

Figure 29-Enrollments in St. Paul Secondary Schools - Fall 2010

Students in 10th, 11th and 12th grades ages about 16 - 18 years.	
Secondary Schools in St. Paul CC Study Area	Weekday Students
AGAPE Teen Parent High School, Prior Ave.	104
Central High Senior School, Lexington Ave. S.	1,665
Como Park Senior High School, Maryland Ave. W.	1,200
Highland Park Senior High School, Snelling Ave. S.	1,125
Gordon Parks High School	247
Washington Tech Secondary Magnet School, Arlington*	74
Total secondary schools in CC Study Area =	4,415

Note* Washington Technical Secondary was Arlington High School until 2010.

Senior Population

Like the youth population, the senior population is a market segment that has special mobility needs that can be served well by transit. Transit can replace the personal vehicle when driving is no longer possible or available and transit is much less costly for those on fixed incomes. The areas with the greatest senior population density are primarily in the more suburban areas of the region. **Figure 30** shows the senior population concentrations within the Study Area as well as senior housing sites.

It is evident that the majority of these housing sites account for much of the senior population density in a given location. St. Paul has a notable concentration of seniors living along the southern end of Lexington Parkway in high-rise residential centers as well as south of the West 7th Street corridor and west of I-35E. Como, Minnehaha Avenue, Franklin Avenue SE and the east end of University Avenue also have concentrations of senior population. The principal mobility focuses for seniors are good access by transit to community activities, medical appointments, and shopping.

Households in Poverty

The areas with greatest amount of poverty are situated near the downtown/urban core of both Minneapolis and St. Paul. **Figure 31** shows the greatest concentrations are located just south of downtown Minneapolis as well as north of downtown St. Paul and along 7th Street and University Avenue in St. Paul. These areas of high poverty are also known for their ethnic diversity and are often homes to first generation immigrants. Effective transit can be the substitute for the expense of automobile ownership and contribute in a strong way to the climb out of poverty. **Figure 32** maps household incomes to complete the picture of the economic situation of residents in all parts of the Study Area.