs in the year 2030 if no major business development occurs on the north edge of Plymouth - a 7% increase.

4.3.3 Land Use/Zoning

The US 31 Plymouth to South Bend project is within Marshall and St. Joseph counties. The land use development in the unincorporated areas of Marshall County is guided by the Marshall County Zoning Ordinance. The Marshall County Zoning Ordinance covers LaPaz but does not cover Plymouth. The land use development in the city of Plymouth is guided by the Plymouth Zoning Ordinance which is administered by the Plymouth Plan Commission. Both Marshall County and the city of Plymouth are in the process of updating their comprehensive plans. The Marshall County Comprehensive Plan would update the 1974 Comprehensive Plan while the 2003 Plymouth Comprehensive Plan would update the 1976 Comprehensive Plan.

The land use development in St. Joseph County and in South Bend is guided by the St. Joseph County Zoning Ordinance. The St. Joseph County Area Plan Commission administers the zoning ordinance. The zoning ordinance also covers Lakeville. The 2002 St. Joseph County/South Bend Comprehensive Plan was recently adopted by both the St. Joseph County Council and the South Bend Common Council. However, the plan focuses primarily on the unincorporated portions of St. Joseph County. The City of South Bend is currently developing the City Plan, which will define development in South Bend into the future. According to the Division of Community Development for the City of South Bend,

“The 2002 St. Joseph County/South Bend Comprehensive Plan only established a broad framework for county-wide resources and development patterns. The City Plan will help identify where South Bend is right now, where it wants to be in the future, and how it can get there.”

According to the Marshall County Zoning Map (see Figure 4.3.11), much of the area along US 31 from the edge of the Plymouth City Jurisdiction Boundary to the County Line is zoned Interchange Development District (B-2). This area includes land between West 6A Road and West 5A Road, land around West 4A Road, land around the existing interchange of US 31 and Michigan Road, and land around the intersection of US 31 and US 6 south of LaPaz. The Zoning Map also shows land zoned for Suburban Residential (S-1) district along Michigan Road and around LaPaz.



The Current Land Use map from the 2003 Plymouth Comprehensive Plan (see Figure 4.3.12) shows the area along US 31 from US 30 to the Plymouth City Jurisdiction Boundary as agriculture.

Figures 4.3.13, 4.3.14 and 4.3.15 are the future land use maps for Plymouth, LaPaz, and the unincorporated sections of Marshall County. Along US 31, the Plymouth future land use map (Figure 4.3.13) shows business park, institutional and agricultural land uses. The business park is shown to be on the west side of US 31 between the Yellow River and West 7B Road. The institutional land use is possible additional land for the Plymouth Municipal Airport located off Michigan Road. The future land use for LaPaz is a mix of corridor commercial, traditional residential and agricultural conservation. The future land use for the unincorporated section of Marshall County along US 31 is agricultural.

According to the St. Joseph County Zoning Map (see Figure 4.3.16), the predominant zoning on either side of US 31 from the County Line to US 20 is agricultural (A) and residential (R) with some commercial (C) and manufacturing (M) right along US 31. For the Town of Lakeville, the zoning map, shown as Figure 4.3.17, includes low density residential (R8), medium density residential (R12), general commercial (C) and limited industrial (LI).

The Future Land Use Plan from the 2002 St. Joseph County/South Bend Comprehensive Plan (see Figure 4.3.18) shows two residential growth areas along US 31; one in Lakeville and the other area is between US 20 and Kern Road. South of Kern Road to south of Roosevelt Road is a commercial growth area reserve. The 2002 St. Joseph County/South Bend Comprehensive Plan states that:

“The plan has several areas of focus for residential growth. The residential growth has three facets, the first being new growth focused on the northwestern and southern parts of the City of South Bend, infill growth in the northeastern part of the county and rural growth in some of the smaller towns and communities throughout the county.”

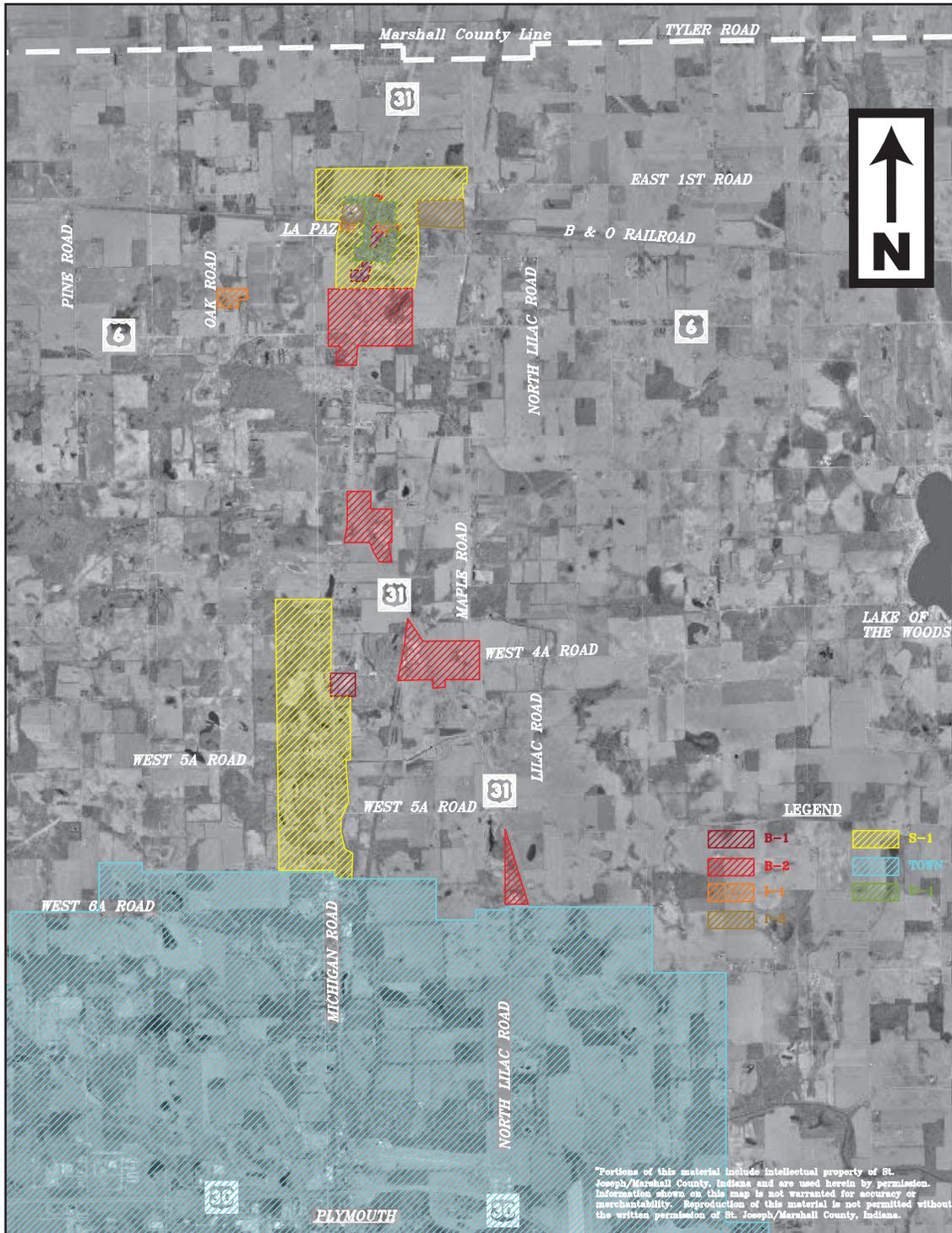


Figure 4.3.11: Marshall County Zoning Map

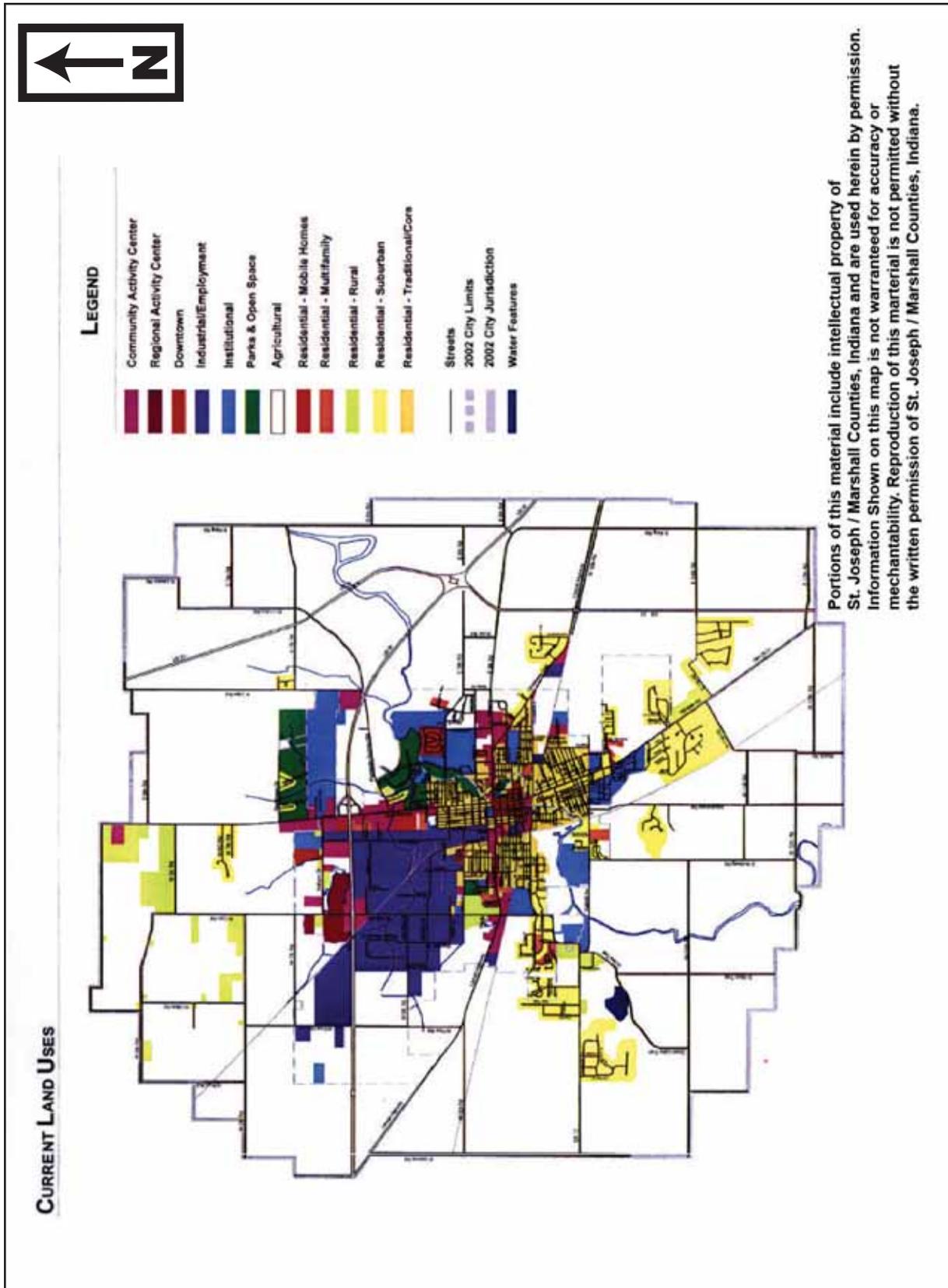


Figure 4.3.12: Plymouth Current Land Use Map

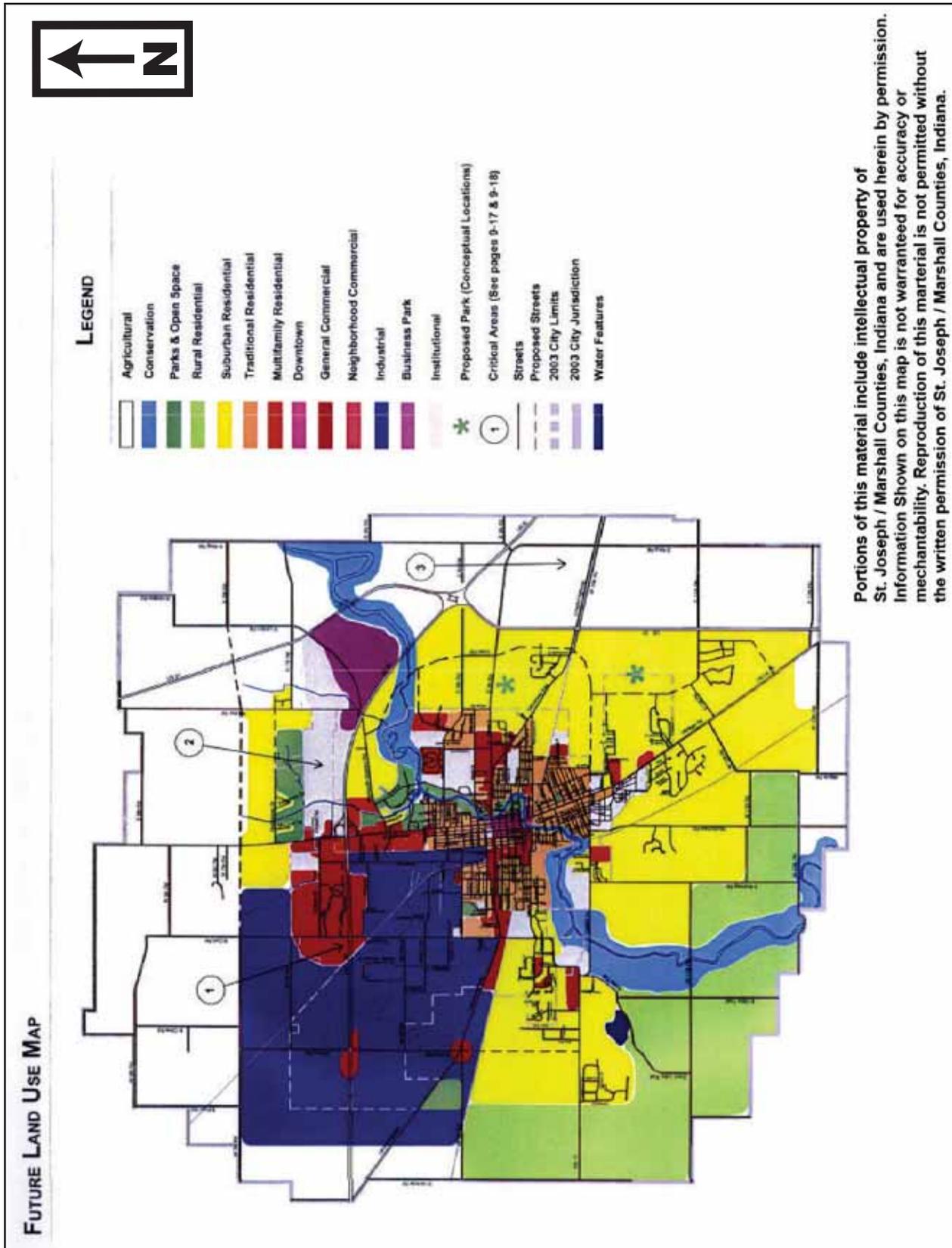


Figure 4.3.13: Plymouth Future Land Use Map

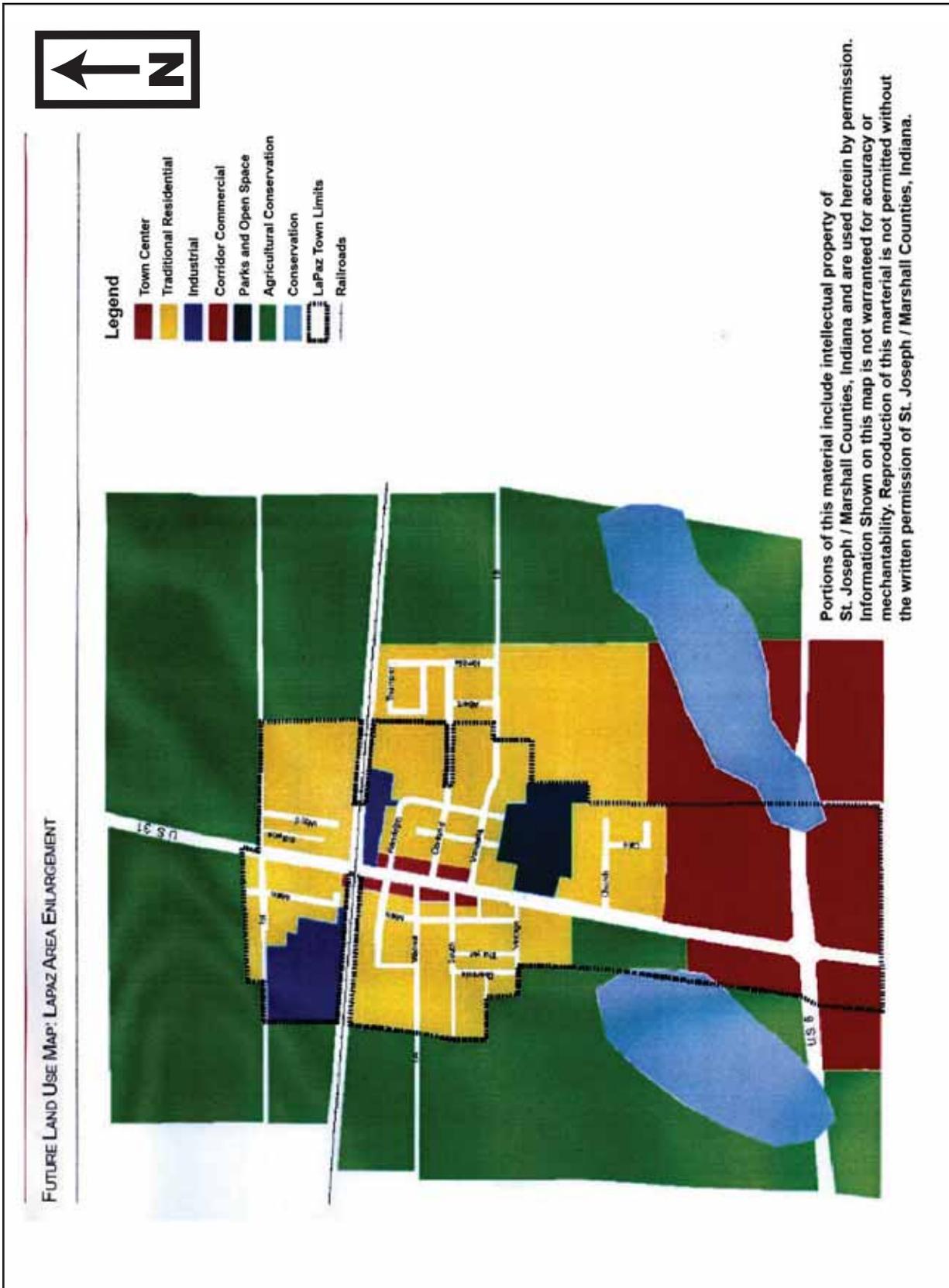


Figure 4.3.14: LaPaz Future Land Use Map

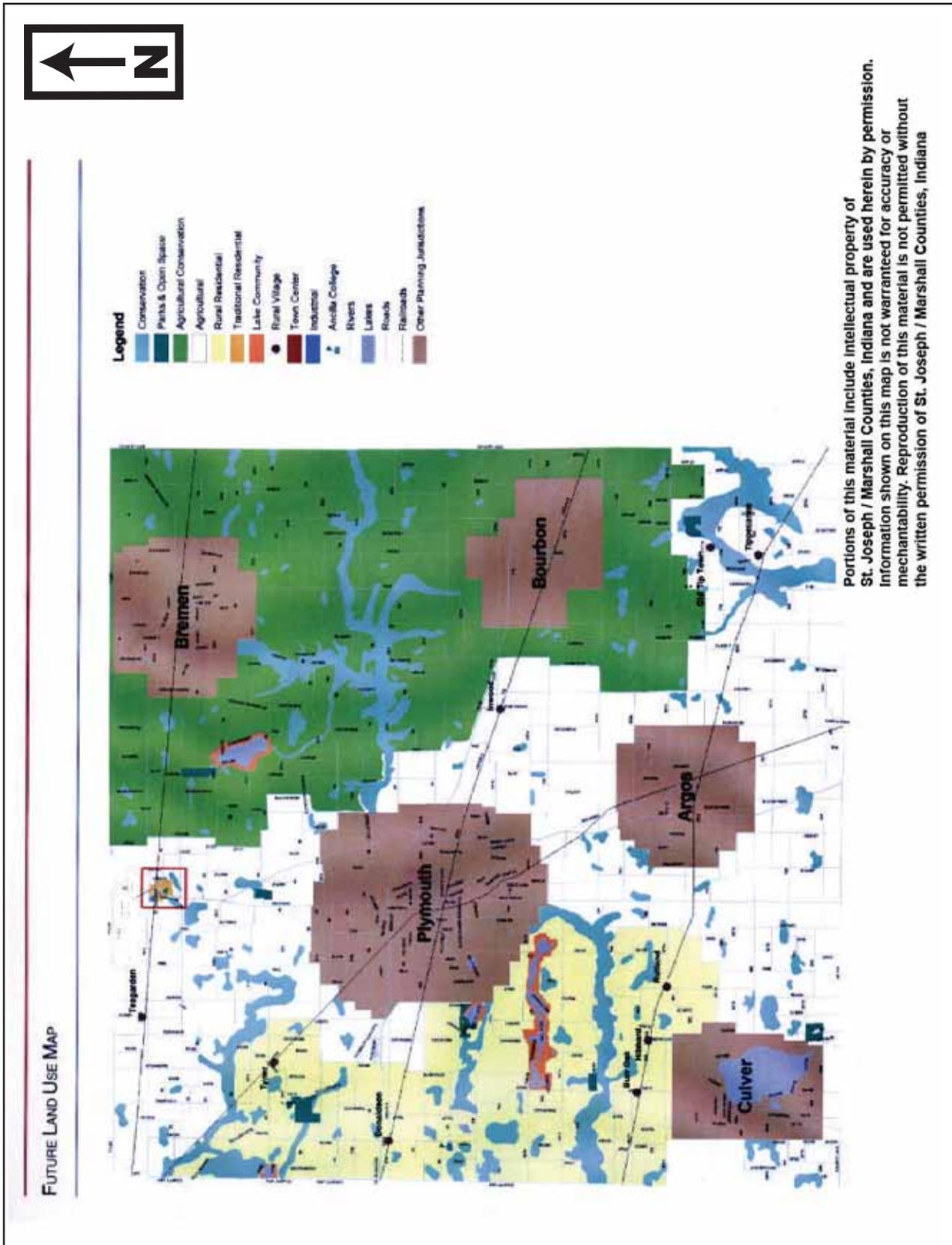


Figure 4.3.15: Marshall County Future Land Use Map

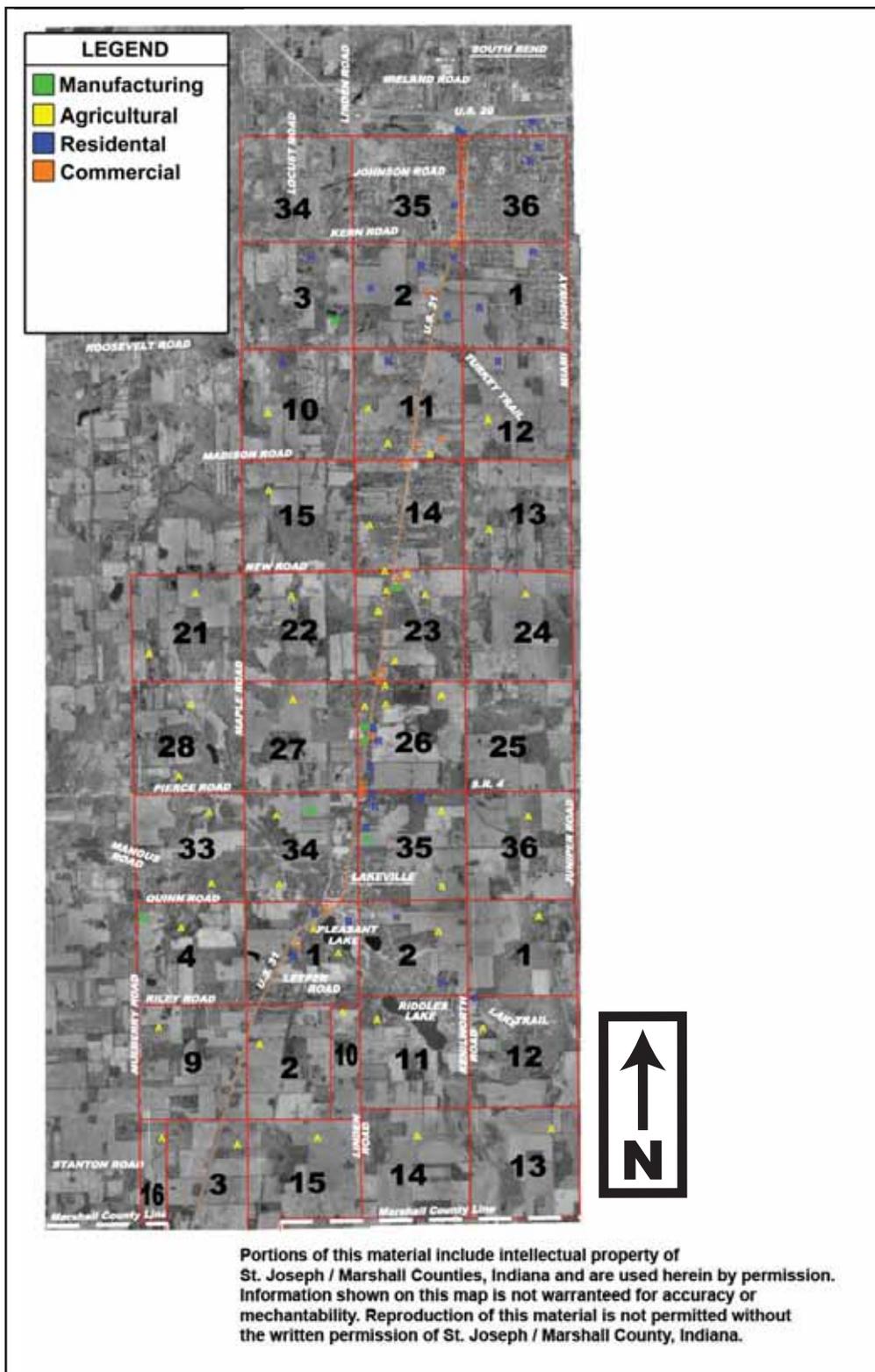


Figure 4.3.16: St. Joseph County Zoning Map

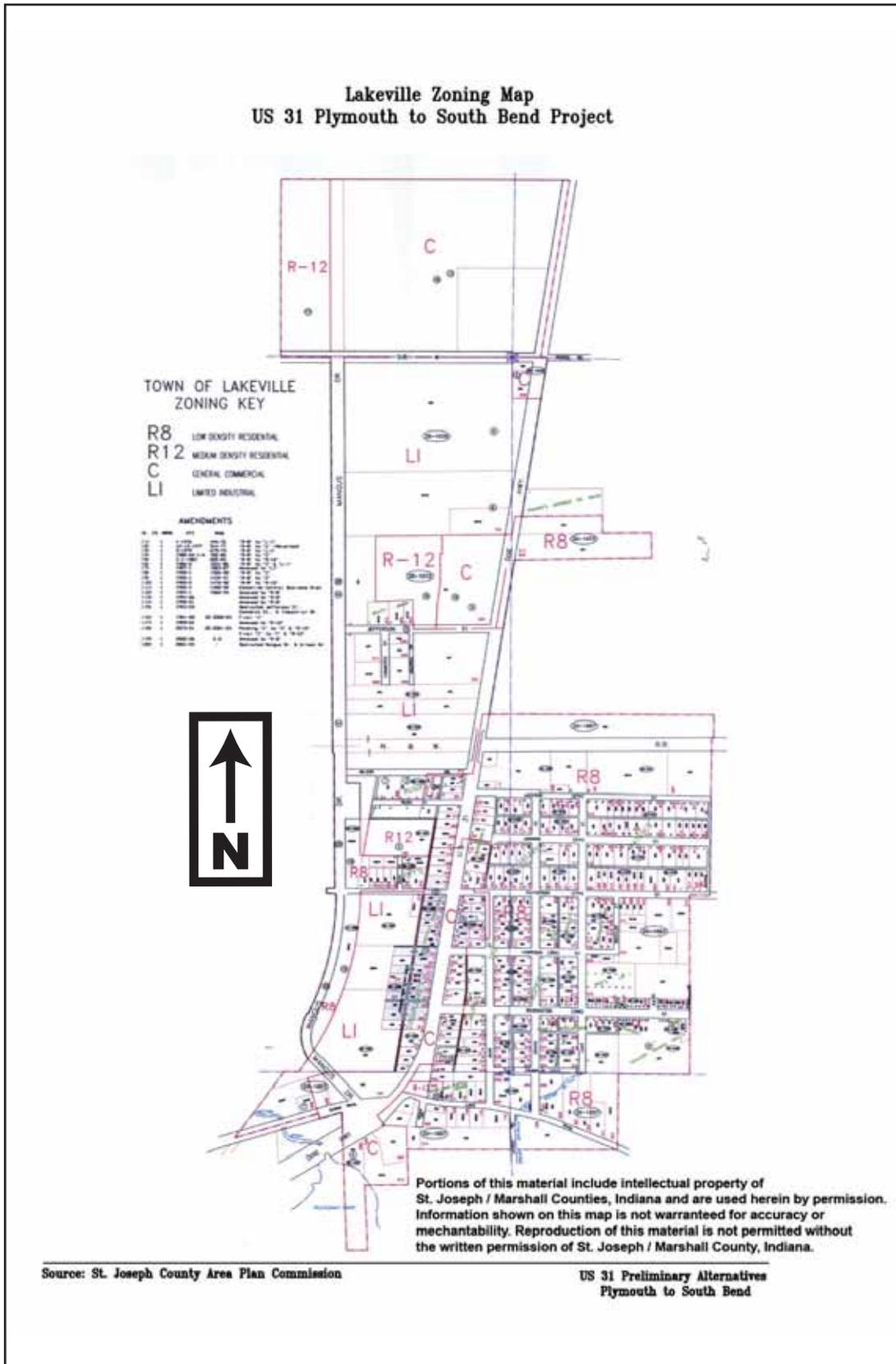


Figure 4.3.17: Lakeville Zoning Map

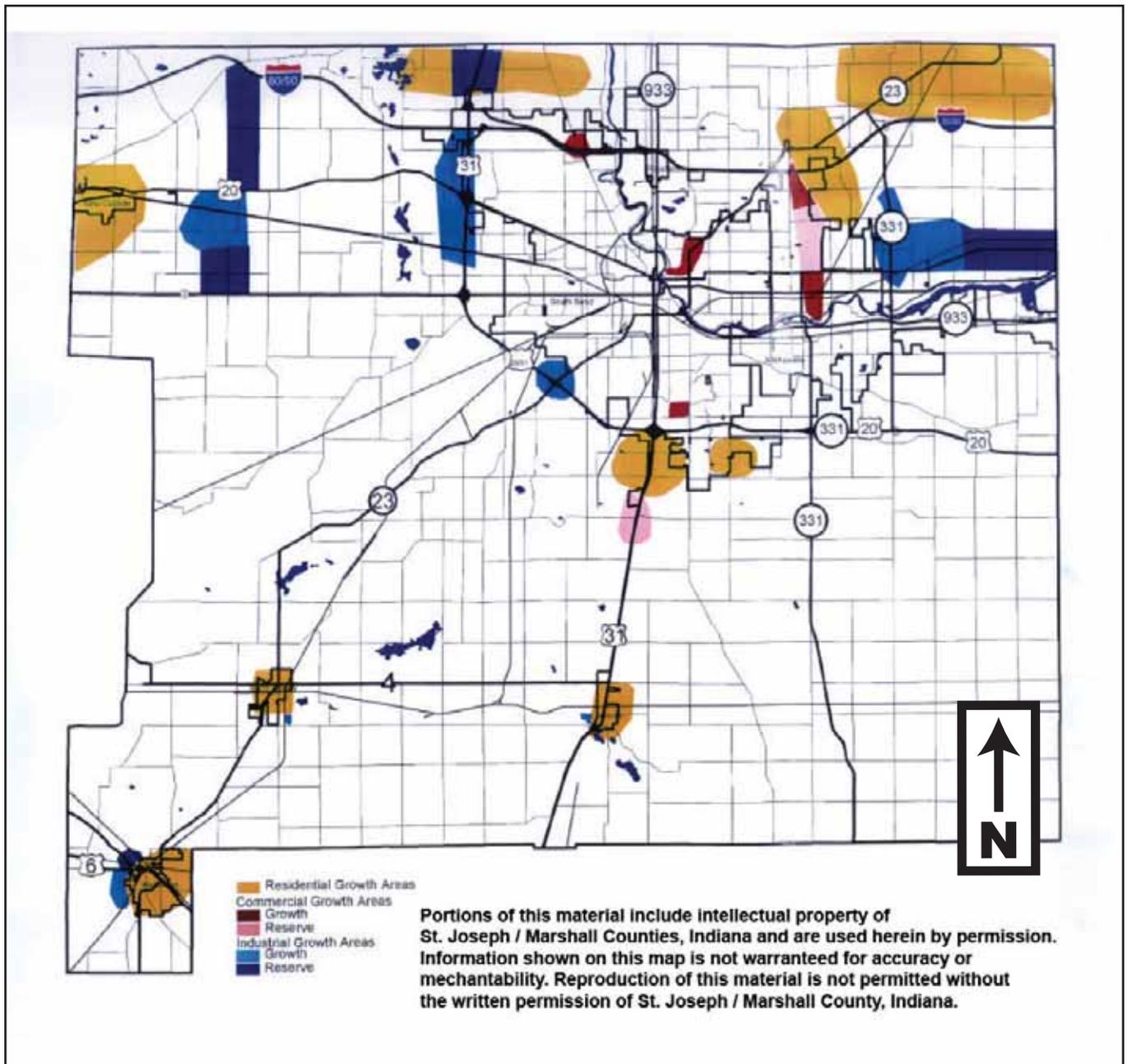


Figure 4.3.18: St. Joseph/South Bend Future Land Use Map



Figure 4.3.19 is a series of historical aerials showing land use development along US 31 between Roosevelt Road and Chippewa Avenue. The aerials span a time from 1938-39 to 2002. The aerials show the area as steadily growing over the 60 plus years.

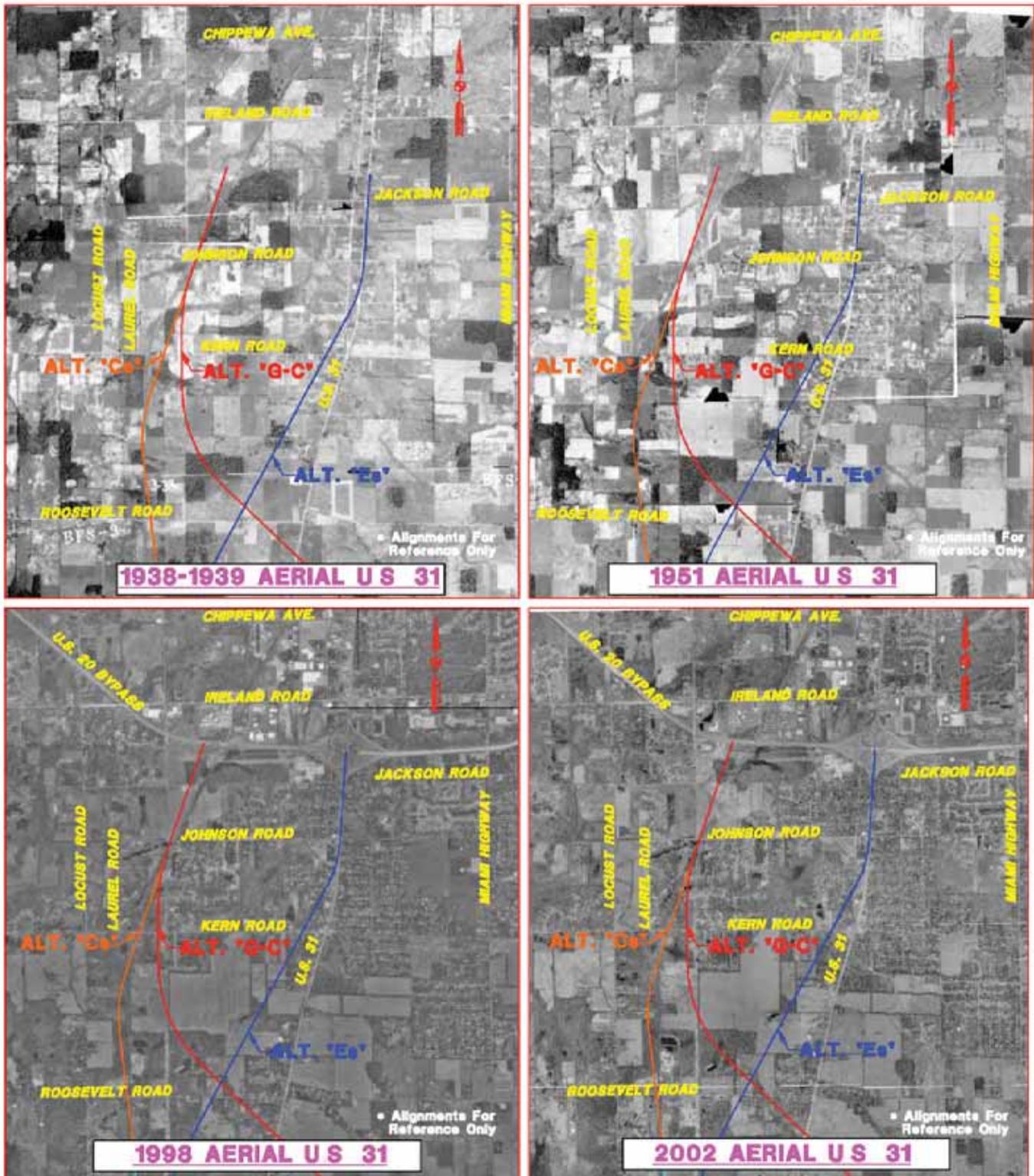


Figure 4.3.19: Historical Aerials US 31



4.3.4 Neighborhoods and Community Cohesion

4.3.4.1 Neighborhoods

Much of the project area is rural in nature with scattered residences along the county roads. Subdivisions become more prevalent on the north end of the project area as the various alignments approach the South Bend area. The following subdivided neighborhoods and incorporated towns have been identified in the immediate vicinity of Alternatives Cs, G-Cs, Es and G-Es, and are shown on the aerial sheets in Appendix A.

- *LaPaz Incorporated Area* – This town has a population of 562 and is located along both sides of US 31 in northern Marshall County, approximately eight miles north of Plymouth.
- *Meadow Lane Subdivision* – This is a small subdivision (10 homes) located on the south side of US 6 approximately 3000 feet east of US 31. These homes appear to be 20 to 40 years old.
- *Lakeville Incorporated Area* – This town has a population of 567 and is located along both sides of existing US 31 in southern St. Joseph County (Union Township).
- *Riddles Lake Subdivisions* – There are several subdivisions located south of Lake Trail and west of Kenilworth Road along the north side of Riddles Lake near the Town of Lakeville.
- *Robin Hood Subdivision* – This small subdivision is located north of New Road less than one mile east of existing US 31. The subdivision has fewer than 10 homes and is located adjacent to Robin Hood Golf Course. These homes appear to be 10 to 40 years old.
- *Colburn Subdivision* – This subdivision is located north of Lakeville and south of Osborne Road just west of US 31. There are approximately 50 to 60 single-family homes in this neighborhood. These homes appear to be 5 to 20 years old.
- *Southern Acres Subdivision* – This subdivision is located north of Madison Road and just west of US 31 in St. Joseph County (Centre Township). There are approximately 100 single-family homes in this subdivision. The homes in this neighborhood appear to be 10 to 30 years old.
- *Sun Communities Mobile Home Park* – This mobile home park is located along the east side of Locust Road between Madison and Roosevelt Road. There are approximately 200 mobile homes located in the park.
- *Barber Mobile Home Park (Sunset Trailer Village)* – This small mobile home park is located on the west side of Locust Road between Roosevelt and Kern Road. There are fewer than 40 mobile homes located in this park.
- *Kern Road Subdivision* – This subdivision is located on the south side of Kern Road between Locust Road and US 31 across from Whispering Hills Subdivision. There are approximately 30 homes in this neighborhood. The homes appear to be between 15 and 30 years old.
- *Sycamore Hills Subdivision* – This subdivision is located along the east side of Lilac Road between Kern and Johnson Road. There are approximately 20 homes in this small subdivision and most of these appear to be less than 10 years old.



- *Whispering Hills Subdivision* – This large subdivision is located between Johnson Road and Kern Road less than one mile west of existing US 31. There are over 120 large homes in this neighborhood. All appear to be less than 10 years old. There are still homes being constructed and some lots available throughout the subdivision.
- *Baneberry Hills Subdivision* – This subdivision with approximately 80 homes is located adjacent and south of US 20 on the west side of Linden Road. The homes appear to be less than 10 years old.
- *Weller's Heights Subdivision* – This is a small subdivision located adjacent and west of US 31 just north of Roosevelt Road. There are approximately 30 homes in this neighborhood.
- *Gilmer South Michigan Subdivision* – This neighborhood is located just west of US 31 between Kern and Johnson Road. The subdivision has approximately 50 homes estimated to be between 30 and 50 years old.
- *Gilmer Park Neighborhoods* – These subdivisions include Gilmer Park, Forest Park and Hartman Terrace, all located east of US 31 and north of Kern Road. These are large older subdivisions (30 to 60 years old) with several hundred homes.
- *Jewell's Dixie Gardens Subdivision* – This older neighborhood is located west of US 31 and north of Johnson Road and has approximately 120 homes. The homes appear to be between 40 and 70 years old.

4.3.4.2 Community Cohesion

There are four incorporated areas within the project area. These include the Towns of Lakeville and LaPaz, and the Cities of Plymouth and South Bend. People in the southern half of the corridor (Marshall County) are likely more closely linked to the City of Plymouth for shopping, school and daily activities. The northern portion of the project area (St. Joseph County) is more closely linked to the City of South Bend for services, shopping, entertainment and daily activities. Overall, however, the cities of South Bend, Mishawaka and Elkhart at the north end of the corridor drive the economy and character of the entire region.

Within the immediate project area, the neighborhoods are scattered and none of the subdivisions contain the necessary community services such as schools, groceries, medical services and work places that make a community self-contained. The people living within this corridor travel up and down US 31 on a daily basis to shop and work.

There is some degree of community cohesion within these small subdivisions based on the relationships forged between neighbors. The local school districts also play a major role in the cohesiveness of the various communities within the project area.

A demographic profile of Marshall and St. Joseph Counties based upon 2000 census data is shown in Table 4.3.9.



Characteristic	Indiana	Marshall County	St. Joseph County
Population	6,080,485	45,128	265,559
Persons 65 and Older (Percent)	12.4%	13.3%	13.6%
Black or African American (Percent)	8.4%	0.3%	11.5%
White Persons Non-Hispanic (Percent)	87.8%	92.5%	80.5%
Hispanic or Latino (Percent)	3.5%	5.9%	4.7%
Persons Reporting 2 or More Races (Percent)	1.2%	1.0%	2.0%
Homeownership Rate	71.4%	76.8%	71.7%
Median Value of Owner-Occupied Housing Units	\$94,300	\$88,100	\$85,700
Per Capita Income	\$20,397	\$19,756	\$18,427
Median Household Income	\$41,567	\$42,581	\$40,420
Persons Below Poverty (Percent)	9.5%	6.8%	10.4%

Source: US Bureau of Census 2000