

# Demographics

## History

As with most urban areas, Fridley's history ties back to access to water, which is evident in the community's original name, Manomin, which means *Wild River*. In Fridley, those key water features are the Mississippi River and Rice Creek. The Mississippi River was historically used for logging and fur trading. The fur trading route along the River became known as the Red River Ox Cart Trail, which later became a military road between Point Douglas in St. Paul and Fort Ripley. Then, Fridley became a key way to cross the Mississippi River, establishing a ferry crossing in 1854. In 1879, the township was named *Fridley* after one of its early settlers, Abram Fridley. The military road became what is now East River Road, and commerce developed along this route, particularly at the confluence of Rice Creek into the Mississippi River, because these waterways were a power source.



*Islands of Peace in the Winter*

Fridley Township was incorporated as a village in 1949. This is where the annual summer celebration name “49ers Days” comes from. The Village of Fridley became a home rule charter city in 1957. In 1965, Fridley was ranked the 14<sup>th</sup> largest community in Minnesota, due to rapid post-war construction. Despite an April 1965 flood of the Mississippi River banks, which inundated many homes and a series of tornadoes which destroyed 1 out of 4 homes in Fridley, on May 6, 1965, the City continued to grow with a strong commercial and industrial base.

Besides water, the other key factor in Fridley's physical development has always been access to transportation. The building of the St. Paul and Pacific Railroad (now BNSF) provides freight transportation. Two street car lines allowed people to conveniently work in Minneapolis and live in Fridley, where there was less noise and air pollution. Development of the Country's interstate system resulted in Highway 100 becoming Interstate 694. Highway 65 was eventually built through the middle of Moore Lake, creating an East and West Moore Lake. The new highway became a faster route for weekend cabin seekers than Central Avenue had previously served. University Avenue, which is Highway 47, was also constructed. Between East River Road, University Avenue, and Highway 65, the City was now dissected by three major north/south roadways and dissected east/west by Interstate 694. These roadways, a major rail line, and many public transportation options, make Fridley a transportation powerhouse, but the physical divisions created by these features create many neighborhood planning challenges.



*BNSF Freight Train*

## **Current Demographics: Historical Population Growth**

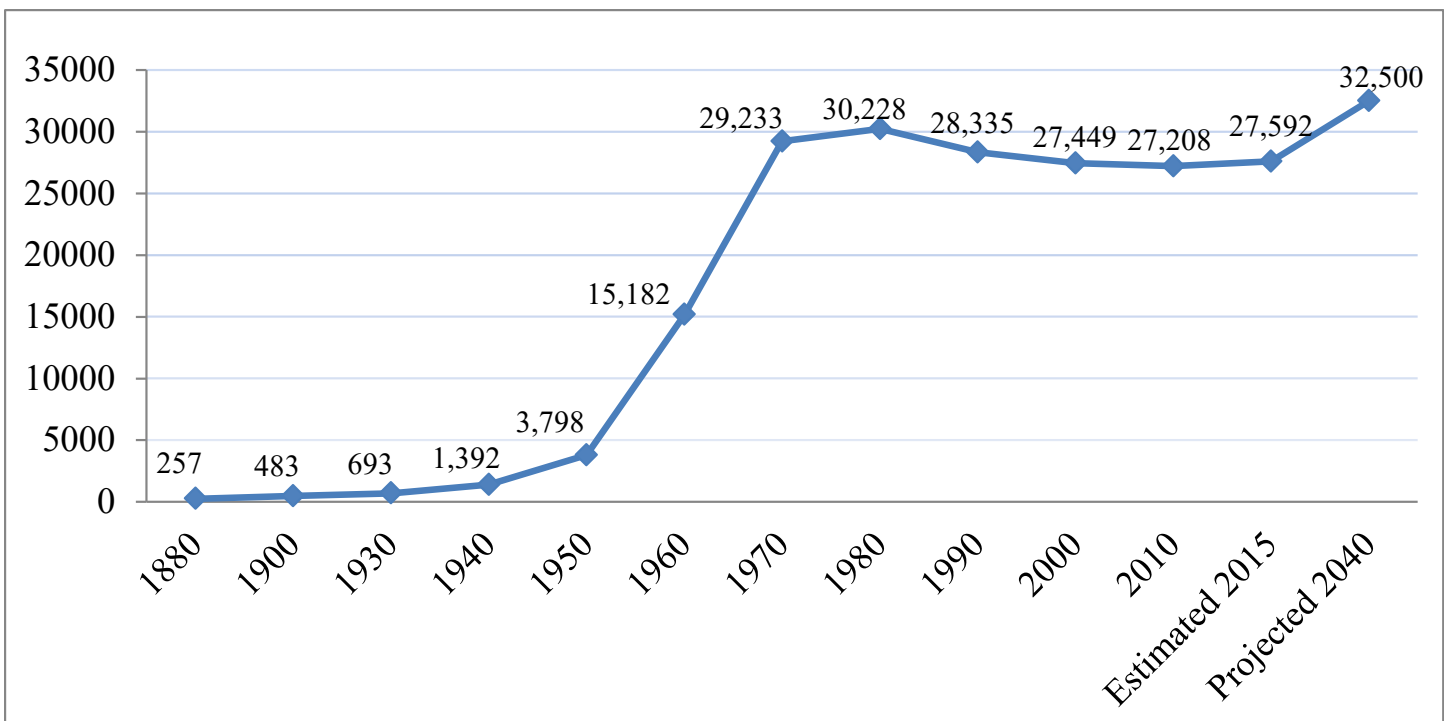
Fridley was starting to grow in the 1940's, but the start of World War II slowed that growth, and Fridley remained mostly agricultural land. The war brought the expansion of a major business in the southern part of Fridley. The creation of weapons became a top employer in the City creating thousands of jobs and spurring new growth. Rail service and the network of highways resulted in Fridley's conversion from agricultural to industrial uses. Before the highway system was developed, various mass transportation options made Fridley a convenient place for Minneapolis workers to live.



*Northstar Commuter Rail*

Transportation options are once again resulting in population growth in Fridley. In 2009, passenger rail service began on the Northstar Commuter Rail Line, which runs on BNSF tracks and has a stop in Fridley. Existence of this new commuting option has resulted in establishment of the Northstar Transit Oriented Development (TOD) Overlay Zoning District, which requires greater site densities. A master plan has been developed for the Northstar TOD area, which is predicted to bring over 1,000 new housing units to the City. Therefore, Fridley’s growth projections show the City surpassing population totals of the 1980’s by 2040.

### Historical Population Growth



*Source: Information for historical population growth was extracted from an article titled “Fridley from the Beginning” printed in a 1974 Fridley Silver Anniversary newspaper; author unknown. Data for recent years obtained from [www.census.gov](http://www.census.gov) and the 2011-2015 American Community Survey data and the Metropolitan Council.*

## Age of Population

There are noticeable increases in the number of children under age 5 and young adults (age 25-34) from 2000 to 2014. While it is a small percentage of the overall population of the City, the number of people age 85 and over doubled in the past 15 years. It is interesting to note that the median age in Fridley has decreased by nearly two years in just the past five years of data.

### Age Trends

Age	2000		2010		2015 estimate	
	Number	% of Total	Number	% of Total	Number	% of Total
Under 5 yrs	1,828	6.7%	1,951	7.2%	2,230	8.1%
5-9 yrs	1,754	6.4%	1,757	6.5%	1,748	6.3%
10-14 yrs	1,625	5.9%	1,645	6.0%	1,454	5.3%
15-24 yrs	3,770	13.7%	3,414	12.5%	3,508	12.7%
25-34 yrs	4,217	15.4%	4,106	15.1%	4,698	17.0%
35-44 yrs	4,289	15.6%	3,485	12.8%	3,205	11.6%
45-54 yrs	3,674	13.4%	3,882	14.3%	3,728	13.5%
55-64 yrs	3,011	11.0%	3,098	11.4%	3,193	11.6%
65-74 yrs	2,127	7.7%	2,144	7.9%	2,230	8.1%
75-84 yrs	910	3.3%	1,400	5.1%	1,119	4.1%
85 & over	244	0.9%	326	1.2%	479	1.7%
<b>Total Pop</b>	<b>27,449</b>	<b>100%</b>	<b>27,208</b>	<b>100%</b>	<b>27,592</b>	<b>100%</b>
Median Age	36.3		37.1		35.4	
Persons/HH	2.40		2.44			

## Ethnic and Racial Diversity

The racial diversity of Fridley has continued to increase over the past decade. Fridley was 96% white in 1990. Data from 2015 indicates that Fridley's population is 67% white. The minority groups that have increased most are African American, Asian, and Hispanic, with the most significant increase in the African American community. Fridley has also experienced an increased diversity of faiths in the past ten years, with the completion of three Islamic Centers in the community. A Hispanic church was started, but has since moved. Many other church groups have been meeting in rented school or commercial space throughout the City.

### Diversity Trends

Race	2000 Percent	2010 Percent	2015 ACS Data
White	88.7	72.2	67.2
Black or African American	3.4	11.1	14.0
Asian	3.0	4.9	7.1
Hispanic or Latino	2.6	7.3	7.2
American Indian/Alaska Native	0.8	1.2	1.1
Two or more races	2.9	3.6	3.4
Other	1.2	0.3	0.0

Source: Census.gov and 2011-2015 American Community Survey



## Household Type

Over the past decade, female head of households families have increased significantly, while married couple households have decreased. Also, a majority of female led households had children under the age of 18. As expected with the aging of the community, there was an increase in the percentage of single person households since the last census.

### Household Trends

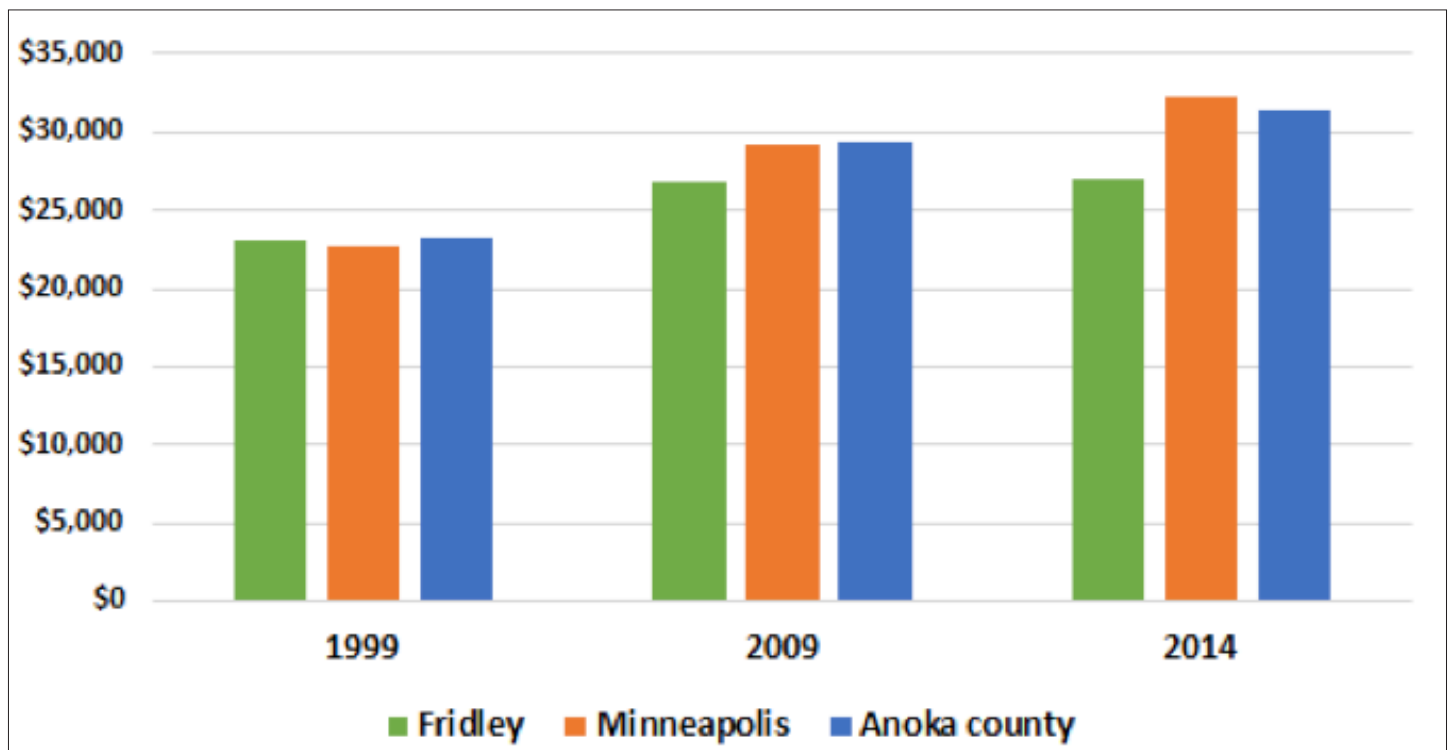
Household by Type	2000 Census	2010 Census
Family Households (families)	64.6%	63.5%
Married Couple Family	48.6%	43.4%
Female Householder	11.6%	14.1%
Non-family Households	35.4%	36.5%
Householders Living Alone	26.8%	28.8%
<b>Total Households</b>	<b>11,759</b>	<b>11,110</b>

Source: [www.census.gov](http://www.census.gov)

## Household Income

The 2000 Census data revealed a per Capita income in Fridley of \$23,022. Current projections (2015 ACS data) show that Fridley's per capita income has increased to \$27,376, but continues to be less than Anoka County and Minneapolis averages. The poverty data in 2015 also shows a 7.7% rate of poverty in Fridley, which is about the same as it was in 1999.

### Per Capita Income

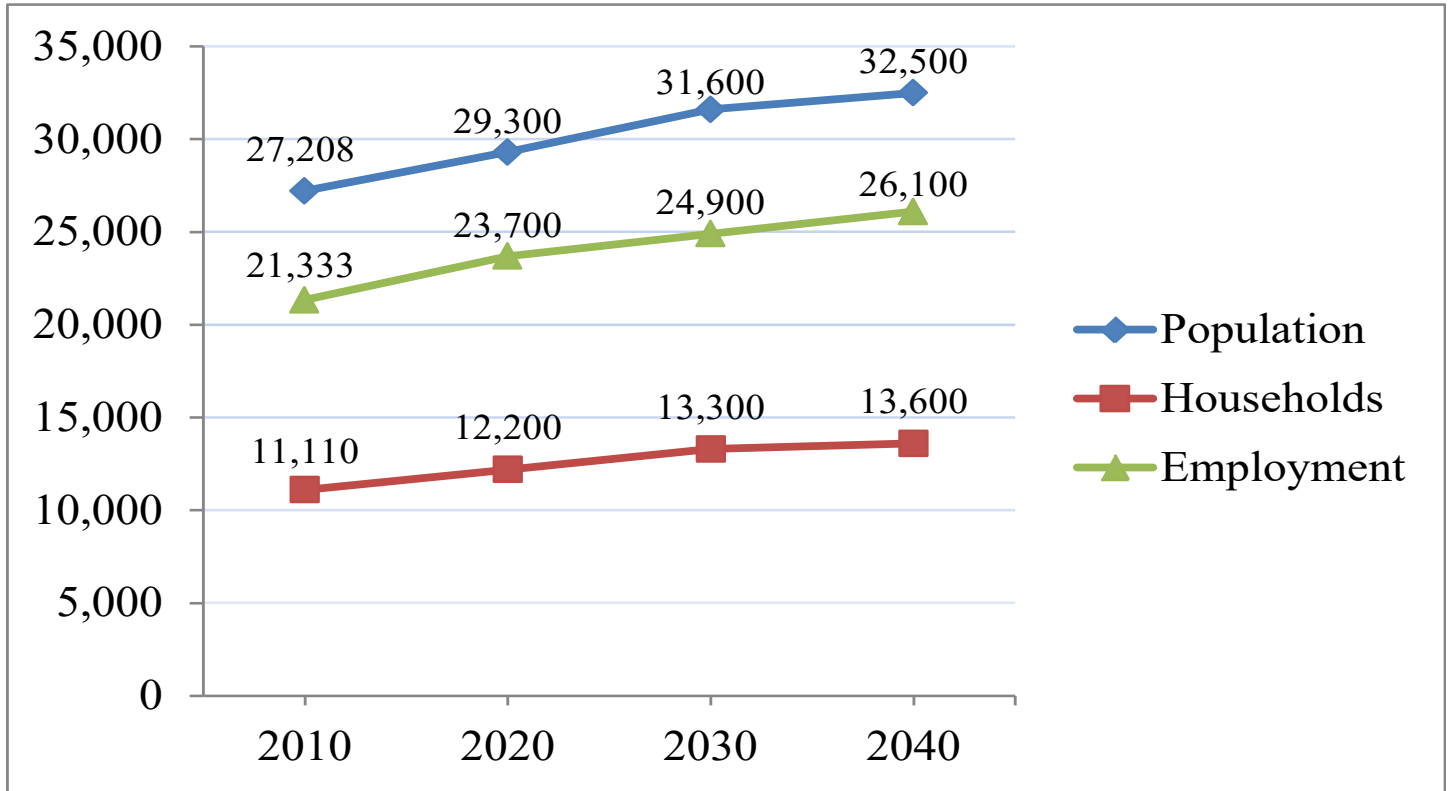


Source: 2014 American Community Survey

## Projections

Due to already permitted and approved redevelopment master plans for large quantities of housing, the Metropolitan Council increased their initial forecasts for population and households. Employment is projected to increase in Fridley, but less than the 2030 projections which were made just before the Great Recession. This change is likely due to the significant job loss during the Great Recession.

### 30 Year Forecasts



Source: Metropolitan Council

## Summary

There are three main projections that are the basis for this plan:

1. Fridley's population is expected to grow significantly, surpassing the level it was at in the 1980's, and the population is expected to become more diverse in the next 30 years.
2. The number of jobs is expected to increase significantly in the next 30 years, offering Fridley residents even more opportunity to live and work in the same community.
3. The availability of affordable housing options, and access to mass transit from most neighborhoods makes the City an attractive community to live in.