

SECTION 2

DEMOGRAPHIC OVERVIEW

Population and household change are strong indicators of transportation needs. From 2000 to 2030, Campbell County's population and households are expected to increase by 8% and 17% respectively (Table 2-1).

Table 2-1
Population and Households in Campbell County

	1970	1980	1990	2000	2010	2020	2030	% change 2000-2030
Population	88,704	83,317	83,866	88,616	92,315	94,962	95,862	8.18%
Households	27,007	28,618	31,169	34,742	37,394	39,464	40,650	17.01%

SOURCE: 1970-2000 Censuses of Population, U.S. Census Bureau, 2010-2030 projections by the Kentucky State Data Center (2003 Edition, Middle Series).

While the county population in 2000 is primarily concentrated north of I-275 (Figure 2-1), the central and southern portions of the county are expected to experience the highest percentage change in population growth (Figure 2-2). Employment in Campbell County was about 27,000 in 2000 (Table 2-2). Employment in the county is expected to grow 26% by 2030 which represents the addition of more than 9,000 jobs.

Table 2-2
Employment in Campbell County

	2000	2010	2020	2030	% change 2000-2030
Employment	26,609	30,899	32,576	36,016	26.12%

SOURCE: 2000 derived by OKI from ES202 data and other sources. 2010-2030 projections derived by OKI from projected population and age-specific labor force participation rates and adjusted for commuting in and out of the region.

In 2000, employment was concentrated in downtown Newport and Bellevue, around Northern Kentucky University, and along the US27 corridor (Figure 2-3). The highest percentage of employment growth is expected to occur in the central and southern portions of the county, with a few pockets of high employment growth north of I-275 (Figure 2-4). Although work trips comprise only about one-fifth of the total person trips, they create the greatest demand on the transportation system because of their morning and afternoon peaks. Employment creates a further stress on the system due to longer trips. In 2000, 64% of Campbell County workers traveled to other counties for employment (Table 2-3). Hamilton County (35%) and Kenton County (14%) were top destinations for Campbell County workers.

**Table 2-3
Inter-County Commuting by Percent of Workers**

From											
County of	To County of Work								In	Out of	
Residence	Butler	Clermont	Hamilton	Warren	Boone	Campbell	Kenton	Dearborn	Region	Region	Total
Butler	56.40%	0.70%	29.90%	6.90%	0.50%	0.20%	0.40%	0.10%	95.30%	4.70%	100%
Clermont	3.30%	40.10%	45.40%	3.70%	1.60%	0.80%	1.80%	0.20%	96.90%	3.10%	100%
Hamilton	4.60%	2.10%	84.40%	2.30%	1.60%	0.70%	2.00%	0.30%	98.10%	1.90%	100%
Warren	11.20%	1.90%	27.90%	38.50%	0.40%	0.10%	0.30%	0.00%	80.40%	19.60%	100%
Boone	1.40%	0.80%	18.80%	0.50%	53.00%	2.60%	18.50%	0.80%	96.40%	3.60%	100%
Campbell	1.50%	1.40%	34.90%	0.80%	9.50%	36.10%	13.50%	0.10%	97.80%	2.20%	100%
Kenton	1.20%	1.00%	26.50%	0.40%	22.40%	5.10%	40.40%	0.30%	97.40%	2.60%	100%
Dearborn	3.30%	0.30%	33.80%	0.40%	6.50%	0.60%	2.00%	41.90%	88.70%	11.30%	100%
Region Total	13.60%	5.30%	54.60%	5.90%	6.10%	2.70%	6.10%	1.30%	95.60%	4.40%	100%

SOURCE: 2000 County to County Work Flows, Number of Workers by County of Residence by County of Work, Census of Population, U.S. Census Bureau.

Figure 2-1 Campbell County 2000 Population Distribution

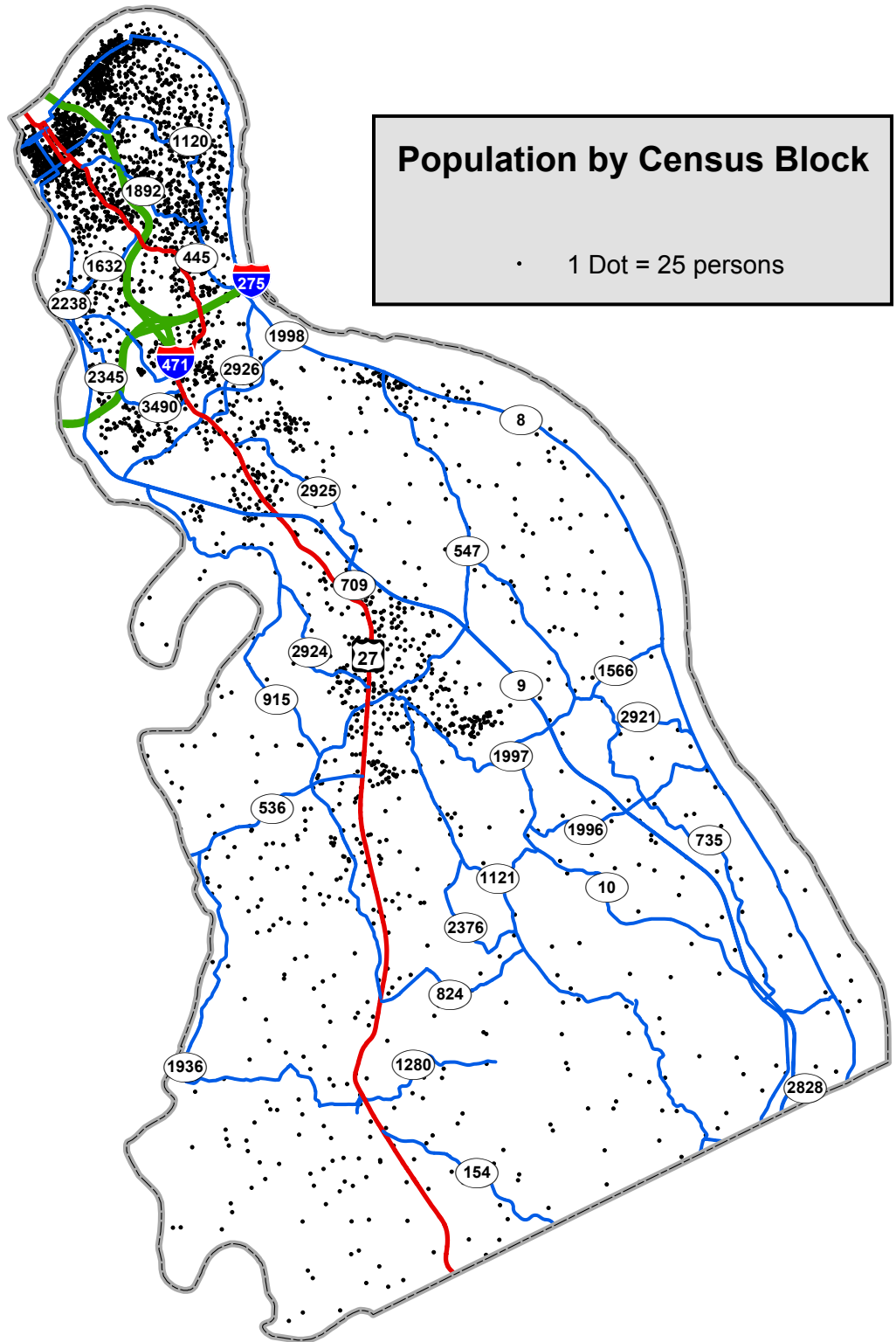


Figure 2-2 Percent Population Change (2000-2030) By Traffic Analysis Zone (TAZ)

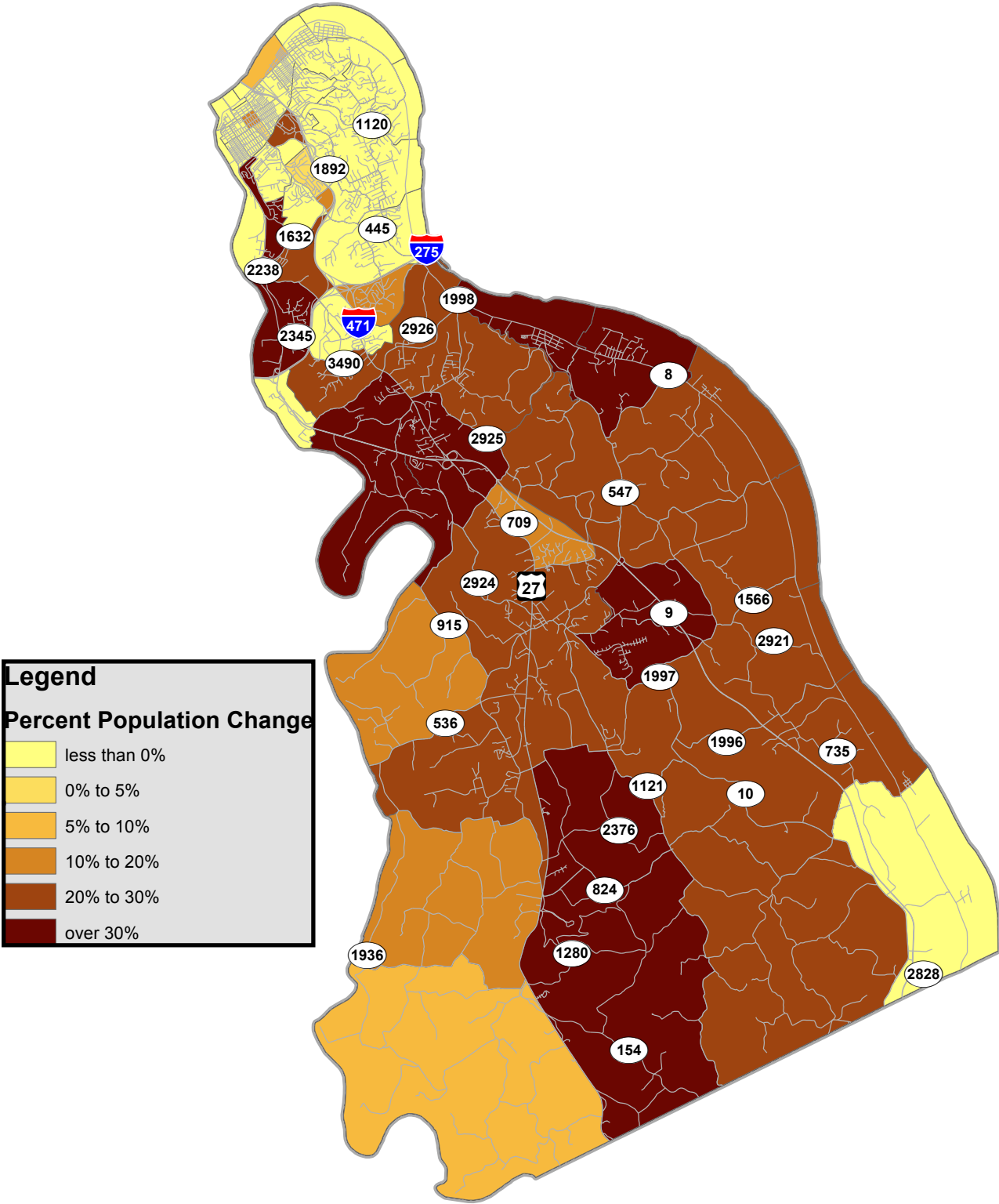


Figure 2-3 Campbell County 2000 Employment Distribution

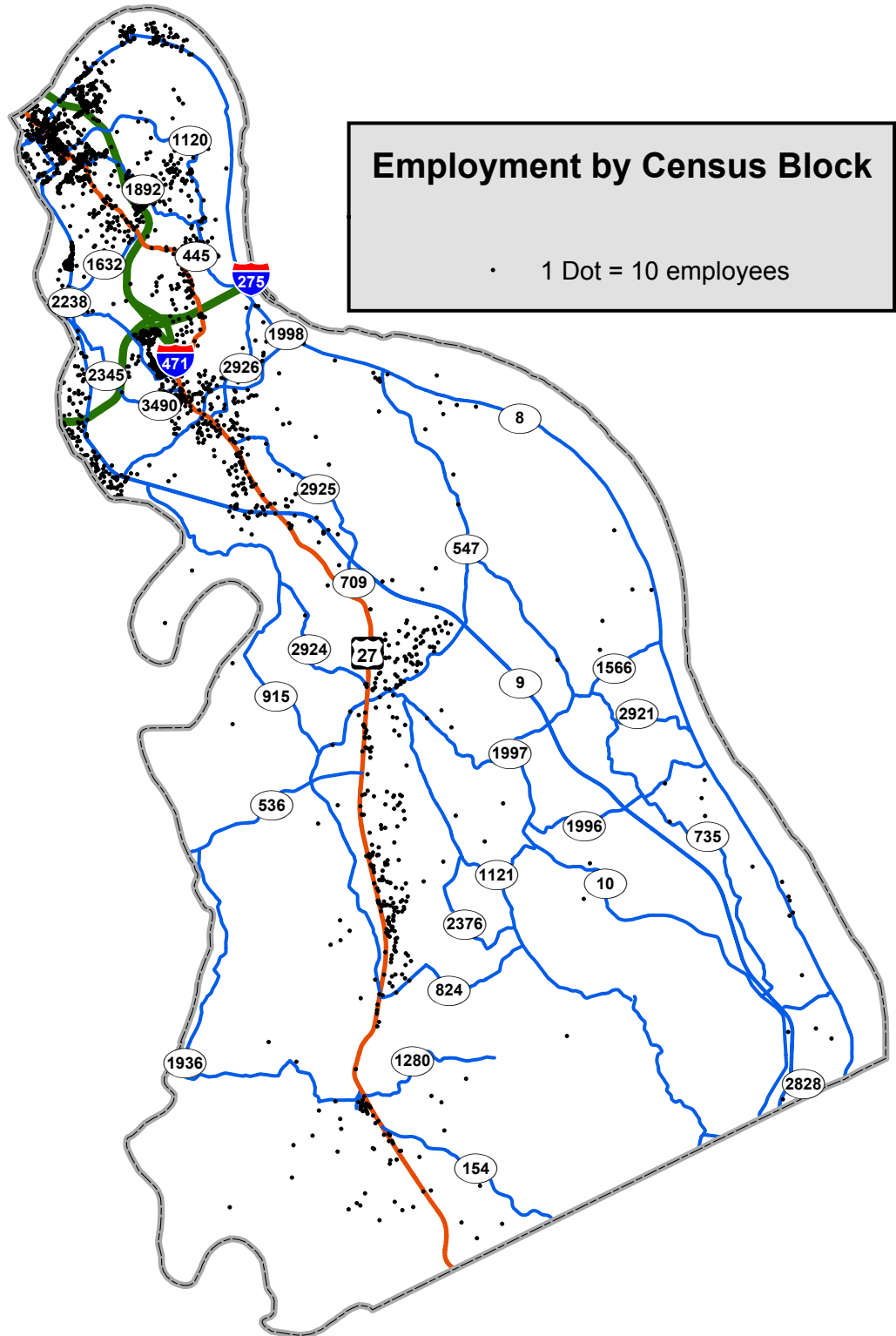


Figure 2-4

Percent Employment Change (2000-2030) By Traffic Analysis Zone (TAZ)

