Examining Spatial Mismatch
in the Twin Cities Metro

Urban GIS Seminar
Macalester College, St. Paul
in association with the
Federal Reserve Bank of Minneapolis
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Spatial Mismatch Hypothesis

- Kain, 1968
  - African American men
- Expanded focus to include all minorities and gender
Approaches to Studying SMH

- **Commuting distance/time**
  - Journey-to-work data used to measure distance or time between work and home

- **Job availability**
  - Link between type of worker, employment, and wage rate

- **Job accessibility**
  - e.g. Density of jobs per worker within commuting zones

- **Labor market “tightness”**
  - Incidence of lower vacancy rates and lower wages in areas affected by spatial mismatch
Research Questions

- What is the extent of spatial mismatch in the Twin Cities?
- What is the level of spatial mismatch for different areas and for different groups?
- How does transportation in the Twin Cities shape the spatial mismatch?
Data Sources

- MN Dept of Employment and Economic Development (DEED)
  - Residential Area Characteristics (RAC)
  - Worker Area Characteristics (WAC)
  - Origin-Destination (OD)

- HousingLink
  - Affordable housing (rent or mortgage payment is 30% or less of gross household income)
    - Public housing
    - Section 8 housing choice voucher
    - Project-based Section 8 housing

- U.S. Census 2000
- Metropolitan Council
What is the extent of spatial mismatch in the Twin Cities?

- Workers overview
- Jobs overview
- Comparison of jobs to affordable housing
- Comparison of jobs and other housing characteristics
- Comparison of jobs to workers
Workers Overview

Residential Area Characteristics (RAC)
High concentrations of blue-collar residents in outer suburbs
High concentrations of pink-collar residents in the inner cities
High concentrations of white-collar residents in the wealthier suburbs
In Minneapolis-St. Paul, the mean center of workers is weighted more heavily to the west than the mean center of jobs.