

# **New York State 2009 NHTS Comparison Report**

**June 2012**

**Prepared by**

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Energy and Transportation Science Division

## **NEW YORK STATE 2009 NHTS COMPARISON REPORT**

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## EXECUTIVE SUMMARY

The U.S. Department of Transportation (USDOT) initiated an effort in 1969 to collect detailed data on personal travel, with the most recent surveys being the 1995 Nationwide Personal Transportation Survey (NPTS) and the 2001 and 2009 National Household Travel Surveys (NHTS). The primary objective of these surveys is to collect trip-based data on the nature and characteristics of personal travel so that the relationships between the characteristics of personal travel and the socio-economic and demographic characteristics of the traveler and his/her household can be established. In addition to the number of sample households that the national NPTS/NHTS survey allotted to New York State, NYDOT procured an additional sample of households in the 1995, 2001, and 2009 surveys. The comparisons drawn in this report compare the results from these NYS sampled households to the results from households drawn for the rest of the nation.

### COMPARISONS BETWEEN NEW YORK STATE AND THE REST OF THE NATION

From a statewide perspective, personal travel in New York State (NYS) and the rest of the nation differs in a couple of significant ways:

**Personal Mobility:** New York State residents consistently have taken fewer and shorter trips, and have driven considerably fewer miles than those in the rest of the U.S. over the three survey years. Specifically, NYS drivers traveled just under 20 miles daily, on the average, versus about 30 miles by drivers from the rest of the nation.

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*New York State residents consistently have taken fewer and shorter trips, and have driven considerably fewer miles than those in the rest of the U.S.*

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**Vehicular Travel:** In 2009, NYS drivers made an average of 2.3 trips daily, versus just over 3 trips daily by drivers in the rest of the nation. In 2009, 70% of the NYS households' private vehicle fleet was made up of vehicles reported to be less than 10 years old. In the rest of the nation this percentage was 60%.

## THE INFLUENCE OF NEW YORK CITY ON THE STATE'S PERSONAL TRAVEL STATISTICS

As expected, the travel patterns of New York City (NYC) residents differ significantly in a number of ways from patterns found elsewhere in the state, as well as in the nation as a whole. These differences include the following:

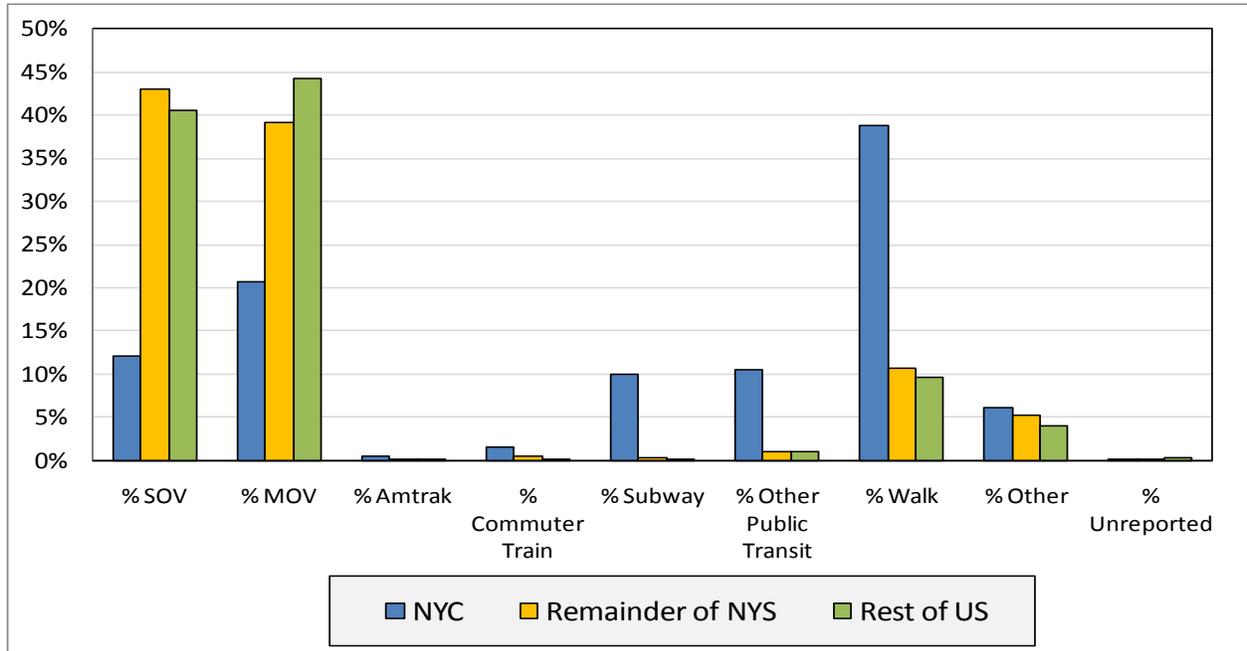
**Vehicle Ownership and Income:** Only 72% of NYC residents over the age of 16 held a driver's license in 2009, versus 89% of residents in the rest of the state and also 89% in the rest of the nation. Households in the rest of NYS resemble households elsewhere in the United States in terms of vehicle ownership; with more than 90% of households owning at least one vehicle. Over half of NYC households do not own any vehicles in all three NPTS/NHTS survey years. NYC households are also far less likely on the average to own more than one vehicle than other NYS households, or households elsewhere.

*Over half of New York City households do not own any vehicles.*

Approximately 60% of zero-vehicle households in the rest of the state and nation have incomes below \$20,000, while this proportion is only around one third for NYC. However, NYC households that do not own a vehicle are much more mobile than similar households in the rest of the state and nation, with daily person trip rates maintained by larger numbers of public transit and walk trips. As a result, while zero-vehicle owning households in the rest of the state and nation typically take roughly one third fewer person trips than the average household, this mobility gap is not evident for New York City households.

**Travel Mode:** Residents of NYC are nearly four times more likely to walk to their destinations and twelve times more likely to use public transit than those in the rest of the state, with such differences even larger compared to those outside NYS (Figure ES.1).

*Residents of New York City are four times more likely to walk and twelve times more likely to use public transit than those in the rest of the state.*



**Figure ES.1 Person Trip Percentages by Selected Modes for New York City, Remainder of New York State, and Rest of the United States in 2009.**

*On average, New York City households emitted less than 40% of the personal travel related CO<sub>2</sub> emissions in the rest of the state.*

#### **Carbon Dioxide Emissions:**

Significantly greater use of non-motorized forms of travel (walk and cycle) and of public transit modes, a significantly lower average trip length, and lower

daily trip rates meant that New York State households on average emitted far fewer carbon dioxide emissions annually from their daily travel activities than did households in the rest of the nation, in both 2001 and 2009. Much of this difference is attributable to the travel characteristics of NYC households, who have shorter average trip distances, who walk a good deal more to activities, and who make much greater use of public transit modes for their daily travel needs. On average, NYC households in 2009 emitted less than 40% of the personal travel related CO<sub>2</sub> emissions of households in the rest of the state, and only one third the emissions of households in the rest of the nation.

Excluding NYC households, households in the rest of the state exhibit travel characteristics that are, for the most part, quite similar to those for the rest of the nation.

## HOW PERSONAL TRAVEL STATISTICS VARY WITH URBAN POPULATION DENSITIES

NYC residential and employment densities are much higher than those in most of the rest of the state and nation. This begs the question how such densities affect travel activity patterns, both within and outside the state. The percentage of households without a vehicle is, as one might expect, positively correlated with higher population density. Such relationships with density also exist between driver rates (which fall as density increases) and the availability of public transit (which rises as density increases).

### **Trip Rates, Mode Choice and**

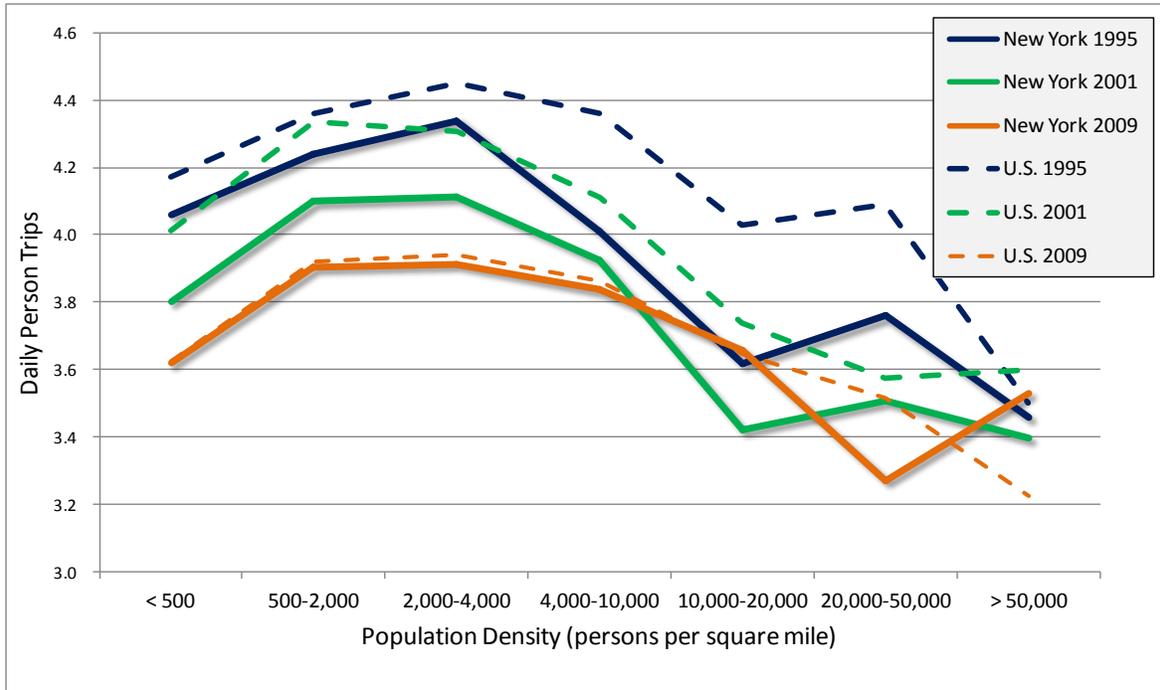
**Population Density:** Figure

ES.2 below shows the relationship between daily trip rate and population density –

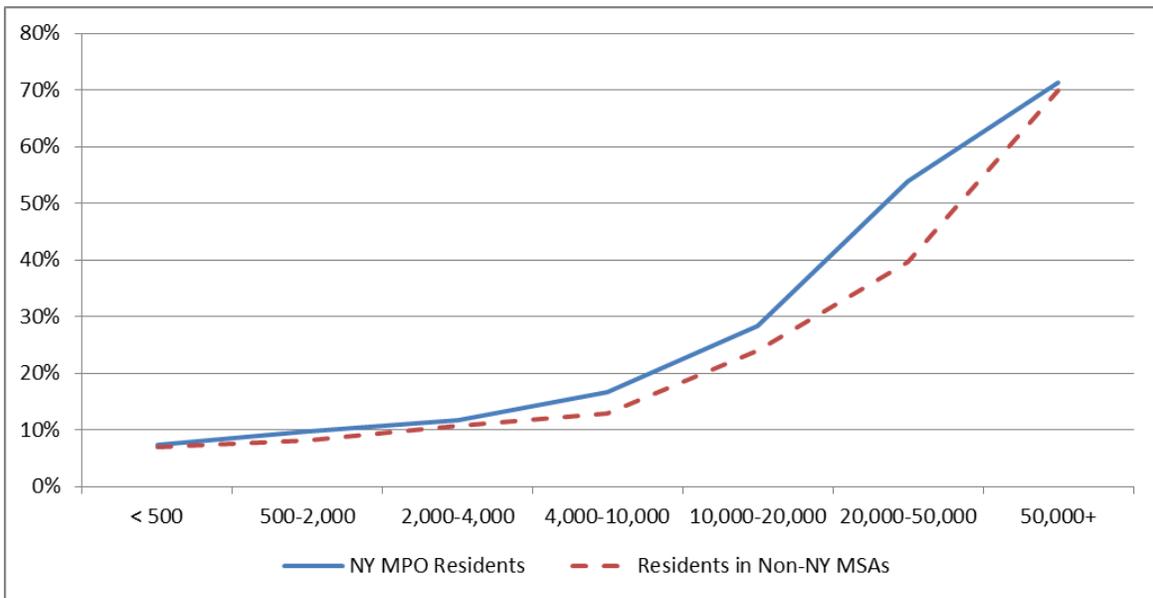
first increasing, then declining as population density increases. Also of note is the reduced difference in 2009 between the generally higher 1995 and 2001 NYS person trip rates versus those in the rest of the US, at most density levels. In terms of mode choice, public transit and walk modes accounted for ten times the percentage of NYS metro area trips among 2009 travelers in the highest density class than they did in the lowest density class, with the metro areas in the rest of the nation in 2009 displaying a similar result (Figure ES.3).

*The mode share of person trips by transit and walk increases with population density.*

Population density plays a similar role with respect to vehicle trip frequencies both within and outside the state. A typical NYS metro area driver in the most densely populated areas takes about one vehicle trip a day. As reported earlier, residents in these very high density areas, notably NYC, either walk or ride public transit most of the time.



**Figure ES.2 Daily Person Trips by Population Density: New York State Metros vs. Metros Found Outside New York State.**



**Figure ES.3 Combined Transit/Walk Share of Person Trips by Population Density, 2009 NHTS: New York State Metros vs. Metros Found Outside New York State.**

**Commuting and Density:** While metro areas both inside and outside the state display a significant shift from private automobile trips to public transit trips with increasing population density, and noticeably so at densities over 20,000 persons per square mile (ppsm), this shift is much more noticeable within NYS, principally due to the higher rates of transit ridership and also walk trips within the NYC metro area. This pattern has remained essentially the same since 1995. Among the highest density areas of over 50,000 ppsm that were sampled outside the state in 2009, some 44% of commuter trips still used private household vehicles. Within NYS (effectively households found within NYC) only some 16% of commutes are privately owned vehicle at these very high population densities: with public transit and walk trips accounting for three quarters of all commutes daily.

**Travel by Manhattan Households:** With roughly ninety percent of its households situated in populated areas with more than 50,000 people per square mile, the question of whether Manhattan residents travel differently from Americans living in similarly dense urban areas elsewhere in the nation presents itself. Some 77% of Manhattan households did not own a vehicle in 2009 (up from 69% in 2001, and closer to the 74% figure for 1995). This compares with 63% in the rest of NYC, and a 27% average in the non-NYS metros (which may be a low estimate: in 1995 and 2001 this value was around 48%). Despite this, more Manhattan residents

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*Manhattan residents make more person trips than others living in areas with similar population densities, largely due to walk and transit trips.*

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considered themselves to be a driver than did their neighbors living elsewhere, at similar residential densities, in the rest of NYC; with the driver rate for Manhattan residents increasing from 57% to 73% since 1995. In

terms of travel, Manhattan residents make more *person* trips than others living in areas with similar population densities, either inside or outside NYS. Daily person trip rates for Manhattan residents were around 3.9 trips in 2001 and 2009, up from 3.7 trips in 1995. This compares to daily person trip rates of 3.2 to 3.6 elsewhere. This difference is again largely due to more walk and transit trips being taken by Manhattan residents.

## **RURAL HOUSEHOLD TRAVEL COMPARISONS**

Many similarities, as well as a few differences, are found to exist between New York State's rural household travel statistics and those for the rest of rural America. On average, drivers in New York rural areas make marginally fewer and shorter trips than those in rural areas elsewhere. The average age of a vehicle owned by a rural household in NYS in 2009 was over two years older than for rural households elsewhere in the nation. These rural NYS households drive their vehicles a few more miles each year than NYS urban households, on the average.

Carbon dioxide emissions associated with rural highway travel are found to be significantly higher than for their urban area counterparts, and also about 20% higher than the emissions from NYS households in similarly low density (< 500 ppsm) urban areas. Most of this difference is attributable to the much higher share of public transit and walk trips taken by residents living in the nation's higher density urban locations.

## **MPO SPECIFIC TRAVEL CHARACTERISTICS**

Travel patterns among the state's thirteen MPO-based metropolitan areas were examined, which includes: Albany; Binghamton; Buffalo; Elmira; Glens Falls; Ithaca; Kingston; the New York Metropolitan Transportation Council (NYMTC) area; Newburgh; Poughkeepsie; Rochester; Syracuse; and Utica-Rome. Almost all comparisons suggest that NYS metro areas can be categorized into three distinctive groups, regardless of the size of the Metropolitan Statistical Area (MSA) within which each is located. The first group consists of New York/Manhattan, the second group consists of the remaining four counties of NYC, and the last group consists of all of the remaining metro areas, including the rest of the NYMTC MPO areas located outside NYC (i.e., the Nassau and Suffolk, and Putnam, Rockland, and Westchester county portions of the NYMTC). The second group has travel patterns that tend to fall somewhere between those of the first and the third groups. When data for New York/Manhattan residents are combined with those for the rest of the NYC, the unique travel characteristics of these Manhattan residents become obscured. Therefore, any comparisons in travel characteristics based on MPO boundaries should be made with caution.



## 1. INTRODUCTION

### 1.1 BACKGROUND AND OBJECTIVES

Policymakers rely on transportation statistics, including data on personal travel behavior, to formulate strategic transportation policies, and to improve the safety and efficiency of the U.S. transportation system. Data on personal travel trends are needed to examine the reliability, efficiency, capacity, and flexibility of the nation's transportation system to meet current demands and accommodate future demands; to assess the feasibility and efficiency of alternative congestion-alleviating technologies (e.g., high-speed rail, intelligent vehicle and highway systems); to evaluate the merits of alternative transportation investment programs; and to assess the energy-use and air-quality impacts of various policies.

To address these data needs, the U.S. Department of Transportation (USDOT) initiated an effort in 1969 to collect detailed data on personal travel. The 1969 survey was the first Nationwide Personal Transportation Survey (NPTS). The survey was conducted again in 1977, 1983, 1990, 1995, 2001, and, most recently, in 2009. Data on daily travel were collected in 1969, 1977, 1983, 1990, and 1995. Longer-distance travel was collected in 1977 and 1995. In 2001 the survey was renamed the National Household Travel Survey (NHTS) and it collected both daily and longer-distance trips in one survey. Long distance travel was recorded for a four-week sample period. For 2009, the NHTS returned to the single day data collection scheme where data on trips taken by all members of a household during a designated travel day were collected. As a result, only very limited data was collected on long distance tripmaking. The primary objective of these surveys is to collect trip-based data on the nature and characteristics of personal travel so that the relationships between the characteristics of personal travel and the socio-economic and demographic characteristics of the traveler can be established.

Sponsorship of the various surveys has changed somewhat over the years. The 2009 NHTS was conducted as usual under the primary sponsorship of the Federal Highway Administration (FHWA). The Federal Transit Administration (FTA), the American Automobile Association (AAA) and the Public Policy Institute of the American Association of Retired Persons (AARP) also contributed funding to support a 2009 national sample of some 25,510 U.S. households. A much larger 2009 NHTS sample, however, totaling some 124,637 households was sponsored by 14 state and 6 metropolitan transportation planning organizations, each of which supported variously sized “add-on” samples for their own jurisdictions. The complete NHTS dataset used in this report includes both the initial national sample plus all of these regional add-on samples, totaling 151,147 household responses, with weighting to adjust for over-sampling in add-on areas where nationwide statistics are reported.<sup>1</sup>

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<sup>1</sup> Additional survey details, including changes survey size, content and data collection methods over time can be found in the 2009 NHTS User's Guide, accessible at: <http://nhts.ornl.gov/publications.shtml>.

The New York State (NYS) add-on sample targeted 14,102 additional households. When combined with data on NYS households captured by the national dataset, this produced a sample size of 16,165 usable household interviews within the state. The comparisons drawn in this report compare the results from these NYS sampled households to the results from households drawn for the rest of the nation. These additional sample households also allow the NYSDOT to address transportation planning issues pertinent to geographic areas significantly smaller than what the national NHTS data are intended for.

This report is the third in a series of comparison reports commissioned by NYSDOT. As in the 1995 and 2001 reports<sup>2</sup>, this report also addresses four key questions. First, are New York residents different from residents elsewhere in the nation with respect to personal mobility? Second, to what extent do the travel patterns of New York City (NYC) residents skew the overall travel patterns in the state? If the impact is substantial, the next question is whether New York residents outside NYC travel differently from the rest of the nation. Finally, are there significant differences in travel patterns between 1995, 2001, and 2009, and are there any strong trends in the data over time? Note that in addressing each of these issues, this report focuses on highlighting the similarities and differences in New York residents' daily travel patterns. It does not, however, address the causes of these differences.

## **1.2 WHO IS INCLUDED**

The 2009 NHTS collected travel data from the civilian, non-institutionalized population of the United States. People living in hotels, college dormitories, nursing homes, other medical institutions, prisons, military bases, convents or monasteries or any living quarters where 10 or more unrelated roommates were excluded from the sample.

Twenty geographic areas (including NYS) participated in the NHTS add-on program to purchase additional samples that purchased NHTS add-on contracts increased the sample size within their planning areas. The increased sample sizes within these areas provided small-area data that should provide more reliable statistics for use in transportation planning.

## **1.3 HOW THE DATA WERE COLLECTED**

The 2009 NHTS was conducted as a telephone survey, using Computer-Assisted Telephone Interviewing (CATI) technology. The sample was selected based on a list-assisted random digit dialing telephone number sample frame. Each household in the sample was assigned a specific 24-hour "Travel Day" and kept diaries to record all travel taken by all household members for the assigned day. The variation in travel by day of the week was

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<sup>2</sup> "1995 New York NPTS: A Comparison Study." P.S. Hu and J. Young. Oak Ridge National Laboratory,

balanced by assigning the travel days for one-seventh of the sample telephone numbers to each day of the week. The diary package was mailed within a day or two following the completion of the household recruitment interview. It was sent via United States Postal Service Priority Mail and contained the following:

- A letter from the USDOT thanking the household for completing the household interview and agreeing to participate in the survey;
- A brochure describing the survey;
- A travel day diary and a two-dollar cash incentive in individual envelopes personalized for each household member at least five years old. The reverse side of each diary provided guidance on completing the diary and included an example of a completed diary;
- A reminder card identifying the household's travel date; and
- An odometer mileage form identifying the make, model, and year of each household vehicle, with spaces to enter the odometer readings and the dates they were taken.

#### **1.4 WHEN THE DATA WERE COLLECTED**

The 2009 NHTS was conducted over a period from March 2008 through May 2009, with the New York add-on covering March 2008 through April 2009. Travel data were collected for all seven days of the week, including all holidays. A travel day is taken to begin at 4 AM on the sampled travel day, and to end at 3:59 AM on the following day. The survey was conducted over at least a 12-month period so that data would account for seasonal variations in travel. To correct for this seasonal variation, sample weighting was developed to specifically address this issue. Each household and person weight was adjusted so that each month in the year contained equal numbers of household and person interviews.

#### **1.5 TRAVEL CONCEPTS**

Appendix A contains a full glossary of terms used in this report. However, a few basic terms and concepts need to be introduced before any statistics are presented:

**Person Trip** - A trip made by one person using any mode of transportation. This is the most basic and universal measure of personal travel. Each record in the Travel Day and Travel Period files in the NHTS dataset represents one person trip. An example of this is if two people are traveling together in one car, two person trips are recorded. Based on 2009 NHTS data, residents of NYS made an estimated 24,281 million person-trips during the survey year.

**Person Miles of Travel (PMT)** - The number of miles traveled by each person on a trip. An example of this is two people taking a six-mile subway trip results in 12 person miles

of travel. A four-mile van trip with a driver and three passengers will be counted as 16 person miles of travel.

Person-miles are often called passenger miles, particularly in the transit and airline industries. New York State residents engaged in an estimated 171,875 million person-miles of travel over the 2009 NHTS reporting period.

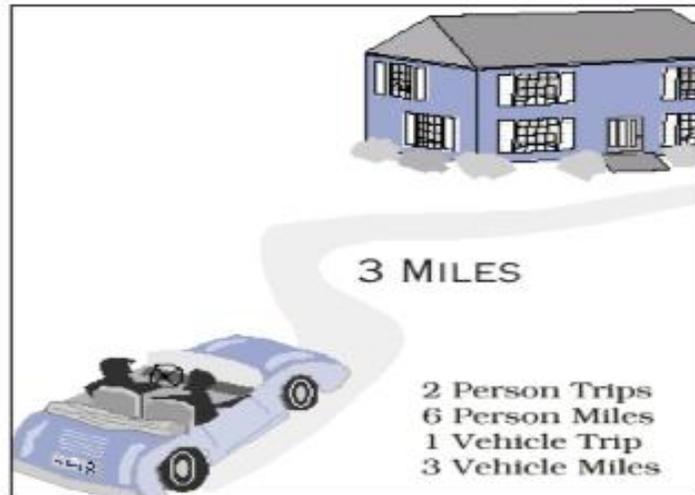
**Vehicle Trip** - A trip made using a single privately operated vehicle (POV) regardless of the number of persons in the vehicle. For example, two people traveling together in a car would be counted as one vehicle trip. Four people going to a restaurant in a van are also considered as one vehicle trip.

To be counted as a vehicle trip in the NHTS, a trip must be made in a POV and the driver must be a member of a household in the NHTS sample. A POV can be a household-based car, van, sport utility vehicle, pickup truck, other truck, recreational vehicle, motorcycle, or other POV. The vehicle does not need to belong to the household.

Trips made in other highway vehicles, such as buses, streetcars, taxis, and school buses are collected in the NHTS. However, these trips are not counted as vehicle trips because these vehicles are not privately operated vehicles. An estimated 10,877 million vehicle trips were made by the residents of New York State in 2009.

**Vehicle Miles of Travel (VMT)** - One vehicle mile of travel represents the movement of one POV for one mile, regardless of the number of people in the vehicle. For example, when one person drives her/his car 12 miles to work, 12 vehicle miles of travel have been made. If two people travel three miles in a pickup truck, three vehicle miles of travel have been made. The distinction among person trip, person miles of travel, vehicle trip, and vehicle miles of travel is illustrated in Figure 1.1. In 2009 NYS households engaged in an estimated 92,171 million vehicle miles of travel.

**Vehicle Occupancy** - For NHTS data, vehicle occupancy is generally computed as person miles of travel per vehicle mile (i.e., PMT/VMT which is referred to as the *travel* method). Note that the other commonly-used definition of vehicle occupancy is persons per vehicle trip (referred to as the *trip* method).



**Figure 1.1 Distinctions between Person Trip, Person Miles of Travel, Vehicle Trip, and Vehicle Miles of Travel.**

Because longer trips often have higher occupancies, the *travel* method generally yields a higher vehicle occupancy rate than the *trip* method. For example, according to the 2009 NHTS, the average person-miles of travel per vehicle mile for the state of New York was 1.86 in 2009, compared to a vehicle occupancy of 1.67 persons per vehicle trip. Note that calculation of the *travel* method requires that trip miles be reported, but trip miles are not always reported, thus it is calculated based on a slightly smaller number of trips than the *trip* method.

**Daily Trip Rates** - Rather than presenting total travel, much of the data presented in this report are in units of daily trip rate, such as the number of trips taken by an individual on a typical day. Daily trip rates are derived by dividing the total daily travel (e.g., total person trips) by the total number of entities (e.g., households, workers, drivers, persons). This method implies that even if someone did not travel on the designated travel day, he/she is included in the calculation.

**Average Daily Person Travel per Person** - The average daily number of person trips or person miles of travel taken by a person. This includes persons who did not travel during the designated travel day (i.e., entire New York State population was considered). The estimated “average daily person trips per person” in the state of New York, according to the 2009 NHTS, was 3.64. Similarly, the estimated average daily miles traveled per person was 25.8.

**Average Daily Vehicle Travel per Driver** - The average number of daily vehicle trips or vehicle miles of travel driven by an individual driver in NYS. This includes drivers who did not drive during the designated travel day (i.e., all NYS drivers are considered in the

calculation). On average, the 2009 NHTS indicates that a NYS driver engaged in vehicle 2.32 trips and drove 19.7 miles per day.

**Average Daily Journey-to-Work Travel per Worker** - The average number of daily journeys to or from work for any day of the week. This includes travel by workers who work at home and workers who did not go to work during the designated travel day. On average, a typical New York worker took 1.06 trips to work per day in 2009 (see Chapter 2).

**Average Daily Travel per Household** - The average daily number of person trips, vehicle trips, person miles of travel, vehicle miles of travel, or journey-to-work trips taken by a typical NYS household. This includes households that did not travel during the designated travel day. For NYS, the 2009 NHTS estimates are as follows: the average daily person trips per household was 9.32, the average daily person miles per household was 66.0, the average daily vehicle trips per household was 4.18, and the average daily vehicle miles per household was 35.4. The average daily journey-to-work trips taken by a NYS household was 1.5 during the 2009 NHTS survey period (see Chapter 2).

## 1.6 DIFFERENCES BETWEEN THE 2009 NHTS AND PREVIOUS SURVEYS

While the core of the NHTS has remained unchanged from earlier surveys, for the 2009 survey some changes were made to data content that have implications for this report:<sup>3</sup>

1. The 2009 NHTS was modified to eliminate the retrospective collection of long distant trip data. Detailed travel information was collected for only daily travel. Therefore statistics for long distance tripmaking are limited and potentially unreliable.
2. While all household members were enumerated, only those household members who were 5 years and older were eligible for the interview process. In doing this, the 2009 NHTS returned to the age guidelines used in surveys prior to 2001.
3. Changes to the household recruitment interview for the 2009 NHTS included the addition of questions to determine if an enumerated vehicle had a commercial license plate. For each vehicle with a model year of 2002 or newer, the interviewee was asked if the vehicle was a hybrid or alternate fuel use vehicle. As in past surveys, the total number of all household vehicles was asked for. In the 2009 survey the wording of the response category was modified to include motorbikes.
4. Additional questions were added to better understand details of work related travel (e.g., usual start time, availability of flex time).
5. Questions were added about purchases made through the internet and whether those purchases were delivered to a subject's home.

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<sup>3</sup> A full list of changes, including a number of less import to this present report, are documented in the 2009 NHTS User's Guide (FHWA, February 2011) found at <http://nhts.ornl.gov/publications.shtml>

6. A follow up question was added for those household members who were at least 18 years old and reported as not being drivers, to determine if they had ever driven a vehicle.
7. The list of transportation modes was revised to reflect changes in often used modes. A new coding option was added to attempt to capture the impact of Light Electric Vehicles.
8. Subjects were asked how many times they have driven a motorcycle or moped on public roadways in the past month.
9. Response categories for type of transportation used on travel day trips were modified to be more specific about the type of vehicle used.
10. A second odometer reading for household vehicles was not collected in the 2009 NHTS.
11. Data users are therefore unable to generate independent validations of annual mileage estimates.

## **1.7 REPORT ORGANIZATION**

Chapter 1 introduces the reader to the basic purpose and content of the NPTS/NHTS national and NYS add-on surveys, summarizing how the data is collected, and defining a number of frequent referenced statistics. Chapter 2 compares NYS statewide statistics against their counterparts covering the rest of the nation. Most comparisons are presented as the differences between statistical averages, with standard errors associated with such averages computed in order to infer or refute statistical significances. Chapter 3 focuses on the impacts of New York City on these within-state statistics, showing clear differences between NYC personal travel patterns and those in the rest of the state and rest of the nation. Delving further into these differences, Chapter 4 asks the question whether the very high population densities associated with NYC, and in particular those in Manhattan, are associated with differences in such variables as vehicle ownership, daily trip rates and trip lengths, choice of travel modes and trip purposes, types of vehicles on the road, and travel related carbon dioxide emissions. Chapter 5 of the report similarly examines whether rural travel in New York State differs from rural travel in the rest of the United States, and whether the generally much lower population densities associated with such areas have any bearing on the travel patterns of rural New Yorkers.

Chapter 6 makes use of the NYS add-on sample to examine travel patterns among the state's thirteen Metropolitan Planning Organization (MPO) based metropolitan areas (i.e. Albany, Binghamton, Buffalo, Elmira, Glens Falls, Ithaca, Kingston, the New York Metropolitan Transportation Council (NYMTC); Newburgh, Poughkeepsie, Rochester, Syracuse, and Utica-Rome). Finally, Chapter 7 summarizes findings throughout the report. Many additional statistical tables, including tables of standard errors and sample sizes as well as statistical means are reported in a series of report appendices. Appendix B provides a map of each of the state's 13 MPO areas showing the differences in population density at the level of census tracts as referenced in the body of the report.



## **2. COMPARISON OF NEW YORK STATE DATA TO THE REST OF THE UNITED STATES**

This chapter examines whether NYS residents travel more or less frequently than people in the rest of the country, whether they take longer or shorter trips to work or for other trip purposes, and whether they use the same modes of travel, and the same types of vehicles as people in the rest of the country. This chapter also investigates how differences in age, sex, household income, and vehicle ownership, among other personal and household traits, affect trip making rates and vehicle miles of travel, and how these measures of travel activity differ between NYS residents and other Americans.

Particular attention is also given in this chapter to examine the socio-economic and demographic characteristics and modal choices of these NYS residents in comparisons to their counterparts from the rest of the United States. This chapter attempts to answer questions such as: Are the households that do not own any vehicles as mobile as those residents who do own one or more private vehicles? How does their travel behavior differ from residents in the rest of the country who also do not own a vehicle? Among the majority of NYS households that do own and operate private vehicles, what types of vehicle are these? How old are they, and do these NYS households own more or fewer vehicles on the average than households in the rest of the country?

Furthermore, with respect to walking and cycling, just how different are NYS households? Are they in line with trends in non-motorized travel in the rest of the nation? How does such activity compare to the sort of daily activity profiles associated today with healthier, more ‘active’ lifestyles?

Given some significant differences in vehicle ownership and use patterns, how much fossil fuel is used to support these and other NYS residents’ multi-modal travel activity patterns compared to those in the rest of the country? Does within-state household travel produce more or less greenhouse gas emissions per person–mile than household travel in the rest of the nation?

### **2.1 PROFILE OF NEW YORK STATE HOUSEHOLDS VERSUS HOUSEHOLDS IN THE REST OF THE UNITED STATES**

Table 2.1 compares household characteristics and vehicle ownership patterns between the state of New York and the rest of the United States. Figure 2.1 presents some of the percentage changes in these characteristics for the three periods of 1995 to 2001, 2001 to 2009, and, combining these changes, from 1995 to 2009. It shows some noticeable differences between NYS and the rest of the nation.

**Table 2.1 Summary of Household Characteristics and Vehicle Licensing Rate New York State vs. the Rest of the United States in 1995, 2001, and 2009**

	1995		2001		2009	
	New York	Rest of US	New York	Rest of US	New York	Rest of US
Households (000)	6,848	92,858	7,183	100,182	7,137	105,964
Drivers (000)	10,469	165,861	11,167	179,258	12,838	199,471
Workers (000)	8,775	122,922	9,645	135,627	9,759	141,614
Household Vehicles (000)	7,922	168,145	9,545	193,041	9,144	202,357
Workers per Household	1.28	1.32	1.34	1.35	1.37	1.34
Vehicles per Household	1.16	1.81	1.33	1.93	1.28	1.91
Vehicles per Driver	0.76	1.01	0.85	1.08	0.71	1.01
<b>Income (in 2009 dollars)</b>						
% < \$10,000 Households	5.5	4.9	7.3	6.6	7.8	7.7
% \$10 to \$20,000 Households	8.5	9.3	10.2	10.0	11.5	12.5
% \$20 to \$30,000 Households	10.2	10.6	9.2	9.7	10.2	11.6
% \$30 to \$40,000 Households	14.0	15.5	15.0	16.9	9.5	10.0
% \$40 to \$50,000 Households	3.9	4.3	4.3	5.1	8.8	8.9
% \$50 to \$60,000 Households	7.0	8.8	7.9	8.5	6.7	7.5
% \$60 to \$70,000 Households	7.2	7.6	6.1	6.7	5.9	6.0
% \$70 to \$80,000 Households	4.2	4.4	4.9	5.4	5.3	6.0
% \$80 to \$100,000 Households	7.9	8.0	8.4	8.7	7.4	7.6
% \$100,000+ Households	12.2	10.1	16.5	14.3	18.3	15.4
% Unreported Households	19.5	16.5	10.3	8.1	8.8	6.8
<b>Licensing Rate</b>						
% Female Drivers/Female 16+	68.4%	86.6%	71.1%	87.7%	77.2%	86.8%
% Male Drivers/Male 16+	84.1%	93.2%	83.5%	93.3%	86.4%	91.6%

<sup>a</sup> 1995 and 2001 income categories are adjusted to 2009 dollars.

<sup>b</sup> Driver rate is determined using the *self-reported* response to the question “Are you a driver?” in the NHTS survey. As such, this rate should not be compared to the official NYS Department of Transportation drivers’ licensing statistics. <sup>c</sup> 8.8% of NYS households declined to provide information on their income, compared 6.8% in the rest of the United States.

### 2.1.1 Number of Household Drivers, Licenses, Workers and Vehicles

While the number of drivers increased a significantly more in percentage terms in NYS than in the rest of the country between 2001 and 2009 (Figure 2.1), the state saw very little growth in number of workers and a small decline in number of households, but a significant drop

in the number of household vehicles (-4.2%)<sup>4</sup>. In contrast, the rest of the nation saw increases in the number of households, vehicles, and workers of around 5% over this same period. This drop in number of vehicles in NYS between 2001 and 2009 was in sharp contrast to the over 20% increase in the size of the state's household vehicle fleet between 1995 and 2001 (see Figure 2.1). As a result, compared to the rest of the country, a NYS household still owns, on average, fewer vehicles than households elsewhere (1.3 versus 1.9 vehicles: see Table 2.1): with only 0.71 vehicles per driver in NYS compared to just over 1 vehicle per driver in the rest of the nation in 2009.

The percentage of 16+ year-olds who are drivers also continues to be much lower among NYS residents than among other Americans. However, as shown in Table 2.1, a clear trend towards increased number of licenses being held among NYS women is evident, climbing from 68.4% in 1995, through 71.1% in 2001, to 77.2% in 2009. Despite this trend, a significantly smaller percentage of women held licenses in the state than in the rest of America in 2009 (77.2% versus 86.8%). The discrepancy in licenses per male resident is smaller, but also remains statistically significant – at 86.4% of male residents in NYS vs. 91.6% in the rest of the United States. Combining the results from the two time periods (see Figure 2.1), over the 14 years between 1995 and 2009, while the percentage growth in number of NYS drivers outstripped that in the rest of the nation, the rate of growth in the number of households, household vehicles, and number of workers were all significantly lower for the state.

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<sup>4</sup>This number may reflect an overestimate for 2001, however.



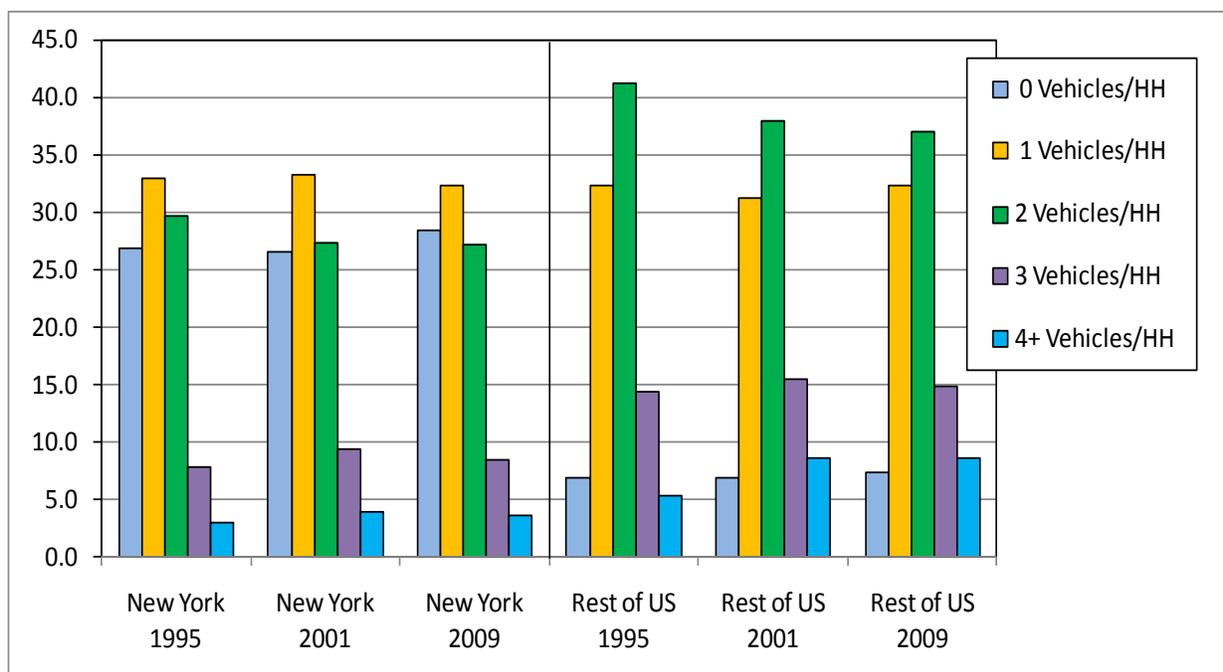
**Figure 2.1 Percent Differences in Number of Households, Drivers, Workers, and Vehicles from 1995 to 2001, 2001, to 2009 and 1995 to 2009.**

### 2.1.2 Household Incomes and Vehicle Ownership

Among households that reported their annual income (Table 2.1), those that earned more than \$80,000 in 2009 accounted for a somewhat greater proportion in NYS than in other parts of the country (25.7% vs. 23.0%). Table 2.2 shows the distribution of vehicle ownership levels for NYS households compared to their U.S. counterparts. Figure 2.2 graphs some of these results.

**Table 2.2 Household Vehicle Ownership Levels in 1995, 2001, and 2009**

Household (HH) Vehicle Ownership	New York State			Rest of United States		
	1995	2001	2009	1995	2001	2009
% 0 Vehicles/HH	26.8	26.5	28.5	6.9	6.8	7.4
% 1 Vehicles/HH	32.9	33.2	32.4	32.4	31.3	32.3
% 2 Vehicles/HH	29.7	27.2	27.1	41.1	37.9	36.9
% 3 Vehicles/HH	7.8	9.3	8.4	14.4	15.4	14.8
% 4+ Vehicles/HH	2.9	3.9	3.6	5.3	8.6	8.6
% > 1 Vehicle/HH	40.4	40.4	39.1	60.8	61.9	60.3
% > 1 Vehicle HH / >=1 Vehicle/HH	55.1	54.9	54.7	65.3	66.4	65.1



**Figure 2.2 Household (HH) Vehicle Ownership New York State vs. Rest of the United States in 1995, 2001, and 2009.**

As shown in Table 2.2 and Figure 2.2, NYS households are much more likely to be zero-vehicle households than they are in the rest of the nation. This is largely due to the availability of public transit in the NYC metropolitan area (see Chapter 3). Some 40% of households in the state owned more than one vehicle throughout the period of years 1995 to 2009, while above 60% of households owned more than one vehicle elsewhere in the country. Again there is no significant change in this percentage over the 14-year period. Among households owning vehicles, NYS households were on average also less likely to own more than one vehicle than were households elsewhere in the U.S. (holding steady at around 55%, versus around 65% of households in the rest of the nation throughout the 14 year analysis period: as shown on the last line of Table 2.2).

## 2.2 PERSONAL TRAVEL COMPARISONS

### 2.2.1 Trip Frequencies and Trip Lengths

The number of daily person trips per person continued to show a gradual decline, both across the state and across the nation, during the 14 years between 1995 and 2009 (Table 2.3). There is a more noticeable decline in the average trip rate in the rest of the nation between 2001 and 2009, as a result of which NYS and rest of U.S. trip rates were closer in 2009 than in previous survey years. In terms of average person trip lengths, both NYS and the rest of America experienced an overall decline in average distances traveled between 2001 and 2009, after experiencing average trip length increases between 1995 and 2001. However, this decline was

only marginally significant at the national level (-2.5%), while it was more significant in NYS: where a decline of 9.8% caused average person trip length to fall below its 1995 level at 7.5 miles per trip (versus 9.9 miles in the rest of the U.S: see bottom line of Table 2.3 and Figure 2.4).

The decline in daily person trip rates affected all household income groups, with varying degrees and no obvious trend across income groups. The largest declines between 2001 and 2009 in NYS were in the under \$10,000 per year (-10.5%), \$40-50,000 per year (-12.1%) and \$70-80,000 per year (-8.0%) household income categories. As in 1995 and 2001, trip frequencies increase gradually with household income, rising from an average rate of 2.6 trips per day by persons in the lowest income NYS households, to a daily person trip rate of 4.2 by persons living in NYS households making over \$100,000 per year (compared to a range of 2.9 to 4.3 trips per day in the rest of the country: see Table 2.3).

Weekend daily person trip rates (Table 2.3 and Figure 2.3) were lower than weekday trip rates for all three surveys, in both NYS and the rest of the nation. Both average weekday and average weekend daily person trip rates declined in NYS between 1995 and 2009, while showing a downward trend between 2001 and 2009 in the rest of the nation.

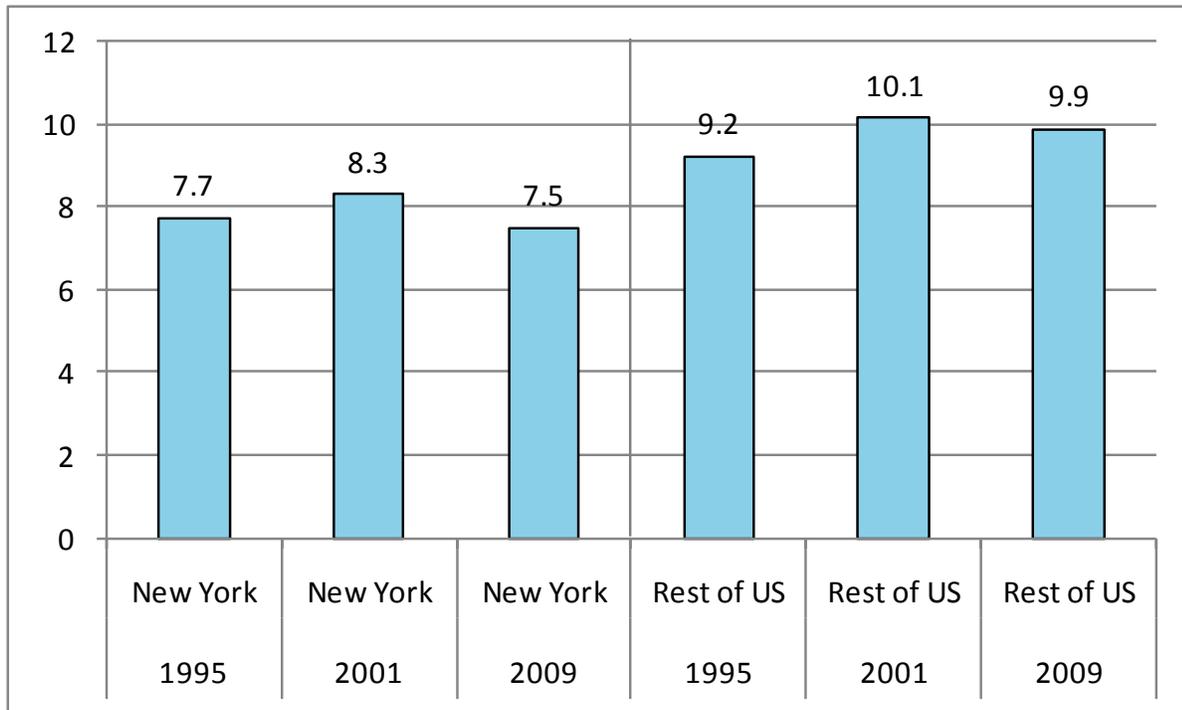
**Table 2.3 Personal Travel Statistics by Demographic Characteristics for New York State vs. Rest of the United States in 1995, 2001, and 2009**

	New York State			Rest of United States			New York State		Rest of United States	
	1995	2001	2009	1995	2001	2009	% difference	% difference	% difference	% difference
							1995-2001	2001-2009	1995-2001	2001-2009
Person Trips per Person	3.88	3.73	3.64	4.33	4.11	3.81	-3.9%	-2.4%	-5.1%	-7.3%
Male	3.93	3.77	3.63	4.36	4.11	3.76	-4.1%	-3.7%	-5.7%	-8.5%
Female	3.84	3.70	3.64	4.30	4.12	3.85	-3.6%	-1.6%	-4.2%	-6.6%
Person Trips per Person	3.88	3.73	3.64	4.33	4.11	3.81	-3.9%	-2.4%	-5.0%	-7.3%
< \$10,000	3.06	2.95	2.64	3.19	3.11	2.86	-3.6%	-10.5%	-2.5%	-8.0%
\$10 to \$20,000	3.53	3.24	3.07	3.80	3.49	3.27	-8.2%	-5.2%	-8.2%	-6.3%
\$20 to \$30,000	3.61	3.39	3.36	4.06	3.83	3.60	-6.1%	-0.9%	-5.7%	-6.0%
\$30 to \$40,000	3.95	3.60	3.40	4.46	4.08	3.67	-8.9%	-5.6%	-8.5%	-10.0%
\$40 to \$50,000	3.77	3.98	3.50	4.65	4.09	3.82	5.6%	-12.1%	-12.0%	-6.6%
\$50 to \$60,000	4.07	3.78	3.75	4.57	4.29	3.92	-7.1%	-0.8%	-6.1%	-8.6%
\$60 to \$70,000	4.23	3.94	4.04	4.62	4.35	3.95	-6.9%	2.5%	-5.8%	-9.2%
\$70 to \$80,000	4.08	4.14	3.81	4.73	4.44	4.12	1.5%	-8.0%	-6.1%	-7.2%
\$80 to \$100,000	4.38	3.97	4.09	4.64	4.46	4.13	-9.4%	3.0%	-3.9%	-7.4%
\$100,000+	4.36	4.25	4.23	4.73	4.56	4.30	-2.5%	-0.5%	-3.6%	-5.7%
Weekday Person Trips/Person	4.00	3.85	3.74	4.46	4.21	3.92	-3.8%	-2.7%	-5.7%	-6.8%
Weekend Person Trips/Person	3.61	3.46	3.37	3.99	3.89	3.52	-4.3%	-2.3%	-2.5%	-9.4%
Average Person Trip Length	7.74	8.30	7.49	9.23	10.14	9.89	7.2%	-9.8%	9.9%	-2.5%

<sup>a</sup> 1995 and 2001 income categories are adjusted to 2009 dollars.



**Figure 2.3 Weekday and Weekend Person Trips per Person in 1995, 2001, and 2009.** (Note: Weekend trips = Saturday and Sunday trips.)



**Figure 2.4 Average Person Trip Lengths (in miles) in 1995, 2001, and 2009: New York State vs. Rest of the United States.**

## 2.2.2 How Trips Were Made –Modes of Travel

As in 1995 and 2001, NYS residents, like people in the rest of the nation, relied heavily on their POVs for much of their day to day mobility in 2009. POV trips accounted for 79% of NYS households' total PMT in 2009, versus 89% in the rest of the United States (Table 2.4). However, due in large part to travelers in the NYC metropolitan area (see Chapter 3), NYS residents used public transit modes (notably rail and bus sub-modes) significantly more frequently and for longer distance than residents in the rest of the nation. Specifically in 2009, public transit accounted for 9.9% of NYS residents' total person trips, and 5.5% of their PMT; while this mode of transportation was used only for 1.2% of person trips and 0.5% of PMT in the rest of the nation.

**Table 2.4 Person Travel Rates and Mode Shares New York State vs. Rest of the United States 1995, 2001, and 2009**

	New York			Rest of United States			New York		Rest of US	
	1995	2001	2009	1995	2001	2009	% difference 1995-2001	% difference 2001-2009	% difference 1995-2001	% difference 2001-2009
Person Trips per Person	3.88	3.73	3.64	4.33	4.11	3.81	-3.9%	-2.4%	-5.1%	-7.3%
% SOV	31.7	30.3	30.5	42.5	40.3	40.5				
% MOV	35.1	35.3	31.7	45.0	47.3	44.4				
% Other POV	0.0			0.0						
% Amtrak	0.0	0.2	0.2	0.0	0.0	0.0				
% Commuter Train	1.3	0.4	0.9	0.0	0.1	0.1				
% Subway/Elevated Rail	3.9	5.3	4.2	0.2	0.2	0.1				
% Other Public Transit	4.1	3.8	4.8	0.9	0.8	1.0				
% Walk	14.7	20.0	22.0	4.8	7.9	9.7				
% Other	4.4	4.6	5.6	3.0	3.3	4.1				
% Unreported	4.9	0.1	0.1	3.5	0.1	0.2				
PMT per Person	28.86	29.40	25.76	39.40	41.03	36.85	1.9%	-12.4%	4.1%	-10.2%
% SOV	34.5	31.8	34.5	40.4	37.6	39.0				
% MOV	48.2	43.0	44.5	51.1	51.3	49.9				
% Other POV	0.1			0.1						
% Amtrak	0.3	0.6	0.2	0.0	0.1	0.1				
% Commuter Train	2.5	1.1	1.6	0.3	0.2	0.3				
% Subway/Elevated Rail	4.2	4.7	3.7	0.2	0.1	0.1				
% Other Public Transit	3.9	2.0	2.7	1.3	0.5	0.6				
% Walk	1.2	1.8	2.3	0.3	0.6	0.7				
% Other	4.2	14.6	10.5	5.4	9.3	9.4				
% Unreported	0.9	0.6	0.1	1.0	0.5	0.1				

**Note:** Other POV was not a “mode” available to the survey respondents in 2001 or 2009.

Looking at POV use, just under half of all POV trips involved trips by single occupant vehicles (SOVs), with multiple occupants vehicle (MOV) trips accounting for the rest. This SOV/MOV split has changed little over the 14 year period covered by the three NHTS surveys, in either NYS or within the rest of the nation (Table 2.4).

The issue of walk and also cycle trips has become an increasingly popular one in recent years. As noted in a recent U.S. Department of Transportation News Brief:

*“Good health is based on good nutrition and adequate physical activity. Policies aimed at improving American’s health—including efforts to reduce childhood obesity—are focusing on the public infrastructure to ensure safe and convenient opportunities for physically active transport such as walking and biking.”*<sup>5</sup>

Table 2.4 shows that a much higher percentage of person trips by NYS residents involved walking from place to place than is observed in the rest of the nation. While the percentage of total person trips made and the percentage of person miles of travel (PMT) associated with walking both more than doubled in the rest of the country, a nearly 50% increase in the percentage of walk trips in NYS between 1995 and 2009 is associated with a 22% modal share in 2009 for walk trips in the state. This is more than twice the share of trips attributed to walking averaged over other states in the nation. In terms of person miles of travel shares, these NYS walk trips accounted for 2.3% of PMT in the state in 2009, three times the 0.7% of PMT reported for the rest of the nation.

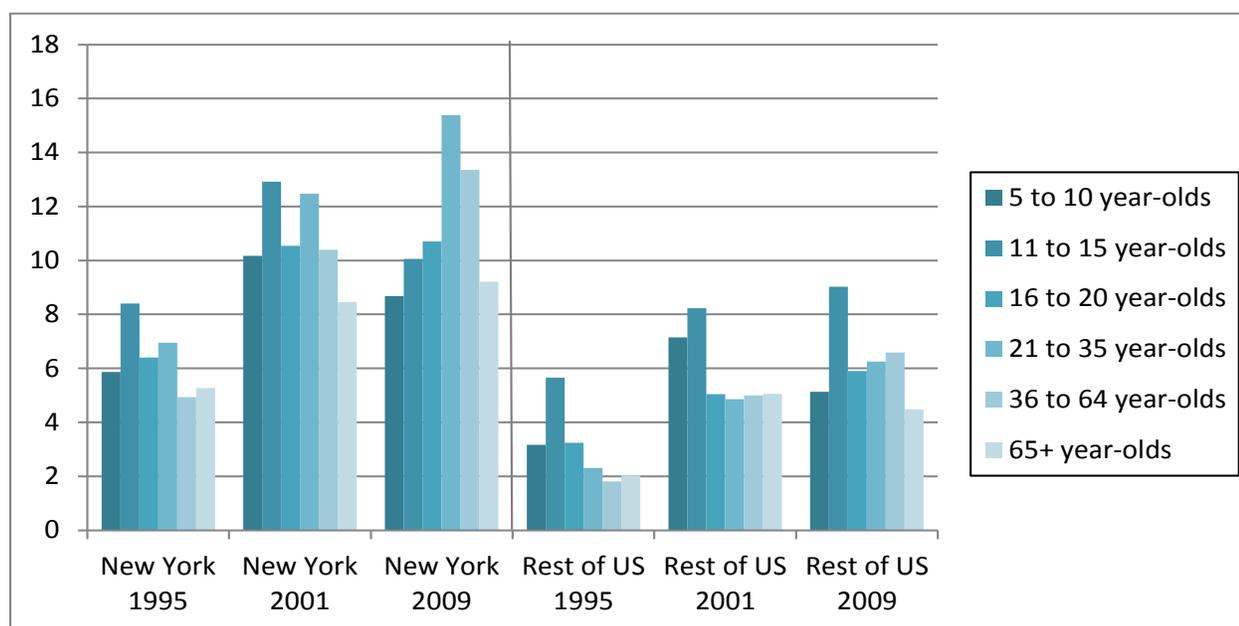
Table 2.5 shows that NYS residents have spent about twice as much time, on the average, walking and/or cycling per day than residents in the rest of the nation since the mid-1990s. However, while in both NYS and the nation as a whole the average number of minutes spent walking or biking has increased significantly over the three survey years, the 2009 averages of 12.3 minutes per day for NYS residents and 6.2 minutes per day for the rest of the nation are both well below the 30 minutes of activity often suggested as important to good health. Also of note, in NYS the two most active age groups in 2009, in terms of average number of minutes spent walking per day, are the 21-35 year olds, followed by the 36-64 year olds. In 1995 the most active age group was the 11-15 year olds. In the rest of the nation, in contrast, this 11-15 year olds group remains noticeably the highest in all three survey years (see Figure 2.5).

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<sup>5</sup> “Active Travel” NHTS News Brief. Federal Highway Administration, U.S. Department of Transportation. December, 2010. <http://nhts.ornl.gov>

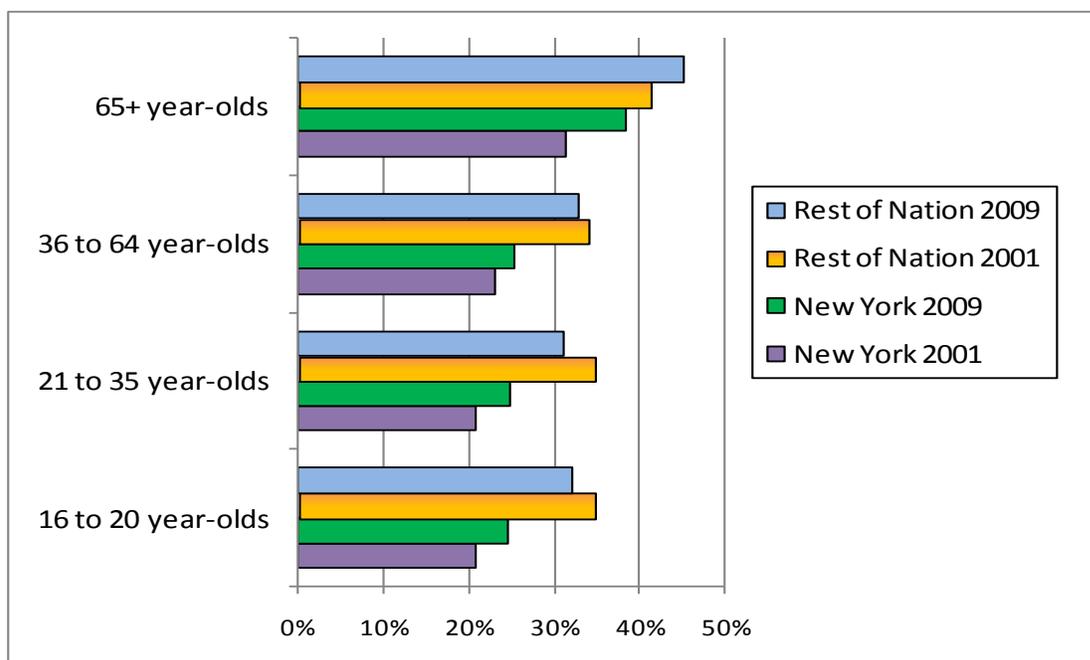
**Table 2.5 Average Minutes Spent Walking and/or Biking per Day in 1995, 2001, and 2009 by Different Age Groups**

Average Minutes Spent Walking/Biking Per Day	New York State			Rest of United States		
	1995	2001	2009	1995	2001	2009
All Ages	5.96	10.74	12.34	2.51	5.50	6.24
5 to 10 year-olds	5.86	10.17	8.68	3.16	7.15	5.13
11 to 15 year-olds	8.40	12.92	10.06	5.66	8.23	9.02
16 to 20 year-olds	6.40	10.54	10.70	3.24	5.05	5.90
21 to 35 year-olds	6.95	12.47	15.38	2.31	4.85	6.25
36 to 64 year-olds	4.93	10.39	13.35	1.81	5.00	6.59
65+ year-olds	5.27	8.46	9.21	2.04	5.05	4.48



**Figure 2.5 Average Time Spent Walking and/or Biking to Places (in minutes) per day by Age Group: New York State vs. Rest of the United States in 1995, 2001, and 2009.**

It should be noted that the averages reported in Table 2.5 and shown in Figure 2.5 was calculated based on all population, including both those respondents who did and those who did not report walking or biking as part of the survey. When asked, a significant percentage of people reported no walk trips at all over the week prior to their reporting, especially in the 65 and older age group (see Figure 2.6). Again, the percentage of NYS residents who did do some walking over the week prior to being surveyed was significantly higher than in the rest of the nation, in both 2001 and 2009.



**Figure 2.6 Percentages of People Who Reported No Walk/Bike Trips in the Last Week, Differentiated by Age Groups, in 2001 and 2009.**

**Note:** This walk trip question was not asked of persons under 16 years old in 2001, or at all in 1995

### 2.2.3 Why Trips Were Made – Purpose of Travel

Table 2.6 shows the distribution of person trips according to five broad trip purpose categories. Trip purpose shares are essentially the same for NYS as they are in the rest of the nation. Over time a roughly 1.5% decrease in work-related tripmaking and a 3% decrease in family and personal trips has been replaced by increases in social and recreational trips, both within and outside the state.

**Table 2.6 Daily Person Trips Rate by Trip Purpose in New York State vs. Rest of the United States in 1995, 2001, and 2009**

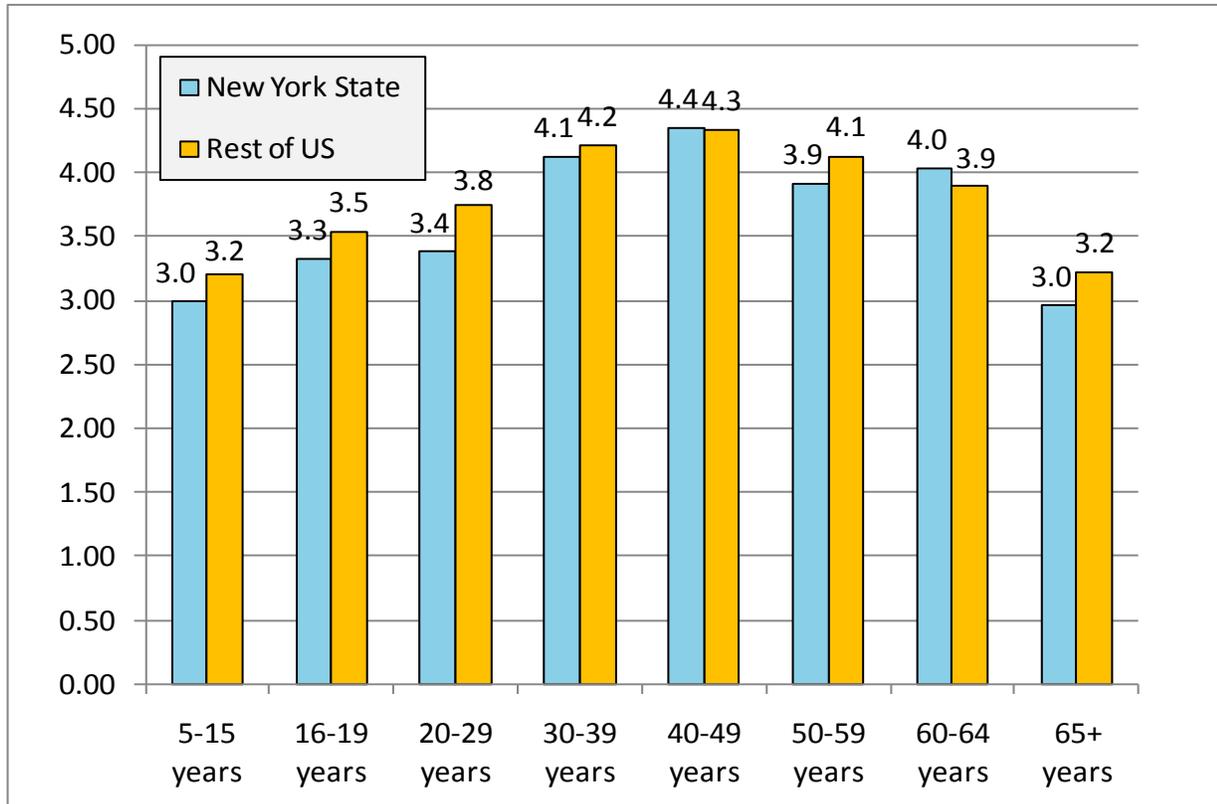
Trip Purpose	New York State			Rest of United States			% Changes 1995-2009	
	1995	2001	2009	1995	2001	2009	New York State	Rest of US
Average Daily Trip Rate	3.88	3.73	3.64	4.33	4.11	3.81		
% Earning a Living	19.8%	19.3%	18.3%	20.3%	18.8%	18.7%	-1.5%	-1.6%
% Family & Personal Business	45.9%	43.3%	43.2%	45.7%	43.9%	42.4%	-2.7%	-3.3%
% Civic, Educational & Religious	9.3%	9.7%	9.5%	8.8%	9.8%	9.6%	0.2%	0.8%
% Social & Recreational	25.0%	26.2%	27.0%	24.9%	26.6%	27.5%	2.0%	2.6%
% Other	0.0%	1.2%	1.1%	0.2%	0.8%	0.8%	1.1%	0.6%

## 2.2.4 Differences in Travel Pattern by Gender and Age Group

Men and women make roughly the same number of trips per day, on average, in both NYS and in the rest of the country (Table 2.7). In 2009, differences in person trip rates by age group also follow a similar pattern in NYS to those in the rest of America (Figure 2.7). The highest daily person trip rates are in the 30-39 and 40-49 year age groups; with higher rates also in the 50-59 and 60-64 age groups than among travelers under 30 years of age.

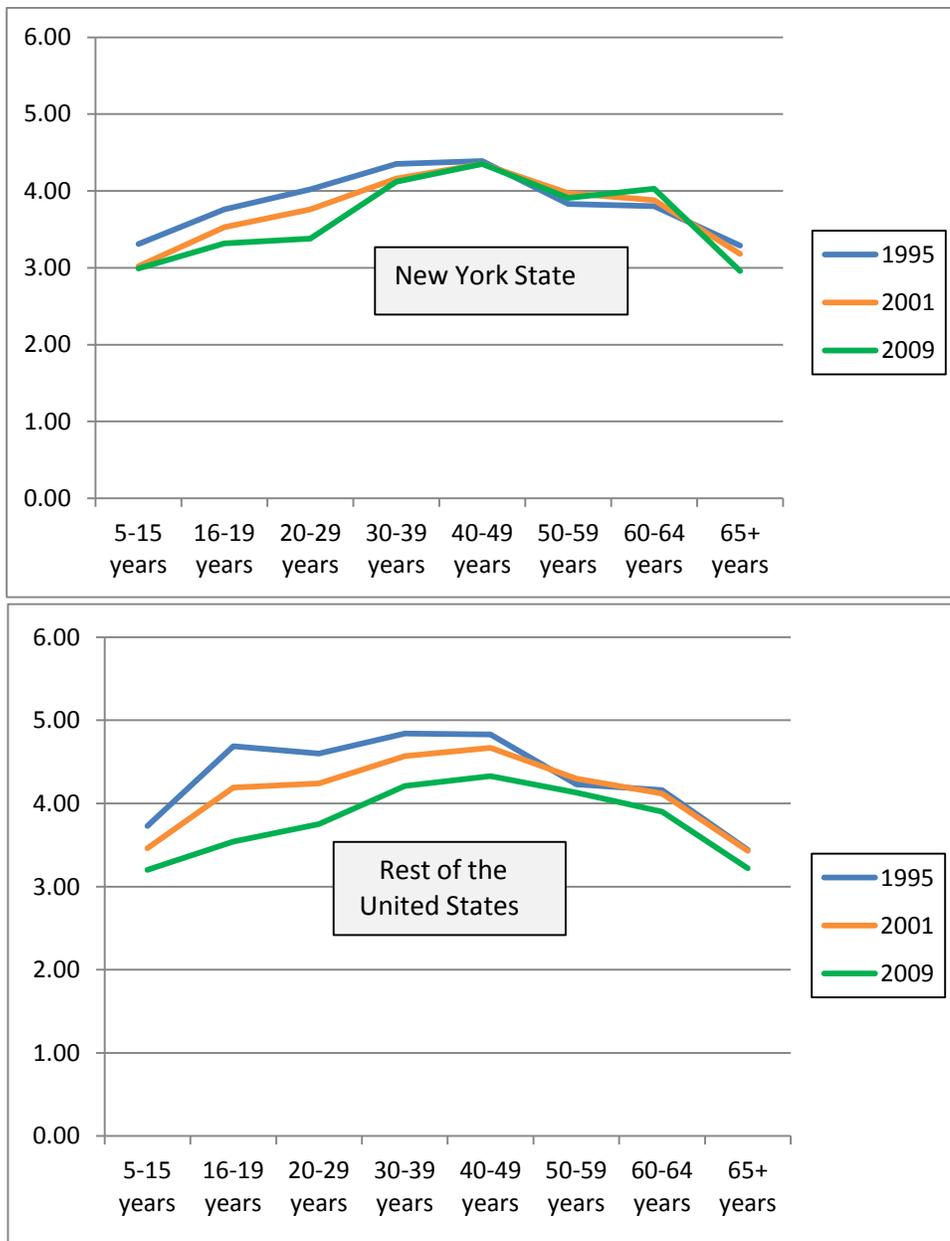
**Table 2.7 Daily Person Trips Rate by Gender and by Age Groupings  
New York State vs. Rest of the United States in 1995, 2001, and 2009**

<i>Daily Person Trips per Person</i>	New York State			Rest of United States		
	1995	2001	2009	1995	2001	2009
TOTAL	3.88	3.73	3.64	4.33	4.11	3.81
Gender						
Male	3.93	3.77	3.63	4.36	4.11	3.76
Female	3.84	3.70	3.64	4.30	4.12	3.85
Age Group						
5-15 years	3.31	3.02	2.99	3.73	3.46	3.20
16-19 years	3.76	3.53	3.32	4.69	4.19	3.54
20-29 years	4.02	3.76	3.38	4.60	4.24	3.75
30-39 years	4.35	4.16	4.12	4.84	4.57	4.21
40-49 years	4.39	4.35	4.35	4.83	4.67	4.33
50-59 years	3.83	3.97	3.91	4.23	4.30	4.13
60-64 years	3.80	3.88	4.03	4.16	4.12	3.90
65+ years	3.29	3.18	2.96	3.44	3.43	3.22
Unreported		3.33			3.71	



**Figure 2.7 Daily Person Trips Rate by Age Group New York State vs. Rest of the United States in 2009.**

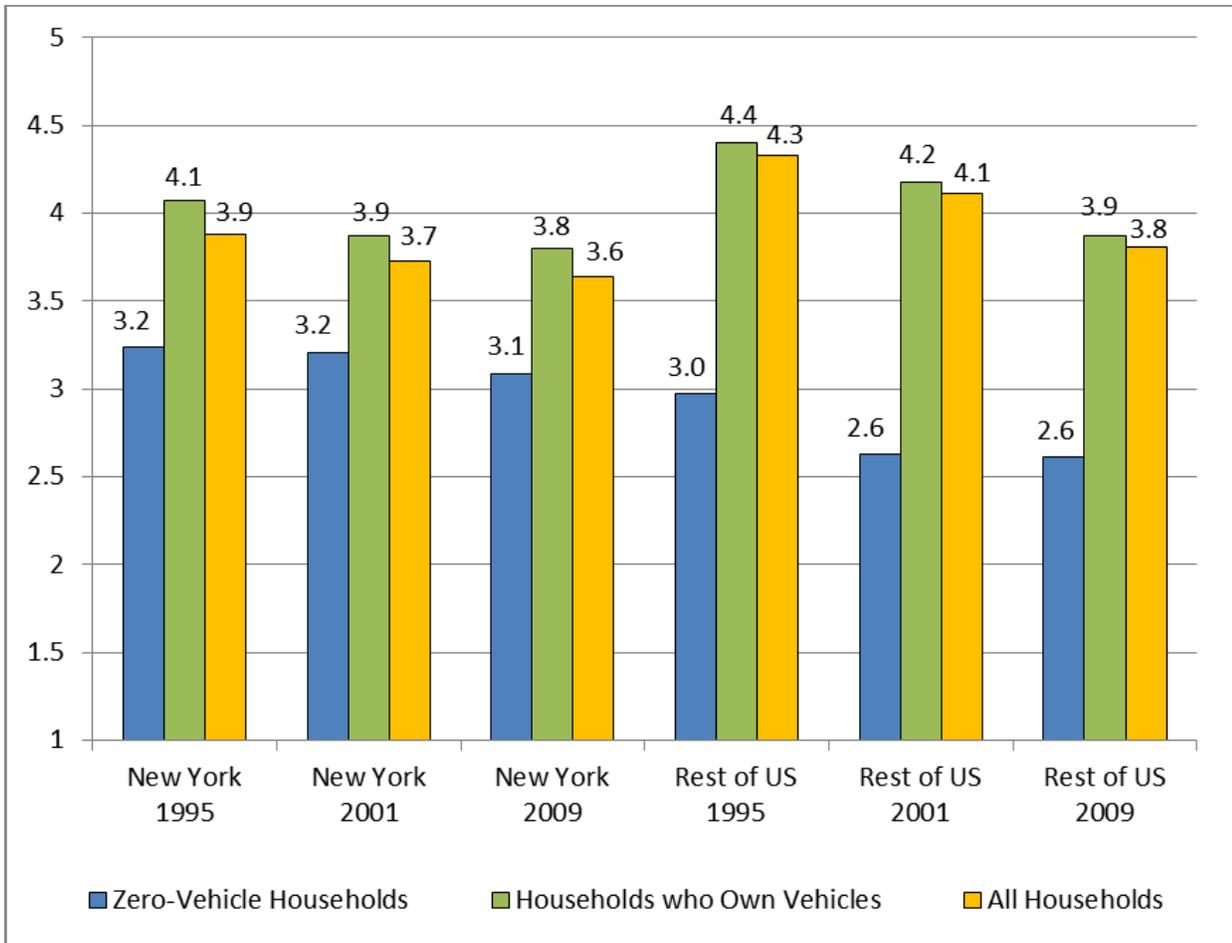
Looked at over time (Figure 2.8) this peaking in average trip rates in a person's thirties and forties appears to have become more significant both nationally and within the state, due largely to lower average person trips rates among the younger age groups, especially in the rest of the nation. In contrast to the rest of the United States, there has been no decline in average daily person trip rates among NYS travelers in the 50-59 and 60-64 year age groups.



**Figure 2.8 Average Daily Person Trips per Person by Age Group: New York State vs. Rest of the United States 1995-2001-2009.**

### 2.2.5 Travel Differences and Vehicle Ownership

Significant differences exist between households that do versus do not own at least one private vehicle. These include differences in average per person daily trip rates (Figure 2.9) as well as differences in the choice of travel modes (Figures 2.10 and 2.11).

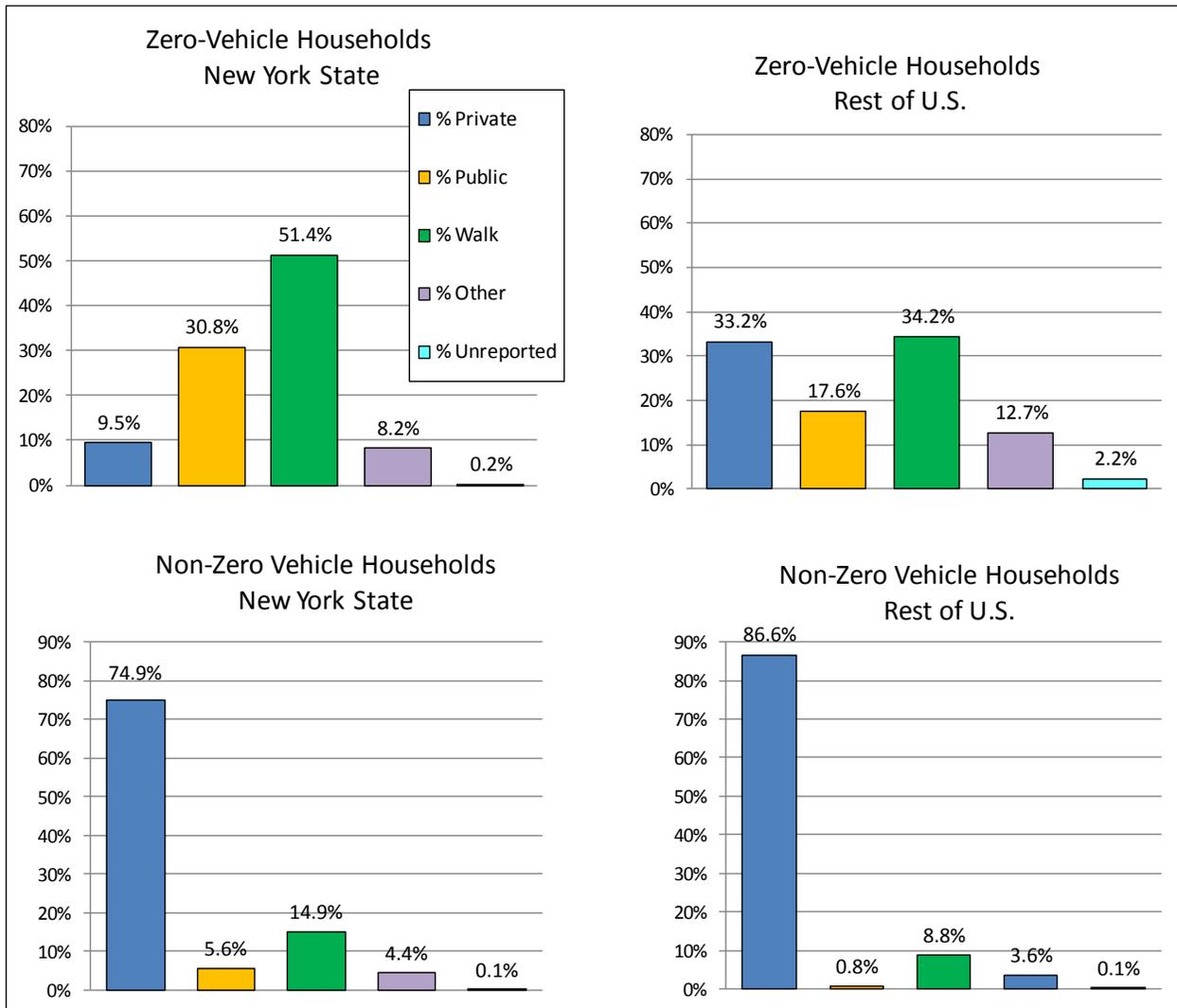


**Figure 2.9 Person Trips Rate by Household Vehicle Ownership: New York State vs. Rest of the United States in 1995, 2001, and 2009.**

As in other parts of the country, individuals in NYS households that do not own a vehicle take significantly fewer trips per day on average than do those in households that own a vehicle, 3.1 vs. 3.8 trips in 2009 (Figure 2.9). However, the lack of a vehicle has a much greater percentage impact on the daily person trip rates of households in the rest of the country, 2.6 person trips per day by zero-vehicle households, versus 3.9 trips a day for non-NYS households who own at least one vehicle. NYS residents in households that didn't own a vehicle in 2009 took more than 18% more trips than those elsewhere in the country, at a rate of 3.1 versus 2.6 person trips per day, respectively. This is largely a case of the "Manhattan effect" in that the socioeconomic profiles, and the resulting travel patterns, of Manhattan residents who do not own a vehicle are significantly different from those of non-Manhattan residents who do not own a vehicle (see Chapter 3).

As one would expect, the modal shares (i.e., the percentages of a person's trips taken by a given mode) for people in households that do not own a vehicle is also very different from

vehicle owning households (see Figure 2.10), with walking and riding public transit as the two major modes for both NYS residents and travelers in other states.



**Figure 2.10 Modal Shares for Vehicle Owning vs. Non-Vehicle Owning Households in 2009: New York State vs. the Rest of the United States.**

**2.2.6 Characteristics of Zero-Vehicle Households**

As pointed out in previous editions of this Comparisons Report, clear differences exist between NYS households and those households in other states who do not own a private vehicle (Table 2.8). Not only is there a much higher percentage of zero-vehicle owning households in NYS (28.5% versus 7.4% in 2009), but many more of these households are in higher income groups.

**Table 2.8 Distribution of Households (HHs) without a Vehicle Across Income Groups: New York State vs. the Rest of the United States in 1995, 2001, and 2009**

% Zero-Vehicle (Veh) HHs by Income	New York State			Rest of United States		
	1995	2001	2009	1995	2001	2009
% of Zero-Veh HHs -- All Income Groups	26.8%	26.5%	28.5%	6.9%	6.8%	7.4%
% < \$10,000 0-Veh HHs	17.7	21.2	21.2	30.7	40.3	40.7
% \$10 to \$20,000 0-Veh HHs	20.5	21.1	22.6	36.7	28.8	33.1
% \$20 to \$30,000 0-Veh HHs	17.4	14.4	12.4	17.0	13.5	11.4
% \$30 to \$40,000 0-Veh HHs	18.3	14.0	10.8	8.1	9.0	6.4
% \$40 to \$50,000 0-Veh HHs	4.4	3.5	7.4	1.4	1.9	3.9
% \$50 to \$60,000 0-Veh HHs	5.2	7.6	4.1	2.9	2.8	0.8
% \$60 to \$70,000 0-Veh HHs	5.6	3.3	4.4	1.7	0.9	0.5
% \$70 to \$80,000 0-Veh HHs	3.1	2.7	2.5	0.5	0.2	0.8
% \$80 to \$100,000 0-Veh HHs	2.5	2.8	4.9	0.5	0.6	0.4
% \$100,000+ 0-Veh HHs	5.3	9.5	9.5	0.7	2.0	1.9

**Note:** 1995 and 2001 income categories are adjusted to 2009 dollars.

While over 70% of households without a vehicle fell into the lowest two income groups (i.e., < \$20,000 a year) in the rest of the country in both 2001 and 2009, only about 43% had similarly low incomes in NYS. Approximately 15% of these NYS households reported incomes of more than \$70,000 in 2001, while about 17% reported similarly high income in 2009. It seems clear that many NYS households do not own a vehicle for reasons that are not tied to vehicle ownership and the associated operating costs.

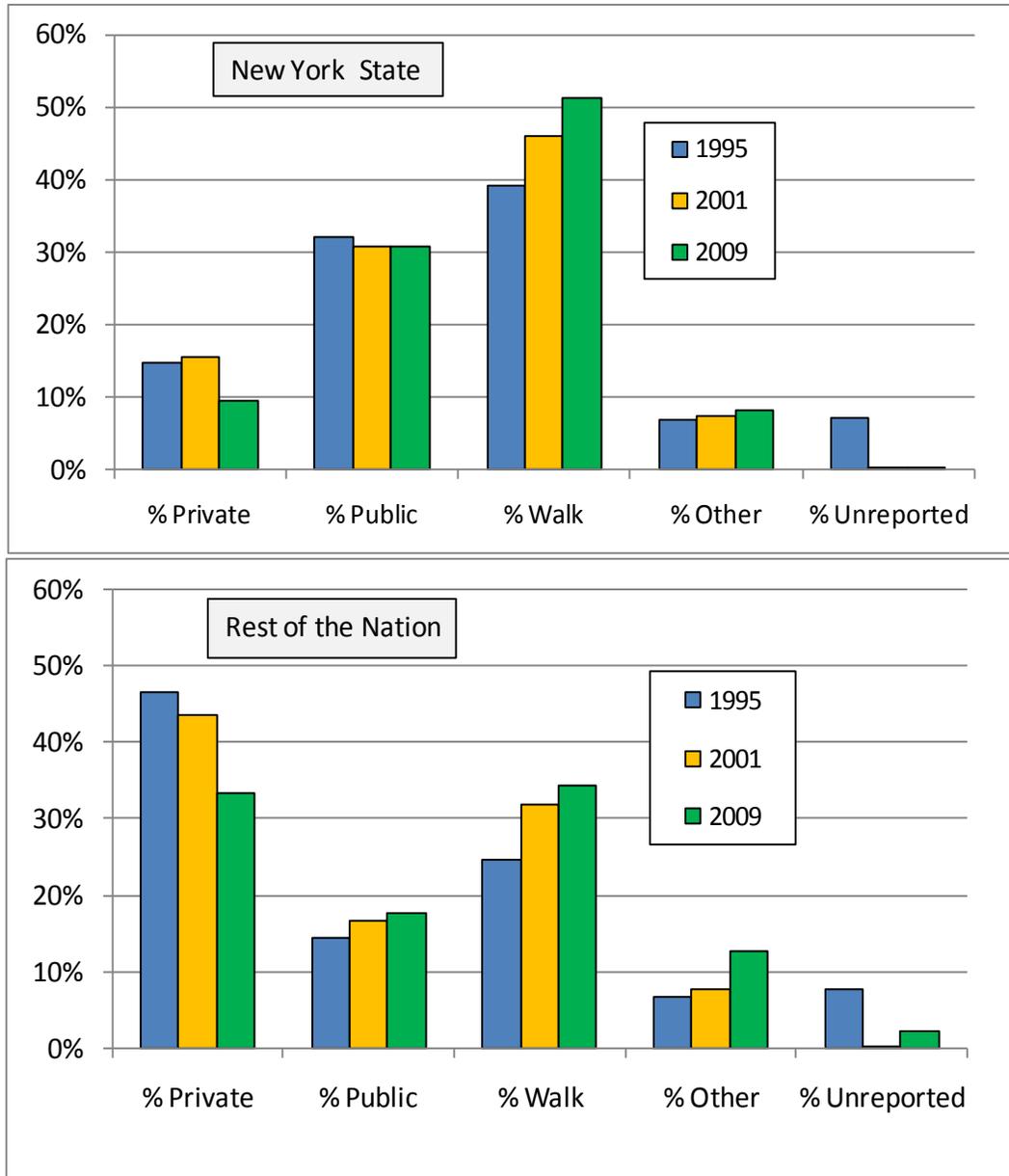
Among NYS residents without a vehicle, personal trip making propensity declined only slightly between 1995 and 2009 (Table 2.9). Outside of NYS, those in households who did not own a vehicle took 11% fewer trips in 2001 than in 1995, but this rate did not change measurably between 2001 and 2009 (Table 2.9 and Figure 2.9). There are also significant differences in the choice of mode between NYS residents and those elsewhere when they do not own a vehicle, reflecting at least in part differences in the availability of public transit as well as the density of destination opportunities close by for many residents of NYC (see Chapters 3 and 4). While one third of those travelers outside the state who do not own a vehicle relied heavily on non-public modes to meet their transportation needs in 2009, NYS residents more often used public transit or walked to places (Table 2.9 and Figure 2.10). Examined over time (Figure 2.11), the percentage of daily walk trips has increased both in NYS and in the rest of the nation, while their uses of private vehicle have declined over the same period of time.

**Table 2.9 Travel Patterns and Characteristics for Zero-Vehicle Households: New York State vs. the Rest of the Nation in 1995, 2001, and 2009**

Statistics for Zero-Vehicle Households	New York State			Rest of United States			New York State		Rest of US	
	1995	2001	2009	1995	2001	2009	% difference	% difference	% difference	% difference
							1995 - 2001	2001 - 2009	1995 - 2001	2001 - 2009
Person Trips per Person	3.24	3.21	3.09	2.97	2.63	2.61	-0.9%	-3.7%	-11.4%	-0.8%
Mode Share										
% Private vehicle trips	14.8	15.5	9.5	46.5	43.6	33.2				
% Public transit trips	32.1	30.8	30.8	14.5	16.7	17.6				
% Walk trips	39.2	46.1	51.4	24.6	31.9	34.2				
% Other trips	6.8	7.3	8.2	6.7	7.6	12.7				
% Unreported	7.1	0.2	0.2	7.7	0.1	2.2				
Person Trips per Person	3.24	3.21	3.09	2.97	2.63	2.61	-0.9%	-3.7%	-11.4%	-0.8%
Income Group										
< \$10,000	2.89	2.78	2.41	2.57	2.45	2.43	-3.8%	-13.3%	-4.7%	-0.8%
\$10 to \$20,000	3.21	2.97	2.96	3.27	2.42	2.63	-7.5%	-0.3%	-26.0%	8.7%
\$20 to \$30,000	3.45	3.15	3.18	3.59	3.25	3.23	-8.7%	1.0%	-9.5%	-0.6%
\$30 to \$40,000	3.26	3.13	2.83	3.32	2.75	3.08	-4.0%	-9.6%	-17.2%	12.0%
\$40 to \$50,000	3.38	3.88	2.77	3.85	2.54	3.22	14.8%	-28.6%	-34.0%	26.8%
\$50 to \$60,000	3.55	3.41	3.26	2.52	3.77	3.76	-3.9%	-4.4%	49.6%	-0.3%
\$60 to \$70,000	4.19	4.31	4.58	2.62	3.94	3.32	2.9%	6.3%	50.4%	-15.7%
\$70 to \$80,000	4.54	3.80	3.23	6.24	1.95	2.74	-16.3%	-15.0%	-68.8%	40.5%
\$80 to \$100,000	3.49	4.44	3.74	8.10	3.79	3.88	27.2%	-15.8%	-53.2%	2.4%
\$100,000+	4.16	4.43	4.79	4.23	4.13	3.77	6.5%	8.1%	-2.4%	-8.7%

**Note:** 1995 and 2001 income categories are adjusted to 2009 dollars.

In NYS, walking continued to be the most common mode of choice for those who do not own a vehicle, followed by public transit. While public transit's share of these trips remained steady across all three survey years at around 30%, the walking share of NYS tripmaking by zero-vehicle household members grew from 40% in 1995 to over 50% in 2009. A similar 10% increase in the share of walking trips from one survey to the next is also evident in the rest of the nation, representing one third of all person trips by zero-vehicle households in 2009. (However, on a cautionary note, non-reporting in 1995 may dampen this apparent gain somewhat, while a sharply increased share of walk trips in 2001 may be an artifact of the improvement in the 2001 survey where special prompting was carried out to better recall walk and bicycle trips).



**Figure 2.11 Modal Share Trends in Person Trips by Persons in Households That Don’t Own a Vehicle: New York State vs. the Rest of the Nation.**

### 2.3 VEHICLE TRAVEL COMPARISONS

The NYS drivers logged both fewer and, on the average, shorter trips in 2009 than they did in either 2001 or 1995 (Table 2.10). A similar trend in reduced daily vehicle trip rates, as well as shorter average trip lengths, is also evident in the rest of the country, if to a lesser extent. These shorter average trip lengths represent a reversal in trend from the period 1995 to 2001, when trip lengths increased, especially in the rest of the nation.

**Table 2.10 Daily Vehicle Travel Statistics: New York State vs. Rest of the United States**

	New York			Rest of United States			New York		Rest of US	
	1995	2001	2009	1995	2001	2009	%	%	%	%
							difference 1995-2001	difference 2001-2009	difference 1995-2001	difference 2001-2009
Vehicle Trips per Driver	2.88	2.67	2.32	3.61	3.40	3.06	-7.3%	-13.1%	-5.8%	-10.0%
% Earning a Living	26.7	25.5	24.7	27.4	26.2	26.1				
% Family & Personal Business	51.0	49.0	49.0	49.9	48.0	46.7				
% Civic, Ed & Religious	3.8	4.1	4.5	4.2	4.9	4.9				
% Social/Recreational	18.4	20.6	20.8	18.3	20.3	21.1				
% Other	0.0	0.6	0.3	0.1	0.5	0.3				
% Unreported		0.2	0.9		0.1	0.9				
Vehicle Trips per Driver	2.88	2.67	2.32	3.61	3.40	3.06	-7.3%	-13.1%	-5.8%	-10.0%
16-19 years	2.47	2.26	1.57	3.35	2.91	2.29				
20-34 years	2.67	2.22	1.95	3.65	3.36	2.95				
35-54 years	3.12	2.98	2.62	3.90	3.77	3.37				
55-64 years	2.91	2.79	2.50	3.42	3.28	3.14				
>=65 years	2.76	2.65	2.25	2.95	2.85	2.70				
Vehicle Trips per Driver	2.88	2.67	2.32	3.61	3.40	3.06	-7.3%	-13.1%	-5.8%	-10.0%
Male	3.08	2.79	2.45	3.82	3.61	3.14	-9.4%	-12.2%	-5.5%	-13.0%
Female	2.67	2.55	2.19	3.40	3.19	2.98	-4.5%	-14.1%	-6.2%	-6.6%
VMT per Driver	25.01	23.36	19.67	32.59	33.31	29.57	-6.6%	-15.8%	2.2%	-11.2%
% Earning a Living	37.0	34.8	34.1	37.8	35.5	34.8				
% Family & Personal Business	35.1	34.8	34.0	35.5	35.3	32.7				
% Civic, Ed & Religious	3.8	3.3	3.5	4.2	3.8	4.5				
% Social/Recreational	24.8	26.1	24.9	22.7	24.4	24.4				
% Other	0.0	0.8	0.4	0.1	0.8	0.6				
% Unreported		0.3	3.2		0.2	3.2				
VMT per Driver	25.01	23.36	19.67	32.59	33.31	29.57	-6.6%	-15.8%	2.2%	-11.2%
16-19 years	16.20	16.17	11.38	24.10	22.57	17.84	-0.2%	-29.6%	-6.3%	-21.0%
20-34 years	26.60	21.08	19.35	35.40	35.36	29.10	-20.8%	-8.2%	-0.1%	-17.7%
35-54 years	27.40	27.47	22.90	36.60	38.46	34.78	0.3%	-16.6%	5.1%	-9.6%

	New York			Rest of United States			New York		Rest of US	
							% difference	% difference	% difference	% difference
	1995	2001	2009	1995	2001	2009	1995-2001	2001-2009	1995-2001	2001-2009
55-64 years	23.30	23.19	19.92	30.60	32.60	31.00	-0.5%	-14.1%	6.5%	-4.9%
>=65 years	17.40	17.82	15.05	19.70	21.34	19.97	2.4%	-15.5%	8.3%	-6.4%
VMT per Driver	25.01	23.36	19.67	32.59	33.31	29.57	-6.6%	-15.8%	2.2%	-11.2%
Male	30.80	28.58	23.44	40.60	41.63	35.76	-7.2%	-18.0%	2.5%	-14.1%
Female	18.60	17.86	15.79	24.50	25.12	23.31	-4.0%	-11.6%	2.5%	-7.2%
Weekday Vehicle Trips/Driver	3.01	2.79	2.41	3.84	3.60	3.26	-7.2%	-13.9%	-6.1%	-9.5%
Weekend Vehicle Trips/Driver	2.58	2.37	2.10	3.00	2.88	2.56	-8.3%	-11.4%	-4.1%	-11.0%
Average Vehicle Trip Length	8.78	8.92	8.62	9.07	9.91	9.77	1.6%	-3.4%	9.3%	-1.4%
% Vehicle Trips/Person Trips	46.3%	45.9%	44.8%	61.6%	61.6%	60.6%				
% VMT/PMT	54.0%	51.0%	53.6%	61.0%	60.6%	60.5%				

**Note:** Weekend trips = Saturday and Sunday trips.

Despite generally similar temporal trends in daily vehicular trip rates and vehicle miles traveled, NYS residents drove 24% fewer trips on average than residents in other states during 2009; increasing this gap a little from 21% fewer vehicle trips per day between 1995 and 2001. The VMT per NYS driver also fell by a little more than trip frequency did (a 16% drop versus a 13% drop) between 2001 and 2009. In the rest of the country VMT per driver dropped by an average of 11%, again just a little over the drop in number of trips per driver (-10%). This downward temporal trend in daily vehicle trip rates was consistent across all age categories and for either gender, both within and outside the state, as was VMT per driver. There were some differences across trip purposes. Both trip rates and VMT per driver have been trending down for travel that involves making a living or engaging in family or personal business. In contrast, both average vehicle trips per driver and average VMT per driver were relatively stable or marginally increasing for social/recreational as well as civic, educational, and religious trip purposes, both within and outside NYS (Table 2.10).

The percentage of vehicle trips devoted to earning a living remained relatively stable across the 14 year period from 1995 to 2009, at around one quarter of all trips made for both NYS residents and other Americans. The percentage of VMT devoted to work related activity shows a slight and near identical downward trend from around 37% to below 35% for both within and outside the state. Weekend trips per NYS driver decreased by 11.4% from 2001 to 2009, while in the rest of the U.S. they decreased by 11%. Weekday trips per driver dropped by 14% between 2001 and 2009 in NYS, versus a 9.5% drop in the rest of the nation. Consistent with the trends in personal travel, the ratio of vehicle trips to person trips, given as a percentage towards the bottom of Table 2.10, was 45% for NYS travelers, versus 61% for travelers elsewhere in the country. Similarly, the ratio of vehicle miles traveled to person miles traveled (VMT/PMT) yields a value of 54% for NYS travelers versus 61% for the rest of the nation. This reflects once again the finding that NYS residents rely more heavily on non-private vehicle modes of travel than other Americans do when averaged over all travel activity within the year.

### **2.3.1 Types and Ages of Vehicles in Use**

The private vehicle market in the United States includes a wide variety of vehicle makes, models, and types. A comparison of the major vehicle types driven in NYS and the rest of the country yields some significant differences. One such difference is the percentage of pickup trucks in the NYS fleet (Table 2.11). At less than 9% of the NYS fleet in 2009, versus over 18% in the rest of the nation, this continues a trend that has persisted, and remained essentially the same, since 1995.

**Table 2.11 Comparison of Vehicle Types Driven in New York State vs. the Rest of the United States in 1995, 2001, and 2009**

Vehicle Types	New York State			Rest of United States		
	1995	2001	2009	1995	2001	2009
Auto	75.4%	66.0%	58.0%	64.7%	56.4%	49.7%
Van	7.4%	9.9%	9.1%	8.0%	9.0%	8.2%
Sports Utility	6.9%	12.0%	21.5%	7.0%	12.1%	19.4%
Pickup	8.9%	9.3%	8.6%	18.3%	19.0%	18.3%
Other Truck	0.3%	0.3%	0.2%	0.4%	0.5%	0.4%
RV	0.3%	0.4%	0.3%	0.5%	0.7%	0.5%
Motorcycle	0.7%	2.1%	2.4%	1.0%	2.3%	3.4%
Other POV	0.1%	*	*	0.1%	*	*
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

**Note:** \* Other POV not present in 2001 or 2009.

Both the median and average age of the household vehicle fleet is lower in NYS than elsewhere in 2009 (Table 2.12). While there was an increase of approximately 2% in the older vehicle fleet percentage in the rest of the nation between 2001 and 2009, there was a roughly 3% decrease in older vehicle ownership in NYS between 2001 and 2009. As a result, in 2009 about 70% of the NYS households' private vehicle fleet was made up of vehicles that were under 10 years old. In the rest of the nation this percentage was significantly lower, at just over 60%.

**Table 2.12 Characteristics of Households' Private Vehicle Fleets by Vehicle Age  
New York State vs. Rest of the United States**

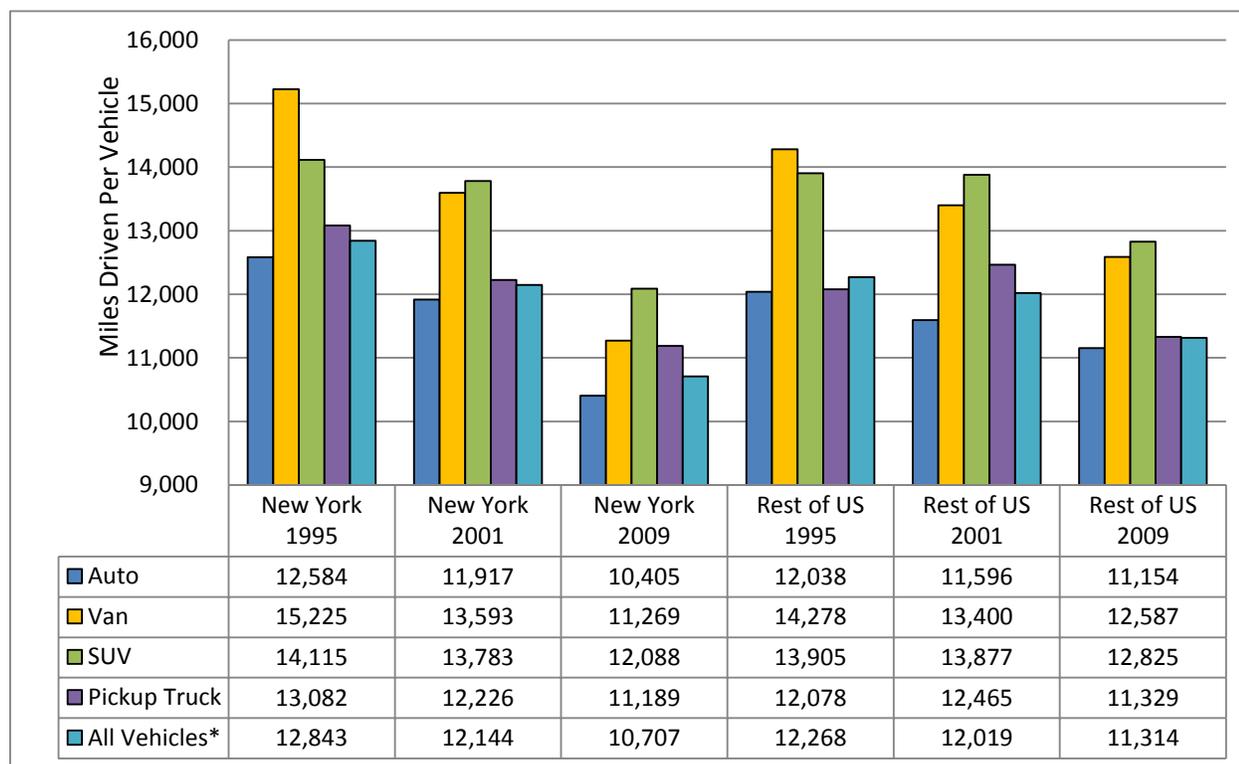
Statistics by Vehicle Age	New York State			Rest of United States		
	1995	2001	2009	1995	2001	2009
Average Vehicle Age	7.43	7.85	7.79	8.38	8.92	9.47
Median Vehicle Age	7	7	7	7	7	8
Percent VMT <sup>a</sup>						
Less than 10 years	75.2%	73.2%	74.8%	76.4%	71.0%	67.8%
10 years or more	24.8%	26.8%	25.2%	23.6%	29.0%	32.2%
Percent Vehicle Fleet						
Less than 10 years	71.6%	66.5%	69.3%	66.0%	62.6%	60.7%
10 years or more	28.4%	33.5%	30.7%	34.0%	37.5%	39.3%
Average Fuel Consumption (gallons)/HH	**	709	615	**	1,036	1,020
Less than 10 years	**	74.5%	73.6%	**	71.3%	66.3%
10 years or more	**	25.5%	26.5%	**	28.7%	33.7%
Average CO2 Emissions (kg)/HH	**	6,235	5,416	**	9,106	8,985
Less than 10 years	**	74.5%	73.6%	**	71.3%	66.3%
10 years or more	**	25.5%	26.4%	**	28.7%	33.7%

<sup>a</sup> Numbers reflect BESTMILE Estimates. Due to data being unavailable, self-reported annual miles were substituted for Rest of U.S. 1995 estimates.

\*\* Statistics not available in 1995.

In 1995 the percentage of annual VMT in these over 10 year old vehicles was marginally higher in NYS households than in the rest of the nation. However, this situation had reversed by 2001, and by 2009 the gap in older vehicle utilization had widened further, largely due to a continued increase in the percentage of older vehicle VMT within the rest of the national fleet: a trend not mirrored in NYS. As a result, three quarters of NYS household private vehicle VMT in 2009 was driven in vehicles under 10 years of age, compared to only two thirds of this VMT in the rest of the nation (Table 2.12).

The type of vehicle driven also reflects different levels of utilization, when measured in terms of annual miles driven (VMT per vehicle); with automobiles on average driven significantly fewer miles per vehicle than either vans or SUVs (Sports Utility Vehicles), and in NYS also driven less than pickup trucks (Figure 2.12). Some significant differences also exist between NYS annual vehicle *utilization rates* (i.e., annual miles driven per vehicle) and those in the rest of the nation. Whether driving an automobile, van, SUV, or pickup truck, vehicle utilization rates declined faster in the state than in the rest of the nation for all four vehicle types over the period 1995 to 2009 ( Figure 2.12).



**Figure 2.12 Average Annual Miles Driven per Household Vehicle, by Vehicle Type in 1995, 2001, and 2009.**

**Note:** \* All Vehicles includes ‘Other POVs’ not otherwise defined.

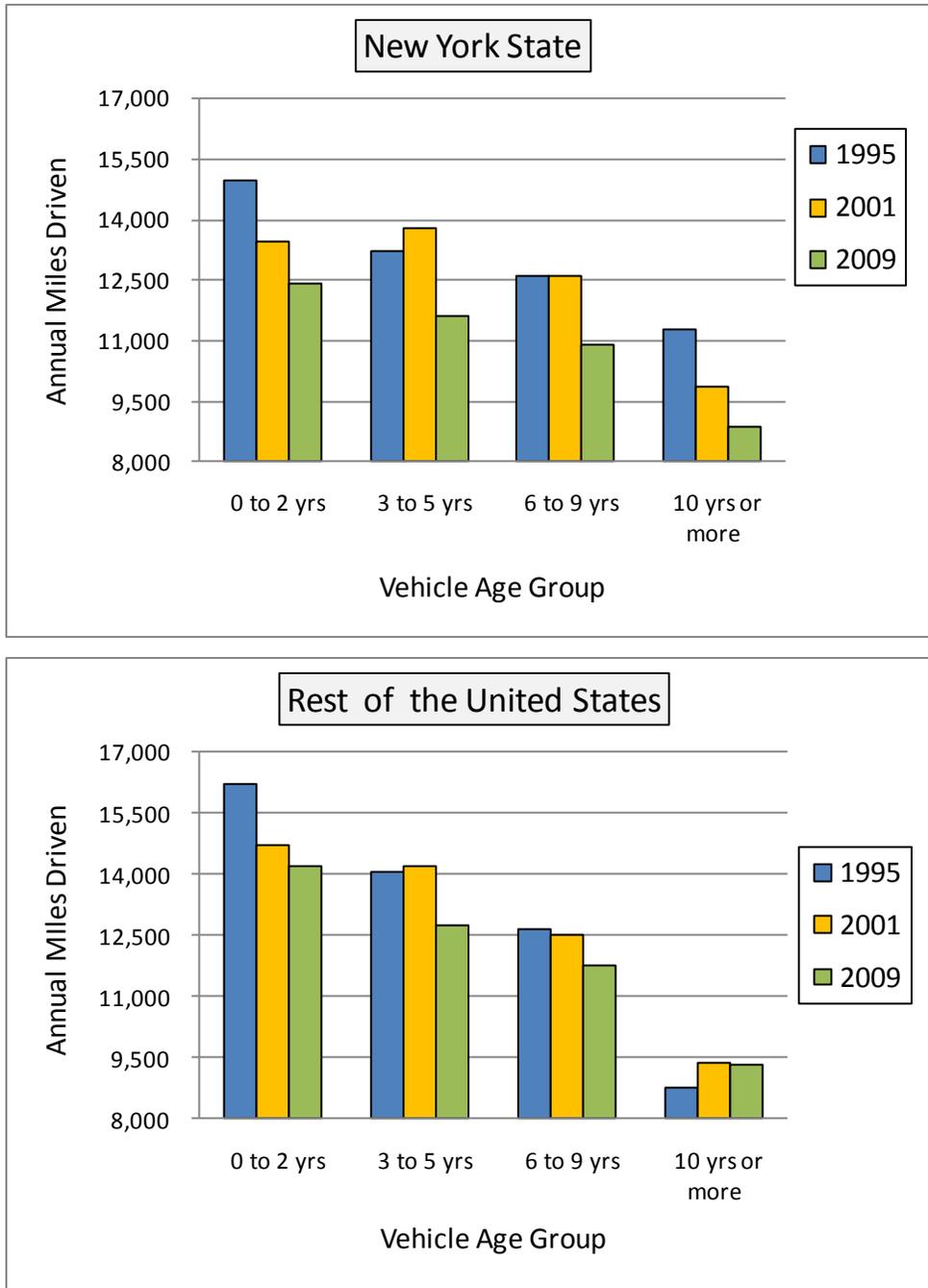
The age of a vehicle is also known to play a significant role in annual miles driven per vehicle. This effect is clearly shown in Figure 2.13, where its impact is evident in all three NHTS survey years, for the household vehicle fleet as a whole. Table 2.13 shows that significant reductions in annual vehicle utilization with vehicle age occurs in all four of the major types of private vehicle in use today (i.e., in automobiles, vans, SUVs, and pickup trucks).<sup>6</sup>

**Table 2.13 Average Annual VMT per Household Vehicle, by Vehicle Type and Vehicle Age Group in 1995, 2001, and 2009**

Average Annual VMT per HH Vehicle	New York State			Rest of United States		
	1995	2001	2009	1995	2001	2009
All HH Vehicles*						
0 to 2 years	14,976	13,474	12,424	16,222	14,701	14,216
3 to 5 years	13,232	13,797	11,609	14,076	14,191	12,735
6 to 9 years	12,608	12,614	10,910	12,665	12,512	11,754
10 years or more	11,300	9,857	8,872	8,748	9,360	9,319
Unreported	15,289	12,247	10,366	11,975	10,925	11,143
Autos						
0 to 2 years	14,597	13,137	11,914	15,524	14,054	14,230
3 to 5 years	12,600	13,805	10,970	13,652	13,471	12,465
6 to 9 years	12,458	11,975	10,641	12,387	12,028	11,336
10 years or more	11,331	10,115	9,059	8,928	9,433	9,477
Unreported	15,779	12,081	10,503	11,369	11,292	11,425
SUVs						
0 to 2 years	15,642	13,400	13,230	16,232	14,968	15,038
3 to 5 years	14,305	14,336	12,609	14,567	15,235	13,672
6 to 9 years	13,494	15,471	11,741	14,806	14,308	12,860
10 years or more	12,331	11,496	10,286	9,391	10,687	10,184
Unreported	15,660	15,606	14,283	17,640	16,552	15,068
Vans						
0 to 2 years	16,121	15,273	13,652	17,759	15,86	15,495
3 to 5 years	16,668	14,597	13,154	15,129	15,526	14,105
6 to 9 years	14,172	13,559	12,202	13,313	13,597	13,389
10 years or more	14,309	10,759	8,599	10,685	10,274	10,119
Unreported	12,728	18,916	11,335	17,465	11,547	14,513
Pickup Trucks						
0 to 2 years	15,660	15,606	14,283	17,640	16,552	15,068
3 to 5 years	15,472	13,185	12,909	15,001	15,420	13,233
6 to 9 years	12,521	14,536	11,761	12,862	12,888	12,016
10 years or more	11,274	9,258	8,698	8,348	9,536	9,544
Unreported	13,069	9,057	10,959	11,984	11,879	11,759

\* Includes all Autos, SUVs, Vans, Pickup trucks and "Other POVs" not otherwise specified.

<sup>6</sup> The reader should note that the vehicle age distributions estimated from the NHTS survey data has a lower average vehicle age than reported by R.L. Polk & Co. which was based on its historical tracking of vehicle registrations in the U.S. and individual states ([www.polk.com](http://www.polk.com)). This appears to be largely a result of the NHTS data lacking a sufficiently long 'tail' to its distribution which includes many of the oldest vehicles on the road.



**Figure 2.13 Trends in Average Annual Miles Driven per Household Vehicle, by Vehicle Age Group in 1995, 2001 and 2009.**

As shown in Figure 2.13, vehicles under 2 years of age generally have a higher average annual VMT than older vehicles in all four classes in 2009, both within and outside the NYS. There is a clear decline, for all three survey years, in the average annual miles driven as the vehicle age increases. Significant differences in average annual miles driven are evident for vehicles over 10 years of age for all four vehicle types, particularly in NYS.

In comparing NYS to the rest of the nation, while average annual miles driven for vehicles 10 year or older was much higher in the state compared to the rest of the nation in 1995, across all vehicle types, this annual mileage has fallen significantly over time, to the point where these older vehicles were driven fewer miles annually, on average, in NYS in 2009 than they were in the rest of the nation. In contrast, utilization rates (when measured as average annual VMT) for this oldest vehicle age group increased between 1995 and 2001 in the rest of the country, and remained at this higher level of utilization in 2009 (Table 2.13, Figure 2.13).

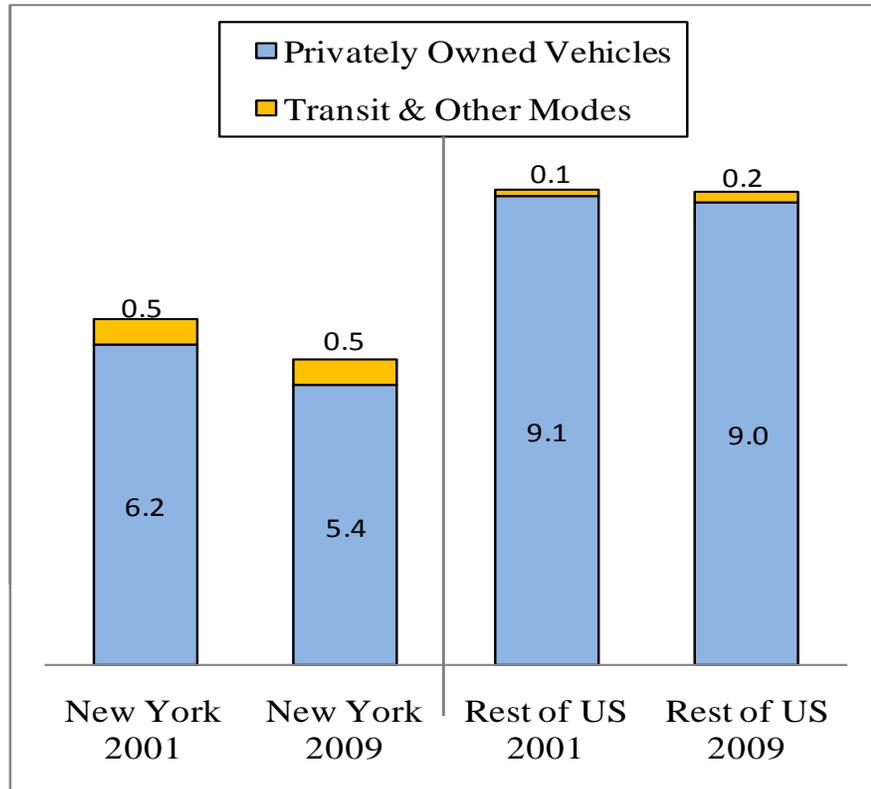
### 2.3.2 Energy and Greenhouse Gas Emissions Associated With Vehicle Travel

Significantly greater use of non-motorized forms of travel (walk and cycle) and of public transit modes, a significantly lower average trip length, and lower daily trip rates (cf. Tables 2.4 and 2.10) meant that NYS households on average emitted far fewer annual carbon dioxide emissions from their daily travel activities than did households in the rest of the nation, in both 2001 and 2009, and with the gap widening over this 8 year period (Table 2.14, Figure 2.14).

**Table 2.14 Average Annual Carbon Dioxide (CO<sub>2</sub>) Emissions per Household in New York State vs. the Rest of the United States, 2001 and 2009**

Average CO <sub>2</sub> Emissions (kg)/HH	New York		Rest of US	
	2001	2009	2001	2009
POVs	6,235	5,416	9,106	8,985
Other Modes	470	499	141	216
<b>Average CO<sub>2</sub> Emissions (kg)/HH</b>	<b>6,705</b>	<b>5,915</b>	<b>9,247</b>	<b>9,201</b>
0 Workers	2,945	2,773	4,128	4,599
1 Workers	5,271	5,264	7,608	8,537
2 Workers	9,508	9,161	12,298	13,336
3 or more Workers	12,776	13,481	17,137	19,073
<b>Average CO<sub>2</sub> Emissions (kg)/HH</b>	<b>6,705</b>	<b>5,915</b>	<b>9,247</b>	<b>9,201</b>
0 Drivers	532	248	238	242
1 Drivers	3,918	2,942	4,774	4,872
2 Drivers	9,389	8,002	10,947	10,934
3 or more Drivers	14,104	12,540	16,261	16,882
<b>Average CO<sub>2</sub> Emissions (kg)/HH</b>	<b>6,705</b>	<b>5,915</b>	<b>9,247</b>	<b>9,201</b>
0 Vehicles	782	875	356	539
1 Vehicles	4,700	4,098	4,344	4,356
2 Vehicles	10,382	9,274	10,275	10,125
3 or more Vehicles	15,581	15,253	16,324	17,132

**Note:** Air travel is excluded.



**Figure 2.14 Annual Carbon Dioxide (Metric Tons of CO<sub>2</sub>) Emissions from Travel\* per Household in 2001 and 2009: New York State vs. Rest of the United States.**

**Note:** \* Direct, vehicle operating emissions only, no “upstream” vehicle or fuel production or infrastructure provision related emissions are included. Air travel is excluded. The emissions rates used for each NHTS mode of travel are reported in Appendix D, and make use of US EPA recommended fuel use to CO<sub>2</sub> emissions conversions, and emissions rate estimates derived from the Federal Transit Administration’s rail, bus and ferry transit energy consumption database, and average vehicle fuel efficiencies reported by or derived from Federal Highway Administration, American Bus Association, American School Bus Association, and the New York City Taxi and Limousine Commission estimates.

Average annual CO<sub>2</sub> emissions from travel made by NYS residents are estimated to be just under 6 metric tons per household in 2009. For the rest of the country this estimate is 9.2 metric tons, or roughly 50% higher per household. Note that these figures apply only to direct emissions as a result of vehicle operations. In 2009 (Figure 2.14), 8.4% of NYS’s CO<sub>2</sub> emissions came from non-privately owned vehicle sources. Three-quarters of these non-POV emissions, or 6.4% of the total annual household travel emissions in 2009, were associated with the use of public transit modes, principally rail and bus transit, with travel by taxi making up much of the

non-POV remainder (air travel was excluded). In the rest of the nation this public transit contribution was only 1.6% of total CO2 emissions. While average annual CO2 emissions per household appears not to have changed between 2001 and 2009 (at 9.20 metric tons), the emissions per NYS household are estimated to have fallen by more than 11% (down from 6.7 to 5.9 metric tons per year).

## **2.4 COMPARISONS OF COMMUTING PATTERNS**

Efficient commutes are essential to a productive workforce and therefore to the economic vitality of a state and the regions within it. The percentage of NYS commuters using their private vehicles (SOV plus MOV) to get to work remained steady at around 68% of all trips for all three survey periods. In the rest of the nation some 93% of all commutes did the same, again with no discernible change over the 14 year period covered by the last three NHTS surveys (Table 2.15). While about 8.5% of NYS's commuters walked to work in 2009, roughly the same percentage as in 2001, less than 3% did so in the rest of the nation.

Although commute distances are shorter in NYS than elsewhere (Table 2.16), on average, NYS workers spent about 7 more minutes commuting (one way) than commuters elsewhere in 2009 and 2001. Average commute distance increased between 1995 and 2001, and then fell back closer to 1995 levels in the rest of the nation. In NYS, however, a significant drop in average commute distance (from 11.3 to 10.4 miles) was followed by only a marginal change between 2001 and 2009 from 10.4 to 10.3 miles (Table 2.16 and Figure 2.15).

**Table 2.15 Commute Statistics New York State vs. Rest of the United States in 1995, 2001, and 2009**

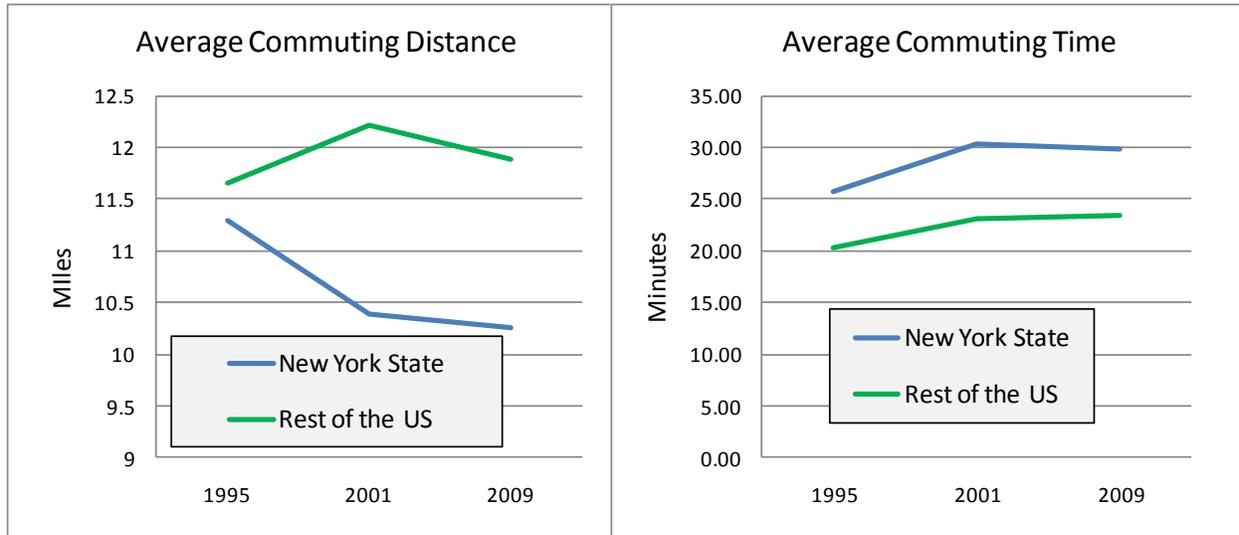
	New York State			Rest of United States			New York State		Rest of United States	
	1995	2001	2009	1995	2001	2009	% difference	% difference	% difference	% difference
							1995-2001	2001-2009	1995-2001	2001-2009
Commute Person Trips per Worker	1.31	1.12	1.06	1.40	1.15	1.11	-14.5%	-5.4%	-17.9%	-3.5%
% POV by Occupancy	69.5	67.9	67.6	92.1	94.1	93.0				
% SOV	56.5	55.3	56.0	75.7	77.7	78.4				
% MOV	13.0	12.6	11.5	16.4	16.4	14.6				
% POV by Vehicle Type	69.5	67.9	67.6	92.1	94.1	93.0				
% Car	51.1	44.7	39.6	59.2	53.6	52.2				
% Van	5.0	7.0	6.0	7.5	8.3	6.9				
% SUV	4.9	8.6	14.8	6.7	12.7	17.5				
% Pickup Truck	7.1	7.1	6.5	17.5	18.6	15.1				
% Other Truck	0.9	0.3	0.4	1.2	0.5	0.6				
% RV	0.0	0.0	0.0	0.0	0.0	0.0				
% Motorcycle	0.1	0.2	0.2	0.2	0.3	0.6				
% Public Transit	18.3	20.1	19.6	2.9	2.5	2.3				
% Commuter Train	3.1	1.8	2.3	0.7	0.3	0.3				
% Subway/Elevated Rail	9.9	12.8	10.6	0.7	0.5	0.3				
% Other Public	5.3	5.5	6.6	1.4	1.6	1.7				
% Amtrak	0.0	0.7	0.4	0.0	0.1	0.0				
% Walk	6.1	8.7	8.5	2.1	2.4	2.7				
% Other	2.3	2.4	3.9	1.4	0.9	1.8				
% Unreported	3.8	0.1	0.2	1.6	0.1	0.2				
Commute PMT per Worker	13.97	10.79	10.15	16.08	13.78	12.99	-22.8%	-5.9%	-14.3%	-5.7%
% POV by Occupancy	77.5	77.5	80.8	94.0	93.8	95.2				
% SOV	62.5	64.7	67.5	76.8	77.7	81.7				
% MOV	15.0	12.8	13.3	17.2	16.1	13.5				
% POV by Vehicle Type	77.5	77.5	80.8	94.0	93.8	95.2				
% Car	55.4	50.8	46.0	57.1	51.0	53.7				
% Van	5.4	7.3	6.2	7.1	7.8	6.3				

	New York State			Rest of United States			New York State		Rest of United States	
	1995	2001	2009	1995	2001	2009	%	%	%	%
							difference	difference	difference	difference
% SUV	5.5	9.6	17.9	7.0	12.5	16.3				
% Pickup Truck	8.3	9.2	7.9	19.2	20.8	16.7				
% Other Truck	2.6	0.4	2.7	3.3	1.4	1.6				
% RV	0.0	0.0	0.0	0.0	0.0	0.0				
% Motorcycle	0.1	0.2	0.1	0.2	0.3	0.6				
% Public Transit	17.9	18.0	14.2	2.6	2.1	1.7				
% Commuter Train	5.9	4.5	3.1	0.7	0.7	0.5				
% Subway/Elevated Rail	8.4	10.9	7.3	0.4	0.5	0.2				
% Other Public	3.7	2.7	3.8	1.5	1.0	1.1				
% Amtrak	0.0	1.0	0.6	0.1	0.3	0.0				
% Walk	0.6	1.1	1.3	0.1	0.2	0.2				
% Other	3.1	2.1	2.8	2.2	3.5	2.7				
% Unreported	0.7	0.2	0.2	0.9	0.1	0.2				

**Table 2.16 Commute Travel Distances, Times and Average Speeds for New York State vs. Rest of the United States in 1995, 2001, and 2009**

	New York State			Rest of United States			New York State		Rest of United States	
							%	%	%	%
	1995	2001	2009	1995	2001	2009	difference 1995- 2001	difference 2001- 2009	difference 1995- 2001	difference 2001- 2009
Commute Trip Distance (miles)	11.29	10.39	10.25	11.65	12.22	11.89	-8.0%	-1.3%	4.9%	-2.7%
POV	12.15	11.31	11.61	11.82	12.13	12.11	-6.9%	2.7%	2.6%	-0.2%
Public Transit	12.6	11.32	9.04	13	11.94	10.71	-10.2%	-20.1%	-8.2%	-10.3%
Commute Travel Time (minutes)	25.66	30.40	29.89	20.23	23.11	23.45	18.5%	-1.7%	14.2%	1.5%
POV	22.57	23.87	24.49	19.97	22.42	22.77	5.8%	2.6%	12.3%	1.6%
Public Transit	44.32	57.79	51.92	39.94	54.18	53.54	30.4%	-10.2%	35.7%	-1.2%
Commute Trip Speed (mph)	28.83	26.40	26.08	35.00	32.82	31.54	-8.4%	-1.2%	-6.2%	-3.9%
POV	32.28	28.49	28.45	35.53	32.51	31.92	-11.7%	-0.1%	-8.5%	-1.8%
Public Transit	17.06	11.75	10.45	19.53	13.22	12	-31.1%	-11.1%	-32.3%	-9.2%

**Note:** Average commute speeds do not include any segmented trips, which are defined in the 2001 and 2009 surveys as trips with public transit as a segment of the trip.



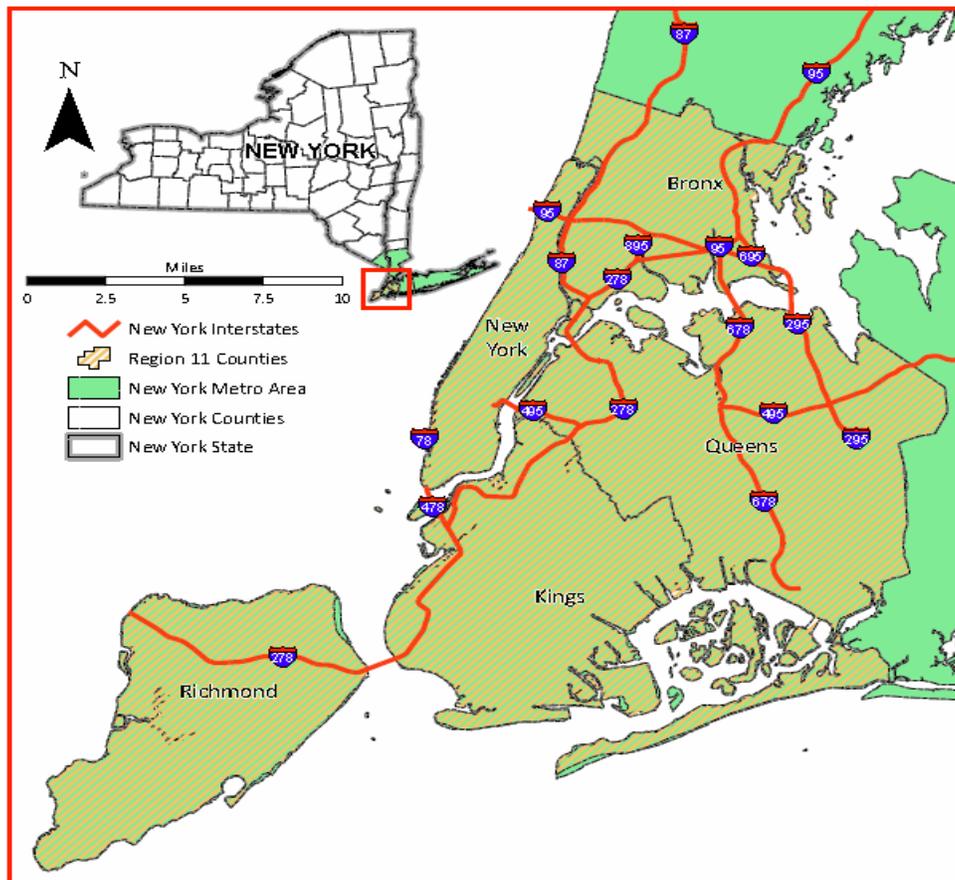
**Figure 2.15 Temporal Trends in Average Daily Commute Trip Distance and Time in New York State vs. Rest of the United States.**

In contrast, average commute times show a similar temporal trend in NYS and elsewhere in the rest of the nation, with essentially no difference between the average 2001 and 2009 commute times both in the state and the nation. Combining these two results means that average POV commute speed in NYS was about 5 mile per hour (mph) slower on average than in the rest of the nation in 2009 (at 26.1 mph versus 31.5 mph). However, the average public transit commute time in NYS in 2009 was lower than it had been in 2001, dropping from almost 58 to 52 minutes, a roughly 10% decrease. This reversed a significant trend toward higher average transit commute times over the period 1995 to 2001. This decrease in travel times was accompanied by a reduction in the average trip distance for public transit between 2001 and 2009 within the state, from 11.3 miles to 9 miles. Even so, average commute speeds on public transit continued to decline and as a result, average travel time on public transit remained more than double that by privately-owned vehicles in the state: a condition that is also true in the rest of the country (Table 2.16).

### 3. INFLUENCE OF NEW YORK CITY ON NEW YORK STATE TRAVEL PATTERNS

It is apparent from the analysis results in Chapter 2 that travel patterns of NYS residents are different from patterns found elsewhere in the United States with respect to trip frequency, trip lengths, amount of driving, and mode choice. This chapter examines the influence of NYC travel on these comparisons, in the process bringing out some of the unique features of travel by NYC households. Comparative statistics reported in this Chapter are presented showing temporal trends in both household characteristics and travel activities from the 1995, 2001, and 2009 NHTS. The geographic regions used for these comparisons are:

- the NYC area, defined as the five boroughs of the Bronx, Kings (Brooklyn), New York (Manhattan), Queens, and Richmond (Staten Island) (see Figure 3.1);
- the remainder of New York State ; and
- the rest of the United States (with responses averaged across all NYS households and across rest of the nation households excluding the NYS samples).

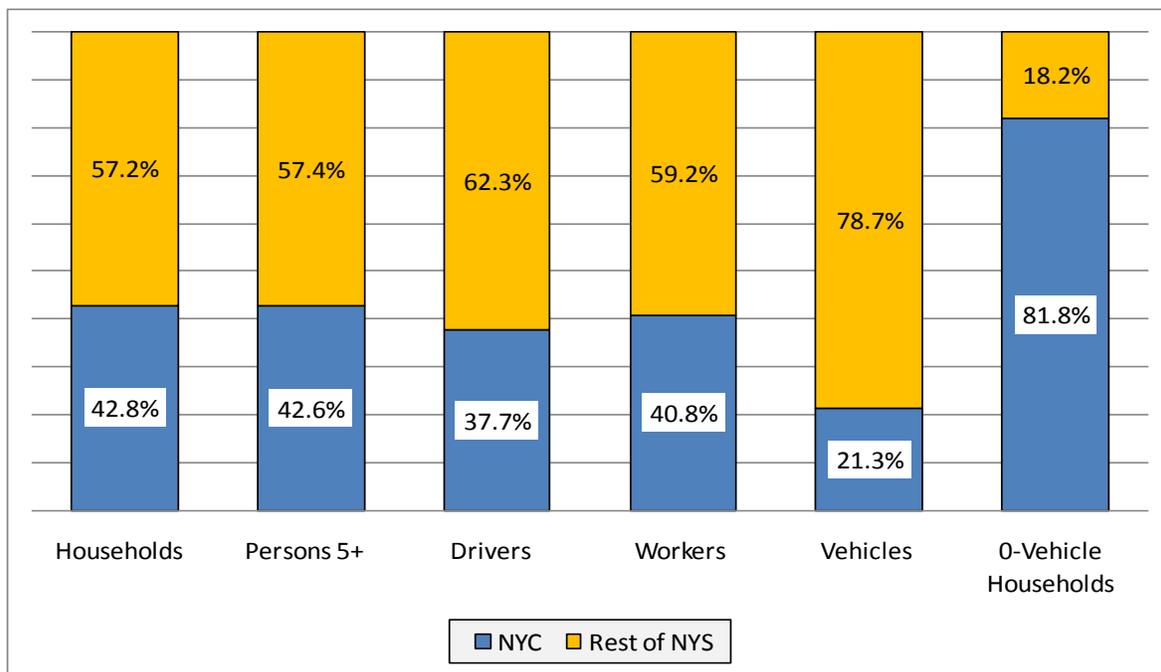


**Figure 3.1 New York City Boroughs.**

While small in area, NYC had a population of some 8.4 million people in 2009, representing about 43% of NYS's total population. As expected, its higher population densities and different land-use mix have a significant effect on many of the state's travel statistics.

### 3.1 PROFILE OF NEW YORK CITY HOUSEHOLDS

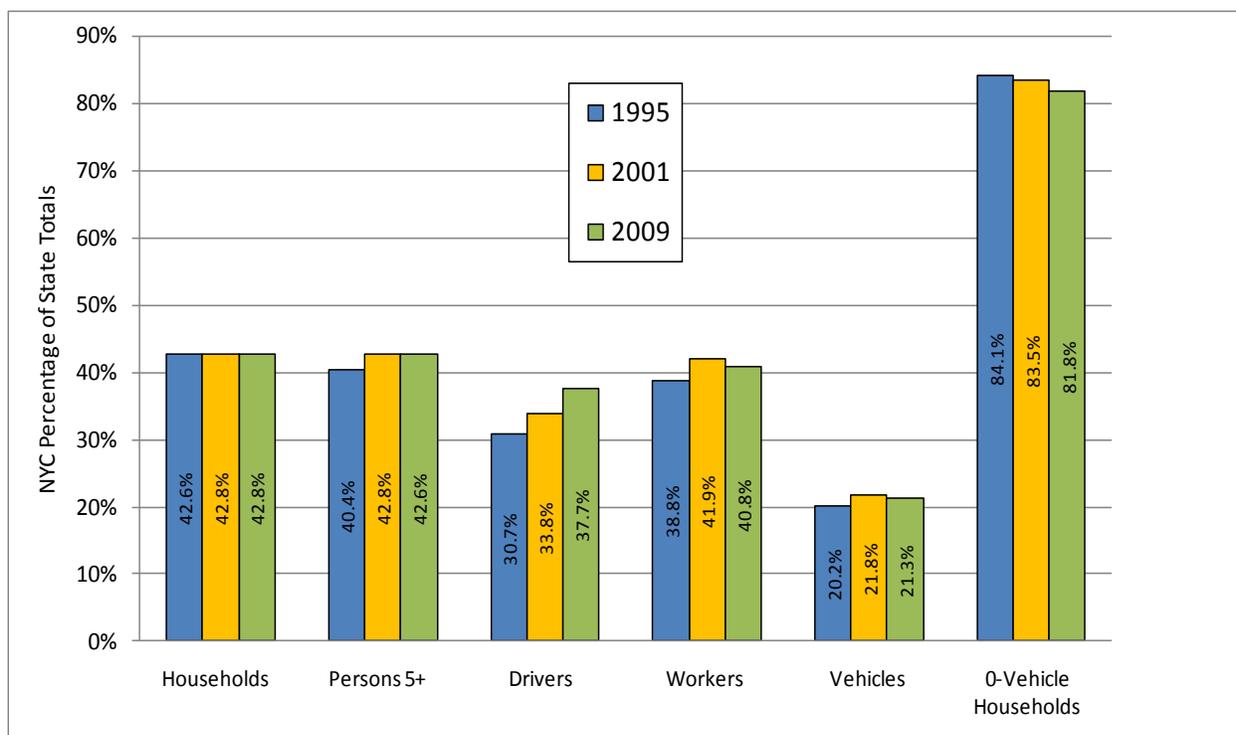
Figures 3.2 and 3.3 show a number of NYC population and travel statistics in the form of percentages of statewide totals. While almost 43% of the State's households are found in NYC, only 21% of the privately owned vehicles belong to NYC residents, and NYC contains 82% of the State's zero-vehicle households (Figure 3.2): although the percentage of NYS drivers located in NYC has continued to increase gradually since 1995 (Figure 3.3).



**Figure 3.2 NYC and Rest of State Traveler Population Statistics Shown as Percentages of NYS Totals in 2009.**

#### 3.1.1 Household Incomes

While a greater percentage of NYC households have low incomes than households in either the rest of NYS or in the rest of the nation (Table 3.1), the percentages in the two lowest income groups are a little lower in the rest of the state than in the rest of the country. At the other end of the income scale, both NYC and especially the remainder of the state have a higher percentage of households in the over \$100,000 per year category than in the rest of the nation.



**Figure 3.3 Trends in NYC Traveler Population Statistics as Percentage of Statewide Totals**

### 3.1.2 Vehicle Ownership

Some 82% of NYS households who do not own a vehicle reside within the NYC area (Figure 3.2). Over time these percentages have shown a slight declining trend (Figure 3.3). As shown in Table 3.1, vehicle ownership patterns among NYC households continued to be quite different from those in households elsewhere. In contrast, households in the rest of NYS resemble households elsewhere in the United States in terms of vehicle ownership; with more than 90% of households owning at least one vehicle. In NYC, more than one in two households did not own a vehicle in 1995, 2001, and 2009 (Table 3.1). In contrast, less than 1 in 10 households did not own any vehicles in the rest of the state and nation. Even for households that did own a vehicle, NYC households are far less likely on the average to own more than one vehicle than other NYS households, or households elsewhere (Figure 3.4). As in previous survey years, the percentage of households who own 2 vehicles continues to be significantly higher than the number who own just one vehicle, in the rest of the state as well as in the rest of the nation. Outside NYC, some 58% of households owned more than one vehicle in 2009. In the rest of the nation this number was 60% (Table 3.1, Figure 3.4). As shown in Table 3.1, 72% of NYC residents over age 16 held a driver's license in 2009 (65% of women, 79% of men), versus 89% of residents in the rest of the state and also 90% in the rest of the nation.

**Table 3.1 Household Characteristics and Vehicle Ownership Trends in New York City, Rest of New York State, and Rest of the United States in 1995, 2001, and 2009<sup>a</sup>**

	New York City			Remainder of New York State			Rest of United States		
	1995	2001	2009	1995	2001	2009	1995	2001	2009
<b>Household Income</b>									
% < \$10,000 Households	7.9	9.9	9.6	3.7	5.4	6.5	4.9	6.6	7.7
% \$10 to \$20,000 Households	9.2	11.2	12.0	7.9	9.4	11.1	9.3	10.0	12.5
% \$20 to \$30,000 Households	11.4	10.4	10.6	9.3	8.4	9.8	10.6	9.7	11.6
% \$30 to \$40,000 Households	14.6	14.2	9.6	13.5	15.6	9.4	15.5	16.9	10.0
% \$40 to \$50,000 Households	3.8	4.2	8.7	4.0	4.3	8.8	4.3	5.1	8.9
% \$50 to \$60,000 Households	6.1	7.2	5.4	7.7	8.5	7.7	8.8	8.5	7.5
% \$60 to \$70,000 Households	6.3	5.4	5.5	7.9	6.6	6.1	7.6	6.7	6.0
% \$70 to \$80,000 Households	3.5	4.8	5.0	4.7	5.0	5.5	4.4	5.4	6.0
% \$80 to \$100,000									
Households	6.4	6.3	7.4	9.0	9.9	7.4	8.0	8.7	7.6
% \$100,000+ Households	10.3	14.7	16.8	13.6	17.8	19.4	10.1	14.3	15.4
% Unreported Households	20.5	11.9	9.4	18.8	9.1	8.3	16.5	8.1	6.8
<b>Licensing Rate<sup>b</sup></b>									
% Drivers/Persons 16+	60.0	61.9	72.2	89.2	90.1	89.1	89.9	90.5	89.2
% Female Drivers/Female 16+	44.5	49.7	65.1	85.9	87.8	86.5	86.6	87.7	86.8
% Male Drivers/Male 16+	71.4	71.5	78.9	92.4	92.5	91.7	93.2	93.3	91.6
<b>Vehicle Ownership</b>									
% 0 vehicle Households	52.9	51.6	54.5	7.4	7.6	9.1	6.9	6.8	7.4
% 1 vehicle Households	33.8	33.7	31.4	32.1	32.8	33.1	32.4	31.3	32.3
% 2 vehicle Households	11.2	11.3	10.9	43.3	39.0	39.2	41.1	37.9	36.9
% 3 vehicle Households	1.6	2.7	2.2	12.4	14.3	13.0	14.4	15.4	14.8
% 4+ vehicle Households	0.5	0.7	0.9	4.7	6.3	5.6	5.3	8.6	8.6

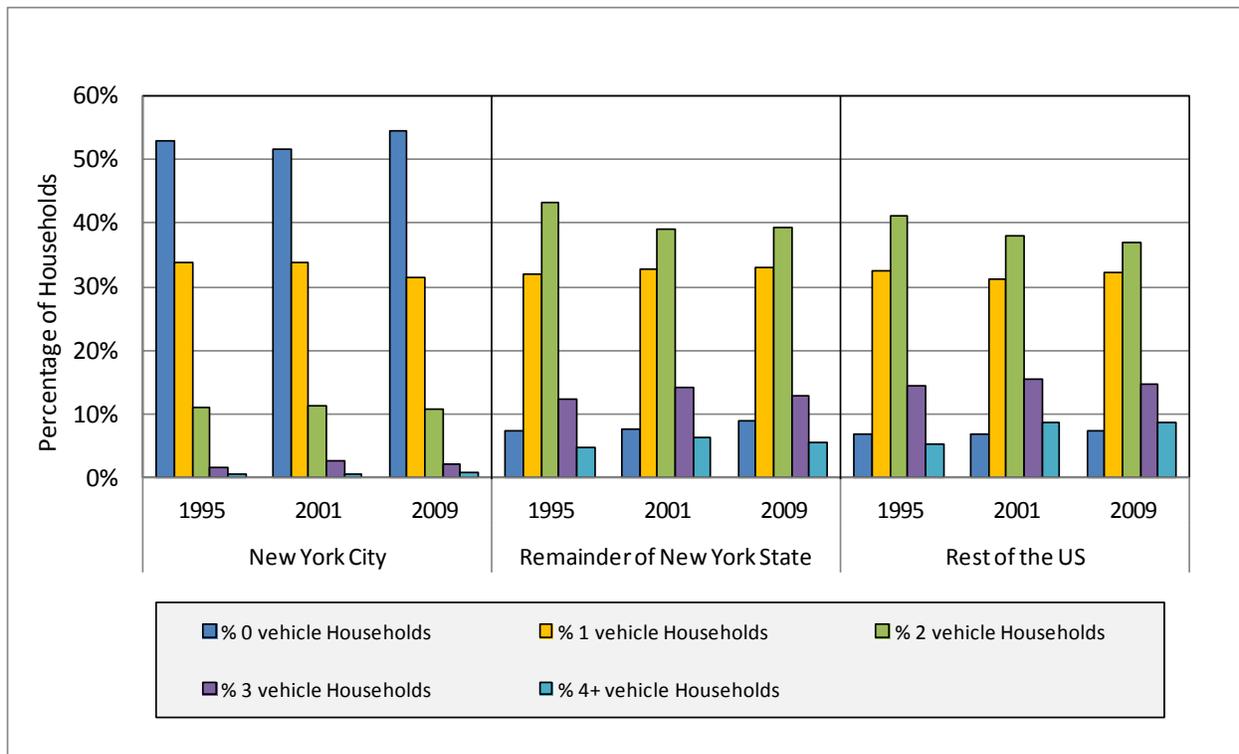
<sup>a</sup> All percents may not add to 100% due to rounding. All incomes are reported in 2009 equivalent dollars.

<sup>b</sup> The licensing rate is computed using the self-reported response to the survey question "Are you a driver?" and may not give the same results as that derived from NYS DOT licensing statistics.

## 3.2 PERSONAL TRAVEL COMPARISONS

### 3.2.1 Trip Frequencies and Trip Distances

Although residents in NYS took, on average, fewer trips per day than others in the United States, the difference from the national average is much more pronounced for NYC residents than for New Yorkers elsewhere (Tables 3.2). This is a trend that has continued from 1995 through 2009: and one that is true also for both weekend and weekday trip rates. Daily average person trip rates remained stable across all three surveys for NYC residents, at around 3.5 trips per person per day. This compares with 3.8 trips per person per day in the rest of the state and nation in 2009, with these rates coming down from 1995 levels in the rest of the state (down by 0.3 trips) and in the rest of the nation (down by 0.5 trips).



**Figure 3.4 Distribution of Households by Number of Vehicles in 1995, 2001, and 2009.**

Regardless of location, people took shorter as well as fewer trips in 2009 than in 2001 (Table 3.3). Residents in NYC not only take fewer trips, their trips were also considerably shorter on average (at 5.2 miles per trip) than the trips in other parts of NYS (at 8.9 miles per trip) and in the rest of the United States (9.9 miles per trip) (see bottom line of Table 3.3). One reason for this difference is that 39% of all trips made by NYC residents in 2009 were walk trips, compared to approximately 10% in the rest of the state and rest of the nation. As a result, in 2009

NYC residents traveled about 16 miles per day, less than half the 37 miles average daily distance traveled by residents in the rest of state and nation.

The higher residential and employment densities in NYC are another reason for this trip length difference (see Chapter 4). Over time, average trip lengths fell back closer to their 1995 levels in all three geographic regions, after increasing significantly in 2001.

**Table 3.2 Person Trip Statistics by Mode of Transportation and Trip Purpose New York City, Remainder of New York State, and Rest of the United States<sup>a</sup>**

	New York City			Remainder of New York State			Rest of United States		
	1995	2001	2009	1995	2001	2009	1995	2001	2009
Person Trips per Person	3.58	3.44	3.46	4.08	3.95	3.78	4.33	4.11	3.81
% SOV	14.00	14.14	12.03	42.40	40.80	43.09	42.50	40.33	40.49
% MOV	21.80	21.92	20.61	43.10	44.05	39.22	45.00	47.34	44.36
% Amtrak	0.00	0.39	0.43	0.00	0.10	0.02	0.00	0.02	0.01
% Commuter Train	2.50	0.40	1.59	0.50	0.42	0.43	0.00	0.07	0.09
% Subway	10.30	12.97	9.95	0.20	0.31	0.23	0.20	0.16	0.14
% Other Public Transit	9.20	8.66	10.52	1.00	0.59	0.96	0.90	0.81	0.98
% Walk	31.00	36.75	38.74	4.90	9.07	10.64	4.80	7.86	9.69
% Other	5.00	4.63	6.06	4.20	4.57	5.24	3.00	3.31	4.06
% Unreported	6.10	0.14	0.07	3.70	0.09	0.18	3.50	0.10	0.19
Person Trips per Person	3.58	3.44	3.46	4.08	3.95	3.78	4.33	4.11	3.81
% Earning a Living	19.60	20.14	16.63	20.00	18.76	19.47	20.30	18.79	18.68
% Family and Personal	45.80	42.65	44.05	45.90	43.73	42.65	45.70	43.88	42.43
% Civic, Ed, and Religious	10.60	11.07	9.63	8.50	8.79	9.36	8.80	9.81	9.62
% Social & Recreational	24.00	24.55	27.31	25.40	27.28	26.70	24.90	26.59	27.51
% Other	0.00	1.32	1.35	0.20	1.11	0.95	0.20	0.81	0.79
% Unreported		0.27	1.03		0.32	0.87		0.13	0.96
Weekday Person Trips/Person	3.71	3.61	3.53	4.19	4.02	3.90	4.46	4.21	3.92
Weekend Person Trips/Person	3.29	3.03	3.28	3.84	3.78	3.45	3.99	3.89	3.52

<sup>a</sup> All percents may not add to 100% due to rounding.

**Table 3.3 Person Miles of Travel Statistics by Mode of Transportation and Trip Purpose New York City, Remainder of New York State, and Outside New York State**

	New York City			Remainder of New York State			Rest of United States		
	1995	2001	2009	1995	2001	2009	1995	2001	2009
PMT per Person	19.08	21.11	16.10	35.50	35.60	32.92	39.40	41.03	36.85
% SOV	20.50	16.54	16.49	39.60	38.57	40.98	40.40	37.56	38.95
% MOV	38.90	28.24	43.29	51.50	49.52	44.91	51.10	51.31	49.86
% Amtrak	0.30	0.98	0.11	0.30	0.38	0.24	0.00	0.07	0.06
% Commuter Train	5.00	0.59	2.35	1.60	1.31	1.31	0.30	0.16	0.29
% Subway	14.80	14.24	13.27	0.30	0.40	0.23	0.20	0.13	0.10
% Other Public Transit	9.20	5.43	8.35	2.00	0.42	0.63	1.30	0.48	0.56
% Walk	3.50	3.92	6.49	0.30	0.84	0.79	0.30	0.56	0.67
% Other	6.60	29.13	9.58	3.30	8.11	10.76	5.40	9.27	9.37
% Unreported	0.80	0.92	0.06	1.00	0.43	0.16	1.00	0.45	0.12
PMT per Person	19.08	21.11	16.10	35.50	35.60	32.92	39.40	41.03	36.85
% Earning a Living	31.20	34.17	29.28	28.20	25.90	26.55	28.20	27.45	25.16
% Family and Personal	32.20	23.61	27.53	34.20	32.89	29.96	35.00	32.94	29.57
% Civic, Ed, and Religious	6.70	5.28	5.47	5.10	5.07	5.67	5.70	5.88	6.24
% Social & Recreational	30.00	24.25	34.23	32.20	33.27	28.00	30.60	30.01	30.30
% Other	0.00	9.07	1.34	0.30	2.39	5.46	0.40	3.40	5.02
% Unreported		3.62	2.16		0.47	4.37		0.32	3.73
Average Person Trip Length <sup>a</sup>	5.74	6.82	5.20	8.86	9.18	8.91	9.23	10.14	9.89

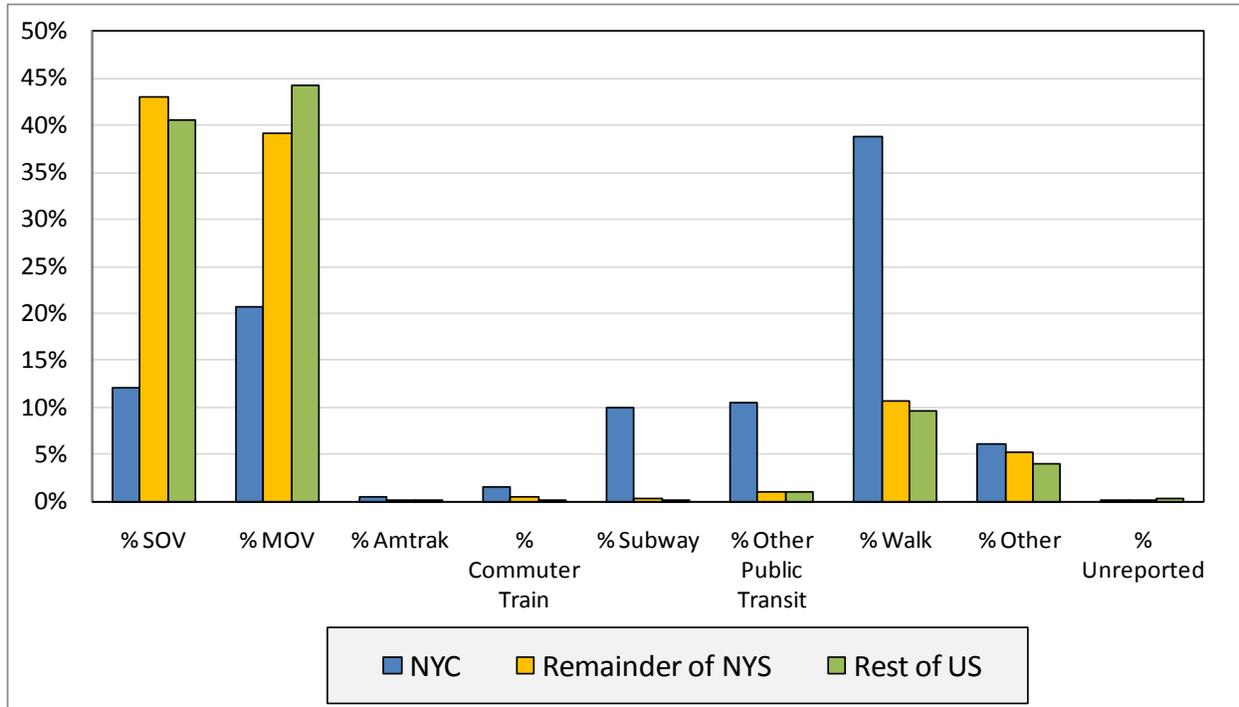
<sup>a</sup> Average trip length is calculated using only those records with trip mileage information present.

### 3.2.2 Trip Purpose and Mode Choice

Travelers in NYC households devoted a higher percentage of their personal trips to social and recreational pursuits and to family and personal trips than they did in 2001, largely at the expense of trips involved with making a living (16.6 % of trips in 2009, versus 20.1% in 2001). No such trend was found in the rest of the state or in the rest of the nation; with the result that NYC residents engaged in a lower percentage (16.6%) of work trips than residents in the rest of the state (about 19.5%) and nation (around 18.7%) in 2009, but a slightly higher percentage of family and personal trips. The percentages of social and recreational trips were similar for residents in all three regions (at around 27%), as was the percentage of civic, educational and religious trips (at roughly 9.5%).

However, how people in NYC get to places is very different from those elsewhere (Table 3.2). While there is a close similarity in mode choice among New York residents located outside NYC and those in the rest of the country, the NYC mode split is very different. As well as walking, NYC residents make much greater use of public transit, both the subway system and transit bus (captured under “other public transit modes”). NYC households also take a higher percentage of taxi trips (captured under “other” modes, which also includes ferry trips). In contrast, they take far fewer POV trips than residents elsewhere. Within these POV trips, residents in the rest of the state traveled more in single occupant vehicles than in multiple occupant vehicles (43% vs. 39%) in 2009, reversing the trend in previous survey years. This reversal did not occur in 2009 in the rest of the nation (40% SOV vs. 44 % MOV trips: see Figure 3.5). According to the American Public Transit Association, which documents transit agency statistics for the Federal Transportation Administration, over 36% of all public transit trips and over 32 % of all public transit passenger-miles occurred in NYS in 2009, with over 92% of these NYS trips and 89% of these NYS passenger miles reported by NYC based transit agencies (representing some 3.43 million trips and 14.52 million passenger miles of travel in 2009).

Some re-distribution of trips also occurred within public transit modes in NYC between 2001 and 2009. Some 10% of all NYC household trips were by subway in 2009, with an additional 10% by ‘other public transit modes’, principally by transit bus: with the subway losing about 3 percentage points since 2001 while the other transit modes increased their share of NYC trips by 2 percentage points. Commuter rail’s share of these NYC trips also increased by a percentage point between 2001 and 2009; although it was down by a percentage point from its 1995 share (Table 3.2). It is possible that the events of September 11, 2001 in NYC influenced these ridership numbers: while the economic recession of 2008-9 may also be playing a role here.



**Figure 3.5 Person Trip Percentages by Selected Modes, New York City, Remainder of New York State, and Rest of the United States in 2009.**

As noted in Chapter 2 of this report, NYS residents have spent about twice as much time, on the average, walking and/or cycling per day than residents in the rest of the nation since the mid-1990s. Table 3.4 below shows that a good deal of this activity is associated with NYC residents, who walk a great deal more on average than other New Yorkers or others in the rest of the nation. Indeed, the significant statistical differences reported in Chapter 2 are seen to be largely attributable to NYC households. Similarly, the percentage of people reporting that they did not take walk trips in the past week is about half that for NYC residents as it is for the rest of state and rest of the U.S., and again this effect carries through all age groups to some degree. Summed over all age groups, over 83% of NYC residents indicated that they walked somewhere during the previous week. Elsewhere this percentage drops, on the average, to just 2 in every 3 people in the rest of the nation.

### 3.2.3 Differences in Travel by Gender and Age

Gender differences remained negligible where daily trip frequencies are concerned in all three NHTS surveys (Table 3.5). In contrast, daily person miles of travel were much higher for men than women. In absolute terms these differences range over the three regions represented between 6 to almost 10 miles per day, with the largest percentage differences occurring in NYC, where men traveled almost 50% farther on average each day than women in 2009 (in the rest of NYS they traveled 27% more, in the rest of the nation 30% more).

The impact of age of traveler on the number of miles traveled is certainly noticeable. Across all age categories, residents in NYC traveled considerably fewer miles than their similarly aged counterparts elsewhere. Figure 3.6 shows these results for 2009 (based on statistics shown in Table 3.5). The differences are especially obvious in the younger and the older groups. In 2009, NYC residents 65 years or older traveled on average less than 9 miles per day, compared to 25 miles in other parts of NYS and in the rest of the country. A similar result occurs at the other end of the age spectrum, where NYC travelers between 5 and 15 years old travel under 9 miles per day, while in the rest of NYS they average 22 miles, and in the rest of the nation they average 26 miles per day.

There is also a NYC difference in the distribution of average person miles of travel (PMT) across age groups. While the 35 to 54 year olds travel the most miles per day on average in the rest of the state and nation, in NYC the most traveled group is the 20 to 34 year olds. Travelers in the remainder of NYS have a very similar distribution of average daily PMT to those in the rest of the nation, with generally lower miles traveled, most noticeably in 2009 in the 34 to 54, and 55 to 64 age groups.

Each of these patterns has remained consistent over time, whether comparing differences between the three regions, or comparing differences across age groups within each region, and plotting the 1995 or 2001 statistics produces very similar graphs to Figure 3.6.

**Table 3.4 Statistics on Walking and/or Biking for NYC, Remainder of NYS, and Rest of United States  
Compared: 1995, 2001, and 2009 by Different Age Groups**

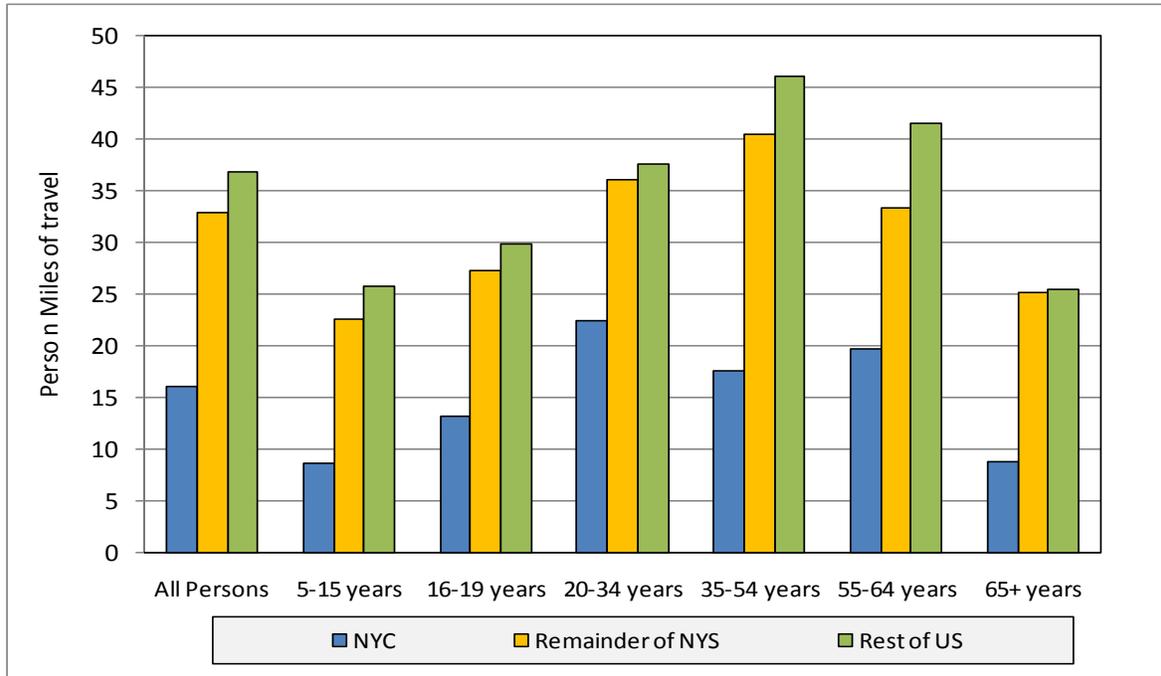
	New York City			Remainder of New York State			Rest of United States		
	1995	2001	2009	1995	2001	2009	1995	2001	2009
Percent Not Taking Walk Trips in the last week	*	15.5%	16.8%	*	29.9%	33.4%	*	35.5%	32.8%
5 to 10 year-olds	*	*	18.6%	*	*	27.2%	*	*	24.3%
11 to 15 year-olds	*	*	11.5%	*	*	24.6%	*	*	24.0%
16 to 20 year-olds	*	13.2%	21.2%	*	28.7%	27.3%	*	34.9%	32.1%
21 to 35 year-olds	*	11.6%	12.5%	*	29.8%	36.6%	*	34.8%	31.1%
36 to 64 year-olds	*	16.1%	15.9%	*	27.9%	31.4%	*	34.0%	33.0%
65+ year-olds	*	23.8%	26.2%	*	36.1%	46.6%	*	41.3%	45.2%
Percent Not Taking Bike Trips in the last week	*	94.4%	93.4%	*	92.2%	88.9%	*	92.6%	87.2%
5 to 10 year-olds	*	*	79.7%	*	*	58.6%	*	*	50.3%
11 to 15 year-olds	*	*	92.7%	*	*	70.0%	*	*	68.6%
16 to 20 year-olds	*	88.5%	95.3%	*	84.8%	88.0%	*	87.4%	88.9%
21 to 35 year-olds	*	92.8%	89.7%	*	91.5%	92.7%	*	91.2%	91.7%
36 to 64 year-olds	*	95.3%	95.5%	*	92.1%	92.6%	*	93.2%	92.1%
65+ year-olds	*	99.0%	98.2%	*	96.4%	98.0%	*	96.3%	97.0%
Average Minutes Spent Walking and/or Biking per Day	11.52	16.76	20.73	2.19	6.25	6.12	2.51	5.50	6.24
5 to 10 year-olds	11.23	16.83	14.68	2.22	5.57	4.67	3.16	7.15	5.13
11 to 15 year-olds	15.80	16.09	14.12	4.64	11.18	6.80	5.66	8.23	9.02
16 to 20 year-olds	10.57	14.22	17.82	3.16	6.72	5.46	3.24	5.05	5.90
21 to 35 year-olds	12.51	19.78	24.22	1.68	5.39	6.58	2.31	4.85	6.25
36 to 64 year-olds	10.20	16.31	22.95	1.76	6.35	6.84	1.81	5.00	6.59
65+ year-olds	11.11	14.22	16.77	2.35	4.90	4.21	2.04	5.05	4.48

	New York City			Remainder of New York State			Rest of United States		
	1995	2001	2009	1995	2001	2009	1995	2001	2009
Average Minutes Spent Walking per Day	11.20	16.11	20.35	1.88	5.61	5.51	2.08	4.71	5.47
5 to 10 year-olds	11.13	14.79	14.49	1.86	4.13	3.71	2.50	4.89	3.89
11 to 15 year-olds	15.59	13.18	14.10	3.17	8.58	5.33	4.32	6.18	7.43
16 to 20 year-olds	9.98	14.14	17.68	2.85	6.47	4.72	2.71	4.35	5.19
21 to 35 year-olds	11.97	19.24	23.79	1.39	5.02	5.85	1.91	4.42	5.66
36 to 64 year-olds	9.94	15.91	22.38	1.61	6.01	6.35	1.51	4.44	5.82
65+ year-olds	11.11	14.17	16.62	2.31	4.44	4.03	1.98	4.79	4.10
Average Minutes Spent Biking per Day	0.33	0.65	0.38	0.31	0.64	0.61	0.43	0.79	0.78
5 to 10 year-olds	0.10	2.04	0.19	0.37	1.44	0.96	0.67	2.25	1.24
11 to 15 year-olds	0.21	2.92	0.02	1.47	2.60	1.47	1.34	2.05	1.59
16 to 20 year-olds	0.59	0.08	0.14	0.31	0.26	0.74	0.54	0.70	0.71
21 to 35 year-olds	0.54	0.54	0.42	0.29	0.37	0.73	0.39	0.44	0.59
36 to 64 year-olds	0.26	0.40	0.57	0.16	0.34	0.49	0.30	0.56	0.77
65+ year-olds	0.00	0.05	0.15	0.04	0.47	0.18	0.05	0.26	0.38

\* Walk trip questions were not asked of persons under 16 years old in 2001, or at all in 1995.

**Table 3.5 Daily Personal Travel Statistics by Demographics New York City, Remainder of New York State, and Rest of the United States: 1995, 2001, and 2009**

	New York City			Remainder of New York State			Rest of United States		
	1995	2001	2009	1995	2001	2009	1995	2001	2009
Person Trips per Person	3.58	3.44	3.46	4.08	3.95	3.78	4.33	4.11	3.81
Male	3.63	3.54	3.46	4.12	3.93	3.76	4.36	4.11	3.76
Female	3.54	3.35	3.45	4.05	3.97	3.79	4.30	4.12	3.85
Person Trips per Person	3.58	3.44	3.46	4.08	3.95	3.78	4.33	4.11	3.81
5-15 years	3.09	2.71	2.76	3.44	3.21	3.17	3.73	3.46	3.20
16-19 years	3.18	3.08	2.95	4.22	3.97	3.61	4.69	4.19	3.54
20-34 years	3.96	3.77	3.52	4.29	3.98	3.64	4.67	4.30	3.91
35-54 years	3.84	3.89	4.04	4.55	4.47	4.32	4.75	4.64	4.27
55-64 years	3.28	3.66	3.96	4.15	4.18	3.98	4.19	4.13	3.99
65+ years	2.95	2.57	2.55	3.46	3.56	3.24	3.44	3.43	3.22
PMT per Person	19.08	21.11	16.10	35.50	35.60	32.92	39.40	41.03	36.85
Male	21.54	25.92	19.37	39.69	39.66	36.94	44.70	45.84	41.66
Female	16.91	16.88	13.14	31.41	31.82	29.06	34.38	36.47	32.17
PMT per Person	19.08	21.11	16.10	35.50	35.60	32.92	39.40	41.03	36.85
5-15 years	11.62	5.61	8.57	22.57	20.19	22.64	25.43	25.18	25.79
16-19 years	15.97	10.87	13.24	28.61	30.99	27.26	36.91	37.58	29.89
20-34 years	24.97	31.58	22.45	44.30	36.91	36.16	46.37	46.31	37.67
35-54 years	21.39	27.24	17.53	42.66	45.73	40.57	47.66	52.02	46.16
55-64 years	15.51	19.71	19.78	35.58	41.15	33.32	41.93	42.62	41.58
65+ years	10.99	8.74	8.78	24.83	27.49	25.11	25.60	28.62	25.42



**Figure 3.6 Daily Person Miles Traveled by Age for New York City, Remainder of New York State, and Rest of the United States in 2009.**

### 3.2.4 Travel Differences and Vehicle Ownership

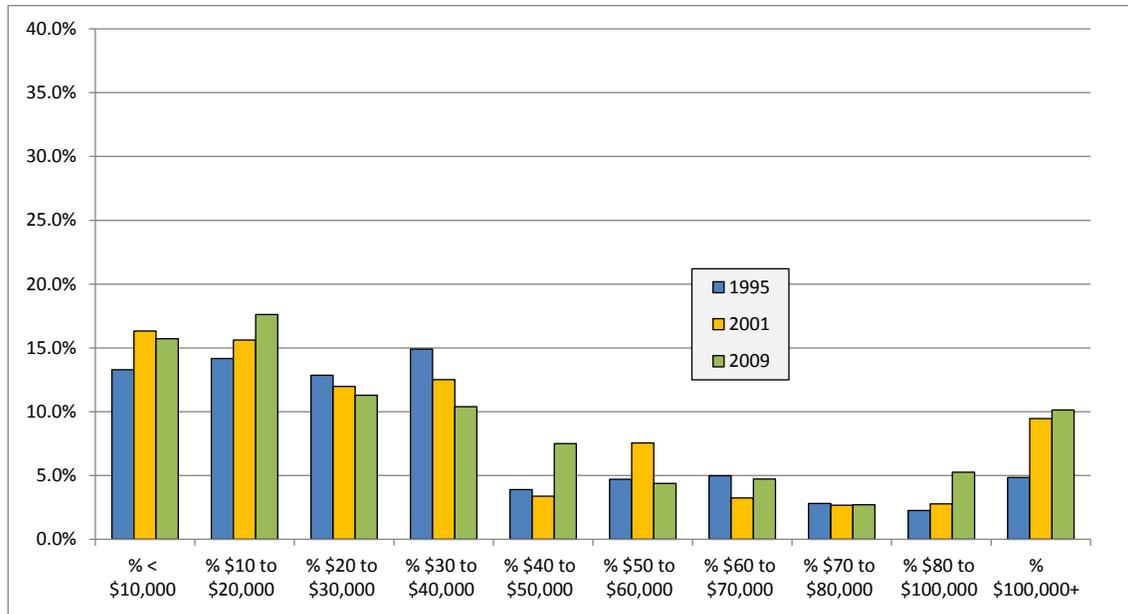
The fact that one out of every two households in NYC does not own a vehicle (Table 3.1) prompts the following questions: (1) are they demographically different from zero-vehicle households in other parts of the state and country? And if so (2) how do these households meet their travel needs? Also, after excluding NYC households from the comparison, (3) how different are NYS households in the rest of the state, on the average, from households in the rest of the nation?

An important distinction between zero-vehicle owning households in NYC and much of the rest of the state and country is their distribution of annual incomes. Table 3.6 and Figures 3.7, 3-8 and 3-9 show these differences. Most zero-vehicle households in NYC tend on the average to have higher incomes than households elsewhere. While only 1 in 3 of these zero-vehicle NYC households had an income under \$20,000 in 2009, 2 in 3 zero-vehicle households were in these two lowest income classes in both the rest of NYS and the rest of the nation in the same year. Over 40% of zero-vehicle households in NYC earned between \$20,000 and \$80,000 annually, compared to about 21 % in the rest of NYS and the same percent in the rest of nation. In fact 15.4% of these ‘no-car’ NYC households had an annual income over \$80,000 in 2009, versus 1.4% in the rest of NYS and 2.1 % in the rest of the nation for the same year. Examining this over time (Table 3.5 and Figures 3.7, 3.8 and 3.9), the number of these over \$80,000 annual income zero-vehicle households increased significantly in NYC, from 7.1% in 1995 to 12.3% in 2001, up to the 15.4% reported in 2009.

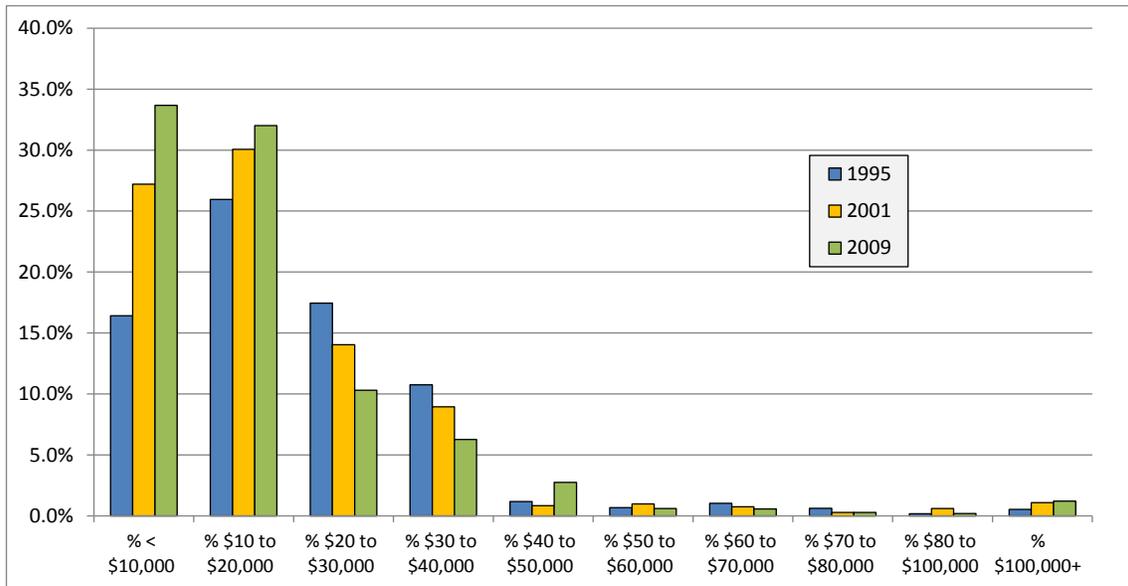
**Table 3.6 Percentage of Zero-Vehicle Households by Annual Income Classes in 1995, 2001, and 2009 (in 2009 dollars)**

	New York City			Remainder of New York State			Rest of United States		
	1995	2001	2009	1995	2001	2009	1995	2001	2009
% Zero Vehicle HHs	52.9	51.6	54.5	7.4	7.6	9.1	6.9	6.8	7.4
% < \$10,000 household income	13.3	16.3	15.7	16.4	27.2	33.7	24.3	34.5	35.9
% \$10 to \$20,000 household income	14.2	15.6	17.6	26.0	30.1	32.0	29.1	24.6	29.2
% \$20 to \$30,000 household income	12.9	12.0	11.3	17.5	14.0	10.3	13.4	11.6	10.1
% \$30 to \$40,000 household income	14.9	12.5	10.4	10.8	8.9	6.3	6.4	7.7	5.7
% \$40 to \$50,000 household income	3.9	3.4	7.5	1.2	0.8	2.8	1.1	1.7	3.4
% \$50 to \$60,000 household income	4.7	7.6	4.4	0.7	1.0	0.6	2.3	2.4	0.7
% \$60 to \$70,000 household income	5.0	3.2	4.7	1.0	0.7	0.6	1.4	0.8	0.4
% \$70 to \$80,000 household income	2.8	2.7	2.7	0.6	0.3	0.3	0.4	0.2	0.7
% \$80 to \$100,000 household income	2.3	2.8	5.3	0.2	0.6	0.2	0.4	0.5	0.4
% \$100,000+ household income	4.8	9.5	10.1	0.5	1.1	1.2	0.5	1.7	1.7
% Unreported household income	21.3	14.5	10.3	25.2	15.2	12.1	20.8	14.4	11.9

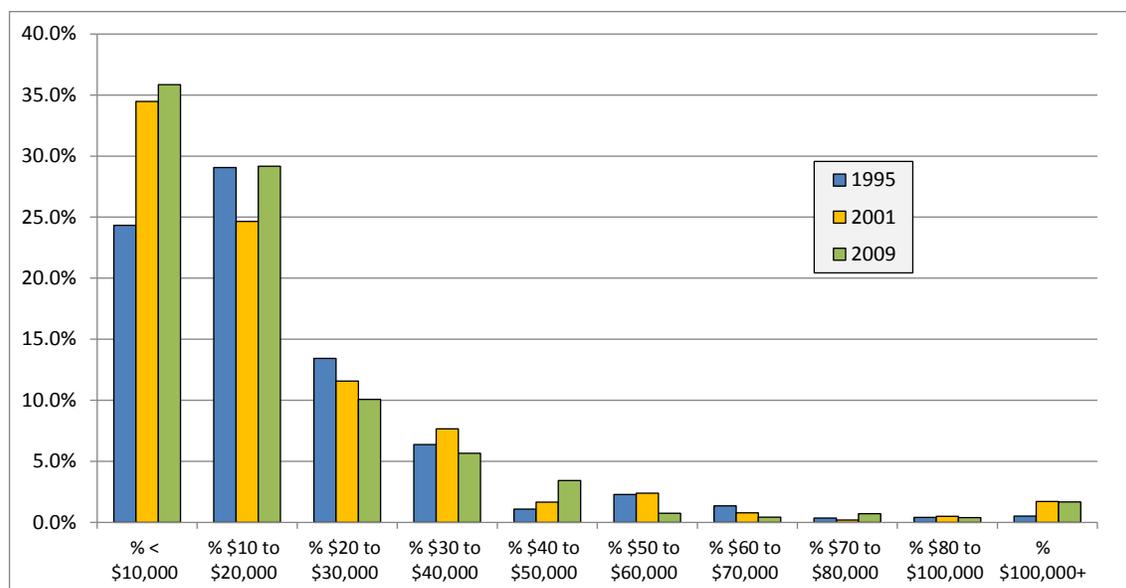
**Note:** Percentages may not add to 100% due to rounding.



**Figure 3.7 Distribution of Zero-Vehicle Households by Annual Income in 1995, 2001, and 2009 (in 2009 dollars) in New York City.**



**Figure 3.8 Distribution of Zero-Vehicle Households by Annual Income in 1995, 2001, and 2009 (in 2009 dollars) Rest of New York State.**



**Figure 3.9 Distribution of Zero-Vehicle Households by Annual Income in 1995, 2001, and 2009 (in 2009 dollars) Rest of United States.**

**Note:** Household income was adjusted to 2009 dollars. Distributions were computed for households with reported income information only.

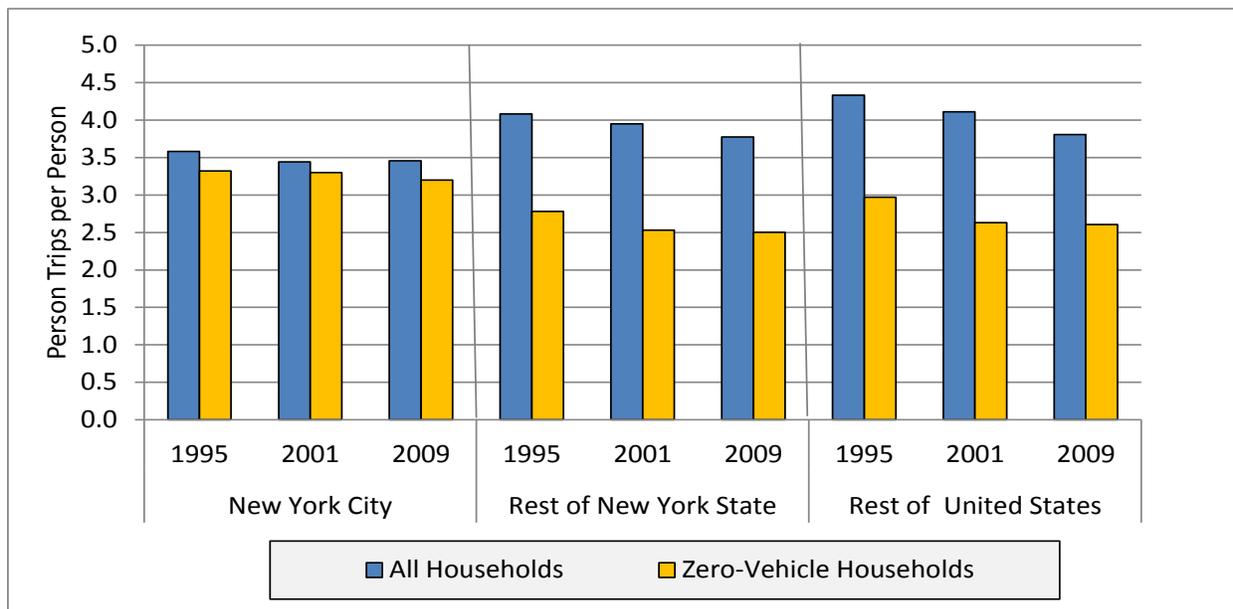
As Table 3.7 shows, zero-vehicle owning households in NYC make significantly more trips, on average, than do those who do not own a vehicle elsewhere. In 2009, zero-vehicle households in NYC took 28% more trips than zero-vehicle households in other parts of NYS, and 21% more trips than zero-vehicle households outside NYS. Average person trips rates are very similar in the rest of NYS and the rest of the country.

**Table 3.7 Average Daily Person Trips per Person by Mode for Zero-Vehicle Owning Households in 1995, 2001, and 2009**

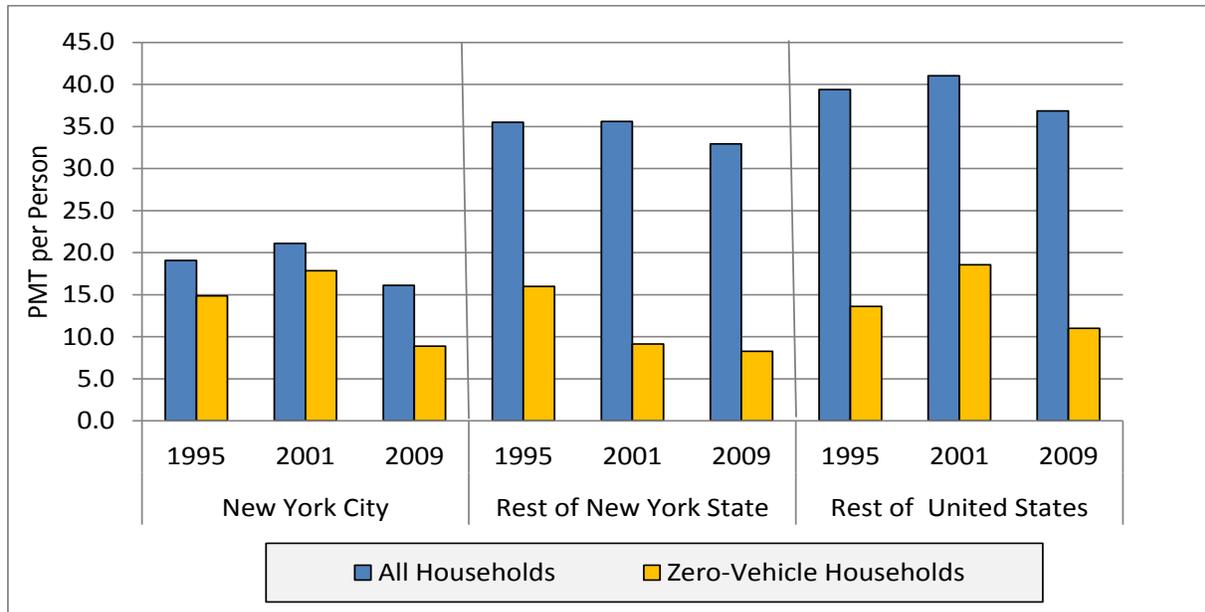
	New York City			Remainder of New York State			Rest of United States		
	1995	2001	2009	1995	2001	2009	1995	2001	2009
Person Trips per Person	3.32	3.30	3.20	2.78	2.53	2.50	2.97	2.63	2.61
% Private Vehicle	11.4	13.3	7.4	39.2	36.8	24.3	46.5	43.6	33.2
% Public Transit	34.3	32.7	32.5	16.9	13.5	18.5	14.5	16.7	17.6
% Walk	41.6	47.2	52.7	21.2	35.8	41.8	24.6	31.9	34.2
% Other	6.3	6.6	7.3	10.4	13.8	14.3	6.7	7.6	12.7
% Unreported	6.3	0.2	0.1	12.2	0.2	1.2	7.7	0.1	2.2

Table 3.7 also shows the modal breakdown of the trips made by zero-vehicle households. Walking remains a popular mode among zero-vehicle households in NYS as a whole, and not just in NYC, than it does in the rest of the country. While public transit share is very similar in the rest of NYS and rest of nation (18.5% vs. 17.6 % in 2009), public transit trips in NYC account for almost one in every three trips, or almost double the percentage share elsewhere.

When the travel activity of NYC households that do not own any vehicles is compared against the tripmaking of the entire NYC households population some differences are also evident: but differences are less significant, on the average, than they are in the rest of the state and nation in terms of either daily person trip rates or daily PMT (see Figures 3.10 and 3.11). Higher density living supported by more transit and walk trip opportunities for most NYC residents plays an important role here (see Chapter 4).



**Figure 3.10 Effects of Not Owning a Vehicle on Daily Travel in 1995, 2001, and 2009 Daily Person Trips per Person.**

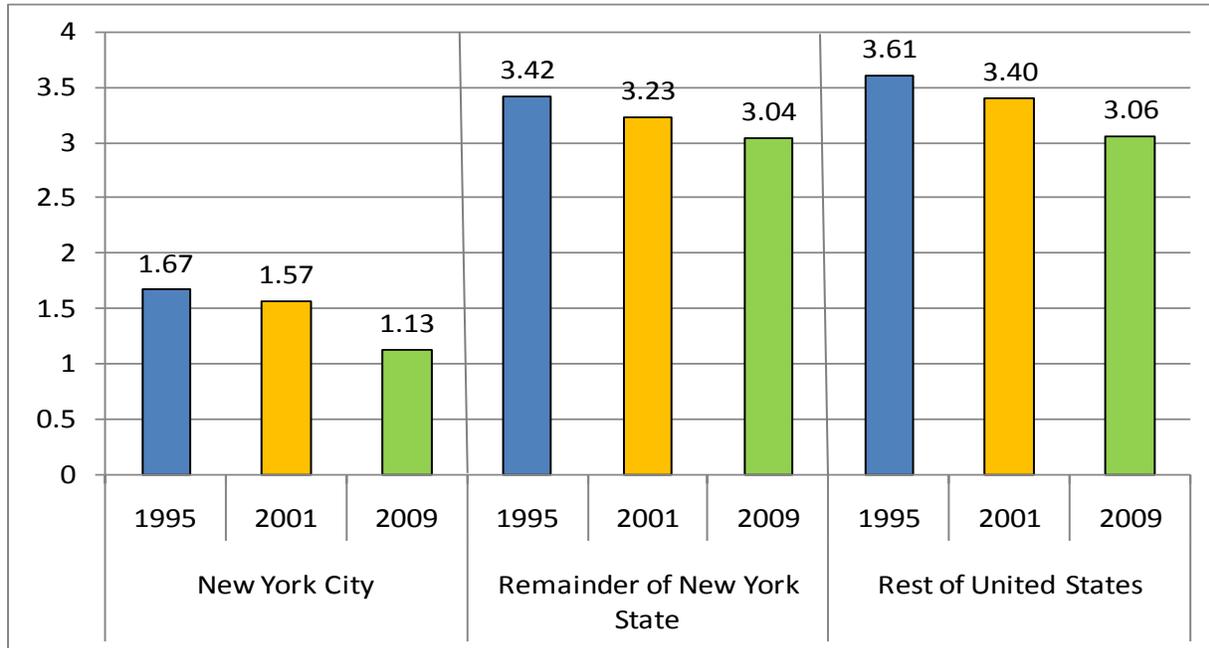


**Figure 3.11 Effects of Not Owning a Vehicle on Daily Travel in 1995, 2001, and 2009 Daily Person Miles of Travel per Person.**

### 3.3 VEHICLE TRAVEL COMPARISONS

#### 3.3.1 Vehicle Trip Frequencies and Trip Distances

Not surprisingly, drivers in NYC engaged in significantly less vehicle travel, on the average, than drivers elsewhere. On the average, NYC drivers in 2009 continued to take only one third as many trips per day as drivers in the rest of the state and nation, at just over 1 trip per day versus 3 trips per day elsewhere (top line of Table 3.7a below). While a steady decline in the number of driver trips is evident for all three regions, the decline in this trip rate since 1995 is much greater in percentage terms in NYC (- 32%) than elsewhere. This decline is almost identical to the rest of the nation in absolute terms (a decline of 0.54 trips per day, which the small standard errors involved show to be a statistically significant difference). Driving trip rates declined less in the rest of NYS, but the difference is still marginally significant (see Figure 3.12 below). Table 3.8 shows some significant drops in trips per NYC driver among both 20-34 year olds (from 1.5 trips in 1995 to 0.98 trips in 2001 and 0.83 trips in 2009), and among the over 65 year olds (from 1.94 trips in 1995 to 1.67 trips in 2001, down to 1.07 trips in 2009).



**Figure 3.12 Daily Driver Trip Rates in 1995, 2001, and 2009**

As with the person trip statistics reported in Table 3.2, trip purpose shares by drivers in all three regions were very similar in 1995 and 2001. However, in 2009, while NYS drivers outside of NYC once again reported a distribution of trips across trip purposes very similar to that reported by drivers in the rest of the nation, a much larger percentage of driver trips in NYC (55.5%) were taken for family and personal reasons (versus 47% elsewhere); while only 18% of NYC driver trips are taken for purposes of making a living (versus 26% elsewhere). In 2009 an increased share of driver trips were also allocated to social and recreational trips. Other changes in NYC driver tripmaking in 2009 over previous survey years include a slight drop in civic, educational, and religious trips. The other major trip purpose category, social and recreational tripmaking, has grown from 17% to 21% in NYC, reflecting similar shares in the rest of the state and rest of the nation (Table 3.8 and Figure 3.13).

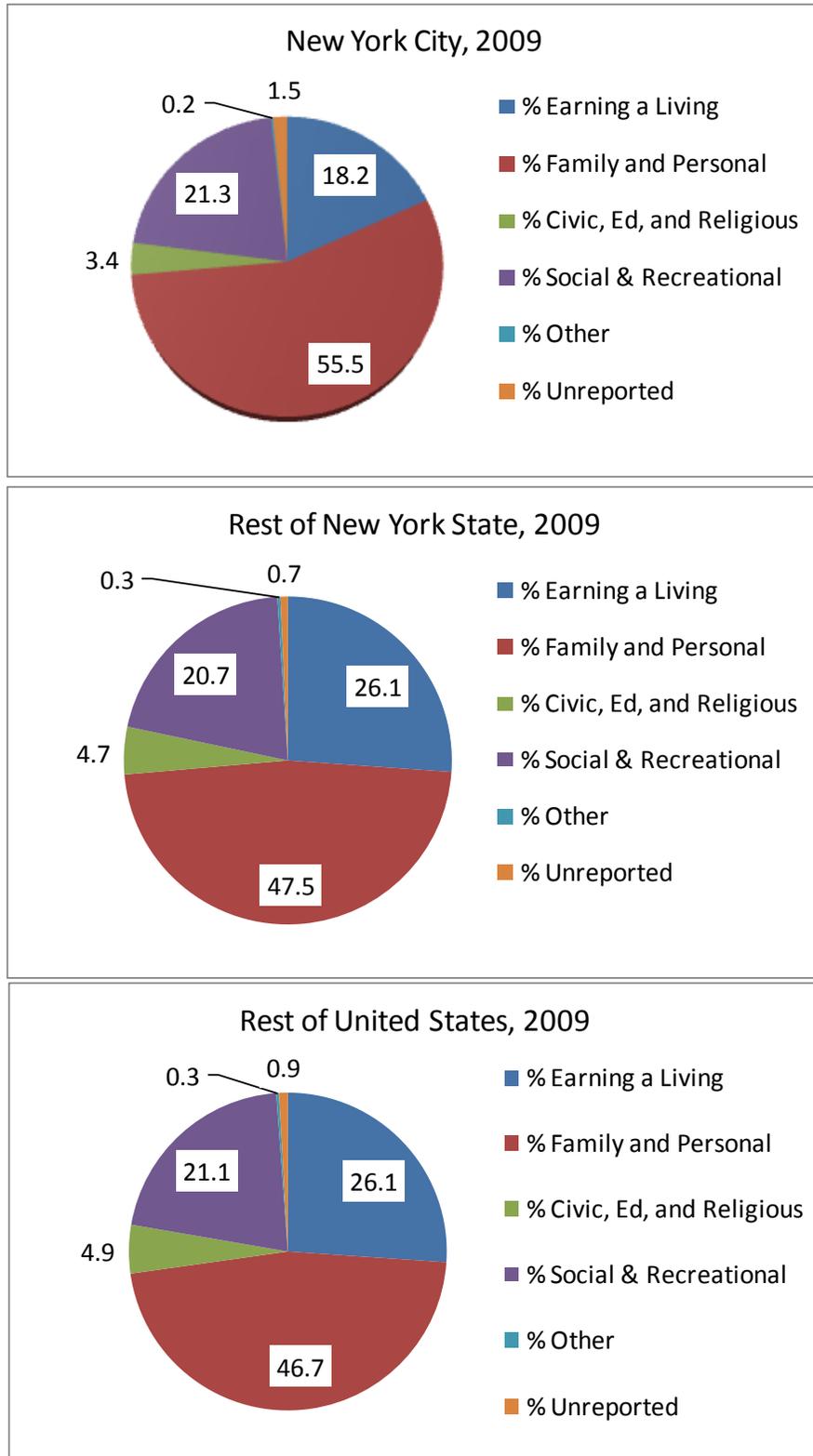
Another difference between private vehicle trips in NYC and elsewhere is that more NYC trips occur on weekends than weekdays. This finding is consistent with the lower percentage of vehicle trips for work purpose by NYC residents, especially in 2009. The pie charts in Figure 3.13 show this breakdown of driver trips by trip purpose, based on the 2009 NHTS data.

In terms of daily (VMT per driver (top line of Table 3.9), drivers in NYC drove only a little over 8 miles per day, dropping significantly from 12 miles in 2001 and 14 miles in 1995: largely mirroring the drop in private vehicle trip rates shown in Table 3.8. Daily VMT per driver was 26.6 miles for the rest of NYS drivers in 2009, and 29.6 miles per day on average in the rest of the nation: well over three times the miles driven by drivers in NYC households.

**Table 3.8 Daily Vehicle Trips per Driver Statistics for New York City, Rest of New York State, and Rest of the United States in 1995, 2001, and 2009<sup>a</sup>**

	New York City			Remainder of New York State			Rest of United States		
	1995	2001	2009	1995	2001	2009	1995	2001	2009
Vehicle Trips per Driver	1.67	1.57	1.13	3.42	3.23	3.04	3.61	3.40	3.06
% Earning a Living	25.7	25.6	18.2	26.9	25.5	26.1	27.4	26.2	26.1
% Family and Personal	52.7	50.4	55.5	50.9	48.7	47.5	49.9	48.0	46.7
% Civic, Ed, and Religious	4.2	3.8	3.4	3.5	4.2	4.7	4.2	4.9	4.9
% Social & Recreational	17.4	19.0	21.3	18.7	21.0	20.7	18.3	20.3	21.1
% Other	0.0	1.0	0.2	0.0	0.5	0.3	0.1	0.5	0.3
% Unreported		0.1	1.5		0.2	0.7		0.1	0.9
Vehicle Trips per Driver	1.67	1.57	1.13	3.42	3.23	3.04	3.61	3.40	3.06
16-19 years of age	0.63	1.34	0.41	2.98	2.60	2.15	3.35	2.91	2.29
20-34 years of age	1.50	0.98	0.83	3.41	3.05	2.78	3.65	3.36	2.95
35-54 years of age	1.82	1.87	1.30	3.67	3.58	3.42	3.90	3.77	3.37
55-64 years of age	1.82	2.06	1.50	3.32	3.12	3.09	3.42	3.28	3.14
>= 65 years of age	1.94	1.67	1.07	2.96	2.96	2.76	2.95	2.85	2.70
Vehicle Trips per Driver	1.67	1.57	1.13	3.42	3.23	3.04	3.61	3.40	3.06
Male	1.86	1.75	1.34	3.70	3.39	3.14	3.82	3.61	3.14
Female	1.41	1.33	0.91	3.14	3.08	2.95	3.40	3.19	2.98
Weekday Vehicle Trips/Driver	1.63	1.61	1.08	3.61	3.39	3.22	3.84	3.60	3.26
Weekend Vehicle Trips/Driver	1.76	1.47	1.26	2.95	2.85	2.58	3.00	2.88	2.56

<sup>a</sup> All percents may not add to 100% due to rounding.



**Figure 3.13 Comparison of Driver Trip Purpose Shares in 2009: NYC, NYS, and Rest of the United States.**

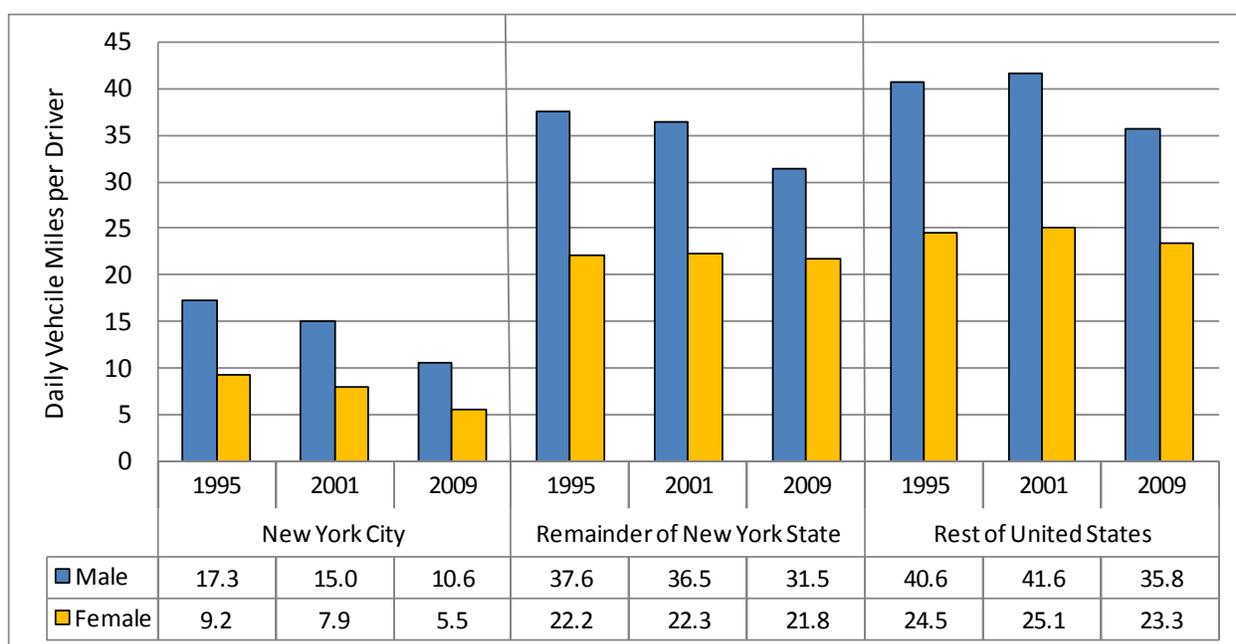
**Table 3.9 Daily Vehicle Miles of Travel (VMT) per Driver Statistics for New York City, Rest of New York State, and Rest of the United States in 1995, 2001, and 2009<sup>a</sup> and Rest of the United States in 1995, 2001, and 2009<sup>a</sup>**

	New York City			Remainder of New York State			Rest of United States		
	1995	2001	2009	1995	2001	2009	1995	2001	2009
VMT per Driver	13.86	11.86	8.13	29.96	29.24	26.64	32.59	33.31	29.57
% Earning a Living	35.9	34.6	24.1	37.2	34.8	35.9	37.8	35.5	34.7
% Family and Personal	31.5	35.7	34.5	35.8	34.7	33.9	35.5	35.3	32.7
% Civic, Ed, and Religious	3.5	3.9	2.3	2.7	3.2	3.7	3.8	3.8	4.4
% Social & Recreational	29.1	25.1	36.8	24.0	26.3	22.7	22.7	24.4	24.4
% Other	0.0	0.6	0.4	0.2	0.9	0.4	0.1	0.8	0.6
% Unreported		0.2	1.9		0.3	3.5		0.2	3.2
VMT per Driver	13.86	11.86	8.13	29.96	29.24	26.64	32.59	33.31	29.57
16-19 years of age	3.82	5.57	2.30	19.64	20.05	15.88	24.07	22.57	17.84
20-34 years of age	14.95	9.28	9.32	34.06	29.02	26.78	35.43	35.36	29.10
35-54 years of age	14.27	14.52	8.39	32.95	34.35	31.68	36.57	38.46	34.78
55-64 years of age	11.50	12.54	9.36	27.69	27.83	26.24	30.59	32.60	31.00
>= 65 years of age	12.59	8.98	6.45	18.63	20.63	18.78	19.68	21.34	19.97
VMT per Driver	13.86	11.86	8.13	29.96	29.24	26.64	32.59	33.31	29.57
Male	17.28	15.02	10.56	37.62	36.47	31.46	40.64	41.63	35.76
Female	9.22	7.88	5.54	22.15	22.28	21.80	24.53	25.12	23.31
Average Vehicle Trip Length	8.54	7.91	7.55	8.84	9.16	8.85	9.07	9.91	9.77
% Vehicle Trips/Person Trips	22.1%	23.2%	20.3%	60.7%	60.7%	61.5%	61.6%	61.6%	60.6%
% VMT/PMT	34.4%	28.6%	31.4%	61.1%	61.0%	61.7%	61.0%	60.6%	60.5%

**Notes:** -All percents may not add to 100% due to rounding. Average trip length is calculated using only those records with trip mileage information present.

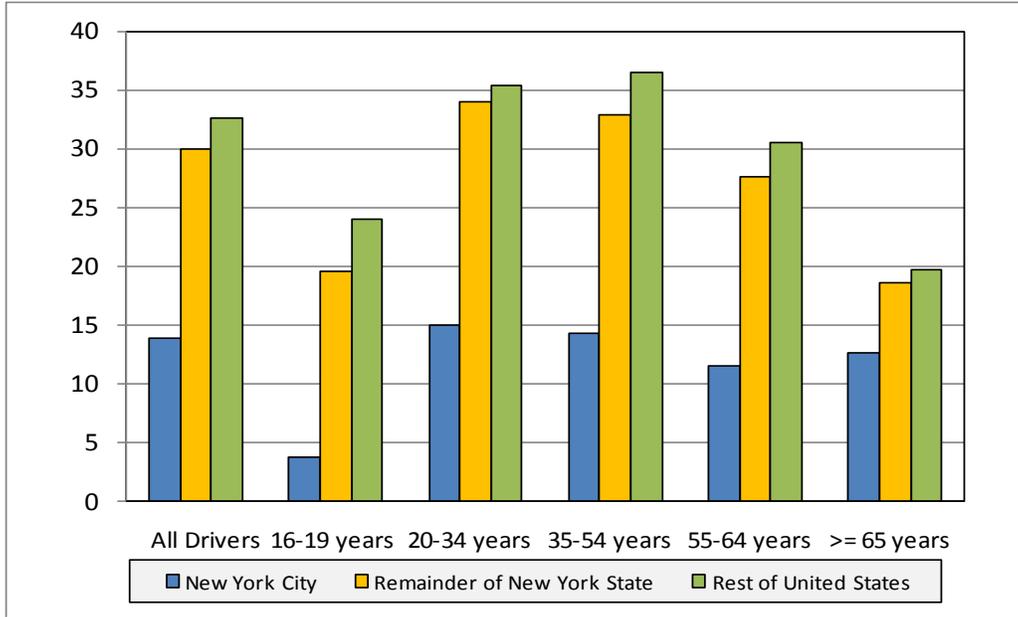
### 3.3.2 Differences in Driving by Gender and Age

While daily person trip rate differences between men and women are negligible (cf. Table 3.5), driving trip rates do show more tripmaking by male drivers across all three regions studied (Table 3.8). This situation has been true for all three NHTS survey years (Figure 3.14), and in 2009 this situation translated into almost double the daily VMT by NYC male drivers than female drivers (10.6 miles vs.5.5 miles per day). A similar, 2-to-1 ratio was also evident in 2001 and 1995. In this regard NYC drivers also differ from those in the rest of state and country, where male driver VMT fell more noticeably than female driver VMT between 2001 and 2009 (Table 3.9 and Figure 3.14). Compared to drivers elsewhere in the state, NYC drivers travel significantly less miles in their cars annually. This is true for both men and women (Figure 3.14).

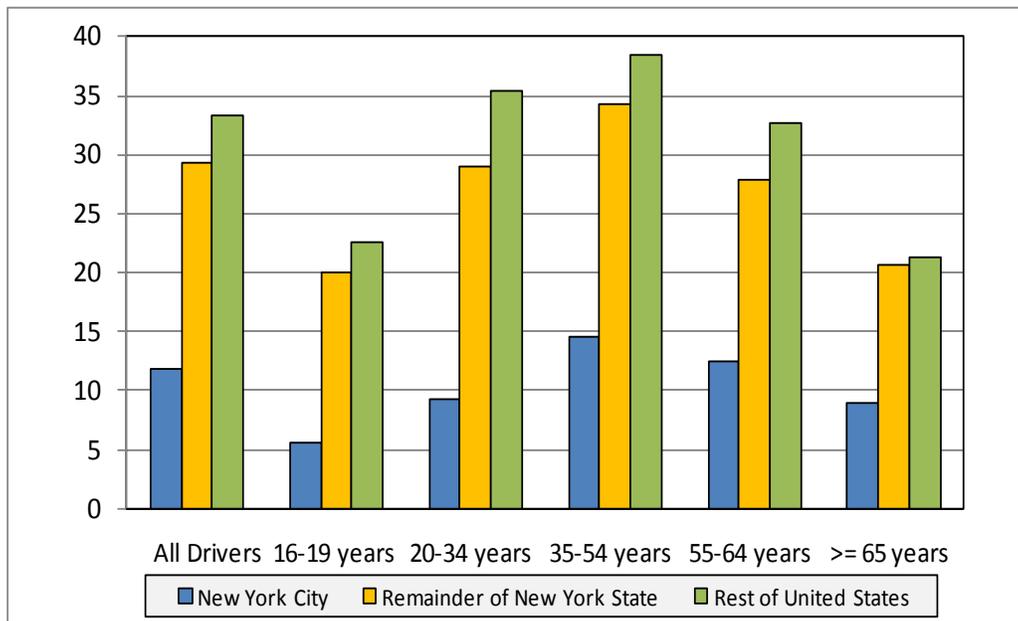


**Figure 3.14 Daily Driver Vehicle Miles of Travel (VMT) by Gender in 1995, 2001, and 2009.**

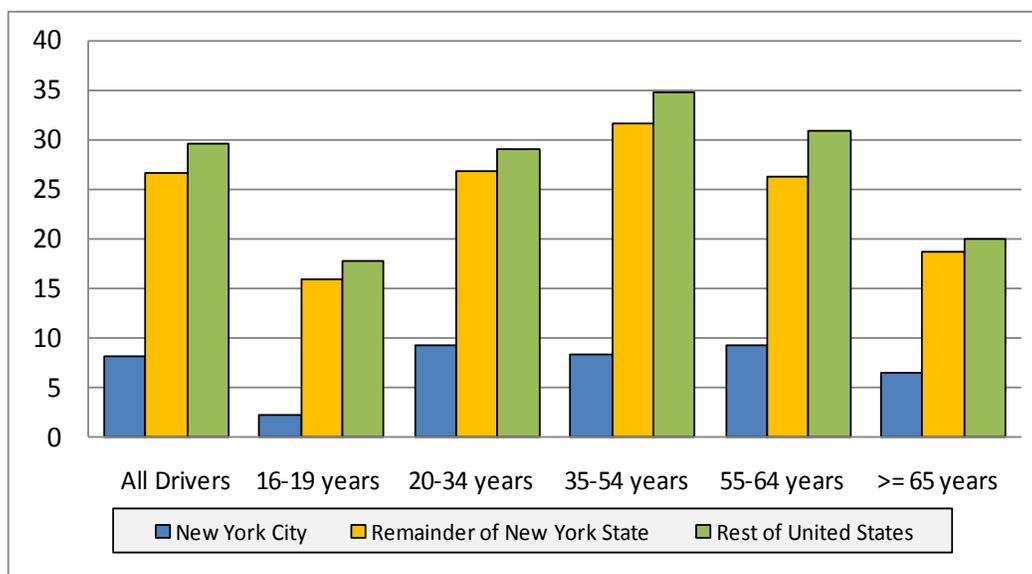
As shown in Table 3.8 and Figure 3.15, teenager drivers drove significantly fewer miles in 2009 than they did in either 1995 or 2001, in all three regions. In NYC drivers over 65 years of age also saw a significant drop in their daily mile driven. However, unlike the drop in teenage driving, in the case of these elderly drivers this drop in VMT was not reflected in the rest of state or nation.



**Figure 3.15 Daily Driver Vehicle Miles of Travel (VMT) by Age Group for New York City, Remainder of New York State, and Rest of the United States in 1995 and 2009, Average Daily VMT per Driver in 1995.**



**Figure 3.16 Daily Driver Vehicle Miles of Travel (VMT) by Age Group for New York City, Remainder of New York State, and Rest of the United States in 1995 and 2009, Average Daily VMT per Driver in 2001.**



**Figure 3.17 Daily Driver Vehicle Miles of Travel (VMT) by Age Group for New York City, Remainder of New York State, and Rest of the United States in 1995 and 2009, Average Daily VMT per Driver in 2009.**

### 3.3.3 Types and Ages of Vehicles in Use

Table 3.10 compares the types of NYC household vehicles to those used elsewhere. The principal difference is the very low use of pickup trucks in NYC: although these vehicles are also used significantly less in the rest of NYS than in the rest of the country. All three regions show a significant increase in the popularity of SUVs since the mid-1990s.

**Table 3.10 Comparison of Vehicle Types Driven in 1995, 2001, and 2009 (Fleet Percentages)**

	New York City			Remainder of New York State			Rest of United States		
	1995	2001	2009	1995	2001	2009	1995	2001	2009
Auto	87.4	75.7	64.7	72.3	63.2	56.2	64.7	56.4	49.7
Van	5.6	9.3	9.9	7.8	10.1	8.9	8.0	9.0	8.2
Sports Utility Vehicle	5.3	12.4	22.6	7.3	11.9	21.1	7.0	12.1	19.4
Pickup	1.2	1.0	1.2	10.8	11.6	10.6	18.3	19.0	18.3
Other Truck	0.1	0.4	0.0	0.3	0.3	0.3	0.4	0.5	0.4
RV	0.0	0.0	0.0	0.4	0.5	0.4	0.5	0.7	0.5
Motorcycle	0.2	1.3	1.6	0.8	2.3	2.6	1.0	2.3	3.4
Other POV	0.2	*	*	0.1	*	*	0.1	*	*
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

\* Other Privately Owned Vehicles not present in 2001 or 2009.

Both the median and average age of the household vehicle fleet is lower in both NYC and the rest of NYS than elsewhere in the country in 2009, as it was in 1995 and 2001 also (Table 3.11). The average age of vehicles in NYC was a little higher than in the rest of the state throughout the 14 year period, but with the gap narrowing between the two regions in 2009. Average age of vehicle dropped slightly in NYC between 2001 and 2009, and stayed the same in the remainder of NYS. In contrast, the average age of vehicles increased by about half a year in the rest of the nation between 1995 and 2001, and again by an additional half a year between 2001 and 2009. As in previous years, there were more older vehicles (> 10 years old) in use in NYC than in the rest of the state in 2009. In this regard NYC household vehicles are closely in line with those in the rest of the nation, with 65% of NYC household vehicle fleet under 10 years old: while roughly 70% of privately owned household vehicles in the remainder of the state are under 10 years old, versus roughly 60% in the rest of the nation in 2009.

**Table 3.11 Percentage of Households' Private Vehicle Fleets Over Ten Years Old: New York City, Remainder of New York State and Rest of the United States Compared**

	New York City			Remainder of New York State			Rest of United States		
	1995	2001	2009	1995	2001	2009	1995	2001	2009
Age Statistics									
Average Vehicle Age	7.82	8.18	7.98	7.33	7.76	7.74	8.38	8.92	9.47
Median Vehicle Age	8	7	7	7	7	7	7	7	8
Percent VMT*									
Less than 10 years	70.6%	69.3%	71.1%	76.2%	74.2%	75.6%	76.4%	71.0%	67.8%
10 years or more	29.4%	30.7%	28.9%	23.8%	25.8%	24.4%	23.6%	29.0%	32.2%
Percent Vehicle Fleet									
Less than 10 years	68.6%	61.3%	64.9%	72.4%	68.0%	70.5%	66.0%	62.6%	60.7%
10 years or more	31.5%	38.7%	35.1%	27.6%	32.0%	29.5%	34.0%	37.5%	39.3%
Average Fuel Consumption (gallons)/HH	**	325	258	**	968	883	**	1,036	1,020
Less than 10 years	**	70.8%	69.9%	**	75.4%	74.3%	**	71.3%	66.3%
10 years or more	**	29.2%	30.1%	**	24.6%	25.7%	**	28.7%	33.7%
Average CO2 Emissions (kg)/HH	**	2,866	2,265	**	8,508	7,774	**	9,106	8,985
Less than 10 years	**	70.8%	70.0%	**	75.4%	74.3%	**	71.3%	66.3%
10 years or more	**	29.2%	30.0%	**	24.6%	25.7%	**	28.7%	33.7%

<sup>a</sup> Numbers reflect BESTMILE Estimates. Due to data being unavailable, self-reported annual miles were substituted for Rest of U.S. 1995 estimates.

\*\* Statistics not available in 1995. Excludes unreported %s.

Table 3.12 shows how miles driven annually change over age of vehicle, broken down by vehicle types (Auto, Van, SUV, Pickup Trucks, and other Personally Owned Vehicles). Table 3.13 shows the percentage of vehicles in the NYC, rest of NYS, and rest of the nation fleets,

cross-classified by these same vehicle types and vehicle age groups, with fleet sizes given on the top data line to allow the reader to compute average annual vehicle miles in each vehicle type/vehicle age group cell.

**Table 3.12 Average Vehicle Miles Driven per Household Vehicle, by Vehicle Type and Vehicle Age Group in 1995, 2001, and 2009**

	New York City			Remainder of New York State			Rest of United States		
	1995	2001	2009	1995	2001	2009	1995	2001	2009
ALL HH VEHICLES*	12,281	11,446	9,460	12,982	12,338	11,033	12,268	12,019	11,314
0 to 2 years	13,182	12,583	10,500	15,314	13,712	12,977	16,225	14,701	14,216
3 to 5 years	11,965	13,799	9,871	13,445	13,796	11,981	14,076	14,191	12,735
6 to 9 years	12,014	12,177	10,348	12,786	12,722	11,040	12,665	12,512	11,754
10 years or more	11,591	9,178	7,876	11,221	10,080	9,173	8,748	9,360	9,319
Unreported	17,519	11,854	10,228	14,300	12,443	10,423	11,975	10,925	11,143
Auto	11,851	11,003	9,529	12,802	12,220	10,665	12,038	11,596	11,154
0 to 2 years	12,685	11,992	10,065	15,047	13,471	12,522	15,524	14,054	14,230
3 to 5 years	11,287	14,235	8,898	12,841	13,681	11,471	13,652	13,471	12,465
6 to 9 years	11,809	11,264	10,836	12,693	12,183	10,588	12,387	12,028	11,336
10 years or more	11,079	8,861	8,383	11,415	10,610	9,282	8,928	9,433	9,477
Unreported	17,117	11,407	11,254	15,074	12,448	10,153	11,369	11,292	11,425
Van	13,754	14,728	7,991	15,486	13,307	12,237	14,278	13,400	12,587
0 to 2 years	16,147	19,632	8,130	16,118	14,270	15,848	17,759	15,862	15,495
3 to 5 years	16,790	12,969	11,890	16,647	14,863	13,365	15,129	15,526	14,105
6 to 9 years	11,453	14,718	10,315	14,660	13,292	12,389	13,313	13,597	13,389
10 years or more	13,181	12,594	6,385	14,606	10,086	9,737	10,685	10,274	10,119
Unreported	10,471	18,233	8,453	13,897	19,268	13,635	17,465	11,547	14,513
SUV	14,430	13,108	10,475	14,059	13,972	12,552	13,905	13,877	12,825
0 to 2 years	15,654	11,628	12,190	15,640	13,982	13,505	16,232	14,968	15,038
3 to 5 years	12,665	12,296	11,150	14,654	14,753	12,992	14,567	15,235	13,672
6 to 9 years	14,108	17,161	9,786	13,367	15,062	12,329	14,806	14,308	12,860
10 years or more	16,341	12,325	8,577	11,803	11,217	10,829	9,391	10,687	10,184
Unreported	**	15,521	9,457	16,292	11,579	11,770	16,851	11,117	13,167
Pickup Truck	**	9,597	9,467	12,786	12,291	11,242	12,078	12,465	11,329
0 to 2 years	**	16,542	22,178	15,709	15,564	14,145	17,640	16,552	15,068
3 to 5 years	**	6,833	12,504	15,312	13,240	12,917	15,001	15,420	13,233
6 to 9 years	**	6,792	8,505	12,169	14,660	11,884	12,862	12,888	12,016
10 years or more	**	7,071	7,422	10,688	9,330	8,742	8,348	9,536	9,544
Unreported	**	11,516	6,107	13,446	9,044	11,121	11,984	11,879	11,759
Other POV	**	1,182	1,270	5,110	3,626	2,885	7,626	5,094	3,459
0 to 2 years	**	1,944	3,665	14,622	5,379	4,765	18,632	7,612	5,078
3 to 5 years	**	2,500	1,777	5,407	4,238	3,144	12,882	8,478	4,077
6 to 9 years	**	6,000	1,386	7,507	3,717	2,809	10,827	7,350	4,198
10 years or more	**	1,042	479	3,197	2,406	2,060	4,726	3,101	2,470
Unreported	**	632	171	3,218	9,504	3,613	4,394	2,189	2,666

\* includes all Autos, SUVs, Vans, Pickup trucks and "Other POVs" not otherwise specified.

\*\* sample size limited, very large standard errors.

**Table 3.13 Percentage of Household Vehicle Fleets, by Vehicle Type and Vehicle Age Group in 1995, 2001, and 2009**

	New York City			Remainder of New York State			Rest of United States		
	1995	2001	2009	1995	2001	2009	1995	2001	2009
# HH Vehicles ('000s)	1,600	2,085	1,943	6,322	7,461	7,201	168,145	193,041	202,357
All HH Vehicles	100%	100%	100%	100%	100%	100%	100%	100%	100%
0 to 2 years	12.9%	17.7%	17.9%	17.1%	18.3%	16.5%	15.8%	15.6%	12.0%
3 to 5 years	14.3%	18.5%	19.3%	21.8%	23.2%	23.8%	20.9%	21.3%	20.6%
6 to 9 years	37.5%	21.8%	24.2%	31.7%	24.6%	28.0%	27.5%	23.5%	25.8%
10 years or more	29.1%	36.6%	33.2%	26.9%	31.2%	28.6%	33.1%	36.2%	37.9%
Unreported	6.2%	5.4%	5.5%	2.6%	2.7%	3.2%	2.7%	3.4%	3.7%
Auto	87.4%	75.7%	64.7%	72.3%	63.2%	56.2%	64.7%	56.4%	49.7%
0 to 2 years	10.5%	11.4%	11.0%	11.2%	10.8%	8.6%	9.4%	7.7%	5.8%
3 to 5 years	11.8%	13.9%	11.2%	16.2%	13.6%	12.2%	13.7%	11.5%	9.4%
6 to 9 years	33.9%	17.1%	16.5%	23.5%	16.4%	16.2%	18.9%	14.1%	12.9%
10 years or more	27.1%	29.4%	22.6%	19.7%	20.8%	17.4%	21.0%	21.4%	19.8%
Unreported	4.2%	3.8%	3.4%	1.8%	1.6%	1.7%	1.7%	1.7%	1.7%
Van	5.6%	9.3%	9.9%	7.8%	10.1%	8.9%	8.0%	9.0%	8.2%
0 to 2 years	0.9%	1.5%	1.6%	2.3%	1.9%	1.0%	1.7%	1.5%	0.7%
3 to 5 years	1.2%	1.6%	1.3%	1.7%	2.7%	2.1%	2.1%	2.1%	1.8%
6 to 9 years	1.8%	2.4%	1.1%	2.4%	2.9%	2.8%	2.2%	2.5%	2.5%
10 years or more	1.3%	3.2%	5.1%	1.3%	2.4%	2.7%	1.8%	2.6%	3.0%
Unreported	0.4%	0.6%	0.9%	0.2%	0.3%	0.3%	0.2%	0.4%	0.3%
SUV	5.3%	12.4%	22.6%	7.3%	11.9%	21.1%	7.0%	12.1%	19.4%
0 to 2 years	1.4%	4.3%	5.0%	2.0%	3.5%	5.3%	1.9%	3.1%	3.3%
3 to 5 years	1.4%	2.8%	6.5%	1.7%	3.8%	6.5%	1.7%	3.5%	5.5%
6 to 9 years	1.7%	2.1%	5.7%	2.0%	2.5%	5.2%	1.7%	2.6%	5.3%
10 years or more	0.7%	2.5%	4.2%	1.4%	1.9%	3.6%	1.6%	2.6%	4.7%
Unreported	**	0.6%	1.1%	0.2%	0.3%	0.5%	0.2%	0.3%	0.5%
Pickup Truck	**	1.0%	1.2%	10.8%	11.6%	10.6%	18.3%	19.0%	18.3%
0 to 2 years	**	0.3%	0.1%	1.5%	1.7%	1.2%	2.6%	2.9%	1.6%
3 to 5 years	**	0.1%	0.2%	2.0%	2.7%	2.3%	3.3%	3.6%	3.1%
6 to 9 years	**	0.1%	0.4%	3.5%	2.5%	3.0%	4.4%	3.9%	4.2%
10 years or more	**	0.5%	0.5%	3.6%	4.4%	3.7%	7.4%	8.0%	8.6%
Unreported	**	0.0%	0.0%	0.3%	0.3%	0.4%	0.6%	0.7%	0.8%
Other POV	**	1.7%	1.7%	1.7%	3.1%	3.2%	2.0%	3.5%	4.3%
0 to 2 years	**	0.2%	0.2%	0.1%	0.4%	0.4%	0.1%	0.5%	0.6%
3 to 5 years	**	0.1%	0.1%	0.2%	0.4%	0.7%	0.2%	0.5%	0.8%
6 to 9 years	**	0.1%	0.5%	0.3%	0.4%	0.7%	0.4%	0.5%	0.8%
10 years or more	**	0.9%	0.8%	0.9%	1.6%	1.2%	1.2%	1.7%	1.8%
Unreported	**	0.4%	0.0%	0.1%	0.2%	0.3%	0.1%	0.3%	0.4%

\* includes all Autos, SUVs, Vans, Pickup trucks and "Other POVs" not otherwise specified

\*\* Sample size limited, very large standard errors.

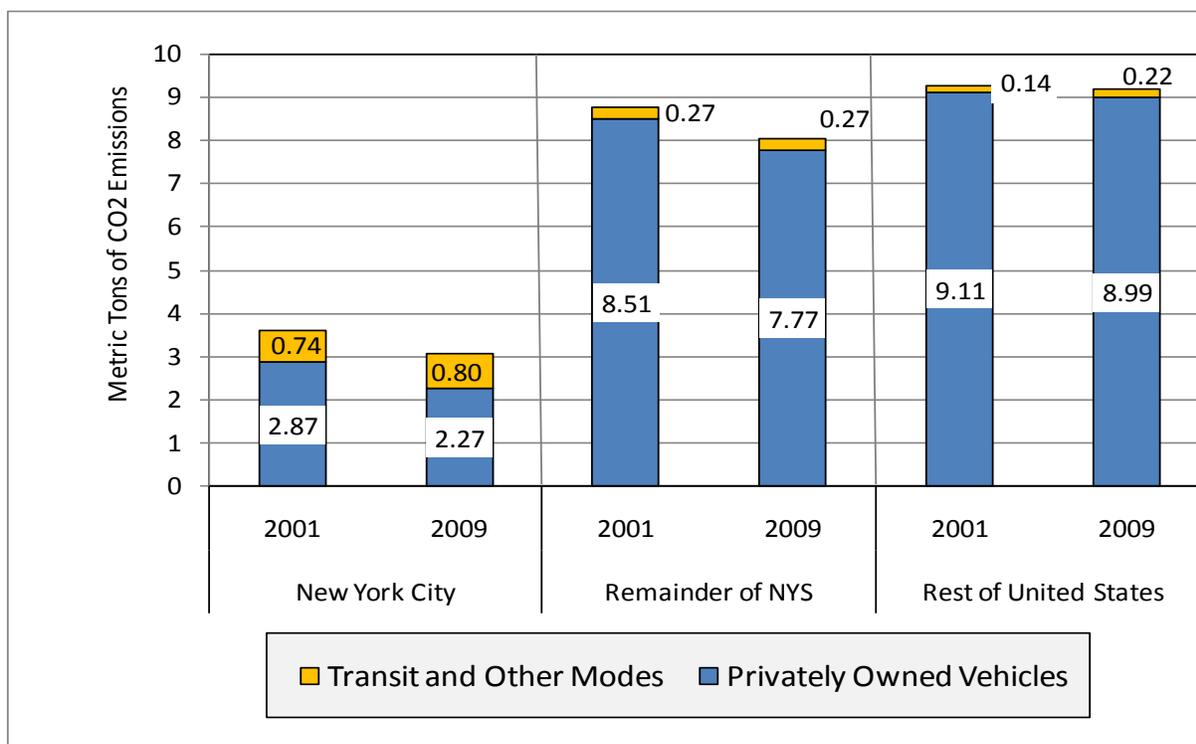
### 3.3.4 Energy and Greenhouse Gas Emissions Associated With Vehicle Travel

As described in Chapter 2 of this report, New York households on the average emit significantly fewer travel generated carbon dioxide emissions annually than do residents in the rest of the nation. Table 3.14 and Figure 3.18 show that much of this difference is attributable to the travel characteristics of NYC households, who as reported above have shorter average trip distances, who walk a good deal more to activities, and who make much greater use of public transit modes for their daily travel needs.

**Table 3.14 Average Annual Emissions of Carbon Dioxide\* from Household Travel  
Summed over all Modes of Travel**

	New York City		Remainder of NYS		Rest of United States	
	2001	2009	2001	2009	2001	2009
Average CO2 Emissions (kg)/HH	3,603	3,070	8,779	8,045	9,247	9,201
0 Workers	1,681	1,347	3,700	3,886	4,128	4,599
1 Workers	2,841	2,790	7,378	7,375	7,608	8,537
2 Workers	4,654	5,267	12,156	11,592	12,298	13,336
3 or more Workers	9,388	7,475	14,650	16,027	17,137	19,073
Average CO2 Emissions (kg)/HH	3,603	3,070	8,779	8,045	9,247	9,201
0 Drivers	578	319	354	102	238	242
1 Drivers	3,049	1,821	4,600	4,102	4,774	4,872
2 Drivers	5,697	4,738	10,721	9,589	10,947	10,934
3 or more Drivers	11,293	8,071	14,966	14,652	16,261	16,882
Average CO2 Emissions (kg)/HH	3,603	3,070	8,779	8,045	9,247	9,201
0 Vehicles	862	927	374	644	356	539
1 Vehicles	4,896	4,214	4,548	4,016	4,344	4,356
2 Vehicles	8,235	7,789	10,754	9,584	10,275	10,125
3 or more Vehicles	17,707	12,569	15,364	15,588	16,324	17,132

**Note:** Direct, vehicle operating emissions only, no “upstream” vehicle or fuel production or infrastructure provision related emissions are included. Air travel is excluded. The emissions rates used for each NHTS mode of travel are reported in Appendix D, and make use of US EPA recommended fuel use-to-CO2 emissions conversions, and emissions rate estimates derived from the Federal Transit Administration’s rail, bus and ferry transit energy consumption database and average vehicle fuel efficiencies reported by, or derived from Federal Highway Administration, American Bus Association, American School Bus Association, and the New York City Taxi and Limousine Commission estimates. Equivalent data sources for 1995 were not available or not compatible with 2001 and 2009 data sources for all modes.



**Figure 3.18 Average Annual Emissions of Carbon Dioxide (Metric Tons of CO<sub>2</sub>) from Household Travel\* in 2001 and 2009.**

**Note:** \* direct, vehicle operating emissions only, no “upstream” emissions associated with fuel or vehicle production or infrastructure supply included. See Notes below Table 3.14 for data sources.

While the average annual travel-related CO<sub>2</sub> emissions estimated across all of the state’s households in 2009 was 5.9 metric tons (cf. Table 2.14), the average for NYC households’ travel was less than 3.1 metric tons. For households in the remainder of NYS this estimate is just over 8 metric tons. For the rest of the nation average annual emissions per household are estimated to be somewhat higher, at about 9.2 metric tons. This means that on average, NYC households in 2009 emitted less than 40% of the personal travel related CO<sub>2</sub> as emitted by households in the rest of the state, and only one third the emissions of households in the rest of the nation.

The only NYC household grouping to have higher annual CO<sub>2</sub> emissions from travel is the zero-vehicles owned category. As described above (cf. Table 3.6 and Figures 3.7, 3.8 and 3.9), many NYC households in this category have higher incomes than they do in other regions, and are likely on the average to spend more on travel than their counterparts in the rest of the state or nation.

Between 2001 and 2009, NYC emissions rates also appear to have declined, by about half a metric ton (from 3.6 to 3.1 metric tons), and by about 0.8 metric tons in the rest of NYS. In comparison, there appears to have been very little if any change in the emissions rate for the rest

of the nation over this period. As Chapter 4 of this report confirms, household travel emission rates are significantly lower in regions with higher residential population densities, such as those associated with a large fraction of NYC's residential household population. The decline in the CO2 emissions rate since 2001 in NYC results from a combination of the lower VMT rates and the increased use of walk and transit trips reported above.

### 3.4 COMMUTING COMPARISONS

Providing efficient forms of travel to work is an important contribution to a state's, and the nation's economy. Limiting the length of time spent commuting daily is also seen by many people as an important quality of life issue.

#### 3.4.1 Commuting Trip Frequencies and Trip Lengths

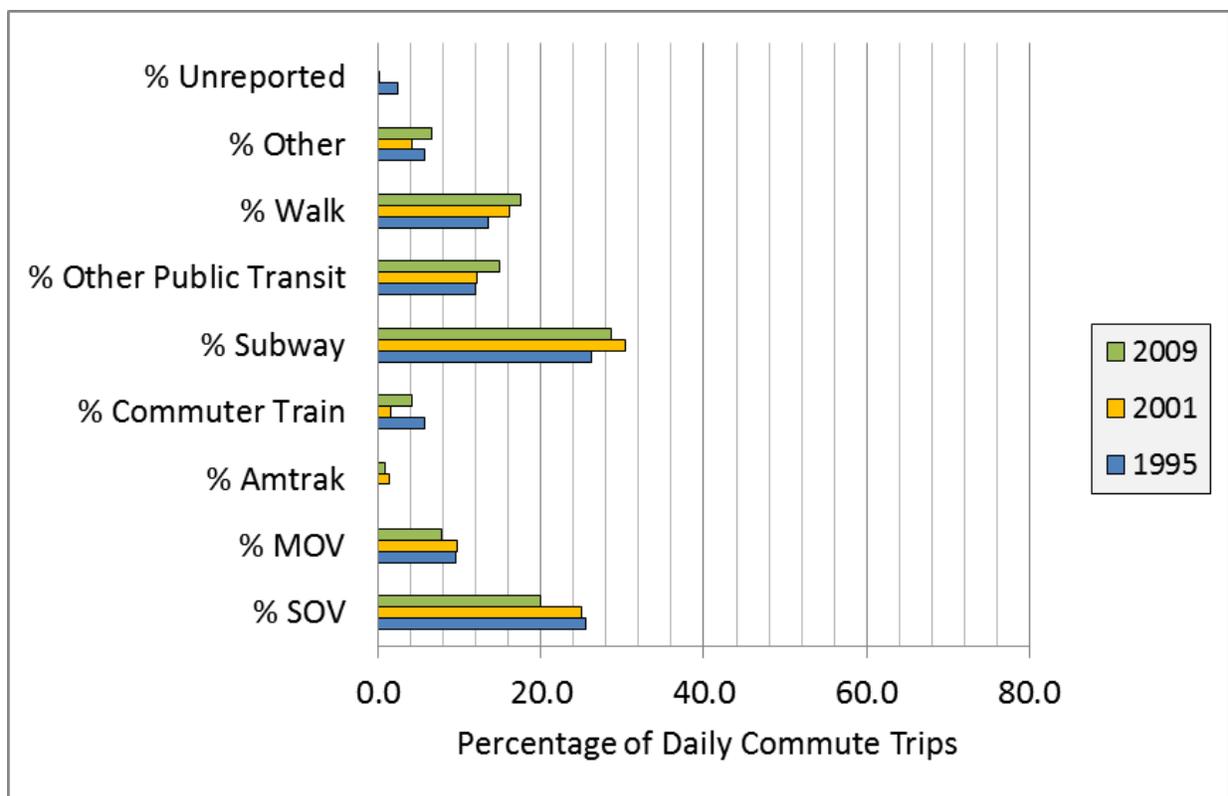
Daily commute trip frequencies have declined since 1995, so that in 2009 NYC daily commute trip frequencies dipped just below one trip (0.95 trips) per worker. In the rest of the state and the nation this rate has also declined since 1995, but did not change significantly between 2001 and 2009, at just over 1.1 commute trips per worker (Table 3.15).

**Table 3.15 Daily Commute Statistics by Mode of Transportation in New York City, Remainder of New York State, and Rest of the United States<sup>a</sup>**

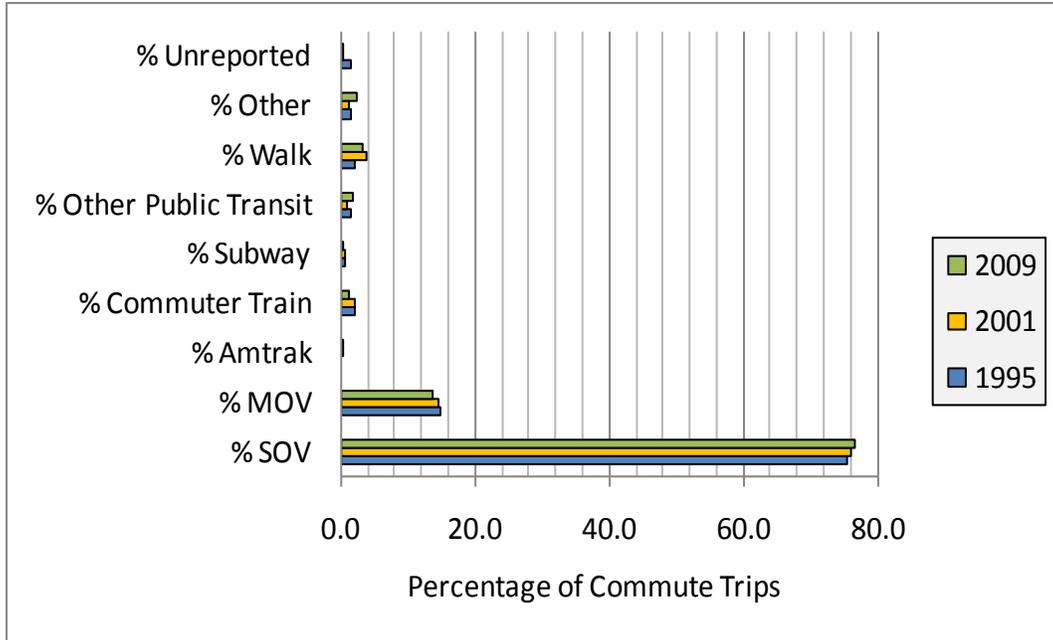
	New York City			Remainder of New York State			Rest of United States		
	1995	2001	2009	1995	2001	2009	1995	2001	2009
Commute Person Trips per Worker	1.26	1.08	0.95	1.34	1.14	1.14	1.40	1.15	1.11
% SOV	25.4	25.0	19.9	75.4	76.1	76.7	75.7	77.7	78.4
% MOV	9.5	9.7	7.7	14.9	14.7	13.7	16.4	16.4	14.6
% Amtrak	0.0	1.2	0.8	0.0	0.4	0.1	0.0	0.1	0.0
% Commuter Train	5.6	1.4	4.1	2.2	2.1	1.3	0.7	0.3	0.3
% Subway	26.2	30.3	28.7	0.7	0.7	0.3	0.7	0.5	0.3
% Other Public Transit <sup>b</sup>	11.9	12.2	14.9	1.5	1.0	1.9	1.4	1.6	1.7
% Walk	13.5	16.0	17.5	2.2	3.8	3.3	2.1	2.4	2.7
% Other	5.6	4.2	6.5	1.5	1.2	2.3	1.4	0.9	1.8
% Unreported	2.4	0.0	0.0	1.5	0.2	0.2	1.6	0.1	0.2
Commute PMT per Worker	10.70	7.48	6.17	16.04	13.18	12.89	16.08	13.78	12.99
% SOV	33.6	33.5	30.7	74.8	77.4	79.7	76.8	77.7	81.7
% MOV	13.7	13.0	15.5	15.5	12.8	12.6	17.2	16.1	13.5
% Other POV	0.2		0.0	0.0		0.0	0.1		0.0
% Amtrak	0.0	1.4	0.2	0.1	0.9	0.8	0.1	0.3	0.0
% Commuter Train	6.6	2.3	3.4	5.5	5.3	3.0	0.7	0.7	0.5
% Subway	26.2	35.1	28.1	0.9	1.0	0.5	0.4	0.5	0.2
% Other Public Transit	9.2	7.7	11.9	1.4	0.6	1.1	1.5	1.0	1.1
% Walk	1.7	2.8	4.7	0.1	0.4	0.2	0.1	0.2	0.2
% Other	8.1	4.1	5.5	0.9	1.3	1.9	2.2	3.5	2.7
% Unreported	0.7	0.0	0.0	0.9	0.3	0.3	0.9	0.1	0.2

<sup>a</sup> All percents may not add to 100% due to rounding. <sup>b</sup> Other Public Transit is mostly Bus Transit.

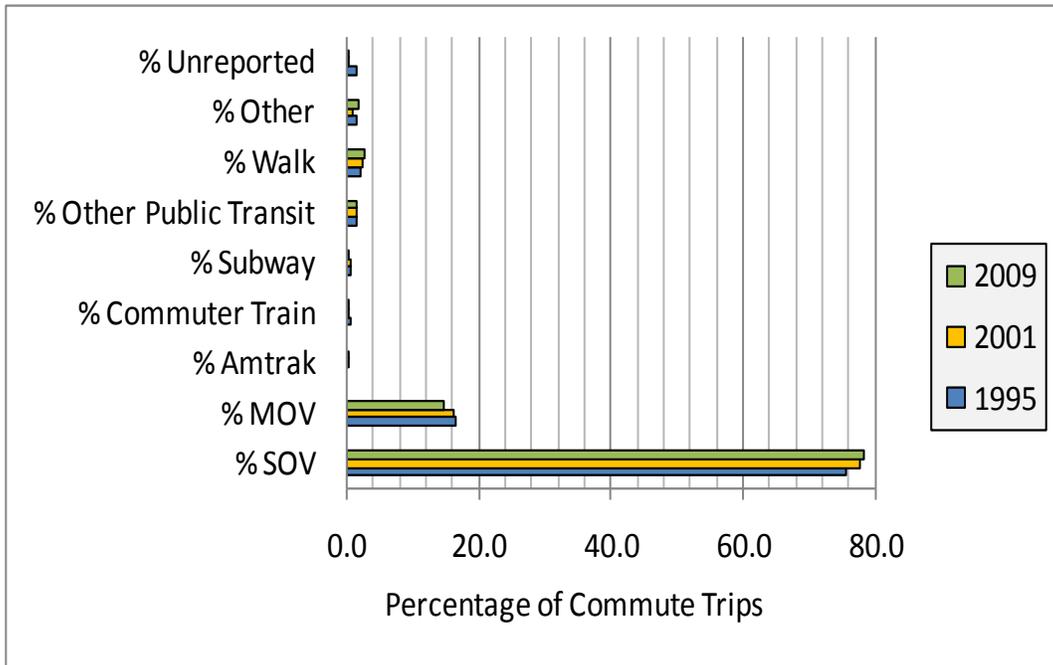
Commuting trip mode shares for NYC residents are very different from those in the rest of the state and nation (see Figures 3.19, 3.20 and 3.21 below). In 2009, as in 2001, almost one in every three commute trips, and one in every three miles of travel in NYC was taken on the subway, while these percentages are less than 1% elsewhere (of course, most areas do not have a subway). Walking was the most common non-motorized mode in NYC for commuters, and has continued to grow with each NHTS survey in terms of both daily trips taken (from 13.5% to 17.5% of commutes between 1995 and 2009) and daily person miles of travel (from 1.7% to 4.7 % of NYC worker PMT during the same time). While average daily PMT by commuters continue to fall across the board, first from 1995 to 2001 and then from 2001 to 2009, this decline was more noticeable in percentage terms in NYC, dropping 43% between 1995 and 2001 and a further 21% between 2001 and 2009 (for a 14 year decline of 73% from 1995 level).



**Figure 3.19 Trends in Daily Commute Trip Mode Shares for New York City, Remainder of New York State, and Rest of the United States: 1995, 2001, and 2009, New York City.**



**Figure 3.20 Trends in Daily Commute Trip Mode Shares for New York City, Remainder of New York State, and Rest of the United States: 1995, 2001, and 2009, Remainder of New York State.**



**Figure 3.21 Trends in Daily Commute Trip Mode Shares for New York City, Remainder of New York State, and Rest of the United States: 1995, 2001, and 2009, Rest of the United States.**

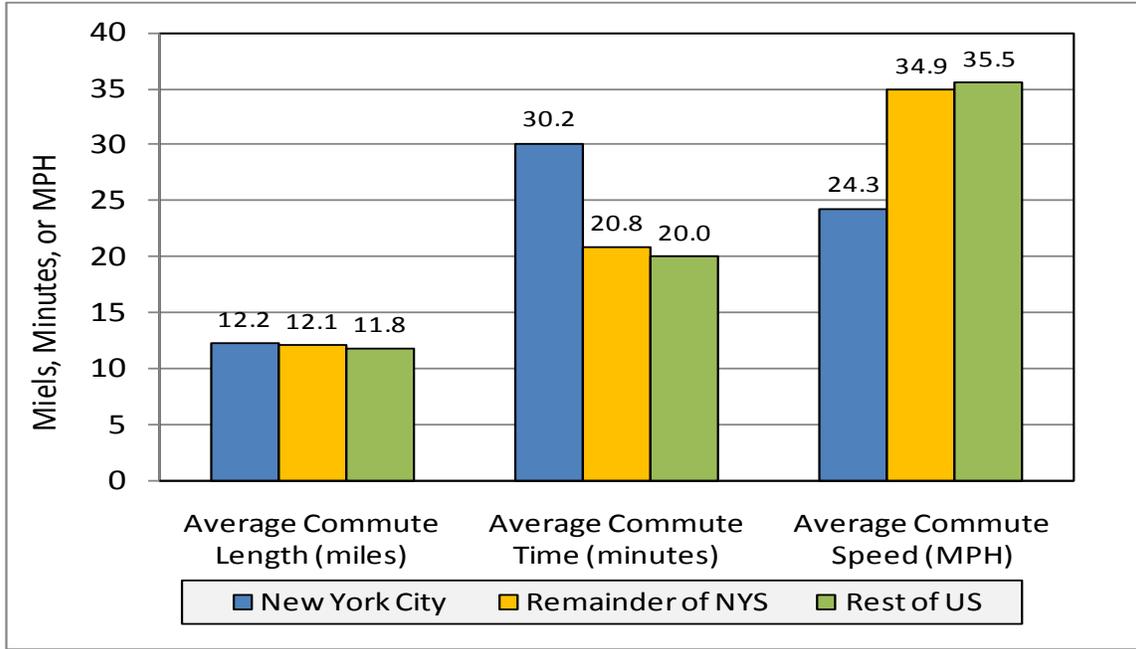
### 3.4.2 Commuting Times and Commuting Speeds

Table 3.16 compares average commuting distances, travel times, and speeds for privately owned and publicly operated vehicles in each of the three regions and for each survey year. Based on these statistics, Figures 3.22, 3.23 and 3.24 below shows the differences in average private vehicle commute distances, travel times, and average speeds between NYC commuters and those in the rest of the state and nation, for each survey year. The principal conclusion to be drawn from these three graphs is that while average commute distances remained similar across all three geographic regions in each survey year, the average speeds remained much lower, and therefore the average commute times remained much higher for NYC workers than for workers elsewhere. In all three survey years NYC commuters were taking about 10 minutes longer on average to get to work than commuters elsewhere. By comparison, average commute trip speeds and times as well as average commute trip lengths for the rest of the state are very similar to those in the rest of the country, when looked at within each survey year.

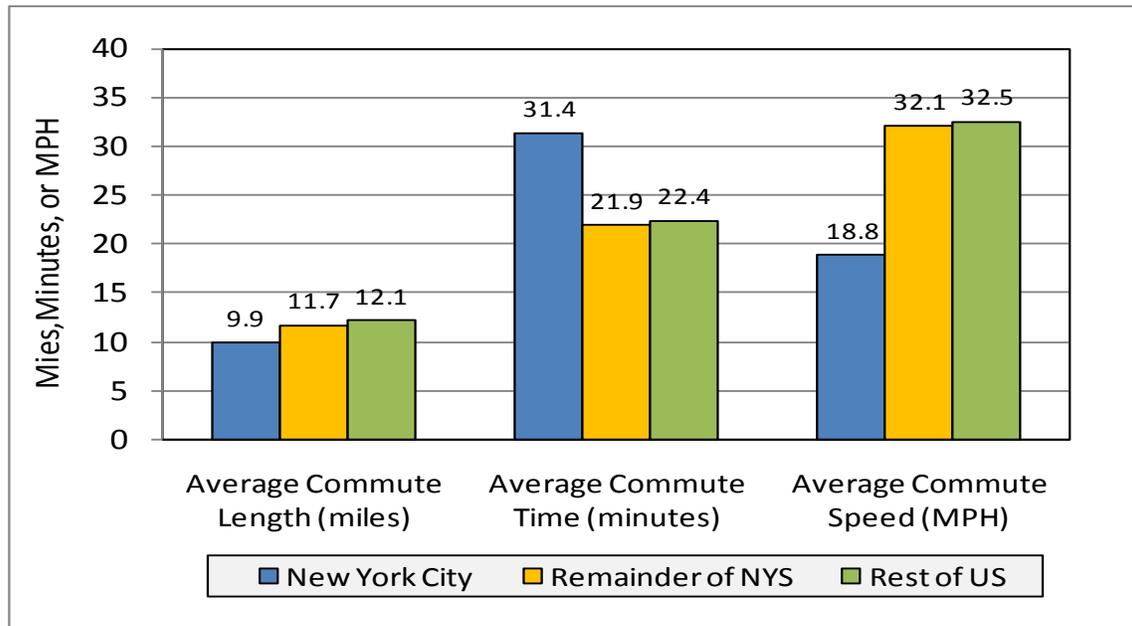
**Table 3.16 Commuting Distances, Times, and Speeds for Private and Public Modes of Transportation in 1995, 2001, and 2009**

	New York City			Remainder of New York State			Rest of United States		
	1995	2001	2009	1995	2001	2009	1995	2001	2009
<i>Length (miles)</i>									
TOTAL	9.7	8.0	7.8	12.1	11.8	11.4	11.7	12.2	11.9
Private	12.2	9.9	11.5	12.1	11.7	11.6	11.8	12.1	12.1
Public	10.4	9.3	7.9	24.1	24.4	15.9	13.0	11.9	10.7
<i>Time (minutes)</i>									
TOTAL	33.0	40.2	40.2	21.4	24.0	24.0	20.2	23.1	23.5
Private	30.2	31.4	33.5	20.8	21.9	22.9	20.0	22.4	22.8
Public	43.4	55.8	51.0	51.0	72.5	58.9	39.9	54.2	53.5
<i>Miles per Hour</i>									
TOTAL	19.7	15.8	15.8	34.1	31.2	29.9	35.0	32.8	31.5
Private	24.3	18.8	20.7	34.9	32.1	30.4	35.5	32.5	31.9
Public	14.3			27.0			21.1		

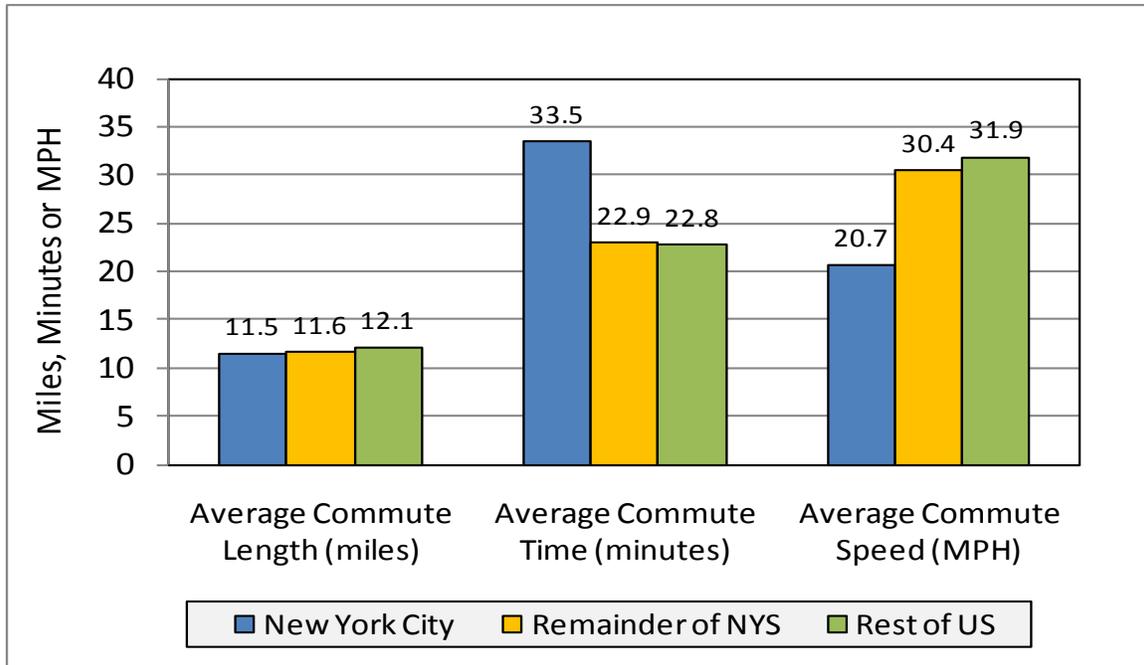
Notes: TOTAL trips include walk and other modal trips. Comparable public transit speeds are not readily computed from the 2001 and 2009 surveys.



**Figure 3.22 Commute Patterns on Privately-Owned Vehicles New York City, Remainder of New York State, and Rest of the United States, Year = 1995.**



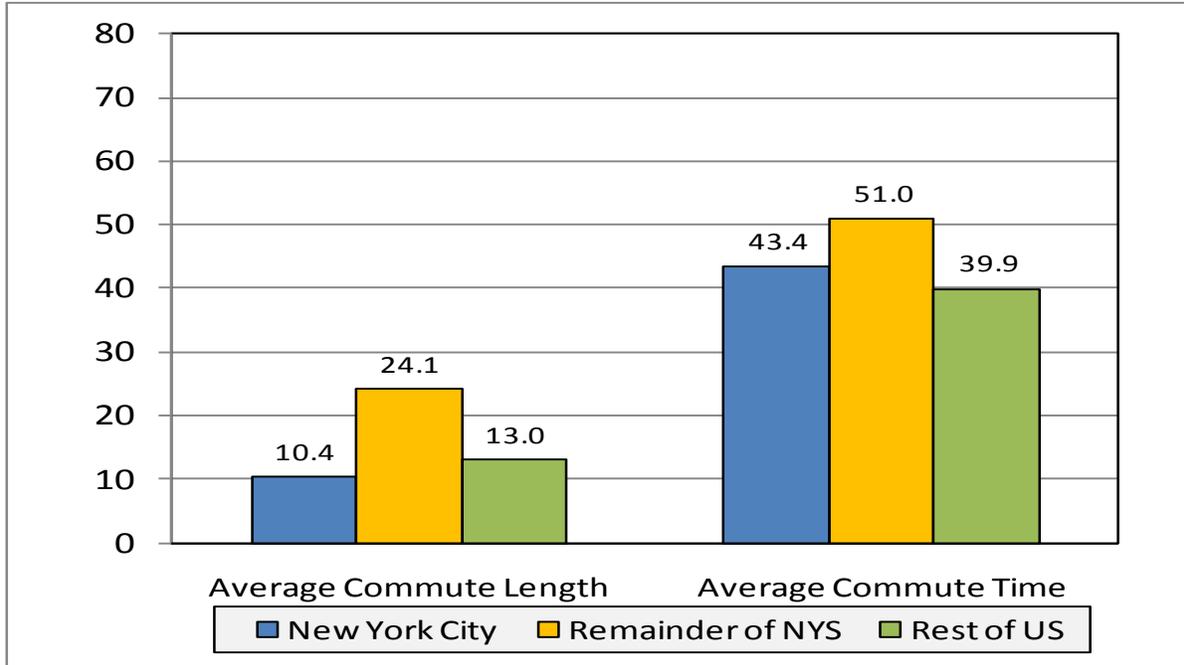
**Figure 3.23 Commute Patterns on Privately-Owned Vehicles New York City, Remainder of New York State, and Rest of the United States, Year = 2001.**



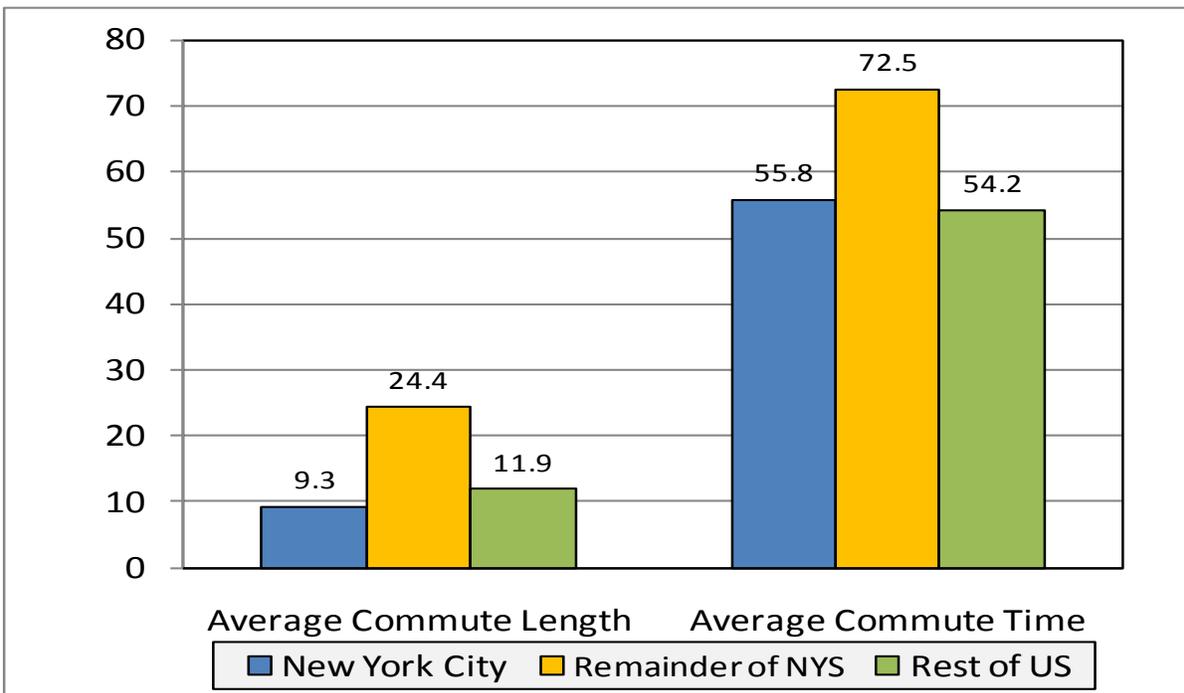
**Figure 3.24 Commute Patterns on Privately-Owned Vehicles New York City, Remainder of New York State, and Rest of the United States, Year = 2009.**

Differences in average privately owned vehicle trip speeds were marginal between 2001 and 2009 in all three geographic regions, once standard errors on these estimates are taken into account. Average travel time for these NYC commuters did increase slightly however, due to a significantly longer average trip length (up from 9.9 miles in 2001 to 11.5 miles in 2009: see Table 3.16). In 1995 the average speed for NYC privately owned vehicle commutes was over 24 mpg. But the average commute distance was also longer, at 12.2 miles.

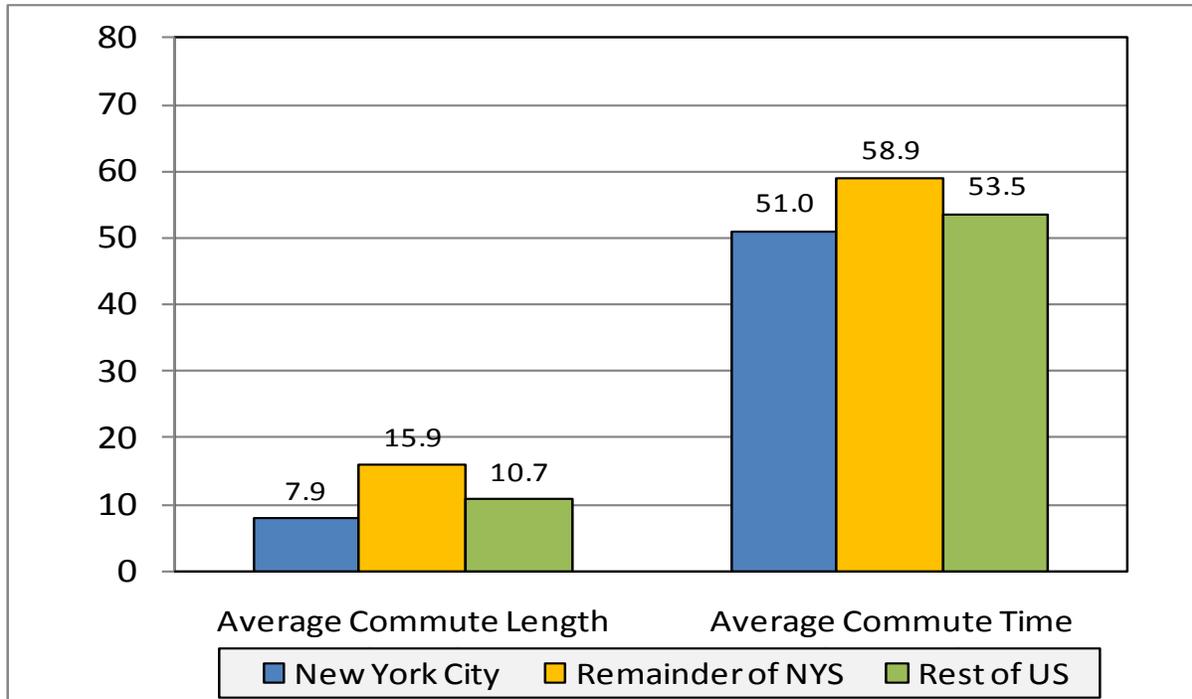
Although commute trips on public transit by NYC residents were noticeably shorter than those by privately-owned vehicles (at 7.9 miles versus 11.5 miles in 2009: see Table 3.16), they take a good deal longer, on average, to complete (at 33.5 minutes versus 51 minutes). Figures 3.25, 3.26 and 3.27 show these public transit trip times to be much higher for commuters in the rest of NYS than in either NYC or the rest of the nation. In 2009 this across-regions difference has been reduced significantly, due in large part to these remainder of NYS transit trips reporting a much reduced average trip length (from 24.2 to 15.9 miles) and a subsequent reduction in average commute time from 72.5 minutes to 58.9 minutes from 2001 to 2009. It is unclear to what extent this large change is a result of changes in data reporting between the two surveys.



**Figure 3.25 Commute Patterns on Public Transit in New York City, Remainder of New York State, and Rest of the United States, Year = 1995.**



**Figure 3.26 Commute Patterns on Public Transit in New York City, Remainder of New York State, and Rest of the United States, Year = 2001.**



**Figure 3.27 Commute Patterns on Public Transit in New York City, Remainder of New York State, and Rest of the United States, Year = 2009.**

### 3.5 SUMMARY

In summary, the travel behavior of NYC residents has a tremendous impact on the reporting of travel patterns for the entire state of New York. Excluding NYC households, households in the rest of the state exhibit average travel characteristics that are, for the most part, quite similar to those for the rest of the nation. This is to be expected. NYC residential and employment densities are much higher than those in most of the rest of the state and nation. As a result, many more opportunities exist for walking to nearby destinations, and there is a good deal more “mass” in NYC’s mass transit ridership. That said, most of the statistics presented in this chapter are averages, and raise the question of whether other urban areas within NYS might more or less closely resemble those in other parts of the nation than the above statistics appear to indicate. Just how does population density affect travel activity within and outside the state? Also of interest to planning and policy making agencies are the travel patterns of the state’s rural households. How different are their travel patterns from those of urban household in the state? And are they consistent with those households found in rural areas elsewhere in the nation, or are there significant differences here that warrant further attention? The rest of this report addresses these questions.

#### 4. URBAN TRAVEL AND POPULATION DENSITY

Urban travel patterns are analyzed in this chapter with respect to population density, that is, with respect to the number of persons in residence per square mile. These densities are measured on a census tract basis and include only the land area of a tract.<sup>7</sup> Specifically, the travel patterns of urban residents in New York State's thirteen MPO areas (see Figure 4.1) are compared to the travel patterns of residents in Metropolitan Statistical Areas (MSAs) outside NYS (NHTS sample households outside NYS cannot be identified by specific MPO, only by MSA, hence the difference).

The thirteen New York Add-On strata, (using their common names) are (see Figure 4.1):

- Albany,
- Binghamton,
- Buffalo,
- Elmira,
- Glens Falls,
- Ithaca,
- Kingston,
- New York Metropolitan Transportation Council (NYMTC)
- (Including Nassau, Suffolk, the five boroughs of New York City (Bronx, Kings, Queens, New York, and Richmond), Putnam, Rockland, and Westchester Counties),
- Newburgh,
- Poughkeepsie,
- Rochester,
- Syracuse, and
- Utica-Rome.<sup>8</sup>

In this chapter we refer to these 13 areas as metro areas, or metros, noting that since the NYS Add-On NHTS sampling frame is comprised of the primary urban counties in which each MPO lies, an entire MPO area may not be represented by the survey in every case. Within each

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<sup>7</sup> That is, if part of a census tract includes a large water body the surface area of that water body is subtracted prior to the density computation.

<sup>8</sup> The 2000 Census identified 3 new urbanized areas: Kingston, Saratoga Springs, and Middletown. Unfortunately, knowledge of these new areas was unknown at the time when the 2001 survey was conducted, and they were not sampled accordingly. As a result, Kingston, which was in Ulster County, was categorized as part of the rural aggregate strata in both 1995 and 2001. The remaining two urban areas were already part of other urban strata: Saratoga Springs was already part of the Albany strata, and Middletown was already part of the Newburgh strata.

metro area, these sampled households are then grouped into appropriate population-density classes, based on the census tract in which they are located (see density maps in Appendix B).

To remain consistent with the 1995 and 2001 NYS's NHTS add-on analyses, households are divided into seven density classes, starting with households in tracts that average less than 500 persons per square mile, and increasing to households in tracts where densities exceed 50,000 persons per square mile, or ppsm (see Tables 4.1, 4.2 and 4.3). In some instances, where the statistics have been broken down into a number of additional dimensions (e.g. by vehicle ownership level, trip purpose, and mode of travel combinations) small sample sizes and larger standard errors hinder reporting over all three survey years. However, for the most part, the NHTS data offer statistically robust insights into the effects of density on metropolitan area travel both within and outside NYS.

Also of note, almost all households in the state's highest density areas (i.e. areas with more than 50,000 people per square mile) are found in NYC: see Table 4.1). However, comparisons between NYS data and data from other large urban areas in the U.S. can be misleading because NYS was significantly over-sampled in the NHTS compared to these other areas. The 2009 NHTS national sample, for example, includes a total of 870 households located in census tracts with more than 50,000 people per square mile, of which 819 are included in the NYS sample. Thus, data comparing these very dense areas should be viewed with a good deal of caution.

In 2009, ninety percent of NYS's households were located within the jurisdictions of the 13 New York add-on strata shown in Figure 4.1, up slightly from 88% in 1995 and 2001 (derived from Tables 4.1, 4.2, and 4.3). Some 42.8% of NYS households lived in the five NYC boroughs in 2009. As a result of this heavy concentration of population in the NYC strata when compared to metropolitan populations concentrations in the rest of the country, a significantly greater percentage of NYS households are in extremely densely populated areas. In 2009 38% of NYS households were located in census tracts with more than 20,000 people per square mile (see Figure 4.2). By comparison, this percentage is only 3% in the rest of the country. And these two in- and out-of state percentages have changed very little since 1995. At the other end of the density scale, some 16.5% of NYS households lived in the least dense areas with less than 500 people per square mile in both 2009 and 2001, down marginally from 17% in 1995 (derived Tables 4.1, 4.2, 4.3). With these statewide statistics as background, the rest of this chapter focuses on the household and travel characteristics of residents in the above 13 NYS metro areas, and in the MSA-based metro areas in other states to which they are being compared. *(Note that densities are measured here and in all of the other tables and graphs in this chapter on the basis of population and usable land area data reported at the level of census tracts. These densities are then reported for specific metro areas or groups of metro areas in persons per square mile, or ppsm.)*

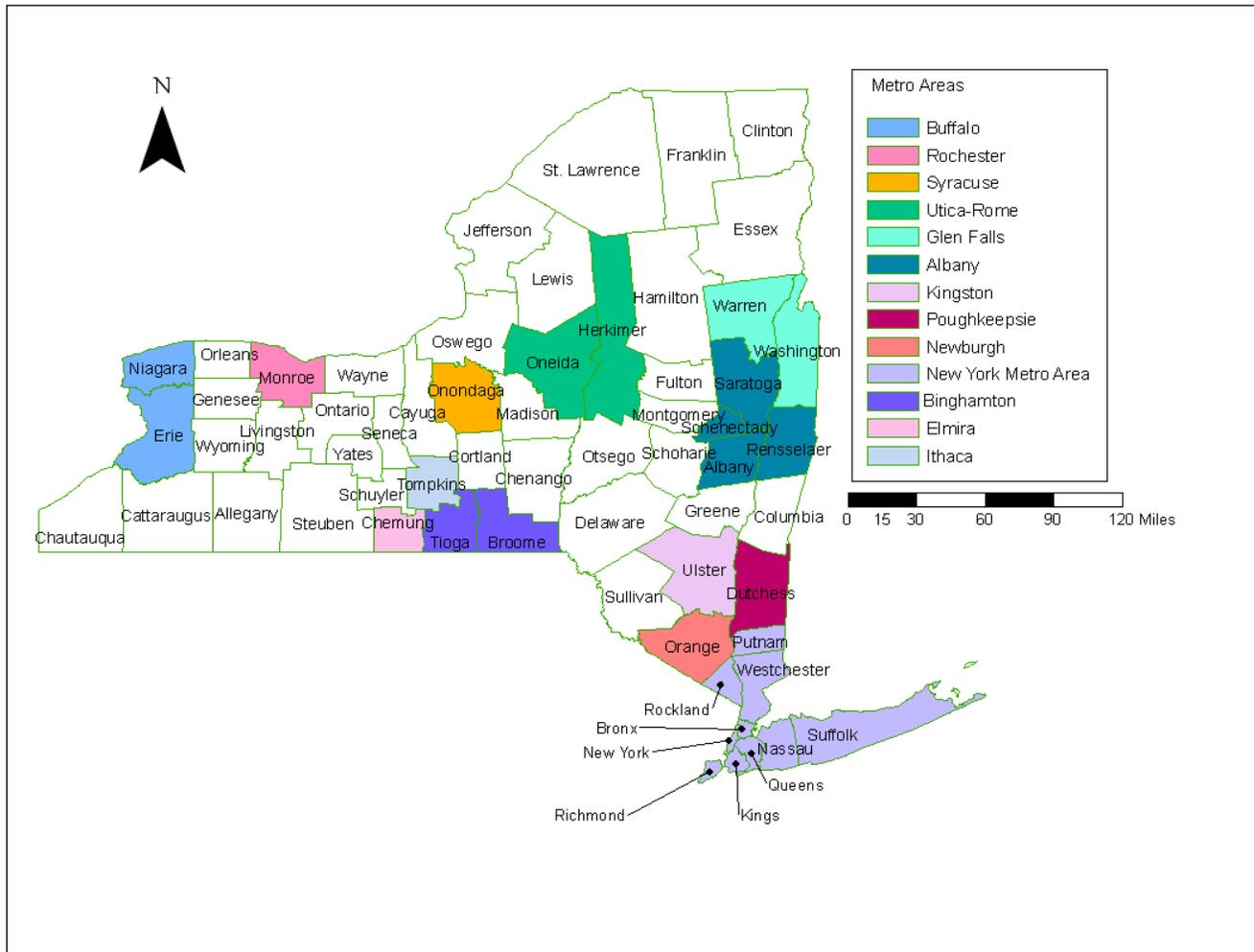


Figure 4.1 The 2009 NHTS Metro Add-On Areas.

**Table 4.1 2009 New York State Household Distribution by Metro Area and Population Density**  
(population density based on census tracts)

	Population Density (population per square mile)							
	Total	< 500	500-2,000	2,000-4,000	4,000-10,000	10,000-20,000	20,000-50,000	50,000+
ALL	7,137,482	1,178,437	873,916	780,844	1,065,752	522,296	926,455	1,789,781
Albany	320,181	77,607	117,979	63,311	53,997	7,287		
Glen Falls	58,260	36,617	10,173	3,465	8,005			
Utica-Rome	116,223	47,118	34,714	20,101	10,875	3,415		
Syracuse	184,815	30,393	64,786	34,400	49,540	5,696		
Ithaca	37,443	20,966	6,380	5,489	4,508		100	
Rochester	383,077	102,330	107,713	84,962	64,010	24,061		
Buffalo	471,544	61,838	109,723	99,956	160,510	39,517		
Elmira	34,853	12,719	10,944	5,261	5,930			
Poughkeepsie	103,204	37,783	43,639	13,051	6,481	2,250		
Binghamton	97,837	36,063	26,441	12,026	21,512	1,795		
Newburgh	122,233	50,182	31,491	20,620	12,459	7,481		
Kingston**								
NYMTC								
<i>New York City</i>	3,055,273	4,303	4,262	7,988	80,107	287,547	882,485	1,788,582
Bronx	473,884				3,120	16,370	119,541	334,853
Brooklyn (Kings Cnty)	888,404	1,396			4,118	31,565	341,876	509,449
Manhattan (NY County)	749,335				4,701	4,117	75,197	665,320
Queens	777,224	1,612		3,412	34,042	138,638	320,560	278,959
Staten Island (Richmond Cnty)	166,425	1,295	4,262	4,575	34,126	96,857	25,310	
<i>Nassau, Suffolk</i>	911,037	38,832	129,158	232,549	433,867	63,356	13,275	
<i>Putnam, Rockland, Westchester</i>	469,399	34,618	109,245	97,446	116,404	79,891	30,595	1,200
Rest of State	702,055	545,452	51,694	70,990	33,918			

\* includes Saratoga.

\*\* Kingston was part of the Rest of State rural aggregate in 2001.

**Table 4.2 2001 New York State Household Distribution by Metro Area and Population Density**  
(population density based on census tracts)

	Population Density (population per square mile)								
	Total	< 500	500-2,000	2,000-4,000	4,000-10,000	10,000-20,000	20,000-50,000	50,000+	Unreported
ALL	7,183,208	1,186,731	813,608	752,260	1,073,037	635,381	1,001,682	1,719,602	906
Albany*	323,953	76,618	113,160	56,277	59,204	18,178	96		420
Glen Falls	49,047	33,958	6,500	4,608	3,980				
Utica-Rome	118,311	50,849	32,415	20,238	12,794	2,014			
Syracuse	184,396	27,098	49,006	38,194	51,809	18,290			
Ithaca	37,072	21,299	4,853	5,906	3,876		1,138		
Rochester	291,642	23,949	89,634	70,432	66,215	41,412			
Buffalo	477,111	65,689	94,217	88,470	174,441	54,294			
Elmira	35,677	13,416	10,872	3,726	7,664				
Poughkeepsie	101,318	33,897	40,667	13,606	10,736	2,412			
Binghamton	102,273	40,523	22,557	11,024	26,518	1,651			
Newburgh	116,843	53,270	34,915	15,139	7,757	5,393			368
Kingston**									
<b>NYMTC</b>									
<i>New York City</i>	3,075,688	15,957	5,155	11,285	59,211	304,948	961,727	1,717,404	
Bronx	471,506	1,256		370	6,983	25,615	151,096	286,185	
Brooklyn (Kings Cnty)	896,496	780	3,335		1,453	31,479	337,402	522,047	
Manhattan (NY County)	751,869	9,521	265	1,704	1,329	11,035	54,347	673,667	
Queens	796,677	2,485	385	4,243	17,462	146,039	391,161	234,902	
Staten Island (Richmond Cnty)	159,140	1,914	1,169	4,968	31,984	90,780	27,722	604	
<i>Nassau, Suffolk</i>	933,098	37,360	117,460	231,227	438,220	102,188	6,644		
<i>Putnam, Rockland, Westchester</i>	470,801	36,488	116,293	93,432	105,594	84,601	32,078	2,198	119
Rest of State	865,978	656,360	75,905	88,696	45,017				

\* includes Saratoga.

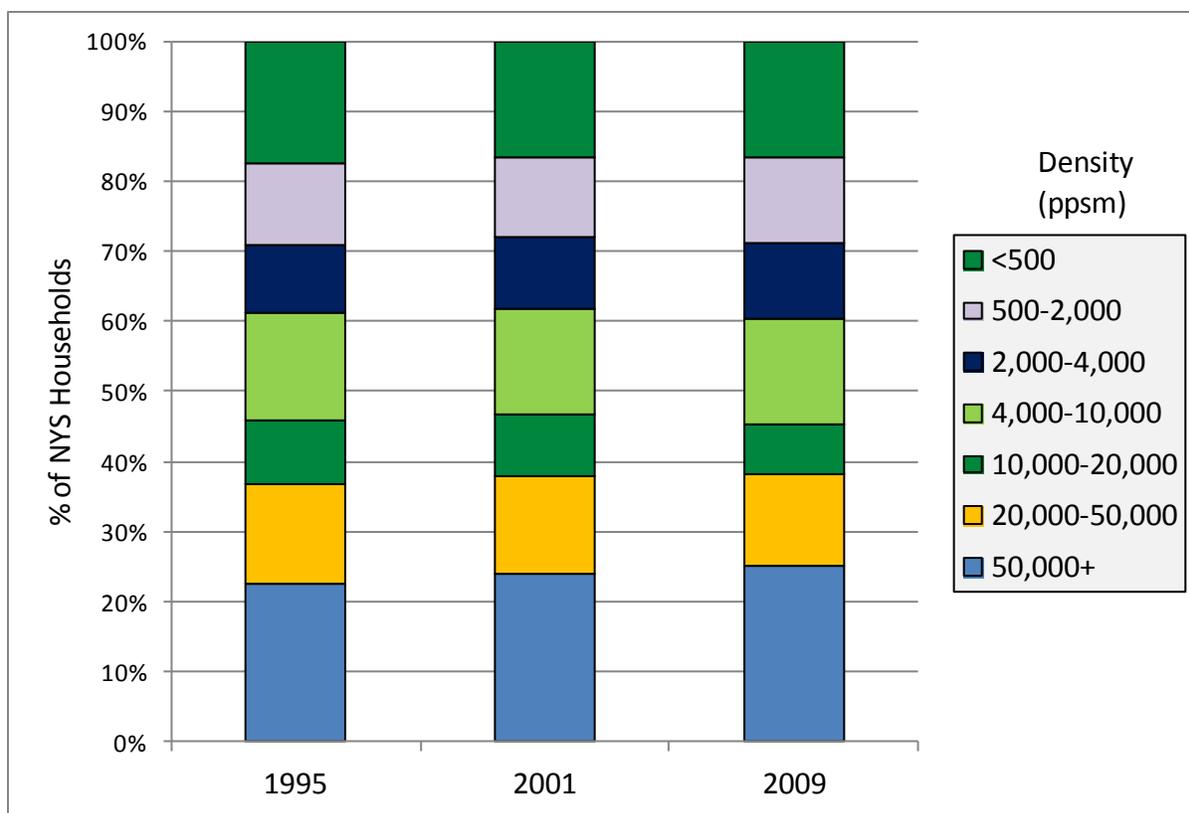
\*\* Kingston was part of the Rest of State rural aggregate in 2001.

**Table 4.3 1995 New York State Household Distribution by Metro Area and Population Density**  
(population density based on census tracts)

	Population Density (population per square mile)								
	Total	< 500	500-2,000	2,000-4,000	4,000-10,000	10,000-20,000	20,000-50,000	50,000+	Unreported
ALL	6,848,091	1,178,102	796,380	672,210	1,044,564	616,582	977,772	1,528,190	34,292
Albany*	325,710	86,937	105,054	50,287	60,411	15,419	3118		4,483
Glen Falls	45,500	30,125	6,318	3,884	4,616				557
Utica-Rome	116,864	50,394	29,621	22,132	10,857	2,916			944
Syracuse	179,526	29,249	62,101	37,977	37,442	12,756			
Ithaca	34,879	22,054	5,237	2,276	3,946		1,210		156
Rochester	279,228	27,475	94,749	63,057	65,087	28,859			
Buffalo	465,261	72,505	87,032	74,691	147,188	78,153	3892		1,800
Elmira	35,162	13,124	8,487	6,185	5,937	1258			171
Poughkeepsie	94,551	37,606	34,047	13,549	3,671	4,451			1,228
Binghamton	100,577	43,560	23,832	10,000	21,642	1,380			165
Newburgh	108,147	41,902	34,265	16,697	12,685	1,626			972
Kingston**									
<b>NYMTC</b>									
<i>New York City</i>	2,920,494	18,225	4,278	14,185	89,850	325,165	934,660	1,525,464	8,669
Bronx	443,662	1,969		3,978	7,189	26,599	156,198	244,927	2,802
Brooklyn (Kings Cnty)	854,463	1,942		3,104	8,318	12,552	387,639	439,521	1,387
Manhattan (NY County)	727,533	12,286			10,211	13,073	41,763	647,314	2,887
Queens	751,406		2,244	3,108	25,341	189,613	337,976	191,531	1,594
Staten Island (Richmond Cnty)	143,430	2,028	2,034	3,995	38,790	83,328	11,084	2,171	
<i>Nassau, Suffolk</i>	886,460	42,165	118,103	210,207	420,173	87,419	1,845		6,549
<i>Putnam, Rockland, Westchester</i>	447,759	53,206	113,463	75,643	110,708	57,179	33,048	2,726	1,785
Rest of State	807,972	609,577	69,793	71,441	50,350				6,812

\* Includes Saratoga.

\*\* Kingston was part of the Rest of State rural aggregate in 1995.

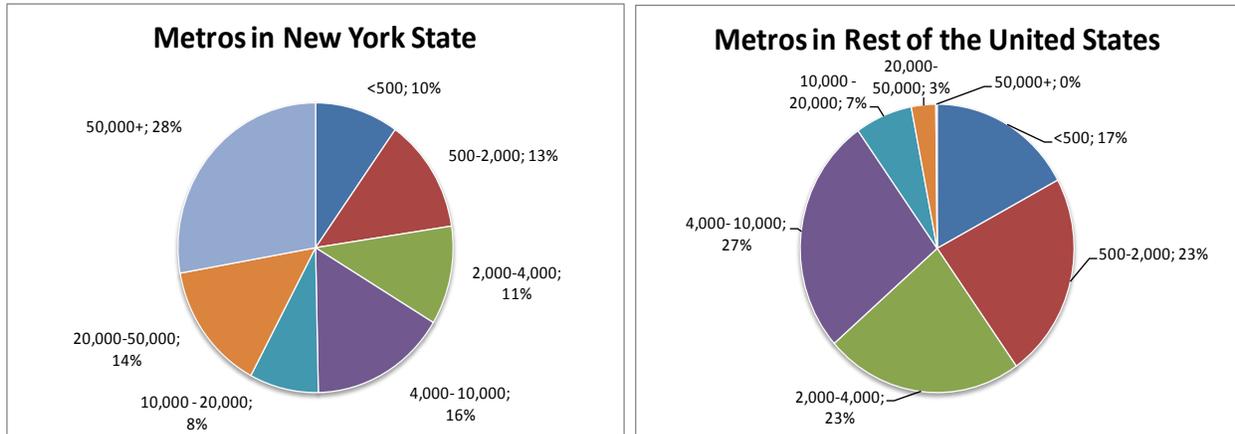


**Figure 4.2 Distribution of New York State Households by Population Density in 1995, 2001, and 2009 (persons per square mile, based on census tracts).**

#### 4.1 PROFILE OF NYS ADD-ON STRATA HOUSEHOLDS BY POPULATION DENSITY

Figure 4.3 below compares the population densities experienced by urban households located in metro areas in the rest of the nation in 2009, against those experienced by NYS households located in one of the state's 13 metro areas. The contrast is striking. While 28% of households located in the state's 13 metro areas lived in densities of over 50,000 persons per square mile (ppsm) in 2009 (nearly all of which are located in the NYC five county metro area), well below 1% of households live in such high density conditions in the rest of the nation, and only 3% lived in densities above 20,000 ppsm.<sup>9</sup> And while 40% of metro area households in the rest of the country outside NYS lived in census tracts with densities of less than 2,000 persons per square mile in 2009, only 23% of NYS metro area households lived in these same lower density areas. Tables 4.4, 4.5, and 4.6 show these and other statistics for survey years 2009, 2001, and 1995 respectively.

<sup>9</sup> While an initial look at Tables 4.4, 4.5, and 4.6 also suggests that the size of the NYS household population went down within the 10,000 – 20,000 ppsm density class in 2009, the standard errors on the 1995, 2001 and 2009 datasets suggest that this decrease is less significant than it appears.



**Figure 4.3 2009 Distribution of Households in New York Metros versus Metro Households in the Rest of the United States, by Population Density (persons per square mile, based on census tracts).**

**4.1.1 Vehicle Ownership and Rail Access**

In general, households in New York State’s metro area continue to have fewer vehicles than those in other urban areas (Tables 4.4, 4.5, and 4.6). This disparity in vehicle ownership increases with density, becoming noticeable at densities above 4,000 persons per square mile; and greatest in areas of more than 50,000 ppsm. In 2009, there was roughly one vehicle for every three drivers within areas of the state with more than 50,000 people per square mile, compared to just over one vehicle for every two drivers in the highest density areas outside the state. These findings confirm those reported in Chapter 3.

**Table 4.4 2009 Household Characteristics and Vehicle Ownership Patterns by Population Density: New York State Metros vs. Metros Found Outside New York State**

(persons per square mile, based on census tract data)

	Population Density (population per square mile)													
	<500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NYS	U.S. <sup>a</sup>	NYS	U.S.	NYS	U.S.	NYS	U.S.	NYS	U.S.	NYS	U.S.	NYS	U.S.
Households (000)	633	14,480	822	19,448	710	19,717	1,032	22,496	522	5,711	926	2,430	1,790	133
% households in an MSA with rail	26.2%	15.8%	38.7%	25.4%	52.4%	26.3%	62.9%	36.0%	84.3%	74.1%	100.0%	92.7%	100.0%	90.1%
Workers per Household	1.53	1.43	1.45	1.38	1.44	1.33	1.40	1.35	1.36	1.21	1.35	1.32	1.26	1.75
Vehicles per Household	2.07	2.28	1.86	1.96	1.83	1.83	1.55	1.70	1.30	1.35	0.80	1.11	0.40	0.82
Vehicles per Driver	1.00	1.12	0.93	1.01	0.90	0.97	0.80	0.94	0.71	0.81	0.48	0.67	0.27	0.54
<i>Distribution of Households by Number of Household Vehicles<sup>b</sup></i>														
0 vehicles	4.0%	2.8%	6.1%	5.1%	6.7%	6.2%	12.7%	9.4%	21.9%	18.8%	43.1%	30.1%	67.9%	27.0%
1 vehicle	25.5%	24.4%	32.0%	28.9%	30.8%	35.2%	39.5%	37.3%	40.1%	43.6%	38.4%	40.1%	25.6%	65.5%
2 vehicles	44.6%	39.1%	41.8%	42.8%	43.5%	38.6%	32.8%	36.1%	28.0%	26.9%	15.0%	23.0%	5.4%	6.2%*
3 vehicles	16.9%	19.6%	13.7%	15.7%	13.8%	13.6%	11.7%	11.4%	6.9%	7.2%	2.3%	5.1%	1.0%	1.4%*
4+ vehicles	9.0%	14.1%	6.4%	7.6%	5.2%	6.4%	3.3%	5.8%	3.1%	3.5%	1.3%	1.8%	0.1%*	
ALL	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

<sup>a</sup> Columns labeled "U.S." include metro area data from outside New York State only.

<sup>b</sup> All percentages may not add to 100% due to rounding.

**Table 4.5 2001 Household Characteristics and Vehicle Ownership Patterns by Population Density: New York State Metros vs. Metros Found Outside New York State**

(persons per square mile, based on census tract data)

	Population Density (population per square mile)													
	<500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NYS	U.S. <sup>a</sup>	NYS	U.S.	NYS	U.S.	NYS	U.S.	NYS	U.S.	NYS	U.S.	NYS	U.S.
Households (000)	530	14,822	738	16,982	664	17,629	1,028	21,548	635	5,893	1,002	2,380	1,720	197
% households in an MSA with rail	33.4%	15.3%	42.6%	24.5%	55.0%	25.5%	60.5%	35.1%	78.6%	68.3%	99.9%	92.1%	100.0%	95.6%
Workers per Household	1.42	1.46	1.42	1.41	1.33	1.32	1.39	1.35	1.50	1.40	1.28	1.27	1.26	1.11
Vehicles per Household	2.08	2.28	1.96	2.02	1.77	1.85	1.66	1.71	1.37	1.45	0.78	1.11	0.47	0.58
Vehicles per Driver	1.05	1.15	1.03	1.06	0.98	1.05	0.96	1.00	0.80	0.93	0.61	0.84	0.44	0.62
<i>Distribution of Households by Number of Household Vehicles<sup>b</sup></i>														
0 vehicles	4.0%	3.3%	3.2%	3.5%	7.5%	5.6%	10.2%	8.7%	21.8%	15.6%	45.0%	28.0%	61.5%	49.1%
1 vehicle	24.0%	22.9%	30.2%	28.4%	33.7%	33.9%	35.6%	37.1%	38.2%	41.7%	36.6%	42.2%	32.5%	43.7%
2 vehicles	45.0%	39.9%	44.1%	43.1%	40.7%	39.2%	37.4%	36.6%	26.5%	30.1%	15.2%	22.6%	5.2%	6.9%
3 vehicles	18.0%	20.1%	15.9%	16.4%	12.9%	15.3%	12.6%	12.4%	10.2%	8.4%	2.5%	5.5%	0.6%	0.3%*
4+ vehicles	9.0%	13.8%	6.7%	8.6%	5.3%	6.0%	4.3%	5.2%	3.3%	4.2%	0.8%	1.8%	0.3%*	
ALL	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

<sup>a</sup> Columns labeled "U.S." include metro area data from outside New York State only.

<sup>b</sup> All percentages may not add to 100% due to rounding.

**Table 4.6 1995 Household Characteristics and Vehicle Ownership Patterns by Population Density for New York State Metros vs. Metros Found Outside New York State**

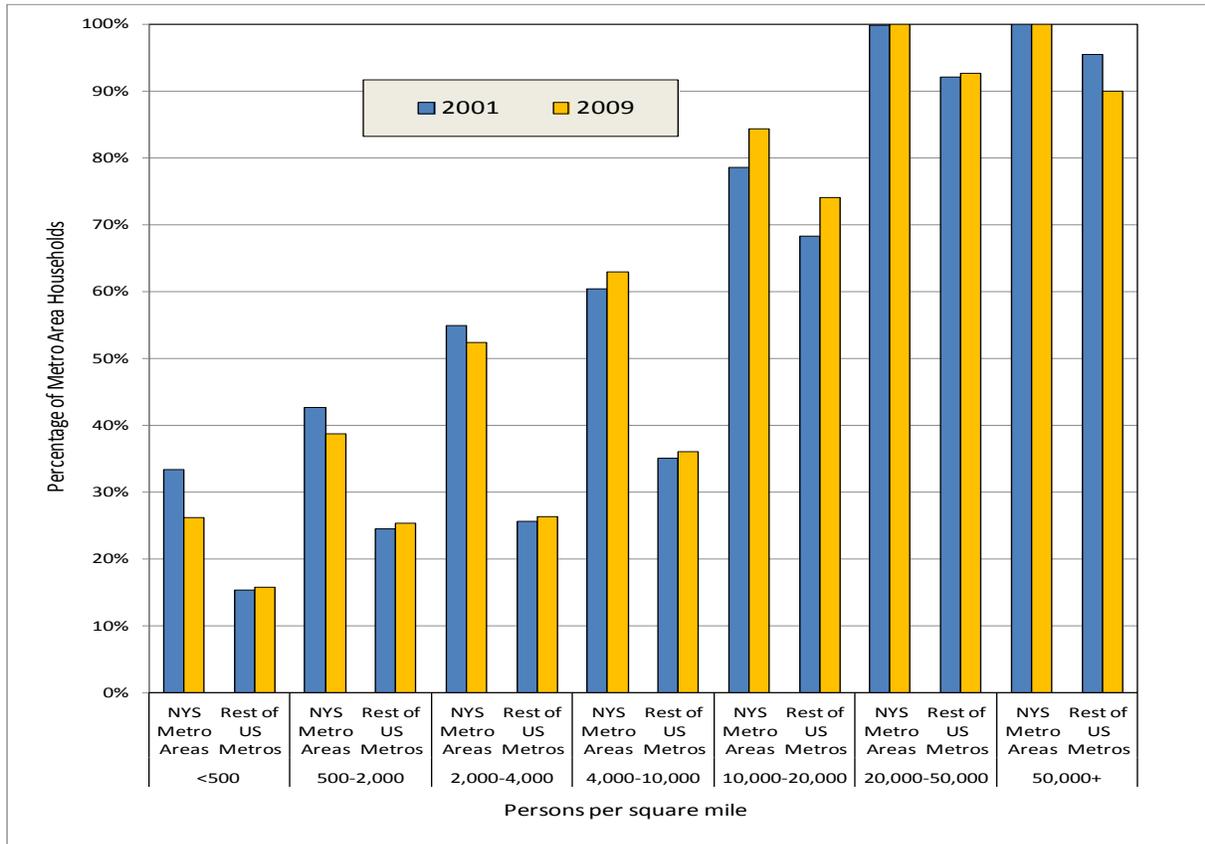
(persons per square mile, based on census tract data)

	Population Density (population per square mile)													
	<500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NYS	U.S. <sup>a</sup>	NYS	U.S.	NYS	U.S.	NYS	U.S.	NYS	U.S.	NYS	U.S.	NYS	U.S.
Households (000)	568	14,723	727	15,721	601	15,126	994	19,726	617	5,230	978	1,962	1,528	83
% households in an MSA with rail	47.7%	30.8%	78.3%	62.5%	87.0%	81.8%	94.8%	92.8%	98.2%	97.9%	99.4%	98.9%	98.8%	100.0%
Workers per Household	1.40	1.38	1.39	1.40	1.39	1.36	1.41	1.32	1.28	1.18	1.16	1.19	1.12	1.18
Vehicles per Household	1.75	2.08	1.76	1.95	1.62	1.79	1.45	1.64	1.08	1.29	0.69	0.90	0.32	0.66
Vehicles per Driver	0.92	1.09	0.90	1.03	0.85	0.99	0.81	0.95	0.73	0.87	0.58	0.74	0.35	0.60
<i>Distribution of Households by Number of Household Vehicles<sup>b</sup></i>														
0 vehicles	4.2%	3.4%	2.8%	3.2%	6.1%	6.1%	11.3%	8.3%	21.9%	18.5%	42.2%	35.3%	68.2%	47.1%
1 vehicle	26.8%	23.1%	28.1%	28.8%	32.1%	33.7%	36.1%	38.6%	43.0%	45.1%	39.2%	43.9%	27.2%	40.4%
2 vehicles	48.1%	46.4%	48.8%	46.4%	43.4%	42.3%	39.5%	38.6%	28.5%	28.0%	15.2%	16.6%	4.3%	12.1%
3 vehicles	15.5%	19.6%	14.1%	16.0%	13.8%	12.8%	8.8%	11.0%	5.4%	6.4%	2.9%	3.9%	0.3%	0.4%
4+ vehicles	5.4%	7.5%	6.3%	5.7%	4.6%	5.1%	4.4%	3.5%	1.1%	2.1%	0.6%	0.3%	0.1%	0.0%
ALL	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

<sup>a</sup> Columns labeled "U.S." include metro area data from outside New York State only.

<sup>b</sup> All percentages may not add to 100% due to rounding.

In both 2001 and 2009, subway and commuter rail transport continued to offer alternative modes of travel to a significantly higher percentage of NYS metro area households located in the lower density tracts (< 10,000 persons per square mile (ppsm)) within the state’s metro areas than to households at similar metro area densities outside the state (see Figure 4.4) (in 1995 the rail access question was not asked directly). Commuter rail access percentages are much closer to national levels at densities over 10,000 ppsm.

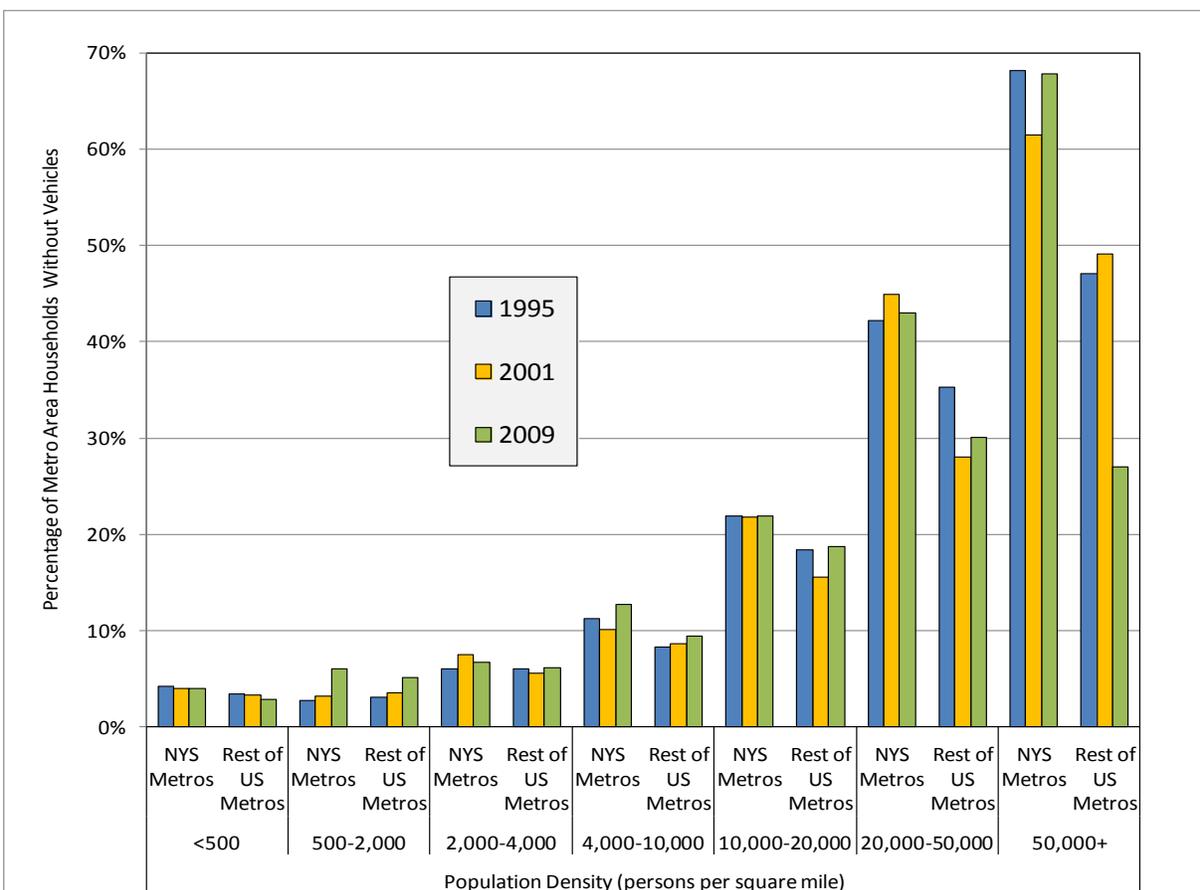


**Figure 4.4 Percent of Households Having Access to Rail in New York State Metros vs. Metros Outside New York State, in 2001 and 2009.**

**Note:** The 1995 NHTS data does not provide rail access data compatible with the 2001 and 2009 surveys.

The percentage of households without a vehicle is also, as one might expect, positively correlated with higher population density (Figure 4.5). This is true both for NYS metro households as well as households in metros outside NYS. As many as two in every three NYS households in the most densely populated areas of the state (households located within NYC) don’t own a vehicle. The equivalent figure outside NYS is a good deal lower and appears to have dropped significantly, from one in every two, to closer to one in every three households since 2001 (see the last bar in Figure 4.5). Note that this observation is based on a very small sample size. Also compared to 2001, a marginally greater percentage of NYS households living in these

very dense areas did not own a vehicle in 2009, reverting to the 1995 level of around 68% (Table 4.4; Figure 4.5).



**Figure 4.5 Percentages of Households Without a Vehicle Broken Down by Population Density, New York Metros vs. Metros Outside New York State.\***

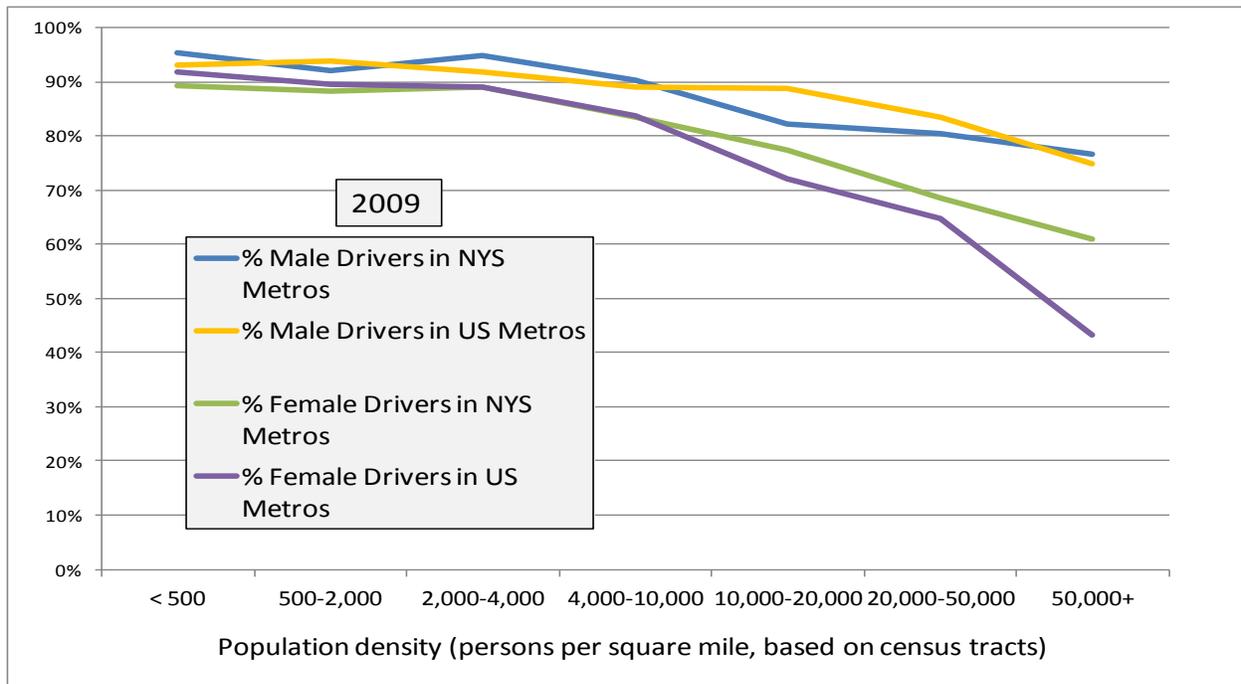
**Note:** Differences in %s for the Rest of US Metros in the >50,000 ppsm class are based on small sample sizes and may be overstated.

#### 4.1.2 Driver Rate

Figures 4.6, 4.7, and 4.8 show the relationship between population density and number of persons over the age of 16 years indicating that they were drivers (“driver rates”).<sup>10</sup> Similar to vehicle ownership patterns, driver rates vary significantly across population density classes, with both NYS and rest of the United States residents in highly populated areas significantly less likely to be drivers. At densities below 10,000 ppsm there is no significant difference in either male or female driver rates between metro areas inside or outside NYS. However, in the higher

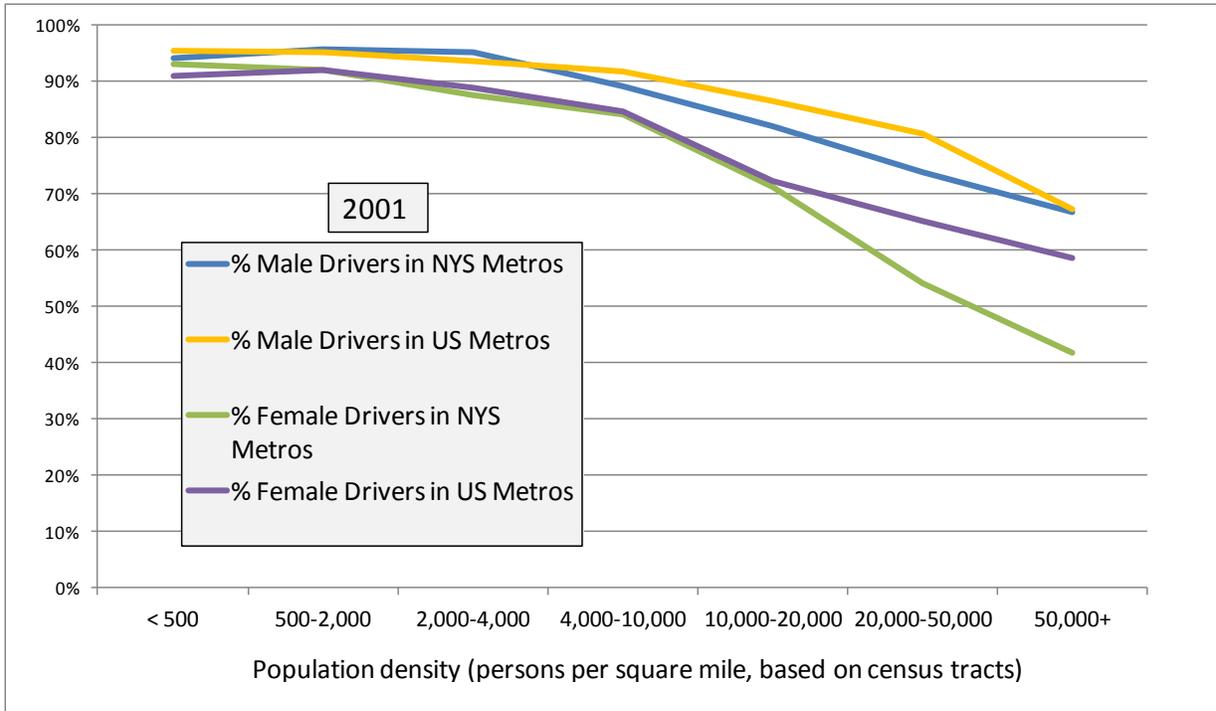
<sup>10</sup>Note that NHTS respondents were asked for their *driver* status (i.e. “Are you a driver?”), rather than *license* status. Therefore, the driver rates reported in this chapter refer to the percentage of New York residents who state that they are drivers, and should not be compared directly to driver license rates maintained by the New York Department of Motor Vehicles.

density ranges between 10,000 to 20,000 and 20,000 to 50,000 ppsm, NYS metro area male driver rates are marginally lower than male metro area driver rates in the rest of the country.<sup>11</sup> For women, the NYS metro driver rates are reported to be marginally higher in 2009, which if true reverses the situation in 2001 and 1995, when these female driver rates were significantly lower in NYS than in metro areas outside the state at densities over 20,000 ppsm. However, the apparent differences in rates shown for the highest, 50,000+ density areas in Figures 4.6, 4.7, and 4.8 can be misleading, since this data has large standard errors (on the order of 20% where female drivers per number of females over the age of 16 are concerned in 2009).

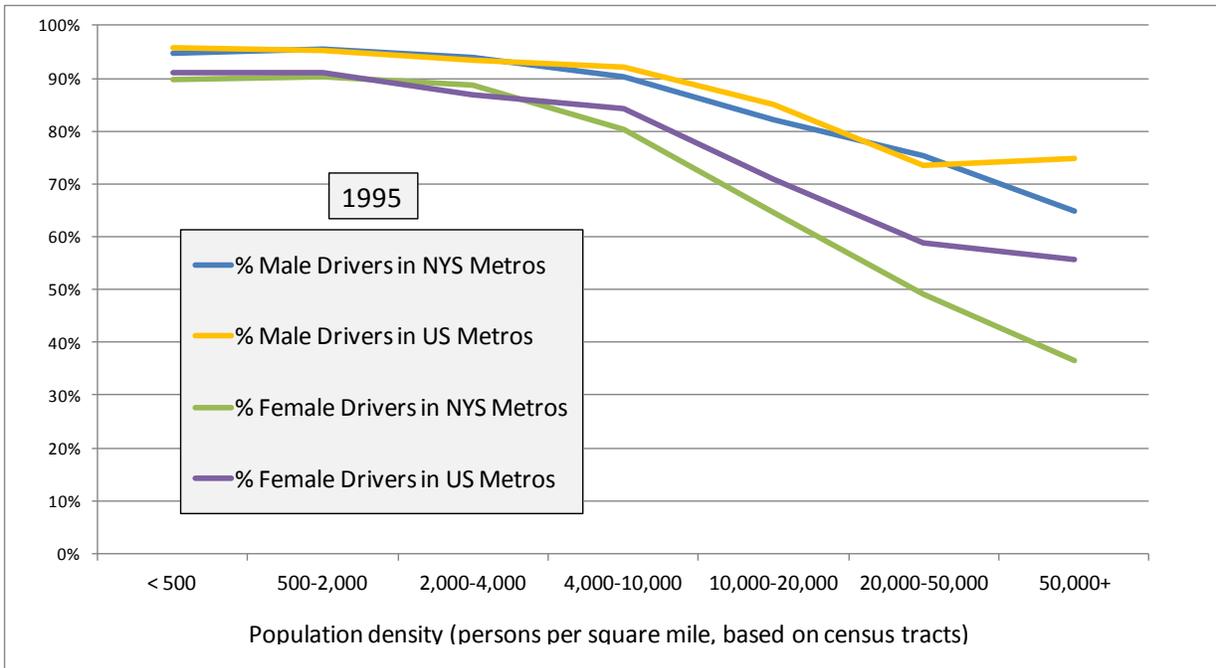


**Figure 4.6 Driver Rates\* by Gender and Population Density in 2009: New York State Metros vs. Metros Outside New York State.**

<sup>11</sup> About half of the NYS metro area households in the 10,000 to 20,000 ppsm density range are located in NYC, while about 90% of the 20,000 to 50,000 ppsm households are in NYC.



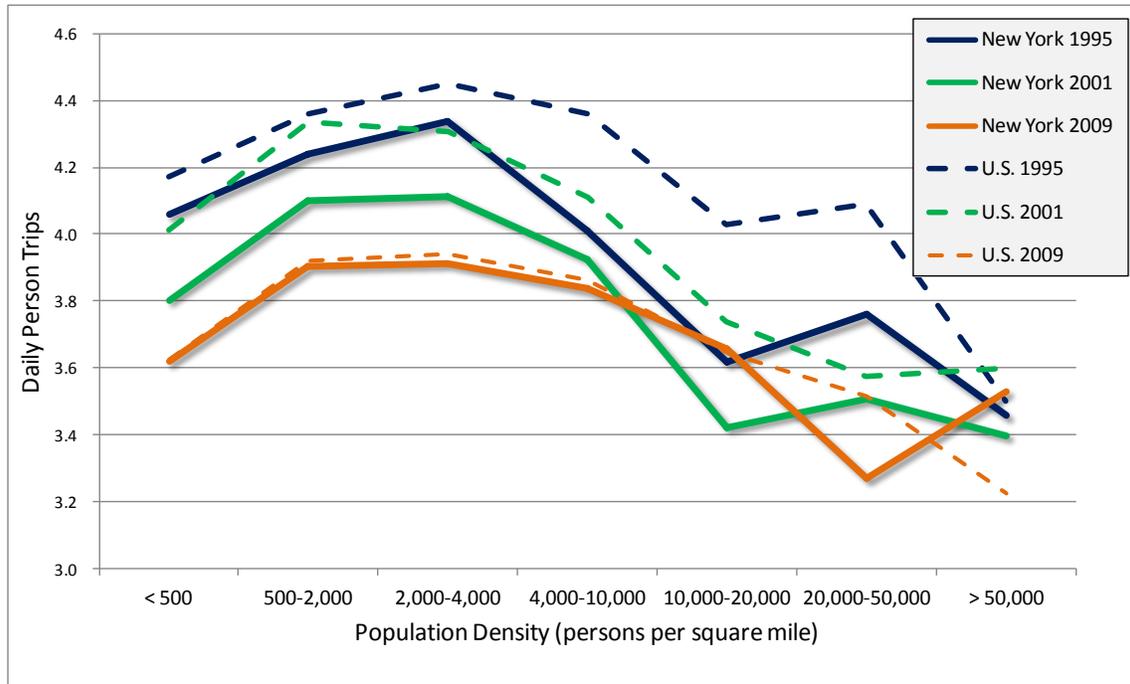
**Figure 4.7 Driver Rates\* by Gender and Population Density in 2001: New York State Metros vs. Metros Outside New York State.**



**Figure 4.8 Driver Rates\* by Gender and Population Density in 1995: New York State Metros vs. Metros Outside New York State.**

## 4.2 PERSONAL TRAVEL COMPARISONS

**Trip Frequencies:** The personal travel activities of households in metro areas within and outside NYS show broad similarities but also some statistically significant differences. Beginning with a comparison of trip frequencies, the number of daily trips taken by households decreased from 1995 to 2001 and again in 2009, in both NYS and in the rest of the nation's metro areas (Figure 4.9). The only exception here is NYS households located in the 10,000 to 20,000 and 50,000+ density class.

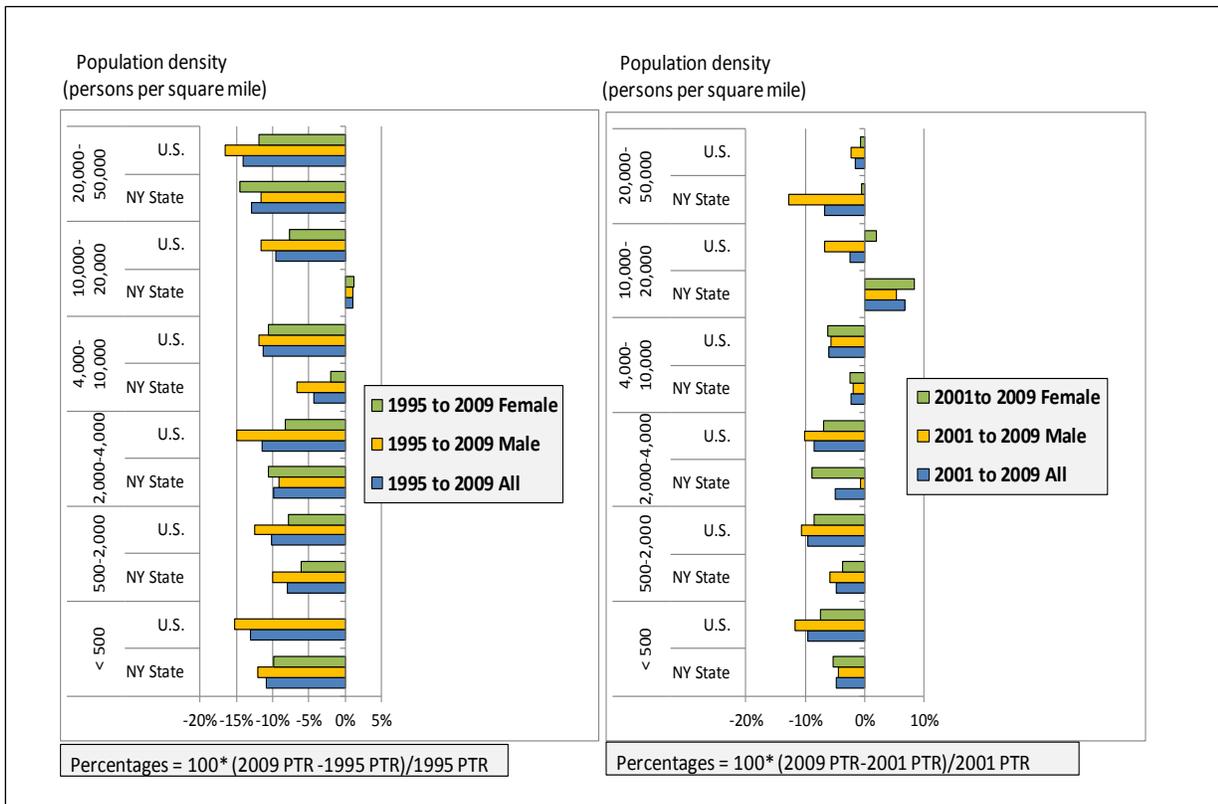


**Figure 4.9 Daily Person Trips by Population Density for New York State Metros vs. Metros Found Outside New York State (data based on census tracts).**

Figure 4.9 shows that daily person trip rates were consistently highest in the 500 through 10,000 ppsm density ranges, whether looked at across all three survey years or across state lines. Across all years, locations and density classes, rates vary from a high of over 4.4 trips per person per day to a low of just over 3.2 trips per day. Also noticeable in Figure 4.9 is the reduced gap in 2009 in the differences between the generally higher 1995 and 2001 NYS person trip rates, versus those metro areas in the rest of the United States, at most density levels (see the two brown lines in Figure 4.9). Consistent both within and outside the state, the relationship between daily trip rate and population density is quasi bell-shaped – first increasing, then declining with

increasing population density. Residents in the densest areas take the fewest number of trips per day.<sup>12</sup>

Consistent with the person trip rate statistics reported in Chapters 2 and 3 of this report, and regardless of either location or gender, most people living in metro area households took fewer trips on the average in 2009 than they did in 1995. Figure 4.10 above shows this trend. While not all differences shown are statistically significant for all density classes, the trend towards fewer trips is evident when looked at across all density classes, with the exception of trips in the 10,000 to 20,000 ppsm density class for NYS metro areas. (Comparisons for densities greater than 50,000 ppsm are excluded from Figure 4.8 because of small sample sizes for non-NYS metro area households).

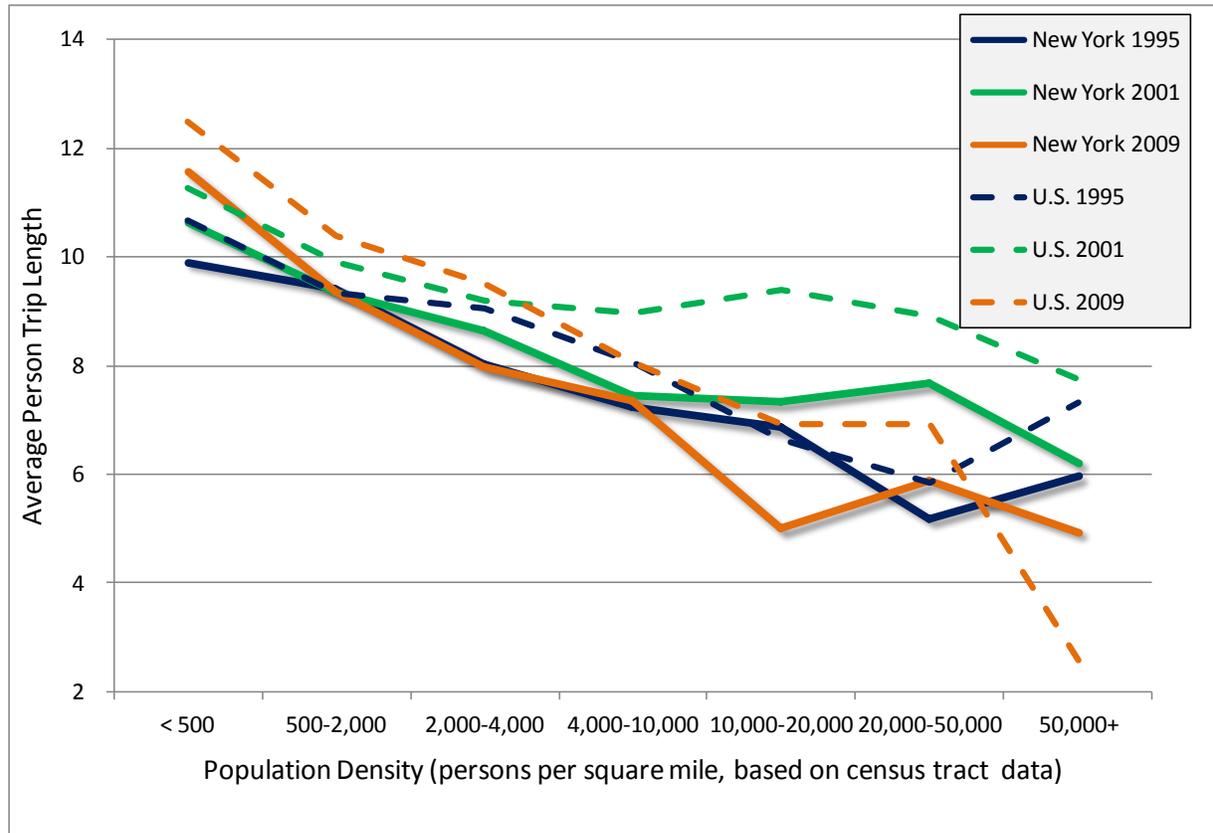


**Figure 4.10 Percentage Changes in Daily Person Trip Rates per Person (PTR) by Gender and Population Density.**

<sup>12</sup> The upswing in the 2009 trip rate for NYS metro areas with > 50,000 ppsm shown in Figure 4.7 exaggerated the change in rate between 2001 and 2009, from 3.40 to 3.51 person trips per day, with standard errors of 0.12 and 0.08 respectively. Similarly, the apparent drop in the 2009 trip rate in the 20,000 to 50,000 ppsm density class is a little misleading in this figure, with only a marginal difference between 2001 and 2009 estimates once standard errors for each year are taken into account.

### 4.2.1 Trip Lengths

Trip lengths are also affected significantly by population densities. Outside NYS, the average trip length declines with increasing population density, ranging from 12.5 miles per trip in the least populated metro areas to 2.6 miles per trip in the densest metro areas in 2009 (Figure 4.11).



**Figure 4.11 Average Person Trip Lengths by Population Density Class: New York State Metros vs. Metros Outside New York State.\***

While average trip lengths by residents of NYS metro areas were generally a little lower than those in metro areas in the rest of the nation, in all three survey years, once the standard errors of these estimates are taken into account these differences are quite small for most density classes (see Appendix C.4 for details). In 2009, a very low average trip length of 2.6 miles is associated with the highest density metro areas in the rest of the United States, and while based on a small sample size is still statistically lower than the 4.9 mile average reported for the highest density areas within NYS metros (principally within NYC).

Average trip lengths from residents of NYS metro areas were slightly longer in 2001 than in 1995 for the highest density areas. In 2009, these highest density area trip lengths were lower than in 2001. The 2001 increased trip lengths may have resulted from many workers commuting

to new employment locations away from Manhattan post '9/11', or traveling by auto instead of taking air travel. Evidence from elsewhere suggests that it took about two years for the NYC employment payroll to begin to recover.<sup>13</sup> The return to shorter average trip distances for 2009 may reflect something of a return to pre-9/11 employment conditions in Manhattan: although this is speculative and other factors, such as increased telecommuting, may be at work here.

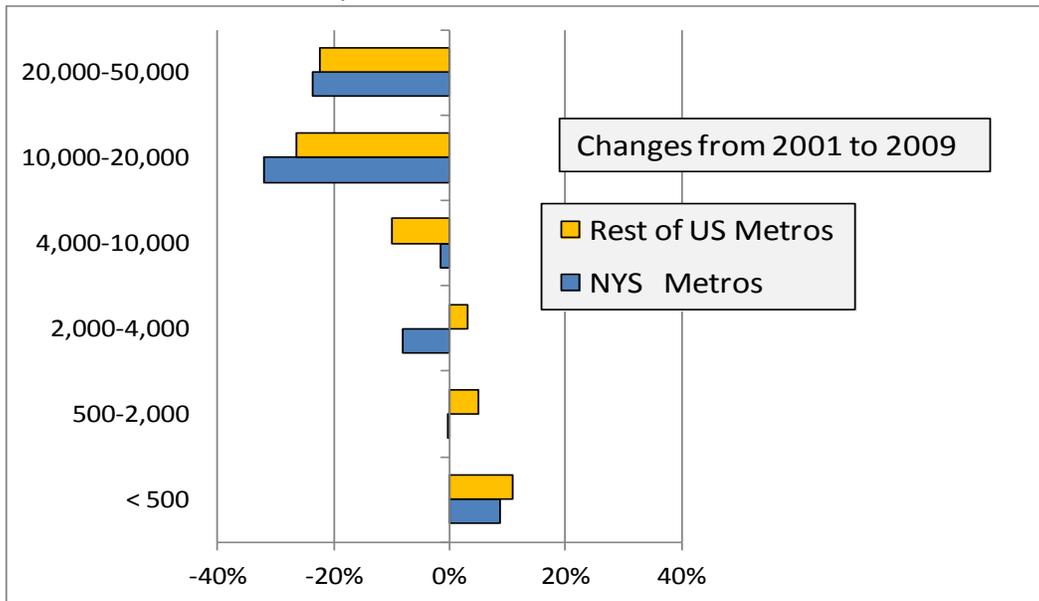
The temporal changes in average trip lengths between the 2001 and 2009 surveys, as well as over the longer period from 1995 to 2009, are presented in Figure 4.12. Between 2001 and 2009 average trip lengths increased in a number of the lower density metro areas, but decreased more significantly in areas over 20,000 ppsm. Between 1995 and 2009, however, in all but one case (NYS metros in the 10,000 to 20,000 ppsm class) average trip lengths increased at both ends of the density spectrum and stayed roughly the same in the middle density range.

Figure 4.13 shows the distribution of trip lengths by population density class for NYS metro areas for 1995, 2001, and 2009. The distributions remained quite stable over the fourteen year period, with the percentage of trips over 5 miles in length significantly lower in the high versus low population density classes. The percentage of trips shorter than 10 miles in length remains relatively stable over the three survey years.

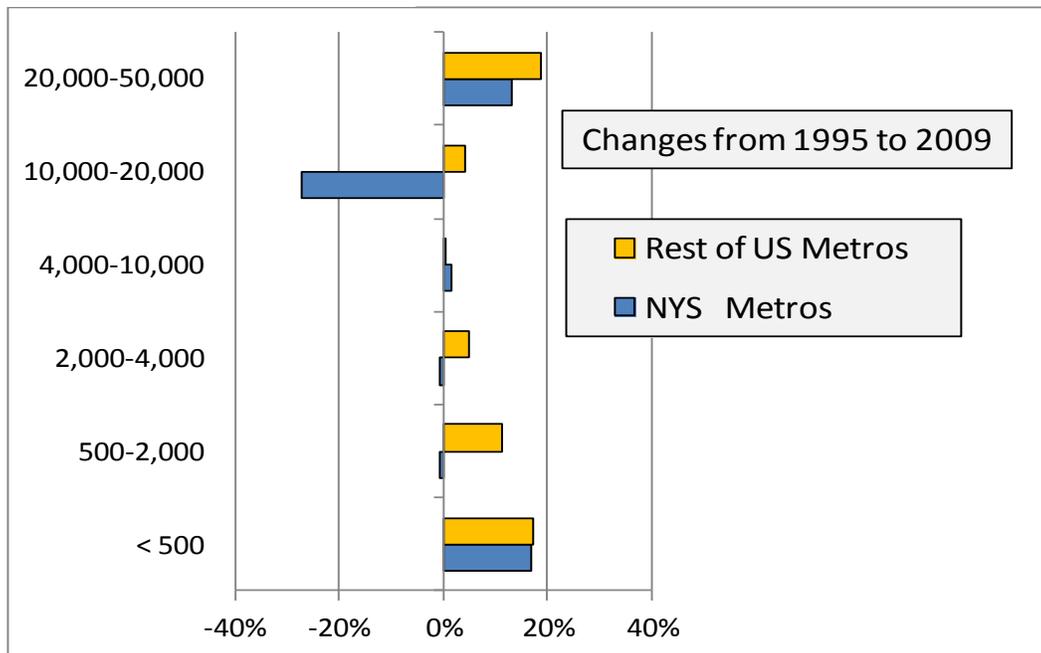
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13 "Taking the Pulse of the New York City Economy," *Current Issues in Economics and Finance*, Volume 12, Number 4. Federal Reserve Bank of New York, May/June 2006.

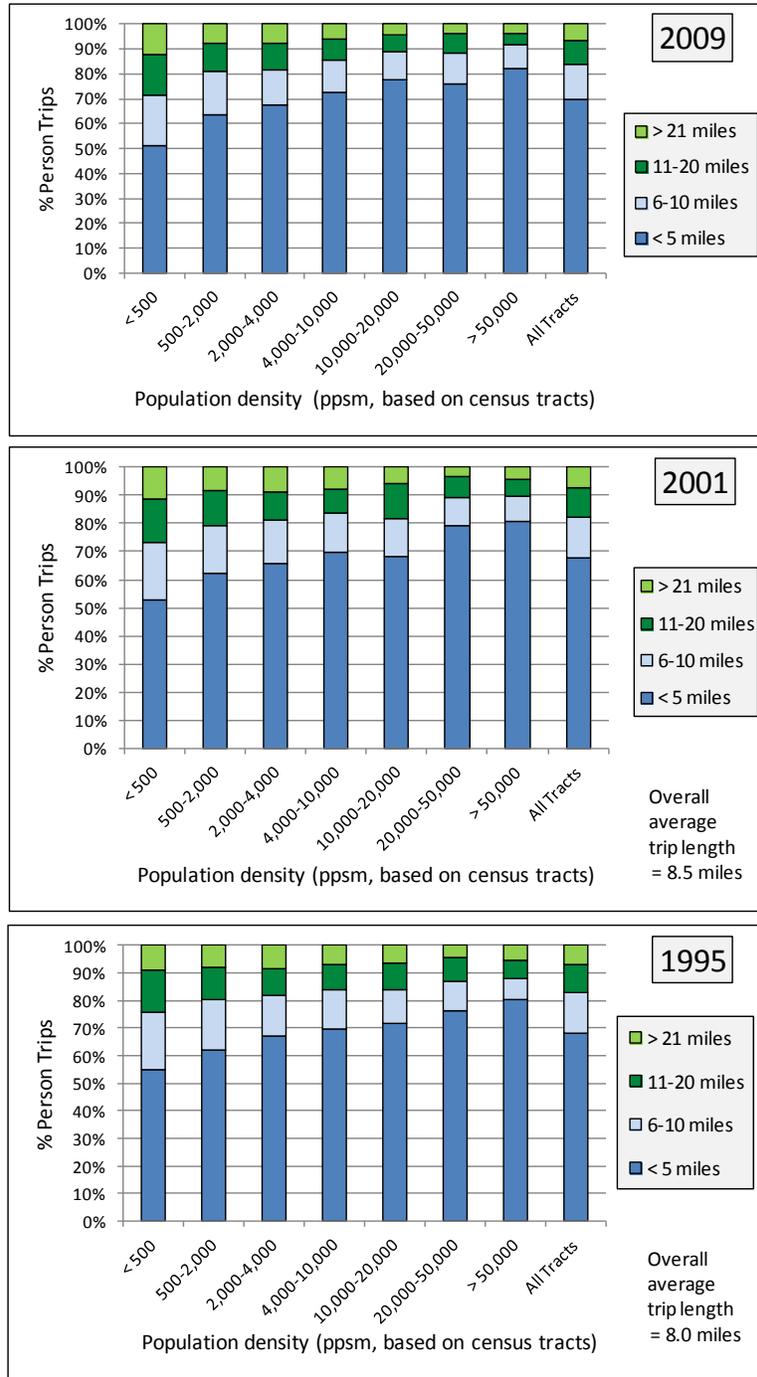
Population density  
(persons per square mile,  
based on census tracts)



Population density  
(persons per square mile,  
based on census tracts)



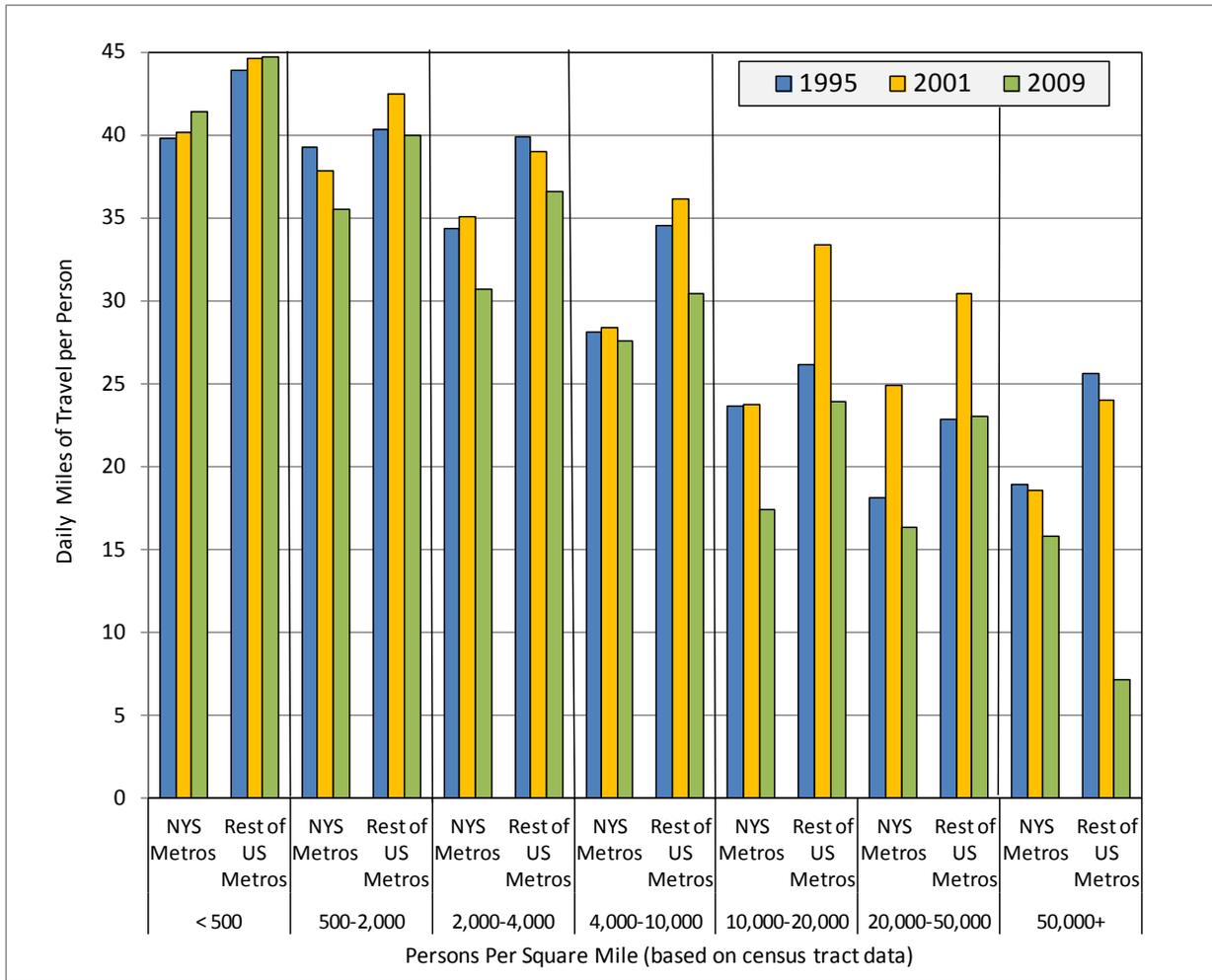
**Figure 4.12 Percentage Differences in Trip Length from 2001 to 2009 and from 1995 to 2009: New York State Metros versus Metros Outside New York State.**



**Figure 4.13 Distribution of Person Trips by Trip Length and Population Density for New York Metros.**

**4.2.2 PERSON MILES OF TRAVEL (PMT)**

In combination, daily trip frequencies and trip lengths define the average daily PMT. Figure 4.14 shows the resulting decline in average PMT with increasing urban population density, both inside and outside NYS. NYS metro area residents traveled fewer miles per day, on the average, in all density classes, with the exception of the most dense areas (>50,000 ppsm) in 2009.



**Figure 4.14 Daily Person Miles of Travel by Population Density in NYS and Rest of US Metro Areas for 1995, 2001, and 2009.**

The very low average daily PMT for non-NYS metros (the result of both a low trip rate and low average trip length: Table 4.7) represents something of an anomaly here.

**Table 4.7 Personal Travel Statistics by Mode of Transportation and Population Density New York State Metros (NYS) vs. Metros Outside New York State (U.S.) in 2009**

(population densities based on of census tracts)

	Population Density (population per square mile) <sup>a</sup>													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NYS	U.S.	NYS	U.S.	NYS	U.S.	NYS	U.S.	NYS	U.S.	NYS	U.S.	NYS	U.S.
Person Trips per Person														
TOTAL	3.62	3.62	3.90	3.92	3.91	3.94	3.84	3.86	3.66	3.65	3.27	3.52	3.53	3.23
% SOV	45.3%	41.9%	45.9%	41.0%	44.2%	41.2%	40.9%	39.9%	33.3%	32.4%	15.1%	24.2%	6.0%	19.3%
% MOV	41.8%	46.9%	38.4%	46.3%	38.8%	43.9%	37.8%	43.4%	33.3%	38.3%	24.8%	30.6%	15.2%	5.6%
% Amtrak	0.0%*	0.0%*	0.0%*	0.0%	0.0%*	0.0%		0.0%	0.1%	0.1%	1.1%	0.1%*	0.2%	0.4%*
% Commuter Train	0.1%	0.0%	0.4%	0.1%	0.6%	0.1%	0.6%	0.2%	0.6%	0.1%	1.9%	1.1%	1.7%	0.6%*
% Subway/El Rail	0.1%	0.0%	0.2%	0.0%	0.3%	0.1%	0.6%	0.1%	2.0%	0.4%	10.5%	2.5%	11.0%	4.7%*
% Other Public	0.2%	0.1%	0.6%	0.3%	0.4%	0.7%	1.5%	1.4%	7.4%	4.4%	11.0%	9.4%	10.9%	16.9%
% Walk <sup>b</sup>	6.9%	6.8%	8.5%	7.7%	10.4%	9.8%	14.0%	11.3%	18.4%	19.0%	30.5%	26.6%	47.6%	47.9%
% Other <sup>c</sup>	5.5%	4.1%	5.9%	4.5%	5.1%	4.1%	4.6%	3.4%	4.4%	5.1%	4.9%	5.4%	7.3%	4.7%
% Unreported	0.2%	0.2%	0.1%	0.2%	0.3%	0.1%	0.1%	0.3%	0.4%	0.3%	0.2%	0.1%*	0.0%*	
Person Miles Traveled (PMT) per Person														
TOTAL	41.34	44.67	35.52	39.94	30.67	36.58	27.54	30.40	17.33	23.93	16.29	23.01	15.75	7.10
% SOV	43.4%	41.5%	41.8%	39.3%	43.7%	36.2%	37.1%	38.1%	37.8%	38.2%	16.2%	34.4%	11.6%	38.7%
% MOV	47.9%	51.5%	45.1%	45.5%	40.2%	52.2%	37.4%	47.5%	38.5%	46.6%	43.4%	38.3%	44.5%	7.3%
% Amtrak	0.0%*	0.0%*	0.1%*	0.1%	0.1%*	0.1%		0.1%	2.5%	0.3%	0.3%	0.2%*	0.1%*	0.2%*
% Commuter Train	0.4%	0.0%	1.4%	0.1%	2.6%	0.3%	1.8%	0.2%	2.0%	0.2%	1.6%	11.4%	3.3%	4.5%*
% Subway/El Rail	0.2%	0.0%	0.3%	0.0%	0.3%	0.1%	0.7%	0.2%	2.3%	0.3%	13.4%	2.7%	15.1%	4.8%*
% Other Public	0.1%	0.1%	0.4%	0.2%	0.3%	0.5%	1.1%	1.3%	7.5%	2.7%	6.9%	5.9%	9.5%	17.7%
% Walk	0.4%	0.4%	0.6%	0.5%	1.0%	0.7%	1.1%	1.0%	2.7%	2.0%	4.6%	2.7%	8.6%	14.8%
% Other	7.5%	6.5%	10.2%	14.2%	11.4%	9.8%	20.9%	11.5%	6.7%	9.5%	13.2%	4.3%	7.3%	12.0%
% Unreported	0.1%	0.1%	0.1%	0.1%	0.4%	0.1%	0.0%*	0.2%	0.1%	0.1%	0.5%			
Person Trips per Person														
Weekday	3.42	3.19	3.50	3.68	3.73	3.75	3.41	3.60	3.62	3.45	3.14	3.07	3.30	4.16
Weekend	3.69	3.81	4.07	4.01	4.00	4.01	3.96	3.97	3.67	3.72	3.33	3.71	3.62	3.10
Average Person Trip Length <sup>d</sup>														
	11.58	12.50	9.35	10.38	7.95	9.49	7.33	8.07	4.98	6.92	5.86	6.92	4.93	2.59

<sup>a</sup> All percentages may not add to 100% due to rounding. <sup>b</sup> Multiple prompts in the 2001 and 2009 surveys for walk trips increased the number of such trips considerably.

<sup>c</sup> The mode "Other" includes commercial and private air, commuter/school/charter /city to city bus, water, taxi, limousine, airport shuttle, bicycle, and other non-specified vehicles.

<sup>d</sup> Average trip length is calculated using only those records with trip mileage information present. \* = cells with large standard errors. Blank cells = no survey responses.

**Table 4.8 Personal Travel Statistics by Mode of Transportation and Population Density**  
**New York State Metros (NYS) vs. Metros Outside New York State (U.S.) in 2001**

(population density of census tract)

	Population Density (population per square mile) <sup>a</sup>													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NYS	U.S.	NYS	U.S.	NYS	U.S.	NYS	U.S.	NYS	U.S.	NYS	U.S.	NYS	U.S.
Person Trips per Person														
TOTAL	3.80	4.01	4.10	4.33	4.11	4.31	3.93	4.11	3.42	3.74	3.51	3.57	3.40	3.60
% SOV	42.1%	41.8%	44.2%	40.8%	39.9%	42.3%	39.0%	39.0%	32.5%	33.8%	18.2%	27.6%	8.0%	22.4%
% MOV	44.2%	48.7%	43.0%	49.0%	46.3%	46.7%	41.6%	47.0%	34.6%	41.9%	26.8%	38.0%	15.6%	15.3%
% Amtrak	0.0%	0%*	0.1%	0%*	0.1%	0.1%	0.2%	0.0%	0.5%	0.1%*	0.3%		0.4%	
% Commuter Train	0.2%	0.0%	0.2%	0.0%	0.6%	0.1%	0.9%	0.2%	0.4%	0.1%	0.5%	0.2%	0.4%	
% Subway/El Rail	0.4%	0.0%	0.3%	0.1%	0.5%	0.1%	0.8%	0.2%	4.8%	0.8%	10.0%	1.7%	16.1%	5.0%
% Other Public	0.7%	0.1%	0.1%	0.2%	0.5%	0.5%	1.2%	1.3%	4.0%	3.9%	7.4%	7.7%	10.3%	19.5%
% Walk <sup>b</sup>	7.2%	5.5%	7.3%	5.9%	7.7%	7.5%	11.6%	9.7%	19.3%	16.2%	32.4%	20.4%	43.9%	34.0%
% Other <sup>c</sup>	5.1%	3.8%	4.6%	3.8%	4.4%	2.6%	4.7%	2.6%	3.7%	3.4%	4.3%	4.3%	5.2%	3.8%
% Unreported	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.2%	0.0%	0.1%*	0.1%*	0.1%*	0.1%*
Person Miles Traveled (PMT) per Person														
TOTAL	40.12	44.64	37.78	42.47	35.05	39.00	28.31	36.08	23.75	33.39	24.84	30.37	18.51	24.00
% SOV	42.5%	40.3%	41.5%	38.5%	39.7%	39.6%	36.8%	36.6%	31.4%	27.9%	16.3%	24.5%	13.0%	22.8%
% MOV	49.3%	53.7%	44.8%	49.6%	49.0%	50.7%	47.4%	49.2%	47.9%	41.8%	20.9%	42.7%	29.4%	58.0%
% Amtrak	0.6%	0.0%*	0.4%	0.0%*	0.2%	0.0%	0.6%	0.2%	0.9%	0.4%*	0.2%		1.7%	
% Commuter Train	0.7%	0.1%	0.7%	0.2%	2.2%	0.1%	2.9%	0.5%	1.4%	0.3%	0.9%	0.2%	0.5%	
% Subway/El Rail	0.5%	0.0%	0.3%	0.2%	0.5%	0.1%	1.5%	0.2%	6.9%	0.7%	9.8%	1.1%	18.2%	3.6%*
% Other Public	0.6%	0.1%	0.2%	0.2%	0.4%	0.4%	1.0%	1.0%	3.5%	2.3%	4.1%	3.9%	6.5%	12.0%
% Walk	0.6%	0.4%	0.7%	0.5%	0.7%	0.6%	1.3%	0.8%	2.2%	1.2%	3.4%	1.5%	4.9%	2.9%
% Other	5.2%	5.4%	11.4%	10.7%	7.1%	6.3%	6.8%	11.6%	5.7%	25.4%	44.5%	26.2%	24.1%	0.7%
% Unreported	0.0%	0.2%	0.1%	0.1%	0.2%*	2.2%	1.8%	0.1%	0.2%	0.0%	0.0%*	0.0%*	1.9%*	0%*
Person Trips per Person														
Weekday	3.59	3.69	3.96	4.20	3.98	4.01	3.78	3.97	3.17	3.84	3.03	3.40	3.00	2.63
Weekend	3.89	4.14	4.15	4.38	4.17	4.43	3.98	4.17	3.52	3.70	3.70	3.65	3.58	3.93
Average Person Trip Length <sup>d</sup>														
	10.66	11.27	9.36	9.90	8.65	9.21	7.45	8.96	7.34	9.40	7.68	8.91	6.22	7.75

<sup>a</sup> All percentages may not add to 100% due to rounding.

<sup>b</sup> Multiple prompts in the 2001 and 2009 surveys for walk trips increased the number of such trips considerably.

<sup>c</sup> The mode "Other" includes commercial and private air, commuter/school/charter /city to city bus, water, taxi, limousine, airport shuttle, bicycle, and other non-specified vehicles.

<sup>d</sup> Average trip length is calculated using only those records with trip mileage information present. \* Cells with large standard errors. Blank cells = no survey responses.

**Table 4.9 Personal Travel Statistics by Mode of Transportation and Population Density New York State Metros (NYS) vs. Metros Outside New York State (U.S.) in 1995**

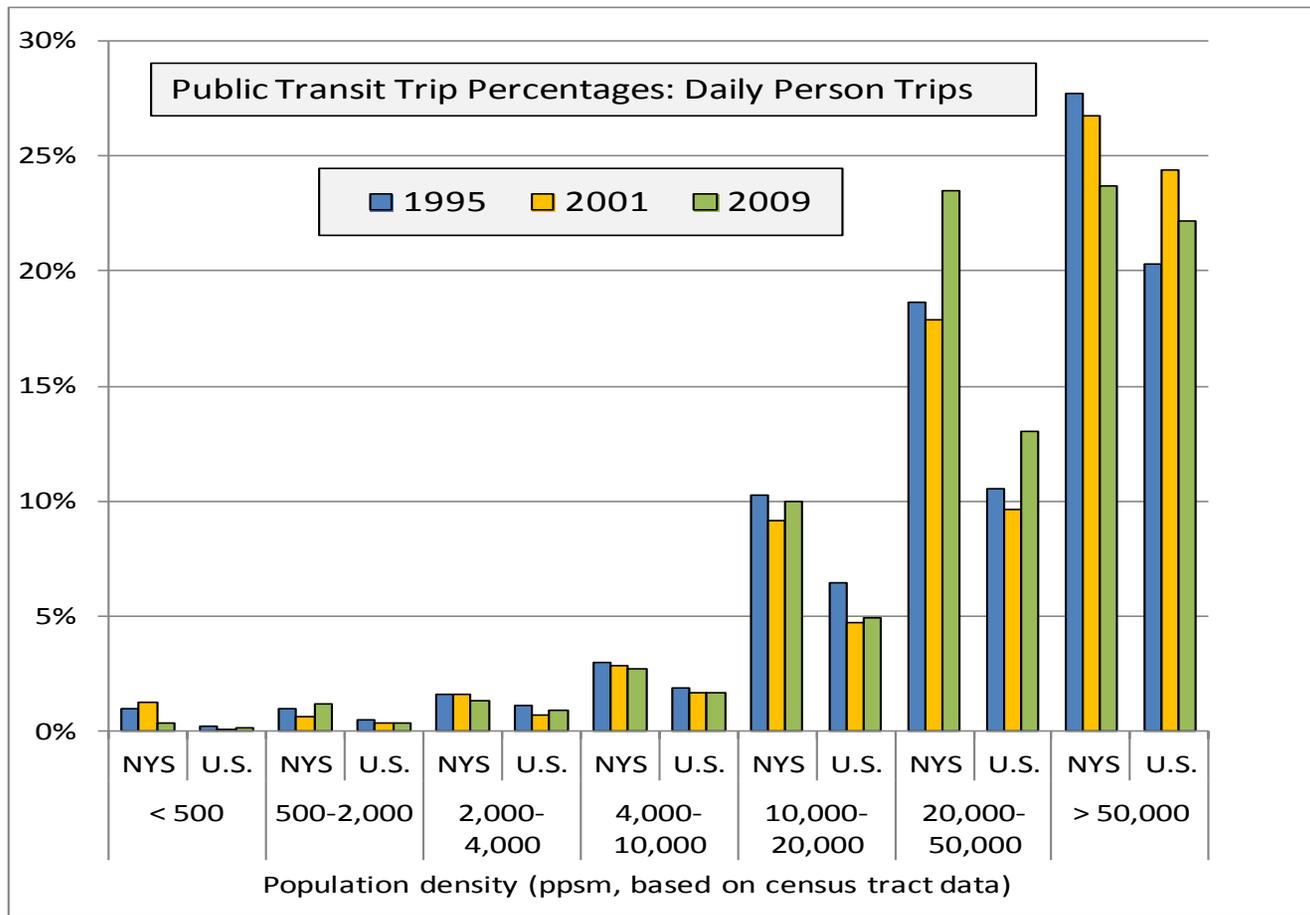
(population density of census tract)

	Population Density (population per square mile) <sup>a</sup>													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NYS	U.S.	NYS	U.S.	NYS	U.S.	NYS	U.S.	NYS	U.S.	NYS	U.S.	NYS	U.S.
Person Trips per Person														
TOTAL	4.06	4.17	4.24	4.36	4.34	4.45	4.01	4.36	3.62	4.03	3.76	4.09	3.46	3.50
% SOV	43.1%	43.4%	41.7%	42.9%	46.8%	44.3%	39.7%	42.0%	32.0%	36.7%	18.4%	23.2%	7.2%	25.4%
% MOV	44.6%	47.0%	45.0%	46.8%	39.4%	44.3%	42.1%	44.0%	37.0%	38.5%	23.1%	34.0%	16.2%	20.0%
% Amtrak	0.0%	0.2%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	
% Commuter Train	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
% Subway/El Rail	0.2%	0.0%	0.5%	0.0%	0.7%	0.2%	0.7%	0.2%	0.8%	0.5%	1.9%	0.5%	3.5%	0.6%
% Other Public	0.2%	0.0%	0.0%	0.0%	0.2%	0.0%	0.7%	0.0%	3.0%	1.0%	8.2%	1.7%	13.3%	6.9%
% Walk <sup>b</sup>	0.5%	0.2%	0.5%	0.5%	0.7%	0.9%	1.5%	1.6%	6.4%	5.0%	8.5%	8.3%	11.0%	12.9%
% Other <sup>f</sup>	3.9%	2.4%	4.5%	3.0%	4.1%	4.7%	7.2%	6.2%	12.4%	11.7%	30.3%	22.7%	36.1%	28.9%
% Unreported	4.4%	3.6%	4.2%	3.7%	4.1%	2.7%	3.7%	2.3%	3.0%	2.2%	4.0%	3.4%	6.4%	1.4%
Person Miles Traveled (PMT) per Person														
TOTAL	39.75	43.90	39.25	40.28	34.31	39.89	28.12	34.49	23.60	26.13	18.05	22.84	18.93	25.59
% SOV	42.4%	42.7%	37.1%	41.4%	43.7%	38.4%	38.9%	41.1%	34.1%	40.1%	26.1%	31.8%	12.8%	16.0%
% MOV	48.3%	52.0%	55.6%	51.0%	47.4%	49.4%	48.3%	49.0%	48.9%	44.4%	36.4%	47.0%	38.4%	68.4%
% Amtrak	0.0%	0.1%	0.0%	0.0%	0.3%	0.4%	0.0%	0.1%	0.0%	0.0%	0.4%	0.0%	0.1%	
% Commuter Train	1.8%	0.0%	0.1%	0.0%	0.0%	0.1%	0.4%	0.0%	0.0%	0.1%	0.0%	0.1%	0.2%	
% Subway/El Rail	0.7%	0.1%	1.5%	0.2%	2.7%	0.5%	3.3%	0.4%	2.2%	0.7%	3.0%	0.6%	7.4%	1.5%
% Other Public	0.2%	0.0%	0.1%	0.1%	0.1%	0.2%	1.4%	0.1%	3.9%	1.2%	16.1%	1.9%	16.6%	6.5%
% Walk	1.3%	0.3%	0.9%	0.4%	1.1%	2.1%	2.9%	1.4%	6.9%	8.3%	9.3%	8.8%	10.7%	3.7%
% Other	0.4%	0.1%	0.3%	0.2%	0.3%	0.3%	0.6%	0.4%	0.9%	0.9%	3.6%	2.1%	4.1%	3.4%
% Unreported	4.0%	3.9%	3.5%	5.9%	3.3%	6.8%	2.8%	6.6%	2.1%	2.8%	4.4%	7.5%	8.9%	0.2%
Person Trips per Person														
Weekday	3.89	3.86	3.90	4.10	4.24	4.07	3.80	4.12	3.60	3.76	3.47	4.16	3.05	2.58
Weekend	4.13	4.29	4.36	4.47	4.38	4.60	4.10	4.45	3.63	4.17	3.91	4.06	3.62	3.65
Average Person Trip Length <sup>c</sup>														
	9.91	10.66	9.41	9.33	8.02	9.06	7.23	8.05	6.85	6.64	5.18	5.83	5.95	7.31

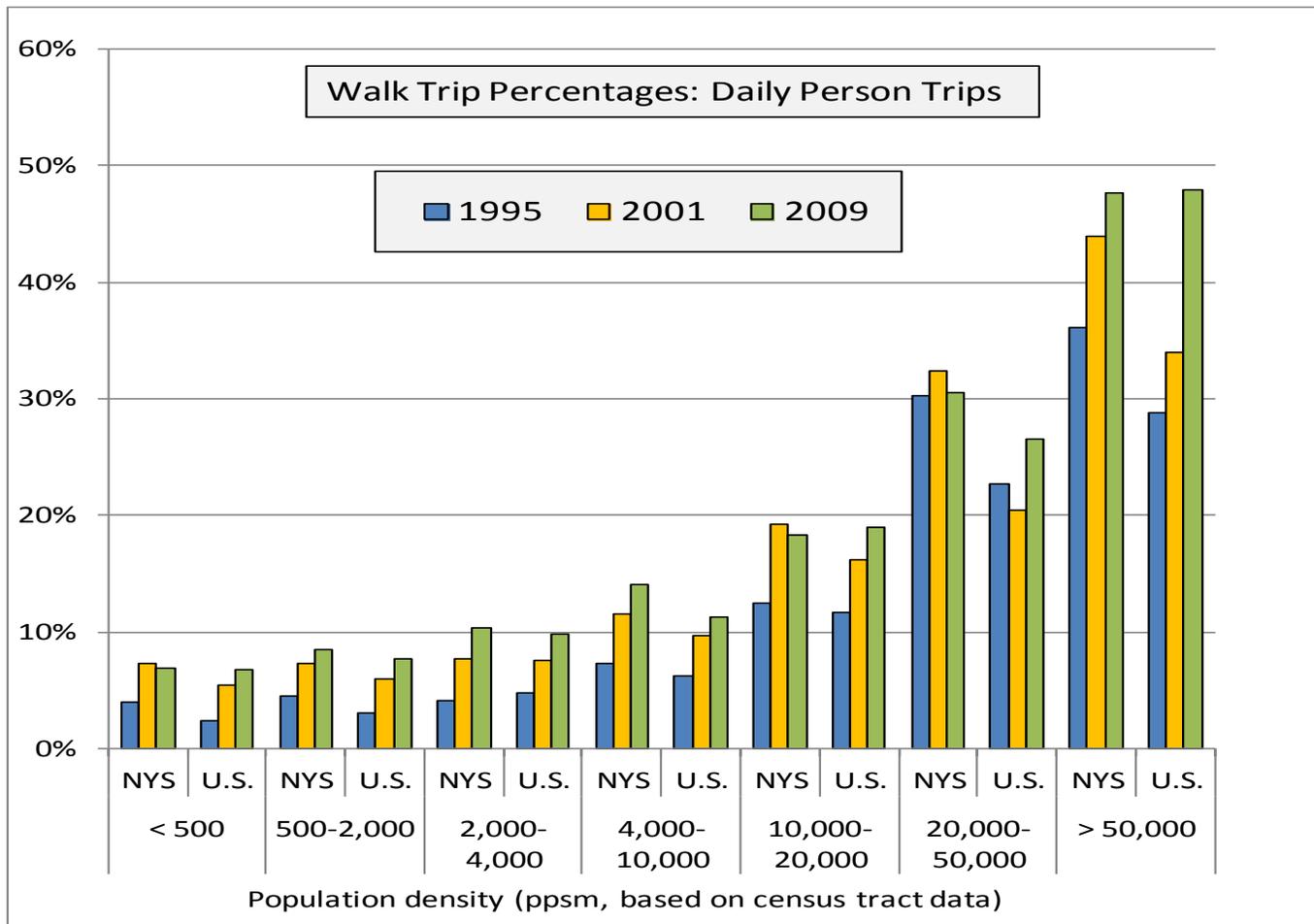
<sup>a</sup> All percentages may not add to 100% due to rounding.

<sup>b</sup> The mode "Other" includes commercial and private air, commuter/school/charter/city to city bus, water, taxi, limousine, airport shuttle, bicycle, and other non-specified vehicles.

<sup>c</sup> Average trip length is calculated using only those records with trip mileage information present. Blank cells = no survey responses. Standard errors were not computed for 1995 statistics.



**Figure 4.15 Public Transit Trip Percentages of Daily Person Trips by Population Density.**



**Figure 4.16 Walking Trip Percentages of Daily Person Trips by Population Density.**

### 4.2.3 Public Transit, Walk, and Cycle Trips

The percentage of trips taken in non-private vehicles (principally public transit and walking) also increases significantly with increasing population density (Tables 4.7, 4.8 and 4.9). Figures 4.15 and 4.16 show the percentages of daily person trips that are by public transit (commuter rail, elevated and subway trains and other, including bus transit) and walking, respectively, by residential density classes. Residents living in more densely populated areas are clearly much more likely to ride transit and/or walk to their trip destinations than those in low density areas.

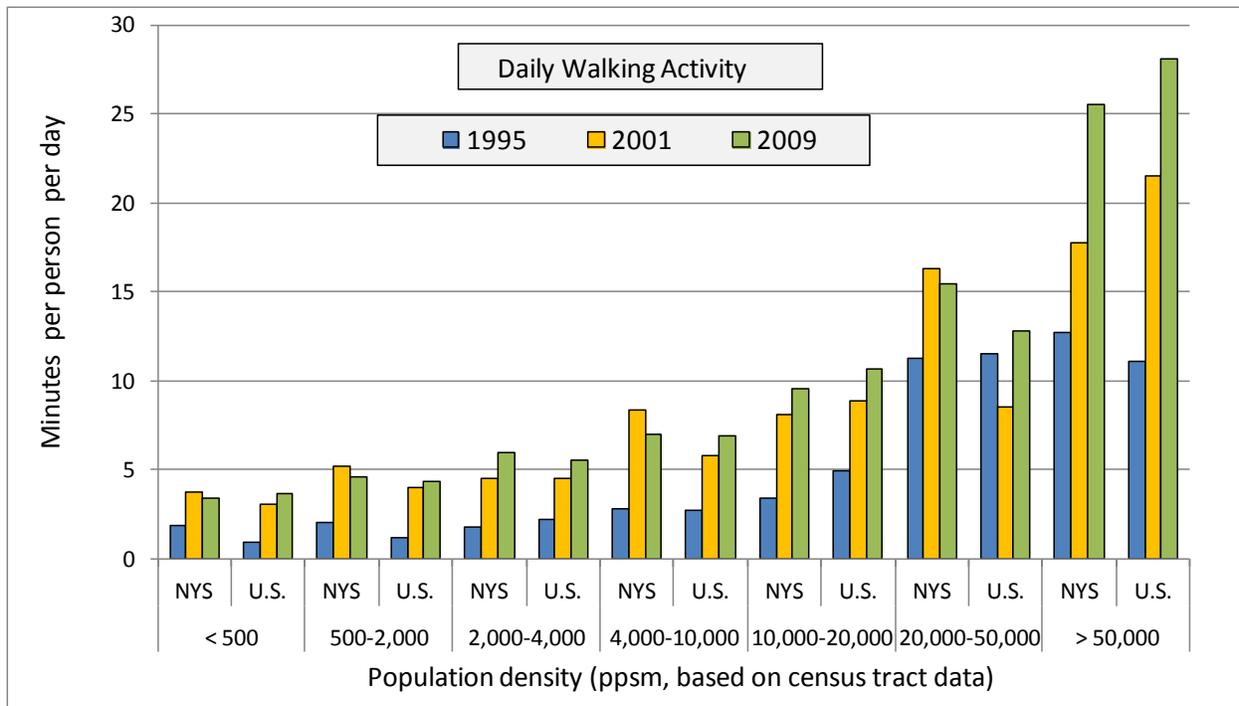
When combined, based on results shown in Tables 4.3a-c, these transit and walk alternatives accounted for ten times the percentage of NYS metro area trips among 2009 travelers in the highest density class (47.6% walk + 23.7% transit = 71.3% of person trips) than they did in the lowest density class (6.9% walk + 0.4% transit = 7.3% of person trips). The metro areas in the rest of the nation in 2009 also display a similar result.

Figure 4.17 shows the number of minutes that urban household members spent walking daily, broken down by population density class. Again, the significant increase in walking activity among the higher residential density areas both inside and outside NYS is evident. The significant increases in walk and cycle minutes between 1995 and the two more recent surveys are also shown in Figure 4.17. As noted in Chapter 2 of this report, however, these could be an artifact of the improvements in the 2001 and 2009 surveys, where special prompting was carried out to better recall walk and bicycle trips.

Cycling (biking) trip activity patterns are much less obvious. When looked at either across these same seven population density classes, by inside versus outside NYS metro areas, or across all three surveys, most average daily cycle minutes per person were below one minute per day, with a range from less than 0.1 to 1.1 minutes per day.

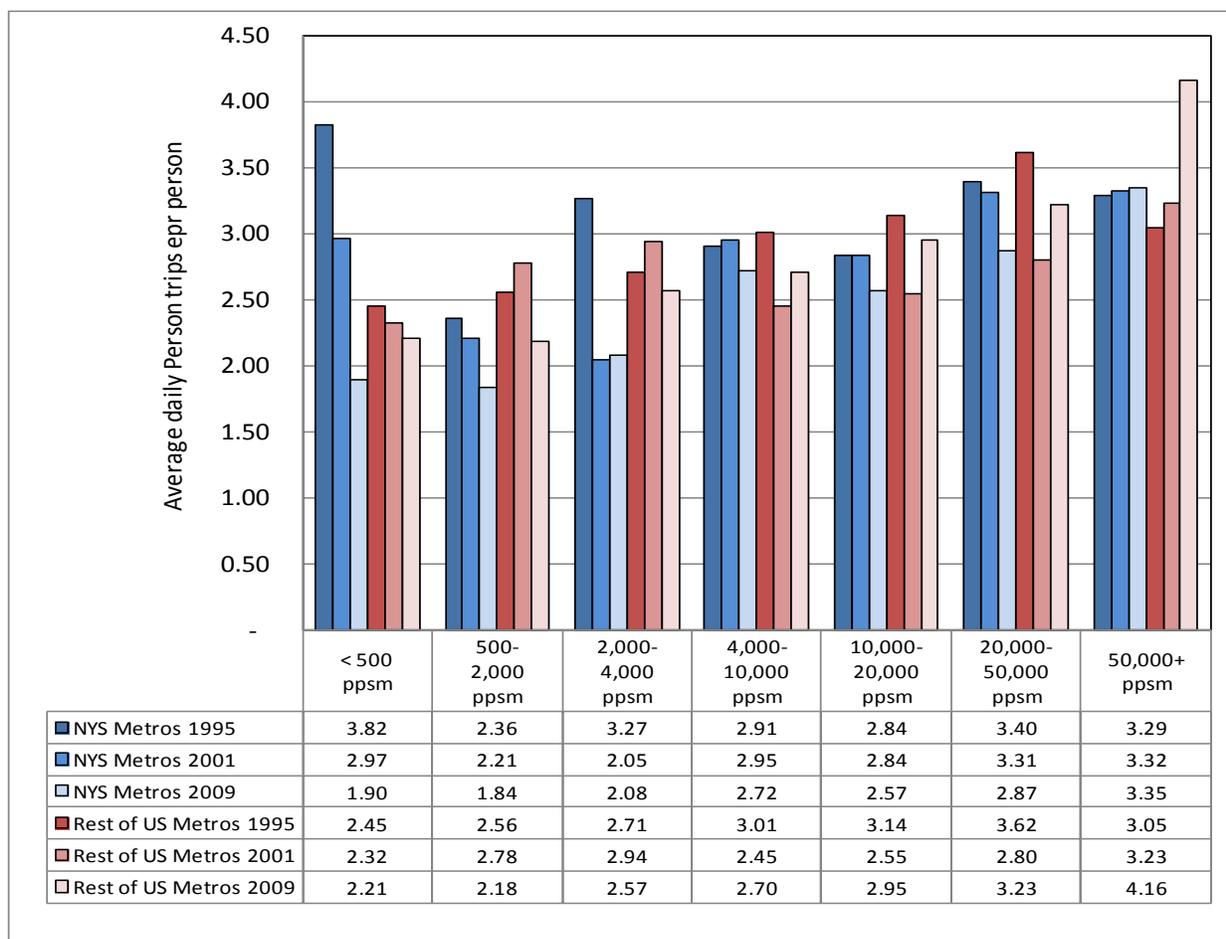
### 4.2.4 Travel by Zero-Vehicle Households

As noted above, and as shown in Table 4.4, in metropolitan areas with more than 4,000 people per square mile, a noticeably greater proportion of NYS households are without a vehicle than are households elsewhere in the nation. Regardless of population density, those without a vehicle take fewer trips on average than those with a vehicle (see Appendix C.4). However, this difference in trip frequency narrows with population density, implying that having no access to a vehicle is less of a mobility constraint in highly populated areas than in less densely populated areas; reflecting the greater accessibility to public transit, to walk and cycle opportunities, and also to taxis, in more densely populated locations.



**Figure 4.17 Average Minutes Spent on Walking Trips per Day by Population Density.**

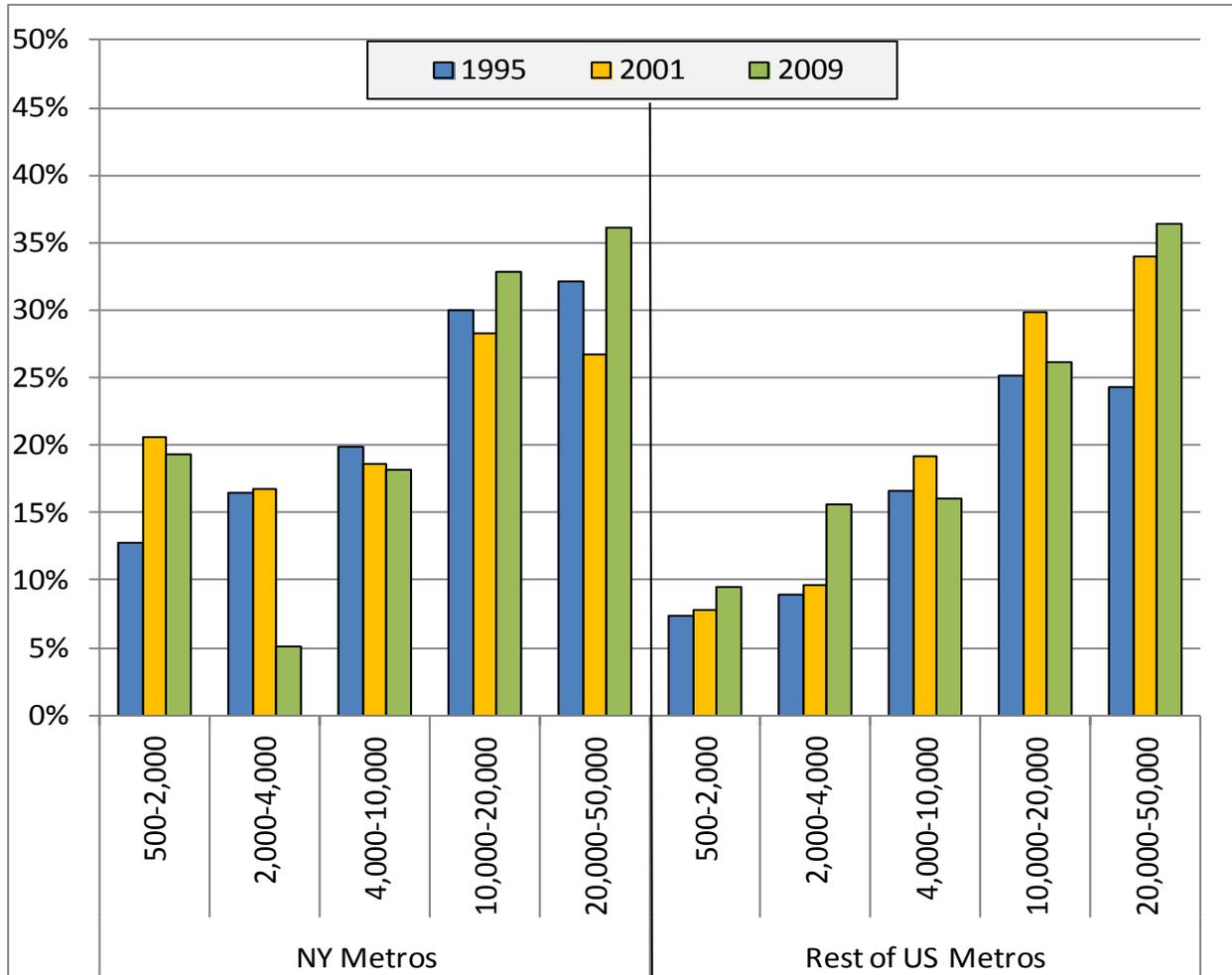
Figure 4.18 shows how daily person trip frequencies vary by population density class, both within NYS metro areas and in metro areas elsewhere in the nation. Within NYS metro areas the average trip rate increased with density, from 1.9 to almost 3.4 person trips per person per day in 2009. Outside NYS, households without a vehicle also become increasingly more mobile at increased densities. In 2009, this was reflected in an average daily trip rate of 2.2 trips per person in areas with less than 500 ppsm, rising consistently to a trip rate of around 4 trips per person at densities of > 50,000 ppsm. However, this last figure of over 4 trips per day in 2009 is accompanied by standard errors of around 0.5 trips per day in both the 2001 and 2009 surveys. The much higher daily person trip rates for NYS households in the lowest density category in 1995, also shown in Figure 4.18 below, are less easy to explain. They are likely related to higher than average standard errors associated with both the 1995 and 2001 NHTS surveys (see Appendix C.4).



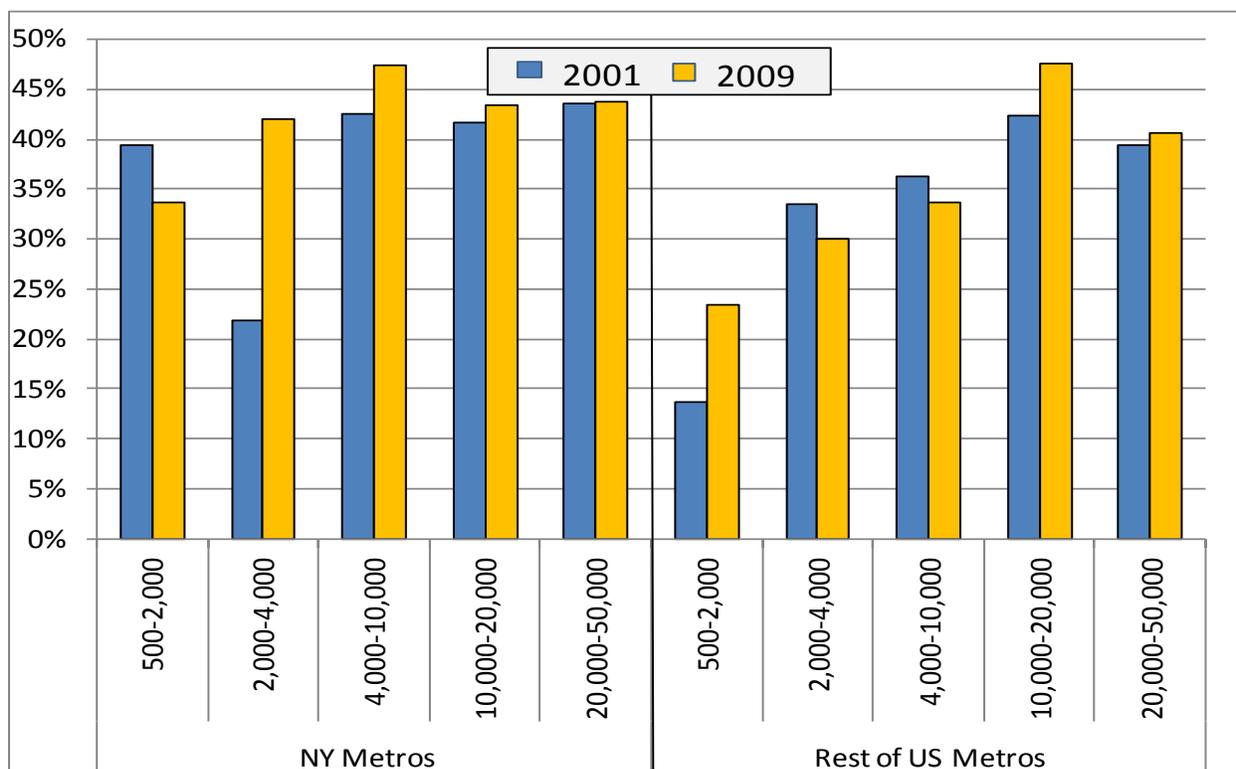
**Figure 4.18 Average Daily Person Trips (in miles) of Individuals without a Vehicle New York State Metros vs. Metros Outside New York State by Population Density (persons per square mile, based on census tract data).**

**Note:** Trip rate for metros outside NYS in > 50,000 ppsm class in 2009 is based on a relatively small sample size, as is the trip rate for NY metros in the <500 ppsm class in 1995.

As expected, individuals without a vehicle either walk or use public transit more frequently than those with a vehicle (Appendix C.4). This is true both inside and outside NYS. NYS residents who are without a vehicle and residing in population densities of less than 4,000 ppsm rely more on walking than do residents elsewhere in the country at similar densities. However, interpreting differences in public transit shares at these low densities is made difficult due to low sample sizes. As shown in Figures 4.19 and 4.20, for areas with densities over 50,000 ppsm, public transit and walk trips combined accounted for over 80% of person trips by these NYS households in 2001 and again in 2009. For those without a vehicle, walking was the most common mode of transportation in all density brackets in 2001 and 2009, both inside and outside NYS (Figures 4.16a and 4.16b). While a transit trip always implicitly includes walking (or occasionally, cycling), only a very small percentage of walking trips include public transit.



**Figure 4.19 Percentage of Trips Taken by Public Transit by Those without a Vehicle, by Population Density in 1995, 2001, and 2009 (in persons per square mile, based on census tract data).**



**Figure 4.20 Percentage of Trips Taken by Walking by Those without a Vehicle, by Population Density in 2001 and 2009\* (in persons per square mile, based on census tract data).**

\* Data from 1995 NHTS not compatible with later surveys.

Table 4.10 below shows the relationship between average trip length and population density for both NYS and out of state metro areas for 1995, 2001, and 2009, and for households both with and without access to a privately owned vehicle. Consistent with previous findings, those who do not own or have access to a vehicle take shorter trips than those who do. In 2009, trips taken by NYS residents living at densities >50,000 ppsm (mainly NYC) and who did not own a vehicle, were roughly half as long as those taken by their neighbors who did own a vehicle.

Among those metro area households who do own one or more vehicles, both in NYS and elsewhere in the nation, average trip length also tends to decrease with increasing population density: although an exception appears to exist in the very highest density areas associated with the NYS metros. (However, small sample sizes probably contribute to this result). Moreover, the differences in average trip distances between NYS residents with vehicles and those outside NYS with vehicles was quite small in 2009 when the standard errors in these estimates are considered (Table 4.10).

**Table 4.10 Average Person Trip Lengths (in miles) by Population Density and Vehicle Ownership in 1995, 2001, and 2009**

	Population Density (persons per square mile, based on census tracts)													
	< 500 ppsm		500-2,000 ppsm		2,000-4,000 ppsm		4,000-10,000 ppsm		10,000-20,000 ppsm		20,000-50,000 ppsm		50,000+ ppsm	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
2009														
All households	11.58	12.50	9.35	10.38	7.95	9.49	7.33	8.07	4.98	6.92	5.86	6.92	4.93	2.59
Zero Vehicle HHs	5.87	8.51	3.01	6.31	6.56	5.33	2.62	4.41	3.62	2.84	2.76	4.05	3.32	1.46
Non-Zero Vehicle HHs	11.63	12.54	9.45	10.46	7.98	9.59	7.62	8.21	5.15	7.40	7.23	7.61	6.78	3.14
2001														
All households	10.66	11.27	9.36	9.90	8.65	9.21	7.45	8.96	7.34	9.40	7.68	8.91	6.22	7.75
Zero Vehicle HHs	4.37	12.35	4.30	10.08	4.88	4.16	3.62	12.29	5.31	4.03	10.34	3.93	4.57	3.19
Non-Zero Vehicle HHs	10.77	11.26	9.40	9.90	8.72	9.31	7.64	8.87	7.64	9.80	6.38	9.77	7.88	11.37
1995														
All households	9.91	10.66	9.41	9.33	8.02	9.06	7.23	8.05	6.85	6.64	5.18	5.83	5.95	7.31
Zero Vehicle HHs	6.72	7.08	3.58	7.25	4.78	4.85	6.13	4.40	5.38	4.09	3.69	3.63	5.49	1.95
Non-Zero Vehicle HHs	9.99	10.70	9.47	9.35	8.11	9.16	7.29	8.20	7.06	6.99	5.96	6.53	6.64	10.33

## 4.3 VEHICLE TRAVEL COMPARISONS

### 4.3.1 Driver Trip Rates

Tables 4.11, 4.12 and 4.13 below show the effects of population density on vehicle trips and vehicle miles of travel per driver, as well as on average vehicle trip lengths and travel times, each further disaggregated by trip purpose. As with person trips (Table 4.7), the number of vehicle trips per day increases with population density, reaches its peak at just over 3 trips in areas with densities between two and four thousand people per square mile, then declines with increasing population density. A typical NYS metro area driver in the most densely populated areas takes about one vehicle trip a day. As also reported earlier in this chapter (Table 4.7), residents in these very high density areas, notably NYC, either walk, or ride public transit most of the time.

Figure 4.21 below shows these daily vehicle trip rates. While as a set the statistics shown in Tables 4.11, 4.12, 4.13 and Figure 4.21 indicate that population density plays a similar role with respect to vehicle trip frequencies and trip lengths both within and outside the state, some significant differences in driver trip rates between NYS metros and the metros in the rest of the country become apparent at population densities above 20,000 ppsm. This effect has carried throughout all three of the NHTS surveys. Figure 4.22 shows these differences, using the vehicle trip rate for metro areas in the rest of the US as the base for comparison. Most differences for metro areas with population densities below 20,000 ppsm are small or insignificant once standard errors of the estimates are taken into account.

Trip purpose shares show the usual consistency both inside and outside the state, with about half of all daily driving trips being made for family related and personal business reasons, followed by 25% for commuting to and from work and 20% for social and recreational purposes (Tables 4.11, 4.12 and 4.13). The only exception is for the very densest areas, where sample sizes are quite small.

**Table 4.11 Statistics on Daily Vehicle Travel by Population Density New York State Metros (NYS) vs. Metros Outside New York State (U.S.), 2009 (Population Density of Census Tract)**

	Population Density (population per square mile) <sup>a</sup>													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NYS	U.S.	NYS	U.S.	NYS	U.S.	NYS	U.S.	NYS	U.S.	NYS	U.S.	NYS	U.S.
Vehicle Trips per Driver														
TOTAL	3.02	2.94	3.23	3.23	3.13	3.18	2.96	3.14	2.73	2.68	1.22	2.04	0.70	1.23
% Earn a Living	27.8%	27.6%	26.6%	26.1%	24.5%	26.0%	25.1%	25.1%	18.1%	23.7%	21.1%	26.6%	18.2%	57.4%
% Family & Personal Business	47.1%	45.4%	46.5%	46.6%	48.0%	46.6%	48.2%	47.1%	54.9%	48.7%	57.0%	49.6%	53.2%	23.2%
% Civic, Educational & Religious	3.4%	4.4%	4.7%	4.9%	4.1%	5.5%	5.6%	4.6%	6.5%	5.3%	2.2%	5.0%	3.5%	3.1%*
% Social & Recreational	20.6%	21.4%	20.9%	21.2%	22.4%	20.9%	20.2%	22.0%	20.0%	21.4%	17.1%	17.7%	23.8%	16.0%
% Other	0.3%	0.3%	0.5%	0.3%	0.3%	0.4%	0.4%	0.3%	0.1%*	0.2%	0.2%	0.0%*	0.2%*	
% Unreported	0.8%	1.0%	0.9%	0.9%	0.7%	0.8%	0.6%	1.0%	0.4%	0.8%	2.4%	1.1%	1.2%	0.2%*
Vehicle Miles Traveled (VMT) per Driver														
TOTAL	34.06	36.60	29.69	31.46	24.41	27.99	19.72	24.01	14.76	20.22	7.10	17.29	7.24	4.85
% Earn a Living	36.6%	35.5%	34.6%	35.8%	37.5%	33.9%	37.5%	35.1%	29.5%	36.5%	27.9%	35.3%	18.6%	67.5%
% Family & Personal Business	35.4%	31.7%	29.6%	31.4%	31.8%	30.2%	33.6%	31.9%	38.0%	28.1%	42.7%	31.0%	29.7%	14.8%
% Civic, Educational & Religious	2.8%	3.6%	3.3%	4.0%	4.3%	4.4%	4.6%	4.1%	4.0%	5.4%	1.1%	12.9%	2.7%	0.4%*
% Social & Recreational	22.3%	23.8%	23.5%	25.7%	25.3%	25.4%	21.6%	25.9%	26.9%	28.1%	26.1%	17.8%	46.9%	14.8%
% Other	0.6%	0.5%	0.6%	0.7%	0.3%	0.8%	0.4%	0.6%	0.2%*	0.1%	0.2%	0.0%*	0.3%*	
% Unreported	2.3%	4.9%	8.5%	2.4%	0.7%	5.2%	2.3%	2.3%	1.5%	1.9%	2.1%	3.0%	1.8%	2.5%*
Average Vehicle Trip Length (miles) <sup>b</sup>														
	11.42	12.57	9.31	9.85	7.88	8.93	6.73	7.76	5.53	7.77	6.34	8.79	10.64	4.00
Average Time Spent Driving in a POV in a Typical Day <sup>c</sup> (minutes)														
	77.45	80.79	72.00	75.89	69.58	75.64	70.47	74.14	72.18	79.59	73.46	84.57	97.80	46.36

<sup>a</sup> All percentages may not add to 100% due to rounding.

<sup>b</sup> Average trip length is calculated using only those records with trip mileage information present.

<sup>c</sup> Average time spent driving includes persons who drove on travel-day only. It does not include any persons who did not take a trip on their travel day, nor does it include any driving done in a trip where public transit was used for part of that trip.

**Table 4.12 Statistics on Daily Vehicle Travel by Population Density New York State Metros (NYS) vs. Metros Outside New York State (U.S.), 2001 (Population Density of Census Tract)**

	Population Density (population per square mile) <sup>a</sup>													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NYS	U.S.	NYS	U.S.	NYS	U.S.	NYS	U.S.	NYS	U.S.	NYS	U.S.	NYS	U.S.
Vehicle Trips per Driver														
TOTAL	3.10	3.35	3.39	3.56	3.33	3.61	3.21	3.37	2.47	2.93	1.99	2.51	1.03	1.83
% Earn a Living	26.8%	27.3%	25.4%	25.4%	25.4%	25.8%	24.2%	25.6%	25.9%	28.5%	22.9%	28.3%	28.1%	15.8%
% Family & Personal Business	47.4%	47.5%	48.8%	48.5%	48.6%	48.2%	49.6%	48.9%	47.9%	45.8%	55.2%	43.9%	44.6%	60.4%
% Civic, Educational & Religious	3.9%	4.9%	4.2%	4.7%	3.5%	5.0%	4.9%	4.7%	5.6%	4.0%	3.8%	4.9%	2.6%	0.5%
% Social & Recreational	21.2%	19.7%	20.9%	20.9%	22.0%	20.4%	20.4%	20.3%	20.0%	21.1%	16.2%	22.5%	24.0%	20.5%
% Other	0.5%	0.5%	0.6%	0.5%	0.4%	0.5%	0.7%	0.5%	0.6%	0.5%	1.7%	0.3%	0.6%	
% Unreported	0.3%	0.1%	0.1%	0.1%	0.1%	0.1%	0.2%	0.1%	0.0%*	0.1%	0.2%*	0.0%	0.1%*	2.8%*
Vehicle Miles Traveled (VMT) per Driver														
TOTAL	33.70	37.90	30.22	33.77	28.76	31.99	23.12	29.25	19.46	23.15	12.21	20.16	10.08	12.06
% Earn a Living	36.2%	37.7%	36.2%	34.8%	38.3%	34.4%	35.6%	36.2%	32.7%	37.3%	32.8%	31.9%	32.2%	39.1%
% Family & Personal Business	34.3%	35.0%	34.5%	34.9%	31.8%	35.6%	32.1%	33.5%	34.0%	36.0%	41.1%	29.6%	34.9%	42.5%
% Civic, Educational & Religious	2.9%	4.1%	3.4%	3.7%	3.0%	3.6%	3.5%	3.5%	6.0%	3.6%	2.4%	5.0%	2.1%	0.8%
% Social & Recreational	25.6%	22.3%	24.3%	25.3%	26.3%	25.4%	28.0%	26.1%	26.4%	22.4%	22.7%	32.9%	30.0%	14.2%
% Other	0.9%	0.6%	0.9%	1.2%	0.5%	1.1%	0.7%	0.6%	0.9%	0.6%	0.8%	0.5%	0.5%	
% Unreported	0.2%	0.3%	0.7%	0.1%	0.1%	0.1%	0.1%	0.2%	0.1%*	0.1%	0.2%*	0.0%	0.3%*	3.4%*
Average Vehicle Trip Length (miles) <sup>b</sup>														
	10.95	11.42	9.03	9.54	8.69	8.94	7.37	8.80	8.07	8.17	6.40	8.17	10.50	6.63
Average Time Spent Driving in a POV in a Typical Day <sup>c</sup> (minutes)														
	78.76	84.75	76.13	81.30	79.37	79.31	74.22	80.40	81.01	77.59	84.66	81.16	97.22	108.93

<sup>a</sup> All percentages may not add to 100% due to rounding.

<sup>b</sup> Average trip length is calculated using only those records with trip mileage information present.

<sup>c</sup> Average time spent driving includes persons who drove on travel-day only. It does not include any persons who did not take a trip on their travel day, nor does it include any driving done in a trip where public transit was used for part of that trip.

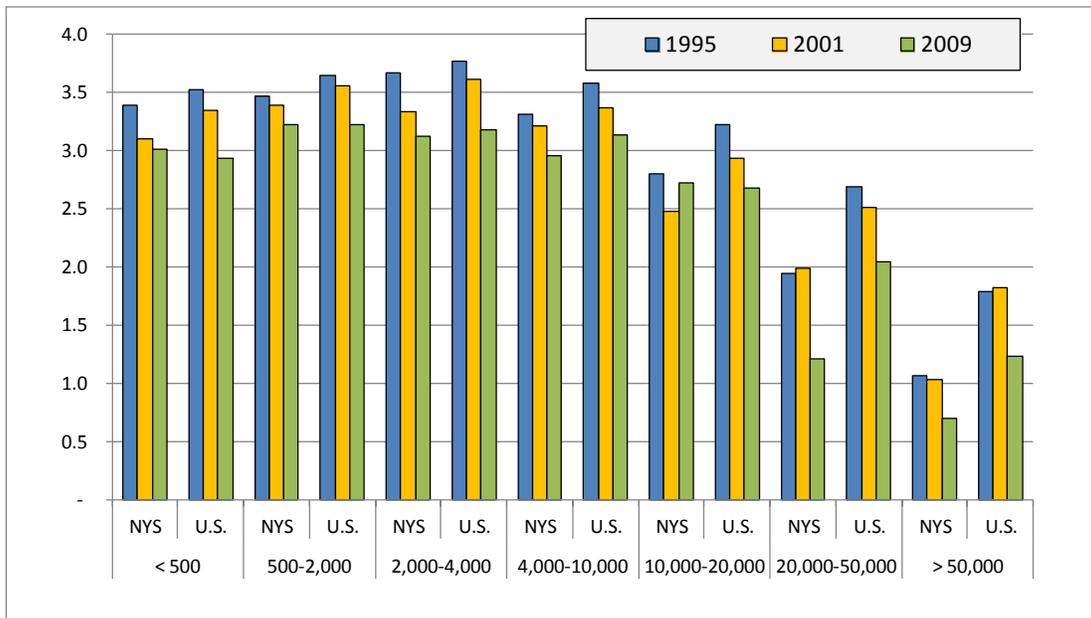
**Table 4.13 Statistics on Daily Vehicle Travel by Population Density for New York State Metros (NYS) vs. Metros Outside New York State (U.S.), 1995 (Population Density of Census Tract)**

	Population Density (population per square mile) <sup>a</sup>													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NYS	U.S.	NYS	U.S.	NYS	U.S.	NYS	U.S.	NYS	U.S.	NYS	U.S.	NYS	U.S.
Vehicle Trips per Driver														
TOTAL	3.39	3.53	3.47	.65	3.67	3.77	3.31	3.58	2.80	3.23	1.95	2.69	1.07	1.79
% Earn a Living	27.9%	28.2%	26.2%	27.2%	24.5%	27.9%	26.1%	26.5%	28.5%	25.7%	22.6%	26.8%	31.8%	29.1%
% Family & Personal Business	50.0%	49.9%	51.3%	50.8%	52.2%	49.6%	51.8%	51.1%	50.5%	49.2%	54.4%	47.2%	47.7%	48.6%
% Civic, Educational & Religious	2.9%	4.0%	4.0%	3.8%	3.8%	4.5%	3.6%	3.9%	3.9%	5.3%	5.1%	5.2%	3.7%	
% Social & Recreational	18.8%	17.9%	18.4%	18.1%	19.6%	18.0%	18.5%	18.4%	17.1%	19.8%	17.9%	20.8%	16.8%	22.3%
% Other	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
% Unreported	3.39	3.53	3.47	3.65	3.67	3.77	3.31	3.58	2.80	3.23	1.95	2.69	1.07	1.79
Vehicle Miles Traveled (VMT) per Driver														
TOTAL	33.21	37.19	32.04	33.74	28.89	31.19	23.22	28.28	20.81	23.04	13.37	20.65	12.12	20.35
% Earn a Living	38.8%	39.7%	35.5%	38.7%	37.2%	38.4%	41.2%	36.6%	36.9%	34.4%	35.4%	34.7%	34.9%	16.6%
% Family & Personal Business	34.2%	36.1%	37.1%	35.7%	34.5%	34.0%	33.6%	35.6%	34.2%	34.6%	37.1%	32.6%	24.2%	48.2%
% Civic, Educational & Religious	2.3%	4.0%	2.9%	3.7%	2.5%	3.9%	3.1%	2.9%	2.1%	5.4%	5.9%	4.3%	1.5%	
% Social & Recreational	24.0%	20.1%	24.4%	21.5%	25.8%	23.6%	22.0%	24.7%	26.4%	25.6%	21.6%	28.3%	39.4%	35.2%
% Other	0.8%	0.1%	0.1%	0.3%	0.0%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%			
% Unreported	33.21	37.19	32.04	33.74	28.89	31.19	23.22	28.28	20.81	23.04	13.37	20.65	12.12	20.35
Average Vehicle Trip Length (miles) <sup>b</sup>														
	9.85	10.61	9.35	9.29	7.9	8.32	7.12	7.97	7.58	7.24	7.11	7.86	11.68	11.34
Average Time Spent Driving in a POV in a Typical Day <sup>c</sup> (minutes)														
	69.85	77.11	71.47	74	70.84	71.46	67.94	70.63	69.79	71.46	72.28	79.4	89.71	86.19

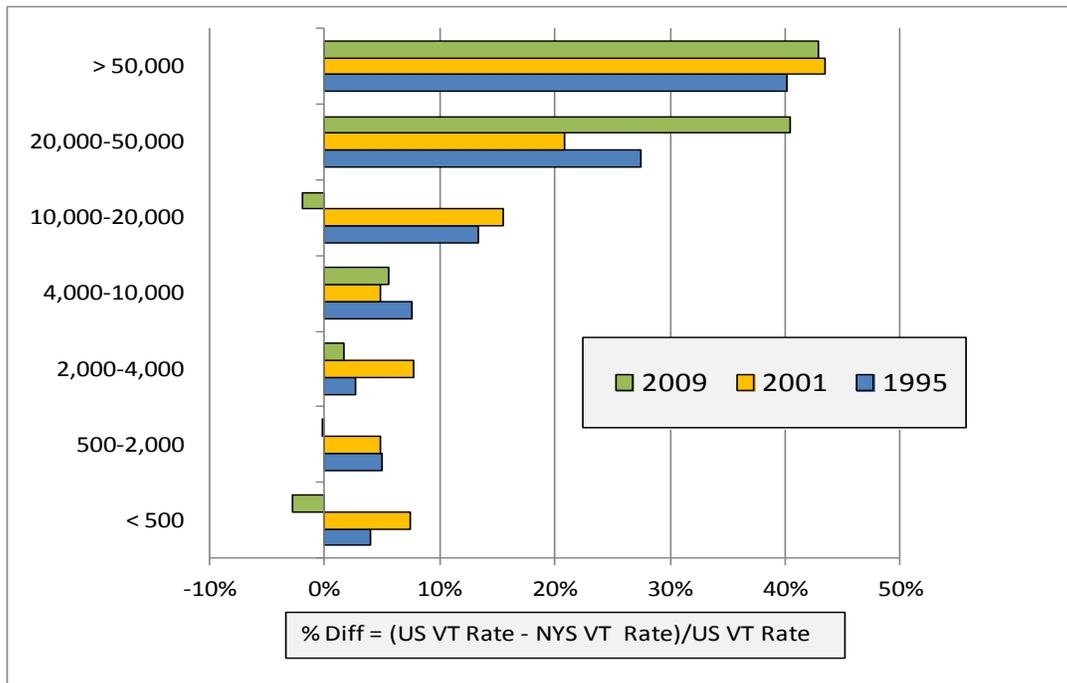
<sup>a</sup> All percentages may not add to 100% due to rounding.

<sup>b</sup> Average trip length is calculated using only those records with trip mileage information present.

<sup>c</sup> Average time spent driving includes persons who drove on travel-day only. It does not include any persons who did not take a trip on their travel day, nor does it include any driving done in a trip where public transit was used for part of that trip.



**Figure 4.21 Daily Vehicle Trip Rates in 1995, 2001, and 2009, for New York Metros and Metros Outside New York State (persons per square mile, based on census tract data).**

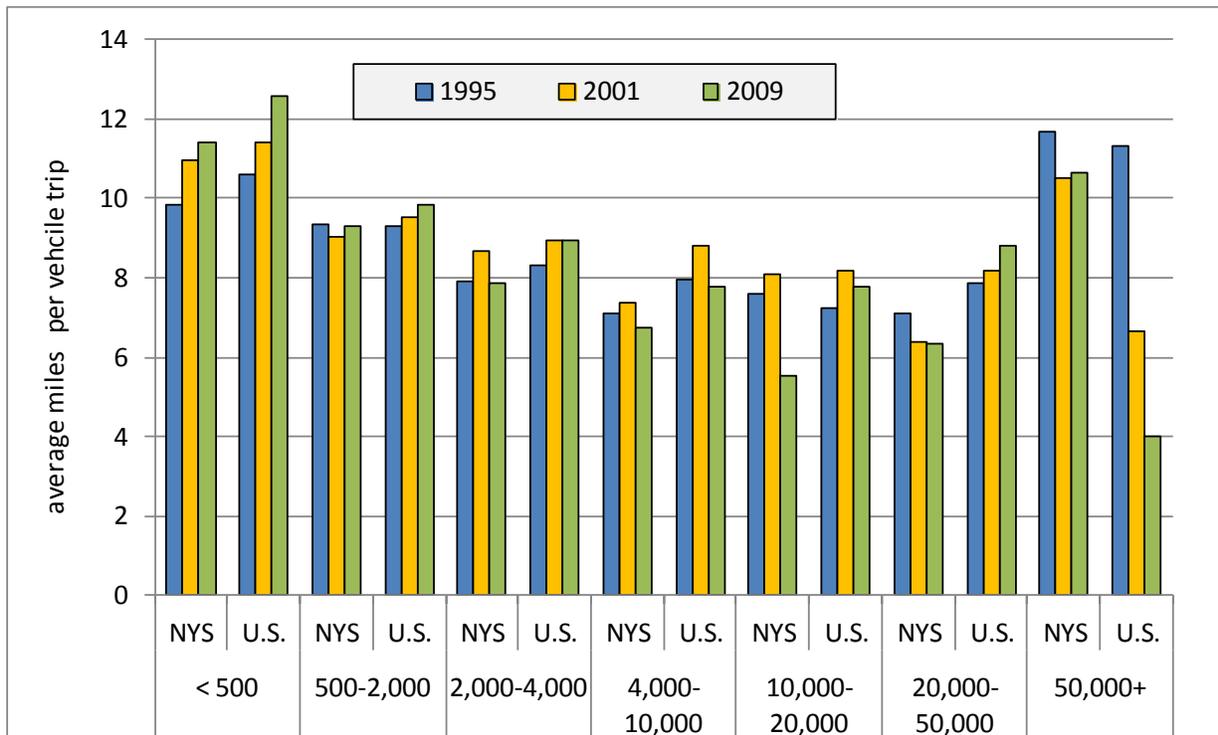


**Figure 4.22 Percentage Differences in Daily Vehicle Trip (VT) Rates Between New York Metros and Metros Outside New York State (persons per square mile, based on census tract data)**

The percentage shares of vehicle trips and vehicle miles driven by trip purpose also remain very similar, no matter what the density class, and again both within and outside the state.

### 4.3.2 Driving Distances and Times

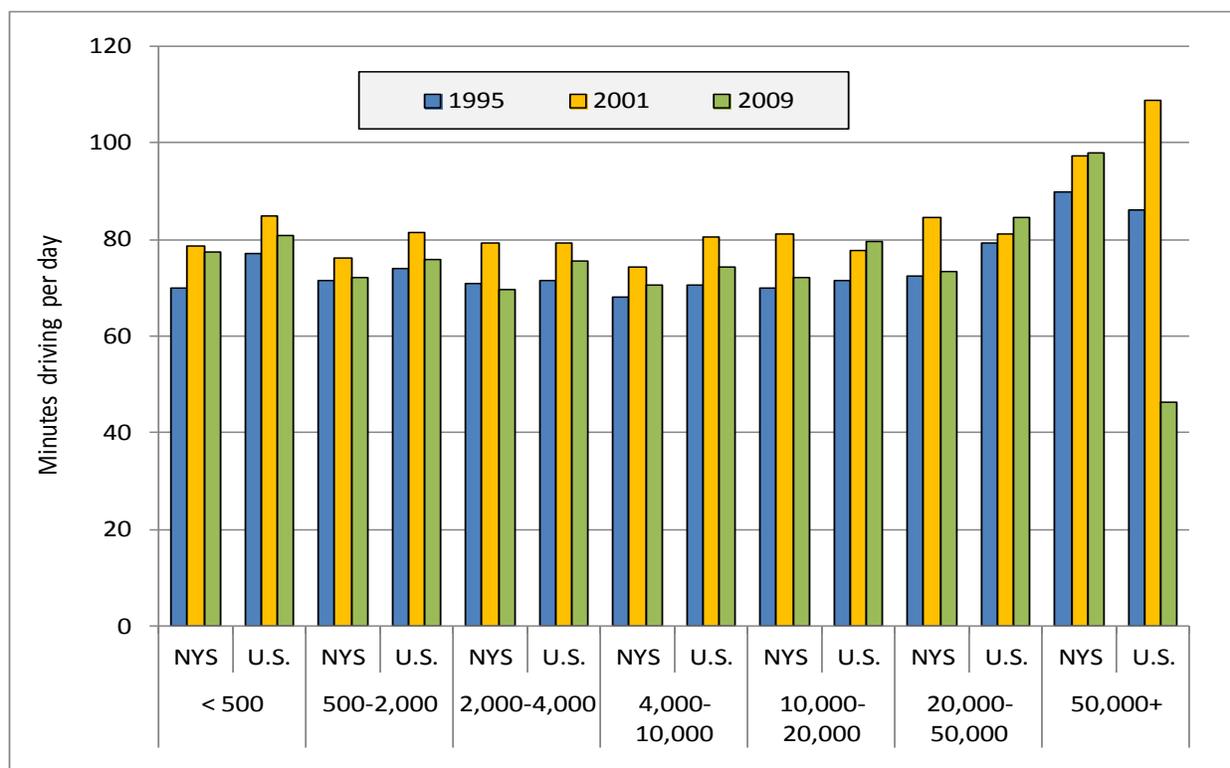
Average daily driving distances are graphed in Figure 4.23. With the exception of the highest density areas, trip lengths fall gradually with population density both inside and outside the state: dropping from around 11 miles per trip in low density areas to around 6 miles per trip in areas with densities in the range 20,000 to 50,000 ppsm within the NYS metros. In the very highest density areas of NYC, trip lengths climb to over 10 miles per trip in all three survey years (Tables 4.11, 4.12, 4.13 and Figure 4.23). This may be due to small sample sizes, but may also reflect the fact that these residents make longer trips when they drive, while carrying out the majority of their trip making activities by walk and public transit modes. A precipitous fall in average trip length is shown for metro areas outside NYS when 2009 is compared to 1995 and 2001. This result may be caused by a small sample size.



**Figure 4.23 Average Driving Distances (in miles) for Drivers in New York Metros and for Metros Outside New York State, by Population Density (in persons per square mile, based on census tract data).**

Figure 4.24 shows the distribution of minutes spent driving per day within both NYS and out of state metro areas. These driving times show only a limited amount of variability across density classes, until an increase in time spent on daily travel manifests itself in the 20,000 to

50,000 ppsm class in metros outside of the state, and in the highest density class represented principally by NYC residents. As a result, the shorter average trip distances shown in Figure 4.23 for medium-high density areas do not show any correlation with reduced driving times. When coupled with the lower driving rates shown in Figure 4.21, this suggests that traffic congestion might be playing a significant role here in keeping daily in-vehicle travel times at similar levels across most densities. In the most densely populated areas both within and outside the state a driver typically spends one and one-half hours driving per day: and this situation has not changed significantly since 1995. Base on Figure 4.24, while daily driving times increased on the average between 1995 and 2001, they dropped back close to 1995 levels in 2009 in almost all except the highest density areas, in a similar manner both within and outside the state.



**Figure 4.24 Average Driving Times (in minutes) for Drivers in New York Metros and Metros Outside New York State, by Population Density (in persons per square mile, based on census tract data).**

**Note:** Minutes driving statistics are reported only for those persons who drove a vehicle on the travel day.

### 4.3.3 Types and Ages of Vehicles Driven

Figure 4.25 shows the distribution of in-use household vehicle fleet by vehicle type and density class, as reported by residents in the thirteen NYS metros and in the metro areas outside

the state. Pickup trucks account for a larger share of POVs in the lowest density range of metro areas both inside and outside the state. However, at higher densities pickups are much less popular with NYS metro residents than elsewhere in the metro areas outside the state. Vans are more popular in the high density NYS metro areas than they are outside the state. Over time, the auto fleet percentage has been dropping since 1995 in favor of these other vehicle types, both within and outside the state, and across all density classes (Figure 4.26).

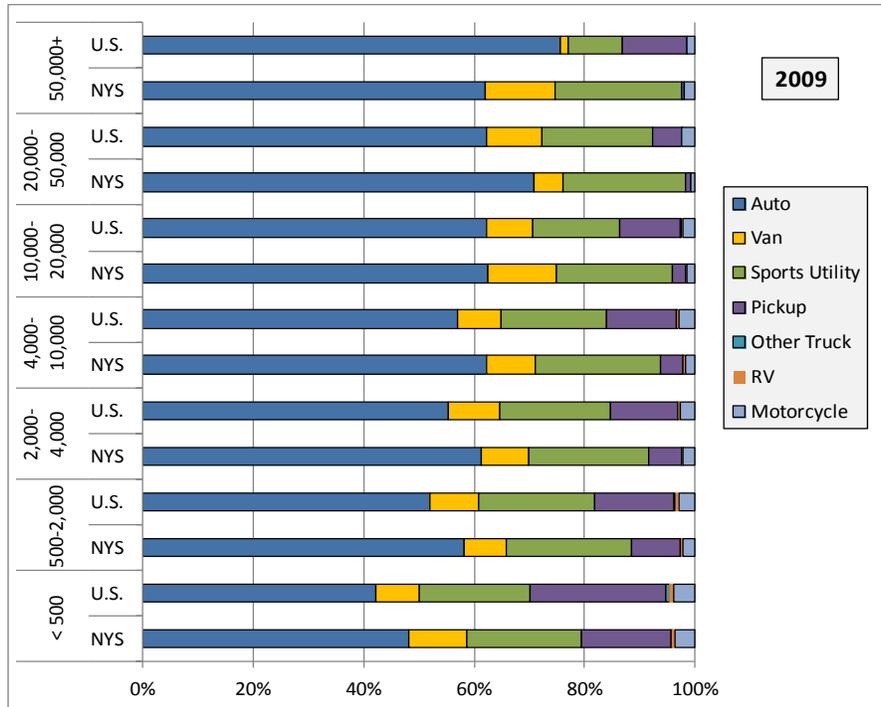
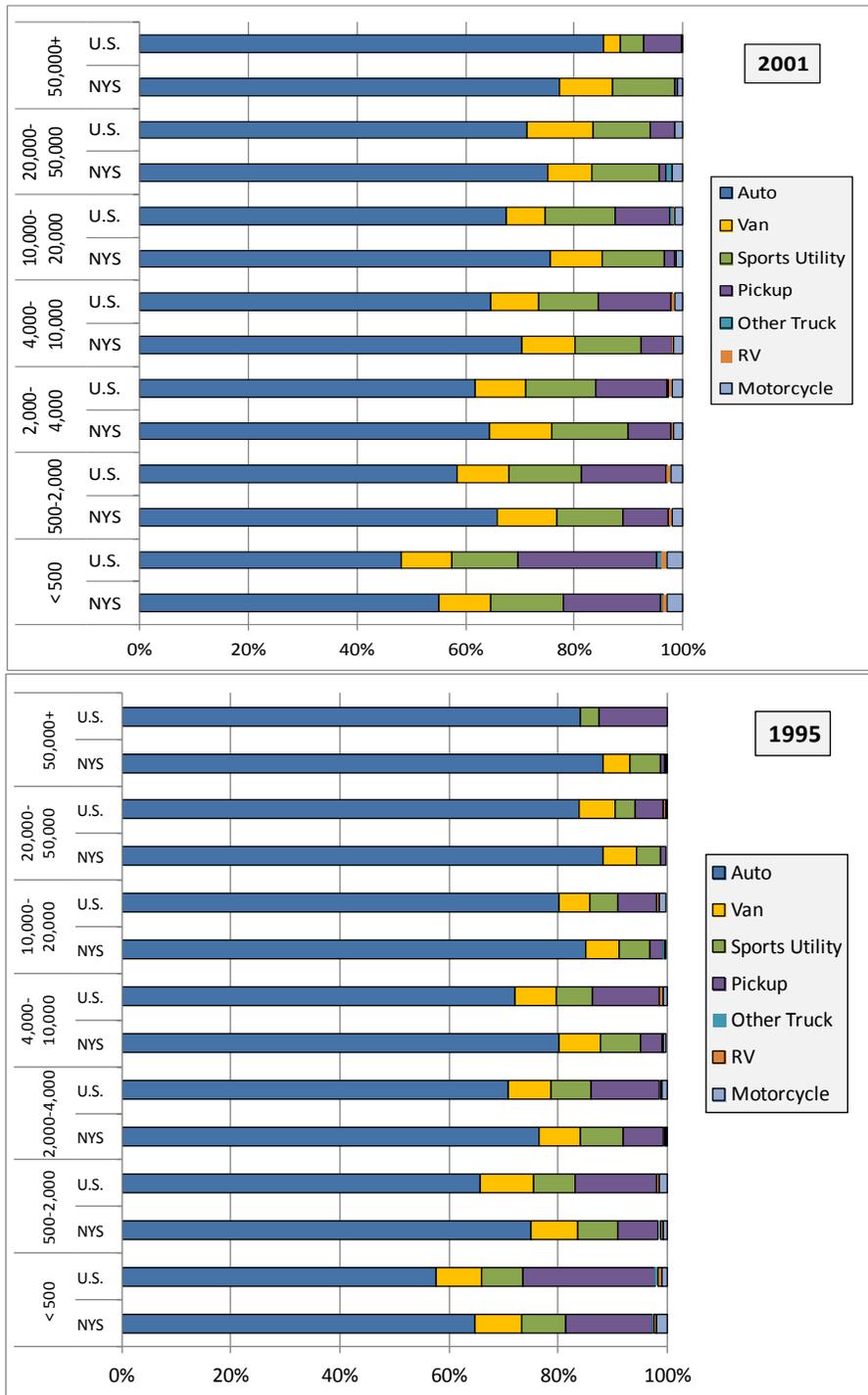
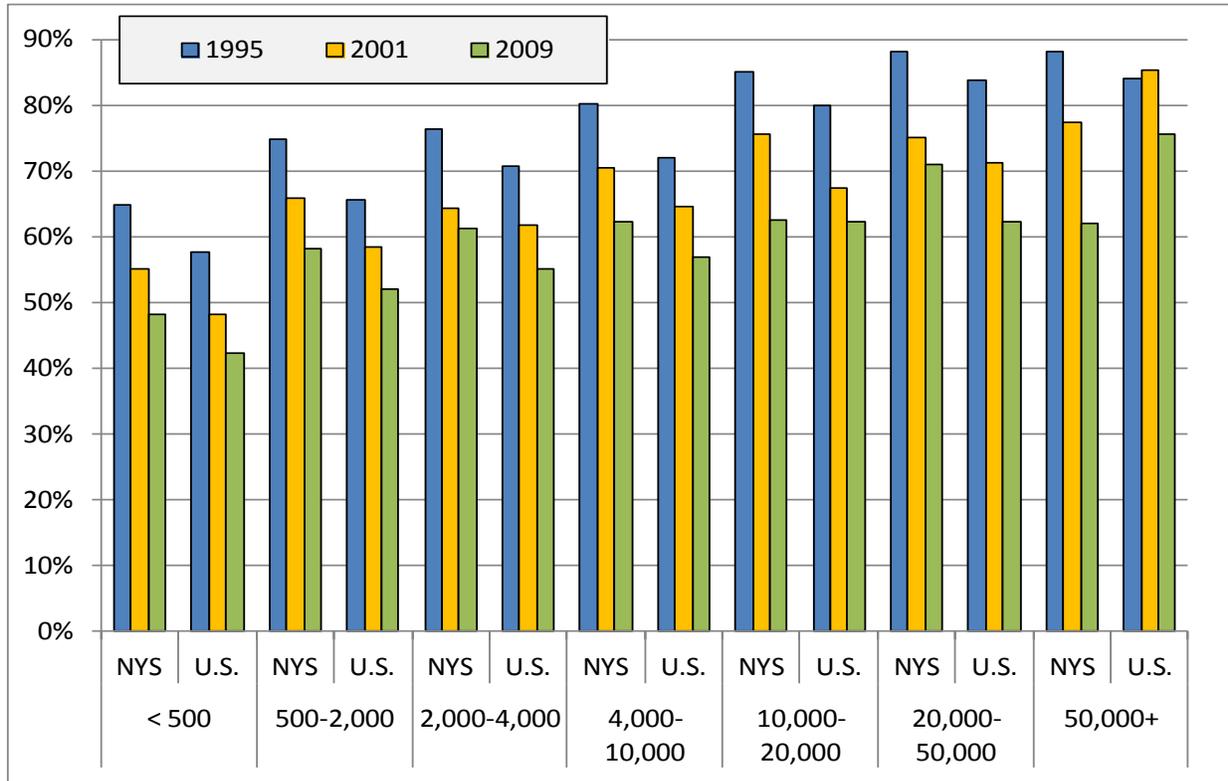


Figure 4.25 continued...



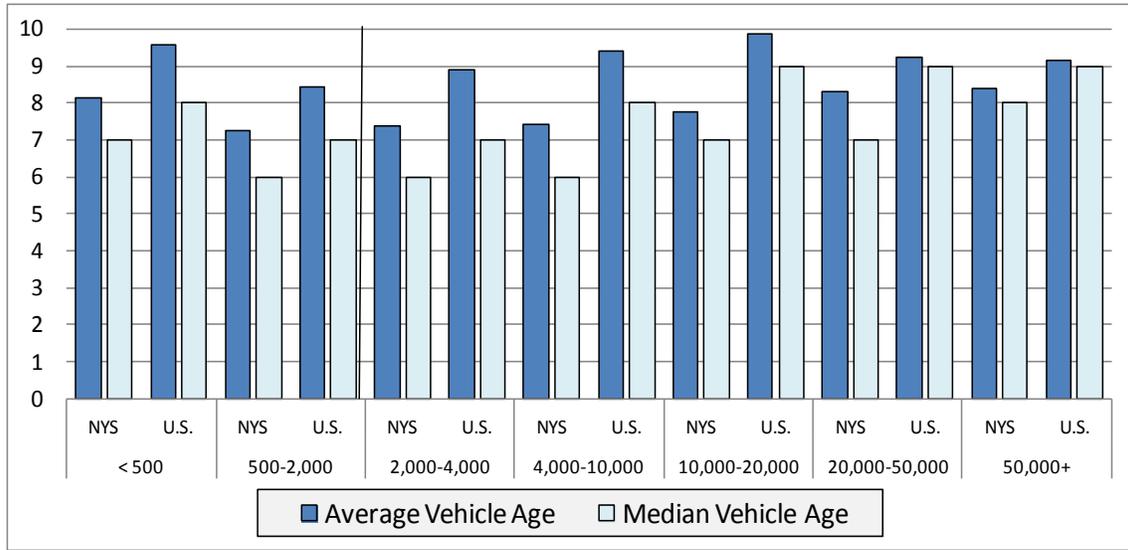
**Figure 4.25 Household In-Use Vehicle Fleet Percentages, by Vehicle Type and Population Density (in persons per square mile, based on census tract data).**

**Note:** RV = recreational vehicle.

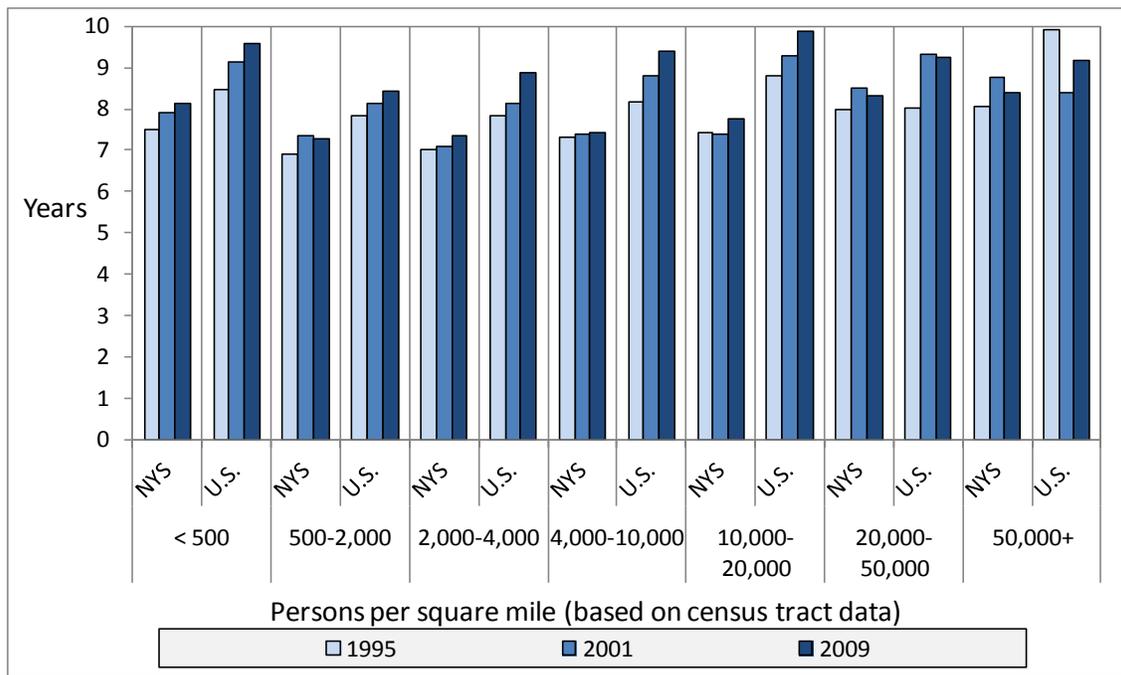


**Figure 4.26 Temporal Trend in Auto Share by Population Density (persons per square mile, based on census tract data).**

Figure 4.27 shows how the average and median age of household vehicles varies across population density classes for 2009. There is no clear trend in the data across density classes. On average, and for all density classes, household vehicle fleets within NYS metro areas are 1-2 years newer than those in metro areas outside the state. Figure 4.28 shows how average vehicle age has risen gradually in some density classes over the period 1995 to 2009, while staying essentially unchanged in others. Specifically, based on results shown in Figure 4.27, vehicles owned by households in the metro areas outside NYS with residential densities between 10,000 and 20,000 ppsm in 2009 have the highest average vehicle age, at 9.8 years (median age = 9 years). NYS metro households in areas with 500 to 2,000 ppsm had the lowest average vehicle age at 7.3 years (median age = 6 years). In 2009, the average vehicle age taken over all urban density ranges was 7.7 years for NYS metro area households, and 9.1 years for non-NYS metro households. Summary statistics supporting figures discussed in this part are presented in Appendix C.4 of this report.



**Figure 4.27 Variation in Age in Years of Privately Owned Household Vehicles with Population Residential Density in 2009 (persons per square mile, based on census tract data).**



**Figure 4.28 Trends in Average Age of Privately Owned Household Vehicles with Population Density for 1995, 2001, and 2009.**

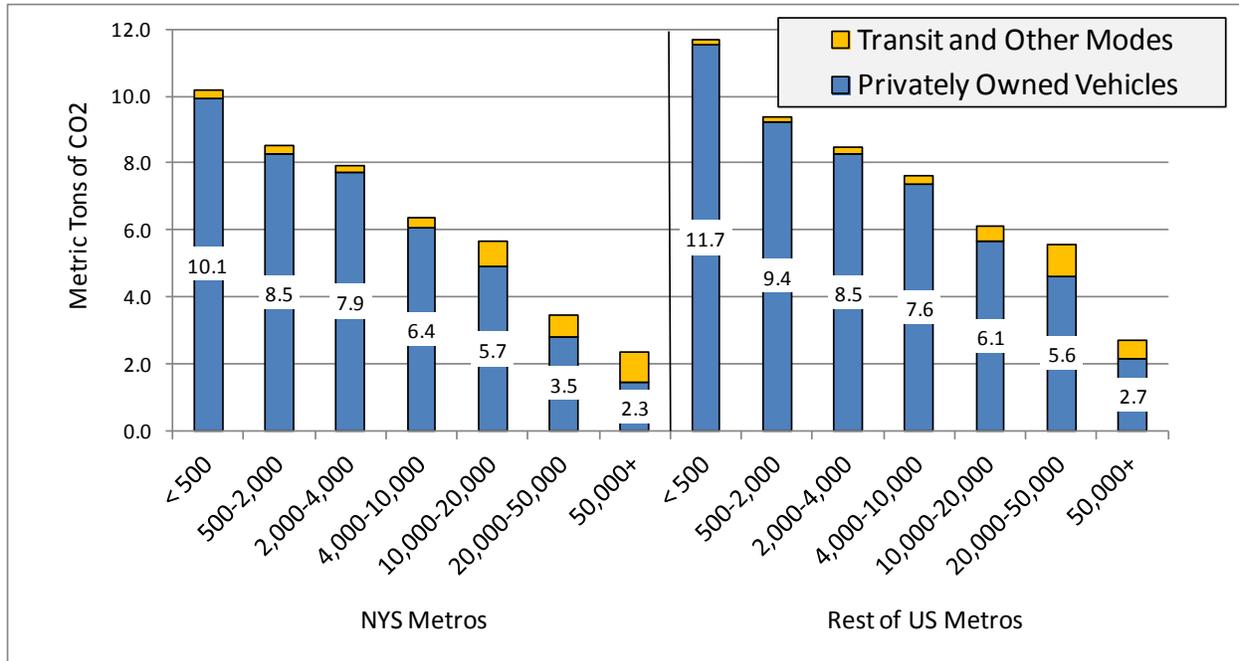
#### 4.3.4 Greenhouse Gas Emissions Associated With Vehicle Travel

As described in Chapters 2 and 3 of this report, NYS households on the average emit significantly fewer travel-generated carbon dioxide emissions annually than do residents in the rest of the nation. Figure 4.29 below shows estimated 2009 carbon dioxide (CO<sub>2</sub>) emissions for each of the seven population density classes used in this report, for both NYS and out of state metro areas. Due to the lower trip frequencies, shorter trip lengths, and shifts to walk and transit by travelers located in higher density areas, there is a steady decline in annual CO<sub>2</sub> emissions per household with higher density residential location. Among both the NYS metros and metros in the rest of the nation, the averages of annual CO<sub>2</sub> emissions in the highest density areas are at about 23% of the emission levels of the lowest density areas in 2009. NYS metro area average emissions rates are also seen to be consistently lower than average emissions rates per household in metro areas outside the state (recognizing that considerable variability may exist across different metro areas).<sup>14</sup>

Figure 4.30 compares CO<sub>2</sub> emissions for the set of NYS metros in 2009 versus 2001. (The equivalent data sources for 1995 were not available for all modes of travel.) With the exception of the lowest density areas, average per household travel emissions in other density classes are all statistically lower in 2009, once standard errors are taken into account (see Appendix C.4). Overall, NYS metro area emissions rates are estimated to have come down from a household weighted average of 6.1 metric tons in 2001 to 5.6 metric tons in 2009.

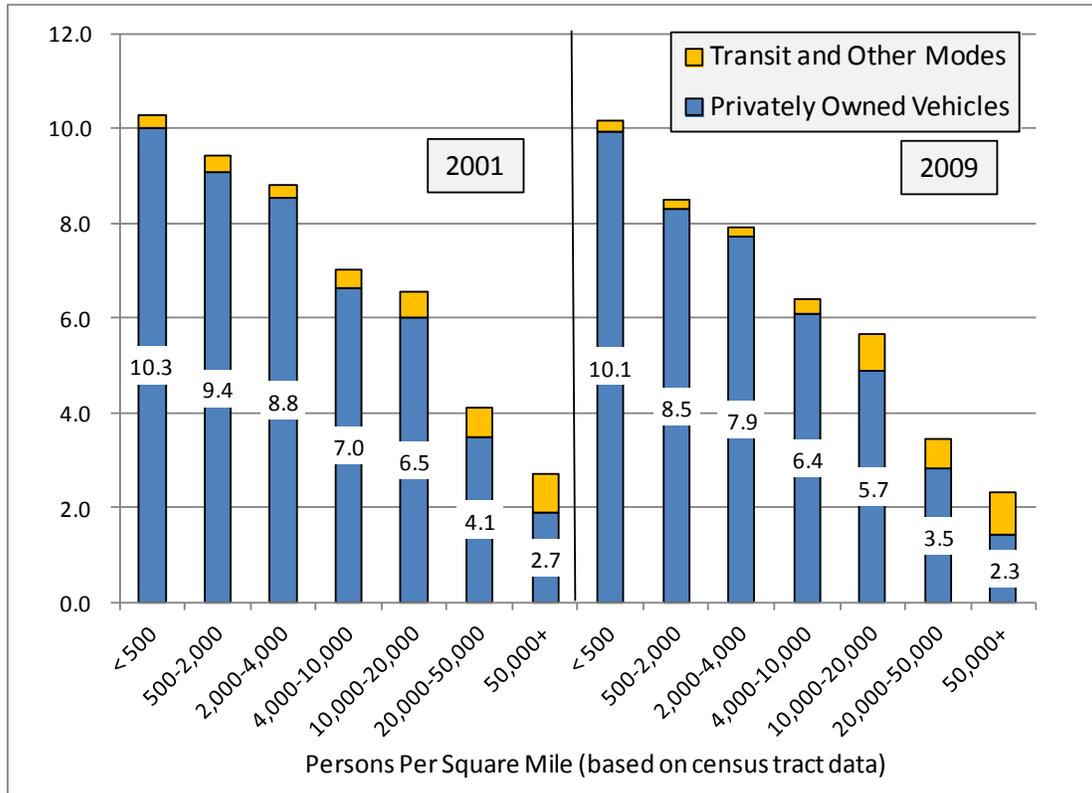
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<sup>14</sup> See Brown et al (2008) "Shrinking The Carbon Footprint of Metropolitan America" published by the Brookings Institution in Washington D.C. for a 2005 comparison of passenger and freight emissions per person and per metropolitan area domestic product for the nation's 100 largest metro areas, which also shows the New York City metropolitan area to be one of the lower per capita emitters in the country.



**Figure 4.29 Average Annual Emissions of Carbon Dioxide (Metric Tons of CO2) from Household Travel in 2009 by Population Density (in persons per square mile, based on census tract data).**

**Note:** Direct, vehicle operating emissions only, no “upstream” vehicle or fuel production or infrastructure provision related emissions are included. Air travel is excluded. The emissions rates used for each mode of travel are reported in Appendix D, and make use of US EPA recommended fuel use-to-CO2 emissions conversions, and emissions rate estimates derived from the Federal Transit Administration’s rail, bus and ferry transit energy consumption database and average vehicle fuel efficiencies reported by or derived from Federal Highway Administration, American Bus Association, American School Bus Association, and the New York City Taxi and Limousine Commission estimates. Numbers on blue bars = total POV plus Transit and Other Modes annual CO2 emissions.



**Figure 4.30 Estimated Average Annual Emissions of Carbon Dioxide (Metric Tons of CO<sub>2</sub>) from Household Travel for 2001 and 2009.**

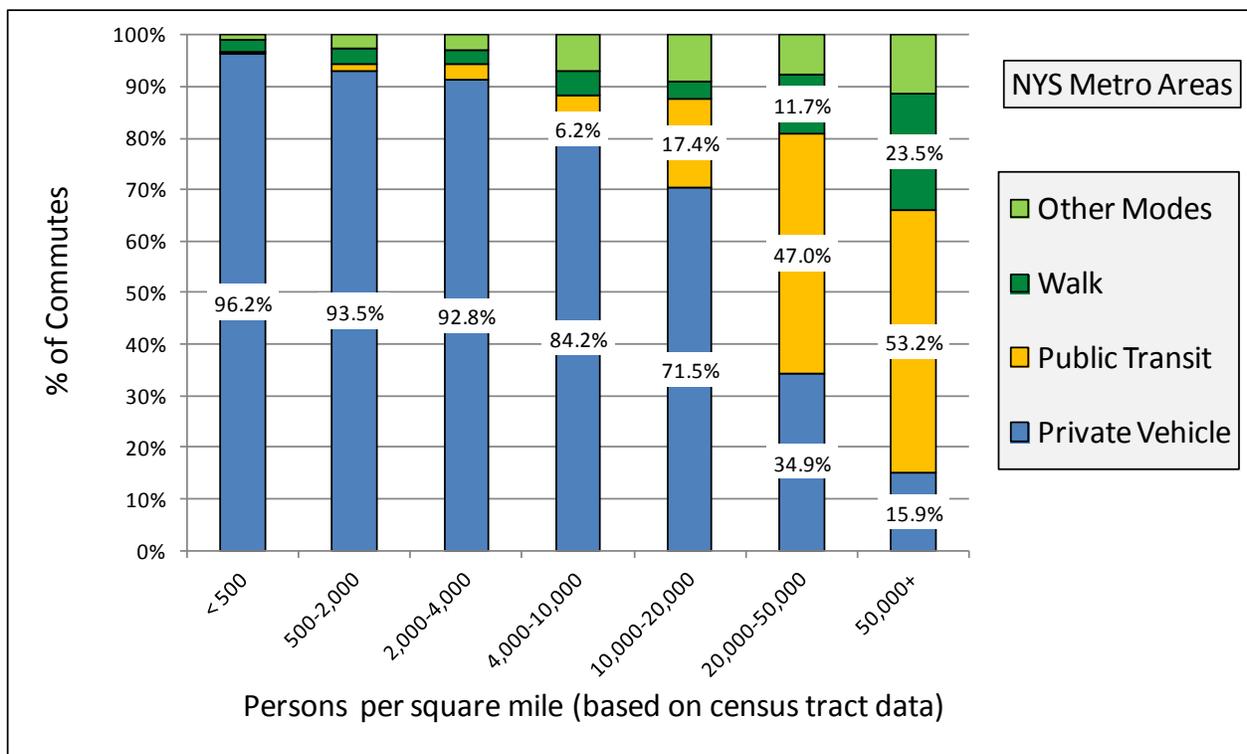
## 4.4 COMMUTING COMPARISONS

### 4.4.1 Commute Modes

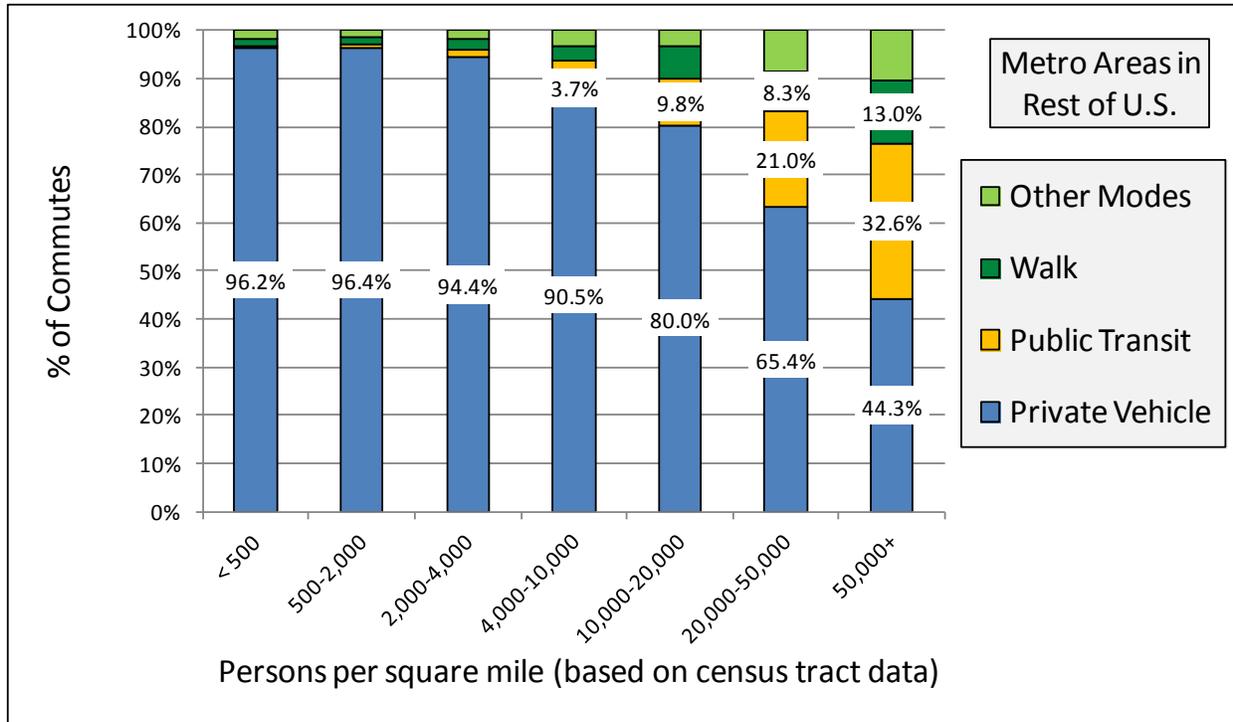
Figures 4.31 and 4.32 show the modal shares associated with daily commuting trips within metro areas inside and outside NYS, respectively. While residential location does not significantly affect daily commute frequency, it does influence how people go to work and how long daily commutes take. While metro areas both inside and outside the state display a significant shift from private automobile trips to public transit trips with increasing population density, and noticeably so at densities over 20,000 ppsm, this shift is much more noticeable within NYS, principally due to the higher rates of transit ridership and also walk trips within the NYC metro area.

Within NYS POVs are responsible for over 80% of the commutes from metro areas with residential densities of less than 10,000 ppsm. This share drops to 70% at densities between 10,000 and 20,000 ppsm. At urban densities over 20,000 ppsm a major mode shift occurs, with walking and public transit commutes becoming the dominant means of travel to and from work (Figure 4.31). This pattern, due largely to commuting choices within the NYC metro area, has

remained essentially the same since 1995. A similar pattern emerges from metro areas outside NYS. But both public transit and walking as commute modes are noticeably more significant within NYS metro areas with population densities above 4,000 ppsm than in the equivalent densities outside NYS (Figure 4.32). While in metro areas outside NYS two thirds of all commutes from areas with densities between 20,000 and 50,000 ppsm are made in POVs, only one third of commutes are by POV in NYS metro areas at these same high densities. Among the highest density areas of over 50,000 ppsm that were sampled outside the state in 2009, some 44% of commuter trips still used private household vehicles. Within NYS (effectively households found within NYC), only some 16% of commutes are POV based at these very high population density areas: with public transit and walk trips accounting for three quarters of all daily commutes.



**Figure 4.31 Commute Trips by Mode and Population Density for Households in NYS Metro Areas in 2009.**



**Figure 4.32 Commute Trips by Mode and Population Density for Households in Metro Areas Outside NYS in 2009.**

**Notes:** Private Vehicle = SOV (single occupancy vehicle) + MOV (multiple occupancy vehicle). The mode “Other” includes commercial and private air, school/charter/city to city buses, Amtrak, water modes, taxi, limousine, shuttle, bicycle and other non-specified modes. Source: Appendix C.4.

**4.4.2 Commute Distances and Times**

Tables 4.14, 4.15, 4.16 and Figure 4.33 show how average daily commute trip lengths and travel times vary by residential densities, based on the 2009, 2001 and 1995 NHTS surveys. As shown in Figure 4.33, while commute distances decline steadily with population density in all three survey years, commute times trend slightly in the opposite direction, changing little at densities below 10,000 ppsm, but increasing noticeably at higher densities, in both the NYS metros and in metros in the rest of the nation. That is, traffic congestion leading to lower travel speeds and the use of usually slower door-to-door transit rides is impacting commutes significantly within higher density areas, despite the noticeably shorter trip lengths in these areas. More detailed statistics on commute distances and associate travel time can be found in Appendix C.4 of this report.

**Table 4.14 Daily Commute Statistics by Population Density Between New York State Metro Areas (NYS) vs. Metro Areas in the Rest of the United States (U.S.), 2009 (population density based on census tract data)**

	Population Density (population per square mile) <sup>a</sup>													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NYS	U.S.	NYS	U.S.	NYS	U.S.	NYS	U.S.	NYS	U.S.	NYS	U.S.	NYS	U.S.
Average Commute Length <sup>a</sup> (miles)														
Private Vehicle	14.41	15.15	11.76	12.90	11.26	10.89	9.88	10.11	8.86	9.76	12.10	10.37	10.65	4.67
Public Transit	20.97	6.13	18.45	14.34	26.42	17.24	14.58	11.14	12.22	5.94	7.92	8.23	7.57	4.64
Walk	0.54	0.78	1.29	1.58	0.51	0.76	0.88	0.87	0.81	0.97	2.90	0.69	1.48	0.64
Other <sup>b</sup>	50.60	21.11	8.21	21.14	7.09	14.24	5.41	10.33	28.47	13.61	5.08	4.86	6.99	1.37*
Commute Travel Time <sup>c</sup> (minutes)														
Private Vehicle	24.01	25.09	22.90	23.43	23.09	22.52	24.23	22.13	24.07	25.36	34.63	26.94	33.38	17.87
Public Transit	61.30	50.57	53.61	51.20	69.24	70.79	55.86	51.74	63.68	49.45	52.18	53.79	49.49	37.20
Walk	8.54	13.29	13.56	28.07	15.13	15.88	16.88	15.10	16.41	15.89	28.11	13.06	18.32	17.24
Other <sup>b</sup>	31.82	25.70	26.49	26.32	19.13	33.85	26.03	27.77	41.00	26.93	43.15	21.61	26.94	22.24*
Average Commute Speed <sup>c</sup>														
Private Vehicle	36.01	36.22	30.82	33.02	29.25	29.01	24.47	27.41	22.08	23.09	20.97	23.08	19.13	15.66
Public Transit														
Walk	3.80	3.54	5.70	3.38	2.02	2.88	3.13	3.45	2.96	3.65	6.20	3.17	4.85	2.22
Other <sup>b</sup>	95.40	49.29	18.60	48.21	22.24	25.24	12.47	22.31	41.67	30.33	7.06	13.48	15.57	3.69*

**Note:** An \* after a number indicates a large standard error on the estimate.

<sup>a</sup> Average commute lengths are calculated using only those records with trip mileage information present.

<sup>b</sup> The mode "Other" includes Amtrak, airplane, taxi, bicycle, school bus, and other non-POV.

<sup>c</sup> Average commute travel times and average commute speeds do not include time spent waiting for transportation.

**Table 4.15 Daily Commute Statistics by Population Density between New York State Metro Areas (NYS) vs. Metro Areas in the Rest of the Nation (U.S.), 2001 (population density based on census tract data)**

	Population Density (population per square mile) <sup>a</sup>													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NYS	U.S.	NYS	U.S.	NYS	U.S.	NYS	U.S.	NYS	U.S.	NYS	U.S.	NYS	U.S.
Average Commute Length <sup>a</sup> (miles)														
Private Vehicle	13.80	14.82	12.05	11.79	12.04	10.61	10.00	10.98	9.92	10.44	8.90	9.62	10.45	12.85
Public Transit	19.98	22.56	29.95	23.18	27.01	14.78	21.93	12.83	13.95	9.21	11.04	6.14	7.72	9.15
Walk	2.91	0.83	0.93	0.77	0.91	1.16	1.94	0.86	1.26	0.89	1.25	0.82	1.22	0.05*
Other <sup>b</sup>	47.27	102.60	24.74	100.65	12.69	86.44	14.08	72.59	11.04	31.46	7.43	3.01	6.80	
Commute Travel Time <sup>c</sup> (minutes)														
Private Vehicle	23.56	24.24	22.27	22.12	23.28	21.26	21.95	22.82	25.97	25.85	28.16	23.87	35.47	33.04
Public Transit	57.97	106.73	74.46	61.73	71.18	56.27	77.46	59.50	71.98	48.40	58.02	43.85	51.14	54.67
Walk	12.59	8.93	33.23	14.97	14.52	13.66	12.91	13.16	17.70	14.45	20.27	15.18	19.76	3.19*
Other <sup>b</sup>	67.52	74.27	52.86	58.37	32.74	56.92	53.63	38.34	42.48	40.41	32.43	32.08	37.50	
Average Commute Speed <sup>c</sup>														
Private Vehicle	35.17	36.71	32.72	32.01	31.25	30.02	27.34	28.90	23.30	24.25	18.51	24.25	17.68	23.34
Public Transit														
Walk	7.09	5.48	1.40	2.47	3.77	3.06	6.78	3.72	3.14	3.09	3.14	2.65	3.15	0.90*
Other <sup>b</sup>	48.42	83.87	22.97	134.30	13.71	127.75	14.76	165.74	10.46	7.67	16.08	5.06	12.59	

**Note:** An \* after a number indicates a large standard error on the estimate.

<sup>a</sup> Average commute lengths are calculated using only those records with trip mileage information present.

<sup>b</sup> The mode "Other" includes Amtrak, airplane, taxi, bicycle, school bus, and other non-POV.

<sup>c</sup> Average commute travel times and average commute speeds do not include time spent waiting for transportation.

**Table 4.16 Daily Commute Statistics by Population Density New York State Metro Areas (NYS) vs. Metro Areas in the Rest of the United States (U.S.), 1995 (population density based on census tract data)**

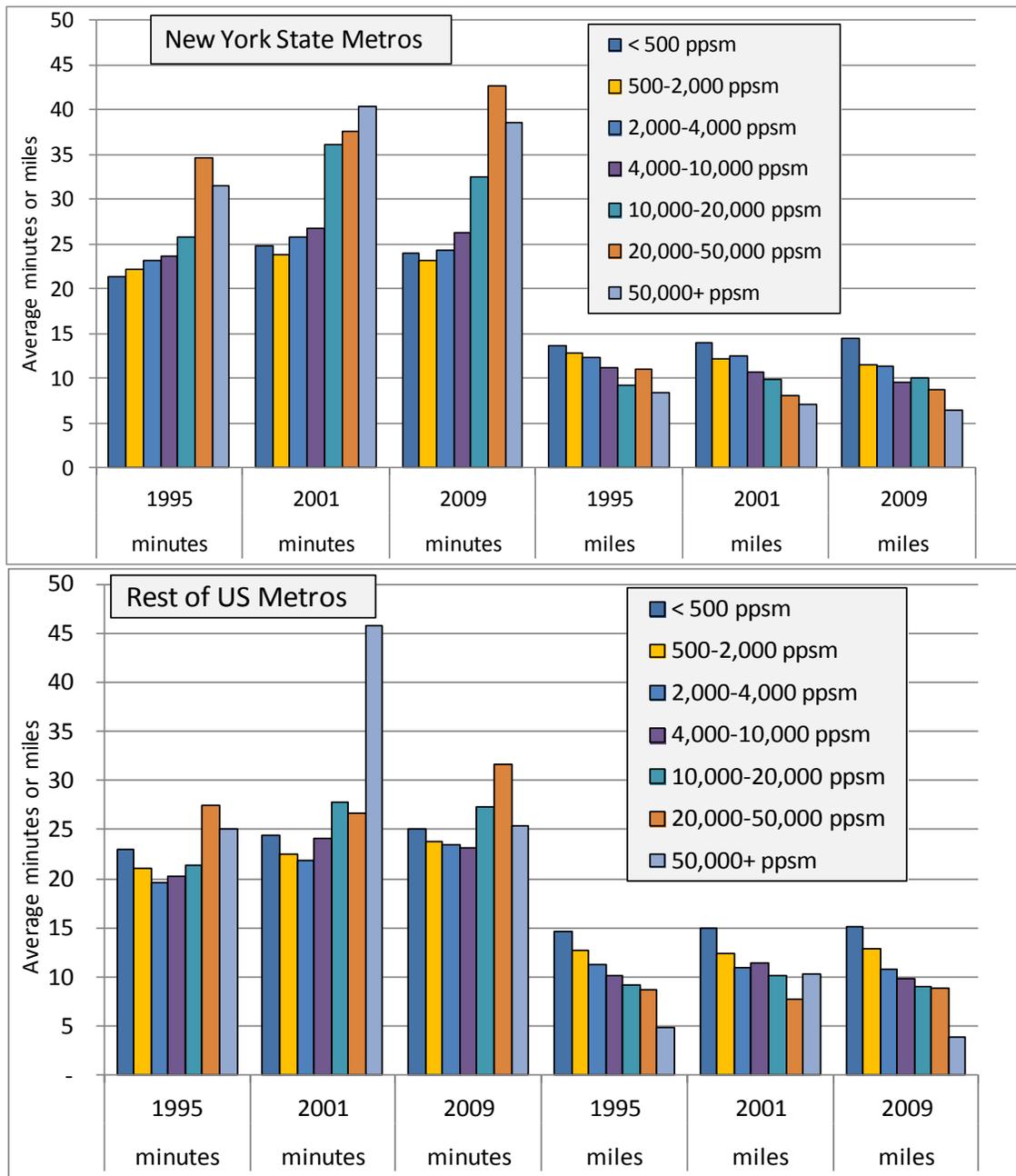
	Population Density (population per square mile) <sup>a</sup>													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NYS	U.S.	NYS	U.S.	NYS	U.S.	NYS	U.S.	NYS	U.S.	NYS	U.S.	NYS	U.S.
Average Commute Length <sup>a</sup> (miles)														
Private Vehicle	13.44	14.73	12.80	12.71	12.29	10.67	10.74	10.41	9.57	10.02	12.96	10.61	11.88	6.18
Public Transit	38.32	38.67	35.01	20.24	27.13	20.44	20.86	11.24	12.97	8.32	12.99	8.72	8.89	5.36
Walk	0.61	0.63	0.58	0.51	0.82	0.58	0.60	0.88	0.83	0.81	0.94	0.68	1.18	1.97
Other <sup>b</sup>	41.18	17.50	11.32	22.61	2.82	71.95	7.51	8.49	4.67	5.39	10.17	4.16	16.61	1.00
Commute Travel Time <sup>c</sup> (minutes)														
Private Vehicle	21.25	22.77	21.71	20.90	22.02	19.12	21.60	19.83	22.70	21.01	29.63	26.13	30.76	18.07
Public Transit	55.72	67.45	60.88	48.73	60.38	46.46	50.32	39.15	46.31	33.28	49.94	36.85	39.39	35.84
Walk	6.81	7.51	11.15	8.51	12.43	11.76	8.87	11.92	9.34	10.49	10.82	12.22	16.53	20.25
Other <sup>b</sup>	37.95	56.84	35.40	24.83	11.80	36.82	24.93	39.77	23.33	19.48	29.48	52.54	23.23	5.00
Average Commute Speed <sup>c</sup>														
Private Vehicle	37.94	38.81	35.37	36.46	33.48	33.47	29.84	31.50	25.30	28.61	26.25	24.36	23.17	20.51
Public Transit	30.71	39.65	37.73	27.07	30.72	34.98	21.85	17.09	14.99	15.51	17.63	11.42	12.32	10.98
Walk	5.35	5.01	3.13	3.60	3.98	2.94	4.09	4.41	5.35	4.66	5.18	3.33	4.27	5.84
Other <sup>b</sup>	65.10	18.42	19.19	55.04	13.76	117.25	15.75	11.16	12.35	16.59	20.70	4.75	42.90	12.00

**Note:** An \* after a number indicates a large standard error on the estimate.

<sup>a</sup> Average commute lengths are calculated using only those records with trip mileage information present.

<sup>b</sup> The mode "Other" includes Amtrak, airplane, taxi, bicycle, school bus, and other non-POV.

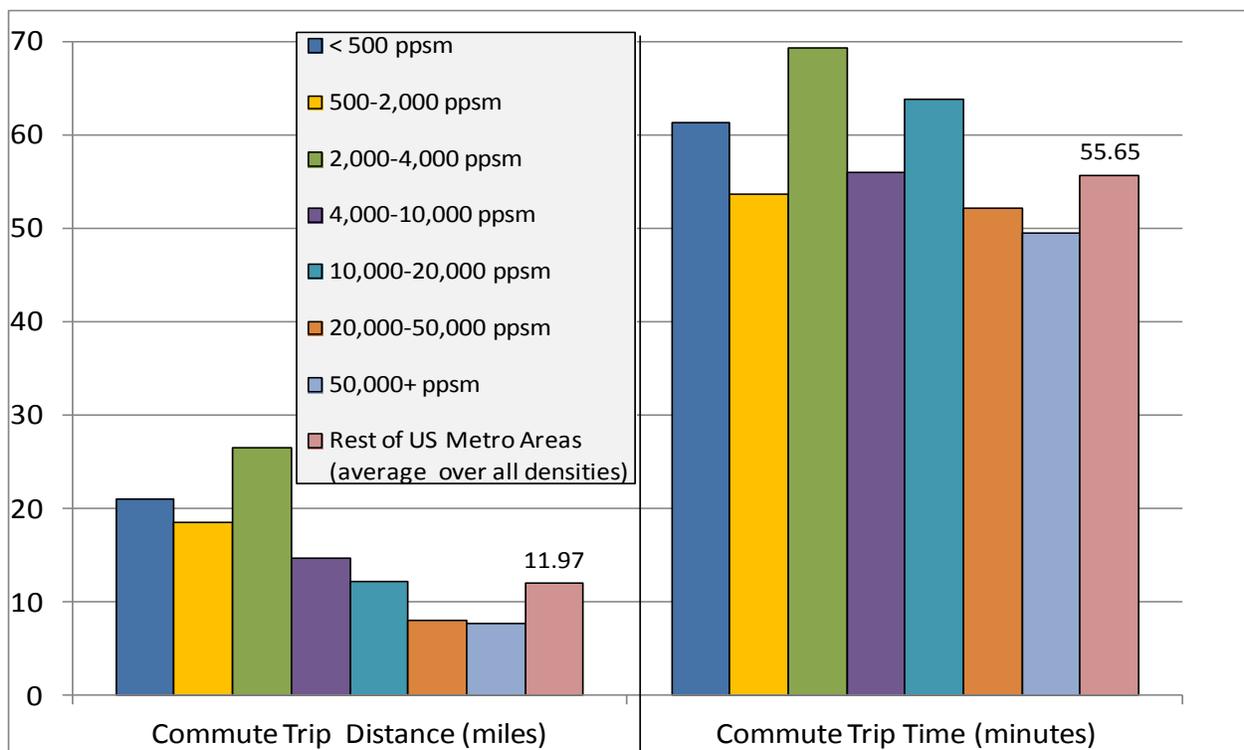
<sup>c</sup> Average commute travel times and average commute speeds do not include time spent waiting for transportation.



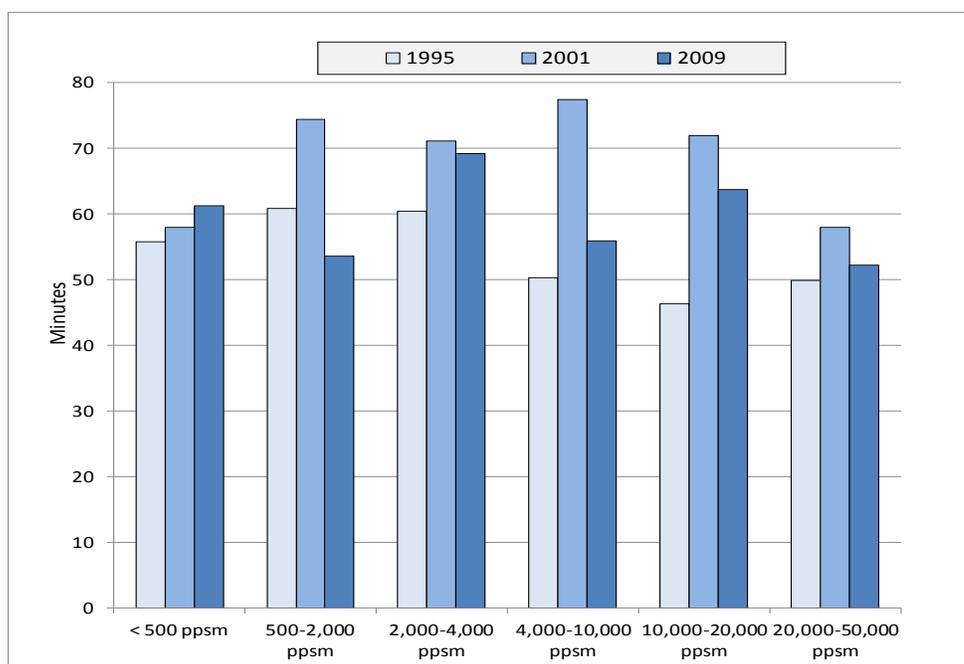
**Figure 4.33 Trends in Commute Times and Distances: New York State Metros versus Rest of the United States Metro Areas Compared, by Population Density Class (persons per square mile, based on census tract data).**

A frequently proposed solution to traffic congestion on our highways is a significant shift to public transit modes. A major challenge here is to make such trips more time competitive with auto travel in terms of travel times and convenience. Figure 4.34 shows the distribution of public transit commute distances and average commute travel times in 2009 for the 13 NYS metro

areas. For comparison with conditions in the rest of the nation, the two right hand side bars in the figure show the average commute distance (12 miles) and average commute time (56 minutes) by public transit within metro areas outside the NYS. These statistics are based on averaging over all of out-of-state metro area commutes combined, i.e. averaged over all seven density classes of metros in the rest of the nation. Figure 4.35 below shows how these public transit average trip commute times within NYS metro areas have changed over time, for each of the seven population density classes used in this chapter. With the exception of trips made from the least densely populated areas, average commute times increased in 2001 and then fell back a little in 2009.



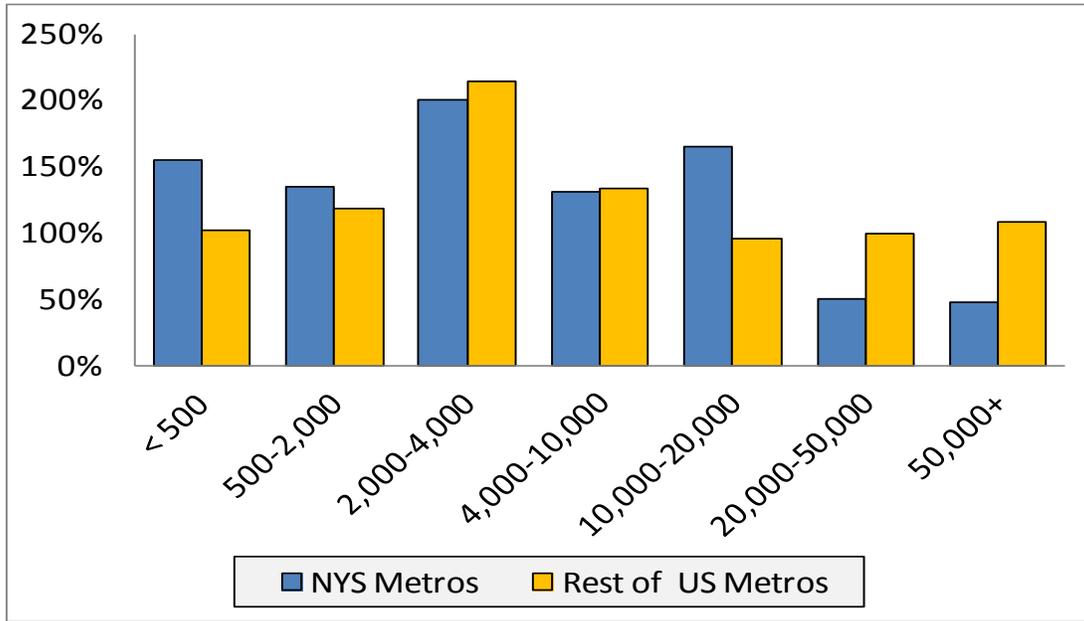
**Figure 4.34 Metro Area Commute Trip Lengths and Times on Public Transit Broken Down by Population Density in 2009: (density in persons per square mile, based on census tract data).**



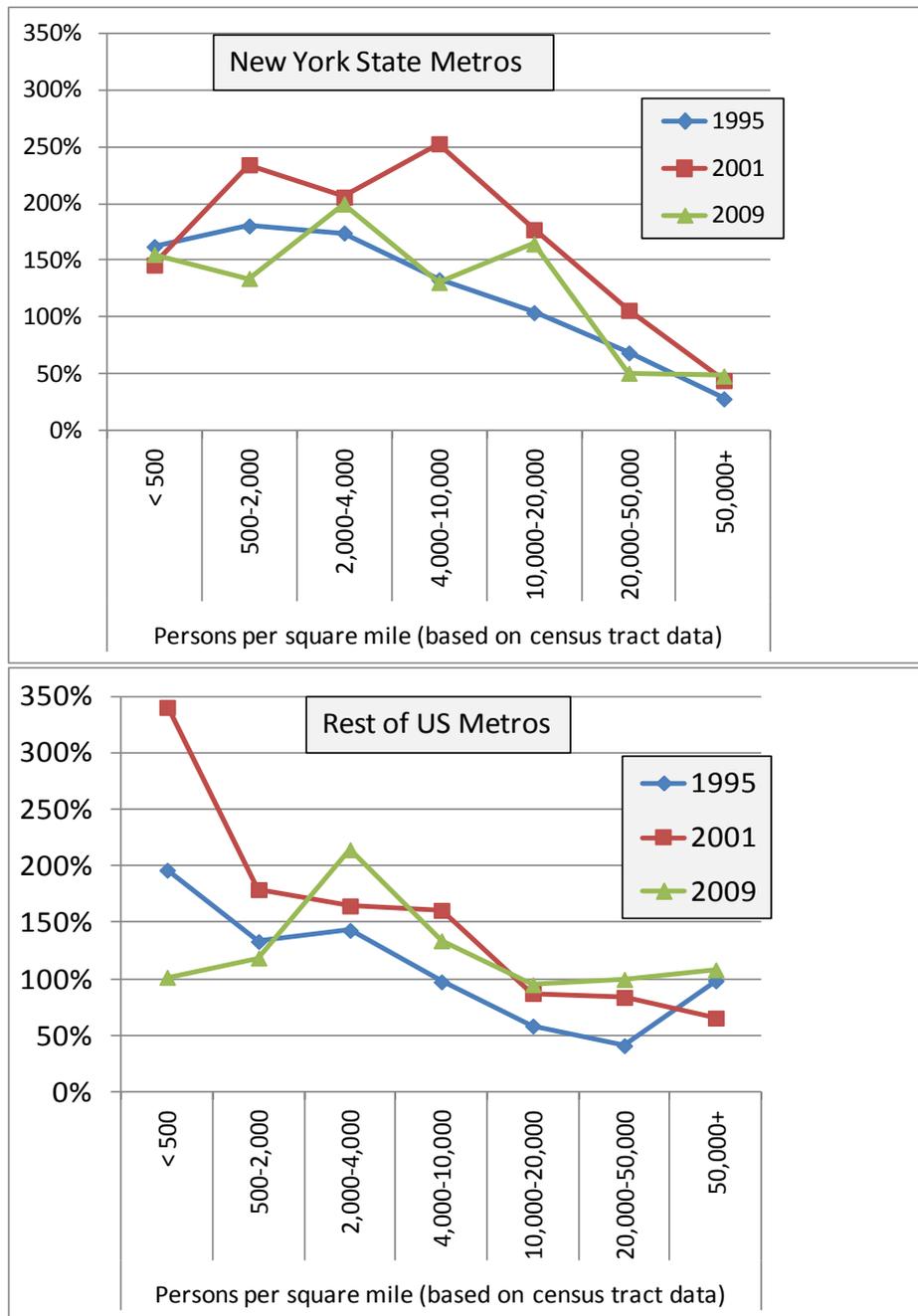
**Figure 4.35 Average Daily Commute Trip Times by Public Transit in NYS Metro Areas in 1995, 2001, and 2009 by Population Density (in persons per square mile, based on census tract data).**

Figure 4.36 shows the difference between private vehicle (i.e., auto) and public transit commute times in 2009, as a percentage increase in the auto commute time for each population density class. The auto times are used here as the base for comparison (i.e. percentage increase =  $100 * [(transit\ commute\ time - auto\ commute\ time) / auto\ commute\ time]$ ). This figure suggests that differences in auto versus transit times are lower in higher density areas, possible as a result of greater congestion levels on highways in the denser areas (and also given the significant presence of rail transit in those areas).

Figure 4.37, based on the commuting time data shown in Tables 4.14, 4.15 and 4.16, shows these same 2009 percentage increases in metropolitan area averaged public transit versus auto commute times, compared with their 1995 and 2001 counterparts. Percentage differences in this figure are based on the same formulas used for Figure 4.36. Differences in transit versus private vehicle travel times are smallest in the highest density areas for all three years, both inside and outside the state. However, a significant reduction in the average commute time difference between the two modes appears to have taken place in the lowest density parts of the metro areas outside the state.



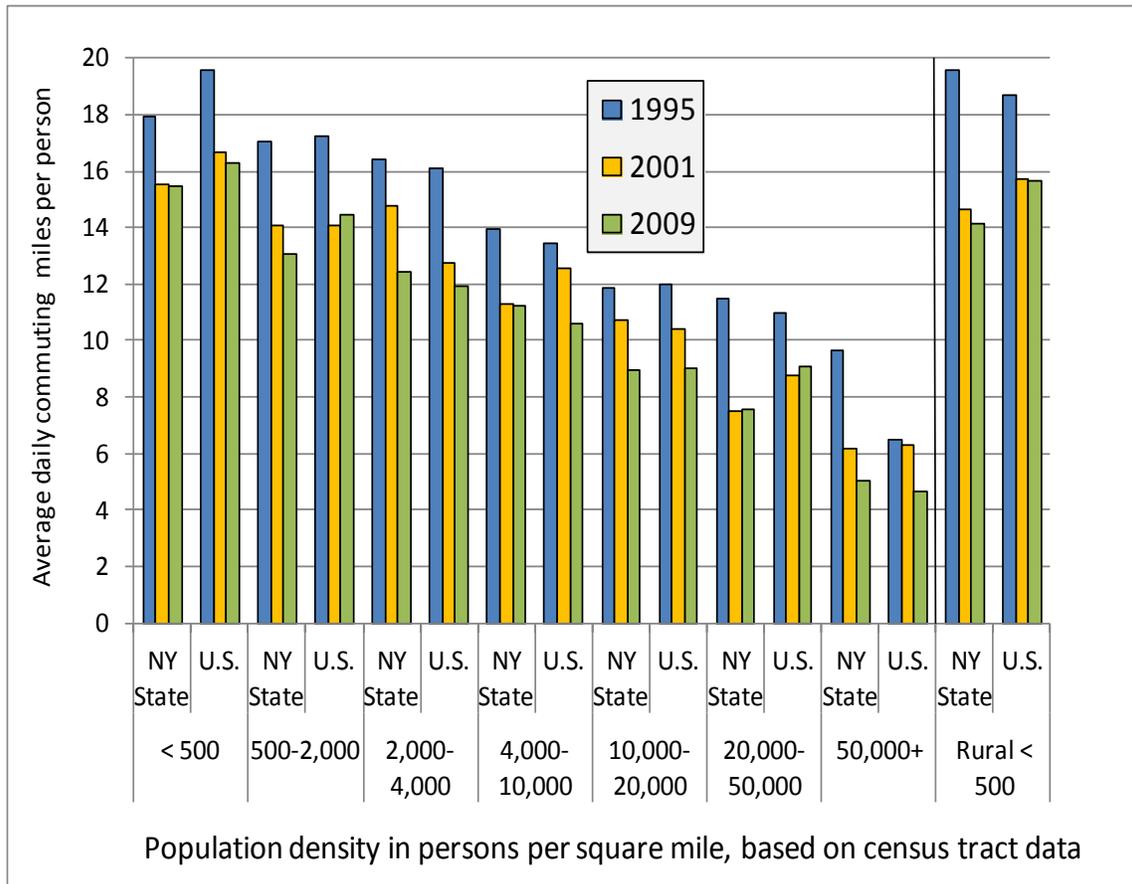
**Figure 4.36 Percentage Increases in Commute Times: Public Transit versus Private Vehicle Trips in 2009, by Population Density**



**Figure 4.37 Temporal Trends in Commute Times (Percentage Differences) Between Public Transit and Private Vehicles, 1995, 2001, and 2009.**

Finally, Figure 4.38 below provides another look at commuting patterns and trends, showing how person miles per person vary by density class and also over time. By combining the results of daily trip frequencies with average trip lengths, these average daily PMT per person statistics bring out not only the clear decline in daily commuting miles of travel with increased

density, but also an apparent decline in commuting miles of travel between 1995 and 2009 in most density classes. While standard errors on the estimates (See Appendix C.4) suggest that this temporal decline is perhaps not quite as steep as it appears in Figure 4.38, a number of these differences are statistically significant. Also shown in Figure 4.38 is a similar trend over time towards fewer daily commuting miles in rural areas both inside and outside NYS (a topic picked up in Chapter 5 of this report).



**Figure 4.38 Commuting PMT\* per Person by Density Class and Survey Year.**

**Note:** \*PMT = Person Miles of Travel, and here includes all modes used for commuting purposes.

#### 4.5 TRAVEL BY MANHATTAN RESIDENTS

With roughly ninety percent of its households situated in populated areas with a tract density of more than 50,000 people per square mile, the question of whether Manhattan residents travel differently from Americans living in similarly dense urban areas elsewhere in the nation presents itself. This section explores this issue, and also considers how the travel behavior of Manhattan residents impacts the overall travel profile of NYS’s 13 metro areas.

Table 4.17 lists a number of household travel statistics for the island of Manhattan, comparing them to the same statistics for the households located a) in the rest of the 5 borough NYC metro area, and b) in metros outside NYS. The reader should note that statistics for these out of state, very high density metro area are based on a small sample size.<sup>15</sup> Taking this and the associated standard errors of the estimates into account, some significant differences in Manhattan travel statistics are still evident. Beginning with vehicle ownership levels, approximately 77% of Manhattan households did not own a vehicle in 2009 (up from 69% in 2001, and 74% in 1995). This compares with 62% in the rest of NYC, and 27% in the non-NYS metros (which may be a low estimate; in 1995 and 2001 this value was around 48%).

Despite this, more Manhattan residents considered themselves to be a driver than did their neighbors living elsewhere, at similar residential densities, in the rest of NYC: with the driver rate for Manhattan residents increasing from 57% to 73% since 1995 (Table 4.17 and Figure 4.39). Note that in the NHTS surveys, respondents were asked for their *driver* status (i.e., “Are you a driver?”), rather than *license* status. Therefore, the driver rates reported in this chapter refer to the percentage of NYS residents who state that they are drivers, and should not be compared directly to driver license rates maintained by the New York Department of Motor Vehicles. In all three regions represented in Table 4.17, male driver percentages remained significantly higher than female driver percentages, even though female driver percentages grew significantly between 1995 and 2009, in both Manhattan and in the rest of the NYC metro area.

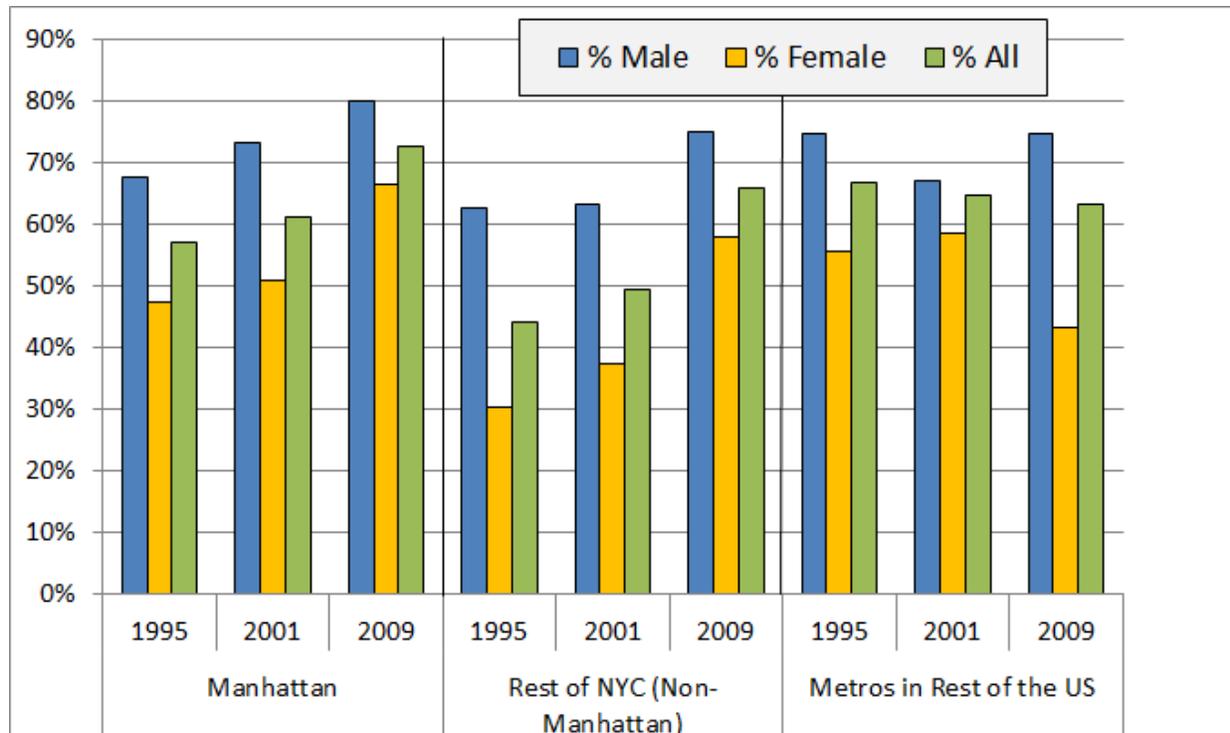
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<sup>15</sup>The 2009 NHTS, for example, yielded a sample of only 51 households in the > 50,000 ppsm density range outside the NYS, including households in Los Angeles, San Francisco, Boston, Chicago, and Washington DC.

**Table 4.17 Household and Travel Characteristics of Manhattan, Other NYC Residents, and Residents Living in Very Dense Metro Areas, in 1995, 2001, and 2009 (based on census tracts with > 50,000 persons per square mile)**

	1995			2001			2009		
	Manhattan	Rest of NYC (Non-Manhattan)	Metros in Rest of US	Manhattan	Rest of NYC (Non-Manhattan)	Rest of US	Manhattan	Rest of NYC (Non-Manhattan)	Metros in Rest of US
Workers per Household	1.13	1.11	1.18	1.15	1.33	1.11	1.22	1.28	1.75
Drivers per Household	0.27	0.37	0.66	0.39	0.52	0.58	0.28	0.47	0.82
Vehicles per Driver	0.27	0.41	0.60	0.39	0.48	0.62	0.21	0.30	0.54
<i>Households by Household Vehicles</i>									
0 vehicles	73.5%	64.4%	47.1%	68.7%	56.8%	49.1%	77.4%	62.3%	27.0%
1 vehicle	24.4%	29.3%	40.4%	27.2%	35.9%	43.7%	18.1%	30.1%	65.5%
2 vehicles	2.1%	5.8%	12.1%	3.1%	6.5%	6.9%	3.7%	6.5%	6.2%*
3 vehicles	0.1%*	0.4%*	0.44%*	0.5%*	0.6%	0.3%*	0.6%	1.2%*	1.4%*
4+ vehicles	0.1%*	0.1%*	0.0%*	0.5%*	0.2%*		0.3%*		
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<i>Driver Rate</i>									
% Drivers/All 16+	57.0%	44.1%	66.7%	61.4%	49.4%	64.8%	72.8%	66.1%	63.2%
% Male Drivers/Males 16+	67.8%	62.7%	74.7%	73.3%	63.4%	67.3%	80.1%	75.0%	74.8%
% Female Drivers/Females 16+	47.4%	30.3%	55.6%	51.0%	37.4%	58.5%	66.6%	58.2%	43.3%
<i>Person Trips per Person</i>									
Person Trips per Person	3.72	3.31	3.50	3.91	3.15	3.60	3.96	3.34	3.23
% POV	16.1%	28.4%	45.4%	17.8%	27.1%	37.8%	18.4%	22.7%	24.8%
%Public Transit	28.2%	27.2%	20.3%	24.7%	28.2%	24.4%	19.5%	28.0%	23.9%
%Walk	41.4%	32.6%	28.9%	50.8%	39.8%	34.0%	54.1%	44.3%	47.9%
%Other	8.9%	4.8%	1.4%	6.7%	4.7%	3.8%	8.0%	4.9%	3.4%
%Unreported	5.4%	7.0%	4.0%	0.1%*	0.2%*	0.1%*		0.0%*	
<i>Person Trips per Person</i>									
PMT per Person	17.98	19.52	25.59	27.46	14.18	24.00	18.22	14.69	7.10
Average Trip Length	5.10	6.54	7.31	7.59	5.32	7.75	4.84	4.98	2.59
<i>Vehicle Trips per Driver</i>									
Vehicle Trips per Driver	0.57	1.48	1.79	0.77	1.19	1.83	0.55	0.78	1.23
VMT per Driver	7.11	16.29	20.35	11.66	9.10	12.06	8.29	6.70	4.85

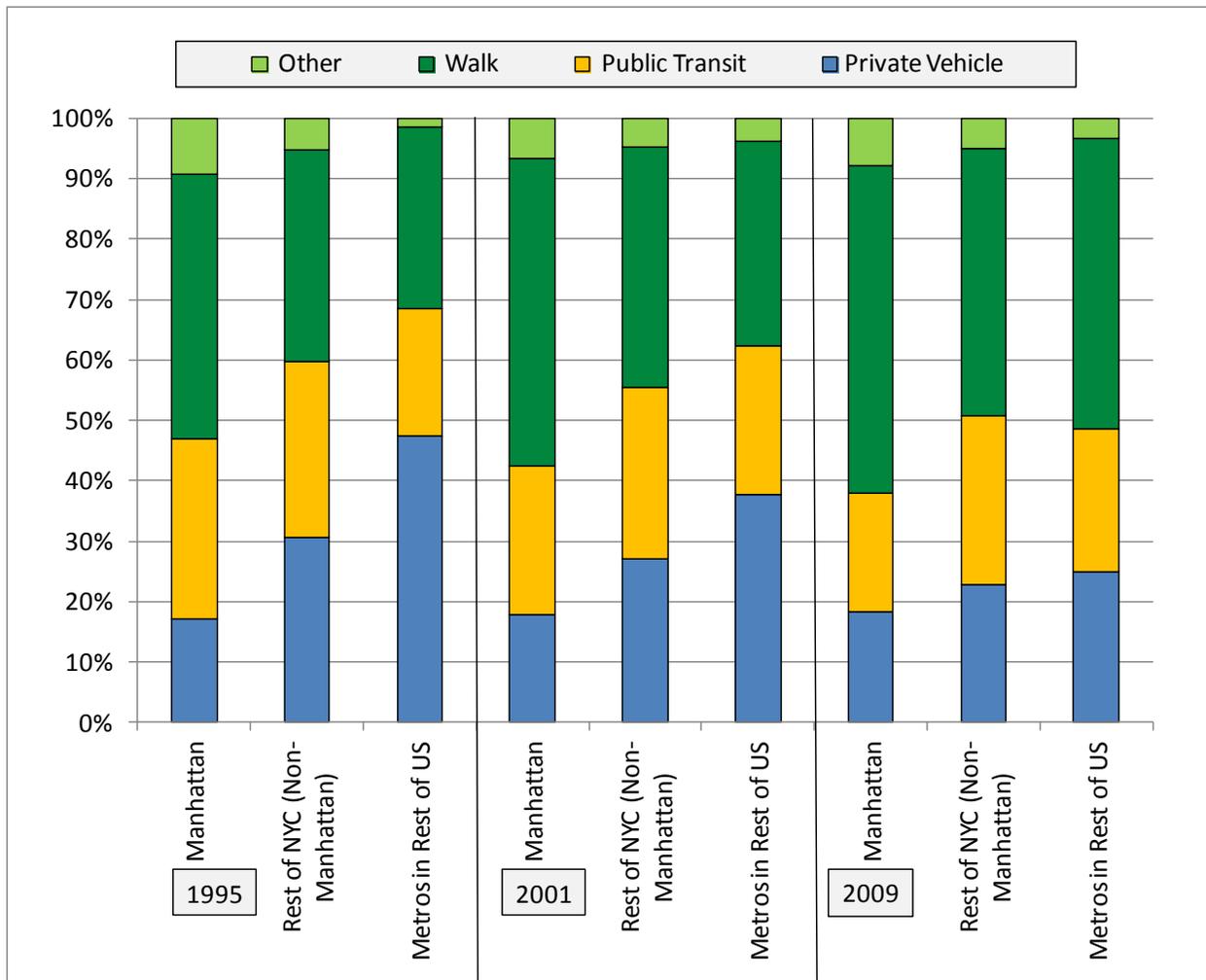
**Note:** A\* next to a cell value indicates a large standard error of the estimate.



**Figure 4.39 Driver Rates (Drivers per Adult >16 Years Old) for Those Living in Very Densely Populated Areas (areas with more than 50,000 people per square mile, based on census tract data).**

In the very dense parts of the metro areas outside the state this upward trend in female driver rates is not evident. These rates start out much higher in 1995 and 2001 than in NYC, but appear to dip in 2009; although the standard errors here in 2001 and 2009 are quite large, on the order of 20%. However, these higher Manhattan driver rates don't translate into more vehicle trips per driver, which are much lower in Manhattan than elsewhere: although average vehicle miles per driver statistics were comparable to those in other areas in 2001 and higher in 2009 (Table 4.17).

Manhattan residents make more *person* trips than others living in areas with similar population densities, either inside or outside NYS. Manhattan daily person trip rates were around 3.9 trips in 2001 and nearly 4.0 trips in 2009, up from 3.7 trips in 1995 (see Table 4.17). This compares to daily person trip rates of 3.2 to 3.6 elsewhere. This difference is largely the result of more walk and transit trips being taken by Manhattan residents. In both 2001 and 2009 Manhattan residents walked to their trip destinations over 50% of the time, up slightly from 1995 when they walked for 4 in every 10 trips. In 1995 and 2001 these residents rode public transit about one quarter of the time, down slightly to 1 in 5 trips in 2009 (Figure 4.40), compensated for by taking more walking trips. Person trips by Manhattan residents in 2001 were much longer on average than in 1995, but fell back to around 5 miles per trip in 2009 (Table 4.17).



**Figure 4.40 Mode Choices Made by Households Living in Very Densely Populated Areas in 1995, 2001, and 2009 (areas with more than 50,000 people per square mile, based on census tract data).**

#### 4.6 SUMMARY

Noting that the many comparisons drawn in this chapter are based on average responses within these two broad regional definitions, NYS’s 13 metropolitan areas display both strong similarities as well as some significant differences in their travel statistics when compared with those for metropolitan areas in the rest of the country. It is also clear that differences in population density within metro areas both inside and outside of the state have a significant impact on household travel behavior. On average, residents in the most densely populated areas travel fewer miles per day as a result of shorter trips lengths as well slightly lower trip rates (Figure 4.14).

People who live in high population density areas are also less likely to own or to drive a vehicle. This is true both inside and outside NYS. However, a key difference here between NYS metro area residents and those elsewhere is the much greater percentage of zero-vehicle owning households in NYC at the highest population densities: roughly 2 in every 3 households, versus fewer than 1 in 2 households out of state (Figure 4.5). Although it is true that the proportion of trips by public transit and walking increases significantly with population densities over 20,000 persons per square mile both inside and outside NYS, this rate of increase is much more pronounced in NYS than elsewhere in the nation: principally due to the high share of public transit, including rail transit trips associated with the NYC metro area. As a result, the densest residential areas in NYS report much lower private vehicle trip rates than elsewhere; and with this comes much lower fossil fuel consumption and associated greenhouse gas emissions. It is estimated that differences on the order of 4.3 to 1 in annual CO<sub>2</sub> emissions per household exist between the most and least densely populated metropolitan areas, in both the state and in the rest of the nation (Figures 4.29 and 4.30).

However, taking public transit modes currently comes at a significant travel time premium for many urban travelers, both within and outside the state (Figure 4.36). While average commute distances drop significantly with an increase of population density, average commute travel times do not. This again is true both in NYS and in metropolitan areas elsewhere in the nation, and points to the continued problem of high levels of traffic congestion within our densest population centers, despite extensive use of non-automobile modes of travel to and from work (Figures 4.31, 4.32 and 4.33).



## 5. RURAL TRAVEL

This chapter investigates whether rural travel in NYS differs from rural travel in the rest of the United States, and whether rural population densities have any bearing on the travel patterns of rural New Yorkers.

### 5.1 DEFINITION OF “RURAL” FOR THIS CHAPTER

In Chapter 4 of this report, metro area boundaries were used as a proxy to distinguish urban areas from rural areas within NYS. Outside NYS, this urban travel was defined as tripmaking by households located within the nation’s many MSAs. However, comparing rural travel in NYS to rural travel elsewhere in the nation cannot simply make use of the remaining areas not covered by these metropolitan area boundaries. Given the geographic breakdowns and data definitions used in the NHTS surveys, non-NYS households can only be characterized by the size of the MSA in which they are located. This makes it difficult to identify rural households outside NYS for comparison purposes. In the two previous NYS Comparison Reports (Hu and Reuscher, 1999 and 2007), two different methods were explored for identifying a set of comparable “rural households” suitable for use both inside and outside NYS. The first option used the metro area boundary to identify rural households within the state, i.e. those households located outside metropolitan areas are treated as “rural.” Using this approach, however, 27% of 1995 NYS households and 32% of 2001 NYS households were found to be located outside the state’s metro areas, yet were still found to lie within MSA areas of more than 500,000 people. As a result, of all non-metro households in NYS, only 65% in 1995, and 61% in 2001 were not located within MSAs: clearly suggesting that many NYS households located outside any of the state’s metro areas are not really “rural”: they are more likely to part of what is often termed the “suburban fringe”. This obviously poses comparison problems with the assumption that rural households located outside NYS are simply those found outside the nation’s MSAs.

Given the above finding, a second option was tried. This method uses the metro area boundaries in conjunction with the 1995 NPTS definition of rural households. "Rural households" are defined in the 1995 NPTS as those located within a census block group (a subdivision of a census tract) with a population density of less than 1,000 persons per square mile. Using this criterion, in both 1995 and 2001, some three-quarters of all NYS households located outside metro areas were characterized as rural households. Applying this same criterion to households located elsewhere in the nation yielded a similar distribution of households by population density to those within NYS, when compared at the individual block group level. Table 5.1 shows the resulting NYS versus rest of United States household distributions by population density for the households sampled in the latest, 2009 NHTS. In 2009, a higher percentage of NYS households fell in the lowest density strata, at < 100 persons per square mile, than they did in the rest of the nation: but as a spatial set this option identifies rural households in

as comparable a way as the data can support when considering households both inside and outside NYS.

**Table 5.1 Distribution of Rural Households by Census Block Group's Population Density: New York State vs. Rest of the United States in 2009**

Population Density of Census Block Group <sup>c</sup> (persons per square mile)	New York States <sup>a</sup>			Rest of United States <sup>b</sup>		
	Sample size	Number of Households (thousands)		Sample size	Number of Households (thousands)	
0-100 ppsm	1,065	319	(62.5%)	10,996	8,874	(55.1%)
100-500 ppsm	529	164	(32.1%)	8,024	5,257	(32.6%)
500-1,000 ppsm	70	28	(5.4%)	2,903	1,973	(12.3%)
TOTAL	1,664	511	(100.0%)	21,923	16,103	(100.0%)

<sup>a</sup> NYS households outside metro areas and in areas with fewer than 1,000 persons per square mile in an individual block group level.

<sup>b</sup> Non-NYS households outside MSAs and in areas with fewer than 1,000 persons per square mile in an individual block group level.

<sup>c</sup> A block group is defined as a subdivision of a census tract that averages 1,000 to 1,100 people, and approximately 400-500 housing units.

In Chapter 4, urban households in NYS are compared to urban households outside NYS who reside in areas with similar population density. To facilitate comparing statistics across chapters, the analyses in this chapter continue to be categorized by the population density of census tracts. Unfortunately, when identifying rural households based on census tract population density only 32 NYS households in 1995, only 52 households in 2001, and only 33 households in 2009 were sampled from tracts with 500 to 2,000 people per square mile (see Table 5.2 below). Thus, this chapter presents statistics based on the survey data collected from only the 21,452 rural households (1,631 NYS households plus 19,821 households outside NYS) sampled from rural census tracts with fewer than 500 persons per square mile (ppsm).

**Table 5.2 Rural Household Distribution by Census Tract Population Density  
in the 2009 NHTS**

Population Density of Census Tract (persons per square mile)	New York States		Rest of United States	
	Sample size	Number of Households (thousands)	Sample size	Number of Households (thousands)
0-500 ppsm	1,631	497 (97.3%)	19,821	14,650 (91.0%)
500-2,000 ppsm	33	14 (2.7%)	2,060	1,433 (8.9%)
2,000-4,000 ppsm	0	0 (0.0%)	40	18 (0.1%)
4,000-10,000 ppsm	0	0 (0.0%)	2	2 (0.0%)
TOTAL	1,664	511 (100.0%)	21,923	16,103 (100.0%)

## 5.2 PROFILE OF RURAL NEW YORK STATE HOUSEHOLDS BY POPULATION DENSITY

On a per household basis, rural NYS households are similar to those households elsewhere with respect to the number of workers and number of drivers (Table 5.3). In 2009, a typical NYS rural household owned two vehicles, and had a vehicle available to each driver in the household. In the rest of the nation vehicle ownership was a little higher, at 2.3 vehicles per rural household and 1.2 vehicles per rural driver. This slightly lower level of vehicle ownership has persisted through all three NPTS/NHTS surveys. Only 4.8% of rural households in NYS reported not owning a vehicle in 2009. This is up from 3.2% in 1995. In the rest of the US the percentage of zero-vehicle owning households has remained at a little over 4% since 1995.

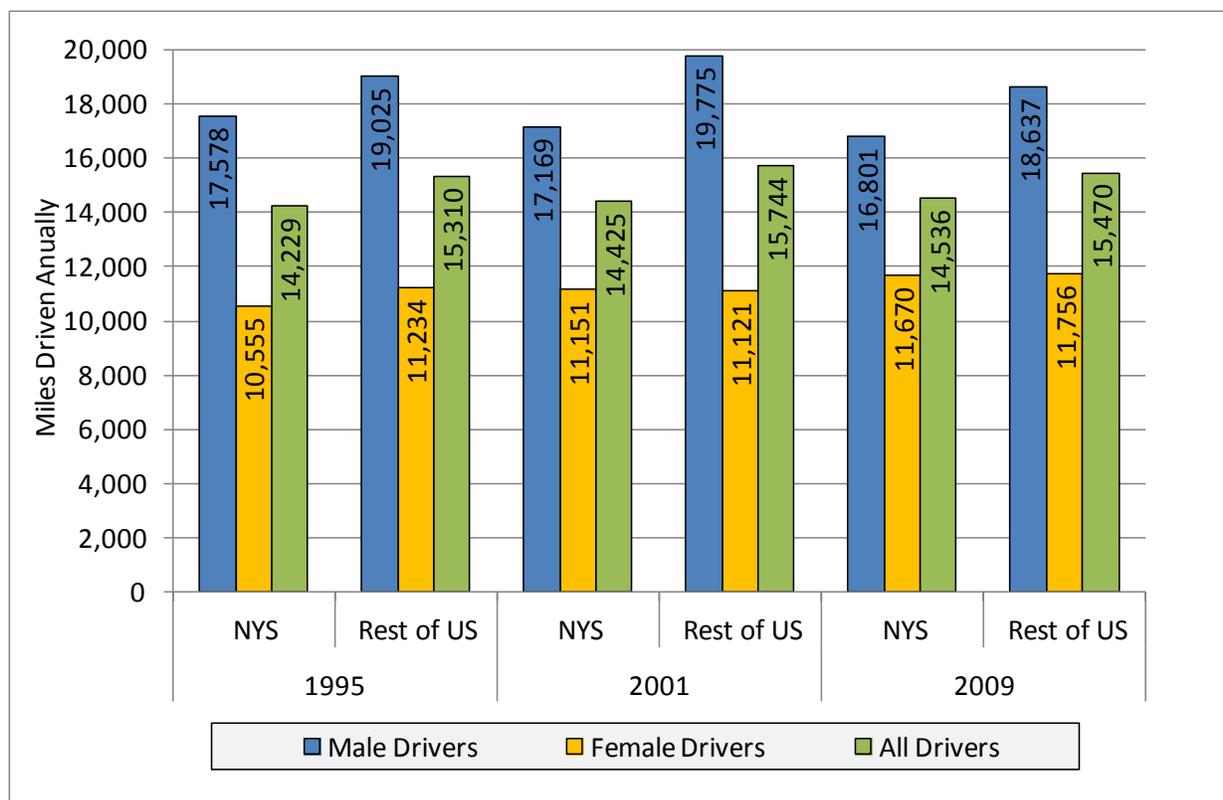
Vehicle ownership in rural households remained relatively stable between 2001 and 2009 in rural areas within and outside NYS; after an increase of approximately 0.2 vehicles per household in ownership between 1995 and 2001 (Table 5.3). As with households located in urban areas with fewer than 500 persons per square mile, about two-thirds of rural households own at least two vehicles (compare Table 5.3 with Table 4.4 from the previous chapter). In 2009 a smaller share of rural NYS households reported owning three or more vehicles than did rural households in the rest of the nation (22% versus 36%, Table 5.3), attributable largely to a reduction in the share of 3+ vehicle households in NYS since 2001 (from 29% to 22%). In 2009, about 93% of men and 90% of women in the rural areas of NYS reported driving a vehicle, with both percentages down about 3% from 2001 (Table 5.3). As a result, rural area of NYS driver license percentages for both men and women were lower than their counterparts in the rest of the nation in 2009 for the first time since 1995: although the difference is only a marginal one.

**Table 5.3 Characteristics of Rural Households New York State (NYS) vs. Rest of the United States (US) (based on rural census tracts with < 500 persons per square mile)**

	1995		2001		2009	
	NYS	Rest of US	NYS	Rest of US	NYS	Rest of US
Workers per Household	1.37	1.27	1.36	1.31	1.40	1.30
Drivers per Household	1.94	1.83	1.89	1.85	1.99	1.96
Vehicles per Household	1.80	2.01	2.08	2.25	1.97	2.31
Vehicles per Driver	0.93	1.10	1.10	1.21	0.99	1.18
<b>Distribution of Households by Number of Household Vehicles</b>						
ALL	100%	100%	100%	100%	100%	100%
0 vehicles	3.18%	4.26%	4.93%	4.50%	4.81%	4.10%
1 vehicle	30.65%	27.73%	27.56%	24.43%	30.47%	25.40%
2 vehicles	44.51%	41.37%	38.66%	37.80%	42.58%	34.42%
3 vehicles	16.43%	19.21%	18.39%	18.78%	13.85%	20.41%
4+ vehicles	5.22%	7.43%	10.45%	14.49%	8.28%	15.66%
<b>Licensing Rate</b>						
% ALL Drivers/ALL 16+	92.00%	91.63%	94.07%	93.41%	90.70%	92.36%
% Male Drivers/Male 16+	94.30%	94.50%	95.77%	95.68%	91.64%	93.56%
% Female Drivers/Female 16+	89.76%	88.90%	92.37%	91.28%	89.70%	91.17%

**Note:** All percentages may not add to 100% due to rounding.

For both men and women, on average, rural NYS residents continued to drive fewer miles annually than their counterparts elsewhere in the United States (Figure 5.1). The difference in annual vehicle miles driven between men in NYS rural areas and men outside the State widened from 8% in 1995 to 15% in 2001, but the gap narrowed again in 2009 to an 11% difference.



**Figure 5.1 Average Annual Miles Driven\* per Rural Driver New York State (NYS) vs. Rest of the United States (US) (based on census tracts of less than 500 people per square mile).**

**Note:** Based on the self-reported VMT.

## 5.3 PERSONAL TRAVEL COMPARISONS

### 5.3.1 Trip Frequencies, Trip Lengths and Travel Times

In 2009 rural NYS residents took an average of 3.4 trips per day, at an average trip length of nearly 12 miles: producing about 40 miles of travel per person per day. This was down from an average of about 45 daily person miles of travel (PMT) in 2001 and 1995 (Table 5.4), due largely to a drop in daily trip frequency. Rural NYS residents traveled about 10% fewer miles per day on the average than rural households in the rest of the country in 2009 (based on PMTs shown in Table 5.4). The distribution of personal trips across both trip purposes and modes of travel are very similar between NYS and other rural areas (Table 5.4). Private automobile trips dominate daily rural travel in all three survey years, both inside and outside the state: with a slightly higher than ‘50/50’ split in favor of multiple versus single occupant POVs across all three survey years, again both inside and outside NYS. Walking represented about 7% of all NYS rural household trips in both 2001 and 2009 (1995 percentages are much lower, but due in part to less effort being put into collecting these trips in that survey). Shifts in trip purpose

specific shares have been small over the 14 year period covered by the three NPTS/NHTS surveys. Between them, personal and family business, plus social and recreational activities continue to account for some two-thirds of all rural trips, while work related trips account for around one quarter of all daily trip-making when measured by trip mileage.

**Table 5.4 Personal Travel Statistics of Rural Households by Mode and Trip Purpose New York State (NYS) vs. in the Rest of the United States (US)**

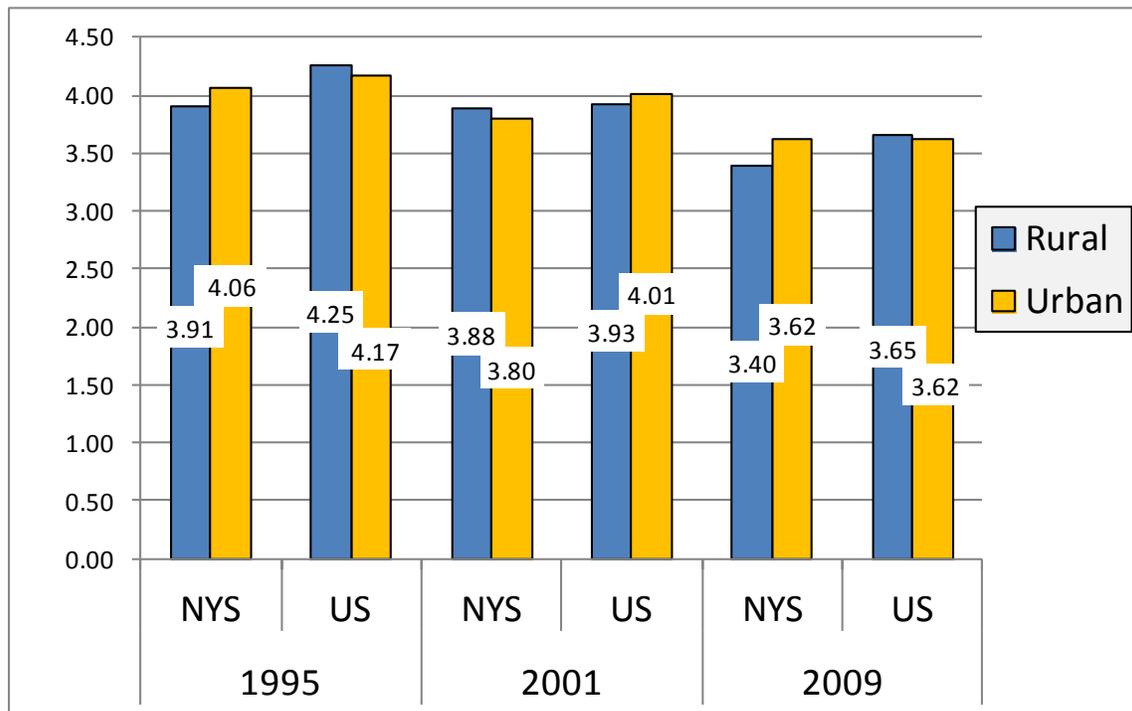
(Based on rural census tracts with < 500 persons per square mile)

	1995		2001		2009	
	NYS	Rest of US	NYS	Rest of US	NYS	Rest of US
Person Trips per Person						
TOTAL	3.91	4.25	3.88	3.93	3.40	3.65
Male	3.92	4.27	3.85	3.92	3.37	3.62
Female	3.91	4.23	3.92	3.94	3.43	3.67
MODE TOTAL	3.91	4.25	3.88	3.93	3.40	3.65
% SOV	41.9	43.3	41.3	41.8	43.8	42.6
% MOV	45.8	47.1	46.9	48.3	44.1	46.5
% Other POV	0.0	0.0				
% Commuter Train			0.0			
% Subway/El Rail			0.1	0.0		0.0
% Other Public	0.5	0.2	0.1	0.1	0.1	0.0
% Walk	2.6	2.8	7.1	5.7	7.2	6.6
% Other	5.1	4.0	4.5	4.0	4.8	4.2
% Unreported	4.1	2.6	0.0	0.1	0.1	0.1
TRIP PURPOSE TOTAL	3.91	4.25	3.88	3.93	3.40	3.65
% Earn a Living	21.2	20.9	19.2	19.4	21.0	19.7
% Family & Personal Business	44.8	44.2	43.9	44.1	42.6	42.7
% Civic, Educational & Religious	9.0	9.6	8.2	10.8	8.1	10.3
% Social & Recreational	25.1	24.9	27.6	24.7	26.6	25.8
% Other	0.0	0.2	0.7	0.7	0.7	0.6
% Unreported	0.0	0.0	0.4	0.2	1.0	0.9
Average Person Trip Length <sup>a</sup>						
	11.57	11.09	11.62	12.01	11.92	12.35
PMT per Person						
MODE TOTAL	44.76	46.79	45.25	49.30	40.00	44.53
% SOV	38.2	39.3	36.6	38.5	40.4	40.1
% MOV	54.7	55.0	52.8	55.5	54.9	54.0
% Commuter Train			0.0			
% Subway/El Rail	0.0	0.0	0.0	0.0		0.0
% Other Public	2.2	0.4	0.1	0.1	0.1	0.1
% Walk	0.1	0.1	0.6	0.3	0.4	0.3
% Other	3.8	4.4	9.9	5.5	4.0	5.4
% Unreported	0.8	0.7		0.2	0.0	0.1
TRIP PURPOSE TOTAL	44.76	46.79	45.25	49.30	40.00	44.53
% Earn a Living	25.8	26.5	21.2	25.2	24.9	25.9
% Family & Personal Business	35.9	38.1	37.0	38.2	36.9	36.6
% Civic, Educational & Religious	6.5	7.1	5.1	7.1	6.0	8.0
% Social & Recreational	31.5	28.2	35.2	27.9	26.6	25.9
% Other	0.3	0.2	1.2	1.0	1.5	1.4
% Unreported			0.4	0.7	4.2	2.1

**Notes:** All percentages may not add to 100% due to rounding.

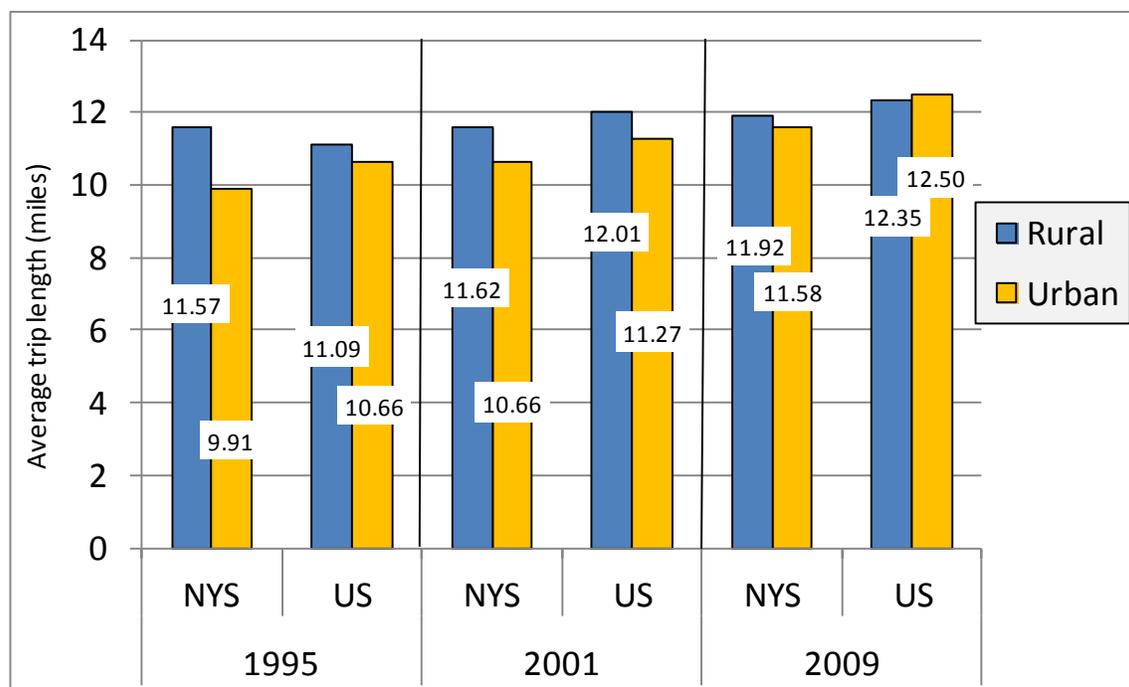
<sup>a</sup> Average trip length is calculated using only those records with trip mileage information present. "Other Public" refers largely to rural bus and/or vanpool services.

Figure 5.2 offers a number of additional person trip frequency comparisons using statistics presented in Tables 5.4 and 4.3. First, it compares the values and temporal trends in both rural and low density (< 500 ppsm) urban trip frequencies from 1995 to 2009, indicating a similar gradual decline in all frequencies reported, both inside and outside NYS. It also shows the generally higher average trip frequencies found outside NYS, for both rural and low density urban areas. Compared to NYS residents in urban areas of similarly low density, residents in NYS rural areas took slightly fewer trips in 2009: while in the rest of the country there was no significant difference in these average person trip frequencies (of just over 3.6 trips per day).



**Figure 5.2 Average Daily Person Trips per Person for Households Located in Census Tracts with < 500 Persons per Square Mile: New York State (NYS) vs. Rest of the United States (US).**

Similarly, Figure 5.3 shows a number of trip length comparisons. Residents in NYS rural areas take trips that are only slightly longer than NYS residents in urban areas of similar population density, at an average of 11.9 miles compared to 11.6 miles, respectively (by comparing statistics presented in Tables 5.4 and 4.3), but with a slightly lower daily trip frequency of 3.4 versus 3.6 trips. These differences in trip frequency and trip length even out, so that in 2009 rural NYS residents traveled an average of 40 miles per day versus 41 miles per day for low density urban area residents in the state (Tables 5.4 and 4.3). Based on standard errors of the estimates, however, the small increases in NYS trip length over time, as shown in Figure 5.3, are not statistically significant.



**Figure 5.3 Average Person Trip Lengths for Households Located in Census Tracts with < 500 Persons per Square Mile: New York State (NYS) vs. Rest of the United States (US).**

### 5.3.2 Public Transit, Walk and Bike Trips

As Table 5.4 shows, only a very small percentage of trips involve public transit in rural America, both within and outside the state. Most of these trips are by rural bus or vanpool services (referred to as “Other Public” trips in Table 5.4). Walking accounted for about 7% of all NYS rural area trips in 2009, compared to 6.6% in rural areas elsewhere. In both instances, this represents only some 3.3 minutes of walking activity per person per day both inside and outside the state: with one third of rural residents reporting that they did not walk anywhere “in the last week”, down slightly since the 2001 NHTS survey (Table 5.5). Daily biking (cycling) activity levels are even lower. Less than one minute per person per day was devoted to biking in rural NYS in 2009 (but up from half a minute in 2001), with 0.6 minutes per day on average recorded for non-NYS rural area residents: and with only 10% on NYS rural area residents and 12% of rural residents elsewhere in the nation reporting at least one bike trip “in the last week” (Table 5.5).

**Table 5.5 Rural Area Per Person Walking and Biking Activity Statistics for 1995, 2001, and 2009 New York State (NYS) vs. Rest of the United States (US)**

	1995		2001		2009	
	NYS	Rest of US	NYS	Rest of US	NYS	Rest of US
<b>Walk Trip Statistics</b>						
Percent Not Taking Walk Trips in the Last Week	*	*	29.3%	34.0%	33.3%	33.0%
Average Minutes Spent Walking per Day	0.89	1.10	4.25	3.40	3.32	3.26
<b>Bike Trip Statistics</b>						
Percent Not Taking Bike Trips in the Last Week	*	*	93.1%	93.8%	89.9%	88.0%
Average Minutes Spent Biking per Day	0.26	0.32	0.53	0.43	0.86	0.59

\* Walk and Bike trip questions were not asked of persons under 16 years old in 2001, or at all in 1995.

## 5.4 VEHICLE TRAVEL COMPARISONS

### 5.4.1 Driving Frequencies, Distances and Times

Focusing on POV travel, rural drivers in NYS drove only marginally less frequently than their counterparts elsewhere in rural America in 2009, and also made marginally shorter trips (Table 5.6). The 2009 average POV trip lengths are 12.1 and 12.4 miles for rural drivers within and outside NYS, respectively (Table 5.6). Combining average trip lengths with average trip frequencies yields an average daily VMT total of 33.7 miles per NYS driver, versus a higher average of 36.3 miles per driver per day in the rest of the country. Since 2001 these differences between inside and outside of NYS VMT statistics have converged, with less difference between average frequencies and in particular between average trip lengths.

As also shown in Table 5.6, there is no noticeable difference between rural NYS households and similar households elsewhere as to why driving takes place, or in terms of how many miles is devoted to each trip purpose. About half of the daily driving trips are for family and personal business, less than thirty percent are for earning a living, and around twenty percent of trips involve social and recreational pursuits.

**Table 5.6 Vehicle Travel Statistics by Drivers in Rural Areas New York State (NYS) vs. Rest of the United States (US)**

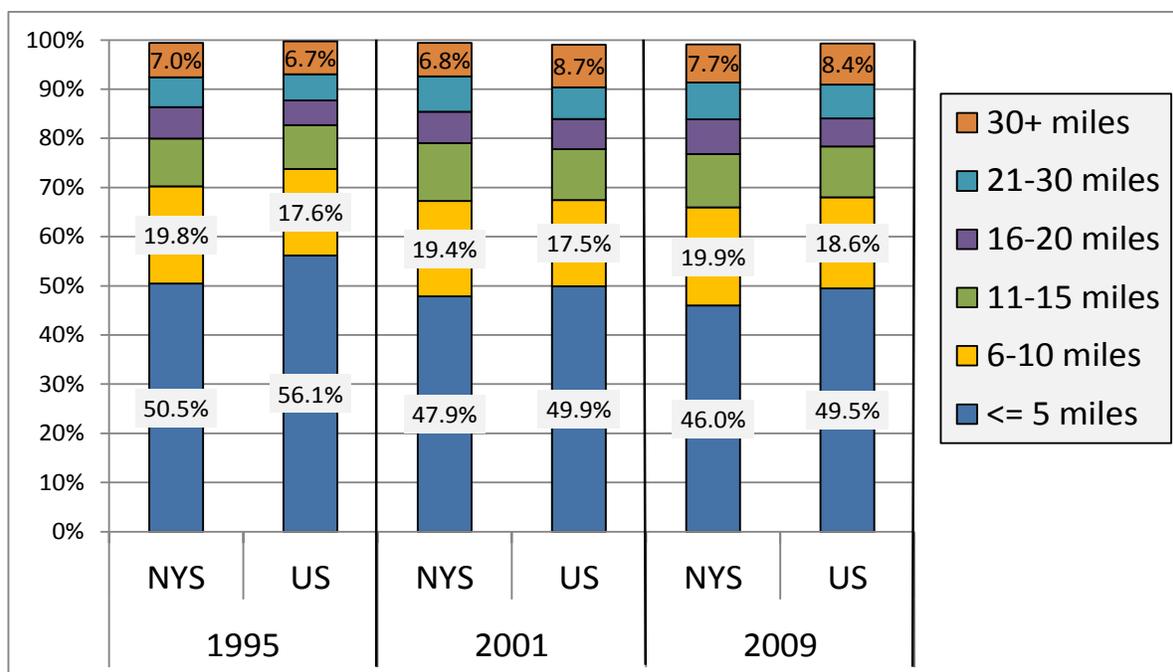
(Based on census tracts of less than 500 people per square mile.)

	1995		2001		2009	
	NYS	Rest of US	NYS	Rest of US	NYS	Rest of US
Vehicle Trips per Driver						
TOTAL	3.29	3.57	3.11	3.25	2.82	2.94
% Earn a Living	30.1	28.3	27.7	26.9	28.8	26.8
% Family & Personal Business	48.9	48.2	48.0	47.3	45.6	46.4
% Civic, Educational & Religious	3.3	4.8	3.5	5.6	4.2	5.4
% Social & Recreational	17.3	18.5	20.1	19.5	20.6	20.2
% Other	0.0	0.0	0.4	0.5	0.1	0.2
% Unreported	0.3	0.3	0.3	0.1	0.8	0.9
VMT per Driver						
TOTAL	37.84	38.31	34.94	40.51	33.73	36.30
% Earn a Living	36.5	37.1	33.2	34.5	34.2	34.2
% Family & Personal Business	37.5	36.5	37.6	38.1	38.1	37.2
% Civic, Educational & Religious	3.4	4.6	3.0	4.0	4.0	5.9
% Social & Recreational	22.2	21.7	24.9	22.5	20.9	20.3
% Other	0.4	0.1	1.0	0.5	0.1	0.3
% Unreported			0.2	0.5	2.8	2.1
Average Vehicle Trip Length <sup>a</sup>						
	11.56	10.77	11.30	12.54	12.07	12.42

**Notes:** All percentages may not add to 100% due to rounding.

<sup>a</sup> Average trip length is calculated using only those records with trip mileage information present.

Figure 5.4 shows that the distribution of one-way vehicle trip lengths is also similar for rural households both inside and outside NYS. In 2009 some 66% of NYS rural trips were less than 10 miles in length, while about 69% of trips were less than 10 miles in the rest of rural America. At the other end of the trip length spectrum, less than 8% of NYS trips were over 30 miles in 2009, while 8.4% of trips exceeded 30 miles in the rest of the nation. For all three survey years, and both inside and outside NYS, around half of all rural trips are less than 5 miles one-way: confirming the notion of a significant distance-decay effect in rural travel, consistent if a little less steep in its loss of trips with extra distance than in the urban areas reported in Chapter 4 (see Figure 4.13). Additional supporting statistics are provided in Appendix C.5 at the end of this report.



**Figure 5.4 Distribution of Vehicle Trips in Rural Areas by Trip Length New York State (NYS) vs. Rest of the United States (US).\*** (based on census tracts of less than 500 people per square mile)

**Note:** \*Columns don't sum to 100% due to small percentages of "unreported" distances.

## 5.4.2 Types and Ages of Vehicles Driven

Table 5.7 compares the distribution of privately owned household vehicles by vehicle type, for rural households located within versus outside NYS.

The major difference between rural households in NYS and rural households elsewhere in the country is a greater share outside the state for pickup trucks (Table 5.8). NYS households also display a slight preference for vans. Over time, the SUV share of rural household vehicles has grown noticeably and consistently both within and outside the state, from 7.1% in 1995 to 18.6% in 2009 within NYS and from 6.7% to 17.7% outside NYS. This shift mirrors that shown for the urban areas in NYS and elsewhere (cf. Figures 4.25 and 4.26), with most of the increases in SUV market share coming at the expense of the traditional automobile. Motorcycle share has also grown consistently over the years both inside and outside the state, from around 1% of vehicles owned in 1995 to 4.5% in NYS and 4.9% in the rest of the country in 2009. Both the average and the median age of POVs in rural NYS was significantly lower than that in the rest of the nation in all three survey years, with the gap widening somewhat in 2009, at an average of 8.4 years in NYS versus 10.9 years in the rest of the United States (Table 5.7). These 2009 averages compare with the lower averages of 7.7 years for urban NYS household vehicles and 9.1 years for their urban area counterparts outside NYS (see Figures 4.27 and 4.28).

**Table 5.7 Types and Ages of Vehicles Used by Rural Households in New York State and in the Rest of the United States\***

	1995		2001		2009	
	NYS	Rest of US	NYS	Rest of US	NYS	Rest of US
Vehicles by Type	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Auto	58.9%	53.0%	52.0%	45.2%	43.1%	37.8%
Van	7.6%	7.2%	9.2%	8.2%	8.1%	6.6%
Sports Utility	7.1%	6.7%	10.1%	11.0%	18.6%	17.7%
Pickup	23.5%	30.4%	23.4%	30.9%	24.4%	31.4%
Other Truck	0.8%	1.0%	0.8%	1.1%	0.7%	0.9%
RV	0.6%	0.7%	1.0%	0.9%	0.7%	0.7%
Motorcycle	1.3%	0.9%	3.4%	2.7%	4.5%	4.9%
Vehicle Age						
Average Vehicle Age	7.9	9.4	9.0	10.1	8.4	10.9
Median Vehicle Age	7	8	8	8	7	9
Percent of VMT						
Less than 10 years	74.0%	71.5%	68.5%	66.4%	74.1%	63.0%
10 years or more	26.0%	28.5%	31.5%	33.6%	26.0%	37.0%
Percent of Vehicle Fleet						
Less than 10 years	68.1%	58.8%	59.3%	55.6%	67.2%	53.6%
10 years or more	31.9%	41.2%	40.7%	44.4%	32.8%	46.4%

**Notes:** \* Numbers reflect BESTMILE Estimates. Due to data being unavailable, self-reported annual miles were substituted for Rest of US 1995 estimates.

**Table 5.8 Comparison of Average Annual Vehicle Miles of Travel by Vehicle Type for Rural Households in New York State and in the Rest of the United States**

	1995		2001		2009	
	NYS	Rest of US	NYS	Rest of US	NYS	Rest of US
All Vehicles	14,012	12,647	12,883	12,692	11,888	11,767
Auto	14,200	12,843	13,538	12,488	12,279	12,050
Van	17,173	15,881	13,759	13,844	14,465	7,923
SUV	14,515	12,389	15,690	15,184	13,479	13,324
Pickup Truck	13,164	11,629	11,592	12,464	11,504	11,517

**Notes:** \* Numbers reflect BESTMILE Estimates. Due to data being unavailable, self-reported annual miles were substituted for Rest of the US 1995 estimates.

In 2009 the average annual VMT per rural vehicle was very similar both inside and outside NYS, at around 11,800 miles per year (Table 5.8). When broken down by vehicle type, the only noticeable difference is the much higher mileage attributed to NYS vans (14,466 miles per year) versus rest of nation vans (7,923 miles per year). Once standard errors are accounted

for, rural households in NYS used their vehicles only a little more in 2009 than did their urban counterparts within the state, and this applies to all vehicle types. Compared to the mileages reported in Chapter 3 of this report, these rural household estimates, while a little higher than the statewide averages either including or excluding New York City, also show a similar, gradual downward trend over time for autos, or when the mileages are averaged over all vehicle types.<sup>16</sup>

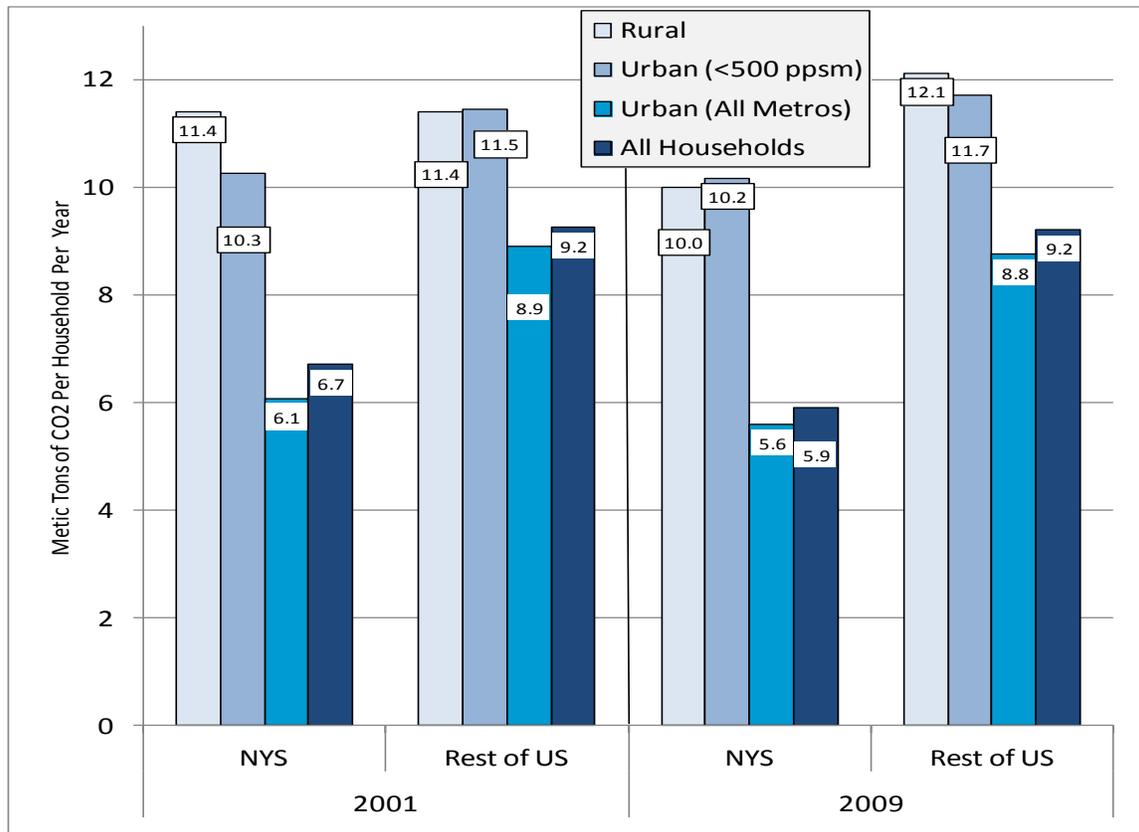
### **5.4.3 Energy and Greenhouse Gas Emissions Associated With Vehicle Travel**

With slightly longer average trip lengths than their urban area counterparts, and given their heavier reliance on the private automobile for transportation, rural households are estimated to have emitted, on the average, more greenhouse gases in both 2001 and 2009 than did urban (defined by Chapter 4's metro area) households. Figure 5.5 shows these estimates for both NYS and the rest of the nation. Four different regional statistics are shown for 2001 and 2009: average rural household emissions, average urban household emissions for households located in census tracts with less than 500 ppsm, CO<sub>2</sub> emissions averaged across all metro areas (i.e. taken over all metro area densities), and the average emissions for all households both inside and outside NYS. Comparable statistics are not available for 1995.

Based on the results shown in Figure 5.5, low density areas both inside and outside NYS emit significantly more emissions per household per year than do urban (metro) area households. It also appears that NYS rural residents reduced their annually averaged CO<sub>2</sub> emissions from 11.4 to 10.0 metric tons between 2001 and 2009 – however, the standard error on the rural NYS 2001 estimate is quite large here, and less robust than its 2009 or urban area counterparts. Even so, rural NYS households produced fewer CO<sub>2</sub> emissions on average than rural households elsewhere in the nation. In the rest of the country, in contrast, there appears to have been no significant decrease in rural household emissions, at just over 12 tons per household per year in 2009.

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<sup>16</sup> For additional comparisons between these rural annual vehicle mileages and those associated with specific metropolitan urban densities within and outside NYS the reader is directed to Appendix C.4.



**Figure 5.5 Comparison of Urban (Metro) and Rural Area Carbon Dioxide Emissions: Average Metric Tons of CO2 Emitted Per Household Per Year in 2001 and 2009.\***

**Note:** \* Direct, vehicle operating emissions only, no “upstream” vehicle or fuel production or infrastructure provision related emissions are included. Air travel is excluded. The emissions rates used for each NHTS mode of travel are reported in Appendix D, and make use of US EPA recommended fuel use to CO2 emissions conversions, and emissions rate estimates derived from the Federal Transit Administration’s rail, bus and ferry transit energy consumption database, and average vehicle fuel efficiencies reported by or derived from Federal Highway Administration, American Bus Association, American School Bus Association, and the New York City Taxi and Limousine Commission estimates. See also results presented in Figure 2.14 and Figure 4.30.

## 5.5 RURAL COMMUTING PATTERN COMPARISONS

Table 5.9 shows the average daily commute trip frequencies and commuting trip length statistics for rural households, both within and outside NYS.

**Table 5.9 Daily Commute Statistics in Rural Areas by Mode of Transportation: New York State (NYS) vs. Rest of the United States (US)**

(Based on census tracts of less than 500 people per square mile.)

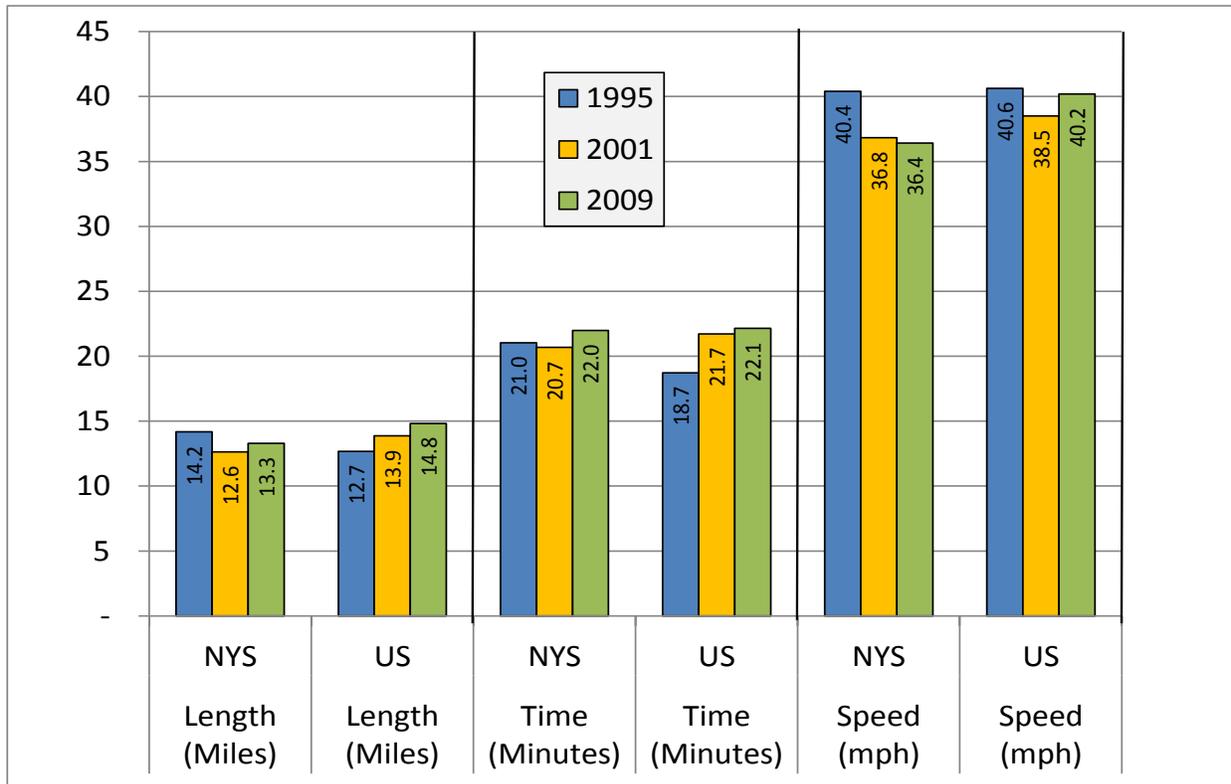
	1995		2001		2009	
	NYS	Rest of US	NYS	Rest of US	NYS	Rest of US
Commute Person Trips per Person						
TOTAL	1.39	1.48	1.16	1.14	1.07	1.06
% SOV	78.4	77.0	82.0	79.6	80.3	80.1
% MOV	18.0	17.6	14.2	17.1	13.8	15.7
% Other Public	0.7	0.0	0.2	0.2	0.4	0.0
% Walk	0.7	1.4	3.0	2.3	3.1	2.5
% Other	0.7	1.4	0.6	0.8	2.3	1.5
% Unreported	1.4	2.7	0.1	0.1	0.0	0.1
Commute PMT per Person						
TOTAL	19.56	18.68	14.63	15.74	14.13	15.66
% SOV	77.5	76.0	88.6	80.1	85.2	80.6
% MOV	19.7	21.2	10.4	19.1	13.2	14.6
% Other Public	0.7	0.3	0.5	0.2	0.2	0.0
% Walk	0.1	0.1	0.2	0.1	0.1	0.1
% Other	0.7	1.6	0.4	0.5	1.3	4.6
% Unreported	1.1	0.9		0.1	0.0	0.1

**Notes:** All percentages may not add to 100% due to rounding. SOV = single occupancy vehicles. MOV = multiple occupancy vehicles. SOV + MOV = total of POV = privately owned vehicles.

Compared to 1995 (around 1.4 trips), rural area commuters both inside and outside NYS took fewer daily work trips per person on the average in either 2001 (1.2 trips) or 2009 (1.1 trips). This also led to a reduction in average daily commuting miles per person, down from 19.6 miles per day in 1995 to 14.1 miles per day in 2009 for NYS rural commuters, and from 18.7 to 15.7 miles per day for rural commuters outside NYS. Recalling Figure 4.38 in Chapter 4 of this report, this temporal decline in daily commuting miles is similar to that shown for most urban areas of the state, including locations with higher population densities. Some 80% of these rural commutes were made in SOVs, both within and outside NYS. About 3.5% of NYS commuters use walking and public transit to get to work, versus 2.5% in the rest of the nation in 2009. This modal share difference is compensated by a slightly higher percentage of rural commuters outside NYS engaging in shared ride privately owned vehicle trips (i.e. % MOVs in Table 5.9: see note below table).

Figure 5.6 shows rural commuting average trip length, average travel time, and average travel speed statistics. In 2009 the average commute time was around 22 minutes per one-way trip both inside and outside the state. In NYS, the average commute trip length in 2009, at 13.3

miles, had increased since 2001 (at 12.6 miles), but was still lower than in 1995 (at 14.2 miles). With a decrease in average travel speed from just over 40 mph to just over 36 mph, the average travel time for these commutes increased by about 1 minute in 2009 over 2001 and 1995 travel times. In the rest of the nation the average length of a rural commute also increased, from 12.7 miles in 1995 to 14.8 miles in 2009. With the 2009 and 1995 average speeds both just over 40 mph, this produced an average trip time increase from 18.7 to 22.1 minutes, principally as a result of increased trip length.



**Figure 5.6 Daily Commute Patterns in Rural Areas New York State (NYS) vs. Outside New York State (US) (based on census tracts of less than 500 people per square mile)**

## 5.6 SUMMARY

Noting that many individual statistics in this chapter are subject to very small sample sizes and resulting larger standard errors (see Appendix C.5), many similarities as well as a few differences are found to exist between NYS's rural household travel statistics and those for the rest of rural America. In 2009, as in 2001 and 1995, households in the rural areas of NYS owned, on the average, fewer vehicles than rural households elsewhere, and had fewer vehicles available per driver. Vehicle ownership patterns were also somewhat different for rural households inside versus outside NYS. While the proportion of zero-vehicle households has declined marginally at

just over 4% in the rest of the nation in 2009, it has grown from 3.2% to 4.8% of rural households in NYS (Table 5.3). A larger percentage of rural households outside NYS also continue to own 3 or more vehicles when compared to rural NYS households. On average, drivers in NYS rural areas make marginally fewer and shorter trips than those in rural areas elsewhere, resulting in an average daily vehicle miles of travel of 33.7 for NYS rural area drivers versus 36.3 miles for rural drivers elsewhere in the nation (Table 5.6).

The average age of a vehicle owned by a rural household in NYS in 2009 was over two year higher than for rural households elsewhere in the nation. Rural NYS household vehicles are also on average half a year older than the vehicles owned by NYS households in the state's urban areas. These rural NYS households drive their vehicles a few more miles each year than NYS urban households, on the average. Carbon dioxide emissions associated with rural highway travel are found to be significantly higher than for their urban area counterparts, at an estimated 12.1 versus 9.2 metric tons of CO<sub>2</sub> per household per year in 2009 (Figure 5.5); and also about 20% higher than the emissions from NYS households in similarly low density (< 500 ppsm) urban areas; further confirming the strong relationship reported in Chapter 4 of this report between higher population density and lower per household mobile source greenhouse gas emissions. Most of this difference is attributable to the much higher share of public transit and walk trips taken by residents living in the nation's higher density urban locations. Finally, rural one-way commute times were around 22 minutes both inside and outside NYS in 2009, with average speeds in NYS declining by about 4 mph to 36.4 mph since 1995, while average rural highway speeds in the rest of rural America appear to have held steady at around 40 mph (Figure 5.6).



## **6. COMPARISON OF TRAVEL PATTERNS AMONG NEW YORK STATE METROPOLITAN PLANNING AREAS**

Previous chapters of this report compare the travel patterns of NYS residents to those in the rest of the nation. This chapter examines travel patterns among the state's thirteen MPO-based metropolitan areas: Albany; Binghamton; Buffalo; Elmira; Glens Falls; Ithaca; Kingston; the NYMTC area; Newburgh; Poughkeepsie; Rochester; Syracuse; and Utica-Rome (see Figure 6.1).

As already discussed in Chapter 4 of this report, each of these metropolitan areas is associated with a NYS MPO region. Since the NHTS sampling frame is comprised of the primary urban counties within which each MPO lies, an entire MPO area may not be represented by the survey in every case, so they are referred to here as metro areas or metros. Travel patterns are compared among NYS metros of similar size, and the NYMTC area is split into three separate geographic components: (1) Nassau and Suffolk; (2) the five counties of NYC (i.e. the Bronx, Kings, Queens, New York/Manhattan, and Richmond); and (3) Putnam, Rockland, and Westchester (P, R, & W) counties. New York City is further broken down into New York county (i.e. Manhattan) and the rest of NYC. To make travel comparisons meaningful, these metro areas and their sub-components are grouped into U.S. Census defined MSA size categories; with the groupings of the original twelve metro areas remaining the same in 2009 as it was in the 2001 and 1995: and with the "new" Kingston metro area added to the 2009 statistics and falling into the smallest "Not in an MSA" size class (see Table 6.1). In particular, the small and medium sized metro areas, defined here as those with populations under 3 million persons, display a number of significant differences in their household travel statistics when compared to the larger, over 3 million person, metro areas centered on the NYC conurbation.

Figure 6.1 maps the population densities of areas in NYS according to the 2010 Census. Population density maps for the individual NYS add-on areas, allowing scrutiny of individual census tracts, can be found in Appendix B of this report.

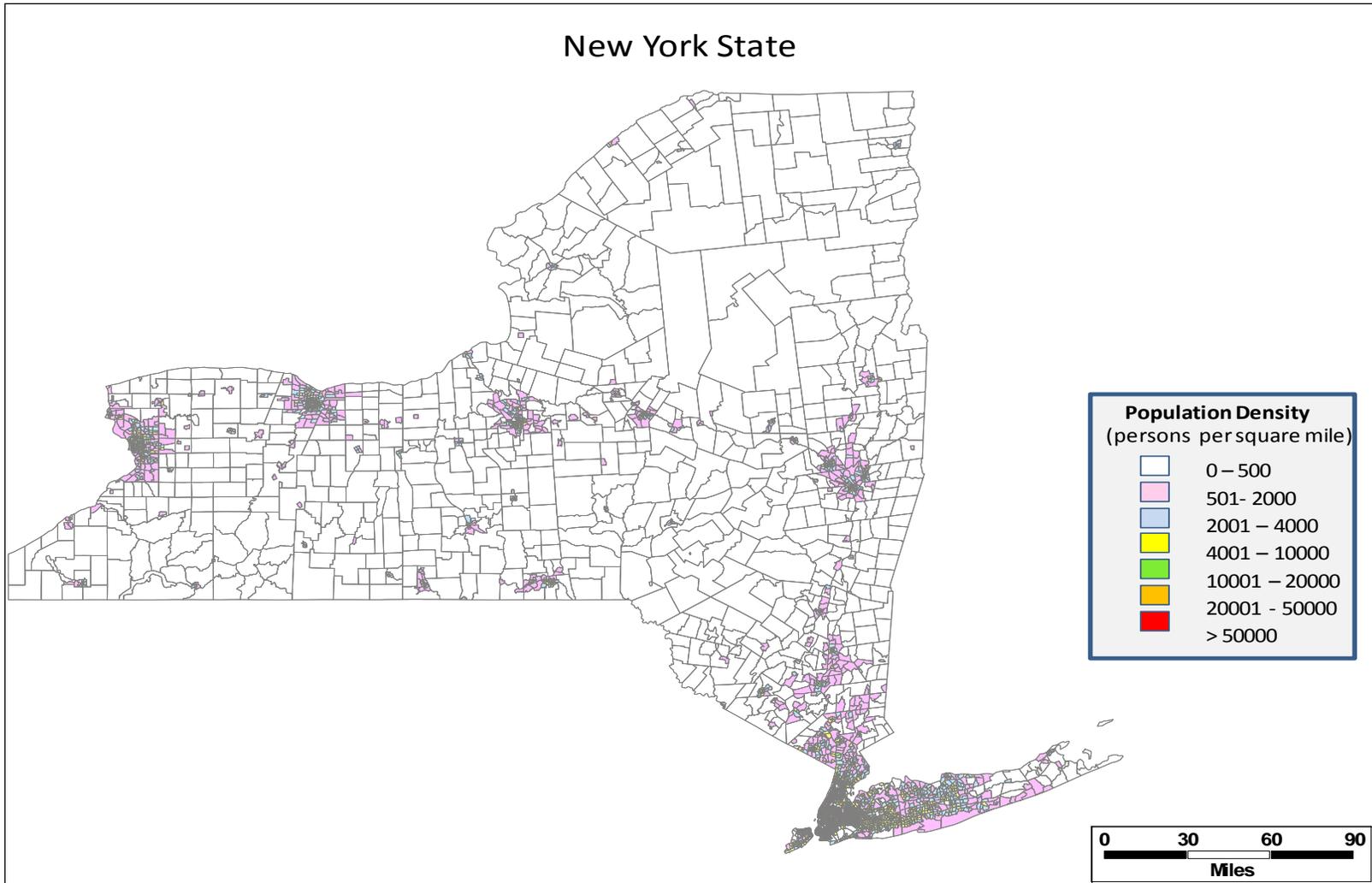


Figure 6.1 Population Densities by 2010 Census Tracts in New York State.

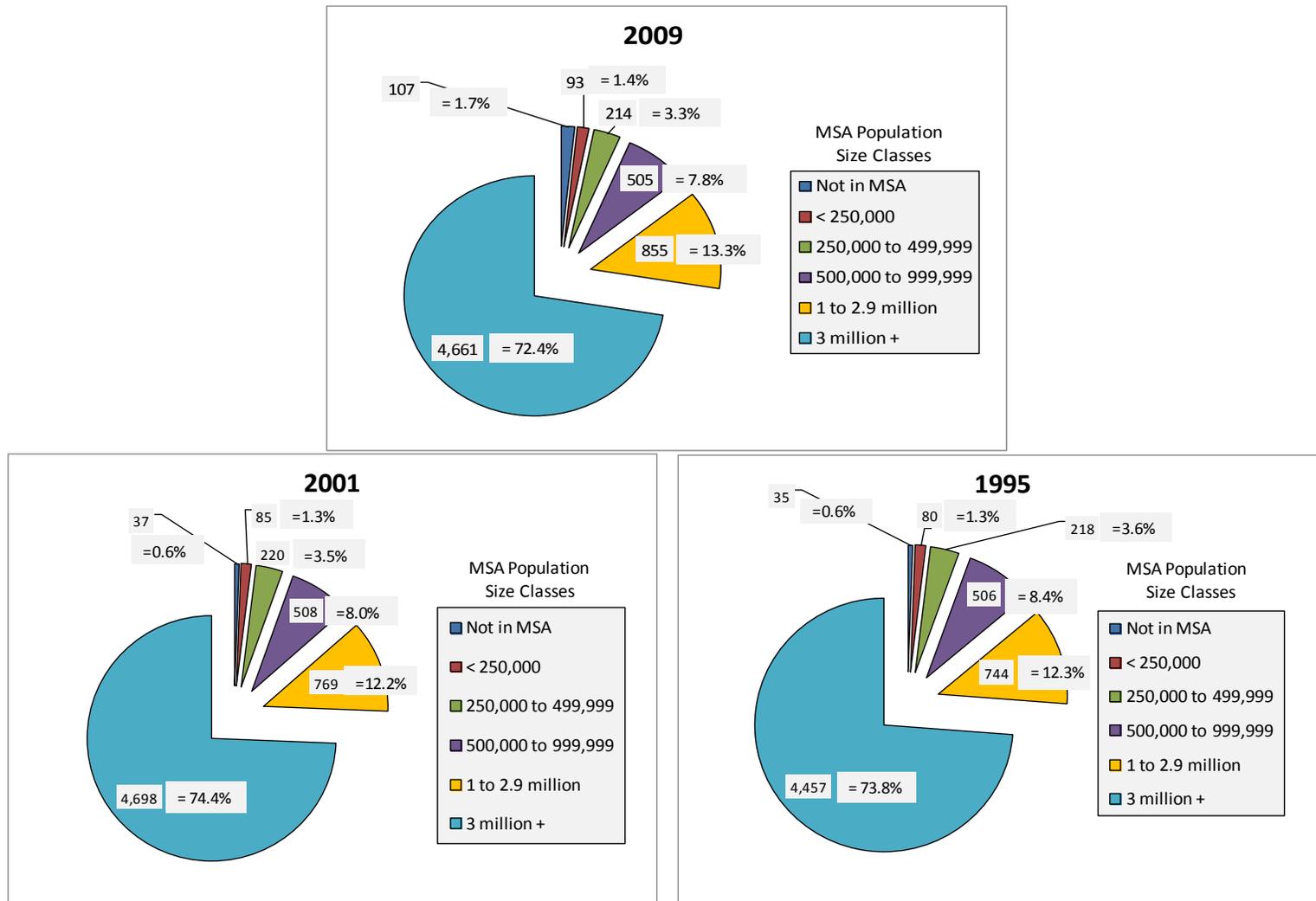
**Table 6.1 New York State MPO-Based Metro Areas Categorized by Population Size Class**

<b>Population Size Category</b>	<b>NYS Metropolitan Areas</b>
Not in an MSA	<ul style="list-style-type: none"> <li>➤ Ithaca</li> <li>➤ Kingston</li> </ul>
< 250,000	<ul style="list-style-type: none"> <li>➤ Elmira</li> <li>➤ Glen Falls</li> </ul>
250,000 – 499,999	<ul style="list-style-type: none"> <li>➤ Binghamton</li> <li>➤ Utica-Rome</li> </ul>
500 – 999,999	<ul style="list-style-type: none"> <li>➤ Albany</li> <li>➤ Syracuse</li> </ul>
1 to 2.9 million	<ul style="list-style-type: none"> <li>➤ Buffalo</li> <li>➤ Rochester</li> </ul>
>3 million	<ul style="list-style-type: none"> <li>➤ Newburgh</li> <li>➤ Poughkeepsie</li> <li>➤ Nassau/Suffolk</li> <li>➤ New York city (NYC's 5 counties; Bronx, Kings, Queens, New York/Manhattan, and Richmond)</li> <li>➤ Putnam/Rockland/Westchester</li> </ul>

## **6.1 PROFILE OF NEW YORK STATE METRO AREA HOUSEHOLDS BY MSA SIZE**

### **6.1.1 Workers Per Household, Vehicles Per Household, and Vehicles Per Driver**

More than seven out of ten metro area households within NYS were located in metros with a population of 3 million or more in 2009, with no major population shifts across MSA categories since 1995 (Figure 6.2). In 2009, the average number of workers per metro area household increased slightly from the levels in prior survey years in several metros, notably in Ithaca (Tables 6.2, 6.3 and 6.4). Vehicles per household fell back a little in some metros, closer to 1995 levels, while changing little from 2001 levels in other metros. Vehicles per driver in 2009 fell consistently across all metro areas to below 2001 levels, in all cases coming much closer to 1995 vehicle ownership levels of just under 1 vehicle per driver in 2009 in areas outside NYC. In NYC, it averaged 0.40 vehicles per driver in 2009, also down from an estimated 0.55 vehicles per driver in 2001.



**Figure 6.2 New York State Metro Area Households (000s) by MSA Size Class and Share.**

**Notes:** The data include only NYS sampled households located within the 13 MPO-based metropolitan areas in the state. Data for the Kingston based MPO area are included in the 2009 results, but not in the results for 1995 or 2001, prior to the designation of this MPO area.

**Table 6.2 Household Characteristics and Vehicle Ownership Patterns for New York State Metro Areas by MSA Size in 2009**

	MSA Size Class																
	Not in MSA		< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3 million +						
	Ithaca	Kingston	Elmira	Glen Falls	Binghamton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough-keepsie	NYMTC				
													Putnam, Rockland, Westchester			Sub-components of NYC	
												Nassau, Suffolk	Putnam, Rockland, Westchester	New York City	Rest of NYC/4 Counties	Manhattan/New York	
Households (000)	37	70	35	58	98	116	320	185	472	383	122	103	911	469	3055	2306	749
Drivers (000)	81	138	63	110	181	207	587	329	807	712	256	218	2081	923	4836	3792	1044
Workers (000)	67	103	45	81	125	149	428	236	586	486	194	160	1503	694	3978	3016	962
Vehicles (000)	55	134	58	104	167	193	535	293	745	648	230	199	1784	783	1943	1722	221
Workers per Household	1.79	1.47	1.29	1.39	1.28	1.28	1.34	1.28	1.24	1.27	1.59	1.55	1.65	1.48	1.30	1.31	1.28
Vehicles per Household	1.47	1.91	1.66	1.78	1.71	1.66	1.67	1.58	1.58	1.69	1.88	1.92	1.96	1.67	0.64	0.75	0.29
Vehicles per Driver	0.69	0.97	0.91	0.95	0.92	0.93	0.91	0.89	0.92	0.91	0.90	0.91	0.86	0.85	0.40	0.45	0.21
<i>Distribution of Households by Household Vehicle Count (%s)</i>																	
ALL	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
0 vehicles	12.3	6.8	9.3	6.2	10.5	10.8	9.1	12.8	12.5	9.9	8.8	7.0	5.7	12.2	54.6	47.7	75.7
1 vehicle	44.4	33.3	36.4	36.0	34.9	36.6	35.9	36.5	37.4	33.9	28.0	30.9	26.9	35.0	31.4	35.1	20.2
2 vehicles	31.9	38.7	40.5	39.4	36.8	37.2	40.4	37.1	36.5	39.7	40.7	38.8	42.8	35.2	10.9	13.4	3.3
3 vehicles	8.0	11.2	8.4	12.5	12.0	10.7	10.6	9.3	9.4	11.6	14.8	14.2	18.9	11.7	2.2	2.7	0.6
4+ vehicles	3.4	10.0	5.4	5.9	5.8	4.8	4.0	4.2	4.2	5.0	7.6	9.0	5.8	5.9	0.9	1.1	0.3

**Note:** All percentages may not add to 100% due to rounding.

**Table 6.3 Household Characteristics and Vehicle Ownership Patterns for New York State Metro Areas by MSA Size in 2001**

	MSA Size Class																
	Not in MSA		< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3 million +						
	Ithaca	Kingston	Elmira	Glen Falls	Binghamton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough-keepsie	NYMTC				
													Nassau, Suffolk	Putnam, Rockland, Westchester	New York City	Sub-components of NYC	
										Rest of NYC/4 Counties	Manhattan/New York						
Households (000)	37		36	49	102	118	324	184	477	292	117	101	933	471	3,076	2,324	752
Drivers (000)	64		63	90	174	200	544	306	753	497	223	179	1,860	883	3,779	3,018	761
Workers (000)	49		45	61	118	145	416	219	589	364	173	142	1,450	700	4,045	3,192	853
Vehicles (000)	62		66	95	182	213	578	279	817	521	230	192	1,755	811	2,085	1,795	290
Workers per Household	1.32		1.27	1.25	1.16	1.22	1.29	1.19	1.23	1.25	1.48	1.4	1.55	1.49	1.32	1.37	1.13
Vehicles per Household	1.67		1.85	1.93	1.78	1.8	1.78	1.52	1.71	1.79	1.97	1.89	1.88	1.72	0.68	0.77	0.39
Vehicles per Driver	0.96		1.04	1.05	1.05	1.06	1.06	0.91	1.08	1.05	1.03	1.07	0.94	0.92	0.55	0.59	0.38
<i>Distribution of Households by Household Vehicle Count (%s)</i>																	
ALL	100		100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
0 vehicles	9.4		7.6	7.5	11.1	8.3	9.1	12.6	10.2	7.2	5.4	5.6	4.8	10.2	51.6	45.9	69.2
1 vehicle	37.2		34.1	28.3	29.6	35.9	33.1	37.9	35.7	34.5	27.0	35.0	30.6	33.0	33.8	36.0	26.8
2 vehicles	37.0		35.2	39.3	39.5	33.7	38.3	37.9	36.3	39.9	43.1	35.6	43.1	38.3	11.4	14.0	3.1
3 vehicles	11.8		14.7	17.0	13.8	16.0	12.7	8.7	12.1	11.7	16.3	16.2	16.0	12.7	2.7	3.4	0.5
4+ vehicles	4.6		8.4	7.9	6.0	6.1	6.8	2.8	5.6	6.6	8.1	7.6	5.5	5.8	0.7	0.7	0.4

**Notes:** All percentages may not add to 100% due to rounding. \* Kingston area data were not separated out prior to 2009.

**Table 6.4 Household Characteristics and Vehicle Ownership Patterns for New York State Metro Areas by MSA Size in 1995**

	MSA Size Class																
	Not in MSA		< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3 million +						
	Ithaca	Kingston	Elmira	Glen Falls	Binghamton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough-keepsie	NYMTC				
													Putnam, Rockland, Westchester			New York City	
												Nassau, Suffolk			Rest of NYC/4 Counties	Manhattan/New York	
Households (000)	35		35	45	101	117	326	180	465	279	108	95	886	448	2,920	2,193	728
Drivers (000)	70		61	77	174	209	555	313	787	491	204	180	1,783	837	3,218	2,489	730
Workers (000)	50		41	59	115	151	410	244	562	366	158	136	1,374	632	3,404	2,559	846
Vehicles (000)	50		55	73	158	189	508	283	667	452	176	161	1,464	724	1,600	1,399	201
Workers per Household	1.42		1.16	1.31	1.14	1.29	1.26	1.36	1.21	1.31	1.46	1.44	1.55	1.41	1.17	1.17	1.16
Vehicles per Household	1.42		1.57	1.61	1.57	1.62	1.56	1.57	1.43	1.62	1.63	1.70	1.65	1.62	0.55	0.64	0.28
Vehicles per Driver	0.71		0.90	0.94	0.91	0.91	0.91	0.90	0.85	0.92	0.86	0.89	0.82	0.86	0.50	0.56	0.28
<i>Distribution of Households by Household Vehicle Count (%s)</i>																	
ALL	100		100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
0 vehicles	9.0		8.4	6.1	6.5	6.9	8.7	8.4	11.5	7.7	5.6	7.1	5.4	9.8	52.9	46.3	72.6
1 vehicle	42.0		37.4	29.6	36.4	34.4	32.2	33.3	37.8	31.9	31.0	26.5	29.1	30.0	33.8	36.8	24.8
2 vehicles	35.0		39.6	49.6	39.8	40.3	40.2	44.3	38.1	43.7	46.0	42.6	48.1	41.2	11.2	14.2	2.4
3 vehicles	11.3		10.1	12.1	12.6	13.0	13.4	10.5	10.2	11.7	11.5	16.0	12.2	13.8	1.6	2.1	0.1
4+ vehicles	2.7		4.4	2.7	4.7	5.4	5.5	3.6	2.4	5.0	5.9	7.8	5.3	5.2	0.5	0.6	0.1

**Notes:** <sup>a</sup> All percentages may not add to 100% due to rounding. \* Kingston area data were not separated prior to 2009.

### 6.1.2 Vehicle Ownership

With the exception of NYC, where about 1 in 2 households did not own a vehicle in all three survey years, zero-vehicle households accounted for from around 5% (e.g., Nassau and Suffolk counties within the NYMTC in 2001) to over 12% (e.g., Ithaca, Buffalo, and Syracuse in 2009) of households over this 14 year time period. The “new” Kingston metro area comes in near the lower end of this range, with just under 7% zero-vehicle households in 2009.

The percentage of NYS households located in metro areas of under 3 million people, and reporting 3 or more vehicles per household (i.e. combining the 3 vehicles and 4 or more vehicles per household statistics from Tables 6.2, 6.3 and 6.4) varied from 11.4% (Ithaca) to 22.2% (Kingston) in 2009, both in the “Not in an MSA” category. Across the three survey years, these percentages have varied somewhat within individual metro areas, with a high of 24.9% for Glen Falls in 2001 and a low of 12.6% for Buffalo in 1995. Among the metros in the over 3 million person class, the Poughkeepsie region remained stable at between 23% and 24% of 3+ vehicle households over the 14 year period, and the Putnam, Rockland, and Westchester area was stable at around 18% to 19%; while the Newburgh and also Nassau/Suffolk metro areas saw increases in the percentage of 3+ vehicle households from 1995 to 2001 from around 17% to 24%, with these higher percentages largely retained in 2009.

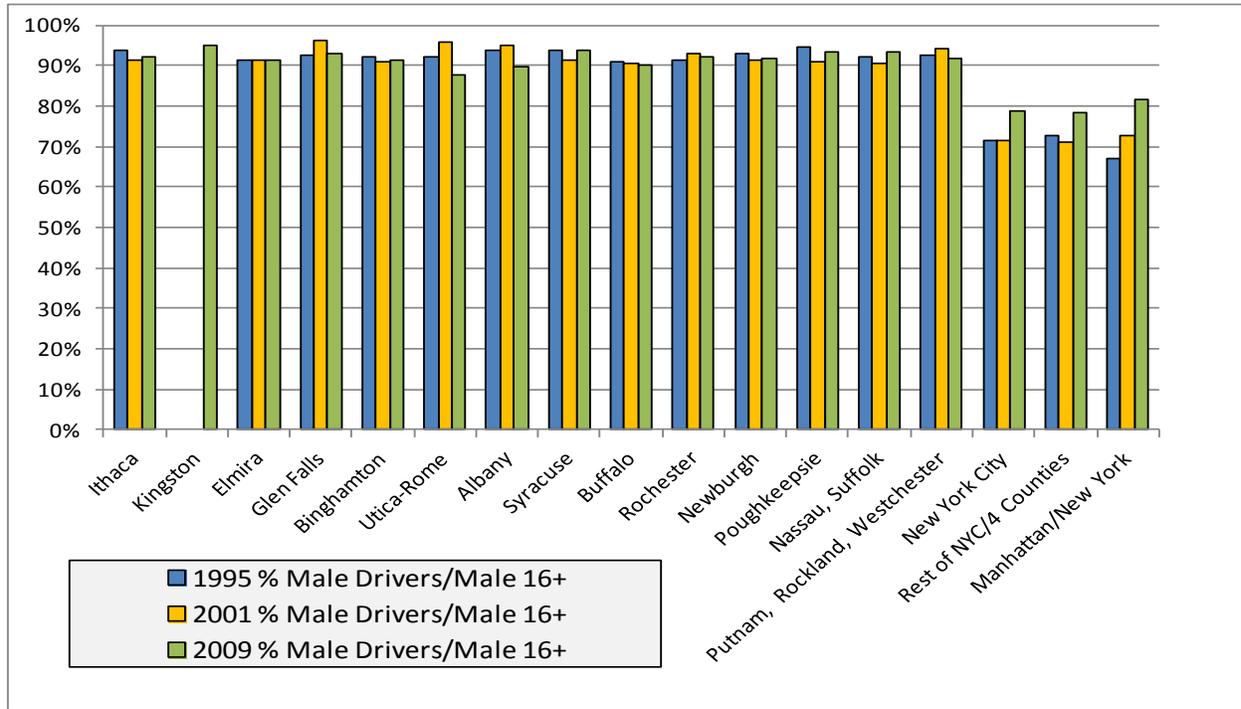
Consistent with the findings in Chapter 3 of this report, households in NYC have considerably different vehicle ownership patterns than other metro area households in the state. In particular, 75% of Manhattan households reported not owning a vehicle in 2009, up from close to 70% in 2001 and 1995 (Tables 6.2, 6.3, and 6.4).

### 6.1.3 Driving and Gender

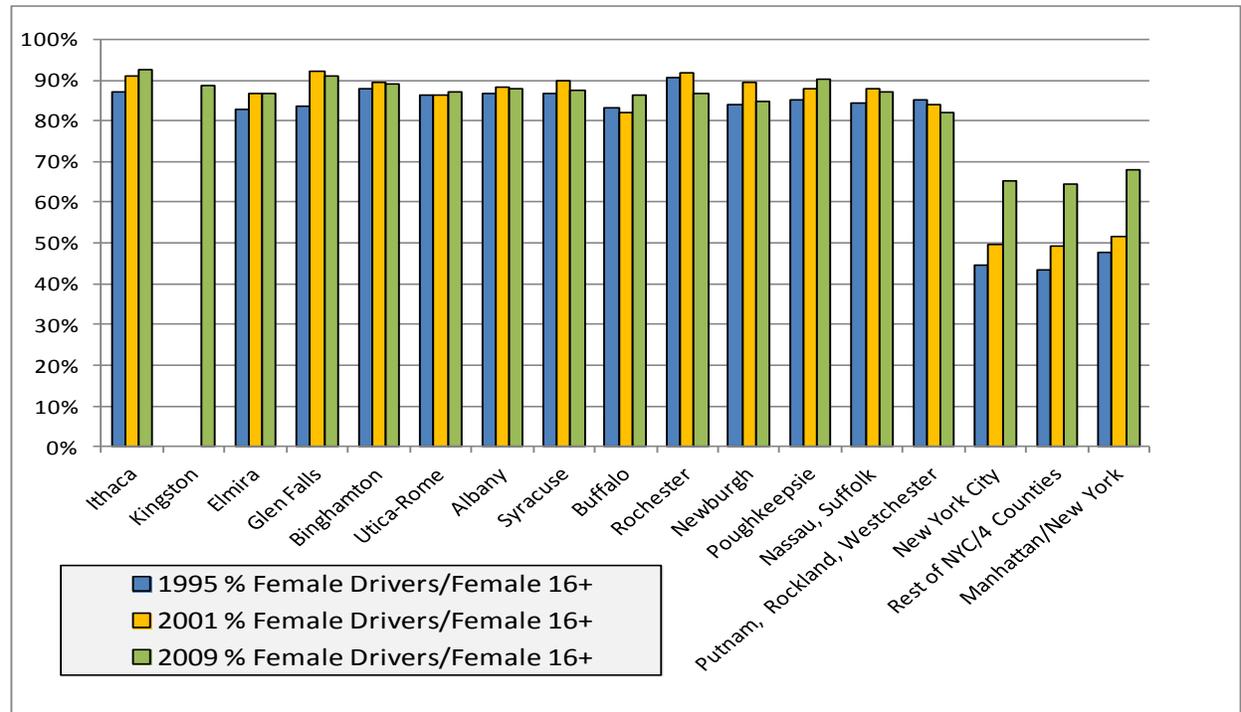
More than nine out of ten NYS men who are sixteen years or older reportedly drive.<sup>17</sup> This is true for all NYS metro areas, with the exception of men living in NYC, where the ratio is closer to 4 in 5 men being drivers in 2009 (Figure 6.3). Women within the state are a little less likely to drive than men overall, no matter where they are located. However, this gap is narrowing and was closed in a number of metro areas in 2009 (e.g., Albany, Ithaca, Utica-Rome). In NYC, 2 in every 3 women reported being drivers in 2009, up significantly from around 50% in 1995 and 2001 (Figure 6.4).

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<sup>17</sup>Note that NHTS respondents were asked for their *driver* status (i.e. “Are you a driver?”), rather than *license* status. Therefore, the driver rates reported in this chapter refer to the percentage of New York residents who state that they are drivers, and should not be compared directly to driver license rates maintained by the New York Department of Motor Vehicles.



**Figure 6.3 Percentage of Population Who Drive Categorized by Gender for New York State Metro Areas in 1995, 2001, and 2009: Male Drivers.**



**Figure 6.4 Percentage of Population Who Drive Categorized by Gender for New York State Metro Areas in 1995, 2001, and 2009: Female Drivers.**

## **6.2 PERSONAL TRAVEL COMPARISONS**

### **6.2.1 Trip Frequencies**

Tables 6.5, 6.6 and 6.7 contain a number of metro area-specific personal travel statistics. Consistent with the results presented in Chapter 4 of this report (Figures 4.9 and 4.10), these tables show a gradual decline in average daily person trip rates over time in most small and medium (defined here as less than 3 million population) metro areas within the state. Figure 6.5 below displays the average daily person trip rates. As shown in Figure 6.5, the exception is the Syracuse area, where trip rates have not fallen in 2009. In contrast, for areas with 3 million or more populations, person tripmaking increased in both Nassau and Suffolk counties and in Manhattan in 2009, where it reached 4 person trips per day, and remained stable in NYC as a whole at around 3.5 trips per person per day in all three NHTS surveys. In 2009, the lowest person trip rate was reported by the four non-Manhattan counties of NYC, at 3.3 trips per day. Based on statistics shown in Tables a-c, trip purpose shares show some but not a great deal of variation across metro areas either within or between each MSA size class, and remained relatively stable over time.

### **6.2.2 Trip Lengths**

Figure 6.6 shows the trends in average trip lengths (distances in miles) across the various NYS metro areas for 1995, 2001, and 2009. While the Newburgh and Poughkeepsie metro areas show consistently longer trip distances, at around 11 miles per trip on average, the shortest trip distances are found in the NYC metro area, at around 5 miles per trip in 2009. Temporally, results are mixed: some metro areas have seen slight increases in average trip lengths, while others have seen small decreases or stayed essentially the same.

### **6.2.3 Travel Modes**

Figures 6.7, 6.8, and 6.9 highlight patterns among the major modes of transportation used for personal travel in each survey year. Choice of mode is generally consistent across the state's small and medium-size metro areas, with private vehicle travel the dominant mode: although the Ithaca area has consistently reported a higher and over time increasing share of walk trips when compared to the other metro areas. In contrast, walking dominates tripmaking in the NYC region. This is especially true in Manhattan, where public transit ridership captures the second largest mode share after walking in all three NHTS surveys. Also of note, within NYC a decrease in Manhattan's public transit ridership share from 27% in 1995 to 19% in 2009 was offset in part by a slight increase in public transit's share of trips in the other four NYC counties between 1995 and 2001.

Table 6.5 Personal Travel Statistics New York State Metro Areas by MSA Size in 2009<sup>a</sup>

	MSA Size Class																		
	Not in MSA		< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3 million +								
	Ithaca	Kingston	Elmira	Glen Falls	Binghamton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Poughkeepsie	NYMTC					Sub-components of NYC	
													Nassau, Suffolk	Putnam, Rockland, Westchester	New York City	Rest of NYC/4 Counties	Manhattan/New York		
<i>Person Trips per Person</i>																			
TOTAL	3.73	3.81	3.99	3.90	3.84	3.66	3.68	4.04	3.60	3.75	3.57	3.69	4.00	3.86	3.46	3.31	4.04		
Male	3.58	3.77	3.82	3.79	3.94	3.54	3.73	4.08	3.56	3.79	3.50	3.66	3.94	3.88	3.46	3.26	4.28		
Female	3.89	3.84	4.14	4.01	3.74	3.77	3.63	4.00	3.64	3.71	3.63	3.71	4.05	3.84	3.45	3.35	3.82		
<i>Average Person Trip Length (miles)<sup>b</sup></i>																			
	7.27	9.57	8.93	9.09	8.60	7.30	10.69	7.70	7.96	9.43	10.96	11.21	7.97	8.12	5.20	5.30	4.88		
<i>Person Trips per Person</i>																			
TOTAL	3.73	3.81	3.99	3.90	3.84	3.66	3.68	4.04	3.60	3.75	3.57	3.69	4.00	3.86	3.46	3.31	4.04		
% Earn a Living	22.4	18.5	17.0	21.2	18.7	18.1	20.7	18.1	20.5	19.2	20.1	18.2	19.4	18.2	16.6	16.8	16.0		
% Family & Personal Business	38.1	47.5	46.5	41.6	44.6	43.5	41.4	42.1	40.5	41.5	40.9	42.9	43.3	43.2	44.1	44.2	43.4		
% Civic, Educational & Religious	6.9	8.7	8.5	7.0	9.1	9.0	9.0	8.7	8.9	10.5	13.0	9.6	9.6	10.1	9.6	10.9	5.4		
% Social & Recreational	29.6	24.1	26.0	28.7	26.5	28.5	27.2	29.5	28.9	27.4	24.1	27.7	25.3	26.8	27.3	25.8	32.4		
% Other	1.7	0.7	0.7	0.6	0.6	0.2	0.7	0.8	0.3	0.6	0.8	0.7	1.8	0.7	1.4	1.2	1.7		
% Unreported	1.3	0.6	1.3	0.9	0.6	0.8	1.2	0.8	0.8	0.8	1.1	1.0	0.7	0.9	1.0	1.0	1.1		
<i>Average Vehicle Occupancy<sup>c</sup></i>																			
	1.61	1.48	1.76	1.51	1.55	1.59	1.62	1.78	1.54	1.83	1.51	1.60	1.51	1.59	1.92	1.83	2.25		

<sup>a</sup> All percentages may not add to 100% due to rounding.

<sup>b</sup> Average trip length is calculated using only those records with trip mileage information present.

<sup>c</sup> Average Vehicle Occupancy = Person miles (by Privately Owned Vehicles only) per vehicle mile.

**Table 6.6 Personal Travel Statistics New York State Metro Areas by MSA Size in 2001<sup>a</sup>**

	MSA Size Class																	
	Not in MSA		< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3 million +							
	Ithaca	Kingston	Elmira	Glen Falls	Binghamton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough-keepsie	NYMTC				Sub-components of NYC	
													Nassau, Suffolk	Putnam, Rockland, Westchester	New York City	Rest of NYC/4 Counties	Manhattan/ New York	
<i>Person Trips per Person</i>																		
TOTAL	4.38		4.08	4.02	4.21	4.19	3.96	3.94	4.03	4.00	3.94	3.83	3.79	3.97	3.44	3.34	3.86	
Male	4.41		4.10	3.92	4.26	4.30	3.95	4.09	3.81	3.93	3.80	3.85	3.79	4.05	3.54	3.50	3.71	
Female	4.35		4.07	4.11	4.16	4.09	3.98	3.81	4.23	4.07	4.08	3.81	3.80	3.91	3.35	3.20	3.99	
<i>Average Person Trip Length (miles)<sup>b</sup></i>																		
	8.22		8.82	10.02	8.78	8.69	8.77	7.79	7.38	8.48	11.68	10.38	8.65	9.51	6.82	6.30	8.61	
<i>Person Trips per Person</i>																		
TOTAL	4.38		4.08	4.02	4.21	4.19	3.96	3.94	4.03	4.00	3.94	3.83	3.79	3.97	3.44	3.34	3.86	
% Earn a Living	18.3		18.5	18.1	16.8	18.6	19.9	18.1	16.9	18.0	19.1	18.8	19.9	19.2	20.1	20.0	20.6	
% Family & Personal Business	42.5		46.3	46.0	45.9	44.3	42.9	45.3	43.9	43.6	43.3	44.3	41.5	46.0	42.7	43.7	39.0	
% Civic, Educational & Religious	11.5		8.0	7.6	7.8	7.5	9.3	8.7	9.4	9.8	9.5	10.5	8.9	7.9	11.1	11.5	9.6	
% Social & Recreational	26.4		26.2	27.2	28.7	28.5	26.4	26.9	28.6	27.3	26.4	25.1	28.0	25.2	24.6	23.4	28.9	
% Other	1.2		0.8	0.6	0.6	0.9	1.0	0.5	1.0	0.9	1.5	1.1	1.5	1.6	1.3	1.2	1.8	
% Unreported	0.1		0.2	0.6	0.3	0.2	0.4	0.6	0.3	0.4	0.2	0.3	0.3	0.3	0.3	0.3	0.2	
<i>Average Vehicle Occupancy<sup>c</sup></i>																		
	1.57		1.62	1.49	1.58	1.52	1.55	1.59	1.53	1.49	1.65	1.54	1.78	1.55	1.68	1.65	1.81	

**Notes:** \* Kingston area data were not separated out prior to 2009.

<sup>a</sup> All percentages may not add to 100% due to rounding.

<sup>b</sup> Average trip length is calculated using only those records with trip mileage information present.

<sup>c</sup> Average Vehicle Occupancy = Person miles (by Privately Owned Vehicles only) per vehicle mile.

**Table 6.7 Personal Travel Statistics New York State Metro Areas by MSA Size in 1995<sup>a</sup>**

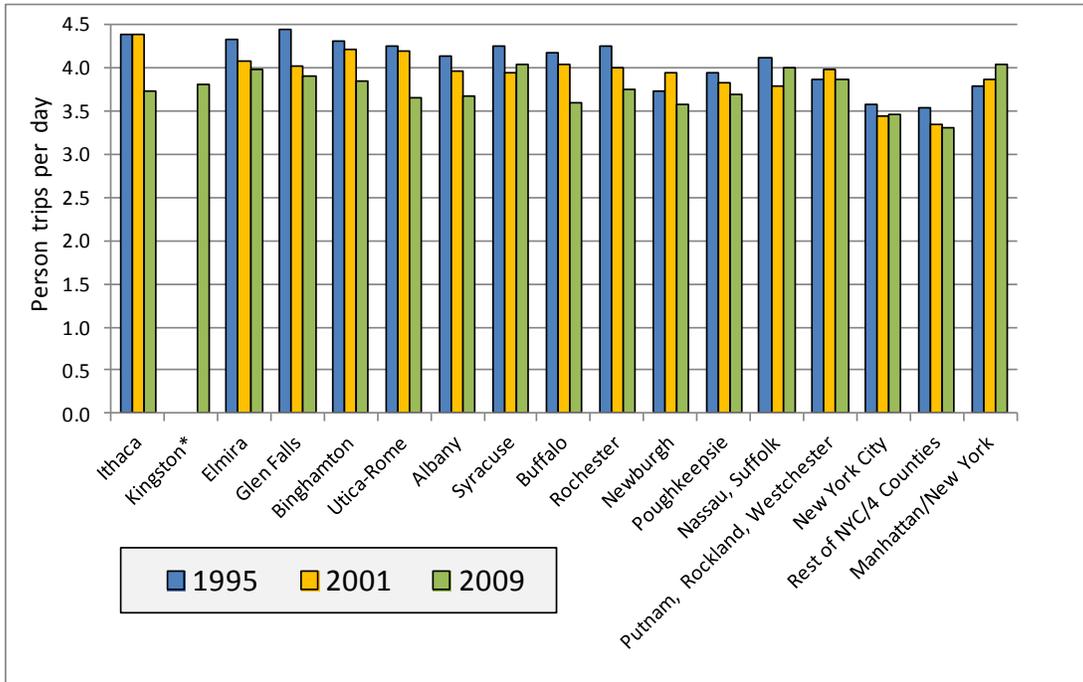
	MSA Size Class																
	Not in MSA		< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3 million +						
	Ithaca	Kingston	Elmira	Glen Falls	Binghamton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough-keepsie	NYMTC			Sub-components of NYC	
													Nassau, Suffolk	Putnam, Rockland, Westchester	New York City	Rest of NYC/4 Counties	Manhattan/ New York
<i>Person Trips per Person</i>																	
TOTAL	4.38		4.33	4.45	4.30	4.24	4.13	4.24	4.17	4.25	3.73	3.94	4.12	3.86	3.58	3.53	3.78
Male	4.34		4.40	4.42	4.40	4.37	4.18	4.32	4.25	4.26	3.66	4.01	4.18	3.76	3.63	3.56	3.91
Female	4.41		4.27	4.47	4.20	4.12	4.07	4.16	4.09	4.25	3.80	3.86	4.07	3.95	3.54	3.50	3.66
<i>Average Person Trip Length (miles)<sup>b</sup></i>																	
	7.24		9.23	8.28	8.11	8.41	8.30	8.67	6.94	9.08	9.39	10.41	8.33	9.70	5.74	5.95	5.04
<i>Person Trips per Person</i>																	
TOTAL	4.38		4.33	4.45	4.30	4.24	4.13	4.24	4.17	4.25	3.73	3.94	4.12	3.86	3.58	3.53	3.78
% Earn a Living	19.6		17.8	21.6	17.0	20.3	19.7	20.5	19.2	20.2	23.1	21.4	18.7	23.3	19.6	19.0	21.2
% Family & Personal Business	44.5		49.0	44.8	46.7	46.0	45.5	47.5	47.4	46.0	45.3	47.8	47.6	41.3	45.8	46.9	42.4
% Civic, Educational & Religious	11.4		7.9	9.5	9.1	8.7	7.5	7.5	7.2	8.0	9.1	7.6	9.0	9.3	10.6	11.4	7.4
% Social & Recreational	24.2		24.9	23.9	27.2	25.0	27.3	24.2	26.2	25.8	22.3	22.9	24.5	25.8	24.0	22.7	28.9
% Other	0.2		0.5	0.2	0.0	0.0	0.0	0.2	0.0	0.0	0.3	0.3	0.2	0.3	0.0	0.0	0.0
% Unreported																	
<i>Average Vehicle Occupancy<sup>c</sup></i>																	
	1.44		1.54	1.55	1.62	1.53	1.52	1.69	1.50	1.67	1.37	1.43	1.58	1.60	1.79	1.79	1.81

**Notes:** \* Kingston area data were not separated out prior to 2009.

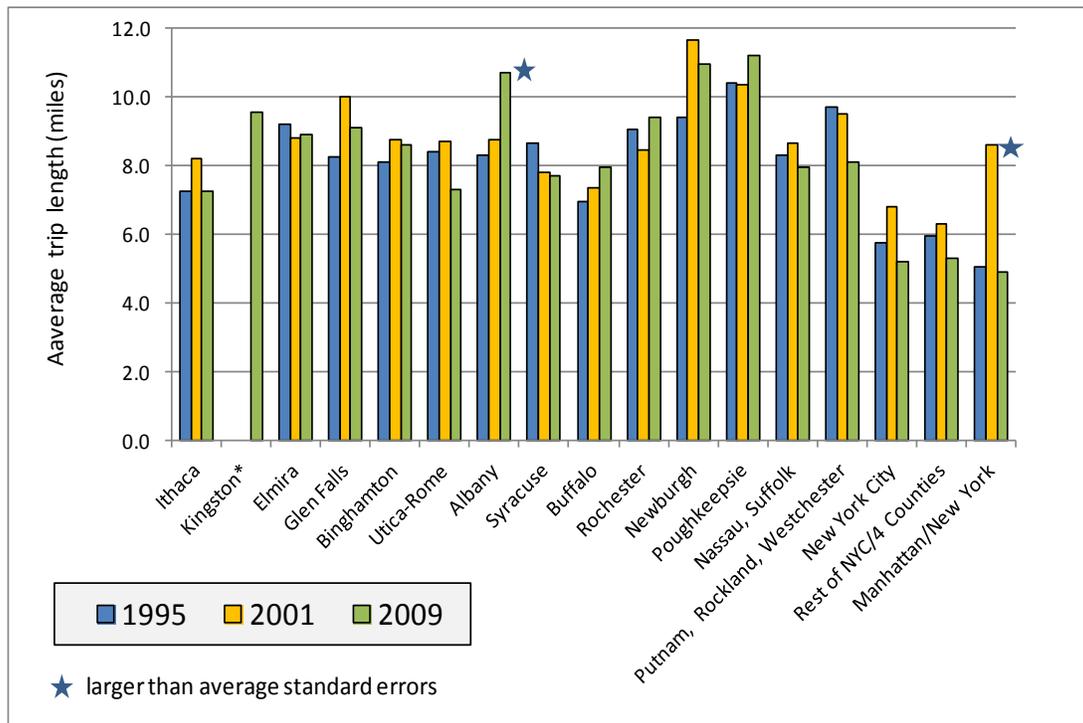
<sup>a</sup> All percentages may not add to 100% due to rounding.

<sup>b</sup> Average trip length is calculated using only those records with trip mileage information present.

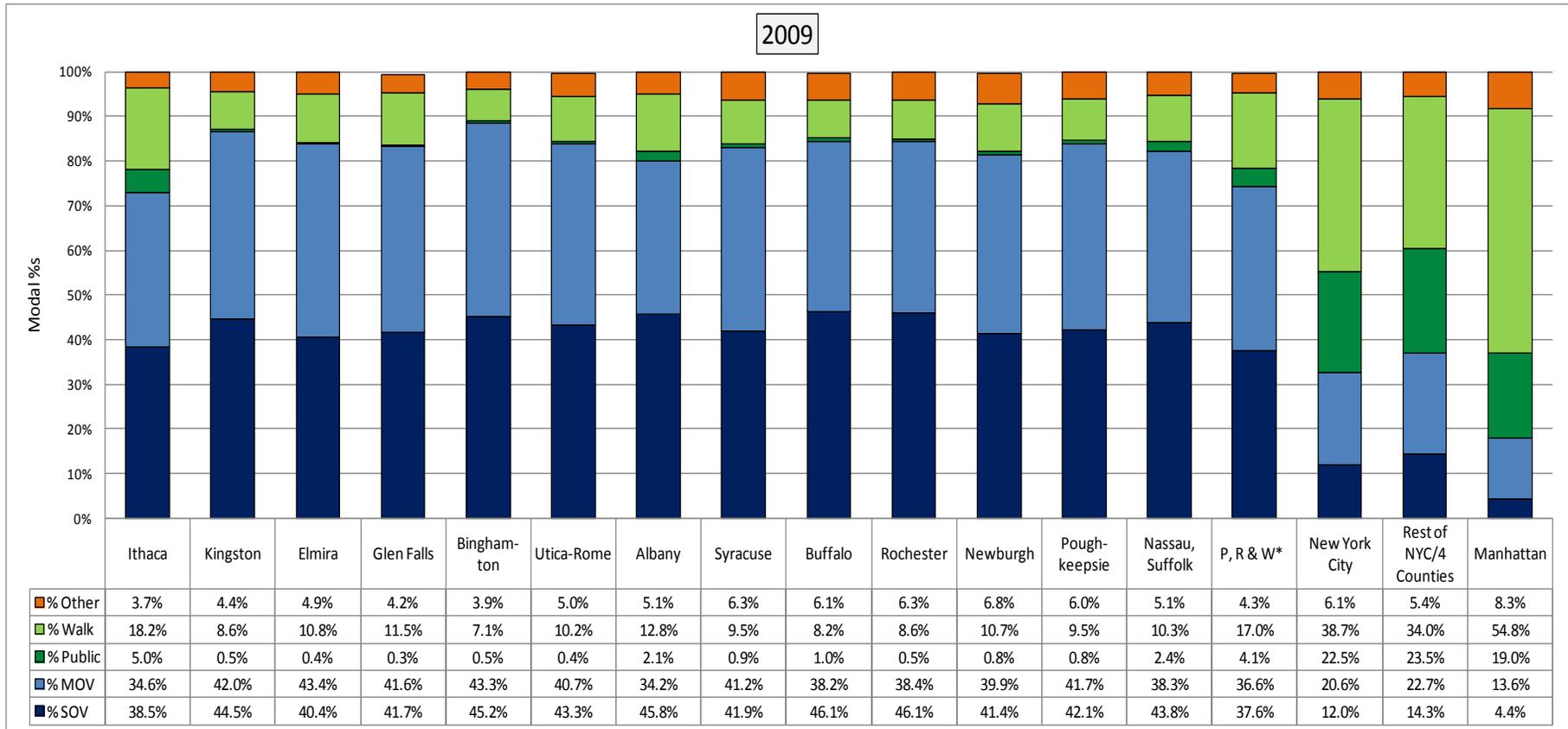
<sup>c</sup> Average Vehicle Occupancy = Person miles (by Privately Owned Vehicles only) per vehicle mile.



**Figure 6.5 Average Daily Person Trips in New York Metro Areas in 1995, 2001, and 2009.**

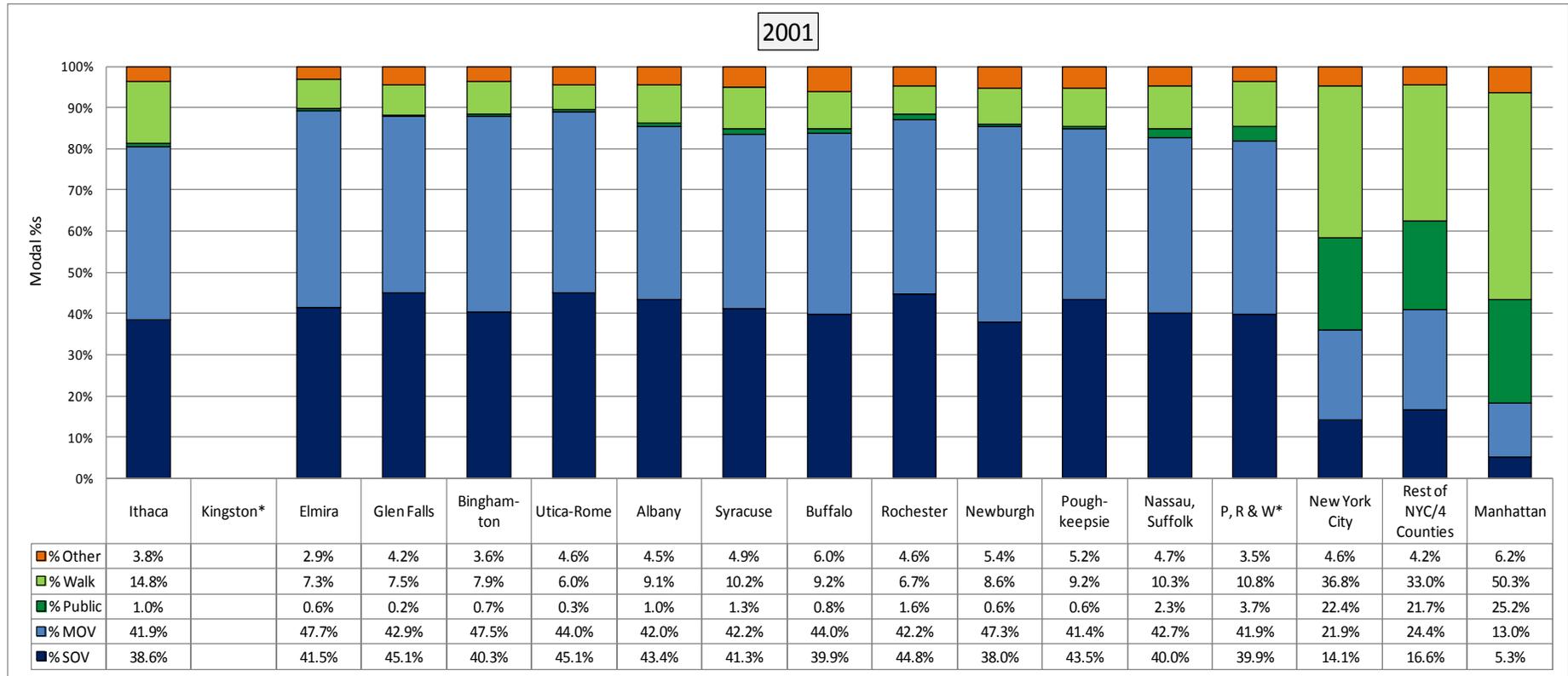


**Figure 6.6 Average Person Trip Distances in New York Metro Areas in 1995, 2001, and 2009.**



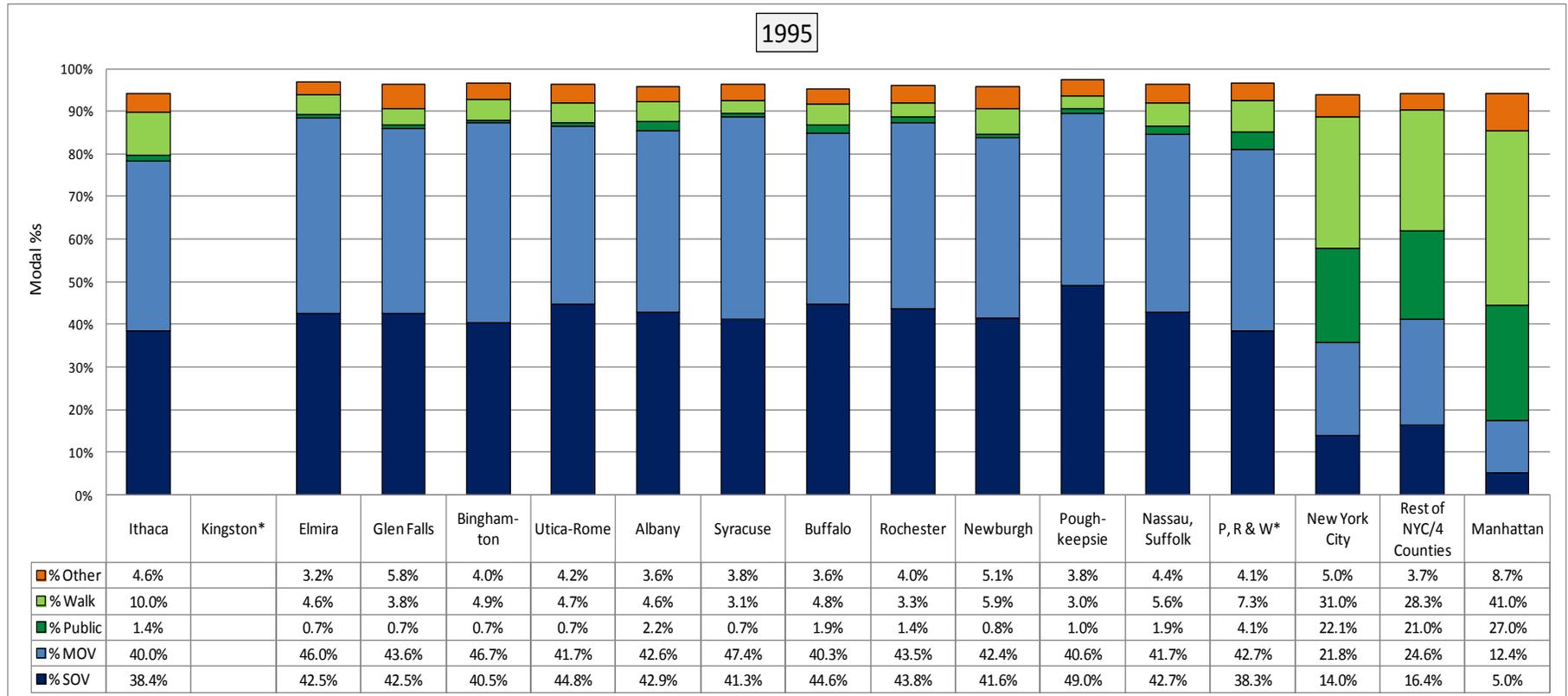
**Figure 6.7 Daily Person Trips by Selected Modes: New York State Metro Areas in 2009.**

**Notes:** % Public = trips by Commuter rail, subway/elevated rail transit, and other public transit, mainly bus. The mode “Other” includes commercial and private air, commuter/school/charter /city to city bus, water, taxi, limousine, airport shuttle, bicycle, Amtrak and other non-specified vehicles. \* P, R & W = Putnam, Rockland and Westchester counties in the NYMYC region. \* The Kingston metro area data was not separated out prior to 2009, and was in reported in Rest of State. Source: See Appendix C6.



**Figure 6.8 Daily Person Trips by Selected Modes: New York State Metro Areas in 2001**

**Notes:** % Public = trips by Commuter rail, subway/elevated rail transit, and other public transit, mainly bus. The mode “Other” includes commercial and private air, commuter/school/charter /city to city bus, water, taxi, limousine, airport shuttle, bicycle, Amtrak and other non-specified vehicles. \* P, R & W = Putnam, Rockland and Westchester counties in the NYMYC region. \* The Kingston metro area data was not separated out prior to 2009, and was in reported in Rest of State. Source: See Appendix C6.



**Figure 6.9 Daily Person Trips by Selected Modes: New York State Metro Areas in 1995.**

**Notes:** <sup>a</sup> All percentages may not add to 100% in 1995 due to unreported characteristics. <sup>b</sup> Multiple prompts in the 2001 and 2009 surveys for walk trips increased the number of such trips considerably. <sup>c</sup> Public = trips by Commuter rail, subway/elevated rail transit, and other public transit, mainly bus. <sup>d</sup> The mode “Other” includes commercial and private air, commuter/school/charter /city to city bus, water, taxi, limousine, airport shuttle, bicycle, Amtrak and other non-specified vehicles. \* P, R & W = Putnam, Rockland and Westchester counties in the NYMYC region. \* The Kingston metro area data was not separated out prior to 2009, and was in reported in Rest of State. Source: See Appendix C6.

Another difference between the non-NYC and NYC affiliated metro areas in the state is the roughly even split between single occupant vehicles (SOVs) and multiple occupant vehicles (MOVs) in the non-NYC metro areas, versus a roughly 3 to 2 split in favor of MOVs in NYC, including a better than 2 to 1 split in favor of MOVs over POVs in Manhattan: ratios that have remained stable across all three survey years. In contrast to NYC-affiliated metro areas, the large metro areas of Newburgh, Nassau/Suffolk, Putnam/Rockland/Westchester, and Poughkeepsie display similar modal share patterns to the state's smaller and medium sized metros. The modal shares of the state's most recently designated metro area centered on Kingston are very similar to other non NYC-affiliated metros in the state (Figure 6.6).

#### **6.2.4 Vehicle Occupancy Rates**

Also shown at the bottom of Tables 6.5, 6.6, and 6.7 are a set of metro area-specific average POV occupancy rates. These rates are defined as dividing the PMT in POVs by the POV VMT within each metro area. Looked at across the set of metro areas, these occupancy rates vary from a low of 1.3 to a high of 1.9 persons per vehicle, with the exception of Manhattan in 2009, where the rate tops out at 2.25 persons per vehicle (Table 6.5). Once the respective standard errors of these means are taken into account, in most cases differences of at least 0.4 persons per vehicle are required to claim a significant statistical difference, either between places or over time.

#### **6.2.5 Public Transit, Walk and Cycle Trips**

Table 6.8 compares two sets of walk and bike (cycle) statistics for each metro area over all three NHTS surveys: (1) the percent of respondents who said they did not take a walk or a bike trip in the week prior to the survey day, and (2) the average minutes spent walking or biking per person per day. While 5 out of 6 residents of NYC report taking at least one walk trip in the past week, this ratio is down to 60-75% in the state's small and medium-sized metro areas. NYC residents walked an average of 20 minutes per day in 2009, compared to averages of around 5 minutes per day in most other metro areas, with the Ithaca, and also the Putnam/Rockland/Westchester metro region falling somewhere in between these extremes, at close to 10 minutes per day. (It should be noted here that these daily per person averages include both those respondents who did and who did not report walking or biking as part of the NHTS surveys). An area-by-area comparison for 2001 produces very similar findings: although some metro area statistics increase while others decrease. Less than one in ten persons reported taking a bike trip in 2001, and while this ratio of those taking bike trips rose a little in 2009, all metro areas report less than 20% of persons using a bicycle at least once in the past week. Average minutes spent on a bike per person per day varies across metro areas and time periods, between less than 0.3 minutes per day up to 1.3 minutes per day in 2009, but with no clear regional pattern once the standard errors on these means are accounted for.

**Table 6.8 Walking and Biking Trip Activity in NYS Metro Areas in 1995, 2001, and 2009**

	MSA Size Class																		
	Not in MSA		< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3 million +								
	Ithaca	Kingston	Elmira	Glen Falls	Binghamton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough-keepsie	NYMTC					Sub-components of NYC	
													Nassau, Suffolk	Putnam, Rockland, Westchester	New York City	Rest of NYC/4 Counties	Manhattan/ New York		
2009																			
Percent Not Taking Walk Trips in the last week	26.4%	33.5%	31.4%	30.5%	30.8%	34.3%	29.2%	32.5%	38.5%	36.7%	30.9%	31.8%	35.3%	27.7%	16.8%	18.7%	9.5%		
Average Minutes Spent Walking per day	9.62	4.58	4.74	6.35	3.41	5.41	6.56	4.93	4.23	4.28	4.83	4.87	5.65	9.32	20.35	17.27	32.92		
Percent Not Taking Bike Trips in the last week	84.8%	88.4%	85.7%	85.2%	90.9%	88.6%	88.8%	89.5%	87.1%	88.0%	89.5%	88.8%	89.8%	87.6%	93.4%	93.4%	93.2%		
Average Minutes Spent Biking per day	0.49	0.47	0.62	1.08	0.28	1.00	0.82	1.31	1.04	0.35	0.44	0.62	0.27	0.59	0.38	0.38	0.37		
2001																			
Percent Not Taking Walk Trips in the last week	17.2%		28.6%	25.9%	28.0%	27.1%	26.8%	28.6%	31.6%	31.3%	33.2%	26.6%	31.6%	28.7%	15.5%	17.4%	7.9%		
Average Minutes Spent Walking per day	9.60		4.96	5.21	5.43	3.49	5.00	5.09	5.63	6.32	4.31	3.87	6.69	6.15	16.11	14.35	23.52		
Percent Not Taking Bike Trips in the last week	90.0%		93.1%	91.5%	92.3%	91.9%	92.3%	92.1%	91.2%	91.0%	93.6%	90.7%	91.9%	94.2%	94.4%	94.8%	92.7%		
Average Minutes Spent Biking per day	0.68		1.39	0.76	0.87	0.31	1.18	0.63	0.78	0.83	0.66	0.81	0.57	0.34	0.65	0.67	0.55		
1995																			
Percent Not Taking Walk Trips in the last week	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
Average Minutes Spent Walking per day	4.58		1.97	2.18	2.40	1.93	1.95	1.41	1.88	1.43	2.18	1.30	1.87	2.88	11.20	10.23	14.80		
Percent Not Taking Bike Trips in the last week	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
Average Minutes Spent Biking per day	0.77		0.22	0.23	0.32	0.42	0.30	0.17	0.36	0.23	0.22	0.20	0.47	0.05	0.33	0.29	0.48		

**Notes:** \* Walk and bike trip questions were not asked of persons under 16 years old in 2001, or at all in 1995. <sup>a</sup> The Kingston metro area data was not separated out prior to 2009.

### 6.2.6 Travel by Zero-Vehicle Households

As noted earlier, there is a definite difference between NYC-affiliated metros, where around 1 in 2 households have consistently reported owning no vehicles in 2009, versus other metro areas in the state, where zero-vehicle households represent between 5% and 13% of all households (Table 6.2). When examining the characteristics of these metro area-based, such as zero-vehicle household travel activities, it should be noted that comparisons are sometimes limited by small sample size. Although 1,501 households without a vehicle were successfully interviewed overall, with 912 of these in the NYMTC area, only 21, 28, and 29 such households were interviewed in Glens Falls, Poughkeepsie, and Kingston, respectively (Table 6.9). This disparity in sample sizes makes comparisons among MPOs less reliable. With this in mind, the rest of this section considers the area-specific travel characteristics of these zero-vehicle households.

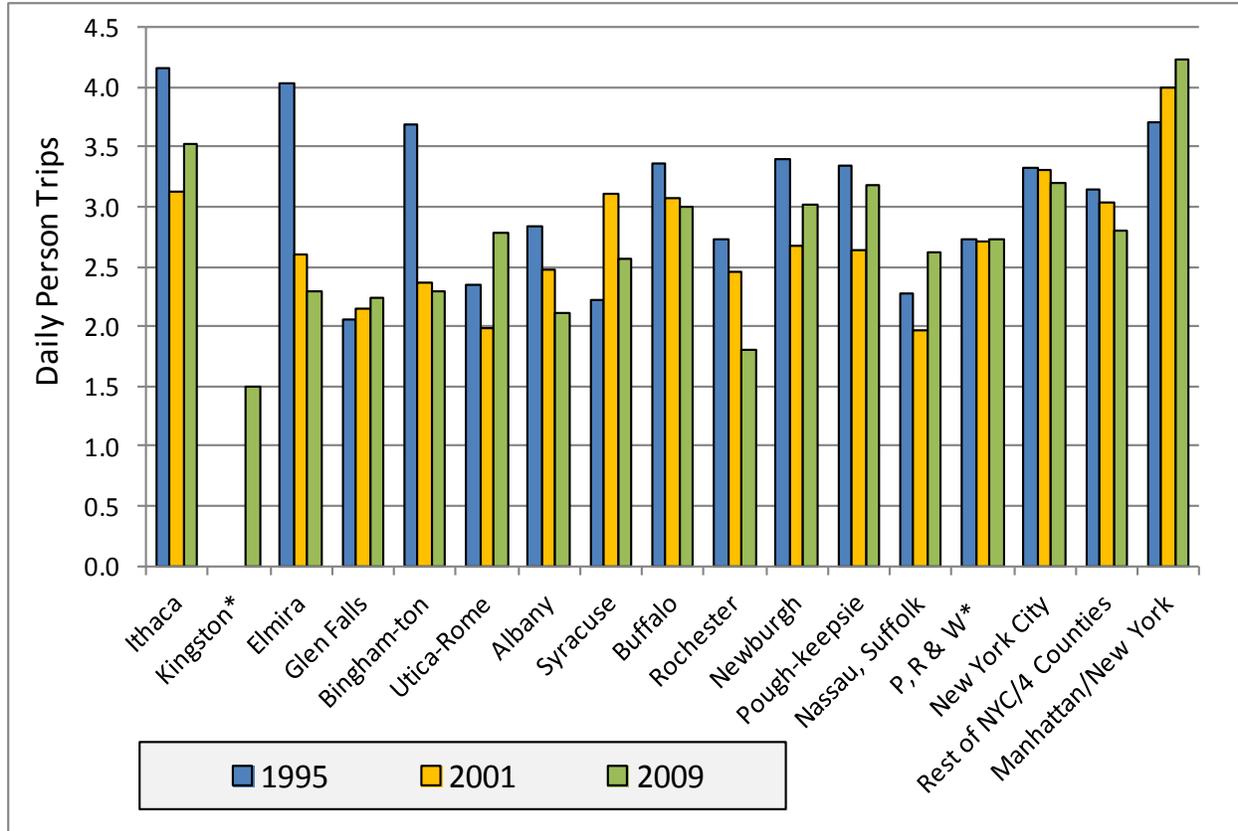
**Table 6.9 Number of New York Households with Completed Interviews in 2009 NHTS, by Number of Vehicles**

<b>NYS Metro Area</b>	<b>Zero-Vehicle Households</b>	<b>Non-Zero Vehicle Households</b>	<b>All Households</b>
Ithaca	45	707	752
Kingston	29	712	741
Elmira	43	680	723
Glen Falls	21	489	510
Binghamton	37	596	633
Utica-Rome	54	669	723
Albany	81	1,453	1,534
Syracuse	34	706	740
Buffalo	36	629	665
Rochester	35	641	676
Newburgh	41	716	757
Poughkeepsie	28	756	784
Nassau, Suffolk	31	826	857
New York City	775	1,271	2,046
Putnam, Rockland, Westchester	106	1,785	1,891
Remainder of State	105	2,028	2,133
<b>Total for New York State</b>	<b>1,501</b>	<b>14,664</b>	<b>16,165</b>

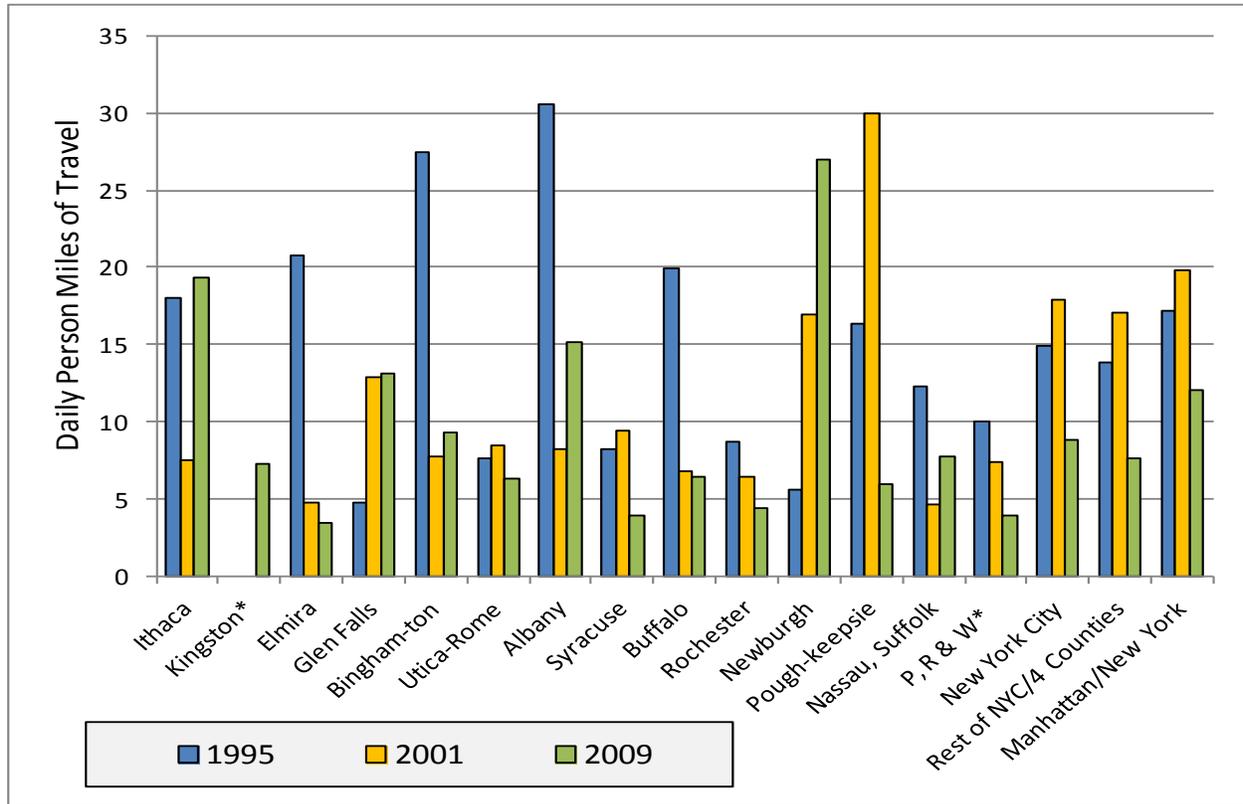
Tables 6.10, 6.11 and 6.12 contain a number of travel statistics for zero-vehicle households in NYS metro areas, for survey years 2009, 2001 and 1995 respectively. As shown in Figures 6.10 and 6.11 the average number of trips and the average number of miles traveled per day (PMT) by people without a vehicle appear to vary considerably, across metro areas, both within and between MSA size classes, and also across the three survey years. However, large standard errors on many of these metro area-specific statistics make it difficult to pull out temporal or any other consistent trends in the data, other than a very general tendency towards higher trip frequencies among zero-vehicle households located in NYC. For further details on the standard errors associated with the averages reported in Table 6.10 and 6.11, the reader is directed to Appendix C.6 of this report. No standard errors were computed for the 1995 survey data.

Similarly, based on results presented in Tables 6.10, 6.11, and 6.12, the modal choices among people in metros who do not own a vehicle do not seem to follow any particular pattern. However, despite some large standard errors on some metro area statistics, there does appear to be some significant differences in the use on non-POV modes within the small and medium-sized metro areas.

As metropolitan size increases, the dependence on private vehicles begins to decline, and walking and public transit modes tend to become more prominent, as per the general household population. Almost half of the residents in NYC probably do not own a vehicle by choice and travel to places primarily by walking or by public transit (Table 6.10, 6.11 and 6.12).



**Figure 6.10 Personal Travel Trends of Zero-Vehicle Households in New York Metro Areas: Average Daily Person Trips.\***



**Figure 6.11 Personal Travel Trends of Zero-Vehicle Households in New York Metro Areas: Average Daily PMT.\***

**Notes:** The PT and PMT statistics include a number of metro area/survey year specific results with significant standard errors and should be treated with caution. For details see Appendix C6.

\* P,R & W = Putnam, Rockland, Westchester counties. \* The Kingston area data was not separated out prior to 2009.

**Table 6.10 Person Travel for Zero-Vehicle Households by Mode of Transportation New York State Metro Areas by MSA Size in 2009<sup>a</sup>**

	MSA Size Class																		
	Not in MSA		< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3 million +								
	Ithaca	Kingston	Elmira	Glen Falls	Binghamton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough-keepsie	NYMTC					Sub-components of NYC	
													Nassau, Suffolk	Putnam, Rockland, Westchester	New York City	Rest of NYC/4 Counties	Manhattan/ New York		
<i>Person Trips per Person</i>																			
TOTAL	3.53	1.49	2.30	2.24	2.29	2.79	2.12	2.57	3.00	1.80	3.03	3.18	2.61	2.72	3.20	2.81	4.24		
% Private Vehicle	12.1	27.1	16.2	52.5	26.3	20.5	21.8	9.9	28.1	34.5	13.3	32.5	18.1	17.5	7.4	7.9	6.5		
% Public Transit	27.2	16.5	9.1	1.5	14.7	11.2	32.4	16.2	17.1	12.6	5.3	9.2	29.1	23.5	32.5	37.5	23.7		
% Walk	55.3	40.5	65.0	39.4	29.5	38.4	37.1	43.0	29.6	34.3	61.2	48.9	40.0	50.0	52.7	47.6	61.5		
% Other	5.2	15.9	9.6	6.6	29.5	24.0	8.8	25.3	25.2	18.7	20.2	9.4	9.2	8.9	7.3	6.8	8.3		
% Unreported	0.2					6.0		5.5					3.7		0.1		0.2		
<i>PMT per Person</i>																			
TOTAL	19.29	7.24	3.48	13.18	9.33	6.34	15.20	3.92	6.47	4.39	27.00	5.92	7.73	3.98	8.88	7.66	12.08		
% Private Vehicle	54.6	66.9	35.2	90.5	59.6	28.3	38.5	22.6	35.2	76.3	42.1	54.7	26.7	21.7	20.1	15.8	27.2		
% Public Transit	36.6	10.7	14.6	2.1	17.6	24.4	55.5	32.1	25.6	9.2	41.6	18.7	40.0	44.7	55.7	60.1	48.2		
% Walk	6.7	14.5	20.1	3.4	2.1	16.2	5.1	17.2	6.7	6.8	3.5	18.7	6.8	16.4	13.3	11.5	16.4		
% Other	1.8	7.9	30.1	4.0	20.8	21.1	0.9	16.2	32.6	7.6	12.9	7.9	5.9	17.3	10.9	12.5	8.2		
% Unreported	0.3					10.0		12.0					20.6		0.1		0.1		

**Note:** <sup>a</sup> All percentages may not add to 100% due to rounding.

**Table 6.11 Person Travel for Zero-Vehicle Households by Mode of Transportation New York State Metro Areas by MSA Size in 2001<sup>a</sup>**

	MSA Size Class																	
	Not in MSA		< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3 million +							
	Ithaca	Kingston	Elmira	Glen Falls	Binghamton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough-keepsie	NYMTC				Sub-components of NYC	
													Nassau, Suffolk	Putnam, Rockland, Westchester	New York City	Rest of NYC/4 Counties	Manhattan/ New York	
<i>Person Trips per Person</i>																		
TOTAL	3.12		2.60	2.14	2.36	1.99	2.48	3.10	3.07	2.45	2.68	2.63	1.96	2.71	3.30	3.04	3.99	
% Private Vehicle	40.8		46.8	39.3	30.0	48.8	32.6	34.9	28.5	17.2	32.1	49.5	41.9	31.7	13.3	15.0	9.9	
% Public Transit	3.9		15.3	14.2	14.8	11.4	17.1	14.4	11.9	38.6	6.5	3.1	1.4	24.0	32.7	35.2	27.5	
% Walk	53.6		31.7	43.5	45.1	39.8	42.3	38.3	33.8	40.3	47.0	36.9	37.7	35.4	47.2	43.2	55.4	
% Other	1.7		6.2	3.0	10.1		7.9	12.5	25.8	3.9	14.4	10.5	19.0	7.9	6.6	6.4	7.0	
% Unreported													0.9	0.2		0.2	0.1	
<i>PMT per Person</i>																		
TOTAL	7.56		4.74	12.84	7.73	8.50	8.27	9.37	6.85	6.42	16.90	30.03	4.64	7.35	17.87	17.11	19.87	
% Private Vehicle	77.6		71.8	88.6	53.7	76.0	63.3	63.5	56.5	21.9	75.4	93.2	56.4	32.1	16.8	13.5	24.5	
% Public Transit	11.3		6.3	7.3	22.1	13.2	22.5	17.2	13.4	69.6	7.7	0.1	1.6	55.1	31.5	33.4	27.1	
% Walk	9.7		14.8	3.9	13.3	10.8	6.5	6.2	8.2	6.3	4.1	1.7	17.2	8.4	5.7	4.9	7.6	
% Other	1.4		7.1	0.2	10.9		7.7	13.1	21.9	2.2	12.9	5.1	24.8	4.4	45.9	48.1	40.8	
% Unreported															0.1	0.1	0.0	

**Notes:** <sup>a</sup> All percentages may not add to 100% due to rounding. \* The Kingston area data was not separated out prior to 2009.

**Table 6.12 Person Travel for Zero-Vehicle Households by Mode of Transportation New York State Metro Areas by MSA Size in 1995<sup>a</sup>**

	MSA Size Class																	
	Not in MSA		< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3 million +							
	Ithaca	Kingston	Elmira	Glen Falls	Binghamton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough-keepsie	NYMTC				Sub-components of NYC	
													Nassau, Suffolk	Putnam, Rockland, Westchester	New York City	Rest of NYC/4 Counties	Manhattan/ New York	
<i>Person Trips per Person</i>																		
TOTAL	4.16		4.04	2.06	3.69	2.35	2.83	2.22	3.36	2.73	3.40	3.34	2.27	2.73	3.32	3.15	3.71	
% Private Vehicle	28.8		57.7	32.5	43.6	36.2	48.1	52.7	40.8	35.2	26.5	52.4	37.4	21.2	11.4	13.0	8.6	
% Public Transit	9.4		4.0	8.3	8.1	14.9	30.0	18.9	19.6	25.3	4.4	8.7	9.7	26.0	34.3	34.9	32.9	
% Walk	41.1		20.0	12.6	30.4	26.4	15.5	17.1	16.7	19.0	53.2	21.0	26.4	21.6	41.6	40.0	44.7	
% Other	10.8		10.4	41.3	11.4	12.8	3.5	2.3	6.5	11.0	10.6	15.9	11.5	17.6	6.3	5.1	8.1	
% Unreported	9.9		7.9	5.3	6.5	9.8	2.8	9.0	16.4	9.5	5.3	2.1	15.0	13.6	6.3	7.0	5.7	
<i>PMT per Person</i>																		
TOTAL	18.02		20.83	4.71	27.42	7.66	30.53	8.28	19.97	8.71	5.57	16.32	12.25	10.06	14.86	13.86	17.21	
% Private Vehicle	73.5		92.2	56.5	89.4	62.5	76.7	80.4	80.8	37.4	74.9	74.9	87.3	15.7	33.4	33.8	32.5	
% Public Transit	15.7		1.7	10.2	5.0	8.6	22.0	14.4	14.2	17.3	5.6	15.7	3.8	75.8	50.2	56.9	37.5	
% Walk	4.0		2.1	30.8	3.6	10.4	0.6	2.2	2.4	42.6	4.7	5.1	4.8	4.9	9.8	3.0	22.5	
% Other	6.3		2.4	1.9	1.9	5.4	0.6	2.9	2.0	2.2	14.9	4.1	3.1	3.0	5.8	5.3	6.7	
% Unreported	0.6		1.7	0.6	0.1	13.1	0.1	0.1	0.7	0.5	0.0	0.1	1.0	0.6	0.9	0.9	0.9	

**Notes:** <sup>a</sup> All percentages may not add to 100% due to rounding. \* The Kingston area data was not separated out prior to 2009.

## 6.3 VEHICLE TRAVEL COMPARISONS

### 6.3.1 Driving Frequencies, Distances and Times

Vehicle travel by residents in NYS metro areas varies more widely than it does for personal travel. In 2009, as shown in Table 6.13, all but one of the state's metro areas outside NYC had average daily vehicle trip frequencies at around 3 trips per day (except Ithaca at 2.4 trips per day), reflecting mostly marginal declines of 0.2 to 0.3 trips per day on the average since 2001, but in a few cases with larger and statistically significant declines between 1995 and 2009. NYC drivers, in contrast, drove an average of only 1.1 vehicle trips per day in 2009, down from 1.6 trips per day in the two previous surveys, while Manhattan drivers drove less than 1 vehicle trip per day on average in all three survey years (Table 6.13 and Figure 6.12).

**Table 6.13 Daily Vehicle Travel Statistics of New York State Metro Area Drivers by MSA Size in 1995, 2001, and 2009**

MSA Size Class	Daily Vehicle Trips per Driver			Avg. Trip Length (miles)			Daily VMT per Driver		
	2009	2001	1995	2009	2001	1995	2009	2001	1995
<i>Not in MSA</i>									
Ithaca	2.35	3.25	3.07	7.53	8.30	8.51	17.62	26.51	26.05
Kingston	2.99	**	**	9.22	**	**	27.24	**	**
<i>&lt; 250,000</i>									
Elmira	3.12	3.36	3.78	7.58	8.91	8.66	23.59	29.91	32.67
Glen Falls	3.04	3.24	3.94	9.02	10.04	8.08	27.01	32.34	31.70
<i>250,000 to 499,999</i>									
Binghamton	3.20	3.41	3.54	8.66	8.73	8.03	27.62	29.07	28.32
Utica-Rome	3.08	3.63	3.59	8.13	8.64	8.57	24.93	31.31	30.63
<i>500,000 to 999,999</i>									
Albany	2.95	3.27	3.30	9.17	8.75	7.95	26.89	28.22	26.05
Syracuse	3.18	3.21	3.65	8.57	8.47	8.34	27.09	26.85	30.28
<i>1 to 2.9 million</i>									
Buffalo	3.02	3.43	3.61	6.94	7.85	7.46	20.74	26.69	26.79
Rochester	3.21	3.43	3.66	9.10	8.26	8.49	28.81	28.07	30.54
<i>3 million +</i>									
Newburgh	2.97	3.32	3.14	11.98	12.08	10.79	35.07	39.93	33.68
Poughkeepsie	2.95	3.35	3.55	11.76	9.85	10.54	34.08	32.66	37.23
<i>NYMTC</i>									
Nassau, Suffolk	3.18	3.07	3.45	7.89	8.59	7.98	24.83	25.73	27.12
Putnam, Rockland, Westchester	2.90	3.17	3.05	8.70	9.40	9.58	24.72	29.16	28.63
New York City	1.13	1.57	1.67	7.55	7.91	8.54	8.13	11.86	13.86
- Rest of NYC/4 Counties	1.29	1.77	1.97	6.65	7.10	8.24	8.20	12.06	15.74
- Manhattan/New York	0.53	0.75	0.66	15.48	15.59	11.45	7.89	11.10	7.45

**Note:** \*\* Separate statistics were not gathered for the Kingston metro area before the 2009 survey.

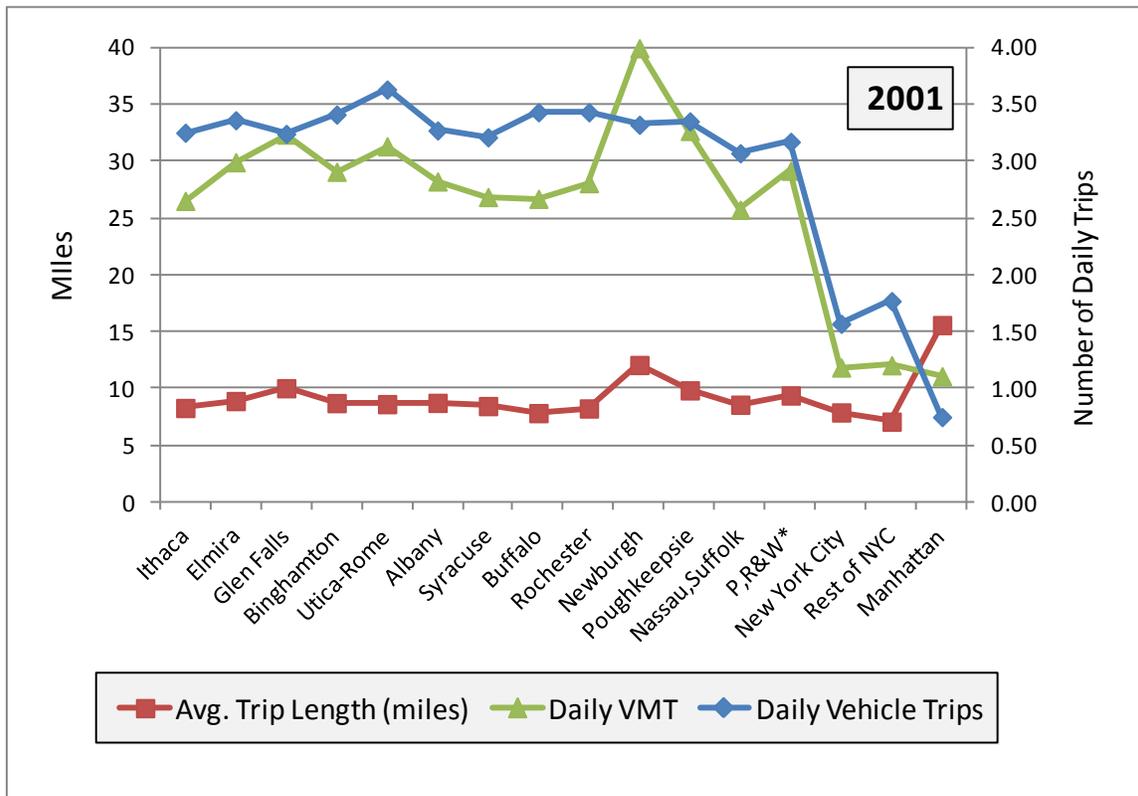
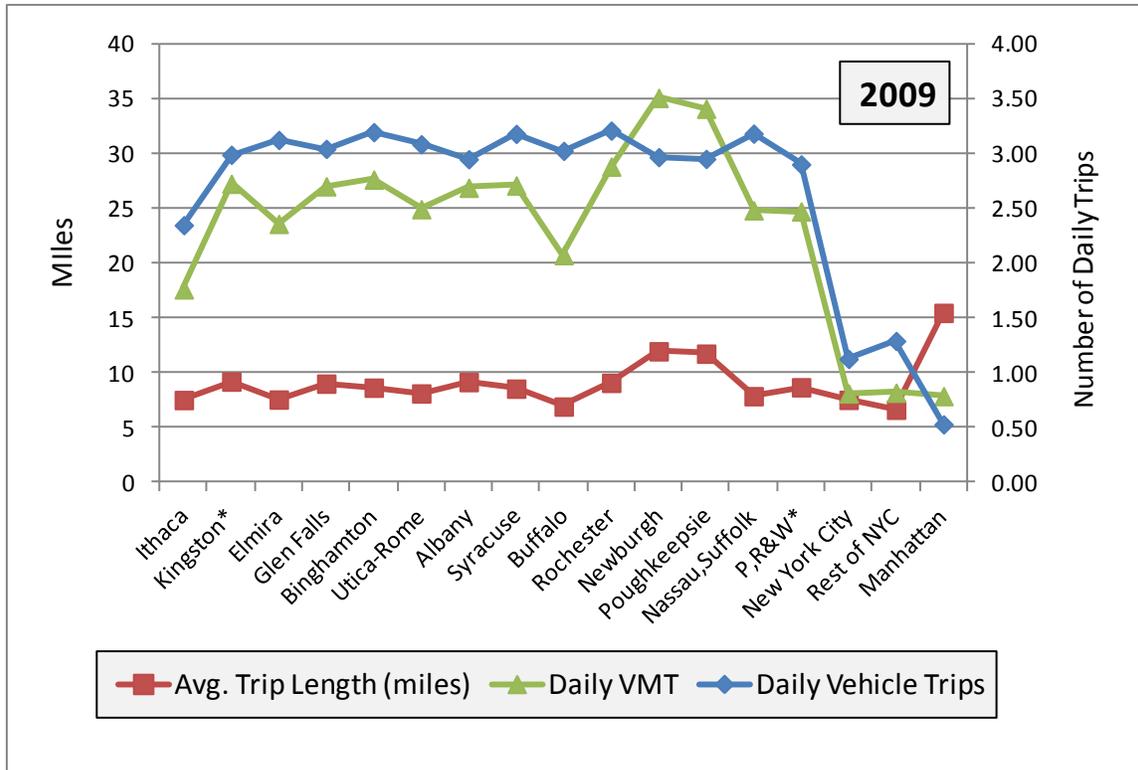
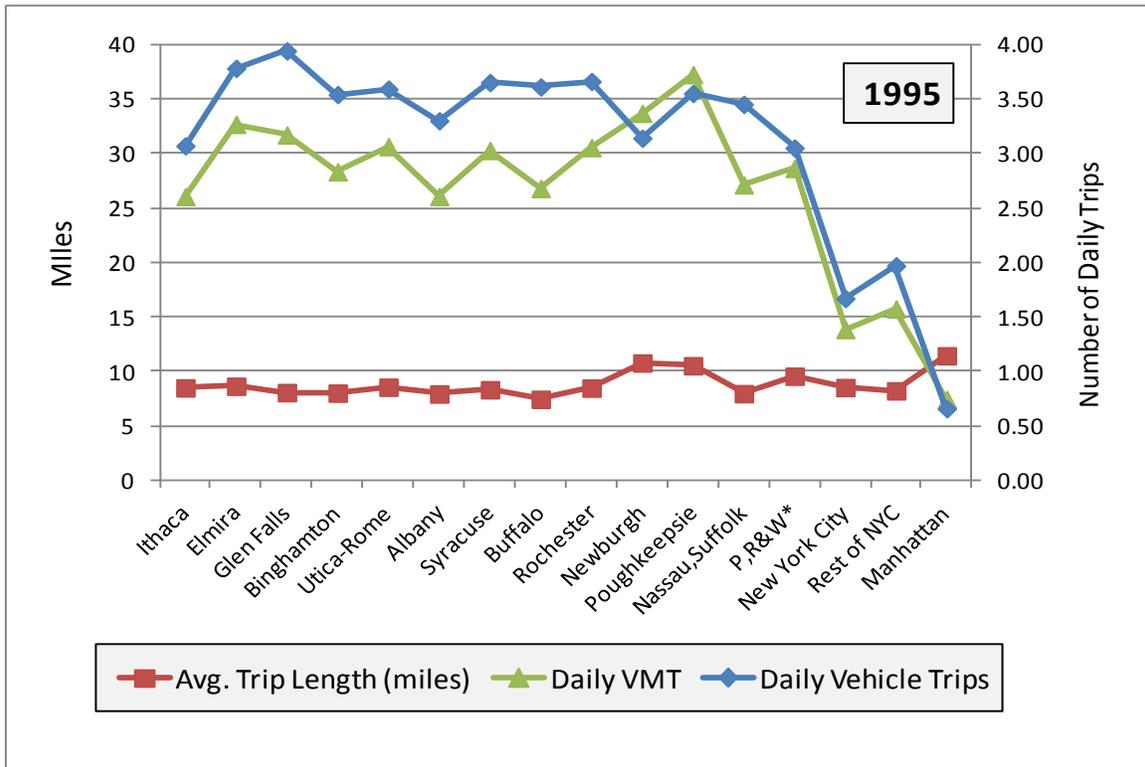


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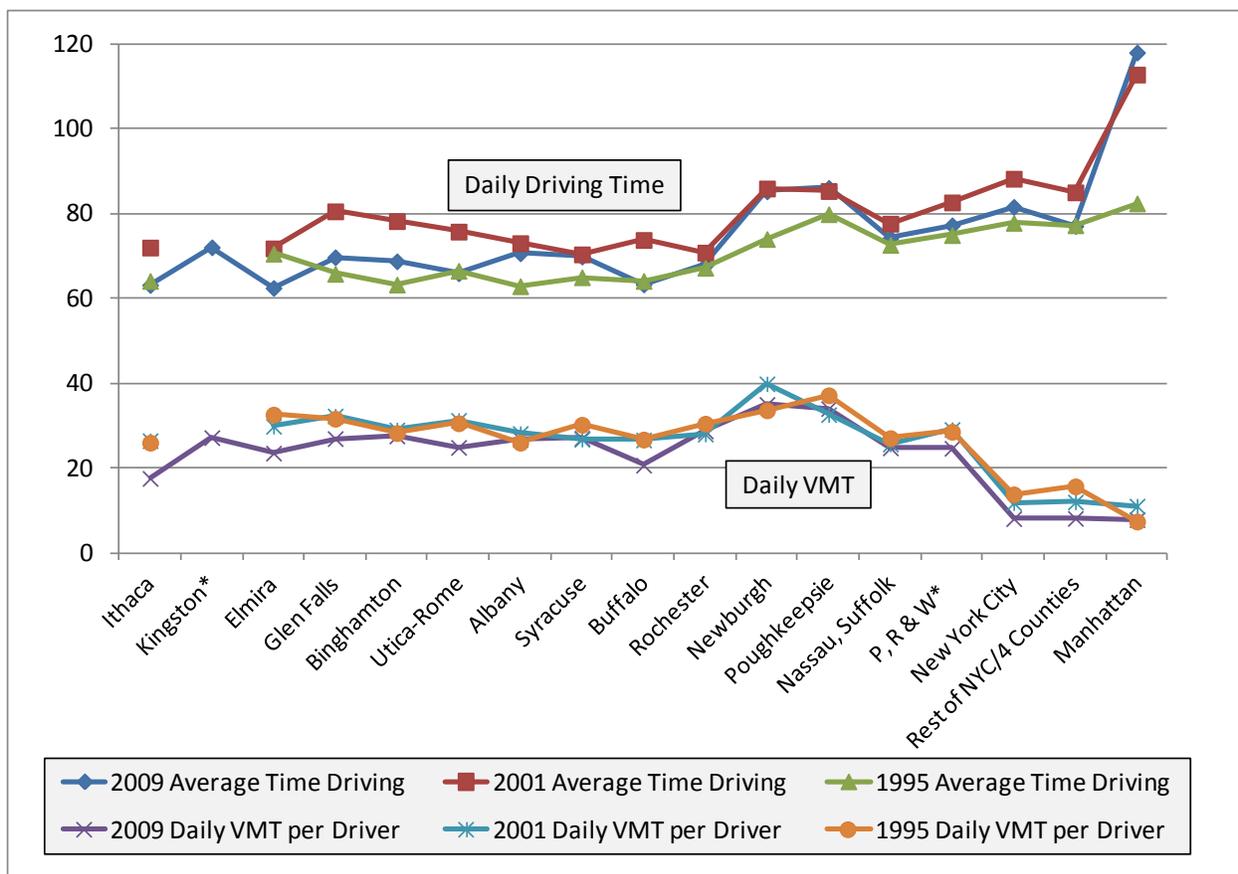


**Figure 6.12 Vehicle Travel Statistics by New York State Metro Areas in 1995, 2001, and 2009.**

**Notes:** \* P, R & W = Putnam, Rockland, Westchester counties. \*The Kingston metro area was not separated out prior to 2009.

Most metro area specific average trip lengths remained similar to those in 2001, as did average daily VMT per driver for most metros once standard errors in the estimates are taken into account: although Glen Fall, Utica–Rome, and Buffalo daily VMT reductions are significant, as well as the reduction in Ithaca’s daily VMT due to the 2001 to 2009 drop in its driving trip frequency. NYC driver VMT also fell between 2001 and 2009 from around 12 down to 8 miles of driving per day. This is around one third of the mileage covered by drivers in other NYS metro areas (Table 6.13 and Figure 6.12). Although Manhattan drivers drove the fewest number of trips and the least daily VMT, their vehicle trips continued to be the longest, on the average, among all metro areas in the state, at 15.5 miles per trip in both 2009 and 2001: more than 5 miles longer than any other metro area, with the exception of Newburgh and Poughkeepsie, both of which averaged just under 12 miles per trip in 2009 (Table 6.13 and Figure 6.12).

Figure 6.13 shows the relationship between the daily VMT results shown in Figure 6.12 and the average amount of time spent in daily travel, for residents in each NYS metro area. Note that “Average Time Driving” refers here to the average daily time spent driving a POV based only on the responses of persons who reported driving on the sample travel day. Daily driving times vary from over 60 to just over 80 minutes per day in the state’s small and medium sized metros, with times around 80 minutes per day in the larger metro areas. This increases to over 100 minutes per day for Manhattan residents in 2001 and 2009, despite their comparatively low daily VMT when compared to other metro areas in the state. Even allowing for much larger standard errors on these Manhattan averages, these travel times indicate the significant impact of urban traffic congestion on private vehicle tripmaking from, to, and/or within Manhattan.



**Figure 6.13 Average Time Driving a Private Vehicle and Daily VMT by New York State Metro Areas in 1995, 2001, and 2009**

**Notes:** \* P, R & W = Putnam, Rockland, Westchester. \* The Kingston area data was not separated out prior to 2009.

Tables 6.14, 6.15 and 6.16 show the distribution of vehicle (POV driver) trips, as well as driver VMT by major trip purpose. Figure 6.14 below shows the distribution of these vehicle trips by trip purpose and by metro area, for all three survey years. The pattern is generally consistent across metro areas. One exception to this is the apparent drop in the percent trips made for the purpose of earning a living in NYC, and notably in Manhattan: where the percentage drops from almost 26% in 1995 and 2001 to 18% in 2009 in NYC, and from 27% in 1995 and 31% in 2001 down to 13% in Manhattan. A similar shift did not occur elsewhere, where trips involved in earning a living account for between 20% and 30% of trips in the state's other metro areas. Both the 9/11/2001 terrorist attack on NYC and subsequently the economic recession of 2008-9 might have played a role here, but this would require further study.

Also shown in Tables 6.14, 6.15 and 6.16 are daily vehicle trip rates broken down by weekdays versus weekends. All three survey years report higher trip rates on the weekdays, for all metro areas outside NYC. Within NYC, the two rates are closer together, with the average weekend trip rate being higher than the weekday rate in Manhattan in 2009; and where the latter is reported to be a little lower than in previous survey years.

**Table 6.14 Daily Vehicle Travel Statistics for New York State Metro Area Drivers, by Trip Purpose and MSA Size in 2009<sup>a</sup>**

	MSA Size Class																	
	Not in MSA		< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3 million +							
	Ithaca	Kingston	Elmira	Glen Falls	Binghamton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough-keepsie	NYMTC				Sub-components of NYC	
													Nassau, Suffolk	Putnam, Rockland, Westchester	New York City	Rest of NYC/4 Counties	Manhattan/ New York	
<i>Daily Vehicle Trips per Driver</i>																		
TOTAL	2.35	2.99	3.12	3.04	3.20	3.08	2.95	3.18	3.02	3.21	2.97	2.95	3.18	2.90	1.13	1.29	0.53	
% Earn a Living	29.2%	23.9%	24.2%	29.2%	23.9%	24.9%	28.4%	25.6%	27.1%	26.5%	28.0%	23.8%	25.4%	23.9%	18.2%	18.7%	13.8%	
% Family & Personal Business	42.7%	52.8%	50.9%	44.0%	48.2%	46.7%	46.0%	46.9%	46.6%	45.2%	48.1%	47.7%	48.5%	49.9%	55.5%	56.3%	47.8%	
% Civic, Educational & Religious	3.6%	3.9%	4.7%	3.0%	5.2%	5.3%	4.9%	4.0%	4.6%	4.4%	3.4%	4.5%	5.0%	5.9%	3.4%	3.8%	0.0%	
% Social & Recreational	22.1%	18.7%	19.4%	22.7%	21.8%	22.2%	19.5%	22.7%	21.0%	23.2%	19.1%	22.6%	20.0%	19.4%	21.3%	19.5%	36.5%	
% Other	1.0%	0.2%	0.1%	0.3%	0.3%	0.0%	0.2%	0.1%	0.1%	0.1%	0.5%	0.3%	0.6%	0.3%	0.2%	0.2%	0.4%	
% Unreported	1.4%	0.5%	0.7%	0.9%	0.6%	1.0%	1.0%	0.8%	0.7%	0.7%	0.8%	1.1%	0.5%	0.6%	1.5%	1.5%	1.6%	
TOTAL	2.35	2.99	3.12	3.04	3.20	3.08	2.95	3.18	3.02	3.21	2.97	2.95	3.18	2.90	1.13	1.29	0.53	
Weekday	2.46	3.05	3.29	3.20	3.31	3.28	3.13	3.34	3.20	3.47	3.20	3.20	3.35	3.02	1.08	1.23	0.43	
Weekend	1.92	2.83	2.76	2.61	2.89	2.74	2.45	2.81	2.59	2.52	2.34	2.51	2.64	2.62	1.26	1.48	0.71	
<i>Daily VMT per Driver</i>																		
TOTAL	17.62	27.24	23.59	27.01	27.62	24.93	26.89	27.09	20.74	28.81	35.07	34.08	24.83	24.72	8.13	8.20	7.89	
% Earn a Living	35.6%	34.8%	28.1%	42.0%	31.8%	30.4%	35.9%	33.8%	32.7%	29.6%	44.4%	34.1%	39.6%	37.3%	24.1%	25.3%	19.6%	
% Family & Personal Business	31.5%	37.3%	38.1%	31.9%	38.8%	39.2%	31.3%	31.3%	32.4%	30.0%	31.8%	32.5%	34.3%	31.3%	34.5%	36.8%	26.1%	
% Civic, Educational & Religious	3.2%	3.5%	5.3%	1.8%	4.3%	3.5%	4.7%	3.5%	4.5%	3.0%	2.0%	2.8%	3.7%	4.6%	2.3%	2.9%	0.0%	
% Social & Recreational	24.1%	22.4%	27.1%	21.4%	22.4%	23.8%	23.4%	30.2%	28.9%	21.8%	20.1%	25.5%	20.2%	24.0%	36.8%	33.4%	50.0%	
% Other	1.6%	0.1%	0.1%	1.1%	0.8%	0.0%	0.4%	0.1%	0.2%	0.3%	0.4%	0.7%	0.6%	0.5%	0.4%	0.3%	0.0%	
% Unreported	4.0%	1.9%	1.3%	1.9%	2.0%	3.1%	4.4%	1.2%	1.4%	15.2%	1.2%	4.3%	1.5%	2.3%	1.9%	1.4%	0.4%	

**Note:** <sup>a</sup> All percentages may not add to 100% due to rounding.

**Table 6.15 Daily Vehicle Travel Statistics for New York State Metro Area Drivers, by Trip Purpose and MSA Size in 2001**

	MSA Size Class																	
	Not in MSA		< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3 million +							
	Ithaca	Kingston	Elmira	Glen Falls	Binghamton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough-keepsie	NYMTC				Sub-components of NYC	
													Nassau, Suffolk	Putnam, Rockland, Westchester	New York City	Rest of NYC/4 Counties	Manhattan/ New York	
<i>Daily Vehicle Trips per Driver</i>																		
TOTAL	3.25		3.36	3.24	3.41	3.63	3.27	3.21	3.43	3.43	3.32	3.35	3.07	3.17	1.57	1.77	0.75	
% Earn a Living	24.3%		25.7%	24.8%	23.3%	25.7%	27.6%	23.6%	24.4%	24.7%	27.0%	25.8%	25.7%	24.0%	25.6%	25.1%	30.6%	
% Family & Personal Business	47.9%		48.9%	50.9%	51.4%	46.4%	47.3%	51.4%	49.3%	48.0%	50.8%	49.3%	46.9%	50.7%	50.3%	51.5%	39.8%	
% Civic, Educational & Religious	6.1%		4.1%	3.1%	3.9%	3.6%	4.4%	4.1%	4.7%	5.0%	3.2%	4.6%	4.6%	3.8%	3.8%	4.2%	0.1%	
% Social & Recreational	20.9%		20.8%	20.4%	21.1%	23.6%	20.0%	20.4%	21.2%	22.0%	18.2%	19.5%	21.9%	20.8%	19.1%	18.1%	28.6%	
% Other	0.7%		0.3%	0.4%	0.2%	0.6%	0.6%	0.3%	0.5%	0.3%	0.7%	0.7%	0.8%	0.5%	1.0%	1.1%	0.9%	
% Unreported	0.1%		0.2%	0.4%	0.2%	0.1%	0.2%	0.2%	0.0%	0.0%	0.1%	0.1%	0.2%	0.3%	0.1%	0.1%	0.0%	
TOTAL	3.25		3.36	3.24	3.41	3.63	3.27	3.21	3.43	3.43	3.32	3.35	3.07	3.17	1.57	1.77	0.75	
Weekday	3.55		3.47	3.59	3.67	3.78	3.38	3.25	3.54	3.56	3.56	3.65	3.20	3.34	1.61	1.84	0.71	
Weekend	2.44		3.07	2.42	2.71	3.29	2.91	3.09	3.15	3.03	2.76	2.52	2.76	2.80	1.47	1.62	0.85	
<i>Daily VMT per Driver</i>																		
TOTAL	26.51		29.91	32.34	29.07	31.31	28.22	26.85	26.69	28.07	39.93	32.66	25.73	29.16	11.86	12.06	11.10	
% Earn a Living	29.2%		29.7%	34.0%	27.8%	40.7%	36.4%	31.5%	31.0%	32.3%	38.1%	38.9%	38.2%	37.5%	34.5%	37.0%	23.8%	
% Family & Personal Business	39.6%		39.3%	38.5%	47.8%	34.5%	34.0%	31.6%	39.4%	36.1%	34.0%	32.7%	29.6%	31.0%	35.8%	35.5%	37.2%	
% Civic, Educational & Religious	5.9%		3.4%	3.8%	3.2%	2.6%	3.6%	2.4%	3.8%	4.6%	2.5%	4.8%	2.8%	2.7%	3.8%	4.7%	0.1%	
% Social & Recreational	24.5%		26.3%	22.4%	20.9%	20.9%	24.5%	34.0%	25.2%	24.8%	22.4%	22.5%	28.9%	27.8%	25.1%	22.0%	38.4%	
% Other	0.5%		0.7%	0.8%	0.2%	1.0%	0.9%	0.4%	0.6%	1.0%	2.8%	1.1%	0.5%	0.8%	0.6%	0.6%	0.5%	
% Unreported	0.2%		0.5%	0.6%	0.1%	0.4%	0.5%	0.1%	0.0%	1.3%	0.2%	0.0%	0.1%	0.2%	0.2%	0.3%	0.0%	

**Notes:** <sup>a</sup> All percentages may not add to 100% due to rounding. \* The Kingston area data was not separated out prior to 2009.

**Table 6.16 Daily Vehicle Travel Statistics for New York State Metro Area Drivers, by Trip Purpose and MSA Size in 1995**

	MSA Size Class																
	Not in MSA		< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3 million +						
	Ithaca	Kingston	Elmira	Glen Falls	Binghamton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough-keepsie	NYMTC			Sub-components of NYC	
													Nassau, Suffolk	Putnam, Rockland, Westchester	New York City	Rest of NYC/4 Counties	Manhattan/ New York
<i>Daily Vehicle Trips per Driver</i>																	
TOTAL	3.07		3.78	3.94	3.54	3.59	3.30	3.65	3.61	3.66	3.14	3.55	3.45	3.05	1.67	1.97	0.66
% Earn a Living	26.0%		25.9%	30.5%	23.2%	27.3%	26.6%	28.2%	26.0%	27.7%	30.4%	26.5%	24.1%	30.8%	25.7%	25.4%	27.3%
% Family & Personal Business	49.7%		51.6%	50.0%	51.3%	50.1%	49.8%	49.9%	51.2%	50.7%	51.4%	51.8%	53.5%	47.2%	52.7%	53.3%	45.5%
% Civic, Educational & Religious	5.8%		3.4%	2.5%	4.5%	3.9%	3.9%	3.3%	2.8%	3.3%	3.5%	3.4%	4.1%	3.3%	4.2%	4.6%	3.0%
% Social & Recreational	18.5%		18.8%	17.0%	21.0%	18.7%	19.3%	18.6%	19.9%	18.4%	14.7%	18.3%	18.3%	18.7%	17.4%	16.8%	24.2%
% Other	0.0%		0.3%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% Unreported	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
TOTAL	3.07		3.78	3.94	3.54	3.59	3.30	3.65	3.61	3.66	3.14	3.55	3.45	3.05	1.67	1.97	0.66
Weekday	3.18		4.13	4.19	3.75	3.82	3.40	4.01	3.73	3.90	3.44	3.61	3.56	3.22	1.63	1.95	0.65
Weekend	2.80		2.87	3.23	3.01	2.95	3.02	2.82	3.25	3.10	2.49	3.38	3.18	2.60	1.76	2.00	0.71
<i>Daily VMT per Driver</i>																	
TOTAL	26.05		32.67	31.70	28.32	30.63	26.05	30.28	26.79	30.54	33.68	37.23	27.12	28.63	13.86	15.74	7.45
% Earn a Living	35.7%		32.7%	42.7%	33.2%	34.5%	38.1%	37.4%	36.7%	29.5%	47.4%	38.5%	39.1%	41.6%	35.9%	34.9%	43.5%
% Family & Personal Business	36.7%		37.0%	34.8%	37.7%	39.3%	38.3%	32.0%	35.2%	44.7%	32.1%	32.3%	34.1%	28.2%	31.5%	31.8%	29.3%
% Civic, Educational & Religious	3.5%		3.0%	3.4%	2.9%	3.2%	2.5%	2.5%	2.3%	2.8%	2.6%	2.7%	2.9%	2.0%	3.5%	3.7%	1.9%
% Social & Recreational	24.1%		25.9%	19.1%	26.2%	20.0%	20.8%	28.1%	25.4%	22.7%	18.0%	26.5%	23.8%	28.2%	29.1%	29.5%	25.5%
% Other	0.0%		1.4%	0.0%	0.0%	3.0%	0.2%	0.0%	0.0%	0.2%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%
% Unreported	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

**Notes:** <sup>a</sup> All percentages may not add to 100% due to rounding. \* The Kingston area data was not separated out prior to 2009.

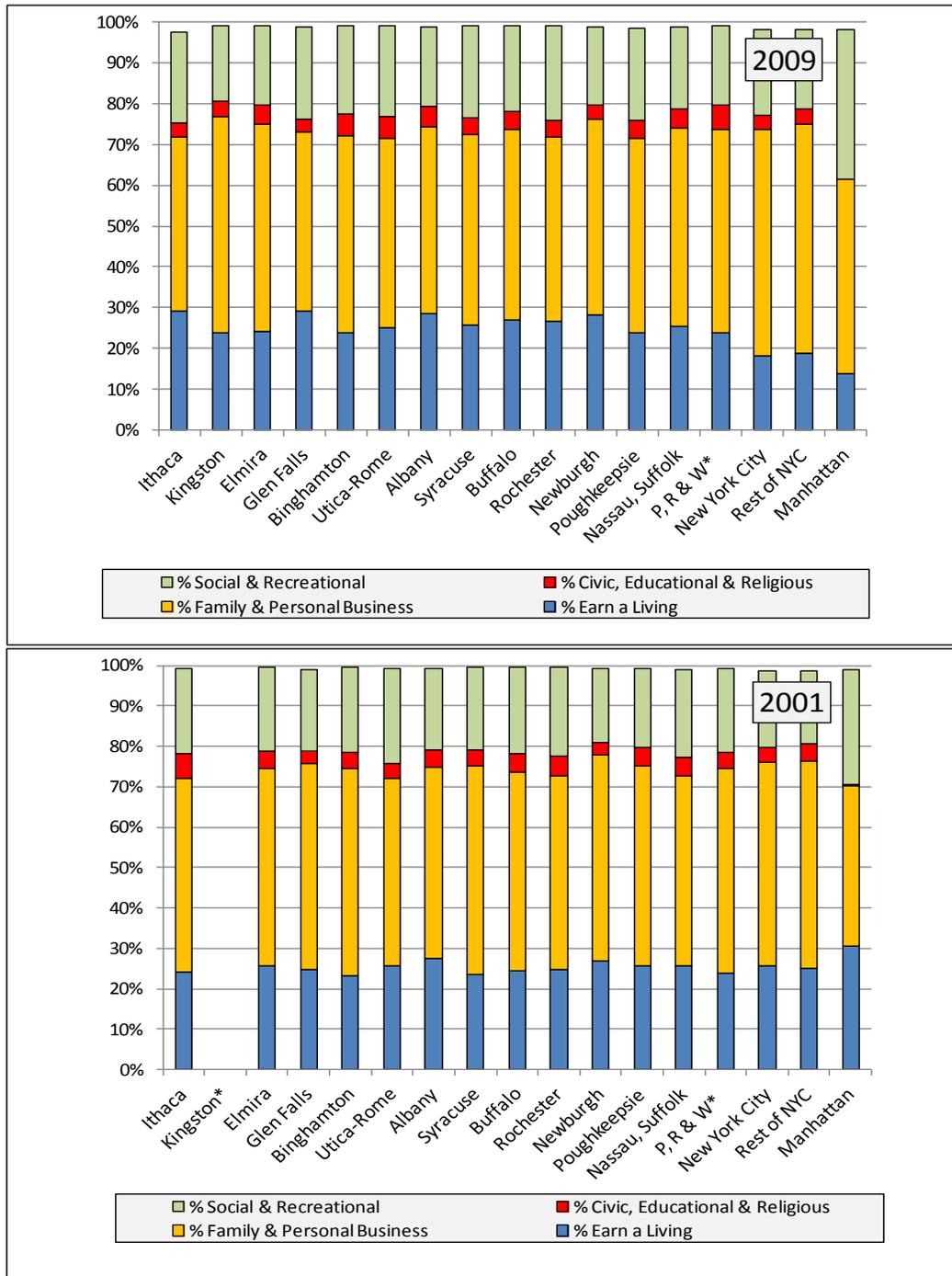


Figure 6.14 continued....

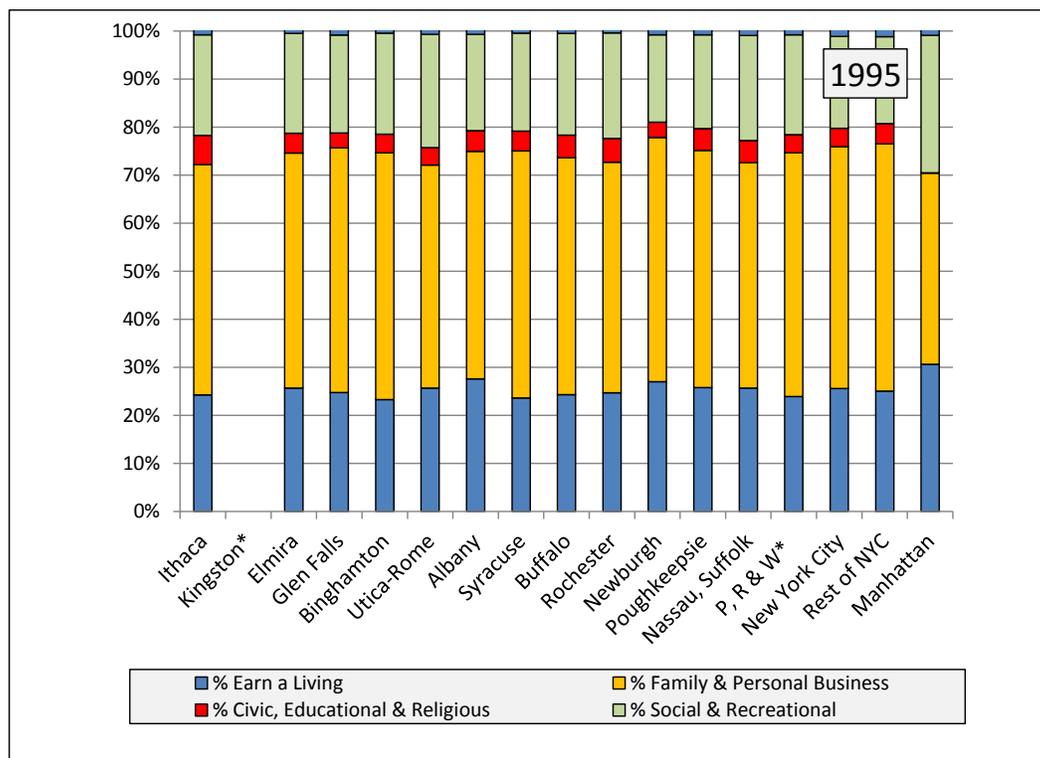


Figure 6.14 Distribution of Vehicle Trips by Household Trip Purpose in NYS Metro Areas in 1995, 2001, and 2009

**Notes:** Small percentages of “Other” and “Unreported” trip purposes not shown.

\* P, R & W = Putnam, Rockland and Westchester. \* The Kingston area data was not separated out prior to 2009.

### 6.3.2 Types and Ages of Vehicles Driven

Table 6.17 shows the distribution of in-use household vehicle fleet by vehicle type, as reported by residents in each NYS metro area. Vehicle type shares are reasonably consistent across metro areas. Two trends are evident: (1) a gradual shift over time within all metro areas to SUVs, largely at the expense of automobile shares – with increases between 1995 and 2009 ranging from 10% to 12% in small and medium sized metros, up to 17% in NYC; and (2) Pickup Trucks being significantly more popular in small and medium sized metros than in the NYMTC region. The lower part of Table 6.17 shows the average and medium age of vehicles in each metro area’s in-use fleet of household vehicles in 2009. Syracuse, Putnam/Rockland/Westchester and Manhattan operate the youngest fleets and record a lower percentage of miles driven by vehicles 10 or more years old than do other metro areas. Ithaca, Kingston, Elmira, and Binghamton have the oldest fleets and the highest percentage of miles reported by older (10 or more years old) vehicles.

**Table 6.17 Household In-Use Vehicle Fleet Percentages for NYS Metro Areas, by Vehicle Types in 1995, 2001, and 2009, and Vehicle Age in 2009<sup>a</sup>**

	MSA Size Class																	
	Not in MSA		< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3 million +							
	Ithaca	Kingston	Elmira	Glen Falls	Binghamton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough-keepsie	NYMTC				Sub-components of NYC	
													Nassau, Suffolk	Putnam, Rockland, Westchester	New York City	Rest of NYC/4 Counties		
<b>2009 Vehicles by Type</b>																		
Auto	58.5%	55.3%	51.5%	45.9%	53.4%	54.2%	56.8%	56.0%	61.0%	57.3%	55.3%	58.1%	59.6%	59.9%	64.7%	64.6%	65.3%	
Van	9.5%	8.1%	8.9%	7.4%	11.0%	8.8%	8.0%	9.9%	10.0%	11.8%	9.1%	8.7%	8.0%	8.4%	9.9%	10.5%	5.6%	
Sports Utility	18.5%	18.3%	20.6%	22.4%	18.2%	18.1%	22.4%	21.7%	17.2%	17.3%	20.8%	20.0%	25.3%	25.0%	22.6%	22.1%	26.3%	
Pickup	10.6%	13.0%	14.7%	19.8%	14.3%	15.8%	9.9%	9.7%	9.2%	11.2%	11.2%	8.3%	4.6%	4.9%	1.2%	1.3%	0.4%	
Motorcycle	2.5%	4.8%	3.4%	3.7%	2.2%	2.8%	2.4%	2.4%	2.2%	1.6%	3.0%	4.1%	2.0%	1.5%	1.6%	1.5%	2.4%	
<b>2001 Vehicles by Type</b>																		
Auto	66.0%	*	58.4%	53.1%	60.9%	58.5%	62.4%	66.5%	64.3%	63.3%	65.3%	64.1%	66.8%	73.3%	75.7%	75.3%	78.2%	
Van	8.0%	*	10.3%	8.5%	10.0%	9.6%	10.1%	9.7%	10.7%	11.3%	9.6%	8.8%	11.2%	8.9%	9.3%	9.7%	6.4%	
Sports Utility	9.8%	*	10.4%	12.9%	10.8%	11.8%	11.8%	11.2%	10.1%	11.7%	11.6%	12.7%	14.6%	13.1%	12.4%	12.5%	11.7%	
Pickup	13.4%	*	16.6%	21.0%	14.7%	14.5%	12.2%	10.4%	11.9%	10.7%	10.7%	9.1%	5.6%	3.6%	1.0%	1.0%	1.3%	
Motorcycle	1.9%	*	2.9%	3.3%	2.8%	4.7%	2.5%	1.3%	2.2%	2.0%	2.1%	4.2%	1.7%	0.9%	1.3%	1.1%	2.5%	
<b>1995 Vehicles by Type</b>																		
Auto	69.7%	*	65.1%	64.9%	67.8%	66.4%	72.8%	69.7%	75.3%	76.9%	69.6%	72.8%	78.2%	79.7%	87.4%	87.5%	87.0%	
Van	7.9%	*	9.7%	7.0%	8.8%	7.1%	6.8%	10.9%	8.3%	8.1%	7.2%	9.4%	8.4%	6.5%	5.6%	6.0%	3.3%	
Sports Utility	5.8%	*	6.6%	6.0%	6.2%	7.1%	5.9%	7.1%	5.6%	5.4%	9.5%	7.9%	8.5%	10.0%	5.3%	5.0%	7.2%	
Pickup	14.4%	*	16.3%	20.3%	14.6%	16.7%	11.6%	10.8%	9.5%	8.0%	11.3%	8.4%	4.3%	2.7%	1.2%	1.0%	2.4%	
Motorcycle	1.1%	*	1.5%	0.9%	1.0%	1.4%	1.5%	0.6%	0.6%	1.3%	1.4%	1.1%	0.2%	0.7%	0.2%	0.2%	0.2%	
<b>2009 Vehicle Age Statistics</b>																		
Average Vehicle Age	8.75	8.83	8.65	7.90	9.04	7.71	7.72	7.01	7.62	7.91	7.73	7.64	7.40	7.16	7.98	8.09	7.08	
Median Vehicle Age	8.00	8.00	8.00	6.00	8.00	7.00	7.00	6.00	7.00	7.00	7.00	7.00	6.00	6.00	7.00	7.00	6.00	
<b>2009 Vehicle Age Statistics</b>																		
Less than 10 years	68.5%	68.3%	70.9%	75.0%	67.9%	74.2%	76.7%	81.9%	77.5%	72.5%	78.8%	78.5%	77.1%	76.1%	71.1%	70.0%	78.8%	
10 years or more	31.5%	31.7%	29.1%	25.0%	32.1%	25.8%	23.3%	18.1%	22.5%	27.5%	21.2%	21.5%	22.9%	23.9%	28.9%	30.0%	21.2%	

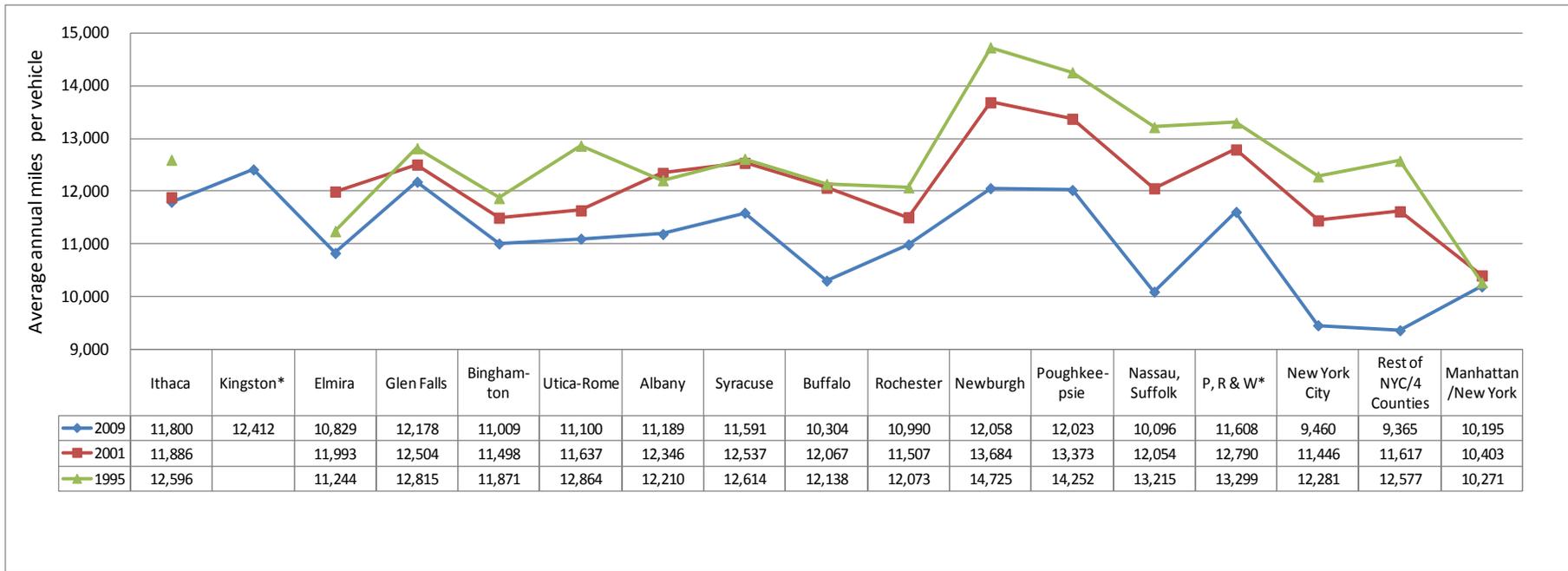
**Notes:** <sup>a</sup> Percentages do not always add to 100% because of small percentages not reported for Other Trucks, Recreational Vehicles (RVs) and (in 1995) for Other POVs. <sup>b</sup> Numbers reflect BESTMILE Estimates. \* The Kingston area data was not separated out prior to 2009. Sports Utility = SUV in the text.

Figure 6.15 shows the average annual miles that household vehicles were driven in each of the state's metro areas in 1995, 2001, and 2009. Of all the metro areas, household vehicles in Newburg and Poughkeepsie were driven the most on the average, in all three NHTS surveys, reporting over 12,000 annual miles per vehicle in 2009. NYC vehicles were driven the least in 2009, at 9,400 miles per year. This difference is due largely to the reported reduction in non-Manhattan based NYC vehicle mileages, which fell from an average of 12,500 miles per vehicle in 1995 to 11,600 miles per vehicle in 2001 and again to 9,400 miles per vehicle in 2009. Nassau/Suffolk and Buffalo households also reported significant mileage drops, notably between 2001 and 2009 (Figure 6.15).

### **6.3.3 Greenhouse Gas Emissions Associated With Vehicle Travel**

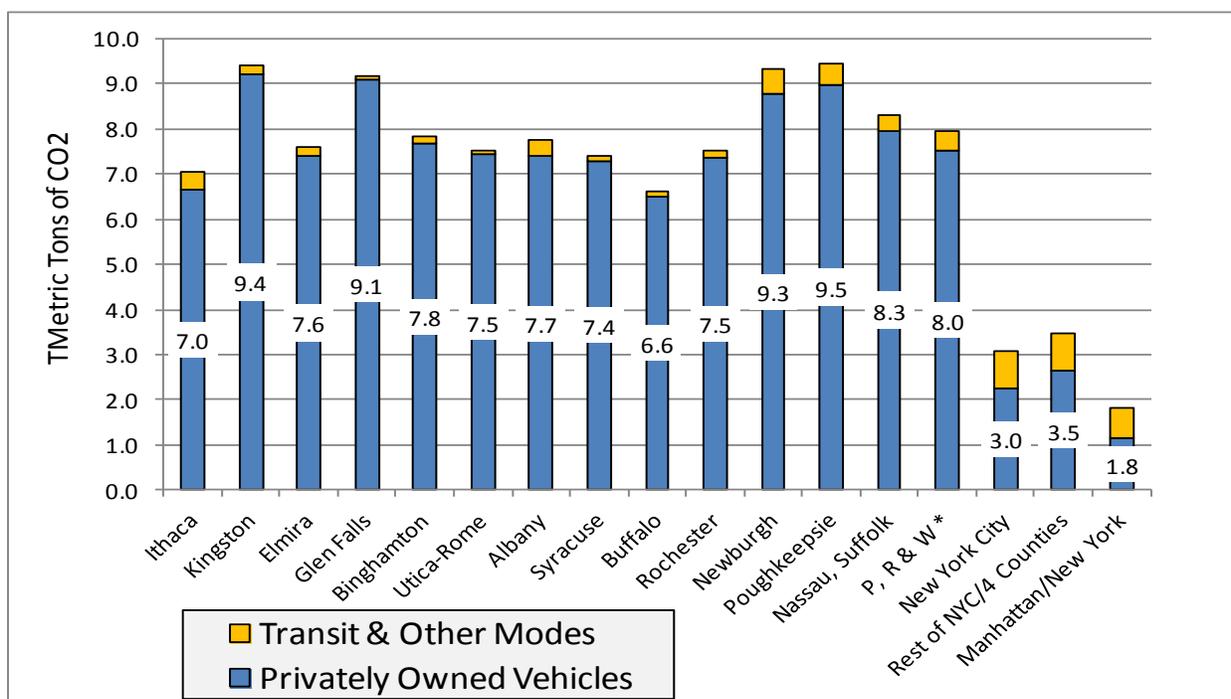
Figure 6.16 below shows the estimated average annual, travel-induced emissions of CO<sub>2</sub> per NYS household, in each of the state's metro areas and sub-areas. As described in Chapter 4 of this report, the state's most densely populated areas are estimated to have emitted less than one quarter of the CO<sub>2</sub> emissions per household in 2009 than did households in the state's rural and more sparsely populated urban areas. While households in Kingston, Glen Falls, Newburgh and Poughkeepsie are estimated to have emitted a little over 9 metric tons of CO<sub>2</sub> in that year, residents of NYC emitted about 3 metric tons, with Manhattan residents emitting less than 2 metric tons per year for personal travel purposes. The state's other metropolitan areas are estimated to have emitted between 7 and 8 tons of CO<sub>2</sub> per household per year in 2009.

Changes in these emissions rates over time proved difficult to quantify on a metro area specific level. The equivalent data sources for 1995 were not available for all modes of travel, while the 2001 data included many small size samples, resulting in large standard errors being associated with a number of metro area-specific means.



**Figure 6.15 Annual Estimated Vehicle Mileages Driven by NYS Metro Areas, in 1995, 2001 and 2009.<sup>a</sup>**

**Notes:** <sup>a</sup> Numbers reflect BESTMILE Estimates.\* P, R & W = Putnam, Rockland and Westchester counties.\* Kingston area data was not separated out prior to 2009.



**Figure 6.16 Average Annual Emissions of Carbon Dioxide (Metric Tons of CO<sub>2</sub>) from Household Travel by NYS Metro Area in 2009 by Private/Public Modes of Transportation.**

**Notes:** Direct, vehicle operating emissions only, no “upstream” vehicle or fuel production or infrastructure provision related emissions are included. Air travel is excluded. The emissions rates used for each mode of travel are reported in Appendix D, and make use of US EPA recommended fuel use-to-CO<sub>2</sub> emissions conversions, and emissions rate estimates derived from the Federal Transit Administration’s rail, bus and ferry transit energy consumption database and average vehicle fuel efficiencies reported by or derived from Federal Highway Administration, American Bus Association, American School Bus Association, and the New York City Taxi and Limousine Commission estimates. Numbers on blue bars = total POV plus Transit and Other Modes annual CO<sub>2</sub> emissions. \* P, R & W = Putnam, Rockland and Westchester counties.

## 6.4 COMMUTING COMPARISONS

### 6.4.1 Commuting Trip Frequencies and Miles of Travel by Mode

Tables 6.18, 6.19, and 6.20 show the modal shares for NYS metro area-specific commuting trips, based on the 2009, 2001, and 1995 NHTS surveys respectively. Daily commute trip frequencies are consistently between 1.0 and 1.2 trips per worker across all of the state’s metro areas in 2009 and 2001, down from average trip rates that exceeded 1.4 trips per worker per day in some metros in 1995. In contrast, and as expected given the range of geographies and population densities associated with this set of metro areas, daily person miles of commuting, including transit trips, varies a good deal more across metros: from a low around 6 miles per day

in NYC (with the shortest trips in all three survey years) to a high of around 20 miles per day in Newburgh (with the longest trips in all three survey years). Also shown in Tables 6.18, 6.19, and 6.20 are metro area-specific commuting mode shares. As a set, these reflect patterns that are similar to total tripmaking within these metros, with the private vehicle trips accounting for over 90% of all commutes in non-NYMTTC metropolitan regions, with the exception of Ithaca, where they accounted for 81% of commutes in 2009 and 1995 (but 89% in 2001). Within the NYMTTC area private vehicle travel also dominated, but fell in 2009 to under 77% in Putnam, Rockland and Westchester counties. In NYC, private vehicle trips accounted for only 28% of all commutes, second to a slightly higher share of subway and elevated transit line trips, and with walk and other public (largely bus) trips making up most of the remainder (Table 6.18).

Figure 6.17 below shows the relationship between one-way commuting distance and travel time for each of the state's metro areas. These results are similar to those for all daily vehicle travel shown in Figure 6.13 above. Although one-way commute distances for workers in NYC were about the same as those for workers in the state's small and medium-size metro areas, these NYC commuters spent almost twice as long in time traveling. In 2009 commute times ranged from 16 to 23 minutes in these smaller metros, versus 27 to over 43 minutes in metros of over 3 million people. The longest duration commutes here are those by non-Manhattan residents located in NYC, where commuting time has been consistently the highest across all three survey years: and where it has increased from an average of 35.5 minutes in 1995 to close to 43.5 minutes in 2009—the significant jump due mainly between 1995 and 2001.

**Table 6.18 Commute Statistics by Mode of Transportation New York State Metro Areas by MSA Size in 2009<sup>a</sup>**

	MSA Size Class																
	Not in MSA		< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3 million +						
	Ithaca	Kingston	Elmira	Glen Falls	Binghamton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough-keepsie	NYMTC			Sub-components of NYC	
													Nassau, Suffolk	Putnam, Rockland, Westchester	New York City	Rest of NYC/4 Counties	Manhattan/ New York
<i>Daily Commute Person Trips per Worker</i>																	
TOTAL Trips	1.05	1.00	1.10	1.14	1.14	1.06	1.17	1.10	1.15	1.19	1.09	1.00	1.21	1.12	0.95	0.99	0.82
% SOV	67.2%	81.6%	79.4%	77.9%	78.4%	81.2%	79.3%	79.0%	80.7%	82.7%	77.5%	77.8%	76.2%	63.4%	19.9%	22.7%	9.1%
% MOV	14.2%	12.7%	12.4%	14.8%	12.8%	11.0%	11.9%	15.1%	11.5%	13.6%	13.7%	12.1%	14.8%	13.0%	7.7%	9.6%	0.5%
% Amtrak														0.9%	0.8%	0.6%	1.6%
% Commuter Train		0.1%									0.2%	2.0%	2.5%	4.8%	4.1%	3.9%	4.6%
% Subway/El Rail		0.1%					0.1%		0.7%		0.6%	0.1%	0.3%	1.2%	28.7%	28.9%	27.9%
% Other Public	6.3%	0.3%	0.9%	0.4%	1.6%	0.1%	3.1%		0.2%		1.2%		1.7%	8.2%	14.9%	16.9%	7.3%
% Walk	9.3%	4.2%	5.6%	4.7%	3.9%	6.5%	4.1%	2.8%	2.1%	2.5%	4.7%	4.7%	2.5%	3.9%	17.5%	11.9%	39.0%
% Other	3.0%	1.1%	1.7%	2.1%	3.2%	1.0%	1.4%	3.1%	4.7%	1.1%	1.9%	3.3%	1.7%	3.6%	6.5%	5.6%	10.0%
% Unreported	0.1%					0.2%			0.1%	0.2%	0.1%	0.1%	0.4%	1.0%			
<i>Commuting PMT per Worker</i>																	
TOTAL Person Miles of Travel (PMT)	6.84	15.36	8.63	12.97	10.85	9.66	12.68	9.57	9.15	11.92	19.80	15.04	13.71	14.60	6.17	6.86	3.98
% SOV	83.2%	68.6%	86.7%	85.5%	87.0%	87.4%	81.7%	85.9%	84.3%	84.2%	79.7%	82.5%	77.3%	69.9%	30.7%	28.8%	41.0%
% MOV	11.9%	9.2%	10.8%	12.3%	10.8%	11.7%	15.0%	13.0%	11.5%	14.2%	8.4%	9.4%	14.6%	7.6%	15.5%	17.9%	2.6%
% Amtrak														5.5%	0.2%	0.2%	
% Commuter Train		0.0%									0.6%	5.8%	5.2%	9.6%	3.4%	2.1%	10.3%
% Subway/El Rail		0.0%					0.1%		0.4%		1.7%	0.3%	0.4%	1.6%	28.1%	29.1%	22.7%
% Other Public	2.4%	0.1%	0.5%	0.5%	1.4%	0.1%	2.0%		0.3%		4.1%		0.9%	3.1%	11.9%	13.3%	4.6%
% Walk	1.4%	0.2%	0.4%	0.4%	0.2%	0.2%	0.6%	0.2%	0.5%	0.2%	0.1%	0.1%	0.1%	0.2%	4.7%	4.4%	6.5%
% Other	1.0%	21.9%	1.5%	1.4%	0.6%	0.1%	0.6%	1.0%	2.8%	1.2%	5.3%	1.8%	1.0%	1.7%	5.5%	4.2%	12.3%
% Unreported	0.1%					0.5%			0.2%	0.3%	0.1%	0.1%	0.5%	0.9%			

**Note:** <sup>a</sup> All percentages may not add to 100% due to rounding.

**Table 6.19 Commute Statistics by Mode of Transportation New York State Metro Areas by MSA Size in 2001<sup>a</sup>**

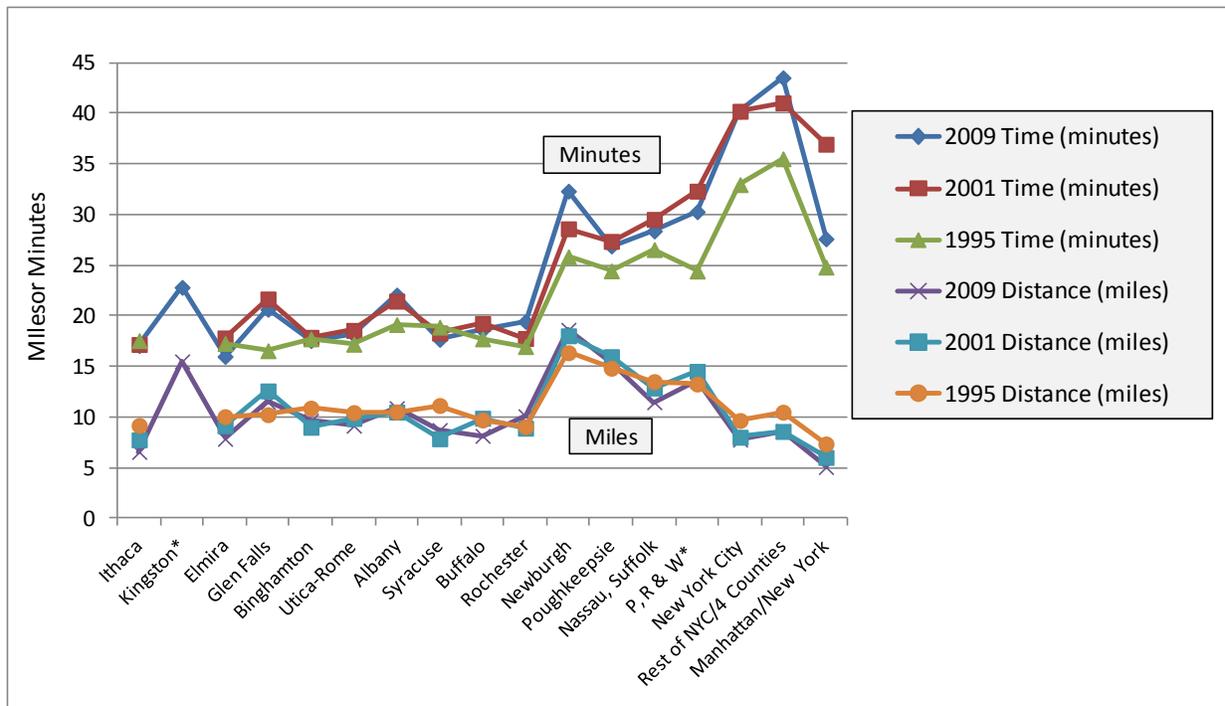
	MSA Size Class																
	Not in MSA		< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3 million +						
	Ithaca	Kingston	Elmira	Glen Falls	Binghamton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough-keepsie	NYMTC			Sub-components of NYC	
													Nassau, Suffolk	Putnam, Rockland, Westchester	New York City	Rest of NYC/4 Counties	Manhattan/New York
<i>Daily Commute Person Trips per Worker</i>																	
TOTAL Trips	1.09		1.16	1.12	1.15	1.20	1.15	1.20	1.09	1.17	1.12	1.07	1.14	1.11	1.08	1.09	1.06
% SOV	72.1%		81.7%	79.6%	77.2%	79.6%	79.5%	74.5%	81.5%	82.6%	77.3%	80.8%	71.2%	67.4%	25.0%	29.4%	8.0%
% MOV	16.4%		14.3%	16.9%	16.6%	17.6%	13.9%	14.3%	14.0%	12.3%	15.1%	12.2%	14.7%	14.8%	9.7%	10.1%	7.9%
% Amtrak				0.0%			0.1%					0.4%	0.9%	1.3%	1.2%	1.5%	0.2%
% Commuter Train				0.0%							0.6%	1.7%	5.1%	6.2%	1.4%	1.5%	1.1%
% Subway/EI Rail							0.1%		0.1%		1.0%	0.2%	1.5%	2.1%	30.3%	28.7%	36.4%
% Other Public	2.0%		0.6%	0.7%	1.3%	0.5%	2.4%	5.1%	0.3%	1.8%	0.6%	0.3%	0.2%	2.0%	12.2%	12.3%	11.4%
% Walk	6.9%		1.7%	1.8%	4.6%	2.4%	3.3%	4.0%	3.5%	2.5%	3.1%	2.3%	4.6%	3.7%	16.0%	13.1%	27.4%
% Other	2.6%		1.8%	0.5%	0.4%		0.9%	2.1%	0.6%	0.8%	2.4%	2.1%	1.5%	1.8%	4.2%	3.3%	7.6%
% Unreported				0.6%									0.2%	0.7%	0.0%	0.1%	
<i>Commuting PMT per Worker</i>																	
TOTAL Person Miles of Travel (PMT)	8.37		10.57	14.02	10.14	11.87	11.89	9.38	10.69	10.31	20.00	16.91	14.07	15.20	7.47	7.89	5.89
% SOV	80.6%		83.6%	79.0%	82.5%	80.4%	83.7%	86.3%	82.7%	88.3%	74.2%	77.3%	68.8%	67.4%	33.6%	37.3%	15.0%
% MOV	14.4%		14.4%	18.3%	15.1%	18.8%	12.9%	10.3%	16.3%	10.8%	13.1%	10.1%	12.7%	12.4%	13.1%	10.7%	24.8%
% Amtrak				0.1%			1.2%					2.6%	1.8%	1.7%	1.4%	1.5%	0.6%
% Commuter Train				0.1%							1.8%	6.7%	11.7%	12.4%	2.3%	2.2%	2.8%
% Subway/EI Rail							0.1%		0.1%		3.1%	0.0%	2.2%	1.5%	35.0%	33.8%	40.9%
% Other Public	1.9%		0.1%	0.3%	1.4%	0.4%	1.2%	2.3%	0.2%	0.5%	1.0%	0.2%	0.3%	1.0%	7.7%	8.4%	4.3%
% Walk	0.7%		0.2%	0.2%	0.5%	0.4%	0.3%	0.2%	0.5%	0.3%	0.1%	0.8%	0.5%	0.4%	2.8%	2.2%	6.2%
% Other	2.4%		1.7%	0.9%	0.5%		0.6%	0.9%	0.3%	0.1%	6.8%	2.3%	1.3%	2.7%	4.1%	3.9%	5.5%
% Unreported				1.2%									0.8%	0.5%	0.0%	0.0%	

**Note:** <sup>a</sup> All percentages may not add to 100% due to rounding.

**Table 6.20 Commute Statistics by Mode of Transportation New York State Metro Areas by MSA Size in 1995<sup>a</sup>**

	MSA Size Class																
	Not in MSA		< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3 million +						
	Ithaca	Kingston	Elmira	Glen Falls	Binghamton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough-keepsie	NYMTC			Sub-components of NYC	
													Nassau, Suffolk	Putnam, Rock-land, West-chester	New York City	Rest of NYC/4 Counties	Man-hattan/ New York
<i>Daily Commute Person Trips per Worker</i>																	
TOTAL Trips	1.41		1.43	1.61	1.39	1.44	1.32	1.37	1.40	1.36	1.41	1.34	1.21	1.44	1.26	1.28	1.21
% SOV	64.5%		81.8%	74.5%	71.2%	76.4%	77.3%	78.8%	77.9%	81.6%	73.0%	78.4%	71.9%	68.8%	25.4%	29.7%	9.1%
% MOV	17.0%		13.3%	19.3%	19.4%	17.4%	12.9%	16.1%	12.9%	11.8%	17.0%	14.9%	14.0%	14.6%	9.5%	10.2%	5.8%
% Other POV												0.0%			0.0%	0.0%	
% Amtrak										0.0%			0.0%				
% Commuter Train							0.0%				0.7%	0.7%	5.0%	5.6%	5.6%	5.5%	5.8%
% Subway/EI Rail									0.0%		0.0%	0.7%	1.7%	0.7%	26.2%	25.8%	28.9%
% Other Public	1.4%		0.7%	1.2%	2.2%	0.0%	4.5%	1.5%	2.9%	1.5%	1.4%	0.0%	1.7%	3.5%	11.9%	13.3%	9.1%
% Walk	8.5%		2.8%	1.9%	3.6%	1.4%	2.3%	1.5%	2.9%	1.5%	2.1%	2.2%	2.5%	3.5%	13.5%	8.6%	26.4%
% Other	2.8%		0.0%	1.9%	0.7%	2.1%	0.0%	0.0%	1.4%	1.5%	1.4%	2.2%	1.7%	0.7%	5.6%	3.1%	10.7%
% Unreported	5.7%		1.4%	1.2%	2.9%	2.8%	3.0%	2.2%	2.1%	2.2%	4.3%	0.7%	1.7%	2.8%	2.4%	3.9%	4.1%
<i>Commuting PMT per Worker</i>																	
TOTAL Person Miles of Travel (PMT)	12.97		14.34	16.42	15.01	15.00	13.67	15.08	13.50	12.01	22.54	19.74	16.07	18.41	10.70	11.42	8.52
% SOV	76.9%		82.1%	76.4%	69.1%	75.7%	80.1%	70.2%	77.3%	84.3%	79.2%	80.3%	70.6%	68.0%	33.6%	37.1%	19.2%
% MOV	19.0%		17.0%	14.6%	28.5%	21.9%	14.9%	29.0%	19.3%	12.8%	12.9%	12.9%	11.0%	11.1%	13.7%	13.3%	15.5%
% Other POV												0.1%			0.2%	0.3%	
% Amtrak													0.2%				
% Commuter Train											2.1%	4.0%	13.2%	14.2%	6.6%	6.2%	8.7%
% Subway/EI Rail									0.5%		0.0%	0.8%	2.6%	1.1%	26.2%	27.7%	20.2%
% Other Public	0.6%		0.1%	5.2%	1.0%	0.1%	3.7%	0.5%	1.9%	0.6%	4.2%	0.6%	0.9%	2.1%	9.2%	10.4%	4.1%
% Walk	0.8%		0.2%	0.2%	0.2%	0.1%	0.1%	0.1%	0.1%	0.1%	0.0%	0.1%	0.1%	0.1%	1.7%	1.1%	4.5%
% Other	1.2%		0.1%	2.2%	0.1%	1.9%	0.1%	1.9%	0.4%	1.8%	0.9%	1.2%	0.5%	2.5%	8.1%	3.4%	27.2%
% Unreported	1.4%		0.4%	1.4%	1.1%	0.3%	1.0%	0.2%	0.4%	0.3%	0.7%	0.2%	0.9%	0.9%	0.7%	0.5%	0.6%

**Notes:** <sup>a</sup> All percentages may not add to 100% due to rounding. % Other POV was only collected in 1995.



**Figure 6.17 Average Commuting Distances and Travel Times for Individual NYS Metro Areas in 1995, 2001, and 2009.**

**Notes:** \* P, R & W = Putnam, Rockland and Westchester counties. \*Kingston was not separated out prior to 2009.

### 6.5 SUMMARY

The travel characteristics observed in this chapter show some distinct patterns among NYS’s MPO-served metro areas. Almost all comparisons suggest that NYS metro areas can be categorized into three distinctive groups, regardless of the size of the MSA within which each is located. The first group consists of New York/Manhattan, the second group consists of the remaining four counties of NYC, and the last group consists of all of the remaining metro areas, including the rest of the NYMTC MPO areas located outside NYC (i.e., the Nassau and Suffolk, and Putnam, Rockland, and Westchester county portions of the NYMTC). The second group has travel patterns that tend to fall somewhere between those of the first and the third groups. When data for New York/Manhattan residents are combined with those for the rest of the NYC, the unique travel characteristics of these Manhattan residents become obscured. Therefore, any comparisons in travel characteristics based on MPO boundaries should be made with caution.

Many of the differences between NYC counties and others in the state result from the striking differences in private vehicle ownership levels, with less than one in two NYC drivers and only 64% of NYC households owning a vehicle in 2009: versus 9 out of 10 drivers owning a vehicle, and between 1.5 and 2 vehicles owned per household, on the average, in the state’s other

metro areas (Table 6.2). And this situation has changed very little over the past fourteen years covered by the three NHTS surveys. While households in metro areas outside NYC do not own a vehicle largely due to income constraints, many households in New York/Manhattan do not own a vehicle by choice. However, the statistics presented in this chapter suggest that the mobility of zero-vehicle households in New York/Manhattan is by no means deterred by the lack of a vehicle. While the private vehicle tripmaking rate of NYC residents was between one half and one third that in the state's other metro areas, and their daily VMT about half that of other metro areas (Table 6.13), most of their daily travel needs were met by walking or by public transit. As a result, their daily tripmaking rates remain consistent with those of vehicle-owning households when all modes of travel are considered (Tables 6.10, 6.11 and 6.12). This again indicates that owning a vehicle or being a driver in NYC was less important for meeting a household's mobility needs than anywhere else in NYS. The high levels of public transit usage within NYC replace a great deal of automobile use, and this plus greater use of walk trips results in significantly lower travel generated carbon dioxide emissions per household in NYC than elsewhere in the state (Figure 6.16). In contrast, the comparatively limited level of public transit ridership in the state's smaller and medium sized metro areas places a much greater reliance on the privately owned vehicle, be it an automobile or the increasingly popular SUV (Table 6.17).

## 7. SUMMARY

This report is based on the 2009 NHTS, and is the third comparison report commissioned by NYSDOT. Several key questions were addressed through Chapters 2-6. The question of whether NYS residents are different from residents elsewhere in the nation with respect to personal mobility was discussed in Chapter 2. Chapter 3 answered the question of “to what extent do the travel patterns of NYC residents skew the overall travel statistics in the state?” Such impact proves to be substantial so Chapter 4 addressed how New York residents outside NYC travel differently from the rest of the nation. The remaining two Chapters, 5 and 6, in this report discussed the regional comparisons, including how the Metropolitan planning areas are different from each other in travel patterns and what trends are presented over time. A summary of findings from all chapters is included below. For ease of references, tables of most frequently used statistics are also summarized and presented in this chapter (Tables 7.1 and 7.2).

### 7.1 EMPIRICAL FINDINGS

#### 7.1.1 Sample Sizes and Weighted Sums

For the state of New York, information was gathered for a total of 16,165 households, comprised of both add-on and national sample households in NYS. These households include 33,435 persons, 29,778 personal use vehicles, and 125,402 daily trips. The add-on sample households make it possible to develop statistically more robust trip rates and other travel statistics that can be applied at a more detailed geographic level within the state. Figure 7.1 shows the New York add-on sample areas.

The NHTS uses weights to expand the estimates derived from the sample data to the entire NYS population. Summary statistics for demographics and travel measures are presented in Tables 7.1 and 7.2 in weighted terms. These weights reflect the sample design and selection probabilities, over-sampling of certain strata, and adjustments necessary to compensate for survey non-response and non-coverage. The weights are multiplicative factors that must be applied to the variables in order to obtain valid estimates of population values. If the weights are not used, incorrect estimates will result. This is because un-weighted estimates only represent characteristics in the selected samples; they are not necessarily reflecting characteristics of the general population. For example, the overall average number of un-weighted daily sample person trips per household for the state of New York, according to the 2009 NHTS, is 7.8, whereas the overall number of weighted daily person trips per household is 9.3 (see Table 7.2).

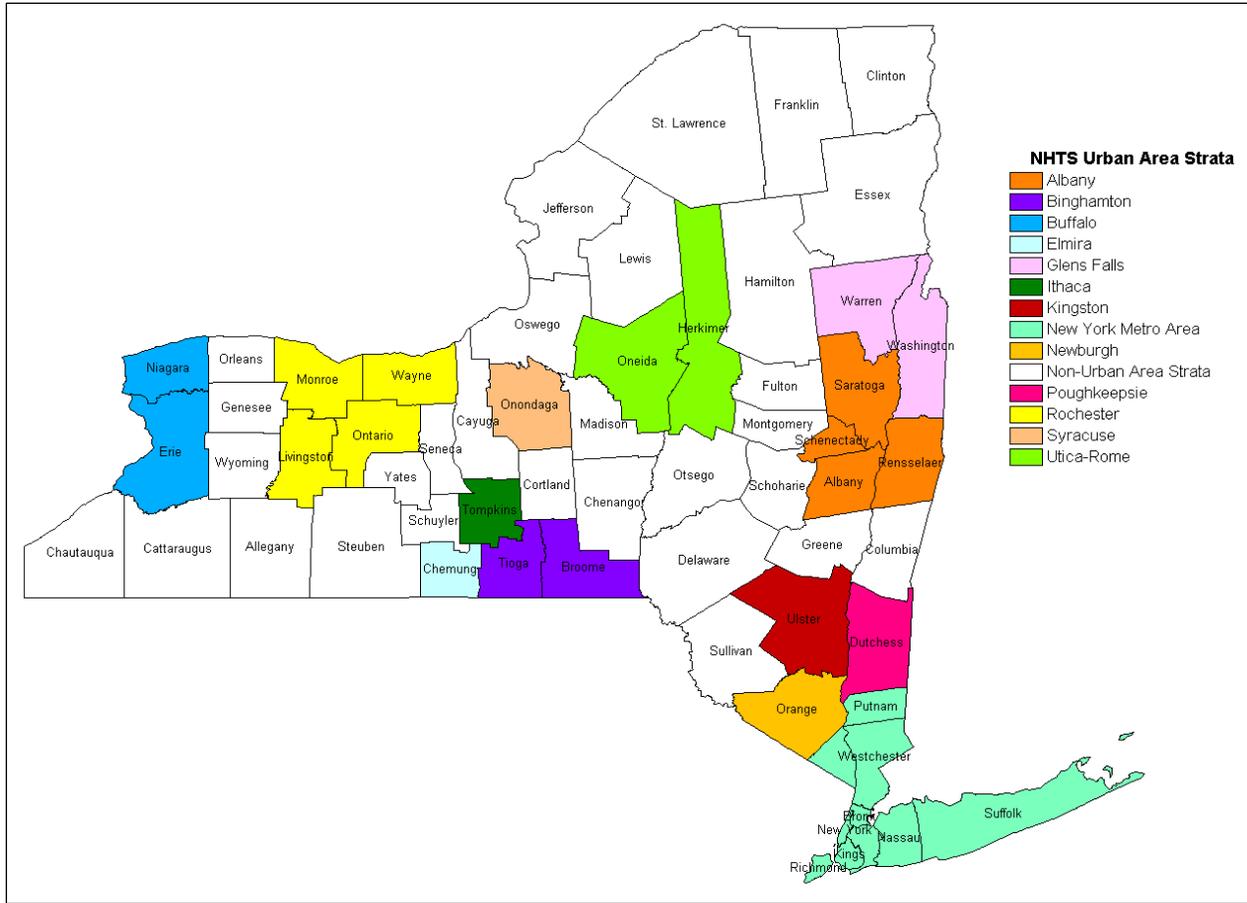


Figure 7.1 2009 NHTS New York Add-on Areas.

**Table 7.1 Summary Statistics on Demographic Characteristics based on 1995, 2001, and 2009 NPTS/NHTS for New York State and the Rest of the United States**

	New York State			Rest of the United States		
	1995 NPTS	2001 NHTS	2009 NHTS	1995 NPTS	2001 NHTS	2009 NHTS
Households	6,848,091	7,183,208	7,137,482	92,858,005	100,182,138	105,963,848
Person 5 Years or Older	16,806,988	17,394,393	18,281,802	224,868,012	240,182,520	264,772,070
5 – 15	3,001,540	2,805,630	2,620,244	40,090,427	42,179,264	42,104,086
16 – 19	878,870	992,404	1,367,344	13,195,492	13,303,140	18,046,333
20 – 34	2,562,132	3,810,147	3,462,800	55,102,487	53,869,880	47,380,739
35 – 54	3,278,947	5,486,605	5,721,580	68,330,367	73,681,305	86,057,563
55 – 64	703,052	1,591,252	2,502,163	18,971,162	22,536,612	34,921,001
65 and over	2,070,923	2,305,198	2,607,670	29,178,077	30,578,871	36,262,348
Not reported	-	403,158	-	-	4,033,447	-
Persons 5 Years or Older	16,806,988	17,394,393	18,281,802	224,868,012	240,182,520	264,772,070
Male	8,135,143	8,284,292	8,845,089	109,500,857	117,036,551	130,411,972
Female	8,671,845	9,110,101	9,436,713	115,367,155	123,129,487	134,360,098
Drivers	10,469,256	11,167,231	12,837,944	165,861,154	179,257,521	199,471,054
Male	5,513,627	5,729,689	6,510,017	82,966,036	88,920,926	100,302,575
Female	4,955,629	5,437,541	6,327,927	82,895,118	90,335,791	99,168,479
Workers	8,774,635	9,645,253	9,759,446	122,922,732	135,626,865	141,613,652
Male	4,702,897	5,061,833	5,112,346	66,401,752	73,202,538	76,826,562
Female	4,071,739	4,583,420	4,647,099	56,520,980	62,423,880	64,787,090
Total Household Vehicles (000)	7,922	9,545	9,144	168,145	193,041	202,357

**Notes:** \*excluding 0 – 4 year olds; Sample errors can be magnified and lead to serious inaccuracies when weights are not used in tabulating the data.

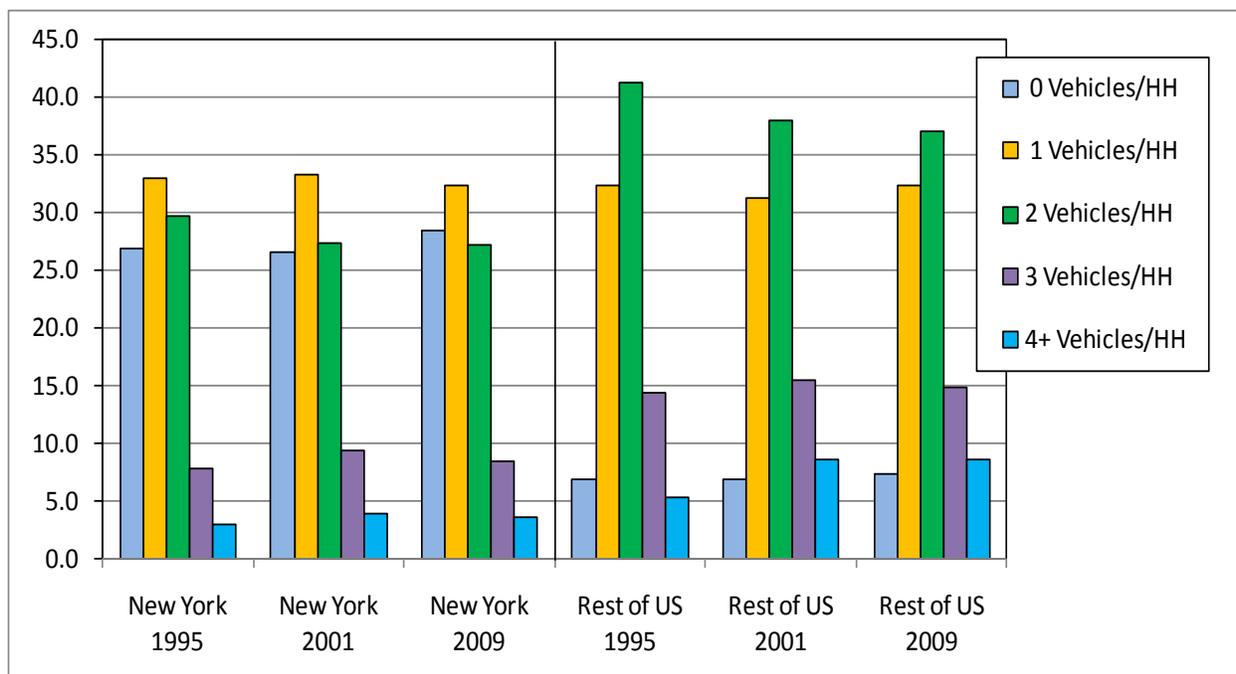
**Table 7.2 Summary Statistics on Travel based on 1995, 2001, and 2009 NPTS/NHTS for New York State and the Rest of the United States**

	New York State			Rest of the United States		
	1995 NPTS	2001 NHTS	2009 NHTS	1995 NPTS	2001 NHTS	2009 NHTS
Total Vehicle Trips (000,000)	11,023	10,886	10,877	218,723	222,144	222,973
Average Daily Vehicle Trips/Household	4.4	4.2	4.2	6.5	6.1	5.8
Average Daily Vehicle Trips/Driver	2.9	2.7	2.3	3.6	3.4	3.1
Average Vehicle Trip Length (miles)	8.78	8.92	8.62	9.07	9.91	9.77
Total Vehicle Miles of Travel (000,000)	95,571	95,209	92,171	1,972,797	2,179,560	2,152,940
Average Daily Vehicle Miles/Household	38.2	36.3	35.4	58.2	59.6	55.7
Average Daily Vehicle Miles/Driver	25.0	23.4	19.7	32.6	33.3	29.6
Average Vehicle Occupancy	1.60	1.63	1.67	1.59	1.63	1.67
Total Person Trips (000,000)*	23,810	23,705	24,281	355,120	360,704	367,742
Average Daily Person Trips/Household	9.5	9.0	9.3	10.5	9.9	9.5
Average Daily Person Trips/Person	3.9	3.7	3.6	4.3	4.1	3.8
Average Person Trip Length (miles)	7.74	8.30	7.49	9.23	10.14	9.89
Total Person Miles of Travel (000,000)*	177,072	186,685	171,875	3,234,049	3,597,163	3,560,916
Average Daily Person Miles/Household	70.8	71.2	66.0	95.4	98.4	92.1
Average Daily Person Miles/Person	28.9	29.4	25.8	39.4	41.0	36.8
Average Daily Commute Person Trips/Worker	1.31	1.12	1.06	1.40	1.15	1.11
Average Daily Commute Person Miles/Worker	13.97	10.79	10.15	16.08	13.78	12.99
Transit Mode Share of Person Trips	9.3%	9.5%	9.9%	1.2%	1.0%	1.2%
Transit Mode Share of Commute Trips	18.3%	20.1%	19.6%	2.9%	2.5%	2.3%

**Notes:** \*excluding 0 – 4 year olds; Sample errors can be magnified and lead to serious inaccuracies when weights are not used in tabulating the data.

### 7.1.2 Vehicle Ownership

From a statewide perspective, personal travel in NYS and the rest of the nation differs in a number of significant ways. While less than 10% of households outside NYS are without a vehicle, over 25% of all NYS households have no vehicle (Figure 7.2). Many NYS households do not own a vehicle largely by choice<sup>18</sup>, whereas those elsewhere do not own a vehicle largely due to income constraints.

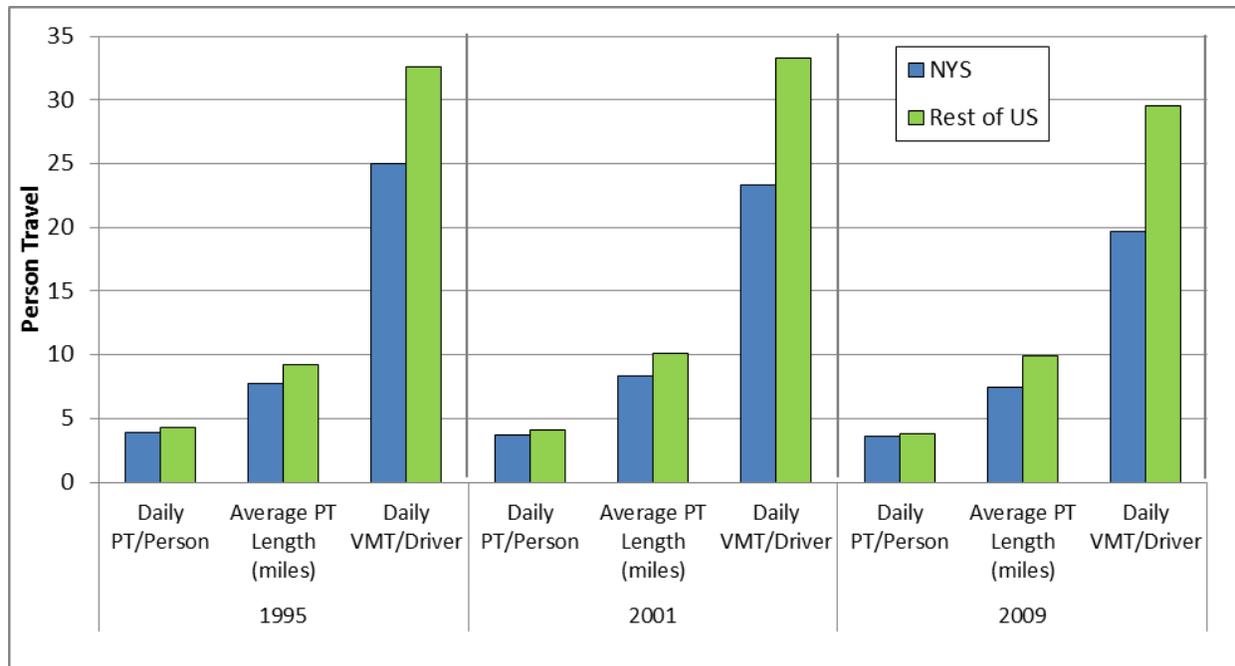


**Figure 7.2 Distribution of Households Owning Vehicles in New York vs. Rest of the United States in 1995, 2001, and 2009**

### 7.1.3 Personal Mobility

NYS residents consistently have taken fewer and shorter trips, and have driven considerably fewer miles than those in the rest of the United States over the three survey years (Figure 7.3). Specifically, NYS drivers traveled just under 20 miles daily, on the average, versus about 30 miles by drivers from the rest of the nation. The number of daily person trips per person and the daily VMT per driver show a gradual decline both across the state and across the rest of the nation, with a more noticeable decline in the daily VMT for both NYS and the rest of the nation between 2001 and 2009. On the other hand, average trip rates for residents of NYS and those in the rest of U.S. were closer to one another in 2009 than in previous survey years.

<sup>18</sup> While only 1 in 3 of these NYC households had an income under \$20,000 in 2009, 2 in 3 households were in these two lowest income classes in 2009 in both the rest of NYS and the rest of the nation



**Figure 7.3 Personal Mobility Statistics in New York State vs. Rest of the United States.**

#### 7.1.4 Vehicular Travel

In 2009, NYS drivers made an average of 2.3 trips daily, versus just over 3 trips daily by drivers in the rest of the nation. Both the median and average age of the household vehicle fleet is lower in NYS than elsewhere in that year. In 2009, 70% of the NYS households' private vehicle fleet was made up of vehicles reported to be less than 10 years old. In the rest of the nation this percentage was 60%. There is also a much lower share of pickup trucks reported in use by NYS households, at 8.6% of all NYS vehicles surveyed in 2009, versus 18.3% in the rest of the nation.

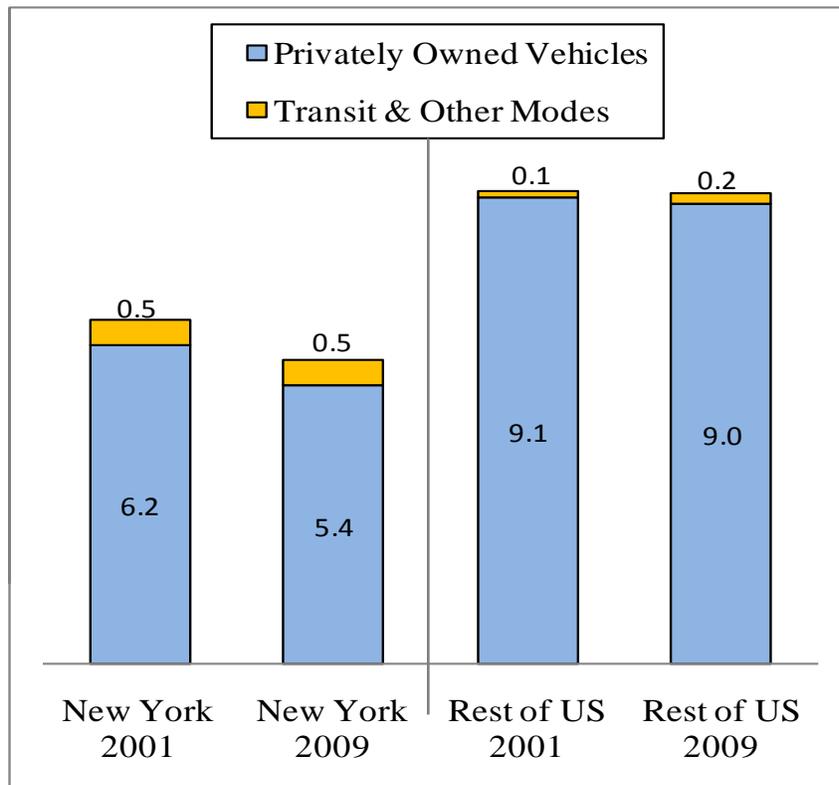
#### 7.1.5 Impact of Not Owning a Vehicle on Mode Choice

The relative popularity of walk trips in NYS, coupled with its transit options, renders a private vehicle unnecessary for many residents of the state. Privately owned household vehicles accounted for 79% of all NYS households' PMT in 2009, versus 89% in the rest of the United States. However, and due in large part to travelers in NYC, NYS residents on the average used public transit modes (notably rail and bus) significantly more than residents in the rest of the nation; about 10% vs. 1% respectively when measured in terms of the percentage of trips taken in 2009; or 6% vs. 1%, respectively if measured by PMT. Walk trips were also a much larger percentage of trips made in all three surveys, reaching 22% of total person trips in 2009 by NYS households, versus just under 10% in the rest of the nation. These walk trips accounted for 2.3% of all PMT in the state in 2009, three times the 0.7% share of PMT reported for the rest of the

nation. Bike trip rates in NYS were similar to those in the rest of the country. In the same year, NYS residents reported an average of 12.3 minutes spent walking or (to a much lesser extent) cycling per day, which was double the 6.2 minutes per day average reported in the rest of the nation. In terms of commute person trips, NYS workers are eight times more likely to use public transit, and three times more likely to walk to work compared to workers in the rest of the nation. Combining these to non-auto modes, the percentage of total commute trips taken either by public transit or walking in New York State is almost six times that elsewhere, at 28% vs. 5%.

### 7.1.6 Energy Related CO<sub>2</sub> Emissions Associated with Travel

Significantly greater use of non-motorized forms of travel (walk and cycle) and of public transit modes, a significantly lower average trip length, and lower daily trip rates meant that New York households on average emitted far fewer carbon dioxide emissions annually from their daily travel activities than did households in the rest of the nation, in both 2001 and 2009 (Figure 7.4).<sup>19</sup>



**Figure 7.4 Annual Carbon Dioxide Emissions (Metric Tons of CO<sub>2</sub>) from Travel per Household in 2001 and 2009: New York State vs. Rest of the United States.**

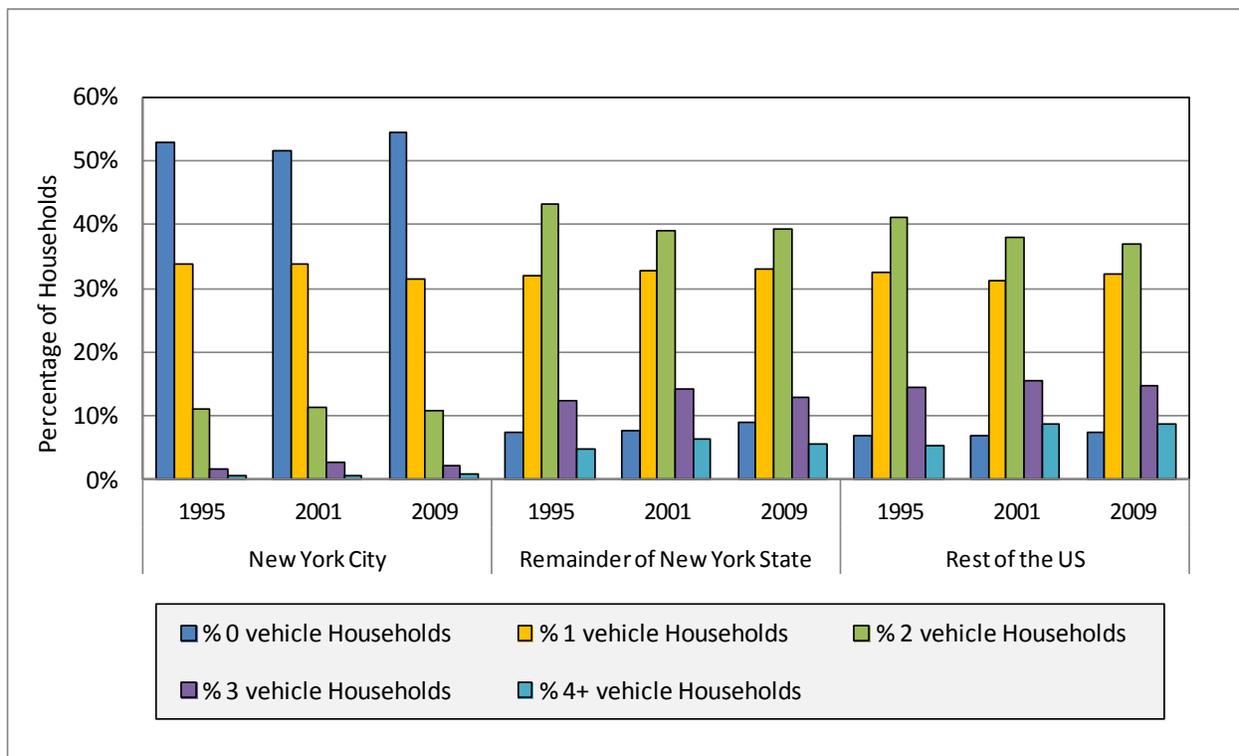
<sup>19</sup> Emissions data was not available in the 1995 NPTS.

## 7.2 THE INFLUENCE OF NEW YORK CITY ON THE STATE’S PERSONAL TRAVEL STATISTICS

As expected, the travel patterns of NYC residents differ significantly in a number of ways from patterns found elsewhere in the state, as well as in the nation as a whole. Several of these differences are presented in the following subsections.

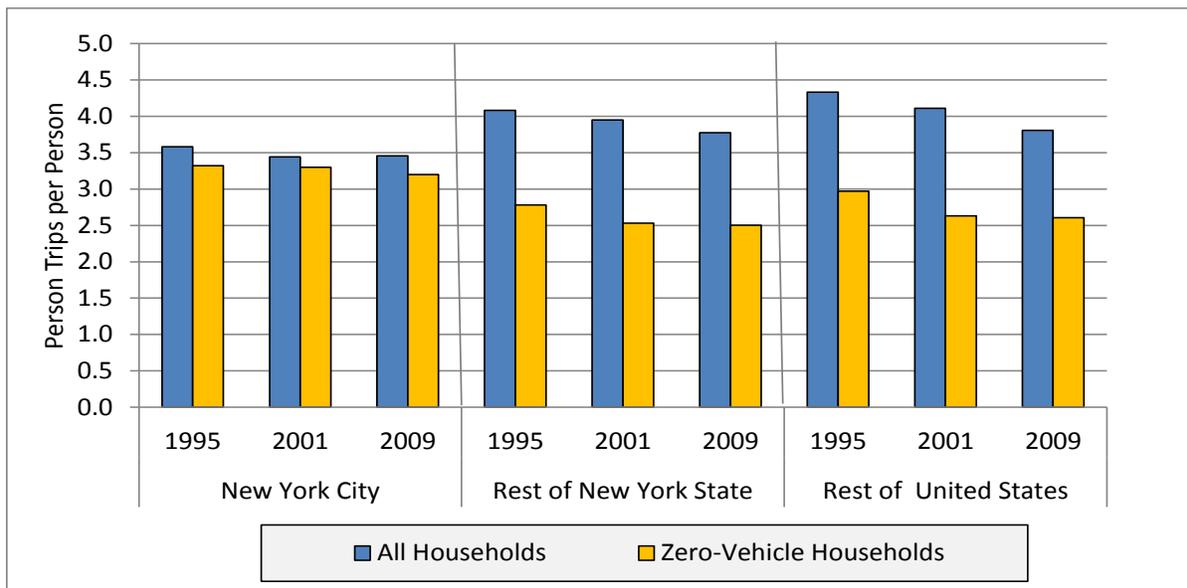
### 7.2.1 Vehicle Ownership and Income

Only 72% of NYC residents over the age of 16 held a driver’s license in 2009 (65% of women, 80% of men), versus 89% of residents in the rest of the state and also 89% in the rest of the nation. Households in the rest of NYS resemble households elsewhere in the United States in terms of vehicle ownership; with more than 90% of households owning at least one vehicle (Figure 7.5). Over half of NYC households do not own any vehicles in all three NPTS/NHTS survey years. NYC households are also far less likely on the average to own more than one vehicle than other NYS households, or households elsewhere. Outside NYC, about 58% of NYS households owned more than one vehicle in 2009. In the rest of the nation this number was 60% (Figure 7.5).



**Figure 7.5 Distribution of Households by Number of Vehicles in 1995, 2001, and 2009.**

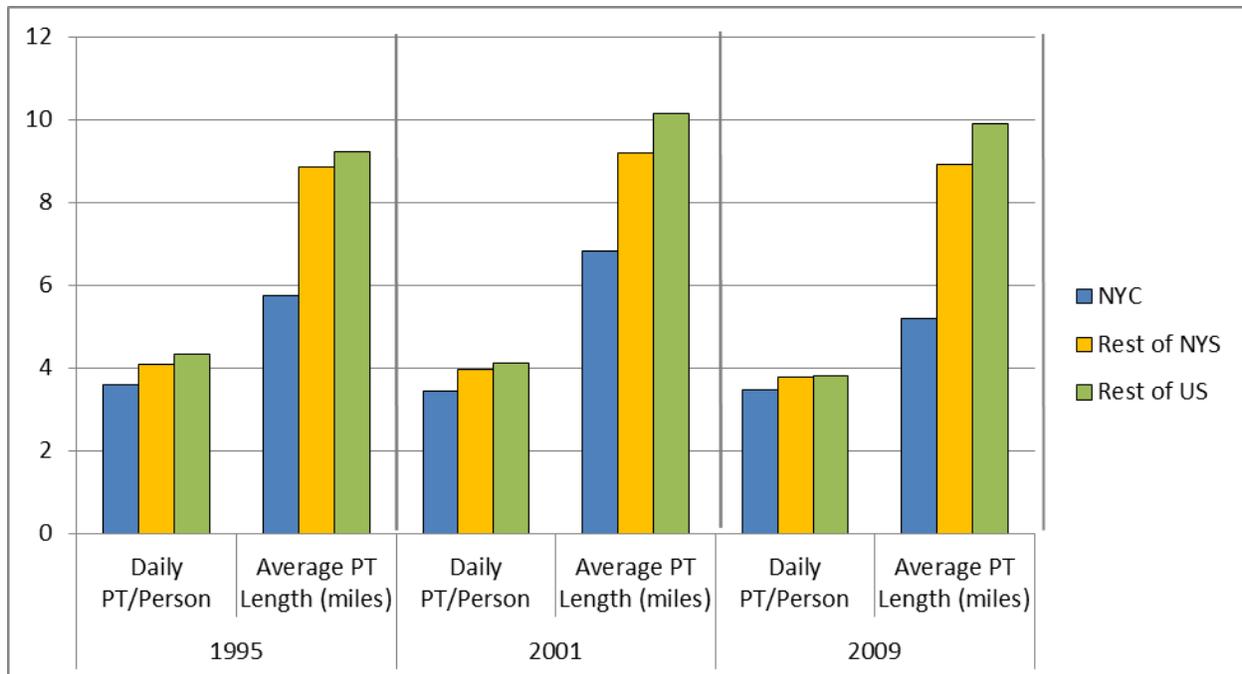
The income distribution of households without a vehicle is dramatically different in NYC. Approximately 60% of zero-vehicle households in the rest of the state and nation have incomes below \$20,000, while this proportion is only around one third for NYC. However, NYC households that do not own a vehicle are much more mobile than similar households in the rest of the state and nation, with daily person trip rates maintained by larger numbers of public transit and walk trips. As a result, while zero-vehicle owning households in the rest of the state and nation typically take roughly one third fewer person trips than the average household, this mobility gap is not evident for NYC households (Figure 7.6).



**Figure 7.6 Effects of Not Owning a Vehicle on Daily Person Trips per Person.**

### 7.2.2 Trip Rates and Trip Distances

On the average, NYC residents take fewer trips and significantly shorter trips than other NYS residents, or those located outside NYS (Figure 7.7). The difference in number of trips, however, has been narrowing over time. The distribution of trip purposes among NYC residents, even with the share of Family/Personal Business and Social/Recreation trips slightly increasing and Earning a Living trips slightly decreasing, is about the same as that in the rest of the country.



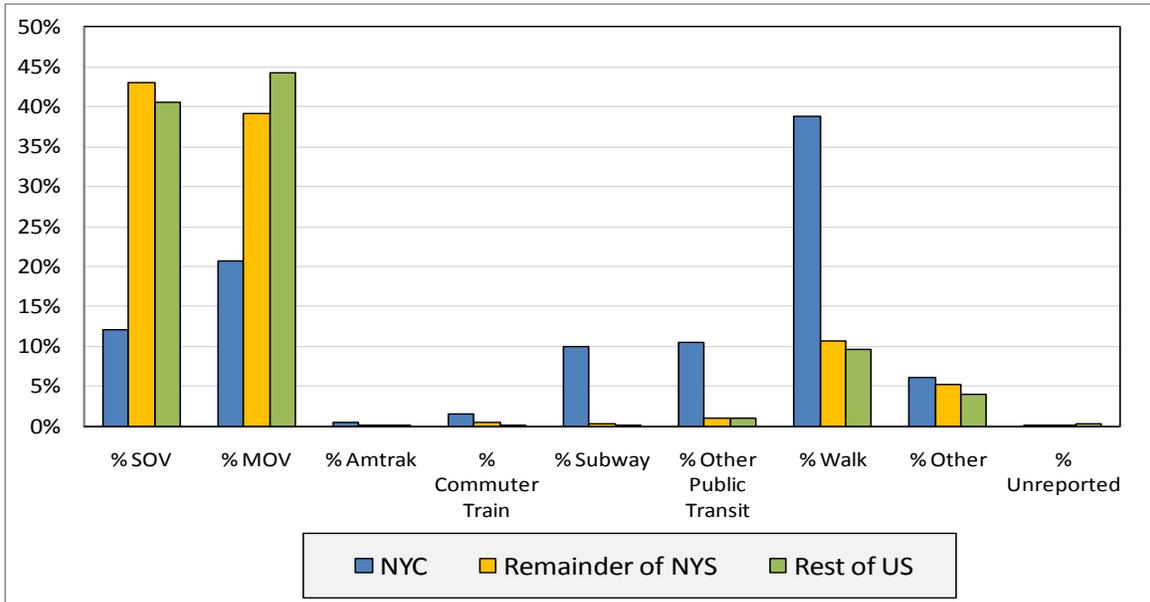
**Figure 7.7 Daily Person Trips per Person and Average Trip Length (miles).**

### 7.2.3 Travel Mode

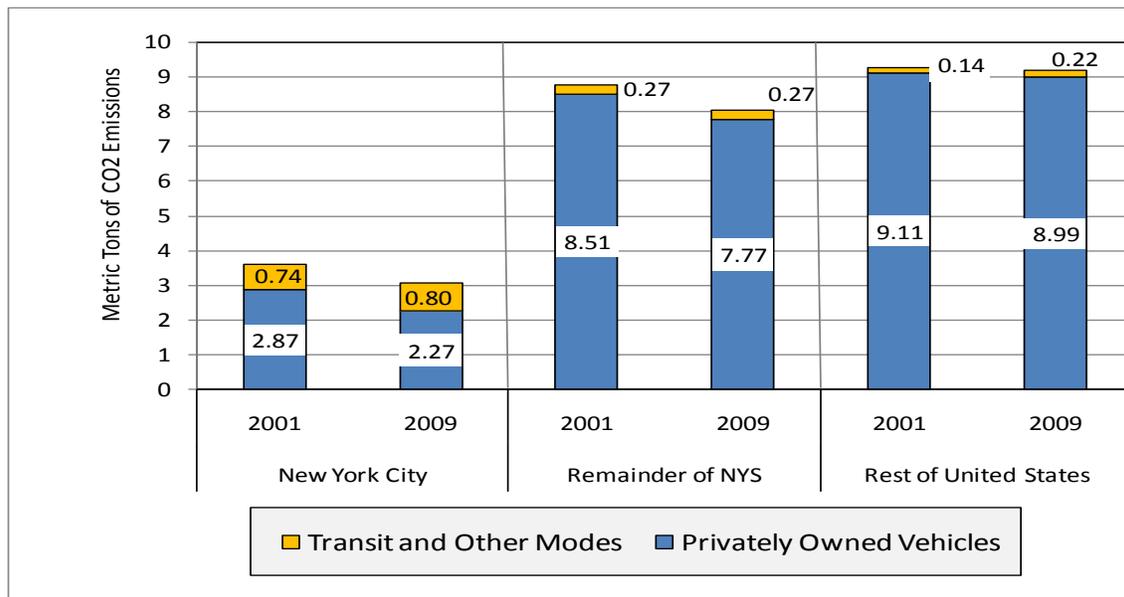
Given the large proportion of zero-vehicle households within NYC, how NYC residents get to places is very different from that of households elsewhere. Residents of NYC are nearly four times more likely to walk to their destinations and twelve times more likely to use public transit than those in the rest of the state, with such differences even larger compared to those outside NYS (Figure 7.8).

### 7.2.4 Carbon Dioxide Emissions

As described earlier, NYS households on the average emit significantly fewer travel generated carbon dioxide emissions annually than do households in the rest of the nation. Figure 7.9 shows that much of this difference is also attributable to the travel characteristics of NYC households, who as reported above have shorter average trip distances, who walk a good deal more to activities, and who make much greater use of public transit modes for their daily travel needs. On average, NYC households in 2009 emitted less than 40% of the personal travel related CO<sub>2</sub> emissions of households in the rest of the state, and only one third the emissions of households in the rest of the nation. Excluding NYC households, households in the rest of the state exhibit travel characteristics that are, for the most part, quite similar to those for the rest of the nation.



**Figure 7.8 Person Trip Percentages by Selected Modes, New York City, Remainder of New York State, and Rest of the United States in 2009.**

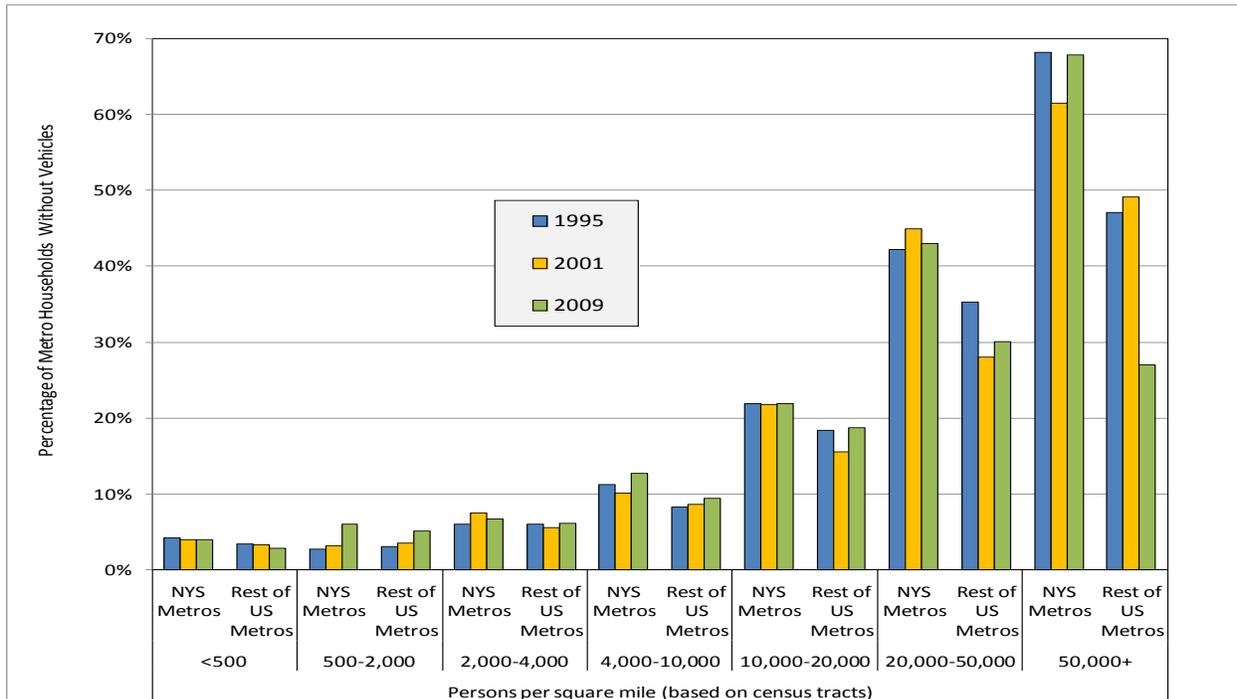


**Figure 7.9 Average Annual Emissions of Carbon Dioxide (Metric Tons of CO2) from Household Travel\* in 2001 and 2009.**

**Note:** \* Direct, vehicle operating emissions only, no “upstream” emissions associated with fuel or vehicle production or infrastructure supply included.

### 7.3 HOW PERSONAL TRAVEL STATISTICS VARY WITH URBAN POPULATION DENSITIES

NYC residential and employment densities are much higher than those in most of the rest of the state and nation. This begs the question how such densities affect travel activity patterns, both within and outside the state. The percentage of households without a vehicle is, as we might expect, positively correlated with higher population density (Figure 7.10). Such relationships with density also exist between driver rates (which fall as density increases) and the availability of public transit (which rises as density increases).



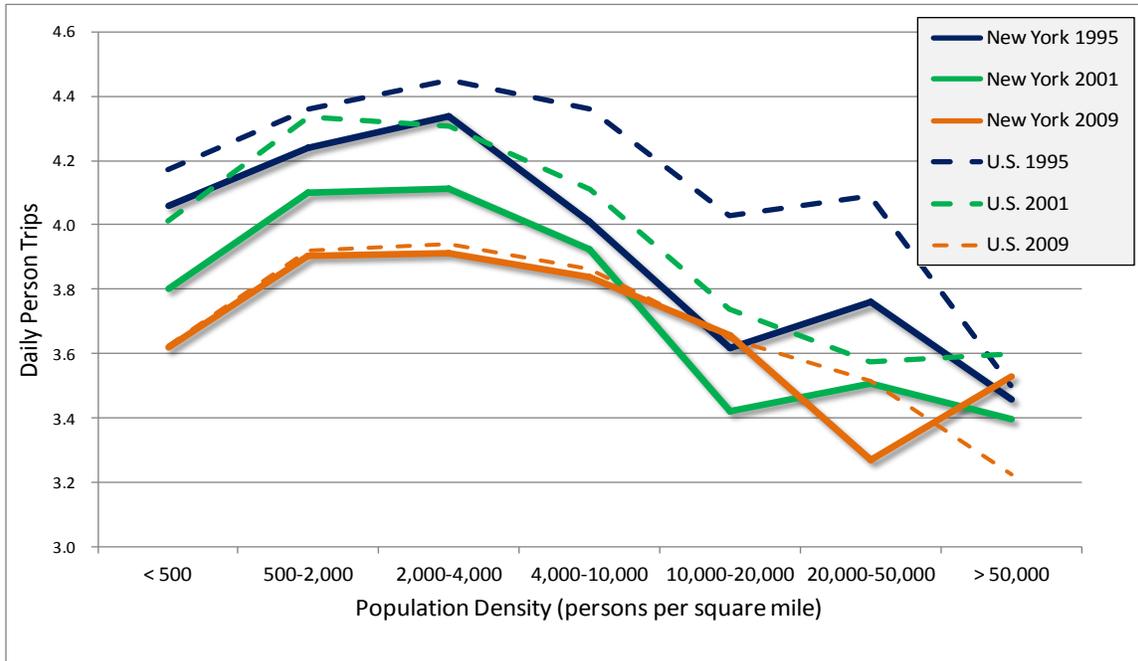
**Figure 7.10 Percentages of Households Without a Vehicle Broken Down by Population Density, New York Metros vs. Metros Outside New York State.**

**Note:** Differences in %s for the Rest of MSAs in US in the >50,000 ppsm class are based on small sample sizes and may be overstated.

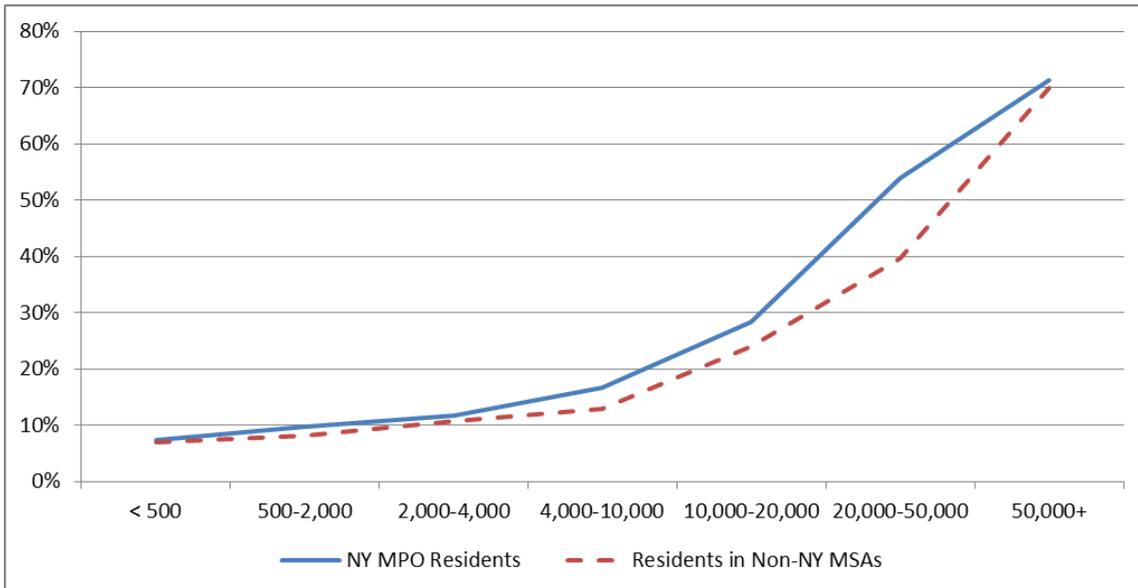
#### 7.3.1 Trip Rates, Mode Choice and Population Density

Figure 7.11 below shows the relationship between daily trip rate and population density – first increasing, then declining as population density increases. Also of note is the reduced difference in 2009 between the generally higher 1995 and 2001 NYS person trip rates versus those in the rest of the United States, at most density levels. In terms of mode choice, public transit and walk modes accounted for ten times the percentage of NYS metro area trips among 2009 travelers in the highest density class (47.6% walk + 23.7% transit = 71.3% of person trips)

than they did in the lowest density class (6.9% walk + 0.4% transit = 7.3% of person trips), with the metro areas in the rest of the nation in 2009 displaying a similar result (Figure 7.12).

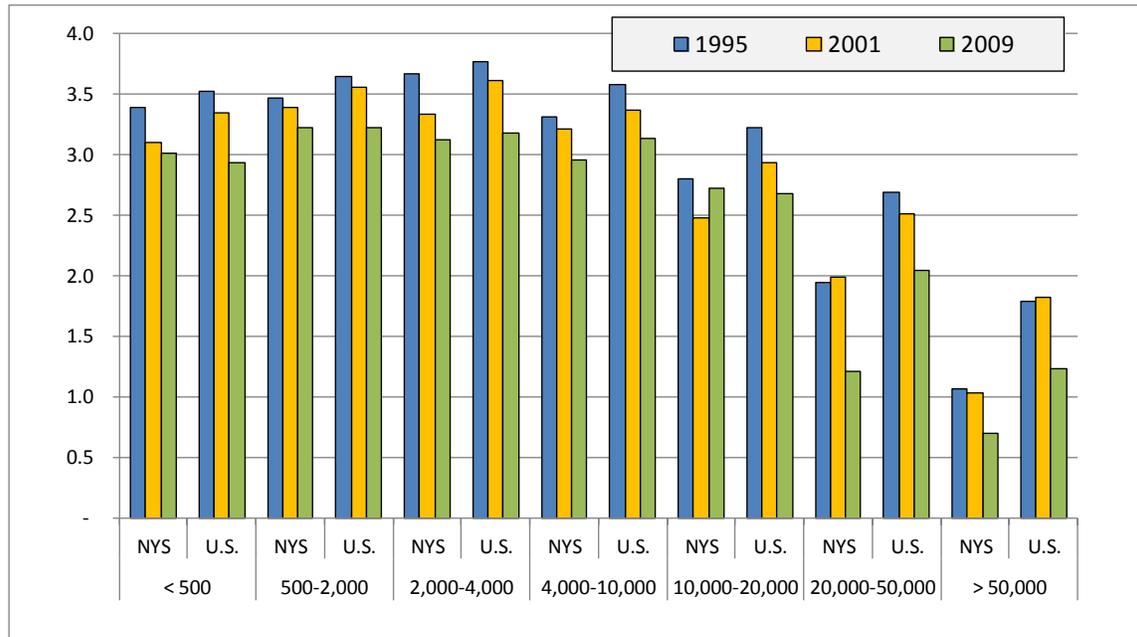


**Figure 7.11 Daily Person Trips by Population Density: New York State Metros vs. Metros Found Outside New York State.**



**Figure 7.12 Combined Transit/Walk Share of Person Trips by Population Density, 2009 NHTS: New York State Metros vs. Metros Found Outside New York State.**

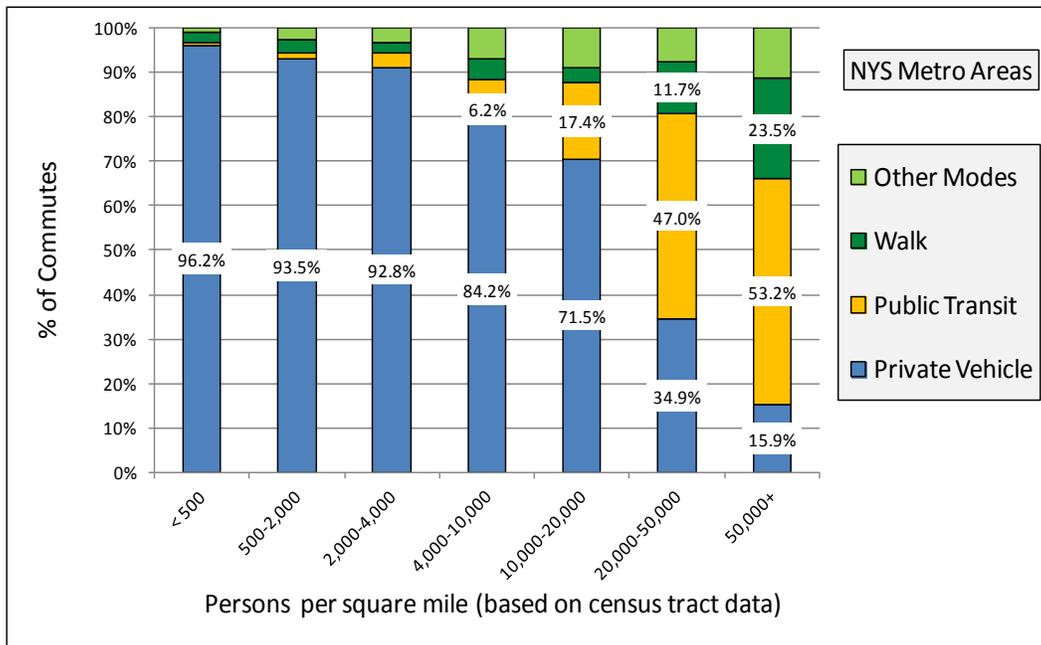
As shown in Figure 7.13 below, population density plays a similar role with respect to vehicle trip frequencies both within and outside the state. A typical NYS metro area driver in the most densely populated areas takes about one vehicle trip a day. As reported earlier, residents in these very high density areas, notably NYC, either walk or ride public transit most of the time.



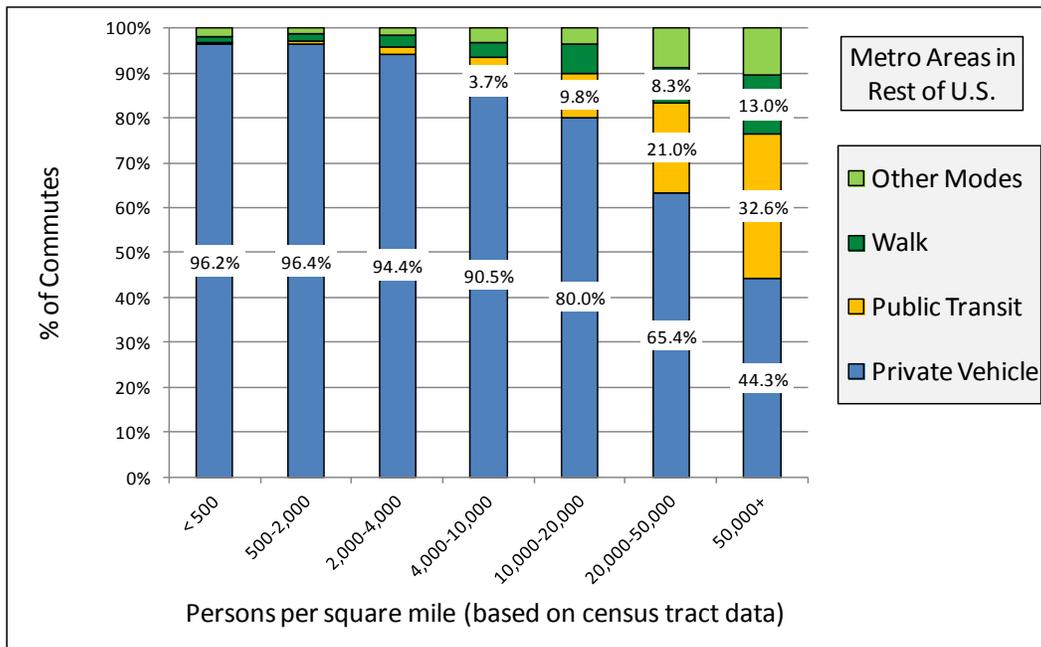
**Figure 7.13 Daily Vehicle Trip Rates in 1995, 2001, and 2009: New York Metros and Metros Outside New York State by Population Density Class (persons per square mile).**

### 7.3.2 Commuting and Density

Figures 7.14 and 7.15 below show the modal shares associated with daily commute to work trips within metro areas inside and outside NYS respectively. While metro areas both inside and outside the state display a significant shift from private automobile trips to public transit trips with increasing population density, and noticeably so at densities over 20,000 ppsm, this shift is much more noticeable within NYS, principally due to the higher rates of transit ridership and also walk trips within the NYC metro area. This pattern has remained essentially the same since 1995. Among the highest density areas of over 50,000 ppsm that were sampled outside the state in 2009, some 44% of commuter trips still used private household vehicles. Within NYS (effectively households found within NYC) only some 16% of commutes are privately owned vehicle at these very high population densities: with public transit and walk trips accounting for three quarters of all commutes daily.



**Figure 7.14 Commute Trips by Mode and Population Density for Households in NYS Metro Areas in 2009.**



**Figure 7.15 Commute Trips by Mode and Population Density for Households in Metro Areas Outside NYS in 2009.**

**Note:** The mode “Other” includes commercial and private air, school/charter/city to city buses, Amtrak, water modes, taxi, limousine, shuttles, bicycle, and other non-specified modes.

### 7.3.3 Travel by Manhattan Households

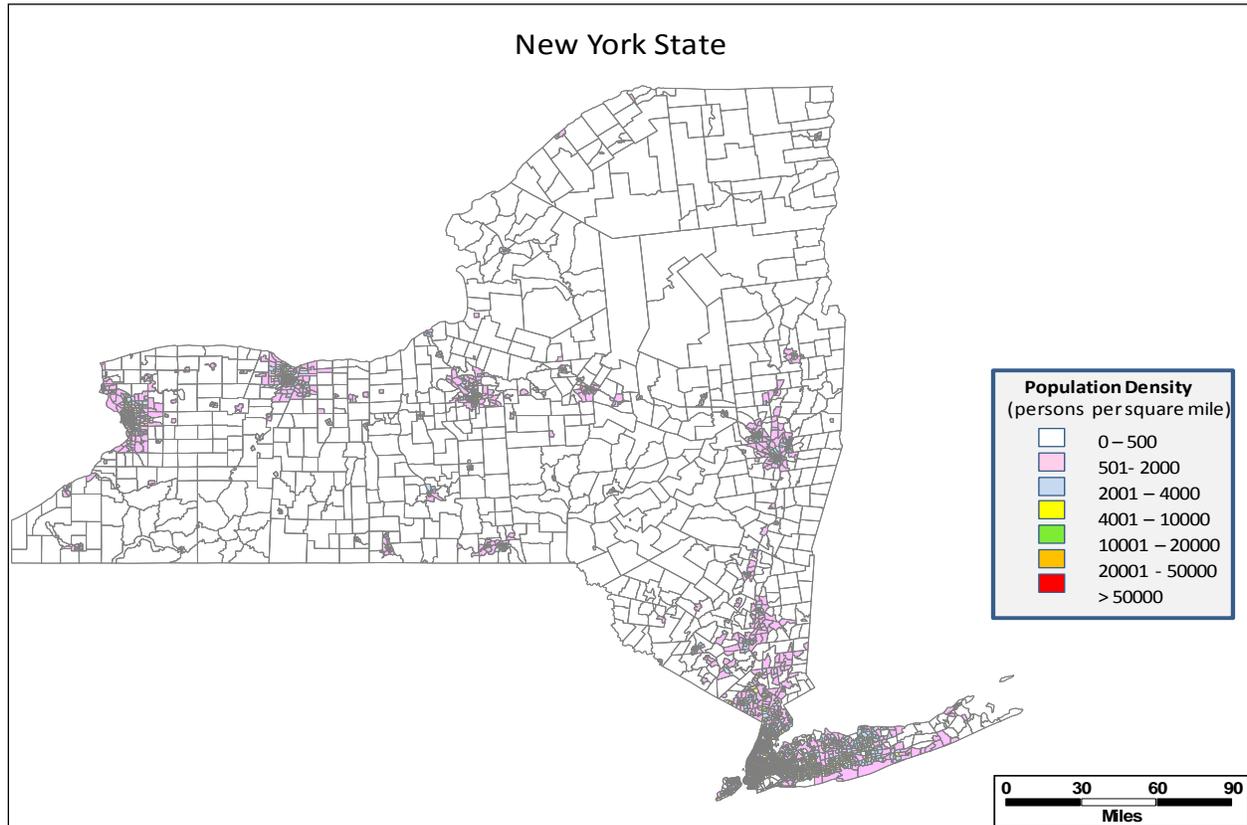
With roughly ninety percent of its households situated in populated areas with more than 50,000 people per square mile, the question of whether Manhattan residents travel differently from Americans living in similarly dense urban areas elsewhere in the nation presents itself. Some 77% of Manhattan households did not own a vehicle in 2009 (up from 69% in 2001, and closer to the 74% figure for 1995). This compares with 63% in the rest of NYC, and a 27% average in the non-NYS metros (which may be a low estimate: in 1995 and 2001 this value was around 48%). Despite this, more Manhattan residents considered themselves to be a driver than did their neighbors living elsewhere, at similar residential densities, in the rest of NYC; with the driver rate for Manhattan residents increasing from 57% to 73% since 1995. In terms of travel, Manhattan residents make more *person* trips than others living in areas with similar population densities, either inside or outside NYS. Daily person trip rates for Manhattan residents were around 3.9 trips in 2001 and 2009, up from 3.7 trips in 1995. This compares to daily person trip rates of 3.2 to 3.6 elsewhere. This difference is again largely due to more walk and transit trips being taken by Manhattan residents.

### 7.3.4 Rural Household Travel Comparisons

Many similarities, as well as a few differences, are found to exist between NYS's rural household travel statistics and those for the rest of rural America. On average, drivers in NYS rural areas make marginally fewer and shorter trips than those in rural areas elsewhere. The average age of a vehicle owned by a rural household in NYS in 2009 was over two years older than for rural households elsewhere in the nation. These rural NYS households drive their vehicles a few more miles each year than NYS urban households, on the average. Carbon dioxide emissions associated with rural highway travel are found to be significantly higher than for their urban area counterparts, and also about 20% higher than the emissions from NYS households in similarly low density (< 500 ppsm) urban areas. Most of this difference is attributable to the much higher share of public transit and walk trips taken by residents living in the nation's higher density urban locations, with age and type of privately owned vehicle being used also playing a role.

### 7.3.5 MPO Specific Travel Characteristics

Finally, we examined travel patterns among the state's thirteen MPO-based metropolitan areas: Albany; Binghamton; Buffalo; Elmira; Glens Falls; Ithaca; Kingston; the New York Metropolitan Transportation Council (NYMTC) area; Newburgh; Poughkeepsie; Rochester; Syracuse; and Utica-Rome (Figure 7.16).

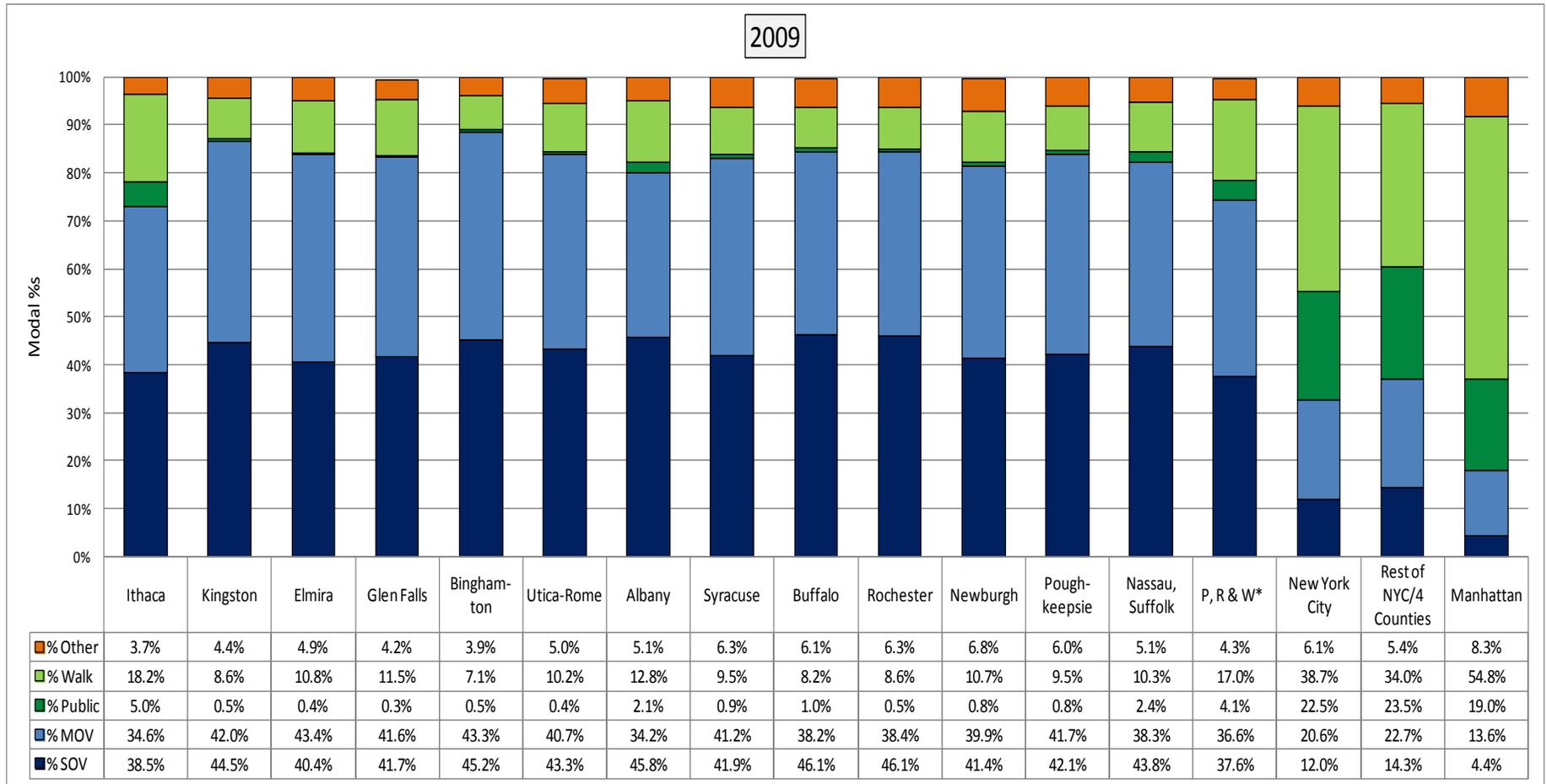


**Figure 7.16 Population Densities by 2010 Census Tracts.**

Some distinct patterns exist among NYS's MPO-served metropolitan areas. Almost all comparisons suggest that NYS metro areas can be categorized into three distinctive groups, regardless of the size of the MSA within which each is located. The first group consists of NYC/Manhattan, the second group consists of the remaining four counties of NYC, and the last group consists of all of the remaining metro areas, including the rest of the NYMTC MPO areas located outside NYC (i.e., the Nassau, Suffolk, Putnam, Rockland, and Westchester county portions of the NYMTC). The second group has travel patterns that tend to fall somewhere between those of the first and the third groups. When data for NYC/Manhattan residents are combined with those for the rest of the NYC, the unique travel characteristics of these Manhattan residents become obscured. Therefore, any comparisons in travel characteristics based on MPO boundaries should be made with caution.

## 7.4 CONCLUSION

Many of the differences between NYC counties and others in the state result from the striking differences in private vehicle ownership levels, with less than one in two NYC drivers and only 64% of NYC households owning a vehicle in 2009: versus 9 out of 10 drivers owning a vehicle, and between 1.5 and 2 vehicles owned per household, on the average, in the state's other metro areas. And this situation has changed very little over the past fourteen years covered by the three latest NPTS/NHTS surveys. While households in metro areas outside NYC do not own a vehicle largely due to income constraints, many households in NYC/Manhattan do not own a vehicle by choice. However, the statistics suggest that the mobility of zero-vehicle households in NYC/Manhattan is by no means deterred by the lack of a vehicle. While the private vehicle trip-making rate of NYC residents was between one half and one third that in the state's other metro areas, and their daily VMT about half that of other metro areas, most of their daily travel needs were met by walking or by public transit. As a result, their daily trip-making rates remain consistent with those of vehicle-owning households when all modes of travel are considered. This again indicates that owning a vehicle or being a driver in NYC was less important for meeting a household's mobility needs than anywhere else in NYS (Figure 7.17). The high levels of public transit usage within NYC replace a great deal of automobile use, and this plus greater use of walk trips results in significantly lower travel generated carbon dioxide emissions per household in NYC than elsewhere in the state. In contrast, the comparatively limited level of public transit ridership in the state's smaller and medium sized metro areas places a much greater reliance on the privately owned vehicle, be it an automobile or the increasingly popular SUV.



**Figure 7.17 Daily Person Trips by Selected Modes for New York State Metro Areas in 2009.**

**Notes:** % Public = trips by Commuter rail, subway/elevated rail transit, and other public transit, mainly bus. The mode “Other” includes commercial and private air, commuter/school/charter /city to city bus, water, taxi, limousine, airport shuttle, bicycle, Amtrak and other non-specified vehicles. \* P, R & W = Putnam, Rockland and Westchester counties in the NYMYC region.



**APPENDIX A: GLOSSARY OF TERMS**

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## APPENDIX A: GLOSSARY OF TERMS

This glossary provides the most commonly used terms in the NHTS and definitions of those terms. These definitions are provided to assist the user in the interpretation of the NHTS data.

<b>Adult</b>	For NHTS, this is defined as a person 18 years or older.
<b>Block Group</b>	A subdivision of a Census tract that averages 1000 to 1100 people, and approximately 400-500 housing units. The source used for the 2009 NHTS was TeleAtlas MatchMaker (derived from Census 2000 definition).
<b>Census Region and Division</b>	<p>The Census Bureau divides the states into four regions and nine divisions. Note that the divisions are wholly contained within a region, i.e., region lines do not split division lines. The regions and their component divisions are:</p> <p><b>Northeast Region:</b></p> <ul style="list-style-type: none"> <li>• New England Division: Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont</li> <li>• Middle Atlantic Division: New Jersey, New York, Pennsylvania</li> </ul> <p><b>North Central Region:</b></p> <ul style="list-style-type: none"> <li>• East North Central Division: Illinois, Indiana, Michigan, Ohio, Wisconsin</li> <li>• West North Central Division: Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota, South Dakota</li> </ul> <p><b>South Region:</b></p> <ul style="list-style-type: none"> <li>• South Atlantic Division: Delaware, Florida, Georgia, Maryland, North Carolina, South Carolina, Virginia, West Virginia</li> <li>• East South Central Division: Alabama, Kentucky, Mississippi, Tennessee</li> <li>• West South Central Division: Arkansas, Louisiana, Oklahoma, Texas</li> </ul> <p><b>West Region:</b></p> <ul style="list-style-type: none"> <li>• Mountain Division: Arizona, Colorado, Idaho, Montana, Nevada, New Mexico, Utah, Wyoming</li> <li>• Pacific Division: Alaska, California, Hawaii, Oregon, Washington</li> </ul> <p><b>Puerto Rico.</b></p>

For the 2009 NHTS the source used for the 2000 Census Region was:  
<http://www.census.gov/geo/www/cob/rg2000.html>. The source used for the 2000 Census Division was:  
<http://www.census.gov/geo/www/cob/dv2000.html>.

<b>Census Tract</b>	A small subdivision of a county, containing approximately 4,000 persons. Tracts can range in population from 2,500 to 8,000. The geographic size of the tract may vary considerably, depending on population density. Tracts were designed to be homogeneous in regard to population characteristics, economic status and living conditions when they were first delineated. Since the first tracts were delineated for the 1890 Census, today's tracts may be far from homogeneous. The source used for the 2009 NHTS was TeleAtlas MatchMaker (derived from Census 2000 definition).
<b>Child</b>	A child is normally defined as a person under the age of 18. An exception to this is for life cycle, where a child can be anyone through the age of 21 who is listed as a child to the household respondent.
<b>Consolidated Metropolitan Statistical Area (CMSA)</b>	A large metropolitan complex of 1 million or more population, containing two or more identifiable component parts designated as primary metropolitan statistical areas (PMSAs). For example, the New York-Northern New Jersey-Long Island CMSA is composed of the following fourteen areas: Bridgeport, Danbury, Dutchess County, Jersey City, Middlesex-Somerset-Hunterdon, Monmouth-Ocean, Nassau-Suffolk, New Haven-Meriden, New York, Newark, Newburgh, Stamford-Norwalk, Trenton, Waterbury.
<b>Destination</b>	For travel day trips, the destination is the point at which there is a break in travel, except if the break is only to change vehicles or means of transport.
<b>Driver</b>	A driver is a person who operates a motorized vehicle. If more than one person drives on a single trip, the person who drives the most miles is classified as the principal driver.
<b>Employed</b>	A person is considered employed if (s)he worked for pay, either full time or part time, during the week before the interview. This includes persons who work at home or persons who have more than one job.
<b>Education Level</b>	The number of years of regular schooling completed in graded public, private, or parochial schools, or in colleges, universities, or professional schools, whether day school or night school. Regular schooling advances a person toward an elementary or high school diploma, or a college, university, or professional school degree.
<b>Household</b>	A group of persons whose usual place of residence is a specific housing unit; these persons may or may not be related to each other. The total of all U.S. households represents the total civilian non-institutionalized population. A household does not include group quarters (i.e., 10 or more persons living together, none of whom are related).

<b>Household Income</b>	Household income is the money earned by all family members in a household, including those temporarily absent. Annual income consisted of the income earned 12 months preceding the interview. Household income includes monies from all sources, such as wages and salary, commissions, tips, cash bonuses, income from a business or farm, pensions, dividends, interest, unemployment or workmen's compensation, social security, veterans' payments, rent received from owned property (minus the operating costs), public assistance payments, regular gifts of money from friends or relatives not living in the household, alimony, child support, and other kinds of periodic money income other than earnings. Household income excludes in-kind income such as room and board, insurance payments, lump-sum inheritances, occasional gifts of money from persons not living in the same household, withdrawal of savings from banks, tax refunds, and the proceeds of the sale of one's house, car, or other personal property.
<b>Household Members</b>	Household members include all people, whether present or temporarily absent, whose usual place of residence is in the sample unit. Household members also include people staying in the sample unit who have no other usual place of residence elsewhere.
<b>Household Vehicle</b>	A household vehicle is a motorized vehicle that is owned, leased, rented or company-owned and available to be used regularly by household members during the two-week travel period. Household vehicles include vehicles used solely for business purposes or business-owned vehicles, so long as they are driven home and can be used for the home to work trip, (e.g., taxicabs, police cars, etc.). Household vehicles include all vehicles that were owned or available for use by members of the household during the travel period, even though a vehicle may have been sold before the interview. Vehicles excluded from household vehicles are those which were not working and were not expected to be working within 60 days, and vehicles that were purchased or received after the designated travel day.
<b>Journey-to-Work Trips (Commute trips)</b>	Includes travel to and from a place where one reports for work. Does not include any other work-related travel. Does not include any trips for persons who work at home.
<b>Means of Transportation</b>	<p>A mode of travel used for going from one place (origin) to another (destination). A means of transportation includes private and public transit modes, as well as walking.</p> <p>The following transportation modes, grouped by major mode, are included in the NHTS data.</p> <p><b>Private Vehicle</b> – a stipulation for being a private vehicle is that the vehicle is privately owned or operated.</p> <ol style="list-style-type: none"> <li>1. Car. Includes cars and station wagons. Leased and rented cars are included if they are privately operated and not used for picking up passengers in return for fare.</li> </ol>

2. Van. Includes vans or minivans designed to carry 5 to 13 passengers, or to haul cargo.
3. Sport Utility Vehicle. Includes vehicles that are a hybrid of design elements from a van, a pickup truck and a station wagon. Examples include a Ford Explorer, Jeep Cherokee, or Nissan Pathfinder.
4. Pickup Truck. Includes vehicles with an enclosed cab that usually accommodates 2-3 passengers, and has an open cargo area in the rear. Late model pickups often have a back seat that allows for total seating of 4 -6 passengers. Pickup trucks usually have the same size of wheel-base as a full-size station wagon. This category also includes pickups with campers.
5. Other Truck: This category consists of all trucks other than pickup trucks (i.e., dump trucks, trailer trucks, etc.).
6. RV or Motor Home: An RV or motor home includes a self-powered recreational vehicle that is operated as a unit without being towed by another vehicle (e.g., a Winnebago motor home).
7. Motorcycle: This category includes large, medium, and small motorcycles and mopeds.
8. Golf Cart: This includes all electric or gas operated vehicles designed for use on a golf course, but whose use has recently extended to use within smaller, often gated, communities.

**Public Transportation**, as used in FHWA publications and analysis of NHTS data, typically includes the following that are **indicated in bold below**, mass transit bus, commuter bus, commuter train, subway/elevated rail, and streetcar/trolley.

Bus. This category includes:

9. **mass transit systems**, these are local public transit buses that are available to the general public,
10. **commuter buses**, these are buses used for short-distance public transport purposes (e.g., city bus or public bus), school buses, and
12. charter/tour buses, these are private buses operating on a fixed schedule between population centers, and
13. city to city buses, these are buses that run from one urban center to the other (e.g., Greyhound), and
14. shuttle buses, these are buses that shuttle passengers from one fixed place to another (e.g., airport shuttles).

Train: This category includes:

15. Amtrak/Intercity Train that run from one urban center to another,
16. **Commuter** trains and passenger trains
17. **Subway and elevated rail** (also known as rail rapid transit) is a high capacity system operated on a fixed rail or guide way system on a private right of way, and
18. **Trolley/streetcars** are vehicles that run on a fixed rail system powered by electricity obtained from an overhead power distribution system.

#### **Other Modes**

11. School Buses.

	<p>19. Taxi. Taxis include the use of a taxicab by a passenger for fare, including limousines. The taxi category does not include rental cars if they are privately operated.</p> <p>20. Ferry. This includes travel by passenger line ferries.</p> <p>21. Airplane. . Airplanes include commercial airplanes and smaller planes that are available for use by the general public in exchange for a fare. Private and corporate planes and helicopters are also included.</p> <p>22. Bicycle: This category includes bicycles of all speeds and sizes that do not have a motor.</p> <p>23. Walk: This category includes walking and jogging.</p> <p>24. Special Transit for People with Disabilities. This includes things like “Dial-A-Ride”</p> <p>97. Other. Includes any type of transportation not previously listed, (e.g. skate boards, roller blades, sailboats, cruise ships, etc).</p>
<b>Metropolitan Planning Organization (MPO)</b>	<p>A metropolitan planning organization devises solutions to regional transportation problems concerning land use, air quality, energy, economic development and commerce. Such an organization exists for every urban area with at least 50,000 residents. New York State has thirteen MPOs analyzed in this report: Albany; Binghamton; Buffalo; Elmira; Glens Falls; Ithaca; Kingston; the New York Metropolitan Transportation Council (NYMTC) area; Newburgh; Poughkeepsie; Rochester; Syracuse; and Utica-Rome.</p>
<b>Metropolitan Statistical Area (MSA)</b>	<p>Except in the New England States, a Metropolitan Statistical Area is a county or group of contiguous counties which contains at least one city of 50,000 inhabitants or more, or “twin cities” with a combined population of at least 50,000. In addition, contiguous counties are included in an MSA if, according to certain criteria, they are socially and economically integrated with the central city. In the New England States, MSA’s consist of towns and cities instead of counties. The source used for the 2009 NHTS was 1999 Metropolitan Areas: Cartographic Boundary Files. File ma99_99.shp from <a href="http://www.census.gov/geo/www/cob/ma1999.html">http://www.census.gov/geo/www/cob/ma1999.html</a>.</p>
<b>Motorized Vehicle</b>	<p>Motorized vehicles are all vehicles that are licensed for highway driving. Snow mobiles and minibikes are specifically excluded.</p>
<b>New York City (NYC)</b>	<p>New York City is defined in this report as the five county area: Bronx, Kings, Queens, New York (Manhattan), and Richmond.</p>
<b>New York Metropolitan Transportation Council (NYMTC)</b>	<p>The New York Metropolitan Transportation Council (NYMTC) encompasses includes the following three areas: (1) Nassau, Suffolk; (2) New York City, (which includes the following counties: Bronx, Kings, Queens, New York, and Richmond); and (3) Putnam, Rockland, and Westchester.</p>
<b>Occupancy</b>	<p>Occupancy is the number of persons, including driver and passenger(s) in a vehicle.</p>
<b>Occupancy Rate</b>	<p>NHTS occupancy rates are generally defined as the mileage-weighted averages of the number of persons on a vehicle trip.</p>
<b>Origin</b>	<p>Origin is the starting point of a trip.</p>

<b>Passenger</b>	For a specific trip, a passenger is any occupant of a motorized vehicle, other than the driver.
<b>Person Miles of Travel (PMT)</b>	PMT is a primary measure of person travel. When one person travels one mile, one person mile of travel results. Where 2 or more persons travel together in the same vehicle, each person makes the same number of person miles as the vehicle miles. Therefore, four persons traveling 5 miles in the same vehicle results in 20 person miles ( $4 \times 5 = 20$ ).
<b>Person Trip</b>	A person trip is a trip by one or more persons in any mode of transportation. Each person is considered as making one person trip. For example, four persons traveling together in one auto are counted as four person trips.
<b>Privately Owned Vehicle (POV)</b>	A privately-owned vehicle or privately-operated vehicle. Either way, the intent here is that this is not a vehicle available to the public for a fee, such as a bus, subway, taxi, etc.
<b>Travel Day</b>	A travel day is a 24-hour period from 4:00 a.m. to 3:59 a.m. designated as the reference period for studying trips and travel by members of a sampled household.
<b>Travel Day Trip</b>	<p>A travel day trip is defined as any time the respondent went from one address to another by private motor vehicle, public transportation, bicycle, walking, or other means during the NHTS assigned reporting travel day. However, a separate trip is not counted in two instances:</p> <ol style="list-style-type: none"> <li>1. When the sole purpose for the trip is to get to another vehicle or mode of transportation in order to continue to the destination.</li> <li>2. Travel within a shopping center, mall or shopping areas of 4-5 blocks is to be considered as travel to one destination.</li> </ol>
<b>Travel Day Trip Purpose</b>	<p>A trip purpose is the main reason that motivates a trip. There are 36 travel day trip purposes used in the 2009 NHTS.</p> <p>Trip purposes were collected using a From-To approach. For each trip, the origin and destination are on the file in specific terms if reported by the respondent (e.g. from work to Bob's Beef Pit). The 36 trip reasons are defined below. The numbers in parentheses represent the value of WHYTO (trip purpose) in the dataset.</p> <ol style="list-style-type: none"> <li>1. To Home (01). Represents a trip to the respondents' primary residence.</li> <li>2. Go to Work (11). This is the first trip to the work location on travel day.</li> <li>3. Return to Work (12). A trip to work that is not the first trip to the workplace on the travel day (e.g., returning to work after lunch).</li> <li>4. Attend Business Meeting/Trip (13). Represents a work related trip whose purpose is to attend a business meeting.</li> <li>5. Other Work Related (14). A work related trip whose purpose is not specified.</li> </ol>

6. Go to School as a Student (21). Represents a trip whose purpose is to go to school as a student.
7. Go to Religious Activity (22). Represents a trip whose purpose is to go to a place to attend a religious activity.
8. Go to Library, School Related (23). Represents a trip whose purpose is to go to the library as part of a school related activity.
9. Go to Daycare/Before or After School Care (24). Represents a trip whose purpose is to attend day care or a supervised before or after school care program
10. Other School/Religious Activity (20). Represents school and religious activities that are not captured in WHYTO 21-24 above.
11. Medical/Dental Services (30). Represents a trip made to obtain medical, dental, or mental health treatment, or other related professional services.
12. Buy Goods: groceries/clothing/hardware store (41). Represents a shopping trip whose purpose is to purchase commodities for use or consumption elsewhere. This purpose also includes all shopping trips even if nothing is purchased.
13. Buy Services: video rentals/dry cleaning/post office/car service/bank (42). This category includes the purchase of services other than medical/dental or other professional services.
14. Buy Gas (43). Represents a trip made specifically to get gas.
15. Shopping/Errands (40). Represents shopping and errand trips that are not captured in WHYTO 41-43 above.
16. Go to the Gym/Exercise/Play Sports (51). Represents a trip made for exercise, to engage in exercise or to participate in a sport.
17. Rest or Relaxation/Vacation (52). Represents a trip made for the purpose of relaxing or taking a vacation, but does not include visiting family.
18. Visit Friends/Relatives (53). Represents the social/recreational trip whose purpose is to visit with family and friends.
19. Go out/Hang out: entertainment/theater/sports event/go to bar (54). Represents trips whose purpose is entertainment related or hanging out with friends. Typically this event takes place in a public venue.
20. Visit Public Place: historical site/museum/park/library (55). Represents a trip purpose that is educational or enlightening.
21. Social/Recreational (50). This category includes social and recreational trips that are not captured in WHYTO 51-55 above.

22. Use Professional Services: attorney/accountant (61). Represents a trip made for to engage professional services other than for medical/dental purposes.
23. Attend Funeral/Wedding (62). Represents a trip whose purpose is to attend a funeral or a wedding.
24. Use Personal Services: grooming/haircut/nails (63). Represents a trip for personal services such as to get a massage or get a haircut.
25. Pet Care: walk the dog/vet visits (64).
26. Attend Meeting: PTA/home owner's association/local government (65). Represents a trip purpose to attend a non-work related meeting, such as a community meeting
27. Family Personal Business/Obligations (60). Represents a trip for 13 personal business but is not captured in WHYTO 61-65 above.
28. Pickup Someone (71). Represents a trip whose purpose was to pick up a passenger.
29. Take and Wait (72). Represents a trip made to take someone to a destination and then wait with or for them at the destination and then depart together.
30. Drop Someone Off (73). Represents a trip whose purpose was to drop off a passenger (but not wait for them).
31. Transport Someone (70). Represents trips with a passenger that are related to picking up or dropping off someone but is not captured in WHYTO 71-73 above.
32. Social Event (81). Represents a trip whose purpose is to attend a social event but eating a meal is not a key component of the event.
33. Get/Eat Meal (82). Represents a trip whose primary purpose is to get and eat a meal.
34. Coffee/Ice Cream/Snacks (83). Represents a trip whose purpose is to get/eat a snack or drink, something less than a meal.
35. Meals (80). Represents a trip whose purpose is to eat or get a meal but is not captured in WHYTO 81-83 above.
36. Other (97). Represents a trip purpose not captured by any of the specific WHYTO categories described above.

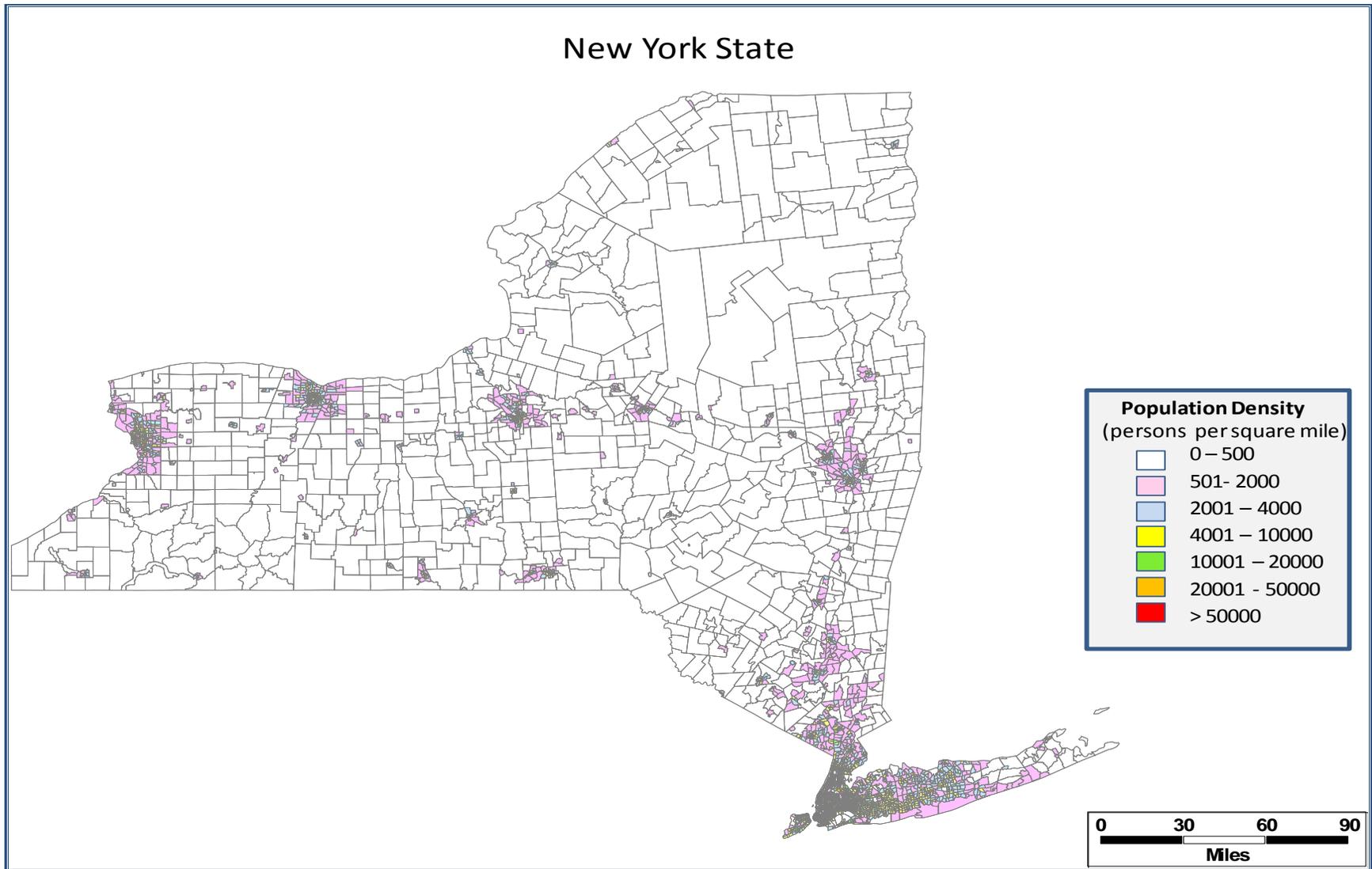
<b>Urbanized Area</b>	<p>An urbanized area consists of the built up area surrounding a central core (or central city), with a population density of at least 1,000 persons per square mile. Urbanized areas do not follow jurisdictional boundaries thus it is common for the urbanized area boundary to divide a county.</p> <p>For the 2009 NHTS, Urban Areas were calculated two ways.</p> <ul style="list-style-type: none"> <li>• Variable URBAN uses the 2000 Urbanized Areas: Cartographic Boundary Files. File ua00_d00.shp from <a href="http://www.census.gov/geo/www/cob/ua2000.html">http://www.census.gov/geo/www/cob/ua2000.html</a>. Two codes are used: 0 = Not in Urban Area, 1 = in Urban Area</li> <li>• Variable URBAN1 uses the 2000 Urbanized Areas: Cartographic Boundary Files. File ua00_d00.shp from <a href="http://www.census.gov/geo/www/cob/ua2000.html">http://www.census.gov/geo/www/cob/ua2000.html</a>. Four codes are used: 0 = Not in Urban Area, 1 = in Urban Cluster, 2 = in Urban Area, 3 = in area surrounded by urban areas.</li> </ul>
<b>Vehicle</b>	<p>In the 2009 NHTS, the term vehicle includes autos, passenger vans, sport utility vehicles, pickups and other light trucks, RV's, motorcycles and mopeds owned or available to the household.</p>
<b>Vehicle Miles of Travel (VMT)</b>	<p>VMT is a unit to measure vehicle travel made by a private vehicle, such as an automobile, van, pickup truck, or motorcycle. Each mile traveled is counted as one vehicle mile regardless of the number of persons in the vehicle.</p>
<b>Vehicle Occupancy</b>	<p>Vehicle occupancy is the number of persons, including driver and passenger(s) in a vehicle; also includes persons who did not complete a whole trip. NHTS occupancy rates are generally calculated as person miles divided by vehicle miles.</p>
<b>Vehicle Trip</b>	<p>A trip by a single privately-operated vehicle regardless of the number of persons in the vehicle.</p>
<b>Vehicle Type</b>	<p>For purposes of the 2009 NHTS, one of the following:</p> <ol style="list-style-type: none"> <li>1. Automobile (including station wagon)</li> <li>2. Van</li> <li>3. Sport Utility Vehicle</li> <li>4. Pickup Truck (including pickup with camper)</li> <li>5. Other Truck</li> <li>6. RV or Motor Home</li> <li>7. Motorcycle</li> <li>8. Other</li> </ol>
<b>Weekday</b>	<p>Weekday is defined as Monday through Friday. In the previous comparison reports, it was defined as the time between 12:01 a.m. Monday and 6:00 p.m. Friday. This was modified to correctly estimate per person statistics.</p>
<b>Weekend</b>	<p>Weekend is defined as Saturday and Sunday. See "Weekday" for more on the difference between previous reports.</p>

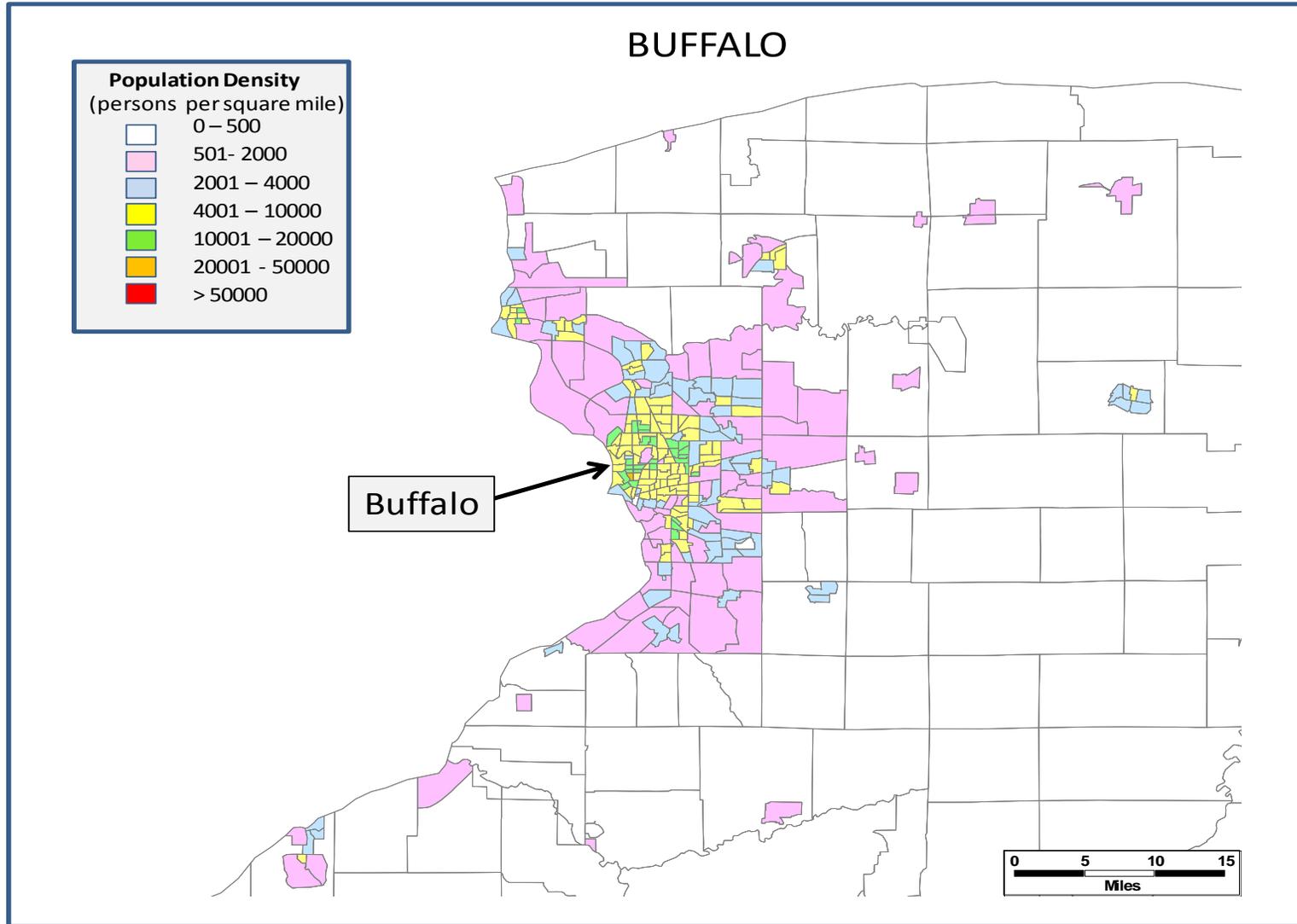
**Work-Related Travel (WR)** These are trips related to business activities except travel to the place of work: for example, a plumber drives to a wholesale dealer to purchase supplies for his business or a company executive travels from his office to another firm to attend a business meeting. Business, out-of-town trips, and professional conventions are also included.

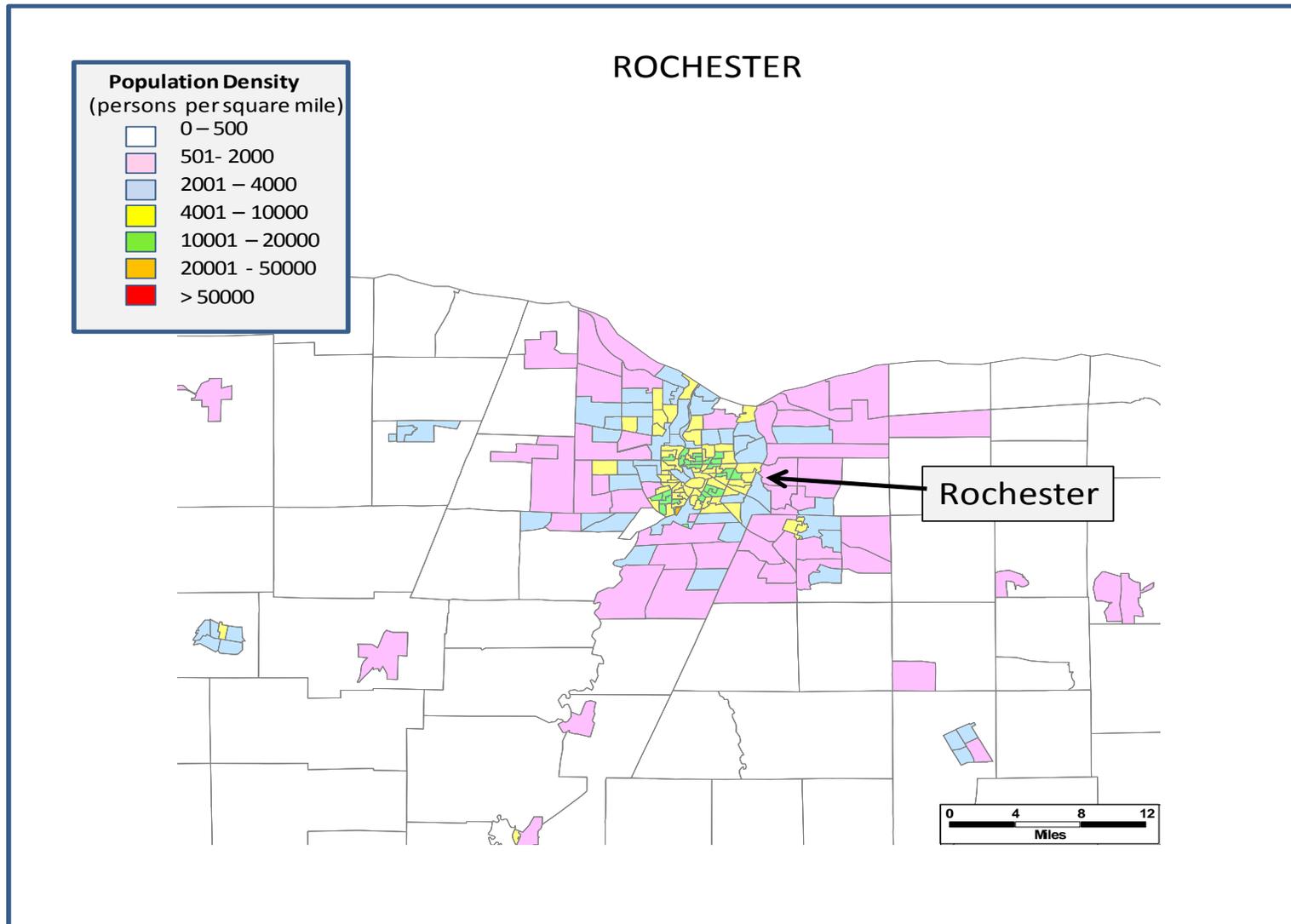
**Worker** See “Employed.”

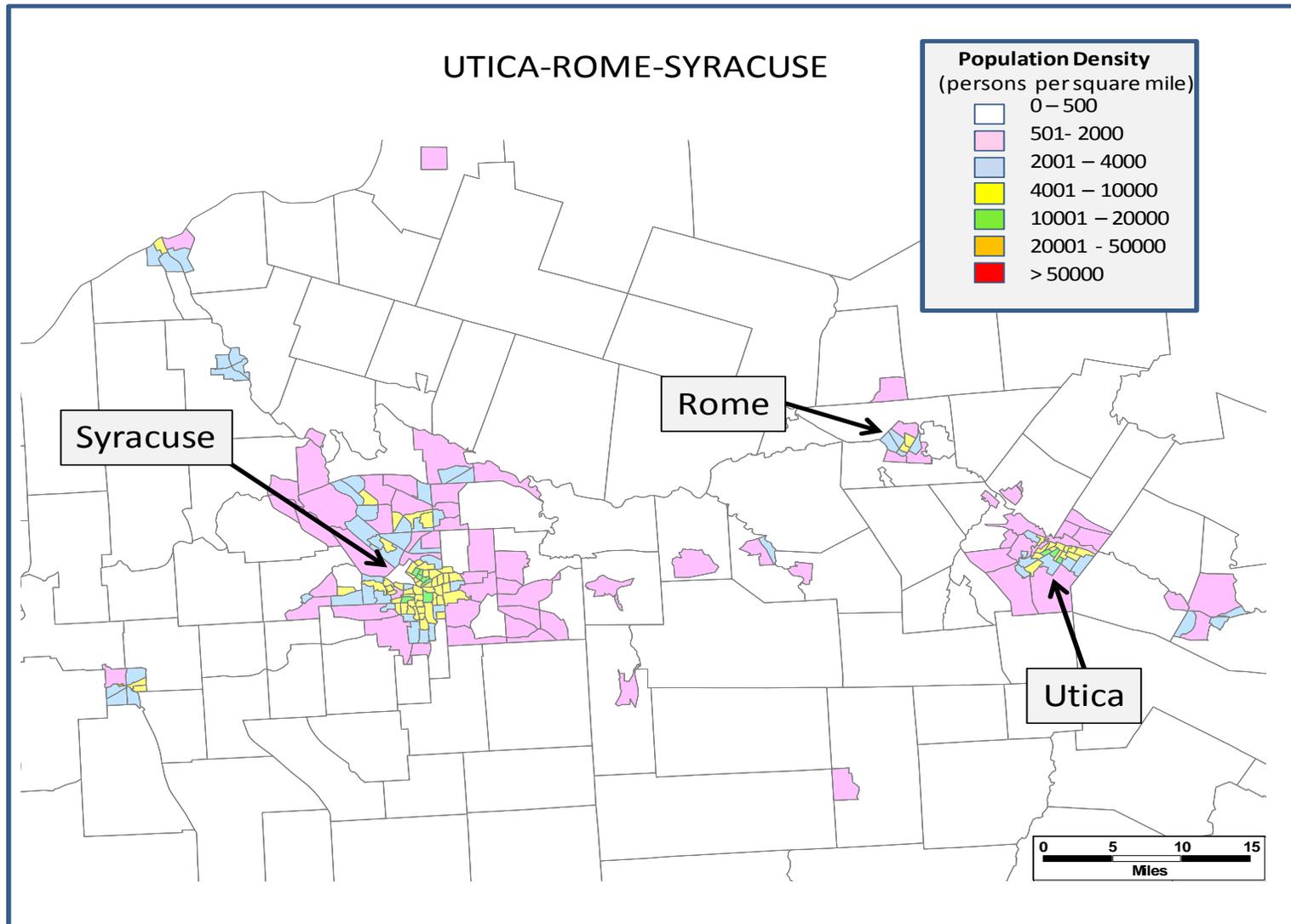
**APPENDIX B: MAPS OF NEW YORK STATE AREAS**

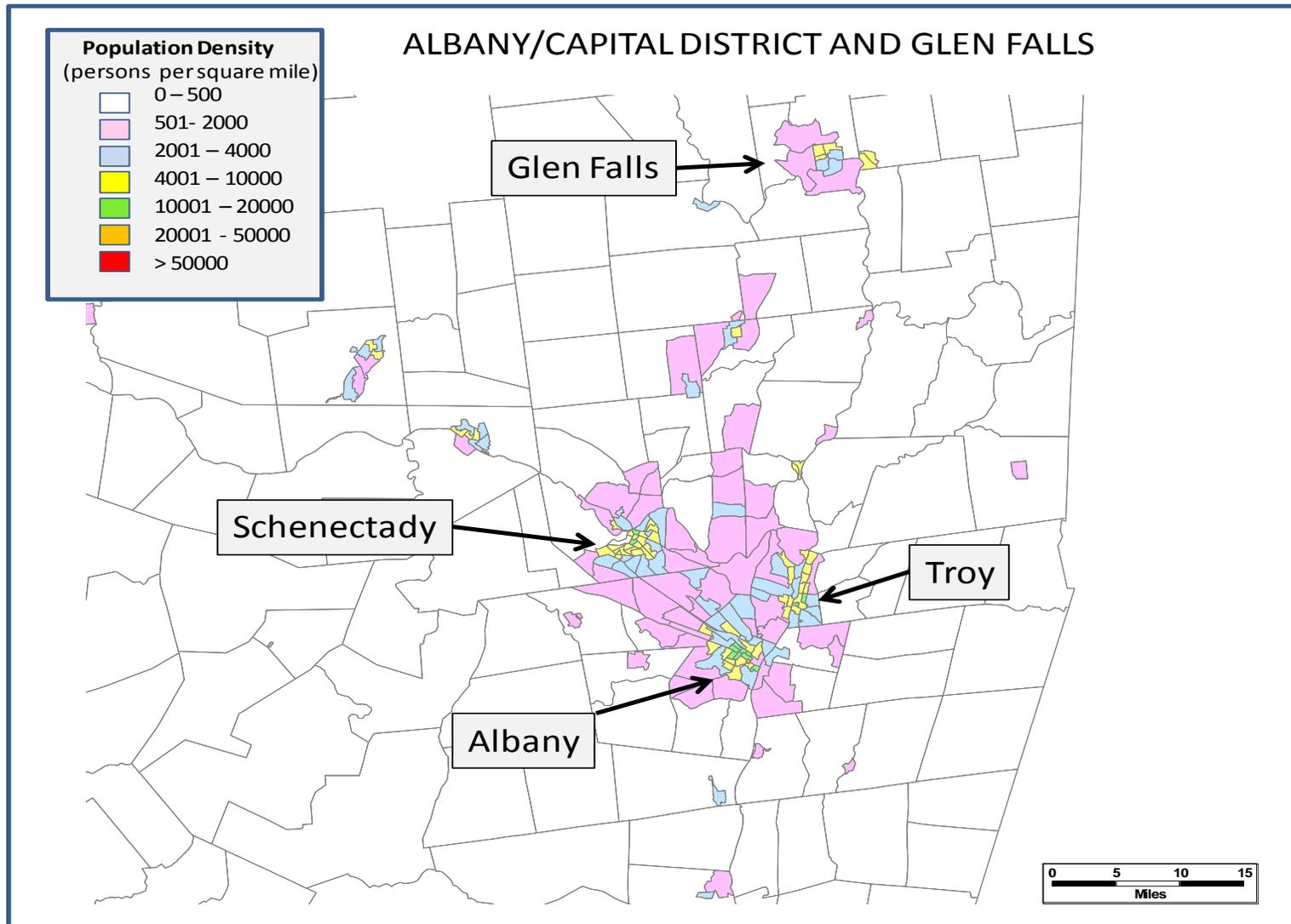
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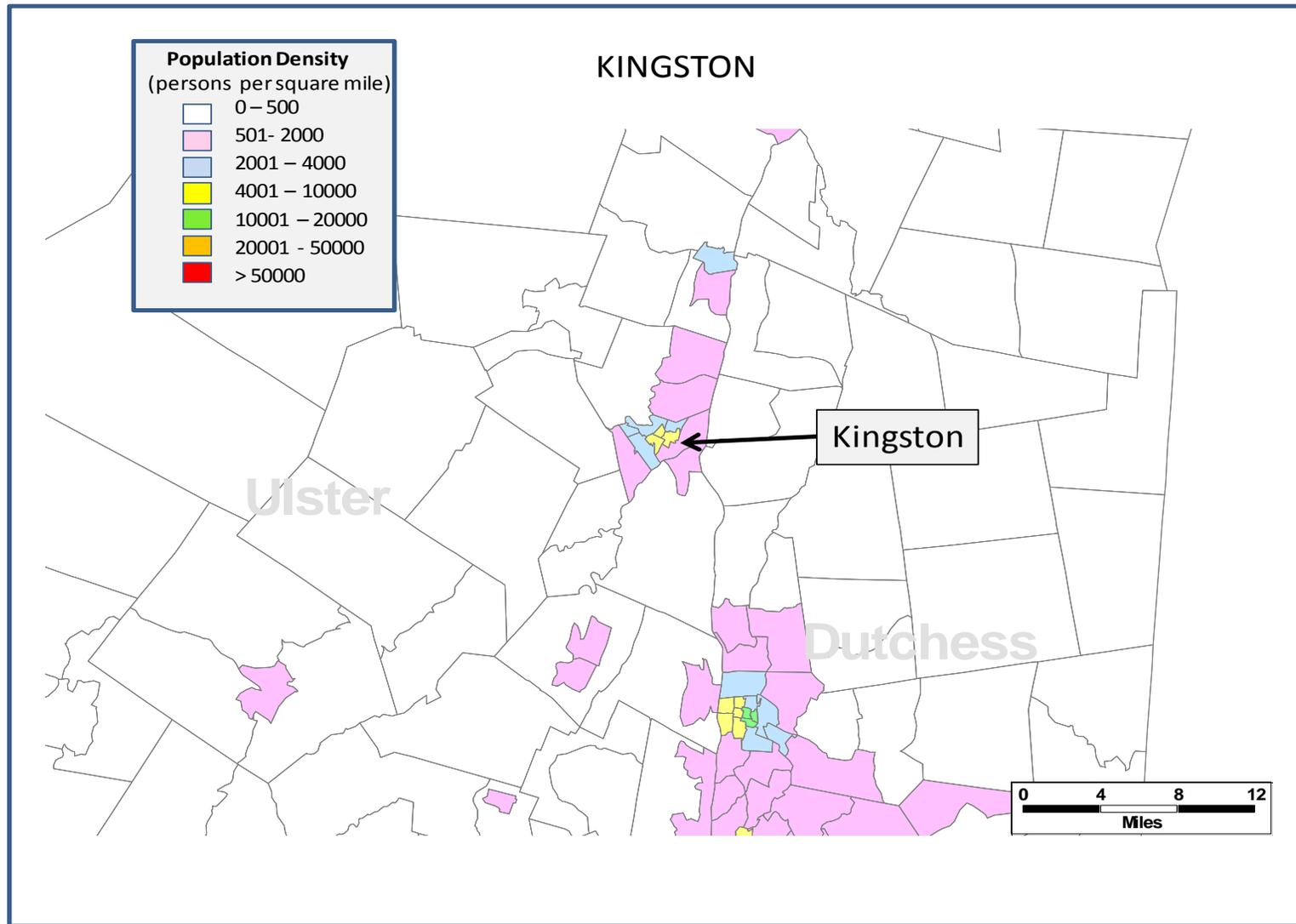


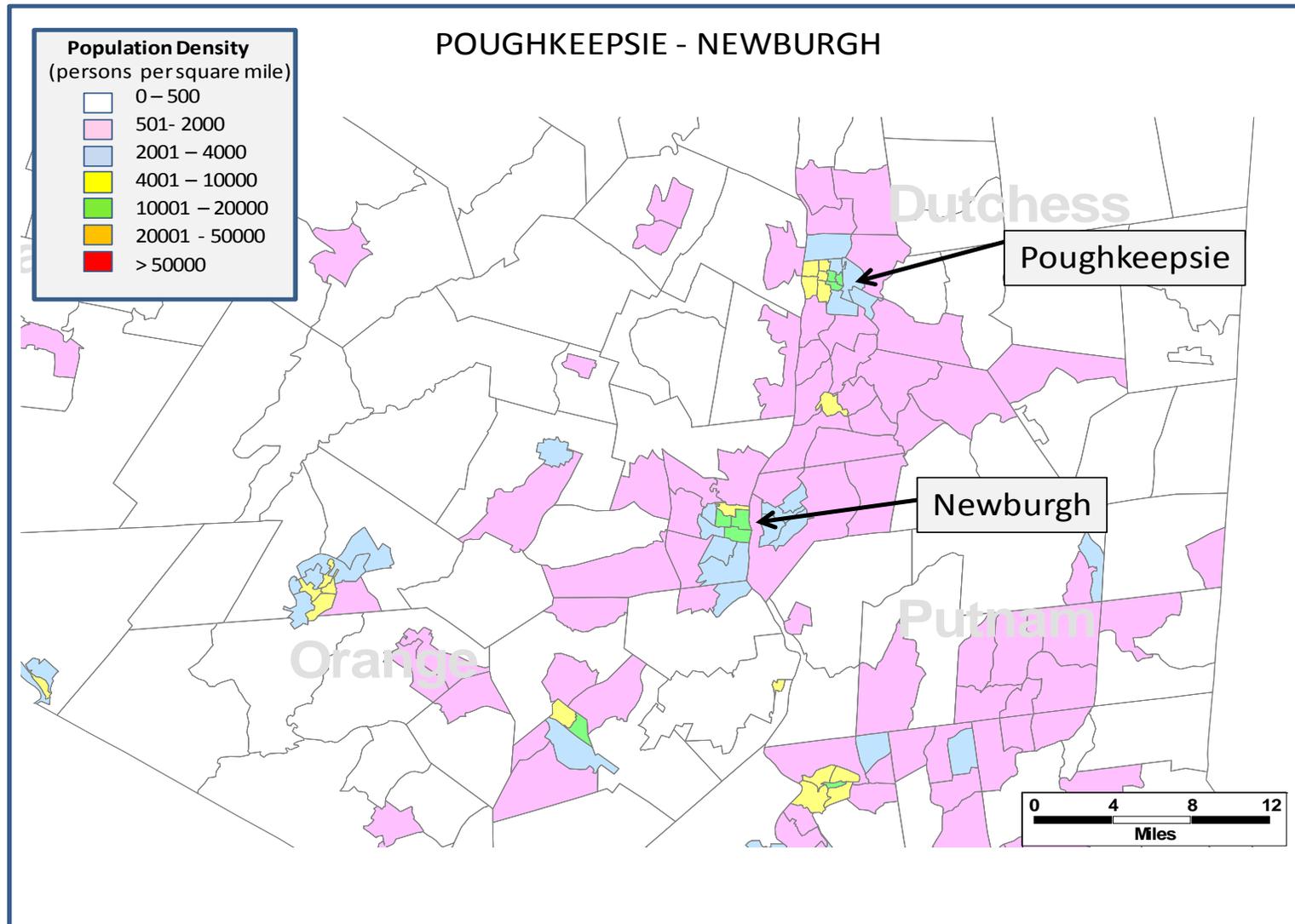


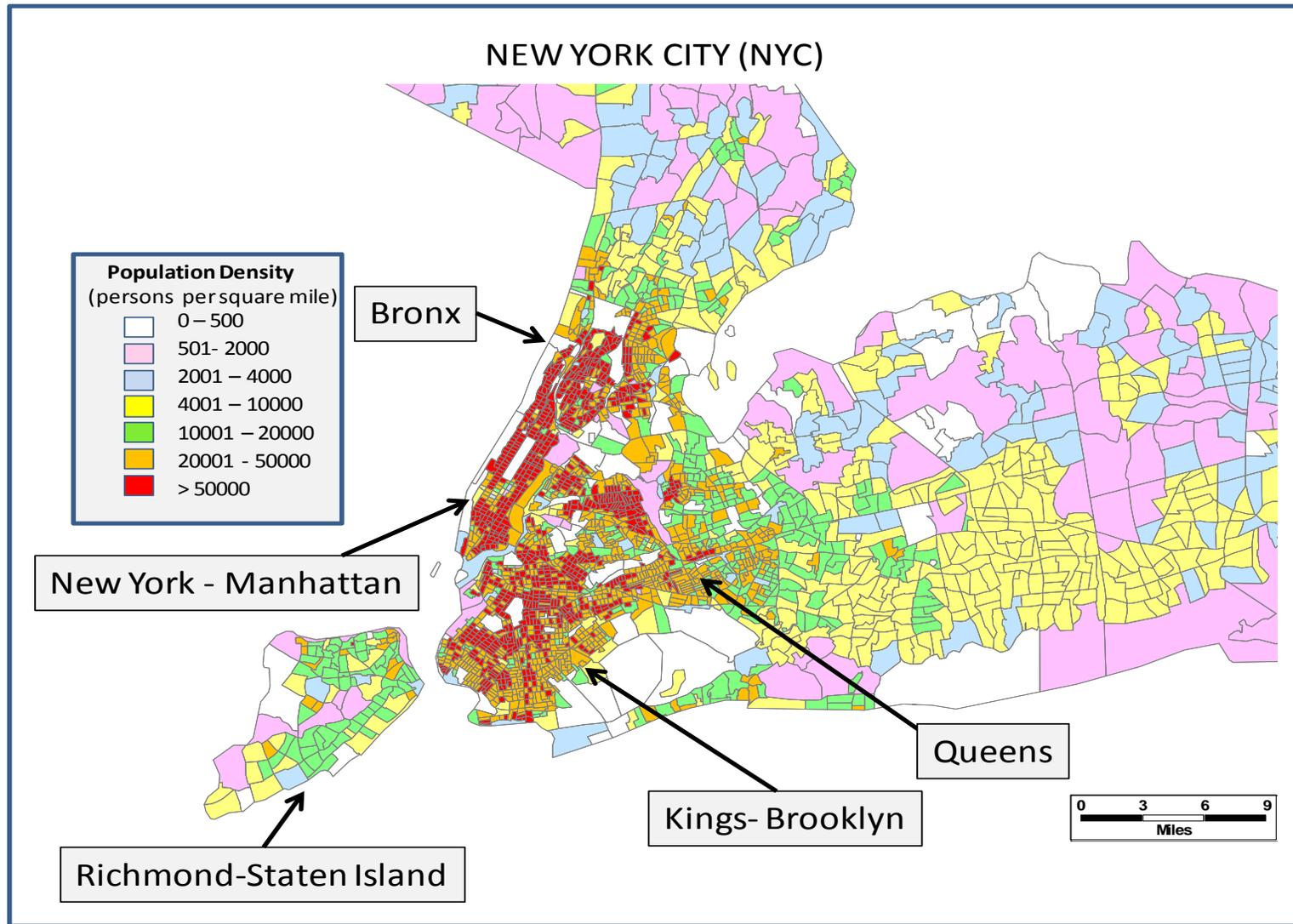


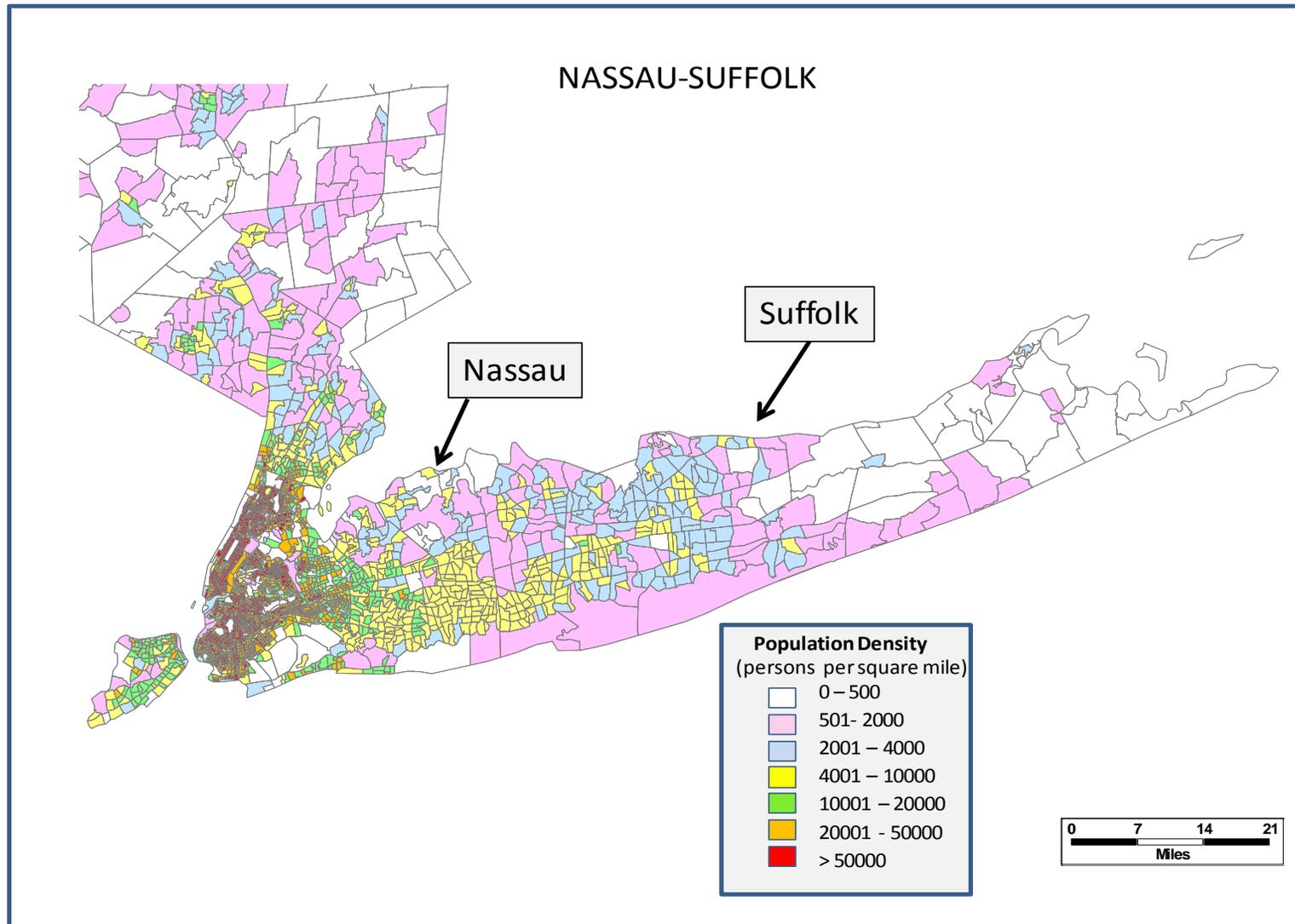


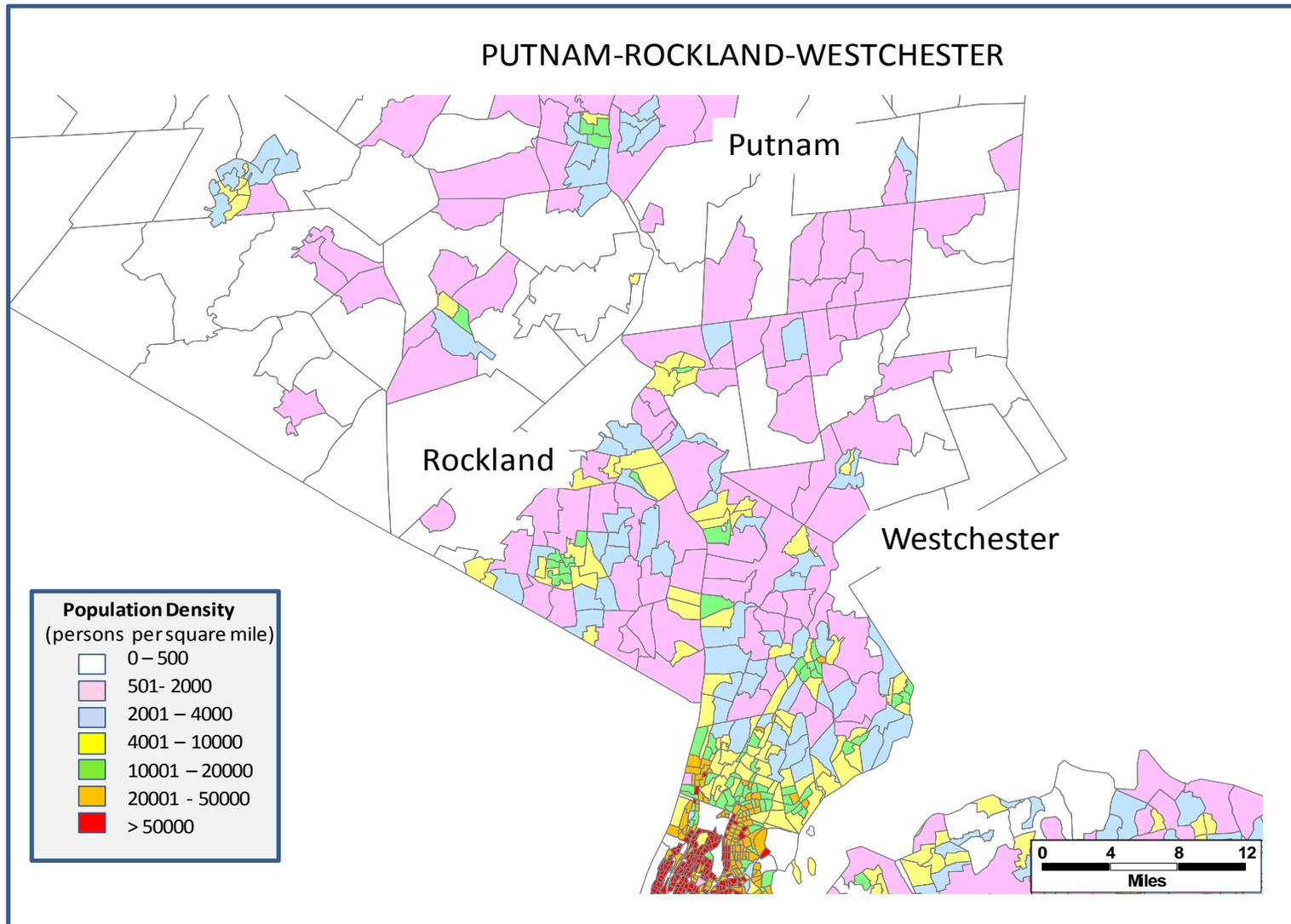












**APPENDIX C: SUPPLEMENTAL TRAVEL TABLES BY CHAPTER**

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**Accompanying Notes for Tables in Appendix C**

- All totals could include some unreported characteristics.
- Empty cells indicate no data available. Values of 0.0 indicate data available, but less than 0.1.
- A highlighted cell indicates a sample size of 5 or less.
- Daily trip or mile-per-person rates include all persons 5 or older. This also includes persons not traveling on their travel day.
- Weekday is defined as Monday through Friday, while Weekend is defined as Saturday and Sunday. This differs from past comparison reports, where Weekday was defined as the time between 12:01 a.m. Monday and 6:00 p.m. Friday and Weekend was defined as the time between 6:01 p.m. Friday and midnight Sunday. The 1995 and 2001 numbers in this report have been updated to reflect the new definition.
- Number of workers includes those who work at home.
- Commute trips do not include those who work at home.
- All average trip lengths are calculated using only those records with trip mileage information present.
- All calculations of average time spent driving do not include any persons who did not take a trip on their travel day. They also do not include any driving done in a segmented trip.
- All calculations of average commute travel time do include time spent waiting for transportation.
- All calculations of average commute speed do not include time spent waiting for transportation. They also do not include any segmented trips, which eliminates nearly all data points in 2001 statistics.
- All calculations for the miles per hour (mph) are based on estimates of miles and minutes given by the respondent. Therefore, any mph estimate for walking that is greater than 5 might be attributable to self-reporting bias.
- 1995 numbers are based on the revised sample expansion factors where applicable (households and per household statistics).

*(Due to the large number of tables for Appendix C, they are not available in the Word version of this file. They can be viewed in the PDF or Excel files.)*

## APPENDIX C2. SUPPLEMENTAL TABLES FOR CHAPTER 2

**Chapter 2: Table 1**  
**Comparison of NY State Data to the Rest of the United States**

	New York State			Remainder of U.S.		
	1995	2001	2009	1995	2001	2009
<b>General Statistics</b>						
Households (000)	6,848	7,183	7,137	92,858	100,182	105,964
Drivers (000)	10,469	11,167	12,838	165,861	179,258	199,471
Workers (000)	8,775	9,645	9,759	122,922	135,627	141,614
Vehicles (000)	7,922	9,545	9,144	168,145	193,041	202,357
Workers per Household	1.28	1.34	1.37	1.32	1.35	1.34
Vehicles per Household	1.16	1.33	1.28	1.81	1.93	1.91
Vehicles per Driver	0.76	0.85	0.71	1.01	1.08	1.01
Daily PMT per Person	28.86	29.40	25.76	39.40	41.03	36.85
Daily VMT per Driver	25.01	23.36	19.67	32.59	33.31	29.57
Daily Commute PMT per Worker	13.97	10.79	10.15	16.08	13.78	12.99
<b>Distribution of Households by Household Vehicle Count</b>						
<b>ALL</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
0 vehicles	26.8%	26.5%	28.5%	6.9%	6.8%	7.4%
1 vehicle	32.8%	33.2%	32.4%	32.4%	31.3%	32.3%
2 vehicles	29.7%	27.2%	27.1%	41.1%	37.9%	36.9%
3 vehicles	7.8%	9.3%	8.4%	14.4%	15.4%	14.8%
4+ vehicles	2.9%	3.9%	3.6%	5.3%	8.6%	8.6%
<b>Distribution of Households by Household Income</b>						
<b>ALL</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
< \$10,000 Households	5.5%	7.3%	7.8%	4.9%	6.6%	7.7%
\$10 to \$20,000 Households	8.5%	10.2%	11.5%	9.3%	10.0%	12.5%
\$20 to \$30,000 Households	10.2%	9.2%	10.2%	10.6%	9.7%	11.6%
\$30 to \$40,000 Households	14.0%	15.0%	9.5%	15.5%	16.9%	10.0%
\$40 to \$50,000 Households	3.9%	4.3%	8.8%	4.3%	5.1%	8.9%
\$50 to \$60,000 Households	7.0%	7.9%	6.7%	8.8%	8.5%	7.5%
\$60 to \$70,000 Households	7.2%	6.1%	5.9%	7.6%	6.7%	6.0%
\$70 to \$80,000 Households	4.2%	4.9%	5.3%	4.4%	5.4%	6.0%
\$80 to \$100,000 Households	7.9%	8.4%	7.4%	8.0%	8.7%	7.6%
\$100,000+ Households	12.2%	16.5%	18.3%	10.1%	14.3%	15.4%
Unreported Households	19.5%	10.3%	8.8%	16.5%	8.1%	6.8%
<b>Licensing Rate</b>						
% Female Drivers/Female 16+	68.4%	71.1%	77.2%	86.6%	87.7%	86.8%
% Male Drivers/Male 16+	84.1%	83.5%	86.4%	93.2%	93.3%	91.6%

Chapter 2: Table 2  
 Comparison of NY State Data to the Rest of the United States

	New York State			Remainder of U.S.		
	1995	2001	2009	1995	2001	2009
<b>Daily Person Trips per Person</b>						
<b>TOTAL</b>	<b>3.88</b>	<b>3.73</b>	<b>3.64</b>	<b>4.33</b>	<b>4.11</b>	<b>3.81</b>
Male	3.93	3.77	3.63	4.36	4.11	3.76
Female	3.84	3.70	3.64	4.30	4.12	3.85
<b>TOTAL</b>	<b>3.88</b>	<b>3.73</b>	<b>3.64</b>	<b>4.33</b>	<b>4.11</b>	<b>3.81</b>
5-15 years	3.31	3.02	2.99	3.73	3.46	3.20
16-19 years	3.76	3.53	3.32	4.69	4.19	3.54
20-29 years	4.02	3.76	3.38	4.60	4.24	3.75
30-39 years	4.35	4.16	4.12	4.84	4.57	4.21
40-49 years	4.39	4.35	4.35	4.83	4.67	4.33
50-59 years	3.83	3.97	3.91	4.23	4.30	4.13
60-64 years	3.80	3.88	4.03	4.16	4.12	3.90
65+ years	3.29	3.18	2.96	3.44	3.43	3.22
Unreported		3.33			3.71	
<b>TOTAL</b>	<b>3.88</b>	<b>3.73</b>	<b>3.64</b>	<b>4.33</b>	<b>4.11</b>	<b>3.81</b>
% POV by Occupancy	66.8%	65.6%	62.2%	87.5%	87.7%	84.9%
% SOV	31.7%	30.3%	30.5%	42.5%	40.3%	40.5%
% MOV	35.1%	35.3%	31.7%	45.0%	47.3%	44.4%
% POV by Vehicle Type	66.8%	65.6%	62.2%	87.5%	87.7%	84.9%
% Car	50.7%	42.9%	36.3%	59.2%	50.1%	44.8%
% Van	7.0%	9.5%	7.4%	10.1%	12.1%	10.5%
% SUV	4.5%	8.4%	14.0%	5.9%	12.5%	17.9%
% Pickup Truck	4.3%	4.4%	4.0%	11.8%	12.3%	10.7%
% Other Truck	0.5%	0.3%	0.3%	0.6%	0.5%	0.5%
% RV	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%
% Motorcycle	0.0%	0.1%	0.1%	0.1%	0.2%	0.3%
% Public Transit	9.3%	9.5%	9.9%	1.2%	1.0%	1.2%
% Commuter Train	1.3%	0.4%	0.9%	0.0%	0.1%	0.1%
% Subway/Elevated Rail	3.9%	5.3%	4.2%	0.2%	0.2%	0.1%
% Other Public	4.1%	3.8%	4.8%	0.9%	0.8%	1.0%
% Amtrak	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%
% Walk	14.7%	20.0%	22.0%	4.8%	7.9%	9.7%
% Other	4.4%	4.6%	5.6%	3.0%	3.3%	4.1%
% Unreported	4.9%	0.1%	0.1%	3.5%	0.1%	0.2%
<b>TOTAL</b>	<b>3.88</b>	<b>3.73</b>	<b>3.64</b>	<b>4.33</b>	<b>4.11</b>	<b>3.81</b>
% Earning a Living	19.8%	19.3%	18.3%	20.3%	18.8%	18.7%
% Family & Personal Business	45.9%	43.3%	43.2%	45.7%	43.9%	42.4%
% Civic, Educational & Religious	9.3%	9.7%	9.5%	8.8%	9.8%	9.6%
% Social & Recreational	25.0%	26.2%	27.0%	24.9%	26.6%	27.5%
% Other	0.0%	1.2%	1.1%	0.2%	0.8%	0.8%
% Unreported		0.3%	0.9%		0.1%	1.0%
<b>TOTAL</b>	<b>3.88</b>	<b>3.73</b>	<b>3.64</b>	<b>4.33</b>	<b>4.11</b>	<b>3.81</b>
Weekday	4.00	3.85	3.74	4.46	4.21	3.92
Weekend	3.61	3.46	3.37	3.99	3.89	3.52
<b>TOTAL</b>	<b>3.88</b>	<b>3.73</b>	<b>3.64</b>	<b>4.33</b>	<b>4.11</b>	<b>3.81</b>
% 1-9 min	37.9%	26.9%	28.0%	40.0%	28.7%	29.9%
% 10-19 min	29.1%	32.0%	32.5%	32.1%	36.3%	36.6%
% 20-29 min	12.9%	11.9%	13.3%	12.7%	13.3%	13.5%
% 30-39 min	7.5%	10.4%	11.3%	6.2%	9.8%	9.8%
% 40-49 min	4.4%	5.2%	5.4%	3.2%	4.0%	4.0%
% 50+ min	6.4%	9.3%	9.4%	4.4%	5.9%	6.0%
% Unreported	1.8%	4.3%	0.3%	1.4%	1.9%	0.3%
<b>TOTAL</b>	<b>3.88</b>	<b>3.73</b>	<b>3.64</b>	<b>4.33</b>	<b>4.11</b>	<b>3.81</b>
% 5 or less miles	66.0%	65.0%	66.5%	62.6%	59.6%	60.8%
% 6-10 miles	13.4%	13.1%	12.9%	15.9%	17.0%	16.4%
% 11-15 miles	6.4%	6.3%	5.7%	7.4%	8.0%	7.5%
% 16-20 miles	3.4%	3.5%	3.2%	3.9%	4.4%	4.1%
% 21-30 miles	3.4%	3.3%	2.9%	3.9%	4.3%	4.2%
% 31 or more miles	3.9%	3.7%	3.4%	4.8%	5.1%	4.8%
% Unreported	3.6%	5.1%	5.5%	1.4%	1.7%	2.1%

**Chapter 2: Table 3**  
**Comparison of NY State Data to the Rest of the United States**

	New York State			Remainder of U.S.		
	1995	2001	2009	1995	2001	2009
<b>Daily PMT per Person</b>						
<b>TOTAL</b>	<b>28.86</b>	<b>29.40</b>	<b>25.76</b>	<b>39.40</b>	<b>41.03</b>	<b>36.85</b>
% POV by Occupancy	82.7%	74.8%	78.9%	91.5%	88.9%	88.8%
% SOV	34.5%	31.8%	34.5%	40.4%	37.6%	39.0%
% MOV	48.2%	43.0%	44.5%	51.1%	51.3%	49.9%
% POV by Vehicle Type	82.7%	74.8%	78.9%	91.5%	88.9%	88.8%
% Car	58.8%	47.0%	44.4%	57.5%	47.7%	44.4%
% Van	10.6%	9.7%	8.5%	10.4%	11.9%	10.3%
% SUV	6.1%	10.1%	19.0%	7.1%	12.8%	19.7%
% Pickup Truck	5.6%	6.5%	5.4%	13.6%	14.3%	12.3%
% Other Truck	1.5%	1.2%	1.4%	2.6%	1.9%	1.6%
% RV	0.1%	0.1%	0.0%	0.2%	0.1%	0.1%
% Motorcycle	0.1%	0.2%	0.2%	0.1%	0.3%	0.3%
% Public Transit	10.6%	7.7%	8.0%	1.7%	0.8%	1.0%
% Commuter Train	2.5%	1.1%	1.6%	0.3%	0.2%	0.3%
% Subway/Elevated Rail	4.2%	4.7%	3.7%	0.2%	0.1%	0.1%
% Other Public	3.9%	2.0%	2.7%	1.3%	0.5%	0.6%
% Amtrak	0.3%	0.6%	0.2%	0.0%	0.1%	0.1%
% Walk	1.2%	1.8%	2.3%	0.3%	0.6%	0.7%
% Other	4.2%	14.6%	10.5%	5.4%	9.3%	9.4%
% Unreported	0.9%	0.6%	0.1%	1.0%	0.5%	0.1%
<b>TOTAL</b>	<b>28.86</b>	<b>29.40</b>	<b>25.76</b>	<b>39.40</b>	<b>41.03</b>	<b>36.85</b>
% Earn a Living	29.0%	28.4%	27.3%	28.2%	27.5%	25.2%
% Family & Personal Business	33.7%	30.0%	29.3%	35.0%	32.9%	29.6%
% Civic, Educational & Religious	5.5%	5.1%	5.6%	5.7%	5.9%	6.2%
% Social & Recreational	31.6%	30.5%	29.7%	30.6%	30.0%	30.3%
% Other	0.2%	4.5%	4.4%	0.4%	3.4%	5.0%
% Unreported		1.4%	3.8%		0.3%	3.7%
<b>Average Person Trip Length</b>						
<b>TOTAL</b>	<b>7.74</b>	<b>8.30</b>	<b>7.49</b>	<b>9.23</b>	<b>10.14</b>	<b>9.89</b>

Chapter 2: Table 4  
 Comparison of NY State Data to the Rest of the United States

	New York State			Remainder of U.S.		
	1995	2001	2009	1995	2001	2009
<b><i>Distribution of Zero-Vehicle Households by Household Income</i></b>						
<b>TOTAL</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
< \$10,000 Households	13.8%	18.1%	19.0%	24.3%	34.5%	35.8%
\$10 to \$20,000 Households	16.0%	18.0%	20.2%	29.1%	24.6%	29.2%
\$20 to \$30,000 Households	13.6%	12.3%	11.1%	13.4%	11.6%	10.1%
\$30 to \$40,000 Households	14.3%	11.9%	9.6%	6.4%	7.7%	5.7%
\$40 to \$50,000 Households	3.5%	3.0%	6.6%	1.1%	1.7%	3.4%
\$50 to \$60,000 Households	4.1%	6.5%	3.7%	2.3%	2.4%	0.7%
\$60 to \$70,000 Households	4.4%	2.8%	4.0%	1.4%	0.8%	0.4%
\$70 to \$80,000 Households	2.5%	2.3%	2.3%	0.4%	0.2%	0.7%
\$80 to \$100,000 Households	1.9%	2.4%	4.3%	0.4%	0.5%	0.4%
\$100,000+ Households	4.2%	8.1%	8.5%	0.5%	1.7%	1.7%
Unreported Households	21.9%	14.6%	10.6%	20.8%	14.4%	11.9%
<b><i>Zero-Vehicle Households - Daily Person Trips per Person</i></b>						
<b>TOTAL</b>	<b>3.24</b>	<b>3.21</b>	<b>3.09</b>	<b>2.97</b>	<b>2.63</b>	<b>2.61</b>
% Private	14.8%	15.5%	9.5%	46.5%	43.6%	33.2%
% Public	32.1%	30.8%	30.8%	14.5%	16.7%	17.6%
% Walk	39.2%	46.1%	51.4%	24.6%	31.9%	34.2%
% Other	6.8%	7.3%	8.2%	6.7%	7.6%	12.7%
% Unreported	7.1%	0.2%	0.2%	7.7%	0.1%	2.2%
<b><i>Non-Zero-Vehicle Households - Daily Person Trips per Person</i></b>						
<b>TOTAL</b>	<b>4.07</b>	<b>3.87</b>	<b>3.80</b>	<b>4.4</b>	<b>4.18</b>	<b>3.87</b>
% Private	79.1%	76.6%	74.9%	89.1%	88.9%	86.6%
% Public	3.9%	5.0%	5.6%	0.7%	0.7%	0.8%
% Walk	8.9%	14.2%	14.9%	3.0%	7.2%	8.8%
% Other	3.9%	4.1%	4.4%	3.2%	3.2%	3.6%
% Unreported	4.2%	0.1%	0.1%	4.1%	0.1%	0.1%
<b><i>Zero-Vehicle Households - Daily Person Trips per Person</i></b>						
<b>TOTAL</b>	<b>3.24</b>	<b>3.21</b>	<b>3.09</b>	<b>2.97</b>	<b>2.63</b>	<b>2.61</b>
< \$10,000	2.89	2.78	2.41	2.57	2.45	2.43
\$10 to \$20,000	3.21	2.97	2.96	3.27	2.42	2.63
\$20 to \$30,000	3.45	3.15	3.18	3.59	3.25	3.23
\$30 to \$40,000	3.26	3.13	2.83	3.32	2.75	3.08
\$40 to \$50,000	3.38	3.88	2.77	3.85	2.54	3.22
\$50 to \$60,000	3.55	3.41	3.26	2.52	3.77	3.76
\$60 to \$70,000	4.19	4.31	4.58	2.62	3.94	3.32
\$70 to \$80,000	4.54	3.80	3.23	6.24	1.95	2.74
\$80 to \$100,000	3.49	4.44	3.74	8.10	3.79	3.88
\$100,000+	4.16	4.43	4.79	4.23	4.13	3.77

Chapter 2: Table 5  
 Comparison of NY State Data to the Rest of the United States

	New York State			Remainder of U.S.		
	1995	2001	2009	1995	2001	2009
<b>Zero-Vehicle Households - Daily PMT per Person</b>						
<b>TOTAL</b>	<b>15.01</b>	<b>16.82</b>	<b>8.78</b>	<b>13.61</b>	<b>18.56</b>	<b>11.01</b>
% Private	39.4%	20.0%	23.5%	68.7%	56.6%	57.4%
% Public	45.5%	30.6%	52.3%	21.6%	10.6%	21.1%
% Walk	5.3%	5.8%	12.5%	5.3%	3.0%	5.7%
% Other	9.0%	43.6%	11.2%	3.0%	29.6%	11.9%
% Unreported	0.8%	0.1%	0.6%	1.4%	0.1%	3.8%
<b>TOTAL</b>	<b>15.01</b>	<b>16.82</b>	<b>8.78</b>	<b>13.61</b>	<b>18.56</b>	<b>11.01</b>
< \$10,000	8.77	10.59	4.49	8.88	7.27	7.51
\$10 to \$20,000	17.45	9.19	5.60	16.73	12.79	11.36
\$20 to \$30,000	12.79	7.06	10.68	14.00	33.08	14.47
\$30 to \$40,000	16.83	15.89	9.83	18.34	20.37	15.75
\$40 to \$50,000	32.42	15.53	8.32	37.46	9.82	23.58
\$50 to \$60,000	13.28	13.92	4.58	6.74	166.25	10.34
\$60 to \$70,000	13.77	16.68	9.85	22.60	15.46	17.38
\$70 to \$80,000	11.68	31.10	13.06	17.07	2.99	19.36
\$80 to \$100,000	31.47	16.67	17.04	34.55	57.09	12.87
\$100,000+	16.60	78.65	21.57	36.13	52.47	26.32

**Chapter 2: Table 6**  
**Comparison of NY State Data to the Rest of the United States**

	New York State			Remainder of U.S.		
	1995	2001	2009	1995	2001	2009
<b>Daily Vehicle Trips per Driver</b>						
<b>TOTAL</b>	<b>2.88</b>	<b>2.67</b>	<b>2.32</b>	<b>3.61</b>	<b>3.40</b>	<b>3.06</b>
% Earning a Living	26.7%	25.5%	24.7%	27.4%	26.2%	26.1%
% Family & Personal Business	51.0%	49.0%	49.0%	49.9%	48.0%	46.7%
% Civic, Educational & Religious	3.8%	4.1%	4.5%	4.2%	4.9%	4.9%
% Social & Recreational	18.4%	20.6%	20.8%	18.3%	20.3%	21.1%
% Other	0.0%	0.6%	0.3%	0.1%	0.5%	0.3%
% Unreported		0.2%	0.9%		0.1%	0.9%
<b>TOTAL</b>	<b>2.88</b>	<b>2.67</b>	<b>2.32</b>	<b>3.61</b>	<b>3.40</b>	<b>3.06</b>
% 1-9 min	39.6%	30.1%	31.4%	40.2%	29.9%	30.6%
% 10-19 min	31.3%	35.9%	35.6%	33.0%	37.3%	36.9%
% 20-29 min	13.5%	13.3%	13.8%	13.3%	13.7%	13.9%
% 30-39 min	6.3%	9.9%	9.6%	6.4%	9.5%	9.4%
% 40-49 min	3.8%	4.2%	4.1%	3.3%	4.0%	4.0%
% 50+ min	4.9%	6.0%	5.4%	3.9%	5.1%	5.1%
% Unreported	0.6%	0.6%	0.2%	0.0%	0.6%	0.2%
<b>TOTAL</b>	<b>2.88</b>	<b>2.67</b>	<b>2.32</b>	<b>3.61</b>	<b>3.40</b>	<b>3.06</b>
% 5 or less miles	60.4%	59.3%	60.2%	60.1%	56.3%	56.7%
% 6-10 miles	17.4%	17.0%	16.9%	17.5%	18.5%	18.5%
% 11-15 miles	8.3%	8.4%	7.9%	8.3%	9.1%	8.8%
% 16-20 miles	4.2%	4.6%	4.7%	4.4%	4.9%	4.9%
% 21-30 miles	4.2%	4.3%	4.3%	4.4%	4.9%	4.9%
% 31 or more miles	4.5%	4.6%	4.3%	4.7%	5.3%	5.1%
% Unreported	1.0%	1.9%	1.7%	0.6%	1.0%	1.2%
<b>TOTAL</b>	<b>2.88</b>	<b>2.67</b>	<b>2.32</b>	<b>3.61</b>	<b>3.40</b>	<b>3.06</b>
Weekday	3.01	2.79	2.41	3.84	3.60	3.26
Weekend	2.58	2.37	2.10	3.00	2.88	2.56
<b>Daily VMT per Driver</b>						
<b>TOTAL</b>	<b>25.01</b>	<b>23.36</b>	<b>19.67</b>	<b>32.59</b>	<b>33.31</b>	<b>29.57</b>
% Earn a Living	37.0%	34.8%	34.1%	37.8%	35.5%	34.8%
% Family & Personal Business	35.1%	34.8%	34.0%	35.5%	35.3%	32.7%
% Civic, Educational & Religious	2.8%	3.3%	3.5%	3.8%	3.8%	4.5%
% Social & Recreational	24.8%	26.1%	24.9%	22.7%	24.4%	24.4%
% Other	0.2%	0.8%	0.4%	0.1%	0.8%	0.6%
% Unreported		0.3%	3.2%		0.2%	3.2%
<b>Average Vehicle Trip Length</b>						
<b>TOTAL</b>	<b>8.78</b>	<b>8.92</b>	<b>8.62</b>	<b>9.07</b>	<b>9.91</b>	<b>9.77</b>
<b>% Vehicle Trips/Person Trips</b>						
<b>TOTAL</b>	<b>46.29</b>	<b>45.92</b>	<b>44.80</b>	<b>61.59</b>	<b>61.59</b>	<b>60.63</b>
<b>% VMT/PMT</b>						
<b>TOTAL</b>	<b>53.97</b>	<b>51.00</b>	<b>53.63</b>	<b>61.00</b>	<b>60.59</b>	<b>60.46</b>

Chapter 2: Table 7  
Comparison of NY State Data to the Rest of the United States

	New York State			Remainder of U.S.		
	1995	2001	2009	1995	2001	2009
<b>Daily Commute Trips per Worker</b>						
<b>TOTAL</b>	<b>1.31</b>	<b>1.12</b>	<b>1.06</b>	<b>1.40</b>	<b>1.15</b>	<b>1.11</b>
% POV by Occupancy	69.5%	67.9%	67.6%	92.1%	94.1%	93.0%
% SOV	56.5%	55.3%	56.0%	75.7%	77.7%	78.4%
% MOV	13.0%	12.6%	11.5%	16.4%	16.4%	14.6%
% POV by Vehicle Type	69.5%	67.9%	67.6%	92.1%	94.1%	93.0%
% Car	51.1%	44.7%	39.6%	59.2%	53.6%	52.2%
% Van	5.0%	7.0%	6.0%	7.5%	8.3%	6.9%
% SUV	4.9%	8.6%	14.8%	6.7%	12.7%	17.5%
% Pickup Truck	7.1%	7.1%	6.5%	17.5%	18.6%	15.1%
% Other Truck	0.9%	0.3%	0.4%	1.2%	0.5%	0.6%
% RV	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% Motorcycle	0.1%	0.2%	0.2%	0.2%	0.3%	0.6%
% Public Transit	18.3%	20.1%	19.6%	2.9%	2.5%	2.3%
% Commuter Train	3.1%	1.8%	2.3%	0.7%	0.3%	0.3%
% Subway/Elevated Rail	9.9%	12.8%	10.6%	0.7%	0.5%	0.3%
% Other Public	5.3%	5.5%	6.6%	1.4%	1.6%	1.7%
% Amtrak	0.0%	0.7%	0.4%	0.0%	0.1%	0.0%
% Walk	6.1%	8.7%	8.5%	2.1%	2.4%	2.7%
% Other	2.3%	2.4%	3.9%	1.4%	0.9%	1.8%
% Unreported	3.8%	0.1%	0.2%	1.6%	0.1%	0.2%
<b>TOTAL</b>	<b>1.31</b>	<b>1.12</b>	<b>1.06</b>	<b>1.40</b>	<b>1.15</b>	<b>1.11</b>
% 1-6 am	4.5%	4.9%	4.6%	5.7%	6.2%	6.3%
% 6-9 am	29.3%	30.9%	30.5%	28.6%	30.1%	30.0%
% 9 am-1 pm	12.0%	11.0%	11.1%	12.9%	11.5%	11.6%
% 1-4 pm	14.3%	13.8%	16.0%	15.0%	14.3%	15.3%
% 4-7 pm	25.6%	26.2%	24.0%	26.4%	25.5%	26.2%
% 7-10 pm	9.0%	8.5%	8.8%	7.1%	8.1%	7.0%
% 10 pm-1 am	5.3%	4.7%	5.1%	4.3%	4.3%	3.7%
% Unreported		0.1%			0.1%	0.0%
<b>Daily Commute PMT per Worker</b>						
<b>TOTAL</b>	<b>13.97</b>	<b>10.79</b>	<b>10.15</b>	<b>16.08</b>	<b>13.78</b>	<b>12.99</b>
% POV by Occupancy	77.5%	77.5%	80.8%	94.0%	93.8%	95.2%
% SOV	62.5%	64.7%	67.5%	76.8%	77.7%	81.7%
% MOV	15.0%	12.8%	13.3%	17.2%	16.1%	13.5%
% POV by Vehicle Type	77.5%	77.5%	80.8%	94.0%	93.8%	95.2%
% Car	55.4%	50.8%	46.0%	57.1%	51.0%	53.7%
% Van	5.4%	7.3%	6.2%	7.1%	7.8%	6.3%
% SUV	5.5%	9.6%	17.9%	7.0%	12.5%	16.3%
% Pickup Truck	8.3%	9.2%	7.9%	19.2%	20.8%	16.7%
% Other Truck	2.6%	0.4%	2.7%	3.3%	1.4%	1.6%
% RV	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% Motorcycle	0.1%	0.2%	0.1%	0.2%	0.3%	0.6%
% Public Transit	17.9%	18.0%	14.2%	2.6%	2.1%	1.7%
% Commuter Train	5.9%	4.5%	3.1%	0.7%	0.7%	0.5%
% Subway/Elevated Rail	8.4%	10.9%	7.3%	0.4%	0.5%	0.2%
% Other Public	3.7%	2.7%	3.8%	1.5%	1.0%	1.1%
% Amtrak	0.0%	1.0%	0.6%	0.1%	0.3%	0.0%
% Walk	0.6%	1.1%	1.3%	0.1%	0.2%	0.2%
% Other	3.1%	2.1%	2.8%	2.2%	3.5%	2.7%
% Unreported	0.7%	0.2%	0.2%	0.9%	0.1%	0.2%
<b>TOTAL</b>	<b>13.97</b>	<b>10.79</b>	<b>10.15</b>	<b>16.08</b>	<b>13.78</b>	<b>12.99</b>
% 1-6 am	6.4%	7.7%	6.8%	8.6%	9.6%	10.3%
% 6-9 am	30.8%	33.0%	33.3%	29.0%	31.9%	31.5%
% 9 am-1 pm	10.3%	8.6%	10.1%	9.5%	8.4%	8.8%
% 1-4 pm	13.6%	12.9%	14.0%	14.6%	13.1%	13.6%
% 4-7 pm	26.1%	25.9%	23.9%	26.5%	24.2%	25.9%
% 7-10 pm	8.0%	7.5%	7.8%	7.6%	8.7%	6.6%
% 10 pm-1 am	4.7%	4.3%	4.2%	4.2%	4.1%	3.3%
% Unreported		0.1%			0.1%	0.0%

Chapter 2: Table 8  
 Comparison of NY State Data to the Rest of the United States

	New York State			Remainder of U.S.		
	1995	2001	2009	1995	2001	2009
<b>Average Commute Length, Travel Time, and Speed</b>						
<b>Length (Miles)</b>						
<b>TOTAL</b>	<b>11.29</b>	<b>10.39</b>	<b>10.25</b>	<b>11.65</b>	<b>12.22</b>	<b>11.89</b>
POV	12.15	11.31	11.61	11.82	12.13	12.11
Public	12.60	11.32	9.04	13.00	11.94	10.71
<b>Time (minutes)</b>						
<b>TOTAL</b>	<b>25.66</b>	<b>30.40</b>	<b>29.89</b>	<b>20.23</b>	<b>23.11</b>	<b>23.45</b>
POV	22.57	23.87	24.49	19.97	22.42	22.77
Public	44.32	57.79	51.92	39.94	54.18	53.54
<b>Miles per Hour</b>						
<b>TOTAL</b>	<b>28.83</b>	<b>26.40</b>	<b>26.08</b>	<b>35.00</b>	<b>32.82</b>	<b>31.54</b>
POV	32.28	28.49	28.45	35.53	32.51	31.92
Public	15.82			21.10	29.46	

**Chapter 2: Table 9  
Comparison of NY State Data to the Rest of the United States**

	New York State			Remainder of U.S.		
	1995	2001	2009	1995	2001	2009
<b>Average Vehicle Occupancy Rate (Person Miles per Vehicle Miles)</b>						
<b>ALL</b>	<b>1.60</b>	<b>1.63</b>	<b>1.67</b>	<b>1.59</b>	<b>1.63</b>	<b>1.67</b>
1 Adult, No Child	1.27	1.26	1.28	1.22	1.23	1.27
2+ Adults, No Child	1.46	1.45	1.41	1.36	1.44	1.43
1 Adult, Child <6	1.90	1.81	2.09	2.19	2.33	2.27
2+ Adults, Child <6	1.91	1.89	2.20	1.89	2.03	2.06
1 Adult, Child 6-15	1.67	1.64	1.74	1.73	1.76	2.04
2+ Adults, Child 6-15	1.75	1.70	1.86	1.79	1.73	1.90
1 Adult, Child 16-21	1.43	1.41	1.42	1.58	1.42	1.56
2+ Adults, Child 16-21	1.49	1.89	1.59	1.53	1.41	1.55
1 Adult, Retired, No Child	1.27	1.26	1.26	1.45	1.31	1.36
2+ Adults, Retired, No Child	1.55	1.55	1.49	1.58	1.63	1.58
Unreported		1.79			1.58	
<b>ALL</b>	<b>1.60</b>	<b>1.63</b>	<b>1.67</b>	<b>1.59</b>	<b>1.63</b>	<b>1.67</b>
Earn a Living	1.16	1.15	1.14	1.15	1.16	1.15
Family & Personal Business	1.74	1.74	1.76	1.76	1.80	1.79
Civic, Educational & Religious	1.77	1.55	1.47	1.67	1.77	1.78
Social & Recreational	2.06	2.12	2.16	2.04	2.03	2.20
Other	1.21	1.79	1.70	1.87	1.89	1.97
Unreported		1.97	2.67		1.62	1.90
<b>ALL</b>	<b>1.60</b>	<b>1.63</b>	<b>1.67</b>	<b>1.59</b>	<b>1.63</b>	<b>1.67</b>
< \$10,000 Households	1.45	1.60	1.54	1.66	1.97	1.83
\$10 to \$20,000 Households	1.58	1.56	1.70	1.80	1.68	1.74
\$20 to \$30,000 Households	1.52	1.60	1.56	1.55	1.66	1.70
\$30 to \$40,000 Households	1.60	1.92	1.68	1.57	1.66	1.63
\$40 to \$50,000 Households	1.68	1.73	1.64	1.63	1.65	1.68
\$50 to \$60,000 Households	1.62	1.54	1.70	1.57	1.59	1.55
\$60 to \$70,000 Households	1.63	1.58	1.66	1.55	1.59	1.62
\$70 to \$80,000 Households	1.79	1.60	1.87	1.68	1.64	1.67
\$80 to \$100,000 Households	1.62	1.52	1.62	1.60	1.59	1.59
\$100,000+ Households	1.65	1.62	1.69	1.58	1.60	1.75
Unreported Households	1.45	1.49	1.44	1.56	1.60	1.69

**Chapter 2: Table 10**  
**Comparison of NY State Data to the Rest of the United States**

	New York State			Remainder of U.S.		
	1995	2001	2009	1995	2001	2009
<b>Vehicles by Type</b>						
Auto	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Van	75.4%	66.0%	58.0%	64.7%	56.4%	49.7%
Sports Utility	7.4%	9.9%	9.1%	8.0%	9.0%	8.2%
Pickup	6.9%	12.0%	21.5%	7.0%	12.1%	19.4%
Other Truck	8.9%	9.3%	8.6%	18.3%	19.0%	18.3%
RV	0.3%	0.3%	0.2%	0.4%	0.5%	0.4%
Motorcycle	0.3%	0.4%	0.3%	0.5%	0.7%	0.5%
Other POV	0.7%	2.1%	2.4%	1.0%	2.3%	3.4%
	0.1%	*	*	0.1%	*	*
* Other POV not present in 2001 or 2009.						
<b>Age Statistics</b>						
Average Vehicle Age	7.43	7.85	7.79	8.38	8.92	9.47
Median Vehicle Age	7	7	7	7	7	8
<b>Percent VMT*</b>						
Less than 10 yrs	75.2%	73.2%	74.8%	76.4%	71.0%	67.8%
10 yrs or more	24.8%	26.8%	25.2%	23.6%	29.0%	32.2%
<b>Percent Vehicle Fleet</b>						
Less than 10 yrs	71.6%	66.5%	69.3%	66.0%	62.6%	60.7%
10 yrs or more	28.4%	33.5%	30.7%	34.0%	37.5%	39.3%
<b>Avg Fuel Consumption (gal/HH)</b>						
	**	709	615	**	1,036	1,020
Less than 10 yrs	**	74.5%	73.6%	**	71.3%	66.3%
10 yrs or more	**	25.5%	26.5%	**	28.7%	33.7%
<b>Avg CO2 Emissions (kg/HH)</b>						
	**	6,235	5,416	**	9,106	8,985
Less than 10 yrs	**	74.5%	73.6%	**	71.3%	66.3%
10 yrs or more	**	25.5%	26.4%	**	28.7%	33.7%
* Numbers reflect BESTMILE Estimates. Due to data being unavailable, self-reported annual miles were substituted for Rest of Nation 1995 estimates.						
** Statistics not available in 1995.						

Chapter 2: Table 11  
 Comparison of NY State Data to the Rest of the United States

	New York State			Remainder of U.S.		
	1995	2001	2009	1995	2001	2009
<b>Annual CO2 Emissions per Household - POVs ONLY</b>						
<b>Average CO2 Emissions (kg)/HH</b>	*	<b>6,235</b>	<b>5,416</b>	*	<b>9,106</b>	<b>8,985</b>
0 Workers	*	2,713	2,537	*	4,061	4,464
1 Workers	*	4,840	4,772	*	7,474	8,344
2 Workers	*	8,966	8,418	*	12,136	13,047
3 or more Workers	*	11,797	12,621	*	16,856	18,587
<b>Average CO2 Emissions (kg)/HH</b>	*	<b>6,235</b>	<b>5,416</b>	*	<b>9,106</b>	<b>8,985</b>
1 Drivers	*	3,492	2,558	*	4,678	4,737
2 Drivers	*	8,954	7,478	*	10,809	10,710
3 or more Drivers	*	13,429	11,574	*	16,039	16,504
<b>Average CO2 Emissions (kg)/HH</b>	*	<b>6,235</b>	<b>5,416</b>	*	<b>9,106</b>	<b>8,985</b>
1 Vehicles	*	4,305	3,754	*	4,220	4,171
2 Vehicles	*	10,079	8,926	*	10,164	9,945
3 or more Vehicles	*	15,202	14,890	*	16,174	16,921
<b>Average CO2 Emissions (kg)/HH</b>	*	<b>6,235</b>	<b>5,416</b>	*	<b>9,106</b>	<b>8,985</b>
0-99 persons/sq mi.	*	10,745	10,226	*	11,947	12,852
100-499 persons/sq mi.	*	10,516	9,517	*	11,134	11,157
500-999 persons/sq mi.	*	10,923	9,099	*	9,955	9,569
1000-1999 persons/sq mi.	*	9,562	8,009	*	9,507	9,085
2000-3999 persons/sq mi.	*	7,870	7,534	*	8,540	8,378
4000-9999 persons/sq mi.	*	7,152	6,353	*	7,796	7,466
10000-24999 persons/sq mi.	*	5,665	4,827	*	6,359	6,189
25000-999999 persons/sq mi.	*	2,299	1,853	*	4,434	3,808
<b>Annual CO2 Emissions per Household - Non-POV MODES</b>						
<b>Average CO2 Emissions (kg)/HH</b>	*	<b>470</b>	<b>499</b>	*	<b>141</b>	<b>216</b>
0 Workers	*	231	236	*	67	135
1 Workers	*	431	493	*	134	193
2 Workers	*	542	743	*	162	289
3 or more Workers	*	979	860	*	281	486
<b>Average CO2 Emissions (kg)/HH</b>	*	<b>470</b>	<b>499</b>	*	<b>141</b>	<b>216</b>
0 Drivers	*	532	248	*	238	242
1 Drivers	*	426	384	*	97	136
2 Drivers	*	435	524	*	138	224
3 or more Drivers	*	675	966	*	223	377
<b>Average CO2 Emissions (kg)/HH</b>	*	<b>470</b>	<b>499</b>	*	<b>141</b>	<b>216</b>
0 Vehicles	*	782	875	*	356	539
1 Vehicles	*	395	344	*	124	186
2 Vehicles	*	303	348	*	111	180
3 or more Vehicles	*	379	364	*	150	212
<b>Average CO2 Emissions (kg)/HH</b>	*	<b>470</b>	<b>499</b>	*	<b>141</b>	<b>216</b>
0-99 persons/sq mi.	*	137	271	*	105	211
100-499 persons/sq mi.	*	217	209	*	107	138
500-999 persons/sq mi.	*	227	297	*	110	197
1000-1999 persons/sq mi.	*	203	201	*	112	152
2000-3999 persons/sq mi.	*	377	177	*	106	164
4000-9999 persons/sq mi.	*	382	281	*	135	222
10000-24999 persons/sq mi.	*	442	678	*	332	420
25000-999999 persons/sq mi.	*	741	823	*	474	806
* Emissions data not available for 1995.						

Chapter 2: Table 12  
 Comparison of NY State Data to the Rest of the United States

	New York State			Remainder of U.S.		
	1995	2001	2009	1995	2001	2009
<b>Annual CO2 Emissions per Household - ALL MODES</b>						
<b>Average CO2 Emissions (kg)/HH</b>	*	<b>6,705</b>	<b>5,915</b>	*	<b>9,247</b>	<b>9,201</b>
0 Workers	*	2,945	2,773	*	4,128	4,599
1 Workers	*	5,271	5,264	*	7,608	8,537
2 Workers	*	9,508	9,161	*	12,298	13,336
3 or more Workers	*	12,776	13,481	*	17,137	19,073
<b>Average CO2 Emissions (kg)/HH</b>	*	<b>6,705</b>	<b>5,915</b>	*	<b>9,247</b>	<b>9,201</b>
0 Drivers	*	532	248	*	238	242
1 Drivers	*	3,918	2,942	*	4,774	4,872
2 Drivers	*	9,389	8,002	*	10,947	10,934
3 or more Drivers	*	14,104	12,540	*	16,261	16,882
<b>Average CO2 Emissions (kg)/HH</b>	*	<b>6,705</b>	<b>5,915</b>	*	<b>9,247</b>	<b>9,201</b>
0 Vehicles	*	782	875	*	356	539
1 Vehicles	*	4,700	4,098	*	4,344	4,356
2 Vehicles	*	10,382	9,274	*	10,275	10,125
3 or more Vehicles	*	15,581	15,253	*	16,324	17,132
<b>Average CO2 Emissions (kg)/HH</b>	*	<b>6,705</b>	<b>5,915</b>	*	<b>9,247</b>	<b>9,201</b>
0-99 persons/sq mi.	*	10,882	10,497	*	12,052	13,063
100-499 persons/sq mi.	*	10,732	9,726	*	11,241	11,295
500-999 persons/sq mi.	*	11,150	9,396	*	10,064	9,766
1000-1999 persons/sq mi.	*	9,765	8,210	*	9,619	9,237
2000-3999 persons/sq mi.	*	8,247	7,711	*	8,646	8,542
4000-9999 persons/sq mi.	*	7,534	6,634	*	7,931	7,688
10000-24999 persons/sq mi.	*	6,107	5,505	*	6,691	6,609
25000-999999 persons/sq mi.	*	3,040	2,676	*	4,908	4,614
* Emissions data not available for 1995.						

Chapter 2: Table 13  
 Comparison of NY State Data to the Rest of the United States

	New York State			Remainder of U.S.		
	1995	2001	2009	1995	2001	2009
<b>Percent Vehicles by Vehicle Type and Age</b>						
<b>Auto</b>	<b>75.4%</b>	<b>66.0%</b>	<b>58.0%</b>	<b>64.7%</b>	<b>56.4%</b>	<b>49.7%</b>
0 to 2 yrs	11.0%	10.9%	9.1%	9.4%	7.7%	5.8%
3 to 5 yrs	15.3%	13.7%	12.0%	13.7%	11.5%	9.4%
6 to 9 yrs	25.6%	16.5%	16.3%	18.9%	14.1%	12.9%
10 yrs or more	21.2%	22.7%	18.5%	21.0%	21.4%	19.9%
Unreported	2.3%	2.1%	2.1%	1.7%	1.7%	1.7%
<b>Van</b>	<b>7.4%</b>	<b>9.9%</b>	<b>9.1%</b>	<b>8.0%</b>	<b>9.0%</b>	<b>8.2%</b>
0 to 2 yrs	2.0%	1.8%	1.1%	1.7%	1.5%	0.7%
3 to 5 yrs	1.6%	2.5%	1.9%	2.1%	2.1%	1.8%
6 to 9 yrs	2.3%	2.8%	2.4%	2.2%	2.5%	2.5%
10 yrs or more	1.3%	2.6%	3.2%	1.8%	2.6%	3.0%
Unreported	0.2%	0.3%	0.5%	0.2%	0.4%	0.3%
<b>SUV</b>	<b>6.9%</b>	<b>12.0%</b>	<b>21.5%</b>	<b>7.0%</b>	<b>12.1%</b>	<b>19.4%</b>
0 to 2 yrs	1.9%	3.7%	5.2%	1.9%	3.1%	3.3%
3 to 5 yrs	1.7%	3.6%	6.5%	1.7%	3.5%	5.5%
6 to 9 yrs	2.0%	2.4%	5.3%	1.7%	2.6%	5.3%
10 yrs or more	1.3%	2.0%	3.8%	1.6%	2.6%	4.8%
Unreported	0.1%	0.3%	0.6%	0.2%	0.3%	0.5%
<b>Pickup Truck</b>	<b>8.9%</b>	<b>9.3%</b>	<b>8.6%</b>	<b>18.3%</b>	<b>19.0%</b>	<b>18.3%</b>
0 to 2 yrs	1.2%	1.4%	1.0%	2.6%	2.9%	1.6%
3 to 5 yrs	1.6%	2.1%	1.9%	3.3%	3.6%	3.2%
6 to 9 yrs	2.9%	2.0%	2.5%	4.4%	3.9%	4.3%
10 yrs or more	3.0%	3.6%	3.0%	7.4%	8.0%	8.6%
Unreported	0.3%	0.3%	0.3%	0.6%	0.7%	0.8%
<b>Other POV</b>	<b>1.4%</b>	<b>2.8%</b>	<b>2.9%</b>	<b>2.0%</b>	<b>3.5%</b>	<b>4.3%</b>
0 to 2 yrs	0.1%	0.4%	0.3%	0.1%	0.5%	0.6%
3 to 5 yrs	0.2%	0.3%	0.6%	0.2%	0.5%	0.8%
6 to 9 yrs	0.2%	0.4%	0.7%	0.4%	0.5%	0.8%
10 yrs or more	0.8%	1.5%	1.1%	1.2%	1.7%	1.8%
Unreported	0.2%	0.3%	0.2%	0.1%	0.3%	0.4%

Chapter 2: Table 14  
 Comparison of NY State Data to the Rest of the United States

	New York State			Remainder of U.S.		
	1995	2001	2009	1995	2001	2009
<i>VMT/Vehicle by Vehicle Type and Age</i>						
<b>ALL VEHICLES</b>	<b>12,843</b>	<b>12,144</b>	<b>10,707</b>	<b>12,268</b>	<b>12,019</b>	<b>11,314</b>
0 to 2 yrs	14,976	13,474	12,424	16,225	14,701	14,216
3 to 5 yrs	13,232	13,797	11,609	14,076	14,191	12,735
6 to 9 yrs	12,608	12,614	10,910	12,665	12,512	11,754
10 yrs or more	11,300	9,857	8,872	8,748	9,360	9,319
Unreported	15,289	12,247	10,366	11,975	10,925	11,143
<b>Auto</b>	<b>12,584</b>	<b>11,917</b>	<b>10,405</b>	<b>12,038</b>	<b>11,596</b>	<b>11,154</b>
0 to 2 yrs	14,597	13,137	11,914	15,524	14,054	14,230
3 to 5 yrs	12,600	13,805	10,970	13,652	13,471	12,465
6 to 9 yrs	12,458	11,975	10,641	12,387	12,028	11,336
10 yrs or more	11,331	10,115	9,059	8,928	9,433	9,477
Unreported	15,779	12,081	10,503	11,369	11,292	11,425
<b>Van</b>	<b>15,225</b>	<b>13,593</b>	<b>11,269</b>	<b>14,278</b>	<b>13,400</b>	<b>12,587</b>
0 to 2 yrs	16,121	15,273	13,652	17,759	15,862	15,495
3 to 5 yrs	16,668	14,597	13,154	15,129	15,526	14,105
6 to 9 yrs	14,172	13,559	12,202	13,313	13,597	13,389
10 yrs or more	14,309	10,759	8,599	10,685	10,274	10,119
Unreported	12,728	18,916	11,335	17,465	11,547	14,513
<b>SUV</b>	<b>14,115</b>	<b>13,783</b>	<b>12,088</b>	<b>13,905</b>	<b>13,877</b>	<b>12,825</b>
0 to 2 yrs	15,642	13,400	13,230	16,232	14,968	15,038
3 to 5 yrs	14,305	14,336	12,609	14,567	15,235	13,672
6 to 9 yrs	13,494	15,471	11,741	14,806	14,308	12,860
10 yrs or more	12,331	11,496	10,286	9,391	10,687	10,184
Unreported	16,292	13,198	11,009	16,851	11,117	13,167
<b>Pickup Truck</b>	<b>13,082</b>	<b>12,226</b>	<b>11,189</b>	<b>12,078</b>	<b>12,465</b>	<b>11,329</b>
0 to 2 yrs	15,660	15,606	14,283	17,640	16,552	15,068
3 to 5 yrs	15,472	13,185	12,909	15,001	15,420	13,233
6 to 9 yrs	12,521	14,536	11,761	12,862	12,888	12,016
10 yrs or more	11,274	9,258	8,698	8,348	9,536	9,544
Unreported	13,069	9,057	10,959	11,984	11,879	11,759
<b>Other POV</b>	<b>6,245</b>	<b>3,285</b>	<b>2,682</b>	<b>7,626</b>	<b>5,094</b>	<b>3,459</b>
0 to 2 yrs	13,331	5,005	4,591	18,632	7,612	5,078
3 to 5 yrs	5,444	4,231	3,101	12,882	8,478	4,077
6 to 9 yrs	7,282	3,790	2,605	10,827	7,350	4,198
10 yrs or more	3,207	2,186	1,797	4,726	3,101	2,470
Unreported	14,421	5,589	3,535	4,394	2,189	2,666

**Chapter 2: Table 15**  
**Comparison of NY State Data to the Rest of the United States**

	New York State			Remainder of U.S.		
	1995	2001	2009	1995	2001	2009
<b>Percent Not Taking Walk Trips in the last week</b>						
TOTAL	*	<b>23.7%</b>	<b>26.4%</b>	*	<b>35.5%</b>	<b>32.8%</b>
5 to 10 year-olds	*	*	24.0%	*	*	24.3%
11 to 15 year-olds	*	*	18.8%	*	*	24.0%
16 to 20 year-olds	*	20.8%	24.7%	*	34.9%	32.1%
21 to 35 year-olds	*	20.9%	24.7%	*	34.8%	31.1%
36 to 64 year-olds	*	23.1%	25.2%	*	34.0%	33.0%
65+ year-olds	*	31.4%	38.5%	*	41.3%	45.2%
<b>Avg Minutes Spent Walking/Biking per Day</b>						
TOTAL	<b>5.96</b>	<b>10.74</b>	<b>12.34</b>	<b>2.51</b>	<b>5.50</b>	<b>6.24</b>
5 to 10 year-olds	5.86	10.17	8.68	3.16	7.15	5.13
11 to 15 year-olds	8.40	12.92	10.06	5.66	8.23	9.02
16 to 20 year-olds	6.40	10.54	10.70	3.24	5.05	5.90
21 to 35 year-olds	6.95	12.47	15.38	2.31	4.85	6.25
36 to 64 year-olds	4.93	10.39	13.35	1.81	5.00	6.59
65+ year-olds	5.27	8.46	9.21	2.04	5.05	4.48
* Walk trip questions were not asked of persons under 16 years old in 2001, or at all in 1995.						

**APPENDIX C2A. SUPPLEMENTAL TABLES FOR CHAPTER 2  
STANDARD ERRORS**

**Chapter 2: Table 1**  
**Comparison of NY State Data to the Rest of the United States**  
**STANDARD ERRORS**

	New York State		Remainder of U.S.	
	2001 StdErr	2009 StdErr	2001 StdErr	2009 StdErr
<b>General Statistics</b>				
Households (000)	0	0	3	0
Drivers (000)	105	88	356	465
Workers (000)	84	74	531	453
Vehicles (000)	90	21	667	460
Workers per Household	0.01	0.01	0.01	0.00
Vehicles per Household	0.01	0.00	0.01	0.00
Vehicles per Driver	0.01	0.01	0.00	0.00
Daily PMT per Person	1.03	0.80	0.69	0.73
Daily VMT per Driver	0.46	0.52	0.32	0.38
Daily Commute PMT per Worker	0.23	0.32	0.21	0.19
<b>Distribution of Households by Household Vehicle Count</b>				
<b>ALL</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>
0 vehicles	0.6%	0.0%	0.2%	0.0%
1 vehicle	0.7%	0.1%	0.3%	0.1%
2 vehicles	0.5%	0.0%	0.3%	0.1%
3 vehicles	0.3%	0.2%	0.2%	0.2%
4+ vehicles	0.2%	0.2%	0.2%	0.2%
<b>Distribution of Households by Household Income</b>				
<b>ALL</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>
< \$10,000 Households	0.4%	0.5%	0.2%	0.2%
\$10 to \$20,000 Households	0.5%	0.6%	0.2%	0.3%
\$20 to \$30,000 Households	0.4%	0.6%	0.2%	0.2%
\$30 to \$40,000 Households	0.5%	0.6%	0.3%	0.3%
\$40 to \$50,000 Households	0.3%	0.5%	0.1%	0.2%
\$50 to \$60,000 Households	0.4%	0.4%	0.2%	0.2%
\$60 to \$70,000 Households	0.3%	0.4%	0.2%	0.2%
\$70 to \$80,000 Households	0.3%	0.4%	0.2%	0.2%
\$80 to \$100,000 Households	0.3%	0.4%	0.2%	0.2%
\$100,000+ Households	0.5%	0.5%	0.2%	0.2%
Unreported Households	0.4%	0.5%	0.2%	0.2%
<b>Licensing Rate</b>				
% Female Drivers/Female 16+	0.7%	0.8%	0.3%	0.3%
% Male Drivers/Male 16+	0.9%	0.9%	0.2%	0.3%

**Chapter 2: Table 2**  
**Comparison of NY State Data to the Rest of the United States**  
**STANDARD ERRORS**

	New York State		Remainder of U.S.	
	2001 StdErr	2009 StdErr	2001 StdErr	2009 StdErr
<b>Daily Person Trips per Person</b>				
<b>TOTAL</b>	<b>0.03</b>	<b>0.04</b>	<b>0.02</b>	<b>0.02</b>
Male	0.04	0.04	0.02	0.02
Female	0.04	0.05	0.02	0.02
<b>TOTAL</b>	<b>0.03</b>	<b>0.04</b>	<b>0.02</b>	<b>0.02</b>
5-15 years	0.06	0.07	0.03	0.04
16-19 years	0.10	0.16	0.06	0.06
20-29 years	0.09	0.14	0.04	0.05
30-39 years	0.07	0.12	0.04	0.05
40-49 years	0.07	0.09	0.04	0.04
50-59 years	0.07	0.09	0.04	0.05
60-64 years	0.10	0.12	0.07	0.06
65+ years	0.08	0.06	0.04	0.04
Unreported	0.18		0.11	
<b>TOTAL</b>	<b>0.03</b>	<b>0.04</b>	<b>0.02</b>	<b>0.02</b>
% POV by Occupancy				
% SOV	0.5%	0.5%	0.2%	0.3%
% MOV	0.5%	0.7%	0.2%	0.3%
% POV by Vehicle Type				
% Car	0.6%	0.7%	0.4%	0.4%
% Van	0.4%	0.4%	0.3%	0.2%
% SUV	0.3%	0.5%	0.3%	0.3%
% Pickup Truck	0.1%	0.3%	0.2%	0.2%
% Other Truck	0.1%	0.1%	0.0%	0.1%
% RV	0.0%	0.0%	0.0%	0.0%
% Motorcycle	0.0%	0.0%	0.0%	0.0%
% Public Transit				
% Commuter Train	0.1%	0.2%	0.0%	0.0%
% Subway/Elevated Rail	0.3%	0.4%	0.0%	0.0%
% Other Public	0.2%	0.4%	0.0%	0.1%
% Amtrak	0.0%	0.1%	0.0%	0.0%
% Walk	0.5%	0.7%	0.1%	0.2%
% Other	0.2%	0.3%	0.1%	0.1%
% Unreported	0.0%	0.0%	0.0%	0.0%
<b>TOTAL</b>	<b>0.03</b>	<b>0.04</b>	<b>0.02</b>	<b>0.02</b>
% Earning a Living				
% Earning a Living	0.3%	0.4%	0.2%	0.2%
% Family & Personal Business				
% Family & Personal Business	0.4%	0.5%	0.2%	0.2%
% Civic, Educational & Religious				
% Civic, Educational & Religious	0.3%	0.3%	0.1%	0.1%
% Social & Recreational				
% Social & Recreational	0.3%	0.5%	0.2%	0.2%
% Other	0.1%	0.1%	0.0%	0.1%
% Unreported	0.0%	0.1%	0.0%	0.0%
<b>TOTAL</b>	<b>0.03</b>	<b>0.04</b>	<b>0.02</b>	<b>0.02</b>
Weekday				
Weekday	0.03	0.05	0.02	0.02
Weekend				
Weekend	0.06	0.08	0.04	0.04
<b>TOTAL</b>	<b>0.03</b>	<b>0.04</b>	<b>0.02</b>	<b>0.02</b>
% 1-9 min				
% 1-9 min	0.4%	0.6%	0.2%	0.2%
% 10-19 min				
% 10-19 min	0.4%	0.5%	0.2%	0.2%
% 20-29 min				
% 20-29 min	0.2%	0.3%	0.1%	0.1%
% 30-39 min				
% 30-39 min	0.2%	0.3%	0.1%	0.1%
% 40-49 min				
% 40-49 min	0.2%	0.2%	0.1%	0.1%
% 50+ min				
% 50+ min	0.2%	0.4%	0.1%	0.1%
% Unreported	0.2%	0.1%	0.1%	0.0%
<b>TOTAL</b>	<b>0.03</b>	<b>0.04</b>	<b>0.02</b>	<b>0.02</b>
% 5 or less miles				
% 5 or less miles	0.4%	0.6%	0.2%	0.3%
% 6-10 miles				
% 6-10 miles	0.3%	0.3%	0.2%	0.2%
% 11-15 miles				
% 11-15 miles	0.2%	0.2%	0.1%	0.1%
% 16-20 miles				
% 16-20 miles	0.1%	0.2%	0.1%	0.1%
% 21-30 miles				
% 21-30 miles	0.1%	0.1%	0.1%	0.1%
% 31 or more miles				
% 31 or more miles	0.1%	0.2%	0.1%	0.1%
% Unreported	0.3%	0.5%	0.1%	0.1%

**Chapter 2: Table 3**  
**Comparison of NY State Data to the Rest of the United States**  
**STANDARD ERRORS**

	New York State		Remainder of U.S.	
	2001 StdErr	2009 StdErr	2001 StdErr	2009 StdErr
<b>Daily PMT per Person</b>				
<b>TOTAL</b>	<b>1.03</b>	<b>0.80</b>	<b>0.69</b>	<b>0.73</b>
% POV by Occupancy				
% SOV	1.4%	1.2%	0.6%	0.9%
% MOV	1.8%	1.8%	0.7%	0.9%
% POV by Vehicle Type				
% Car	1.9%	1.8%	0.9%	0.9%
% Van	0.6%	0.6%	0.4%	0.5%
% SUV	0.7%	1.3%	0.4%	0.8%
% Pickup Truck	0.4%	0.3%	0.4%	0.4%
% Other Truck	0.3%	0.5%	0.2%	0.3%
% RV	0.0%	0.0%	0.1%	0.0%
% Motorcycle	0.1%	0.1%	0.1%	0.0%
% Public Transit				
% Commuter Train	0.2%	0.3%	0.0%	0.1%
% Subway/Elevated Rail	0.3%	0.5%	0.0%	0.0%
% Other Public	0.2%	0.4%	0.0%	0.0%
% Amtrak	0.1%	0.1%	0.0%	0.0%
% Walk	0.1%	0.2%	0.0%	0.0%
% Other	3.0%	1.7%	1.0%	1.3%
% Unreported	0.3%	0.1%	0.4%	0.0%
<b>TOTAL</b>	<b>1.03</b>	<b>0.80</b>	<b>0.69</b>	<b>0.73</b>
% Earn a Living	2.3%	1.2%	0.7%	0.6%
% Family & Personal Business	1.2%	1.0%	0.6%	0.6%
% Civic, Educational & Religious	0.3%	0.3%	0.2%	0.2%
% Social & Recreational	1.6%	1.7%	0.6%	0.7%
% Other	1.1%	1.4%	0.8%	1.2%
% Unreported	0.8%	0.9%	0.1%	0.5%
<b>Average Person Trip Length</b>				
<b>TOTAL</b>	<b>0.30</b>	<b>0.24</b>	<b>0.17</b>	<b>0.19</b>

**Chapter 2: Table 4**  
**Comparison of NY State Data to the Rest of the United States**  
**STANDARD ERRORS**

	New York State		Remainder of U.S.	
	2001 StdErr	2009 StdErr	2001 StdErr	2009 StdErr
<b><i>Distribution of Zero-Vehicle Households by Household Income</i></b>				
<b>TOTAL</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>
< \$10,000 Households	1.4%	1.6%	1.4%	1.8%
\$10 to \$20,000 Households	1.3%	1.8%	1.2%	1.7%
\$20 to \$30,000 Households	1.1%	1.2%	1.0%	1.2%
\$30 to \$40,000 Households	1.1%	1.9%	0.9%	1.0%
\$40 to \$50,000 Households	0.5%	1.2%	0.3%	0.8%
\$50 to \$60,000 Households	0.9%	0.8%	0.5%	0.2%
\$60 to \$70,000 Households	0.6%	0.9%	0.3%	0.1%
\$70 to \$80,000 Households	0.6%	0.6%	0.1%	0.2%
\$80 to \$100,000 Households	0.5%	1.0%	0.2%	0.1%
\$100,000+ Households	0.9%	1.0%	0.4%	0.6%
Unreported Households	1.2%	1.2%	1.0%	0.9%
<b><i>Zero-Vehicle Households - Daily Person Trips per Person</i></b>				
<b>TOTAL</b>	<b>0.08</b>	<b>0.09</b>	<b>0.08</b>	<b>0.09</b>
% Private	1.1%	1.2%	1.8%	2.2%
% Public	1.1%	1.5%	1.1%	1.3%
% Walk	1.5%	2.0%	1.5%	2.3%
% Other	0.8%	1.0%	0.8%	1.2%
% Unreported	0.1%	0.1%	0.1%	0.6%
<b><i>Non-Zero-Vehicle Households - Daily Person Trips per Person</i></b>				
<b>TOTAL</b>	<b>0.03</b>	<b>0.04</b>	<b>0.02</b>	<b>0.02</b>
% Private	0.6%	0.7%	0.1%	0.2%
% Public	0.3%	0.4%	0.0%	0.1%
% Walk	0.4%	0.6%	0.1%	0.1%
% Other	0.2%	0.2%	0.1%	0.1%
% Unreported	0.0%	0.0%	0.0%	0.0%
<b><i>Zero-Vehicle Households - Daily Person Trips per Person</i></b>				
<b>TOTAL</b>	<b>0.08</b>	<b>0.09</b>	<b>0.08</b>	<b>0.09</b>
< \$10,000	0.17	0.19	0.13	0.19
\$10 to \$20,000	0.17	0.20	0.13	0.12
\$20 to \$30,000	0.26	0.29	0.24	0.36
\$30 to \$40,000	0.17	0.15	0.26	0.18
\$40 to \$50,000	0.59	0.81	0.32	0.46
\$50 to \$60,000	0.16	0.54	0.36	0.37
\$60 to \$70,000	0.61	0.80	1.01	0.67
\$70 to \$80,000	1.46	0.47	2.41	0.32
\$80 to \$100,000	0.44	0.53	0.71	0.58
\$100,000+	0.24	0.30	0.75	0.24

**Chapter 2: Table 5**  
**Comparison of NY State Data to the Rest of the United States**  
**STANDARD ERRORS**

	New York State		Remainder of U.S.	
	2001 StdErr	2009 StdErr	2001 StdErr	2009 StdErr
<b><i>Zero-Vehicle Households - Daily PMT per Person</i></b>				
<b>TOTAL</b>	<b>4.22</b>	<b>0.77</b>	<b>3.37</b>	<b>1.00</b>
% Private	6.9%	4.0%	12.2%	4.2%
% Public	10.1%	5.3%	2.5%	3.1%
% Walk	1.7%	1.3%	0.7%	0.8%
% Other	18.3%	2.5%	15.0%	2.0%
% Unreported	0.0%	0.5%	0.1%	1.0%
<b>TOTAL</b>	<b>4.22</b>	<b>0.77</b>	<b>3.37</b>	<b>1.00</b>
< \$10,000	2.08	0.83	0.73	0.77
\$10 to \$20,000	1.51	0.80	1.56	1.10
\$20 to \$30,000	1.35	3.24	8.99	5.96
\$30 to \$40,000	5.37	1.76	4.60	4.03
\$40 to \$50,000	4.41	2.93	2.27	10.64
\$50 to \$60,000	2.06	1.58	141.35	3.14
\$60 to \$70,000	5.19	2.64	6.05	5.17
\$70 to \$80,000	22.35	3.33	3.03	3.33
\$80 to \$100,000	4.82	4.00	20.99	3.21
\$100,000+	50.61	6.15	20.10	6.20

**Chapter 2: Table 6**  
**Comparison of NY State Data to the Rest of the United States**  
**STANDARD ERRORS**

	New York State		Remainder of U.S.	
	2001 StdErr	2009 StdErr	2001 StdErr	2009 StdErr
<b><i>Daily Vehicle Trips per Driver</i></b>				
<b>TOTAL</b>	<b>0.03</b>	<b>0.04</b>	<b>0.02</b>	<b>0.02</b>
% Earning a Living	0.4%	0.5%	0.2%	0.3%
% Family & Personal Business	0.5%	0.7%	0.2%	0.2%
% Civic, Educational & Religious	0.2%	0.2%	0.1%	0.1%
% Social & Recreational	0.3%	0.6%	0.2%	0.2%
% Other	0.1%	0.0%	0.0%	0.0%
% Unreported	0.0%	0.1%	0.0%	0.0%
<b>TOTAL</b>	<b>0.03</b>	<b>0.04</b>	<b>0.02</b>	<b>0.02</b>
% 1-9 min	0.5%	0.5%	0.2%	0.2%
% 10-19 min	0.4%	0.5%	0.2%	0.3%
% 20-29 min	0.2%	0.4%	0.1%	0.2%
% 30-39 min	0.2%	0.3%	0.1%	0.1%
% 40-49 min	0.2%	0.2%	0.1%	0.1%
% 50+ min	0.2%	0.3%	0.1%	0.1%
% Unreported	0.1%	0.1%	0.0%	0.0%
<b>TOTAL</b>	<b>0.03</b>	<b>0.04</b>	<b>0.02</b>	<b>0.02</b>
% 5 or less miles	0.5%	0.6%	0.2%	0.3%
% 6-10 miles	0.4%	0.4%	0.2%	0.2%
% 11-15 miles	0.3%	0.3%	0.1%	0.1%
% 16-20 miles	0.2%	0.3%	0.1%	0.1%
% 21-30 miles	0.2%	0.2%	0.1%	0.1%
% 31 or more miles	0.2%	0.2%	0.1%	0.1%
% Unreported	0.2%	0.3%	0.1%	0.1%
<b>TOTAL</b>	<b>0.03</b>	<b>0.04</b>	<b>0.02</b>	<b>0.02</b>
Weekday	0.04	0.05	0.02	0.02
Weekend	0.05	0.07	0.03	0.03
<b><i>Daily VMT per Driver</i></b>				
<b>TOTAL</b>	<b>0.46</b>	<b>0.52</b>	<b>0.32</b>	<b>0.38</b>
% Earn a Living	0.9%	1.1%	0.4%	0.6%
% Family & Personal Business	0.7%	1.0%	0.4%	0.4%
% Civic, Educational & Religious	0.3%	0.3%	0.1%	0.2%
% Social & Recreational	0.9%	1.4%	0.5%	0.5%
% Other	0.1%	0.1%	0.1%	0.1%
% Unreported	0.1%	1.0%	0.1%	0.5%
<b><i>Average Vehicle Trip Length</i></b>				
<b>TOTAL</b>	<b>0.17</b>	<b>0.24</b>	<b>0.10</b>	<b>0.12</b>
<b><i>% Vehicle Trips/Person Trips</i></b>				
<b>TOTAL</b>	<b>0.55</b>	<b>0.60</b>	<b>0.19</b>	<b>0.23</b>
<b><i>% VMT/PMT</i></b>				
<b>TOTAL</b>	<b>1.92</b>	<b>1.30</b>	<b>0.79</b>	<b>1.05</b>

**Chapter 2: Table 7**  
**Comparison of NY State Data to the Rest of the United States**  
**STANDARD ERRORS**

	New York State		Remainder of U.S.	
	2001 StdErr	2009 StdErr	2001 StdErr	2009 StdErr
<b>Daily Commute Trips per Worker</b>				
<b>TOTAL</b>	<b>0.02</b>	<b>0.02</b>	<b>0.01</b>	<b>0.01</b>
% POV by Occupancy				
% SOV	1.0%	1.3%	0.4%	0.4%
% MOV	0.5%	0.7%	0.3%	0.3%
% POV by Vehicle Type				
% Car	0.9%	1.2%	0.5%	0.5%
% Van	0.5%	0.4%	0.2%	0.3%
% SUV	0.5%	0.6%	0.3%	0.4%
% Pickup Truck	0.3%	0.3%	0.3%	0.3%
% Other Truck	0.1%	0.1%	0.1%	0.1%
% RV	0.0%	0.0%	0.0%	0.0%
% Motorcycle	0.0%	0.1%	0.0%	0.1%
% Public Transit				
% Commuter Train	0.3%	0.5%	0.1%	0.1%
% Subway/Elevated Rail	0.7%	1.0%	0.1%	0.1%
% Other Public	0.5%	0.8%	0.1%	0.2%
% Amtrak	0.2%	0.2%	0.0%	0.0%
% Walk	0.5%	0.7%	0.1%	0.2%
% Other	0.3%	0.4%	0.1%	0.2%
% Unreported	0.0%	0.1%	0.0%	0.0%
<b>TOTAL</b>	<b>0.02</b>	<b>0.02</b>	<b>0.01</b>	<b>0.01</b>
% 1-6 am	0.3%	0.4%	0.1%	0.1%
% 6-9 am	0.5%	0.6%	0.2%	0.2%
% 9 am-1 pm	0.4%	0.5%	0.2%	0.2%
% 1-4 pm	0.4%	0.5%	0.2%	0.3%
% 4-7 pm	0.5%	0.5%	0.2%	0.3%
% 7-10 pm	0.4%	0.4%	0.2%	0.2%
% 10 pm-1 am	0.3%	0.4%	0.1%	0.2%
% Unreported	0.0%		0.0%	0.0%
<b>Daily Commute PMT per Worker</b>				
<b>TOTAL</b>	<b>0.23</b>	<b>0.32</b>	<b>0.21</b>	<b>0.19</b>
% POV by Occupancy				
% SOV	1.4%	1.8%	1.1%	0.8%
% MOV	0.7%	1.2%	0.6%	0.5%
% POV by Vehicle Type				
% Car	1.2%	1.5%	0.9%	0.7%
% Van	0.7%	0.5%	0.4%	0.3%
% SUV	0.7%	1.3%	0.4%	0.5%
% Pickup Truck	0.6%	0.6%	0.5%	0.5%
% Other Truck	0.1%	1.0%	0.2%	0.3%
% RV	0.0%	0.0%	0.0%	0.0%
% Motorcycle	0.0%	0.0%	0.1%	0.1%
% Public Transit				
% Commuter Train	0.7%	0.5%	0.1%	0.1%
% Subway/Elevated Rail	0.9%	1.1%	0.1%	0.0%
% Other Public	0.4%	0.8%	0.1%	0.2%
% Amtrak	0.2%	0.5%	0.2%	0.0%
% Walk	0.1%	0.3%	0.0%	0.0%
% Other	0.4%	0.5%	1.1%	0.7%
% Unreported	0.1%	0.1%	0.0%	0.0%
<b>TOTAL</b>	<b>0.23</b>	<b>0.32</b>	<b>0.21</b>	<b>0.19</b>
% 1-6 am	0.5%	0.5%	0.3%	0.6%
% 6-9 am	0.7%	0.7%	0.6%	0.5%
% 9 am-1 pm	0.6%	0.9%	0.3%	0.4%
% 1-4 pm	0.6%	0.7%	0.4%	0.4%
% 4-7 pm	0.7%	0.7%	0.5%	0.5%
% 7-10 pm	0.5%	0.4%	0.9%	0.3%
% 10 pm-1 am	0.4%	0.4%	0.2%	0.2%
% Unreported	0.0%		0.0%	0.0%

**Chapter 2: Table 8**  
**Comparison of NY State Data to the Rest of the United States**  
**STANDARD ERRORS**

	New York State		Remainder of U.S.	
	2001 StdErr	2009 StdErr	2001 StdErr	2009 StdErr
<i>Average Commute Length, Travel Time, and Speed</i>				
<i>Length (Miles)</i>				
<b>TOTAL</b>	<b>0.18</b>	<b>0.29</b>	<b>0.18</b>	<b>0.15</b>
POV	0.21	0.30	0.12	0.13
Public	0.55	0.62	0.76	1.08
<i>Time (minutes)</i>				
<b>TOTAL</b>	<b>0.59</b>	<b>0.57</b>	<b>0.18</b>	<b>0.18</b>
POV	0.37	0.51	0.17	0.17
Public	1.72	1.35	1.67	3.10
<i>Miles per Hour</i>				
<b>TOTAL</b>	<b>0.46</b>	<b>0.54</b>	<b>0.41</b>	<b>0.29</b>
POV	0.47	0.52	0.20	0.21
Public			<b>11.83</b>	

**Chapter 2: Table 9**  
**Comparison of NY State Data to the Rest of the United States**  
**STANDARD ERRORS**

	New York State		Remainder of U.S.	
	2001 StdErr	2009 StdErr	2001 StdErr	2009 StdErr
<b>Average Vehicle Occupancy Rate (Person Miles per Vehicle Miles)</b>				
<b>ALL</b>	<b>0.05</b>	<b>0.05</b>	<b>0.01</b>	<b>0.02</b>
1 Adult, No Child	0.04	0.05	0.02	0.03
2+ Adults, No Child	0.03	0.03	0.02	0.02
1 Adult, Child <6	0.19	0.19	0.33	0.19
2+ Adults, Child <6	0.06	0.18	0.03	0.03
1 Adult, Child 6-15	0.06	0.27	0.10	0.27
2+ Adults, Child 6-15	0.06	0.06	0.02	0.06
1 Adult, Child 16-21	0.11	0.11	0.05	0.18
2+ Adults, Child 16-21	0.43	0.05	0.02	0.05
1 Adult, Retired, No Child	0.05	0.03	0.02	0.04
2+ Adults, Retired, No Child	0.04	0.03	0.02	0.02
Unreported	0.18		0.17	
<b>ALL</b>	<b>0.05</b>	<b>0.05</b>	<b>0.01</b>	<b>0.02</b>
Earn a Living	0.01	0.01	0.01	0.01
Family & Personal Business	0.04	0.03	0.01	0.02
Civic, Educational & Religious	0.07	0.06	0.08	0.07
Social & Recreational	0.13	0.09	0.03	0.03
Other	0.12	0.15	0.10	0.20
Unreported	0.20	0.64	0.12	0.20
<b>ALL</b>	<b>0.05</b>	<b>0.05</b>	<b>0.01</b>	<b>0.02</b>
< \$10,000 Households	0.20	0.09	0.17	0.16
\$10 to \$20,000 Households	0.05	0.11	0.04	0.05
\$20 to \$30,000 Households	0.08	0.08	0.03	0.05
\$30 to \$40,000 Households	0.30	0.13	0.03	0.04
\$40 to \$50,000 Households	0.08	0.07	0.04	0.05
\$50 to \$60,000 Households	0.05	0.07	0.03	0.03
\$60 to \$70,000 Households	0.06	0.07	0.04	0.06
\$70 to \$80,000 Households	0.07	0.24	0.03	0.05
\$80 to \$100,000 Households	0.05	0.08	0.03	0.03
\$100,000+ Households	0.04	0.10	0.02	0.05
Unreported Households	0.05	0.05	0.05	0.11

**Chapter 2: Table 10**  
**Comparison of NY State Data to the Rest of the United States**  
**STANDARD ERRORS**

	New York State		Remainder of U.S.	
	2001 StdErr	2009 StdErr	2001 StdErr	2009 StdErr
<b>Vehicles by Type</b>				
Auto	0.0%	0.0%	0.0%	0.0%
Van	0.5%	0.6%	0.3%	0.2%
Sports Utility	0.3%	0.3%	0.1%	0.2%
Pickup	0.3%	0.5%	0.2%	0.2%
Other Truck	0.2%	0.2%	0.2%	0.2%
RV	0.1%	0.0%	0.0%	0.0%
Motorcycle	0.0%	0.0%	0.0%	0.0%
Other POV	0.1%	0.1%	0.1%	0.1%
	*	*	*	*
* Other POV not present in 2001 or 2009.				
<b>Age Statistics</b>				
Average Vehicle Age	0.08	0.08	0.05	0.05
Median Vehicle Age	0	0	0	0
<b>Percent VMT*</b>				
Less than 10 yrs	0.7%	0.6%	1.7%	0.4%
10 yrs or more	0.7%	0.6%	1.7%	0.4%
<b>Percent Vehicle Fleet</b>				
Less than 10 yrs	0.6%	0.6%	0.3%	0.3%
10 yrs or more	0.6%	0.6%	0.3%	0.3%
<b>Avg Fuel Consumption (gal/HH)</b>				
	<b>22</b>	<b>6</b>	<b>17</b>	<b>6</b>
Less than 10 yrs	3.4%	0.6%	1.5%	0.4%
10 yrs or more	3.4%	0.6%	1.5%	0.4%
<b>Avg CO2 Emissions (kg/HH)</b>				
	<b>191</b>	<b>54</b>	<b>147</b>	<b>54</b>
Less than 10 yrs	3.4%	0.6%	1.5%	0.4%
10 yrs or more	3.4%	0.6%	1.5%	0.4%
* Numbers reflect BESTMILE Estimates. Due to data being unavailable, self-reported annual miles were substituted for Rest of Nation 1995 estimates.				
** Statistics not available in 1995.				

**Chapter 2: Table 11**  
**Comparison of NY State Data to the Rest of the United States**  
**STANDARD ERRORS**

	New York State		Remainder of U.S.	
	2001 StdErr	2009 StdErr	2001 StdErr	2009 StdErr
<b>Annual CO2 Emissions per Household - POVs ONLY</b>				
<b>Average CO2 Emissions (kg)/HH</b>	<b>191</b>	<b>54</b>	<b>147</b>	<b>54</b>
0 Workers	233	74	83	56
1 Workers	387	100	193	84
2 Workers	467	191	255	132
3 or more Workers	1,294	569	374	438
<b>Average CO2 Emissions (kg)/HH</b>	<b>191</b>	<b>54</b>	<b>147</b>	<b>54</b>
1 Drivers	247	76	100	69
2 Drivers	643	138	229	91
3 or more Drivers	698	322	342	212
<b>Average CO2 Emissions (kg)/HH</b>	<b>191</b>	<b>54</b>	<b>147</b>	<b>54</b>
1 Vehicles	393	99	62	52
2 Vehicles	951	115	91	74
3 or more Vehicles	672	254	215	168
<b>Average CO2 Emissions (kg)/HH</b>	<b>191</b>	<b>54</b>	<b>147</b>	<b>54</b>
0-99 persons/sq mi.	683	200	270	213
100-499 persons/sq mi.	719	183	158	192
500-999 persons/sq mi.	1,143	475	595	188
1000-1999 persons/sq mi.	921	173	546	149
2000-3999 persons/sq mi.	749	214	174	119
4000-9999 persons/sq mi.	895	152	115	105
10000-24999 persons/sq mi.	745	278	319	268
25000-999999 persons/sq mi.	221	87	881	321
<b>Annual CO2 Emissions per Household - Non-POV MODES</b>				
<b>Average CO2 Emissions (kg)/HH</b>				
0 Workers				
1 Workers				
2 Workers				
3 or more Workers				
<b>Average CO2 Emissions (kg)/HH</b>				
0 Drivers				
1 Drivers				
2 Drivers				
3 or more Drivers				
<b>Average CO2 Emissions (kg)/HH</b>				
0 Vehicles				
1 Vehicles				
2 Vehicles				
3 or more Vehicles				
<b>Average CO2 Emissions (kg)/HH</b>				
0-99 persons/sq mi.				
100-499 persons/sq mi.				
500-999 persons/sq mi.				
1000-1999 persons/sq mi.				
2000-3999 persons/sq mi.				
4000-9999 persons/sq mi.				
10000-24999 persons/sq mi.				
25000-999999 persons/sq mi.				
* Standard errors are not available for Non-POV and All Modes				

**Chapter 2: Table 12**  
**Comparison of NY State Data to the Rest of the United States**  
**STANDARD ERRORS**

	New York State		Remainder of U.S.	
	2001 StdErr	2009 StdErr	2001 StdErr	2009 StdErr
<b>Annual CO2 Emissions per Household - ALL MODES</b>				
<b>Average CO2 Emissions (kg)/HH</b>				
0 Workers				
1 Workers				
2 Workers				
3 or more Workers				
<b>Average CO2 Emissions (kg)/HH</b>				
0 Drivers				
1 Drivers				
2 Drivers				
3 or more Drivers				
<b>Average CO2 Emissions (kg)/HH</b>				
0 Vehicles				
1 Vehicles				
2 Vehicles				
3 or more Vehicles				
<b>Average CO2 Emissions (kg)/HH</b>				
0-99 persons/sq mi.				
100-499 persons/sq mi.				
500-999 persons/sq mi.				
1000-1999 persons/sq mi.				
2000-3999 persons/sq mi.				
4000-9999 persons/sq mi.				
10000-24999 persons/sq mi.				
25000-999999 persons/sq mi.				
* Standard errors are not available for Non-POV and All Modes				

**Chapter 2: Table 13**  
**Comparison of NY State Data to the Rest of the United States**  
**STANDARD ERRORS**

	New York State		Remainder of U.S.	
	2001 StdErr	2009 StdErr	2001 StdErr	2009 StdErr
<b><i>Percent Vehicles by Vehicle Type and Age</i></b>				
<b>Auto</b>	<b>0.5%</b>	<b>0.6%</b>	<b>0.3%</b>	<b>0.2%</b>
0 to 2 yrs	0.4%	0.4%	0.1%	0.1%
3 to 5 yrs	0.4%	0.3%	0.2%	0.1%
6 to 9 yrs	0.4%	0.4%	0.2%	0.2%
10 yrs or more	0.5%	0.5%	0.2%	0.2%
Unreported	0.2%	0.3%	0.1%	0.1%
<b>Van</b>	<b>0.3%</b>	<b>0.3%</b>	<b>0.1%</b>	<b>0.2%</b>
0 to 2 yrs	0.1%	0.1%	0.1%	0.0%
3 to 5 yrs	0.1%	0.1%	0.1%	0.1%
6 to 9 yrs	0.2%	0.1%	0.1%	0.1%
10 yrs or more	0.2%	0.2%	0.1%	0.1%
Unreported	0.1%	0.1%	0.0%	0.0%
<b>SUV</b>	<b>0.3%</b>	<b>0.5%</b>	<b>0.2%</b>	<b>0.2%</b>
0 to 2 yrs	0.2%	0.3%	0.1%	0.1%
3 to 5 yrs	0.2%	0.3%	0.1%	0.1%
6 to 9 yrs	0.2%	0.3%	0.1%	0.1%
10 yrs or more	0.2%	0.2%	0.1%	0.1%
Unreported	0.1%	0.1%	0.0%	0.0%
<b>Pickup Truck</b>	<b>0.2%</b>	<b>0.2%</b>	<b>0.2%</b>	<b>0.2%</b>
0 to 2 yrs	0.1%	0.1%	0.1%	0.1%
3 to 5 yrs	0.1%	0.1%	0.1%	0.1%
6 to 9 yrs	0.1%	0.1%	0.1%	0.1%
10 yrs or more	0.2%	0.2%	0.1%	0.1%
Unreported	0.0%	0.0%	0.0%	0.0%
<b>Other POV</b>	<b>0.2%</b>	<b>0.2%</b>	<b>0.1%</b>	<b>0.1%</b>
0 to 2 yrs	0.0%	0.0%	0.0%	0.0%
3 to 5 yrs	0.0%	0.1%	0.0%	0.0%
6 to 9 yrs	0.1%	0.1%	0.0%	0.0%
10 yrs or more	0.1%	0.1%	0.1%	0.1%
Unreported	0.1%	0.0%	0.0%	0.0%

**Chapter 2: Table 14**  
**Comparison of NY State Data to the Rest of the United States**  
**STANDARD ERRORS**

	New York State		Remainder of U.S.	
	2001 StdErr	2009 StdErr	2001 StdErr	2009 StdErr
<i>VMT/Vehicle by Vehicle Type and Age</i>				
<b>ALL VEHICLES</b>	<b>130</b>	<b>103</b>	<b>81</b>	<b>60</b>
0 to 2 yrs	268	297	152	217
3 to 5 yrs	277	207	425	91
6 to 9 yrs	211	185	185	113
10 yrs or more	243	199	192	79
Unreported	731	680	483	286
<b>Auto</b>	<b>172</b>	<b>124</b>	<b>81</b>	<b>74</b>
0 to 2 yrs	314	272	205	321
3 to 5 yrs	407	283	196	113
6 to 9 yrs	232	235	198	133
10 yrs or more	319	237	228	111
Unreported	891	1,187	455	488
<b>Van</b>	<b>418</b>	<b>356</b>	<b>359</b>	<b>265</b>
0 to 2 yrs	1,574	1,709	736	561
3 to 5 yrs	595	424	1,832	358
6 to 9 yrs	474	426	682	745
10 yrs or more	786	537	345	226
Unreported	1,545	1,534	1,032	1,024
<b>SUV</b>	<b>288</b>	<b>244</b>	<b>431</b>	<b>140</b>
0 to 2 yrs	420	631	500	472
3 to 5 yrs	466	385	324	181
6 to 9 yrs	823	375	414	202
10 yrs or more	734	525	1,174	209
Unreported	1,737	1,024	2,088	701
<b>Pickup Truck</b>	<b>292</b>	<b>292</b>	<b>237</b>	<b>131</b>
0 to 2 yrs	674	1,054	318	490
3 to 5 yrs	389	723	1,048	258
6 to 9 yrs	806	374	293	190
10 yrs or more	427	358	216	199
Unreported	929	867	1,002	472
<b>Other POV</b>	<b>421</b>	<b>207</b>	<b>1,364</b>	<b>149</b>
0 to 2 yrs	1,141	742	7,311	565
3 to 5 yrs	545	335	2,450	361
6 to 9 yrs	901	362	1,538	422
10 yrs or more	281	243	443	197
Unreported	5,594	1,517	579	333

**Chapter 2: Table 15**  
**Comparison of NY State Data to the Rest of the United States**  
**STANDARD ERRORS**

	New York State		Remainder of U.S.	
	2001 StdErr	2009 StdErr	2001 StdErr	2009 StdErr
<b><i>Percent Not Taking Walk Trips in the last week</i></b>				
TOTAL	<b>0.5%</b>	<b>0.6%</b>	<b>0.3%</b>	<b>0.3%</b>
5 to 10 year-olds	*	2.2%	*	0.8%
11 to 15 year-olds	*	1.6%	*	1.0%
16 to 20 year-olds	1.8%	2.0%	1.0%	1.0%
21 to 35 year-olds	0.9%	1.4%	0.6%	0.8%
36 to 64 year-olds	0.6%	0.8%	0.4%	0.4%
65+ year-olds	1.3%	1.4%	0.6%	0.6%
<b><i>Avg Minutes Spent Walking/Biking per Day</i></b>				
TOTAL	<b>0.37</b>	<b>0.53</b>	<b>0.12</b>	<b>0.17</b>
5 to 10 year-olds	1.14	1.18	0.50	0.31
11 to 15 year-olds	1.64	1.05	0.47	0.89
16 to 20 year-olds	1.05	1.64	0.40	0.40
21 to 35 year-olds	0.80	1.54	0.23	0.32
36 to 64 year-olds	0.60	0.65	0.15	0.22
65+ year-olds	0.74	0.92	0.23	0.23
* Walk trip questions were not asked of persons under 16 years old in 2001, or at all in 1995.				

## APPENDIX C3. SUPPLEMENTAL TABLES FOR CHAPTER 3

Chapter 3: Table 1  
Influence of NY State Metropolitan Data on Overall NY Travel Patterns

	New York City			Remainder NY State			Remainder of U.S.		
	1995	2001	2009	1995	2001	2009	1995	2001	2009
<b>General Statistics</b>									
Households (000)	2,920	3,076	3,055	3,928	4,108	4,082	92,858	100,182	105,964
Persons 5+ (000)	6,792	7,439	7,788	10,015	9,955	10,494	224,868	240,182	264,772
Drivers (000)	3,218	3,779	4,836	7,251	7,388	8,002	165,861	179,258	199,471
Male Drivers (000)	1,853	2,107	2,498	3,660	3,622	4,012	82,966	88,921	100,303
Female Drivers (000)	1,365	1,672	2,338	3,591	3,766	3,990	82,895	90,336	99,168
Workers (000)	3,404	4,045	3,978	5,371	5,601	5,781	122,922	135,627	141,614
Vehicles (000)	1,600	2,085	1,943	6,322	7,461	7,201	168,145	193,041	202,357
0-Vehicle Households (000)	1,544	1,587	1,667	291	314	371	6,368	6,815	7,791
Workers per HH	1.17	1.32	1.30	1.37	1.36	1.42	1.32	1.35	1.34
Vehicles per HH	0.55	0.68	0.64	1.61	1.82	1.76	1.81	1.93	1.91
Vehicles per Dr	0.50	0.55	0.40	0.87	1.01	0.90	1.01	1.08	1.01
<b>Distribution of Households by Household Vehicle Count</b>									
<b>ALL</b>	<b>100%</b>	<b>100%</b>	<b>100.0%</b>	<b>100%</b>	<b>100%</b>	<b>100.0%</b>	<b>100%</b>	<b>100%</b>	<b>100.0%</b>
0 vehicles	52.9%	51.6%	54.5%	7.4%	7.6%	9.1%	6.9%	6.8%	7.4%
1 vehicle	33.8%	33.7%	31.4%	32.1%	32.8%	33.1%	32.4%	31.3%	32.3%
2 vehicles	11.2%	11.3%	10.9%	43.3%	39.0%	39.2%	41.1%	37.9%	36.9%
3 vehicles	1.6%	2.7%	2.2%	12.4%	14.3%	13.0%	14.4%	15.4%	14.8%
4+ vehicles	0.5%	0.7%	0.9%	4.7%	6.3%	5.6%	5.3%	8.6%	8.6%
<b>Distribution of Households by Household Income</b>									
<b>ALL</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>
< \$10,000 Households	7.9%	9.9%	9.6%	3.7%	5.4%	6.5%	4.9%	6.6%	7.7%
\$10 to \$20,000 Households	9.2%	11.2%	12.0%	7.9%	9.4%	11.1%	9.3%	10.0%	12.5%
\$20 to \$30,000 Households	11.4%	10.4%	10.6%	9.3%	8.4%	9.8%	10.6%	9.7%	11.6%
\$30 to \$40,000 Households	14.6%	14.2%	9.6%	13.5%	15.6%	9.4%	15.5%	16.9%	10.0%
\$40 to \$50,000 Households	3.8%	4.2%	8.7%	4.0%	4.3%	8.8%	4.3%	5.1%	8.9%
\$50 to \$60,000 Households	6.1%	7.2%	5.4%	7.7%	8.5%	7.7%	8.8%	8.5%	7.5%
\$60 to \$70,000 Households	6.3%	5.4%	5.5%	7.9%	6.6%	6.1%	7.6%	6.7%	6.0%
\$70 to \$80,000 Households	3.5%	4.8%	5.0%	4.7%	5.0%	5.5%	4.4%	5.4%	6.0%
\$80,000-\$100,000 Households	6.4%	6.3%	7.4%	9.0%	9.9%	7.4%	8.0%	8.7%	7.6%
\$100,000+ Households	10.3%	14.7%	16.8%	13.6%	17.8%	19.4%	10.1%	14.3%	15.4%
Unreported	20.5%	11.9%	9.4%	18.8%	9.1%	8.3%	16.5%	8.1%	6.8%
<b>Licensing Rate</b>									
% Female Drivers/Female 16+	44.5%	49.7%	65.1%	85.9%	87.8%	86.5%	86.6%	87.7%	86.8%
% Male Drivers/Male 16+	71.4%	71.5%	78.9%	92.4%	92.5%	91.7%	93.2%	93.3%	91.6%

Chapter 3: Table 2  
Influence of NY State Metropolitan Data on Overall NY Travel Patterns

	New York City			Remainder NY State			Remainder of U.S.		
	1995	2001	2009	1995	2001	2009	1995	2001	2009
<b>Daily Person Trips per Person</b>									
<b>TOTAL</b>	<b>3.58</b>	<b>3.44</b>	<b>3.46</b>	<b>4.08</b>	<b>3.95</b>	<b>3.78</b>	<b>4.33</b>	<b>4.11</b>	<b>3.81</b>
Male	3.63	3.54	3.46	4.12	3.93	3.76	4.36	4.11	3.76
Female	3.54	3.35	3.45	4.05	3.97	3.79	4.30	4.12	3.85
<b>TOTAL</b>	<b>3.58</b>	<b>3.44</b>	<b>3.46</b>	<b>4.08</b>	<b>3.95</b>	<b>3.78</b>	<b>4.33</b>	<b>4.11</b>	<b>3.81</b>
5-15 years	3.09	2.71	2.76	3.44	3.21	3.17	3.73	3.46	3.20
16-19 years	3.18	3.08	2.95	4.22	3.97	3.61	4.69	4.19	3.54
20-34 years	3.96	3.77	3.52	4.29	3.98	3.64	4.67	4.30	3.91
35-54 years	3.84	3.89	4.04	4.55	4.47	4.32	4.75	4.64	4.27
55-64 years	3.28	3.66	3.96	4.15	4.18	3.98	4.19	4.13	3.99
65+ years	2.95	2.57	2.55	3.46	3.56	3.24	3.44	3.43	3.22
Unreported		3.03			3.61			3.71	
<b>TOTAL</b>	<b>3.58</b>	<b>3.44</b>	<b>3.46</b>	<b>4.08</b>	<b>3.95</b>	<b>3.78</b>	<b>4.33</b>	<b>4.11</b>	<b>3.81</b>
% SOV	14.0%	14.1%	12.0%	42.4%	40.8%	43.1%	42.5%	40.3%	40.5%
% MOV	21.8%	21.9%	20.6%	43.1%	44.1%	39.2%	45.0%	47.3%	44.4%
% Other POV	0.0%			0.0%			0.0%		
% Amtrak	0.0%	0.4%	0.4%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%
% Commuter Train	2.5%	0.4%	1.6%	0.5%	0.4%	0.4%	0.0%	0.1%	0.1%
% Subway	10.3%	13.0%	9.9%	0.2%	0.3%	0.2%	0.2%	0.2%	0.1%
% Other Public Transit	9.2%	8.7%	10.5%	1.0%	0.6%	1.0%	0.9%	0.8%	1.0%
% Walk	31.0%	36.8%	38.7%	4.9%	9.1%	10.6%	4.8%	7.9%	9.7%
% Other	5.0%	4.6%	6.1%	4.2%	4.6%	5.2%	3.0%	3.3%	4.1%
% Unreported	6.1%	0.1%	0.1%	3.7%	0.1%	0.2%	3.5%	0.1%	0.2%
<b>TOTAL</b>	<b>3.58</b>	<b>3.44</b>	<b>3.46</b>	<b>4.08</b>	<b>3.95</b>	<b>3.78</b>	<b>4.33</b>	<b>4.11</b>	<b>3.81</b>
% Earn a Living	19.6%	20.1%	16.6%	20.0%	18.8%	19.5%	20.3%	18.8%	18.7%
% Fam/Per Bus	45.8%	42.7%	44.1%	45.9%	43.7%	42.7%	45.7%	43.9%	42.4%
% Civ, Ed & Rel	10.6%	11.1%	9.6%	8.5%	8.8%	9.4%	8.8%	9.8%	9.6%
% Social & Recreational	24.0%	24.6%	27.3%	25.4%	27.3%	26.7%	24.9%	26.6%	27.5%
% Other	0.0%	1.3%	1.3%	0.2%	1.1%	0.9%	0.2%	0.8%	0.8%
% Unreported		0.3%	1.0%		0.3%	0.9%		0.1%	1.0%
<b>TOTAL</b>	<b>3.58</b>	<b>3.44</b>	<b>3.46</b>	<b>4.08</b>	<b>3.95</b>	<b>3.78</b>	<b>4.33</b>	<b>4.11</b>	<b>3.81</b>
Weekday	3.71	3.61	3.53	4.19	4.02	3.90	4.46	4.21	3.92
Weekend	3.29	3.03	3.28	3.84	3.78	3.45	3.99	3.89	3.52
<b>TOTAL</b>	<b>3.58</b>	<b>3.44</b>	<b>3.46</b>	<b>4.08</b>	<b>3.95</b>	<b>3.78</b>	<b>4.33</b>	<b>4.11</b>	<b>3.81</b>
% 1-9 min	32.7%	21.6%	21.8%	40.9%	30.4%	32.1%	40.0%	28.7%	29.9%
% 10-19 min	26.0%	27.9%	28.3%	31.1%	34.6%	35.3%	32.1%	36.3%	36.6%
% 20-29 min	13.1%	10.3%	12.7%	12.5%	13.0%	13.6%	12.7%	13.3%	13.5%
% 30-39 min	9.5%	12.2%	13.9%	6.1%	9.2%	9.5%	6.2%	9.8%	9.8%
% 40-49 min	6.7%	7.2%	7.8%	3.2%	3.8%	3.8%	3.2%	4.0%	4.0%
% 50+ min	9.2%	13.7%	15.1%	4.9%	6.5%	5.5%	4.4%	5.9%	6.0%
% Unreported	2.8%	7.0%	0.4%	1.2%	2.5%	0.2%	1.4%	1.9%	0.3%
<b>TOTAL</b>	<b>3.58</b>	<b>3.44</b>	<b>3.46</b>	<b>4.08</b>	<b>3.95</b>	<b>3.78</b>	<b>4.33</b>	<b>4.11</b>	<b>3.81</b>
% 5 or less miles	72.1%	70.2%	71.6%	62.3%	61.7%	63.0%	62.6%	59.6%	60.8%
% 6-10 miles	8.7%	9.2%	9.1%	16.2%	15.6%	15.4%	15.9%	17.0%	16.4%
% 11-15 miles	5.0%	4.4%	3.7%	7.4%	7.5%	7.0%	7.4%	8.0%	7.5%
% 16-20 miles	2.2%	2.6%	1.8%	3.9%	4.1%	4.2%	3.9%	4.4%	4.1%
% 21-30 miles	2.5%	1.9%	1.2%	3.9%	4.2%	4.1%	3.9%	4.3%	4.2%
% 31 or more miles	2.2%	1.9%	2.2%	4.7%	5.0%	4.2%	4.9%	5.1%	4.8%
% Unreported	7.3%	9.9%	10.3%	1.7%	2.0%	2.1%	1.4%	1.7%	2.1%

Chapter 3: Table 3  
 Influence of NY State Metropolitan Data on Overall NY Travel Patterns

	New York City			Remainder NY State			Remainder of U.S.		
	1995	2001	2009	1995	2001	2009	1995	2001	2009
<b>Daily PMT per Person</b>									
<b>TOTAL</b>	<b>19.08</b>	<b>21.11</b>	<b>16.10</b>	<b>35.5</b>	<b>35.6</b>	<b>32.92</b>	<b>39.4</b>	<b>41.03</b>	<b>36.85</b>
% SOV	20.5%	16.5%	16.5%	39.6%	38.6%	41.0%	40.4%	37.6%	38.9%
% MOV	38.9%	28.2%	43.3%	51.5%	49.5%	44.9%	51.1%	51.3%	49.9%
% Other POV	0.3%			0.0%			0.1%		
% Amtrak	0.3%	1.0%	0.1%	0.3%	0.4%	0.2%	0.0%	0.1%	0.1%
% Commuter Train	5.0%	0.6%	2.4%	1.6%	1.3%	1.3%	0.3%	0.2%	0.3%
% Subway	14.8%	14.2%	13.3%	0.3%	0.4%	0.2%	0.2%	0.1%	0.1%
% Other Public Transit	9.2%	5.4%	8.3%	2.0%	0.4%	0.6%	1.3%	0.5%	0.6%
% Walk	3.5%	3.9%	6.5%	0.3%	0.8%	0.8%	0.3%	0.6%	0.7%
% Other	6.6%	29.1%	9.6%	3.3%	8.1%	10.8%	5.4%	9.3%	9.4%
% Unreported	0.8%	0.9%	0.1%	1.0%	0.4%	0.2%	1.0%	0.5%	0.1%
<b>TOTAL</b>	<b>19.08</b>	<b>21.11</b>	<b>16.10</b>	<b>35.5</b>	<b>35.6</b>	<b>32.92</b>	<b>39.4</b>	<b>41.03</b>	<b>36.85</b>
% Earn a Living	31.2%	34.2%	29.3%	28.2%	25.9%	26.5%	28.2%	27.5%	25.2%
% Fam/Per Bus	32.2%	23.6%	27.5%	34.2%	32.9%	30.0%	35.0%	32.9%	29.6%
% Civ, Ed & Rel	6.7%	5.3%	5.5%	5.1%	5.1%	5.7%	5.7%	5.9%	6.2%
% Social & Recreational	30.0%	24.3%	34.2%	32.2%	33.3%	28.0%	30.6%	30.0%	30.3%
% Other	0.0%	9.1%	1.3%	0.3%	2.4%	5.5%	0.4%	3.4%	5.0%
% Unreported		3.6%	2.2%		0.5%	4.4%		0.3%	3.7%
<b>Average Person Trip Length</b>									
<b>TOTAL</b>	<b>5.74</b>	<b>6.82</b>	<b>5.20</b>	<b>8.86</b>	<b>9.18</b>	<b>8.91</b>	<b>9.23</b>	<b>10.14</b>	<b>9.89</b>

Chapter 3: Table 4  
Influence of NY State Metropolitan Data on Overall NY Travel Patterns

	New York City			Remainder NY State			Remainder of U.S.		
	1995	2001	2009	1995	2001	2009	1995	2001	2009
<b>Distribution of Zero-Vehicle Households by Household Income</b>									
<b>ALL</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>
< \$10,000 Households	13.3%	16.3%	15.7%	16.4%	27.2%	33.7%	24.3%	34.5%	35.9%
\$10 to \$20,000 Households	14.2%	15.6%	17.6%	26.0%	30.1%	32.0%	29.1%	24.6%	29.2%
\$20 to \$30,000 Households	12.9%	12.0%	11.3%	17.5%	14.0%	10.3%	13.4%	11.6%	10.1%
\$30 to \$40,000 Households	14.9%	12.5%	10.4%	10.8%	8.9%	6.3%	6.4%	7.7%	5.7%
\$40 to \$50,000 Households	3.9%	3.4%	7.5%	1.2%	0.8%	2.8%	1.1%	1.7%	3.4%
\$50 to \$60,000 Households	4.7%	7.6%	4.4%	0.7%	1.0%	0.6%	2.3%	2.4%	0.7%
\$60 to \$70,000 Households	5.0%	3.2%	4.7%	1.0%	0.7%	0.6%	1.4%	0.8%	0.4%
\$70 to \$80,000 Households	2.8%	2.7%	2.7%	0.6%	0.3%	0.3%	0.4%	0.2%	0.7%
\$80,000-\$100,000 Households	2.3%	2.8%	5.3%	0.2%	0.6%	0.2%	0.4%	0.5%	0.4%
\$100,000+ Households	4.8%	9.5%	10.1%	0.5%	1.1%	1.2%	0.5%	1.7%	1.7%
Unreported	21.3%	14.5%	10.3%	25.2%	15.2%	12.1%	20.8%	14.4%	11.9%
<b>Zero-Vehicle Households - Daily Person Trips per Person</b>									
<b>TOTAL</b>	<b>3.32</b>	<b>3.30</b>	<b>3.20</b>	<b>2.78</b>	<b>2.53</b>	<b>2.50</b>	<b>2.97</b>	<b>2.63</b>	<b>2.61</b>
% Private	11.4%	13.3%	7.4%	39.2%	36.8%	24.3%	46.5%	43.6%	33.2%
% Public	34.3%	32.7%	32.5%	16.9%	13.5%	18.5%	14.5%	16.7%	17.6%
% Walk	41.6%	47.2%	52.7%	21.2%	35.8%	41.8%	24.6%	31.9%	34.2%
% Other	6.3%	6.6%	7.3%	10.4%	13.8%	14.3%	6.7%	7.6%	12.7%
% Unreported	6.3%	0.2%	0.1%	12.2%	0.2%	1.2%	7.7%	0.1%	2.2%
<b>TOTAL</b>	<b>3.32</b>	<b>3.30</b>	<b>3.20</b>	<b>2.78</b>	<b>2.53</b>	<b>2.50</b>	<b>2.97</b>	<b>2.63</b>	<b>2.61</b>
< \$10,000	2.96	2.83	2.46	2.50	2.53	2.27	2.57	2.45	2.43
\$10 to \$20,000	3.40	3.03	3.06	2.57	2.73	2.57	3.27	2.42	2.63
\$20 to \$30,000	3.56	3.31	3.20	2.91	2.12	3.08	3.59	3.25	3.23
\$30 to \$40,000	3.26	3.16	2.88	3.33	2.89	2.51	3.32	2.75	3.08
\$40 to \$50,000	3.31	3.93	2.76	4.61	2.70	2.97	3.85	2.54	3.22
\$50 to \$60,000	3.57	3.40	3.16	2.91	4.10	4.71	2.52	3.77	3.76
\$60 to \$70,000	4.22	4.42	4.61	3.72	1.22	3.41	2.62	3.94	3.32
\$70 to \$80,000	4.59	3.81	3.25	3.58	3.34	2.50	6.24	1.95	2.74
\$80 to \$100,000	3.36	4.39	3.74	8.00	5.19	4.00	8.10	3.79	3.88
\$100,000+	4.17	4.43	4.88	3.50	4.25	2.16	4.23	4.13	3.77
Unreported	2.81	2.55	2.07	2.59	1.75	1.85	2.36	2.07	1.68
<b>Zero-Vehicle Households - Daily PMT per Person</b>									
<b>TOTAL</b>	<b>14.86</b>	<b>17.87</b>	<b>8.88</b>	<b>15.98</b>	<b>9.15</b>	<b>8.26</b>	<b>13.61</b>	<b>18.56</b>	<b>11.01</b>
% Private	33.4%	16.8%	20.0%	74.0%	65.4%	44.3%	68.7%	56.6%	57.4%
% Public	50.2%	31.5%	55.6%	18.6%	17.3%	31.8%	21.6%	10.6%	21.1%
% Walk	5.8%	5.7%	13.3%	2.1%	6.4%	7.2%	5.3%	3.0%	5.7%
% Other	9.8%	45.9%	10.9%	4.6%	11.0%	13.1%	3.0%	29.6%	11.9%
% Unreported	0.9%	0.1%	0.1%	0.7%		3.6%	1.4%	0.1%	3.8%
<b>TOTAL</b>	<b>14.86</b>	<b>17.87</b>	<b>8.88</b>	<b>15.98</b>	<b>9.15</b>	<b>8.26</b>	<b>13.61</b>	<b>18.56</b>	<b>11.01</b>
< \$10,000	9.00	11.39	3.58	7.46	6.98	6.67	8.88	7.27	7.51
\$10 to \$20,000	20.07	9.01	4.75	8.58	9.99	9.01	16.73	12.79	11.36
\$20 to \$30,000	12.89	7.25	10.65	12.36	5.80	10.81	14.00	33.08	14.47
\$30 to \$40,000	16.47	16.12	10.23	20.02	13.84	6.95	18.34	20.37	15.75
\$40 to \$50,000	33.16	14.07	8.35	17.86	46.62	7.52	37.46	9.82	23.58
\$50 to \$60,000	12.69	13.91	4.26	31.34	14.31	9.26	6.74	166.25	10.34
\$60 to \$70,000	12.83	17.23	10.05	25.99	1.17	2.52	22.60	15.46	17.38
\$70 to \$80,000	11.04	29.83	12.95	23.80	61.28	18.49	17.07	2.99	19.36
\$80 to \$100,000	30.80	16.13	17.02	55.73	23.90	22.00	34.55	57.09	12.87
\$100,000+	14.70	79.77	21.67	175.81	14.13	18.85	36.13	52.47	26.32
Unreported	11.37	5.65	2.40	26.55	3.98	6.93	10.42	7.35	8.87

Chapter 3: Table 5  
Influence of NY State Metropolitan Data on Overall NY Travel Patterns

	New York City			Remainder NY State			Remainder of U.S.		
	1995	2001	2009	1995	2001	2009	1995	2001	2009
<b>Daily Vehicle Trips per Driver</b>									
<b>TOTAL</b>	<b>1.67</b>	<b>1.57</b>	<b>1.13</b>	<b>3.42</b>	<b>3.23</b>	<b>3.04</b>	<b>3.61</b>	<b>3.40</b>	<b>3.06</b>
% Earn a Living	25.7%	25.6%	18.2%	26.9%	25.5%	26.1%	27.4%	26.2%	26.1%
% Fam/Per Bus	52.7%	50.4%	55.5%	50.9%	48.7%	47.5%	49.9%	48.0%	46.7%
% Civ, Ed & Rel	4.2%	3.8%	3.4%	3.5%	4.2%	4.7%	4.2%	4.9%	4.9%
% Social & Recreational	17.4%	19.0%	21.3%	18.7%	21.0%	20.7%	18.3%	20.3%	21.1%
% Other	0.0%	1.0%	0.2%	0.0%	0.5%	0.3%	0.1%	0.5%	0.3%
% Unreported		0.1%	1.5%		0.2%	0.7%		0.1%	0.9%
<b>TOTAL</b>	<b>1.67</b>	<b>1.57</b>	<b>1.13</b>	<b>3.42</b>	<b>3.23</b>	<b>3.04</b>	<b>3.61</b>	<b>3.40</b>	<b>3.06</b>
% 1-9 min	30.5%	21.4%	23.8%	41.5%	32.2%	33.0%	40.2%	29.9%	30.6%
% 10-19 min	28.7%	35.1%	33.0%	31.9%	36.1%	36.1%	33.0%	37.3%	36.9%
% 20-29 min	15.6%	13.0%	15.1%	13.2%	13.4%	13.5%	13.3%	13.7%	13.9%
% 30-39 min	9.0%	13.9%	13.0%	5.8%	8.9%	8.8%	6.4%	9.5%	9.4%
% 40-49 min	7.2%	6.5%	6.3%	2.9%	3.6%	3.7%	3.3%	4.0%	4.0%
% 50+ min	8.4%	9.6%	8.3%	4.1%	5.1%	4.8%	3.9%	5.1%	5.1%
% Unreported	0.6%	0.5%	0.5%	0.6%	0.6%	0.1%	0.0%	0.6%	0.2%
<b>TOTAL</b>	<b>1.67</b>	<b>1.57</b>	<b>1.13</b>	<b>3.42</b>	<b>3.23</b>	<b>3.04</b>	<b>3.61</b>	<b>3.40</b>	<b>3.06</b>
% 5 or less miles	61.1%	62.5%	65.6%	60.2%	58.5%	59.0%	60.1%	56.3%	56.7%
% 6-10 miles	15.0%	15.2%	13.4%	17.8%	17.4%	17.7%	17.5%	18.5%	18.5%
% 11-15 miles	9.0%	7.4%	6.7%	8.2%	8.6%	8.1%	8.3%	9.0%	8.8%
% 16-20 miles	3.6%	3.9%	4.0%	4.4%	4.7%	4.9%	4.4%	4.9%	4.9%
% 21-30 miles	4.8%	3.7%	2.5%	4.1%	4.5%	4.7%	4.4%	4.9%	4.9%
% 31 or more miles	3.6%	3.0%	3.3%	4.4%	4.9%	4.5%	4.7%	5.3%	5.1%
% Unreported	3.0%	4.3%	4.5%	0.9%	1.3%	1.1%	0.6%	1.0%	1.2%
<b>TOTAL</b>	<b>1.67</b>	<b>1.57</b>	<b>1.13</b>	<b>3.42</b>	<b>3.23</b>	<b>3.04</b>	<b>3.61</b>	<b>3.40</b>	<b>3.06</b>
Weekday	1.63	1.61	1.08	3.61	3.39	3.22	3.84	3.60	3.26
Weekend	1.76	1.47	1.26	2.95	2.85	2.58	3.00	2.88	2.56
<b>Daily VMT per Driver</b>									
<b>TOTAL</b>	<b>13.86</b>	<b>11.86</b>	<b>8.13</b>	<b>29.96</b>	<b>29.24</b>	<b>26.64</b>	<b>32.59</b>	<b>33.31</b>	<b>29.57</b>
% Earn a Living	35.9%	34.6%	24.1%	37.2%	34.8%	35.9%	37.8%	35.5%	34.7%
% Fam/Per Bus	31.5%	35.7%	34.5%	35.8%	34.7%	33.9%	35.5%	35.3%	32.7%
% Civ, Ed & Rel	3.5%	3.9%	2.3%	2.7%	3.2%	3.7%	3.8%	3.8%	4.4%
% Social & Recreational	29.1%	25.1%	36.8%	24.0%	26.3%	22.7%	22.7%	24.4%	24.4%
% Other	0.0%	0.6%	0.4%	0.2%	0.9%	0.4%	0.1%	0.8%	0.6%
% Unreported		0.2%	1.9%		0.3%	3.5%		0.2%	3.2%
<b>Average Vehicle Trip Length</b>									
<b>TOTAL</b>	<b>8.54</b>	<b>7.91</b>	<b>7.55</b>	<b>8.84</b>	<b>9.16</b>	<b>8.85</b>	<b>9.07</b>	<b>9.91</b>	<b>9.77</b>
<b>% Vehicle Trips/Person Trips</b>									
<b>TOTAL</b>	<b>22.1%</b>	<b>23.2%</b>	<b>20.3%</b>	<b>60.7%</b>	<b>60.7%</b>	<b>61.5%</b>	<b>61.6%</b>	<b>61.6%</b>	<b>60.6%</b>
<b>% VMT/PMT</b>									
<b>TOTAL</b>	<b>34.4%</b>	<b>28.6%</b>	<b>31.4%</b>	<b>61.1%</b>	<b>61.0%</b>	<b>61.7%</b>	<b>61.0%</b>	<b>60.6%</b>	<b>60.5%</b>

Chapter 3: Table 6  
Influence of NY State Metropolitan Data on Overall NY Travel Patterns

	New York City			Remainder NY State			Remainder of U.S.		
	1995	2001	2009	1995	2001	2009	1995	2001	2009
<i>Daily Commute Trips per Worker</i>									
<b>TOTAL</b>	<b>1.26</b>	<b>1.08</b>	<b>0.95</b>	<b>1.34</b>	<b>1.14</b>	<b>1.14</b>	<b>1.40</b>	<b>1.15</b>	<b>1.11</b>
% SOV	25.4%	25.0%	19.9%	75.4%	76.1%	76.7%	75.7%	77.7%	78.4%
% MOV	9.5%	9.7%	7.7%	14.9%	14.7%	13.7%	16.4%	16.4%	14.6%
% Other POV	0.0%			0.0%			0.0%		
% Amtrak	0.0%	1.2%	0.8%	0.0%	0.4%	0.1%	0.0%	0.1%	0.0%
% Commuter Train	5.6%	1.4%	4.1%	2.2%	2.1%	1.3%	0.7%	0.3%	0.3%
% Subway	26.2%	30.3%	28.7%	0.7%	0.7%	0.3%	0.7%	0.5%	0.3%
% Other Public Transit	11.9%	12.2%	14.9%	1.5%	1.0%	1.9%	1.4%	1.6%	1.7%
% Walk	13.5%	16.0%	17.5%	2.2%	3.8%	3.3%	2.1%	2.4%	2.7%
% Other	5.6%	4.2%	6.5%	1.5%	1.2%	2.3%	1.4%	0.9%	1.8%
% Unreported	2.4%	0.0%		1.5%	0.2%	0.2%	1.6%	0.1%	0.2%
<b>TOTAL</b>	<b>1.26</b>	<b>1.08</b>	<b>0.95</b>	<b>1.34</b>	<b>1.14</b>	<b>1.14</b>	<b>1.40</b>	<b>1.15</b>	<b>1.11</b>
% 1-6 am	3.2%	5.0%	4.7%	4.5%	4.8%	4.5%	5.7%	6.2%	6.3%
% 6-9 am	31.7%	31.4%	31.4%	28.4%	30.5%	30.0%	28.6%	30.1%	30.0%
% 9 am-1 pm	9.5%	10.1%	9.6%	13.4%	11.7%	12.0%	12.9%	11.5%	11.6%
% 1-4 pm	11.9%	11.0%	14.1%	16.4%	15.6%	17.0%	15.0%	14.3%	15.3%
% 4-7 pm	26.2%	26.9%	22.7%	25.4%	25.7%	24.7%	26.4%	25.5%	26.1%
% 7-10 pm	11.9%	10.4%	11.5%	6.7%	7.2%	7.2%	7.1%	8.1%	7.0%
% 10 pm-1 am	5.6%	5.1%	6.0%	4.5%	4.4%	4.5%	4.3%	4.3%	3.7%
% Unreported	0.0%	0.1%		0.7%	0.1%		0.0%	0.1%	0.0%
<i>Daily Commute PMT per Worker</i>									
<b>TOTAL</b>	<b>10.70</b>	<b>7.48</b>	<b>6.17</b>	<b>16.04</b>	<b>13.18</b>	<b>12.89</b>	<b>16.08</b>	<b>13.78</b>	<b>12.99</b>
% SOV	33.6%	33.5%	30.7%	74.8%	77.4%	79.7%	76.8%	77.7%	81.7%
% MOV	13.7%	13.0%	15.5%	15.5%	12.8%	12.6%	17.2%	16.1%	13.5%
% Other POV	0.2%			0.0%			0.1%		
% Amtrak	0.0%	1.4%	0.2%	0.1%	0.9%	0.8%	0.1%	0.3%	0.0%
% Commuter Train	6.6%	2.3%	3.4%	5.5%	5.3%	3.0%	0.7%	0.7%	0.5%
% Subway	26.2%	35.1%	28.1%	0.9%	1.0%	0.5%	0.4%	0.5%	0.2%
% Other Public Transit	9.2%	7.7%	11.9%	1.4%	0.6%	1.1%	1.5%	1.0%	1.1%
% Walk	1.7%	2.8%	4.7%	0.1%	0.4%	0.2%	0.1%	0.2%	0.2%
% Other	8.1%	4.1%	5.5%	0.9%	1.3%	1.9%	2.2%	3.5%	2.7%
% Unreported	0.7%	0.0%		0.9%	0.3%	0.3%	0.9%	0.1%	0.2%
<b>TOTAL</b>	<b>10.70</b>	<b>7.48</b>	<b>6.17</b>	<b>16.04</b>	<b>13.18</b>	<b>12.89</b>	<b>16.08</b>	<b>13.78</b>	<b>12.99</b>
% 1-6 am	4.9%	7.6%	5.3%	7.2%	7.8%	7.3%	8.6%	9.6%	10.3%
% 6-9 am	32.8%	33.1%	32.8%	29.9%	33.0%	33.4%	29.0%	31.9%	31.5%
% 9 am-1 pm	7.1%	7.6%	16.1%	11.7%	9.0%	8.2%	9.5%	8.4%	8.7%
% 1-4 pm	10.8%	9.6%	9.6%	14.8%	14.3%	15.4%	14.6%	13.1%	13.6%
% 4-7 pm	27.8%	27.7%	22.0%	25.3%	25.1%	24.6%	26.5%	24.2%	25.9%
% 7-10 pm	11.4%	9.0%	9.2%	6.6%	6.9%	7.3%	7.6%	8.7%	6.6%
% 10 pm-1 am	5.2%	5.5%	5.0%	4.6%	3.8%	3.9%	4.2%	4.1%	3.3%
% Unreported		0.0%			0.2%			0.1%	0.0%

Chapter 3: Table 7  
 Influence of NY State Metropolitan Data on Overall NY Travel Patterns

	New York City			Remainder NY State			Remainder of U.S.		
	1995	2001	2009	1995	2001	2009	1995	2001	2009
<b>Average Commute Length, Travel Time, and Speed</b>									
<b>Length (miles)</b>									
<b>TOTAL</b>	<b>9.67</b>	<b>8.02</b>	<b>7.78</b>	<b>12.14</b>	<b>11.82</b>	<b>11.45</b>	<b>11.65</b>	<b>12.22</b>	<b>11.89</b>
Private	12.23	9.87	11.5152	12.13	11.67	11.6312	11.82	12.13	12.1136
Public	10.43	9.33	7.9016	24.11	24.43	15.9096	13.00	11.94	10.712
<b>Time (minutes)</b>									
<b>TOTAL</b>	<b>32.97</b>	<b>40.21</b>	<b>40.20</b>	<b>21.44</b>	<b>24.00</b>	<b>24.01</b>	<b>20.23</b>	<b>23.11</b>	<b>23.45</b>
Private	30.16	31.36	33.46	20.84	21.90	22.93	19.97	22.42	22.77
Public	43.42	55.78	51.02	50.95	72.48	58.93	39.94	54.18	53.54
<b>Miles per Hour</b>									
<b>TOTAL</b>	<b>19.69</b>	<b>15.8</b>	<b>15.79</b>	<b>34.09</b>	<b>31.19</b>	<b>29.86</b>	<b>35.00</b>	<b>32.82</b>	<b>31.54</b>
Private	24.32	18.82	20.65	34.92	32.07	30.43	35.53	32.51	31.92
Public	14.32			26.97			21.10	29.46	

Chapter 3: Table 8  
 Influence of NY State Metropolitan Data on Overall NY Travel Patterns

	New York City			Remainder NY State			Remainder of U.S.		
	1995	2001	2009	1995	2001	2009	1995	2001	2009
<b>Average Vehicle Occupancy Rate (Person Miles per Vehicle Mile)</b>									
<b>ALL</b>	<b>1.79</b>	<b>1.68</b>	<b>1.92</b>	<b>1.56</b>	<b>1.62</b>	<b>1.62</b>	<b>1.59</b>	<b>1.63</b>	<b>1.67</b>
1 Adult, No Child	1.19	1.62	1.55	1.28	1.19	1.23	1.22	1.23	1.27
2+ Adults, No Child	1.70	1.66	1.58	1.40	1.40	1.38	1.36	1.44	1.43
1 Adult, Child <6	1.91	1.89	1.67	1.90	1.80	2.13	2.19	2.33	2.27
2+ Adults, Child <6	2.16	1.70	2.76	1.85	1.94	2.06	1.89	2.03	2.06
1 Adult, Child 6-15	1.80	1.76	1.32	1.59	1.63	1.90	1.73	1.76	2.04
2+ Adults, Child 6-15	1.96	1.86	2.04	1.71	1.67	1.83	1.79	1.73	1.90
1 Adult, Child 16-21	1.57	1.18	1.74	1.42	1.42	1.37	1.58	1.42	1.56
2+ Adults, Child 16-21	1.89	1.44	1.79	1.44	1.96	1.57	1.53	1.41	1.55
1 Adult, Retired, No Child	1.37	1.30	1.34	1.25	1.25	1.24	1.45	1.31	1.36
2+ Adults, Retired, No Child	1.51	1.57	1.55	1.56	1.55	1.48	1.58	1.63	1.58
Unreported		1.79			1.79			1.58	
<b>ALL</b>	<b>1.79</b>	<b>1.68</b>	<b>1.92</b>	<b>1.56</b>	<b>1.62</b>	<b>1.62</b>	<b>1.59</b>	<b>1.63</b>	<b>1.67</b>
Earn a Living	1.32	1.26	1.22	1.12	1.13	1.13	1.15	1.16	1.15
Fam/Pers Bus	1.84	1.86	1.90	1.72	1.72	1.73	1.76	1.80	1.79
Civ, Ed, & Rel	1.76	1.69	1.54	1.77	1.51	1.46	1.67	1.77	1.78
Soc and Rec	2.31	1.99	2.42	2.00	2.14	2.08	2.04	2.03	2.20
Other	1.89	1.84	1.59	1.21	1.78	1.72	1.87	1.89	1.97
Unreported		1.09	2.00		2.12	2.74		1.62	1.90
<b>ALL</b>	<b>1.79</b>	<b>1.68</b>	<b>1.92</b>	<b>1.56</b>	<b>1.62</b>	<b>1.62</b>	<b>1.59</b>	<b>1.63</b>	<b>1.67</b>
< \$10,000 Households	1.53	1.24	1.14	1.45	1.63	1.56	1.66	1.97	1.83
\$10 to \$20,000 Households	2.43	1.58	2.28	1.43	1.56	1.60	1.8	1.68	1.74
\$20 to \$30,000 Households	1.79	1.49	1.47	1.47	1.62	1.58	1.55	1.66	1.70
\$30 to \$40,000 Households	1.79	1.88	1.99	1.56	1.93	1.63	1.57	1.66	1.63
\$40 to \$50,000 Households	1.94	1.81	2.14	1.58	1.72	1.56	1.63	1.65	1.68
\$50 to \$60,000 Households	1.68	1.87	1.94	1.61	1.47	1.67	1.57	1.59	1.55
\$60 to \$70,000 Households	1.93	1.64	1.74	1.59	1.57	1.64	1.55	1.59	1.62
\$70 to \$80,000 Households	2.99	1.54	2.33	1.52	1.61	1.66	1.68	1.64	1.67
\$80 to \$100,000 Households	1.77	1.50	1.73	1.6	1.52	1.60	1.6	1.59	1.59
\$100,000+ Households	1.52	1.74	1.84	1.68	1.59	1.66	1.58	1.60	1.75
Unreported Households	1.42	1.42	1.31	1.46	1.50	1.45	1.56	1.60	1.69

Chapter 3: Table 9  
Influence of NY State Metropolitan Data on Overall NY Travel Patterns

	New York City			Remainder NY State			Remainder of U.S.		
	1995	2001	2009	1995	2001	2009	1995	2001	2009
<b>Vehicles by Type</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>
Auto	87.4%	75.7%	64.7%	72.3%	63.2%	56.2%	64.7%	56.4%	49.7%
Van	5.6%	9.3%	9.9%	7.8%	10.1%	8.9%	8.0%	9.0%	8.2%
Sports Utility	5.3%	12.4%	22.6%	7.3%	11.9%	21.1%	7.0%	12.1%	19.4%
Pickup	1.2%	1.0%	1.2%	10.8%	11.6%	10.6%	18.3%	19.0%	18.3%
Other Truck	0.1%	0.4%	0.0%	0.3%	0.3%	0.3%	0.4%	0.5%	0.4%
RV	0.0%	0.0%	0.0%	0.4%	0.5%	0.4%	0.5%	0.7%	0.5%
Motorcycle	0.2%	1.3%	1.6%	0.8%	2.3%	2.6%	1.0%	2.3%	3.4%
Other POV	0.2%	*	*	0.1%	*	*	0.1%	*	*
* Other POV not present in 2001 or 2009.									
<b>Age Statistics</b>									
Average Vehicle Age	7.82	8.18	7.98	7.33	7.76	7.74	8.38	8.92	9.47
Median Vehicle Age	8	7	7	7	7	7	7	7	8
<b>Percent VMT*</b>									
Less than 10 yrs	70.6%	69.3%	71.1%	76.2%	74.2%	75.6%	76.4%	71.0%	67.8%
10 yrs or more	29.4%	30.7%	28.9%	23.8%	25.8%	24.4%	23.6%	29.0%	32.2%
<b>Percent Vehicle Fleet</b>									
Less than 10 yrs	68.6%	61.3%	64.9%	72.4%	68.0%	70.5%	66.0%	62.6%	60.7%
10 yrs or more	31.5%	38.7%	35.1%	27.6%	32.0%	29.5%	34.0%	37.5%	39.3%
<b>Avg Fuel Consumption (gal/HH)</b>	**	325	258	**	968	883	**	1,036	1,020
Less than 10 yrs	**	70.8%	69.9%	**	75.4%	74.3%	**	71.3%	66.3%
10 yrs or more	**	29.2%	30.1%	**	24.6%	25.7%	**	28.7%	33.7%
<b>Avg CO2 Emissions (kg/HH)</b>	**	2,866	2,265	**	8,508	7,774	**	9,106	8,985
Less than 10 yrs	**	70.8%	70.0%	**	75.4%	74.3%	**	71.3%	66.3%
10 yrs or more	**	29.2%	30.0%	**	24.6%	25.7%	**	28.7%	33.7%
* Numbers reflect BESTMILE Estimates. Due to data being unavailable, self-reported annual miles were substituted for Rest of Nation 1995 estimates.									
** Statistics not available in 1995.									

Chapter 3: Table 10  
Influence of NY State Metropolitan Data on Overall NY Travel Patterns

	New York City			Remainder NY State			Remainder of U.S.		
	1995	2001	2009	1995	2001	2009	1995	2001	2009
<b>Annual CO2 Emissions per Household - POVs ONLY</b>									
<b>Average CO2 Emissions (kg)/HH</b>	**	<b>2,866</b>	<b>2,265</b>	**	<b>8,508</b>	<b>7,774</b>	**	<b>9,106</b>	<b>8,985</b>
0 Workers	**	1,284	953	**	3,596	3,774	**	4,061	4,464
1 Workers	**	2,193	2,039	**	7,143	7,103	**	7,474	8,344
2 Workers	**	3,762	3,894	**	11,825	11,242	**	12,136	13,047
3 or more Workers	**	7,816	6,054	**	14,075	15,406	**	16,856	18,587
<b>Average CO2 Emissions (kg)/HH</b>	**	<b>2,866</b>	<b>2,265</b>	**	<b>8,508</b>	<b>7,774</b>	**	<b>9,106</b>	<b>8,985</b>
1 Drivers	**	2,349	1,224	**	4,439	3,938	**	4,678	4,737
2 Drivers	**	4,836	3,713	**	10,457	9,309	**	10,809	10,710
3 or more Drivers	**	10,140	6,196	**	14,444	14,115	**	16,039	16,504
<b>Average CO2 Emissions (kg)/HH</b>	**	<b>2,866</b>	<b>2,265</b>	**	<b>8,508</b>	<b>7,774</b>	**	<b>9,106</b>	<b>8,985</b>
1 Vehicles	**	4,288	3,536	**	4,317	3,908	**	4,220	4,171
2 Vehicles	**	7,682	7,215	**	10,506	9,283	**	10,164	9,945
3 or more Vehicles	**	16,987	11,823	**	15,026	15,272	**	16,174	16,921
<b>Average CO2 Emissions (kg)/HH</b>	**	<b>2,866</b>	<b>2,265</b>	**	<b>8,508</b>	<b>7,774</b>	**	<b>9,106</b>	<b>8,985</b>
0-99 persons/sq mi.	**	4,597		**	10,797	10,289	**	11,947	12,852
100-499 persons/sq mi.	**	3,884		**	10,731	9,543	**	11,134	11,157
500-999 persons/sq mi.	**		8,304	**	10,923	9,102	**	9,955	9,569
1000-1999 persons/sq mi.	**	7,300	1,282	**	9,570	8,044	**	9,507	9,085
2000-3999 persons/sq mi.	**	6,084	6,815	**	7,891	7,548	**	8,540	8,378
4000-9999 persons/sq mi.	**	5,429	4,836	**	7,246	6,469	**	7,796	7,466
10000-24999 persons/sq mi.	**	6,714	4,764	**	4,835	4,894	**	6,359	6,189
25000-999999 persons/sq mi.	**	2,292	1,802	**	2,566	3,992	**	4,434	3,808
<b>Annual CO2 Emissions per Household - Non-POV MODES</b>									
<b>Average CO2 Emissions (kg)/HH</b>	**	<b>737</b>	<b>804</b>	**	<b>270</b>	<b>271</b>	**	<b>141</b>	<b>216</b>
0 Workers	**	397	394	**	104	112	**	67	135
1 Workers	**	648	751	**	235	272	**	134	193
2 Workers	**	892	1,373	**	331	350	**	162	289
3 or more Workers	**	1,572	1,421	**	575	622	**	281	486
<b>Average CO2 Emissions (kg)/HH</b>	**	<b>737</b>	<b>804</b>	**	<b>270</b>	<b>271</b>	**	<b>141</b>	<b>216</b>
0 Drivers	**	578	319	**	354	102	**	238	242
1 Drivers	**	700	597	**	160	164	**	97	136
2 Drivers	**	861	1,025	**	264	280	**	138	224
3 or more Drivers	**	1,153	1,875	**	522	537	**	223	377
<b>Average CO2 Emissions (kg)/HH</b>	**	<b>737</b>	<b>804</b>	**	<b>270</b>	<b>271</b>	**	<b>141</b>	<b>216</b>
0 Vehicles	**	862	927	**	374	644	**	356	539
1 Vehicles	**	608	678	**	231	107	**	124	186
2 Vehicles	**	553	573	**	248	301	**	111	180
3 or more Vehicles	**	720	747	**	337	316	**	150	212
<b>Average CO2 Emissions (kg)/HH</b>	**	<b>737</b>	<b>804</b>	**	<b>270</b>	<b>271</b>	**	<b>141</b>	<b>216</b>
0-99 persons/sq mi.	**	820	121	**	125	272	**	105	211
100-499 persons/sq mi.	**	844		**	206	209	**	107	138
500-999 persons/sq mi.	**			**	227	298	**	110	197
1000-1999 persons/sq mi.	**	59	263	**	204	200	**	112	152
2000-3999 persons/sq mi.	**	1,287	329	**	354	174	**	106	164
4000-9999 persons/sq mi.	**	755	592	**	354	258	**	135	222
10000-24999 persons/sq mi.	**	637	824	**	250	523	**	332	420
25000-999999 persons/sq mi.	**	749	813	**	387	1,257	**	474	806
** Emissions data not available for 1995.									

Chapter 3: Table 11  
Influence of NY State Metropolitan Data on Overall NY Travel Patterns

	New York City			Remainder NY State			Remainder of U.S.		
	1995	2001	2009	1995	2001	2009	1995	2001	2009
<b>Annual CO2 Emissions per Household - ALL MODES</b>									
<b>Average CO2 Emissions (kg)/HH</b>	**	<b>3,603</b>	<b>3,070</b>	**	<b>8,779</b>	<b>8,045</b>	**	<b>9,247</b>	<b>9,201</b>
0 Workers	**	1,681	1,347	**	3,700	3,886	**	4,128	4,599
1 Workers	**	2,841	2,790	**	7,378	7,375	**	7,608	8,537
2 Workers	**	4,654	5,267	**	12,156	11,592	**	12,298	13,336
3 or more Workers	**	9,388	7,475	**	14,650	16,027	**	17,137	19,073
<b>Average CO2 Emissions (kg)/HH</b>	**	<b>3,603</b>	<b>3,070</b>	**	<b>8,779</b>	<b>8,045</b>	**	<b>9,247</b>	<b>9,201</b>
0 Drivers	**	578	319	**	354	102	**	238	242
1 Drivers	**	3,049	1,821	**	4,600	4,102	**	4,774	4,872
2 Drivers	**	5,697	4,738	**	10,721	9,589	**	10,947	10,934
3 or more Drivers	**	11,293	8,071	**	14,966	14,652	**	16,261	16,882
<b>Average CO2 Emissions (kg)/HH</b>	**	<b>3,603</b>	<b>3,070</b>	**	<b>8,779</b>	<b>8,045</b>	**	<b>9,247</b>	<b>9,201</b>
0 Vehicles	**	862	927	**	374	644	**	356	539
1 Vehicles	**	4,896	4,214	**	4,548	4,016	**	4,344	4,356
2 Vehicles	**	8,235	7,789	**	10,754	9,584	**	10,275	10,125
3 or more Vehicles	**	17,707	12,569	**	15,364	15,588	**	16,324	17,132
<b>Average CO2 Emissions (kg)/HH</b>	**	<b>3,603</b>	<b>3,070</b>	**	<b>8,779</b>	<b>8,045</b>	**	<b>9,247</b>	<b>9,201</b>
0-99 persons/sq mi.	**	5,417	121	**	10,922	10,561	**	12,052	13,063
100-499 persons/sq mi.	**	4,728		**	10,937	9,753	**	11,241	11,295
500-999 persons/sq mi.	**		8,304	**	11,150	9,400	**	10,064	9,766
1000-1999 persons/sq mi.	**	7,358	1,545	**	9,774	8,244	**	9,619	9,237
2000-3999 persons/sq mi.	**	7,370	7,144	**	8,245	7,721	**	8,646	8,542
4000-9999 persons/sq mi.	**	6,184	5,428	**	7,600	6,726	**	7,931	7,688
10000-24999 persons/sq mi.	**	7,351	5,589	**	5,085	5,416	**	6,691	6,609
25000-999999 persons/sq mi.	**	3,041	2,615	**	2,954	5,249	**	4,908	4,614

\*\* Emissions data not available for 1995.

Chapter 3: Table 12  
 Influence of NY State Metropolitan Data on Overall NY Travel Patterns

	New York City			Remainder NY State			Remainder of U.S.		
	1995	2001	2009	1995	2001	2009	1995	2001	2009
<b>Percent Vehicles by Vehicle Type and Age</b>									
<b>Auto</b>	<b>87.4%</b>	<b>75.7%</b>	<b>64.7%</b>	<b>72.3%</b>	<b>63.2%</b>	<b>56.2%</b>	<b>64.7%</b>	<b>56.4%</b>	<b>49.7%</b>
0 to 2 yrs	10.5%	11.4%	11.0%	11.2%	10.8%	8.6%	9.4%	7.7%	5.8%
3 to 5 yrs	11.8%	13.9%	11.2%	16.2%	13.6%	12.2%	13.7%	11.5%	9.4%
6 to 9 yrs	33.9%	17.1%	16.5%	23.5%	16.4%	16.2%	18.9%	14.1%	12.9%
10 yrs or more	27.1%	29.4%	22.6%	19.7%	20.8%	17.4%	21.0%	21.4%	19.8%
Unreported	4.2%	3.8%	3.4%	1.8%	1.6%	1.7%	1.7%	1.7%	1.7%
<b>Van</b>	<b>5.6%</b>	<b>9.3%</b>	<b>9.9%</b>	<b>7.8%</b>	<b>10.1%</b>	<b>8.9%</b>	<b>8.0%</b>	<b>9.0%</b>	<b>8.2%</b>
0 to 2 yrs	0.9%	1.5%	1.6%	2.3%	1.9%	1.0%	1.7%	1.5%	0.7%
3 to 5 yrs	1.2%	1.6%	1.3%	1.7%	2.7%	2.1%	2.1%	2.1%	1.8%
6 to 9 yrs	1.8%	2.4%	1.1%	2.4%	2.9%	2.8%	2.2%	2.5%	2.5%
10 yrs or more	1.3%	3.2%	5.1%	1.3%	2.4%	2.7%	1.8%	2.6%	3.0%
Unreported	0.4%	0.6%	0.9%	0.2%	0.3%	0.3%	0.2%	0.4%	0.3%
<b>SUV</b>	<b>5.3%</b>	<b>12.4%</b>	<b>22.6%</b>	<b>7.3%</b>	<b>11.9%</b>	<b>21.1%</b>	<b>7.0%</b>	<b>12.1%</b>	<b>19.4%</b>
0 to 2 yrs	1.4%	4.3%	5.0%	2.0%	3.5%	5.3%	1.9%	3.1%	3.3%
3 to 5 yrs	1.4%	2.8%	6.5%	1.7%	3.8%	6.5%	1.7%	3.5%	5.5%
6 to 9 yrs	1.7%	2.1%	5.7%	2.0%	2.5%	5.2%	1.7%	2.6%	5.3%
10 yrs or more	0.7%	2.5%	4.2%	1.4%	1.9%	3.6%	1.6%	2.6%	4.7%
Unreported		0.6%	1.1%	0.2%	0.3%	0.5%	0.2%	0.3%	0.5%
<b>Pickup Truck</b>	<b>1.2%</b>	<b>1.0%</b>	<b>1.2%</b>	<b>10.8%</b>	<b>11.6%</b>	<b>10.6%</b>	<b>18.3%</b>	<b>19.0%</b>	<b>18.3%</b>
0 to 2 yrs	0.0%	0.3%	0.1%	1.5%	1.7%	1.2%	2.6%	2.9%	1.6%
3 to 5 yrs	0.1%	0.1%	0.2%	2.0%	2.7%	2.3%	3.3%	3.6%	3.1%
6 to 9 yrs	0.4%	0.1%	0.4%	3.5%	2.5%	3.0%	4.4%	3.9%	4.2%
10 yrs or more	0.6%	0.5%	0.5%	3.6%	4.4%	3.7%	7.4%	8.0%	8.6%
Unreported	0.1%	0.0%	0.0%	0.3%	0.3%	0.4%	0.6%	0.7%	0.8%
<b>Other POV</b>	<b>0.5%</b>	<b>1.7%</b>	<b>1.7%</b>	<b>1.7%</b>	<b>3.1%</b>	<b>3.2%</b>	<b>2.0%</b>	<b>3.5%</b>	<b>4.3%</b>
0 to 2 yrs	0.1%	0.2%	0.2%	0.1%	0.4%	0.4%	0.1%	0.5%	0.6%
3 to 5 yrs	0.0%	0.1%	0.1%	0.2%	0.4%	0.7%	0.2%	0.5%	0.8%
6 to 9 yrs	0.1%	0.1%	0.5%	0.3%	0.4%	0.7%	0.4%	0.5%	0.8%
10 yrs or more	0.1%	0.9%	0.8%	0.9%	1.6%	1.2%	1.2%	1.7%	1.8%
Unreported	0.3%	0.4%	0.0%	0.1%	0.2%	0.3%	0.1%	0.3%	0.4%

Chapter 3: Table 13  
Influence of NY State Metropolitan Data on Overall NY Travel Patterns

	New York City			Remainder NY State			Remainder of U.S.		
	1995	2001	2009	1995	2001	2009	1995	2001	2009
<b>VMT/Vehicle by Vehicle Type and Age</b>									
<b>ALL VEHICLES</b>	<b>12,281</b>	<b>11,446</b>	<b>9,460</b>	<b>12,982</b>	<b>12,338</b>	<b>11,033</b>	<b>12,268</b>	<b>12,019</b>	<b>11,314</b>
0 to 2 yrs	13,182	12,583	10,500	15,314	13,712	12,977	16,225	14,701	14,216
3 to 5 yrs	11,965	13,799	9,871	13,445	13,796	11,981	14,076	14,191	12,735
6 to 9 yrs	12,014	12,177	10,348	12,786	12,722	11,040	12,665	12,512	11,754
10 yrs or more	11,591	9,178	7,876	11,221	10,080	9,173	8,748	9,360	9,319
Unreported	17,519	11,854	10,228	14,300	12,443	10,423	11,975	10,925	11,143
<b>Auto</b>	<b>11,851</b>	<b>11,003</b>	<b>9,529</b>	<b>12,802</b>	<b>12,220</b>	<b>10,665</b>	<b>12,038</b>	<b>11,596</b>	<b>11,154</b>
0 to 2 yrs	12,685	11,992	10,065	15,047	13,471	12,522	15,524	14,054	14,230
3 to 5 yrs	11,287	14,235	8,898	12,841	13,681	11,471	13,652	13,471	12,465
6 to 9 yrs	11,809	11,264	10,836	12,693	12,183	10,588	12,387	12,028	11,336
10 yrs or more	11,079	8,861	8,383	11,415	10,610	9,282	8,928	9,433	9,477
Unreported	17,117	11,407	11,254	15,074	12,448	10,153	11,369	11,292	11,425
<b>Van</b>	<b>13,754</b>	<b>14,728</b>	<b>7,991</b>	<b>15,486</b>	<b>13,307</b>	<b>12,237</b>	<b>14,278</b>	<b>13,400</b>	<b>12,587</b>
0 to 2 yrs	16,147	19,632	8,130	16,118	14,270	15,848	17,759	15,862	15,495
3 to 5 yrs	16,790	12,969	11,890	16,647	14,863	13,365	15,129	15,526	14,105
6 to 9 yrs	11,453	14,718	10,315	14,660	13,292	12,389	13,313	13,597	13,389
10 yrs or more	13,181	12,594	6,385	14,606	10,086	9,737	10,685	10,274	10,119
Unreported	10,471	18,233	8,453	13,897	19,268	13,635	17,465	11,547	14,513
<b>SUV</b>	<b>14,430</b>	<b>13,108</b>	<b>10,475</b>	<b>14,059</b>	<b>13,972</b>	<b>12,552</b>	<b>13,905</b>	<b>13,877</b>	<b>12,825</b>
0 to 2 yrs	15,654	11,628	12,190	15,640	13,982	13,505	16,232	14,968	15,038
3 to 5 yrs	12,665	12,296	11,150	14,654	14,753	12,992	14,567	15,235	13,672
6 to 9 yrs	14,108	17,161	9,786	13,367	15,062	12,329	14,806	14,308	12,860
10 yrs or more	16,341	12,325	8,577	11,803	11,217	10,829	9,391	10,687	10,184
Unreported		15,521	9,457	16,292	11,579	11,770	16,851	11,117	13,167
<b>Pickup Truck</b>	<b>23,811</b>	<b>9,597</b>	<b>9,467</b>	<b>12,786</b>	<b>12,291</b>	<b>11,242</b>	<b>12,078</b>	<b>12,465</b>	<b>11,329</b>
0 to 2 yrs	7,307	16,542	22,178	15,709	15,564	14,145	17,640	16,552	15,068
3 to 5 yrs	32,249	6,833	12,504	15,312	13,240	12,917	15,001	15,420	13,233
6 to 9 yrs	24,383	6,792	8,505	12,169	14,660	11,884	12,862	12,888	12,016
10 yrs or more	25,434	7,071	7,422	10,688	9,330	8,742	8,348	9,536	9,544
Unreported	7,722	11,516	6,107	13,446	9,044	11,121	11,984	11,879	11,759
<b>Other POV</b>	<b>19,874</b>	<b>1,182</b>	<b>1,270</b>	<b>5,110</b>	<b>3,626</b>	<b>2,885</b>	<b>7,626</b>	<b>5,094</b>	<b>3,459</b>
0 to 2 yrs	1,714	1,944	3,665	14,622	5,379	4,765	18,632	7,612	5,078
3 to 5 yrs	6,000	2,500	1,777	5,407	4,238	3,144	12,882	8,478	4,077
6 to 9 yrs	4,751	6,000	1,386	7,507	3,717	2,809	10,827	7,350	4,198
10 yrs or more	3,811	1,042	479	3,197	2,406	2,060	4,726	3,101	2,470
Unreported	35,246	632	171	3,218	9,504	3,613	4,394	2,189	2,666

NOTE: Numbers reflect BESTMILE Estimates. Due to data being unavailable, self-reported annual miles were substituted for Rest of Nation 1995 estimates.

Chapter 3: Table 14  
Influence of NY State Metropolitan Data on Overall NY Travel Patterns

	New York City			Remainder NY State			Remainder of U.S.		
	1995	2001	2009	1995	2001	2009	1995	2001	2009
<b>Percent Not Taking Walk Trips in the last week</b>									
TOTAL	*	<b>15.5%</b>	<b>16.8%</b>	*	<b>29.9%</b>	<b>33.4%</b>	*	<b>35.5%</b>	<b>32.8%</b>
5 to 10 year-olds	*	*	18.6%	*	*	27.2%	*	*	24.3%
11 to 15 year-olds	*	*	11.5%	*	*	24.6%	*	*	24.0%
16 to 20 year-olds	*	13.2%	21.2%	*	28.7%	27.3%	*	34.9%	32.1%
21 to 35 year-olds	*	11.6%	12.5%	*	29.8%	36.6%	*	34.8%	31.1%
36 to 64 year-olds	*	16.1%	15.9%	*	27.9%	31.4%	*	34.0%	33.0%
65+ year-olds	*	23.8%	26.2%	*	36.1%	46.6%	*	41.3%	45.2%
<b>Avg Minutes Spent Walking per Day</b>									
TOTAL	<b>11.2</b>	<b>16.11</b>	<b>20.35</b>	<b>1.88</b>	<b>5.61</b>	<b>5.51</b>	<b>2.08</b>	<b>4.71</b>	<b>5.47</b>
5 to 10 year-olds	11.13	14.79	14.49	1.86	4.13	3.71	2.50	4.89	3.89
11 to 15 year-olds	15.59	13.18	14.10	3.17	8.58	5.33	4.32	6.18	7.43
16 to 20 year-olds	9.98	14.14	17.68	2.85	6.47	4.72	2.71	4.35	5.19
21 to 35 year-olds	11.97	19.24	23.79	1.39	5.02	5.85	1.91	4.42	5.66
36 to 64 year-olds	9.94	15.91	22.38	1.61	6.01	6.35	1.51	4.44	5.82
65+ year-olds	11.11	14.17	16.62	2.31	4.44	4.03	1.98	4.79	4.10
<b>Percent Not Taking Bike Trips in the last week</b>									
TOTAL	*	<b>94.4%</b>	<b>93.4%</b>	*	<b>92.2%</b>	<b>88.9%</b>	*	<b>92.6%</b>	<b>87.2%</b>
5 to 10 year-olds	*	*	79.7%	*	*	58.6%	*	*	50.3%
11 to 15 year-olds	*	*	92.7%	*	*	70.0%	*	*	68.6%
16 to 20 year-olds	*	88.5%	95.3%	*	84.8%	88.0%	*	87.4%	88.9%
21 to 35 year-olds	*	92.8%	89.7%	*	91.5%	92.7%	*	91.2%	91.7%
36 to 64 year-olds	*	95.3%	95.5%	*	92.1%	92.6%	*	93.2%	92.1%
65+ year-olds	*	99.0%	98.2%	*	96.4%	98.0%	*	96.3%	97.0%
<b>Avg Minutes Spent Biking per Day</b>									
TOTAL	<b>0.33</b>	<b>0.65</b>	<b>0.38</b>	<b>0.31</b>	<b>0.64</b>	<b>0.61</b>	<b>0.43</b>	<b>0.79</b>	<b>0.78</b>
5 to 10 year-olds	0.10	2.04	0.19	0.37	1.44	0.96	0.67	2.25	1.24
11 to 15 year-olds	0.21	2.92	0.02	1.47	2.60	1.47	1.34	2.05	1.59
16 to 20 year-olds	0.59	0.08	0.14	0.31	0.26	0.74	0.54	0.70	0.71
21 to 35 year-olds	0.54	0.54	0.42	0.29	0.37	0.73	0.39	0.44	0.59
36 to 64 year-olds	0.26	0.40	0.57	0.16	0.34	0.49	0.30	0.56	0.77
65+ year-olds		0.05	0.15	0.04	0.47	0.18	0.05	0.26	0.38
<b>Avg Minutes Spent Walking/Biking per Day</b>									
TOTAL	<b>11.52</b>	<b>16.76</b>	<b>20.73</b>	<b>2.19</b>	<b>6.25</b>	<b>6.12</b>	<b>2.51</b>	<b>5.50</b>	<b>6.24</b>
5 to 10 year-olds	11.23	16.83	14.68	2.22	5.57	4.67	3.16	7.15	5.13
11 to 15 year-olds	15.80	16.09	14.12	4.64	11.18	6.80	5.66	8.23	9.02
16 to 20 year-olds	10.57	14.22	17.82	3.16	6.72	5.46	3.24	5.05	5.90
21 to 35 year-olds	12.51	19.78	24.22	1.68	5.39	6.58	2.31	4.85	6.25
36 to 64 year-olds	10.20	16.31	22.95	1.76	6.35	6.84	1.81	5.00	6.59
65+ year-olds	11.11	14.22	16.77	2.35	4.90	4.21	2.04	5.05	4.48

\* Walk and Bike trip questions were not asked of persons under 16 years old in 2001, or at all in 1995.

**APPENDIX C3A. SUPPLEMENTAL TABLES FOR CHAPTER 3  
STANDARD ERRORS**

Chapter 3: Table 1  
 Influence of NY State Metropolitan Data on Overall NY Travel Patterns  
 STANDARD ERRORS

	New York City		Remainder NY State		Remainder of U.S.	
	2001 StdErrs	2009 StdErrs	2001 StdErrs	2009 StdErrs	2001 StdErrs	2009 StdErrs
<b>General Statistics</b>						
Households (000)	0	0	0	0	3	0
Persons 5+ (000)	40	0	27	0	304	0
Drivers (000)	91	93	50	34	356	465
Male Drivers (000)	59	67	34	26	231	342
Female Drivers (000)	55	62	37	28	284	315
Workers (000)	74	69	45	52	531	453
Vehicles (000)	70	7	60	20	667	460
0-Vehicle Households (000)	44	1	18	2	177	25
Workers per HH	0.02	0.023	0.01	0.013	0.01	0.004
Vehicles per HH	0.02	0.002	0.01	0.005	0.01	0.004
Vehicles per Dr	0.02	0.008	0.01	0.005	0.00	0.003
<b>Distribution of Households by Household Vehicle Count</b>						
<b>ALL</b>	<b>0.0%</b>	<b>0.00%</b>	<b>0.0%</b>	<b>0.00%</b>	<b>0.0%</b>	<b>0.00%</b>
0 vehicles	1.4%	0.05%	0.4%	0.05%	0.2%	0.02%
1 vehicle	1.4%	0.03%	0.6%	0.09%	0.3%	0.14%
2 vehicles	0.8%	0.03%	0.5%	0.08%	0.3%	0.13%
3 vehicles	0.3%	0.23%	0.4%	0.28%	0.2%	0.19%
4+ vehicles	0.2%	0.23%	0.3%	0.27%	0.2%	0.16%
<b>Distribution of Households by Household Income</b>						
<b>ALL</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>
< \$10,000 Households	0.9%	1.1%	0.3%	0.4%	0.2%	0.2%
\$10 to \$20,000 Households	0.9%	1.2%	0.4%	0.4%	0.2%	0.3%
\$20 to \$30,000 Households	0.8%	1.1%	0.4%	0.4%	0.2%	0.2%
\$30 to \$40,000 Households	1.0%	1.4%	0.5%	0.4%	0.3%	0.3%
\$40 to \$50,000 Households	0.5%	1.1%	0.3%	0.4%	0.1%	0.2%
\$50 to \$60,000 Households	0.7%	0.8%	0.4%	0.3%	0.2%	0.2%
\$60 to \$70,000 Households	0.6%	0.9%	0.3%	0.3%	0.2%	0.2%
\$70 to \$80,000 Households	0.6%	0.7%	0.3%	0.3%	0.2%	0.2%
\$80,000-\$100,000 Households	0.5%	0.9%	0.4%	0.3%	0.2%	0.2%
\$100,000+ Households	0.8%	1.0%	0.6%	0.5%	0.2%	0.2%
Unreported	0.8%	1.0%	0.4%	0.4%	0.2%	0.2%
<b>Licensing Rate</b>						
% Female Drivers/Female 16+	0.0%	1.8%	0.0%	0.6%	0.0%	0.3%
% Male Drivers/Male 16+	0.0%	2.2%	0.0%	0.5%	0.0%	0.3%

Chapter 3: Table 2  
 Influence of NY State Metropolitan Data on Overall NY Travel Patterns  
 STANDARD ERRORS

	New York City		Remainder NY State		Remainder of U.S.	
	2001 StdErrs	2009 StdErrs	2001 StdErrs	2009 StdErrs	2001 StdErrs	2009 StdErrs
<i>Daily Person Trips per Person</i>						
<b>TOTAL</b>	<b>0.06</b>	<b>0.07</b>	<b>0.03</b>	<b>0.03</b>	<b>0.02</b>	<b>0.02</b>
Male	0.09	0.09	0.04	0.04	0.02	0.02
Female	0.07	0.09	0.04	0.05	0.02	0.02
<b>TOTAL</b>	<b>0.06</b>	<b>0.07</b>	<b>0.03</b>	<b>0.03</b>	<b>0.02</b>	<b>0.02</b>
5-15 years	0.12	0.15	0.06	0.08	0.03	0.04
16-19 years	0.17	0.31	0.13	0.13	0.06	0.06
20-34 years	0.13	0.24	0.07	0.09	0.03	0.04
35-54 years	0.08	0.12	0.06	0.05	0.03	0.03
55-64 years	0.17	0.18	0.07	0.07	0.04	0.04
65+ years	0.16	0.14	0.07	0.06	0.04	0.04
Unreported	0.35		0.17		0.11	
<b>TOTAL</b>	<b>0.06</b>	<b>0.07</b>	<b>0.03</b>	<b>0.03</b>	<b>0.02</b>	<b>0.02</b>
% SOV	0.8%	0.7%	0.5%	0.5%	0.2%	0.3%
% MOV	1.1%	1.4%	0.5%	0.7%	0.2%	0.3%
% Other POV						
% Amtrak	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%
% Commuter Train	0.1%	0.4%	0.1%	0.1%	0.0%	0.0%
% Subway	0.7%	0.9%	0.1%	0.0%	0.0%	0.0%
% Other Public Transit	0.5%	0.9%	0.1%	0.2%	0.0%	0.1%
% Walk	1.1%	1.4%	0.2%	0.3%	0.1%	0.2%
% Other	0.4%	0.5%	0.2%	0.3%	0.1%	0.1%
% Unreported	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%
<b>TOTAL</b>	<b>0.06</b>	<b>0.07</b>	<b>0.03</b>	<b>0.03</b>	<b>0.02</b>	<b>0.02</b>
% Earn a Living	0.7%	0.8%	0.3%	0.4%	0.2%	0.2%
% Fam/Per Bus	0.9%	1.0%	0.4%	0.5%	0.2%	0.2%
% Civ, Ed & Rel	0.5%	0.8%	0.2%	0.3%	0.1%	0.1%
% Social & Recreational	0.7%	1.1%	0.4%	0.6%	0.2%	0.2%
% Other	0.2%	0.3%	0.1%	0.1%	0.0%	0.1%
% Unreported	0.1%	0.2%	0.0%	0.1%	0.0%	0.0%
<b>TOTAL</b>	<b>0.06</b>	<b>0.07</b>	<b>0.03</b>	<b>0.03</b>	<b>0.02</b>	<b>0.02</b>
Weekday	0.07	0.09	0.03	0.04	0.02	0.02
Weekend	0.11	0.15	0.07	0.07	0.04	0.04
<b>TOTAL</b>	<b>0.06</b>	<b>0.07</b>	<b>0.03</b>	<b>0.03</b>	<b>0.02</b>	<b>0.02</b>
% 1-9 min	0.8%	1.1%	0.4%	0.5%	0.2%	0.2%
% 10-19 min	0.8%	0.8%	0.4%	0.5%	0.2%	0.2%
% 20-29 min	0.5%	0.7%	0.2%	0.3%	0.1%	0.1%
% 30-39 min	0.5%	0.6%	0.2%	0.2%	0.1%	0.1%
% 40-49 min	0.3%	0.6%	0.1%	0.1%	0.1%	0.1%
% 50+ min	0.5%	0.9%	0.2%	0.2%	0.1%	0.1%
% Unreported	0.4%	0.1%	0.1%	0.0%	0.1%	0.0%
<b>TOTAL</b>	<b>0.06</b>	<b>0.07</b>	<b>0.03</b>	<b>0.03</b>	<b>0.02</b>	<b>0.02</b>
% 5 or less miles	0.9%	1.4%	0.5%	0.5%	0.2%	0.3%
% 6-10 miles	0.5%	0.6%	0.3%	0.3%	0.2%	0.2%
% 11-15 miles	0.4%	0.4%	0.2%	0.2%	0.1%	0.1%
% 16-20 miles	0.2%	0.2%	0.1%	0.2%	0.1%	0.1%
% 21-30 miles	0.2%	0.2%	0.2%	0.2%	0.1%	0.1%
% 31 or more miles	0.2%	0.3%	0.2%	0.2%	0.1%	0.1%
% Unreported	0.7%	1.1%	0.1%	0.3%	0.1%	0.1%

Chapter 3: Table 3  
 Influence of NY State Metropolitan Data on Overall NY Travel Patterns  
 STANDARD ERRORS

	New York City		Remainder NY State		Remainder of U.S.	
	2001 StdErrs	2009 StdErrs	2001 StdErrs	2009 StdErrs	2001 StdErrs	2009 StdErrs
<b>Daily PMT per Person</b>						
<b>TOTAL</b>	<b>2.31</b>	<b>1.24</b>	<b>0.71</b>	<b>1.11</b>	<b>0.69</b>	<b>0.73</b>
% SOV	2.5%	1.9%	1.0%	1.3%	0.6%	0.9%
% MOV	3.8%	4.9%	1.2%	1.6%	0.7%	0.9%
% Other POV						
% Amtrak	0.4%	0.1%	0.1%	0.2%	0.0%	0.0%
% Commuter Train	0.2%	0.8%	0.2%	0.2%	0.0%	0.1%
% Subway	1.9%	1.8%	0.1%	0.1%	0.0%	0.0%
% Other Public Transit	0.9%	1.6%	0.1%	0.1%	0.0%	0.0%
% Walk	0.4%	0.7%	0.1%	0.0%	0.0%	0.0%
% Other	8.4%	2.4%	1.4%	2.2%	1.0%	1.3%
% Unreported	0.9%	0.0%	0.3%	0.1%	0.4%	0.0%
<b>TOTAL</b>	<b>2.31</b>	<b>1.24</b>	<b>0.71</b>	<b>1.11</b>	<b>0.69</b>	<b>0.73</b>
% Earn a Living	7.2%	3.7%	0.8%	1.0%	0.7%	0.6%
% Fam/Per Bus	2.9%	2.8%	0.8%	1.0%	0.6%	0.6%
% Civ, Ed & Rel	0.8%	0.9%	0.3%	0.3%	0.2%	0.2%
% Social & Recreational	4.1%	5.1%	1.2%	1.3%	0.6%	0.7%
% Other	3.4%	0.4%	0.4%	1.9%	0.8%	1.2%
% Unreported	2.6%	0.9%	0.1%	1.2%	0.1%	0.5%
<b>Average Person Trip Length</b>						
<b>TOTAL</b>	<b>0.76</b>	<b>0.41</b>	<b>0.19</b>	<b>0.30</b>	<b>0.17</b>	<b>0.19</b>

Chapter 3: Table 4  
 Influence of NY State Metropolitan Data on Overall NY Travel Patterns  
 STANDARD ERRORS

	New York City		Remainder NY State		Remainder of U.S.	
	2001 StdErrs	2009 StdErrs	2001 StdErrs	2009 StdErrs	2001 StdErrs	2009 StdErrs
<b>Distribution of Zero-Vehicle Households by Household Income</b>						
<b>ALL</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>
< \$10,000 Households	1.5%	1.9%	2.6%	3.0%	1.4%	1.8%
\$10 to \$20,000 Households	1.6%	2.2%	2.6%	2.8%	1.2%	1.7%
\$20 to \$30,000 Households	1.2%	1.4%	2.3%	1.6%	1.0%	1.2%
\$30 to \$40,000 Households	1.3%	2.3%	1.6%	1.5%	0.9%	1.0%
\$40 to \$50,000 Households	0.6%	1.5%	0.5%	1.3%	0.3%	0.8%
\$50 to \$60,000 Households	1.0%	0.9%	0.4%	0.6%	0.5%	0.2%
\$60 to \$70,000 Households	0.8%	1.1%	0.4%	0.3%	0.3%	0.1%
\$70 to \$80,000 Households	0.7%	0.7%	0.2%	0.3%	0.1%	0.2%
\$80,000-\$100,000 Households	0.6%	1.2%	0.3%	0.1%	0.2%	0.1%
\$100,000+ Households	1.1%	1.2%	0.5%	0.7%	0.4%	0.6%
Unreported	1.3%	1.5%	1.9%	1.8%	1.0%	0.9%
<b>Zero-Vehicle Households - Daily Person Trips per Person</b>						
<b>TOTAL</b>	<b>0.09</b>	<b>0.10</b>	<b>0.11</b>	<b>0.13</b>	<b>0.08</b>	<b>0.09</b>
% Private	1.2%	1.4%	3.1%	3.1%	1.8%	2.2%
% Public	1.3%	1.7%	1.9%	2.8%	1.1%	1.3%
% Walk	1.6%	2.2%	2.6%	2.4%	1.5%	2.3%
% Other	0.8%	1.1%	3.0%	2.3%	0.8%	1.2%
% Unreported	0.1%	0.1%	0.1%	0.7%	0.1%	0.6%
<b>TOTAL</b>	<b>0.09</b>	<b>0.10</b>	<b>0.11</b>	<b>0.13</b>	<b>0.08</b>	<b>0.09</b>
< \$10,000	0.21	0.24	0.30	0.29	0.13	0.19
\$10 to \$20,000	0.20	0.25	0.22	0.18	0.13	0.12
\$20 to \$30,000	0.29	0.34	0.30	0.29	0.24	0.36
\$30 to \$40,000	0.19	0.15	0.22	0.30	0.26	0.18
\$40 to \$50,000	0.60	0.86	0.98	0.68	0.32	0.46
\$50 to \$60,000	0.17	0.55	1.63	0.92	0.36	0.37
\$60 to \$70,000	0.64	0.82	0.39	0.59	1.01	0.67
\$70 to \$80,000	1.55	0.48	1.35	1.50	2.41	0.32
\$80 to \$100,000	0.47	0.53	1.30	0.00	0.71	0.58
\$100,000+	0.24	0.31	0.92	0.63	0.75	0.24
Unreported	0.28	0.26	0.19	0.27	0.21	0.16
<b>Zero-Vehicle Households - Daily PMT per Person</b>						
<b>TOTAL</b>	<b>4.79</b>	<b>0.91</b>	<b>0.87</b>	<b>0.83</b>	<b>3.37</b>	<b>1.00</b>
% Private	6.5%	4.6%	5.1%	6.6%	12.2%	4.2%
% Public	11.4%	6.1%	4.7%	6.8%	2.5%	3.1%
% Walk	1.8%	1.7%	1.1%	1.0%	0.7%	0.8%
% Other	19.2%	2.9%	2.5%	2.8%	15.0%	2.0%
% Unreported	0.1%	0.1%		3.3%	0.1%	1.0%
<b>TOTAL</b>	<b>4.79</b>	<b>0.91</b>	<b>0.87</b>	<b>0.83</b>	<b>3.37</b>	<b>1.00</b>
< \$10,000	2.51	1.00	1.11	1.61	0.73	0.77
\$10 to \$20,000	1.79	0.84	2.28	2.07	1.56	1.10
\$20 to \$30,000	1.52	3.85	1.20	1.14	8.99	5.96
\$30 to \$40,000	5.94	1.99	3.11	1.87	4.60	4.03
\$40 to \$50,000	4.49	3.11	31.47	2.67	2.27	10.64
\$50 to \$60,000	2.11	1.73	5.24	1.97	141.35	3.14
\$60 to \$70,000	5.50	2.66	1.04	0.46	6.05	5.17
\$70 to \$80,000	23.04	3.39	42.47	14.44	3.03	3.33
\$80 to \$100,000	5.16	4.01	13.67	0.00	20.99	3.21
\$100,000+	51.51	6.39	8.86	19.45	20.10	6.20
Unreported	1.23	0.81	1.41	2.97	1.67	2.01

Chapter 3: Table 5  
 Influence of NY State Metropolitan Data on Overall NY Travel Patterns  
 STANDARD ERRORS

	New York City		Remainder NY State		Remainder of U.S.	
	2001 StdErrs	2009 StdErrs	2001 StdErrs	2009 StdErrs	2001 StdErrs	2009 StdErrs
<b>Daily Vehicle Trips per Driver</b>						
<b>TOTAL</b>	<b>0.06</b>	<b>0.07</b>	<b>0.03</b>	<b>0.03</b>	<b>0.02</b>	<b>0.02</b>
% Earn a Living	1.3%	1.8%	0.4%	0.5%	0.2%	0.3%
% Fam/Per Bus	1.4%	2.2%	0.4%	0.5%	0.2%	0.2%
% Civ, Ed & Rel	0.6%	0.7%	0.2%	0.2%	0.1%	0.1%
% Social & Recreational	1.1%	2.5%	0.3%	0.5%	0.2%	0.2%
% Other	0.2%	0.1%	0.1%	0.0%	0.0%	0.0%
% Unreported	0.1%	0.4%	0.0%	0.1%	0.0%	0.0%
<b>TOTAL</b>	<b>0.06</b>	<b>0.07</b>	<b>0.03</b>	<b>0.03</b>	<b>0.02</b>	<b>0.02</b>
% 1-9 min	1.2%	2.0%	0.5%	0.5%	0.2%	0.2%
% 10-19 min	1.5%	1.3%	0.4%	0.5%	0.2%	0.3%
% 20-29 min	0.8%	1.5%	0.2%	0.3%	0.1%	0.2%
% 30-39 min	0.8%	1.1%	0.2%	0.3%	0.1%	0.1%
% 40-49 min	0.6%	0.8%	0.1%	0.2%	0.1%	0.1%
% 50+ min	0.7%	1.0%	0.2%	0.2%	0.1%	0.1%
% Unreported	0.1%	0.4%	0.1%	0.0%	0.0%	0.0%
<b>TOTAL</b>	<b>0.06</b>	<b>0.07</b>	<b>0.03</b>	<b>0.03</b>	<b>0.02</b>	<b>0.02</b>
% 5 or less miles	1.7%	2.6%	0.5%	0.4%	0.2%	0.3%
% 6-10 miles	1.1%	1.5%	0.3%	0.3%	0.2%	0.2%
% 11-15 miles	0.7%	0.9%	0.2%	0.3%	0.1%	0.1%
% 16-20 miles	0.5%	0.7%	0.2%	0.3%	0.1%	0.1%
% 21-30 miles	0.4%	0.4%	0.2%	0.2%	0.1%	0.1%
% 31 or more miles	0.4%	0.7%	0.2%	0.2%	0.1%	0.1%
% Unreported	0.6%	1.7%	0.2%	0.1%	0.1%	0.1%
<b>TOTAL</b>	<b>0.06</b>	<b>0.07</b>	<b>0.03</b>	<b>0.03</b>	<b>0.02</b>	<b>0.02</b>
Weekday	0.08	0.08	0.04	0.04	0.02	0.02
Weekend	0.11	0.15	0.05	0.05	0.03	0.03
<b>Daily VMT per Driver</b>						
<b>TOTAL</b>	<b>0.88</b>	<b>0.86</b>	<b>0.52</b>	<b>0.57</b>	<b>0.32</b>	<b>0.38</b>
% Earn a Living	0.0%	3.4%	0.0%	1.0%	0.0%	0.6%
% Fam/Per Bus	0.0%	4.5%	0.0%	0.9%	0.0%	0.4%
% Civ, Ed & Rel	0.0%	0.7%	0.0%	0.3%	0.0%	0.2%
% Social & Recreational	0.0%	7.4%	0.0%	0.9%	0.0%	0.5%
% Other	0.0%	0.2%	0.0%	0.1%	0.0%	0.1%
% Unreported	0.0%	0.5%	0.0%	1.2%	0.0%	0.5%
<b>Average Vehicle Trip Length</b>						
<b>TOTAL</b>	<b>0.51</b>	<b>0.83</b>	<b>0.16</b>	<b>0.19</b>	<b>0.10</b>	<b>0.12</b>
<b>% Vehicle Trips/Person Trips</b>						
<b>TOTAL</b>	<b>1.0%</b>	<b>1.1%</b>	<b>0.4%</b>	<b>0.5%</b>	<b>0.2%</b>	<b>0.2%</b>
<b>% VMT/PMT</b>						
<b>TOTAL</b>	<b>3.9%</b>	<b>2.2%</b>	<b>1.1%</b>	<b>1.7%</b>	<b>0.8%</b>	<b>1.0%</b>

Chapter 3: Table 6  
 Influence of NY State Metropolitan Data on Overall NY Travel Patterns  
 STANDARD ERRORS

	New York City		Remainder NY State		Remainder of U.S.	
	2001 StdErrs	2009 StdErrs	2001 StdErrs	2009 StdErrs	2001 StdErrs	2009 StdErrs
<b>Daily Commute Trips per Worker</b>						
<b>TOTAL</b>	<b>0.03</b>	<b>0.04</b>	<b>0.02</b>	<b>0.02</b>	<b>0.01</b>	<b>0.01</b>
% SOV	1.8%	2.0%	0.8%	1.0%	0.4%	0.4%
% MOV	0.9%	1.0%	0.7%	0.9%	0.3%	0.3%
% Other POV						
% Amtrak	0.4%	0.4%	0.1%	0.1%	0.0%	0.0%
% Commuter Train	0.5%	1.2%	0.3%	0.2%	0.1%	0.1%
% Subway	1.6%	2.5%	0.2%	0.1%	0.1%	0.1%
% Other Public Transit	1.1%	2.0%	0.1%	0.4%	0.1%	0.2%
% Walk	1.2%	1.6%	0.4%	0.4%	0.1%	0.2%
% Other	0.6%	1.0%	0.2%	0.5%	0.1%	0.2%
% Unreported	0.0%		0.0%	0.1%	0.0%	0.0%
<b>TOTAL</b>	<b>0.03</b>	<b>0.04</b>	<b>0.02</b>	<b>0.02</b>	<b>0.01</b>	<b>0.01</b>
% 1-6 am	0.6%	1.0%	0.3%	0.3%	0.1%	0.1%
% 6-9 am	0.8%	1.3%	0.5%	0.6%	0.2%	0.2%
% 9 am-1 pm	0.7%	1.1%	0.4%	0.5%	0.2%	0.2%
% 1-4 pm	0.8%	1.3%	0.4%	0.4%	0.2%	0.3%
% 4-7 pm	1.0%	1.2%	0.5%	0.5%	0.2%	0.3%
% 7-10 pm	0.8%	1.1%	0.3%	0.3%	0.2%	0.2%
% 10 pm-1 am	0.6%	0.9%	0.3%	0.3%	0.1%	0.2%
% Unreported	0.1%		0.0%		0.0%	0.0%
<b>Daily Commute PMT per Worker</b>						
<b>TOTAL</b>	<b>0.38</b>	<b>0.51</b>	<b>0.31</b>	<b>0.33</b>	<b>0.21</b>	<b>0.19</b>
% SOV	2.9%	3.8%	1.3%	1.3%	1.1%	0.8%
% MOV	1.3%	3.8%	0.9%	0.9%	0.6%	0.5%
% Other POV						
% Amtrak	0.6%	0.1%	0.3%	0.7%	0.2%	0.0%
% Commuter Train	1.1%	1.3%	0.8%	0.5%	0.1%	0.1%
% Subway	2.5%	3.9%	0.3%	0.2%	0.1%	0.0%
% Other Public Transit	1.2%	3.0%	0.1%	0.3%	0.1%	0.2%
% Walk	0.4%	1.3%	0.1%	0.0%	0.0%	0.0%
% Other	0.8%	1.4%	0.4%	0.5%	1.1%	0.7%
% Unreported	0.0%		0.2%	0.2%	0.0%	0.0%
<b>TOTAL</b>	<b>0.38</b>	<b>0.51</b>	<b>0.31</b>	<b>0.33</b>	<b>0.21</b>	<b>0.19</b>
% 1-6 am	1.2%	1.2%	0.6%	0.5%	0.3%	0.6%
% 6-9 am	1.4%	2.0%	0.8%	0.8%	0.6%	0.5%
% 9 am-1 pm	1.0%	3.4%	0.8%	0.6%	0.3%	0.4%
% 1-4 pm	1.1%	1.5%	0.6%	0.7%	0.4%	0.4%
% 4-7 pm	1.6%	1.6%	0.8%	0.8%	0.5%	0.5%
% 7-10 pm	1.2%	1.5%	0.5%	0.4%	0.9%	0.3%
% 10 pm-1 am	1.0%	1.2%	0.4%	0.4%	0.2%	0.2%
% Unreported	0.0%		0.0%		0.0%	0.0%

Chapter 3: Table 7  
 Influence of NY State Metropolitan Data on Overall NY Travel Patterns  
 STANDARD ERRORS

	New York City		Remainder NY State		Remainder of U.S.	
	2001 StdErrs	2009 StdErrs	2001 StdErrs	2009 StdErrs	2001 StdErrs	2009 StdErrs
<b>Average Commute Length, Travel Time, and Speed</b>						
<b>Length (miles)</b>						
<b>TOTAL</b>	<b>0.30</b>	<b>0.52</b>	<b>0.23</b>	<b>0.29</b>	<b>0.18</b>	<b>0.15</b>
Private	0.50	1.15	0.22	0.28	0.12	0.13
Public	0.52	0.65	1.69	1.73	0.76	1.08
<b>Time (minutes)</b>						
<b>TOTAL</b>	<b>1.19</b>	<b>1.12</b>	<b>0.52</b>	<b>0.45</b>	<b>0.18</b>	<b>0.18</b>
Private	1.30	2.02	0.35	0.45	0.17	0.17
Public	1.89	1.39	3.17	3.54	1.67	3.10
<b>Miles per Hour</b>						
<b>TOTAL</b>	<b>0.78</b>	<b>1.11</b>	<b>0.42</b>	<b>0.52</b>	<b>0.41</b>	<b>0.29</b>
Private	0.97	1.51	0.38	0.43	0.20	0.21
Public					11.83	

Chapter 3: Table 8  
 Influence of NY State Metropolitan Data on Overall NY Travel Patterns  
 STANDARD ERRORS

	New York City		Remainder NY State		Remainder of U.S.	
	2001 StdErrs	2009 StdErrs	2001 StdErrs	2009 StdErrs	2001 StdErrs	2009 StdErrs
<b>Average Vehicle Occupancy Rate (Person Miles per Vehicle Mile)</b>						
<b>ALL</b>	<b>0.08</b>	<b>0.14</b>	<b>0.05</b>	<b>0.04</b>	<b>0.01</b>	<b>0.02</b>
1 Adult, No Child	0.18	0.23	0.02	0.04	0.02	0.03
2+ Adults, No Child	0.11	0.11	0.03	0.03	0.02	0.02
1 Adult, Child <6	0.62	0.32	0.22	0.21	0.33	0.19
2+ Adults, Child <6	0.15	0.26	0.06	0.21	0.03	0.03
1 Adult, Child 6-15	0.19	0.15	0.06	0.37	0.10	0.27
2+ Adults, Child 6-15	0.25	0.14	0.04	0.07	0.02	0.06
1 Adult, Child 16-21	0.24	0.76	0.12	0.11	0.05	0.18
2+ Adults, Child 16-21	0.08	0.27	0.49	0.05	0.02	0.05
1 Adult, Retired, No Child	0.26	0.10	0.04	0.04	0.02	0.04
2+ Adults, Retired, No Child	0.07	0.12	0.04	0.02	0.02	0.02
Unreported	0.01		0.23		0.17	
<b>ALL</b>	<b>0.08</b>	<b>0.14</b>	<b>0.05</b>	<b>0.04</b>	<b>0.01</b>	<b>0.02</b>
Earn a Living	0.06	0.05	0.01	0.01	0.01	0.01
Fam/Pers Bus	0.16	0.08	0.03	0.03	0.01	0.02
Civ, Ed, & Rel	0.16	0.29	0.06	0.06	0.08	0.07
Soc and Rec	0.09	0.25	0.16	0.07	0.03	0.03
Other	0.20	0.63	0.14	0.14	0.10	0.20
Unreported	0.13	0.32	0.19	0.70	0.12	0.20
<b>ALL</b>	<b>0.08</b>	<b>0.14</b>	<b>0.05</b>	<b>0.04</b>	<b>0.01</b>	<b>0.02</b>
< \$10,000 Households	0.26	0.11	0.21	0.09	0.17	0.16
\$10 to \$20,000 Households	0.20	0.52	0.05	0.08	0.04	0.05
\$20 to \$30,000 Households	0.14	0.16	0.09	0.09	0.03	0.05
\$30 to \$40,000 Households	0.33	0.47	0.35	0.11	0.03	0.04
\$40 to \$50,000 Households	0.12	0.18	0.09	0.07	0.04	0.05
\$50 to \$60,000 Households	0.23	0.17	0.03	0.07	0.03	0.03
\$60 to \$70,000 Households	0.16	0.15	0.06	0.08	0.04	0.06
\$70 to \$80,000 Households	0.23	0.83	0.06	0.07	0.03	0.05
\$80 to \$100,000 Households	0.24	0.17	0.04	0.08	0.03	0.03
\$100,000+ Households	0.11	0.16	0.05	0.11	0.02	0.05
Unreported Households	0.14	0.08	0.05	0.05	0.05	0.11

Chapter 3: Table 9  
 Influence of NY State Metropolitan Data on Overall NY Travel Patterns  
 STANDARD ERRORS

	New York City		Remainder NY State		Remainder of U.S.	
	2001 StdErrs	2009 StdErrs	2001 StdErrs	2009 StdErrs	2001 StdErrs	2009 StdErrs
<b>Vehicles by Type</b>						
Auto	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Van	3.4%	2.1%	3.1%	0.6%	0.3%	0.2%
Sports Utility	1.0%	1.3%	0.6%	0.3%	0.1%	0.2%
Pickup	1.1%	1.6%	0.7%	0.4%	0.2%	0.2%
Other Truck	0.2%	0.3%	0.6%	0.3%	0.2%	0.2%
RV	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%
Motorcycle	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%
Other POV	0.3%	0.4%	0.2%	0.2%	0.1%	0.1%
	*	*	*	*	*	*
* Other POV not present in 2001 or 2009.						
<b>Age Statistics</b>						
Average Vehicle Age	0.23	0.27	0.07	0.07	0.05	0.05
Median Vehicle Age	0	0	0	0	0	0
<b>Percent VMT*</b>						
Less than 10 yrs	2.4%	2.1%	0.7%	0.7%	1.7%	0.4%
10 yrs or more	2.4%	2.1%	0.7%	0.7%	1.7%	0.4%
<b>Percent Vehicle Fleet</b>						
Less than 10 yrs	1.6%	2.2%	0.5%	0.5%	0.3%	0.3%
10 yrs or more	1.6%	2.2%	0.5%	0.5%	0.3%	0.3%
<b>Avg Fuel Consumption (gal/HH)</b>	30	8	31	9	17	6
Less than 10 yrs	4.5%	2.2%	3.7%	0.6%	1.5%	0.4%
10 yrs or more	4.5%	2.2%	3.7%	0.6%	1.5%	0.4%
<b>Avg CO2 Emissions (kg/HH)</b>	269	68	275	78	147	54
Less than 10 yrs	4.5%	2.2%	3.7%	0.6%	1.5%	0.4%
10 yrs or more	4.5%	2.2%	3.7%	0.6%	1.5%	0.4%
* Numbers reflect BESTMILE Estimates.						

Chapter 3: Table 10  
 Influence of NY State Metropolitan Data on Overall NY Travel Patterns  
 STANDARD ERRORS

	New York City		Remainder NY State		Remainder of U.S.	
	2001 StdErrs	2009 StdErrs	2001 StdErrs	2009 StdErrs	2001 StdErrs	2009 StdErrs
<b>Annual CO2 Emissions per Household - POVs ONLY</b>						
<b>Average CO2 Emissions (kg)/HH</b>	<b>269</b>	<b>68</b>	<b>275</b>	<b>78</b>	<b>147</b>	<b>54</b>
0 Workers	254	89	428	98	83	56
1 Workers	561	137	400	121	193	84
2 Workers	945	282	1,261	158	255	132
3 or more Workers	2,987	615	2,742	581	374	438
<b>Average CO2 Emissions (kg)/HH</b>	<b>269</b>	<b>68</b>	<b>275</b>	<b>78</b>	<b>147</b>	<b>54</b>
1 Drivers	303	99	330	82	100	69
2 Drivers	687	256	912	126	229	91
3 or more Drivers	3,193	448	963	335	342	212
<b>Average CO2 Emissions (kg)/HH</b>	<b>269</b>	<b>68</b>	<b>275</b>	<b>78</b>	<b>147</b>	<b>54</b>
1 Vehicles	549	203	387	88	62	52
2 Vehicles	1,344	457	826	107	91	74
3 or more Vehicles	2,117	815	675	263	215	168
<b>Average CO2 Emissions (kg)/HH</b>	<b>269</b>	<b>68</b>	<b>275</b>	<b>78</b>	<b>147</b>	<b>54</b>
0-99 persons/sq mi.	3,437		680	189	270	213
100-499 persons/sq mi.	2,507		669	182	158	192
500-999 persons/sq mi.		4,208	1,143	476	595	188
1000-1999 persons/sq mi.	-	1,865	925	176	546	149
2000-3999 persons/sq mi.	8,109	1,261	828	216	174	119
4000-9999 persons/sq mi.	2,491	1,122	904	143	115	105
10000-24999 persons/sq mi.	1,294	471	934	311	319	268
25000-999999 persons/sq mi.	228	88	3,460	931	881	321
<b>Annual CO2 Emissions per Household - Non-POV MODES</b>						
<b>Average CO2 Emissions (kg)/HH</b>						
0 Workers						
1 Workers						
2 Workers						
3 or more Workers						
<b>Average CO2 Emissions (kg)/HH</b>						
0 Drivers						
1 Drivers						
2 Drivers						
3 or more Drivers						
<b>Average CO2 Emissions (kg)/HH</b>						
0 Vehicles						
1 Vehicles						
2 Vehicles						
3 or more Vehicles						
<b>Average CO2 Emissions (kg)/HH</b>						
0-99 persons/sq mi.						
100-499 persons/sq mi.						
500-999 persons/sq mi.						
1000-1999 persons/sq mi.						
2000-3999 persons/sq mi.						
4000-9999 persons/sq mi.						
10000-24999 persons/sq mi.						
25000-999999 persons/sq mi.						
* Standard errors are not available for Non-POV and All Modes						

Chapter 3: Table 11  
 Influence of NY State Metropolitan Data on Overall NY Travel Patterns  
 STANDARD ERRORS

	New York City		Remainder NY State		Remainder of U.S.	
	2001 StdErrs	2009 StdErrs	2001 StdErrs	2009 StdErrs	2001 StdErrs	2009 StdErrs
<b>Annual CO2 Emissions per Household - ALL MODES</b>						
<b>Average CO2 Emissions (kg)/HH</b>						
0 Workers						
1 Workers						
2 Workers						
3 or more Workers						
<b>Average CO2 Emissions (kg)/HH</b>						
0 Drivers						
1 Drivers						
2 Drivers						
3 or more Drivers						
<b>Average CO2 Emissions (kg)/HH</b>						
0 Vehicles						
1 Vehicles						
2 Vehicles						
3 or more Vehicles						
<b>Average CO2 Emissions (kg)/HH</b>						
0-99 persons/sq mi.						
100-499 persons/sq mi.						
500-999 persons/sq mi.						
1000-1999 persons/sq mi.						
2000-3999 persons/sq mi.						
4000-9999 persons/sq mi.						
10000-24999 persons/sq mi.						
25000-99999 persons/sq mi.						
* Standard errors are not available for Non-POV and All Modes						

Chapter 3: Table 12  
 Influence of NY State Metropolitan Data on Overall NY Travel Patterns  
 STANDARD ERRORS

	New York City		Remainder NY State		Remainder of U.S.	
	2001 StdErrs	2009 StdErrs	2001 StdErrs	2009 StdErrs	2001 StdErrs	2009 StdErrs
<b>Percent Vehicles by Vehicle Type and Age</b>						
<b>Auto</b>	<b>3.4%</b>	<b>2.1%</b>	<b>3.1%</b>	<b>0.6%</b>	<b>0.3%</b>	<b>0.2%</b>
0 to 2 yrs	1.1%	1.3%	0.6%	0.3%	0.1%	0.1%
3 to 5 yrs	1.3%	1.3%	0.7%	0.3%	0.2%	0.1%
6 to 9 yrs	1.4%	1.2%	0.9%	0.4%	0.2%	0.2%
10 yrs or more	2.0%	1.5%	1.1%	0.4%	0.2%	0.2%
Unreported	0.7%	0.8%	0.2%	0.2%	0.1%	0.1%
<b>Van</b>	<b>1.0%</b>	<b>1.3%</b>	<b>0.6%</b>	<b>0.3%</b>	<b>0.1%</b>	<b>0.2%</b>
0 to 2 yrs	0.3%	0.6%	0.2%	0.1%	0.1%	0.0%
3 to 5 yrs	0.4%	0.3%	0.2%	0.1%	0.1%	0.1%
6 to 9 yrs	0.5%	0.2%	0.2%	0.2%	0.1%	0.1%
10 yrs or more	0.6%	1.0%	0.2%	0.2%	0.1%	0.1%
Unreported	0.2%	0.4%	0.0%	0.1%	0.0%	0.0%
<b>SUV</b>	<b>1.1%</b>	<b>1.6%</b>	<b>0.7%</b>	<b>0.4%</b>	<b>0.2%</b>	<b>0.2%</b>
0 to 2 yrs	0.6%	0.8%	0.2%	0.2%	0.1%	0.1%
3 to 5 yrs	0.5%	0.8%	0.3%	0.2%	0.1%	0.1%
6 to 9 yrs	0.6%	0.8%	0.2%	0.3%	0.1%	0.1%
10 yrs or more	0.5%	0.8%	0.2%	0.2%	0.1%	0.1%
Unreported	0.4%	0.3%	0.1%	0.1%	0.0%	0.0%
<b>Pickup Truck</b>	<b>0.2%</b>	<b>0.3%</b>	<b>0.6%</b>	<b>0.3%</b>	<b>0.2%</b>	<b>0.2%</b>
0 to 2 yrs	0.1%	0.0%	0.1%	0.1%	0.1%	0.1%
3 to 5 yrs	0.1%	0.1%	0.2%	0.2%	0.1%	0.1%
6 to 9 yrs	0.1%	0.2%	0.2%	0.1%	0.1%	0.1%
10 yrs or more	0.2%	0.1%	0.3%	0.2%	0.1%	0.1%
Unreported	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%
<b>Other POV</b>	<b>0.5%</b>	<b>0.4%</b>	<b>0.2%</b>	<b>0.2%</b>	<b>0.1%</b>	<b>0.1%</b>
0 to 2 yrs	0.1%	0.1%	0.1%	0.1%	0.0%	0.0%
3 to 5 yrs	0.1%	0.0%	0.1%	0.1%	0.0%	0.0%
6 to 9 yrs	0.1%	0.2%	0.1%	0.1%	0.0%	0.0%
10 yrs or more	0.3%	0.4%	0.2%	0.1%	0.1%	0.1%
Unreported	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%

Chapter 3: Table 13  
 Influence of NY State Metropolitan Data on Overall NY Travel Patterns  
 STANDARD ERRORS

	New York City		Remainder NY State		Remainder of U.S.	
	2001 StdErrs	2009 StdErrs	2001 StdErrs	2009 StdErrs	2001 StdErrs	2009 StdErrs
<b>VMT/Vehicle by Vehicle Type and Age</b>						
<b>ALL VEHICLES</b>	<b>438</b>	<b>304</b>	<b>126</b>	<b>106</b>	<b>81</b>	<b>60</b>
0 to 2 yrs	927	805	205	274	152	217
3 to 5 yrs	1,276	704	209	217	425	91
6 to 9 yrs	845	590	206	177	185	113
10 yrs or more	504	503	292	183	192	79
Unreported	1,341	2,162	833	471	483	286
<b>Auto</b>	<b>471</b>	<b>408</b>	<b>163</b>	<b>120</b>	<b>81</b>	<b>74</b>
0 to 2 yrs	807	554	299	311	205	321
3 to 5 yrs	1,651	1,127	262	222	196	113
6 to 9 yrs	882	773	207	211	198	133
10 yrs or more	508	641	395	234	228	111
Unreported	1,256	3,619	1,169	591	455	488
<b>Van</b>	<b>1,682</b>	<b>817</b>	<b>253</b>	<b>324</b>	<b>359</b>	<b>265</b>
0 to 2 yrs	8,167	3,850	552	1,305	736	561
3 to 5 yrs	2,070	1,073	589	467	1,832	358
6 to 9 yrs	1,910	1,221	514	462	682	745
10 yrs or more	2,349	1,164	545	449	345	226
Unreported	2,779	2,039	2,286	1,825	1,032	1,024
<b>SUV</b>	<b>750</b>	<b>681</b>	<b>281</b>	<b>229</b>	<b>431</b>	<b>140</b>
0 to 2 yrs	946	2,200	441	468	500	472
3 to 5 yrs	1,202	817	513	504	324	181
6 to 9 yrs	2,166	1,003	952	394	414	202
10 yrs or more	1,778	1,359	896	446	1,174	209
Unreported	4,294	1,692	1,240	1,234	2,088	701
<b>Pickup Truck</b>	<b>1,901</b>	<b>1,319</b>	<b>304</b>	<b>304</b>	<b>237</b>	<b>131</b>
0 to 2 yrs	4,623	10,120	663	1,034	318	490
3 to 5 yrs	3,515	2,064	395	741	1,048	258
6 to 9 yrs	1,882	3,335	813	386	293	190
10 yrs or more	2,014	1,429	424	376	216	199
Unreported	-	2,721	935	884	1,002	472
<b>Other POV</b>	<b>530</b>	<b>418</b>	<b>464</b>	<b>216</b>	<b>1,364</b>	<b>149</b>
0 to 2 yrs	1,510	1,239	1,272	827	7,311	565
3 to 5 yrs	-	862	547	345	2,450	361
6 to 9 yrs	-	718	935	372	1,538	422
10 yrs or more	672	61	313	260	443	197
Unreported	1,881	338	8,179	1,553	579	333

NOTE: Numbers reflect BESTMILE Estimates.

Chapter 3: Table 14  
 Influence of NY State Metropolitan Data on Overall NY Travel Patterns  
 STANDARD ERRORS

	New York City		Remainder NY State		Remainder of U.S.	
	2001 StdErrs	2009 StdErrs	2001 StdErrs	2009 StdErrs	2001 StdErrs	2009 StdErrs
<b>Percent Not Taking Walk Trips in the last week</b>						
TOTAL	0.9%	1.1%	0.5%	0.6%	0.3%	0.3%
5 to 10 year-olds	*	4.4%	*	2.4%	*	0.8%
11 to 15 year-olds	*	2.4%	*	2.3%	*	1.0%
16 to 20 year-olds	2.8%	3.9%	2.3%	2.0%	1.0%	1.0%
21 to 35 year-olds	1.3%	2.0%	1.2%	1.7%	0.6%	0.8%
36 to 64 year-olds	1.1%	1.5%	0.7%	0.8%	0.4%	0.4%
65+ year-olds	2.7%	2.6%	1.3%	1.5%	0.6%	0.6%
<b>Avg Minutes Spent Walking per Day</b>						
TOTAL	0.69	1.15	0.43	0.19	0.10	0.16
5 to 10 year-olds	1.53	3.02	0.75	0.62	0.42	0.28
11 to 15 year-olds	1.70	2.23	1.88	0.64	0.41	0.86
16 to 20 year-olds	1.71	3.56	1.05	0.67	0.37	0.38
21 to 35 year-olds	1.45	3.06	0.55	0.50	0.19	0.30
36 to 64 year-olds	0.91	1.39	0.94	0.32	0.12	0.20
65+ year-olds	1.61	2.21	0.37	0.33	0.23	0.22
<b>Percent Not Taking Bike Trips in the last week</b>						
TOTAL	0.5%	0.8%	0.3%	0.4%	0.2%	0.2%
5 to 10 year-olds	*	4.1%	*	2.4%	*	1.0%
11 to 15 year-olds	*	2.6%	*	2.2%	*	1.0%
16 to 20 year-olds	2.7%	2.2%	1.8%	1.5%	0.7%	0.7%
21 to 35 year-olds	1.1%	2.3%	0.7%	1.0%	0.3%	0.4%
36 to 64 year-olds	0.7%	0.9%	0.4%	0.5%	0.2%	0.2%
65+ year-olds	0.5%	0.7%	0.5%	0.3%	0.3%	0.2%
<b>Avg Minutes Spent Biking per Day</b>						
TOTAL	0.23	0.18	0.08	0.07	0.06	0.04
5 to 10 year-olds	1.73	0.28	0.24	0.32	0.26	0.15
11 to 15 year-olds	2.51	0.01	0.45	0.28	0.27	0.19
16 to 20 year-olds	0.06	0.10	0.09	0.27	0.14	0.13
21 to 35 year-olds	0.26	0.44	0.08	0.24	0.08	0.11
36 to 64 year-olds	0.13	0.37	0.07	0.08	0.08	0.07
65+ year-olds	0.05	0.10	0.21	0.09	0.06	0.09
<b>Avg Minutes Spent Walking/Biking per Day</b>						
TOTAL	0.72	1.17	0.43	0.22	0.12	0.17
5 to 10 year-olds	2.46	2.94	0.79	0.73	0.50	0.31
11 to 15 year-olds	3.02	2.23	1.95	0.70	0.47	0.89
16 to 20 year-olds	1.70	3.55	1.04	0.74	0.40	0.40
21 to 35 year-olds	1.45	3.08	0.55	0.59	0.23	0.32
36 to 64 year-olds	0.92	1.48	0.94	0.34	0.15	0.22
65+ year-olds	1.61	2.22	0.44	0.34	0.23	0.23

\* Walk and Bike trip questions were not asked of persons under 16 years old in 2001, or at all in 1995.

## APPENDIX C4. SUPPLEMENTAL TABLES FOR CHAPTER 4

Chapter 4: Table 1  
Urban Travel and Population Density  
2009 NHTS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>General Statistics</b>														
Households (000)	633	14,480	822	19,448	710	19,717	1,032	22,496	522	5,711	926	2,430	1,790	133
Persons (000)	1,669	37,767	2,144	49,723	1,811	48,836	2,671	55,685	1,426	14,066	2,414	6,359	4,435	353
Drivers (000)	1,305	29,537	1,648	37,589	1,435	37,111	1,995	40,858	954	9,497	1,565	4,039	2,626	201
Workers (000)	966	20,656	1,194	26,899	1,025	26,172	1,441	30,365	711	6,896	1,252	3,214	2,248	233
Vehicles (000)	1,308	32,975	1,529	38,087	1,298	36,018	1,595	38,342	681	7,733	745	2,702	713	109
Workers per Household	1.53	1.43	1.45	1.38	1.44	1.33	1.40	1.35	1.36	1.21	1.35	1.32	1.26	1.75
Vehicles per Household	2.07	2.28	1.86	1.96	1.83	1.83	1.55	1.70	1.30	1.35	0.80	1.11	0.40	0.82
Vehicles per Driver	1.00	1.12	0.93	1.01	0.90	0.97	0.80	0.94	0.71	0.81	0.48	0.67	0.27	0.54
<b>Distribution of Households by Household Vehicle Count</b>														
ALL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
0 vehicles	4.0%	2.8%	6.1%	5.1%	6.7%	6.2%	12.7%	9.4%	21.9%	18.8%	43.1%	30.1%	67.9%	27.0%
1 vehicle	25.5%	24.4%	32.0%	28.9%	30.8%	35.2%	39.5%	37.3%	40.1%	43.6%	38.4%	40.1%	25.6%	65.5%
2 vehicles	44.6%	39.1%	41.8%	42.8%	43.5%	38.6%	32.8%	36.1%	28.0%	26.9%	15.0%	23.0%	5.4%	6.2%
3 vehicles	16.9%	19.6%	13.7%	15.7%	13.8%	13.6%	11.7%	11.4%	6.9%	7.2%	2.3%	5.1%	1.0%	1.4%
4+ vehicles	9.0%	14.1%	6.4%	7.6%	5.2%	6.4%	3.3%	5.8%	3.1%	3.5%	1.3%	1.8%	0.1%	
<b>Distribution of Households by Household Income</b>														
ALL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
< \$10,000	5.1%	5.6%	3.8%	6.5%	3.8%	6.1%	9.0%	7.5%	6.4%	11.4%	10.2%	14.0%	10.6%	6.8%
\$10 to \$20,000	8.8%	11.8%	7.3%	8.7%	8.2%	10.8%	11.8%	12.7%	14.0%	19.4%	10.4%	16.6%	13.8%	33.3%
\$20 to \$30,000	10.0%	11.0%	9.4%	9.8%	7.7%	10.5%	9.0%	12.0%	16.4%	14.1%	8.3%	13.9%	10.2%	5.2%
\$30 to \$40,000	9.9%	10.3%	7.7%	8.1%	7.9%	9.4%	8.4%	11.0%	8.9%	9.0%	10.0%	9.8%	10.2%	2.6%
\$40 to \$50,000	8.8%	8.7%	8.6%	9.3%	8.2%	8.2%	7.7%	7.7%	6.8%	7.3%	9.7%	6.1%	9.0%	2.2%
\$50 to \$60,000	9.1%	7.8%	7.6%	6.9%	7.3%	7.7%	6.8%	7.9%	5.4%	7.2%	6.7%	5.7%	4.8%	9.9%
\$60 to \$70,000	5.7%	6.7%	7.0%	5.7%	7.1%	6.4%	5.8%	5.8%	5.7%	4.1%	5.5%	6.7%	4.9%	7.4%
\$70 to \$80,000	7.0%	6.3%	5.6%	7.1%	5.3%	6.2%	5.6%	6.0%	4.5%	3.6%	3.5%	3.5%	5.5%	3.1%
\$80 to \$100,000	8.5%	9.2%	8.6%	10.1%	9.4%	7.9%	5.6%	6.9%	9.7%	5.5%	9.5%	5.3%	5.4%	5.5%
\$100,000+	19.7%	16.0%	26.2%	21.8%	24.9%	18.8%	21.1%	15.2%	14.5%	10.7%	15.4%	10.9%	16.6%	16.5%
Unreported	7.5%	6.5%	8.4%	6.1%	10.2%	8.0%	9.1%	7.4%	7.8%	7.9%	10.9%	7.4%	9.1%	7.6%
<b>Licensing Rate</b>														
% Male Drivers/Male 16+	92.2%	92.4%	90.2%	91.7%	92.0%	90.3%	86.7%	86.2%	79.7%	79.9%	74.2%	73.5%	68.2%	63.2%
% Female Drivers/Female 16+	89.3%	91.7%	88.3%	89.6%	89.0%	88.9%	83.5%	83.7%	77.4%	72.0%	68.6%	64.7%	60.9%	43.3%

Chapter 4: Table 1  
Urban Travel and Population Density  
2001 NHTS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>General Statistics</b>														
Households (000)	530	14,822	738	16,982	664	17,629	1,028	21,548	635	5,893	1,002	2,380	1,720	197
Drivers (000)	1,054	29,465	1,407	32,376	1,192	30,924	1,784	36,802	1,087	9,186	1,279	3,167	1,812	186
Workers (000)	756	21,649	1,046	23,984	882	23,327	1,428	29,077	953	8,259	1,280	3,021	2,170	218
Vehicles (000)	1,105	33,747	1,445	34,350	1,174	32,594	1,707	36,814	868	8,560	779	2,645	806	115
Workers per Household	1.42	1.46	1.42	1.41	1.33	1.32	1.39	1.35	1.50	1.40	1.28	1.27	1.26	1.11
Vehicles per Household	2.08	2.28	1.96	2.02	1.77	1.85	1.66	1.71	1.37	1.45	0.78	1.11	0.47	0.58
Vehicles per Driver	1.05	1.15	1.03	1.06	0.98	1.05	0.96	1.00	0.80	0.93	0.61	0.84	0.44	0.62
<b>Distribution of Households by Household Vehicle Count</b>														
<b>ALL</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>
0 vehicles	4.0%	3.3%	3.2%	3.5%	7.5%	5.6%	10.2%	8.7%	21.8%	15.6%	45.0%	28.0%	61.5%	49.1%
1 vehicle	24.0%	22.9%	30.2%	28.4%	33.7%	33.9%	35.6%	37.1%	38.2%	41.7%	36.6%	42.2%	32.5%	43.7%
2 vehicles	45.0%	39.9%	44.1%	43.1%	40.7%	39.2%	37.4%	36.6%	26.5%	30.1%	15.2%	22.6%	5.2%	6.9%
3 vehicles	18.0%	20.1%	15.9%	16.4%	12.9%	15.3%	12.6%	12.4%	10.2%	8.4%	2.5%	5.5%	0.6%	0.3%
4+ vehicles	9.0%	13.8%	6.7%	8.6%	5.3%	6.0%	4.3%	5.2%	3.3%	4.2%	0.8%	1.8%	0.3%	
<b>Distribution of Households by Household Income</b>														
<b>ALL</b>	<b>100.0%</b>	<b>100.0%</b>	<b>99.9%</b>	<b>100.0%</b>										
< \$10,000	3.4%	4.7%	3.1%	4.4%	4.4%	5.0%	5.7%	7.6%	9.1%	10.6%	9.7%	10.0%	10.8%	10.7%
\$10 to \$20,000	8.1%	9.3%	5.5%	6.9%	7.9%	8.2%	9.6%	9.5%	10.0%	12.5%	11.7%	15.5%	11.8%	19.4%
\$20 to \$30,000	6.7%	9.4%	6.4%	7.5%	7.6%	9.1%	6.5%	9.7%	7.9%	10.2%	11.4%	10.2%	11.4%	19.2%
\$30 to \$40,000	16.3%	16.8%	11.2%	14.4%	13.7%	15.7%	14.4%	17.2%	16.1%	15.8%	15.8%	21.1%	13.5%	9.9%
\$40 to \$50,000	5.3%	5.0%	4.0%	4.7%	3.6%	4.5%	3.8%	5.0%	3.8%	4.6%	4.0%	8.3%	4.0%	5.2%
\$50 to \$60,000	9.5%	8.6%	8.3%	9.3%	5.7%	7.9%	9.3%	8.1%	8.3%	7.6%	7.3%	5.2%	6.7%	3.8%
\$60 to \$70,000	6.7%	7.1%	7.1%	6.3%	5.4%	7.3%	7.2%	7.0%	5.4%	6.0%	6.8%	4.1%	4.7%	3.8%
\$70 to \$80,000	6.3%	6.4%	6.8%	6.3%	4.1%	5.3%	4.1%	5.2%	6.0%	4.2%	2.5%	1.5%	5.6%	1.7%
\$80 to \$100,000	10.2%	9.8%	13.8%	10.9%	11.5%	10.8%	10.3%	8.3%	8.2%	6.6%	5.9%	5.5%	5.2%	8.6%
\$100,000+	20.1%	15.7%	24.8%	21.1%	25.5%	17.3%	18.6%	13.7%	17.2%	12.9%	12.0%	9.4%	14.3%	12.7%
Unreported	7.2%	7.3%	9.0%	8.2%	10.8%	8.9%	10.5%	8.6%	8.0%	9.1%	12.9%	9.3%	12.1%	4.9%
<b>Licensing Rate</b>														
% Male Drivers/Male 16+	93.6%	93.2%	93.8%	93.6%	91.2%	91.2%	86.5%	88.1%	76.4%	79.2%	63.7%	72.5%	53.3%	64.8%
% Female Drivers/Female 16+	94.2%	95.4%	95.8%	95.1%	95.3%	93.7%	89.2%	91.7%	82.1%	86.5%	74.0%	80.6%	66.7%	67.3%
% Female Drivers/Female 16+	93.0%	91.1%	92.0%	92.1%	87.5%	89.0%	84.1%	84.8%	71.2%	72.3%	54.1%	65.2%	41.9%	58.5%

Chapter 4: Table 1  
Urban Travel and Population Density  
1995 NPTS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>General Statistics</b>														
Households (000)	568	14,723	727	15,721	601	15,126	994	19,726	617	5,230	978	1,962	1,528	83
Drivers (000)	1,076	28,148	1,422	29,804	1,141	27,253	1,781	34,019	903	7,741	1,174	2,387	1,428	92
Workers (000)	796	20,355	1,007	22,007	834	20,532	1,397	26,000	792	6,189	1,137	2,337	1,713	98
Vehicles (000)	995	30,649	1,283	30,706	971	27,071	1,444	32,278	664	6,772	679	1,767	496	55
Workers per Household	1.40	1.38	1.39	1.40	1.39	1.36	1.41	1.32	1.28	1.18	1.16	1.19	1.12	1.18
Vehicles per Household	1.75	2.08	1.76	1.95	1.62	1.79	1.45	1.64	1.08	1.29	0.69	0.90	0.32	0.66
Vehicles per Driver	0.92	1.09	0.90	1.03	0.85	0.99	0.81	0.95	0.73	0.87	0.58	0.74	0.35	0.60
<b>Distribution of Households by Household Vehicle Count</b>														
<b>ALL</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
0 vehicles	4.2%	3.4%	2.8%	3.2%	6.1%	6.1%	11.3%	8.3%	21.9%	18.5%	42.2%	35.3%	68.2%	47.1%
1 vehicle	26.8%	23.1%	28.1%	28.8%	32.1%	33.7%	36.1%	38.6%	43.0%	45.1%	39.2%	43.9%	27.2%	40.4%
2 vehicles	48.1%	46.4%	48.8%	46.4%	43.4%	42.3%	39.5%	38.6%	28.5%	28.0%	15.2%	16.6%	4.3%	12.1%
3 vehicles	15.5%	19.6%	14.1%	16.0%	13.8%	12.8%	8.8%	11.0%	5.4%	6.4%	2.9%	3.9%	0.3%	0.4%
4+ vehicles	5.4%	7.5%	6.3%	5.7%	4.6%	5.1%	4.4%	3.5%	1.1%	2.1%	0.6%	0.3%	0.1%	0.0%
<b>Distribution of Households by Household Income</b>														
<b>ALL</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>
< \$10,000	2.7%	3.8%	1.4%	3.6%	2.3%	4.4%	3.7%	4.4%	4.7%	6.1%	5.5%	11.6%	11.1%	13.3%
\$10 to \$20,000	6.0%	7.5%	5.6%	6.5%	5.8%	7.5%	7.4%	9.6%	8.5%	12.3%	8.8%	16.1%	10.8%	16.6%
\$20 to \$30,000	9.9%	9.5%	5.8%	8.2%	9.5%	9.7%	9.6%	9.9%	9.5%	13.3%	11.2%	10.4%	12.0%	17.3%
\$30 to \$40,000	13.2%	15.8%	11.8%	13.4%	11.1%	13.9%	12.7%	15.9%	11.4%	17.1%	16.3%	14.3%	14.3%	10.2%
\$40 to \$50,000	4.2%	4.2%	2.5%	3.7%	4.3%	3.9%	3.6%	4.5%	3.3%	3.3%	3.7%	4.0%	4.2%	
\$50 to \$60,000	8.1%	8.8%	7.8%	9.2%	7.1%	8.5%	7.1%	9.3%	5.0%	8.1%	7.4%	6.1%	5.8%	13.4%
\$60 to \$70,000	7.6%	8.4%	8.2%	8.1%	7.5%	7.3%	8.1%	8.1%	8.5%	6.3%	8.5%	3.2%	4.3%	0.6%
\$70 to \$80,000	4.8%	5.0%	6.0%	5.6%	6.6%	5.0%	3.5%	4.4%	3.2%	3.2%	4.9%	2.5%	2.5%	
\$80 to \$100,000	9.9%	9.8%	9.9%	10.9%	11.9%	9.1%	9.1%	7.8%	12.6%	6.2%	5.5%	5.2%	4.5%	8.8%
\$100,000+	13.9%	11.1%	20.0%	14.3%	16.5%	14.2%	14.9%	9.8%	11.7%	6.7%	8.1%	7.5%	10.7%	9.7%
Unreported	19.7%	16.1%	21.0%	16.6%	17.5%	16.5%	20.4%	16.3%	21.6%	17.5%	20.0%	19.1%	19.6%	10.0%
<b>Licensing Rate</b>														
% Male Drivers/Male 16+	94.7%	95.8%	95.4%	95.2%	94.0%	93.4%	90.4%	92.0%	82.2%	85.0%	75.3%	73.4%	64.8%	74.7%
% Female Drivers/Female 16+	89.7%	91.0%	90.4%	91.2%	88.7%	86.9%	80.3%	84.2%	64.7%	71.0%	49.2%	58.7%	36.6%	55.6%

Chapter 4: Table 2  
Urban Travel and Population Density  
2009 NHTS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<i>Daily Person Trips per Person</i>														
<b>TOTAL</b>	<b>3.62</b>	<b>3.62</b>	<b>3.90</b>	<b>3.92</b>	<b>3.91</b>	<b>3.94</b>	<b>3.84</b>	<b>3.86</b>	<b>3.66</b>	<b>3.65</b>	<b>3.27</b>	<b>3.52</b>	<b>3.53</b>	<b>3.23</b>
Male	3.58	3.54	3.81	3.84	4.03	3.82	3.82	3.86	3.64	3.61	3.28	3.73	3.52	3.09
Female	3.66	3.71	3.99	3.99	3.79	4.06	3.85	3.87	3.67	3.68	3.27	3.33	3.54	3.43
<b>TOTAL</b>	<b>3.62</b>	<b>3.62</b>	<b>3.90</b>	<b>3.92</b>	<b>3.91</b>	<b>3.94</b>	<b>3.84</b>	<b>3.86</b>	<b>3.66</b>	<b>3.65</b>	<b>3.27</b>	<b>3.52</b>	<b>3.53</b>	<b>3.23</b>
5-15 years	2.96	3.03	3.35	3.34	3.21	3.25	3.39	3.27	2.91	2.84	2.52	2.68	2.88	2.21
16-19 years	3.55	3.31	3.60	3.54	3.80	3.85	3.69	3.60	3.11	3.45	3.17	2.63	2.91	3.46
20-34 years	3.46	3.59	3.83	4.01	3.44	3.93	3.65	4.09	3.77	3.93	3.28	3.68	3.68	2.98
35-54 years	4.07	4.06	4.42	4.38	4.57	4.46	4.36	4.36	4.63	4.29	3.71	4.18	4.12	4.20
55-64 years	3.83	3.74	4.28	4.09	4.09	4.19	3.90	3.90	3.64	3.77	4.10	3.59	3.93	2.24
65+ years	3.22	3.34	3.25	3.40	3.41	3.38	3.44	3.13	2.57	2.58	2.39	2.69	2.50	2.64
<b>TOTAL</b>	<b>3.62</b>	<b>3.62</b>	<b>3.90</b>	<b>3.92</b>	<b>3.91</b>	<b>3.94</b>	<b>3.84</b>	<b>3.86</b>	<b>3.66</b>	<b>3.65</b>	<b>3.27</b>	<b>3.52</b>	<b>3.53</b>	<b>3.23</b>
% POV	87.1%	88.8%	84.3%	87.3%	83.0%	85.1%	78.7%	83.4%	66.7%	70.7%	39.8%	54.8%	21.2%	24.8%
% Public	0.4%	0.2%	1.2%	0.4%	1.3%	1.1%	3.1%	1.9%	10.8%	5.6%	24.3%	13.6%	25.2%	23.9%
% Walk	6.9%	6.8%	8.5%	7.7%	10.4%	9.8%	14.0%	11.3%	18.4%	19.0%	30.5%	26.6%	47.6%	47.9%
% Other	5.4%	4.1%	5.8%	4.4%	5.1%	3.9%	4.2%	3.2%	3.8%	4.4%	5.2%	5.0%	6.0%	3.4%
% Unreported	0.2%	0.2%	0.1%	0.2%	0.3%	0.1%	0.1%	0.3%	0.4%	0.3%	0.2%	0.1%	0.0%	
<b>TOTAL</b>	<b>3.62</b>	<b>3.62</b>	<b>3.90</b>	<b>3.92</b>	<b>3.91</b>	<b>3.94</b>	<b>3.84</b>	<b>3.86</b>	<b>3.66</b>	<b>3.65</b>	<b>3.27</b>	<b>3.52</b>	<b>3.53</b>	<b>3.23</b>
% SOV	45.3%	41.9%	45.9%	41.0%	44.2%	41.2%	40.9%	39.9%	33.3%	32.4%	15.1%	24.2%	6.0%	19.3%
% MOV	41.8%	46.9%	38.4%	46.3%	38.8%	43.9%	37.8%	43.4%	33.3%	38.3%	24.8%	30.6%	15.2%	5.6%
% Amtrak	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.1%	0.1%	1.1%	0.1%	0.2%	0.4%
% Commuter Train	0.1%	0.0%	0.4%	0.1%	0.6%	0.1%	0.6%	0.2%	0.6%	0.1%	1.9%	1.1%	1.7%	0.6%
% Subway/El Rail	0.1%	0.0%	0.2%	0.0%	0.3%	0.1%	0.6%	0.1%	2.0%	0.4%	10.5%	2.5%	11.0%	4.7%
% Other Public	0.2%	0.1%	0.6%	0.3%	0.4%	0.7%	1.5%	1.4%	7.4%	4.4%	11.0%	9.4%	10.9%	16.9%
% Walk	6.9%	6.8%	8.5%	7.7%	10.4%	9.8%	14.0%	11.3%	18.4%	19.0%	30.5%	26.6%	47.6%	47.9%
% Other	5.5%	4.1%	5.9%	4.5%	5.1%	4.1%	4.6%	3.4%	4.4%	5.1%	4.9%	5.4%	7.3%	4.7%
% Unreported	0.2%	0.2%	0.1%	0.2%	0.3%	0.1%	0.1%	0.3%	0.4%	0.3%	0.2%	0.1%	0.0%	
<b>TOTAL</b>	<b>3.62</b>	<b>3.62</b>	<b>3.90</b>	<b>3.92</b>	<b>3.91</b>	<b>3.94</b>	<b>3.84</b>	<b>3.86</b>	<b>3.66</b>	<b>3.65</b>	<b>3.27</b>	<b>3.52</b>	<b>3.53</b>	<b>3.23</b>
% Earn a Living	20.4%	20.1%	19.5%	18.3%	18.2%	18.1%	18.9%	18.2%	14.9%	16.7%	19.0%	18.8%	16.6%	30.5%
% Family & Personal Business	42.7%	41.3%	41.2%	41.8%	42.0%	42.4%	44.4%	42.8%	44.8%	44.3%	44.9%	41.8%	42.9%	30.6%
% Civic, Educational & Religious	8.8%	9.0%	9.6%	10.1%	8.3%	9.8%	9.4%	9.2%	14.3%	10.7%	8.3%	11.4%	9.7%	3.9%
% Social & Recreational	26.6%	27.9%	27.7%	28.2%	29.7%	27.8%	25.6%	28.1%	23.7%	27.0%	24.9%	24.9%	28.6%	28.4%
% Other	0.7%	0.7%	1.2%	0.7%	1.1%	1.0%	0.9%	0.9%	1.5%	0.6%	0.9%	1.9%	1.5%	
% Unreported	0.8%	1.0%	0.9%	0.9%	0.7%	1.0%	0.9%	1.0%	0.8%	0.7%	1.9%	1.2%	0.7%	6.7%
<b>TOTAL</b>	<b>3.62</b>	<b>3.62</b>	<b>3.90</b>	<b>3.92</b>	<b>3.91</b>	<b>3.94</b>	<b>3.84</b>	<b>3.86</b>	<b>3.66</b>	<b>3.65</b>	<b>3.27</b>	<b>3.52</b>	<b>3.53</b>	<b>3.23</b>
Weekend	3.42	3.19	3.50	3.68	3.73	3.75	3.41	3.60	3.62	3.45	3.14	3.07	3.30	4.16
Weekday	3.69	3.81	4.07	4.01	4.00	4.01	3.96	3.97	3.67	3.72	3.33	3.71	3.62	3.10

Chapter 4: Table 2  
Urban Travel and Population Density  
2001 NHTS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Daily Person Trips per Person</b>														
<b>TOTAL</b>	<b>3.80</b>	<b>4.01</b>	<b>4.10</b>	<b>4.33</b>	<b>4.11</b>	<b>4.31</b>	<b>3.93</b>	<b>4.11</b>	<b>3.42</b>	<b>3.74</b>	<b>3.51</b>	<b>3.57</b>	<b>3.40</b>	<b>3.60</b>
Male	3.74	4.01	4.05	4.30	4.06	4.25	3.90	4.09	3.46	3.87	3.76	3.82	3.46	3.84
Female	3.86	4.01	4.14	4.37	4.16	4.36	3.95	4.13	3.39	3.61	3.28	3.35	3.34	2.98
<b>TOTAL</b>	<b>3.80</b>	<b>4.01</b>	<b>4.10</b>	<b>4.33</b>	<b>4.11</b>	<b>4.31</b>	<b>3.93</b>	<b>4.11</b>	<b>3.42</b>	<b>3.74</b>	<b>3.51</b>	<b>3.57</b>	<b>3.40</b>	<b>3.60</b>
0-4 years	2.84	3.12	2.78	3.53	2.83	3.35	2.44	3.05	2.31	2.94	2.84	3.30	2.72	
5-15 years	3.07	3.42	3.27	3.74	3.47	3.45	3.00	3.43	2.71	3.06	2.83	3.15	2.63	0.84
16-19 years	3.44	4.04	4.13	4.52	4.23	4.38	3.88	4.11	3.13	3.31	3.49	3.58	2.83	2.00
20-34 years	3.79	4.28	4.14	4.53	4.04	4.48	3.98	4.28	3.66	4.00	3.73	3.86	3.85	3.87
35-54 years	4.25	4.42	4.62	4.79	4.40	4.93	4.52	4.67	4.02	4.25	4.17	4.15	3.72	3.15
55-64 years	3.99	4.08	4.36	4.36	4.51	4.31	4.12	4.09	3.11	3.61	4.23	3.60	3.46	4.89
65+ years	3.65	3.37	3.61	3.70	4.05	3.64	3.60	3.41	2.73	2.75	2.33	2.07	2.67	1.14
Unreported	3.83	3.36	3.88	3.62	4.16	3.94	3.28	3.86	3.64	4.03	2.66	2.06	2.98	3.46
<b>TOTAL</b>	<b>3.80</b>	<b>4.01</b>	<b>4.10</b>	<b>4.33</b>	<b>4.11</b>	<b>4.31</b>	<b>3.93</b>	<b>4.11</b>	<b>3.42</b>	<b>3.74</b>	<b>3.51</b>	<b>3.57</b>	<b>3.40</b>	<b>3.60</b>
% POV	86.4%	90.5%	87.3%	89.8%	86.2%	89.0%	80.6%	86.0%	67.1%	75.7%	45.1%	65.6%	23.6%	37.8%
% Public	1.3%	0.1%	0.7%	0.4%	1.6%	0.8%	3.0%	1.7%	9.3%	4.9%	18.2%	9.8%	26.9%	24.4%
% Walk	7.2%	5.5%	7.3%	5.9%	7.7%	7.5%	11.6%	9.7%	19.3%	16.2%	32.4%	20.4%	43.9%	34.0%
% Other	5.0%	3.8%	4.6%	3.7%	4.4%	2.6%	4.7%	2.6%	4.1%	3.3%	4.3%	4.1%	5.5%	3.8%
% Unreported	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.2%	0.0%	0.1%	0.1%	0.1%	0.1%
<b>TOTAL</b>	<b>3.80</b>	<b>4.01</b>	<b>4.10</b>	<b>4.33</b>	<b>4.11</b>	<b>4.31</b>	<b>3.93</b>	<b>4.11</b>	<b>3.42</b>	<b>3.74</b>	<b>3.51</b>	<b>3.57</b>	<b>3.40</b>	<b>3.60</b>
% SOV	42.1%	41.8%	44.2%	40.8%	39.9%	42.3%	39.0%	39.0%	32.5%	33.8%	18.2%	27.6%	8.0%	22.4%
% MOV	44.2%	48.7%	43.0%	49.0%	46.3%	46.7%	41.6%	47.0%	34.6%	41.9%	26.8%	38.0%	15.6%	15.3%
% Amtrak	0.0%	0.0%	0.1%	0.0%	0.1%	0.1%	0.2%	0.0%	0.5%	0.1%	0.3%		0.4%	
% Commuter Train	0.2%	0.0%	0.2%	0.0%	0.6%	0.1%	0.9%	0.2%	0.4%	0.1%	0.5%	0.2%	0.4%	
% Subway/EI Rail	0.4%	0.0%	0.3%	0.1%	0.5%	0.1%	0.8%	0.2%	4.8%	0.8%	10.0%	1.7%	16.1%	5.0%
% Other Public	0.7%	0.1%	0.1%	0.2%	0.5%	0.5%	1.2%	1.3%	4.0%	3.9%	7.4%	7.7%	10.3%	19.5%
% Walk	7.2%	5.5%	7.3%	5.9%	7.7%	7.5%	11.6%	9.7%	19.3%	16.2%	32.4%	20.4%	43.9%	34.0%
% Other	5.1%	3.8%	4.6%	3.8%	4.4%	2.6%	4.7%	2.6%	3.7%	3.4%	4.3%	4.3%	5.2%	3.8%
% Unreported	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.2%	0.0%	0.1%	0.1%	0.1%	0.1%
<b>TOTAL</b>	<b>3.80</b>	<b>4.01</b>	<b>4.10</b>	<b>4.33</b>	<b>4.11</b>	<b>4.31</b>	<b>3.93</b>	<b>4.11</b>	<b>3.42</b>	<b>3.74</b>	<b>3.51</b>	<b>3.57</b>	<b>3.40</b>	<b>3.60</b>
% Earn a Living	19.0%	19.2%	18.8%	17.9%	18.8%	18.6%	18.3%	18.7%	22.4%	20.6%	19.2%	22.3%	19.9%	15.1%
% Family & Personal Business	42.3%	43.5%	43.2%	43.5%	44.4%	44.0%	44.7%	44.7%	40.1%	43.1%	45.8%	41.6%	41.3%	50.1%
% Civic, Educational & Religious	9.0%	10.4%	8.3%	9.6%	7.6%	9.4%	9.8%	9.4%	11.5%	8.8%	10.5%	9.9%	11.2%	6.4%
% Social & Recreational	28.3%	26.0%	28.2%	28.0%	28.3%	27.0%	25.2%	26.4%	24.3%	26.6%	22.4%	25.0%	26.5%	26.5%
% Other	1.0%	0.8%	1.1%	0.9%	0.7%	0.9%	1.6%	0.7%	1.6%	0.8%	1.7%	1.2%	1.0%	0.0%
% Unreported	0.3%	0.1%	0.3%	0.1%	0.2%	0.1%	0.4%	0.1%	0.1%	0.2%	0.5%	0.0%	0.2%	2.1%
<b>TOTAL</b>	<b>3.80</b>	<b>4.01</b>	<b>4.10</b>	<b>4.33</b>	<b>4.11</b>	<b>4.31</b>	<b>3.93</b>	<b>4.11</b>	<b>3.42</b>	<b>3.74</b>	<b>3.51</b>	<b>3.57</b>	<b>3.40</b>	<b>3.60</b>
Weekend	3.59	3.69	3.96	4.20	3.98	4.01	3.78	3.97	3.17	3.84	3.03	3.40	3.00	2.63
Weekday	3.89	4.14	4.15	4.38	4.17	4.43	3.98	4.17	3.52	3.70	3.70	3.65	3.58	3.93

Chapter 4: Table 2  
Urban Travel and Population Density  
1995 NPTS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<i>Daily Person Trips per Person</i>														
<b>TOTAL</b>	<b>4.06</b>	<b>4.17</b>	<b>4.24</b>	<b>4.36</b>	<b>4.34</b>	<b>4.45</b>	<b>4.01</b>	<b>4.36</b>	<b>3.62</b>	<b>4.03</b>	<b>3.76</b>	<b>4.09</b>	<b>3.46</b>	<b>3.50</b>
Male	4.07	4.18	4.24	4.39	4.44	4.49	4.09	4.38	3.60	4.08	3.71	4.47	3.55	3.26
Female	4.06	4.15	4.25	4.33	4.24	4.42	3.93	4.33	3.63	3.99	3.82	3.78	3.38	3.83
<b>TOTAL</b>	<b>4.06</b>	<b>4.17</b>	<b>4.24</b>	<b>4.36</b>	<b>4.34</b>	<b>4.45</b>	<b>4.01</b>	<b>4.36</b>	<b>3.62</b>	<b>4.03</b>	<b>3.76</b>	<b>4.09</b>	<b>3.46</b>	<b>3.50</b>
5-15 years	3.62	3.58	3.72	3.76	3.37	3.74	3.38	3.86	2.96	3.14	3.19	3.13	3.03	2.00
16-19 years	4.16	4.74	4.43	4.82	4.47	4.79	4.31	4.48	3.23	4.19	3.38	4.35	3.01	
20-34 years	3.95	4.55	4.28	4.57	4.50	4.85	4.38	4.69	4.01	4.55	4.03	4.43	3.93	3.80
35-54 years	4.49	4.51	4.68	4.89	4.77	4.84	4.49	4.68	4.11	4.31	4.13	4.60	3.62	4.15
55-64 years	4.18	4.18	4.65	4.17	4.63	4.44	3.70	4.21	3.59	3.92	3.22	4.24	3.06	
65+ years	3.60	3.21	3.58	3.47	3.99	3.57	3.19	3.57	2.85	3.21	3.55	2.80	2.42	3.34
<b>TOTAL</b>	<b>4.06</b>	<b>4.17</b>	<b>4.24</b>	<b>4.36</b>	<b>4.34</b>	<b>4.45</b>	<b>4.01</b>	<b>4.36</b>	<b>3.62</b>	<b>4.03</b>	<b>3.76</b>	<b>4.09</b>	<b>3.46</b>	<b>3.50</b>
% POV	87.7%	90.6%	86.8%	89.7%	86.4%	88.5%	81.8%	86.0%	69.1%	75.2%	41.8%	57.2%	23.4%	45.4%
% Public	1.0%	0.2%	0.9%	0.5%	1.6%	1.1%	3.0%	1.8%	10.2%	6.5%	18.6%	10.5%	27.7%	20.3%
% Walk	3.9%	2.4%	4.5%	3.0%	4.1%	4.7%	7.2%	6.2%	12.4%	11.7%	30.3%	22.7%	36.1%	28.9%
% Other	4.4%	3.6%	4.2%	3.7%	4.1%	2.7%	3.7%	2.3%	3.0%	2.2%	4.0%	3.4%	6.4%	1.4%
% Unreported	3.0%	3.1%	3.5%	3.2%	3.7%	2.9%	4.2%	3.7%	5.2%	4.5%	5.3%	6.1%	6.4%	4.0%
<b>TOTAL</b>	<b>4.06</b>	<b>4.17</b>	<b>4.24</b>	<b>4.36</b>	<b>4.34</b>	<b>4.45</b>	<b>4.01</b>	<b>4.36</b>	<b>3.62</b>	<b>4.03</b>	<b>3.76</b>	<b>4.09</b>	<b>3.46</b>	<b>3.50</b>
% SOV	43.1%	43.4%	41.7%	42.9%	46.8%	44.3%	39.7%	42.0%	32.0%	36.7%	18.4%	23.2%	7.2%	25.4%
% MOV	44.6%	47.0%	45.0%	46.8%	39.4%	44.3%	42.1%	44.0%	37.0%	38.5%	23.1%	34.0%	16.2%	20.0%
% Other POV	0.0%	0.2%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	
% Amtrak	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
% Commuter Train	0.2%	0.0%	0.5%	0.0%	0.7%	0.2%	0.7%	0.2%	0.8%	0.5%	1.9%	0.5%	3.5%	0.6%
% Subway/EI Rail	0.2%	0.0%	0.0%	0.0%	0.2%	0.0%	0.7%	0.0%	3.0%	1.0%	8.2%	1.7%	13.3%	6.9%
% Other Public	0.5%	0.2%	0.5%	0.5%	0.7%	0.9%	1.5%	1.6%	6.4%	5.0%	8.5%	8.3%	11.0%	12.9%
% Walk	3.9%	2.4%	4.5%	3.0%	4.1%	4.7%	7.2%	6.2%	12.4%	11.7%	30.3%	22.7%	36.1%	28.9%
% Other	4.4%	3.6%	4.2%	3.7%	4.1%	2.7%	3.7%	2.3%	3.0%	2.2%	4.0%	3.4%	6.4%	1.4%
% Unreported	3.0%	3.1%	3.5%	3.2%	3.7%	2.9%	4.2%	3.7%	5.2%	4.5%	5.3%	6.1%	6.4%	4.0%
<b>TOTAL</b>	<b>4.06</b>	<b>4.17</b>	<b>4.24</b>	<b>4.36</b>	<b>4.34</b>	<b>4.45</b>	<b>4.01</b>	<b>4.36</b>	<b>3.62</b>	<b>4.03</b>	<b>3.76</b>	<b>4.09</b>	<b>3.46</b>	<b>3.50</b>
% Earn a Living	20.4%	20.7%	19.1%	19.7%	19.3%	20.9%	20.1%	20.0%	22.3%	19.8%	17.8%	19.1%	20.6%	29.1%
% Family & Personal Business	45.7%	45.9%	45.0%	45.5%	47.4%	45.4%	46.9%	47.2%	46.6%	45.0%	47.7%	46.6%	43.8%	35.0%
% Civic, Educational & Religious	7.9%	8.7%	8.5%	9.2%	8.0%	8.5%	9.0%	8.0%	9.1%	10.1%	10.6%	9.3%	10.7%	6.6%
% Social & Recreational	25.8%	24.8%	27.4%	25.4%	25.1%	24.9%	24.1%	24.5%	22.0%	24.8%	23.9%	25.0%	24.9%	29.3%
% Other	0.2%	0.0%	0.0%	0.2%	0.2%	0.2%	0.0%	0.2%	0.0%	0.2%	0.0%	0.0%	0.0%	
<b>TOTAL</b>	<b>4.06</b>	<b>4.17</b>	<b>4.24</b>	<b>4.36</b>	<b>4.34</b>	<b>4.45</b>	<b>4.01</b>	<b>4.36</b>	<b>3.62</b>	<b>4.03</b>	<b>3.76</b>	<b>4.09</b>	<b>3.46</b>	<b>3.50</b>
Weekend	3.89	3.86	3.90	4.10	4.24	4.07	3.80	4.12	3.60	3.76	3.47	4.16	3.05	2.58
Weekday	4.13	4.29	4.36	4.47	4.38	4.60	4.10	4.45	3.63	4.17	3.91	4.06	3.62	3.65

Chapter 4: Table 3  
Urban Travel and Population Density  
2009 NHTS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Daily Person Trips per Person</b>														
<b>TOTAL</b>	<b>3.62</b>	<b>3.62</b>	<b>3.90</b>	<b>3.92</b>	<b>3.91</b>	<b>3.94</b>	<b>3.84</b>	<b>3.86</b>	<b>3.66</b>	<b>3.65</b>	<b>3.27</b>	<b>3.52</b>	<b>3.53</b>	<b>3.23</b>
% 1-9 min	30.1%	26.6%	31.6%	29.9%	32.8%	29.9%	33.3%	29.4%	29.3%	25.7%	18.6%	22.8%	21.8%	15.2%
% 10-19 min	32.5%	34.8%	37.6%	37.8%	36.1%	38.3%	35.0%	37.8%	32.9%	36.6%	27.8%	33.4%	28.1%	33.8%
% 20-29 min	15.3%	15.1%	13.9%	13.7%	13.7%	13.8%	13.3%	14.2%	14.2%	13.9%	12.9%	13.7%	12.3%	13.5%
% 30-39 min	11.1%	11.8%	8.7%	9.3%	8.8%	8.9%	9.0%	9.4%	12.0%	12.1%	14.3%	13.6%	13.9%	27.3%
% 40-49 min	4.7%	5.0%	3.2%	3.6%	3.2%	3.5%	3.6%	3.7%	4.3%	4.3%	8.3%	5.3%	8.4%	2.1%
% 50+ min	6.2%	6.4%	4.8%	5.5%	5.3%	5.3%	5.6%	5.2%	7.2%	7.3%	17.2%	10.8%	15.5%	7.9%
% Unreported	0.1%	0.3%	0.2%	0.2%	0.2%	0.2%	0.2%	0.3%	0.3%	0.1%	0.8%	0.5%	0.1%	0.2%
<b>TOTAL</b>	<b>3.62</b>	<b>3.62</b>	<b>3.90</b>	<b>3.92</b>	<b>3.91</b>	<b>3.94</b>	<b>3.84</b>	<b>3.86</b>	<b>3.66</b>	<b>3.65</b>	<b>3.27</b>	<b>3.52</b>	<b>3.53</b>	<b>3.23</b>
% 5 or less miles	50.7%	48.6%	61.8%	59.7%	66.5%	64.1%	71.2%	65.8%	74.0%	70.9%	64.5%	70.2%	74.3%	77.7%
% 6-10 miles	19.7%	20.1%	17.0%	17.8%	14.0%	16.0%	12.7%	15.4%	10.6%	12.0%	10.2%	11.8%	8.6%	2.9%
% 11-15 miles	10.4%	10.8%	7.0%	7.6%	7.3%	6.8%	4.5%	6.5%	4.3%	4.6%	3.8%	5.9%	3.4%	2.1%
% 16-20 miles	5.9%	6.5%	4.0%	4.1%	3.2%	3.5%	3.7%	3.5%	2.4%	2.3%	3.1%	1.9%	1.0%	0.7%
% 21-30 miles	5.8%	5.9%	3.5%	4.5%	3.7%	3.6%	3.2%	3.3%	1.9%	2.2%	1.1%	1.9%	0.9%	1.3%
% 31 or more miles	6.0%	6.7%	4.0%	4.6%	3.9%	3.9%	2.7%	3.0%	1.9%	2.9%	2.0%	3.0%	2.3%	0.4%
% Unreported	1.4%	1.4%	2.8%	1.8%	1.4%	2.2%	2.0%	2.5%	4.9%	5.1%	15.2%	5.4%	9.5%	15.0%
<b>Daily PMT per Person</b>														
<b>TOTAL</b>	<b>41.34</b>	<b>44.67</b>	<b>35.52</b>	<b>39.94</b>	<b>30.67</b>	<b>36.58</b>	<b>27.54</b>	<b>30.40</b>	<b>17.33</b>	<b>23.93</b>	<b>16.29</b>	<b>23.01</b>	<b>15.75</b>	<b>7.10</b>
% POV	91.3%	93.0%	86.9%	84.8%	83.9%	88.4%	74.5%	85.6%	76.3%	84.9%	59.6%	72.7%	56.1%	46.0%
% Public	0.7%	0.2%	2.1%	0.4%	3.2%	1.1%	4.0%	1.8%	15.0%	3.6%	22.8%	20.4%	28.4%	29.1%
% Walk	0.4%	0.4%	0.6%	0.5%	1.0%	0.7%	1.1%	1.0%	2.7%	2.0%	4.6%	2.7%	8.6%	14.8%
% Other	7.5%	6.4%	10.3%	14.2%	11.5%	9.6%	20.4%	11.4%	6.0%	9.5%	12.5%	4.2%	6.9%	10.1%
% Unreported	0.1%	0.1%	0.1%	0.1%	0.4%	0.1%	0.0%	0.2%	0.1%	0.1%	0.5%			
<b>TOTAL</b>	<b>41.34</b>	<b>44.67</b>	<b>35.52</b>	<b>39.94</b>	<b>30.67</b>	<b>36.58</b>	<b>27.54</b>	<b>30.40</b>	<b>17.33</b>	<b>23.93</b>	<b>16.29</b>	<b>23.01</b>	<b>15.75</b>	<b>7.10</b>
% SOV	43.4%	41.5%	41.8%	39.3%	43.7%	36.2%	37.1%	38.1%	37.8%	38.2%	16.2%	34.4%	11.6%	38.7%
% MOV	47.9%	51.5%	45.1%	45.5%	40.2%	52.2%	37.4%	47.5%	38.5%	46.6%	43.4%	38.3%	44.5%	7.3%
% Amtrak	0.0%	0.0%	0.1%	0.1%	0.1%	0.1%		0.1%	2.5%	0.3%	0.3%	0.2%	0.1%	0.2%
% Commuter Train	0.4%	0.0%	1.4%	0.1%	2.6%	0.3%	1.8%	0.2%	2.0%	0.2%	1.6%	11.4%	3.3%	4.5%
% Subway/EI Rail	0.2%	0.0%	0.3%	0.0%	0.3%	0.1%	0.7%	0.2%	2.3%	0.3%	13.4%	2.7%	15.1%	4.8%
% Other Public	0.1%	0.1%	0.4%	0.2%	0.3%	0.5%	1.1%	1.3%	7.5%	2.7%	6.9%	5.9%	9.5%	17.7%
% Walk	0.4%	0.4%	0.6%	0.5%	1.0%	0.7%	1.1%	1.0%	2.7%	2.0%	4.6%	2.7%	8.6%	14.8%
% Other	7.5%	6.5%	10.2%	14.2%	11.4%	9.8%	20.9%	11.5%	6.7%	9.5%	13.2%	4.3%	7.3%	12.0%
% Unreported	0.1%	0.1%	0.1%	0.1%	0.4%	0.1%	0.0%	0.2%	0.1%	0.1%	0.5%			
<b>TOTAL</b>	<b>41.34</b>	<b>44.67</b>	<b>35.52</b>	<b>39.94</b>	<b>30.67</b>	<b>36.58</b>	<b>27.54</b>	<b>30.40</b>	<b>17.33</b>	<b>23.93</b>	<b>16.29</b>	<b>23.01</b>	<b>15.75</b>	<b>7.10</b>
% Earn a Living	27.2%	27.7%	26.8%	24.9%	27.6%	23.1%	25.4%	25.0%	28.2%	24.8%	41.4%	23.7%	23.0%	48.8%
% Family & Personal Business	32.5%	30.6%	26.7%	27.1%	26.8%	26.1%	27.0%	27.4%	31.1%	25.9%	28.1%	24.1%	26.8%	15.9%
% Civic, Educational & Religious	6.3%	5.9%	5.4%	5.9%	5.1%	5.7%	5.1%	5.8%	8.4%	6.4%	5.2%	10.3%	5.3%	9.8%
% Social & Recreational	28.5%	29.5%	29.4%	28.9%	35.4%	33.0%	22.6%	32.6%	27.3%	38.7%	24.1%	25.9%	40.9%	24.5%
% Other	3.4%	2.5%	4.8%	10.6%	4.4%	4.9%	12.6%	5.8%	3.6%	2.7%	0.3%	5.0%	1.1%	
% Unreported	2.1%	3.8%	7.1%	2.6%	0.7%	7.2%	7.3%	3.3%	1.4%	1.5%	1.0%	11.0%	3.0%	1.0%
<b>Average Person Trip Length</b>														
<b>TOTAL</b>	<b>11.58</b>	<b>12.50</b>	<b>9.35</b>	<b>10.38</b>	<b>7.95</b>	<b>9.49</b>	<b>7.33</b>	<b>8.07</b>	<b>4.98</b>	<b>6.92</b>	<b>5.86</b>	<b>6.92</b>	<b>4.93</b>	<b>2.59</b>

Chapter 4: Table 3  
Urban Travel and Population Density  
2001 NHTS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Daily Person Trips per Person</b>														
<b>TOTAL</b>	<b>3.80</b>	<b>4.01</b>	<b>4.10</b>	<b>4.33</b>	<b>4.11</b>	<b>4.31</b>	<b>3.93</b>	<b>4.11</b>	<b>3.42</b>	<b>3.74</b>	<b>3.51</b>	<b>3.57</b>	<b>3.40</b>	<b>3.60</b>
% 1-9 min	27.6%	26.1%	29.8%	28.3%	31.2%	29.5%	31.1%	28.3%	22.7%	23.1%	23.1%	20.3%	20.6%	18.0%
% 10-19 min	33.5%	35.5%	37.0%	38.1%	35.5%	38.0%	34.1%	37.2%	33.0%	35.7%	30.5%	33.8%	25.8%	22.6%
% 20-29 min	14.8%	14.8%	13.7%	13.8%	12.0%	13.3%	12.5%	13.6%	12.1%	13.0%	9.5%	12.8%	10.5%	14.6%
% 30-39 min	11.3%	11.4%	8.2%	9.3%	8.9%	8.8%	8.3%	9.8%	11.3%	11.6%	11.7%	15.1%	12.9%	20.0%
% 40-49 min	4.4%	4.6%	3.6%	3.9%	3.5%	3.6%	3.4%	3.7%	4.6%	4.8%	6.6%	5.1%	8.2%	5.5%
% 50+ min	6.2%	6.1%	6.0%	5.1%	6.6%	5.0%	7.4%	5.3%	11.6%	8.5%	13.1%	8.5%	13.6%	10.9%
% Unreported	2.2%	1.5%	1.6%	1.6%	2.4%	1.8%	3.2%	2.0%	4.6%	3.4%	5.6%	4.4%	8.4%	8.4%
<b>TOTAL</b>	<b>3.80</b>	<b>4.01</b>	<b>4.10</b>	<b>4.33</b>	<b>4.11</b>	<b>4.31</b>	<b>3.93</b>	<b>4.11</b>	<b>3.42</b>	<b>3.74</b>	<b>3.51</b>	<b>3.57</b>	<b>3.40</b>	<b>3.60</b>
% 5 or less miles	52.1%	49.2%	61.5%	58.5%	64.6%	62.5%	67.7%	64.0%	64.7%	64.3%	72.9%	65.9%	70.7%	68.5%
% 6-10 miles	20.5%	20.5%	16.7%	18.9%	15.4%	16.7%	13.3%	15.9%	12.6%	13.7%	9.1%	13.0%	8.0%	6.2%
% 11-15 miles	9.5%	10.7%	7.6%	8.3%	6.5%	7.0%	5.5%	6.9%	8.4%	6.7%	4.2%	5.5%	3.2%	3.6%
% 16-20 miles	5.9%	6.1%	4.4%	4.1%	3.4%	3.8%	2.8%	3.6%	3.6%	3.2%	2.7%	3.9%	2.0%	4.2%
% 21-30 miles	5.4%	5.9%	3.4%	4.2%	3.7%	3.8%	3.7%	3.1%	2.7%	3.3%	1.7%	3.2%	1.8%	1.0%
% 31 or more miles	5.6%	6.1%	4.9%	4.6%	5.0%	4.0%	3.9%	3.8%	2.6%	3.5%	1.6%	3.5%	1.9%	2.2%
% Unreported	1.0%	1.5%	1.6%	1.5%	1.5%	2.2%	3.2%	2.6%	5.4%	5.4%	7.8%	5.1%	12.4%	14.4%
<b>Daily PMT per Person</b>														
<b>TOTAL</b>	<b>40.12</b>	<b>44.64</b>	<b>37.78</b>	<b>42.47</b>	<b>35.05</b>	<b>39.00</b>	<b>28.31</b>	<b>36.08</b>	<b>23.75</b>	<b>33.39</b>	<b>24.84</b>	<b>30.37</b>	<b>18.51</b>	<b>24.00</b>
% POV	91.8%	93.9%	86.2%	88.2%	88.8%	90.3%	84.2%	85.8%	79.2%	69.7%	37.2%	67.1%	42.4%	80.8%
% Public	1.9%	0.2%	1.4%	0.6%	3.3%	0.7%	5.5%	1.6%	12.3%	3.3%	15.2%	5.9%	25.3%	15.6%
% Walk	0.6%	0.4%	0.7%	0.5%	0.7%	0.6%	1.3%	0.8%	2.2%	1.2%	3.4%	1.5%	4.9%	2.9%
% Other	5.7%	5.4%	11.6%	10.7%	7.1%	6.3%	7.2%	11.7%	6.1%	25.8%	44.3%	25.5%	25.6%	0.7%
% Unreported	0.0%	0.2%	0.1%	0.1%	0.2%	2.2%	1.8%	0.1%	0.2%	0.0%	0.0%	0.0%	1.9%	0.0%
<b>TOTAL</b>	<b>40.12</b>	<b>44.64</b>	<b>37.78</b>	<b>42.47</b>	<b>35.05</b>	<b>39.00</b>	<b>28.31</b>	<b>36.08</b>	<b>23.75</b>	<b>33.39</b>	<b>24.84</b>	<b>30.37</b>	<b>18.51</b>	<b>24.00</b>
% SOV	42.5%	40.3%	41.5%	38.5%	39.7%	39.6%	36.8%	36.6%	31.4%	27.9%	16.3%	24.5%	13.0%	22.8%
% MOV	49.3%	53.7%	44.8%	49.6%	49.0%	50.7%	47.4%	49.2%	47.9%	41.8%	20.9%	42.7%	29.4%	58.0%
% Amtrak	0.6%	0.0%	0.4%	0.0%	0.2%	0.0%	0.6%	0.2%	0.9%	0.4%	0.2%		1.7%	
% Commuter Train	0.7%	0.1%	0.7%	0.2%	2.2%	0.1%	2.9%	0.5%	1.4%	0.3%	0.9%	0.2%	0.5%	
% Subway/El Rail	0.5%	0.0%	0.3%	0.2%	0.5%	0.1%	1.5%	0.2%	6.9%	0.7%	9.8%	1.1%	18.2%	3.6%
% Other Public	0.6%	0.1%	0.2%	0.2%	0.4%	0.4%	1.0%	1.0%	3.5%	2.3%	4.1%	3.9%	6.5%	12.0%
% Walk	0.6%	0.4%	0.7%	0.5%	0.7%	0.6%	1.3%	0.8%	2.2%	1.2%	3.4%	1.5%	4.9%	2.9%
% Other	5.2%	5.4%	11.4%	10.7%	7.1%	6.3%	6.8%	11.6%	5.7%	25.4%	44.5%	26.2%	24.1%	0.7%
% Unreported	0.0%	0.2%	0.1%	0.1%	0.2%	2.2%	1.8%	0.1%	0.2%	0.0%	0.0%	0.0%	1.9%	0.0%
<b>TOTAL</b>	<b>40.12</b>	<b>44.64</b>	<b>37.78</b>	<b>42.47</b>	<b>35.05</b>	<b>39.00</b>	<b>28.31</b>	<b>36.08</b>	<b>23.75</b>	<b>33.39</b>	<b>24.84</b>	<b>30.37</b>	<b>18.51</b>	<b>24.00</b>
% Earn a Living	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	0.4%	0.5%	0.2%	0.2%	0.2%
% Family & Personal Business	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	0.2%	0.2%	0.2%	0.2%
% Civic, Educational & Religious	0.1%	0.1%	0.1%	0.1%	0.0%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%
% Social & Recreational	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	0.1%	0.3%	0.3%	0.6%
% Other	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%	0.2%	0.1%	0.0%
% Unreported	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%
<b>Average Person Trip Length</b>														
<b>TOTAL</b>	<b>10.66</b>	<b>11.27</b>	<b>9.36</b>	<b>9.90</b>	<b>8.65</b>	<b>9.21</b>	<b>7.45</b>	<b>8.96</b>	<b>7.34</b>	<b>9.40</b>	<b>7.68</b>	<b>8.91</b>	<b>6.22</b>	<b>7.75</b>

Chapter 4: Table 3  
Urban Travel and Population Density  
1995 NPTS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Daily Person Trips per Person</b>														
<b>TOTAL</b>	<b>4.06</b>	<b>4.17</b>	<b>4.24</b>	<b>4.36</b>	<b>4.34</b>	<b>4.45</b>	<b>4.01</b>	<b>4.36</b>	<b>3.62</b>	<b>4.03</b>	<b>3.76</b>	<b>4.09</b>	<b>3.46</b>	<b>3.50</b>
% 1-9 min	39.2%	36.0%	40.3%	39.2%	41.9%	40.4%	40.4%	40.1%	37.3%	35.5%	33.5%	31.3%	31.5%	34.9%
% 10-19 min	30.8%	32.1%	32.1%	33.7%	31.6%	33.0%	31.7%	32.8%	29.8%	33.5%	26.6%	32.5%	25.1%	25.7%
% 20-29 min	13.8%	14.6%	13.7%	12.8%	12.2%	12.8%	12.0%	13.1%	11.9%	13.9%	13.6%	14.7%	13.6%	13.4%
% 30-39 min	7.6%	7.4%	6.1%	6.0%	5.3%	5.8%	5.7%	6.2%	6.6%	8.4%	8.5%	9.0%	10.4%	9.4%
% 40-49 min	3.2%	3.8%	2.6%	3.4%	2.8%	2.7%	3.2%	3.0%	4.1%	3.7%	5.9%	5.4%	7.5%	7.7%
% 50+ min	4.2%	4.8%	4.5%	3.9%	4.8%	4.0%	5.2%	3.7%	8.0%	4.2%	9.3%	5.4%	8.7%	6.3%
% Unreported	1.2%	1.2%	0.7%	0.9%	1.4%	1.1%	1.7%	1.1%	2.2%	0.7%	2.7%	1.7%	3.2%	2.6%
<b>TOTAL</b>	<b>4.06</b>	<b>4.17</b>	<b>4.24</b>	<b>4.36</b>	<b>4.34</b>	<b>4.45</b>	<b>4.01</b>	<b>4.36</b>	<b>3.62</b>	<b>4.03</b>	<b>3.76</b>	<b>4.09</b>	<b>3.46</b>	<b>3.50</b>
% 5 or less miles	54.2%	52.5%	61.1%	61.0%	66.4%	65.4%	67.6%	67.4%	68.2%	69.2%	70.7%	72.1%	73.7%	77.1%
% 6-10 miles	20.7%	19.7%	17.7%	17.9%	14.5%	15.7%	13.7%	14.7%	11.6%	13.4%	9.6%	11.2%	7.2%	12.0%
% 11-15 miles	9.6%	10.1%	8.0%	7.6%	6.5%	6.7%	6.0%	6.4%	5.8%	6.2%	5.1%	4.6%	4.3%	3.4%
% 16-20 miles	5.4%	5.8%	3.8%	3.9%	3.0%	3.6%	3.0%	3.4%	3.0%	3.0%	3.2%	2.4%	1.7%	2.9%
% 21-30 miles	4.4%	5.3%	3.3%	3.9%	3.7%	3.4%	3.2%	3.0%	3.6%	3.0%	2.1%	2.4%	2.3%	1.7%
% 31 or more miles	4.4%	5.8%	4.5%	4.8%	4.6%	4.0%	3.4%	3.0%	2.8%	2.7%	1.9%	2.6%	2.6%	3.1%
% Unreported	1.2%	0.8%	1.7%	0.9%	1.4%	1.1%	3.0%	1.6%	5.0%	2.5%	7.4%	4.4%	8.1%	
<b>Daily PMT per Person</b>														
<b>TOTAL</b>	<b>39.75</b>	<b>43.90</b>	<b>39.25</b>	<b>40.28</b>	<b>34.31</b>	<b>39.89</b>	<b>28.12</b>	<b>34.49</b>	<b>23.60</b>	<b>26.13</b>	<b>18.05</b>	<b>22.84</b>	<b>18.93</b>	<b>25.59</b>
% POV	90.8%	94.7%	92.7%	92.5%	91.3%	88.2%	87.3%	90.1%	83.0%	84.5%	63.0%	78.8%	51.2%	84.4%
% Public	2.2%	0.5%	2.5%	0.7%	3.9%	2.8%	7.6%	2.0%	13.1%	10.2%	28.4%	11.3%	34.7%	11.8%
% Walk	0.4%	0.1%	0.3%	0.2%	0.3%	0.3%	0.6%	0.4%	0.9%	0.9%	3.6%	2.1%	4.1%	3.4%
% Other	5.8%	4.0%	3.6%	5.9%	3.3%	6.9%	3.2%	6.6%	2.1%	2.9%	4.4%	7.5%	9.1%	0.2%
% Unreported	0.8%	0.8%	0.8%	0.7%	1.1%	1.8%	1.4%	0.9%	1.0%	1.5%	0.7%	0.3%	0.9%	0.2%
<b>TOTAL</b>	<b>39.75</b>	<b>43.90</b>	<b>39.25</b>	<b>40.28</b>	<b>34.31</b>	<b>39.89</b>	<b>28.12</b>	<b>34.49</b>	<b>23.60</b>	<b>26.13</b>	<b>18.05</b>	<b>22.84</b>	<b>18.93</b>	<b>25.59</b>
% SOV	42.4%	42.7%	37.1%	41.4%	43.7%	38.4%	38.9%	41.1%	34.1%	40.1%	26.1%	31.8%	12.8%	16.0%
% MOV	48.3%	52.0%	55.6%	51.0%	47.4%	49.4%	48.3%	49.0%	48.9%	44.4%	36.4%	47.0%	38.4%	68.4%
% Other POV	0.0%	0.1%	0.0%	0.0%	0.3%	0.4%	0.0%	0.1%	0.0%	0.0%	0.4%	0.0%	0.1%	
% Amtrak	1.8%	0.0%	0.1%	0.0%	0.0%	0.1%	0.4%	0.0%	0.1%	0.1%	0.4%	0.0%	0.2%	
% Commuter Train	0.7%	0.1%	1.5%	0.2%	2.7%	0.5%	3.3%	0.4%	2.2%	0.7%	3.0%	0.6%	7.4%	1.5%
% Subway/El Rail	0.2%	0.0%	0.1%	0.1%	0.1%	0.2%	1.4%	0.1%	3.9%	1.2%	16.1%	1.9%	16.6%	6.5%
% Other Public	1.3%	0.3%	0.9%	0.4%	1.1%	2.1%	2.9%	1.4%	6.9%	8.3%	9.3%	8.8%	10.7%	3.7%
% Walk	0.4%	0.1%	0.3%	0.2%	0.3%	0.3%	0.6%	0.4%	0.9%	0.9%	3.6%	2.1%	4.1%	3.4%
% Other	4.0%	3.9%	3.5%	5.9%	3.3%	6.8%	2.8%	6.6%	2.1%	2.8%	4.4%	7.5%	8.9%	0.2%
% Unreported	0.8%	0.8%	0.8%	0.7%	1.1%	1.8%	1.4%	0.9%	1.0%	1.5%	0.7%	0.3%	0.9%	0.2%
<b>TOTAL</b>	<b>39.75</b>	<b>43.9</b>	<b>39.25</b>	<b>40.28</b>	<b>34.31</b>	<b>39.89</b>	<b>28.12</b>	<b>34.49</b>	<b>23.6</b>	<b>26.13</b>	<b>18.05</b>	<b>22.84</b>	<b>18.93</b>	<b>25.59</b>
% Earn a Living	29.5%	29.0%	27.0%	29.2%	30.7%	30.1%	31.1%	27.7%	29.8%	26.9%	35.6%	28.9%	28.0%	18.5%
% Fam/Per Bus	33.2%	34.7%	34.8%	35.7%	35.0%	31.8%	31.8%	34.8%	31.9%	34.0%	32.4%	29.9%	31.2%	29.0%
% Civ, Ed, & Rel	5.2%	6.2%	4.5%	6.3%	4.5%	5.3%	6.3%	4.2%	5.2%	7.4%	6.1%	5.0%	6.3%	2.8%
% Soc and Rec	31.5%	30.0%	33.6%	28.3%	29.5%	32.6%	30.7%	32.9%	32.8%	31.6%	25.9%	36.2%	34.5%	49.7%
% Other	0.7%	0.1%	0.2%	0.6%	0.3%	0.3%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
% Unreported	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.3%					
<b>Average Person Trip Length</b>														
<b>TOTAL</b>	<b>9.91</b>	<b>10.66</b>	<b>9.41</b>	<b>9.33</b>	<b>8.02</b>	<b>9.06</b>	<b>7.23</b>	<b>8.05</b>	<b>6.85</b>	<b>6.64</b>	<b>5.18</b>	<b>5.83</b>	<b>5.95</b>	<b>7.31</b>

Chapter 4: Table 4  
Urban Travel and Population Density  
2009 NHTS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Distribution of Zero-Vehicle Households by Household Income</b>														
<b>ALL</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
< \$10,000	28.4%	30.8%	37.8%	46.1%	29.1%	30.0%	33.9%	35.7%	16.3%	29.1%	20.1%	24.6%	14.9%	12.6%
\$10 to \$20,000	20.7%	39.0%	26.1%	22.8%	33.5%	30.6%	30.6%	27.6%	28.5%	35.1%	17.1%	24.7%	18.1%	38.4%
\$20 to \$30,000	10.3%	8.7%	14.1%	10.0%	14.8%	11.2%	8.1%	9.5%	21.9%	10.7%	10.1%	20.6%	10.5%	6.2%
\$30 to \$40,000	11.4%	2.1%	6.7%	3.0%	5.5%	5.0%	6.5%	6.7%	8.9%	4.5%	14.3%	14.1%	9.0%	5.0%
\$40 to \$50,000		0.7%	1.9%	4.6%	2.6%	3.8%	3.1%	4.7%	0.5%	0.9%	8.6%	7.4%	7.7%	3.1%
\$50 to \$60,000		0.3%		0.1%		1.7%	1.3%	0.4%	1.8%	0.3%	3.3%	1.5%	4.8%	9.9%
\$60 to \$70,000	0.9%	0.5%	2.1%	0.1%		0.5%	0.6%	0.6%	0.2%	0.4%	5.1%	0.3%	4.7%	11.2%
\$70 to \$80,000		1.9%	2.1%	2.5%		0.1%		0.3%	1.1%	0.4%	1.9%	0.8%	3.0%	
\$80 to \$100,000		0.1%		0.1%	1.5%	0.2%	1.2%	0.3%	7.6%	1.2%	2.6%	0.7%	5.5%	
\$100,000+	1.2%	4.7%	0.6%	0.7%	3.0%	0.6%	1.9%	1.3%	1.5%	3.6%	4.7%	3.1%	12.2%	2.2%
Unreported	27.1%	11.4%	8.6%	10.2%	10.0%	16.5%	12.8%	13.0%	11.7%	14.0%	12.2%	2.3%	9.6%	11.5%
<b>Zero-Vehicle Households - Daily Person Trips per Person</b>														
<b>TOTAL</b>	<b>1.90</b>	<b>2.21</b>	<b>1.84</b>	<b>2.18</b>	<b>2.08</b>	<b>2.57</b>	<b>2.72</b>	<b>2.70</b>	<b>2.57</b>	<b>2.95</b>	<b>2.87</b>	<b>3.23</b>	<b>3.35</b>	<b>4.16</b>
% Private	53.3%	54.2%	33.2%	54.6%	19.5%	36.8%	20.9%	32.5%	13.1%	16.5%	14.4%	10.9%	5.4%	3.1%
% Public	6.3%	6.6%	19.3%	9.6%	5.1%	15.6%	18.2%	16.0%	32.8%	26.1%	36.1%	36.4%	31.3%	22.1%
% Walk	16.9%	24.0%	33.7%	23.3%	42.0%	30.1%	47.4%	33.7%	43.4%	47.5%	43.7%	40.5%	55.3%	65.7%
% Other	16.6%	14.0%	13.8%	10.9%	21.9%	13.9%	13.5%	13.9%	9.2%	9.0%	5.8%	12.0%	8.0%	9.1%
% Unreported	6.9%	1.4%		1.7%	11.5%	3.6%		3.9%	1.5%	0.9%		0.2%	0.0%	
<b>TOTAL</b>	<b>1.90</b>	<b>2.21</b>	<b>1.84</b>	<b>2.18</b>	<b>2.08</b>	<b>2.57</b>	<b>2.72</b>	<b>2.70</b>	<b>2.57</b>	<b>2.95</b>	<b>2.87</b>	<b>3.23</b>	<b>3.35</b>	<b>4.16</b>
< \$10,000	2.04	1.89	1.69	1.93	2.04	2.40	2.10	2.79	2.47	3.31	3.03	2.38	2.29	2.65
\$10 to \$20,000	2.28	2.39	2.72	2.13	1.35	3.03	3.01	2.61	2.59	2.94	1.82	2.63	3.45	3.59
\$20 to \$30,000	0.42	2.51	1.62	2.95	3.76	1.89	3.51	2.81	2.31	3.05	3.98	5.47	3.12	7.98
\$30 to \$40,000	1.87	2.70	1.13	2.60	2.71	3.67	3.86	3.31	2.68	2.38	2.27	3.06	3.01	
\$40 to \$50,000		3.13	2.66	0.60	2.32	1.29	4.98	3.88	2.16	2.53	3.37	4.47	2.52	8.00
\$50 to \$60,000		2.39		4.81		4.58	3.92	2.30	0.65	4.87	2.96	2.37	3.32	3.09
\$60 to \$70,000	4.00	2.42		1.79		1.14	2.38	2.71	3.00	3.83	5.25	4.01	4.40	8.00
\$70 to \$80,000		2.35	2.50	3.00		2.42		2.98	2.00	2.71	4.09	2.63	3.11	
\$80 to \$100,000		3.35		4.41	4.00	4.51	2.00	3.35	3.84	3.41	4.77	5.65	3.61	
\$100,000+	1.10	2.03	3.03	3.86	2.73	3.07	2.72	4.34	1.04	3.72	3.32	4.02	5.07	7.23
Unreported	1.93	1.63	0.56	2.40	0.69	2.00	1.72	1.37	2.36	1.56	1.61	1.35	2.51	2.30
<b>Zero-Vehicle Households - Daily PMT per Person</b>														
<b>TOTAL</b>	<b>10.95</b>	<b>18.10</b>	<b>5.24</b>	<b>12.80</b>	<b>12.81</b>	<b>12.25</b>	<b>6.70</b>	<b>10.35</b>	<b>8.01</b>	<b>7.53</b>	<b>6.50</b>	<b>11.78</b>	<b>9.73</b>	<b>5.62</b>
% Private	68.8%	80.4%	54.3%	71.5%	58.7%	51.9%	23.9%	49.5%	25.3%	33.2%	14.6%	42.8%	21.7%	0.4%
% Public	14.7%	5.3%	29.0%	10.9%	4.1%	23.9%	50.2%	22.7%	50.1%	38.7%	69.1%	45.2%	52.7%	20.8%
% Walk	2.1%	1.6%	6.4%	3.8%	5.0%	4.1%	11.0%	6.9%	9.2%	14.2%	12.0%	5.7%	13.6%	25.7%
% Other	10.4%	11.2%	10.4%	11.3%	8.7%	11.3%	14.9%	15.2%	14.0%	12.5%	4.3%	6.4%	12.0%	53.1%
% Unreported	4.1%	1.5%		2.5%	23.6%	8.9%		5.7%	1.4%	1.3%				

Chapter 4: Table 4  
Urban Travel and Population Density  
2001 NHTS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Distribution of Zero-Vehicle Households by Household Income</b>														
<b>ALL</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>
< \$10,000	24.7%	35.3%	18.5%	31.5%	29.5%	35.8%	27.0%	34.9%	21.1%	35.9%	17.5%	22.7%	16.0%	9.1%
\$10 to \$20,000	31.4%	25.3%	25.5%	20.7%	21.2%	22.2%	33.2%	22.7%	22.6%	25.3%	15.5%	23.0%	15.4%	39.1%
\$20 to \$30,000	3.4%	6.5%	13.4%	16.2%	22.5%	12.3%	12.3%	14.8%	8.7%	10.9%	16.2%	6.5%	10.6%	31.6%
\$30 to \$40,000	3.7%	5.3%	4.2%	7.6%	4.7%	2.8%	8.6%	7.8%	14.0%	9.8%	12.3%	19.6%	12.7%	10.4%
\$40 to \$50,000	9.0%	1.5%	10.5%	1.0%		1.9%	1.7%	1.2%	0.9%	1.5%	4.7%	5.4%	2.6%	6.1%
\$50 to \$60,000	2.0%	2.1%	0.7%	1.4%	3.9%	1.6%	1.9%	2.7%	9.5%	3.8%	4.6%	3.5%	8.0%	
\$60 to \$70,000	0.4%	0.9%	2.7%	0.5%		1.1%	0.9%	0.9%	4.1%	0.2%	3.7%	1.7%	2.8%	
\$70 to \$80,000	0.3%	0.0%		0.0%	0.3%	0.1%		0.2%	0.8%	0.1%	0.8%	0.0%	3.6%	3.0%
\$80 to \$100,000	7.5%	1.1%	0.6%	0.6%		0.6%	0.8%	0.2%	2.0%	0.4%	0.6%	1.0%	3.5%	
\$100,000+	7.1%	4.1%	1.1%	2.6%		1.1%	0.5%	0.9%	3.7%	1.5%	5.2%	5.9%	11.6%	
Unreported	10.5%	18.0%	22.9%	17.9%	18.1%	20.5%	13.2%	13.8%	12.4%	10.8%	19.0%	10.9%	13.2%	0.7%
<b>Zero-Vehicle Households - Daily Person Trips per Person</b>														
<b>TOTAL</b>	<b>2.97</b>	<b>2.32</b>	<b>2.21</b>	<b>2.78</b>	<b>2.05</b>	<b>2.94</b>	<b>2.95</b>	<b>2.45</b>	<b>2.84</b>	<b>2.55</b>	<b>3.31</b>	<b>2.80</b>	<b>3.32</b>	<b>3.23</b>
% Private	14.3%	79.6%	35.9%	74.1%	45.3%	51.1%	25.1%	36.2%	21.9%	20.2%	23.0%	18.5%	9.1%	0.1%
% Public	33.8%	0.3%	20.6%	7.8%	16.7%	9.6%	18.6%	19.1%	28.3%	29.9%	26.7%	33.9%	34.8%	46.7%
% Walk	46.0%	15.4%	39.5%	13.6%	21.9%	33.5%	42.5%	36.3%	41.7%	42.3%	43.6%	39.3%	49.1%	47.4%
% Other	6.0%	4.4%	4.1%	4.4%	16.1%	5.8%	13.8%	8.3%	8.2%	7.7%	6.5%	8.3%	6.7%	5.7%
% Unreported		0.3%		0.1%			0.0%	0.1%		0.0%	0.2%		0.3%	0.0%
<b>TOTAL</b>	<b>2.97</b>	<b>2.32</b>	<b>2.21</b>	<b>2.78</b>	<b>2.05</b>	<b>2.94</b>	<b>2.95</b>	<b>2.45</b>	<b>2.84</b>	<b>2.55</b>	<b>3.31</b>	<b>2.80</b>	<b>3.32</b>	<b>3.23</b>
< \$10,000	3.64	1.47	1.51	2.65	1.98	2.78	3.46	2.31	2.90	2.92	2.69	2.13	2.84	3.50
\$10 to \$20,000	1.21	2.73	1.42	2.88	2.96	2.61	3.22	2.32	2.05	2.47	3.26	2.43	3.08	2.12
\$20 to \$30,000	2.07	2.22	2.85	3.21	0.73	3.90	2.79	2.85	2.20	2.67	3.64	3.51	3.18	3.51
\$30 to \$40,000	2.10	2.08	3.13	4.15	3.70	4.02	2.28	2.30	2.63	2.32	2.73	2.78	3.49	2.02
\$40 to \$50,000		5.00	6.00	0.10		3.16	3.27	1.83	3.64	1.71	4.44	4.09	3.68	3.91
\$50 to \$60,000	5.57	4.34		1.86	5.62	4.20	2.89	3.81	3.31	3.47	4.77	3.35	3.00	
\$60 to \$70,000	2.45	6.29	0.57	5.00		5.84	2.00	2.91	5.51	4.36	5.12	2.51	3.40	
\$70 to \$80,000	5.00	2.94		0.47	1.95				3.64	6.35	3.90		3.83	8.00
\$80 to \$100,000	4.02	4.29	1.18	0.27		5.29	5.13	1.92	3.92	3.08	5.56	1.98	4.45	
\$100,000+	5.96	4.09	4.32	3.66		2.28	4.05	5.02	2.47	3.83	4.45	4.02	4.45	
Unreported	1.46	2.09	1.73	1.50	1.81	2.03	2.12	2.14	2.20	1.71	2.22	2.90	2.72	4.11
<b>Zero-Vehicle Households - Daily PMT per Person</b>														
<b>TOTAL</b>	<b>12.63</b>	<b>27.14</b>	<b>9.08</b>	<b>25.56</b>	<b>8.04</b>	<b>11.21</b>	<b>9.26</b>	<b>26.90</b>	<b>12.51</b>	<b>8.72</b>	<b>30.29</b>	<b>9.56</b>	<b>12.97</b>	<b>7.55</b>
% Private	33.7%	97.3%	44.7%	80.0%	62.7%	83.3%	48.0%	24.6%	28.0%	51.7%	10.8%	32.6%	22.2%	0.6%
% Public	48.7%	0.3%	41.1%	4.7%	18.0%	8.3%	33.8%	8.4%	45.9%	31.6%	13.8%	53.1%	45.6%	85.9%
% Walk	14.7%	0.7%	5.3%	0.6%	4.8%	5.6%	8.3%	2.2%	6.7%	7.7%	3.8%	9.6%	7.5%	10.6%
% Other	2.9%	1.7%	9.0%	14.7%	14.4%	2.7%	9.9%	64.7%	19.4%	9.1%	71.6%	4.7%	24.7%	3.0%
% Unreported				0.0%			0.0%			0.0%			0.1%	0.0%

Chapter 4: Table 4  
Urban Travel and Population Density  
1995 NPTS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Distribution of Zero-Vehicle Households by Household Income</b>														
<b>ALL</b>	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
< \$10,000	14.8%	29.9%	23.7%	24.2%	19.0%	28.8%	12.1%	23.9%	13.7%	15.5%	10.3%	23.1%	14.7%	12.7%
\$10 to \$20,000	12.9%	43.8%	18.4%	26.6%	26.3%	23.7%	23.7%	31.0%	17.3%	32.5%	15.9%	22.3%	14.1%	16.0%
\$20 to \$30,000	11.0%	8.0%	10.7%	10.4%	22.6%	19.6%	20.4%	11.4%	9.6%	20.8%	13.7%	15.0%	13.1%	31.8%
\$30 to \$40,000	10.8%	0.1%	11.1%	4.8%	5.1%	4.2%	14.2%	7.1%	16.3%	9.9%	17.9%	11.7%	13.5%	2.2%
\$40 to \$50,000		1.0%		5.3%	2.0%	0.0%	0.7%	1.1%	2.4%	0.8%	1.3%	1.2%	5.1%	
\$50 to \$60,000	0.1%		0.5%	0.7%		1.3%	1.9%	4.4%	2.3%	0.6%	5.1%	4.4%	4.5%	4.7%
\$60 to \$70,000		2.0%	3.2%	0.2%	2.4%	0.4%	1.5%	2.1%	5.4%	2.2%	5.7%	1.4%	4.4%	
\$70 to \$80,000				0.0%	3.9%			0.7%	0.1%	0.7%	5.1%		2.1%	
\$80 to \$100,000	2.3%			2.0%			0.4%	0.6%	0.2%		1.3%	0.8%	2.7%	
\$100,000+	5.2%	0.4%	1.4%	0.8%	1.9%			0.1%	2.5%	0.4%	3.4%	0.4%	5.4%	16.0%
Unreported	42.7%	14.9%	31.0%	24.9%	16.7%	22.0%	25.2%	17.6%	30.2%	16.6%	20.4%	19.6%	20.4%	16.6%
<b>Zero-Vehicle Households - Daily Person Trips per Person</b>														
<b>TOTAL</b>	3.82	2.45	2.36	2.56	3.27	2.71	2.91	3.01	2.84	3.14	3.40	3.62	3.29	3.05
% Private	34.6%	71.4%	33.1%	68.8%	42.5%	60.9%	34.7%	40.2%	31.0%	30.9%	13.5%	24.3%	9.7%	5.6%
% Public	13.4%	1.2%	12.7%	7.4%	16.5%	8.9%	19.9%	16.6%	29.9%	25.2%	32.1%	24.3%	35.3%	42.0%
% Walk	8.6%	12.7%	8.1%	9.4%	7.3%	8.9%	13.4%	6.0%	6.0%	8.3%	5.0%	4.4%	7.0%	1.6%
% Other	32.7%	10.2%	30.1%	6.6%	19.9%	16.6%	24.7%	29.6%	22.9%	27.7%	42.9%	37.6%	41.6%	43.3%
% Unreported	10.7%	4.5%	16.1%	7.8%	13.8%	4.8%	7.2%	7.6%	10.2%	8.0%	6.5%	9.4%	6.4%	7.5%
<b>TOTAL</b>	3.82	2.45	2.36	2.56	3.27	2.71	2.91	3.01	2.84	3.14	3.40	3.62	3.29	3.05
< \$10,000	2.57	1.95	1.26	1.34	3.41	2.00	2.21	2.46	2.99	3.50	2.66	3.65	3.08	3.00
\$10 to \$20,000	3.49	2.65	3.35	2.57	2.84	4.03	3.07	3.37	1.79	3.31	3.62	3.37	3.27	1.18
\$20 to \$30,000	3.80	3.19	2.81	2.40	2.84	2.99	2.81	3.77	3.50	4.28	4.00	4.11	3.34	3.30
\$30 to \$40,000	2.54	6.25	3.21	5.52	5.80	2.98	3.54	3.04	3.61	2.20	2.87	5.01	3.41	4.00
\$40 to \$50,000		5.79		1.93	6.80	4.00	3.70	3.83	3.89	7.01	5.71	3.60	2.92	
\$50 to \$60,000	4.03		3.00	6.07		1.02	3.14	2.53	2.46	3.31	3.53	2.77	3.63	7.00
\$60 to \$70,000		3.77	2.00	4.55	5.00	7.00	2.92	2.35	5.10	1.93	2.86	2.86	4.76	
\$70 to \$80,000				1.78	3.65			6.23	2.00	9.48	4.79		4.34	
\$80 to \$100,000	4.88			10.14			3.54	5.69	4.04		1.95	6.32	3.71	
\$100,000+	5.00	2.00	2.00	3.72	6.00			4.77	1.30	3.50	4.87	2.76	4.11	3.69
Unreported	4.38	1.10	0.98	2.49	2.08	2.24	2.68	2.60	2.38	2.05	3.04	3.07	2.75	3.65
<b>Zero-Vehicle Households - Daily PMT per Person</b>														
<b>TOTAL</b>	24.75	16.36	8.21	17.54	14.22	12.72	16.69	12.51	13.71	12.16	11.17	11.74	16.31	5.97
% Private	61.5%	89.0%	71.0%	88.8%	57.9%	66.0%	59.9%	70.2%	64.8%	32.3%	19.5%	42.2%	37.0%	16.9%
% Public	25.5%	2.4%	14.6%	6.0%	22.7%	18.7%	20.4%	20.8%	27.1%	54.2%	69.3%	44.2%	46.2%	66.3%
% Walk	5.8%	0.9%	5.8%	0.8%	3.0%	1.8%	2.6%	4.1%	2.8%	4.3%	7.1%	6.6%	5.5%	14.9%
% Other	1.9%	6.8%	6.5%	4.0%	15.5%	12.7%	16.8%	3.9%	5.0%	4.9%	3.1%	5.9%	10.6%	0.8%
% Unreported	5.3%	0.9%	2.1%	0.3%	0.8%	0.9%	0.4%	1.0%	0.4%	4.3%	1.0%	1.1%	0.7%	1.0%

Chapter 4: Table 5  
 Urban Travel and Population Density  
 2009 NHTS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Zero-Vehicle Households - Daily PMT per Person</b>														
<b>TOTAL</b>	<b>10.95</b>	<b>18.10</b>	<b>5.24</b>	<b>12.80</b>	<b>12.81</b>	<b>12.25</b>	<b>6.70</b>	<b>10.35</b>	<b>8.01</b>	<b>7.53</b>	<b>6.50</b>	<b>11.78</b>	<b>9.73</b>	<b>5.62</b>
< \$10,000	6.63	14.38	4.98	5.61	16.26	8.31	3.72	9.13	4.40	5.88	6.12	4.01	2.57	1.14
\$10 to \$20,000	13.77	12.53	6.25	14.79	4.37	12.31	6.43	9.88	11.31	10.51	2.82	11.00	5.34	7.37
\$20 to \$30,000	1.65	27.24	8.18	39.08	4.19	5.97	15.51	7.67	5.25	6.64	10.87	10.61	11.86	9.55
\$30 to \$40,000	39.24	49.53	0.65	16.66	13.18	32.77	7.42	14.63	9.70	7.37	9.58	4.20	10.20	
\$40 to \$50,000		15.03	8.92	4.86	17.39	3.92	8.02	18.15	10.53	6.62	9.85	65.83	7.69	4.83
\$50 to \$60,000		3.26		26.08		10.67	7.54	5.32	3.55	9.72	2.66	2.88	4.91	3.05
\$60 to \$70,000	2.00	29.72		15.94		56.62	32.58	9.45	78.00	2.07	14.67	15.95	8.22	5.72
\$70 to \$80,000		24.15	18.49	12.92		3.11		15.44	10.00	5.91	2.34	20.66	14.91	
\$80 to \$100,000		72.40		44.13	22.00	29.41	2.00	10.56	14.77	4.94	23.44	7.20	17.10	
\$100,000+	3.55	23.58	2.41	26.06	40.83	18.26	6.64	33.65	0.23	16.94	3.24	38.28	23.77	3.16
Unreported	6.93	5.46	0.22	6.00	1.29	14.65	9.41	8.97	4.45	1.47	0.83	0.66	3.75	0.51
<b>Non-Zero-Vehicle Households - Daily Person Trips per Person</b>														
<b>TOTAL</b>	<b>3.65</b>	<b>3.65</b>	<b>3.98</b>	<b>3.98</b>	<b>3.97</b>	<b>3.99</b>	<b>3.94</b>	<b>3.94</b>	<b>3.89</b>	<b>3.76</b>	<b>3.50</b>	<b>3.60</b>	<b>3.78</b>	<b>2.94</b>
% Private	87.4%	89.2%	85.1%	88.0%	84.1%	86.2%	82.5%	85.6%	74.2%	77.5%	51.6%	66.0%	40.8%	34.2%
% Public	0.4%	0.1%	0.9%	0.3%	1.3%	0.7%	2.1%	1.3%	7.7%	3.1%	18.9%	7.8%	17.6%	24.6%
% Walk	6.8%	6.6%	8.1%	7.4%	9.8%	9.3%	11.8%	10.3%	14.8%	15.4%	24.4%	23.0%	38.1%	40.3%
% Other	5.3%	4.0%	5.7%	4.3%	4.8%	3.7%	3.6%	2.8%	3.0%	3.8%	4.9%	3.2%	3.5%	1.0%
% Unreported	0.1%	0.2%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.3%	0.2%	0.3%	0.1%		
<b>Non-Zero-Vehicle Households - Daily PMT per Person</b>														
<b>TOTAL</b>	<b>41.80</b>	<b>45.15</b>	<b>36.56</b>	<b>40.97</b>	<b>31.27</b>	<b>37.49</b>	<b>29.52</b>	<b>31.65</b>	<b>19.32</b>	<b>26.55</b>	<b>21.78</b>	<b>26.21</b>	<b>24.14</b>	<b>7.55</b>
% Private	91.4%	93.1%	87.1%	84.9%	84.3%	88.9%	75.5%	86.3%	80.8%	87.2%	67.1%	76.6%	75.5%	56.3%
% Public	0.7%	0.1%	1.9%	0.3%	3.2%	0.9%	3.0%	1.4%	11.9%	2.0%	15.1%	17.2%	14.7%	30.9%
% Walk	0.4%	0.4%	0.6%	0.5%	0.9%	0.7%	0.9%	0.9%	2.1%	1.4%	3.3%	2.3%	5.7%	12.4%
% Other	7.5%	6.4%	10.3%	14.2%	11.5%	9.6%	20.5%	11.3%	5.3%	9.4%	13.9%	3.9%	4.1%	0.4%
% Unreported	0.1%	0.1%	0.1%	0.1%	0.1%	0.0%	0.0%	0.1%	0.0%	0.1%	0.6%			
<b>Average Person Trip Length</b>														
<b>ALL</b>	<b>11.58</b>	<b>12.50</b>	<b>9.35</b>	<b>10.38</b>	<b>7.95</b>	<b>9.49</b>	<b>7.33</b>	<b>8.07</b>	<b>4.98</b>	<b>6.92</b>	<b>5.86</b>	<b>6.92</b>	<b>4.93</b>	<b>2.59</b>
Zero Vehicle HHs	5.87	8.51	3.01	6.31	6.56	5.33	2.62	4.41	3.62	2.84	2.76	4.05	3.32	1.46
Non-Zero Vehicle HHs	11.63	12.54	9.45	10.46	7.98	9.59	7.62	8.21	5.15	7.40	7.23	7.61	6.78	3.14

Chapter 4: Table 5  
 Urban Travel and Population Density  
 2001 NHTS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Zero-Vehicle Households - Daily PMT per Person</b>														
<b>TOTAL</b>	<b>12.63</b>	<b>27.14</b>	<b>9.08</b>	<b>25.56</b>	<b>8.04</b>	<b>11.21</b>	<b>9.26</b>	<b>26.90</b>	<b>12.51</b>	<b>8.72</b>	<b>30.29</b>	<b>9.56</b>	<b>12.97</b>	<b>7.55</b>
< \$10,000	16.84	7.45	6.70	9.91	5.79	6.75	8.86	7.14	6.82	4.68	9.34	8.38	12.23	4.03
\$10 to \$20,000	7.01	45.63	2.45	24.25	7.20	7.42	10.42	8.27	14.83	6.61	5.39	8.46	8.81	0.97
\$20 to \$30,000	6.90	50.83	7.05	46.85	2.84	14.77	6.89	43.25	7.12	12.89	5.53	8.04	8.20	11.47
\$30 to \$40,000	20.17	16.17	12.81	33.09	18.32	19.68	16.77	18.13	5.91	22.63	14.39	11.38	17.61	7.60
\$40 to \$50,000		21.00	24.78	0.47		9.01	4.56	6.21	72.54	4.22	27.21	13.83	7.48	6.17
\$50 to \$60,000	30.57	137.84		33.92	27.08	35.62	7.81	476.86	18.80	17.21	8.49	17.27	13.81	
\$60 to \$70,000	1.61	55.78		44.00		13.08		9.80	14.13	13.24	19.72	13.80	15.48	
\$70 to \$80,000	10.00	34.24		0.10	107.07				23.03	33.74	7.80		31.11	7.33
\$80 to \$100,000	16.09	51.94	23.54	0.44		130.11	8.98	3.98	13.48	16.59	32.01	9.96	15.76	
\$100,000+	13.32	44.63	47.20	104.24		12.61	7.80	77.66	10.21	4.45	359.98	13.91	19.35	
Unreported	8.96	11.72	9.02	8.69	1.09	8.85	3.23	6.60	8.42	2.26	5.18	3.83	5.91	5.00
<b>Non-Zero-Vehicle Households - Daily Person Trips per Person</b>														
<b>TOTAL</b>	<b>3.82</b>	<b>4.04</b>	<b>4.12</b>	<b>4.36</b>	<b>4.22</b>	<b>4.35</b>	<b>4.00</b>	<b>4.20</b>	<b>3.55</b>	<b>3.89</b>	<b>3.62</b>	<b>3.77</b>	<b>3.48</b>	<b>4.10</b>
% Private	87.6%	90.7%	87.6%	90.0%	87.2%	89.9%	83.8%	87.5%	74.8%	80.3%	56.6%	74.7%	38.9%	78.2%
% Public	0.8%	0.1%	0.6%	0.3%	1.3%	0.6%	2.1%	1.2%	6.0%	2.8%	13.7%	5.1%	18.6%	0.5%
% Walk	6.6%	5.4%	7.1%	5.8%	7.4%	7.0%	9.8%	8.9%	15.5%	14.0%	26.5%	16.8%	38.3%	19.6%
% Other	5.0%	3.8%	4.6%	3.7%	4.1%	2.5%	4.2%	2.4%	3.4%	2.9%	3.1%	3.3%	4.2%	1.7%
% Unreported	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.2%	0.0%	0.1%	0.1%	0.0%	0.1%
<b>Non-Zero-Vehicle Households - Daily PMT per Person</b>														
<b>TOTAL</b>	<b>40.74</b>	<b>44.99</b>	<b>38.20</b>	<b>42.80</b>	<b>36.39</b>	<b>39.88</b>	<b>29.78</b>	<b>36.57</b>	<b>26.16</b>	<b>36.54</b>	<b>21.73</b>	<b>35.78</b>	<b>24.66</b>	<b>46.47</b>
% Private	92.2%	93.9%	86.4%	88.2%	89.0%	90.3%	85.0%	88.2%	84.5%	70.3%	58.2%	69.5%	54.1%	98.6%
% Public	1.6%	0.1%	1.3%	0.6%	3.1%	0.6%	4.8%	1.4%	8.9%	2.4%	16.3%	2.6%	13.4%	0.0%
% Walk	0.5%	0.4%	0.6%	0.5%	0.7%	0.5%	1.2%	0.7%	1.7%	1.0%	3.0%	0.9%	3.4%	1.1%
% Other	5.7%	5.5%	11.6%	10.6%	7.0%	6.3%	7.1%	9.6%	4.7%	26.3%	22.5%	27.0%	26.2%	0.2%
% Unreported	0.0%	0.2%	0.1%	0.1%	0.2%	2.3%	1.9%	0.1%	0.2%	0.0%	0.0%	0.0%	2.9%	0.0%
<b>Average Person Trip Length</b>														
<b>ALL</b>	<b>10.66</b>	<b>11.27</b>	<b>9.36</b>	<b>9.90</b>	<b>8.65</b>	<b>9.21</b>	<b>7.45</b>	<b>8.96</b>	<b>7.34</b>	<b>9.40</b>	<b>7.68</b>	<b>8.91</b>	<b>6.22</b>	<b>7.75</b>
Zero Vehicle HHs	4.37	12.35	4.30	10.08	4.88	4.16	3.62	12.29	5.31	4.03	10.34	3.93	4.57	3.19
Non-Zero Vehicle HHs	10.77	11.26	9.40	9.90	8.72	9.31	7.64	8.87	7.64	9.80	6.38	9.77	7.88	11.37

Chapter 4: Table 5  
Urban Travel and Population Density  
1995 NPTS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Zero-Vehicle Households - Daily PMT per Person</b>														
<b>TOTAL</b>	<b>24.75</b>	<b>16.36</b>	<b>8.21</b>	<b>17.54</b>	<b>14.22</b>	<b>12.72</b>	<b>16.69</b>	<b>12.51</b>	<b>13.71</b>	<b>12.16</b>	<b>11.17</b>	<b>11.74</b>	<b>16.31</b>	<b>5.97</b>
< \$10,000	11.46	7.29	8.74	7.83	13.12	7.67	6.62	6.26	7.34	9.93	6.14	6.03	9.92	14.00
\$10 to \$20,000	10.75	14.64	7.97	11.92	11.73	16.51	13.00	21.62	7.50	16.19	8.64	10.29	23.49	2.21
\$20 to \$30,000	22.26	27.33	10.20	12.84	10.57	15.39	17.92	9.65	6.86	17.45	11.59	15.20	13.67	9.14
\$30 to \$40,000	22.36	23.32	3.97	22.66	26.52	30.55	31.76	13.73	16.45	6.71	16.25	35.05	16.04	5.11
\$40 to \$50,000		18.87		92.73	77.97	106.00	7.32	3.46	16.68	13.04	11.46	29.72	36.79	
\$50 to \$60,000	45.32		261.00	16.97		3.66	16.74	6.69	58.55	6.81	10.02	10.01	10.75	5.30
\$60 to \$70,000		72.80	64.00	18.01	28.67	72.39	19.72	9.24	9.50	3.96	4.22	6.13	17.17	
\$70 to \$80,000				17.10	26.27			13.90	2.00	28.82	13.31		8.18	
\$80 to \$100,000	5.85			54.72			449.66	17.08	40.51		17.61	11.19	26.41	
\$100,000+	226.86	90.00	28.00	68.32	2.96		75.01	5.82	16.88		12.05	1.85	15.76	5.95
Unreported	18.13	8.09	1.07	12.00	4.48	9.44	4.89	8.15	18.09	7.83	11.49	8.08	13.19	2.67
<b>Non-Zero-Vehicle Households - Daily Person Trips per Person</b>														
<b>TOTAL</b>	<b>4.07</b>	<b>4.21</b>	<b>4.28</b>	<b>4.40</b>	<b>4.38</b>	<b>4.53</b>	<b>4.10</b>	<b>4.44</b>	<b>3.77</b>	<b>4.20</b>	<b>4.00</b>	<b>4.28</b>	<b>3.75</b>	<b>3.81</b>
% Private	88.9%	91.0%	87.4%	90.0%	87.9%	89.2%	84.9%	88.1%	75.1%	81.2%	57.5%	68.5%	44.3%	67.7%
% Public	0.7%	0.2%	0.9%	0.5%	0.9%	0.9%	2.2%	1.1%	7.2%	3.6%	11.0%	5.8%	16.0%	8.4%
% Walk	3.2%	2.1%	4.2%	3.0%	3.7%	4.4%	6.3%	5.2%	10.9%	9.3%	23.3%	17.5%	27.5%	21.0%
% Other	4.4%	3.6%	4.2%	3.6%	4.1%	2.6%	3.2%	2.0%	2.4%	1.4%	3.5%	3.0%	5.6%	1.3%
% Unreported	2.7%	3.1%	3.3%	3.0%	3.4%	2.9%	3.4%	3.6%	4.5%	4.5%	4.8%	5.1%	6.7%	1.6%
<b>Non-Zero-Vehicle Households - Daily PMT per Person</b>														
<b>TOTAL</b>	<b>40.17</b>	<b>44.53</b>	<b>39.89</b>	<b>40.74</b>	<b>35.12</b>	<b>41.04</b>	<b>29.10</b>	<b>35.88</b>	<b>25.54</b>	<b>28.71</b>	<b>22.56</b>	<b>27.37</b>	<b>23.46</b>	<b>39.41</b>
% Private	91.3%	94.7%	92.8%	92.5%	91.9%	88.5%	88.6%	90.5%	84.9%	88.6%	77.1%	85.2%	68.4%	91.6%
% Public	1.8%	0.4%	2.5%	0.7%	3.6%	2.6%	6.9%	1.6%	11.6%	6.8%	15.2%	5.5%	20.7%	6.0%
% Walk	0.3%	0.1%	0.3%	0.2%	0.3%	0.3%	0.4%	0.3%	0.7%	0.7%	2.5%	1.2%	2.3%	2.2%
% Other	5.9%	4.0%	3.6%	5.9%	3.1%	6.8%	2.5%	6.7%	1.8%	2.7%	4.7%	7.8%	7.4%	0.1%
% Unreported	0.7%	0.8%	0.9%	0.7%	1.1%	1.8%	1.5%	0.8%	1.0%	1.2%	0.5%	0.2%	1.1%	0.1%
<b>Average Person Trip Length</b>														
<b>ALL</b>	<b>9.91</b>	<b>10.66</b>	<b>9.41</b>	<b>9.33</b>	<b>8.02</b>	<b>9.06</b>	<b>7.23</b>	<b>8.05</b>	<b>6.85</b>	<b>6.64</b>	<b>5.18</b>	<b>5.83</b>	<b>5.95</b>	<b>7.31</b>
Zero Vehicle HHs	6.72	7.08	3.58	7.25	4.78	4.85	6.13	4.40	5.38	4.09	3.69	3.63	5.49	1.95
Non-Zero Vehicle HHs	9.99	10.70	9.47	9.35	8.11	9.16	7.29	8.20	7.06	6.99	5.96	6.53	6.64	10.33

Chapter 4: Table 6  
Urban Travel and Population Density  
2009 NHTS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Daily Vehicle Trips per Driver</b>														
<b>TOTAL</b>	<b>3.02</b>	<b>2.94</b>	<b>3.23</b>	<b>3.23</b>	<b>3.13</b>	<b>3.18</b>	<b>2.96</b>	<b>3.14</b>	<b>2.73</b>	<b>2.68</b>	<b>1.22</b>	<b>2.04</b>	<b>0.70</b>	<b>1.23</b>
% Earn a Living	27.8%	27.6%	26.6%	26.1%	24.5%	26.0%	25.1%	25.1%	18.1%	23.7%	21.1%	26.6%	18.2%	57.4%
% Family & Personal Business	47.1%	45.4%	46.5%	46.6%	48.0%	46.6%	48.2%	47.1%	54.9%	48.7%	57.0%	49.6%	53.2%	23.2%
% Civic, Educational & Religious	3.4%	4.4%	4.7%	4.9%	4.1%	5.5%	5.6%	4.6%	6.5%	5.3%	2.2%	5.0%	3.5%	3.1%
% Social & Recreational	20.6%	21.4%	20.9%	21.2%	22.4%	20.9%	20.2%	22.0%	20.0%	21.4%	17.1%	17.7%	23.8%	16.0%
% Other	0.3%	0.3%	0.5%	0.3%	0.3%	0.4%	0.4%	0.3%	0.1%	0.2%	0.2%	0.0%	0.2%	0.2%
% Unreported	0.8%	1.0%	0.9%	0.9%	0.7%	0.8%	0.6%	1.0%	0.4%	0.8%	2.4%	1.1%	1.2%	0.2%
<b>TOTAL</b>	<b>3.02</b>	<b>2.94</b>	<b>3.23</b>	<b>3.23</b>	<b>3.13</b>	<b>3.18</b>	<b>2.96</b>	<b>3.14</b>	<b>2.73</b>	<b>2.68</b>	<b>1.22</b>	<b>2.04</b>	<b>0.70</b>	<b>1.23</b>
Weekend	2.49	2.32	2.71	2.69	2.83	2.74	2.35	2.62	2.58	2.47	1.27	1.68	0.91	2.14
Weekday	3.21	3.19	3.44	3.44	3.26	3.34	3.15	3.35	2.80	2.76	1.20	2.17	0.63	1.10
<b>TOTAL</b>	<b>3.02</b>	<b>2.94</b>	<b>3.23</b>	<b>3.23</b>	<b>3.13</b>	<b>3.18</b>	<b>2.96</b>	<b>3.14</b>	<b>2.73</b>	<b>2.68</b>	<b>1.22</b>	<b>2.04</b>	<b>0.70</b>	<b>1.23</b>
% 1-9 min	30.6%	26.5%	33.0%	30.0%	34.0%	30.2%	33.5%	29.8%	31.9%	27.1%	23.2%	22.4%	17.0%	14.7%
% 10-19 min	33.4%	34.9%	37.2%	37.8%	37.4%	39.0%	37.3%	38.3%	36.0%	36.7%	33.3%	33.5%	31.9%	49.8%
% 20-29 min	15.3%	16.0%	13.9%	13.9%	12.3%	13.8%	12.3%	14.8%	13.8%	15.2%	17.6%	17.9%	16.2%	21.1%
% 30-39 min	10.5%	11.4%	8.2%	9.3%	7.6%	8.7%	8.7%	9.3%	11.0%	11.1%	11.1%	13.5%	14.3%	7.4%
% 40-49 min	4.3%	5.2%	3.2%	3.9%	3.4%	3.7%	3.7%	3.5%	3.8%	4.0%	6.2%	5.1%	7.9%	1.8%
% 50+ min	5.8%	5.8%	4.3%	5.0%	4.9%	4.6%	4.3%	4.0%	3.4%	5.9%	7.8%	7.6%	12.7%	5.3%
% Unreported	0.1%	0.2%	0.2%	0.2%	0.3%	0.1%	0.2%	0.3%	0.1%	0.1%	0.8%	0.0%	0.1%	0.1%
<b>TOTAL</b>	<b>3.02</b>	<b>2.94</b>	<b>3.23</b>	<b>3.23</b>	<b>3.13</b>	<b>3.18</b>	<b>2.96</b>	<b>3.14</b>	<b>2.73</b>	<b>2.68</b>	<b>1.22</b>	<b>2.04</b>	<b>0.70</b>	<b>1.23</b>
% 5 or less miles	46.8%	44.5%	58.8%	55.3%	62.8%	60.1%	66.9%	61.9%	72.0%	65.7%	62.0%	60.4%	62.2%	78.7%
% 6-10 miles	22.0%	21.7%	18.5%	20.0%	16.3%	18.1%	15.1%	17.7%	13.7%	15.2%	15.7%	16.5%	12.8%	9.1%
% 11-15 miles	11.0%	12.1%	8.3%	9.0%	7.9%	8.1%	5.7%	7.8%	4.9%	6.6%	6.5%	6.6%	9.4%	6.9%
% 16-20 miles	6.5%	7.2%	4.9%	4.8%	3.6%	4.4%	4.7%	4.3%	3.0%	3.0%	4.0%	3.2%	4.1%	0.4%
% 21-30 miles	6.4%	6.9%	4.3%	5.1%	4.2%	4.1%	3.7%	3.9%	2.3%	3.2%	1.7%	4.1%	2.5%	2.6%
% 31 or more miles	6.2%	6.9%	4.0%	4.8%	4.4%	3.9%	2.8%	3.1%	2.0%	3.5%	2.2%	5.5%	5.9%	0.6%
% Unreported	1.1%	0.8%	1.2%	1.0%	0.9%	1.3%	1.1%	1.4%	2.2%	2.8%	8.0%	3.7%	3.2%	1.6%
<b>Daily VMT per Driver</b>														
<b>TOTAL</b>	<b>34.06</b>	<b>36.60</b>	<b>29.69</b>	<b>31.46</b>	<b>24.41</b>	<b>27.99</b>	<b>19.72</b>	<b>24.01</b>	<b>14.76</b>	<b>20.22</b>	<b>7.10</b>	<b>17.29</b>	<b>7.24</b>	<b>4.85</b>
% Earn a Living	36.6%	35.5%	34.6%	35.8%	37.5%	33.9%	37.5%	35.1%	29.5%	36.5%	27.9%	35.3%	18.6%	67.5%
% Family & Personal Business	35.4%	31.7%	29.6%	31.4%	31.8%	30.2%	33.6%	31.9%	38.0%	28.1%	42.7%	31.0%	29.7%	14.8%
% Civic, Educational & Religious	2.8%	3.6%	3.3%	4.0%	4.3%	4.4%	4.6%	4.1%	4.0%	5.4%	1.1%	12.9%	2.7%	0.4%
% Social & Recreational	22.3%	23.8%	23.5%	25.7%	25.3%	25.4%	21.6%	25.9%	26.9%	28.1%	26.1%	17.8%	46.9%	14.8%
% Other	0.6%	0.5%	0.6%	0.7%	0.3%	0.8%	0.4%	0.6%	0.2%	0.1%	0.2%	0.0%	0.3%	0.3%
% Unreported	2.3%	4.9%	8.5%	2.4%	0.7%	5.2%	2.3%	2.3%	1.5%	1.9%	2.1%	3.0%	1.8%	2.5%
<b>Average Vehicle Trip Length</b>														
<b>TOTAL</b>	<b>11.42</b>	<b>12.57</b>	<b>9.31</b>	<b>9.85</b>	<b>7.88</b>	<b>8.93</b>	<b>6.73</b>	<b>7.76</b>	<b>5.53</b>	<b>7.77</b>	<b>6.34</b>	<b>8.79</b>	<b>10.64</b>	<b>4.00</b>
<b>Average Time Driving a POV (persons who drove on travel day only)</b>														
<b>TOTAL</b>	<b>77.45</b>	<b>80.79</b>	<b>72.00</b>	<b>75.89</b>	<b>69.58</b>	<b>75.64</b>	<b>70.47</b>	<b>74.14</b>	<b>72.18</b>	<b>79.59</b>	<b>73.46</b>	<b>84.57</b>	<b>97.80</b>	<b>46.36</b>

Chapter 4: Table 6  
Urban Travel and Population Density  
2001 NHTS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Daily Vehicle Trips per Driver</b>														
<b>TOTAL</b>	<b>3.10</b>	<b>3.35</b>	<b>3.39</b>	<b>3.56</b>	<b>3.33</b>	<b>3.61</b>	<b>3.21</b>	<b>3.37</b>	<b>2.47</b>	<b>2.93</b>	<b>1.99</b>	<b>2.51</b>	<b>1.03</b>	<b>1.83</b>
% Earn a Living	26.8%	27.3%	25.4%	25.4%	25.4%	25.8%	24.2%	25.6%	25.9%	28.5%	22.9%	28.3%	28.1%	15.8%
% Family & Personal Business	47.4%	47.5%	48.8%	48.5%	48.6%	48.2%	49.6%	48.9%	47.9%	45.8%	55.2%	43.9%	44.6%	60.4%
% Civic, Educational & Religious	3.9%	4.9%	4.2%	4.7%	3.5%	5.0%	4.9%	4.7%	5.6%	4.0%	3.8%	4.9%	2.6%	0.5%
% Social & Recreational	21.2%	19.7%	20.9%	20.9%	22.0%	20.4%	20.4%	20.3%	20.0%	21.1%	16.2%	22.5%	24.0%	20.5%
% Other	0.5%	0.5%	0.6%	0.5%	0.4%	0.5%	0.7%	0.5%	0.6%	0.5%	1.7%	0.3%	0.6%	
% Unreported	0.3%	0.1%	0.1%	0.1%	0.1%	0.1%	0.2%	0.1%	0.0%	0.1%	0.2%	0.0%	0.1%	2.8%
<b>TOTAL</b>	<b>3.10</b>	<b>3.35</b>	<b>3.39</b>	<b>3.56</b>	<b>3.33</b>	<b>3.61</b>	<b>3.21</b>	<b>3.37</b>	<b>2.47</b>	<b>2.93</b>	<b>1.99</b>	<b>2.51</b>	<b>1.03</b>	<b>1.83</b>
Weekend	2.59	2.73	2.99	3.03	3.01	3.03	2.90	2.94	2.28	2.91	2.02	2.61	0.99	1.42
Weekday	3.29	3.60	3.55	3.76	3.45	3.85	3.33	3.56	2.55	2.94	1.98	2.48	1.05	2.02
<b>TOTAL</b>	<b>3.10</b>	<b>3.35</b>	<b>3.39</b>	<b>3.56</b>	<b>3.33</b>	<b>3.61</b>	<b>3.21</b>	<b>3.37</b>	<b>2.47</b>	<b>2.93</b>	<b>1.99</b>	<b>2.51</b>	<b>1.03</b>	<b>1.83</b>
% 1-9 min	28.3%	26.9%	31.0%	29.1%	32.8%	30.2%	34.2%	28.9%	24.8%	25.3%	24.3%	21.1%	13.8%	21.1%
% 10-19 min	35.7%	36.2%	38.3%	38.6%	36.8%	39.1%	36.0%	38.2%	37.0%	37.8%	38.6%	37.7%	31.8%	32.1%
% 20-29 min	15.4%	15.1%	13.7%	14.1%	12.7%	13.7%	13.2%	14.6%	13.7%	14.1%	11.7%	14.0%	14.7%	19.0%
% 30-39 min	10.7%	11.0%	8.3%	9.1%	8.5%	8.5%	7.7%	9.8%	11.5%	11.5%	12.5%	15.2%	17.9%	11.2%
% 40-49 min	4.1%	4.6%	3.5%	3.9%	3.2%	3.7%	3.2%	3.6%	5.1%	5.1%	5.4%	5.5%	8.2%	8.7%
% 50+ min	5.0%	5.7%	4.7%	4.6%	5.4%	4.2%	5.1%	4.4%	7.3%	5.7%	6.9%	6.0%	13.5%	8.0%
% Unreported	0.7%	0.5%	0.5%	0.6%	0.7%	0.6%	0.6%	0.5%	0.6%	0.6%	0.5%	0.5%	0.3%	
<b>TOTAL</b>	<b>3.10</b>	<b>3.35</b>	<b>3.39</b>	<b>3.56</b>	<b>3.33</b>	<b>3.61</b>	<b>3.21</b>	<b>3.37</b>	<b>2.47</b>	<b>2.93</b>	<b>1.99</b>	<b>2.51</b>	<b>1.03</b>	<b>1.83</b>
% 5 or less miles	48.3%	46.1%	58.1%	55.8%	61.8%	59.5%	65.7%	60.0%	61.4%	58.3%	68.1%	58.9%	55.8%	68.6%
% 6-10 miles	21.7%	21.5%	18.2%	19.8%	17.2%	18.5%	15.2%	17.9%	15.6%	17.1%	14.2%	17.3%	16.8%	12.4%
% 11-15 miles	10.8%	11.6%	9.0%	9.2%	7.5%	8.0%	6.4%	8.2%	10.4%	8.5%	5.4%	7.4%	7.1%	3.5%
% 16-20 miles	6.9%	6.7%	4.9%	4.7%	4.2%	4.1%	3.2%	4.2%	4.3%	4.2%	3.2%	5.8%	3.8%	8.9%
% 21-30 miles	6.0%	6.5%	3.9%	4.7%	3.8%	4.3%	3.6%	3.9%	3.2%	4.4%	2.5%	4.3%	5.0%	3.3%
% 31 or more miles	5.7%	6.4%	4.7%	4.8%	4.9%	4.0%	3.8%	3.9%	2.7%	4.0%	2.6%	4.0%	4.6%	2.3%
% Unreported	0.7%	1.1%	1.3%	1.0%	0.7%	1.5%	2.3%	1.9%	2.5%	3.6%	4.1%	2.2%	7.0%	1.1%
<b>Daily VMT per Driver</b>														
<b>TOTAL</b>	<b>33.70</b>	<b>37.90</b>	<b>30.22</b>	<b>33.77</b>	<b>28.76</b>	<b>31.99</b>	<b>23.12</b>	<b>29.25</b>	<b>19.46</b>	<b>23.15</b>	<b>12.21</b>	<b>20.16</b>	<b>10.08</b>	<b>12.06</b>
% Earn a Living	36.2%	37.7%	36.2%	34.8%	38.3%	34.4%	35.6%	36.2%	32.7%	37.3%	32.8%	31.9%	32.2%	39.1%
% Family & Personal Business	34.3%	35.0%	34.5%	34.9%	31.8%	35.6%	32.1%	33.5%	34.0%	36.0%	41.1%	29.6%	34.9%	42.5%
% Civic, Educational & Religious	2.9%	4.1%	3.4%	3.7%	3.0%	3.6%	3.5%	3.5%	6.0%	3.6%	2.4%	5.0%	2.1%	0.8%
% Social & Recreational	25.6%	22.3%	24.3%	25.3%	26.3%	25.4%	28.0%	26.1%	26.4%	22.4%	22.7%	32.9%	30.0%	14.2%
% Other	0.9%	0.6%	0.9%	1.2%	0.5%	1.1%	0.7%	0.6%	0.9%	0.6%	0.8%	0.5%	0.5%	
% Unreported	0.2%	0.3%	0.7%	0.1%	0.1%	0.1%	0.1%	0.2%	0.1%	0.1%	0.2%	0.0%	0.3%	3.4%
<b>Average Vehicle Trip Length</b>														
<b>TOTAL</b>	<b>10.95</b>	<b>11.42</b>	<b>9.03</b>	<b>9.54</b>	<b>8.69</b>	<b>8.94</b>	<b>7.37</b>	<b>8.80</b>	<b>8.07</b>	<b>8.17</b>	<b>6.40</b>	<b>8.17</b>	<b>10.50</b>	<b>6.63</b>
<b>Average Time Driving a POV (persons who drove on travel day only)</b>														
<b>TOTAL</b>	<b>78.76</b>	<b>84.75</b>	<b>76.13</b>	<b>81.30</b>	<b>79.37</b>	<b>79.31</b>	<b>74.22</b>	<b>80.40</b>	<b>81.01</b>	<b>77.59</b>	<b>84.66</b>	<b>81.16</b>	<b>97.22</b>	<b>108.93</b>

Chapter 4: Table 6  
Urban Travel and Population Density  
1995 NPTS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Daily Vehicle Trips per Driver</b>														
<b>TOTAL</b>	<b>3.39</b>	<b>3.53</b>	<b>3.47</b>	<b>3.65</b>	<b>3.67</b>	<b>3.77</b>	<b>3.31</b>	<b>3.58</b>	<b>2.80</b>	<b>3.23</b>	<b>1.95</b>	<b>2.69</b>	<b>1.07</b>	<b>1.79</b>
% Earn a Living	27.9%	28.2%	26.2%	27.2%	24.5%	27.9%	26.1%	26.5%	28.5%	25.7%	22.6%	26.8%	31.8%	29.1%
% Family & Personal Business	50.0%	49.9%	51.3%	50.8%	52.2%	49.6%	51.8%	51.1%	50.5%	49.2%	54.4%	47.2%	47.7%	48.6%
% Civic, Educational & Religious	2.9%	4.0%	4.0%	3.8%	3.8%	4.5%	3.6%	3.9%	3.9%	5.3%	5.1%	5.2%	3.7%	
% Social & Recreational	18.8%	17.9%	18.4%	18.1%	19.6%	18.0%	18.5%	18.4%	17.1%	19.8%	17.9%	20.8%	16.8%	22.3%
% Other	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
<b>TOTAL</b>	<b>3.39</b>	<b>3.53</b>	<b>3.47</b>	<b>3.65</b>	<b>3.67</b>	<b>3.77</b>	<b>3.31</b>	<b>3.58</b>	<b>2.80</b>	<b>3.23</b>	<b>1.95</b>	<b>2.69</b>	<b>1.07</b>	<b>1.79</b>
Weekend	2.93	2.87	3.00	3.02	3.27	3.18	2.94	3.09	2.87	2.89	1.94	2.87	1.11	0.35
Weekday	3.57	3.78	3.64	3.89	3.83	3.96	3.46	3.77	2.77	3.40	1.95	2.61	1.06	1.98
<b>TOTAL</b>	<b>3.39</b>	<b>3.53</b>	<b>3.47</b>	<b>3.65</b>	<b>3.67</b>	<b>3.77</b>	<b>3.31</b>	<b>3.58</b>	<b>2.80</b>	<b>3.23</b>	<b>1.95</b>	<b>2.69</b>	<b>1.07</b>	<b>1.79</b>
% 1-9 min	39.8%	35.4%	39.2%	38.6%	42.8%	40.6%	42.6%	39.4%	37.1%	34.4%	31.8%	28.6%	23.4%	40.6%
% 10-19 min	31.3%	32.9%	33.4%	34.2%	31.6%	33.7%	32.0%	33.5%	33.6%	35.3%	30.3%	33.1%	23.4%	24.4%
% 20-29 min	14.5%	15.3%	14.1%	13.4%	13.1%	13.3%	12.7%	14.0%	13.6%	14.9%	16.4%	17.5%	18.7%	18.3%
% 30-39 min	7.1%	7.6%	5.8%	6.3%	5.7%	5.8%	5.1%	6.1%	5.4%	8.4%	8.7%	9.7%	10.3%	6.7%
% 40-49 min	3.2%	3.7%	3.2%	3.6%	2.7%	2.9%	2.7%	3.1%	4.3%	3.4%	6.2%	5.6%	10.3%	
% 50+ min	3.8%	4.5%	4.0%	3.6%	4.1%	3.2%	4.2%	3.4%	5.7%	3.4%	6.2%	5.2%	13.1%	10.0%
% Unreported	0.3%	0.6%	0.3%	0.3%	0.0%	0.5%	0.6%	0.3%	0.4%	0.3%	0.4%	0.9%		
<b>TOTAL</b>	<b>3.39</b>	<b>3.53</b>	<b>3.47</b>	<b>3.65</b>	<b>3.67</b>	<b>3.77</b>	<b>3.31</b>	<b>3.58</b>	<b>2.80</b>	<b>3.23</b>	<b>1.95</b>	<b>2.69</b>	<b>1.07</b>	<b>1.79</b>
% 5 or less miles	51.6%	50.1%	57.6%	58.6%	65.4%	63.4%	65.9%	63.7%	63.9%	64.1%	62.6%	59.9%	55.1%	62.8%
% 6-10 miles	21.5%	20.4%	19.6%	18.9%	15.5%	17.2%	15.7%	17.0%	15.4%	16.7%	14.9%	18.6%	16.8%	16.1%
% 11-15 miles	10.6%	11.3%	8.9%	8.5%	6.8%	7.4%	6.9%	7.5%	7.5%	7.4%	7.7%	8.2%	11.2%	8.3%
% 16-20 miles	6.2%	5.9%	4.3%	4.4%	3.5%	4.2%	3.3%	3.9%	3.9%	3.7%	4.6%	4.1%	1.9%	5.0%
% 21-30 miles	5.0%	5.9%	3.7%	4.7%	4.1%	3.7%	3.3%	3.4%	4.3%	3.7%	3.6%	4.1%	6.5%	2.8%
% 31 or more miles	4.4%	5.7%	4.6%	4.7%	4.4%	3.7%	3.0%	3.6%	2.9%	2.8%	2.6%	3.3%	5.6%	5.0%
% Unreported	0.6%	0.6%	1.2%	0.3%	0.3%	0.3%	1.8%	0.8%	2.1%	1.5%	4.1%	1.9%	2.8%	0.0%
<b>Daily VMT per Driver</b>														
<b>TOTAL</b>	<b>33.21</b>	<b>37.19</b>	<b>32.04</b>	<b>33.74</b>	<b>28.89</b>	<b>31.19</b>	<b>23.22</b>	<b>28.28</b>	<b>20.81</b>	<b>23.04</b>	<b>13.37</b>	<b>20.65</b>	<b>12.12</b>	<b>20.35</b>
% Earn a Living	38.8%	39.7%	35.5%	38.7%	37.2%	38.4%	41.2%	36.6%	36.9%	34.4%	35.4%	34.7%	34.9%	16.6%
% Family & Personal Business	34.2%	36.1%	37.1%	35.7%	34.5%	34.0%	33.6%	35.6%	34.2%	34.6%	37.1%	32.6%	24.2%	48.2%
% Civic, Educational & Religious	2.3%	4.0%	2.9%	3.7%	2.5%	3.9%	3.1%	2.9%	2.1%	5.4%	5.9%	4.3%	1.5%	
% Social & Recreational	24.0%	20.1%	24.4%	21.5%	25.8%	23.6%	22.0%	24.7%	26.4%	25.6%	21.6%	28.3%	39.4%	35.2%
% Other	0.8%	0.1%	0.1%	0.3%	0.0%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%		
% Unreported	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.5%					
<b>Average Vehicle Trip Length</b>														
<b>TOTAL</b>	<b>9.85</b>	<b>10.61</b>	<b>9.35</b>	<b>9.29</b>	<b>7.90</b>	<b>8.32</b>	<b>7.12</b>	<b>7.97</b>	<b>7.58</b>	<b>7.24</b>	<b>7.11</b>	<b>7.86</b>	<b>11.68</b>	<b>11.34</b>
<b>Average Time Driving a POV (persons who drove on travel day only)</b>														
<b>TOTAL</b>	<b>69.85</b>	<b>77.11</b>	<b>71.47</b>	<b>74.00</b>	<b>70.84</b>	<b>71.46</b>	<b>67.94</b>	<b>70.63</b>	<b>69.79</b>	<b>71.46</b>	<b>72.28</b>	<b>79.40</b>	<b>89.71</b>	<b>86.19</b>

Chapter 4: Table 7  
Urban Travel and Population Density  
2009 NHTS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Daily Commute Person Trips per Person</b>														
<b>TOTAL</b>	<b>1.08</b>	<b>1.09</b>	<b>1.15</b>	<b>1.14</b>	<b>1.10</b>	<b>1.12</b>	<b>1.20</b>	<b>1.10</b>	<b>0.94</b>	<b>1.08</b>	<b>1.06</b>	<b>1.12</b>	<b>0.93</b>	<b>1.26</b>
% SOV	83.7%	80.5%	82.2%	82.4%	82.2%	81.4%	69.4%	75.8%	50.0%	62.4%	23.5%	51.1%	11.6%	44.2%
% MOV	12.5%	15.7%	11.3%	13.9%	10.3%	13.0%	14.7%	14.7%	21.6%	17.6%	11.4%	14.3%	4.3%	0.1%
% Amtrak		0.0%		0.0%		0.0%		0.0%	0.9%	0.2%	1.4%	0.3%	0.6%	1.7%
% Commuter Train	0.1%	0.0%	0.6%	0.2%	2.3%	0.2%	2.3%	0.7%	2.3%	0.3%	3.3%	4.1%	5.1%	2.2%
% Subway/El Rail	0.1%	0.0%	0.2%	0.0%	0.2%	0.1%	1.8%	0.3%	2.2%	1.1%	27.8%	5.3%	32.6%	16.0%
% Other Public	0.4%	0.6%	0.8%	0.6%	0.7%	1.2%	2.1%	2.7%	13.0%	8.4%	16.0%	11.6%	15.6%	14.4%
% Walk	2.3%	1.2%	2.8%	1.6%	2.6%	2.4%	4.8%	3.3%	3.3%	6.5%	11.7%	8.3%	23.5%	13.0%
% Other	0.8%	1.9%	2.1%	1.1%	0.9%	1.5%	4.9%	2.4%	6.9%	3.0%	4.5%	4.9%	6.8%	8.4%
% Unreported	0.2%	0.1%		0.2%	0.6%	0.1%		0.2%		0.5%	0.6%	0.2%		
<b>TOTAL</b>	<b>1.08</b>	<b>1.09</b>	<b>1.15</b>	<b>1.14</b>	<b>1.10</b>	<b>1.12</b>	<b>1.20</b>	<b>1.10</b>	<b>0.94</b>	<b>1.08</b>	<b>1.06</b>	<b>1.12</b>	<b>0.93</b>	<b>1.26</b>
% 1-6 am	4.9%	7.3%	4.2%	6.0%	3.9%	5.4%	3.7%	5.5%	3.8%	6.9%	5.7%	7.7%	3.8%	5.9%
% 6-9 am	32.2%	30.2%	29.6%	29.9%	28.0%	30.3%	30.4%	30.3%	31.7%	31.2%	30.3%	31.3%	32.0%	21.9%
% 9 am-1 pm	9.8%	9.9%	13.1%	12.0%	11.2%	12.0%	12.1%	11.5%	9.3%	9.6%	8.6%	8.1%	10.9%	15.5%
% 1-4 pm	16.5%	15.8%	14.6%	15.1%	18.8%	13.9%	17.6%	15.2%	20.2%	15.2%	15.6%	14.9%	11.2%	13.8%
% 4-7 pm	25.9%	26.1%	25.7%	26.9%	24.0%	27.1%	25.5%	27.1%	22.5%	24.6%	23.1%	22.0%	22.4%	17.9%
% 7-10 pm	6.0%	6.9%	8.8%	6.8%	8.7%	7.5%	6.2%	6.8%	7.3%	8.1%	9.4%	10.2%	14.0%	6.7%
% 10 pm-1 am	4.7%	3.8%	4.1%	3.3%	5.3%	3.8%	4.5%	3.6%	5.2%	4.3%	7.2%	5.9%	5.7%	18.4%
% Unreported				0.0%										
<b>Daily Commute PMT per Person</b>														
<b>TOTAL</b>	<b>15.46</b>	<b>16.27</b>	<b>13.07</b>	<b>14.43</b>	<b>12.43</b>	<b>11.94</b>	<b>11.23</b>	<b>10.62</b>	<b>8.97</b>	<b>9.05</b>	<b>7.57</b>	<b>9.06</b>	<b>5.04</b>	<b>4.68</b>
% SOV	84.3%	81.9%	85.4%	83.7%	80.5%	83.9%	73.8%	80.7%	50.7%	77.9%	25.7%	67.2%	24.1%	55.4%
% MOV	11.7%	15.0%	10.4%	13.4%	11.1%	11.4%	14.0%	12.3%	15.1%	11.8%	29.0%	11.7%	5.2%	0.2%
% Amtrak		0.0%		0.0%		0.0%		0.0%	8.4%	0.8%	0.8%	0.3%		0.5%
% Commuter Train	0.4%	0.0%	1.8%	0.4%	6.1%	0.7%	4.8%	0.9%	4.5%	0.3%	4.4%	4.7%	3.9%	10.4%
% Subway/El Rail	0.2%	0.0%	0.5%	0.0%	0.3%	0.2%	2.5%	0.3%	1.2%	0.7%	25.8%	3.7%	37.0%	8.6%
% Other Public	0.3%	0.2%	0.2%	0.2%	0.6%	1.4%	1.1%	2.7%	11.6%	4.0%	7.1%	9.3%	17.8%	17.8%
% Walk	0.1%	0.1%	0.3%	0.2%	0.1%	0.2%	0.5%	0.3%	0.2%	0.7%	4.6%	0.7%	6.2%	2.2%
% Other	2.8%	2.7%	1.5%	1.8%	0.6%	2.2%	3.4%	2.5%	8.3%	3.5%	1.8%	2.4%	5.9%	4.8%
% Unreported	0.3%	0.1%		0.3%	0.8%	0.1%		0.3%		0.9%				
<b>TOTAL</b>	<b>15.46</b>	<b>16.27</b>	<b>13.07</b>	<b>14.43</b>	<b>12.43</b>	<b>11.94</b>	<b>11.23</b>	<b>10.62</b>	<b>8.97</b>	<b>9.05</b>	<b>7.57</b>	<b>9.06</b>	<b>5.04</b>	<b>4.68</b>
% 1-6 am	8.3%	9.9%	5.0%	9.3%	7.2%	8.5%	7.1%	7.9%	5.2%	10.5%	4.0%	16.8%	5.6%	19.9%
% 6-9 am	34.3%	31.8%	32.7%	31.6%	32.5%	33.5%	34.4%	34.1%	38.8%	31.4%	24.7%	28.2%	38.7%	27.1%
% 9 am-1 pm	6.3%	7.4%	10.3%	9.0%	8.0%	9.3%	8.4%	8.6%	7.1%	8.2%	25.2%	5.1%	11.9%	9.9%
% 1-4 pm	14.2%	13.5%	13.2%	14.2%	18.6%	12.4%	15.2%	13.2%	10.5%	13.8%	13.4%	10.7%	4.6%	10.7%
% 4-7 pm	27.1%	26.3%	26.6%	27.0%	20.0%	26.5%	24.6%	27.1%	21.0%	24.6%	17.9%	16.5%	25.1%	17.4%
% 7-10 pm	5.5%	6.9%	7.7%	6.1%	9.7%	7.1%	6.9%	5.9%	13.0%	7.6%	6.5%	13.6%	11.5%	4.8%
% 10 pm-1 am	4.3%	4.1%	4.7%	2.8%	4.0%	2.8%	3.3%	3.3%	4.4%	3.9%	8.2%	9.2%	2.7%	10.2%
% Unreported				0.0%										

Chapter 4: Table 7  
Urban Travel and Population Density  
2001 NHTS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Daily Commute Person Trips per Person</b>														
<b>TOTAL</b>	<b>1.12</b>	<b>1.13</b>	<b>1.16</b>	<b>1.15</b>	<b>1.20</b>	<b>1.18</b>	<b>1.09</b>	<b>1.13</b>	<b>1.19</b>	<b>1.11</b>	<b>1.05</b>	<b>1.20</b>	<b>1.05</b>	<b>0.62</b>
% SOV	80.3%	81.3%	81.1%	81.2%	73.8%	81.1%	71.2%	73.6%	50.1%	65.0%	33.6%	47.2%	13.8%	27.0%
% MOV	13.8%	16.7%	12.9%	16.0%	15.7%	14.7%	13.2%	17.6%	14.1%	17.0%	9.5%	18.9%	9.7%	6.6%
% Amtrak	0.1%		0.2%	0.0%	0.1%	0.1%	0.9%	0.1%	2.0%	0.3%	0.7%		1.3%	
% Commuter Train	0.7%	0.1%	1.0%	0.2%	3.0%	0.3%	4.5%	0.9%	1.6%	0.3%	3.2%	1.1%	0.8%	
% Subway/EI Rail	1.8%	0.0%	0.4%	0.3%	1.4%	0.3%	2.8%	0.5%	12.5%	3.1%	23.8%	4.8%	36.4%	24.6%
% Other Public	0.3%	0.1%	0.4%	0.3%	1.0%	1.1%	1.7%	2.8%	8.1%	7.5%	9.2%	12.4%	14.5%	41.3%
% Walk	2.1%	1.3%	2.9%	1.1%	3.4%	1.8%	4.3%	3.3%	8.8%	5.3%	16.2%	10.4%	18.3%	0.5%
% Other	0.8%	0.4%	1.0%	0.7%	1.3%	0.6%	1.4%	1.1%	2.3%	1.6%	3.7%	4.9%	5.2%	
% Unreported	0.0%	0.2%		0.1%	0.2%	0.0%	0.1%	0.1%	0.5%	0.0%	0.0%	0.3%		
<b>TOTAL</b>	<b>1.12</b>	<b>1.13</b>	<b>1.16</b>	<b>1.15</b>	<b>1.20</b>	<b>1.18</b>	<b>1.09</b>	<b>1.13</b>	<b>1.19</b>	<b>1.11</b>	<b>1.05</b>	<b>1.20</b>	<b>1.05</b>	<b>0.62</b>
% 1-6 am	5.6%	6.7%	4.1%	5.4%	4.2%	5.5%	4.3%	6.2%	5.3%	6.3%	5.1%	7.3%	4.4%	0.0%
% 6-9 am	32.2%	30.6%	31.1%	30.8%	30.1%	30.4%	30.8%	30.2%	29.9%	29.9%	33.4%	30.6%	30.4%	40.2%
% 9 am-1 pm	9.9%	10.7%	11.7%	12.2%	12.3%	12.0%	10.7%	11.1%	10.4%	8.5%	10.0%	8.6%	11.2%	1.4%
% 1-4 pm	15.1%	13.8%	15.2%	13.4%	16.2%	14.3%	14.1%	14.8%	13.0%	14.0%	12.4%	15.7%	10.0%	5.8%
% 4-7 pm	24.9%	25.6%	25.6%	26.2%	25.4%	25.3%	28.5%	25.6%	27.7%	26.0%	23.6%	25.5%	28.1%	44.5%
% 7-10 pm	7.7%	8.2%	7.6%	8.4%	8.3%	8.6%	7.1%	7.6%	6.3%	8.6%	11.1%	6.6%	11.5%	7.1%
% 10 pm-1 am	4.5%	4.3%	4.7%	3.7%	3.5%	3.8%	4.5%	4.4%	7.0%	6.5%	4.5%	5.8%	4.5%	1.0%
% Unreported	0.1%	0.1%		0.0%		0.1%	0.1%	0.1%	0.5%	0.1%				
<b>Daily Commute PMT per Person</b>														
<b>TOTAL</b>	<b>15.53</b>	<b>16.66</b>	<b>14.06</b>	<b>14.09</b>	<b>14.74</b>	<b>12.74</b>	<b>11.28</b>	<b>12.55</b>	<b>10.75</b>	<b>10.41</b>	<b>7.51</b>	<b>8.74</b>	<b>6.18</b>	<b>6.31</b>
% SOV	78.6%	81.1%	82.0%	78.2%	70.2%	79.2%	70.2%	72.3%	53.2%	70.4%	42.5%	54.4%	20.2%	31.7%
% MOV	14.2%	16.0%	11.1%	14.8%	16.8%	13.9%	9.4%	16.5%	13.8%	15.1%	7.9%	30.4%	18.2%	9.8%
% Amtrak	0.7%		0.9%	0.1%	0.6%	0.1%	1.8%	0.7%	2.8%	2.3%	0.9%		1.1%	
% Commuter Train	2.7%	0.2%	2.8%	0.7%	8.2%	0.3%	10.6%	2.0%	4.4%	1.5%	5.7%	1.0%	1.0%	
% Subway/EI Rail	1.0%	0.0%	0.9%	0.4%	1.0%	0.4%	4.3%	0.5%	17.0%	3.2%	30.4%	4.2%	41.5%	20.3%
% Other Public	0.2%	0.1%	0.4%	0.3%	0.8%	1.0%	1.0%	1.8%	5.4%	4.8%	5.9%	7.0%	9.3%	38.2%
% Walk	0.4%	0.1%	0.2%	0.1%	0.2%	0.2%	0.8%	0.3%	1.2%	0.5%	2.7%	1.2%	3.6%	0.0%
% Other	2.0%	2.1%	1.7%	5.3%	1.5%	4.8%	1.4%	6.0%	2.0%	2.4%	4.0%	1.8%	5.0%	
% Unreported	0.1%	0.4%		0.1%	0.8%	0.0%	0.5%	0.1%	0.2%	0.0%	0.1%			
<b>TOTAL</b>	<b>15.53</b>	<b>16.66</b>	<b>14.06</b>	<b>14.09</b>	<b>14.74</b>	<b>12.74</b>	<b>11.28</b>	<b>12.55</b>	<b>10.75</b>	<b>10.41</b>	<b>7.51</b>	<b>8.74</b>	<b>6.18</b>	<b>6.31</b>
% 1-6 am	7.6%	9.8%	5.9%	7.6%	9.1%	7.3%	8.0%	9.4%	9.0%	8.3%	6.5%	17.6%	5.6%	0.0%
% 6-9 am	34.3%	32.2%	35.2%	35.6%	32.5%	35.0%	31.0%	30.9%	32.5%	28.8%	34.0%	27.5%	32.8%	46.8%
% 9 am-1 pm	6.6%	7.8%	8.3%	8.7%	9.0%	9.5%	10.8%	8.0%	8.4%	7.8%	8.0%	7.5%	8.8%	0.7%
% 1-4 pm	14.2%	13.2%	14.7%	11.7%	15.3%	12.7%	11.4%	12.5%	11.9%	16.2%	10.6%	14.6%	8.1%	2.5%
% 4-7 pm	25.6%	25.2%	24.2%	24.1%	24.6%	23.9%	27.8%	24.1%	25.9%	23.2%	21.5%	22.9%	31.4%	46.7%
% 7-10 pm	7.2%	7.8%	7.8%	8.9%	7.1%	8.0%	6.5%	11.0%	5.2%	9.4%	14.0%	5.3%	9.0%	3.1%
% 10 pm-1 am	4.4%	3.9%	4.0%	3.4%	2.5%	3.5%	4.0%	4.2%	7.1%	6.3%	5.5%	4.6%	4.3%	0.2%
% Unreported	0.0%	0.2%		0.0%		0.1%	0.6%	0.0%	0.0%	0.0%				

Chapter 4: Table 7  
Urban Travel and Population Density  
1995 NPTS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Daily Commute Person Trips per Person</b>														
<b>TOTAL</b>	<b>1.32</b>	<b>1.35</b>	<b>1.34</b>	<b>1.36</b>	<b>1.34</b>	<b>1.44</b>	<b>1.29</b>	<b>1.36</b>	<b>1.37</b>	<b>1.35</b>	<b>1.19</b>	<b>1.36</b>	<b>1.32</b>	<b>1.34</b>
% SOV	78.2%	79.3%	78.2%	80.0%	78.9%	77.2%	67.7%	73.2%	50.7%	63.7%	32.2%	46.3%	16.0%	30.1%
% MOV	15.8%	17.0%	14.3%	15.6%	11.3%	15.2%	14.6%	16.7%	15.9%	15.6%	9.3%	12.7%	6.9%	5.1%
% Other POV		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%					0.0%	0.0%
% Amtrak		0.0%		0.0%	0.0%	0.0%	0.0%	0.0%						
% Commuter Train	0.8%	0.0%	1.5%	0.0%	2.3%	0.7%	3.8%	0.7%	2.2%	1.5%	5.9%	1.5%	6.9%	2.2%
% Subway/EI Rail	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	2.3%	0.7%	8.0%	3.0%	23.7%	4.5%	31.3%	14.0%
% Other Public	0.8%	0.0%	0.8%	0.7%	1.5%	1.4%	3.8%	2.9%	9.4%	6.7%	11.9%	17.9%	13.0%	25.0%
% Walk	0.8%	0.7%	1.5%	0.7%	1.5%	1.4%	3.8%	2.9%	7.2%	4.4%	10.2%	11.2%	16.8%	21.3%
% Other	0.8%	0.7%	1.5%	1.5%	1.5%	1.4%	1.5%	0.7%	3.6%	1.5%	3.4%	3.0%	6.1%	2.2%
% Unreported	3.0%	2.2%	2.3%	1.5%	3.0%	2.1%	2.3%	2.2%	2.9%	3.7%	3.4%	3.0%	3.1%	0.0%
<b>TOTAL</b>	<b>1.32</b>	<b>1.35</b>	<b>1.34</b>	<b>1.36</b>	<b>1.34</b>	<b>1.44</b>	<b>1.29</b>	<b>1.36</b>	<b>1.37</b>	<b>1.35</b>	<b>1.19</b>	<b>1.36</b>	<b>1.32</b>	<b>1.34</b>
% 1-6 am	4.5%	5.9%	3.7%	5.1%	4.5%	4.8%	4.7%	5.9%	3.6%	6.7%	3.3%	4.4%	3.8%	2.2%
% 6-9 am	30.1%	29.6%	29.9%	28.7%	28.6%	28.3%	28.1%	28.7%	31.2%	28.9%	33.3%	28.7%	30.3%	40.3%
% 9 am-1 pm	12.8%	11.9%	13.4%	12.5%	14.3%	13.1%	13.3%	12.5%	11.6%	11.1%	8.3%	13.2%	10.6%	10.4%
% 1-4 pm	14.3%	14.8%	14.9%	15.4%	13.5%	13.8%	16.4%	14.7%	18.1%	15.6%	12.5%	12.5%	10.6%	5.2%
% 4-7 pm	27.8%	27.4%	26.9%	27.2%	25.6%	27.6%	25.8%	26.5%	21.7%	23.0%	26.7%	26.5%	26.5%	29.9%
% 7-10 pm	6.8%	6.7%	6.7%	6.6%	9.0%	7.6%	7.0%	7.4%	8.7%	8.9%	8.3%	10.3%	13.6%	3.7%
% 10 pm-1 am	3.8%	3.7%	4.5%	4.4%	4.5%	4.8%	4.7%	4.4%	5.1%	5.9%	7.5%	4.4%	4.5%	8.2%
<b>Daily Commute PMT per Person</b>														
<b>TOTAL</b>	<b>17.92</b>	<b>19.56</b>	<b>17.07</b>	<b>17.21</b>	<b>16.40</b>	<b>16.07</b>	<b>13.92</b>	<b>13.47</b>	<b>11.84</b>	<b>12.01</b>	<b>11.47</b>	<b>10.97</b>	<b>9.65</b>	<b>6.49</b>
% SOV	77.7%	80.0%	73.4%	77.0%	74.4%	75.4%	69.5%	77.9%	60.7%	69.4%	37.2%	60.6%	23.1%	42.5%
% MOV	15.6%	17.1%	18.7%	17.7%	14.5%	13.1%	10.9%	16.1%	11.1%	18.6%	15.7%	12.8%	12.8%	2.6%
% Other POV		0.1%	0.0%	0.0%	0.6%	0.2%		0.1%						
% Amtrak		0.0%		0.1%		0.0%		0.1%						
% Commuter Train	2.3%	0.1%	4.8%	0.8%	7.6%	1.4%	10.9%	1.3%	6.2%	2.1%	3.9%	1.7%	10.7%	8.6%
% Subway/EI Rail	0.1%	0.1%	0.2%	0.1%	0.4%	0.6%	4.2%	0.5%	10.0%	2.2%	30.0%	3.8%	27.4%	24.9%
% Other Public	0.9%	0.8%	1.2%	0.6%	0.7%	1.5%	2.8%	2.2%	8.1%	5.5%	8.3%	18.8%	9.5%	12.1%
% Walk	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.2%	0.2%	0.7%	0.4%	1.0%	0.9%	2.7%	8.8%
% Other	2.1%	0.9%	1.0%	2.8%	0.2%	6.8%	1.1%	0.4%	1.8%	0.8%	3.7%	1.2%	13.6%	0.5%
% Unreported	1.2%	1.0%	0.5%	0.9%	1.3%	1.0%	0.3%	1.0%	1.4%	1.0%	0.2%	0.2%	0.2%	
<b>TOTAL</b>	<b>17.92</b>	<b>19.56</b>	<b>17.07</b>	<b>17.21</b>	<b>16.40</b>	<b>16.07</b>	<b>13.92</b>	<b>13.47</b>	<b>11.84</b>	<b>12.01</b>	<b>11.47</b>	<b>10.97</b>	<b>9.65</b>	<b>6.49</b>
% 1-6 am	5.6%	10.7%	6.7%	7.7%	8.6%	6.3%	7.1%	8.2%	4.1%	8.1%	4.2%	8.7%	5.0%	0.2%
% 6-9 am	31.5%	29.1%	30.7%	30.0%	29.5%	30.7%	31.2%	28.7%	32.0%	31.4%	35.8%	27.7%	30.6%	36.9%
% 9 am-1 pm	10.3%	7.6%	14.1%	10.5%	12.9%	9.8%	10.9%	9.3%	9.5%	9.9%	5.4%	16.0%	7.9%	11.2%
% 1-4 pm	14.1%	14.9%	13.2%	14.2%	12.6%	13.2%	14.4%	14.6%	18.7%	15.4%	9.6%	8.1%	9.3%	7.1%
% 4-7 pm	28.1%	27.9%	24.9%	25.7%	22.8%	27.4%	26.4%	27.4%	22.4%	20.5%	24.9%	24.2%	32.4%	27.2%
% 7-10 pm	6.2%	6.6%	6.6%	7.4%	9.2%	8.4%	5.6%	7.3%	4.9%	8.3%	14.8%	9.8%	11.0%	8.9%
% 10 pm-1 am	4.1%	3.2%	3.8%	4.6%	4.4%	4.3%	4.4%	4.4%	8.4%	6.4%	5.3%	5.5%	4.0%	8.4%

Chapter 4: Table 8  
 Urban Travel and Population Density  
 2009 NHTS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Average Commute Length, Travel Time, and Speed</b>														
<b>Length (miles)</b>														
<b>TOTAL</b>	14.42	15.03	11.51	12.81	11.42	10.82	9.57	9.88	10.10	8.95	8.82	8.85	6.45	3.94
Private	14.41	15.15	11.76	12.90	11.26	10.89	9.88	10.11	8.86	9.76	12.10	10.37	10.65	4.67
Public	20.97	6.13	18.45	14.34	26.42	17.24	14.58	11.14	12.22	5.94	7.92	8.23	7.57	4.64
Walk	0.54	0.78	1.29	1.58	0.51	0.76	0.88	0.87	0.81	0.97	2.90	0.69	1.48	0.64
Other	50.60	21.11	8.21	21.14	7.09	14.24	5.41	10.33	28.47	13.61	5.08	4.86	6.99	1.37
<b>Time (minutes)</b>														
<b>TOTAL</b>	23.95	25.12	23.22	23.83	24.34	23.38	26.24	23.21	32.59	27.27	42.70	31.67	38.55	25.33
Private	24.01	25.09	22.90	23.43	23.09	22.52	24.23	22.13	24.07	25.36	34.63	26.94	33.38	17.87
Public	61.30	50.57	53.61	51.20	69.24	70.79	55.86	51.74	63.68	49.45	52.18	53.79	49.49	37.20
Walk	8.54	13.29	13.56	28.07	15.13	15.88	16.88	15.10	16.41	15.89	28.11	13.06	18.32	17.24
Other	31.82	25.70	26.49	26.32	19.13	33.85	26.03	27.77	41.00	26.93	43.15	21.61	26.94	22.24
<b>Miles per Hour</b>														
<b>TOTAL</b>	36.38	36.23	30.13	32.60	28.77	28.52	23.16	26.76	23.26	22.35	16.89	21.34	12.90	11.85
Private	36.01	36.22	30.82	33.02	29.25	29.01	24.47	27.41	22.08	23.09	20.97	23.08	19.13	15.66
Public														
Walk	3.80	3.54	5.70	3.38	2.02	2.88	3.13	3.45	2.96	3.65	6.20	3.17	4.85	2.22
Other	95.40	49.29	18.60	48.21	22.24	25.24	12.47	22.31	41.67	30.33	7.06	13.48	15.57	3.69

Chapter 4: Table 8  
 Urban Travel and Population Density  
 2001 NHTS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Average Commute Length, Travel Time, and Speed</b>														
<b>Length (miles)</b>														
<b>TOTAL</b>	14.00	14.96	12.19	12.33	12.52	10.97	10.75	11.35	9.94	10.06	8.16	7.78	7.03	10.34
Private	13.80	14.82	12.05	11.79	12.04	10.61	10.00	10.98	9.92	10.44	8.90	9.62	10.45	12.85
Public	19.98	22.56	29.95	23.18	27.01	14.78	21.93	12.83	13.95	9.21	11.04	6.14	7.72	9.15
Walk	2.91	0.83	0.93	0.77	0.91	1.16	1.94	0.86	1.26	0.89	1.25	0.82	1.22	0.05
Other	47.27	102.60	24.74	100.65	12.69	86.44	14.08	72.59	11.04	31.46	7.43	3.01	6.80	
<b>Time (minutes)</b>														
<b>TOTAL</b>	24.79	24.41	23.77	22.48	25.86	21.92	26.86	24.04	36.13	27.84	37.67	26.67	40.46	45.74
Private	23.56	24.24	22.27	22.12	23.28	21.26	21.95	22.82	25.97	25.85	28.16	23.87	35.47	33.04
Public	57.97	106.73	74.46	61.73	71.18	56.27	77.46	59.50	71.98	48.40	58.02	43.85	51.14	54.67
Walk	12.59	8.93	33.23	14.97	14.52	13.66	12.91	13.16	17.70	14.45	20.27	15.18	19.76	3.19
Other	67.52	74.27	52.86	58.37	32.74	56.92	53.63	38.34	42.48	40.41	32.43	32.08	37.50	
<b>Miles per Hour</b>														
<b>TOTAL</b>	34.96	36.86	31.40	33.06	30.64	30.88	26.78	29.87	21.35	23.40	16.01	21.48	13.85	23.31
Private	35.17	36.71	32.72	32.01	31.25	30.02	27.34	28.90	23.30	24.25	18.51	24.25	17.68	23.34
Public						34.29		18.04						
Walk	7.09	5.48	1.40	2.47	3.77	3.06	6.78	3.72	3.14	3.09	3.14	2.65	3.15	0.90
Other	48.42	83.87	22.97	134.30	13.71	127.75	14.76	165.74	10.46	7.67	16.08	5.06	12.59	

Chapter 4: Table 8  
 Urban Travel and Population Density  
 1995 NPTS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Average Commute Length, Travel Time, and Speed</b>														
<b>Length (miles)</b>														
<b>TOTAL</b>	<b>13.66</b>	<b>14.64</b>	<b>12.92</b>	<b>12.77</b>	<b>12.38</b>	<b>11.27</b>	<b>11.12</b>	<b>10.07</b>	<b>9.17</b>	<b>9.11</b>	<b>11.02</b>	<b>8.60</b>	<b>8.49</b>	<b>4.84</b>
Private	13.44	14.73	12.80	12.71	12.29	10.67	10.74	10.41	9.57	10.02	12.96	10.61	11.88	6.18
Public	38.32	38.67	35.01	20.24	27.13	20.44	20.86	11.24	12.97	8.32	12.99	8.72	8.89	5.36
Walk	0.61	0.63	0.58	0.51	0.82	0.58	0.60	0.88	0.83	0.81	0.94	0.68	1.18	1.97
Other	41.18	17.50	11.32	22.61	2.82	71.95	7.51	8.49	4.67	5.39	10.17	4.16	16.61	1.00
<b>Time (minutes)</b>														
<b>TOTAL</b>	<b>21.39</b>	<b>23.01</b>	<b>22.24</b>	<b>21.03</b>	<b>23.13</b>	<b>19.54</b>	<b>23.60</b>	<b>20.29</b>	<b>25.75</b>	<b>21.44</b>	<b>34.64</b>	<b>27.43</b>	<b>31.55</b>	<b>24.99</b>
Private	21.25	22.77	21.71	20.90	22.02	19.12	21.60	19.83	22.70	21.01	29.63	26.13	30.76	18.07
Public	55.72	67.45	60.88	48.73	60.38	46.46	50.32	39.15	46.31	33.28	49.94	36.85	39.39	35.84
Walk	6.81	7.51	11.15	8.51	12.43	11.76	8.87	11.92	9.34	10.49	10.82	12.22	16.53	20.25
Other	37.95	56.84	35.40	24.83	11.80	36.82	24.93	39.77	23.33	19.48	29.48	52.54	23.23	5.00
<b>Miles per Hour</b>														
<b>TOTAL</b>	<b>37.98</b>	<b>38.22</b>	<b>34.71</b>	<b>36.53</b>	<b>32.72</b>	<b>34.88</b>	<b>28.40</b>	<b>30.35</b>	<b>22.02</b>	<b>26.66</b>	<b>22.13</b>	<b>19.86</b>	<b>17.79</b>	<b>13.50</b>
Private	37.94	38.81	35.37	36.46	33.48	33.47	29.84	31.50	25.30	28.61	26.25	24.36	23.17	20.51
Public	30.71	39.65	37.73	27.07	30.72	34.98	21.85	17.09	14.99	15.51	17.63	11.42	12.32	10.98
Walk	5.35	5.01	3.13	3.60	3.98	2.94	4.09	4.41	5.35	4.66	5.18	3.33	4.27	5.84
Other	65.10	18.42	19.19	55.04	13.76	117.25	15.75	11.16	12.35	16.59	20.70	4.75	42.90	12.00

Chapter 4: Table 9  
Urban Travel and Population Density  
2009 NHTS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Average Vehicle Occupancy (Person Miles per Vehicle Mile)</b>														
<b>ALL</b>	<b>1.60</b>	<b>1.63</b>	<b>1.66</b>	<b>1.64</b>	<b>1.50</b>	<b>1.78</b>	<b>1.58</b>	<b>1.68</b>	<b>1.57</b>	<b>1.66</b>	<b>1.78</b>	<b>1.62</b>	<b>2.21</b>	<b>1.14</b>
1 Adult, No Child	1.18	1.19	1.23	1.33	1.09	1.31	1.08	1.23	1.06	1.24	1.59	1.29	1.92	1.22
2+ Adults, No Child	1.46	1.41	1.37	1.33	1.36	1.50	1.25	1.50	1.60	1.36	1.42	1.23	1.77	1.22
1 Adult, Child <6	1.50	2.29	2.88	1.94	2.30	1.99	2.31	3.02	2.11	2.00	1.00	5.36	2.00	
2+ Adults, Child <6	1.69	2.13	2.53	1.92	1.94	2.02	1.67	2.19	1.74	2.14	2.96	1.76	3.06	1.00
1 Adult, Child 6-15	1.52	1.81	1.43	2.88	1.36	1.77	1.77	1.72	1.43	1.61	1.04	1.51	1.12	
2+ Adults, Child 6-15	1.90	1.74	1.57	1.83	1.62	2.19	2.22	1.85	1.72	2.54	1.69	1.81	2.45	1.10
1 Adult, Child 16-21	1.54	1.35	1.67	1.31	1.55	2.00	1.20	1.57	1.00	1.16	1.77	1.57	1.00	
2+ Adults, Child 16-21	1.53	1.43	1.57	1.41	1.46	1.71	1.52	1.50	1.36	1.46	2.24	3.15	1.77	
1 Adult, Retired, No Child	1.45	1.25	1.12	1.29	1.16	1.30	1.27	1.44	1.21	1.18	1.55	1.03	1.13	1.10
2+ Adults, Retired, No Child	1.46	1.56	1.44	1.66	1.50	1.57	1.46	1.56	1.46	1.33	1.66	1.34	1.51	1.06
Unreported														
<b>ALL</b>	<b>1.60</b>	<b>1.63</b>	<b>1.66</b>	<b>1.64</b>	<b>1.50</b>	<b>1.78</b>	<b>1.58</b>	<b>1.68</b>	<b>1.57</b>	<b>1.66</b>	<b>1.78</b>	<b>1.62</b>	<b>2.21</b>	<b>1.14</b>
Earn a Living	1.10	1.16	1.13	1.15	1.13	1.13	1.13	1.18	1.23	1.13	1.29	1.06	1.19	1.04
Family & Personal Business	1.77	1.81	1.61	1.76	1.58	1.79	1.71	1.79	1.58	1.72	1.78	2.27	2.18	1.29
Civic, Educational & Religious	1.70	1.74	1.50	1.76	1.16	1.67	1.40	1.83	1.26	1.36	1.78	1.28	1.65	1.75
Social & Recreational	2.17	2.13	1.90	2.12	2.01	2.45	2.12	2.19	2.00	2.36	2.32	1.97	2.65	1.44
Other	1.85	2.08	1.42	2.43	2.00	1.29	1.88	2.33	4.15	1.39	1.29	1.69	1.00	
Unreported	1.18	1.36	3.36	1.88	1.82	2.91	2.18	1.56	1.17	1.32	1.70	1.04	2.62	1.00
<b>ALL</b>	<b>1.60</b>	<b>1.63</b>	<b>1.66</b>	<b>1.64</b>	<b>1.50</b>	<b>1.78</b>	<b>1.58</b>	<b>1.68</b>	<b>1.57</b>	<b>1.66</b>	<b>1.78</b>	<b>1.62</b>	<b>2.21</b>	<b>1.14</b>
< \$10,000	1.68	1.60	1.57	2.51	1.66	1.70	1.53	1.66	1.32	1.58	1.01	1.31	1.13	1.00
\$10 to \$20,000	1.46	1.95	1.63	1.68	1.22	1.60	1.60	1.73	1.68	1.62	1.79	1.44	2.72	1.00
\$20 to \$30,000	1.78	1.75	1.34	1.78	1.40	1.59	1.54	1.67	1.43	1.62	1.26	1.73	1.58	1.00
\$30 to \$40,000	1.44	1.62	1.53	1.55	1.46	1.56	1.24	1.85	1.67	1.82	1.43	1.32	2.32	1.44
\$40 to \$50,000	1.36	1.70	1.39	1.70	1.28	1.58	1.76	1.53	1.50	1.38	1.50	2.07	2.38	1.00
\$50 to \$60,000	1.60	1.52	1.57	1.62	1.73	1.48	1.63	1.62	1.49	1.43	1.93	1.26	2.28	1.00
\$60 to \$70,000	1.46	1.53	1.63	1.60	1.54	1.63	1.63	1.56	2.03	2.32	1.67	1.37	1.37	2.00
\$70 to \$80,000	1.87	1.56	1.54	1.69	1.62	1.78	1.45	1.69	1.50	1.37	1.60	1.19	2.64	1.88
\$80 to \$100,000	1.54	1.57	1.76	1.51	1.67	1.67	1.41	1.52	1.49	1.67	1.85	3.10	1.26	1.00
\$100,000+	1.64	1.66	1.82	1.61	1.49	2.07	1.64	1.68	1.53	1.67	1.99	1.63	1.99	1.19
Unreported	1.67	1.38	1.36	1.70	1.31	1.75	1.51	2.03	1.34	1.21	1.58	1.41	1.22	1.00

Chapter 4: Table 9  
 Urban Travel and Population Density  
 2001 NHTS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Average Vehicle Occupancy (Person Miles per Vehicle Mile)</b>														
<b>ALL</b>	<b>1.52</b>	<b>1.62</b>	<b>1.52</b>	<b>1.63</b>	<b>1.61</b>	<b>1.60</b>	<b>1.58</b>	<b>1.62</b>	<b>2.06</b>	<b>1.64</b>	<b>1.70</b>	<b>1.74</b>	<b>1.68</b>	<b>1.19</b>
1 Adult, No Child	1.15	1.18	1.19	1.27	1.20	1.25	1.15	1.21	1.42	1.26	1.29	1.06	1.78	1.09
2+ Adults, No Child	1.36	1.37	1.38	1.47	1.40	1.38	1.39	1.41	1.44	1.54	1.64	1.49	1.78	1.20
1 Adult, Child <6	1.51	1.97	1.64	1.97	1.55	2.14	1.43	1.71	2.05	1.86	1.19	2.87	2.45	1.05
2+ Adults, Child <6	1.92	2.02	1.94	2.10	2.03	2.03	2.01	2.02	1.95	1.92	1.59	2.77	1.64	1.52
1 Adult, Child 6-15	1.84	1.57	1.58	1.64	1.74	1.89	1.79	1.77	1.24	1.72	1.62	1.30	1.53	
2+ Adults, Child 6-15	1.59	1.77	1.64	1.63	1.75	1.59	1.52	1.76	1.70	1.78	2.07	1.92	1.57	1.07
1 Adult, Child 16-21	1.19	1.32	1.34	1.36	1.25	1.62	1.31	1.40	1.63	1.25	1.36	1.29	1.00	1.38
2+ Adults, Child 16-21	1.38	1.38	1.40	1.39	1.41	1.48	1.48	1.48	4.23	1.49	1.51	2.07	1.34	
1 Adult, Retired, No Child	1.14	1.34	1.34	1.32	1.18	1.31	1.28	1.26	1.07	1.37	1.71	1.41	1.08	1.28
2+ Adults, Retired, No Child	1.58	1.64	1.44	1.60	1.46	1.66	1.66	1.61	1.47	1.59	1.65	1.40	1.62	1.63
Unreported		1.25	1.01	1.84	1.00	3.05	1.94	1.70	1.55	1.93				
<b>ALL</b>	<b>1.52</b>	<b>1.62</b>	<b>1.52</b>	<b>1.63</b>	<b>1.61</b>	<b>1.60</b>	<b>1.58</b>	<b>1.62</b>	<b>2.06</b>	<b>1.64</b>	<b>1.70</b>	<b>1.74</b>	<b>1.68</b>	<b>1.19</b>
Earn a Living	1.11	1.17	1.11	1.13	1.20	1.15	1.09	1.16	1.24	1.11	1.18	1.16	1.29	1.14
Family & Personal Business	1.69	1.79	1.60	1.76	1.70	1.71	1.78	1.84	1.80	1.84	1.89	2.16	1.92	1.14
Civic, Educational & Religious	1.65	1.79	1.67	2.05	1.60	1.67	1.52	1.65	1.53	1.41	1.33	2.30	1.70	1.79
Social & Recreational	1.84	2.06	1.99	2.04	2.10	2.02	1.99	1.96	3.52	2.26	2.10	1.83	1.84	1.49
Other	2.22	1.91	1.78	1.97	1.50	2.07	1.23	1.51	1.98	1.82	2.45	1.32	1.30	
Unreported	1.26	1.81	2.11	1.34	2.72	2.05	2.14	1.48	1.31	1.04	1.00	1.14	1.00	1.00
<b>ALL</b>	<b>1.52</b>	<b>1.62</b>	<b>1.52</b>	<b>1.63</b>	<b>1.61</b>	<b>1.60</b>	<b>1.58</b>	<b>1.62</b>	<b>2.06</b>	<b>1.64</b>	<b>1.70</b>	<b>1.74</b>	<b>1.68</b>	<b>1.19</b>
< \$10,000	1.31	1.72	1.42	2.05	1.35	1.50	1.38	2.06	1.50	1.55	1.03	1.65	1.11	1.00
\$10 to \$20,000	1.44	1.69	1.63	1.52	1.48	1.46	1.85	1.73	1.24	1.79	1.26	1.51	1.89	
\$20 to \$30,000	1.48	1.61	1.35	1.62	1.46	1.47	1.69	1.70	1.38	1.86	1.87	3.37	1.32	1.32
\$30 to \$40,000	1.57	1.58	1.48	1.79	1.31	1.71	1.71	1.56	4.15	1.86	2.05	1.63	1.52	1.33
\$40 to \$50,000	1.49	1.60	1.60	1.49	1.53	1.73	2.17	1.71	1.73	1.89	1.73	1.49	1.51	1.00
\$50 to \$60,000	1.62	1.62	1.48	1.64	1.56	1.49	1.34	1.62	1.55	1.62	1.54	1.16	1.93	1.54
\$60 to \$70,000	1.54	1.72	1.55	1.54	1.64	1.50	1.72	1.61	1.30	1.42	1.63	1.38	1.57	1.31
\$70 to \$80,000	1.46	1.84	1.56	1.60	1.79	1.57	1.58	1.60	1.64	2.00	1.34	1.22	1.75	1.67
\$80 to \$100,000	1.53	1.57	1.59	1.60	1.61	1.63	1.37	1.60	1.38	1.24	1.56	1.37	1.50	1.01
\$100,000+	1.52	1.56	1.49	1.60	1.70	1.61	1.55	1.60	1.58	1.45	1.70	1.56	1.94	1.24
Unreported	1.43	1.49	1.55	1.68	1.52	1.67	1.50	1.42	1.79	1.81	1.61	1.51	1.16	1.10

Chapter 4: Table 9  
Urban Travel and Population Density  
1995 NPTS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<i>Average Vehicle Occupancy (Person Miles per Vehicle Mile)</i>														
<b>ALL</b>	<b>1.50</b>	<b>1.56</b>	<b>1.62</b>	<b>1.59</b>	<b>1.53</b>	<b>1.62</b>	<b>1.58</b>	<b>1.55</b>	<b>1.70</b>	<b>1.57</b>	<b>1.54</b>	<b>1.66</b>	<b>2.05</b>	<b>1.74</b>
1 Adult, No Child	1.22	1.14	1.51	1.25	1.08	1.29	1.31	1.19	1.17	1.40	1.10	1.21	1.20	1.45
2+ Adults, No Child	1.36	1.34	1.38	1.31	1.49	1.40	1.32	1.32	1.50	1.29	1.62	1.45	2.01	1.79
1 Adult, Child <6	1.62	1.48	2.57	1.67	1.34	4.11	2.12	1.74	2.88	1.81	1.41		1.36	
2+ Adults, Child <6	1.69	1.79	2.00	1.91	1.74	1.88	1.91	1.89	1.97	1.87	1.67	1.80	2.54	1.00
1 Adult, Child 6-15	1.75	1.51	1.39	1.66	1.35	2.17	1.55	1.57	2.96	1.52	1.27	2.42	2.30	
2+ Adults, Child 6-15	1.67	1.83	1.64	1.74	1.85	1.80	1.78	1.84	1.94	1.84	1.90	2.15	2.06	1.57
1 Adult, Child 16-21	1.07	1.67	1.80	1.55	1.21	1.94	1.51	1.42	1.55	1.06		2.51	1.47	
2+ Adults, Child 16-21	1.37	1.37	1.40	1.44	1.19	1.49	1.63	1.63	1.69	1.29	1.31	2.42	2.47	
1 Adult, Retired, No Child	1.19	1.29	1.06	1.82	1.20	1.42	1.15	1.20	1.44	1.32	1.41	1.02	1.50	
2+ Adults, Retired, No Child	1.46	1.50	1.66	1.61	1.49	1.49	1.58	1.54	1.69	2.02	1.43	2.20	1.73	2.00
<b>ALL</b>	<b>1.50</b>	<b>1.56</b>	<b>1.62</b>	<b>1.59</b>	<b>1.53</b>	<b>1.62</b>	<b>1.58</b>	<b>1.55</b>	<b>1.70</b>	<b>1.57</b>	<b>1.54</b>	<b>1.66</b>	<b>2.05</b>	<b>1.74</b>
Earn a Living	1.12	1.15	1.19	1.15	1.07	1.14	1.11	1.14	1.14	1.13	1.11	1.07	1.63	1.04
Family & Personal Business	1.63	1.70	1.72	1.76	1.70	1.80	1.75	1.71	1.86	1.74	1.64	2.04	2.04	1.88
Civic, Educational & Religious	1.56	1.64	1.47	1.58	1.53	1.56	2.55	1.64	1.59	2.07	1.38	1.83	1.91	
Social & Recreational	1.92	2.10	2.11	2.10	1.98	2.17	2.04	1.93	2.32	1.81	2.11	1.92	2.43	1.86
Other	1.19	2.18	1.99	1.93	3.00	1.49	1.08	1.58	2.00	2.09	1.00			
<b>ALL</b>	<b>1.50</b>	<b>1.56</b>	<b>1.62</b>	<b>1.59</b>	<b>1.53</b>	<b>1.62</b>	<b>1.58</b>	<b>1.55</b>	<b>1.70</b>	<b>1.57</b>	<b>1.54</b>	<b>1.66</b>	<b>2.05</b>	<b>1.74</b>
< \$10,000	1.46	1.33	1.64	1.53	1.12	2.22	1.54	1.36	1.47	1.25	1.49	2.33	1.54	1.00
\$10 to \$20,000	1.30	1.50	1.63	2.13	1.31	2.23	1.38	1.73	1.29	2.08	1.71	1.72	2.63	
\$20 to \$30,000	1.44	1.50	1.28	1.72	1.34	1.36	1.32	1.63	1.38	1.74	1.65	1.38	2.21	1.10
\$30 to \$40,000	1.44	1.60	1.67	1.56	1.42	1.48	1.59	1.59	1.91	1.64	1.44	1.81	1.98	1.45
\$40 to \$50,000	1.42	1.50	1.50	1.67	1.33	2.06	1.76	1.31	1.48	1.71	1.52	1.58	1.95	
\$50 to \$60,000	1.67	1.62	1.73	1.43	1.63	1.59	1.61	1.47	1.92	1.43	1.64	1.94	1.30	1.33
\$60 to \$70,000	1.48	1.50	1.65	1.50	1.31	1.55	1.66	1.51	1.85	1.39	2.02	2.31	1.64	
\$70 to \$80,000	1.38	1.52	1.57	1.75	1.63	1.88	1.31	1.61	2.23	1.49	1.56	1.10	3.58	
\$80 to \$100,000	1.73	1.69	1.59	1.65	1.49	1.50	1.63	1.52	1.78	1.60	1.85	1.61	2.05	1.97
\$100,000+	1.45	1.55	1.77	1.55	1.84	1.60	1.74	1.52	1.57	1.43	1.31	1.38	1.65	1.00
Unreported	1.44	1.50	1.49	1.56	1.40	1.62	1.41	1.66	1.61	1.41	1.36	1.50	1.32	

Chapter 4: Table 10  
Urban Travel and Population Density  
2009 NHTS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Vehicles by Type</b>	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Auto	48.1%	42.2%	58.1%	52.0%	61.3%	55.2%	62.3%	56.9%	62.4%	62.3%	70.9%	62.2%	62.1%	75.6%
Van	10.6%	7.9%	7.8%	8.8%	8.6%	9.4%	8.9%	8.0%	12.4%	8.3%	5.3%	10.1%	12.6%	1.4%
Sports Utility	20.8%	19.9%	22.7%	21.1%	21.6%	20.0%	22.6%	19.2%	21.1%	15.8%	22.2%	19.9%	23.0%	9.9%
Pickup	16.1%	24.8%	8.8%	14.3%	6.0%	12.2%	4.2%	12.5%	2.5%	11.1%	0.9%	5.3%	0.3%	11.6%
Other Truck	0.3%	0.7%	0.2%	0.3%	0.2%	0.2%	0.1%	0.2%	0.1%	0.2%		0.0%		
RV	0.6%	0.8%	0.3%	0.5%	0.1%	0.4%	0.2%	0.3%	0.0%	0.2%		0.0%		
Motorcycle	3.5%	3.8%	2.2%	3.0%	2.1%	2.7%	1.7%	3.0%	1.5%	2.1%	0.8%	2.4%	2.0%	1.5%
Other POV	*	*	*	*	*	*	*	*	*	*	*	*	*	*
* Other POV not present in 2001 or 2009.														
<b>Age Statistics</b>														
Average Vehicle Age	8.13	9.59	7.26	8.42	7.37	8.88	7.42	9.41	7.77	9.86	8.31	9.26	8.39	9.17
Median Vehicle Age	7	8	6	7	6	7	6	8	7	9	7	9	8	9
<b>Percent VMT*</b>														
Less than 10 yrs	74.7%	69.6%	78.9%	72.8%	76.4%	70.0%	76.5%	66.5%	75.6%	61.8%	63.8%	64.1%	69.3%	50.0%
10 yrs or more	25.3%	30.4%	21.1%	27.2%	23.6%	30.0%	23.6%	33.5%	24.4%	38.2%	36.2%	35.9%	30.7%	50.0%
<b>Percent Vehicle Fleet</b>														
Less than 10 yrs	68.7%	60.5%	74.2%	66.8%	72.7%	64.0%	71.1%	60.0%	68.0%	56.3%	62.0%	58.9%	62.0%	66.6%
10 yrs or more	31.3%	39.5%	25.8%	33.2%	27.3%	36.0%	28.9%	40.0%	32.0%	43.7%	38.0%	41.1%	38.0%	33.4%
<b>Avg Fuel Consumption (gal/HH)</b>	1,130	1,306	942	1,049	876	940	691	839	557	642	321	526	163	244
Less than 10 yrs	73.2%	67.8%	77.8%	71.6%	75.9%	69.2%	75.0%	64.9%	74.5%	59.7%	62.6%	63.1%	67.9%	52.7%
10 yrs or more	26.8%	32.2%	22.2%	28.4%	24.2%	30.9%	25.0%	35.1%	25.5%	40.4%	37.4%	36.9%	32.1%	47.3%
<b>Avg CO2 Emissions (kg/HH)</b>	9,952	11,523	8,292	9,235	7,719	8,277	6,077	7,381	4,895	5,648	2,820	4,621	1,430	2,147
Less than 10 yrs	73.2%	67.8%	77.8%	71.6%	75.9%	69.2%	75.0%	64.9%	74.5%	59.7%	62.6%	63.1%	67.9%	52.7%
10 yrs or more	26.8%	32.2%	22.2%	28.4%	24.2%	30.9%	25.0%	35.1%	25.5%	40.4%	37.4%	36.9%	32.1%	47.3%
* Numbers reflect BESTMILE Estimates.														

Chapter 4: Table 10  
 Urban Travel and Population Density  
 2001 NHTS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Vehicles by Type</b>	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Auto	55.0%	48.2%	65.9%	58.4%	64.3%	61.8%	70.4%	64.7%	75.6%	67.5%	75.2%	71.2%	77.4%	85.4%
Van	9.6%	9.3%	10.8%	9.7%	11.5%	9.2%	9.8%	8.8%	9.5%	7.2%	8.1%	12.2%	9.8%	3.2%
Sports Utility	13.5%	12.3%	12.1%	13.4%	14.0%	12.9%	12.2%	11.1%	11.5%	12.9%	12.3%	10.7%	11.4%	4.2%
Pickup	17.8%	25.5%	8.5%	15.4%	8.0%	13.3%	5.6%	13.3%	1.9%	10.1%	1.4%	4.5%	0.6%	7.0%
Other Truck	0.5%	0.8%	0.2%	0.3%	0.1%	0.2%	0.0%	0.3%	0.1%	0.6%	1.1%	0.0%		
RV	0.7%	1.0%	0.5%	0.7%	0.5%	0.6%	0.2%	0.5%	0.1%	0.3%		0.0%		
Motorcycle	2.9%	2.9%	1.9%	2.3%	1.7%	2.0%	1.8%	1.5%	1.2%	1.5%	1.9%	1.4%	0.9%	0.3%
Other POV	*	*	*	*	*	*	*	*	*	*	*	*	*	*
* Other POV not present in 2001 or 2009.														
<b>Age Statistics</b>														
Average Vehicle Age	7.92	9.12	7.36	8.11	7.10	8.14	7.40	8.78	7.38	9.28	8.51	9.30	8.76	8.38
Median Vehicle Age	7	7	6	6	6	7	6	7	6	8	8	8	8	8
<b>Percent VMT*</b>														
Less than 10 yrs	74.7%	73.0%	78.6%	75.8%	76.6%	74.1%	74.0%	70.5%	76.5%	60.5%	67.9%	65.5%	63.0%	63.7%
10 yrs or more	25.3%	27.0%	21.5%	24.2%	23.4%	25.9%	26.0%	29.5%	23.5%	39.5%	32.1%	34.5%	37.0%	36.3%
<b>Percent Vehicle Fleet</b>														
Less than 10 yrs	67.5%	62.1%	71.3%	68.1%	71.9%	67.7%	70.3%	62.6%	69.4%	57.8%	56.9%	56.8%	57.0%	65.0%
10 yrs or more	32.6%	37.9%	28.7%	32.0%	28.1%	32.4%	29.7%	37.4%	30.6%	42.2%	43.1%	43.3%	43.0%	35.0%
<b>Avg Fuel Consumption (gal/HH)</b>	1,141	1,293	1,032	1,109	972	964	755	857	685	741	395	517	219	375
Less than 10 yrs	77.2%	73.5%	78.6%	76.0%	83.2%	73.9%	76.5%	70.3%	79.3%	61.0%	67.5%	65.6%	63.9%	62.4%
10 yrs or more	22.8%	26.5%	21.4%	24.0%	16.8%	26.1%	23.5%	29.7%	20.7%	39.0%	32.5%	34.5%	36.1%	37.6%
<b>Avg CO2 Emissions (kg/HH)</b>	10,024	11,366	9,068	9,753	8,542	8,470	6,639	7,535	6,016	6,518	3,496	4,545	1,920	3,298
Less than 10 yrs	77.2%	73.5%	78.6%	76.0%	83.2%	73.9%	76.5%	70.3%	79.3%	61.0%	67.5%	65.6%	63.9%	62.4%
10 yrs or more	22.8%	26.5%	21.4%	24.0%	16.8%	26.1%	23.5%	29.7%	20.7%	39.0%	32.5%	34.5%	36.1%	37.6%
* Numbers reflect BESTMILE Estimates.														

Chapter 4: Table 10  
Urban Travel and Population Density  
1995 NPTS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Vehicles by Type</b>	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Auto	64.8%	57.7%	74.9%	65.6%	76.5%	70.8%	80.1%	72.0%	85.1%	80.1%	88.2%	83.9%	88.3%	84.1%
Van	8.4%	8.2%	8.7%	10.0%	7.7%	7.8%	7.6%	7.8%	6.1%	5.8%	6.1%	6.6%	4.9%	
Sports Utility	8.3%	7.6%	7.5%	7.5%	7.7%	7.4%	7.2%	6.5%	5.7%	5.1%	4.5%	3.6%	5.6%	3.3%
Pickup	15.7%	24.2%	7.4%	14.9%	7.4%	12.6%	4.0%	12.2%	2.4%	7.0%	1.0%	5.3%	0.8%	12.6%
Other Truck	0.4%	0.6%	0.3%	0.2%	0.2%	0.2%	0.1%	0.2%	0.3%	0.1%				
RV	0.6%	0.6%	0.5%	0.5%	0.2%	0.2%	0.3%	0.6%		0.3%		0.3%	0.1%	
Motorcycle	1.8%	1.0%	0.7%	1.3%	0.3%	1.0%	0.5%	0.7%	0.3%	1.5%		0.4%	0.3%	
Other POV	0.1%	0.1%	0.1%	0.1%		0.0%	0.2%	0.0%	0.2%	0.1%	0.2%			
* Other POV not present in 2001 or 2009.														
<b>Age Statistics</b>														
Average Vehicle Age	7.50	8.46	6.90	7.82	7.03	7.82	7.30	8.16	7.43	8.81	7.98	8.04	8.05	9.92
Median Vehicle Age	7	7	6	7	7	7	7	7	7	8	8	8	8	9
<b>Percent VMT*</b>														
Less than 10 yrs	77.5%	77.3%	78.9%	81.0%	79.1%	77.8%	75.3%	76.5%	75.4%	69.4%	67.5%	73.9%	66.1%	72.6%
10 yrs or more	22.5%	22.7%	21.2%	19.0%	20.9%	22.3%	24.7%	23.6%	24.6%	30.6%	32.5%	26.1%	34.0%	27.4%
<b>Percent Vehicle Fleet</b>														
Less than 10 yrs	72.0%	65.4%	75.4%	70.0%	75.2%	69.4%	72.3%	67.9%	71.4%	62.9%	67.5%	64.6%	65.5%	59.4%
10 yrs or more	28.0%	34.6%	24.7%	30.0%	24.8%	30.6%	27.7%	32.1%	28.6%	37.1%	32.6%	35.4%	34.5%	40.6%
<b>Avg Fuel Consumption (gal/HH)</b>														
Less than 10 yrs	**	**	**	**	**	**	**	**	**	**	**	**	**	**
10 yrs or more	**	**	**	**	**	**	**	**	**	**	**	**	**	**
<b>Avg CO2 Emissions (kg/HH)</b>														
Less than 10 yrs	**	**	**	**	**	**	**	**	**	**	**	**	**	**
10 yrs or more	**	**	**	**	**	**	**	**	**	**	**	**	**	**
* Numbers reflect BESTMILE Estimates. Due to data being unavailable, self-reported annual miles were substituted for Rest of Nation 1995 estimates.														
** Statistics not available in 1995.														

Chapter 4: Table 11  
Urban Travel and Population Density  
2009 NHTS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Annual CO2 Emissions per Household - POVs ONLY</b>														
Average CO2 Emissions (kg)/HH	9,952	11,523	8,292	9,235	7,719	8,277	6,077	7,381	4,895	5,648	2,820	4,621	1,430	2,147
0 Workers	5,399	6,240	4,050	4,637	3,837	3,949	2,766	3,395	2,590	2,600	1,141	1,606	513	1,589
1 Workers	8,885	10,332	7,637	8,675	7,000	7,844	5,563	6,821	4,993	5,398	2,752	4,256	1,183	2,501
2 Workers	13,188	15,691	11,261	12,643	11,090	12,021	9,328	11,089	5,950	9,575	5,277	8,512	2,889	1,829
3 or more Workers	17,075	21,660	15,848	17,485	14,169	16,652	13,834	15,658	13,350	15,859	4,969	9,995	4,211	5,077
Average CO2 Emissions (kg)/HH	9,952	11,523	8,292	9,235	7,719	8,277	6,077	7,381	4,895	5,648	2,820	4,621	1,430	2,147
1 Drivers	5,010	5,697	3,775	4,929	3,754	4,740	3,244	4,175	2,667	3,265	1,736	2,247	856	2,066
2 Drivers	11,176	12,415	9,666	10,563	9,247	9,613	7,199	9,324	6,271	7,809	4,347	8,065	2,639	3,278
3 or more Drivers	15,567	18,945	14,807	16,092	13,053	15,050	12,679	14,042	10,515	12,927	6,391	9,847	3,932	3,500
Average CO2 Emissions (kg)/HH	9,952	11,523	8,292	9,235	7,719	8,277	6,077	7,381	4,895	5,648	2,820	4,621	1,430	2,147
1 Vehicles	4,492	4,746	3,907	4,181	3,684	4,090	3,521	3,852	3,460	3,673	3,485	3,632	3,802	2,813
2 Vehicles	10,294	10,945	9,355	10,132	8,932	9,664	8,257	8,943	7,938	8,903	7,112	9,917	6,544	3,465
3 or more Vehicles	16,300	18,070	15,541	15,870	14,244	15,554	13,234	15,783	12,860	15,386	11,695	12,905	9,232	6,612
<b>Annual CO2 Emissions per Household - Non-POV MODES</b>														
Average CO2 Emissions (kg)/HH	219	182	225	140	215	188	309	234	762	453	649	958	894	559
0 Workers	66	76	104	91	76	141	115	173	139	314	401	388	447	468
1 Workers	173	139	210	114	183	171	326	188	873	605	564	578	823	820
2 Workers	256	282	312	167	239	247	499	309	1,208	298	965	2,099	1,548	295
3 or more Workers	922	439	424	480	799	293	460	619	1,468	528	1,549	4,174	1,616	1,229
Average CO2 Emissions (kg)/HH	219	182	225	140	215	188	309	234	762	453	649	958	894	559
0 Drivers	43	91	97	202	35	173	83	305	451	261	118	760	360	765
1 Drivers	32	106	71	77	86	101	175	169	849	267	389	451	656	426
2 Drivers	295	189	224	145	184	225	389	186	697	659	939	1,503	1,179	565
3 or more Drivers	298	286	554	241	613	279	503	562	973	700	1,554	1,983	2,605	1,484
Average CO2 Emissions (kg)/HH	219	182	225	140	215	188	309	234	762	453	649	958	894	559
0 Vehicles	446	383	309	452	110	479	631	614	1,060	685	690	951	1,016	585
1 Vehicles	90	79	54	72	121	142	112	174	775	546	568	1,102	655	507
2 Vehicles	290	240	217	136	235	189	407	141	492	227	737	795	589	1,120
3 or more Vehicles	189	172	490	162	362	174	340	349	814	239	651	690	461	
<b>Annual CO2 Emissions per Household - ALL MODES</b>														
Average CO2 Emissions (kg)/HH	10,171	11,705	8,518	9,375	7,934	8,465	6,386	7,614	5,657	6,101	3,469	5,578	2,324	2,706
0 Workers	5,465	6,316	4,154	4,728	3,913	4,089	2,881	3,568	2,728	2,913	1,542	1,993	960	2,057
1 Workers	9,058	10,471	7,846	8,789	7,183	8,016	5,890	7,009	5,866	6,003	3,316	4,834	2,006	3,321
2 Workers	13,444	15,973	11,573	12,810	11,330	12,267	9,827	11,398	7,158	9,872	6,242	10,611	4,437	2,124
3 or more Workers	17,997	22,098	16,271	17,965	14,968	16,944	14,294	16,276	14,819	16,387	6,518	14,169	5,827	6,306
Average CO2 Emissions (kg)/HH	10,171	11,705	8,518	9,375	7,934	8,465	6,386	7,614	5,657	6,101	3,469	5,578	2,324	2,706
0 Drivers	43	91	97	202	35	173	83	305	451	261	118	760	360	765
1 Drivers	5,042	5,803	3,846	5,006	3,840	4,840	3,418	4,344	3,516	3,531	2,125	2,697	1,512	2,492
2 Drivers	11,471	12,604	9,891	10,707	9,431	9,839	7,588	9,510	6,969	8,468	5,286	9,568	3,818	3,843
3 or more Drivers	15,865	19,231	15,361	16,332	13,666	15,329	13,182	14,604	11,488	13,627	7,944	11,830	6,537	4,984
Average CO2 Emissions (kg)/HH	10,171	11,705	8,518	9,375	7,934	8,465	6,386	7,614	5,657	6,101	3,469	5,578	2,324	2,706
0 Vehicles	446	383	309	452	110	479	631	614	1,060	685	690	951	1,016	585
1 Vehicles	4,582	4,825	3,961	4,253	3,805	4,233	3,634	4,026	4,235	4,219	4,053	4,734	4,456	3,320
2 Vehicles	10,584	11,185	9,573	10,268	9,166	9,853	8,663	9,085	8,430	9,129	7,849	10,712	7,133	4,585
3 or more Vehicles	16,489	18,242	16,030	16,032	14,606	15,728	13,573	16,132	13,674	15,625	12,345	13,595	9,693	6,612

Chapter 4: Table 11  
Urban Travel and Population Density  
2001 NHTS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Annual CO2 Emissions per Household - POVs ONLY</b>														
<b>Average CO2 Emissions (kg)/HH</b>	<b>10,024</b>	<b>11,366</b>	<b>9,068</b>	<b>9,753</b>	<b>8,542</b>	<b>8,470</b>	<b>6,639</b>	<b>7,535</b>	<b>6,016</b>	<b>6,518</b>	<b>3,496</b>	<b>4,545</b>	<b>1,920</b>	<b>3,298</b>
0 Workers	5,645	5,342	3,786	4,306	3,633	3,496	1,814	2,900	2,094	2,108	1,381	1,885	1,145	399
1 Workers	9,392	9,153	7,830	8,342	6,598	7,127	5,224	6,096	6,332	5,003	2,938	3,649	1,230	5,577
2 Workers	12,324	14,377	11,675	12,401	12,810	11,606	8,756	10,349	8,734	8,695	4,639	6,326	2,599	4,715
3 or more Workers	17,667	19,990	16,839	17,585	13,498	15,120	12,259	14,485	7,953	13,421	7,700	9,782	6,720	
<b>Average CO2 Emissions (kg)/HH</b>	<b>10,024</b>	<b>11,366</b>	<b>9,068</b>	<b>9,753</b>	<b>8,542</b>	<b>8,470</b>	<b>6,639</b>	<b>7,535</b>	<b>6,016</b>	<b>6,518</b>	<b>3,496</b>	<b>4,545</b>	<b>1,920</b>	<b>3,298</b>
1 Drivers	7,737	5,407	4,080	4,893	4,746	4,375	3,470	4,305	3,026	3,882	2,590	3,019	2,068	4,179
2 Drivers	11,111	12,258	10,745	10,856	10,586	10,199	8,090	9,235	6,619	8,668	5,705	7,917	3,834	5,333
3 or more Drivers	12,633	18,629	14,909	16,730	12,814	14,804	12,953	13,766	13,407	13,417	9,897	7,463	6,705	
<b>Average CO2 Emissions (kg)/HH</b>	<b>10,024</b>	<b>11,366</b>	<b>9,068</b>	<b>9,753</b>	<b>8,542</b>	<b>8,470</b>	<b>6,639</b>	<b>7,535</b>	<b>6,016</b>	<b>6,518</b>	<b>3,496</b>	<b>4,545</b>	<b>1,920</b>	<b>3,298</b>
1 Vehicles	6,432	4,352	3,972	4,361	4,888	4,172	3,434	4,014	3,289	4,095	4,437	3,537	4,294	5,733
2 Vehicles	11,738	11,291	10,721	10,590	10,000	9,722	8,520	9,114	9,507	8,955	7,669	9,486	6,400	7,201
3 or more Vehicles	12,750	17,253	14,837	15,894	13,594	14,886	14,392	14,805	14,197	16,294	20,220	11,482	15,985	
<b>Annual CO2 Emissions per Household - Non-POV MODES</b>														
<b>Average CO2 Emissions (kg)/HH</b>	<b>244</b>	<b>89</b>	<b>365</b>	<b>132</b>	<b>260</b>	<b>80</b>	<b>368</b>	<b>164</b>	<b>528</b>	<b>339</b>	<b>630</b>	<b>520</b>	<b>784</b>	<b>602</b>
0 Workers	27	15	178	49	34	38	219	81	239	123	299	509	441	4
1 Workers	322	83	329	107	253	79	244	161	442	228	734	539	601	172
2 Workers	261	117	228	163	397	94	529	171	598	533	533	469	1,128	187
3 or more Workers	473	158	1,355	288	398	148	582	369	1,059	574	1,304	611	1,700	4,440
<b>Average CO2 Emissions (kg)/HH</b>	<b>244</b>	<b>89</b>	<b>365</b>	<b>132</b>	<b>260</b>	<b>80</b>	<b>368</b>	<b>164</b>	<b>528</b>	<b>339</b>	<b>630</b>	<b>520</b>	<b>784</b>	<b>602</b>
0 Drivers	57	24	137	138	709	110	560	238	357	387	322	761	678	102
1 Drivers	210	41	151	73	74	53	288	132	537	258	711	274	643	158
2 Drivers	227	99	311	125	302	80	345	151	469	397	612	694	1,124	54
3 or more Drivers	414	139	1,046	266	397	145	564	271	757	377	1,257	540	1,165	9,760
<b>Average CO2 Emissions (kg)/HH</b>	<b>244</b>	<b>89</b>	<b>365</b>	<b>132</b>	<b>260</b>	<b>80</b>	<b>368</b>	<b>164</b>	<b>528</b>	<b>339</b>	<b>630</b>	<b>520</b>	<b>784</b>	<b>602</b>
0 Vehicles	554	73	304	204	551	144	580	358	733	558	691	774	900	1,191
1 Vehicles	176	79	238	72	168	64	353	167	609	320	589	293	564	37
2 Vehicles	225	89	328	100	264	81	331	108	272	314	580	724	659	12
3 or more Vehicles	291	99	616	244	300	89	352	178	472	192	477	227	1,544	
<b>Annual CO2 Emissions per Household - ALL MODES</b>														
<b>Average CO2 Emissions (kg)/HH</b>	<b>10,269</b>	<b>11,456</b>	<b>9,433</b>	<b>9,884</b>	<b>8,802</b>	<b>8,551</b>	<b>7,007</b>	<b>7,699</b>	<b>6,544</b>	<b>6,857</b>	<b>4,126</b>	<b>5,065</b>	<b>2,705</b>	<b>3,899</b>
0 Workers	5,673	5,358	3,964	4,355	3,667	3,535	2,033	2,980	2,333	2,230	1,680	2,394	1,586	403
1 Workers	9,714	9,236	8,158	8,450	6,851	7,205	5,468	6,257	6,774	5,231	3,672	4,188	1,831	5,749
2 Workers	12,585	14,495	11,903	12,564	13,207	11,700	9,285	10,520	9,332	9,229	5,172	6,796	3,726	4,902
3 or more Workers	18,140	20,148	18,193	17,873	13,896	15,269	12,841	14,854	9,012	13,995	9,004	10,393	8,420	4,440
<b>Average CO2 Emissions (kg)/HH</b>	<b>10,269</b>	<b>11,456</b>	<b>9,433</b>	<b>9,884</b>	<b>8,802</b>	<b>8,551</b>	<b>7,007</b>	<b>7,699</b>	<b>6,544</b>	<b>6,857</b>	<b>4,126</b>	<b>5,065</b>	<b>2,705</b>	<b>3,899</b>
0 Drivers	57	24	137	138	709	110	560	238	357	387	322	761	678	102
1 Drivers	7,946	5,448	4,231	4,966	4,820	4,428	3,757	4,437	3,563	4,140	3,301	3,293	2,712	4,336
2 Drivers	11,338	12,357	11,056	10,982	10,889	10,279	8,434	9,386	7,089	9,065	6,317	8,611	4,959	5,387
3 or more Drivers	13,046	18,769	15,955	16,996	13,211	14,949	13,517	14,037	14,164	13,795	11,153	8,003	7,870	9,760
<b>Average CO2 Emissions (kg)/HH</b>	<b>10,269</b>	<b>11,456</b>	<b>9,433</b>	<b>9,884</b>	<b>8,802</b>	<b>8,551</b>	<b>7,007</b>	<b>7,699</b>	<b>6,544</b>	<b>6,857</b>	<b>4,126</b>	<b>5,065</b>	<b>2,705</b>	<b>3,899</b>
0 Vehicles	554	73	304	204	551	144	580	358	733	558	691	774	900	1,191
1 Vehicles	6,608	4,431	4,210	4,433	5,056	4,236	3,787	4,181	3,898	4,415	5,026	3,830	4,858	5,770
2 Vehicles	11,964	11,380	11,049	10,689	10,265	9,803	8,850	9,222	9,779	9,269	8,249	10,210	7,060	7,213
3 or more Vehicles	13,041	17,351	15,453	16,139	13,894	14,975	14,744	14,983	14,669	16,486	20,697	11,710	17,529	

Chapter 4: Table 11  
 Urban Travel and Population Density  
 1995 NPTS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Annual CO2 Emissions per Household - POVs ONLY</b>														
<b>Average CO2 Emissions (kg)/HH</b>														
0 Workers														
1 Workers														
2 Workers														
3 or more Workers														
<b>Average CO2 Emissions (kg)/HH</b>														
1 Drivers														
2 Drivers														
3 or more Drivers														
<b>Average CO2 Emissions (kg)/HH</b>														
1 Vehicles														
2 Vehicles														
3 or more Vehicles														
<b>Annual CO2 Emissions per Household - Non-POV MODES</b>														
<b>Average CO2 Emissions (kg)/HH</b>														
0 Workers														
1 Workers														
2 Workers														
3 or more Workers														
<b>Average CO2 Emissions (kg)/HH</b>														
0 Drivers														
1 Drivers														
2 Drivers														
3 or more Drivers														
<b>Average CO2 Emissions (kg)/HH</b>														
0 Vehicles														
1 Vehicles														
2 Vehicles														
3 or more Vehicles														
<b>Annual CO2 Emissions per Household - ALL MODES</b>														
<b>Average CO2 Emissions (kg)/HH</b>														
0 Workers														
1 Workers														
2 Workers														
3 or more Workers														
<b>Average CO2 Emissions (kg)/HH</b>														
0 Drivers														
1 Drivers														
2 Drivers														
3 or more Drivers														
<b>Average CO2 Emissions (kg)/HH</b>														
0 Vehicles														
1 Vehicles														
2 Vehicles														
3 or more Vehicles														
* Emissions data not available for 1995.														

Chapter 4: Table 12  
 Urban Travel and Population Density  
 2009 NHTS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Percent Vehicles by Vehicle Type and Age</b>														
<b>Auto</b>	<b>48.1%</b>	<b>42.2%</b>	<b>58.1%</b>	<b>52.0%</b>	<b>61.3%</b>	<b>55.2%</b>	<b>62.3%</b>	<b>56.9%</b>	<b>62.4%</b>	<b>62.3%</b>	<b>70.9%</b>	<b>62.2%</b>	<b>62.1%</b>	<b>75.6%</b>
0 to 2 yrs	7.1%	5.1%	9.9%	7.2%	10.4%	6.6%	9.5%	6.3%	10.1%	7.4%	13.3%	7.0%	7.3%	7.1%
3 to 5 yrs	10.1%	7.9%	12.9%	11.1%	12.9%	11.4%	13.6%	10.3%	13.0%	9.1%	11.9%	8.2%	9.9%	9.2%
6 to 9 yrs	14.2%	11.2%	17.3%	13.6%	16.7%	14.3%	18.1%	15.2%	17.2%	15.4%	14.9%	16.1%	18.3%	32.6%
10 yrs or more	15.2%	16.4%	16.7%	18.5%	18.8%	21.3%	19.1%	23.2%	19.4%	26.3%	27.2%	27.2%	22.2%	26.6%
Unreported	1.4%	1.6%	1.3%	1.6%	2.5%	1.5%	2.1%	1.9%	2.7%	4.1%	3.6%	3.8%	4.4%	
<b>Van</b>	<b>10.6%</b>	<b>7.9%</b>	<b>7.8%</b>	<b>8.8%</b>	<b>8.6%</b>	<b>9.4%</b>	<b>8.9%</b>	<b>8.0%</b>	<b>12.4%</b>	<b>8.3%</b>	<b>5.3%</b>	<b>10.1%</b>	<b>12.6%</b>	<b>1.4%</b>
0 to 2 yrs	0.9%	0.7%	1.0%	0.8%	1.0%	0.7%	1.8%	0.6%	1.1%	0.4%	0.6%	0.7%	1.9%	
3 to 5 yrs	2.6%	1.8%	1.9%	2.2%	2.1%	2.4%	1.8%	1.4%	1.6%	1.0%	1.4%	3.7%	1.2%	
6 to 9 yrs	3.7%	2.3%	2.7%	2.8%	2.7%	2.8%	2.3%	2.4%	2.5%	2.6%	0.9%	2.3%	0.4%	
10 yrs or more	3.1%	2.8%	2.0%	2.7%	2.4%	3.1%	2.7%	3.3%	6.9%	3.7%	1.6%	2.3%	7.6%	1.4%
Unreported	0.2%	0.4%	0.3%	0.3%	0.5%	0.4%	0.4%	0.3%	0.3%	0.6%	0.9%	1.1%	1.5%	
<b>SUV</b>	<b>20.8%</b>	<b>19.9%</b>	<b>22.7%</b>	<b>21.1%</b>	<b>21.6%</b>	<b>20.0%</b>	<b>22.6%</b>	<b>19.2%</b>	<b>21.1%</b>	<b>15.8%</b>	<b>22.2%</b>	<b>19.9%</b>	<b>23.0%</b>	<b>9.9%</b>
0 to 2 yrs	4.3%	3.2%	6.5%	4.4%	6.1%	3.8%	6.6%	3.2%	4.6%	2.8%	4.0%	2.4%	4.5%	2.6%
3 to 5 yrs	6.8%	5.7%	7.3%	6.9%	6.2%	5.9%	6.5%	5.2%	7.4%	4.0%	6.3%	6.2%	6.1%	
6 to 9 yrs	5.0%	5.6%	5.3%	5.6%	6.3%	5.6%	5.0%	5.3%	5.1%	3.6%	5.1%	3.9%	6.7%	1.9%
10 yrs or more	4.1%	5.1%	3.2%	3.8%	2.7%	4.3%	4.0%	4.9%	2.9%	4.1%	6.0%	6.7%	4.3%	5.4%
Unreported	0.6%	0.4%	0.4%	0.4%	0.3%	0.4%	0.5%	0.7%	1.1%	1.4%	0.9%	0.8%	1.3%	
<b>Pickup Truck</b>	<b>16.1%</b>	<b>24.8%</b>	<b>8.8%</b>	<b>14.3%</b>	<b>6.0%</b>	<b>12.2%</b>	<b>4.2%</b>	<b>12.5%</b>	<b>2.5%</b>	<b>11.1%</b>	<b>0.9%</b>	<b>5.3%</b>	<b>0.3%</b>	<b>11.6%</b>
0 to 2 yrs	1.7%	2.1%	1.0%	1.4%	1.0%	1.3%	0.4%	1.0%	0.5%	0.6%		0.5%		
3 to 5 yrs	3.3%	4.2%	2.5%	2.8%	1.8%	2.4%	0.8%	2.3%	0.3%	1.7%		1.4%	0.2%	
6 to 9 yrs	4.6%	5.6%	2.6%	3.7%	1.3%	3.2%	1.3%	3.0%	1.0%	2.2%	0.0%	0.9%		11.6%
10 yrs or more	5.7%	11.7%	2.5%	5.8%	1.8%	4.8%	1.6%	5.7%	0.5%	5.3%	0.8%	1.9%	0.2%	
Unreported	0.9%	1.1%	0.2%	0.5%	0.2%	0.5%	0.1%	0.5%	0.2%	1.4%		0.6%		
<b>Other POV</b>	<b>4.4%</b>	<b>5.2%</b>	<b>2.6%</b>	<b>3.8%</b>	<b>2.5%</b>	<b>3.2%</b>	<b>2.1%</b>	<b>3.4%</b>	<b>1.6%</b>	<b>2.6%</b>	<b>0.8%</b>	<b>2.4%</b>	<b>2.0%</b>	<b>1.5%</b>
0 to 2 yrs	0.5%	0.8%	0.4%	0.6%	0.2%	0.5%	0.2%	0.5%	0.5%	0.2%	0.2%	0.0%	0.4%	1.5%
3 to 5 yrs	0.6%	1.1%	0.5%	0.8%	0.8%	0.6%	0.4%	0.7%	0.2%	0.5%		0.1%	0.1%	
6 to 9 yrs	1.0%	1.1%	0.6%	0.7%	0.8%	0.5%	0.8%	0.5%	0.3%	0.4%	0.2%	1.9%	0.6%	
10 yrs or more	2.0%	2.0%	0.8%	1.3%	0.6%	1.2%	0.5%	1.4%	0.9%	1.1%	0.4%	0.4%	0.9%	
Unreported	0.4%	0.3%	0.2%	0.4%	0.1%	0.5%	0.2%	0.3%	0.2%	0.1%		0.1%		

Chapter 4: Table 12  
 Urban Travel and Population Density  
 2001 NHTS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Percent Vehicles by Vehicle Type and Age</b>														
<b>Auto</b>	<b>55.0%</b>	<b>48.2%</b>	<b>65.9%</b>	<b>58.4%</b>	<b>64.3%</b>	<b>61.8%</b>	<b>70.4%</b>	<b>64.7%</b>	<b>75.6%</b>	<b>67.5%</b>	<b>75.2%</b>	<b>71.2%</b>	<b>77.4%</b>	<b>85.4%</b>
0 to 2 yrs	9.4%	6.6%	12.4%	9.4%	13.3%	9.2%	13.1%	9.4%	12.1%	7.9%	10.2%	9.9%	10.9%	16.3%
3 to 5 yrs	12.1%	9.2%	15.2%	13.5%	14.4%	13.7%	14.9%	13.0%	16.9%	12.1%	12.9%	10.0%	13.0%	11.9%
6 to 9 yrs	14.2%	12.1%	17.5%	14.5%	14.2%	16.9%	18.3%	15.4%	19.3%	14.3%	15.8%	17.7%	17.1%	22.6%
10 yrs or more	18.0%	18.7%	19.3%	19.5%	20.8%	20.5%	22.0%	25.0%	24.7%	29.7%	31.2%	29.1%	33.0%	34.2%
Unreported	1.2%	1.5%	1.6%	1.5%	1.6%	1.6%	2.1%	1.9%	2.6%	3.4%	5.1%	4.6%	3.5%	0.4%
<b>Van</b>	<b>9.6%</b>	<b>9.3%</b>	<b>10.8%</b>	<b>9.7%</b>	<b>11.5%</b>	<b>9.2%</b>	<b>9.8%</b>	<b>8.8%</b>	<b>9.5%</b>	<b>7.2%</b>	<b>8.1%</b>	<b>12.2%</b>	<b>9.8%</b>	<b>3.2%</b>
0 to 2 yrs	1.8%	1.9%	1.9%	1.8%	2.7%	1.6%	2.0%	1.3%	1.6%	1.0%	1.7%	1.5%	1.0%	0.2%
3 to 5 yrs	2.8%	2.1%	2.6%	2.5%	3.8%	2.6%	2.6%	1.9%	2.2%	1.1%	0.6%	1.4%	2.2%	2.4%
6 to 9 yrs	2.5%	2.6%	3.5%	2.7%	2.8%	2.5%	2.8%	2.4%	3.0%	1.8%	1.7%	2.7%	1.7%	0.1%
10 yrs or more	2.3%	2.4%	2.7%	2.3%	2.1%	2.2%	2.0%	2.7%	2.6%	2.6%	3.4%	4.4%	4.2%	0.1%
Unreported	0.2%	0.4%	0.2%	0.3%	0.1%	0.3%	0.4%	0.5%	0.1%	0.8%	0.7%	2.2%	0.8%	0.4%
<b>SUV</b>	<b>13.5%</b>	<b>12.3%</b>	<b>12.1%</b>	<b>13.4%</b>	<b>14.0%</b>	<b>12.9%</b>	<b>12.2%</b>	<b>11.1%</b>	<b>11.5%</b>	<b>12.9%</b>	<b>12.3%</b>	<b>10.7%</b>	<b>11.4%</b>	<b>4.2%</b>
0 to 2 yrs	4.0%	2.8%	4.3%	3.9%	5.6%	3.7%	3.3%	3.0%	4.6%	4.2%	4.0%	2.3%	3.1%	0.1%
3 to 5 yrs	3.7%	3.8%	3.4%	4.1%	4.8%	4.1%	4.8%	3.1%	2.9%	3.6%	1.8%	2.8%	2.9%	4.1%
6 to 9 yrs	2.9%	2.6%	2.6%	2.9%	1.8%	2.5%	2.5%	2.3%	2.7%	2.3%	2.3%	1.8%	2.2%	
10 yrs or more	2.8%	2.8%	1.6%	2.2%	1.3%	2.3%	1.4%	2.3%	1.3%	2.7%	2.8%	3.0%	3.0%	
Unreported	0.2%	0.3%	0.3%	0.3%	0.5%	0.3%	0.4%	0.4%	0.1%	0.1%	1.4%	0.9%	0.2%	
<b>Pickup Truck</b>	<b>17.8%</b>	<b>25.5%</b>	<b>8.5%</b>	<b>15.4%</b>	<b>8.0%</b>	<b>13.3%</b>	<b>5.6%</b>	<b>13.3%</b>	<b>1.9%</b>	<b>10.1%</b>	<b>1.4%</b>	<b>4.5%</b>	<b>0.6%</b>	<b>7.0%</b>
0 to 2 yrs	3.1%	4.1%	1.5%	2.5%	1.2%	2.4%	0.6%	2.4%	0.2%	1.5%	0.4%	0.4%	0.2%	0.1%
3 to 5 yrs	4.5%	4.8%	1.9%	3.4%	2.0%	2.7%	1.3%	2.6%	0.6%	1.9%		0.7%	0.1%	6.5%
6 to 9 yrs	3.2%	5.3%	1.9%	3.2%	2.5%	2.5%	1.2%	2.6%	0.4%	2.2%	0.2%	0.3%	0.1%	0.1%
10 yrs or more	6.2%	10.4%	3.2%	5.8%	2.0%	5.1%	2.4%	5.1%	0.6%	4.0%	0.8%	2.0%	0.1%	0.2%
Unreported	0.7%	1.0%	0.1%	0.5%	0.3%	0.6%	0.1%	0.5%	0.2%	0.4%		1.1%		
<b>Other POV</b>	<b>4.2%</b>	<b>4.7%</b>	<b>2.6%</b>	<b>3.2%</b>	<b>2.2%</b>	<b>2.8%</b>	<b>2.0%</b>	<b>2.2%</b>	<b>1.5%</b>	<b>2.4%</b>	<b>3.1%</b>	<b>1.4%</b>	<b>0.9%</b>	<b>0.3%</b>
0 to 2 yrs	0.4%	0.6%	0.6%	0.4%	0.1%	0.5%	0.3%	0.3%	0.1%	0.4%	0.3%	0.0%	0.1%	
3 to 5 yrs	0.5%	0.8%	0.3%	0.4%	0.5%	0.6%	0.2%	0.4%	0.4%	0.2%	0.2%	0.1%		
6 to 9 yrs	0.5%	0.7%	0.3%	0.8%	0.4%	0.3%	0.4%	0.2%	0.4%	0.5%	0.2%	0.3%		
10 yrs or more	2.2%	2.1%	1.3%	1.2%	1.1%	1.2%	1.0%	1.1%	0.5%	1.1%	1.4%	1.0%	0.8%	0.3%
Unreported	0.6%	0.5%	0.2%	0.3%	0.0%	0.2%	0.1%	0.2%	0.1%	0.2%	1.0%	0.0%		

Chapter 4: Table 12  
Urban Travel and Population Density  
1995 NPTS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Percent Vehicles by Vehicle Type and Age</b>														
<b>Auto</b>	<b>64.8%</b>	<b>57.7%</b>	<b>74.9%</b>	<b>65.6%</b>	<b>76.5%</b>	<b>70.8%</b>	<b>80.1%</b>	<b>72.0%</b>	<b>85.1%</b>	<b>80.1%</b>	<b>88.2%</b>	<b>83.9%</b>	<b>88.3%</b>	<b>84.1%</b>
0 to 2 yrs	8.8%	8.3%	13.6%	11.2%	12.2%	11.2%	13.1%	10.7%	10.4%	10.2%	10.1%	10.7%	10.0%	3.6%
3 to 5 yrs	16.1%	12.0%	17.4%	14.6%	17.7%	16.2%	17.3%	14.8%	15.2%	15.2%	9.2%	16.8%	11.0%	10.2%
6 to 9 yrs	21.0%	16.9%	24.0%	19.1%	25.8%	20.3%	24.5%	22.0%	33.1%	22.4%	36.1%	24.9%	31.1%	29.7%
10 yrs or more	17.5%	19.1%	18.3%	19.3%	19.1%	21.6%	22.5%	22.6%	24.4%	29.4%	28.7%	29.6%	29.7%	40.6%
Unreported	1.5%	1.4%	1.6%	1.5%	1.8%	1.6%	2.8%	2.0%	2.1%	2.9%	4.0%	1.8%	6.5%	
<b>Van</b>	<b>8.4%</b>	<b>8.2%</b>	<b>8.7%</b>	<b>10.0%</b>	<b>7.7%</b>	<b>7.8%</b>	<b>7.6%</b>	<b>7.8%</b>	<b>6.1%</b>	<b>5.8%</b>	<b>6.1%</b>	<b>6.6%</b>	<b>4.9%</b>	
0 to 2 yrs	2.3%	1.7%	3.0%	2.4%	2.6%	1.8%	2.0%	1.9%	1.4%	0.6%	0.9%	0.7%	0.4%	
3 to 5 yrs	2.3%	2.2%	2.0%	2.6%	1.8%	2.1%	1.2%	1.8%	1.1%	1.0%	1.2%	0.8%	1.0%	
6 to 9 yrs	2.3%	2.4%	2.2%	2.8%	1.9%	2.1%	2.9%	2.0%	2.0%	1.8%	2.5%	2.1%	1.7%	
10 yrs or more	1.3%	1.8%	1.2%	1.9%	1.4%	1.6%	1.3%	1.9%	1.4%	2.1%	1.4%	2.8%	1.1%	
Unreported	0.2%	0.2%	0.2%	0.2%	0.1%	0.2%	0.3%	0.2%	0.2%	0.4%	0.1%	0.2%	0.8%	
<b>SUV</b>	<b>8.3%</b>	<b>7.6%</b>	<b>7.5%</b>	<b>7.5%</b>	<b>7.7%</b>	<b>7.4%</b>	<b>7.2%</b>	<b>6.5%</b>	<b>5.7%</b>	<b>5.1%</b>	<b>4.5%</b>	<b>3.6%</b>	<b>5.6%</b>	<b>3.3%</b>
0 to 2 yrs	2.9%	2.1%	2.1%	2.3%	2.9%	2.1%	1.5%	1.8%	2.3%	1.5%	0.8%	1.4%	1.1%	3.3%
3 to 5 yrs	1.3%	1.8%	1.7%	2.0%	1.5%	1.9%	2.0%	1.6%	1.5%	1.5%	0.8%	0.5%	2.7%	
6 to 9 yrs	2.6%	1.7%	2.2%	1.5%	2.0%	1.8%	2.2%	1.9%	0.9%	1.4%	2.3%	0.6%	1.0%	
10 yrs or more	1.4%	1.8%	1.3%	1.5%	1.3%	1.4%	1.3%	1.1%	0.8%	0.5%	0.6%	0.8%	0.9%	
Unreported	0.1%	0.2%	0.1%	0.2%	0.0%	0.1%	0.2%	0.1%	0.2%	0.3%		0.3%		
<b>Pickup Truck</b>	<b>15.7%</b>	<b>24.2%</b>	<b>7.4%</b>	<b>14.9%</b>	<b>7.4%</b>	<b>12.6%</b>	<b>4.0%</b>	<b>12.2%</b>	<b>2.4%</b>	<b>7.0%</b>	<b>1.0%</b>	<b>5.3%</b>	<b>0.8%</b>	<b>12.6%</b>
0 to 2 yrs	2.4%	3.6%	1.2%	2.1%	0.9%	2.3%	0.4%	2.1%	0.3%	0.7%	0.3%	0.5%		0.7%
3 to 5 yrs	3.1%	4.1%	1.1%	3.2%	1.6%	2.5%	1.0%	2.5%	0.5%	1.2%	0.1%	1.1%		
6 to 9 yrs	4.9%	6.1%	2.5%	3.8%	2.3%	2.8%	1.2%	2.8%	0.6%	2.0%	0.3%	2.0%	0.6%	11.9%
10 yrs or more	5.2%	9.8%	2.3%	5.4%	2.0%	4.5%	1.3%	4.5%	1.0%	2.9%	0.2%	0.8%	0.1%	
Unreported	0.1%	0.8%	0.3%	0.4%	0.6%	0.5%	0.1%	0.4%	0.1%	0.2%	0.1%	0.8%	0.1%	
<b>Other POV</b>	<b>2.8%</b>	<b>2.2%</b>	<b>1.6%</b>	<b>2.1%</b>	<b>0.7%</b>	<b>1.4%</b>	<b>1.1%</b>	<b>1.6%</b>	<b>0.8%</b>	<b>2.0%</b>	<b>0.2%</b>	<b>0.6%</b>	<b>0.4%</b>	
0 to 2 yrs	0.2%	0.1%	0.1%	0.2%	0.2%	0.2%	0.1%	0.1%	0.2%	0.3%		0.0%		
3 to 5 yrs	0.3%	0.2%	0.2%	0.3%	0.1%	0.2%	0.0%	0.2%		0.7%			0.1%	
6 to 9 yrs	0.4%	0.5%	0.3%	0.5%	0.1%	0.2%	0.3%	0.3%		0.0%	0.2%	0.3%		
10 yrs or more	1.8%	1.3%	1.0%	1.1%	0.4%	0.8%	0.4%	1.0%	0.1%	0.9%		0.4%	0.1%	
Unreported	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.2%	0.1%	0.5%	0.1%			0.2%	

Chapter 4: Table 13  
Urban Travel and Population Density  
2009 NHTS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>VMT/Vehicle by Vehicle Type and Age</b>														
<b>ALL VEHICLES</b>	<b>11,836</b>	<b>11,787</b>	<b>11,179</b>	<b>11,492</b>	<b>10,657</b>	<b>11,165</b>	<b>10,041</b>	<b>10,691</b>	<b>9,803</b>	<b>10,889</b>	<b>9,473</b>	<b>11,218</b>	<b>9,566</b>	<b>7,237</b>
0 to 2 yrs	14,732	16,082	13,126	13,595	11,709	13,566	12,106	13,397	11,269	13,674	8,994	12,900	11,110	6,817
3 to 5 yrs	13,134	13,614	12,066	12,597	11,468	12,466	10,274	11,867	12,661	12,306	8,485	10,778	10,217	7,994
6 to 9 yrs	11,740	12,237	10,951	11,696	10,545	11,418	10,361	11,001	9,482	10,958	11,218	11,934	10,300	4,509
10 yrs or more	9,608	9,139	9,216	9,457	9,236	9,388	8,269	9,008	7,509	9,427	8,827	10,329	8,040	11,046
Unreported	11,042	11,567	9,750	12,507	11,159	9,403	9,193	11,043	7,389	11,311	12,740	12,115	9,270	
<b>Auto</b>	<b>11,797</b>	<b>11,855</b>	<b>10,907</b>	<b>11,315</b>	<b>10,149</b>	<b>10,853</b>	<b>9,677</b>	<b>10,452</b>	<b>9,252</b>	<b>10,911</b>	<b>9,463</b>	<b>10,420</b>	<b>9,537</b>	<b>7,488</b>
0 to 2 yrs	14,427	16,195	13,451	13,509	11,151	13,212	11,345	14,099	9,218	14,839	9,510	8,420	9,475	10,500
3 to 5 yrs	12,320	13,707	11,699	12,356	11,168	12,047	10,223	11,191	11,358	12,480	7,711	10,661	8,237	7,994
6 to 9 yrs	11,863	12,181	10,666	11,117	9,638	10,744	10,073	10,612	9,348	10,887	12,113	11,756	10,429	3,130
10 yrs or more	10,143	9,377	9,058	9,839	9,336	9,606	8,125	8,917	8,108	9,540	8,441	10,201	8,984	11,841
Unreported	11,818	11,822	10,502	13,112	10,279	10,072	9,069	11,919	6,255	8,872	12,397	8,978	12,303	
<b>Van</b>	<b>12,594</b>	<b>12,598</b>	<b>12,251</b>	<b>12,667</b>	<b>11,711</b>	<b>12,450</b>	<b>10,793</b>	<b>11,310</b>	<b>8,970</b>	<b>11,386</b>	<b>11,316</b>	<b>15,502</b>	<b>7,936</b>	<b>12,929</b>
0 to 2 yrs	14,456	15,048	14,717	15,812	11,789	16,671	13,776	13,569	13,754	9,533	15,875	8,814	9,626	14,759
3 to 5 yrs	14,985	15,372	13,452	13,811	11,890	13,681	11,344	12,888	13,181	15,260	13,893	13,622	10,791	13,937
6 to 9 yrs	12,182	12,671	11,886	12,591	12,912	12,969	11,474	11,977	10,126	10,958	9,317	28,798	6,660	14,279
10 yrs or more	10,687	10,358	10,219	10,308	8,919	9,804	8,341	9,520	6,683	11,098	7,367	9,300	7,604	9,713
Unreported	10,364	11,437	13,397	16,886	17,801	14,611	7,394	13,466	28,680	10,066	14,030	10,043	5,894	16,852
<b>SUV</b>	<b>13,534</b>	<b>13,802</b>	<b>12,562</b>	<b>12,920</b>	<b>12,272</b>	<b>12,361</b>	<b>11,180</b>	<b>12,076</b>	<b>12,685</b>	<b>12,306</b>	<b>9,409</b>	<b>12,559</b>	<b>11,233</b>	<b>5,325</b>
0 to 2 yrs	15,933	18,055	13,118	14,262	12,993	13,806	12,564	13,634	15,321	13,068	7,180	27,951	14,687	1,669
3 to 5 yrs	14,184	14,922	12,757	13,297	12,750	13,619	10,501	12,969	14,881	12,184	8,633	9,805	13,561	
6 to 9 yrs	12,822	13,873	12,862	13,241	12,374	12,586	11,276	12,076	10,549	11,837	8,996	8,026	10,896	4,766
10 yrs or more	10,972	9,694	10,645	10,165	9,779	9,356	9,986	10,012	8,089	11,047	11,668	10,036	6,292	7,318
Unreported	12,666	14,436	11,329	13,656	8,720	9,170	11,729	12,646	7,695	16,490	12,725	29,309	5,557	
<b>Pickup Truck</b>	<b>11,705</b>	<b>11,372</b>	<b>10,931</b>	<b>11,300</b>	<b>11,092</b>	<b>11,504</b>	<b>11,508</b>	<b>11,415</b>	<b>8,168</b>	<b>9,968</b>	<b>7,800</b>	<b>11,596</b>	<b>8,593</b>	<b>8,047</b>
0 to 2 yrs	16,446	15,806	12,483	14,497	10,934	15,691	19,258	13,583	10,102	12,804		10,150		
3 to 5 yrs	13,414	13,341	12,614	13,277	11,027	12,256	12,448	14,189	14,612	12,215			8,195	10,735
6 to 9 yrs	11,753	12,185	9,915	12,399	13,055	12,068	13,294	11,482	6,842	11,473	27,591	10,993		8,047
10 yrs or more	9,243	9,368	9,956	8,826	9,716	9,623	7,485	9,966	6,048	7,561	7,029	15,637	6,245	
Unreported	12,303	12,321	6,345	11,656	11,766	11,279	12,316	10,260	8,293	13,336		8,458		
<b>Other POV</b>	<b>2,688</b>	<b>3,970</b>	<b>2,492</b>	<b>3,557</b>	<b>3,826</b>	<b>3,440</b>	<b>1,867</b>	<b>2,346</b>	<b>1,023</b>	<b>3,595</b>	<b>1,105</b>	<b>2,079</b>	<b>1,821</b>	<b>1,700</b>
0 to 2 yrs	4,179	8,810	3,651	4,463	3,976	3,802	5,457	3,033		3,553	1,000	250	5,256	1,700
3 to 5 yrs	4,580	4,136	2,932	4,186	5,288	4,664	344	2,573	199	3,492		7,262	2,600	
6 to 9 yrs	2,602	3,492	2,503	3,126	2,968	3,752	2,287	3,853	1,471	2,378	6,000	1,425	1,888	
10 yrs or more	2,026	2,264	1,866	2,580	3,515	3,406	1,606	1,551	532	4,048	567	2,769	350	
Unreported	1,303	2,794	1,564	4,982	2,365	1,310	705	1,671	2,946	3,634		17,700		

\* Numbers reflect BESTMILE Estimates.

Chapter 4: Table 13  
Urban Travel and Population Density  
2001 NHTS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>VMT/Vehicle by Vehicle Type and Age</b>														
<b>ALL VEHICLES</b>	<b>13,069</b>	<b>12,521</b>	<b>12,308</b>	<b>12,192</b>	<b>11,762</b>	<b>11,503</b>	<b>11,685</b>	<b>11,427</b>	<b>12,095</b>	<b>12,041</b>	<b>11,687</b>	<b>11,325</b>	<b>11,525</b>	<b>12,816</b>
0 to 2 yrs	15,453	16,457	14,002	14,549	12,370	13,537	12,473	14,019	13,445	11,870	11,813	14,484	12,486	14,081
3 to 5 yrs	14,366	14,900	14,154	14,018	13,213	12,824	12,587	13,615	12,393	13,824	17,617	13,159	12,845	12,569
6 to 9 yrs	13,441	13,403	12,405	12,570	11,759	11,860	11,460	11,611	13,840	11,935	12,405	11,219	12,773	11,248
10 yrs or more	10,289	9,031	9,379	9,209	9,984	9,203	10,269	8,993	9,492	11,355	8,857	9,149	9,847	13,323
Unreported	13,806	10,721	12,027	11,661	10,501	10,715	14,937	10,527	11,432	11,422	11,857	12,761	12,727	
<b>Auto</b>	<b>12,934</b>	<b>12,205</b>	<b>12,229</b>	<b>12,006</b>	<b>11,440</b>	<b>10,901</b>	<b>11,395</b>	<b>10,908</b>	<b>11,546</b>	<b>11,705</b>	<b>11,681</b>	<b>11,037</b>	<b>11,024</b>	<b>13,239</b>
0 to 2 yrs	14,733	16,498	14,243	14,247	12,266	12,942	12,110	13,193	11,568	10,823	11,643	13,251	12,809	14,081
3 to 5 yrs	14,687	13,988	13,728	13,548	12,691	12,229	12,204	13,119	12,629	13,380	18,505	13,134	13,188	15,594
6 to 9 yrs	13,303	13,033	12,126	12,384	10,201	11,267	11,287	11,232	12,640	12,167	11,000	10,940	12,559	11,248
10 yrs or more	10,460	9,351	9,810	9,569	10,855	8,908	10,488	8,695	9,913	10,980	9,256	9,098	8,696	13,323
Unreported	13,266	11,236	12,362	12,748	11,828	9,650	11,755	11,065	11,481	11,884	11,614	14,130	12,268	
<b>Van</b>	<b>15,745</b>	<b>14,508</b>	<b>13,196</b>	<b>13,466</b>	<b>12,389</b>	<b>13,351</b>	<b>12,765</b>	<b>12,615</b>	<b>16,424</b>	<b>10,803</b>	<b>11,965</b>	<b>11,734</b>	<b>13,185</b>	<b>2,536</b>
0 to 2 yrs	16,479	15,852	14,459	15,806	11,832	14,905	13,521	16,864	31,699	13,313	12,639	12,840	9,386	
3 to 5 yrs	15,613	17,949	16,165	15,413	15,112	14,398	13,017	12,998	16,004	9,498	14,456	22,142	9,348	2,536
6 to 9 yrs	15,927	15,374	12,218	12,841	12,059	13,866	11,431	12,417	15,836	11,518	15,264	11,983	11,565	
10 yrs or more	15,356	10,300	10,454	10,343	8,905	10,248	9,243	10,826	7,580	10,343	7,880	9,463	16,274	
Unreported	12,310	10,457	12,282	12,819	10,311	13,504	31,114	10,132	15,310	9,155	18,646	7,659	17,728	
<b>SUV</b>	<b>13,570</b>	<b>14,283</b>	<b>13,815</b>	<b>13,303</b>	<b>12,571</b>	<b>13,674</b>	<b>13,743</b>	<b>13,567</b>	<b>12,613</b>	<b>14,372</b>	<b>14,152</b>	<b>12,168</b>	<b>14,215</b>	<b>13,845</b>
0 to 2 yrs	15,830	16,903	13,967	14,780	12,149	13,904	13,438	14,489	11,883	12,998	12,360	15,723	11,800	
3 to 5 yrs	14,377	16,130	15,900	14,507	14,024	14,354	14,225	14,623	9,780	18,158	12,467	11,529	14,461	13,845
6 to 9 yrs	14,128	15,227	13,488	12,493	14,194	15,241	13,768	13,564	19,240	11,072	20,571	13,187	15,894	
10 yrs or more	8,843	8,098	9,556	10,254	8,052	10,753	12,274	11,566	7,703	14,050	9,489	9,147	15,698	
Unreported	12,579	12,928	12,179	8,978	8,897	11,462	16,247	10,945	11,505		16,993	11,866	6,499	
<b>Pickup Truck</b>	<b>13,279</b>	<b>12,838</b>	<b>11,898</b>	<b>12,515</b>	<b>13,717</b>	<b>12,268</b>	<b>11,526</b>	<b>12,169</b>	<b>12,273</b>	<b>13,486</b>	<b>8,793</b>	<b>14,221</b>	<b>14,672</b>	<b>11,020</b>
0 to 2 yrs	17,742	17,836	13,998	15,759	15,162	15,878	14,365	15,061	14,563	13,511	12,120	46,632	27,023	
3 to 5 yrs	13,580	15,717	12,926	15,346	13,622	13,550	12,033	15,700	8,966	12,881		6,184	5,020	11,020
6 to 9 yrs	12,832	12,931	14,806	14,361	19,302	10,662	13,262	11,840	22,308	12,800	8,167	9,053	5,743	
10 yrs or more	11,197	9,462	8,535	8,406	7,026	10,840	9,765	9,448	9,150	14,201	7,281	11,223	18,509	
Unreported	11,199	12,464	12,844	12,473	7,220	13,067	9,255	11,374	9,393	12,857		14,757		
<b>Other POV</b>	<b>4,851</b>	<b>4,350</b>	<b>3,691</b>	<b>3,475</b>	<b>4,546</b>	<b>3,700</b>	<b>2,698</b>	<b>6,441</b>	<b>4,277</b>	<b>7,040</b>	<b>1,212</b>	<b>3,483</b>	<b>1,211</b>	
0 to 2 yrs	3,994	6,070	6,583	5,114	24,283	5,584	4,520	15,637	2,000	11,726	504		4,500	
3 to 5 yrs	4,747	5,048	5,562	2,931	3,709	3,758	2,045	11,278	4,740	2,235				
6 to 9 yrs	3,496	7,650	4,957	5,802	6,506	8,434	1,115	5,900	10,000	5,077	6,000			
10 yrs or more	2,275	3,119	1,759	2,301	2,903	1,715	3,426	2,532	684	6,711	1,324	3,483	722	
Unreported	22,143	1,823	1,378	1,804	1,862	7,331	1,763	1,154			597			

\* Numbers reflect BESTMILE Estimates.

Chapter 4: Table 13  
Urban Travel and Population Density  
1995 NPTS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>VMT/Vehicle by Vehicle Type and Age</b>														
<b>ALL VEHICLES</b>	<b>13,424</b>	<b>13,120</b>	<b>13,148</b>	<b>12,491</b>	<b>12,664</b>	<b>12,059</b>	<b>12,448</b>	<b>11,303</b>	<b>12,186</b>	<b>11,935</b>	<b>11,857</b>	<b>12,371</b>	<b>12,775</b>	<b>9,357</b>
0 to 2 yrs	16,853	18,421	15,349	16,387	14,229	15,378	14,501	13,919	14,148	14,475	12,329	15,590	13,542	25,002
3 to 5 yrs	14,126	15,497	14,028	14,040	13,069	13,198	11,613	12,913	12,959	11,528	12,107	11,628	10,794	9,720
6 to 9 yrs	13,328	13,634	12,160	12,776	12,884	12,087	13,042	11,542	11,687	12,620	11,316	15,128	12,495	9,427
10 yrs or more	10,904	8,740	11,299	8,265	10,686	9,022	11,079	8,504	10,396	10,534	12,575	9,427	12,180	6,273
Unreported	12,472	11,285	18,074	13,724	13,519	12,912	12,652	11,263	20,407	12,029	10,092	7,904	20,366	
<b>Auto</b>	<b>13,550</b>	<b>13,115</b>	<b>13,271</b>	<b>12,029</b>	<b>12,180</b>	<b>11,576</b>	<b>12,075</b>	<b>11,135</b>	<b>11,793</b>	<b>12,042</b>	<b>11,495</b>	<b>12,594</b>	<b>12,348</b>	<b>7,993</b>
0 to 2 yrs	17,179	17,798	15,397	16,132	13,628	13,968	13,895	13,927	14,023	14,669	12,477	16,385	11,886	18,000
3 to 5 yrs	13,460	15,538	14,110	13,457	12,295	12,721	11,090	12,758	11,817	11,719	11,818	11,360	9,887	9,720
6 to 9 yrs	13,696	13,360	12,300	12,190	12,813	11,887	12,473	11,190	11,675	12,494	11,371	15,984	11,800	8,578
10 yrs or more	11,671	9,222	11,429	8,064	10,161	9,012	11,182	8,642	10,562	10,735	11,370	9,530	12,149	6,273
Unreported	13,194	10,332	21,460	13,002	13,655	12,244	13,348	9,299	16,819	12,545	10,181	5,319	22,576	
<b>Van</b>	<b>14,972</b>	<b>15,338</b>	<b>14,481</b>	<b>14,309</b>	<b>17,357</b>	<b>13,672</b>	<b>15,440</b>	<b>12,819</b>	<b>13,162</b>	<b>13,219</b>	<b>10,224</b>	<b>13,895</b>	<b>17,474</b>	
0 to 2 yrs	15,617	21,601	15,857	15,738	16,116	18,752	14,834	15,119	15,374	17,696	8,467	20,795	40,204	
3 to 5 yrs	17,206	15,125	14,482	15,987	20,978	13,632	15,045	13,421	18,401	16,020	8,911	13,511	24,685	
6 to 9 yrs	14,018	14,096	14,313	14,706	14,296	12,752	16,894	11,844	12,221	11,309	6,485	6,942	14,337	
10 yrs or more	12,309	11,385	11,725	9,012	19,071	9,224	13,511	9,970	9,115	12,209	18,335	24,725	11,905	
Unreported	10,646	14,159	11,748	14,877	15,430	10,343	14,902	28,264	6,593	10,000		15,000	11,431	
<b>SUV</b>	<b>14,339</b>	<b>15,064</b>	<b>13,803</b>	<b>15,174</b>	<b>13,333</b>	<b>14,770</b>	<b>13,447</b>	<b>12,693</b>	<b>15,680</b>	<b>11,807</b>	<b>16,755</b>	<b>10,182</b>	<b>12,939</b>	<b>35,000</b>
0 to 2 yrs	17,529	18,242	13,630	17,789	14,183	17,277	17,082	13,749	14,656	12,408	16,857	5,376	19,689	35,000
3 to 5 yrs	14,661	14,935	15,141	15,165	14,257	15,749	11,583	12,880	20,664	12,543	15,608	16,957	9,469	
6 to 9 yrs	12,259	17,053	11,421	14,629	11,635	14,264	15,513	14,246	9,972	12,919	15,612	12,645	14,680	
10 yrs or more	11,273	8,871	16,836	11,235	12,874	10,548	9,116	8,299	14,504	6,294	22,342	7,817	13,256	
Unreported	8,475	32,645	10,411	22,009	16,130	12,577	8,961	9,431	16,608	8,815				
<b>Pickup Truck</b>	<b>13,459</b>	<b>12,214</b>	<b>11,277</b>	<b>13,071</b>	<b>12,764</b>	<b>12,682</b>	<b>13,846</b>	<b>11,338</b>	<b>10,376</b>	<b>12,223</b>	<b>31,012</b>	<b>10,528</b>	<b>33,731</b>	<b>11,621</b>
0 to 2 yrs	17,068	18,869	15,792	17,550	18,384	17,222	17,800	13,216	16,513	16,563	8,512	38		13,000
3 to 5 yrs	16,048	16,269	11,102	15,047	11,661	14,435	17,639	13,402	13,192	9,170	49,966	11,235		
6 to 9 yrs	12,598	12,666	10,351	14,389	13,980	12,660	11,998	12,514	12,888	14,921	12,277	14,137	41,396	11,543
10 yrs or more	11,026	7,994	10,281	9,041	9,785	8,997	11,607	8,490	6,143	10,883	110,724	1,138	19,777	
Unreported	13,459	10,084	8,968	13,242	12,788	16,177	14,401	13,451	7,783	12,110	7,080	11,729	8,739	
<b>Other POV</b>	<b>2,741</b>	<b>8,315</b>	<b>5,055</b>	<b>4,313</b>	<b>5,093</b>	<b>7,725</b>	<b>6,744</b>	<b>5,375</b>	<b>28,366</b>	<b>3,360</b>	<b>5,000</b>	<b>484</b>	<b>3,787</b>	
0 to 2 yrs	2,996	8,295	29,511	7,605	7,690	20,152	33,108	4,333	2,420	5,964		600		
3 to 5 yrs	5,887	5,770	5,999	7,747	15,000	7,180	7,000	15,064		2,227			6,000	
6 to 9 yrs	4,581	19,773	5,526	4,377	3,427	1,773	4,678	7,969		6,378	5,000	1,000		
10 yrs or more	1,801	3,846	3,143	2,955	2,103	6,422	2,031	3,421	1,538	3,612		125	2,000	
Unreported	1,023	2,781	2,325	3,627		4,174	3,264	7,659	46,667	5,000			3,000	

NOTE: Numbers reflect BESTMILE Estimates. Due to data being unavailable, self-reported annual miles were substituted for Rest of Nation 1995 estimates.

Chapter 4: Table 14  
Urban Travel and Population Density  
2009 NHTS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Percent Not Taking Walk Trips in the last week</b>														
TOTAL	34.0%	33.5%	33.7%	33.0%	34.0%	33.0%	33.4%	33.1%	26.4%	30.7%	20.7%	27.3%	12.7%	18.4%
5 to 10 year-olds	29.7%	27.0%	24.5%	24.7%	24.6%	22.0%	28.2%	24.6%	17.2%	22.9%	22.1%	16.0%	18.4%	
11 to 15 year-olds	26.7%	24.3%	27.8%	26.0%	26.9%	23.3%	21.1%	23.7%	20.0%	21.0%	14.4%	11.8%	8.0%	41.0%
16 to 20 year-olds	34.8%	32.4%	28.6%	35.3%	30.3%	33.5%	23.4%	31.1%	15.6%	26.3%	14.4%	34.1%	23.6%	17.4%
21 to 35 year-olds	38.0%	35.4%	33.6%	30.4%	44.0%	33.0%	37.5%	29.5%	19.0%	26.0%	17.4%	24.3%	9.1%	30.1%
36 to 64 year-olds	31.1%	33.1%	32.6%	33.6%	30.4%	32.6%	31.2%	33.8%	32.8%	32.2%	21.8%	25.8%	9.4%	8.8%
65+ year-olds	45.4%	43.0%	47.8%	43.8%	46.0%	46.6%	46.8%	46.9%	37.1%	45.5%	28.0%	48.5%	23.4%	13.3%
<b>Avg Minutes Spent Walking per Day</b>														
TOTAL	3.39	3.68	4.66	4.36	6.00	5.58	6.98	6.95	9.58	10.72	15.43	12.78	25.58	28.10
5 to 10 year-olds	1.73	2.20	1.74	2.24	5.20	3.97	6.79	5.36	10.82	9.51	18.20	20.30	13.11	29.89
11 to 15 year-olds	3.55	3.88	5.31	5.23	3.27	7.40	7.14	13.64	6.10	11.95	10.58	11.37	19.59	16.76
16 to 20 year-olds	1.97	3.35	3.95	6.29	5.41	5.10	6.29	5.87	9.53	10.94	12.91	8.05	22.65	20.28
21 to 35 year-olds	3.27	2.49	5.86	3.88	5.13	5.20	6.92	6.53	14.24	15.69	20.22	14.19	26.82	27.63
36 to 64 year-olds	4.23	4.64	5.27	4.63	7.21	6.19	7.70	7.06	8.21	9.63	14.70	13.04	30.34	34.59
65+ year-olds	2.47	3.01	3.10	3.94	4.97	4.25	5.48	5.17	7.86	6.49	14.50	9.57	19.92	17.49
<b>Percent Not Taking Bike Trips in the last week</b>														
TOTAL	88.3%	86.9%	86.5%	85.6%	89.0%	87.0%	90.9%	87.8%	92.0%	88.7%	94.2%	89.4%	92.4%	89.5%
5 to 10 year-olds	52.0%	43.1%	60.3%	48.5%	50.6%	51.2%	66.4%	55.0%	65.5%	63.1%	92.7%	70.9%	76.0%	26.5%
11 to 15 year-olds	74.2%	63.2%	64.2%	68.2%	69.9%	69.2%	76.1%	74.0%	85.9%	79.0%	86.8%	64.0%	93.7%	100.0%
16 to 20 year-olds	89.7%	91.4%	82.1%	89.1%	91.6%	88.4%	89.1%	88.6%	93.4%	83.8%	98.3%	93.3%	93.6%	91.6%
21 to 35 year-olds	92.4%	92.2%	89.6%	91.9%	94.8%	92.1%	93.0%	91.2%	91.9%	90.8%	87.5%	88.4%	90.3%	95.6%
36 to 64 year-olds	92.0%	93.2%	90.6%	90.9%	92.6%	91.6%	93.9%	91.3%	96.5%	92.7%	97.0%	93.5%	93.7%	92.1%
65+ year-olds	97.5%	96.9%	98.0%	96.4%	97.4%	96.2%	98.3%	97.5%	98.2%	96.8%	96.9%	99.2%	99.3%	100.0%
<b>Avg Minutes Spent Biking per Day</b>														
TOTAL	0.45	0.56	0.77	0.76	0.52	0.85	0.61	1.05	0.30	0.78	0.08	0.80	0.55	0.37
5 to 10 year-olds	0.28	1.01	0.73	1.51	1.81	1.10	0.84	1.36	0.41	0.62	0.80	0.11		
11 to 15 year-olds	0.97	1.19	1.46	1.33	0.92	2.89	1.13	1.02	0.89	1.44		0.21		
16 to 20 year-olds	1.41	0.58	0.92	0.86	0.09	1.05	1.15	0.71	0.28	1.11		0.15	0.15	2.53
21 to 35 year-olds	0.07	0.35	2.25	0.43	0.29	0.40	0.27	1.19	0.61	0.61		1.36	0.68	
36 to 64 year-olds	0.35	0.44	0.33	0.68	0.55	0.72	0.65	1.24	0.27	0.89	0.10	1.04	0.85	
65+ year-olds	0.33	0.56	0.10	0.43	0.09	0.37	0.33	0.26	0.43	0.30		0.05	0.15	
<b>Avg Minutes Spent Walking/Biking per Day</b>														
TOTAL	3.84	4.23	5.43	5.12	6.52	6.43	7.59	8.00	9.88	11.50	15.51	13.59	26.12	28.47
5 to 10 year-olds	2.01	3.21	2.47	3.74	7.02	5.07	7.64	6.73	11.22	10.13	19.00	20.41	13.11	29.89
11 to 15 year-olds	4.51	5.07	6.77	6.56	4.18	10.29	8.28	14.66	6.98	13.40	10.58	11.59	19.59	16.76
16 to 20 year-olds	3.38	3.93	4.88	7.15	5.49	6.15	7.44	6.57	9.81	12.04	12.91	8.19	22.80	22.81
21 to 35 year-olds	3.34	2.84	8.11	4.31	5.42	5.60	7.19	7.73	14.24	16.30	20.22	15.56	27.50	27.63
36 to 64 year-olds	4.58	5.08	5.60	5.31	7.75	6.90	8.35	8.30	8.48	10.52	14.80	14.08	31.19	34.59
65+ year-olds	2.80	3.58	3.20	4.37	5.06	4.62	5.81	5.42	8.30	6.79	14.50	9.62	20.07	17.49

Chapter 4: Table 14  
Urban Travel and Population Density  
2001 NHTS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Percent Not Taking Walk Trips in the last week</b>														
TOTAL	27.1%	36.3%	28.9%	36.4%	29.4%	36.8%	31.2%	36.1%	27.0%	30.4%	17.9%	26.1%	12.3%	13.4%
5 to 10 year-olds	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11 to 15 year-olds	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16 to 20 year-olds	29.2%	38.3%	32.4%	36.9%	35.3%	34.8%	18.0%	33.5%	17.9%	30.6%	7.7%	23.9%	16.7%	100.0%
21 to 35 year-olds	25.8%	35.1%	30.4%	37.4%	27.7%	36.2%	31.5%	35.7%	25.3%	28.0%	17.3%	24.2%	7.6%	4.5%
36 to 64 year-olds	26.6%	34.7%	26.0%	34.5%	25.5%	36.3%	30.9%	35.0%	25.6%	29.8%	18.3%	21.7%	13.2%	25.9%
65+ year-olds	29.3%	42.1%	33.8%	41.9%	38.6%	40.8%	36.3%	41.8%	43.0%	41.9%	23.2%	44.7%	16.6%	16.3%
<b>Avg Minutes Spent Walking per Day</b>														
TOTAL	3.76	3.05	5.19	4.05	4.56	4.55	8.34	5.83	8.14	8.93	16.31	8.59	17.76	21.58
5 to 10 year-olds	2.34	3.22	5.93	2.88	2.16	3.75	6.14	7.19	11.53	14.92	12.31	9.86	16.89	3.80
11 to 15 year-olds	3.35	3.47	5.92	4.68	7.08	5.86	13.71	10.12	14.01	9.97	16.35	14.77	13.06	1.25
16 to 20 year-olds	0.93	1.58	3.67	2.76	6.39	5.19	8.29	6.16	14.57	8.48	14.24	8.50	13.35	49.00
21 to 35 year-olds	3.42	2.65	4.32	3.04	3.38	4.20	6.56	5.58	4.76	8.36	21.53	8.46	21.05	27.56
36 to 64 year-olds	4.95	3.26	5.77	4.34	4.81	4.12	10.17	4.87	6.74	7.59	15.88	7.84	17.80	18.80
65+ year-olds	3.23	3.48	4.57	5.15	5.51	4.84	5.10	5.39	8.67	5.67	12.08	7.88	17.03	4.28
<b>Percent Not Taking Bike Trips in the last week</b>														
TOTAL	93.3%	93.1%	91.5%	91.9%	90.1%	92.6%	92.2%	92.2%	94.1%	92.3%	94.1%	91.9%	95.1%	91.6%
5 to 10 year-olds	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11 to 15 year-olds	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16 to 20 year-olds	86.2%	91.0%	86.7%	88.4%	86.2%	87.5%	77.1%	86.8%	91.5%	83.7%	81.4%	83.0%	91.4%	100.0%
21 to 35 year-olds	92.0%	91.6%	91.5%	92.3%	89.2%	91.1%	91.7%	90.7%	92.3%	90.4%	90.8%	87.7%	94.0%	79.5%
36 to 64 year-olds	93.5%	93.5%	90.7%	91.4%	89.2%	93.4%	92.1%	92.8%	94.2%	94.5%	97.0%	96.1%	95.6%	100.0%
65+ year-olds	96.6%	95.4%	95.5%	95.4%	93.7%	95.8%	98.1%	96.5%	99.1%	96.9%	98.8%	98.0%	99.1%	100.0%
<b>Avg Minutes Spent Biking per Day</b>														
TOTAL	0.59	0.78	0.66	1.13	1.06	0.72	0.48	0.82	0.89	0.62	0.91	1.07	0.38	1.02
5 to 10 year-olds	1.95	3.33	1.99	2.63	1.48	1.99	0.94	1.86	8.79	1.80	0.44	0.05	0.30	
11 to 15 year-olds	2.76	2.13	3.03	2.60	1.86	2.41	2.10	2.06	0.35	0.88	8.51	1.65	0.79	
16 to 20 year-olds	0.12	0.25	0.17	1.13	0.15	0.47	0.11	1.08	0.31	0.57	0.02	3.74	0.08	
21 to 35 year-olds	0.39	0.16	0.03	0.75	0.86	0.28	0.28	0.51	0.50	0.50	1.02	1.43	0.38	2.67
36 to 64 year-olds	0.16	0.48	0.30	0.84	1.13	0.58	0.15	0.69	0.11	0.41	0.33	0.53	0.54	
65+ year-olds	0.15	0.12	0.61	0.55	0.85	0.26	0.79	0.10		0.68	0.13	1.24		
<b>Avg Minutes Spent Walking/Biking per Day</b>														
TOTAL	4.35	3.83	5.85	5.18	5.62	5.26	8.82	6.65	9.03	9.55	17.22	9.66	18.14	22.60
5 to 10 year-olds	4.29	6.54	7.93	5.51	3.64	5.73	7.08	9.05	20.32	16.72	12.75	9.90	17.19	3.80
11 to 15 year-olds	6.11	5.60	8.95	7.28	8.94	8.26	15.81	12.17	14.36	10.85	24.86	16.42	13.85	1.25
16 to 20 year-olds	1.05	1.84	3.84	3.89	6.54	5.67	8.41	7.24	14.88	9.06	14.26	12.24	13.43	49.00
21 to 35 year-olds	3.81	2.81	4.34	3.79	4.24	4.49	6.84	6.09	5.26	8.86	22.56	9.88	21.43	30.23
36 to 64 year-olds	5.11	3.74	6.07	5.18	5.94	4.71	10.32	5.56	6.85	8.00	16.21	8.37	18.34	18.80
65+ year-olds	3.38	3.59	5.18	5.70	6.36	5.10	5.89	5.49	8.67	6.35	12.21	9.12	17.03	4.28

\* Walk and Bike trip questions were not asked of persons under 16 years old in 2001, or at all in 1995.

Chapter 4: Table 14  
Urban Travel and Population Density  
1995 NPTS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Percent Not Taking Walk Trips in the last week</b>														
TOTAL	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5 to 10 year-olds	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11 to 15 year-olds	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16 to 20 year-olds	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21 to 35 year-olds	*	*	*	*	*	*	*	*	*	*	*	*	*	*
36 to 64 year-olds	*	*	*	*	*	*	*	*	*	*	*	*	*	*
65+ year-olds	*	*	*	*	*	*	*	*	*	*	*	*	*	*
<b>Avg Minutes Spent Walking per Day</b>														
TOTAL	1.89	0.92	2.02	1.19	1.83	2.21	2.84	2.77	3.43	4.95	11.26	11.55	12.77	11.11
5 to 10 year-olds	1.04	1.30	1.86	1.42	1.43	3.29	2.33	3.77	2.65	4.89	12.87	8.70	12.58	
11 to 15 year-olds	6.22	1.91	2.93	2.78	3.93	5.32	5.77	5.28	2.90	14.88	14.34	10.77	16.88	
16 to 20 year-olds	0.86	0.87	2.69	1.90	4.49	2.86	3.33	4.23	3.67	5.29	12.84	13.74	10.18	
21 to 35 year-olds	0.45	0.65	1.46	0.56	0.90	1.88	3.30	2.42	3.69	5.08	10.43	11.60	13.88	18.00
36 to 64 year-olds	2.29	0.69	1.78	0.94	1.49	1.61	2.10	1.98	3.21	3.76	9.29	12.81	12.04	5.99
65+ year-olds	1.02	1.15	2.75	1.46	2.64	1.51	2.36	2.83	4.21	3.15	15.29	9.22	10.06	5.50
<b>Percent Not Taking Bike Trips in the last week</b>														
TOTAL	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5 to 10 year-olds	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11 to 15 year-olds	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16 to 20 year-olds	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21 to 35 year-olds	*	*	*	*	*	*	*	*	*	*	*	*	*	*
36 to 64 year-olds	*	*	*	*	*	*	*	*	*	*	*	*	*	*
65+ year-olds	*	*	*	*	*	*	*	*	*	*	*	*	*	*
<b>Avg Minutes Spent Biking per Day</b>														
TOTAL	0.27	0.47	0.20	0.38	0.26	0.43	0.49	0.52	0.15	0.47	0.16	0.60	0.48	*
5 to 10 year-olds	0.29	0.29	0.29	0.35	0.23	0.88	0.63	1.22	0.07	0.04	0.16	0.24	0.18	
11 to 15 year-olds	1.37	1.11	1.06	1.46	2.21	1.24	1.95	1.61	0.62	0.94	0.10	1.37	0.26	
16 to 20 year-olds	0.52	0.17	0.35	0.70	0.06	0.75	0.39	0.32	0.24	0.53	1.21	4.98	0.34	
21 to 35 year-olds	0.06	0.23	0.25	0.22	0.16	0.42	0.57	0.67	0.12	0.91	0.14	0.41	0.88	
36 to 64 year-olds	0.18	0.70	0.01	0.27	0.02	0.20	0.26	0.19	0.16	0.26	0.11	0.03	0.35	
65+ year-olds		0.00	0.01	0.12	0.21	0.10	0.04	0.08						
<b>Avg Minutes Spent Walking/Biking per Day</b>														
TOTAL	2.16	1.40	2.22	1.57	2.09	2.63	3.34	3.29	3.58	5.42	11.42	12.15	13.25	11.11
5 to 10 year-olds	1.33	1.59	2.15	1.78	1.66	4.18	2.96	4.99	2.72	4.93	12.87	8.93	12.76	
11 to 15 year-olds	7.60	3.02	3.99	4.24	6.14	6.56	7.72	6.90	3.53	15.82	14.43	12.14	17.15	
16 to 20 year-olds	1.38	1.04	3.04	2.60	4.55	3.62	3.72	4.54	3.91	5.81	14.05	18.72	10.52	
21 to 35 year-olds	0.51	0.89	1.71	0.78	1.06	2.30	3.87	3.09	3.81	6.00	10.57	12.01	14.76	18.00
36 to 64 year-olds	2.46	1.39	1.80	1.21	1.51	1.81	2.36	2.17	3.37	4.02	9.40	12.84	12.39	5.99
65+ year-olds	1.02	1.15	2.76	1.58	2.86	1.61	2.40	2.91	4.21	3.15	15.29	9.22	10.06	5.50

\* Walk and Bike trip questions were not asked of persons under 16 years old in 2001, or at all in 1995.

**APPENDIX C4A. SUPPLEMENTAL TABLES FOR CHAPTER 4  
STANDARD ERRORS**

Chapter 4: Table 1  
Urban Travel and Population Density  
2009 NHTS  
STANDARD ERRORS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>General Statistics</b>														
Households (000)	12	261	21	296	21	304	28	297	32	200	49	152	42	21
Persons (000)	51	753	75	836	69	914	97	822	98	499	146	498	147	63
Drivers (000)	31	564	58	644	53	709	75	616	58	346	95	309	104	39
Workers (000)	29	484	45	552	45	595	65	536	63	303	96	319	93	41
Vehicles (000)	27	665	45	647	44	592	47	593	41	246	49	261	46	20
Workers per Household	0.03	0.03	0.03	0.02	0.04	0.02	0.04	0.02	0.07	0.04	0.08	0.09	0.04	0.23
Vehicles per Household	0.03	0.02	0.03	0.02	0.04	0.02	0.03	0.02	0.06	0.03	0.05	0.07	0.02	0.08
Vehicles per Driver	0.01	0.01	0.02	0.01	0.02	0.01	0.02	0.01	0.03	0.02	0.04	0.04	0.02	0.11
<b>Distribution of Households by Household Vehicle Count</b>														
ALL	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
0 vehicles	0.7%	0.4%	0.6%	0.4%	0.9%	0.5%	0.9%	0.4%	3.1%	1.3%	3.1%	2.6%	1.7%	6.3%
1 vehicle	1.1%	0.8%	1.3%	0.8%	1.5%	0.9%	1.4%	0.8%	3.8%	1.5%	2.7%	2.9%	1.5%	6.7%
2 vehicles	1.2%	0.9%	1.2%	0.9%	1.7%	0.8%	1.0%	0.6%	2.3%	1.4%	1.4%	2.2%	0.7%	2.9%
3 vehicles	0.7%	0.6%	0.8%	0.6%	1.3%	0.6%	0.9%	0.5%	1.3%	0.6%	0.7%	1.6%	0.4%	1.2%
4+ vehicles	0.6%	0.6%	0.6%	0.4%	0.9%	0.4%	0.6%	0.3%	0.8%	0.4%	0.8%	1.0%	0.1%	
<b>Distribution of Households by Household Income</b>														
ALL	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
< \$10,000	0.7%	0.6%	0.4%	0.5%	0.7%	0.5%	1.4%	0.5%	1.4%	1.2%	2.2%	2.7%	1.5%	2.8%
\$10 to \$20,000	0.9%	0.7%	0.8%	0.4%	0.9%	0.7%	1.1%	0.6%	2.0%	1.7%	1.4%	2.8%	2.0%	12.5%
\$20 to \$30,000	0.6%	0.5%	0.9%	0.6%	1.2%	0.5%	1.1%	0.6%	3.0%	1.4%	1.7%	2.7%	1.5%	3.0%
\$30 to \$40,000	0.9%	0.5%	0.8%	0.4%	0.9%	0.5%	1.0%	0.6%	1.5%	1.0%	3.2%	2.3%	1.3%	2.0%
\$40 to \$50,000	0.6%	0.5%	1.1%	0.6%	1.0%	0.5%	1.1%	0.4%	1.3%	1.1%	1.8%	1.3%	1.5%	1.4%
\$50 to \$60,000	0.8%	0.5%	0.6%	0.4%	0.9%	0.5%	1.0%	0.4%	1.1%	1.1%	1.9%	1.2%	1.0%	6.0%
\$60 to \$70,000	0.6%	0.4%	0.9%	0.4%	0.9%	0.4%	1.0%	0.4%	2.0%	0.7%	1.5%	2.2%	1.0%	3.8%
\$70 to \$80,000	0.7%	0.5%	0.6%	0.4%	0.7%	0.5%	0.9%	0.4%	0.9%	0.5%	0.9%	1.2%	1.1%	2.1%
\$80 to \$100,000	0.5%	0.6%	0.7%	0.5%	1.1%	0.4%	0.7%	0.4%	2.0%	0.5%	1.9%	1.1%	1.2%	4.1%
\$100,000+	1.0%	0.7%	1.3%	0.6%	1.7%	0.5%	1.3%	0.5%	2.1%	1.1%	2.1%	1.5%	1.3%	10.1%
Unreported	0.7%	0.5%	0.7%	0.3%	1.0%	0.4%	1.2%	0.5%	1.0%	1.0%	1.6%	2.1%	1.5%	3.5%
<b>Licensing Rate</b>														
% Male Drivers/Male 16+	0.7%	0.5%	1.0%	0.4%	0.7%	0.7%	1.2%	0.5%	2.2%	1.4%	2.3%	2.3%	1.9%	10.3%
% Female Drivers/Female 16+	0.7%	0.7%	1.5%	0.6%	0.7%	1.0%	1.2%	0.6%	3.7%	1.3%	4.2%	4.0%	2.6%	8.0%
% Female Drivers/Female 16+	1.2%	0.7%	1.0%	0.7%	1.1%	0.6%	1.7%	0.7%	2.1%	2.1%	3.4%	2.8%	2.8%	17.1%

Chapter 4: Table 1  
Urban Travel and Population Density  
2001 NHTS  
STANDARD ERRORS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>General Statistics</b>														
Households (000)	14	214	21	197	20	220	24	259	28	182	36	111	35	36
Drivers (000)	29	498	44	436	42	507	58	471	61	333	66	171	81	48
Workers (000)	25	426	37	370	39	434	50	443	56	314	73	183	80	51
Vehicles (000)	32	567	47	475	45	515	50	522	49	324	46	168	52	29
Workers per Household	0.03	0.02	0.03	0.02	0.04	0.02	0.04	0.02	0.06	0.04	0.05	0.06	0.03	0.25
Vehicles per Household	0.03	0.02	0.03	0.02	0.04	0.01	0.03	0.02	0.05	0.03	0.04	0.05	0.03	0.12
Vehicles per Driver	0.02	0.01	0.02	0.01	0.02	0.01	0.02	0.01	0.03	0.02	0.03	0.04	0.02	0.16
<b>Distribution of Households by Household Vehicle Count</b>														
ALL	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
0 vehicles	0.7%	0.4%	0.6%	0.4%	1.1%	0.4%	1.0%	0.5%	2.3%	1.2%	2.5%	2.4%	1.8%	9.8%
1 vehicle	1.4%	0.7%	1.4%	0.7%	2.0%	0.8%	1.5%	0.8%	2.0%	1.8%	2.1%	2.7%	1.7%	9.3%
2 vehicles	1.4%	0.7%	1.5%	0.8%	1.8%	0.8%	1.2%	0.8%	1.9%	1.6%	1.7%	2.3%	1.0%	4.7%
3 vehicles	1.0%	0.7%	1.0%	0.6%	1.2%	0.6%	1.0%	0.5%	1.4%	1.0%	0.6%	1.2%	0.2%	0.2%
4+ vehicles	0.8%	0.5%	0.7%	0.5%	0.7%	0.3%	0.7%	0.3%	0.7%	0.7%	0.3%	0.7%	0.2%	0.2%
<b>Distribution of Households by Household Income</b>														
ALL	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
< \$10,000	0.5%	0.4%	0.6%	0.4%	0.7%	0.4%	0.7%	0.5%	1.3%	0.9%	1.6%	1.6%	1.3%	7.2%
\$10 to \$20,000	0.9%	0.5%	0.6%	0.4%	1.0%	0.5%	1.0%	0.5%	1.5%	1.2%	1.8%	2.0%	1.3%	8.0%
\$20 to \$30,000	0.7%	0.5%	0.7%	0.4%	1.0%	0.5%	0.7%	0.5%	1.2%	0.9%	1.6%	1.6%	1.1%	9.0%
\$30 to \$40,000	1.1%	0.6%	0.8%	0.5%	1.2%	0.6%	1.0%	0.6%	1.7%	1.1%	1.9%	1.9%	1.4%	6.2%
\$40 to \$50,000	0.6%	0.4%	0.6%	0.4%	0.6%	0.3%	0.6%	0.3%	1.1%	0.7%	0.8%	1.7%	0.6%	3.2%
\$50 to \$60,000	1.0%	0.5%	0.8%	0.5%	0.7%	0.5%	1.0%	0.4%	1.7%	0.9%	1.1%	1.2%	0.9%	3.5%
\$60 to \$70,000	0.7%	0.5%	0.7%	0.4%	0.9%	0.5%	0.7%	0.4%	1.1%	0.8%	1.2%	1.2%	0.9%	2.7%
\$70 to \$80,000	0.6%	0.4%	0.6%	0.4%	0.6%	0.4%	0.6%	0.4%	1.1%	0.8%	0.7%	0.6%	1.0%	1.5%
\$80 to \$100,000	0.8%	0.6%	1.0%	0.5%	1.4%	0.5%	0.9%	0.4%	1.4%	0.7%	0.9%	1.1%	0.8%	1.7%
\$100,000+	1.3%	0.6%	1.3%	0.6%	1.7%	0.5%	1.3%	0.6%	1.7%	1.2%	1.6%	1.5%	1.1%	7.1%
Unreported	0.6%	0.4%	0.7%	0.5%	1.1%	0.5%	0.9%	0.5%	1.0%	0.8%	1.5%	1.1%	1.1%	4.4%
<b>Licensing Rate</b>														
% Male Drivers/Male 16+	0.7%	0.4%	0.5%	0.4%	0.9%	0.3%	1.0%	0.4%	2.0%	1.1%	2.0%	2.3%	1.8%	8.0%
% Female Drivers/Female 16+	0.8%	0.4%	0.6%	0.5%	1.0%	0.5%	1.2%	0.5%	2.7%	1.4%	2.8%	2.8%	2.7%	7.2%
% Female Drivers/Female 16+	1.0%	0.6%	0.8%	0.5%	1.2%	0.6%	1.4%	0.7%	3.4%	1.5%	2.6%	2.8%	2.1%	21.1%

Chapter 4: Table 2  
Urban Travel and Population Density  
2009 NHTS  
STANDARD ERRORS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<i>Daily Person Trips per Person</i>														
<b>TOTAL</b>	<b>0.07</b>	<b>0.05</b>	<b>0.09</b>	<b>0.04</b>	<b>0.09</b>	<b>0.05</b>	<b>0.07</b>	<b>0.04</b>	<b>0.14</b>	<b>0.07</b>	<b>0.13</b>	<b>0.21</b>	<b>0.12</b>	<b>0.41</b>
Male	0.08	0.06	0.09	0.04	0.10	0.06	0.09	0.05	0.21	0.09	0.19	0.21	0.14	0.36
Female	0.10	0.05	0.11	0.05	0.10	0.06	0.11	0.05	0.19	0.11	0.16	0.26	0.15	0.54
<b>TOTAL</b>	<b>0.07</b>	<b>0.05</b>	<b>0.09</b>	<b>0.04</b>	<b>0.09</b>	<b>0.05</b>	<b>0.07</b>	<b>0.04</b>	<b>0.14</b>	<b>0.07</b>	<b>0.13</b>	<b>0.21</b>	<b>0.12</b>	<b>0.41</b>
5-15 years	0.12	0.08	0.17	0.09	0.20	0.10	0.29	0.09	0.22	0.09	0.21	0.30	0.22	0.39
16-19 years	0.22	0.14	0.35	0.10	0.25	0.21	0.29	0.13	0.37	0.26	0.69	0.51	0.34	0.70
20-34 years	0.12	0.10	0.28	0.10	0.18	0.10	0.19	0.09	0.35	0.19	0.33	0.42	0.34	0.45
35-54 years	0.10	0.07	0.12	0.06	0.14	0.08	0.13	0.06	0.25	0.11	0.23	0.25	0.16	0.35
55-64 years	0.11	0.08	0.18	0.09	0.20	0.08	0.17	0.09	0.31	0.18	0.34	0.26	0.29	0.64
65+ years	0.22	0.09	0.10	0.09	0.14	0.09	0.16	0.07	0.23	0.14	0.19	0.43	0.23	0.66
<b>TOTAL</b>	<b>0.07</b>	<b>0.05</b>	<b>0.09</b>	<b>0.04</b>	<b>0.09</b>	<b>0.05</b>	<b>0.07</b>	<b>0.04</b>	<b>0.14</b>	<b>0.07</b>	<b>0.13</b>	<b>0.21</b>	<b>0.12</b>	<b>0.41</b>
% POV	0.7%	0.4%	0.7%	0.4%	0.9%	0.5%	1.2%	0.5%	2.7%	1.5%	3.5%	4.4%	1.8%	6.8%
% Public	0.1%	0.1%	0.2%	0.1%	0.3%	0.2%	0.5%	0.2%	2.4%	0.7%	2.2%	1.7%	1.6%	2.7%
% Walk	0.4%	0.4%	0.4%	0.3%	0.7%	0.4%	0.9%	0.4%	1.9%	1.3%	2.7%	3.3%	1.8%	6.5%
% Other	0.7%	0.3%	0.6%	0.2%	0.6%	0.2%	0.5%	0.2%	0.6%	0.7%	0.7%	1.0%	0.8%	1.4%
% Unreported	0.1%	0.1%	0.1%	0.0%	0.2%	0.0%	0.0%	0.1%	0.3%	0.1%	0.2%	0.1%	0.0%	
<b>TOTAL</b>	<b>0.07</b>	<b>0.05</b>	<b>0.09</b>	<b>0.04</b>	<b>0.09</b>	<b>0.05</b>	<b>0.07</b>	<b>0.04</b>	<b>0.14</b>	<b>0.07</b>	<b>0.13</b>	<b>0.21</b>	<b>0.12</b>	<b>0.41</b>
% SOV	1.2%	0.7%	1.1%	0.6%	1.4%	0.7%	1.6%	0.7%	2.2%	1.0%	1.7%	2.7%	0.7%	6.1%
% MOV	1.5%	0.8%	1.1%	0.7%	1.3%	0.7%	2.1%	0.7%	2.7%	1.3%	2.9%	3.1%	1.6%	1.9%
% Amtrak	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.4%	0.1%	0.1%	0.4%
% Commuter Train	0.0%	0.0%	0.1%	0.0%	0.2%	0.0%	0.2%	0.0%	0.3%	0.0%	1.1%	0.4%	0.5%	0.5%
% Subway/El Rail	0.1%	0.0%	0.1%	0.0%	0.1%	0.1%	0.2%	0.0%	1.0%	0.1%	1.9%	0.8%	1.1%	4.5%
% Other Public	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.4%	0.1%	1.6%	0.7%	1.3%	1.4%	1.3%	4.8%
% Walk	0.4%	0.4%	0.4%	0.3%	0.7%	0.4%	0.9%	0.4%	1.9%	1.3%	2.7%	3.3%	1.8%	6.5%
% Other	0.7%	0.3%	0.6%	0.2%	0.6%	0.2%	0.6%	0.2%	0.7%	0.8%	0.7%	0.9%	0.9%	1.4%
% Unreported	0.1%	0.1%	0.1%	0.0%	0.2%	0.0%	0.0%	0.1%	0.3%	0.1%	0.2%	0.1%	0.0%	
<b>TOTAL</b>	<b>0.07</b>	<b>0.05</b>	<b>0.09</b>	<b>0.04</b>	<b>0.09</b>	<b>0.05</b>	<b>0.07</b>	<b>0.04</b>	<b>0.14</b>	<b>0.07</b>	<b>0.13</b>	<b>0.21</b>	<b>0.12</b>	<b>0.41</b>
% Earn a Living	0.7%	0.5%	0.7%	0.4%	1.0%	0.4%	1.0%	0.4%	1.6%	0.7%	1.7%	1.4%	1.0%	3.3%
% Family & Personal Business	0.9%	0.6%	0.8%	0.5%	1.2%	0.6%	1.3%	0.5%	2.3%	1.2%	2.1%	1.4%	1.6%	8.7%
% Civic, Educational & Religious	0.7%	0.3%	0.6%	0.3%	0.7%	0.4%	0.7%	0.3%	1.8%	0.8%	1.1%	2.2%	1.2%	1.7%
% Social & Recreational	0.8%	0.6%	0.8%	0.5%	1.3%	0.5%	1.2%	0.5%	3.5%	1.1%	2.2%	2.0%	1.5%	4.4%
% Other	0.1%	0.1%	0.4%	0.1%	0.2%	0.1%	0.2%	0.1%	0.5%	0.2%	0.2%	1.0%	0.5%	
% Unreported	0.1%	0.1%	0.1%	0.1%	0.2%	0.1%	0.1%	0.1%	0.2%	0.1%	0.5%	0.2%	0.1%	4.0%
<b>TOTAL</b>	<b>0.07</b>	<b>0.05</b>	<b>0.09</b>	<b>0.04</b>	<b>0.09</b>	<b>0.05</b>	<b>0.07</b>	<b>0.04</b>	<b>0.14</b>	<b>0.07</b>	<b>0.13</b>	<b>0.21</b>	<b>0.12</b>	<b>0.41</b>
Weekend	0.10	0.07	0.13	0.07	0.14	0.11	0.21	0.08	0.34	0.12	0.30	0.41	0.25	0.65
Weekday	0.09	0.06	0.09	0.04	0.10	0.05	0.09	0.05	0.13	0.09	0.14	0.19	0.13	0.44

Chapter 4: Table 2  
Urban Travel and Population Density  
2001 NHTS  
STANDARD ERRORS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Daily Person Trips per Person</b>														
<b>TOTAL</b>	<b>0.05</b>	<b>0.05</b>	<b>0.07</b>	<b>0.04</b>	<b>0.10</b>	<b>0.04</b>	<b>0.08</b>	<b>0.04</b>	<b>0.09</b>	<b>0.08</b>	<b>0.11</b>	<b>0.10</b>	<b>0.08</b>	<b>0.38</b>
Male	0.07	0.05	0.09	0.05	0.12	0.05	0.11	0.05	0.12	0.10	0.17	0.13	0.10	0.46
Female	0.07	0.05	0.09	0.05	0.13	0.05	0.10	0.05	0.12	0.10	0.13	0.13	0.10	0.56
<b>TOTAL</b>	<b>0.05</b>	<b>0.05</b>	<b>0.07</b>	<b>0.04</b>	<b>0.10</b>	<b>0.04</b>	<b>0.08</b>	<b>0.04</b>	<b>0.09</b>	<b>0.08</b>	<b>0.11</b>	<b>0.10</b>	<b>0.08</b>	<b>0.38</b>
0-4 years														
5-15 years	0.10	0.08	0.15	0.09	0.24	0.07	0.13	0.08	0.18	0.17	0.24	0.28	0.14	0.58
16-19 years	0.17	0.14	0.19	0.15	0.45	0.18	0.36	0.13	0.33	0.21	0.27	0.63	0.23	1.99
20-34 years	0.15	0.10	0.12	0.08	0.18	0.09	0.19	0.07	0.20	0.11	0.23	0.16	0.17	0.49
35-54 years	0.09	0.07	0.14	0.06	0.17	0.07	0.11	0.06	0.14	0.13	0.18	0.18	0.12	0.97
55-64 years	0.13	0.10	0.16	0.10	0.21	0.10	0.18	0.10	0.23	0.24	0.37	0.34	0.20	1.03
65+ years	0.17	0.09	0.14	0.09	0.21	0.10	0.18	0.09	0.29	0.22	0.23	0.23	0.20	4.11
Unreported	0.28	0.25	0.28	0.30	0.54	0.30	0.44	0.28	0.55	0.50	0.63	0.34	0.54	0.47
<b>TOTAL</b>	<b>0.05</b>	<b>0.05</b>	<b>0.07</b>	<b>0.04</b>	<b>0.10</b>	<b>0.04</b>	<b>0.08</b>	<b>0.04</b>	<b>0.09</b>	<b>0.08</b>	<b>0.11</b>	<b>0.10</b>	<b>0.08</b>	<b>0.38</b>
% POV	0.9%	0.4%	0.7%	0.4%	0.9%	0.3%	1.0%	0.4%	2.5%	1.1%	2.0%	2.2%	1.7%	11.7%
% Public	0.3%	0.0%	0.2%	0.1%	0.3%	0.1%	0.3%	0.1%	1.1%	0.4%	1.4%	0.9%	1.1%	8.3%
% Walk	0.7%	0.3%	0.5%	0.3%	0.6%	0.3%	0.7%	0.3%	1.7%	0.9%	1.7%	1.7%	1.5%	6.3%
% Other	0.5%	0.2%	0.3%	0.2%	0.5%	0.2%	0.5%	0.2%	0.5%	0.4%	0.9%	0.7%	0.5%	3.0%
% Unreported	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.1%	0.1%	0.1%	0.0%
<b>TOTAL</b>	<b>0.05</b>	<b>0.05</b>	<b>0.07</b>	<b>0.04</b>	<b>0.10</b>	<b>0.04</b>	<b>0.08</b>	<b>0.04</b>	<b>0.09</b>	<b>0.08</b>	<b>0.11</b>	<b>0.10</b>	<b>0.08</b>	<b>0.38</b>
% SOV	1.1%	0.6%	0.9%	0.6%	1.5%	0.6%	1.1%	0.6%	1.9%	1.2%	1.3%	1.6%	0.9%	8.5%
% MOV	1.1%	0.6%	1.1%	0.6%	1.5%	0.6%	1.1%	0.6%	2.0%	1.3%	1.7%	2.2%	1.6%	5.1%
% Amtrak	0.0%	0.0%	0.1%	0.0%	0.0%	0.1%	0.1%	0.0%	0.2%	0.0%	0.2%	0.2%	0.1%	0.1%
% Commuter Train	0.1%	0.0%	0.1%	0.0%	0.2%	0.0%	0.2%	0.0%	0.1%	0.0%	0.2%	0.1%	0.1%	0.1%
% Subway/EI Rail	0.2%	0.0%	0.2%	0.0%	0.1%	0.0%	0.2%	0.0%	0.9%	0.2%	1.1%	0.3%	1.0%	2.4%
% Other Public	0.2%	0.0%	0.0%	0.1%	0.1%	0.1%	0.3%	0.1%	0.6%	0.4%	0.8%	0.8%	0.7%	6.1%
% Walk	0.7%	0.3%	0.5%	0.3%	0.6%	0.3%	0.7%	0.3%	1.7%	0.9%	1.7%	1.7%	1.5%	6.3%
% Other	0.5%	0.2%	0.3%	0.2%	0.5%	0.2%	0.5%	0.2%	0.5%	0.4%	0.9%	0.7%	0.5%	3.0%
% Unreported	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.1%	0.1%	0.1%	0.0%
<b>TOTAL</b>	<b>0.05</b>	<b>0.05</b>	<b>0.07</b>	<b>0.04</b>	<b>0.10</b>	<b>0.04</b>	<b>0.08</b>	<b>0.04</b>	<b>0.09</b>	<b>0.08</b>	<b>0.11</b>	<b>0.10</b>	<b>0.08</b>	<b>0.38</b>
% Earn a Living	0.6%	0.4%	0.7%	0.3%	1.0%	0.4%	0.7%	0.4%	1.2%	0.8%	1.2%	1.3%	1.1%	3.8%
% Family & Personal Business	0.8%	0.5%	0.9%	0.4%	1.1%	0.5%	0.9%	0.4%	1.4%	1.1%	1.6%	1.4%	1.3%	6.4%
% Civic, Educational & Religious	0.6%	0.3%	0.5%	0.3%	0.6%	0.3%	0.6%	0.3%	1.1%	0.6%	1.0%	1.0%	0.8%	4.0%
% Social & Recreational	0.9%	0.5%	1.0%	0.5%	0.9%	0.5%	0.8%	0.4%	1.3%	1.1%	1.1%	1.5%	1.2%	7.8%
% Other	0.2%	0.1%	0.2%	0.1%	0.1%	0.1%	0.3%	0.1%	0.3%	0.1%	0.4%	0.5%	0.2%	0.0%
% Unreported	0.1%	0.0%	0.1%	0.0%	0.1%	0.0%	0.1%	0.0%	0.1%	0.1%	0.1%	0.0%	0.1%	1.3%
<b>TOTAL</b>	<b>0.05</b>	<b>0.05</b>	<b>0.07</b>	<b>0.04</b>	<b>0.10</b>	<b>0.04</b>	<b>0.08</b>	<b>0.04</b>	<b>0.09</b>	<b>0.08</b>	<b>0.11</b>	<b>0.10</b>	<b>0.08</b>	<b>0.38</b>
Weekend	0.10	0.08	0.16	0.09	0.23	0.08	0.19	0.08	0.17	0.19	0.16	0.23	0.17	0.53
Weekday	0.06	0.05	0.08	0.04	0.11	0.05	0.09	0.04	0.11	0.08	0.15	0.12	0.09	0.45

Chapter 4: Table 3  
Urban Travel and Population Density  
2009 NHTS  
STANDARD ERRORS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Daily Person Trips per Person</b>														
<b>TOTAL</b>	<b>0.07</b>	<b>0.05</b>	<b>0.09</b>	<b>0.04</b>	<b>0.09</b>	<b>0.05</b>	<b>0.07</b>	<b>0.04</b>	<b>0.14</b>	<b>0.07</b>	<b>0.13</b>	<b>0.21</b>	<b>0.12</b>	<b>0.41</b>
% 1-9 min	1.2%	0.6%	0.9%	0.6%	1.1%	0.6%	1.5%	0.5%	2.0%	1.1%	2.3%	2.1%	1.2%	2.7%
% 10-19 min	0.8%	0.5%	0.9%	0.5%	0.9%	0.6%	1.4%	0.5%	1.4%	1.0%	1.6%	2.3%	1.2%	4.6%
% 20-29 min	0.9%	0.4%	0.7%	0.3%	0.6%	0.3%	0.8%	0.3%	1.6%	0.7%	1.1%	1.1%	1.0%	2.0%
% 30-39 min	0.6%	0.3%	0.5%	0.3%	0.6%	0.3%	0.7%	0.3%	1.5%	0.6%	1.4%	1.4%	0.9%	4.0%
% 40-49 min	0.2%	0.2%	0.3%	0.2%	0.3%	0.2%	0.4%	0.2%	0.6%	0.4%	1.1%	0.9%	0.8%	0.8%
% 50+ min	0.4%	0.3%	0.4%	0.3%	0.5%	0.3%	0.5%	0.3%	1.1%	0.6%	1.8%	1.3%	1.2%	2.2%
% Unreported	0.0%	0.1%	0.1%	0.1%	0.1%	0.0%	0.1%	0.1%	0.2%	0.0%	0.5%	0.2%	0.1%	0.2%
<b>TOTAL</b>	<b>0.07</b>	<b>0.05</b>	<b>0.09</b>	<b>0.04</b>	<b>0.09</b>	<b>0.05</b>	<b>0.07</b>	<b>0.04</b>	<b>0.14</b>	<b>0.07</b>	<b>0.13</b>	<b>0.21</b>	<b>0.12</b>	<b>0.41</b>
% 5 or less miles	1.1%	0.7%	1.2%	0.6%	1.0%	0.6%	1.2%	0.6%	1.9%	1.1%	3.0%	2.5%	1.7%	8.4%
% 6-10 miles	0.6%	0.5%	0.6%	0.4%	0.7%	0.4%	0.7%	0.4%	1.2%	0.7%	1.2%	1.5%	0.9%	1.7%
% 11-15 miles	0.7%	0.4%	0.5%	0.2%	0.5%	0.2%	0.4%	0.2%	0.6%	0.4%	0.9%	1.0%	0.5%	1.0%
% 16-20 miles	0.4%	0.3%	0.4%	0.2%	0.3%	0.2%	0.5%	0.2%	0.9%	0.2%	0.6%	0.3%	0.2%	0.5%
% 21-30 miles	0.4%	0.2%	0.3%	0.3%	0.4%	0.3%	0.4%	0.2%	0.4%	0.2%	0.3%	0.6%	0.2%	0.9%
% 31 or more miles	0.4%	0.3%	0.4%	0.3%	0.4%	0.2%	0.5%	0.2%	0.4%	0.4%	0.6%	1.1%	0.5%	0.3%
% Unreported	0.2%	0.2%	1.2%	0.2%	0.3%	0.2%	0.3%	0.2%	1.4%	0.5%	2.6%	1.0%	1.0%	8.0%
<b>Daily PMT per Person</b>														
<b>TOTAL</b>	<b>1.58</b>	<b>1.41</b>	<b>2.20</b>	<b>2.65</b>	<b>2.03</b>	<b>1.96</b>	<b>2.88</b>	<b>1.09</b>	<b>1.12</b>	<b>2.08</b>	<b>2.07</b>	<b>3.29</b>	<b>2.10</b>	<b>1.67</b>
% POV	1.6%	1.2%	3.2%	4.8%	5.2%	2.1%	7.5%	2.1%	3.6%	2.9%	6.6%	8.2%	6.4%	12.2%
% Public	0.2%	0.1%	0.6%	0.1%	0.8%	0.3%	0.8%	0.2%	2.8%	0.6%	3.8%	8.2%	5.0%	8.9%
% Walk	0.0%	0.0%	0.1%	0.0%	0.1%	0.1%	0.2%	0.1%	0.4%	0.3%	1.0%	0.8%	1.6%	6.7%
% Other	1.6%	1.2%	3.3%	4.9%	5.4%	2.1%	7.9%	2.2%	2.2%	2.9%	6.4%	1.7%	1.8%	9.2%
% Unreported	0.0%	0.0%	0.0%	0.0%	0.3%	0.1%	0.0%	0.1%	0.1%	0.1%	0.5%			
<b>TOTAL</b>	<b>1.58</b>	<b>1.41</b>	<b>2.20</b>	<b>2.65</b>	<b>2.03</b>	<b>1.96</b>	<b>2.88</b>	<b>1.09</b>	<b>1.12</b>	<b>2.08</b>	<b>2.07</b>	<b>3.29</b>	<b>2.10</b>	<b>1.67</b>
% SOV	1.9%	1.6%	2.9%	2.7%	3.6%	2.1%	4.4%	1.5%	3.1%	4.0%	2.4%	7.5%	2.6%	10.8%
% MOV	2.1%	1.8%	3.4%	2.7%	3.5%	2.6%	4.6%	1.7%	3.9%	4.9%	6.9%	7.3%	7.8%	3.7%
% Amtrak	0.0%	0.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	2.0%	0.3%	0.1%	0.1%	0.1%	0.2%
% Commuter Train	0.1%	0.0%	0.6%	0.0%	0.8%	0.1%	0.5%	0.1%	1.0%	0.1%	0.5%	8.6%	1.4%	3.7%
% Subway/El Rail	0.1%	0.0%	0.1%	0.0%	0.1%	0.0%	0.4%	0.1%	1.1%	0.1%	2.9%	1.0%	3.0%	4.1%
% Other Public	0.1%	0.0%	0.1%	0.1%	0.1%	0.1%	0.2%	0.2%	1.5%	0.5%	1.8%	1.6%	2.7%	9.0%
% Walk	0.0%	0.0%	0.1%	0.0%	0.1%	0.1%	0.2%	0.1%	0.4%	0.3%	1.0%	0.8%	1.6%	6.7%
% Other	1.6%	1.2%	3.2%	4.9%	5.4%	2.1%	7.9%	2.1%	1.8%	2.9%	6.5%	1.8%	1.8%	9.1%
% Unreported	0.0%	0.0%	0.0%	0.0%	0.3%	0.1%	0.0%	0.1%	0.1%	0.1%	0.5%			
<b>TOTAL</b>	<b>1.58</b>	<b>1.41</b>	<b>2.20</b>	<b>2.65</b>	<b>2.03</b>	<b>1.96</b>	<b>2.88</b>	<b>1.09</b>	<b>1.12</b>	<b>2.08</b>	<b>2.07</b>	<b>3.29</b>	<b>2.10</b>	<b>1.67</b>
% Earn a Living	1.6%	1.5%	2.9%	1.8%	2.7%	1.4%	2.9%	1.3%	2.9%	3.0%	7.0%	4.0%	4.1%	7.8%
% Family & Personal Business	1.4%	1.4%	1.9%	1.9%	2.2%	1.3%	3.8%	1.1%	2.6%	2.9%	3.8%	3.7%	4.7%	4.1%
% Civic, Educational & Religious	0.6%	0.4%	0.5%	0.5%	0.8%	0.4%	1.0%	0.5%	1.4%	1.0%	1.0%	5.7%	1.4%	9.3%
% Social & Recreational	1.6%	1.7%	3.0%	1.9%	4.5%	2.0%	3.1%	2.1%	4.1%	5.5%	5.0%	5.1%	8.1%	5.7%
% Other	1.5%	0.8%	1.7%	5.1%	3.1%	0.9%	8.1%	1.5%	1.4%	1.4%	0.1%	2.1%	0.5%	
% Unreported	0.4%	1.6%	3.5%	0.5%	0.2%	1.9%	4.3%	0.5%	0.5%	0.3%	0.4%	8.6%	1.5%	0.9%
<b>Average Person Trip Length</b>														
<b>TOTAL</b>	<b>0.40</b>	<b>0.42</b>	<b>0.55</b>	<b>0.70</b>	<b>0.52</b>	<b>0.51</b>	<b>0.78</b>	<b>0.28</b>	<b>0.30</b>	<b>0.63</b>	<b>0.85</b>	<b>1.02</b>	<b>0.66</b>	<b>0.44</b>

Chapter 4: Table 3  
Urban Travel and Population Density  
2001 NHTS  
STANDARD ERRORS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Daily Person Trips per Person</b>														
<b>TOTAL</b>	<b>0.05</b>	<b>0.05</b>	<b>0.07</b>	<b>0.04</b>	<b>0.10</b>	<b>0.04</b>	<b>0.08</b>	<b>0.04</b>	<b>0.09</b>	<b>0.08</b>	<b>0.11</b>	<b>0.10</b>	<b>0.08</b>	<b>0.38</b>
% 1-9 min	0.8%	0.5%	0.9%	0.5%	1.0%	0.5%	1.0%	0.5%	1.3%	0.8%	1.6%	1.5%	1.0%	5.2%
% 10-19 min	0.8%	0.5%	0.8%	0.5%	1.0%	0.5%	0.9%	0.4%	1.3%	0.8%	1.9%	1.3%	0.8%	3.4%
% 20-29 min	0.6%	0.3%	0.5%	0.3%	0.6%	0.3%	0.6%	0.3%	0.8%	0.6%	1.0%	1.1%	0.5%	5.6%
% 30-39 min	0.5%	0.3%	0.4%	0.3%	0.7%	0.3%	0.5%	0.2%	0.7%	0.6%	0.8%	1.1%	0.6%	2.4%
% 40-49 min	0.3%	0.2%	0.3%	0.2%	0.5%	0.2%	0.3%	0.2%	0.5%	0.4%	0.6%	0.5%	0.6%	2.7%
% 50+ min	0.4%	0.2%	0.4%	0.2%	0.5%	0.2%	0.5%	0.2%	1.2%	0.5%	1.0%	0.7%	0.7%	3.7%
% Unreported	0.3%	0.1%	0.2%	0.2%	0.3%	0.1%	0.3%	0.1%	0.5%	0.3%	0.6%	0.7%	0.6%	1.9%
<b>TOTAL</b>	<b>0.05</b>	<b>0.05</b>	<b>0.07</b>	<b>0.04</b>	<b>0.10</b>	<b>0.04</b>	<b>0.08</b>	<b>0.04</b>	<b>0.09</b>	<b>0.08</b>	<b>0.11</b>	<b>0.10</b>	<b>0.08</b>	<b>0.38</b>
% 5 or less miles	0.9%	0.6%	0.9%	0.6%	1.0%	0.5%	1.1%	0.6%	1.7%	1.3%	1.6%	1.6%	1.2%	5.2%
% 6-10 miles	0.7%	0.4%	0.7%	0.4%	0.9%	0.4%	0.6%	0.4%	0.9%	0.7%	0.9%	1.1%	0.6%	1.9%
% 11-15 miles	0.5%	0.3%	0.4%	0.2%	0.5%	0.3%	0.4%	0.2%	1.1%	0.6%	0.6%	0.7%	0.4%	2.5%
% 16-20 miles	0.3%	0.2%	0.3%	0.2%	0.4%	0.2%	0.3%	0.2%	0.5%	0.3%	0.5%	0.6%	0.3%	2.6%
% 21-30 miles	0.4%	0.3%	0.3%	0.2%	0.4%	0.2%	0.4%	0.2%	0.4%	0.4%	0.3%	0.7%	0.2%	1.0%
% 31 or more miles	0.4%	0.2%	0.4%	0.2%	0.5%	0.2%	0.3%	0.2%	0.6%	0.3%	0.3%	0.5%	0.3%	1.8%
% Unreported	0.2%	0.2%	0.2%	0.1%	0.3%	0.2%	0.4%	0.2%	1.3%	0.9%	1.1%	0.8%	1.1%	3.1%
<b>Daily PMT per Person</b>														
<b>TOTAL</b>	<b>1.26</b>	<b>1.03</b>	<b>1.57</b>	<b>1.07</b>	<b>1.84</b>	<b>1.42</b>	<b>1.47</b>	<b>1.45</b>	<b>2.30</b>	<b>4.55</b>	<b>6.51</b>	<b>4.56</b>	<b>1.96</b>	<b>11.95</b>
% POV	1.1%	0.9%	2.2%	1.9%	2.6%	2.8%	2.5%	3.0%	3.4%	10.0%	12.9%	10.8%	5.9%	22.9%
% Public	0.4%	0.1%	0.3%	0.1%	0.9%	0.1%	0.8%	0.2%	2.5%	0.6%	5.2%	1.2%	3.3%	20.3%
% Walk	0.1%	0.0%	0.1%	0.0%	0.1%	0.0%	0.2%	0.1%	0.5%	0.2%	1.2%	0.3%	0.7%	2.9%
% Other	1.0%	0.9%	2.3%	1.9%	2.6%	1.4%	2.3%	3.1%	1.8%	10.6%	18.8%	11.8%	8.0%	0.9%
% Unreported	0.0%	0.1%	0.1%	0.1%	0.2%	2.2%	1.6%	0.0%	0.1%	0.0%	0.0%	0.0%	1.9%	0.0%
<b>TOTAL</b>	<b>1.26</b>	<b>1.03</b>	<b>1.57</b>	<b>1.07</b>	<b>1.84</b>	<b>1.42</b>	<b>1.47</b>	<b>1.45</b>	<b>2.30</b>	<b>4.55</b>	<b>6.51</b>	<b>4.56</b>	<b>1.96</b>	<b>11.95</b>
% SOV	1.5%	1.1%	2.0%	1.1%	2.8%	1.8%	2.2%	1.5%	4.4%	4.0%	5.9%	4.5%	2.9%	24.0%
% MOV	1.8%	1.2%	1.8%	1.4%	2.9%	1.9%	2.2%	2.2%	6.7%	6.7%	7.3%	7.7%	4.7%	41.7%
% Amtrak	0.4%	0.0%	0.3%	0.0%	0.1%	0.0%	0.3%	0.1%	0.4%	0.4%	0.2%		0.9%	
% Commuter Train	0.2%	0.0%	0.2%	0.1%	0.7%	0.0%	0.6%	0.1%	0.7%	0.3%	0.6%	0.1%	0.2%	
% Subway/El Rail	0.2%	0.0%	0.1%	0.1%	0.2%	0.1%	0.4%	0.0%	2.0%	0.2%	3.3%	0.3%	2.5%	4.9%
% Other Public	0.2%	0.0%	0.1%	0.1%	0.1%	0.1%	0.3%	0.2%	0.9%	0.5%	1.6%	0.8%	1.2%	15.4%
% Walk	0.1%	0.0%	0.1%	0.0%	0.1%	0.0%	0.2%	0.1%	0.5%	0.2%	1.2%	0.3%	0.7%	2.9%
% Other	1.0%	0.9%	2.3%	1.9%	2.6%	1.4%	2.3%	3.1%	1.8%	10.7%	18.8%	11.7%	8.1%	0.9%
% Unreported	0.0%	0.1%	0.1%	0.1%	0.2%	2.2%	1.6%	0.0%	0.1%	0.0%	0.0%	0.0%	1.9%	0.0%
<b>TOTAL</b>	<b>1.26</b>	<b>1.03</b>	<b>1.57</b>	<b>1.07</b>	<b>1.84</b>	<b>1.42</b>	<b>1.47</b>	<b>1.45</b>	<b>2.30</b>	<b>4.55</b>	<b>6.51</b>	<b>4.56</b>	<b>1.96</b>	<b>11.95</b>
% Earn a Living	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.2%	0.1%	0.0%	0.2%
% Family & Personal Business	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.2%
% Civic, Educational & Religious	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% Social & Recreational	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.4%
% Other	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.1%	0.0%
% Unreported	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%
<b>Average Person Trip Length</b>														
<b>TOTAL</b>	<b>0.36</b>	<b>0.25</b>	<b>0.35</b>	<b>0.26</b>	<b>0.46</b>	<b>0.33</b>	<b>0.37</b>	<b>0.37</b>	<b>0.74</b>	<b>1.28</b>	<b>2.03</b>	<b>1.30</b>	<b>0.67</b>	<b>3.95</b>

Chapter 4: Table 4  
Urban Travel and Population Density  
2009 NHTS  
STANDARD ERRORS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Distribution of Zero-Vehicle Households by Household Income</b>														
ALL	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
< \$10,000	8.9%	6.2%	5.3%	4.3%	5.9%	4.6%	6.4%	3.3%	4.9%	4.7%	5.4%	6.9%	2.1%	7.0%
\$10 to \$20,000	7.0%	8.4%	4.8%	3.9%	6.3%	4.2%	6.3%	3.0%	5.1%	5.3%	3.0%	6.7%	2.6%	11.5%
\$20 to \$30,000	6.6%	3.0%	3.7%	2.9%	4.2%	2.9%	2.0%	1.7%	8.3%	2.5%	3.0%	7.5%	1.5%	6.0%
\$30 to \$40,000	6.3%	0.9%	4.6%	0.8%	2.0%	3.2%	2.3%	1.5%	3.1%	1.9%	6.4%	7.4%	1.6%	5.3%
\$40 to \$50,000		0.4%	0.9%	3.6%	1.7%	1.5%	2.6%	1.8%	0.3%	0.4%	3.0%	3.1%	1.7%	3.6%
\$50 to \$60,000		0.2%		0.1%		0.6%	1.6%	0.2%	1.1%	0.2%	1.6%	0.6%	1.2%	7.8%
\$60 to \$70,000	0.7%	0.3%	1.8%	0.0%		0.3%	0.5%	0.2%	0.4%	0.4%	2.5%	0.2%	1.4%	9.9%
\$70 to \$80,000		1.9%	2.1%	2.0%		0.1%		0.1%	1.1%	0.3%	1.1%	0.4%	0.9%	
\$80 to \$100,000		0.1%		0.1%	0.7%	0.1%	0.7%	0.2%	6.6%	0.8%	1.3%	0.3%	1.6%	
\$100,000+	0.8%	3.4%	0.5%	0.4%	3.1%	0.3%	1.2%	0.7%	1.6%	4.0%	2.0%	1.7%	1.6%	2.7%
Unreported	6.9%	3.3%	2.2%	2.0%	3.9%	3.0%	4.1%	1.9%	3.6%	2.9%	2.4%	0.6%	1.8%	6.4%
<b>Zero-Vehicle Households - Daily Person Trips per Person</b>														
TOTAL	0.32	0.21	0.29	0.18	0.23	0.18	0.26	0.17	0.28	0.27	0.25	0.48	0.14	0.47
% Private	9.7%	7.4%	7.7%	7.8%	4.5%	4.9%	5.1%	4.0%	5.6%	2.4%	5.3%	3.7%	1.1%	2.1%
% Public	4.6%	4.7%	5.4%	2.4%	2.4%	3.7%	3.3%	2.4%	12.1%	5.2%	4.7%	3.7%	2.2%	5.0%
% Walk	6.4%	5.1%	4.6%	5.2%	8.3%	2.7%	3.8%	5.1%	10.6%	6.6%	5.7%	5.3%	2.2%	5.6%
% Other	6.4%	3.2%	4.2%	2.8%	9.0%	2.6%	2.4%	2.7%	2.8%	2.6%	1.8%	2.6%	1.3%	3.7%
% Unreported	7.1%	0.7%		0.8%	8.1%	1.5%		2.2%	1.2%	0.4%		0.2%	0.0%	
TOTAL	0.32	0.21	0.29	0.18	0.23	0.18	0.26	0.17	0.28	0.27	0.25	0.48	0.14	0.47
< \$10,000	0.62	0.25	0.52	0.25	0.48	0.35	0.58	0.38	0.68	0.69	0.35	0.90	0.28	0.34
\$10 to \$20,000	0.54	0.51	0.51	0.25	0.41	0.32	0.36	0.23	0.40	0.39	0.23	0.28	0.26	0.37
\$20 to \$30,000	0.49	0.73	0.60	0.14	1.04	0.50	0.33	0.40	0.71	0.54	0.72	0.59	0.43	0.04
\$30 to \$40,000	1.10	0.39	0.55	0.71	0.26	0.47	0.37	0.43	0.34	0.32	0.22	0.25	0.18	
\$40 to \$50,000		1.25	0.81	1.11	0.89	0.43	2.76	0.59	0.35	0.57	0.37	0.28	1.19	0.00
\$50 to \$60,000		0.86		2.11		0.65	0.36	1.80	0.77	0.43	2.15	0.40	0.33	0.91
\$60 to \$70,000	0.00	0.09		0.65		0.54	1.68	0.76	2.99	0.27	3.30	3.30	1.07	0.00
\$70 to \$80,000		1.62	1.50	0.07		2.37		0.79	1.99	0.30	0.31	0.25	0.56	
\$80 to \$100,000		0.18		0.57	0.00	0.55	0.00	0.77	0.70	1.59	1.96	0.34	0.72	
\$100,000+	1.45	0.06	3.02	0.71	2.72	0.56	1.06	0.22	1.04	1.29	0.61	0.25	0.35	7.19
Unreported	0.58	0.67	0.27	1.14	0.38	0.31	0.73	0.21	0.86	0.42	0.35	0.40	0.34	1.00
<b>Zero-Vehicle Households - Daily PMT per Person</b>														
TOTAL	3.18	2.60	1.32	5.52	5.53	2.15	1.06	1.19	1.68	1.05	0.99	4.07	1.24	2.58
% Private	10.7%	7.1%	10.9%	14.6%	24.0%	11.7%	5.4%	6.3%	13.3%	9.4%	7.8%	13.8%	5.6%	0.6%
% Public	10.9%	3.6%	9.7%	3.0%	3.7%	13.5%	8.0%	4.7%	14.2%	8.9%	8.1%	11.4%	7.4%	18.6%
% Walk	1.0%	0.6%	2.1%	1.1%	3.4%	0.9%	2.2%	2.1%	4.3%	4.3%	2.8%	2.6%	2.0%	22.9%
% Other	5.1%	5.5%	3.6%	11.2%	6.9%	3.7%	4.8%	3.7%	6.7%	5.8%	1.5%	2.5%	3.5%	41.2%
% Unreported	4.2%	0.8%		2.5%	24.6%	3.9%		3.0%	1.1%	0.7%				

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	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Distribution of Zero-Vehicle Households by Household Income</b>														
<b>ALL</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>
< \$10,000	8.5%	5.2%	5.1%	4.9%	6.6%	3.9%	4.7%	3.2%	4.5%	4.1%	3.2%	4.2%	1.9%	9.5%
\$10 to \$20,000	9.8%	5.2%	7.2%	3.6%	6.1%	3.4%	4.6%	2.1%	5.1%	3.9%	3.2%	3.7%	1.8%	16.0%
\$20 to \$30,000	1.7%	3.1%	4.5%	3.9%	9.2%	3.0%	3.0%	2.0%	2.6%	2.5%	2.9%	2.2%	1.4%	16.7%
\$30 to \$40,000	2.4%	1.8%	2.0%	2.1%	2.3%	1.1%	2.7%	1.7%	3.8%	2.4%	2.7%	4.4%	1.6%	10.7%
\$40 to \$50,000	9.0%	1.5%	10.7%	0.7%		1.2%	1.2%	0.2%	0.9%	1.0%	1.3%	2.3%	0.7%	4.8%
\$50 to \$60,000	1.6%	1.1%	0.8%	0.8%	2.7%	0.8%	1.1%	1.1%	5.1%	1.6%	1.2%	1.8%	1.3%	
\$60 to \$70,000	0.4%	0.9%	2.3%	0.5%		1.0%	0.9%	0.6%	2.3%	0.2%	1.2%	1.3%	1.0%	
\$70 to \$80,000	0.4%	0.0%		0.0%	0.3%	0.1%		0.2%	0.5%	0.0%	0.6%	0.0%	1.0%	3.1%
\$80 to \$100,000	7.7%	0.8%	0.6%	0.5%		0.4%	0.6%	0.2%	1.4%	0.3%	0.4%	1.0%	0.8%	
\$100,000+	5.9%	1.8%	1.0%	1.7%		0.6%	0.4%	0.7%	2.0%	1.1%	1.7%	3.0%	1.6%	
Unreported	4.8%	3.6%	7.9%	4.1%	6.1%	3.4%	2.8%	2.0%	2.9%	2.1%	2.7%	2.2%	1.5%	0.5%
<b>Zero-Vehicle Households - Daily Person Trips per Person</b>														
<b>TOTAL</b>	<b>0.65</b>	<b>0.23</b>	<b>0.36</b>	<b>0.24</b>	<b>0.34</b>	<b>0.26</b>	<b>0.23</b>	<b>0.16</b>	<b>0.23</b>	<b>0.18</b>	<b>0.20</b>	<b>0.21</b>	<b>0.10</b>	<b>0.53</b>
% Private	9.0%	4.5%	11.3%	6.0%	10.1%	7.0%	4.3%	3.7%	4.5%	2.9%	3.0%	3.8%	1.3%	0.1%
% Public	8.7%	0.3%	9.9%	2.6%	5.8%	2.3%	3.6%	2.5%	4.3%	3.3%	2.2%	4.2%	1.7%	10.3%
% Walk	9.6%	4.5%	5.5%	3.2%	6.5%	5.2%	4.6%	2.9%	6.1%	4.7%	4.0%	6.0%	1.9%	7.7%
% Other	4.3%	1.8%	2.9%	1.7%	9.2%	1.9%	5.8%	1.6%	1.8%	2.1%	2.2%	2.7%	0.9%	6.0%
% Unreported		0.3%		0.1%			0.0%	0.2%		0.0%	0.1%		0.2%	0.0%
<b>TOTAL</b>	<b>0.65</b>	<b>0.23</b>	<b>0.36</b>	<b>0.24</b>	<b>0.34</b>	<b>0.26</b>	<b>0.23</b>	<b>0.16</b>	<b>0.23</b>	<b>0.18</b>	<b>0.20</b>	<b>0.21</b>	<b>0.10</b>	<b>0.53</b>
< \$10,000	2.46	0.30	0.65	0.47	0.76	0.44	0.52	0.20	0.83	0.48	0.41	0.29	0.26	0.49
\$10 to \$20,000	0.57	0.55	0.56	0.71	0.91	0.35	0.39	0.31	0.34	0.32	0.31	0.51	0.25	1.19
\$20 to \$30,000	0.61	0.90	0.54	0.40	0.32	1.13	0.63	0.45	0.31	0.42	0.56	0.85	0.28	0.96
\$30 to \$40,000	0.10	1.08	1.05	0.83	0.66	0.43	0.98	0.54	0.47	0.43	0.34	0.59	0.22	0.27
\$40 to \$50,000		4.97	5.97	0.33		0.68	0.77	0.18	0.65	0.69	1.85	0.50	0.55	2.16
\$50 to \$60,000	2.38	1.46		0.86	3.18	1.49	1.35	0.88	0.67	1.00	0.24	0.68	0.21	
\$60 to \$70,000	2.43	4.27	1.54	4.97		3.87	1.99	0.17	2.80	0.68	1.52	1.21	0.42	
\$70 to \$80,000	4.97	2.93		1.60	1.94				2.47	3.40	1.53		1.67	7.96
\$80 to \$100,000	4.00	2.66	1.17	3.36		1.90	0.76	0.69	0.13	0.31	0.91	0.14	0.65	
\$100,000+	0.17	0.72	1.48	1.79		0.23	0.13	7.64	2.41	2.07	0.63	0.02	0.27	
Unreported	0.29	0.73	0.71	1.01	0.59	0.76	0.24	0.33	0.61	0.21	0.63	1.03	0.31	1.42
<b>Zero-Vehicle Households - Daily PMT per Person</b>														
<b>TOTAL</b>	<b>2.85</b>	<b>4.30</b>	<b>2.68</b>	<b>5.13</b>	<b>2.74</b>	<b>1.81</b>	<b>1.49</b>	<b>12.81</b>	<b>2.83</b>	<b>2.04</b>	<b>17.55</b>	<b>1.59</b>	<b>1.67</b>	<b>5.51</b>
% Private	19.6%	1.3%	9.7%	13.8%	17.5%	4.2%	10.2%	21.3%	8.5%	14.0%	13.9%	9.2%	4.3%	2.1%
% Public	16.5%	0.3%	15.8%	2.1%	9.8%	2.7%	10.8%	7.2%	9.2%	10.1%	17.4%	8.4%	6.5%	39.6%
% Walk	8.0%	0.3%	2.5%	0.2%	2.9%	1.6%	1.5%	1.8%	2.9%	2.5%	4.9%	3.1%	1.2%	27.5%
% Other	2.6%	1.2%	8.0%	14.4%	11.5%	0.9%	3.3%	29.7%	14.1%	3.6%	35.8%	2.8%	9.2%	10.3%
% Unreported				0.0%			0.0%			0.0%			0.1%	0.0%

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 Urban Travel and Population Density  
 2009 NHTS  
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	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Zero-Vehicle Households - Daily PMT per Person</b>														
<b>TOTAL</b>	<b>3.18</b>	<b>2.60</b>	<b>1.32</b>	<b>5.52</b>	<b>5.53</b>	<b>2.15</b>	<b>1.06</b>	<b>1.19</b>	<b>1.68</b>	<b>1.05</b>	<b>0.99</b>	<b>4.07</b>	<b>1.24</b>	<b>2.58</b>
< \$10,000	2.63	5.39	1.82	1.48	16.13	1.92	1.17	1.83	2.19	1.06	2.63	1.72	0.66	0.65
\$10 to \$20,000	4.87	2.39	2.36	6.81	1.94	2.56	1.36	1.17	5.14	2.61	1.30	2.55	0.89	5.10
\$20 to \$30,000	1.92	12.18	4.17	26.87	1.03	1.64	1.96	1.55	2.48	1.32	1.88	5.11	6.18	0.01
\$30 to \$40,000	34.54	23.95	0.54	7.71	3.75	17.17	4.84	3.56	2.17	2.36	4.12	4.41	2.09	
\$40 to \$50,000		4.16	3.70	9.26	6.63	1.62	5.08	12.49	3.66	2.86	3.31	23.57	4.29	0.00
\$50 to \$60,000		1.48		20.67		3.57	0.63	4.32	4.17	2.47	1.83	1.34	2.17	0.06
\$60 to \$70,000	0.00	19.76		10.66		51.20	33.00	2.17	77.61	1.17	13.10	6.93	2.20	0.00
\$70 to \$80,000		49.39	14.44	0.21		11.41		4.54	9.95	4.25	5.17	2.73	3.86	
\$80 to \$100,000		41.21		11.16	0.00	11.03	0.00	7.95	11.41	2.73	7.54	1.12	5.53	
\$100,000+	4.7	0.5	2.4	7.1	40.6	7.7	2.6	1.8	0.2	11.1	1.1	24.3	7.2	3.1
Unreported	2.74	1.77	0.15	2.65	0.90	5.35	9.37	5.00	2.33	0.56	0.32	0.27	1.23	0.22
<b>Non-Zero-Vehicle Households - Daily Person Trips per Person</b>														
<b>TOTAL</b>	<b>0.07</b>	<b>0.05</b>	<b>0.09</b>	<b>0.04</b>	<b>0.09</b>	<b>0.05</b>	<b>0.07</b>	<b>0.04</b>	<b>0.15</b>	<b>0.08</b>	<b>0.16</b>	<b>0.20</b>	<b>0.18</b>	<b>0.47</b>
% Private	0.7%	0.4%	0.7%	0.4%	0.9%	0.5%	1.1%	0.4%	2.4%	1.2%	3.3%	4.2%	3.1%	9.7%
% Public	0.1%	0.1%	0.2%	0.0%	0.3%	0.1%	0.5%	0.1%	1.7%	0.4%	2.4%	1.6%	1.9%	3.1%
% Walk	0.4%	0.4%	0.4%	0.3%	0.7%	0.4%	1.0%	0.3%	1.8%	0.9%	2.5%	3.7%	2.8%	9.1%
% Other	0.7%	0.3%	0.6%	0.2%	0.6%	0.2%	0.5%	0.1%	0.6%	0.8%	0.7%	0.6%	0.7%	0.7%
% Unreported	0.1%	0.1%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.3%	0.1%	0.3%	0.1%		
<b>Non-Zero-Vehicle Households - Daily PMT per Person</b>														
<b>TOTAL</b>	<b>1.60</b>	<b>1.42</b>	<b>2.26</b>	<b>2.75</b>	<b>2.08</b>	<b>2.01</b>	<b>3.13</b>	<b>1.13</b>	<b>1.18</b>	<b>2.34</b>	<b>3.16</b>	<b>4.10</b>	<b>4.67</b>	<b>2.16</b>
% Private	1.6%	1.2%	3.2%	4.9%	5.3%	2.1%	7.8%	2.1%	3.6%	3.0%	7.3%	9.4%	6.0%	13.9%
% Public	0.2%	0.0%	0.6%	0.1%	0.8%	0.2%	0.7%	0.2%	2.5%	0.3%	2.9%	9.4%	3.9%	10.4%
% Walk	0.0%	0.0%	0.1%	0.0%	0.1%	0.1%	0.1%	0.1%	0.4%	0.2%	1.0%	0.8%	1.9%	8.1%
% Other	1.6%	1.2%	3.3%	4.9%	5.5%	2.1%	8.1%	2.2%	2.3%	3.0%	7.4%	1.9%	2.0%	0.3%
% Unreported	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%			
<b>Average Person Trip Length</b>														
<b>ALL</b>	<b>0.40</b>	<b>0.42</b>	<b>0.55</b>	<b>0.70</b>	<b>0.52</b>	<b>0.51</b>	<b>0.78</b>	<b>0.28</b>	<b>0.30</b>	<b>0.63</b>	<b>0.85</b>	<b>1.02</b>	<b>0.66</b>	<b>0.44</b>
Zero Vehicle HHs	1.60	1.09	0.63	2.52	2.62	0.76	0.36	0.52	0.78	0.43	0.40	1.35	0.41	0.67
Non-Zero Vehicle HHs	0.41	0.43	0.56	0.71	0.53	0.51	0.83	0.29	0.31	0.68	1.17	1.18	1.32	0.65

Chapter 4: Table 5  
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	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Zero-Vehicle Households - Daily PMT per Person</b>														
<b>TOTAL</b>	<b>2.85</b>	<b>4.30</b>	<b>2.68</b>	<b>5.13</b>	<b>2.74</b>	<b>1.81</b>	<b>1.49</b>	<b>12.81</b>	<b>2.83</b>	<b>2.04</b>	<b>17.55</b>	<b>1.59</b>	<b>1.67</b>	<b>5.51</b>
< \$10,000	13.52	2.58	4.20	4.83	3.71	1.82	2.19	1.58	3.97	1.08	3.95	3.84	3.36	64.64
\$10 to \$20,000	5.61	14.24	1.05	10.14	3.96	2.04	2.44	2.21	8.30	0.97	1.21	4.62	1.91	0.66
\$20 to \$30,000	4.90	38.65	2.65	7.70	1.32	4.17	2.98	34.47	4.21	6.20	1.93	2.40	2.25	10.51
\$30 to \$40,000	49.89	10.66	7.26	14.06	11.80	10.96	7.69	9.03	2.31	14.05	3.52	4.21	9.41	6.21
\$40 to \$50,000		20.89	24.65	1.52		4.59	10.06	2.72	65.73	5.28	13.35	7.68	1.98	6.98
\$50 to \$60,000	15.39	94.77		32.59	3.25	29.35	6.87	507.17	11.17	7.63	0.74	7.33	2.05	
\$60 to \$70,000	1.60	35.10		43.78		10.17		0.85	21.39	2.93	16.92	9.78	3.09	
\$70 to \$80,000	9.95	34.06		0.35	106.54				7.67	26.63	4.41		24.79	7.30
\$80 to \$100,000	16.01	8.45	23.44	5.41		124.05	4.37	2.00	13.00	12.63	80.98	17.97	7.05	
\$100,000+	8.62	6.12	57.28	120.55		11.82	9.39	134.21	10.03	4.25	299.36	1.05	3.13	
Unreported	9.24	5.29	5.64	8.49	0.60	4.54	0.89	2.50	5.08	1.58	1.98	1.28	1.82	0.00
<b>Non-Zero-Vehicle Households - Daily Person Trips per Person</b>														
<b>TOTAL</b>	<b>0.05</b>	<b>0.05</b>	<b>0.08</b>	<b>0.04</b>	<b>0.10</b>	<b>0.04</b>	<b>0.09</b>	<b>0.04</b>	<b>0.10</b>	<b>0.09</b>	<b>0.14</b>	<b>0.11</b>	<b>0.11</b>	<b>0.62</b>
% Private	0.7%	0.4%	0.7%	0.4%	0.8%	0.3%	0.9%	0.4%	2.5%	1.0%	2.1%	1.8%	2.8%	8.8%
% Public	0.1%	0.0%	0.1%	0.1%	0.2%	0.1%	0.3%	0.1%	0.9%	0.3%	1.6%	0.7%	1.7%	0.4%
% Walk	0.5%	0.3%	0.5%	0.3%	0.6%	0.3%	0.7%	0.3%	1.8%	0.8%	1.6%	1.5%	2.2%	7.9%
% Other	0.5%	0.2%	0.3%	0.2%	0.5%	0.2%	0.4%	0.1%	0.6%	0.4%	0.6%	0.6%	0.6%	1.6%
% Unreported	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.1%	0.1%	0.0%	0.1%
<b>Non-Zero-Vehicle Households - Daily PMT per Person</b>														
<b>TOTAL</b>	<b>1.26</b>	<b>1.03</b>	<b>1.60</b>	<b>1.10</b>	<b>1.94</b>	<b>1.46</b>	<b>1.56</b>	<b>1.36</b>	<b>2.77</b>	<b>5.16</b>	<b>2.73</b>	<b>5.61</b>	<b>3.83</b>	<b>27.79</b>
% Private	1.1%	0.9%	2.2%	1.9%	2.6%	2.8%	2.6%	2.8%	2.8%	10.4%	7.1%	12.0%	10.0%	2.2%
% Public	0.3%	0.1%	0.3%	0.1%	0.9%	0.1%	0.7%	0.2%	2.2%	0.5%	3.0%	0.5%	2.7%	0.1%
% Walk	0.1%	0.0%	0.1%	0.0%	0.1%	0.0%	0.2%	0.0%	0.5%	0.2%	0.4%	0.2%	0.7%	1.8%
% Other	1.0%	0.9%	2.3%	1.9%	2.7%	1.4%	2.3%	2.8%	1.3%	10.9%	9.1%	12.5%	12.0%	0.4%
% Unreported	0.0%	0.1%	0.1%	0.1%	0.2%	2.2%	1.6%	0.0%	0.1%	0.0%	0.0%	0.0%	3.0%	0.0%
<b>Average Person Trip Length</b>														
<b>ALL</b>	<b>0.36</b>	<b>0.25</b>	<b>0.35</b>	<b>0.26</b>	<b>0.46</b>	<b>0.33</b>	<b>0.37</b>	<b>0.37</b>	<b>0.74</b>	<b>1.28</b>	<b>2.03</b>	<b>1.30</b>	<b>0.67</b>	<b>3.95</b>
Zero Vehicle HHs	0.90	1.58	0.97	1.64	1.46	0.66	0.55	5.72	1.04	0.92	6.08	0.60	0.58	2.10
Non-Zero Vehicle HHs	0.36	0.25	0.36	0.27	0.47	0.33	0.38	0.34	0.83	1.37	0.80	1.50	1.25	7.15

Chapter 4: Table 6  
Urban Travel and Population Density  
2009 NHTS  
STANDARD ERRORS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Daily Vehicle Trips per Driver</b>														
<b>TOTAL</b>	<b>0.06</b>	<b>0.04</b>	<b>0.06</b>	<b>0.04</b>	<b>0.09</b>	<b>0.04</b>	<b>0.08</b>	<b>0.04</b>	<b>0.16</b>	<b>0.09</b>	<b>0.13</b>	<b>0.20</b>	<b>0.07</b>	<b>0.44</b>
% Earn a Living	0.9%	0.7%	0.9%	0.5%	1.3%	0.6%	1.2%	0.5%	2.4%	1.0%	2.9%	2.4%	2.8%	9.4%
% Family & Personal Business	0.9%	0.6%	1.0%	0.6%	1.3%	0.6%	1.5%	0.6%	3.6%	1.4%	3.3%	1.7%	3.7%	6.1%
% Civic, Educational & Religious	0.3%	0.3%	0.5%	0.2%	0.5%	0.4%	0.8%	0.3%	1.3%	0.8%	0.6%	2.8%	1.5%	1.8%
% Social & Recreational	0.7%	0.5%	0.8%	0.4%	1.2%	0.4%	1.2%	0.4%	3.8%	1.2%	2.0%	2.1%	4.0%	5.9%
% Other	0.1%	0.1%	0.2%	0.0%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.2%	0.0%	0.2%	0.2%
% Unreported	0.1%	0.1%	0.2%	0.1%	0.2%	0.1%	0.2%	0.1%	0.1%	0.1%	1.1%	0.5%	0.4%	0.2%
<b>TOTAL</b>	<b>0.06</b>	<b>0.04</b>	<b>0.06</b>	<b>0.04</b>	<b>0.09</b>	<b>0.04</b>	<b>0.08</b>	<b>0.04</b>	<b>0.16</b>	<b>0.09</b>	<b>0.13</b>	<b>0.20</b>	<b>0.07</b>	<b>0.44</b>
Weekend	0.08	0.06	0.10	0.05	0.14	0.09	0.14	0.07	0.25	0.12	0.27	0.19	0.17	0.76
Weekday	0.07	0.05	0.08	0.04	0.11	0.05	0.09	0.04	0.21	0.11	0.14	0.24	0.09	0.47
<b>TOTAL</b>	<b>0.06</b>	<b>0.04</b>	<b>0.06</b>	<b>0.04</b>	<b>0.09</b>	<b>0.04</b>	<b>0.08</b>	<b>0.04</b>	<b>0.16</b>	<b>0.09</b>	<b>0.13</b>	<b>0.20</b>	<b>0.07</b>	<b>0.44</b>
% 1-9 min	1.1%	0.6%	1.0%	0.6%	1.2%	0.6%	1.5%	0.5%	2.4%	1.1%	3.4%	1.9%	2.8%	5.6%
% 10-19 min	0.8%	0.6%	0.9%	0.4%	1.1%	0.6%	1.4%	0.5%	1.7%	0.9%	2.7%	2.4%	2.6%	12.6%
% 20-29 min	0.8%	0.5%	0.7%	0.4%	0.6%	0.3%	0.7%	0.4%	1.6%	0.9%	2.0%	2.2%	4.5%	6.7%
% 30-39 min	0.5%	0.4%	0.6%	0.3%	0.7%	0.3%	0.8%	0.3%	1.4%	0.7%	1.7%	2.8%	2.6%	3.1%
% 40-49 min	0.3%	0.3%	0.3%	0.2%	0.4%	0.2%	0.5%	0.2%	0.7%	0.4%	1.4%	1.2%	1.6%	1.2%
% 50+ min	0.4%	0.2%	0.4%	0.2%	0.5%	0.2%	0.5%	0.2%	0.7%	0.6%	1.7%	1.1%	2.5%	3.0%
% Unreported	0.0%	0.1%	0.1%	0.1%	0.2%	0.0%	0.2%	0.1%	0.1%	0.0%	0.8%	0.0%	0.1%	0.1%
<b>TOTAL</b>	<b>0.06</b>	<b>0.04</b>	<b>0.06</b>	<b>0.04</b>	<b>0.09</b>	<b>0.04</b>	<b>0.08</b>	<b>0.04</b>	<b>0.16</b>	<b>0.09</b>	<b>0.13</b>	<b>0.20</b>	<b>0.07</b>	<b>0.44</b>
% 5 or less miles	1.0%	0.7%	1.1%	0.6%	1.2%	0.6%	1.5%	0.7%	2.3%	1.3%	4.2%	2.4%	5.0%	6.3%
% 6-10 miles	0.7%	0.5%	0.7%	0.4%	0.9%	0.4%	0.8%	0.4%	1.8%	0.8%	2.4%	2.1%	2.7%	4.8%
% 11-15 miles	0.6%	0.4%	0.6%	0.3%	0.7%	0.3%	0.5%	0.3%	1.0%	0.6%	1.5%	0.9%	2.2%	3.5%
% 16-20 miles	0.4%	0.3%	0.6%	0.2%	0.4%	0.2%	0.7%	0.2%	1.1%	0.3%	1.0%	0.7%	1.2%	0.3%
% 21-30 miles	0.4%	0.3%	0.4%	0.3%	0.5%	0.2%	0.5%	0.2%	0.5%	0.3%	0.5%	1.4%	0.8%	2.6%
% 31 or more miles	0.4%	0.3%	0.4%	0.3%	0.5%	0.2%	0.6%	0.2%	0.6%	0.4%	0.7%	2.7%	1.5%	0.5%
% Unreported	0.2%	0.1%	0.4%	0.1%	0.2%	0.2%	0.4%	0.1%	1.1%	0.5%	4.3%	1.8%	1.1%	1.3%
<b>Daily VMT per Driver</b>														
<b>TOTAL</b>	<b>1.18</b>	<b>1.31</b>	<b>1.91</b>	<b>0.80</b>	<b>1.04</b>	<b>1.01</b>	<b>1.06</b>	<b>0.51</b>	<b>1.14</b>	<b>1.37</b>	<b>0.88</b>	<b>3.23</b>	<b>1.62</b>	<b>1.66</b>
% Earn a Living	1.6%	1.5%	2.7%	1.2%	2.6%	1.5%	2.2%	1.1%	3.2%	3.7%	4.5%	6.2%	6.0%	7.4%
% Family & Personal Business	1.5%	1.4%	2.2%	1.0%	1.7%	1.0%	2.4%	0.8%	3.5%	2.4%	4.0%	5.7%	8.3%	6.5%
% Civic, Educational & Religious	0.3%	0.4%	0.4%	0.3%	1.0%	0.3%	1.2%	0.4%	0.8%	1.0%	0.4%	11.3%	1.5%	0.3%
% Social & Recreational	1.3%	1.5%	2.5%	1.4%	2.5%	1.3%	2.4%	1.3%	4.1%	3.9%	4.2%	4.9%	13.8%	6.4%
% Other	0.3%	0.2%	0.2%	0.2%	0.1%	0.2%	0.1%	0.1%	0.1%	0.1%	0.1%	0.0%	0.3%	0.3%
% Unreported	0.4%	2.4%	5.2%	0.4%	0.2%	1.4%	0.9%	0.3%	0.6%	0.4%	1.2%	2.1%	0.9%	2.1%
<b>Average Vehicle Trip Length</b>														
<b>TOTAL</b>	<b>0.35</b>	<b>0.45</b>	<b>0.59</b>	<b>0.24</b>	<b>0.27</b>	<b>0.33</b>	<b>0.35</b>	<b>0.16</b>	<b>0.39</b>	<b>0.54</b>	<b>0.60</b>	<b>1.04</b>	<b>2.28</b>	<b>0.89</b>
<b>Average Time Driving a POV (persons who drove on travel day only)</b>														
<b>TOTAL</b>	<b>1.88</b>	<b>1.17</b>	<b>1.85</b>	<b>0.98</b>	<b>1.73</b>	<b>1.05</b>	<b>2.67</b>	<b>1.02</b>	<b>3.81</b>	<b>2.94</b>	<b>3.80</b>	<b>6.03</b>	<b>10.54</b>	<b>8.78</b>

Chapter 4: Table 6  
 Urban Travel and Population Density  
 2001 NHTS  
 STANDARD ERRORS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Daily Vehicle Trips per Driver</b>														
<b>TOTAL</b>	<b>0.06</b>	<b>0.04</b>	<b>0.07</b>	<b>0.04</b>	<b>0.09</b>	<b>0.04</b>	<b>0.09</b>	<b>0.04</b>	<b>0.12</b>	<b>0.07</b>	<b>0.13</b>	<b>0.11</b>	<b>0.08</b>	<b>0.68</b>
% Earn a Living	0.8%	0.5%	0.9%	0.4%	1.3%	0.5%	1.0%	0.5%	1.6%	1.0%	2.1%	1.8%	3.0%	7.2%
% Family & Personal Business	0.9%	0.5%	1.1%	0.5%	1.2%	0.5%	1.1%	0.5%	1.7%	1.3%	2.2%	1.9%	3.2%	13.2%
% Civic, Educational & Religious	0.4%	0.2%	0.4%	0.2%	0.4%	0.3%	0.4%	0.2%	0.8%	0.4%	0.9%	0.8%	1.1%	0.4%
% Social & Recreational	0.7%	0.4%	0.7%	0.4%	0.8%	0.4%	0.7%	0.4%	1.4%	0.9%	1.4%	1.8%	2.5%	9.3%
% Other	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.2%	0.1%	0.4%	0.2%	0.2%	0.2%
% Unreported	0.1%	0.0%	0.0%	0.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.1%	0.1%	0.0%	0.1%	3.0%
<b>TOTAL</b>	<b>0.06</b>	<b>0.04</b>	<b>0.07</b>	<b>0.04</b>	<b>0.09</b>	<b>0.04</b>	<b>0.09</b>	<b>0.04</b>	<b>0.12</b>	<b>0.07</b>	<b>0.13</b>	<b>0.11</b>	<b>0.08</b>	<b>0.68</b>
Weekend	0.07	0.06	0.16	0.07	0.15	0.07	0.17	0.07	0.17	0.15	0.19	0.22	0.15	1.03
Weekday	0.08	0.05	0.07	0.04	0.11	0.05	0.10	0.04	0.13	0.08	0.16	0.12	0.08	0.98
<b>TOTAL</b>	<b>0.06</b>	<b>0.04</b>	<b>0.07</b>	<b>0.04</b>	<b>0.09</b>	<b>0.04</b>	<b>0.09</b>	<b>0.04</b>	<b>0.12</b>	<b>0.07</b>	<b>0.13</b>	<b>0.11</b>	<b>0.08</b>	<b>0.68</b>
% 1-9 min	0.7%	0.5%	0.9%	0.5%	1.1%	0.5%	1.2%	0.5%	1.7%	1.0%	2.3%	1.8%	1.6%	12.7%
% 10-19 min	0.8%	0.5%	0.9%	0.5%	1.2%	0.5%	1.0%	0.5%	1.6%	1.0%	2.5%	1.7%	2.0%	9.4%
% 20-29 min	0.5%	0.3%	0.5%	0.3%	0.6%	0.3%	0.7%	0.3%	1.0%	0.6%	1.4%	1.3%	1.7%	5.1%
% 30-39 min	0.5%	0.3%	0.5%	0.3%	0.5%	0.3%	0.5%	0.3%	0.9%	0.7%	1.2%	1.4%	1.7%	5.2%
% 40-49 min	0.3%	0.2%	0.3%	0.2%	0.4%	0.2%	0.3%	0.2%	0.7%	0.5%	0.8%	0.8%	1.1%	8.9%
% 50+ min	0.4%	0.2%	0.4%	0.2%	0.4%	0.2%	0.5%	0.2%	1.0%	0.5%	1.0%	0.8%	1.4%	5.7%
% Unreported	0.1%	0.1%	0.2%	0.1%	0.2%	0.1%	0.2%	0.1%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%
<b>TOTAL</b>	<b>0.06</b>	<b>0.04</b>	<b>0.07</b>	<b>0.04</b>	<b>0.09</b>	<b>0.04</b>	<b>0.09</b>	<b>0.04</b>	<b>0.12</b>	<b>0.07</b>	<b>0.13</b>	<b>0.11</b>	<b>0.08</b>	<b>0.68</b>
% 5 or less miles	0.9%	0.6%	0.9%	0.5%	1.0%	0.6%	1.3%	0.6%	1.6%	1.5%	2.8%	2.3%	2.6%	14.9%
% 6-10 miles	0.7%	0.4%	0.7%	0.4%	0.8%	0.4%	0.7%	0.4%	1.1%	0.9%	1.7%	1.7%	2.0%	5.1%
% 11-15 miles	0.5%	0.3%	0.5%	0.2%	0.6%	0.3%	0.4%	0.3%	1.3%	0.7%	1.0%	1.3%	1.1%	2.9%
% 16-20 miles	0.4%	0.2%	0.4%	0.2%	0.4%	0.2%	0.4%	0.2%	0.7%	0.4%	0.7%	0.9%	0.7%	8.8%
% 21-30 miles	0.4%	0.2%	0.3%	0.2%	0.4%	0.2%	0.4%	0.2%	0.5%	0.5%	0.6%	1.0%	0.7%	3.7%
% 31 or more miles	0.4%	0.3%	0.4%	0.2%	0.5%	0.2%	0.4%	0.2%	0.6%	0.4%	0.7%	0.7%	0.9%	2.4%
% Unreported	0.1%	0.1%	0.3%	0.1%	0.2%	0.1%	0.6%	0.2%	0.6%	0.8%	0.9%	0.6%	1.4%	0.5%
<b>Daily VMT per Driver</b>														
<b>TOTAL</b>	<b>1.05</b>	<b>0.68</b>	<b>0.96</b>	<b>0.67</b>	<b>1.37</b>	<b>0.69</b>	<b>1.12</b>	<b>0.69</b>	<b>1.88</b>	<b>1.14</b>	<b>1.43</b>	<b>1.44</b>	<b>1.31</b>	<b>5.52</b>
% Earn a Living	1.7%	1.1%	1.6%	0.9%	2.2%	1.2%	2.3%	1.0%	4.6%	2.1%	4.9%	3.5%	5.3%	19.0%
% Family & Personal Business	1.3%	1.0%	1.7%	0.8%	1.9%	1.3%	1.7%	1.0%	2.5%	2.3%	3.8%	2.5%	5.2%	11.7%
% Civic, Educational & Religious	0.3%	0.3%	0.4%	0.3%	0.6%	0.3%	0.5%	0.2%	2.4%	0.6%	0.8%	1.1%	1.5%	0.9%
% Social & Recreational	1.9%	0.9%	1.3%	1.1%	2.1%	1.2%	2.4%	1.3%	3.9%	1.5%	3.4%	4.3%	6.6%	6.0%
% Other	0.3%	0.1%	0.3%	0.3%	0.1%	0.2%	0.2%	0.1%	0.5%	0.3%	0.2%	0.3%	0.3%	0.3%
% Unreported	0.1%	0.2%	0.4%	0.0%	0.1%	0.0%	0.0%	0.1%	0.1%	0.1%	0.2%	0.0%	0.3%	3.5%
<b>Average Vehicle Trip Length</b>														
<b>TOTAL</b>	<b>0.33</b>	<b>0.22</b>	<b>0.28</b>	<b>0.18</b>	<b>0.37</b>	<b>0.18</b>	<b>0.34</b>	<b>0.21</b>	<b>0.75</b>	<b>0.34</b>	<b>0.72</b>	<b>0.52</b>	<b>1.22</b>	<b>2.03</b>
<b>Average Time Driving a POV (persons who drove on travel day only)</b>														
<b>TOTAL</b>	<b>1.46</b>	<b>1.05</b>	<b>1.76</b>	<b>1.01</b>	<b>2.23</b>	<b>0.96</b>	<b>2.12</b>	<b>1.10</b>	<b>3.74</b>	<b>1.85</b>	<b>4.37</b>	<b>3.41</b>	<b>5.31</b>	<b>43.22</b>

Chapter 4: Table 7  
Urban Travel and Population Density  
2009 NHTS  
STANDARD ERRORS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Daily Commute Person Trips per Person</b>														
<b>TOTAL</b>	<b>0.03</b>	<b>0.02</b>	<b>0.03</b>	<b>0.02</b>	<b>0.05</b>	<b>0.02</b>	<b>0.04</b>	<b>0.02</b>	<b>0.09</b>	<b>0.05</b>	<b>0.09</b>	<b>0.08</b>	<b>0.06</b>	<b>0.10</b>
% SOV	1.4%	1.4%	1.8%	0.9%	1.9%	0.9%	2.8%	1.0%	4.2%	2.6%	3.3%	4.0%	2.9%	17.8%
% MOV	1.2%	1.3%	1.4%	0.7%	1.4%	0.7%	2.3%	0.7%	4.9%	1.7%	2.7%	2.6%	1.0%	0.1%
% Amtrak		0.0%		0.0%		0.0%		0.0%	0.8%	0.2%	0.8%	0.4%	0.6%	1.5%
% Commuter Train	0.1%	0.0%	0.2%	0.1%	0.9%	0.2%	0.6%	0.3%	1.1%	0.1%	1.2%	1.7%	2.1%	1.8%
% Subway/El Rail	0.1%	0.0%	0.1%	0.0%	0.1%	0.1%	0.8%	0.1%	1.0%	0.3%	4.1%	2.1%	3.6%	17.6%
% Other Public	0.4%	0.3%	0.5%	0.3%	0.2%	0.3%	1.4%	0.4%	2.7%	1.6%	3.1%	2.3%	3.2%	5.3%
% Walk	0.5%	0.3%	0.6%	0.2%	0.6%	0.4%	1.2%	0.4%	0.9%	1.5%	2.6%	2.6%	2.8%	5.6%
% Other	0.3%	0.5%	0.6%	0.3%	0.3%	0.3%	1.7%	0.4%	1.9%	0.6%	1.5%	1.5%	1.5%	3.5%
% Unreported	0.1%	0.1%			0.6%	0.0%		0.1%			0.3%	0.6%	0.2%	
<b>TOTAL</b>	<b>0.03</b>	<b>0.02</b>	<b>0.03</b>	<b>0.02</b>	<b>0.05</b>	<b>0.02</b>	<b>0.04</b>	<b>0.02</b>	<b>0.09</b>	<b>0.05</b>	<b>0.09</b>	<b>0.08</b>	<b>0.06</b>	<b>0.10</b>
% 1-6 am	0.6%	0.5%	0.6%	0.4%	0.6%	0.3%	0.7%	0.3%	0.9%	0.9%	1.7%	1.8%	1.4%	2.8%
% 6-9 am	1.1%	0.7%	1.2%	0.6%	1.6%	0.7%	1.4%	0.6%	1.9%	1.3%	2.2%	1.6%	1.7%	8.9%
% 9 am-1 pm	0.7%	0.6%	1.0%	0.5%	1.1%	0.5%	1.1%	0.5%	1.1%	0.9%	1.9%	1.3%	1.7%	8.4%
% 1-4 pm	1.0%	0.6%	0.9%	0.6%	1.3%	0.6%	1.5%	0.6%	2.1%	1.0%	2.2%	2.8%	1.8%	4.2%
% 4-7 pm	1.1%	0.9%	1.1%	0.6%	1.4%	0.7%	1.5%	0.6%	2.4%	1.0%	2.1%	2.4%	2.0%	9.0%
% 7-10 pm	0.6%	0.5%	0.8%	0.4%	1.0%	0.4%	0.8%	0.5%	1.5%	0.9%	1.4%	2.1%	1.8%	2.5%
% 10 pm-1 am	1.0%	0.4%	0.9%	0.3%	0.9%	0.3%	0.8%	0.3%	1.4%	1.0%	1.6%	2.1%	1.2%	8.4%
% Unreported				0.0%										
<b>Daily Commute PMT per Person</b>														
<b>TOTAL</b>	<b>0.57</b>	<b>0.50</b>	<b>0.55</b>	<b>0.54</b>	<b>0.98</b>	<b>0.35</b>	<b>0.65</b>	<b>0.28</b>	<b>1.17</b>	<b>0.53</b>	<b>1.19</b>	<b>1.16</b>	<b>0.64</b>	<b>1.19</b>
% SOV	2.6%	1.6%	2.3%	1.6%	3.3%	1.4%	3.4%	1.1%	6.4%	2.9%	5.2%	5.1%	6.7%	13.7%
% MOV	1.7%	1.5%	2.4%	1.3%	2.5%	0.8%	3.2%	0.7%	3.9%	1.3%	7.8%	2.7%	1.2%	0.2%
% Amtrak		0.0%		0.0%		0.0%		0.0%	6.8%	0.9%	0.4%	0.4%		0.5%
% Commuter Train	0.2%	0.0%	0.6%	0.2%	2.3%	0.6%	1.1%	0.3%	2.8%	0.1%	1.7%	2.4%	2.2%	6.8%
% Subway/El Rail	0.2%	0.0%	0.4%	0.0%	0.1%	0.1%	1.6%	0.2%	0.4%	0.3%	5.6%	2.0%	6.0%	9.7%
% Other Public	0.2%	0.1%	0.1%	0.1%	0.3%	0.5%	0.5%	0.5%	2.8%	0.7%	2.3%	2.6%	6.3%	10.8%
% Walk	0.0%	0.0%	0.1%	0.1%	0.0%	0.1%	0.1%	0.0%	0.1%	0.2%	3.1%	0.3%	1.6%	1.3%
% Other	2.0%	0.7%	0.5%	0.8%	0.3%	0.7%	1.1%	0.6%	2.8%	2.4%	0.6%	0.9%	2.3%	3.8%
% Unreported	0.1%	0.1%			0.2%	0.8%	0.1%	0.1%			1.0%			
<b>TOTAL</b>	<b>0.57</b>	<b>0.50</b>	<b>0.55</b>	<b>0.54</b>	<b>0.98</b>	<b>0.35</b>	<b>0.65</b>	<b>0.28</b>	<b>1.17</b>	<b>0.53</b>	<b>1.19</b>	<b>1.16</b>	<b>0.64</b>	<b>1.19</b>
% 1-6 am	1.2%	0.8%	0.8%	0.7%	1.6%	0.7%	1.5%	0.6%	1.7%	1.2%	1.1%	4.2%	2.2%	10.0%
% 6-9 am	1.8%	1.0%	1.9%	1.2%	2.7%	1.1%	2.2%	0.7%	2.8%	1.9%	3.4%	4.0%	2.3%	8.5%
% 9 am-1 pm	0.8%	0.7%	1.3%	0.6%	1.3%	0.8%	1.7%	0.5%	1.9%	1.1%	7.1%	1.3%	3.4%	6.9%
% 1-4 pm	1.2%	0.8%	1.4%	1.1%	2.2%	0.8%	2.1%	0.8%	1.9%	1.3%	3.1%	3.3%	1.3%	3.6%
% 4-7 pm	1.6%	1.1%	1.5%	1.5%	2.1%	0.9%	2.0%	0.8%	2.6%	2.2%	2.7%	3.1%	2.8%	6.1%
% 7-10 pm	0.7%	0.6%	0.7%	0.5%	2.1%	0.6%	1.3%	0.4%	3.4%	1.3%	1.5%	4.0%	2.6%	3.2%
% 10 pm-1 am	0.8%	0.7%	1.2%	0.3%	1.0%	0.3%	0.6%	0.4%	1.8%	1.0%	2.8%	6.6%	1.1%	4.0%
% Unreported				0.0%										

Chapter 4: Table 7  
 Urban Travel and Population Density  
 2001 NHTS  
 STANDARD ERRORS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Daily Commute Person Trips per Person</b>														
<b>TOTAL</b>	<b>0.03</b>	<b>0.02</b>	<b>0.04</b>	<b>0.02</b>	<b>0.05</b>	<b>0.02</b>	<b>0.04</b>	<b>0.02</b>	<b>0.06</b>	<b>0.03</b>	<b>0.06</b>	<b>0.05</b>	<b>0.05</b>	<b>0.18</b>
% SOV	2.2%	0.8%	1.9%	0.7%	2.3%	0.9%	1.6%	0.9%	3.8%	2.0%	3.0%	3.3%	2.2%	19.3%
% MOV	1.3%	0.8%	1.9%	0.7%	1.7%	0.8%	1.5%	0.8%	1.9%	1.5%	1.4%	2.2%	1.4%	6.0%
% Amtrak	0.1%		0.1%	0.0%	0.1%	0.1%	0.5%	0.0%	0.8%	0.2%	0.5%		0.5%	
% Commuter Train	0.3%	0.0%	0.3%	0.1%	0.9%	0.2%	0.9%	0.2%	0.5%	0.2%	1.3%	0.5%	0.3%	
% Subway/El Rail	1.3%	0.0%	0.2%	0.2%	0.7%	0.1%	0.9%	0.2%	2.5%	0.9%	3.0%	0.7%	2.3%	22.5%
% Other Public	0.1%	0.1%	0.1%	0.1%	0.3%	0.3%	0.4%	0.4%	1.6%	1.0%	1.7%	1.8%	1.7%	12.7%
% Walk	0.6%	0.2%	0.7%	0.2%	0.9%	0.3%	0.8%	0.4%	1.6%	1.1%	2.2%	2.4%	1.8%	0.4%
% Other	0.3%	0.1%	0.3%	0.1%	0.5%	0.2%	0.4%	0.2%	0.6%	0.4%	1.1%	2.3%	0.9%	
% Unreported	0.0%	0.1%		0.1%	0.2%	0.0%	0.1%	0.0%	0.2%	0.0%	0.0%	0.3%		
<b>TOTAL</b>	<b>0.03</b>	<b>0.02</b>	<b>0.04</b>	<b>0.02</b>	<b>0.05</b>	<b>0.02</b>	<b>0.04</b>	<b>0.02</b>	<b>0.06</b>	<b>0.03</b>	<b>0.06</b>	<b>0.05</b>	<b>0.05</b>	<b>0.18</b>
% 1-6 am	0.6%	0.4%	0.6%	0.3%	0.6%	0.3%	0.7%	0.3%	1.0%	0.8%	1.2%	1.3%	0.8%	0.0%
% 6-9 am	0.8%	0.5%	1.0%	0.5%	1.3%	0.5%	1.1%	0.5%	1.5%	1.1%	1.6%	1.5%	1.1%	8.2%
% 9 am-1 pm	0.8%	0.4%	0.8%	0.5%	1.5%	0.5%	0.8%	0.4%	1.2%	0.9%	1.7%	1.1%	1.0%	1.1%
% 1-4 pm	0.8%	0.6%	1.0%	0.4%	1.4%	0.5%	0.9%	0.5%	1.4%	1.1%	1.6%	1.5%	1.1%	5.9%
% 4-7 pm	0.7%	0.6%	0.9%	0.6%	1.2%	0.5%	1.0%	0.5%	1.8%	1.1%	1.6%	1.7%	1.4%	7.4%
% 7-10 pm	0.7%	0.4%	0.6%	0.4%	0.9%	0.4%	0.7%	0.4%	1.0%	0.8%	1.5%	1.1%	1.2%	6.6%
% 10 pm-1 am	0.6%	0.4%	0.9%	0.3%	0.5%	0.3%	0.6%	0.3%	1.1%	0.7%	1.0%	0.8%	0.8%	0.9%
% Unreported	0.1%	0.1%		0.0%		0.1%	0.0%	0.0%	0.4%	0.1%				
<b>Daily Commute PMT per Person</b>														
<b>TOTAL</b>	<b>0.57</b>	<b>0.49</b>	<b>0.57</b>	<b>0.61</b>	<b>0.96</b>	<b>0.39</b>	<b>0.67</b>	<b>0.64</b>	<b>1.14</b>	<b>0.67</b>	<b>0.76</b>	<b>1.17</b>	<b>0.40</b>	<b>2.64</b>
% SOV	2.4%	1.4%	2.1%	3.4%	4.6%	1.3%	3.2%	3.8%	4.5%	3.6%	5.4%	7.9%	3.5%	33.4%
% MOV	2.1%	1.3%	1.9%	1.3%	3.6%	1.2%	1.8%	1.3%	3.0%	3.0%	2.0%	8.8%	2.2%	13.2%
% Amtrak	0.4%		0.5%	0.1%	0.5%	0.1%	1.0%	0.6%	1.4%	2.3%	0.9%		0.7%	
% Commuter Train	1.0%	0.1%	0.7%	0.3%	2.5%	0.2%	2.2%	0.5%	2.0%	1.3%	3.4%	0.6%	0.5%	
% Subway/El Rail	0.7%	0.0%	0.5%	0.3%	0.7%	0.3%	1.3%	0.2%	5.3%	1.0%	5.1%	0.8%	3.4%	20.6%
% Other Public	0.1%	0.1%	0.2%	0.1%	0.4%	0.3%	0.4%	0.4%	1.5%	1.0%	1.7%	1.7%	2.1%	23.9%
% Walk	0.3%	0.0%	0.1%	0.0%	0.1%	0.1%	0.3%	0.1%	0.3%	0.2%	0.9%	0.4%	0.7%	0.0%
% Other	1.2%	1.0%	0.7%	4.0%	1.2%	0.6%	0.6%	4.4%	0.5%	2.0%	1.4%	1.0%	1.3%	
% Unreported	0.1%	0.2%		0.0%	0.6%	0.0%	0.6%	0.0%	0.2%	0.0%	0.1%			
<b>TOTAL</b>	<b>0.57</b>	<b>0.49</b>	<b>0.57</b>	<b>0.61</b>	<b>0.96</b>	<b>0.39</b>	<b>0.67</b>	<b>0.64</b>	<b>1.14</b>	<b>0.67</b>	<b>0.76</b>	<b>1.17</b>	<b>0.40</b>	<b>2.64</b>
% 1-6 am	0.8%	0.8%	1.0%	0.7%	2.0%	0.6%	1.6%	0.9%	2.4%	1.3%	1.7%	9.9%	1.4%	0.0%
% 6-9 am	1.6%	1.1%	1.3%	2.8%	2.8%	1.0%	2.3%	1.7%	2.3%	2.0%	2.4%	4.1%	2.0%	18.0%
% 9 am-1 pm	0.8%	0.6%	1.0%	0.6%	1.6%	0.8%	2.8%	0.8%	2.2%	1.1%	1.9%	2.0%	1.5%	0.9%
% 1-4 pm	1.2%	0.9%	1.4%	0.8%	2.1%	0.8%	1.3%	0.7%	2.2%	2.6%	2.6%	2.3%	1.5%	3.1%
% 4-7 pm	1.0%	1.0%	1.4%	1.3%	1.9%	0.9%	1.7%	1.6%	3.1%	2.1%	2.7%	3.6%	2.3%	13.3%
% 7-10 pm	0.7%	0.6%	1.0%	0.9%	1.2%	1.0%	1.2%	4.1%	1.4%	1.7%	3.0%	1.6%	1.8%	3.6%
% 10 pm-1 am	0.7%	0.5%	0.8%	0.4%	0.5%	0.4%	0.8%	0.6%	2.1%	1.6%	1.8%	1.4%	1.1%	0.2%
% Unreported	0.0%	0.2%		0.0%		0.0%	0.0%	0.0%	0.0%					

Chapter 4: Table 8  
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 2009 NHTS  
 STANDARD ERRORS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Average Commute Length, Travel Time, and Speed</b>														
<b>Length (miles)</b>														
<b>TOTAL</b>	<b>0.50</b>	<b>0.35</b>	<b>0.42</b>	<b>0.41</b>	<b>0.75</b>	<b>0.24</b>	<b>0.57</b>	<b>0.22</b>	<b>1.07</b>	<b>0.50</b>	<b>1.15</b>	<b>0.84</b>	<b>0.64</b>	<b>0.95</b>
Private	0.46	0.33	0.45	0.42	0.78	0.24	0.59	0.24	0.87	0.47	2.16	1.12	2.32	1.64
Public	8.71	2.05	7.69	4.72	2.97	4.51	2.01	1.14	2.04	1.08	1.22	1.26	0.79	3.11
Walk	0.06	0.13	0.51	0.89	0.05	0.24	0.19	0.11	0.20	0.18	1.76	0.07	0.35	0.09
Other	39.52	6.07	2.98	11.32	2.16	3.36	1.64	2.13	13.58	8.10	2.03	1.14	2.89	0.41
<b>Time (minutes)</b>														
<b>TOTAL</b>	<b>0.63</b>	<b>0.46</b>	<b>0.82</b>	<b>0.47</b>	<b>1.26</b>	<b>0.53</b>	<b>1.00</b>	<b>0.39</b>	<b>1.94</b>	<b>1.05</b>	<b>1.85</b>	<b>1.58</b>	<b>1.78</b>	<b>3.14</b>
Private	0.65	0.46	0.88	0.48	1.27	0.42	1.08	0.37	1.73	0.98	3.23	1.78	4.55	3.85
Public	7.30	11.14	11.26	16.36	5.37	18.85	5.16	3.22	3.74	5.07	2.98	3.41	1.58	11.85
Walk	1.53	2.44	2.08	9.83	3.28	2.09	2.94	1.56	3.35	2.01	7.89	0.88	1.54	3.60
Other	6.17	4.20	5.92	4.87	2.82	4.10	4.85	2.87	8.90	5.04	8.54	3.27	5.14	3.06
<b>Miles per Hour</b>														
<b>TOTAL</b>	<b>0.82</b>	<b>0.50</b>	<b>0.86</b>	<b>0.64</b>	<b>0.65</b>	<b>0.37</b>	<b>0.98</b>	<b>0.37</b>	<b>2.34</b>	<b>0.92</b>	<b>2.27</b>	<b>1.73</b>	<b>1.85</b>	<b>2.67</b>
Private	0.51	0.43	0.95	0.61	0.64	0.36	1.00	0.35	1.22	0.82	2.35	1.75	3.38	2.67
Public														
Walk	0.66	0.65	1.47	2.27	0.35	0.80	0.98	0.32	0.85	0.72	2.57	0.27	0.87	0.19
Other	54.18	9.88	4.78	24.17	5.41	4.12	2.34	4.00	20.07	12.28	4.05	1.69	5.76	1.46

Chapter 4: Table 8  
 Urban Travel and Population Density  
 2001 NHTS  
 STANDARD ERRORS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<i>Average Commute Length, Travel Time, and Speed</i>														
<i>Length (miles)</i>														
<b>TOTAL</b>	<b>0.41</b>	<b>0.36</b>	<b>0.38</b>	<b>0.50</b>	<b>0.68</b>	<b>0.26</b>	<b>0.58</b>	<b>0.57</b>	<b>0.75</b>	<b>0.53</b>	<b>0.72</b>	<b>0.99</b>	<b>0.36</b>	<b>2.66</b>
Private	0.37	0.32	0.39	0.25	0.63	0.27	0.63	0.25	0.74	0.51	1.06	1.34	0.86	4.45
Public	9.71	27.94	3.62	4.01	3.89	2.04	2.15	1.31	2.32	1.44	1.14	0.60	0.57	6.02
Walk	1.64	0.07	0.24	0.14	0.39	0.27	0.56	0.18	0.28	0.22	0.36	0.17	0.18	0.08
Other	29.23	52.71	9.75	80.74	6.58	27.84	3.17	50.88	1.06	20.63	1.56	1.15	1.37	
<i>Time (minutes)</i>														
<b>TOTAL</b>	<b>0.66</b>	<b>0.44</b>	<b>0.88</b>	<b>0.36</b>	<b>1.23</b>	<b>0.37</b>	<b>1.39</b>	<b>0.39</b>	<b>1.92</b>	<b>1.12</b>	<b>1.56</b>	<b>1.30</b>	<b>1.92</b>	<b>7.38</b>
Private	0.54	0.41	0.61	0.38	0.93	0.37	1.03	0.38	1.31	1.11	1.97	1.32	2.89	7.55
Public	13.61	25.22	3.62	4.65	5.37	4.11	6.32	3.48	4.11	3.60	2.77	2.50	2.82	5.53
Walk	2.84	1.03	23.39	2.55	4.76	1.97	2.02	0.89	3.45	1.94	3.06	1.78	1.71	3.23
Other	23.61	26.40	20.07	20.18	13.26	11.33	12.38	5.88	3.86	19.55	3.12	12.04	5.03	
<i>Miles per Hour</i>														
<b>TOTAL</b>	<b>0.55</b>	<b>0.49</b>	<b>1.11</b>	<b>1.24</b>	<b>1.03</b>	<b>0.43</b>	<b>1.01</b>	<b>1.47</b>	<b>1.24</b>	<b>1.07</b>	<b>1.83</b>	<b>2.41</b>	<b>0.93</b>	<b>6.71</b>
Private	0.50	0.35	0.60	0.42	1.03	0.43	1.03	0.44	1.24	1.13	2.10	2.56	1.47	6.72
Public						0.00		3.83						
Walk	3.89	0.60	3.69	0.33	1.99	0.56	2.54	0.79	0.56	0.40	0.62	0.29	0.18	0.93
Other	34.67	46.47	5.36	95.15	4.46	16.70	2.64	137.94	4.02	1.00	3.59	1.52	2.93	

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	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Average Vehicle Occupancy (Person Miles per Vehicle Mile)</b>														
<b>ALL</b>	<b>0.04</b>	<b>0.03</b>	<b>0.14</b>	<b>0.03</b>	<b>0.06</b>	<b>0.07</b>	<b>0.07</b>	<b>0.03</b>	<b>0.08</b>	<b>0.13</b>	<b>0.19</b>	<b>0.21</b>	<b>0.23</b>	<b>0.05</b>
1 Adult, No Child	0.05	0.04	0.13	0.11	0.04	0.05	0.02	0.03	0.04	0.07	0.23	0.14	0.37	0.13
2+ Adults, No Child	0.08	0.05	0.04	0.03	0.08	0.10	0.03	0.05	0.29	0.09	0.11	0.06	0.17	0.22
1 Adult, Child <6	0.15	0.35	0.11	0.21	0.09	0.19	1.26	0.66	0.00	0.27	0.00	4.34	0.00	
2+ Adults, Child <6	0.09	0.08	0.63	0.07	0.14	0.11	0.13	0.08	0.12	0.14	0.76	0.23	0.18	0.00
1 Adult, Child 6-15	0.14	0.10	0.08	1.24	0.18	0.10	0.22	0.16	0.15	0.16	0.07	0.25	1.10	
2+ Adults, Child 6-15	0.13	0.08	0.07	0.06	0.14	0.20	0.26	0.09	0.18	0.68	0.22	0.30	0.32	0.06
1 Adult, Child 16-21	0.23	0.18	0.21	0.09	0.35	0.44	0.03	0.18	0.00	0.06	0.79	0.06	0.00	
2+ Adults, Child 16-21	0.08	0.05	0.16	0.05	0.12	0.17	0.16	0.05	0.12	0.12	0.79	1.46	0.31	
1 Adult, Retired, No Child	0.11	0.05	0.05	0.04	0.06	0.04	0.05	0.12	0.11	0.05	0.10	0.03	0.10	0.10
2+ Adults, Retired, No Child	0.05	0.04	0.05	0.07	0.07	0.04	0.06	0.04	0.11	0.13	0.18	0.60	0.24	0.00
Unreported														
<b>ALL</b>	<b>0.04</b>	<b>0.03</b>	<b>0.14</b>	<b>0.03</b>	<b>0.06</b>	<b>0.07</b>	<b>0.07</b>	<b>0.03</b>	<b>0.08</b>	<b>0.13</b>	<b>0.19</b>	<b>0.21</b>	<b>0.23</b>	<b>0.05</b>
Earn a Living	0.01	0.02	0.04	0.02	0.04	0.01	0.04	0.02	0.08	0.02	0.10	0.02	0.10	0.02
Family & Personal Business	0.06	0.04	0.05	0.03	0.04	0.05	0.09	0.04	0.08	0.06	0.14	0.47	0.19	0.31
Civic, Educational & Religious	0.13	0.07	0.11	0.06	0.05	0.11	0.11	0.15	0.09	0.08	0.35	1.41	0.50	0.76
Social & Recreational	0.12	0.06	0.16	0.11	0.17	0.10	0.24	0.06	0.24	0.39	0.47	0.18	0.29	0.26
Other	0.18	0.57	0.16	0.44	0.42	0.09	0.41	0.24	3.10	0.24	0.32	0.35	0.00	
Unreported	0.07	0.17	1.12	0.29	0.28	0.36	0.53	0.10	0.12	0.11	0.33	0.10	0.67	0.00
<b>ALL</b>	<b>0.04</b>	<b>0.03</b>	<b>0.14</b>	<b>0.03</b>	<b>0.06</b>	<b>0.07</b>	<b>0.07</b>	<b>0.03</b>	<b>0.08</b>	<b>0.13</b>	<b>0.19</b>	<b>0.21</b>	<b>0.23</b>	<b>0.05</b>
< \$10,000	0.18	0.13	0.13	0.92	0.38	0.11	0.21	0.08	0.11	0.21	0.11	0.24	0.14	0.00
\$10 to \$20,000	0.22	0.08	0.15	0.11	0.09	0.10	0.24	0.17	0.12	0.12	0.17	0.13	1.01	0.00
\$20 to \$30,000	0.22	0.09	0.19	0.15	0.17	0.07	0.15	0.08	0.19	0.07	0.12	0.26	0.25	0.00
\$30 to \$40,000	0.09	0.11	0.11	0.07	0.10	0.05	0.06	0.08	0.28	0.22	0.19	0.06	0.72	0.00
\$40 to \$50,000	0.06	0.11	0.09	0.11	0.07	0.14	0.22	0.07	0.19	0.09	0.25	0.17	0.20	0.00
\$50 to \$60,000	0.11	0.10	0.11	0.10	0.14	0.07	0.17	0.07	0.25	0.11	0.30	0.63	0.12	0.00
\$60 to \$70,000	0.08	0.05	0.13	0.06	0.26	0.10	0.22	0.06	0.08	1.28	0.19	0.22	0.23	0.00
\$70 to \$80,000	0.21	0.06	0.13	0.09	0.14	0.20	0.09	0.14	0.21	0.12	0.16	0.12	0.94	0.00
\$80 to \$100,000	0.08	0.06	0.32	0.07	0.10	0.08	0.12	0.04	0.12	0.08	0.26	1.36	0.25	0.00
\$100,000+	0.08	0.05	0.35	0.04	0.13	0.16	0.16	0.04	0.27	0.08	0.39	0.14	0.19	0.09
Unreported	0.19	0.13	0.04	0.16	0.10	0.26	0.18	0.24	0.14	0.09	0.18	0.20	0.15	0.00

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 2001 NHTS  
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	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Average Vehicle Occupancy (Person Miles per Vehicle Mile)</b>														
<b>ALL</b>	<b>0.02</b>	<b>0.02</b>	<b>0.03</b>	<b>0.03</b>	<b>0.06</b>	<b>0.03</b>	<b>0.04</b>	<b>0.02</b>	<b>0.51</b>	<b>0.05</b>	<b>0.10</b>	<b>0.07</b>	<b>0.12</b>	<b>0.08</b>
1 Adult, No Child	0.06	0.04	0.09	0.09	0.07	0.06	0.04	0.02	0.12	0.09	0.12	0.03	0.26	0.22
2+ Adults, No Child	0.04	0.03	0.04	0.07	0.09	0.04	0.08	0.03	0.10	0.10	0.15	0.08	0.20	0.25
1 Adult, Child <6	0.18	0.16	0.16	0.21	0.33	0.30	0.14	0.13	0.41	0.53	0.84	1.22	1.50	1.94
2+ Adults, Child <6	0.09	0.08	0.14	0.11	0.17	0.09	0.13	0.07	0.17	0.09	0.17	0.32	0.32	0.10
1 Adult, Child 6-15	0.17	0.11	0.15	0.12	0.25	0.16	0.14	0.27	0.23	0.22	0.34	0.10	0.26	
2+ Adults, Child 6-15	0.07	0.05	0.07	0.04	0.18	0.04	0.07	0.07	0.19	0.14	0.40	0.20	0.17	0.23
1 Adult, Child 16-21	0.05	0.09	0.10	0.08	0.25	0.15	0.17	0.12	0.49	0.15	0.36	0.32	0.00	0.00
2+ Adults, Child 16-21	0.08	0.05	0.08	0.04	0.07	0.06	0.08	0.08	2.82	0.22	0.14	0.21	0.16	
1 Adult, Retired, No Child	0.05	0.06	0.11	0.06	0.06	0.06	0.08	0.05	0.04	0.13	0.77	0.11	0.07	0.57
2+ Adults, Retired, No Child	0.05	0.05	0.06	0.05	0.10	0.06	0.15	0.04	0.09	0.10	0.13	0.17	0.18	0.41
Unreported		0.13	0.01	0.41	0.00	1.27	0.68	0.14	0.17	0.00				
<b>ALL</b>	<b>0.02</b>	<b>0.02</b>	<b>0.03</b>	<b>0.03</b>	<b>0.06</b>	<b>0.03</b>	<b>0.04</b>	<b>0.02</b>	<b>0.51</b>	<b>0.05</b>	<b>0.10</b>	<b>0.07</b>	<b>0.12</b>	<b>0.08</b>
Earn a Living	0.02	0.02	0.02	0.01	0.06	0.02	0.02	0.01	0.08	0.02	0.04	0.06	0.09	0.16
Family & Personal Business	0.04	0.03	0.04	0.03	0.07	0.04	0.07	0.03	0.18	0.07	0.22	0.12	0.22	0.12
Civic, Educational & Religious	0.18	0.09	0.15	0.37	0.18	0.11	0.14	0.09	0.30	0.13	0.17	0.22	0.60	0.78
Social & Recreational	0.08	0.05	0.09	0.09	0.16	0.06	0.06	0.06	1.57	0.13	0.20	0.12	0.12	0.13
Other	0.76	0.22	0.29	0.25	0.16	0.23	0.14	0.12	1.48	0.19	0.46	0.37	0.36	
Unreported	0.14	0.08	0.29	0.23	1.68	0.40	0.63	0.23	0.43	0.06	0.00	1.04	0.00	0.00
<b>ALL</b>	<b>0.02</b>	<b>0.02</b>	<b>0.03</b>	<b>0.03</b>	<b>0.06</b>	<b>0.03</b>	<b>0.04</b>	<b>0.02</b>	<b>0.51</b>	<b>0.05</b>	<b>0.10</b>	<b>0.07</b>	<b>0.12</b>	<b>0.08</b>
< \$10,000	0.11	0.21	0.19	0.40	0.14	0.13	0.15	0.14	0.24	0.13	0.12	0.21	0.43	0.00
\$10 to \$20,000	0.08	0.09	0.13	0.10	0.20	0.07	0.19	0.15	0.09	0.23	0.18	0.17	0.36	
\$20 to \$30,000	0.13	0.08	0.08	0.10	0.11	0.07	0.15	0.11	0.12	0.13	0.19	0.41	0.23	0.84
\$30 to \$40,000	0.09	0.05	0.06	0.19	0.07	0.09	0.11	0.04	2.38	0.15	0.61	0.14	0.12	0.27
\$40 to \$50,000	0.09	0.11	0.19	0.06	0.11	0.09	0.37	0.10	0.14	0.26	0.27	0.19	0.29	0.00
\$50 to \$60,000	0.07	0.06	0.06	0.08	0.27	0.04	0.07	0.08	0.17	0.20	0.15	0.14	0.38	0.69
\$60 to \$70,000	0.09	0.12	0.13	0.07	0.16	0.07	0.19	0.05	0.12	0.11	0.24	0.19	0.26	0.08
\$70 to \$80,000	0.05	0.10	0.08	0.06	0.24	0.08	0.14	0.08	0.24	0.24	0.22	0.10	0.46	0.23
\$80 to \$100,000	0.09	0.05	0.09	0.06	0.14	0.07	0.06	0.08	0.16	0.06	0.17	0.14	0.54	0.17
\$100,000+	0.04	0.04	0.07	0.06	0.12	0.05	0.08	0.05	0.10	0.04	0.16	0.11	0.26	0.15
Unreported	0.11	0.08	0.13	0.12	0.14	0.13	0.11	0.11	0.37	0.30	0.32	0.19	0.15	0.29

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	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Vehicles by Type</b>														
Auto	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Van	0.8%	0.6%	1.1%	0.6%	1.5%	0.6%	1.8%	0.6%	3.0%	1.2%	3.4%	3.1%	3.7%	12.2%
Sports Utility	0.6%	0.3%	0.4%	0.3%	0.7%	0.4%	1.2%	0.4%	2.5%	0.7%	1.2%	1.9%	2.4%	1.3%
Pickup	0.7%	0.4%	0.8%	0.4%	1.1%	0.5%	1.3%	0.4%	2.1%	1.0%	2.8%	2.1%	3.1%	4.0%
Other Truck	0.6%	0.5%	0.8%	0.4%	0.6%	0.4%	0.5%	0.3%	0.7%	0.7%	0.4%	0.9%	0.1%	11.5%
RV	0.1%	0.2%	0.1%	0.1%	0.1%	0.1%	0.1%	0.0%	0.1%	0.1%		0.0%		
Motorcycle	0.2%	0.1%	0.1%	0.1%	0.0%	0.1%	0.2%	0.0%	0.0%	0.1%		0.0%		
Other POV	0.3%	0.2%	0.3%	0.2%	0.5%	0.2%	0.4%	0.3%	0.4%	0.4%	0.5%	1.8%	0.9%	1.6%
	*	*	*	*	*	*	*	*	*	*	*	*	*	*
* Other POV not present in 2001 or 2009.														
<b>Age Statistics</b>														
Average Vehicle Age	0.11	0.11	0.15	0.10	0.18	0.10	0.17	0.10	0.30	0.20	0.42	0.38	0.51	0.70
Median Vehicle Age	0	0	0	0	0	0	1	0	0	0	5	4	0	0
<b>Percent VMT*</b>														
Less than 10 yrs	1.0%	0.8%	1.2%	0.9%	1.6%	0.9%	1.9%	0.9%	2.6%	1.9%	4.0%	4.0%	3.9%	15.4%
10 yrs or more	1.0%	0.8%	1.2%	0.9%	1.6%	0.9%	1.9%	0.9%	2.6%	1.9%	4.0%	4.0%	3.9%	15.4%
<b>Percent Vehicle Fleet</b>														
Less than 10 yrs	0.8%	0.7%	1.1%	0.7%	1.4%	0.6%	1.4%	0.8%	2.7%	1.5%	3.2%	3.6%	4.5%	9.8%
10 yrs or more	0.8%	0.7%	1.1%	0.7%	1.4%	0.6%	1.4%	0.8%	2.7%	1.5%	3.2%	3.6%	4.5%	9.8%
<b>Avg Fuel Consumption (gal/HH)</b>														
Less than 10 yrs	18	21	26	12	23	14	20	16	42	24	22	44	12	55
10 yrs or more	1.0%	0.9%	1.3%	0.9%	1.5%	0.8%	1.7%	1.0%	2.8%	1.8%	3.7%	4.2%	3.9%	16.0%
<b>Avg CO2 Emissions (kg/HH)</b>														
Less than 10 yrs	1.0%	0.9%	1.3%	0.9%	1.5%	0.8%	1.7%	1.0%	2.8%	1.8%	3.7%	4.2%	3.9%	16.0%
10 yrs or more	1.0%	0.9%	1.3%	0.9%	1.5%	0.8%	1.7%	1.0%	2.8%	1.8%	3.7%	4.2%	3.9%	16.0%
* Numbers reflect BESTMILE Estimates.														

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	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Vehicles by Type</b>														
Auto	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Van	4.3%	0.6%	2.6%	0.5%	1.4%	0.6%	2.6%	0.6%	3.3%	1.2%	2.4%	2.4%	6.4%	8.0%
Sports Utility	0.9%	0.4%	0.7%	0.3%	1.0%	0.3%	0.7%	0.3%	1.1%	0.7%	1.5%	1.8%	1.7%	2.4%
Pickup	1.2%	0.4%	0.7%	0.4%	1.3%	0.4%	1.1%	0.4%	1.3%	1.0%	1.7%	1.7%	1.9%	4.1%
Other Truck	1.5%	0.4%	0.7%	0.4%	0.8%	0.4%	0.6%	0.4%	0.4%	0.8%	0.5%	0.9%	0.3%	6.8%
RV	0.1%	0.1%	0.1%	0.1%	0.0%	0.1%	0.0%	0.1%	0.1%	0.2%	0.9%	0.0%		
Motorcycle	0.2%	0.1%	0.2%	0.1%	0.2%	0.1%	0.1%	0.1%	0.1%	0.1%		0.0%		
Other POV	0.4%	0.2%	0.2%	0.2%	0.4%	0.2%	0.3%	0.1%	0.4%	0.3%	0.6%	0.7%	0.7%	0.3%
	*	*	*	*	*	*	*	*	*	*	*	*	*	*
* Other POV not present in 2001 or 2009.														
<b>Age Statistics</b>														
Average Vehicle Age	0.15	0.10	0.14	0.10	0.21	0.10	0.14	0.11	0.22	0.22	0.30	0.42	0.54	1.42
Median Vehicle Age	0	0	0	5	2	0	0	0	0	0	0	1	0	7
<b>Percent VMT*</b>														
Less than 10 yrs	1.2%	0.8%	1.0%	0.7%	2.5%	0.8%	1.6%	2.8%	2.1%	10.1%	4.3%	7.6%	3.6%	42.6%
10 yrs or more	1.2%	0.8%	1.0%	0.7%	2.5%	0.8%	1.6%	2.8%	2.1%	10.1%	4.3%	7.6%	3.6%	42.6%
<b>Percent Vehicle Fleet</b>														
Less than 10 yrs	1.1%	0.6%	1.1%	0.6%	1.5%	0.7%	1.0%	0.7%	2.1%	1.6%	2.7%	3.0%	2.9%	12.2%
10 yrs or more	1.1%	0.6%	1.1%	0.6%	1.5%	0.7%	1.0%	0.7%	2.1%	1.6%	2.7%	3.0%	2.9%	12.2%
<b>Avg Fuel Consumption (gal/HH)</b>														
Less than 10 yrs	234	23	149	38	153	17	57	15	107	38	73	53	27	134
10 yrs or more	3.7%	0.8%	7.1%	0.7%	5.2%	0.8%	4.6%	2.6%	7.8%	9.9%	10.6%	8.7%	9.3%	46.1%
<b>Avg CO2 Emissions (kg/HH)</b>														
Less than 10 yrs	3.7%	0.8%	7.1%	0.7%	5.2%	0.8%	4.6%	2.6%	7.8%	9.9%	10.6%	8.7%	9.3%	46.1%
10 yrs or more	3.7%	0.8%	7.1%	0.7%	5.2%	0.8%	4.6%	2.6%	7.8%	9.9%	10.6%	8.7%	9.3%	46.1%
* Numbers reflect BESTMILE Estimates.														

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	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Annual CO2 Emissions per Household - POVs ONLY</b>														
<b>Average CO2 Emissions (kg)/HH</b>	<b>156</b>	<b>191</b>	<b>228</b>	<b>106</b>	<b>203</b>	<b>126</b>	<b>174</b>	<b>143</b>	<b>371</b>	<b>215</b>	<b>196</b>	<b>387</b>	<b>102</b>	<b>488</b>
0 Workers	273	161	219	156	255	130	190	98	329	224	205	257	116	670
1 Workers	221	238	270	171	344	202	241	234	686	281	343	552	152	830
2 Workers	261	395	308	188	392	242	420	295	815	463	584	1,031	359	803
3 or more Workers	739	1,166	1,684	502	944	513	1,088	696	2,226	1,101	626	1,042	1,211	106
<b>Average CO2 Emissions (kg)/HH</b>	<b>156</b>	<b>191</b>	<b>228</b>	<b>106</b>	<b>203</b>	<b>126</b>	<b>174</b>	<b>143</b>	<b>371</b>	<b>215</b>	<b>196</b>	<b>387</b>	<b>102</b>	<b>488</b>
1 Drivers	227	209	178	147	228	194	160	138	260	229	255	231	119	536
2 Drivers	196	238	197	125	314	182	288	262	669	257	479	933	294	1,361
3 or more Drivers	463	622	854	338	622	321	622	323	1,095	705	818	803	607	1,509
<b>Average CO2 Emissions (kg)/HH</b>	<b>156</b>	<b>191</b>	<b>228</b>	<b>106</b>	<b>203</b>	<b>126</b>	<b>174</b>	<b>143</b>	<b>371</b>	<b>215</b>	<b>196</b>	<b>387</b>	<b>102</b>	<b>488</b>
1 Vehicles	211	164	184	94	236	96	168	117	264	188	307	315	284	662
2 Vehicles	206	269	217	133	284	156	253	147	758	253	547	768	870	940
3 or more Vehicles	329	335	752	237	499	241	632	572	1,019	508	706	3,347	2,468	11,802
<b>Annual CO2 Emissions per Household - Non-POV MODES</b>														
<b>Average CO2 Emissions (kg)/HH</b>														
0 Workers														
1 Workers														
2 Workers														
3 or more Workers														
<b>Average CO2 Emissions (kg)/HH</b>														
0 Drivers														
1 Drivers														
2 Drivers														
3 or more Drivers														
<b>Average CO2 Emissions (kg)/HH</b>														
0 Vehicles														
1 Vehicles														
2 Vehicles														
3 or more Vehicles														
<b>Annual CO2 Emissions per Household - ALL MODES</b>														
<b>Average CO2 Emissions (kg)/HH</b>														
0 Workers														
1 Workers														
2 Workers														
3 or more Workers														
<b>Average CO2 Emissions (kg)/HH</b>														
0 Drivers														
1 Drivers														
2 Drivers														
3 or more Drivers														
<b>Average CO2 Emissions (kg)/HH</b>														
0 Vehicles														
1 Vehicles														
2 Vehicles														
3 or more Vehicles														

NOTE: Standard errors are not available for Non-POV and All Modes

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	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Annual CO2 Emissions per Household - POVs ONLY</b>														
<b>Average CO2 Emissions (kg)/HH</b>	<b>2,057</b>	<b>199</b>	<b>1,308</b>	<b>327</b>	<b>1,349</b>	<b>146</b>	<b>500</b>	<b>135</b>	<b>944</b>	<b>329</b>	<b>649</b>	<b>468</b>	<b>239</b>	<b>1,179</b>
0 Workers	1,168	230	720	273	1,053	280	383	125	1,897	381	599	684	579	402
1 Workers	1,419	259	2,365	210	860	293	609	261	1,294	524	1,012	1,406	348	2049
2 Workers	4,123	582	750	693	4,199	504	1,126	207	3,359	599	846	639	1276	831
3 or more Workers	1,304	860	3,683	625	7,122	586	5,511	1,443	5,340	2,055	4,450	3,840	3321	
<b>Average CO2 Emissions (kg)/HH</b>	<b>2,057</b>	<b>199</b>	<b>1,308</b>	<b>327</b>	<b>1,349</b>	<b>146</b>	<b>500</b>	<b>135</b>	<b>944</b>	<b>329</b>	<b>649</b>	<b>468</b>	<b>239</b>	<b>1179</b>
1 Drivers	1,619	183	1,476	221	1,038	265	654	339	906	231	1,257	464	554	3223
2 Drivers	4,273	201	602	437	2,305	308	986	188	2,057	706	955	910	1725	1841
3 or more Drivers	1,665	833	2,620	1,399	2,888	450	2,030	1,715	1,853	1,288	5,102	855	11032	
<b>Average CO2 Emissions (kg)/HH</b>	<b>2,057</b>	<b>199</b>	<b>1,308</b>	<b>327</b>	<b>1,349</b>	<b>146</b>	<b>500</b>	<b>135</b>	<b>944</b>	<b>329</b>	<b>649</b>	<b>468</b>	<b>239</b>	<b>1179</b>
1 Vehicles	855	371	656	237	985	179	877	112	702	404	1,387	282	565	2557
2 Vehicles	2,671	440	1,004	261	2,132	376	1,033	199	2,559	1,248	2,920	1,546	2288	3025
3 or more Vehicles	4,234	351	1,342	673	1,891	324	1,777	701	3,366	1,670	6,108	2,893	20765	
<b>Annual CO2 Emissions per Household - Non-POV MODES</b>														
<b>Average CO2 Emissions (kg)/HH</b>														
0 Workers														
1 Workers														
2 Workers														
3 or more Workers														
<b>Average CO2 Emissions (kg)/HH</b>														
0 Drivers														
1 Drivers														
2 Drivers														
3 or more Drivers														
<b>Average CO2 Emissions (kg)/HH</b>														
0 Vehicles														
1 Vehicles														
2 Vehicles														
3 or more Vehicles														
<b>Annual CO2 Emissions per Household - ALL MODES</b>														
<b>Average CO2 Emissions (kg)/HH</b>														
0 Workers														
1 Workers														
2 Workers														
3 or more Workers														
<b>Average CO2 Emissions (kg)/HH</b>														
0 Drivers														
1 Drivers														
2 Drivers														
3 or more Drivers														
<b>Average CO2 Emissions (kg)/HH</b>														
0 Vehicles														
1 Vehicles														
2 Vehicles														
3 or more Vehicles														

NOTE: Standard errors are not available for Non-POV and All Modes

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	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Percent Vehicles by Vehicle Type and Age</b>														
<b>Auto</b>	<b>0.8%</b>	<b>0.6%</b>	<b>1.1%</b>	<b>0.6%</b>	<b>1.5%</b>	<b>0.6%</b>	<b>1.8%</b>	<b>0.6%</b>	<b>3.0%</b>	<b>1.2%</b>	<b>3.4%</b>	<b>3.1%</b>	<b>3.7%</b>	<b>12.2%</b>
0 to 2 yrs	0.4%	0.2%	0.6%	0.3%	0.9%	0.3%	0.6%	0.3%	1.2%	0.9%	2.8%	2.5%	1.4%	3.8%
3 to 5 yrs	0.4%	0.3%	0.6%	0.3%	0.9%	0.4%	0.9%	0.4%	2.1%	0.6%	2.3%	1.1%	2.8%	4.2%
6 to 9 yrs	0.6%	0.4%	0.9%	0.3%	1.2%	0.4%	1.0%	0.4%	1.6%	1.2%	2.1%	2.4%	2.9%	14.9%
10 yrs or more	0.6%	0.5%	0.8%	0.5%	1.3%	0.5%	1.3%	0.6%	1.8%	1.3%	2.9%	2.4%	3.2%	7.8%
Unreported	0.3%	0.2%	0.2%	0.2%	1.1%	0.2%	0.5%	0.2%	0.8%	0.8%	1.5%	1.4%	1.4%	
<b>Van</b>	<b>0.6%</b>	<b>0.3%</b>	<b>0.4%</b>	<b>0.3%</b>	<b>0.7%</b>	<b>0.4%</b>	<b>1.2%</b>	<b>0.4%</b>	<b>2.5%</b>	<b>0.7%</b>	<b>1.2%</b>	<b>1.9%</b>	<b>2.4%</b>	<b>1.3%</b>
0 to 2 yrs	0.2%	0.1%	0.2%	0.1%	0.3%	0.1%	0.7%	0.1%	0.5%	0.1%	0.2%	0.3%	0.8%	
3 to 5 yrs	0.3%	0.1%	0.2%	0.2%	0.3%	0.2%	0.4%	0.1%	0.4%	0.2%	0.5%	1.7%	0.6%	
6 to 9 yrs	0.4%	0.2%	0.3%	0.2%	0.5%	0.2%	0.4%	0.2%	0.6%	0.6%	0.2%	0.8%	0.2%	
10 yrs or more	0.3%	0.2%	0.2%	0.2%	0.4%	0.2%	0.5%	0.3%	2.4%	0.3%	0.8%	0.5%	1.6%	1.3%
Unreported	0.1%	0.1%	0.1%	0.1%	0.2%	0.1%	0.2%	0.1%	0.2%	0.1%	0.7%	0.3%	0.8%	
<b>SUV</b>	<b>0.7%</b>	<b>0.4%</b>	<b>0.8%</b>	<b>0.4%</b>	<b>1.1%</b>	<b>0.5%</b>	<b>1.3%</b>	<b>0.4%</b>	<b>2.1%</b>	<b>1.0%</b>	<b>2.8%</b>	<b>2.1%</b>	<b>3.1%</b>	<b>4.0%</b>
0 to 2 yrs	0.3%	0.2%	0.6%	0.3%	0.7%	0.2%	0.9%	0.2%	1.3%	0.6%	0.9%	0.9%	1.3%	2.4%
3 to 5 yrs	0.4%	0.3%	0.5%	0.3%	0.7%	0.3%	0.6%	0.3%	1.4%	0.4%	1.2%	2.1%	1.6%	
6 to 9 yrs	0.3%	0.3%	0.4%	0.3%	0.6%	0.3%	0.7%	0.3%	0.9%	0.3%	1.2%	1.2%	2.0%	1.3%
10 yrs or more	0.3%	0.3%	0.5%	0.2%	0.5%	0.3%	0.5%	0.3%	0.7%	0.5%	1.6%	2.0%	1.4%	3.4%
Unreported	0.3%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.6%	0.5%	0.5%	0.3%	0.5%	
<b>Pickup Truck</b>	<b>0.6%</b>	<b>0.5%</b>	<b>0.8%</b>	<b>0.4%</b>	<b>0.6%</b>	<b>0.4%</b>	<b>0.5%</b>	<b>0.3%</b>	<b>0.7%</b>	<b>0.7%</b>	<b>0.4%</b>	<b>0.9%</b>	<b>0.1%</b>	<b>11.5%</b>
0 to 2 yrs	0.2%	0.2%	0.2%	0.1%	0.3%	0.1%	0.2%	0.1%	0.4%	0.1%		0.2%		
3 to 5 yrs	0.3%	0.2%	0.5%	0.2%	0.4%	0.2%	0.2%	0.1%	0.1%	0.3%		0.6%	0.1%	
6 to 9 yrs	0.3%	0.3%	0.3%	0.2%	0.2%	0.2%	0.3%	0.2%	0.6%	0.2%	0.0%	0.3%		11.5%
10 yrs or more	0.4%	0.4%	0.5%	0.3%	0.3%	0.2%	0.3%	0.2%	0.3%	0.6%	0.4%	0.5%	0.1%	
Unreported	0.2%	0.2%	0.1%	0.1%	0.1%	0.1%	0.0%	0.1%	0.1%	0.3%		0.3%		
<b>Other POV</b>	<b>0.4%</b>	<b>0.3%</b>	<b>0.3%</b>	<b>0.2%</b>	<b>0.5%</b>	<b>0.2%</b>	<b>0.4%</b>	<b>0.3%</b>	<b>0.4%</b>	<b>0.4%</b>	<b>0.5%</b>	<b>1.8%</b>	<b>0.9%</b>	<b>1.6%</b>
0 to 2 yrs	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.3%	0.2%	0.2%	0.0%	0.2%	1.6%
3 to 5 yrs	0.1%	0.1%	0.1%	0.1%	0.2%	0.1%	0.2%	0.1%	0.1%	0.1%		0.0%	0.1%	
6 to 9 yrs	0.2%	0.1%	0.1%	0.1%	0.3%	0.1%	0.3%	0.1%	0.1%	0.1%	0.1%	1.8%	0.3%	
10 yrs or more	0.2%	0.2%	0.2%	0.1%	0.2%	0.1%	0.2%	0.2%	0.3%	0.2%	0.4%	0.1%	0.8%	
Unreported	0.1%	0.1%	0.1%	0.1%	0.1%	0.2%	0.1%	0.1%	0.2%	0.0%		0.1%		

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	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Percent Vehicles by Vehicle Type and Age</b>														
<b>Auto</b>	<b>4.3%</b>	<b>0.6%</b>	<b>2.6%</b>	<b>0.5%</b>	<b>1.4%</b>	<b>0.6%</b>	<b>2.6%</b>	<b>0.6%</b>	<b>3.3%</b>	<b>1.2%</b>	<b>2.4%</b>	<b>2.4%</b>	<b>6.4%</b>	<b>8.0%</b>
0 to 2 yrs	1.0%	0.3%	0.8%	0.3%	1.1%	0.4%	1.0%	0.4%	1.4%	0.7%	1.4%	1.7%	2.0%	9.7%
3 to 5 yrs	1.1%	0.3%	0.9%	0.5%	0.8%	0.5%	0.9%	0.4%	1.7%	1.0%	1.7%	1.3%	2.0%	7.3%
6 to 9 yrs	1.3%	0.3%	1.0%	0.4%	0.8%	0.6%	1.2%	0.5%	1.8%	1.0%	1.9%	2.3%	2.1%	15.8%
10 yrs or more	1.6%	0.5%	1.1%	0.5%	1.3%	0.6%	1.1%	0.6%	2.1%	1.2%	2.6%	2.3%	3.7%	12.1%
Unreported	0.2%	0.2%	0.3%	0.1%	0.6%	0.1%	0.3%	0.2%	0.7%	0.6%	1.3%	0.9%	1.0%	0.4%
<b>Van</b>	<b>0.9%</b>	<b>0.4%</b>	<b>0.7%</b>	<b>0.3%</b>	<b>1.0%</b>	<b>0.3%</b>	<b>0.7%</b>	<b>0.3%</b>	<b>1.1%</b>	<b>0.7%</b>	<b>1.5%</b>	<b>1.8%</b>	<b>1.7%</b>	<b>2.4%</b>
0 to 2 yrs	0.3%	0.1%	0.3%	0.1%	0.6%	0.1%	0.3%	0.1%	0.6%	0.2%	0.5%	0.6%	0.4%	0.3%
3 to 5 yrs	0.3%	0.2%	0.4%	0.2%	0.7%	0.2%	0.4%	0.2%	0.4%	0.3%	0.3%	0.6%	1.0%	2.3%
6 to 9 yrs	0.4%	0.2%	0.4%	0.2%	0.4%	0.2%	0.5%	0.2%	0.8%	0.3%	0.6%	1.0%	0.5%	0.1%
10 yrs or more	0.5%	0.2%	0.4%	0.2%	0.3%	0.2%	0.4%	0.2%	0.6%	0.5%	1.0%	1.1%	1.1%	0.1%
Unreported	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.3%	0.4%	0.3%	0.5%	0.4%
<b>SUV</b>	<b>1.2%</b>	<b>0.4%</b>	<b>0.7%</b>	<b>0.4%</b>	<b>1.3%</b>	<b>0.4%</b>	<b>1.1%</b>	<b>0.4%</b>	<b>1.3%</b>	<b>1.0%</b>	<b>1.7%</b>	<b>1.7%</b>	<b>1.9%</b>	<b>4.1%</b>
0 to 2 yrs	0.5%	0.2%	0.4%	0.2%	0.7%	0.2%	0.5%	0.2%	0.8%	0.5%	1.0%	0.7%	0.8%	0.1%
3 to 5 yrs	0.5%	0.2%	0.4%	0.2%	0.8%	0.3%	0.5%	0.2%	0.7%	0.5%	0.6%	0.9%	1.0%	4.1%
6 to 9 yrs	0.4%	0.2%	0.3%	0.2%	0.3%	0.2%	0.4%	0.2%	0.7%	0.4%	1.1%	0.6%	1.0%	
10 yrs or more	0.4%	0.2%	0.2%	0.2%	0.3%	0.2%	0.3%	0.2%	0.3%	0.5%	0.9%	0.9%	0.9%	
Unreported	0.1%	0.1%	0.1%	0.1%	0.4%	0.1%	0.1%	0.1%	0.1%	0.1%	1.0%	0.5%	0.2%	
<b>Pickup Truck</b>	<b>1.5%</b>	<b>0.4%</b>	<b>0.7%</b>	<b>0.4%</b>	<b>0.8%</b>	<b>0.4%</b>	<b>0.6%</b>	<b>0.4%</b>	<b>0.4%</b>	<b>0.8%</b>	<b>0.5%</b>	<b>0.9%</b>	<b>0.3%</b>	<b>6.8%</b>
0 to 2 yrs	0.4%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.1%	0.2%	0.2%	0.3%	0.2%	0.2%
3 to 5 yrs	0.5%	0.2%	0.3%	0.2%	0.4%	0.2%	0.2%	0.2%	0.2%	0.3%		0.4%	0.1%	6.8%
6 to 9 yrs	0.4%	0.3%	0.3%	0.2%	0.5%	0.2%	0.3%	0.2%	0.2%	0.4%	0.1%	0.2%	0.1%	0.1%
10 yrs or more	0.7%	0.3%	0.5%	0.3%	0.4%	0.3%	0.4%	0.3%	0.2%	0.6%	0.4%	0.6%	0.1%	0.2%
Unreported	0.2%	0.1%	0.0%	0.1%	0.1%	0.1%	0.1%	0.1%	0.2%	0.1%		0.4%		
<b>Other POV</b>	<b>0.5%</b>	<b>0.2%</b>	<b>0.3%</b>	<b>0.2%</b>	<b>0.4%</b>	<b>0.2%</b>	<b>0.4%</b>	<b>0.2%</b>	<b>0.5%</b>	<b>0.4%</b>	<b>1.0%</b>	<b>0.7%</b>	<b>0.7%</b>	<b>0.3%</b>
0 to 2 yrs	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.2%	0.2%	0.0%	0.1%	
3 to 5 yrs	0.1%	0.1%	0.1%	0.1%	0.2%	0.1%	0.1%	0.1%	0.2%	0.1%	0.2%	0.1%		
6 to 9 yrs	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.2%	0.0%	0.2%	0.1%	0.1%	0.3%		
10 yrs or more	0.4%	0.2%	0.2%	0.1%	0.3%	0.1%	0.2%	0.1%	0.2%	0.3%	0.5%	0.7%	0.7%	0.3%
Unreported	0.2%	0.1%	0.1%	0.1%	0.0%	0.1%	0.1%	0.1%	0.1%	0.1%	0.8%	0.0%		

Chapter 4: Table 13  
 Urban Travel and Population Density  
 2009 NHTS  
 STANDARD ERRORS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>VMT/Vehicle by Vehicle Type and Age</b>														
<b>ALL VEHICLES</b>	<b>160</b>	<b>157</b>	<b>238</b>	<b>112</b>	<b>233</b>	<b>113</b>	<b>232</b>	<b>151</b>	<b>507</b>	<b>239</b>	<b>538</b>	<b>645</b>	<b>563</b>	<b>1,353</b>
0 to 2 yrs	531	823	473	260	460	447	790	688	1,892	628	515	3,320	1,405	2,651
3 to 5 yrs	247	267	473	189	471	188	365	193	1,235	479	950	903	1,478	1,227
6 to 9 yrs	316	208	351	192	489	193	384	211	751	510	1,241	2,065	835	1,709
10 yrs or more	256	160	319	209	416	227	514	184	707	395	911	580	883	1,827
Unreported	708	574	674	1,216	961	747	630	648	1,691	1,475	2,998	2,082	4,199	
<b>Auto</b>	<b>216</b>	<b>156</b>	<b>236</b>	<b>150</b>	<b>251</b>	<b>151</b>	<b>270</b>	<b>187</b>	<b>434</b>	<b>319</b>	<b>687</b>	<b>626</b>	<b>731</b>	<b>1,498</b>
0 to 2 yrs	588	585	760	316	452	501	717	1,231	805	781	543	1,861	1,082	2,928
3 to 5 yrs	389	324	403	272	607	209	462	246	777	726	1,374	1,274	2,015	1,227
6 to 9 yrs	440	277	433	279	427	247	507	219	854	683	1,378	1,504	1,148	328
10 yrs or more	393	224	315	262	531	302	646	212	677	572	1,180	720	1,108	1,888
Unreported	905	753	720	2,273	2,019	1,141	821	840	2,013	1,684	3,930	1,767	7,591	
<b>Van</b>	<b>413</b>	<b>330</b>	<b>571</b>	<b>329</b>	<b>757</b>	<b>363</b>	<b>1,247</b>	<b>345</b>	<b>1,544</b>	<b>883</b>	<b>1,243</b>	<b>4,183</b>	<b>1,007</b>	<b>529</b>
0 to 2 yrs	2,022	1,076	1,448	933	1,366	1,197	7,553	1,190	1,936	1,726	6,217	3,651	2,004	1,911
3 to 5 yrs	645	768	1,049	645	1,153	795	1,130	1,001	2,017	1,879	1,779	840	1,787	977
6 to 9 yrs	588	556	682	468	1,415	710	1,247	603	1,838	2,056	1,384	17,437	2,747	715
10 yrs or more	711	427	1,104	681	1,320	495	725	446	1,840	774	2,895	744	1,666	874
Unreported	2,080	2,331	3,454	2,353	1,461	1,397	1,225	1,295	9,625	1,357	23,714	2,341	1,074	3,387
<b>SUV</b>	<b>340</b>	<b>644</b>	<b>394</b>	<b>205</b>	<b>519</b>	<b>310</b>	<b>439</b>	<b>229</b>	<b>1,696</b>	<b>477</b>	<b>863</b>	<b>1,804</b>	<b>1,135</b>	<b>1,604</b>
0 to 2 yrs	991	2,635	707	492	1,010	850	1,149	944	5,819	721	745	7,776	3,634	-
3 to 5 yrs	505	629	597	289	942	453	565	284	3,586	647	1,366	2,042	1,783	
6 to 9 yrs	469	612	771	392	1,281	505	724	419	1,332	623	1,880	2,037	1,668	137
10 yrs or more	683	329	1,126	523	613	390	1,020	386	1,455	927	2,144	832	1,774	1,972
Unreported	2,695	1,077	1,529	1,217	882	903	1,179	1,488	4,278	3,632	4,428	8,791	420	
<b>Pickup Truck</b>	<b>383</b>	<b>244</b>	<b>1,109</b>	<b>246</b>	<b>608</b>	<b>402</b>	<b>1,382</b>	<b>394</b>	<b>1,438</b>	<b>537</b>	<b>2,132</b>	<b>1,827</b>	<b>785</b>	<b>7,308</b>
0 to 2 yrs	1,969	995	1,072	872	911	1,862	6,197	1,235	2,058	1,719		1,989		
3 to 5 yrs	732	505	2,579	505	1,163	549	1,648	906	4,761	1,021		3,762	-	
6 to 9 yrs	812	454	1,133	444	1,327	655	1,454	596	2,625	728	27,453	2,364		7,308
10 yrs or more	426	313	1,403	416	1,088	758	1,739	648	2,339	561	1,965	3,256	442	
Unreported	1,690	1,075	1,014	970	4,589	2,414	2,363	626	1,964	1,967		1,323		
<b>Other POV</b>	<b>327</b>	<b>436</b>	<b>336</b>	<b>311</b>	<b>827</b>	<b>427</b>	<b>391</b>	<b>179</b>	<b>393</b>	<b>613</b>	<b>930</b>	<b>1,473</b>	<b>1,159</b>	<b>-</b>
0 to 2 yrs	1,180	2,151	1,316	566	825	708	852	373		2,489	995	249	1,168	-
3 to 5 yrs	794	550	713	625	834	1,053	166	279	1,018	745		6,631	-	
6 to 9 yrs	539	744	716	407	1,787	581	395	818	425	549	-	612	872	
10 yrs or more	467	341	225	580	1,729	854	333	169	103	1,111	437	1,222	301	
Unreported	287	823	808	1,622	311	264	235	129	3,237	1,690		13,879		

\* Numbers reflect BESTMILE Estimates.

Chapter 4: Table 13  
 Urban Travel and Population Density  
 2001 NHTS  
 STANDARD ERRORS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>VMT/Vehicle by Vehicle Type and Age</b>														
<b>ALL VEHICLES</b>	<b>246</b>	<b>148</b>	<b>184</b>	<b>179</b>	<b>433</b>	<b>291</b>	<b>266</b>	<b>151</b>	<b>565</b>	<b>1,013</b>	<b>855</b>	<b>903</b>	<b>585</b>	<b>3,823</b>
0 to 2 yrs	567	402	344	688	424	542	525	465	1,705	602	957	6,407	1,605	2,895
3 to 5 yrs	455	247	411	279	487	457	451	800	871	2,146	3,764	1,166	1,552	3,730
6 to 9 yrs	327	347	407	351	601	409	412	336	1,008	4,234	1,868	3,795	1,311	8,283
10 yrs or more	347	281	305	249	1,202	714	698	369	642	1,526	655	2,310	889	11,903
Unreported	2,598	817	1,142	811	982	1,103	2,603	2,178	2,179	1,625	1,884	881	2,241	
<b>Auto</b>	<b>356</b>	<b>420</b>	<b>211</b>	<b>206</b>	<b>501</b>	<b>293</b>	<b>343</b>	<b>181</b>	<b>468</b>	<b>1,066</b>	<b>963</b>	<b>1,210</b>	<b>641</b>	<b>4,234</b>
0 to 2 yrs	898	656	483	456	551	739	633	426	660	623	1,194	9,085	2,187	2,895
3 to 5 yrs	671	748	435	401	622	379	434	462	1,157	2,561	4,430	2,636	2,109	7,595
6 to 9 yrs	484	1,054	468	436	455	476	496	404	694	4,041	1,766	4,690	1,606	8,283
10 yrs or more	479	300	334	376	1,581	417	845	247	746	1,797	747	2,071	813	11,903
Unreported	1,784	1,479	1,507	1,311	1,608	1,357	3,845	1,705	2,549	1,446	1,300	2,340	2,717	
<b>Van</b>	<b>638</b>	<b>662</b>	<b>591</b>	<b>680</b>	<b>505</b>	<b>422</b>	<b>668</b>	<b>728</b>	<b>3,383</b>	<b>2,497</b>	<b>1,327</b>	<b>2,447</b>	<b>1,864</b>	<b>2,523</b>
0 to 2 yrs	1,147	1,196	891	1,166	733	751	1,441	2,932	18,702	2,554	1,774	3,241	2,626	
3 to 5 yrs	1,227	2,090	1,957	1,059	1,106	830	1,078	1,008	2,516	5,269	3,045	9,750	1,759	2,523
6 to 9 yrs	1,145	927	688	784	1,265	1,933	1,213	1,108	3,904	12,643	1,194	1,739	1,743	
10 yrs or more	1,760	674	1,196	997	843	1,999	1,330	1,974	2,232	1,544	2,460	7,397	3,820	
Unreported	4,204	1,586	3,624	1,491	4,881	3,443	6,917	2,650	4,302	2,366	7,068	1,117	6,336	
<b>SUV</b>	<b>422</b>	<b>625</b>	<b>569</b>	<b>322</b>	<b>663</b>	<b>469</b>	<b>717</b>	<b>446</b>	<b>1,400</b>	<b>2,568</b>	<b>1,573</b>	<b>1,362</b>	<b>1,179</b>	<b>13,775</b>
0 to 2 yrs	823	781	663	452	1,002	563	1,164	1,679	786	2,824	2,456	4,270	1,416	
3 to 5 yrs	884	1,210	1,194	851	993	1,574	1,527	3,657	791	3,488	2,419	2,739	2,410	13,775
6 to 9 yrs	850	970	1,598	956	2,480	1,718	1,498	1,054	5,683	2,180	4,327	3,083	1,937	
10 yrs or more	839	815	1,469	1,513	1,004	1,483	1,533	1,486	1,503	4,656	3,173	2,913	4,024	
Unreported	3,966	2,912	879	1,611	850	2,315	3,249	4,539	8,864		6,940	8,826	10	
<b>Pickup Truck</b>	<b>515</b>	<b>834</b>	<b>600</b>	<b>502</b>	<b>1,470</b>	<b>1,158</b>	<b>879</b>	<b>367</b>	<b>2,765</b>	<b>1,782</b>	<b>1,166</b>	<b>4,842</b>	<b>6,653</b>	<b>10,964</b>
0 to 2 yrs	1,535	729	930	2,403	4,544	1,170	1,433	1,277	1,373	3,032	4,838	46,396	26,887	
3 to 5 yrs	634	1,469	899	1,392	1,314	828	1,416	2,431	2,075	2,462		1,004	4,995	10,964
6 to 9 yrs	911	1,950	1,626	1,265	3,182	1,461	2,102	927	14,654	2,581	2,934	14,012	5,644	
10 yrs or more	1,140	538	927	424	1,211	2,037	1,586	829	2,341	4,164	666	5,716	18,415	
Unreported	1,609	1,249	2,721	2,381	2,865	2,828	4,265	3,231	2,122	9,862		15,146		
<b>Other POV</b>	<b>1,993</b>	<b>812</b>	<b>810</b>	<b>988</b>	<b>1,557</b>	<b>790</b>	<b>435</b>	<b>4,641</b>	<b>1,805</b>	<b>3,853</b>	<b>711</b>	<b>4,671</b>	<b>3,503</b>	
0 to 2 yrs	1,481	1,314	2,917	2,109	24,034	891	2,178	28,732	1,990	29,010	365		4,477	
3 to 5 yrs	1,317	1,644	1,805	765	1,210	1,315	334	5,402	2,594	1,308				
6 to 9 yrs	793	2,743	3,581	2,773	4,224	7,182	606	3,913	9,949	2,060	5,970			
10 yrs or more	401	1,162	284	418	1,787	263	745	1,148	273	5,542	949	4,671	4,121	
Unreported	20,226	745	660	665	1,846	4,763	903	731			1,917			

\* Numbers reflect BESTMILE Estimates.

Chapter 4: Table 14  
 Urban Travel and Population Density  
 2009 NHTS  
 STANDARD ERRORS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Percent Not Taking Walk Trips in the last week</b>														
TOTAL	1.1%	0.7%	1.3%	0.6%	1.6%	0.7%	1.6%	0.6%	2.4%	1.3%	2.0%	2.8%	1.4%	5.3%
5 to 10 year-olds	4.9%	2.6%	4.2%	1.9%	4.9%	2.0%	6.3%	1.8%	4.0%	3.4%	6.5%	4.9%	6.9%	
11 to 15 year-olds	6.0%	1.8%	3.7%	2.2%	4.0%	1.9%	6.3%	2.4%	5.9%	2.6%	4.3%	3.7%	2.7%	28.0%
16 to 20 year-olds	3.8%	2.7%	4.0%	2.5%	5.4%	2.4%	5.3%	2.2%	5.7%	4.0%	8.2%	14.3%	4.8%	10.1%
21 to 35 year-olds	3.2%	2.0%	2.7%	1.5%	3.9%	2.1%	4.3%	1.3%	4.7%	2.3%	4.4%	6.2%	2.2%	8.5%
36 to 64 year-olds	1.4%	1.1%	1.4%	0.8%	1.8%	0.8%	2.3%	0.9%	3.2%	1.9%	3.0%	3.3%	1.7%	5.8%
65+ year-olds	4.7%	1.6%	2.5%	1.4%	2.5%	1.1%	3.7%	1.6%	4.1%	3.5%	4.0%	6.5%	4.4%	8.3%
<b>Avg Minutes Spent Walking per Day</b>														
TOTAL	0.23	0.28	0.34	0.24	0.51	0.26	0.55	0.57	1.10	0.99	1.96	2.48	1.90	5.91
5 to 10 year-olds	0.48	0.36	0.61	0.26	2.32	0.53	1.86	0.81	1.99	1.80	7.27	7.16	4.30	6.34
11 to 15 year-olds	1.90	0.74	1.32	0.93	0.61	1.53	1.82	3.66	2.50	1.73	2.70	6.14	3.66	14.29
16 to 20 year-olds	0.64	0.75	1.19	1.63	1.43	0.84	1.56	0.62	3.11	1.65	8.71	2.46	5.76	15.50
21 to 35 year-olds	0.63	0.40	0.95	0.43	1.14	0.54	1.05	0.60	4.08	3.11	5.33	4.76	4.43	4.78
36 to 64 year-olds	0.29	0.45	0.54	0.31	0.84	0.35	1.03	0.74	0.93	1.14	2.39	2.52	2.38	13.56
65+ year-olds	0.26	0.27	0.33	0.41	0.89	0.42	0.95	0.82	3.16	1.14	3.63	2.29	2.74	9.01
<b>Percent Not Taking Bike Trips in the last week</b>														
TOTAL	0.8%	0.5%	1.0%	0.5%	0.9%	0.5%	0.9%	0.5%	1.6%	1.0%	1.4%	1.9%	1.1%	3.1%
5 to 10 year-olds	4.5%	2.6%	5.6%	2.1%	7.0%	2.1%	6.2%	2.4%	10.2%	3.8%	5.1%	5.6%	5.8%	20.2%
11 to 15 year-olds	5.2%	2.1%	4.5%	2.0%	4.8%	2.2%	4.1%	2.3%	4.2%	3.8%	6.9%	17.7%	2.9%	0.0%
16 to 20 year-olds	2.2%	1.3%	3.8%	1.4%	4.1%	1.7%	2.8%	1.1%	4.1%	4.1%	1.1%	4.6%	3.5%	6.4%
21 to 35 year-olds	1.9%	1.1%	2.1%	0.9%	1.4%	1.1%	2.2%	0.7%	5.5%	1.9%	6.1%	4.9%	2.8%	3.4%
36 to 64 year-olds	1.0%	0.6%	1.4%	0.5%	0.9%	0.5%	1.0%	0.5%	1.1%	0.9%	0.8%	1.4%	1.5%	6.8%
65+ year-olds	0.5%	0.5%	0.6%	0.5%	0.8%	0.5%	0.5%	0.4%	1.1%	1.5%	1.8%	0.3%	0.3%	0.0%
<b>Avg Minutes Spent Biking per Day</b>														
TOTAL	0.14	0.08	0.17	0.09	0.20	0.10	0.15	0.13	0.10	0.11	0.07	0.24	0.29	0.30
5 to 10 year-olds	0.12	0.21	0.23	0.45	1.69	0.28	0.51	0.34	0.33	0.21	1.24	0.12		
11 to 15 year-olds	0.52	0.26	0.51	0.26	0.54	0.82	0.49	0.19	0.62	0.67		0.16		
16 to 20 year-olds	1.06	0.29	0.52	0.49	0.09	0.38	0.71	0.18	0.31	0.56		0.15	0.12	1.91
21 to 35 year-olds	0.04	0.13	0.93	0.17	0.21	0.12	0.25	0.42		0.20		0.75	0.71	
36 to 64 year-olds	0.14	0.10	0.09	0.12	0.23	0.12	0.26	0.24	0.13	0.17	0.09	0.34	0.64	
65+ year-olds	0.27	0.49	0.09	0.14	0.07	0.11	0.28	0.13	0.45	0.12		0.04	0.12	
<b>Avg Minutes Spent Walking/Biking per Day</b>														
TOTAL	0.31	0.29	0.41	0.28	0.56	0.27	0.61	0.59	1.10	1.00	1.96	2.58	1.95	6.04
5 to 10 year-olds	0.50	0.39	0.65	0.50	3.08	0.60	1.91	0.84	2.01	1.85	6.46	7.15	4.30	6.34
11 to 15 year-olds	2.01	0.79	1.41	0.92	0.78	1.70	1.86	3.66	2.55	1.83	2.70	6.19	3.66	14.29
16 to 20 year-olds	1.23	0.81	1.25	1.70	1.43	0.86	1.70	0.66	3.15	1.63	8.71	2.49	5.74	17.41
21 to 35 year-olds	0.63	0.46	1.24	0.45	1.16	0.57	1.07	0.70	4.08	3.09	5.33	5.28	4.45	4.78
36 to 64 year-olds	0.32	0.46	0.58	0.34	0.87	0.40	1.08	0.80	0.94	1.17	2.39	2.52	2.53	13.56
65+ year-olds	0.36	0.57	0.38	0.44	0.88	0.43	1.00	0.83	3.15	1.16	3.63	2.29	2.75	9.01

Chapter 4: Table 14  
 Urban Travel and Population Density  
 2001 NHTS  
 STANDARD ERRORS

	Population Density (census tract)													
	< 500		500-2,000		2,000-4,000		4,000-10,000		10,000-20,000		20,000-50,000		50,000+	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Percent Not Taking Walk Trips in the last week</b>														
TOTAL	1.0%	0.8%	1.1%	0.7%	1.5%	0.7%	1.3%	0.5%	1.9%	1.2%	1.4%	2.1%	1.3%	3.9%
5 to 10 year-olds	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11 to 15 year-olds	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16 to 20 year-olds	3.4%	2.6%	4.0%	2.5%	7.2%	2.4%	3.8%	2.4%	5.7%	4.6%	3.0%	7.9%	3.9%	99.5%
21 to 35 year-olds	2.9%	1.4%	2.7%	1.3%	3.2%	1.5%	2.8%	1.2%	3.4%	1.9%	3.0%	3.5%	1.4%	1.8%
36 to 64 year-olds	1.2%	1.0%	1.5%	0.8%	1.7%	0.8%	1.6%	0.8%	2.6%	1.8%	2.6%	3.0%	1.6%	8.3%
65+ year-olds	2.4%	1.3%	2.8%	1.5%	3.0%	1.6%	2.9%	1.2%	4.9%	3.5%	4.0%	6.0%	3.2%	58.9%
<b>Avg Minutes Spent Walking per Day</b>														
TOTAL	0.36	0.21	0.57	0.22	0.40	0.28	1.65	0.32	1.12	0.68	1.21	0.89	0.95	4.86
5 to 10 year-olds	0.46	0.83	2.14	0.39	0.77	0.59	2.42	1.71	3.11	2.88	2.11	2.38	2.35	7.49
11 to 15 year-olds	1.03	0.41	1.76	0.67	2.43	1.10	5.91	1.46	3.87	1.55	3.53	2.96	2.51	1.11
16 to 20 year-olds	0.28	0.42	1.20	0.81	2.19	1.03	3.23	1.06	4.70	1.69	3.33	2.45	2.01	48.75
21 to 35 year-olds	0.69	0.45	0.79	0.42	0.67	0.43	1.55	0.52	1.06	1.06	3.15	1.40	1.78	5.45
36 to 64 year-olds	0.72	0.25	1.09	0.34	0.57	0.26	3.72	0.30	1.19	0.94	1.56	1.17	1.22	8.55
65+ year-olds	0.49	0.49	0.71	0.54	1.30	0.51	0.85	0.50	3.30	1.11	2.49	2.18	2.38	15.60
<b>Percent Not Taking Bike Trips in the last week</b>														
TOTAL	0.6%	0.4%	0.9%	0.4%	1.0%	0.4%	0.7%	0.4%	1.0%	0.7%	1.1%	1.4%	0.6%	4.6%
5 to 10 year-olds	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11 to 15 year-olds	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16 to 20 year-olds	3.1%	1.4%	2.5%	1.5%	4.1%	1.6%	5.0%	1.5%	2.7%	2.6%	8.4%	7.4%	2.4%	99.5%
21 to 35 year-olds	1.3%	0.9%	1.7%	0.9%	2.2%	0.9%	1.5%	0.8%	2.0%	1.3%	2.4%	2.7%	1.4%	10.1%
36 to 64 year-olds	0.7%	0.5%	1.2%	0.6%	1.4%	0.5%	1.1%	0.5%	1.7%	1.0%	0.8%	1.1%	0.9%	0.0%
65+ year-olds	1.5%	0.7%	1.5%	0.6%	1.7%	0.6%	0.7%	0.7%	0.6%	1.1%	1.0%	1.4%	0.6%	0.0%
<b>Avg Minutes Spent Biking per Day</b>														
TOTAL	0.15	0.12	0.14	0.22	0.25	0.12	0.12	0.13	0.66	0.15	0.51	0.43	0.11	1.05
5 to 10 year-olds	0.79	0.81	0.64	0.96	0.59	0.52	0.40	0.60	8.72	0.81	0.45	0.04	0.22	
11 to 15 year-olds	1.51	0.51	0.73	1.04	0.67	0.69	0.82	0.44	0.27	0.47	8.15	1.01	0.75	
16 to 20 year-olds	0.09	0.15	0.10	0.52	0.15	0.20	0.10	0.41	0.24	0.11	0.02	3.02	0.09	
21 to 35 year-olds	0.16	0.06	0.02	0.31	0.27	0.08	0.11	0.21	0.27	0.16	0.75	1.04	0.22	2.74
36 to 64 year-olds	0.05	0.12	0.09	0.21	0.45	0.21	0.06	0.17	0.08	0.30	0.18	0.22	0.22	
65+ year-olds	0.11	0.05	0.58	0.19	0.46	0.09	0.67	0.06		0.45	0.13	1.27		
<b>Avg Minutes Spent Walking/Biking per Day</b>														
TOTAL	0.40	0.23	0.59	0.32	0.48	0.33	1.65	0.35	1.35	0.71	1.29	1.04	0.97	5.11
5 to 10 year-olds	0.88	1.09	2.22	1.11	1.01	0.89	2.42	1.79	10.35	2.92	2.15	2.38	2.32	7.49
11 to 15 year-olds	1.80	0.60	1.89	1.25	2.47	1.32	5.89	1.53	3.83	1.65	8.77	3.46	2.90	1.11
16 to 20 year-olds	0.29	0.45	1.20	0.94	2.17	1.05	3.23	1.12	4.70	1.68	3.33	3.51	1.99	48.75
21 to 35 year-olds	0.70	0.45	0.79	0.53	0.72	0.44	1.55	0.60	1.09	1.06	3.19	1.79	1.76	7.02
36 to 64 year-olds	0.72	0.28	1.10	0.40	0.68	0.35	3.72	0.36	1.19	1.17	1.59	1.20	1.24	8.55
65+ year-olds	0.49	0.49	0.88	0.56	1.39	0.53	1.20	0.49	3.30	1.20	2.50	2.47	2.38	15.60

\* Walk and Bike trip questions were not asked of persons under 16 years old in 2001, or at all in 1995.

## APPENDIX C5. SUPPLEMENTAL TABLES FOR CHAPTER 5

Chapter 5: Table 1  
Rural Travel

Definition of NYS RURAL: Outside MPO and Population Density < 1,000 (Block Group)												
Definition of US RURAL: Outside NY & MSA and Population Density < 1,000 (Block Group)												
	1995				2001				2009			
	< 500		500-2,000		< 500		500-2,000		< 500		500-2,000	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>General Statistics</b>												
Households (000)	564	13,421	24	1,278	607	14,491	27	1,398	497	14,650	14	1,433
Persons (000)	1,491	32,966	55	3,004	1,489	34,909	73	3,081	1,264	36,324	32	3,230
Drivers (000)	1,092	24,601	44	2,335	1,150	26,864	47	2,425	988	28,692	26	2,589
Workers (000)	775	17,056	34	1,609	828	19,014	39	1,708	696	19,109	20	1,780
Vehicles (000)	1,013	26,995	44	2,369	1,261	32,572	48	2,773	980	33,884	23	2,794
Workers per Household	1.37	1.27	1.41	1.26	1.36	1.31	1.44	1.22	1.40	1.30	1.44	1.24
Vehicles per Household	1.80	2.01	1.84	1.85	2.08	2.25	1.79	1.98	1.97	2.31	1.66	1.95
Vehicles per Driver	0.93	1.10	0.99	1.01	1.10	1.21	1.01	1.14	0.99	1.18	0.91	1.08
<b>Distribution of Households by Household Vehicle Count</b>												
<b>ALL</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
0 vehicles	3.2%	4.3%	3.2%	4.5%	4.9%	4.5%	1.7%	7.1%	4.8%	4.1%	3.7%	2.7%
1 vehicle	30.7%	27.7%	35.3%	33.5%	27.6%	24.4%	44.6%	26.7%	30.5%	25.4%	42.5%	37.5%
2 vehicles	44.5%	41.4%	40.2%	41.7%	38.7%	37.8%	28.5%	40.6%	42.6%	34.4%	47.9%	37.3%
3 vehicles	16.4%	19.2%	8.9%	14.9%	18.4%	18.8%	23.4%	16.0%	13.9%	20.4%	3.9%	11.2%
4+ vehicles	5.2%	7.4%	12.4%	5.5%	10.5%	14.5%	1.8%	9.6%	8.3%	15.7%	2.0%	11.3%
<b>Distribution of Households by Household Income</b>												
<b>ALL</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>
< \$10,000	4.6%	6.1%	7.0%	7.0%	5.5%	7.7%	8.7%	8.6%	7.1%	9.6%	3.7%	6.3%
\$10 to \$20,000	9.9%	12.7%	10.9%	9.8%	12.3%	13.2%	12.4%	13.9%	14.2%	13.9%	11.1%	13.2%
\$20 to \$30,000	11.1%	13.4%	14.8%	17.2%	10.2%	12.3%	10.2%	9.5%	13.0%	13.4%	20.8%	16.9%
\$30 to \$40,000	20.0%	17.8%	13.9%	14.4%	20.9%	19.5%	21.1%	19.3%	13.7%	12.0%	1.3%	10.5%
\$40 to \$50,000	5.0%	4.8%		6.2%	6.2%	6.2%	12.4%	4.6%	11.1%	11.4%	10.4%	10.8%
\$50 to \$60,000	8.7%	8.5%	3.0%	7.9%	9.5%	9.5%	3.8%	11.9%	8.8%	8.0%	15.6%	6.6%
\$60 to \$70,000	8.6%	6.8%	11.7%	11.9%	7.2%	6.7%	4.6%	5.4%	5.4%	6.2%	17.3%	8.6%
\$70 to \$80,000	4.4%	3.2%	3.5%	2.4%	4.9%	5.2%	1.5%	6.4%	5.4%	5.3%	13.7%	6.8%
\$80 to \$100,000	6.0%	4.7%	6.0%	6.9%	7.7%	6.0%	6.2%	5.2%	6.6%	6.2%		4.4%
\$100,000+	6.0%	4.7%	12.9%	6.3%	7.7%	6.9%	11.2%	8.4%	9.1%	8.4%	2.0%	10.8%
Unreported	15.8%	17.3%	16.2%	10.0%	8.0%	6.8%	8.2%	6.8%	5.6%	5.7%	4.0%	5.1%
<b>Average Annual Miles Driven per Driver</b>												
<b>ALL</b>	All Rural NYS		All Rural U.S.		All Rural NYS		All Rural U.S.		All Rural NYS		All Rural U.S.	
ALL	14,229		15,310		14,425		15,744		14,536		15,470	
Male	17,578		19,025		17,169		19,775		16,801		18,637	
Female	10,555		11,234		11,151		11,121		11,670		11,756	
<b>Licensing Rate</b>												
<b>% Male Drivers/Male 16+</b>	<b>92.0%</b>	<b>91.6%</b>	<b>94.1%</b>	<b>93.8%</b>	<b>94.1%</b>	<b>93.4%</b>	<b>87.8%</b>	<b>93.3%</b>	<b>90.7%</b>	<b>92.4%</b>	<b>86.7%</b>	<b>93.0%</b>
% Male Drivers/Male 16+	94.3%	94.5%	94.9%	95.5%	95.8%	95.7%	90.3%	96.3%	91.6%	93.6%	81.5%	94.6%
% Female Drivers/Female 16+	89.8%	88.9%	92.9%	92.2%	92.4%	91.3%	84.7%	90.8%	89.7%	91.2%	93.3%	91.6%

Chapter 5: Table 2  
Rural Travel

Definition of NYS RURAL: Outside MPO and Population Density < 1,000 (Block Group)												
Definition of US RURAL: Outside NY & MSA and Population Density < 1,000 (Block Group)												
	1995				2001				2009			
	Population Density (Census Tract)											
	< 500		500-2,000		< 500		500-2,000		< 500		500-2,000	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Daily Person Trips per Person</b>												
<b>TOTAL</b>	<b>3.91</b>	<b>4.25</b>	<b>3.80</b>	<b>4.71</b>	<b>3.88</b>	<b>3.93</b>	<b>4.33</b>	<b>4.40</b>	<b>3.40</b>	<b>3.65</b>	<b>3.66</b>	<b>3.89</b>
Male	3.92	4.27	3.97	4.46	3.85	3.92	4.39	4.48	3.37	3.62	3.72	3.87
Female	3.91	4.23	3.58	4.97	3.92	3.94	4.26	4.32	3.43	3.67	3.59	3.91
<b>TOTAL</b>	<b>3.91</b>	<b>4.25</b>	<b>3.80</b>	<b>4.71</b>	<b>3.88</b>	<b>3.93</b>	<b>4.33</b>	<b>4.40</b>	<b>3.40</b>	<b>3.65</b>	<b>3.66</b>	<b>3.89</b>
5-15 years	3.42	3.79	4.69	3.84	3.32	3.35	5.01	3.80	2.63	3.13	4.00	3.47
16-19 years	3.73	4.74	5.24	5.39	4.37	4.17	2.51	3.63	3.33	3.45	2.48	3.43
20-34 years	4.34	4.55	3.53	5.22	3.98	4.02	2.61	4.81	3.26	3.81	5.70	4.20
35-54 years	4.23	4.85	4.33	4.78	4.29	4.48	4.80	5.04	3.82	3.96	3.35	4.27
55-64 years	4.05	3.89	1.91	4.84	4.18	3.88	3.75	4.86	3.63	4.01	5.22	3.74
65+ years	3.18	3.21	2.33	4.48	3.14	3.28	4.17	3.43	3.23	3.09	2.49	3.52
Unreported					3.56	3.79	5.18	4.53				
<b>TOTAL</b>	<b>3.91</b>	<b>4.25</b>	<b>3.80</b>	<b>4.71</b>	<b>3.88</b>	<b>3.93</b>	<b>4.33</b>	<b>4.40</b>	<b>3.40</b>	<b>3.65</b>	<b>3.66</b>	<b>3.89</b>
% POV	87.7%	90.4%	92.1%	91.7%	88.2%	90.1%	91.3%	91.2%	87.8%	89.1%	87.9%	90.5%
% Public	0.5%	0.2%	0.0%	0.2%	0.2%	0.1%	0.2%	0.2%	0.1%	0.1%	0.1%	0.1%
% Walk	2.6%	2.8%	3.9%	2.8%	7.1%	5.7%	5.5%	5.2%	7.2%	6.6%	3.6%	6.8%
% Other	5.1%	4.0%	1.6%	2.8%	4.5%	4.0%	3.2%	3.4%	4.8%	4.2%	8.5%	2.3%
% Unreported	4.1%	2.6%	2.4%	2.5%	0.0%	0.1%			0.1%	0.1%		0.3%
<b>TOTAL</b>	<b>3.91</b>	<b>4.25</b>	<b>3.80</b>	<b>4.71</b>	<b>3.88</b>	<b>3.93</b>	<b>4.33</b>	<b>4.40</b>	<b>3.40</b>	<b>3.65</b>	<b>3.66</b>	<b>3.89</b>
% SOV	41.9%	43.3%	45.5%	48.1%	41.3%	41.8%	23.9%	44.3%	43.8%	42.6%	45.3%	47.3%
% MOV	45.8%	47.1%	46.6%	43.4%	46.9%	48.3%	67.4%	46.8%	44.1%	46.5%	42.6%	43.2%
% Other POV	0.0%	0.0%		0.2%								
% Amtrak							0.0%		0.0%	0.0%		
% Commuter Train	0.0%				0.0%							
% Subway/EI Rail	0.0%	0.0%			0.1%	0.0%		0.1%		0.0%		
% Other Public	0.5%	0.2%		0.2%	0.1%	0.1%		0.1%	0.1%	0.0%		0.1%
% Walk	2.6%	2.8%	3.9%	2.8%	7.1%	5.7%	5.5%	5.2%	7.2%	6.6%	3.6%	6.8%
% Other	5.1%	4.0%	1.6%	2.8%	4.5%	4.0%	3.2%	3.3%	4.8%	4.2%	8.5%	2.3%
% Unreported	4.1%	2.6%	2.4%	2.5%	0.0%	0.1%		0.1%	0.1%	0.1%		0.3%
<b>TOTAL</b>	<b>3.91</b>	<b>4.25</b>	<b>3.80</b>	<b>4.71</b>	<b>3.88</b>	<b>3.93</b>	<b>4.33</b>	<b>4.40</b>	<b>3.40</b>	<b>3.65</b>	<b>3.66</b>	<b>3.89</b>
% Earn a Living	21.2%	20.9%	23.2%	20.6%	19.2%	19.4%	13.3%	19.0%	21.0%	19.7%	21.7%	19.1%
% Family & Personal Business	44.8%	44.2%	42.1%	46.9%	43.9%	44.1%	48.7%	41.7%	42.6%	42.7%	44.4%	44.6%
% Civic, Educational & Religious	9.0%	9.6%	5.0%	7.9%	8.2%	10.8%	7.8%	10.5%	8.1%	10.3%	14.9%	7.6%
% Social & Recreational	25.1%	24.9%	29.5%	24.6%	27.6%	24.7%	30.2%	27.6%	26.6%	25.8%	17.3%	26.7%
% Other	0.0%	0.2%		0.0%	0.7%	0.7%		1.0%	0.7%	0.6%	0.5%	0.6%
% Unreported	0.0%	0.0%	0.2%		0.5%	0.2%		0.1%	1.0%	0.9%	1.2%	1.3%
<b>TOTAL</b>	<b>3.91</b>	<b>4.25</b>	<b>3.80</b>	<b>4.71</b>	<b>3.88</b>	<b>3.93</b>	<b>4.33</b>	<b>4.40</b>	<b>3.40</b>	<b>3.65</b>	<b>3.66</b>	<b>3.89</b>
Weekend	3.49	3.84	4.06	3.63	3.70	3.54	3.77	3.99	2.99	3.34	2.87	3.76
Weekday	4.08	4.41	3.67	5.14	3.95	4.08	4.64	4.56	3.57	3.78	4.18	3.95

Chapter 5: Table 3  
Rural Travel

Definition of NYS RURAL: Outside MPO and Population Density < 1,000 (Block Group)												
Definition of US RURAL: Outside NY & MSA and Population Density < 1,000 (Block Group)												
	1995				2001				2009			
	Population Density (Census Tract)											
	< 500		500-2,000		< 500		500-2,000		< 500		500-2,000	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Daily Person Trips per Person</b>												
<b>TOTAL</b>	<b>3.91</b>	<b>4.25</b>	<b>3.80</b>	<b>4.71</b>	<b>3.88</b>	<b>3.93</b>	<b>4.33</b>	<b>4.40</b>	<b>3.40</b>	<b>3.65</b>	<b>3.66</b>	<b>3.89</b>
% 1-9 min	38.1%	42.5%	53.7%	48.1%	29.7%	31.1%	46.3%	37.7%	31.1%	32.0%	41.9%	38.4%
% 10-19 min	29.7%	29.6%	21.3%	31.4%	31.7%	32.2%	21.2%	36.5%	31.8%	33.2%	32.3%	38.7%
% 20-29 min	13.0%	11.5%	8.4%	7.0%	13.6%	12.4%	10.9%	8.7%	13.8%	12.4%	8.2%	8.1%
% 30-39 min	7.9%	6.1%	5.8%	3.2%	10.9%	10.2%	10.1%	6.8%	11.6%	10.1%	6.0%	5.3%
% 40-49 min	4.3%	3.5%	5.3%	2.8%	4.8%	4.8%	6.4%	2.5%	4.8%	4.7%	2.1%	2.8%
% 50+ min	6.1%	5.6%	3.4%	6.8%	6.9%	7.7%	3.1%	6.8%	6.7%	7.4%	8.4%	6.4%
% Unreported	0.8%	1.2%	2.1%	0.8%	2.4%	1.7%	2.2%	0.9%	0.2%	0.2%	1.2%	0.4%
<b>TOTAL</b>	<b>3.91</b>	<b>4.25</b>	<b>3.80</b>	<b>4.71</b>	<b>3.88</b>	<b>3.93</b>	<b>4.33</b>	<b>4.40</b>	<b>3.40</b>	<b>3.65</b>	<b>3.66</b>	<b>3.89</b>
% 5 or less miles	51.4%	57.1%	68.2%	70.4%	50.6%	51.5%	66.2%	68.5%	49.8%	52.0%	71.3%	66.5%
% 6-10 miles	19.4%	17.0%	9.5%	11.1%	18.1%	16.7%	10.4%	10.8%	18.8%	17.4%	8.7%	14.7%
% 11-15 miles	9.2%	8.7%	7.1%	4.7%	11.1%	9.9%	6.7%	5.7%	9.9%	9.8%	6.0%	4.6%
% 16-20 miles	5.9%	4.7%	2.1%	2.1%	5.8%	5.8%	6.1%	3.3%	6.7%	5.6%	0.7%	3.1%
% 21-30 miles	5.9%	4.7%	7.4%	3.0%	6.3%	6.1%	7.5%	2.9%	6.5%	6.1%	5.4%	2.6%
% 31 or more miles	7.2%	7.1%	5.8%	7.9%	6.9%	8.5%	3.0%	6.7%	7.3%	8.1%	4.2%	6.5%
% Unreported	1.0%	0.7%	0.0%	0.9%	1.2%	1.4%	0.1%	2.0%	1.2%	1.1%	3.8%	1.9%
<b>Daily PMT per Person</b>												
<b>TOTAL</b>	<b>44.76</b>	<b>46.79</b>	<b>31.96</b>	<b>49.68</b>	<b>45.25</b>	<b>49.32</b>	<b>32.40</b>	<b>45.83</b>	<b>40.00</b>	<b>44.53</b>	<b>22.83</b>	<b>35.25</b>
% POV	93.0%	94.3%	89.7%	96.1%	89.4%	94.0%	97.7%	88.0%	95.4%	94.1%	94.3%	92.5%
% Public	2.3%	0.4%	0.0%	0.0%	0.2%	0.1%	0.0%	0.0%	0.1%	0.2%	0.0%	0.0%
% Walk	0.1%	0.1%	0.2%	0.1%	0.6%	0.3%	0.5%	0.4%	0.4%	0.3%	0.3%	0.6%
% Other	3.8%	4.4%	1.5%	1.1%	9.9%	5.5%	1.7%	11.6%	4.1%	5.3%	5.4%	6.7%
% Unreported	0.8%	0.7%	8.6%	2.6%	0.1%	0.1%	0.0%	0.0%	0.0%	0.1%	0.1%	0.2%
<b>TOTAL</b>	<b>44.76</b>	<b>46.79</b>	<b>31.96</b>	<b>49.68</b>	<b>45.25</b>	<b>49.32</b>	<b>32.40</b>	<b>45.83</b>	<b>40.00</b>	<b>44.53</b>	<b>22.83</b>	<b>35.25</b>
% SOV	38.2%	39.3%	51.9%	39.4%	36.6%	38.6%	26.8%	35.1%	40.4%	40.1%	58.4%	49.7%
% MOV	54.7%	55.0%	37.8%	56.7%	52.8%	55.5%	71.0%	53.0%	54.9%	54.0%	36.0%	42.8%
% Other POV	0.0%	0.0%		0.0%								
% Amtrak							0.4%		0.1%			
% Commuter Train					0.0%							
% Subway/El Rail	0.0%	0.0%			0.0%	0.0%	0.0%		0.0%			
% Other Public	2.2%	0.4%		0.0%	0.1%	0.1%		0.0%	0.1%	0.1%		0.0%
% Walk	0.1%	0.1%	0.2%	0.1%	0.6%	0.3%	0.5%	0.4%	0.4%	0.3%	0.3%	0.6%
% Other	3.8%	4.4%	1.5%	1.1%	9.9%	5.5%	1.7%	11.2%	4.0%	5.4%	5.4%	6.7%
% Unreported	0.8%	0.7%	8.6%	2.6%	0.1%	0.1%	0.0%	0.0%	0.0%	0.1%	0.1%	0.2%
<b>TOTAL</b>	<b>44.76</b>	<b>46.79</b>	<b>31.96</b>	<b>49.68</b>	<b>45.25</b>	<b>49.32</b>	<b>32.40</b>	<b>45.83</b>	<b>40.00</b>	<b>44.53</b>	<b>22.83</b>	<b>35.25</b>
% Earn a Living	25.8%	26.5%	31.7%	28.3%	0.2%	0.3%	0.2%	0.2%	24.9%	25.9%	38.1%	23.5%
% Family & Personal Business	35.9%	38.1%	40.7%	26.6%	0.4%	0.4%	0.3%	0.3%	36.9%	36.6%	41.6%	35.9%
% Civic, Educational & Religious	6.5%	7.1%	1.3%	3.2%	0.1%	0.1%	0.0%	0.1%	6.0%	8.0%	9.0%	4.2%
% Social & Recreational	31.5%	28.2%	26.3%	41.9%	0.4%	0.3%	0.4%	0.3%	26.6%	25.9%	11.2%	30.3%
% Other	0.3%	0.2%		0.0%	0.0%	0.0%		0.1%	1.5%	1.4%	0.0%	4.0%
% Unreported					0.0%	0.0%		0.0%	4.2%	2.1%	0.0%	2.2%
<b>Average Person Trip Length</b>												
<b>TOTAL</b>	<b>11.57</b>	<b>11.09</b>	<b>8.41</b>	<b>10.62</b>	<b>11.79</b>	<b>12.68</b>	<b>7.49</b>	<b>10.58</b>	<b>11.92</b>	<b>12.35</b>	<b>6.48</b>	<b>9.24</b>

Chapter 5: Table 4  
Rural Travel

Definition of NYS RURAL: Outside MPO and Population Density < 1,000 (Block Group)												
Definition of US RURAL: Outside NY & MSA and Population Density < 1,000 (Block Group)												
	1995				2001				2009			
	Population Density (Census Tract)											
	< 500		500-2,000		< 500		500-2,000		< 500		500-2,000	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Distribution of Zero-Vehicle Households by Household Income</b>												
<b>ALL</b>	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100%	100%	100%	100%
< \$10,000	17.2%	27.4%		43.7%	32.9%	43.0%		44.2%	30.1%	53.9%	100.0%	43.8%
\$10 to \$20,000	36.4%	26.5%		11.9%	32.5%	30.3%		19.3%	29.2%	26.8%		32.2%
\$20 to \$30,000	10.2%	6.1%		9.3%	11.0%	5.4%	100.0%	18.9%	9.8%	3.5%		4.7%
\$30 to \$40,000		4.1%			9.4%	6.1%		0.6%	6.2%	2.2%		1.1%
\$40 to \$50,000		0.7%			1.5%	0.0%			3.3%	1.2%		1.4%
\$50 to \$60,000		1.1%				2.4%			2.3%	0.3%		
\$60 to \$70,000						1.1%				0.0%		
\$70 to \$80,000						0.6%				1.0%		0.6%
\$80 to \$100,000	2.8%	0.0%			2.6%	0.8%				0.4%		
\$100,000+		1.0%				0.2%			2.7%	0.0%		0.6%
Unreported	33.4%	33.1%	100.0%	35.1%	10.1%	10.1%		17.0%	16.6%	10.7%		15.6%
<b>Zero-Vehicle Households - Daily Person Trips per Person</b>												
<b>TOTAL</b>	2.40	2.82			2.19	2.53	2.00	3.26	2.41	1.97		1.99
% Private	72.1%	74.5%			69.9%	69.8%	18.2%	82.7%	46.3%	59.8%		39.0%
% Public	5.0%	0.4%				1.0%		0.0%	4.4%	1.0%		7.7%
% Walk	6.7%	5.0%			24.4%	16.4%		16.2%	33.7%	19.2%		20.8%
% Other	3.3%	13.5%			5.8%	12.4%	81.8%	1.1%	15.7%	18.3%		29.6%
% Unreported	12.9%	6.7%				0.4%				1.8%		2.9%
<b>TOTAL</b>	2.40	2.82			2.19	2.53	2.00	3.26	2.41	1.97		1.99
< \$10,000	0.39	2.96			1.17	1.82		4.59	2.60	1.98		1.76
\$10 to \$20,000	2.65	3.43			2.28	1.86		0.03	1.99	1.76		2.15
\$20 to \$30,000	2.64	3.44			2.84	3.94	2.00	3.12	1.97	1.24		5.01
\$30 to \$40,000		3.68			3.39	3.60			2.46	2.38		6.67
\$40 to \$50,000		4.70			1.08	2.00			1.69	5.66		2.31
\$50 to \$60,000						6.74			7.01	3.61		
\$60 to \$70,000						5.98				3.17		
\$70 to \$80,000										3.78		
\$80 to \$100,000	8.20	0.98			7.00	4.48				3.97		
\$100,000+		5.68				6.69			1.81	2.34		2.29
Unreported	1.82	1.84			1.08	2.59		0.31	1.80	1.00		1.15
<b>Zero-Vehicle Households - Daily PMT per Person</b>												
<b>TOTAL</b>	17.67	17.99			14.83	29.45	8.36	5.93	11.76	11.51		6.93
% Private	92.4%	94.8%			88.4%	85.9%	21.7%	94.5%	65.3%	79.4%		68.8%
% Public	4.6%	0.6%				0.8%		0.1%	10.1%	4.6%		7.1%
% Walk	2.2%	3.1%			2.3%	0.8%		4.5%	2.5%	1.6%		3.2%
% Other	0.3%	1.1%			9.3%	12.1%	78.3%	1.0%	22.2%	10.6%		18.6%
% Unreported	0.6%	0.5%				0.4%				3.8%		2.3%

Chapter 5: Table 5  
Rural Travel

Definition of NYS RURAL: Outside MPO and Population Density < 1,000 (Block Group)												
Definition of US RURAL: Outside NY & MSA and Population Density < 1,000 (Block Group)												
	1995				2001				2009			
	Population Density (Census Tract)											
	< 500		500-2,000		< 500		500-2,000		< 500		500-2,000	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Zero-Vehicle Households - Daily PMT per Person</b>												
<b>TOTAL</b>	<b>17.67</b>	<b>17.99</b>			<b>14.83</b>	<b>29.45</b>	<b>8.36</b>	<b>5.93</b>	<b>11.76</b>	<b>11.51</b>		<b>6.93</b>
< \$10,000	1.25	14.64			8.83	8.39		8.97	18.54	12.17		8.04
\$10 to \$20,000	16.90	18.69			17.11	12.42		0.11	14.68	10.12		4.69
\$20 to \$30,000	17.54	8.23			13.71	86.53	8.36	3.27	17.66	5.33		4.99
\$30 to \$40,000		52.52			22.90	44.33			7.21	9.18		28.45
\$40 to \$50,000		25.48			43.08	4.00			4.34	23.37		5.19
\$50 to \$60,000						81.66			14.27	57.72		
\$60 to \$70,000						9.76				25.05		
\$70 to \$80,000										24.71		
\$80 to \$100,000	57.59	16.73			43.64	63.67				13.24		
\$100,000+		44.49				423.66			1.51	2.34		9.15
Unreported	21.05	13.98			0.64	13.93		0.31	9.31	5.21		4.80
<b>Non-Zero-Vehicle Households - Daily Person Trips per Person</b>												
<b>TOTAL</b>	<b>3.95</b>	<b>4.30</b>	<b>3.86</b>	<b>4.82</b>	<b>3.93</b>	<b>3.97</b>	<b>4.40</b>	<b>4.45</b>	<b>3.43</b>	<b>3.70</b>	<b>3.73</b>	<b>3.93</b>
% Private	88.1%	90.8%	92.2%	92.3%	88.5%	90.4%	92.3%	91.5%	88.9%	89.5%	87.9%	91.1%
% Public	0.5%	0.2%		0.1%	0.2%	0.1%		0.2%	0.0%	0.1%		0.0%
% Walk	2.5%	2.5%	3.9%	2.3%	6.9%	5.5%	5.6%	4.9%	6.5%	6.4%	3.6%	6.7%
% Other	5.2%	3.9%	1.5%	2.9%	4.4%	3.9%	2.2%	3.5%	4.6%	3.9%	8.5%	2.0%
% Unreported	3.7%	2.6%	2.5%	2.5%	0.0%	0.1%		0.1%	0.1%	0.1%		0.3%
<b>Non-Zero-Vehicle Households - Daily PMT per Person</b>												
<b>TOTAL</b>	<b>45.41</b>	<b>47.70</b>	<b>32.44</b>	<b>51.44</b>	<b>46.06</b>	<b>49.87</b>	<b>33.13</b>	<b>47.76</b>	<b>41.03</b>	<b>45.48</b>	<b>23.24</b>	<b>35.88</b>
% Private	93.0%	94.3%	89.8%	96.2%	89.4%	94.2%	98.3%	88.0%	95.7%	94.2%	94.3%	92.6%
% Public	2.2%	0.5%		0.0%	0.2%	0.1%		0.0%	0.0%	0.2%		0.0%
% Walk	3.8%	4.5%	1.5%	1.1%	0.5%	0.3%	0.5%	0.4%	0.4%	0.3%	0.3%	0.6%
% Other	0.1%	0.1%	0.2%	0.1%	9.9%	5.4%	1.2%	11.6%	3.9%	5.3%	5.4%	6.7%
% Unreported	0.9%	0.7%	8.6%	2.6%		0.1%		0.0%	0.0%	0.0%		0.2%
<b>Average Person Trip Length</b>												
<b>ALL</b>	<b>11.57</b>	<b>11.09</b>			<b>11.79</b>	<b>12.68</b>	<b>7.49</b>	<b>10.58</b>	<b>11.92</b>	<b>12.35</b>	<b>6.48</b>	<b>9.24</b>
Zero Vehicle HHs	7.35	6.51			6.85	12.01	4.18	1.82	5.18	6.23		3.63
Non-Zero Vehicle HHs	11.63	11.19			11.87	12.69	7.54	10.89	12.08	12.44	6.48	9.30

Chapter 5: Table 6  
Rural Travel

Definition of NYS RURAL: Outside MPO and Population Density < 1,000 (Block Group)												
Definition of US RURAL: Outside NY & MSA and Population Density < 1,000 (Block Group)												
	1995				2001				2009			
	< 500		500-2,000		< 500		500-2,000		< 500		500-2,000	
	NY State	U.S.										
<b>Daily Vehicle Trips per Driver</b>												
<b>TOTAL</b>	<b>3.29</b>	<b>3.57</b>	<b>3.18</b>	<b>4.08</b>	<b>3.11</b>	<b>3.25</b>	<b>3.24</b>	<b>3.62</b>	<b>2.82</b>	<b>2.94</b>	<b>3.33</b>	<b>3.24</b>
% Earn a Living	30.1%	28.3%	27.0%	27.7%	27.7%	26.9%	21.0%	27.6%	28.8%	26.8%	28.2%	25.4%
% Family & Personal Business	48.9%	48.2%	47.5%	49.3%	48.0%	47.4%	48.9%	45.7%	45.6%	46.4%	49.6%	46.3%
% Civic, Educational & Religious	3.3%	4.8%	1.6%	4.2%	3.5%	5.6%	2.4%	6.2%	4.2%	5.4%	7.6%	5.0%
% Social & Recreational	17.3%	18.5%	23.3%	18.6%	20.2%	19.5%	27.8%	20.2%	20.6%	20.2%	14.7%	21.4%
% Other	0.0%	0.0%			0.3%	0.5%		0.3%	0.1%	0.2%		0.5%
% Unreported	0.3%	0.3%	0.6%	0.2%	0.3%	0.1%		0.0%	0.8%	0.9%		1.4%
<b>TOTAL</b>	<b>3.29</b>	<b>3.57</b>	<b>3.18</b>	<b>4.08</b>	<b>3.11</b>	<b>3.25</b>	<b>3.24</b>	<b>3.62</b>	<b>2.82</b>	<b>2.94</b>	<b>3.33</b>	<b>3.24</b>
Weekend	2.49	2.87	3.00	2.68	2.61	2.65	3.02	2.72	2.36	2.41	2.75	2.92
Weekday	3.60	3.83	3.26	4.59	3.29	3.48	3.36	3.98	3.00	3.16	3.70	3.37
<b>TOTAL</b>	<b>3.29</b>	<b>3.57</b>	<b>3.18</b>	<b>4.08</b>	<b>3.11</b>	<b>3.25</b>	<b>3.24</b>	<b>3.62</b>	<b>2.82</b>	<b>2.94</b>	<b>3.33</b>	<b>3.24</b>
% 1-9 min	38.9%	43.7%	52.2%	51.0%	31.8%	32.6%	48.6%	41.3%	31.8%	33.2%	42.2%	39.2%
% 10-19 min	30.4%	30.0%	21.7%	31.4%	32.7%	33.4%	20.3%	36.5%	31.9%	33.6%	34.4%	39.4%
% 20-29 min	13.1%	11.5%	10.7%	6.1%	13.8%	12.5%	11.1%	7.9%	14.2%	12.2%	9.0%	7.9%
% 30-39 min	7.6%	5.9%	6.9%	3.2%	11.0%	9.6%	10.8%	6.0%	11.4%	9.7%	5.5%	4.7%
% 40-49 min	4.0%	3.4%	5.0%	2.2%	4.3%	4.4%	4.6%	2.2%	4.6%	4.5%	2.5%	2.7%
% 50+ min	5.5%	4.8%	3.1%	5.9%	5.9%	6.7%	3.7%	5.7%	6.1%	6.6%	6.5%	5.9%
% Unreported	0.6%	0.8%	0.3%	0.2%	0.8%	0.8%	1.0%	0.4%	0.1%	0.1%		0.3%
<b>TOTAL</b>	<b>3.29</b>	<b>3.57</b>	<b>3.18</b>	<b>4.08</b>	<b>3.11</b>	<b>3.25</b>	<b>3.24</b>	<b>3.62</b>	<b>2.82</b>	<b>2.94</b>	<b>3.33</b>	<b>3.24</b>
% 5 or less miles	50.5%	56.1%	62.6%	72.2%	47.9%	49.9%	64.5%	67.9%	46.0%	49.5%	70.1%	65.7%
% 6-10 miles	19.8%	17.6%	11.9%	11.1%	19.4%	17.5%	8.5%	11.4%	19.9%	18.6%	10.9%	16.0%
% 11-15 miles	9.7%	8.9%	9.7%	4.2%	11.8%	10.4%	8.1%	6.3%	10.9%	10.3%	3.9%	4.0%
% 16-20 miles	6.4%	5.0%	1.9%	2.2%	6.4%	6.1%	6.8%	3.7%	7.0%	5.7%	0.9%	2.9%
% 21-30 miles	6.1%	5.3%	8.8%	2.7%	7.2%	6.5%	8.0%	3.5%	7.5%	6.8%	6.5%	3.2%
% 31 or more miles	7.0%	6.7%	5.0%	7.1%	6.8%	8.7%	4.1%	6.4%	7.7%	8.4%	5.1%	6.8%
% Unreported	0.6%	0.3%	0.0%	0.5%	0.6%	1.0%		1.0%	0.9%	0.7%	2.6%	1.4%
<b>Daily VMT per Driver</b>												
<b>TOTAL</b>	<b>37.84</b>	<b>38.31</b>	<b>28.08</b>	<b>39.69</b>	<b>34.94</b>	<b>40.53</b>	<b>27.12</b>	<b>33.86</b>	<b>33.73</b>	<b>36.30</b>	<b>23.00</b>	<b>29.93</b>
% Earn a Living	36.5%	37.1%	30.4%	41.0%	33.2%	34.5%	30.7%	33.9%	34.2%	34.2%	47.2%	29.2%
% Family & Personal Business	37.5%	36.5%	48.6%	28.4%	37.6%	38.1%	25.6%	34.7%	38.1%	37.2%	37.4%	37.8%
% Civic, Educational & Religious	3.4%	4.6%	0.4%	1.8%	2.9%	4.0%	2.6%	3.4%	4.0%	5.9%	5.5%	3.0%
% Social & Recreational	22.2%	21.7%	20.6%	28.8%	25.0%	22.5%	41.2%	26.3%	20.9%	20.3%	10.0%	26.9%
% Other	0.4%	0.1%			1.0%	0.5%		1.8%	0.1%	0.3%		1.2%
% Unreported					0.2%	0.5%		0.0%	2.8%	2.1%		1.8%
<b>Average Vehicle Trip Length</b>												
<b>TOTAL</b>	<b>11.56</b>	<b>10.77</b>	<b>8.84</b>	<b>9.79</b>	<b>11.30</b>	<b>12.55</b>	<b>8.37</b>	<b>9.39</b>	<b>12.07</b>	<b>12.42</b>	<b>7.09</b>	<b>9.37</b>

Chapter 5: Table 7  
Rural Travel

	1995				2001				2009			
	< 500		500-2,000		< 500		500-2,000		< 500		500-2,000	
	NY State	U.S.										
Definition of NYS RURAL: Outside MPO and Population Density < 1,000 (Block Group)												
Definition of US RURAL: Outside NY & MSA and Population Density < 1,000 (Block Group)												
<b>Daily Commute Person Trips per Person</b>												
<b>TOTAL</b>	<b>1.39</b>	<b>1.48</b>	<b>1.35</b>	<b>1.48</b>	<b>1.16</b>	<b>1.14</b>	<b>0.94</b>	<b>1.21</b>	<b>1.07</b>	<b>1.06</b>	<b>1.11</b>	<b>1.16</b>
% SOV	78.4%	77.0%	77.0%	77.9%	82.0%	79.6%	60.9%	88.7%	80.3%	80.1%	90.6%	85.0%
% MOV	18.0%	17.6%	9.6%	18.8%	14.2%	17.1%	29.0%	10.9%	13.8%	15.7%	9.4%	10.9%
% Other POV	0.0%	0.0%										
% Amtrak	0.0%		0.0%									
% Commuter Train	0.0%		0.0%									
% Subway/EI Rail	0.0%											
% Other Public	0.7%	0.0%			0.2%	0.2%		0.1%	0.4%	0.0%		0.0%
% Walk	0.7%	1.4%	1.5%		3.0%	2.3%	10.1%	0.1%	3.1%	2.5%		2.5%
% Other	0.7%	1.4%	1.5%	0.7%	0.6%	0.8%		0.2%	2.3%	1.5%		1.6%
% Unreported	1.4%	2.7%	10.4%	2.7%	0.1%	0.1%		0.0%		0.1%		0.0%
<b>TOTAL</b>	<b>1.39</b>	<b>1.48</b>	<b>1.35</b>	<b>1.48</b>	<b>1.16</b>	<b>1.14</b>	<b>0.94</b>	<b>1.21</b>	<b>1.07</b>	<b>1.06</b>	<b>1.11</b>	<b>1.16</b>
% 1-6 am	6.4%	6.1%	10.4%	2.0%	7.5%	8.0%	3.2%	4.8%	9.0%	7.7%	9.3%	6.8%
% 6-9 am	26.4%	27.0%	28.1%	27.7%	30.1%	29.1%	33.1%	29.6%	28.7%	29.3%	27.6%	29.3%
% 9 am-1 pm	13.6%	14.2%	5.2%	18.9%	9.7%	11.6%	14.9%	15.5%	10.5%	12.3%	10.8%	14.0%
% 1-4 pm	17.1%	16.9%	23.0%	15.5%	18.3%	14.8%	14.4%	15.2%	19.7%	16.3%	18.2%	18.4%
% 4-7 pm	24.3%	25.7%	17.8%	24.3%	23.7%	24.5%	25.1%	23.4%	22.8%	24.4%	21.8%	23.5%
% 7-10 pm	6.4%	6.8%	10.4%	6.8%	6.1%	7.5%	7.8%	8.5%	5.7%	6.4%	6.4%	6.8%
% 10 pm-1 am	5.7%	3.4%	5.2%	4.7%	4.5%	4.5%	1.6%	3.0%	3.7%	3.6%	5.9%	1.2%
% Unreported					0.1%	0.0%						
<b>Daily Commute PMT per Person</b>												
<b>TOTAL</b>	<b>19.56</b>	<b>18.68</b>	<b>16.01</b>	<b>16.14</b>	<b>14.63</b>	<b>15.74</b>	<b>11.37</b>	<b>12.18</b>	<b>14.13</b>	<b>15.66</b>	<b>11.65</b>	<b>10.52</b>
% SOV	77.5%	76.0%	67.6%	73.0%	88.6%	80.1%	66.8%	89.9%	85.2%	80.6%	99.9%	87.5%
% MOV	19.7%	21.2%	2.6%	26.3%	10.4%	19.1%	32.9%	9.9%	13.2%	14.6%	0.1%	10.0%
% Other POV	0.1%	0.0%										
% Amtrak	0.0%		0.0%									
% Commuter Train	0.0%		0.0%									
% Subway/EI Rail	0.1%											
% Other Public	0.7%	0.3%			0.5%	0.2%		0.0%	0.2%	0.0%		0.0%
% Walk	0.1%	0.1%	0.1%		0.2%	0.1%	0.3%	0.0%	0.1%	0.1%		0.2%
% Other	0.7%	1.6%	2.1%	0.2%	0.4%	0.5%		0.2%	1.3%	4.6%		2.3%
% Unreported	1.1%	0.9%	27.6%	0.4%	0.1%	0.1%		0.0%		0.1%		0.0%
<b>TOTAL</b>	<b>19.56</b>	<b>18.68</b>	<b>16.01</b>	<b>16.14</b>	<b>14.63</b>	<b>15.74</b>	<b>11.37</b>	<b>12.18</b>	<b>14.13</b>	<b>15.66</b>	<b>11.65</b>	<b>10.52</b>
% 1-6 am	8.5%	10.4%	20.4%	3.3%	10.3%	13.0%	0.9%	7.1%	11.4%	15.2%	5.2%	12.1%
% 6-9 am	26.1%	25.6%	27.4%	31.8%	33.8%	28.8%	36.8%	30.0%	29.4%	27.5%	32.9%	30.4%
% 9 am-1 pm	11.5%	8.9%	2.7%	11.1%	6.7%	7.2%	7.1%	16.2%	6.1%	9.2%	1.6%	10.0%
% 1-4 pm	15.8%	16.2%	32.0%	15.5%	16.1%	14.3%	8.8%	12.6%	20.1%	14.7%	19.3%	13.5%
% 4-7 pm	26.6%	26.9%	10.4%	23.7%	24.3%	24.4%	38.1%	20.2%	24.7%	23.4%	21.7%	27.5%
% 7-10 pm	6.2%	7.8%	6.8%	11.6%	4.9%	7.5%	7.8%	10.8%	5.2%	6.7%	3.4%	5.4%
% 10 pm-1 am	5.3%	4.2%	0.3%	2.9%	3.8%	4.7%	0.4%	3.1%	3.2%	3.2%	15.8%	1.2%
% Unreported					0.2%	0.0%						

Chapter 5: Table 8  
Rural Travel

Definition of NYS RURAL: Outside MPO and Population Density < 1,000 (Block Group) Definition of US RURAL: Outside NY & MSA and Population Density < 1,000 (Block Group)												
	1995				2001				2009			
	Population Density (Census Tract)											
	< 500		500-2,000		< 500		500-2,000		< 500		500-2,000	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Average Commute Length, Travel Time, and Speed</b>												
<b>Length (miles)</b>												
<b>TOTAL</b>	14.18	12.68	11.86	10.99	12.62	13.87	12.16	10.18	13.29	14.82	11.18	9.12
Private	14.34	13.00	9.65	11.17	12.97	14.22	13.49	10.20	13.90	14.72	11.18	9.25
Public	16.95	49.09			26.93	20.20		0.67	6.86	11.22		2.98
Walk	23.68	12.34	20.00	4.64	0.73	0.55	0.40	0.52	0.30	0.47		0.66
Other	0.88	0.51	1.00		3.65	8.50		10.85	7.36	45.29		14.04
<b>Time (minutes)</b>												
<b>TOTAL</b>	21.03	18.73	16.08	16.76	20.68	21.72	19.70	17.91	21.99	22.14	24.15	16.47
Private	21.11	18.91	14.38	16.88	20.76	21.79	20.85	17.88	22.16	22.41	24.15	16.51
Public	34.80	63.07			72.48	113.35		54.00	32.87	42.24		16.74
Walk	52.40	26.87	25.00	10.71	10.01	7.79	8.65	5.78	3.17	7.95		7.63
Other	7.75	7.84	7.00		10.75	31.67		19.17	38.96	28.25		27.65
<b>Miles per Hour</b>												
<b>TOTAL</b>	40.41	40.62	44.24	39.35	36.83	38.50	37.03	34.21	36.42	40.19	27.79	33.24
Private	40.69	41.25	40.26	39.69	37.50	39.16	38.81	34.22	37.65	39.40	27.79	33.62
Public	27.09	46.40										
Walk	27.12	27.54	48.00	26.00	4.40	4.22	2.81	5.38	5.65	3.53		5.18
Other	6.79	3.94	8.57		16.79	16.11		33.96	11.33	96.18		30.46

Chapter 5: Table 9  
Rural Travel

Definition of NYS RURAL: Outside MPO and Population Density < 1,000 (Block Group)												
Definition of US RURAL: Outside NY & MSA and Population Density < 1,000 (Block Group)												
	1995				2001				2009			
	Population Density (Census Tract)											
	< 500		500-2,000		< 500		500-2,000		< 500		500-2,000	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Average Vehicle Occupancy (Person Miles per Vehicle Mile)</b>												
<b>ALL</b>	<b>1.57</b>	<b>1.63</b>	<b>1.34</b>	<b>1.74</b>	<b>1.60</b>	<b>1.64</b>	<b>2.05</b>	<b>1.67</b>	<b>1.72</b>	<b>1.67</b>	<b>1.43</b>	<b>1.49</b>
1 Adult, No Child	1.30	1.16	1.01	1.51	1.21	1.23	1.36	1.06	1.54	1.23	1.00	1.23
2+ Adults, No Child	1.44	1.43	1.48	1.39	1.42	1.53	1.44	1.34	1.30	1.43	1.64	1.18
1 Adult, Child <6	1.31	1.52		3.55	1.80	2.23		3.30	3.34	2.50		1.35
2+ Adults, Child <6	1.85	1.88	1.30	2.61	1.81	1.96	2.57	2.32	2.27	2.06	2.05	2.51
1 Adult, Child 6-15	1.93	1.83		1.12	1.56	1.95	1.74	1.64	1.82	1.75	1.07	2.35
2+ Adults, Child 6-15	1.63	1.79	1.76	1.51	1.80	1.79	3.01	1.61	1.96	1.87	1.73	1.46
1 Adult, Child 16-21	1.28	1.23		1.78	1.57	1.39		1.95	1.10	1.65	1.00	1.15
2+ Adults, Child 16-21	1.43	1.71	1.14	1.80	1.62	1.34	1.51	1.39	1.79	1.65	1.02	1.57
1 Adult, Retired, No Child	1.54	1.49	1.98	1.00	1.35	1.30	1.00	1.21	1.24	1.53	1.00	1.21
2+ Adults, Retired, No Child	1.53	1.64	1.44	1.53	1.55	1.61	1.86	1.77	1.57	1.64	1.08	1.58
Unreported						1.08						
<b>ALL</b>	<b>1.57</b>	<b>1.63</b>	<b>1.34</b>	<b>1.74</b>	<b>1.60</b>	<b>1.64</b>	<b>2.05</b>	<b>1.67</b>	<b>1.72</b>	<b>1.67</b>	<b>1.43</b>	<b>1.49</b>
Earn a Living	1.13	1.20	1.02	1.27	1.12	1.20	1.34	1.11	1.18	1.17	1.00	1.08
Family & Personal Business	1.79	1.79	1.36	1.98	1.74	1.80	2.35	1.93	1.91	1.81	1.82	1.61
Civic, Educational & Religious	1.88	1.82	1.73	1.51	1.36	1.76	2.34	1.85	1.64	2.07	1.50	1.73
Social & Recreational	1.88	2.03	1.77	2.19	2.03	2.00	2.37	1.95	2.14	2.17	1.95	1.76
Other	1.00	1.83			1.81	1.76		2.61	1.03	1.94		1.23
Unreported					2.44	1.59		1.00	2.72	1.37		1.20
<b>ALL</b>	<b>1.57</b>	<b>1.63</b>	<b>1.34</b>	<b>1.74</b>	<b>1.60</b>	<b>1.64</b>	<b>2.05</b>	<b>1.67</b>	<b>1.72</b>	<b>1.67</b>	<b>1.43</b>	<b>1.49</b>
< \$10,000	1.66	1.62	1.00	3.00	2.25	1.77	1.97	1.91	1.37	1.82		1.23
\$10 to \$20,000	1.47	1.64	1.17	1.39	1.57	1.76	1.39	1.22	1.79	1.74	1.13	1.78
\$20 to \$30,000	1.72	1.54	1.35	1.48	1.65	1.63	1.78	1.80	1.72	1.65	1.00	1.69
\$30 to \$40,000	1.62	1.58	1.42	1.70	1.56	1.66	2.19	1.65	1.82	1.52	1.29	1.45
\$40 to \$50,000	1.64	1.76		1.59	1.66	1.71	2.93	1.80	1.95	1.83	1.14	1.40
\$50 to \$60,000	1.59	1.65	1.48	2.58	1.52	1.60	1.00	1.62	1.86	1.52	1.18	1.61
\$60 to \$70,000	1.59	1.64	1.80	1.80	1.54	1.55	1.00	2.40	2.02	1.66	1.32	1.53
\$70 to \$80,000	1.49	1.75	2.18	1.03	1.60	1.54		1.48	1.72	1.67	1.94	1.45
\$80 to \$100,000	1.39	1.60	1.46	1.34	1.45	1.62	1.94	1.42	1.42	1.64		1.61
\$100,000+	1.60	1.87	1.20	1.86	1.81	1.62	1.89	1.65	1.48	1.68	1.10	1.30
Unreported	1.48	1.50	1.45	1.50	1.36	1.68	1.14	1.54	1.56	1.75	1.45	1.28

Chapter 5: Table 10  
Rural Travel

Definition of NYS RURAL: Outside MPO and Population Density < 1,000 (Block Group)												
Definition of US RURAL: Outside NY & MSA and Population Density < 1,000 (Block Group)												
	1995				2001				2009			
	Population Density (Census Tract)											
	< 500		500-2,000		< 500		500-2,000		< 500		500-2,000	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Vehicles by Type</b>	100.0%	100.0%	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Auto	58.9%	53.0%	62.5%	61.3%	52.0%	45.2%	65.4%	51.6%	43.1%	37.8%	53.4%	45.3%
Van	7.6%	7.2%	1.1%	3.8%	9.2%	8.2%	13.1%	9.9%	8.1%	6.6%	9.4%	8.4%
Sports Utility	7.1%	6.7%	8.0%	8.6%	10.1%	11.0%	7.3%	11.2%	18.6%	17.7%	18.7%	18.6%
Pickup	23.5%	30.4%	25.8%	24.0%	23.4%	30.9%	13.4%	23.0%	24.4%	31.4%	17.4%	21.3%
Other Truck	0.8%	1.0%		1.4%	0.8%	1.1%	0.4%	0.4%	0.7%	0.9%		0.2%
RV	0.6%	0.7%	2.7%	0.9%	1.0%	0.9%	0.4%	1.2%	0.7%	0.7%	1.2%	0.4%
Motorcycle	1.3%	0.9%		0.0%	3.4%	2.7%		2.8%	4.5%	4.9%		5.8%
Other POV	0.2%	0.1%			*	*	*	*	*	*	*	*
* Other POV not present in 2001 or 2009.												
<b>Age Statistics</b>												
Average Vehicle Age	7.88	9.39	8.79	8.22	8.96	10.08	8.15	9.38	8.37	10.90	8.92	9.70
Median Vehicle Age	7	8	9	7	8	8	7	8	7	9	8	8
<b>Percent VMT*</b>												
Less than 10 yrs	74.0%	71.5%	59.2%	73.2%	68.5%	66.4%	87.1%	68.7%	74.1%	63.0%	74.7%	63.3%
10 yrs or more	26.0%	28.5%	40.9%	26.8%	31.5%	33.6%	12.9%	31.3%	26.0%	37.0%	25.3%	36.7%
<b>Percent Vehicle Fleet</b>												
Less than 10 yrs	68.1%	58.8%	62.0%	65.9%	59.3%	55.6%	69.7%	58.9%	67.2%	53.6%	60.9%	58.7%
10 yrs or more	31.9%	41.2%	38.0%	34.1%	40.7%	44.4%	30.3%	41.1%	32.8%	46.4%	39.1%	41.3%
<b>Average Fuel Consumption (gallons)/HH</b>					1,284	1,283	1,050	1,129	1,101	1,352	766	1,040
Less than 10 yrs	**	**	**	**	67.7%	67.4%	91.9%	70.5%	72.5%	61.2%	71.4%	62.2%
10 yrs or more	**	**	**	**	32.3%	32.7%	8.1%	29.5%	27.6%	38.8%	28.7%	37.8%
<b>Average CO2 Emissions (kg)/HH</b>					11,291	11,277	9,228	9,925	9,718	11,941	6,733	9,156
Less than 10 yrs	**	**	**	**	67.7%	67.4%	91.9%	70.5%	72.5%	61.2%	71.4%	62.2%
10 yrs or more	**	**	**	**	32.3%	32.7%	8.1%	29.5%	27.6%	38.8%	28.7%	37.8%
* Numbers reflect BESTMILE Estimates. Due to data being unavailable, self-reported annual miles were substituted for Rest of Nation 1995 estimates.												
** Statistics not available in 1995.												

Chapter 5: Table 11  
Rural Travel

Definition of NYS RURAL: Outside MPO and Population Density < 1,000 (Block Group)												
Definition of US RURAL: Outside NY & MSA and Population Density < 1,000 (Block Group)												
	1995				2001				2009			
	< 500		500-2,000		< 500		500-2,000		< 500		500-2,000	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Annual CO2 Emissions per Household - POVs ONLY</b>												
<b>Average CO2 Emissions (kg)/HH</b>	**	**	**	**	11,291	11,277	9,228	9,925	9,718	11,941	6,733	9,156
0 Workers	**	**	**	**	5,028	5,810	3,960	3,744	5,243	6,143	2,745	6,151
1 Workers	**	**	**	**	9,308	9,796	7,467	8,545	8,944	11,613	6,421	8,113
2 Workers	**	**	**	**	15,666	14,410	16,741	13,855	13,025	16,378	7,428	13,087
3 or more Workers	**	**	**	**	16,383	20,940	15,822	17,759	19,781	25,719	22,957	16,567
<b>Average CO2 Emissions (kg)/HH</b>	**	**	**	**	11,291	11,277	9,228	9,925	9,718	11,941	6,733	9,156
1 Drivers	**	**	**	**	5,456	5,998	8,015	4,366	4,999	6,348	5,171	5,069
2 Drivers	**	**	**	**	13,130	12,712	5,605	12,926	11,051	13,073	7,031	11,199
3 or more Drivers	**	**	**	**	18,061	18,395	19,353	14,489	17,661	21,790	18,160	16,001
<b>Average CO2 Emissions (kg)/HH</b>	**	**	**	**	11,291	11,277	9,228	9,925	9,718	11,941	6,733	9,156
1 Vehicles	**	**	**	**	5,013	4,845	8,015	4,264	4,310	4,845	4,907	4,359
2 Vehicles	**	**	**	**	12,279	10,961	7,243	11,898	10,433	10,788	7,511	10,790
3 or more Vehicles	**	**	**	**	19,025	17,572	22,191	15,975	17,904	19,396	17,770	15,517
<b>Annual CO2 Emissions per Household - Non-POV MODES</b>												
<b>Average CO2 Emissions (kg)/HH</b>	**	**	**	**	118	111	36	79	272	177	74	140
0 Workers	**	**	**	**	52	29	-	12	203	104	-	30
1 Workers	**	**	**	**	121	147	38	122	364	138	100	134
2 Workers	**	**	**	**	163	124	22	84	250	287	19	264
3 or more Workers	**	**	**	**	111	183	121	96	47	352	453	127
<b>Average CO2 Emissions (kg)/HH</b>	**	**	**	**	118	111	36	79	272	177	74	140
0 Drivers	**	**	**	**	41	208	817	36	95	170		219
1 Drivers	**	**	**	**	89	71	-	14	371	93	129	145
2 Drivers	**	**	**	**	132	102	25	121	250	186	11	145
3 or more Drivers	**	**	**	**	143	202	74	85	170	324	301	82
<b>Average CO2 Emissions (kg)/HH</b>	**	**	**	**	118	111	36	79	272	177	74	140
0 Vehicles	**	**	**	**	47	162	817	22	1,409	275		291
1 Vehicles	**	**	**	**	101	104	20	28	184	85	118	166
2 Vehicles	**	**	**	**	117	81	-	127	256	177	11	161
3 or more Vehicles	**	**	**	**	147	144	54	71	174	232	313	46
<b>Annual CO2 Emissions per Household - ALL MODES</b>												
<b>Average CO2 Emissions (kg)/HH</b>	**	**	**	**	11,408	11,388	9,265	10,004	4,311	4,846	4,908	4,359
0 Workers	**	**	**	**	5,080	5,839	3,960	3,756	10,433	10,788	7,511	10,791
1 Workers	**	**	**	**	9,430	9,943	7,506	8,668	27,622	31,337	24,503	24,673
2 Workers	**	**	**	**	15,829	14,534	16,763	13,940	1	1	1	1
3 or more Workers	**	**	**	**	16,494	21,123	15,943	17,855	0	0	0	0
<b>Average CO2 Emissions (kg)/HH</b>	**	**	**	**	11,408	11,388	9,265	10,004	272	177	74	140
0 Drivers	**	**	**	**	41	208	817	36	203	104	-	30
1 Drivers	**	**	**	**	5,545	6,068	8,015	4,380	364	138	100	134
2 Drivers	**	**	**	**	13,262	12,814	5,630	13,047	250	287	19	264
3 or more Drivers	**	**	**	**	18,204	18,598	19,427	14,574	47	352	453	127
<b>Average CO2 Emissions (kg)/HH</b>	**	**	**	**	11,408	11,388	9,265	10,004	272	177	74	140
0 Vehicles	**	**	**	**	47	162	817	22	95	170	-	219
1 Vehicles	**	**	**	**	5,114	4,949	8,035	4,292	10,089	12,034	6,862	9,301
2 Vehicles	**	**	**	**	12,396	11,042	7,243	12,025	5,492	6,329	2,756	6,297
3 or more Vehicles	**	**	**	**	19,172	17,716	22,245	16,046	9,114	11,937	6,722	8,195

\*\* Emissions data not available for 1995.

Chapter 5: Table 12  
Rural Travel

Definition of NYS RURAL: Outside MPO and Population Density < 1,000 (Block Group)												
Definition of US RURAL: Outside NY & MSA and Population Density < 1,000 (Block Group)												
	1995				2001				2009			
	Population Density (Census Tract)											
	< 500		500-2,000		< 500		500-2,000		< 500		500-2,000	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Percent Vehicles by Vehicle Type and Age</b>												
<b>Auto</b>	<b>58.9%</b>	<b>53.0%</b>	<b>62.5%</b>	<b>61.3%</b>	<b>52.0%</b>	<b>45.2%</b>	<b>65.4%</b>	<b>51.6%</b>	<b>43.1%</b>	<b>37.8%</b>	<b>53.4%</b>	<b>45.3%</b>
0 to 2 yrs	8.2%	5.8%	11.3%	10.9%	6.4%	4.3%	9.2%	5.7%	6.1%	3.7%	9.7%	5.7%
3 to 5 yrs	13.1%	10.2%	4.0%	12.7%	10.1%	8.4%	9.9%	11.1%	10.4%	6.5%	8.1%	8.3%
6 to 9 yrs	19.0%	15.3%	23.4%	16.8%	14.3%	11.5%	17.4%	13.0%	11.6%	9.2%	13.4%	10.9%
10 yrs or more	17.7%	20.1%	23.8%	18.8%	20.3%	19.5%	24.4%	21.0%	14.0%	17.2%	21.5%	19.4%
Unreported	1.0%	1.5%	2.1%	1.0%	1.5%	4.6%	0.9%	1.0%	1.3%	0.8%	1.0%	1.0%
<b>Van</b>	<b>7.6%</b>	<b>7.2%</b>	<b>1.1%</b>	<b>3.8%</b>	<b>9.2%</b>	<b>8.2%</b>	<b>13.1%</b>	<b>9.9%</b>	<b>8.1%</b>	<b>6.6%</b>	<b>9.4%</b>	<b>8.4%</b>
0 to 2 yrs	1.9%	1.2%	1.2%	1.1%	1.0%	4.2%	1.7%	0.8%	0.4%	0.8%	1.3%	1.3%
3 to 5 yrs	1.6%	2.1%	1.1%	2.2%	1.9%	0.4%	2.2%	2.3%	1.3%	2.3%	2.1%	2.1%
6 to 9 yrs	2.5%	2.0%	0.5%	2.8%	2.2%	7.5%	2.9%	2.5%	2.1%	3.1%	1.5%	1.5%
10 yrs or more	1.5%	1.8%	0.8%	2.7%	3.0%	1.0%	2.8%	2.4%	2.6%	0.9%	3.1%	3.1%
Unreported	0.2%	0.1%	0.2%	0.4%	0.1%	0.3%	0.1%	0.2%	0.2%	2.3%	0.3%	0.3%
<b>SUV</b>	<b>7.1%</b>	<b>6.7%</b>	<b>8.0%</b>	<b>8.6%</b>	<b>10.1%</b>	<b>11.0%</b>	<b>7.3%</b>	<b>11.2%</b>	<b>18.6%</b>	<b>17.7%</b>	<b>18.7%</b>	<b>18.6%</b>
0 to 2 yrs	1.4%	1.3%	2.2%	2.4%	1.8%	2.2%	3.8%	2.6%	3.6%	2.4%	1.6%	2.5%
3 to 5 yrs	1.7%	1.4%	2.3%	1.7%	2.8%	2.8%	1.8%	3.0%	5.7%	4.4%	6.4%	5.3%
6 to 9 yrs	1.7%	1.5%	2.3%	1.8%	2.4%	2.7%	1.7%	2.6%	5.0%	4.9%	3.5%	5.6%
10 yrs or more	2.1%	2.4%	1.1%	2.2%	2.9%	3.0%	2.8%	3.8%	5.5%	6.4%	5.1%	5.1%
Unreported	0.3%	0.1%	0.5%	0.2%	0.3%	0.3%	0.3%	0.5%	0.5%	0.8%	0.2%	0.2%
<b>Pickup Truck</b>	<b>23.5%</b>	<b>30.4%</b>	<b>25.8%</b>	<b>24.0%</b>	<b>23.4%</b>	<b>30.9%</b>	<b>13.4%</b>	<b>23.0%</b>	<b>24.4%</b>	<b>31.4%</b>	<b>17.4%</b>	<b>21.3%</b>
0 to 2 yrs	3.0%	3.8%	3.1%	3.1%	3.6%	2.4%	2.7%	2.6%	2.5%	1.9%	1.9%	1.9%
3 to 5 yrs	3.9%	4.6%	6.2%	5.5%	4.7%	5.1%	3.1%	4.3%	4.8%	4.1%	2.7%	2.7%
6 to 9 yrs	7.9%	6.9%	5.8%	5.4%	4.6%	6.5%	2.2%	5.8%	6.6%	5.6%	7.4%	7.4%
10 yrs or more	8.1%	13.9%	13.9%	9.1%	10.5%	14.6%	3.6%	9.1%	16.3%	7.7%	8.7%	8.7%
Unreported	0.6%	1.1%	0.9%	0.6%	1.0%	0.8%	0.8%	0.9%	1.3%	0.5%	0.5%	0.5%
<b>Other POV</b>	<b>2.9%</b>	<b>2.7%</b>	<b>2.7%</b>	<b>2.3%</b>	<b>5.2%</b>	<b>4.7%</b>	<b>0.9%</b>	<b>4.3%</b>	<b>5.9%</b>	<b>6.4%</b>	<b>1.2%</b>	<b>6.4%</b>
0 to 2 yrs	0.2%	0.1%	0.7%	0.6%	0.2%	0.6%	0.2%	0.6%	0.7%	0.4%	0.4%	0.4%
3 to 5 yrs	0.4%	0.2%	0.2%	0.5%	0.6%	0.4%	0.7%	1.7%	0.8%	1.3%	1.3%	1.3%
6 to 9 yrs	0.4%	0.4%	2.7%	0.3%	0.5%	0.4%	0.4%	0.5%	1.3%	0.7%	0.7%	0.7%
10 yrs or more	1.6%	1.7%	1.6%	3.3%	2.8%	3.0%	2.5%	3.0%	1.2%	4.0%	4.0%	4.0%
Unreported	0.3%	0.2%	0.2%	0.3%	0.4%	0.1%	0.1%	0.5%	0.6%	0.1%	0.1%	0.1%

Chapter 5: Table 13  
Rural Travel

Definition of NYS RURAL: Outside MPO and Population Density < 1,000 (Block Group)												
Definition of US RURAL: Outside NY & MSA and Population Density < 1,000 (Block Group)												
	1995				2001				2009			
	< 500		500-2,000		< 500		500-2,000		< 500		500-2,000	
	NY State	U.S.										
<b>VMT/Vehicle by Vehicle Type and Age</b>												
<b>ALL VEHICLES</b>	<b>14,012</b>	<b>12,647</b>	<b>10,911</b>	<b>12,548</b>	<b>12,883</b>	<b>12,692</b>	<b>13,276</b>	<b>13,080</b>	<b>11,888</b>	<b>11,767</b>	<b>10,184</b>	<b>11,083</b>
0 to 2 yrs	16,533	18,367	13,483	17,970	15,590	16,007	15,833	16,415	14,416	15,491	10,674	15,568
3 to 5 yrs	15,985	15,957	10,200	12,720	15,141	16,146	23,954	17,826	13,069	13,862	17,723	12,575
6 to 9 yrs	13,781	13,131	9,692	12,125	14,067	13,554	12,756	12,036	12,417	13,129	9,596	9,759
10 yrs or more	11,502	8,947	11,277	9,909	10,202	9,832	5,966	10,294	9,388	9,446	6,710	9,835
Unreported	17,138	11,342		10,798	9,946	11,089	8,334	11,391	12,500	10,928	5,600	12,564
<b>Auto</b>	<b>14,200</b>	<b>12,843</b>	<b>11,463</b>	<b>12,523</b>	<b>13,538</b>	<b>12,488</b>	<b>13,108</b>	<b>13,176</b>	<b>12,279</b>	<b>12,050</b>	<b>12,427</b>	<b>11,397</b>
0 to 2 yrs	17,459	17,129	12,481	17,542	16,064	15,686	16,701	15,928	15,199	16,391	11,037	15,060
3 to 5 yrs	15,378	15,375	10,027	11,781	15,725	15,758	30,105	15,082	13,140	14,276	28,912	12,633
6 to 9 yrs	13,856	13,656	10,805	11,933	13,681	12,779	11,995	12,665	12,244	13,283	10,078	9,679
10 yrs or more	11,984	9,433	11,813	10,420	11,454	10,178	6,159	12,111	10,448	9,688	8,374	10,789
Unreported	17,753	12,872		13,443	14,784	11,954	8,334	7,402	11,307	10,869	10,205	10,414
<b>Van</b>	<b>17,173</b>	<b>15,881</b>	<b>10,001</b>	<b>12,607</b>	<b>13,759</b>	<b>13,844</b>	<b>17,907</b>	<b>20,884</b>	<b>14,465</b>	<b>7,923</b>	<b>14,456</b>	<b>17,541</b>
0 to 2 yrs	16,457	20,545		16,323	16,058	16,519	22,481	25,271	16,798		11,664	24,105
3 to 5 yrs	18,754	17,122	10,001	17,634	15,487	16,335	20,235	42,993	15,427	14,523	16,410	
6 to 9 yrs	16,220	13,632		6,459	15,960	15,384	17,024	9,412	17,945	6,139	13,277	
10 yrs or more	17,732	13,476		7,198	9,689	10,416	3,610	8,347	10,360	7,405	9,111	
Unreported	19,790	20,181		100	6,960	14,094		18,725	20,266	2,657	19,620	17,541
<b>SUV</b>	<b>14,515</b>	<b>12,389</b>	<b>14,562</b>	<b>10,879</b>	<b>15,690</b>	<b>15,184</b>	<b>10,832</b>	<b>13,468</b>	<b>13,479</b>	<b>13,324</b>	<b>7,956</b>	<b>12,516</b>
0 to 2 yrs	16,425	15,588	18,672	10,646	16,526	16,347	8,492	14,441	14,128	17,203	8,041	14,237
3 to 5 yrs	16,689	15,490	17,107	11,070	16,857	17,279	17,606	14,439	14,328	14,800	7,929	13,031
6 to 9 yrs	14,583	12,357	10,871	16,453	15,635	15,381	8,896	14,818	12,578	13,352	11,382	10,955
10 yrs or more	9,841	8,827	9,005	5,875	14,527	12,624		9,237	12,182	10,400	5,898	12,874
Unreported	26,603	14,799			9,299	11,087		19,143	17,892	13,165	9,543	13,031
<b>Pickup Truck</b>	<b>13,164</b>	<b>11,629</b>	<b>9,448</b>	<b>13,946</b>	<b>11,592</b>	<b>12,464</b>	<b>11,065</b>	<b>10,631</b>	<b>11,504</b>	<b>11,517</b>	<b>7,618</b>	<b>10,445</b>
0 to 2 yrs	14,424	19,675		25,308	15,761	17,116	12,517	14,565	14,749	15,174		15,433
3 to 5 yrs	17,768	15,683	7,762	14,477	13,413	15,819	15,024	12,501	14,284	13,407	12,622	13,134
6 to 9 yrs	12,549	12,226	8,629	12,007	14,383	13,656	9,572	11,295	12,525	12,401	9,264	8,919
10 yrs or more	10,897	7,937	10,543	11,055	8,553	9,532	5,366	8,625	8,455	9,978	3,705	9,741
Unreported	15,963	9,213		7,342	6,929	11,294		9,284	11,443	12,297		12,201
<b>Other POV</b>	<b>7,045</b>	<b>12,102</b>	<b>2,000</b>	<b>4,874</b>	<b>2,584</b>	<b>6,873</b>	<b>10,104</b>	<b>4,664</b>	<b>3,466</b>	<b>3,941</b>	<b>-</b>	<b>2,297</b>
0 to 2 yrs	10,964	42,297			3,311	5,440		2,162	6,836	4,475		1,622
3 to 5 yrs	3,593	37,267		9,000	3,740	19,088	20,000	2,045	2,714	5,209		2,217
6 to 9 yrs	16,254	9,662	2,000	5,000	2,733	12,587	500	5,185	4,021	6,657		2,402
10 yrs or more	5,312	7,249		4,311	2,432	3,926		4,985	1,940	2,593		2,350
Unreported	4,502	4,088		5,000	890	1,463			9,063	2,783		3,316

NOTE: Numbers reflect BESTMILE Estimates. Due to data being unavailable, self-reported annual miles were substituted for Rest of Nation 1995 estimates.

Chapter 5: Table 14  
Rural Travel

	1995				2001				2009			
	Population Density (Census Tract)											
	< 500		500-2,000		< 500		500-2,000		< 500		500-2,000	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Definition of NYS RURAL: Outside MPO and Population Density &lt; 1,000 (Block Group)</b>												
<b>Definition of US RURAL: Outside NY &amp; MSA and Population Density &lt; 1,000 (Block Group)</b>												
<b>Percent Not Taking Walk Trips in the last week</b>												
TOTAL	*	*	*	*	29.3%	34.0%	40.0%	34.0%	33.3%	33.0%	27.6%	37.4%
5 to 10 year-olds	*	*	*	*	*	*	*	*	32.0%	24.0%		23.7%
11 to 15 year-olds	*	*	*	*	*	*	*	*	20.9%	27.5%		25.8%
16 to 20 year-olds	*	*	*	*	28.7%	35.0%	43.2%	31.0%	30.6%	27.1%	9.7%	42.3%
21 to 35 year-olds	*	*	*	*	30.6%	35.2%	41.9%	28.0%	38.2%	32.2%	17.7%	37.5%
36 to 64 year-olds	*	*	*	*	25.1%	31.9%	42.8%	32.1%	29.8%	33.2%	33.7%	36.0%
65+ year-olds					40.5%	37.7%	26.5%	45.1%	45.1%	44.0%	41.2%	50.6%
<b>Avg Minutes Spent Walking per Day</b>												
TOTAL	0.89	1.10	0.52	1.13	4.25	3.40	3.73	3.84	3.32	3.26	1.46	3.55
5 to 10 year-olds	1.61	1.14		0.63	2.20	3.78		3.85	1.29	1.74		2.68
11 to 15 year-olds	1.77	3.28		3.40	5.17	3.86	2.89	2.87	2.05	3.42		2.19
16 to 20 year-olds	0.74	1.39		1.46	5.64	3.43	24.24	2.42	3.62	2.72		3.66
21 to 35 year-olds	0.54	0.59	0.55	0.80	4.99	2.14	1.43	2.36	3.29	3.67		3.71
36 to 64 year-olds	0.79	0.69	0.90	0.84	4.02	3.47	3.50	5.04	4.08	3.73	2.79	4.18
65+ year-olds					3.89	4.67	2.83	3.78	2.49	2.47	0.77	2.49
<b>Percent Not Taking Bike Trips in the last week</b>												
TOTAL	*	*	*	*	93.1%	93.8%	85.9%	94.2%	89.9%	88.0%	93.3%	90.5%
5 to 10 year-olds	*	*	*	*	*	*	*	*	62.9%	45.1%	43.4%	58.5%
11 to 15 year-olds	*	*	*	*	*	*	*	*	65.5%	66.3%	100.0%	59.5%
16 to 20 year-olds	*	*	*	*	87.1%	87.3%	100.0%	84.3%	88.0%	88.2%	100.0%	92.0%
21 to 35 year-olds	*	*	*	*	92.2%	91.8%	87.7%	94.3%	93.2%	91.9%	100.0%	95.6%
36 to 64 year-olds	*	*	*	*	93.3%	94.4%	80.3%	95.2%	94.7%	94.0%	90.5%	95.5%
65+ year-olds					97.3%	97.7%	100.0%	96.8%	97.4%	97.7%	100.0%	98.3%
<b>Avg Minutes Spent Biking per Day</b>												
TOTAL	0.26	0.32		0.29	0.53	0.43		0.56	0.86	0.59		0.40
5 to 10 year-olds	0.35	0.91		0.68	1.89	1.70		3.12	1.43	1.28		0.59
11 to 15 year-olds	1.13	1.29		2.94	2.71	1.48		0.24	2.26	1.75		0.76
16 to 20 year-olds	0.29	0.32			0.56	0.25		0.04	0.07	0.32		0.45
21 to 35 year-olds					0.05	0.06		0.01	1.27	0.15		0.77
36 to 64 year-olds					0.15	0.19		0.07	0.83	0.61		0.26
65+ year-olds					0.01	0.13			0.05	0.28		0.09
<b>Avg Minutes Spent Walking/Biking per Day</b>												
TOTAL	1.16	1.41	0.52	1.43	4.78	3.83	3.73	4.40	4.18	3.85	1.46	3.95
5 to 10 year-olds	1.96	2.05		1.31	4.09	5.48		6.97	2.73	3.02		3.28
11 to 15 year-olds	2.90	4.57		6.34	7.89	5.34	2.89	3.11	4.31	5.17		2.94
16 to 20 year-olds	1.02	1.71		1.46	6.19	3.68	24.24	2.46	3.69	3.04		4.12
21 to 35 year-olds	0.54	0.70	0.55	0.80	5.03	2.20	1.43	2.37	4.55	3.82		4.47
36 to 64 year-olds	1.03	0.87	0.90	0.91	4.17	3.65	3.50	5.11	4.91	4.34	2.79	4.45
65+ year-olds					3.89	4.80	2.83	3.78	2.54	2.75	0.77	2.58

\* Walk and Bike trip questions were not asked of persons under 16 years old in 2001, or at all in 1995.

**APPENDIX C5A. SUPPLEMENTAL TABLES FOR CHAPTER 5  
STANDARD ERRORS**

Chapter 5: Table 1  
Rural Travel  
STANDARD ERRORS

Definition of NYS RURAL: Outside MPO and Population Density < 1,000 (Block Group) Definition of US RURAL: Outside NY & MSA and Population Density < 1,000 (Block Group)								
	2001				2009			
	Population Density (Census Tract)							
	< 500		500-2,000		< 500		500-2,000	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>General Statistics</b>								
Households (000)	12	131	4	73	8	174	3	82
Persons (000)	30	350	13	176	25	485	8	206
Drivers (000)	29	322	8	145	20	412	6	155
Workers (000)	25	286	7	113	19	356	5	137
Vehicles (000)	31	421	8	146	16	572	5	189
Workers per Household	0.03	0.02	0.16	0.06	0.03	0.02	0.22	0.06
Vehicles per Household	0.04	0.02	0.14	0.06	0.02	0.03	0.18	0.06
Vehicles per Driver	0.02	0.02	0.07	0.04	0.02	0.02	0.11	0.05
<b>Distribution of Households by Household Vehicle Count</b>								
<b>ALL</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>
0 vehicles	0.8%	0.4%	1.7%	1.4%	0.6%	0.4%	3.0%	0.4%
1 vehicle	1.6%	0.8%	7.8%	3.0%	1.0%	0.8%	10.0%	3.1%
2 vehicles	1.7%	0.8%	7.4%	3.0%	0.9%	0.8%	10.1%	2.8%
3 vehicles	1.3%	0.7%	7.5%	2.0%	0.7%	0.7%	2.9%	1.3%
4+ vehicles	1.0%	0.6%	1.9%	1.6%	0.6%	0.6%	2.1%	2.0%
<b>Distribution of Households by Household Income</b>								
<b>ALL</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>
< \$10,000	0.7%	0.5%	5.2%	1.6%	0.9%	0.6%	3.0%	1.1%
\$10 to \$20,000	1.1%	0.6%	6.2%	2.4%	1.1%	0.5%	5.1%	1.9%
\$20 to \$30,000	1.0%	0.6%	4.3%	1.8%	0.9%	0.6%	9.3%	1.8%
\$30 to \$40,000	1.4%	0.7%	6.7%	2.4%	1.1%	0.6%	1.3%	2.3%
\$40 to \$50,000	0.8%	0.5%	5.8%	1.0%	1.1%	0.6%	6.4%	2.1%
\$50 to \$60,000	0.9%	0.5%	2.8%	2.0%	0.7%	0.5%	9.9%	1.0%
\$60 to \$70,000	0.7%	0.4%	3.9%	1.3%	0.6%	0.4%	7.6%	2.0%
\$70 to \$80,000	0.7%	0.3%	1.5%	1.5%	0.5%	0.4%	6.9%	2.0%
\$80 to \$100,000	0.9%	0.3%	3.0%	1.2%	0.7%	0.4%		0.7%
\$100,000+	0.8%	0.4%	4.4%	1.2%	0.8%	0.5%	2.1%	1.6%
Unreported	0.9%	0.5%	3.9%	1.2%	0.7%	0.4%	2.8%	0.7%
<b>Average Annual Miles Driven per Driver</b>								
	All Rural NYS		All Rural U.S.		All Rural NYS		All Rural U.S.	
<b>ALL</b>	398		298		456		367	
Male	586		485		686		587	
Female	382		242		486		452	
<b>Licensing Rate</b>								
% Male Drivers/Male 16+	0.8%	0.4%	4.3%	1.1%	1.1%	0.4%	5.8%	1.0%
% Female Drivers/Female 16+	0.7%	0.4%	4.4%	1.0%	1.7%	0.6%	10.2%	1.3%
% Female Drivers/Female 16+	1.2%	0.5%	7.7%	1.8%	1.0%	0.7%	7.1%	1.5%

Chapter 5: Table 2  
Rural Travel  
STANDARD ERRORS

Definition of NYS RURAL: Outside MPO and Population Density < 1,000 (Block Group)								
Definition of US RURAL: Outside NY & MSA and Population Density < 1,000 (Block Group)								
	2001				2009			
	Population Density (Census Tract)							
	< 500		500-2,000		< 500		500-2,000	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<i>Daily Person Trips per Person</i>								
<b>TOTAL</b>	<b>0.07</b>	<b>0.04</b>	<b>0.54</b>	<b>0.14</b>	<b>0.07</b>	<b>0.05</b>	<b>0.51</b>	<b>0.12</b>
Male	0.09	0.05	0.50	0.17	0.08	0.07	0.58	0.16
Female	0.10	0.05	0.67	0.18	0.09	0.07	0.65	0.14
<b>TOTAL</b>	<b>0.07</b>	<b>0.04</b>	<b>0.54</b>	<b>0.14</b>	<b>0.07</b>	<b>0.05</b>	<b>0.51</b>	<b>0.12</b>
5-15 years	0.16	0.09	1.33	0.28	0.17	0.09	0.29	0.27
16-19 years	0.32	0.14	0.94	0.38	0.24	0.15	3.10	0.41
20-34 years	0.18	0.10	1.04	0.34	0.14	0.12	0.77	0.34
35-54 years	0.13	0.07	0.71	0.26	0.11	0.09	0.73	0.23
55-64 years	0.18	0.11	0.94	0.30	0.13	0.13	1.03	0.26
65+ years	0.18	0.09	1.09	0.25	0.12	0.08	0.49	0.28
Unreported	0.60	0.30	2.32	1.03				
<b>TOTAL</b>	<b>0.07</b>	<b>0.04</b>	<b>0.54</b>	<b>0.14</b>	<b>0.07</b>	<b>0.05</b>	<b>0.51</b>	<b>0.12</b>
% POV	0.7%	0.4%	2.9%	0.9%	0.7%	0.4%	6.3%	1.0%
% Public	0.1%	0.0%		0.1%	0.1%	0.0%		0.1%
% Walk	0.6%	0.3%	2.1%	0.7%	0.6%	0.3%	1.8%	0.9%
% Other	0.4%	0.3%	1.8%	0.5%	0.5%	0.3%	6.1%	0.4%
% Unreported	0.0%	0.0%		0.0%	0.1%	0.0%		0.2%
<b>TOTAL</b>	<b>0.07</b>	<b>0.04</b>	<b>0.54</b>	<b>0.14</b>	<b>0.07</b>	<b>0.05</b>	<b>0.51</b>	<b>0.12</b>
% SOV	1.3%	0.7%	7.1%	2.2%	1.2%	0.9%	8.5%	2.8%
% MOV	1.3%	0.8%	8.9%	2.3%	1.3%	0.9%	12.3%	2.9%
% Amtrak				0.0%	0.0%	0.0%		
% Commuter Train	0.0%							
% Subway/El Rail	0.0%	0.0%		0.1%		0.0%		
% Other Public	0.0%	0.0%		0.1%	0.1%	0.0%		0.0%
% Walk	0.6%	0.3%	2.1%	0.7%	0.6%	0.3%	1.8%	0.9%
% Other	0.4%	0.3%	1.8%	0.5%	0.5%	0.3%	6.1%	0.4%
% Unreported	0.0%	0.0%		0.0%	0.1%	0.0%		0.2%
<b>TOTAL</b>	<b>0.07</b>	<b>0.04</b>	<b>0.54</b>	<b>0.14</b>	<b>0.07</b>	<b>0.05</b>	<b>0.51</b>	<b>0.12</b>
% Earn a Living	0.7%	0.5%	4.1%	1.3%	0.9%	0.6%	4.6%	1.4%
% Family & Personal Business	1.2%	0.5%	4.8%	1.3%	1.0%	0.7%	6.7%	2.3%
% Civic, Educational & Religious	0.6%	0.4%	3.2%	1.4%	0.6%	0.4%	6.8%	0.8%
% Social & Recreational	1.0%	0.5%	6.3%	1.3%	1.1%	0.5%	7.3%	2.8%
% Other	0.1%	0.1%		0.4%	0.1%	0.1%	0.4%	0.2%
% Unreported	0.1%	0.0%		0.1%	0.2%	0.1%	1.5%	0.3%
<b>TOTAL</b>	<b>0.07</b>	<b>0.04</b>	<b>0.54</b>	<b>0.14</b>	<b>0.07</b>	<b>0.05</b>	<b>0.51</b>	<b>0.12</b>
Weekend	0.14	0.09	0.35	0.25	0.13	0.08	0.91	0.29
Weekday	0.08	0.04	0.80	0.17	0.08	0.06	0.52	0.15

Chapter 5: Table 3  
Rural Travel  
STANDARD ERRORS

Definition of NYS RURAL: Outside MPO and Population Density < 1,000 (Block Group)								
Definition of US RURAL: Outside NY & MSA and Population Density < 1,000 (Block Group)								
	2001				2009			
	Population Density (Census Tract)							
	< 500		500-2,000		< 500		500-2,000	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Daily Person Trips per Person</b>								
<b>TOTAL</b>	<b>0.07</b>	<b>0.04</b>	<b>0.54</b>	<b>0.14</b>	<b>0.07</b>	<b>0.05</b>	<b>0.51</b>	<b>0.12</b>
% 1-9 min	0.9%	0.5%	4.4%	1.9%	1.0%	0.7%	9.3%	2.3%
% 10-19 min	1.0%	0.5%	3.1%	1.8%	0.9%	0.6%	6.9%	1.7%
% 20-29 min	0.6%	0.3%	1.6%	0.8%	0.6%	0.3%	2.9%	0.7%
% 30-39 min	0.6%	0.3%	4.0%	0.6%	0.8%	0.3%	2.8%	0.7%
% 40-49 min	0.4%	0.2%	3.4%	0.5%	0.4%	0.2%	1.2%	0.4%
% 50+ min	0.4%	0.3%	1.4%	0.8%	0.5%	0.3%	3.4%	0.8%
% Unreported	0.4%	0.1%	1.1%	0.3%	0.1%	0.0%	1.5%	0.1%
<b>TOTAL</b>	<b>0.07</b>	<b>0.04</b>	<b>0.54</b>	<b>0.14</b>	<b>0.07</b>	<b>0.05</b>	<b>0.51</b>	<b>0.12</b>
% 5 or less miles	1.1%	0.6%	5.1%	1.8%	1.1%	0.7%	5.7%	2.2%
% 6-10 miles	0.8%	0.4%	3.9%	1.0%	0.9%	0.5%	3.6%	1.5%
% 11-15 miles	0.7%	0.3%	3.0%	0.8%	0.6%	0.4%	3.2%	1.4%
% 16-20 miles	0.4%	0.3%	1.8%	0.6%	0.6%	0.3%	0.6%	0.7%
% 21-30 miles	0.5%	0.2%	2.7%	0.5%	0.5%	0.3%	2.8%	0.5%
% 31 or more miles	0.5%	0.3%	1.3%	0.9%	0.6%	0.4%	2.3%	0.8%
% Unreported	0.3%	0.1%	0.1%	0.5%	0.3%	0.1%	3.4%	0.7%
<b>Daily PMT per Person</b>								
<b>TOTAL</b>	<b>2.76</b>	<b>1.18</b>	<b>5.24</b>	<b>6.21</b>	<b>1.63</b>	<b>1.35</b>	<b>4.69</b>	<b>2.24</b>
% POV	5.5%	1.7%	1.2%	9.5%	1.0%	0.8%	3.8%	2.2%
% Public	0.1%	0.0%		0.0%	0.1%	0.1%		0.0%
% Walk	0.1%	0.0%	0.3%	0.1%	0.0%	0.0%	0.2%	0.1%
% Other	5.5%	1.7%	1.1%	9.5%	0.9%	0.8%	3.8%	2.2%
% Unreported		0.0%		0.0%	0.1%	0.0%		0.1%
<b>TOTAL</b>	<b>2.76</b>	<b>1.18</b>	<b>5.24</b>	<b>6.21</b>	<b>1.63</b>	<b>1.35</b>	<b>4.69</b>	<b>2.24</b>
% SOV	2.7%	1.3%	8.4%	6.0%	2.2%	1.4%	12.3%	4.2%
% MOV	3.5%	1.6%	8.9%	6.7%	2.4%	1.5%	13.9%	4.0%
% Amtrak				0.4%	0.1%	0.0%		
% Commuter Train	0.0%							
% Subway/El Rail	0.0%	0.0%		0.0%		0.0%		
% Other Public	0.1%	0.0%		0.0%	0.1%	0.1%		0.0%
% Walk	0.1%	0.0%	0.3%	0.1%	0.0%	0.0%	0.2%	0.1%
% Other	5.5%	1.7%	1.1%	9.6%	0.9%	0.8%	3.8%	2.2%
% Unreported		0.0%		0.0%	0.1%	0.0%		0.1%
<b>TOTAL</b>	<b>2.76</b>	<b>1.18</b>	<b>5.24</b>	<b>6.21</b>	<b>1.63</b>	<b>1.35</b>	<b>4.69</b>	<b>2.24</b>
% Earn a Living	0.0%	0.0%	0.1%	0.0%	1.8%	1.4%	10.7%	2.8%
% Family & Personal Business	0.0%	0.0%	0.1%	0.1%	1.9%	1.1%	7.7%	3.5%
% Civic, Educational & Religious	0.0%	0.0%	0.0%	0.0%	0.7%	0.8%	5.2%	0.6%
% Social & Recreational	0.0%	0.0%	0.1%	0.1%	2.4%	1.1%	7.2%	3.9%
% Other	0.0%	0.0%		0.1%	0.8%	0.4%	0.0%	1.5%
% Unreported	0.0%	0.0%		0.0%	2.1%	0.3%	0.0%	0.6%
<b>Average Person Trip Length</b>								
<b>TOTAL</b>	<b>0.73</b>	<b>0.32</b>	<b>0.97</b>	<b>1.41</b>	<b>0.50</b>	<b>0.34</b>	<b>0.94</b>	<b>0.66</b>

Chapter 5: Table 4  
Rural Travel  
STANDARD ERRORS

Definition of NYS RURAL: Outside MPO and Population Density < 1,000 (Block Group)								
Definition of US RURAL: Outside NY & MSA and Population Density < 1,000 (Block Group)								
	2001				2009			
	Population Density (Census Tract)							
	< 500		500-2,000		< 500		500-2,000	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Distribution of Zero-Vehicle Households by Household Income</b>								
ALL	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
< \$10,000	7.9%	4.3%		9.9%	7.3%	6.0%	0.0%	10.7%
\$10 to \$20,000	8.0%	4.6%			7.7%	4.5%		10.2%
\$20 to \$30,000	5.4%	2.2%	99.5%	8.5%	5.6%	1.2%		4.2%
\$30 to \$40,000	5.0%	2.4%		0.6%	5.2%	0.8%		1.0%
\$40 to \$50,000	1.6%	0.0%			2.4%	0.6%		1.1%
\$50 to \$60,000		2.1%			2.3%	0.2%		
\$60 to \$70,000		0.8%				0.0%		
\$70 to \$80,000		0.6%				0.9%		0.7%
\$80 to \$100,000	2.7%	0.7%				0.2%		
\$100,000+		0.2%			2.8%	0.0%		0.4%
Unreported	4.4%	2.7%		9.4%	6.3%	2.7%		4.3%
<b>Zero-Vehicle Households - Daily Person Trips per Person</b>								
TOTAL	0.49	0.29	1.99	0.52	0.33	0.41		0.34
% Private	12.5%	5.0%	18.2%	6.5%	14.2%	9.7%		10.5%
% Public		0.8%		0.0%	3.3%	0.5%		4.5%
% Walk	10.4%	3.1%		6.2%	15.2%	7.3%		6.8%
% Other	3.7%	4.2%	81.4%	1.2%	7.4%	3.4%		6.4%
% Unreported		0.4%				1.0%		2.3%
TOTAL	0.49	0.29	1.99	0.52	0.33	0.41		0.34
< \$10,000	0.33	0.65		0.47	0.49	0.73		0.29
\$10 to \$20,000	0.77	0.46		0.03	0.41	0.32		0.75
\$20 to \$30,000	0.31	1.15	1.99	1.64	0.60	0.70		2.66
\$30 to \$40,000	1.76	0.83			1.28	0.19		0.38
\$40 to \$50,000	1.07	1.99			2.61	1.92		1.58
\$50 to \$60,000		0.36			6.97	0.62		
\$60 to \$70,000		6.39				0.72		
\$70 to \$80,000						0.15		
\$80 to \$100,000	6.96	2.56				1.18		
\$100,000+		6.66			1.81	2.87		2.40
Unreported	0.85	0.60		0.35	0.06	0.26		0.49
<b>Zero-Vehicle Households - Daily PMT per Person</b>								
TOTAL	3.43	5.00	8.32	1.70	2.40	2.40		3.03
% Private	8.0%	6.5%	21.7%	3.3%	12.9%	8.1%		36.6%
% Public		0.6%		0.1%	7.5%	3.0%		9.2%
% Walk	1.2%	0.3%		2.6%	0.8%	0.6%		4.0%
% Other	7.6%	6.7%	77.9%	1.2%	12.4%	5.3%		22.5%
% Unreported		0.4%				2.5%		3.5%

Chapter 5: Table 5  
Rural Travel  
STANDARD ERRORS

Definition of NYS RURAL: Outside MPO and Population Density < 1,000 (Block Group)								
Definition of US RURAL: Outside NY & MSA and Population Density < 1,000 (Block Group)								
	2001				2009			
	Population Density (Census Tract)							
	< 500		500-2,000		< 500		500-2,000	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Zero-Vehicle Households - Daily PMT per Person</b>								
<b>TOTAL</b>	<b>3.43</b>	<b>5.00</b>	<b>8.32</b>	<b>1.70</b>	<b>2.40</b>	<b>2.40</b>		<b>3.03</b>
< \$10,000	2.51	2.67		2.22	9.98	3.97		4.95
\$10 to \$20,000	9.96	4.22		0.11	6.05	2.81		3.28
\$20 to \$30,000	1.87	49.61	8.32	1.71	6.33	3.21		0.39
\$30 to \$40,000	9.03	17.35			5.43	11.74		0.64
\$40 to \$50,000	<b>42.87</b>	<b>3.98</b>			<b>0.40</b>	9.30		<b>1.85</b>
\$50 to \$60,000		35.18			14.21	48.43		
\$60 to \$70,000		14.96				5.66		
\$70 to \$80,000						1.04		
\$80 to \$100,000	43.42	2.93				3.29		
\$100,000+		421.53			<b>1.5</b>	2.9		9.6
Unreported	0.41	9.03		0.35	1.19	1.81		2.43
<b>Non-Zero-Vehicle Households - Daily Person Trips per Person</b>								
<b>TOTAL</b>	<b>0.07</b>	<b>0.05</b>	<b>0.54</b>	<b>0.15</b>	<b>0.07</b>	<b>0.05</b>	<b>0.53</b>	<b>0.12</b>
% Private	0.7%	0.4%	2.5%	0.9%	0.7%	0.4%	6.3%	1.0%
% Public	0.1%	0.0%		0.1%	<b>0.0%</b>	0.0%		<b>0.0%</b>
% Walk	0.6%	0.3%	2.2%	0.7%	0.5%	0.3%	1.8%	0.9%
% Other	0.4%	0.2%	1.4%	0.5%	0.6%	0.3%	6.1%	0.3%
% Unreported	<b>0.0%</b>	0.0%		0.0%	0.1%	0.0%		0.2%
<b>Non-Zero-Vehicle Households - Daily PMT per Person</b>								
<b>TOTAL</b>	<b>2.83</b>	<b>1.21</b>	<b>5.30</b>	<b>6.51</b>	<b>1.63</b>	<b>1.38</b>	<b>4.79</b>	<b>2.28</b>
% Private	5.5%	1.7%	1.0%	9.6%	1.0%	0.8%	3.8%	2.2%
% Public	0.1%	0.0%			<b>0.0%</b>	0.1%		<b>0.0%</b>
% Walk	0.1%	0.0%	0.3%	0.1%	0.0%	0.0%	0.2%	0.1%
% Other	5.6%	1.7%	0.9%	9.6%	1.0%	0.8%	3.8%	2.2%
% Unreported		0.0%		<b>0.0%</b>	<b>0.1%</b>	0.0%		0.1%
<b>Average Person Trip Length</b>								
<b>ALL</b>	<b>0.73</b>	<b>0.32</b>	<b>0.97</b>	<b>1.41</b>	<b>0.50</b>	<b>0.34</b>	<b>0.94</b>	<b>0.66</b>
Zero Vehicle HHs	1.18	1.84	0.02	0.33	1.28	0.61		1.79
Non-Zero Vehicle HHs	0.74	0.33	0.98	1.45	0.50	0.35	0.94	0.66

Chapter 5: Table 6  
Rural Travel  
STANDARD ERRORS

Definition of NYS RURAL: Outside MPO and Population Density < 1,000 (Block Group)								
Definition of US RURAL: Outside NY & MSA and Population Density < 1,000 (Block Group)								
	2001				2009			
	Population Density (Census Tract)							
	< 500		500-2,000		< 500		500-2,000	
NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	
<b>Daily Vehicle Trips per Driver</b>								
<b>TOTAL</b>	<b>0.08</b>	<b>0.04</b>	<b>0.26</b>	<b>0.14</b>	<b>0.06</b>	<b>0.04</b>	<b>0.42</b>	<b>0.13</b>
% Earn a Living	1.0%	0.6%	4.6%	1.6%	1.1%	0.9%	7.1%	1.6%
% Family & Personal Business	1.2%	0.5%	5.3%	1.4%	1.1%	0.7%	6.5%	2.1%
% Civic, Educational & Religious	0.4%	0.3%	1.1%	1.1%	0.5%	0.3%	8.0%	0.8%
% Social & Recreational	0.9%	0.4%	6.0%	1.2%	1.1%	0.6%	6.6%	2.1%
% Other	0.1%	0.1%		0.1%	0.0%	0.1%		0.3%
% Unreported	0.1%	0.0%		0.0%	0.2%	0.1%		0.5%
<b>TOTAL</b>	<b>0.08</b>	<b>0.04</b>	<b>0.26</b>	<b>0.14</b>	<b>0.06</b>	<b>0.04</b>	<b>0.42</b>	<b>0.13</b>
Weekend	0.12	0.07	0.39	0.17	0.12	0.07	0.50	0.24
Weekday	0.08	0.04	0.39	0.15	0.07	0.05	0.57	0.15
<b>TOTAL</b>	<b>0.08</b>	<b>0.04</b>	<b>0.26</b>	<b>0.14</b>	<b>0.06</b>	<b>0.04</b>	<b>0.42</b>	<b>0.13</b>
% 1-9 min	1.0%	0.5%	4.0%	2.0%	1.1%	0.6%	9.6%	2.8%
% 10-19 min	1.1%	0.6%	3.4%	1.8%	1.0%	0.5%	9.0%	2.2%
% 20-29 min	0.6%	0.3%	1.9%	0.7%	0.8%	0.4%	2.6%	1.0%
% 30-39 min	0.7%	0.3%	4.4%	0.7%	0.8%	0.3%	3.0%	0.8%
% 40-49 min	0.4%	0.2%	2.2%	0.5%	0.4%	0.2%	1.6%	0.4%
% 50+ min	0.4%	0.3%	1.3%	0.6%	0.5%	0.3%	2.7%	0.9%
% Unreported	0.2%	0.1%	0.7%	0.3%	0.0%	0.0%		0.1%
<b>TOTAL</b>	<b>0.08</b>	<b>0.04</b>	<b>0.26</b>	<b>0.14</b>	<b>0.06</b>	<b>0.04</b>	<b>0.42</b>	<b>0.13</b>
% 5 or less miles	1.2%	0.6%	5.4%	1.8%	1.2%	0.7%	6.1%	2.5%
% 6-10 miles	0.8%	0.4%	2.4%	1.1%	0.9%	0.5%	4.2%	1.8%
% 11-15 miles	0.8%	0.3%	2.8%	0.9%	0.8%	0.5%	2.3%	0.9%
% 16-20 miles	0.5%	0.3%	2.0%	0.6%	0.6%	0.3%	0.8%	0.5%
% 21-30 miles	0.6%	0.2%	3.1%	0.6%	0.5%	0.3%	3.6%	0.7%
% 31 or more miles	0.5%	0.3%	1.4%	0.8%	0.6%	0.4%	3.1%	0.9%
% Unreported	0.2%	0.1%		0.3%	0.3%	0.1%	2.4%	0.8%
<b>Daily VMT per Driver</b>								
<b>TOTAL</b>	<b>1.29</b>	<b>0.96</b>	<b>3.22</b>	<b>2.56</b>	<b>1.11</b>	<b>0.93</b>	<b>4.10</b>	<b>2.33</b>
% Earn a Living	1.5%	1.2%	7.2%	4.4%	1.9%	1.5%	11.4%	3.2%
% Family & Personal Business	1.6%	0.9%	6.5%	3.3%	2.0%	1.2%	7.3%	4.4%
% Civic, Educational & Religious	0.5%	0.3%	1.8%	0.8%	0.7%	1.0%	5.9%	0.7%
% Social & Recreational	1.8%	1.3%	9.5%	3.9%	1.8%	1.1%	6.3%	4.7%
% Other	0.5%	0.1%		1.2%	0.0%	0.1%		0.8%
% Unreported	0.1%	0.2%		0.0%	1.1%	0.3%		0.5%
<b>Average Vehicle Trip Length</b>								
<b>TOTAL</b>	<b>0.39</b>	<b>0.29</b>	<b>1.21</b>	<b>0.73</b>	<b>0.36</b>	<b>0.30</b>	<b>1.34</b>	<b>0.80</b>

Chapter 5: Table 7  
Rural Travel  
STANDARD ERRORS

Definition of NYS RURAL: Outside MPO and Population Density < 1,000 (Block Group)									
Definition of US RURAL: Outside NY & MSA and Population Density < 1,000 (Block Group)									
	2001					2009			
	Population Density (Census Tract)								
	< 500		500-2,000		< 500		500-2,000		
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	
<b>Daily Commute Person Trips per Person</b>									
<b>TOTAL</b>	<b>0.03</b>	<b>0.02</b>	<b>0.19</b>	<b>0.08</b>	<b>0.05</b>	<b>0.03</b>	<b>0.30</b>	<b>0.08</b>	
% SOV	1.7%	0.9%	8.4%	1.7%	2.4%	1.2%	6.1%	2.1%	
% MOV	1.5%	0.9%	6.7%	1.7%	2.0%	1.0%	6.1%	1.8%	
% Amtrak									
% Commuter Train									
% Subway/El Rail									
% Other Public	0.1%	0.1%		0.1%	0.3%	0.0%		0.0%	
% Walk	0.7%	0.3%	6.0%	0.1%	1.6%	0.4%		1.2%	
% Other	0.3%	0.2%		0.2%	0.9%	0.4%		0.6%	
% Unreported	0.1%	0.0%		0.0%		0.0%		0.0%	
<b>TOTAL</b>	<b>0.03</b>	<b>0.02</b>	<b>0.19</b>	<b>0.08</b>	<b>0.05</b>	<b>0.03</b>	<b>0.30</b>	<b>0.08</b>	
% 1-6 am	0.8%	0.5%	2.9%	1.0%	0.9%	0.5%	3.8%	1.1%	
% 6-9 am	1.1%	0.6%	4.5%	1.7%	1.1%	0.7%	5.7%	1.4%	
% 9 am-1 pm	0.8%	0.6%	6.1%	2.1%	0.8%	0.5%	5.6%	1.9%	
% 1-4 pm	1.1%	0.5%	5.1%	1.7%	1.2%	0.7%	6.1%	1.9%	
% 4-7 pm	1.0%	0.6%	4.1%	1.9%	1.3%	0.7%	7.1%	1.6%	
% 7-10 pm	0.8%	0.5%	3.4%	1.3%	0.8%	0.6%	3.2%	1.7%	
% 10 pm-1 am	0.6%	0.3%	1.7%	1.0%	0.7%	0.4%	4.6%	0.3%	
% Unreported	0.1%	0.0%							
<b>Daily Commute PMT per Person</b>									
<b>TOTAL</b>	<b>0.73</b>	<b>0.48</b>	<b>2.77</b>	<b>1.38</b>	<b>0.90</b>	<b>0.82</b>	<b>4.79</b>	<b>1.17</b>	
% SOV	1.4%	1.5%	12.9%	3.6%	2.3%	3.6%	0.1%	2.8%	
% MOV	1.4%	1.5%	12.9%	3.6%	2.2%	1.6%	0.1%	2.2%	
% Amtrak									
% Commuter Train									
% Subway/El Rail									
% Other Public	0.3%	0.2%		0.0%	0.2%	0.0%		0.0%	
% Walk	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%		0.1%	
% Other	0.3%	0.2%		0.2%	0.8%	3.6%		1.3%	
% Unreported		0.0%		0.0%		0.0%		0.0%	
<b>TOTAL</b>	<b>0.73</b>	<b>0.48</b>	<b>2.77</b>	<b>1.38</b>	<b>0.90</b>	<b>0.82</b>	<b>4.79</b>	<b>1.17</b>	
% 1-6 am	1.4%	1.0%	0.8%	3.0%	1.3%	3.3%	3.8%	3.7%	
% 6-9 am	1.5%	1.3%	4.9%	3.5%	2.0%	1.4%	12.3%	2.9%	
% 9 am-1 pm	0.9%	0.6%	4.7%	6.1%	0.9%	0.8%	1.2%	2.5%	
% 1-4 pm	1.3%	0.9%	4.8%	2.3%	1.8%	1.2%	10.0%	2.2%	
% 4-7 pm	1.5%	0.9%	7.6%	3.5%	2.3%	1.3%	10.1%	2.8%	
% 7-10 pm	0.8%	0.6%	5.0%	3.2%	0.9%	0.8%	2.6%	1.6%	
% 10 pm-1 am	0.7%	0.6%	0.4%	1.4%	0.7%	0.4%	10.2%	0.4%	
% Unreported	0.1%	0.0%							

Chapter 5: Table 8  
Rural Travel  
STANDARD ERRORS

Definition of NYS RURAL: Outside MPO and Population Density < 1,000 (Block Group)								
Definition of US RURAL: Outside NY & MSA and Population Density < 1,000 (Block Group)								
	2001				2009			
	Population Density (Census Tract)							
	< 500		500-2,000		< 500		500-2,000	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Average Commute Length, Travel Time, and Speed</b>								
<b>Length (miles)</b>								
<b>TOTAL</b>	<b>0.51</b>	<b>0.39</b>	<b>2.18</b>	<b>1.07</b>	<b>0.72</b>	<b>0.68</b>	<b>3.55</b>	<b>0.98</b>
Private	0.52	0.39	2.35	1.08	0.72	0.37	3.55	1.00
Public	11.45	13.41		0.00	6.12	4.31		0.98
Walk	0.10	0.09	0.31	0.24	0.18	0.05		0.47
Other	3.04	3.16		4.70	3.13	37.19		5.56
<b>Time (minutes)</b>								
<b>TOTAL</b>	<b>0.61</b>	<b>0.48</b>	<b>3.11</b>	<b>1.43</b>	<b>0.99</b>	<b>0.45</b>	<b>6.21</b>	<b>1.31</b>
Private	0.62	0.49	3.41	1.44	0.88	0.46	6.21	1.34
Public	26.93	6.83		0.00	18.67	14.78		13.20
Walk	2.84	1.07	5.31	2.79	2.10	1.11		1.66
Other	8.32	7.69		13.59	13.62	6.49		8.62
<b>Miles per Hour</b>								
<b>TOTAL</b>	<b>0.74</b>	<b>0.82</b>	<b>2.31</b>	<b>1.93</b>	<b>1.01</b>	<b>1.51</b>	<b>7.31</b>	<b>1.34</b>
Private	0.72	0.80	2.32	1.93	0.94	0.47	7.31	1.36
Public								
Walk	0.91	0.33	0.45	1.24	0.62	0.44		3.05
Other	13.43	5.74		5.65	2.96	74.82		2.95

Chapter 5: Table 9  
Rural Travel  
STANDARD ERRORS

Definition of NYS RURAL: Outside MPO and Population Density < 1,000 (Block Group)		Definition of US RURAL: Outside NY & MSA and Population Density < 1,000 (Block Group)							
	2001				2009				
	Population Density (Census Tract)								
	< 500		500-2,000		< 500		500-2,000		
NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Average Vehicle Occupancy (Person Miles per Vehicle Mile)</b>									
<b>ALL</b>	<b>0.04</b>	<b>0.02</b>	<b>0.33</b>	<b>0.12</b>	<b>0.07</b>	<b>0.03</b>	<b>0.16</b>	<b>0.07</b>	
1 Adult, No Child	0.06	0.06	0.32	0.04	0.14	0.04	0.00	0.11	
2+ Adults, No Child	0.05	0.05	0.14	0.08	0.04	0.04	0.53	0.04	
1 Adult, Child <6	0.33	0.26		2.24	1.77	0.29		0.31	
2+ Adults, Child <6	0.16	0.06	0.19	0.51	0.21	0.09	0.48	0.25	
1 Adult, Child 6-15	0.16	0.39	0.66	0.42	0.38	0.14	0.00	0.34	
2+ Adults, Child 6-15	0.12	0.06	0.82	0.25	0.20	0.09	0.11	0.13	
1 Adult, Child 16-21	0.24	0.11		0.80	0.06	0.24	0.00	0.15	
2+ Adults, Child 16-21	0.17	0.06	0.37	0.18	0.15	0.11	0.08	0.17	
1 Adult, Retired, No Child	0.10	0.05	0.00	0.08	0.07	0.12	0.00	0.07	
2+ Adults, Retired, No Child	0.06	0.05	0.18	0.11	0.05	0.05	0.14	0.10	
Unreported		0.61							
<b>ALL</b>	<b>0.04</b>	<b>0.02</b>	<b>0.33</b>	<b>0.12</b>	<b>0.07</b>	<b>0.03</b>	<b>0.16</b>	<b>0.07</b>	
Earn a Living	0.02	0.02	0.16	0.05	0.03	0.03	0.00	0.02	
Family & Personal Business	0.06	0.03	0.38	0.18	0.10	0.04	0.24	0.11	
Civic, Educational & Religious	0.10	0.07	0.97	0.36	0.18	0.19	0.02	0.23	
Social & Recreational	0.08	0.07	0.68	0.16	0.12	0.06	0.18	0.19	
Other	0.26	0.15		2.32	0.04	0.11		0.38	
Unreported	1.03	0.35		0.00	1.16	0.07		0.09	
<b>ALL</b>	<b>0.04</b>	<b>0.02</b>	<b>0.33</b>	<b>0.12</b>	<b>0.07</b>	<b>0.03</b>	<b>0.16</b>	<b>0.07</b>	
< \$10,000	0.71	0.10	0.58	0.15	0.12	0.10		0.20	
\$10 to \$20,000	0.09	0.08	0.54	0.16	0.13	0.08	0.11	0.29	
\$20 to \$30,000	0.16	0.06	0.28	0.47	0.14	0.07	0.00	0.19	
\$30 to \$40,000	0.07	0.05	0.36	0.13	0.26	0.06	0.00	0.22	
\$40 to \$50,000	0.13	0.08	2.16	0.31	0.21	0.11	0.33	0.17	
\$50 to \$60,000	0.10	0.07	0.00	0.16	0.29	0.05	0.19	0.20	
\$60 to \$70,000	0.10	0.09	0.00	1.26	0.33	0.06	0.55	0.10	
\$70 to \$80,000	0.15	0.07		0.13	0.12	0.09	0.23	0.23	
\$80 to \$100,000	0.10	0.08	0.27	0.32	0.07	0.11		0.16	
\$100,000+	0.19	0.06	0.57	0.17	0.08	0.12	0.01	0.08	
Unreported	0.12	0.18	0.20	0.35	0.12	0.15	0.05	0.08	

Chapter 5: Table 10  
Rural Travel  
STANDARD ERRORS

		2001				2009			
		Population Density (Census Tract)							
		< 500		500-2,000		< 500		500-2,000	
		NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
Definition of NYS RURAL: Outside MPO and Population Density < 1,000 (Block Group)									
Definition of US RURAL: Outside NY & MSA and Population Density < 1,000 (Block Group)									
<b>Vehicles by Type</b>									
Auto		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Van		5.1%	0.6%	6.3%	2.2%	1.0%	0.6%	8.9%	2.5%
Sports Utility		1.1%	0.4%	4.0%	1.3%	0.7%	0.3%	5.6%	1.4%
Pickup		1.2%	0.4%	2.8%	1.4%	0.7%	0.5%	10.5%	1.2%
Other Truck		2.4%	0.4%	4.3%	1.6%	0.8%	0.5%	5.2%	1.8%
RV		0.2%	0.1%	0.4%	0.2%	0.1%	0.1%	0.1%	0.1%
Motorcycle		0.2%	0.1%	0.5%	0.4%	0.1%	0.1%	1.1%	0.1%
Other POV		0.5%	0.2%		0.6%	0.5%	0.6%		1.2%
* Other POV not present in 2001 or 2009.									
<b>Age Statistics</b>									
Average Vehicle Age		0.16	0.11	0.82	0.31	0.15	0.17	1.19	0.29
Median Vehicle Age		0	0	0	0	0	0	4	0
<b>Percent VMT*</b>									
Less than 10 yrs		1.6%	2.5%	3.7%	8.3%	1.3%	0.8%	9.5%	2.8%
10 yrs or more		1.6%	2.5%	3.7%	8.3%	1.3%	0.8%	9.5%	2.8%
<b>Percent Vehicle Fleet</b>									
Less than 10 yrs		1.3%	0.7%	5.9%	2.0%	1.0%	0.7%	8.4%	2.5%
10 yrs or more		1.3%	0.7%	5.9%	2.0%	1.0%	0.7%	8.4%	2.5%
<b>Average Fuel Consumption (gallon/100 miles)</b>		184	39	380	133	20	22	104	42
Less than 10 yrs		4.9%	2.5%	9.3%	6.6%	1.4%	0.8%	8.5%	2.7%
10 yrs or more		4.9%	2.5%	9.3%	6.6%	1.4%	0.8%	8.5%	2.7%
<b>Average CO2 Emissions (kg)/HH</b>		1,623	341	3,337	1,165	178	199	914	374
Less than 10 yrs		4.9%	2.5%	9.3%	6.6%	1.4%	0.8%	8.5%	2.7%
10 yrs or more		4.9%	2.5%	9.3%	6.6%	1.4%	0.8%	8.5%	2.7%
* Numbers reflect BESTMILE Estimates.									

Chapter 5: Table 11  
Rural Travel  
STANDARD ERRORS

Definition of NYS RURAL: Outside MPO and Population Density < 1,000 (Block Group)								
Definition of US RURAL: Outside NY & MSA and Population Density < 1,000 (Block Group)								
	2001				2009			
	Population Density (Census Tract)							
	< 500		500-2,000		< 500		500-2,000	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Annual CO2 Emissions per Household - POVs ONLY</b>								
<b>Average CO2 Emissions (kg)/HH</b>	<b>1,623</b>	<b>341</b>	<b>3,337</b>	<b>1,165</b>	<b>178</b>	<b>199</b>	<b>914</b>	<b>374</b>
0 Workers	1,139	202	3,940	830	276	224	661	462
1 Workers	1,852	237	1,039	1,192	330	282	1,121	643
2 Workers	1,899	613	12,967	2,386	426	328	674	649
3 or more Workers	3,445	1,461	15,742	9,221	1,579	1,882	8,652	987
<b>Average CO2 Emissions (kg)/HH</b>	<b>1,623</b>	<b>341</b>	<b>3,337</b>	<b>1,165</b>	<b>178</b>	<b>199</b>	<b>914</b>	<b>374</b>
1 Drivers	1,029	200	7,974	576	242	262	1,468	470
2 Drivers	1,538	589	1,528	1,999	245	251	685	425
3 or more Drivers	5,139	721	4,752	2,624	850	801	4,196	785
<b>Average CO2 Emissions (kg)/HH</b>	<b>1,623</b>	<b>341</b>	<b>3,337</b>	<b>1,165</b>	<b>178</b>	<b>199</b>	<b>914</b>	<b>374</b>
1 Vehicles	801	196	7,974	372	170	230	1,377	287
2 Vehicles	1,416	237	2,494	2,840	235	222	593	510
3 or more Vehicles	5,333	739	22,079	2,088	548	383	4,847	476
<b>Annual CO2 Emissions per Household - Non-POV MODES</b>								
<b>Average CO2 Emissions (kg)/HH</b>								
0 Workers								
1 Workers								
2 Workers								
3 or more Workers								
<b>Average CO2 Emissions (kg)/HH</b>								
0 Drivers								
1 Drivers								
2 Drivers								
3 or more Drivers								
<b>Average CO2 Emissions (kg)/HH</b>								
0 Vehicles								
1 Vehicles								
2 Vehicles								
3 or more Vehicles								
<b>Annual CO2 Emissions per Household - ALL MODES</b>								
<b>Average CO2 Emissions (kg)/HH</b>								
0 Workers								
1 Workers								
2 Workers								
3 or more Workers								
<b>Average CO2 Emissions (kg)/HH</b>								
0 Drivers								
1 Drivers								
2 Drivers								
3 or more Drivers								
<b>Average CO2 Emissions (kg)/HH</b>								
0 Vehicles								
1 Vehicles								
2 Vehicles								
3 or more Vehicles								

NOTE: Standard errors are not available for Non-POV and All Modes

Chapter 5: Table 12  
Rural Travel  
STANDARD ERRORS

Definition of NYS RURAL: Outside MPO and Population Density < 1,000 (Block Group)								
Definition of US RURAL: Outside NY & MSA and Population Density < 1,000 (Block Group)								
	2001				2009			
	Population Density (Census Tract)							
	< 500		500-2,000		< 500		500-2,000	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Percent Vehicles by Vehicle Type and Age</b>								
<b>Auto</b>	<b>5.1%</b>	<b>0.6%</b>	<b>6.3%</b>	<b>2.2%</b>	<b>1.0%</b>	<b>0.6%</b>	<b>8.9%</b>	<b>2.5%</b>
0 to 2 yrs	0.8%	0.2%	4.0%	0.8%	0.6%	0.2%	4.3%	0.9%
3 to 5 yrs	1.2%	0.3%	2.8%	1.1%	0.7%	0.3%	4.0%	1.1%
6 to 9 yrs	1.6%	0.3%	4.0%	1.5%	0.5%	0.4%	5.1%	1.5%
10 yrs or more	2.2%	0.6%	5.6%	2.0%	0.8%	0.5%	7.3%	1.7%
Unreported	0.3%	0.2%	2.5%	0.4%	0.2%	0.2%	0.8%	0.2%
<b>Van</b>	<b>1.1%</b>	<b>0.4%</b>	<b>4.0%</b>	<b>1.3%</b>	<b>0.7%</b>	<b>0.3%</b>	<b>5.6%</b>	<b>1.4%</b>
0 to 2 yrs	0.2%	0.1%	2.1%	0.5%	0.2%	0.1%	0.8%	0.8%
3 to 5 yrs	0.4%	0.2%	0.4%	0.6%	0.3%	0.1%	2.4%	0.5%
6 to 9 yrs	0.5%	0.2%	3.4%	0.7%	0.4%	0.2%	2.3%	0.3%
10 yrs or more	0.5%	0.2%	1.0%	0.6%	0.3%	0.2%	0.9%	1.1%
Unreported	0.2%	0.0%		0.3%	0.1%	0.0%	2.4%	0.3%
<b>SUV</b>	<b>1.2%</b>	<b>0.4%</b>	<b>2.8%</b>	<b>1.4%</b>	<b>0.7%</b>	<b>0.5%</b>	<b>10.5%</b>	<b>1.2%</b>
0 to 2 yrs	0.3%	0.2%	1.9%	0.6%	0.4%	0.2%	1.0%	0.5%
3 to 5 yrs	0.5%	0.2%	1.8%	0.7%	0.4%	0.3%	5.5%	0.9%
6 to 9 yrs	0.4%	0.2%	1.7%	0.7%	0.5%	0.3%	2.0%	1.0%
10 yrs or more	0.5%	0.2%		0.8%	0.4%	0.3%	5.5%	0.8%
Unreported	0.1%	0.1%		0.2%	0.1%	0.1%	0.8%	0.1%
<b>Pickup Truck</b>	<b>2.4%</b>	<b>0.4%</b>	<b>4.3%</b>	<b>1.6%</b>	<b>0.8%</b>	<b>0.5%</b>	<b>5.2%</b>	<b>1.8%</b>
0 to 2 yrs	0.4%	0.2%	1.6%	0.5%	0.3%	0.2%		0.4%
3 to 5 yrs	0.6%	0.2%	2.8%	0.6%	0.4%	0.2%	2.5%	0.4%
6 to 9 yrs	0.6%	0.3%	1.6%	0.9%	0.5%	0.3%	3.9%	1.9%
10 yrs or more	1.2%	0.3%	3.7%	1.2%	0.6%	0.5%	3.8%	1.0%
Unreported	0.2%	0.1%		0.4%	0.2%	0.1%		0.1%
<b>Other POV</b>	<b>0.7%</b>	<b>0.2%</b>	<b>0.6%</b>	<b>0.9%</b>	<b>0.6%</b>	<b>0.6%</b>	<b>1.1%</b>	<b>1.2%</b>
0 to 2 yrs	0.2%	0.1%		0.1%	0.1%	0.1%		0.2%
3 to 5 yrs	0.2%	0.1%	0.4%	0.3%	0.3%	0.1%		0.4%
6 to 9 yrs	0.2%	0.1%	0.5%	0.2%	0.1%	0.2%		0.2%
10 yrs or more	0.6%	0.2%		0.7%	0.3%	0.5%	1.1%	1.2%
Unreported	0.2%	0.1%		0.1%	0.2%	0.1%		0.1%

Chapter 5: Table 13  
Rural Travel  
STANDARD ERRORS

Definition of NYS RURAL: Outside MPO and Population Density < 1,000 (Block Group)								
Definition of US RURAL: Outside NY & MSA and Population Density < 1,000 (Block Group)								
	2001				2009			
	Population Density (Census Tract)							
	< 500		500-2,000		< 500		500-2,000	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>VMT/Vehicle by Vehicle Type and Age</b>								
<b>ALL VEHICLES</b>	<b>256</b>	<b>328</b>	<b>1,549</b>	<b>1,690</b>	<b>186</b>	<b>164</b>	<b>1,594</b>	<b>377</b>
0 to 2 yrs	595	353	2,411	1,713	624	414	3,756	1,509
3 to 5 yrs	555	1,037	6,193	11,013	363	283	6,732	604
6 to 9 yrs	525	595	2,345	1,905	293	456	1,254	469
10 yrs or more	448	301	951	1,147	358	181	1,896	591
Unreported	1,179	793	5,982	5,991	1,553	655	4,478	1,950
<b>Auto</b>	<b>354</b>	<b>309</b>	<b>2,016</b>	<b>1,025</b>	<b>255</b>	<b>249</b>	<b>2,832</b>	<b>478</b>
0 to 2 yrs	998	606	2,545	2,539	841	730	4,875	1,533
3 to 5 yrs	842	671	8,917	1,977	491	449	14,294	837
6 to 9 yrs	636	380	3,324	2,660	471	607	2,188	553
10 yrs or more	683	399	1,141	2,079	485	290	3,170	938
Unreported	1,987	2,271	5,982	1,386	1,322	1,105	-	1,399
<b>Van</b>	<b>670</b>	<b>480</b>	<b>3,517</b>	<b>21,047</b>	<b>1,534</b>	<b>1,034</b>	<b>2,353</b>	<b>17,453</b>
0 to 2 yrs	1,376	1,433	8,890	6,136	2,032	-	13,510	
3 to 5 yrs	1,225	827	20,133	80,621	1,224	14,450	1,062	
6 to 9 yrs	1,497	848	5,801	1,730	4,665	5,067	1,153	
10 yrs or more	1,001	1,261	3,591	2,748	438	7,368	1,543	
Unreported	3,479	2,597		8,442	3,327	2,643	10,223	17,453
<b>SUV</b>	<b>893</b>	<b>604</b>	<b>3,399</b>	<b>2,732</b>	<b>505</b>	<b>265</b>	<b>885</b>	<b>714</b>
0 to 2 yrs	1,305	880	5,151	3,982	692	865	167	1,287
3 to 5 yrs	1,269	1,274	17,517	871	833	638	5,129	758
6 to 9 yrs	1,310	2,009	8,852	4,172	640	476	1,951	853
10 yrs or more	2,740	2,518		4,369	1,409	435	1,989	1,982
Unreported	2,528	1,734		19,046	5,356	1,813	-	1,832
<b>Pickup Truck</b>	<b>483</b>	<b>484</b>	<b>3,732</b>	<b>1,020</b>	<b>406</b>	<b>223</b>	<b>1,468</b>	<b>540</b>
0 to 2 yrs	1,086	580	2,918	1,589	2,525	826		1,399
3 to 5 yrs	825	1,874	10,964	1,675	856	445	4,002	1,022
6 to 9 yrs	1,327	1,414	4,845	1,296	572	419	972	785
10 yrs or more	657	419	5,341		497	329	559	789
Unreported	1,914	1,637		2,837	968	1,128		1,917
<b>Other POV</b>	<b>496</b>	<b>2,866</b>	<b>13,733</b>	<b>3,826</b>	<b>586</b>	<b>478</b>	<b>-</b>	<b>780</b>
0 to 2 yrs	1,549	3,779		1,781	2,795	785		543
3 to 5 yrs	1,941	15,937	19,899	1,037	447	1,390		551
6 to 9 yrs	1,906	8,512	497	2,068	736	1,311		545
10 yrs or more	678	1,434		4,867	318	467	-	1,226
Unreported	613	404			5,409	574		1,744

NOTE: Numbers reflect BESTMILE Estimates

Chapter 5: Table 14  
Rural Travel  
STANDARD ERRORS

Definition of NYS RURAL: Outside MPO and Population Density < 1,000 (Block Group) Definition of US RURAL: Outside NY & MSA and Population Density < 1,000 (Block Group)								
	2001				2009			
	Population Density (Census Tract)							
	< 500		500-2,000		< 500		500-2,000	
	NY State	U.S.	NY State	U.S.	NY State	U.S.	NY State	U.S.
<b>Percent Not Taking Walk Trips in the last week</b>								
TOTAL	1.3%	0.7%	8.6%	2.2%	1.3%	0.7%	5.7%	2.7%
5 to 10 year-olds	*	*	*	*	4.9%	2.4%		7.3%
11 to 15 year-olds	*	*	*	*	4.1%	2.5%		5.6%
16 to 20 year-olds	6.1%	2.6%	21.6%	8.2%	4.1%	2.6%	13.6%	6.5%
21 to 35 year-olds	3.0%	1.2%	19.1%	4.3%	3.4%	2.0%	20.2%	5.0%
36 to 64 year-olds	1.4%	0.9%	9.8%	2.7%	1.6%	1.0%	7.5%	3.1%
65+ year-olds	2.7%	1.4%	13.9%	5.0%	2.2%	1.5%	21.0%	4.5%
<b>Avg Minutes Spent Walking per Day</b>								
TOTAL	0.52	0.22	1.74	0.63	0.32	0.18	0.81	0.50
5 to 10 year-olds	0.68	0.83		1.53	0.52	0.32		1.78
11 to 15 year-olds	1.43	0.61	2.72	1.78	0.81	0.53		0.74
16 to 20 year-olds	2.72	1.00	21.14	0.46	1.78	0.62		1.25
21 to 35 year-olds	2.21	0.30	1.54	1.04	0.85	0.62		0.96
36 to 64 year-olds	0.48	0.31	1.83	1.51	0.42	0.24	1.73	0.88
65+ year-olds	0.73	0.63	2.98	1.27	0.50	0.25	0.97	0.72
<b>Percent Not Taking Bike Trips in the last week</b>								
TOTAL	0.7%	0.4%	4.4%	1.2%	0.8%	0.7%	5.1%	1.2%
5 to 10 year-olds	*	*	*	*	4.3%	2.3%	43.5%	10.8%
11 to 15 year-olds	*	*	*	*	5.1%	2.7%	0.0%	5.5%
16 to 20 year-olds	2.7%	1.8%	0.0%	4.9%	2.7%	2.3%	0.0%	2.7%
21 to 35 year-olds	1.8%	0.9%	10.4%	2.9%	2.0%	1.3%	0.0%	1.3%
36 to 64 year-olds	0.8%	0.4%	7.3%	1.7%	0.8%	0.5%	8.6%	1.2%
65+ year-olds	1.0%	0.4%	0.0%	1.8%	0.8%	0.3%	0.0%	0.5%
<b>Avg Minutes Spent Biking per Day</b>								
TOTAL	0.20	0.06		0.30	0.29	0.09		0.11
5 to 10 year-olds	0.92	0.43		2.21	0.70	0.46		0.37
11 to 15 year-olds	1.55	0.36		0.12	1.58	0.59		0.53
16 to 20 year-olds	0.39	0.16		0.04	0.05	0.13		0.40
21 to 35 year-olds	0.05	0.03		0.01	1.12	0.05		0.44
36 to 64 year-olds	0.08	0.06		0.05	0.42	0.17		0.14
65+ year-olds	0.01	0.08			0.05	0.25		0.04
<b>Avg Minutes Spent Walking/Biking per Day</b>								
TOTAL	0.59	0.23	1.74	0.71	0.43	0.19	0.81	0.52
5 to 10 year-olds	1.19	1.00		2.65	0.92	0.57		1.81
11 to 15 year-olds	2.39	0.68	2.72	1.78	1.77	0.73		1.04
16 to 20 year-olds	2.71	1.02	21.14	0.46	1.78	0.63		1.37
21 to 35 year-olds	2.22	0.31	1.54	1.04	1.37	0.62		1.03
36 to 64 year-olds	0.48	0.31	1.83	1.50	0.57	0.29	1.73	0.89
65+ year-olds	0.73	0.63	2.98	1.27	0.48	0.28	0.97	0.73

\* Walk and Bike trip questions were not asked of persons under 16 years old in 2001, or at all in 1995.

## APPENDIX C6. SUPPLEMENTAL TABLES FOR CHAPTER 6

Chapter 6: Table 1  
Comparison of Travel Patterns Among NY State MPOs  
2009 NHTS

	Not in MSA		< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million				3+ million				
	Ithaca	Kingston	Elmira	Glens Falls	Bingham- ton		Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough- keepsie	NY Metro				
					Nassau/ Suffolk	Putnam/ Rockland/ Westchester							Five Counties	Sub of 5 Counties			
						Utica-Rome									4 Counties	Manhattan	
<b>General Statistics</b>																	
Households (000)	37	70	35	58	98	116	320	185	472	383	122	103	911	469	3,055	2,306	749
Persons (000)	97	173	83	138	232	278	761	426	1,064	936	353	277	2,698	1,265	7,788	6,253	1,535
Drivers (000)	81	138	63	110	181	207	587	329	807	712	256	218	2,081	923	4,836	3,792	1,044
Workers (000)	67	103	45	81	125	149	428	236	586	486	194	160	1,503	694	3,978	3,016	962
Vehicles (000)	55	134	58	104	167	193	535	293	745	648	230	199	1,784	783	1,943	1,722	221
Workers per Household	1.79	1.47	1.29	1.39	1.28	1.28	1.34	1.28	1.24	1.27	1.59	1.55	1.65	1.48	1.30	1.31	1.28
Vehicles per Household	1.47	1.91	1.66	1.78	1.71	1.66	1.67	1.58	1.58	1.69	1.88	1.92	1.96	1.67	0.64	0.75	0.29
Vehicles per Driver	0.69	0.97	0.91	0.95	0.92	0.93	0.91	0.89	0.92	0.91	0.90	0.91	0.86	0.85	0.40	0.45	0.21
<b>Distribution of Households by Household Vehicle Count</b>																	
ALL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
0 vehicles	12.3%	6.8%	9.3%	6.2%	10.5%	10.8%	9.1%	12.8%	12.5%	9.9%	8.8%	7.0%	5.7%	12.2%	54.6%	47.7%	75.7%
1 vehicle	44.4%	33.3%	36.4%	36.0%	34.9%	36.6%	35.9%	36.5%	37.4%	33.9%	28.0%	30.9%	26.9%	35.0%	31.4%	35.1%	20.2%
2 vehicles	31.9%	38.7%	40.5%	39.4%	36.8%	37.2%	40.4%	37.1%	36.5%	39.7%	40.7%	38.8%	42.8%	35.2%	10.9%	13.4%	3.3%
3 vehicles	8.0%	11.2%	8.4%	12.5%	12.0%	10.7%	10.6%	9.3%	9.4%	11.6%	14.8%	14.2%	18.9%	11.7%	2.2%	2.7%	0.6%
4+ vehicles	3.4%	10.0%	5.4%	5.9%	5.8%	4.8%	4.0%	4.2%	4.2%	5.0%	7.6%	9.0%	5.8%	5.9%	0.9%	1.1%	0.3%
<b>Distribution of Households by Household Income</b>																	
ALL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
< \$10,000	7.6%	7.7%	9.8%	8.6%	8.4%	8.7%	4.8%	6.2%	6.0%	8.8%	5.0%	5.0%	4.1%	6.9%	9.6%	10.8%	6.2%
\$10 to \$20,000	12.5%	9.1%	13.2%	11.9%	15.8%	15.3%	12.3%	14.6%	16.7%	8.7%	8.3%	7.4%	5.6%	8.8%	12.0%	12.9%	9.4%
\$20 to \$30,000	10.1%	12.4%	15.1%	14.0%	15.8%	15.6%	10.5%	11.2%	12.5%	9.8%	9.6%	7.9%	5.7%	5.5%	10.6%	11.8%	7.1%
\$30 to \$40,000	12.8%	8.3%	10.0%	11.1%	9.3%	10.4%	9.3%	10.4%	10.3%	12.6%	7.2%	9.6%	5.1%	9.9%	9.6%	11.4%	3.9%
\$40 to \$50,000	8.6%	12.3%	11.4%	9.7%	10.8%	10.4%	8.8%	9.2%	10.1%	9.0%	5.5%	7.1%	7.1%	7.0%	8.7%	8.3%	10.2%
\$50 to \$60,000	6.8%	9.4%	7.3%	8.4%	6.9%	8.9%	7.5%	9.9%	5.9%	8.0%	6.0%	6.6%	8.6%	5.5%	5.4%	5.6%	4.7%
\$60 to \$70,000	7.2%	6.4%	5.7%	6.1%	6.2%	4.7%	6.7%	6.7%	4.9%	6.5%	7.9%	7.9%	6.7%	4.3%	5.5%	6.3%	3.1%
\$70 to \$80,000	5.3%	5.3%	4.3%	6.7%	5.8%	3.9%	6.9%	4.1%	5.8%	5.2%	10.1%	6.8%	5.6%	4.3%	5.0%	4.5%	6.5%
\$80 to \$100,000	8.3%	8.5%	6.4%	9.0%	7.2%	4.4%	8.0%	7.5%	6.6%	6.8%	9.6%	9.5%	8.4%	7.6%	7.4%	7.3%	7.5%
\$100,000+	15.2%	15.2%	9.2%	9.3%	8.2%	9.2%	17.5%	13.5%	10.9%	15.6%	22.4%	22.0%	33.2%	31.6%	16.8%	12.1%	31.2%
Unreported	5.7%	5.2%	7.6%	5.1%	5.8%	8.5%	7.6%	6.9%	10.4%	9.2%	8.5%	10.4%	10.0%	8.7%	9.4%	9.1%	10.3%
<b>Licensing Rate</b>																	
% Male Drivers/Male 16+	92.34%	91.67%	88.91%	91.93%	90.23%	87.47%	88.64%	90.29%	88.12%	89.46%	88.30%	91.68%	90.22%	86.76%	71.57%	70.83%	74.37%
% Female Drivers/Female 16+	92.29%	94.85%	91.51%	93.00%	91.33%	87.76%	89.67%	93.64%	90.12%	92.29%	91.69%	93.24%	93.39%	91.84%	78.91%	78.23%	81.50%
	92.39%	88.56%	86.60%	90.83%	89.21%	87.18%	87.69%	87.34%	86.31%	86.81%	84.92%	90.12%	87.18%	82.20%	65.08%	64.30%	68.01%

Chapter 6: Table 1  
 Comparison of Travel Patterns Among NY State MPOs  
 2001 NHTS

	Not in MSA	< 250,000			250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3+ million						
	Ithaca	Elmira	Glens Falls	Bingham- ton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough- keepsie	NY Metro			Sub of 5 Counties		
												Nassau/ Suffolk	Putnam/ Rockland/ Westchester	Five Counties	4 Counties	Manhattan	
<b>General Statistics</b>																	
Households (000)	37	36	49	102	118	324	184	477	292	117	101	933	471	3,076	2,324	752	
Drivers (000)	64	63	90	174	200	544	306	753	497	223	179	1,860	883	3,779	3,018	761	
Workers (000)	49	45	61	118	145	416	219	589	364	173	142	1,450	700	4,045	3,192	853	
Vehicles (000)	62	66	95	182	213	578	279	817	521	230	192	1,755	811	2,085	1,795	290	
Workers per Household	1.32	1.27	1.25	1.16	1.22	1.29	1.19	1.23	1.25	1.48	1.40	1.55	1.49	1.32	1.37	1.13	
Vehicles per Household	1.67	1.85	1.93	1.78	1.80	1.78	1.52	1.71	1.79	1.97	1.89	1.88	1.72	0.68	0.77	0.39	
Vehicles per Driver	0.96	1.04	1.05	1.05	1.07	1.06	0.91	1.08	1.05	1.03	1.07	0.94	0.92	0.55	0.59	0.38	
<b>Distribution of Households by Household Vehicle Count</b>																	
<b>ALL</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	
0 vehicles	9.4%	7.6%	7.5%	11.1%	8.3%	9.1%	12.6%	10.2%	7.2%	5.4%	5.6%	4.8%	12.6%	51.6%	45.9%	69.2%	
1 vehicle	37.2%	34.1%	28.3%	29.6%	35.9%	33.1%	37.9%	35.7%	34.5%	27.0%	35.0%	30.6%	33.0%	33.8%	36.0%	26.8%	
2 vehicles	37.0%	35.2%	39.3%	39.5%	33.7%	38.3%	37.9%	36.3%	39.9%	43.1%	35.6%	43.1%	38.3%	11.4%	14.0%	3.1%	
3 vehicles	11.8%	14.7%	17.0%	13.8%	16.0%	12.7%	8.7%	12.1%	11.7%	16.3%	16.2%	16.0%	12.7%	2.7%	3.4%	0.5%	
4+ vehicles	4.6%	8.4%	7.9%	6.0%	6.1%	6.8%	2.8%	5.6%	6.6%	8.1%	7.6%	5.5%	5.8%	0.7%	0.7%	<b>0.4%</b>	
<b>Distribution of Households by Household Income</b>																	
<b>ALL</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>99.3%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	
< \$10,000	8.8%	7.5%	7.1%	5.0%	9.8%	6.4%	7.2%	8.2%	8.4%	2.8%	7.6%	1.4%	4.1%	9.9%	10.5%	7.8%	
\$10 to \$20,000	12.0%	11.2%	8.5%	14.0%	12.8%	8.4%	12.4%	14.6%	6.8%	7.2%	7.2%	5.4%	5.5%	11.2%	12.3%	7.9%	
\$20 to \$30,000	13.8%	12.4%	13.3%	9.2%	13.4%	9.4%	11.5%	8.2%	8.9%	4.5%	8.2%	5.3%	4.6%	10.4%	11.7%	6.3%	
\$30 to \$40,000	15.7%	20.0%	16.5%	19.1%	14.6%	14.5%	17.2%	17.4%	19.2%	16.6%	15.8%	10.8%	11.3%	14.2%	16.0%	8.5%	
\$40 to \$50,000	5.6%	5.1%	5.5%	5.6%	4.9%	4.9%	3.2%	3.6%	3.6%	4.9%	4.3%	2.8%	4.3%	4.2%	4.4%	3.5%	
\$50 to \$60,000	7.0%	7.9%	9.8%	9.7%	9.7%	7.9%	8.7%	8.6%	9.3%	10.1%	10.2%	7.3%	7.1%	7.2%	7.2%	7.2%	
\$60 to \$70,000	6.6%	6.3%	7.1%	6.4%	7.9%	6.2%	6.2%	5.1%	5.7%	8.9%	7.4%	7.8%	5.5%	5.4%	5.0%	6.6%	
\$70 to \$80,000	5.1%	4.9%	6.1%	3.1%	3.9%	6.3%	6.6%	5.2%	5.2%	6.9%	5.6%	4.0%	5.9%	4.8%	4.7%	5.1%	
\$80 to \$100,000	9.1%	8.7%	7.4%	9.1%	8.3%	10.1%	9.6%	8.6%	10.0%	12.4%	7.5%	13.9%	9.7%	6.3%	6.1%	6.9%	
\$100,000+	11.0%	7.3%	8.7%	9.0%	6.9%	15.6%	9.5%	11.7%	16.2%	17.7%	19.7%	30.7%	31.1%	14.7%	10.8%	26.8%	
Unreported	5.3%	8.6%	10.1%	9.8%	7.8%	10.3%	8.0%	8.8%	6.9%	7.3%	6.5%	10.8%	10.9%	11.9%	11.4%	13.4%	
<b>Licensing Rate</b>																	
% Male Drivers/Male 16+	91.22%	88.88%	94.16%	90.03%	91.00%	91.35%	90.69%	86.19%	92.34%	90.43%	89.38%	89.16%	88.79%	59.97%	59.59%	61.51%	
% Female Drivers/Female 16+	90.93%	86.52%	92.32%	89.26%	86.49%	88.11%	89.98%	82.14%	91.83%	89.51%	87.79%	87.83%	83.97%	49.67%	49.22%	51.53%	

Chapter 6: Table 1  
 Comparison of Travel Patterns Among NY State MPOs  
 1995 NPTS

	Not in MSA	< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million				3+ million				
	Ithaca	Elmira	Glens Falls	Bingham-ton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough-keepsie	NY Metro				
												Nassau/ Suffolk	Putnam/ Rockland/ Westchester	Five Counties	Sub of 5 Counties	
														4 Counties	Manhattan	
<b>General Statistics</b>																
Households (000)	35	35	45	101	117	326	180	465	279	108	95	886	448	2,920	2,193	728
Drivers (000)	70	61	77	174	209	555	313	787	491	204	180	1,783	837	3,218	2,489	730
Workers (000)	50	41	59	115	151	410	244	562	366	158	136	1,374	632	3,404	2,559	846
Vehicles (000)	50	55	73	158	189	508	283	667	452	176	161	1,464	724	1,600	1,399	201
Workers per Household	1.42	1.16	1.31	1.14	1.29	1.26	1.36	1.21	1.31	1.46	1.44	1.55	1.41	1.17	1.17	1.16
Vehicles per Household	1.42	1.57	1.61	1.57	1.62	1.56	1.57	1.43	1.62	1.63	1.70	1.65	1.62	0.55	0.64	0.28
Vehicles per Driver	0.71	0.90	0.94	0.91	0.91	0.91	0.90	0.85	0.92	0.86	0.89	0.82	0.86	0.50	0.56	0.28
<b>Distribution of Households by Household Vehicle Count</b>																
<b>ALL</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>
0 vehicles	9.0	8.4	6.1	6.5	6.9	8.7	8.4	11.5	7.7	5.6	7.1	5.4	9.8	52.9	46.3	72.6
1 vehicle	42.0	37.4	29.6	36.4	34.4	32.2	33.3	37.8	31.9	31.0	26.5	29.1	30.0	33.8	36.8	24.8
2 vehicles	35.0	39.6	49.6	39.8	40.3	40.2	44.3	38.1	43.7	46.0	42.6	48.1	41.2	11.2	14.2	2.4
3 vehicles	11.3	10.1	12.1	12.6	13.0	13.4	10.5	10.2	11.7	11.5	16.0	12.2	13.8	1.6	2.1	0.1
4+ vehicles	2.7	4.4	2.7	4.7	5.4	5.5	3.6	2.4	5.0	5.9	7.8	5.3	5.2	0.5	0.6	0.1
<b>Distribution of Households by Household Income</b>																
<b>ALL</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>
< \$10,000	8.9%	5.2%	4.2%	5.2%	5.0%	4.0%	3.6%	4.9%	2.6%	3.0%	2.9%	1.3%	2.9%	7.9%	8.1%	7.3%
\$10 to \$20,000	10.8%	15.3%	16.5%	11.0%	9.1%	7.6%	7.2%	10.3%	6.9%	4.6%	6.1%	4.5%	6.3%	9.2%	9.8%	7.6%
\$20 to \$30,000	12.7%	11.1%	6.5%	16.7%	12.3%	10.5%	11.4%	13.2%	9.4%	8.1%	5.9%	5.9%	4.7%	11.4%	12.5%	8.1%
\$30 to \$40,000	15.7%	18.2%	14.1%	15.2%	18.2%	14.8%	10.9%	15.6%	12.3%	14.0%	10.1%	9.2%	9.1%	14.6%	15.6%	11.9%
\$40 to \$50,000	4.1%	5.9%	4.0%	3.9%	5.3%	3.9%	4.9%	4.8%	5.3%	4.0%	2.6%	2.4%	2.8%	3.8%	3.8%	3.7%
\$50 to \$60,000	7.3%	7.2%	12.6%	7.6%	8.5%	8.2%	9.5%	6.4%	9.5%	6.8%	9.9%	6.8%	5.6%	6.1%	6.0%	6.5%
\$60 to \$70,000	7.7%	7.4%	9.7%	6.7%	6.8%	9.5%	9.6%	8.4%	7.9%	9.0%	8.7%	7.5%	6.5%	6.3%	6.6%	5.3%
\$70 to \$80,000	3.3%	5.0%	4.9%	4.4%	4.2%	5.4%	5.5%	4.1%	5.8%	5.1%	6.0%	4.7%	4.3%	3.5%	3.3%	3.9%
\$80 to \$100,000	7.1%	5.5%	5.8%	7.2%	6.9%	9.8%	9.0%	6.8%	8.8%	13.4%	10.9%	13.2%	8.7%	6.4%	6.7%	5.3%
\$100,000+	8.2%	4.5%	5.3%	7.5%	7.1%	8.7%	11.7%	8.0%	13.4%	13.2%	16.2%	22.6%	24.4%	10.3%	7.5%	18.8%
Unreported	14.1%	14.7%	16.3%	14.5%	16.5%	17.6%	16.8%	17.3%	18.0%	18.9%	20.6%	21.9%	24.8%	20.5%	20.1%	21.6%
<b>Licensing Rate</b>																
% Male Drivers/Male 16+	90.41%	86.66%	87.99%	89.77%	89.00%	89.93%	90.20%	86.84%	90.98%	88.32%	89.95%	88.22%	88.80%	56.83%	56.80%	56.92%
% Female Drivers/Female 16+	87.14%	82.62%	83.59%	87.77%	86.13%	86.69%	86.79%	83.06%	90.59%	83.87%	85.23%	84.50%	84.98%	44.48%	43.53%	47.83%



Chapter 6: Table 2  
Comparison of Travel Patterns Among NY State MPOs  
2001 NHTS

	Not in MSA	< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million				3+ million					
		Ithaca	Elmira	Glens Falls	Bingham- ton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough- keepsie	NY Metro				
													Nassau/ Suffolk	Putnam/ Rockland/ Westchester	Five Counties	Sub of 5 Counties	
														4 Counties	Manhattan		
<b>Daily Person Trips per Person</b>																	
<b>TOTAL</b>	<b>4.38</b>	<b>4.08</b>	<b>4.02</b>	<b>4.21</b>	<b>4.19</b>	<b>3.96</b>	<b>3.94</b>	<b>4.03</b>	<b>4.00</b>	<b>3.94</b>	<b>3.83</b>	<b>3.79</b>	<b>3.97</b>	<b>3.44</b>	<b>3.34</b>	<b>3.86</b>	
Male	4.41	4.10	3.92	4.26	4.30	3.95	4.09	3.81	3.93	3.80	3.85	3.79	4.05	3.54	3.50	3.71	
Female	4.35	4.07	4.11	4.16	4.09	3.98	3.81	4.23	4.07	4.08	3.81	3.80	3.91	3.35	3.20	3.99	
<b>TOTAL</b>	<b>4.38</b>	<b>4.08</b>	<b>4.02</b>	<b>4.21</b>	<b>4.19</b>	<b>3.96</b>	<b>3.94</b>	<b>4.03</b>	<b>4.00</b>	<b>3.94</b>	<b>3.83</b>	<b>3.79</b>	<b>3.97</b>	<b>3.44</b>	<b>3.34</b>	<b>3.86</b>	
5-15 years	3.24	3.77	3.31	3.76	3.31	3.15	3.27	3.15	3.32	2.95	3.13	2.95	3.29	2.71	2.73	2.59	
16-19 years	4.21	4.08	3.74	4.15	3.87	3.84	3.64	4.22	3.48	3.83	3.65	3.60	4.07	3.08	3.06	3.29	
20-34 years	4.54	4.26	4.33	4.30	4.37	4.02	4.22	4.50	4.51	4.10	3.83	3.67	3.50	3.77	3.58	4.45	
35-54 years	4.87	4.57	4.52	4.51	4.93	4.61	4.44	4.52	4.47	4.38	4.60	4.18	4.80	3.89	3.80	4.25	
55-64 years	4.25	3.90	4.36	4.30	4.40	4.28	3.72	3.89	4.05	4.23	3.86	4.21	4.30	3.66	3.68	3.60	
65+ years	4.13	3.44	3.42	3.92	3.80	3.22	3.58	3.71	3.17	3.97	3.23	3.84	3.49	2.57	2.44	3.12	
Unreported	4.87	4.58	2.64	4.96	3.08	3.95	4.49	3.71	3.45	3.71	2.91	3.70	3.23	3.03	2.88	3.49	
<b>TOTAL</b>	<b>4.38</b>	<b>4.08</b>	<b>4.02</b>	<b>4.21</b>	<b>4.19</b>	<b>3.96</b>	<b>3.94</b>	<b>4.03</b>	<b>4.00</b>	<b>3.94</b>	<b>3.83</b>	<b>3.79</b>	<b>3.97</b>	<b>3.44</b>	<b>3.34</b>	<b>3.86</b>	
% SOV	38.6%	41.5%	45.1%	40.3%	45.1%	43.4%	41.3%	39.9%	44.8%	38.0%	43.5%	40.0%	39.9%	14.1%	16.6%	5.3%	
% MOV	41.9%	47.7%	42.9%	47.5%	44.0%	42.0%	42.2%	44.0%	42.2%	47.3%	41.4%	42.7%	41.9%	21.9%	24.4%	13.0%	
% Amtrak			0.0%		0.0%	0.0%					0.1%	0.2%	0.4%	0.4%	0.4%	0.3%	
% Commuter Train			0.0%			0.0%					0.3%	1.1%	1.2%	0.4%	0.4%	0.5%	
% Subway/El Rail	0.2%	0.1%				0.0%		0.4%	0.0%	0.3%	0.1%	0.6%	0.8%	13.0%	12.2%	15.8%	
% Other Public	0.7%	0.4%	0.2%	0.7%	0.3%	0.9%	1.3%	0.5%	1.5%	0.2%	0.2%	0.4%	1.3%	8.7%	8.7%	8.7%	
% Walk	14.8%	7.3%	7.5%	7.9%	6.0%	9.1%	10.2%	9.2%	6.7%	8.6%	9.2%	10.3%	10.8%	36.8%	33.0%	50.3%	
% Other	3.8%	2.9%	4.2%	3.6%	4.6%	4.5%	4.9%	6.0%	4.6%	5.4%	5.2%	4.7%	3.5%	4.6%	4.2%	6.2%	
% Unreported		0.1%	0.2%	0.0%		0.0%		0.1%	0.2%	0.0%	0.1%	0.1%	0.2%	0.1%	0.2%	0.1%	
<b>TOTAL</b>	<b>4.38</b>	<b>4.08</b>	<b>4.02</b>	<b>4.21</b>	<b>4.19</b>	<b>3.96</b>	<b>3.94</b>	<b>4.03</b>	<b>4.00</b>	<b>3.94</b>	<b>3.83</b>	<b>3.79</b>	<b>3.97</b>	<b>3.44</b>	<b>3.34</b>	<b>3.86</b>	
% Earn a Living	18.3%	18.5%	18.0%	16.8%	18.6%	19.9%	18.1%	16.8%	18.0%	19.1%	18.8%	19.9%	19.1%	20.1%	20.0%	20.6%	
% Family & Personal Business	42.6%	46.3%	46.0%	45.9%	44.3%	42.9%	45.3%	44.0%	43.6%	43.3%	44.3%	41.5%	46.0%	42.6%	43.7%	38.9%	
% Civic, Educational & Religious	11.4%	8.0%	7.6%	7.8%	7.5%	9.3%	8.7%	9.3%	9.8%	9.5%	10.5%	8.9%	7.8%	11.1%	11.5%	9.6%	
% Social & Recreational	26.3%	26.2%	27.2%	28.7%	28.5%	26.5%	26.9%	28.6%	27.3%	26.4%	25.1%	28.0%	25.2%	24.6%	23.4%	29.0%	
% Other	1.2%	0.8%	0.6%	0.6%	0.9%	1.0%	0.5%	1.0%	0.9%	1.5%	1.1%	1.5%	1.6%	1.3%	1.2%	1.8%	
% Unreported		0.1%	0.2%	0.3%	0.2%	0.4%	0.5%	0.3%	0.5%	0.2%	0.3%	0.2%	0.3%	0.3%	0.3%	0.2%	
<b>TOTAL</b>	<b>4.38</b>	<b>4.08</b>	<b>4.02</b>	<b>4.21</b>	<b>4.19</b>	<b>3.96</b>	<b>3.94</b>	<b>4.03</b>	<b>4.00</b>	<b>3.94</b>	<b>3.83</b>	<b>3.79</b>	<b>3.97</b>	<b>3.44</b>	<b>3.34</b>	<b>3.86</b>	
Weekday	4.68	4.05	4.20	4.38	4.32	4.01	3.99	4.01	3.98	4.12	4.01	3.87	4.10	3.61	3.56	3.83	
Weekend	3.55	4.16	3.58	3.78	3.90	3.82	3.84	4.08	4.08	3.52	3.33	3.63	3.72	3.03	2.82	3.94	
<b>TOTAL</b>	<b>4.38</b>	<b>4.08</b>	<b>4.02</b>	<b>4.21</b>	<b>4.19</b>	<b>3.96</b>	<b>3.94</b>	<b>4.03</b>	<b>4.00</b>	<b>3.94</b>	<b>3.83</b>	<b>3.79</b>	<b>3.97</b>	<b>3.44</b>	<b>3.34</b>	<b>3.86</b>	
% 1-9 min	31.2%	30.6%	32.1%	30.2%	33.5%	29.8%	31.3%	27.9%	29.3%	26.8%	27.7%	29.9%	30.5%	21.6%	21.5%	22.0%	
% 10-19 min	39.5%	37.3%	34.4%	37.7%	36.8%	35.3%	37.0%	37.4%	38.1%	34.6%	35.5%	34.0%	32.6%	27.9%	28.4%	26.4%	
% 20-29 min	13.1%	14.5%	12.5%	14.0%	11.7%	14.1%	16.0%	14.4%	14.1%	14.5%	13.9%	12.3%	11.3%	10.3%	10.0%	11.3%	
% 30-39 min	7.8%	8.3%	8.2%	8.5%	8.4%	9.6%	7.8%	9.3%	9.1%	9.3%	9.6%	9.0%	10.1%	12.2%	11.7%	14.0%	
% 40-49 min	2.3%	3.7%	3.7%	3.1%	2.4%	3.9%	2.1%	4.3%	3.2%	3.9%	4.1%	4.1%	3.4%	7.2%	7.3%	7.2%	
% 50+ min	4.3%	4.3%	7.4%	4.4%	5.2%	4.7%	3.4%	3.9%	4.3%	7.6%	6.6%	8.1%	9.7%	13.7%	14.6%	10.5%	
% Unreported	1.7%	1.3%	1.7%	2.1%	2.0%	2.5%	2.4%	2.8%	1.9%	3.2%	2.6%	2.7%	2.5%	7.0%	6.5%	8.6%	
<b>TOTAL</b>	<b>4.38</b>	<b>4.08</b>	<b>4.02</b>	<b>4.21</b>	<b>4.19</b>	<b>3.96</b>	<b>3.94</b>	<b>4.03</b>	<b>4.00</b>	<b>3.94</b>	<b>3.83</b>	<b>3.79</b>	<b>3.97</b>	<b>3.44</b>	<b>3.34</b>	<b>3.86</b>	
% 5 or less miles	65.6%	60.4%	58.8%	60.0%	62.2%	60.3%	66.1%	66.1%	61.4%	55.1%	56.7%	65.3%	61.6%	70.2%	68.3%	77.2%	
% 6-10 miles	17.2%	18.8%	17.5%	18.8%	18.5%	17.7%	17.3%	15.6%	19.7%	16.3%	19.2%	13.0%	13.9%	9.2%	9.7%	7.4%	
% 11-15 miles	6.4%	8.8%	7.7%	7.5%	6.7%	8.2%	8.3%	6.9%	8.1%	8.3%	8.6%	6.2%	6.1%	4.4%	5.0%	2.2%	
% 16-20 miles	3.7%	3.8%	3.9%	3.8%	4.3%	4.7%	2.5%	3.5%	3.7%	5.8%	4.0%	3.6%	3.9%	2.6%	2.7%	2.1%	
% 21-30 miles	1.6%	3.2%	4.9%	3.3%	3.3%	3.7%	2.3%	3.5%	2.7%	5.1%	3.3%	4.1%	5.1%	1.9%	1.9%	1.8%	
% 31 or more miles	3.1%	3.7%	6.5%	3.7%	4.6%	3.8%	3.0%	2.4%	3.0%	8.2%	6.3%	5.3%	6.0%	1.9%	1.8%	2.1%	
% Unreported	2.3%	1.4%	0.8%	2.9%	0.5%	1.7%	0.9%	2.0%	1.4%	1.2%	2.0%	2.6%	3.5%	9.9%	10.7%	7.3%	

Chapter 6: Table 2  
Comparison of Travel Patterns Among NY State MPOs  
1995 NPTS

	Not in MSA	< 250,000			250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3+ million		NY Metro				
	Ithaca	Elmira	Glens Falls	Bingham- ton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough- keepsie	NY Metro			Sub of 5 Counties		
												Nassau/ Suffolk	Putnam/ Rockland/ Westchester	Five Counties	4 Counties	Manhattan	
<b>Daily Person Trips per Person</b>																	
<b>TOTAL</b>	<b>4.38</b>	<b>4.33</b>	<b>4.45</b>	<b>4.30</b>	<b>4.24</b>	<b>4.13</b>	<b>4.24</b>	<b>4.17</b>	<b>4.25</b>	<b>3.73</b>	<b>3.94</b>	<b>4.12</b>	<b>3.86</b>	<b>3.58</b>	<b>3.53</b>	<b>3.78</b>	
Male	4.34	4.40	4.42	4.40	4.37	4.18	4.32	4.25	4.26	3.66	4.01	4.18	3.76	3.63	3.56	3.91	
Female	4.41	4.27	4.47	4.20	4.12	4.07	4.16	4.09	4.25	3.80	3.86	4.07	3.95	3.54	3.50	3.66	
<b>TOTAL</b>	<b>4.38</b>	<b>4.33</b>	<b>4.45</b>	<b>4.30</b>	<b>4.24</b>	<b>4.13</b>	<b>4.24</b>	<b>4.17</b>	<b>4.25</b>	<b>3.73</b>	<b>3.94</b>	<b>4.12</b>	<b>3.86</b>	<b>3.58</b>	<b>3.53</b>	<b>3.78</b>	
5-15 years	3.33	3.56	3.48	3.76	3.72	3.78	3.68	3.57	3.47	3.25	2.84	3.38	3.35	3.09	3.11	2.98	
16-19 years	4.95	5.25	4.51	4.04	4.28	4.22	5.23	4.09	5.10	3.84	4.56	4.29	3.57	3.18	3.26	2.58	
20-34 years	4.73	4.54	4.50	4.93	3.99	4.19	4.32	4.63	4.53	3.64	4.17	4.31	3.83	3.96	3.85	4.31	
35-54 years	4.67	4.93	5.16	4.59	4.60	4.66	4.65	4.63	4.69	4.15	4.42	4.60	4.39	3.84	3.79	3.99	
55-64 years	4.42	4.14	5.50	4.26	4.85	4.09	4.57	3.98	4.27	4.30	4.18	4.14	3.77	3.28	3.26	3.36	
65+ years	3.71	3.82	3.53	3.52	4.01	3.19	3.31	3.39	3.56	3.07	3.20	3.58	3.58	2.95	3.03	2.62	
Unreported																	
<b>TOTAL</b>	<b>4.38</b>	<b>4.33</b>	<b>4.45</b>	<b>4.30</b>	<b>4.24</b>	<b>4.13</b>	<b>4.24</b>	<b>4.17</b>	<b>4.25</b>	<b>3.73</b>	<b>3.94</b>	<b>4.12</b>	<b>3.86</b>	<b>3.58</b>	<b>3.53</b>	<b>3.78</b>	
% SOV	38.4%	42.5%	42.5%	40.5%	44.8%	42.9%	41.3%	44.6%	43.8%	41.6%	49.0%	42.7%	38.3%	14.0%	16.4%	5.0%	
% MOV	40.0%	46.0%	43.6%	46.7%	41.7%	42.6%	47.4%	40.3%	43.5%	42.4%	40.6%	41.7%	42.7%	21.8%	24.6%	12.4%	
% Other POV	0.2%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.3%	0.0%	
% Amtrak					0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
% Commuter Train						0.0%			0.0%	0.3%	0.3%	1.0%	1.6%	2.5%	2.5%	3.2%	
% Subway/El Rail	0.0%					0.0%		0.2%	0.0%	0.0%	0.3%	0.5%	0.3%	10.3%	9.3%	13.5%	
% Other Public	1.4%	0.7%	0.7%	0.7%	0.7%	2.2%	0.7%	1.7%	1.4%	0.5%	0.5%	0.5%	2.3%	9.2%	9.1%	10.3%	
% Walk	10.0%	4.6%	3.8%	4.9%	4.7%	4.6%	3.7%	4.8%	3.3%	5.9%	3.0%	5.6%	7.3%	31.0%	28.3%	41.0%	
% Other	4.6%	3.2%	5.8%	4.0%	4.2%	3.6%	3.8%	3.6%	4.0%	5.1%	3.8%	4.4%	4.1%	5.0%	3.7%	8.7%	
% Unreported	5.5%	3.0%	3.6%	3.3%	3.5%	4.1%	3.8%	4.8%	4.0%	4.3%	2.5%	3.4%	3.4%	6.1%	5.7%	5.8%	
<b>TOTAL</b>	<b>4.38</b>	<b>4.33</b>	<b>4.45</b>	<b>4.30</b>	<b>4.24</b>	<b>4.13</b>	<b>4.24</b>	<b>4.17</b>	<b>4.25</b>	<b>3.73</b>	<b>3.94</b>	<b>4.12</b>	<b>3.86</b>	<b>3.58</b>	<b>3.53</b>	<b>3.78</b>	
% Earn a Living	19.6%	17.8%	21.6%	17.0%	20.3%	19.7%	20.5%	19.2%	20.2%	23.1%	21.4%	18.7%	23.3%	19.6%	19.0%	21.2%	
% Family & Personal Business	44.5%	49.0%	44.8%	46.7%	46.0%	45.5%	47.5%	47.4%	46.0%	45.3%	47.8%	47.6%	41.3%	45.8%	46.9%	42.4%	
% Civic, Educational & Religious	11.4%	7.9%	9.5%	9.1%	8.7%	7.5%	7.5%	7.2%	8.0%	9.1%	7.6%	9.0%	9.3%	10.6%	11.4%	7.4%	
% Social & Recreational	24.2%	24.9%	23.9%	27.2%	25.0%	27.3%	24.2%	26.2%	25.8%	22.3%	22.9%	24.5%	25.8%	24.0%	22.7%	28.9%	
% Other	0.2%	0.5%	0.2%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.3%	0.3%	0.2%	0.3%	0.0%	0.0%	0.0%	
Unreported																	
<b>TOTAL</b>	<b>4.38</b>	<b>4.33</b>	<b>4.45</b>	<b>4.30</b>	<b>4.24</b>	<b>4.13</b>	<b>4.24</b>	<b>4.17</b>	<b>4.25</b>	<b>3.73</b>	<b>3.94</b>	<b>4.12</b>	<b>3.86</b>	<b>3.58</b>	<b>3.53</b>	<b>3.78</b>	
Weekday	4.49	4.56	4.57	4.43	4.43	4.11	4.44	4.23	4.34	4.04	3.92	4.16	4.02	3.71	3.62	4.04	
Weekend	4.08	3.76	4.08	3.95	3.71	4.16	3.81	4.00	4.05	3.10	3.97	4.04	3.43	3.29	3.33	3.13	
<b>TOTAL</b>	<b>4.38</b>	<b>4.33</b>	<b>4.45</b>	<b>4.30</b>	<b>4.24</b>	<b>4.13</b>	<b>4.24</b>	<b>4.17</b>	<b>4.25</b>	<b>3.73</b>	<b>3.94</b>	<b>4.12</b>	<b>3.86</b>	<b>3.58</b>	<b>3.53</b>	<b>3.78</b>	
% 1-9 min	41.6%	43.0%	45.8%	42.8%	44.1%	38.7%	42.0%	43.2%	39.3%	40.8%	36.0%	40.5%	38.1%	32.7%	32.9%	31.5%	
% 10-19 min	34.9%	32.6%	29.0%	33.5%	32.8%	33.9%	31.8%	32.6%	33.6%	29.8%	32.7%	30.3%	30.6%	26.0%	25.5%	28.0%	
% 20-29 min	12.1%	13.2%	10.8%	12.3%	11.1%	12.8%	15.1%	13.9%	14.8%	11.8%	13.5%	12.1%	12.7%	13.1%	12.7%	14.6%	
% 30-39 min	4.8%	5.1%	5.8%	4.9%	3.8%	7.0%	5.7%	5.3%	5.2%	7.0%	6.3%	6.3%	6.5%	9.5%	8.8%	11.6%	
% 40-49 min	1.8%	1.6%	3.8%	2.1%	2.4%	2.9%	1.9%	1.9%	1.6%	3.8%	4.3%	3.4%	3.9%	6.7%	7.1%	5.0%	
% 50+ min	3.9%	3.9%	3.6%	3.5%	4.5%	3.1%	2.8%	2.2%	3.3%	5.9%	5.3%	6.1%	7.0%	9.2%	9.9%	6.1%	
% Unreported	0.9%	0.7%	1.1%	0.9%	1.4%	1.5%	0.7%	1.0%	0.7%	1.1%	1.8%	1.2%	1.3%	2.8%	3.1%	3.2%	
<b>TOTAL</b>	<b>4.38</b>	<b>4.33</b>	<b>4.45</b>	<b>4.30</b>	<b>4.24</b>	<b>4.13</b>	<b>4.24</b>	<b>4.17</b>	<b>4.25</b>	<b>3.73</b>	<b>3.94</b>	<b>4.12</b>	<b>3.86</b>	<b>3.58</b>	<b>3.53</b>	<b>3.78</b>	
% 5 or less miles	67.4%	63.7%	63.4%	63.7%	63.4%	62.0%	61.8%	67.4%	59.8%	60.6%	57.6%	65.0%	58.8%	72.1%	69.4%	81.2%	
% 6-10 miles	16.2%	17.3%	16.2%	17.7%	17.2%	18.2%	18.2%	16.3%	19.5%	15.3%	19.0%	13.6%	15.8%	8.7%	9.3%	6.1%	
% 11-15 miles	7.1%	7.4%	6.3%	7.4%	7.1%	7.5%	8.3%	7.0%	8.7%	7.0%	7.6%	6.3%	7.3%	5.0%	5.7%	2.4%	
% 16-20 miles	3.0%	3.5%	4.5%	2.8%	3.5%	4.1%	4.7%	3.4%	3.5%	4.3%	3.8%	3.4%	4.1%	3.2%	2.8%	0.8%	
% 21-30 miles	1.6%	2.5%	3.6%	3.5%	3.3%	3.9%	2.8%	2.6%	2.6%	4.3%	3.8%	4.1%	4.1%	2.5%	2.5%	2.1%	
% 31 or more miles	3.4%	4.6%	4.9%	3.5%	4.5%	2.9%	3.1%	1.9%	3.5%	6.7%	6.6%	4.9%	5.4%	2.2%	2.3%	2.4%	
Unreported	1.4%	0.9%	1.1%	1.4%	0.9%	1.5%	1.2%	1.4%	2.4%	1.9%	1.5%	2.7%	4.4%	7.3%	7.9%	5.0%	

Chapter 6: Table 3  
 Comparison of Travel Patterns Among NY State MPOs  
 2009 NHTS

	Not in MSA		< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3+ million							
	Ithaca	Kingston	Elmira	Glens Falls	Bingham- ton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough- keepsie	NY Metro					
													Nassau/ Suffolk	Putnam/ Rockland/ Westchester	Five Counties	Sub of 5 Counties		
													4 Counties	Manhattan				
<b>Daily PMT per Person</b>																		
<b>TOTAL</b>	<b>26.79</b>	<b>35.80</b>	<b>35.46</b>	<b>34.74</b>	<b>32.71</b>	<b>26.26</b>	<b>38.88</b>	<b>30.76</b>	<b>27.94</b>	<b>34.26</b>	<b>37.98</b>	<b>39.91</b>	<b>31.19</b>	<b>30.20</b>	<b>16.10</b>	<b>15.44</b>	<b>18.82</b>	
% SOV	36.6%	42.9%	32.0%	43.8%	43.9%	44.9%	35.4%	44.5%	39.4%	38.6%	49.3%	40.8%	42.5%	41.5%	16.5%	17.6%	12.7%	
% MOV	54.1%	44.3%	50.9%	41.5%	50.5%	50.8%	44.4%	48.5%	38.1%	46.1%	40.7%	48.4%	39.4%	41.6%	43.3%	41.5%	49.2%	
% Amtrak	0.0%						0.2%		0.3%		0.5%			1.5%	0.1%	0.2%	0.0%	
% Commuter Train		0.9%		0.3%							0.7%	2.0%	3.3%	3.5%	2.4%	1.4%	5.5%	
% Subway/EI Rail	0.0%	0.0%			0.7%		0.1%		0.2%		0.6%	0.1%	0.4%	0.7%	13.3%	13.0%	14.2%	
% Other Public	3.9%	0.1%	0.1%	0.2%	0.3%	0.3%	1.9%	0.3%	0.5%	0.1%	1.4%	0.1%	0.5%	1.3%	8.4%	9.9%	3.1%	
% Walk	1.6%	0.7%	0.6%	1.0%	0.5%	0.9%	0.9%	0.7%	0.8%	0.7%	0.6%	0.6%	0.8%	1.4%	6.5%	6.0%	8.3%	
% Other	3.7%	11.1%	15.9%	13.3%	4.1%	2.8%	17.2%	5.9%	20.7%	14.4%	6.2%	8.1%	12.9%	7.9%	9.6%	10.4%	7.0%	
% Unreported	0.0%	0.0%	0.4%		0.3%		0.0%	0.1%	0.0%	0.1%	0.2%	0.0%	0.2%	0.6%	0.1%	0.1%		
<b>TOTAL</b>	<b>26.79</b>	<b>35.80</b>	<b>35.46</b>	<b>34.74</b>	<b>32.71</b>	<b>26.26</b>	<b>38.88</b>	<b>30.76</b>	<b>27.94</b>	<b>34.26</b>	<b>37.98</b>	<b>39.91</b>	<b>31.19</b>	<b>30.20</b>	<b>16.10</b>	<b>15.44</b>	<b>18.82</b>	
% Earn a Living	23.2%	29.0%	16.4%	38.0%	22.6%	23.0%	22.1%	25.4%	27.9%	21.0%	34.9%	26.3%	28.4%	29.5%	29.3%	33.1%	16.4%	
% Family & Personal Business	30.7%	32.6%	31.4%	28.6%	38.2%	39.0%	23.9%	30.5%	23.4%	28.3%	29.0%	29.1%	27.9%	31.1%	27.5%	28.4%	24.7%	
% Civic, Educational & Religious	6.3%	6.6%	5.7%	4.2%	9.7%	5.0%	4.9%	5.5%	5.7%	6.2%	6.9%	6.5%	5.2%	5.6%	5.5%	6.6%	1.7%	
% Social & Recreational	33.8%	25.9%	30.1%	25.4%	26.1%	30.3%	39.0%	35.0%	30.2%	24.2%	25.9%	32.6%	24.1%	29.1%	34.2%	30.2%	47.9%	
% Other	2.7%	1.9%	11.9%	2.5%	1.4%	0.1%	5.9%	2.5%	1.0%	9.2%	1.2%	2.1%	12.1%	2.9%	1.3%	1.0%	2.4%	
% Unreported	3.3%	4.0%	4.5%	1.4%	2.1%	2.7%	4.2%	1.1%	11.9%	11.1%	2.2%	3.6%	2.3%	1.8%	2.2%	0.7%	7.0%	
<b>Average Person Trip Length</b>																		
<b>TOTAL</b>	<b>7.27</b>	<b>9.57</b>	<b>8.93</b>	<b>9.09</b>	<b>8.60</b>	<b>7.30</b>	<b>10.69</b>	<b>7.70</b>	<b>7.96</b>	<b>9.43</b>	<b>10.96</b>	<b>11.21</b>	<b>7.97</b>	<b>8.12</b>	<b>5.20</b>	<b>5.30</b>	<b>4.88</b>	

Chapter 6: Table 3  
 Comparison of Travel Patterns Among NY State MPOs  
 2001 NHTS

	Not in MSA	< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3+ million		NY Metro					
	Ithaca	Elmira	Glens Falls	Bingham- ton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough- keepsie	NY Metro			Sub of 5 Counties		
												Nassau/ Suffolk	Putnam/ Rockland/ Westchester	Five Counties	4 Counties	Manhattan	
<b>Daily PMT per Person</b>																	
<b>TOTAL</b>	35.19	35.54	39.93	35.95	36.19	34.21	30.45	29.16	33.49	45.54	38.93	31.95	36.50	21.11	18.80	30.84	
% SOV	37.3%	38.7%	42.0%	36.7%	43.9%	40.7%	40.8%	41.8%	41.5%	40.1%	40.2%	37.5%	40.1%	16.5%	19.9%	7.8%	
% MOV	52.0%	57.6%	50.6%	57.3%	47.8%	48.5%	52.1%	48.6%	47.3%	50.7%	47.5%	47.9%	42.5%	28.2%	30.3%	23.1%	
% Amtrak			0.0%		2.1%	0.5%					0.7%	0.6%	1.1%	1.0%	0.8%	1.5%	
% Commuter Train			0.0%			0.0%				0.5%	1.8%	3.6%	3.6%	0.6%	0.6%	0.6%	
% Subway/EI Rail	0.1%	0.8%				0.0%		0.3%	0.0%	1.1%	0.1%	0.8%	1.1%	14.2%	15.8%	10.2%	
% Other Public	0.5%	0.1%	0.1%	0.8%	0.2%	0.6%	0.8%	0.1%	1.0%	0.4%	0.1%	0.5%	0.7%	5.4%	6.0%	4.0%	
% Walk	1.4%	0.7%	0.6%	0.9%	0.6%	0.8%	0.8%	1.1%	0.6%	0.5%	0.7%	1.1%	1.0%	3.9%	3.7%	4.4%	
% Other	8.6%	2.2%	6.4%	4.3%	5.5%	8.8%	5.4%	8.2%	9.5%	6.7%	9.1%	7.2%	7.2%	29.1%	22.8%	45.4%	
% Unreported		0.0%	0.3%				0.0%	0.1%				0.4%	2.8%	0.9%	0.1%	3.1%	
<b>TOTAL</b>	35.19	35.54	39.93	35.95	36.19	34.21	30.45	29.16	33.49	45.54	38.93	31.95	36.50	21.11	18.80	30.84	
% Earn a Living	23.0%	21.3%	25.3%	19.6%	30.8%	27.7%	25.3%	23.5%	21.2%	29.0%	29.9%	30.7%	30.3%	34.1%	41.2%	16.0%	
% Family & Personal Business	39.8%	36.6%	35.5%	47.1%	35.8%	31.6%	30.0%	34.9%	32.1%	30.1%	29.5%	28.1%	30.2%	23.6%	27.0%	15.0%	
% Civic, Educational & Religious	8.0%	5.8%	5.5%	5.6%	5.7%	5.9%	4.9%	5.7%	8.0%	4.8%	6.8%	3.9%	4.4%	5.3%	6.4%	2.4%	
% Social & Recreational	25.6%	35.4%	31.7%	27.4%	26.7%	30.8%	39.0%	32.3%	34.9%	30.0%	32.8%	35.6%	30.4%	24.3%	21.5%	31.3%	
% Other	3.5%	0.5%	1.2%	0.3%	0.8%	2.2%	0.5%	3.7%	2.8%	3.7%	1.0%	1.6%	4.6%	9.1%	3.7%	22.9%	
% Unreported	0.1%	0.3%	0.8%	0.1%	0.3%	1.8%	0.3%	0.1%	1.0%	2.5%	0.1%	0.1%	0.2%	3.7%	0.2%	12.4%	
<b>Average Person Trip Length</b>																	
<b>TOTAL</b>	8.22	8.82	10.02	8.78	8.69	8.77	7.79	7.38	8.48	11.68	10.38	8.65	9.51	6.82	6.30	8.61	

Chapter 6: Table 3  
 Comparison of Travel Patterns Among NY State MPOs  
 1995 NPTS

	Not in MSA	< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3+ million		NY Metro				
	Ithaca	Elmira	Glens Falls	Bingham- ton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough- keepsie	NY Metro			Sub of 5 Counties	
												Nassau/ Suffolk	Putnam/ Rockland/ Westchester	Five Counties	4 Counties	Manhattan
<b>Daily PMT per Person</b>																
<b>TOTAL</b>	<b>31.22</b>	<b>39.67</b>	<b>36.39</b>	<b>34.43</b>	<b>35.27</b>	<b>33.84</b>	<b>36.37</b>	<b>28.54</b>	<b>37.62</b>	<b>34.43</b>	<b>40.35</b>	<b>33.47</b>	<b>35.82</b>	<b>19.08</b>	<b>19.33</b>	<b>18.13</b>
% SOV	46.5%	37.2%	38.9%	38.5%	41.8%	41.1%	35.4%	44.4%	34.3%	51.1%	49.9%	39.2%	36.6%	20.5%	21.9%	15.0%
% MOV	46.2%	58.2%	50.9%	57.6%	54.1%	48.3%	57.9%	50.7%	57.0%	40.6%	42.9%	48.6%	50.6%	38.9%	41.2%	29.8%
% Other POV	0.2%	0.0%	0.0%		0.1%	0.0%		0.1%	0.0%		0.0%	0.1%	0.1%	0.3%	0.3%	
% Amtrak					0.0%					0.9%	0.8%	1.2%		0.3%	0.2%	0.4%
% Commuter Train								0.0%		1.5%	1.4%	4.4%	4.5%	5.0%	4.4%	7.3%
% Subway/El Rail	0.0%					0.1%		0.2%		0.1%	0.3%	0.9%	0.4%	14.8%	15.0%	14.2%
% Other Public	1.2%	2.6%	2.8%	1.1%	0.2%	2.7%	2.0%	1.5%	2.4%	1.5%	0.5%	1.9%	3.4%	9.2%	9.5%	7.9%
% Walk	0.9%	0.3%	0.3%	0.3%	0.4%	0.3%	0.3%	0.4%	0.3%	0.3%	0.2%	0.3%	0.4%	3.5%	3.0%	5.7%
% Other	4.0%	1.3%	6.6%	1.9%	2.9%	5.6%	4.0%	2.0%	4.0%	3.4%	3.7%	2.3%	3.2%	6.6%	3.7%	18.4%
% Unreported	0.9%	0.5%	0.5%	0.6%	0.6%	1.9%	0.3%	0.7%	2.1%	0.6%	0.3%	1.1%	0.7%	0.8%	0.8%	1.2%
<b>TOTAL</b>	<b>31.22</b>	<b>39.67</b>	<b>36.39</b>	<b>34.43</b>	<b>35.27</b>	<b>33.84</b>	<b>36.37</b>	<b>28.54</b>	<b>37.62</b>	<b>34.43</b>	<b>40.35</b>	<b>33.47</b>	<b>35.82</b>	<b>19.08</b>	<b>19.33</b>	<b>18.13</b>
% Earn a Living	26.9%	21.3%	29.7%	23.3%	26.6%	28.7%	28.5%	28.2%	20.8%	38.0%	33.2%	30.4%	32.6%	31.2%	31.2%	30.9%
% Family & Personal Business	36.8%	40.6%	34.0%	36.1%	40.7%	34.7%	34.7%	32.9%	41.1%	30.4%	30.3%	33.3%	24.9%	32.2%	31.9%	33.3%
% Civic, Educational & Religious	6.5%	4.2%	8.4%	5.2%	5.3%	4.0%	4.9%	4.6%	4.9%	5.3%	4.5%	5.2%	4.4%	6.7%	7.1%	4.9%
% Social & Recreational	29.8%	33.0%	26.5%	35.3%	25.4%	32.4%	31.8%	33.9%	32.8%	26.1%	31.9%	30.8%	38.0%	30.0%	29.8%	30.9%
% Other	0.1%	0.9%	1.4%	0.1%	2.0%	0.1%	0.1%	0.0%	0.4%	0.1%	0.1%	0.4%	0.1%	0.0%	0.0%	0.0%
% Unreported			0.0%			0.1%	0.0%	0.3%				0.0%	0.0%	0.0%		
<b>Average Person Trip Length</b>																
<b>TOTAL</b>	<b>7.24</b>	<b>9.23</b>	<b>8.28</b>	<b>8.11</b>	<b>8.41</b>	<b>8.30</b>	<b>8.67</b>	<b>6.94</b>	<b>9.08</b>	<b>9.39</b>	<b>10.41</b>	<b>8.33</b>	<b>9.70</b>	<b>5.74</b>	<b>5.95</b>	<b>5.04</b>

Chapter 6: Table 4  
 Comparison of Travel Patterns Among NY State MPOs  
 2009 NHTS

	Not in MSA		< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3+ million							
	Ithaca	Kingston	Elmira	Glens Falls	Bingham-ton		Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough-keepsie	NY Metro			Sub of 5 Counties		
					Nassau/ Suffolk	Putnam/ Rockland/ Westchester							Five Counties	4 Counties	Manhattan			
<b>Distribution of Zero-Vehicle Households by Household Income</b>																		
<b>ALL</b>	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	
< \$10,000	33.4%	47.0%	51.9%	22.1%	32.7%	49.7%	32.4%	28.7%	22.6%	49.7%	24.5%	39.3%	33.2%	27.4%	15.7%	19.6%	8.2%	
\$10 to \$20,000	30.2%	36.0%	18.3%	35.4%	42.4%	27.8%	33.8%	26.0%	49.0%	15.4%	37.5%	34.4%	21.8%	35.9%	17.6%	21.0%	11.1%	
\$20 to \$30,000	8.5%	3.9%	13.2%	13.0%	9.1%	10.8%	17.6%	17.1%	8.3%	4.1%	6.6%	9.2%	14.7%	7.3%	11.3%	12.6%	8.7%	
\$30 to \$40,000	20.0%						2.2%	1.4%	17.0%	4.1%	1.0%	6.0%	6.5%	5.9%	14.5%	10.4%	13.5%	4.3%
\$40 to \$50,000				3.9%		2.4%	2.6%		6.6%	2.2%			0.4%	5.5%	7.5%	6.3%	9.9%	
\$50 to \$60,000													3.3%		4.4%	3.5%	6.1%	
\$60 to \$70,000	4.9%						0.4%			2.8%					4.7%	6.1%	2.1%	
\$70 to \$80,000										2.7%				0.0%	2.7%	1.3%	5.5%	
\$80 to \$100,000														1.2%	5.3%	3.9%	8.0%	
\$100,000+					1.2%	1.2%	0.8%			0.3%	0.9%		6.1%		10.1%	2.2%	25.4%	
Unreported	3.1%	13.1%	16.6%	25.7%	14.6%	5.9%	11.0%	11.2%	9.4%	21.9%	24.6%	10.6%	14.6%	8.1%	10.3%	10.0%	10.8%	
<b>Zero-Vehicle Households - Daily Person Trips per Person</b>																		
<b>TOTAL</b>	3.53	1.49	2.30	2.24	2.29	2.79	2.12	2.57	3.00	1.80	3.03	3.18	2.61	2.72	3.20	2.81	4.24	
% Private	12.1%	27.1%	16.2%	52.5%	26.3%	20.5%	21.8%	9.9%	28.1%	34.5%	13.3%	32.5%	18.1%	17.5%	7.4%	7.9%	6.5%	
% Public	27.2%	16.5%	9.1%	1.5%	14.7%	11.2%	32.4%	16.2%	17.1%	12.6%	5.3%	9.2%	29.1%	23.5%	32.5%	37.5%	23.7%	
% Walk	55.3%	40.5%	65.0%	39.4%	29.5%	38.4%	37.1%	43.0%	29.6%	34.3%	61.2%	48.9%	40.0%	50.0%	52.7%	47.6%	61.5%	
% Other	5.2%	15.9%	9.6%	6.6%	29.5%	24.0%	8.8%	25.3%	25.2%	18.7%	20.2%	9.4%	9.2%	8.9%	7.3%	6.8%	8.3%	
% Unreported	0.2%					6.0%		5.5%					3.7%		0.1%	0.2%		
<b>TOTAL</b>	3.53	1.49	2.30	2.24	2.29	2.79	2.12	2.57	3.00	1.80	3.03	3.18	2.61	2.72	3.20	2.81	4.24	
< \$10,000	2.84	1.33	2.87	1.87	2.57	2.90	2.06	1.90	2.99	1.23	1.61	2.55	1.81	3.39	2.46	2.29	3.33	
\$10 to \$20,000	4.25	1.90	1.86	3.09	2.46	3.20	1.81	2.85	3.09	3.85	3.63	2.82	2.42	2.01	3.06	2.98	3.42	
\$20 to \$30,000	2.06		1.89	1.75	2.14	2.50	2.58	2.59	3.03	3.58	4.87	12.79	3.97	3.02	3.20	3.17	3.32	
\$30 to \$40,000	3.17					2.48	1.62	2.58	5.00		2.64	2.03	1.80	2.51	2.88	2.68	4.40	
\$40 to \$50,000				2.00		5.00	2.21		3.32	8.00			4.00	2.30	2.76	1.94	4.64	
\$50 to \$60,000													3.92		3.16	2.60	4.43	
\$60 to \$70,000	4.00														4.61	4.53	5.30	
\$70 to \$80,000									2.45					4.00	3.25	3.77	2.91	
\$80 to \$100,000														4.00	3.74	3.28	4.52	
\$100,000+					4.00		3.40				1.29		2.11		4.88	3.58	5.13	
Unreported	2.62	1.19	1.40		1.10	1.01	1.38	2.84	1.19	2.59	2.09	2.65	0.46	2.85	2.07	1.74	3.27	
<b>Zero-Vehicle Households - Daily PMT per Person</b>																		
<b>TOTAL</b>	19.29	7.24	3.48	13.18	9.33	6.34	15.20	3.92	6.47	4.39	27.00	5.92	7.73	3.98	8.88	7.66	12.08	
% Private	54.6%	66.9%	35.2%	90.5%	59.6%	28.3%	38.5%	22.6%	35.2%	76.3%	42.1%	54.7%	26.7%	21.7%	20.1%	15.8%	27.2%	
% Public	36.6%	10.7%	14.6%	2.1%	17.6%	24.4%	55.5%	32.1%	25.6%	9.2%	41.6%	18.7%	40.0%	44.7%	55.7%	60.1%	48.2%	
% Walk	6.7%	14.5%	20.1%	3.4%	2.1%	16.2%	5.1%	17.2%	6.7%	6.8%	3.5%	18.7%	6.8%	16.4%	13.3%	11.5%	16.4%	
% Other	1.8%	7.9%	30.1%	4.0%	20.8%	21.1%	0.9%	16.2%	32.6%	7.6%	12.9%	7.9%	5.9%	17.3%	10.9%	12.5%	8.2%	
% Unreported	0.3%					10.0%		12.0%					20.6%		0.1%	0.1%		
<b>TOTAL</b>	19.29	7.24	3.48	13.18	9.33	6.34	15.20	3.92	6.47	4.39	27.00	5.92	7.73	3.98	8.88	7.66	12.08	
< \$10,000	9.04	10.66	5.90	43.52	4.78	6.35	22.66	0.99	5.87	3.21	5.37	5.88	1.92	3.70	3.58	3.56	3.72	
\$10 to \$20,000	13.09	4.85	0.89	3.88	13.55	7.34	14.37	6.58	5.60	6.79	32.53	7.97	2.46	2.86	4.75	4.63	5.37	
\$20 to \$30,000	7.05		2.50	4.94	6.13	4.54	14.71	2.04	12.70	12.86	12.30	9.47	11.32	13.70	10.65	11.57	6.82	
\$30 to \$40,000	74.72					9.03	31.87	4.04	26.00		8.74	2.34	8.98	2.68	10.23	10.62	7.24	
\$40 to \$50,000							6.54		5.17	14.00			16.00	8.08	8.35	4.75	16.58	
\$50 to \$60,000				2.22		17.33							7.54		4.26	3.30	6.43	
\$60 to \$70,000	2.00														10.05	10.42	6.76	
\$70 to \$80,000									18.93					4.00	12.95	19.52	8.68	
\$80 to \$100,000														22.00	17.02	21.74	8.90	
\$100,000+					10.50		2.71				4.15		25.84		21.67	25.03	21.01	
Unreported	24.95	2.65	0.33		4.33	5.43	3.79	3.52	1.24	3.98	37.37	0.93	1.08	4.90	2.40	1.78	4.63	

Chapter 6: Table 4  
Comparison of Travel Patterns Among NY State MPOs  
2001 NHTS

	Not in MSA	< 250,000			250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3+ million					
	Ithaca	Elmira	Glens Falls	Bingham- ton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough- keepsie	NY Metro			Sub of 5 Counties	
												Nassau/ Suffolk	Putnam/ Rockland/ Westchester	Five Counties	4 Counties	Manhattan
<b>Distribution of Zero-Vehicle Households by Household Income</b>																
<b>ALL</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>
< \$10,000	20.4%	41.4%	36.3%	23.2%	28.3%	22.4%	34.1%	32.6%	52.6%	21.3%	30.5%	14.3%	23.6%	16.3%	19.1%	10.6%
\$10 to \$20,000	35.3%	38.5%	18.1%	36.6%	30.8%	20.2%	28.8%	35.9%	22.9%	35.8%	27.6%	29.0%	24.7%	15.6%	18.1%	10.6%
\$20 to \$30,000	15.0%	2.2%	14.5%	11.8%	22.4%	21.8%	19.1%	9.2%	21.2%	14.1%	22.4%	14.4%	4.4%	12.0%	14.7%	6.5%
\$30 to \$40,000	12.0%	2.4%	12.8%	2.3%	0.9%	10.1%	9.1%	7.3%	3.4%		12.5%	8.6%	17.3%	12.5%	13.8%	9.9%
\$40 to \$50,000		2.3%										2.1%	2.5%	3.4%	3.6%	3.0%
\$50 to \$60,000	3.1%	0.7%		1.8%		1.8%					4.9%	2.7%	1.5%	7.6%	6.4%	9.9%
\$60 to \$70,000	2.2%			1.2%								1.2%	3.3%	3.2%	2.3%	5.3%
\$70 to \$80,000	2.0%							0.7%			2.4%		0.7%	2.7%	2.3%	3.5%
\$80 to \$100,000	3.8%							1.0%				0.8%	0.3%	2.8%	1.4%	5.5%
\$100,000+						4.1%						2.7%	2.1%	9.5%	3.4%	21.9%
Unreported	6.2%	12.5%	18.3%	23.3%	17.7%	19.6%	8.9%	13.4%		23.9%	4.5%	24.3%	19.5%	14.5%	15.1%	13.4%
<b>Zero-Vehicle Households - Daily Person Trips per Person</b>																
<b>TOTAL</b>	<b>3.12</b>	<b>2.60</b>	<b>2.14</b>	<b>2.36</b>	<b>1.99</b>	<b>2.48</b>	<b>3.10</b>	<b>3.07</b>	<b>2.45</b>	<b>2.68</b>	<b>2.63</b>	<b>1.96</b>	<b>2.71</b>	<b>3.30</b>	<b>3.04</b>	<b>3.99</b>
% Private	40.8%	46.8%	39.3%	30.0%	48.8%	32.6%	34.9%	28.5%	17.3%	32.1%	49.5%	41.9%	31.7%	13.3%	15.0%	9.9%
% Public	3.9%	15.3%	14.2%	14.8%	11.4%	17.2%	14.4%	11.9%	38.6%	6.5%	3.1%	1.4%	24.0%	32.7%	35.2%	27.5%
% Walk	53.6%	31.7%	43.5%	45.1%	39.8%	42.3%	38.3%	33.8%	40.3%	47.0%	36.9%	37.7%	35.4%	47.2%	43.2%	55.4%
% Other	1.7%	6.2%	3.0%	10.1%		7.9%	12.5%	25.8%	3.9%	14.4%	10.5%	19.0%	8.0%	6.6%	6.4%	7.0%
% Unreported													0.9%	0.2%	0.2%	0.2%
<b>TOTAL</b>	<b>3.12</b>	<b>2.60</b>	<b>2.14</b>	<b>2.36</b>	<b>1.99</b>	<b>2.48</b>	<b>3.10</b>	<b>3.07</b>	<b>2.45</b>	<b>2.68</b>	<b>2.63</b>	<b>1.96</b>	<b>2.71</b>	<b>3.30</b>	<b>3.04</b>	<b>3.99</b>
< \$10,000	2.56	3.59	2.41	2.57	2.75	2.56	1.51	3.90	2.77	1.63	2.10	1.72	3.16	2.83	2.67	3.43
\$10 to \$20,000	1.47	2.27	2.23	3.00	2.86	2.28	3.39	3.09	1.55	5.06	3.89	2.14	2.52	3.03	2.95	3.34
\$20 to \$30,000	2.08	1.57	1.71	1.80	1.24	2.62	3.97	3.62	1.98	0.84	1.66	0.13	2.95	3.31	3.45	2.59
\$30 to \$40,000	7.45	5.00	2.00	2.88	2.00	2.98	3.05	1.44	3.00		3.99	2.80	2.87	3.16	2.87	4.32
\$40 to \$50,000												3.00	3.75	3.93	3.77	4.21
\$50 to \$60,000	7.43	2.87		3.00		2.08				2.00		4.38	4.00	3.40	3.13	4.42
\$60 to \$70,000	2.45			2.00									1.29	4.42	4.93	3.68
\$70 to \$80,000	5.00							4.71			1.95		4.00	3.81	2.86	6.52
\$80 to \$100,000	3.00							4.73				5.78	1.18	4.39	4.39	4.39
\$100,000+						3.23						7.00	3.51	4.43	3.94	4.63
Unreported	1.20	0.33	1.91	0.84	1.93	1.91	2.68	1.86		1.96	1.37	1.79	2.12	2.55	2.18	3.58
<b>Zero-Vehicle Households - Daily PMT per Person</b>																
<b>TOTAL</b>	<b>7.56</b>	<b>4.74</b>	<b>12.84</b>	<b>7.73</b>	<b>8.50</b>	<b>8.27</b>	<b>9.37</b>	<b>6.85</b>	<b>6.42</b>	<b>16.90</b>	<b>30.03</b>	<b>4.64</b>	<b>7.35</b>	<b>17.87</b>	<b>17.11</b>	<b>19.87</b>
% Private	77.6%	71.8%	88.6%	53.8%	76.0%	63.3%	63.5%	56.5%	21.9%	75.4%	93.2%	56.4%	32.1%	16.8%	13.5%	24.5%
% Public	11.3%	6.3%	7.3%	22.1%	13.2%	22.5%	17.2%	13.4%	69.6%	7.7%	0.1%	1.6%	55.1%	31.5%	33.4%	27.1%
% Walk	9.7%	14.8%	3.9%	13.3%	10.8%	6.5%	6.2%	8.2%	6.3%	4.1%	1.7%	17.2%	8.4%	5.7%	4.9%	7.6%
% Other	1.4%	7.1%	0.3%	10.9%		7.7%	13.1%	21.9%	2.2%	12.9%	5.1%	24.8%	4.4%	45.9%	48.1%	40.8%
% Unreported														0.1%	0.1%	0.0%
<b>TOTAL</b>	<b>7.56</b>	<b>4.74</b>	<b>12.84</b>	<b>7.73</b>	<b>8.50</b>	<b>8.27</b>	<b>9.37</b>	<b>6.85</b>	<b>6.42</b>	<b>16.90</b>	<b>30.03</b>	<b>4.64</b>	<b>7.35</b>	<b>17.87</b>	<b>17.11</b>	<b>19.87</b>
< \$10,000	4.70	5.06	6.04	4.71	19.86	8.28	8.35	3.87	7.66	16.98	11.92	2.32	6.85	11.39	10.73	13.90
\$10 to \$20,000	2.88	5.16	0.70	11.19	9.33	6.17	15.16	5.93	6.01	4.38	38.06	6.04	2.86	9.01	7.72	14.12
\$20 to \$30,000	8.40	7.61	0.85	9.91	3.36	12.19	7.00	3.33	1.26	12.61	4.34	0.80	13.75	7.25	7.34	6.75
\$30 to \$40,000	4.02	3.00	72.89	1.28	10.00	10.95	8.87	37.14	12.00		10.09	10.99	6.12	16.12	18.15	7.86
\$40 to \$50,000												1.00	83.57	14.07	17.03	8.99
\$50 to \$60,000	43.35	19.76		7.67		8.73				6.00		17.87		13.91	13.66	14.86
\$60 to \$70,000	1.61												1.44	17.23	20.73	12.13
\$70 to \$80,000	10.00							26.12			107.07		22.02	29.83	6.26	96.93
\$80 to \$100,000						16.14		6.69				12.72	23.54	16.13	14.15	17.91
\$100,000+												10.83	14.65	79.77	189.36	35.95
Unreported	0.60	0.49	5.37	5.97	6.17	1.88	4.64	4.20		36.44	0.50	2.30	3.28	5.65	4.16	9.83

Chapter 6: Table 4  
Comparison of Travel Patterns Among NY State MPOs  
1995 NPTS

	Not in MSA	< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million				3+ million				
	Ithaca	Elmira	Glens Falls	Bingham- ton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough- keepsie	NY Metro				
												Nassau/ Suffolk	Putnam/ Rockland/ Westchester	Five Counties	Sub of 5 Counties	
													4 Counties	Manhattan		
<b>Distribution of Zero-Vehicle Households by Household Income</b>																
<b>ALL</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	
< \$10,000	31.8%	23.6%	35.6%	22.6%	27.1%	22.9%	17.1%	14.7%	20.9%	36.9%	11.4%	4.6%	14.3%	13.3%	15.1%	9.8%
\$10 to \$20,000	29.3%	44.8%	29.4%	31.9%	33.2%	15.5%	29.3%	28.3%	15.9%	14.1%	23.6%	21.7%	31.8%	14.2%	16.5%	9.7%
\$20 to \$30,000	22.8%	14.3%	2.7%	21.7%	15.4%	19.8%	16.3%	19.5%	20.5%	14.4%	11.0%	21.1%	12.1%	12.9%	15.0%	8.7%
\$30 to \$40,000	1.9%	2.3%		7.3%	5.6%	14.7%	7.9%	6.9%	6.2%	7.9%	24.5%	20.3%	15.4%	14.9%	15.9%	13.0%
\$40 to \$50,000				4.1%				3.1%	5.2%				0.9%	3.9%	3.3%	5.0%
\$50 to \$60,000	3.0%		1.1%					1.3%						4.7%	4.0%	6.0%
\$60 to \$70,000		2.2%				1.1%		2.7%				1.2%	1.5%	5.0%	4.2%	6.5%
\$70 to \$80,000				2.1%		2.3%		1.2%						2.8%	1.7%	4.9%
\$80 to \$100,000		1.3%												2.3%	1.2%	4.3%
\$100,000+						1.9%	1.9%					1.6%		4.8%	1.7%	10.9%
Unreported	11.3%	11.4%	31.2%	10.3%	18.7%	21.9%	27.6%	22.3%	31.2%	26.7%	29.4%	31.1%	22.5%	21.3%	21.3%	21.3%
<b>Zero-Vehicle Households - Daily Person Trips per Person</b>																
<b>TOTAL</b>	<b>4.16</b>	<b>4.04</b>	<b>2.06</b>	<b>3.69</b>	<b>2.35</b>	<b>2.83</b>	<b>2.22</b>	<b>3.36</b>	<b>2.73</b>	<b>3.40</b>	<b>3.34</b>	<b>2.27</b>	<b>2.73</b>	<b>3.32</b>	<b>3.15</b>	<b>3.71</b>
% Private	28.8%	57.7%	32.5%	43.6%	36.2%	48.1%	52.7%	40.8%	35.2%	26.5%	52.4%	37.4%	21.2%	11.4%	13.0%	8.6%
% Public	9.4%	4.0%	8.3%	8.1%	14.9%	30.0%	18.9%	19.6%	25.3%	4.4%	8.7%	9.7%	26.0%	34.3%	34.9%	32.9%
% Walk	41.1%	20.0%	12.6%	30.4%	26.4%	15.5%	17.1%	16.7%	19.0%	53.2%	21.0%	26.4%	21.6%	41.6%	40.0%	44.7%
% Other	10.8%	10.4%	41.3%	11.4%	12.8%	3.5%	2.3%	6.5%	11.0%	10.6%	15.9%	11.5%	17.6%	6.3%	5.1%	8.1%
% Unreported	9.9%	7.9%	5.3%	6.5%	9.8%	2.8%	9.0%	16.4%	9.5%	5.3%	2.1%	15.0%	13.6%	6.3%	7.0%	5.7%
<b>TOTAL</b>	<b>4.16</b>	<b>4.04</b>	<b>2.06</b>	<b>3.69</b>	<b>2.35</b>	<b>2.83</b>	<b>2.22</b>	<b>3.36</b>	<b>2.73</b>	<b>3.40</b>	<b>3.34</b>	<b>2.27</b>	<b>2.73</b>	<b>3.32</b>	<b>3.15</b>	<b>3.71</b>
< \$10,000	4.00	5.42	0.32	2.27	1.52	2.36	1.21	3.09	1.35	4.05	5.13	3.02	2.20	2.96	2.92	3.08
\$10 to \$20,000	3.43	3.21	3.93	3.10	2.57	2.30	1.86	2.91	3.31	5.80	3.12	2.49	2.25	3.40	3.41	3.36
\$20 to \$30,000	5.81	2.99	5.00	3.81	2.09	2.85	2.22	3.85	3.79	1.00	1.30	1.94	3.21	3.56	3.54	3.65
\$30 to \$40,000	6.53	11.00		3.49	3.47	4.47	3.31	3.53	3.54	5.27	3.54	2.41	4.50	3.26	3.08	3.76
\$40 to \$50,000				9.00				4.44	4.48				3.00	3.31	3.42	3.17
\$50 to \$60,000	3.00		4.03					2.00						3.57	3.19	4.37
\$60 to \$70,000		8.00				0.66		4.54				3.50	2.00	4.22	3.58	5.37
\$70 to \$80,000				7.35		4.00		2.54						4.59	4.88	4.33
\$80 to \$100,000		4.00												3.36	2.24	4.35
\$100,000+						2.00	2.00					6.00		4.17	3.73	4.32
Unreported	3.73	4.05	1.71	4.73	1.91	2.58	2.68	3.13	2.42	2.14	3.22	1.94	3.17	2.81	2.63	3.25
<b>Zero-Vehicle Households - Daily PMT per Person</b>																
<b>TOTAL</b>	<b>18.02</b>	<b>20.83</b>	<b>4.71</b>	<b>27.42</b>	<b>7.66</b>	<b>30.53</b>	<b>8.28</b>	<b>19.97</b>	<b>8.71</b>	<b>5.57</b>	<b>16.32</b>	<b>12.25</b>	<b>10.06</b>	<b>14.86</b>	<b>13.86</b>	<b>17.21</b>
% Private	73.5%	92.2%	56.5%	89.4%	62.5%	76.7%	80.4%	80.8%	37.4%	74.9%	74.9%	87.3%	15.7%	33.4%	33.8%	32.5%
% Public	15.7%	1.7%	10.2%	5.0%	8.6%	22.0%	14.4%	14.2%	17.3%	5.6%	15.7%	3.8%	75.8%	50.2%	56.9%	37.5%
% Walk	4.0%	2.1%	30.8%	3.6%	10.4%	0.6%	2.2%	2.4%	42.6%	4.7%	5.1%	4.8%	4.9%	9.8%	3.0%	22.5%
% Other	6.3%	2.4%	1.9%	1.9%	5.4%	0.6%	2.9%	2.0%	2.2%	14.9%	4.1%	3.1%	3.0%	5.8%	5.3%	6.7%
% Unreported	0.6%	1.7%	0.6%	0.1%	13.1%	0.1%	0.1%	0.7%	0.5%	0.0%	0.1%	1.0%	0.6%	0.9%	0.9%	0.9%
<b>TOTAL</b>	<b>18.02</b>	<b>20.83</b>	<b>4.71</b>	<b>27.42</b>	<b>7.66</b>	<b>30.53</b>	<b>8.28</b>	<b>19.97</b>	<b>8.71</b>	<b>5.57</b>	<b>16.32</b>	<b>12.25</b>	<b>10.06</b>	<b>14.86</b>	<b>13.86</b>	<b>17.21</b>
< \$10,000	11.86	55.38	0.80	21.52	12.77	7.49	0.73	10.69	1.15	3.83	7.42	8.32	2.12	9.00	6.98	15.78
\$10 to \$20,000	9.24	9.52	4.92	38.60	9.12	8.51	7.71	4.65	21.90	3.55	5.38	11.66	5.01	20.07	22.52	11.59
\$20 to \$30,000	14.81	3.35	40.00	17.09	3.87	4.93	6.27	9.27	10.63	0.23	12.64	36.92	7.95	12.89	13.68	9.99
\$30 to \$40,000	20.57	17.90		16.64	7.16	97.41	7.94	6.51	13.22	49.86	29.27	3.50	6.66	16.47	12.38	28.15
\$40 to \$50,000				149.00				8.42	15.51					33.16	45.88	15.65
\$50 to \$60,000	261.00		45.32					1.00					1.11	12.69	13.57	10.79
\$60 to \$70,000		72.00				2.63		24.35				25.80	64.00	12.83	9.85	18.15
\$70 to \$80,000				20.28		3.00		35.44						11.04	14.92	7.63
\$80 to \$100,000		18.62												30.80	11.24	47.95
\$100,000+						550.00	28.00					2.96		14.70	13.58	15.10
Unreported	11.03	8.75	3.31	6.14	2.74	18.43	12.28	51.61	4.85	2.45	12.22	2.93	26.68	11.37	8.94	17.24

Chapter 6: Table 5  
 Comparison of Travel Patterns Among NY State MPOs  
 2009 NHTS

	Not in MSA		< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3+ million							
	Ithaca	Kingston	Elmira	Glens Falls	Bingham-ton		Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough-keepsie	NY Metro			Sub of 5 Counties		
					Nassau/Suffolk	Putnam/Rockland/Westchester							Five Counties	4 Counties	Manhattan			
<b>Daily Vehicle Trips per Driver</b>																		
<b>TOTAL</b>	<b>2.35</b>	<b>2.99</b>	<b>3.12</b>	<b>3.04</b>	<b>3.20</b>	<b>3.08</b>	<b>2.95</b>	<b>3.18</b>	<b>3.02</b>	<b>3.21</b>	<b>2.97</b>	<b>2.95</b>	<b>3.18</b>	<b>2.90</b>	<b>1.13</b>	<b>1.29</b>	<b>0.53</b>	
% Earn a Living	29.2%	23.9%	24.2%	29.2%	23.9%	24.9%	28.4%	25.6%	27.1%	26.5%	28.0%	23.8%	25.4%	23.9%	18.2%	18.7%	13.8%	
% Family & Personal Business	42.7%	52.8%	50.9%	44.0%	48.2%	46.7%	46.0%	46.9%	46.6%	45.2%	48.1%	47.7%	48.5%	49.9%	55.5%	56.3%	47.8%	
% Civic, Educational & Religious	3.6%	3.9%	4.7%	3.0%	5.2%	5.3%	4.9%	4.0%	4.6%	4.4%	3.4%	4.5%	5.0%	5.9%	3.4%	3.8%		
% Social & Recreational	22.1%	18.7%	19.4%	22.7%	21.8%	22.2%	19.5%	22.7%	21.0%	23.2%	19.1%	22.6%	20.0%	19.4%	21.3%	19.5%	36.5%	
% Other	1.0%	0.2%	0.1%	0.3%	0.3%	0.0%	0.2%	0.1%	0.1%	0.1%	0.5%	0.3%	0.6%	0.3%	0.2%	0.2%	0.4%	
% Unreported	1.4%	0.5%	0.7%	0.9%	0.6%	1.0%	1.0%	0.5%	0.8%	0.7%	0.8%	1.1%	0.5%	0.6%	1.5%	1.5%	1.6%	
<b>TOTAL</b>	<b>2.35</b>	<b>2.99</b>	<b>3.12</b>	<b>3.04</b>	<b>3.20</b>	<b>3.08</b>	<b>2.95</b>	<b>3.18</b>	<b>3.02</b>	<b>3.21</b>	<b>2.97</b>	<b>2.95</b>	<b>3.18</b>	<b>2.90</b>	<b>1.13</b>	<b>1.29</b>	<b>0.53</b>	
Weekday	2.46	3.05	3.29	3.20	3.31	3.28	3.13	3.34	3.20	3.47	3.20	3.20	3.35	3.02	1.08	1.23	0.43	
Weekend	1.92	2.83	2.76	2.61	2.89	2.74	2.45	2.81	2.59	2.52	2.34	2.51	2.64	2.62	1.26	1.48	0.71	
<b>TOTAL</b>	<b>2.35</b>	<b>2.99</b>	<b>3.12</b>	<b>3.04</b>	<b>3.20</b>	<b>3.08</b>	<b>2.95</b>	<b>3.18</b>	<b>3.02</b>	<b>3.21</b>	<b>2.97</b>	<b>2.95</b>	<b>3.18</b>	<b>2.90</b>	<b>1.13</b>	<b>1.29</b>	<b>0.53</b>	
% 1-9 min	39.3%	33.0%	38.2%	34.4%	29.3%	31.3%	29.9%	32.6%	32.4%	33.9%	31.5%	27.6%	34.5%	32.2%	23.8%	25.5%	9.4%	
% 10-19 min	36.5%	35.6%	38.6%	34.9%	43.0%	39.4%	37.8%	40.0%	39.6%	36.2%	32.6%	36.9%	35.9%	33.6%	33.0%	33.9%	25.4%	
% 20-29 min	13.2%	12.3%	12.9%	12.7%	15.5%	14.8%	14.6%	15.6%	15.1%	15.9%	11.7%	13.8%	11.2%	14.8%	15.1%	15.7%	10.4%	
% 30-39 min	6.1%	9.8%	5.7%	8.7%	7.0%	9.0%	10.1%	6.3%	8.2%	8.3%	9.6%	9.8%	8.7%	8.3%	13.0%	11.5%	26.1%	
% 40-49 min	1.7%	4.1%	1.6%	4.6%	2.0%	2.4%	3.9%	2.0%	2.7%	2.9%	4.4%	4.7%	4.1%	4.3%	6.3%	6.2%	7.0%	
% 50+ min	3.1%	5.2%	2.7%	4.6%	3.0%	3.1%	3.6%	3.3%	2.1%	2.9%	10.1%	7.2%	5.4%	6.5%	8.3%	7.0%	19.8%	
% Unreported	0.1%	0.0%	0.3%	0.0%	0.1%		0.1%	0.3%	0.0%	0.0%	0.1%	0.1%	0.2%	0.3%	0.5%	0.4%	1.9%	
<b>TOTAL</b>	<b>2.35</b>	<b>2.99</b>	<b>3.12</b>	<b>3.04</b>	<b>3.20</b>	<b>3.08</b>	<b>2.95</b>	<b>3.18</b>	<b>3.02</b>	<b>3.21</b>	<b>2.97</b>	<b>2.95</b>	<b>3.18</b>	<b>2.90</b>	<b>1.13</b>	<b>1.29</b>	<b>0.53</b>	
% 5 or less miles	61.5%	55.2%	63.1%	58.7%	54.8%	57.9%	56.7%	58.5%	63.2%	57.4%	52.1%	50.0%	63.9%	60.4%	65.6%	68.1%	43.5%	
% 6-10 miles	22.2%	19.4%	20.7%	15.7%	23.7%	19.2%	19.2%	20.6%	18.0%	20.4%	16.6%	21.1%	15.0%	17.0%	13.4%	12.7%	19.0%	
% 11-15 miles	9.0%	8.4%	7.0%	9.1%	8.5%	8.6%	9.3%	10.2%	8.0%	9.7%	9.0%	9.9%	6.6%	6.3%	6.7%	6.0%	13.1%	
% 16-20 miles	2.5%	5.9%	2.6%	4.4%	4.8%	6.5%	6.3%	3.3%	4.4%	4.5%	5.4%	4.7%	4.8%	4.0%	4.0%	3.9%	5.5%	
% 21-30 miles	1.5%	5.2%	2.8%	5.3%	4.5%	3.8%	4.3%	3.7%	3.5%	3.7%	4.9%	4.8%	4.7%	4.7%	2.5%	2.3%	4.4%	
% 31 or more miles	3.1%	4.9%	3.4%	5.3%	3.5%	3.5%	3.7%	3.1%	1.8%	2.8%	10.6%	7.7%	4.0%	5.7%	3.3%	2.5%	10.5%	
% Unreported	0.4%	1.1%	0.3%	1.6%	0.1%	0.6%	0.6%	0.6%	1.1%	1.3%	1.3%	1.8%	1.0%	2.0%	4.5%	4.5%	4.1%	
<b>Daily VMT per Driver</b>																		
<b>TOTAL</b>	<b>17.62</b>	<b>27.24</b>	<b>23.59</b>	<b>27.01</b>	<b>27.62</b>	<b>24.93</b>	<b>26.89</b>	<b>27.09</b>	<b>20.74</b>	<b>28.81</b>	<b>35.07</b>	<b>34.08</b>	<b>24.83</b>	<b>24.72</b>	<b>8.13</b>	<b>8.20</b>	<b>7.89</b>	
% Earn a Living	35.6%	34.8%	28.1%	42.0%	31.8%	30.4%	35.9%	33.8%	32.7%	29.6%	44.4%	34.1%	39.6%	37.3%	24.1%	25.3%	19.6%	
% Family & Personal Business	31.5%	37.3%	38.1%	31.9%	38.8%	39.2%	31.3%	31.3%	32.4%	30.0%	31.8%	32.5%	34.3%	31.3%	34.5%	36.8%	26.1%	
% Civic, Educational & Religious	3.2%	3.5%	5.3%	1.8%	4.3%	3.5%	4.7%	3.5%	4.5%	3.0%	2.0%	2.8%	3.7%	4.6%	2.3%	2.9%		
% Social & Recreational	24.1%	22.4%	27.1%	21.4%	22.4%	23.8%	23.4%	30.2%	28.9%	21.8%	20.1%	25.5%	20.2%	24.0%	36.8%	33.4%	50.0%	
% Other	1.6%	0.1%	0.1%	1.1%	0.8%	0.0%	0.4%	0.1%	0.2%	0.3%	0.4%	0.7%	0.6%	0.5%	0.4%	0.3%	0.6%	
% Unreported	4.0%	1.9%	1.3%	1.9%	2.0%	3.1%	4.4%	1.2%	1.4%	15.2%	1.2%	4.3%	1.5%	2.3%	1.9%	1.4%	3.7%	
<b>Average Vehicle Trip Length</b>																		
<b>TOTAL</b>	<b>7.53</b>	<b>9.22</b>	<b>7.58</b>	<b>9.02</b>	<b>8.66</b>	<b>8.13</b>	<b>9.17</b>	<b>8.57</b>	<b>6.94</b>	<b>9.10</b>	<b>11.98</b>	<b>11.76</b>	<b>7.89</b>	<b>8.70</b>	<b>7.55</b>	<b>6.65</b>	<b>15.48</b>	
<b>Average Time Driving a POV (persons who drove on travel day only)</b>																		
<b>TOTAL</b>	<b>63.24</b>	<b>72.13</b>	<b>62.54</b>	<b>69.78</b>	<b>68.83</b>	<b>66.00</b>	<b>70.72</b>	<b>69.94</b>	<b>63.38</b>	<b>67.89</b>	<b>85.33</b>	<b>86.14</b>	<b>74.29</b>	<b>77.31</b>	<b>81.66</b>	<b>77.16</b>	<b>118.07</b>	





Chapter 6: Table 6  
Comparison of Travel Patterns Among NY State MPOs  
2009 NHTS

	Not in MSA		< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3+ million							
	Ithaca	Kingston	Elmira	Glens Falls	Bingham-ton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough-keepsie	NY Metro					
													Nassau/ Suffolk	Putnam/ Rockland/ Westchester	Five Counties	Sub of 5 Counties		
<b>Daily Commute Person Trips per Person</b>																		
<b>TOTAL</b>	<b>1.05</b>	<b>1.00</b>	<b>1.10</b>	<b>1.14</b>	<b>1.14</b>	<b>1.06</b>	<b>1.17</b>	<b>1.10</b>	<b>1.15</b>	<b>1.19</b>	<b>1.09</b>	<b>1.00</b>	<b>1.21</b>	<b>1.12</b>	<b>0.95</b>	<b>0.99</b>	<b>0.82</b>	
% SOV	67.2%	81.6%	79.4%	77.9%	78.4%	81.2%	79.3%	79.0%	80.7%	82.7%	77.5%	77.8%	76.2%	63.4%	19.9%	22.7%	9.1%	
% MOV	14.2%	12.7%	12.4%	14.8%	12.8%	11.0%	11.9%	15.1%	11.5%	13.6%	13.7%	12.1%	14.8%	13.0%	7.7%	9.6%	0.5%	
% Amtrak														0.9%	0.8%	0.6%	1.6%	
% Commuter Train		0.1%									0.2%	2.0%	2.5%	4.8%	4.1%	3.9%	4.6%	
% Subway/EI Rail		0.1%					0.1%		0.7%		0.6%	0.1%	0.3%	1.2%	28.7%	28.9%	27.9%	
% Other Public	6.3%	0.3%	0.9%	0.4%	1.6%	0.1%	3.1%		0.2%		1.7%	8.2%	1.7%	8.2%	14.9%	16.9%	7.3%	
% Walk	9.3%	4.2%	5.6%	4.7%	3.9%	6.5%	4.1%	2.8%	2.1%	2.5%	4.7%	4.7%	2.5%	3.9%	17.5%	11.9%	39.0%	
% Other	3.0%	1.1%	1.7%	2.1%	3.2%	1.0%	1.4%	3.1%	4.7%	1.1%	1.9%	3.3%	1.7%	3.6%	6.5%	5.6%	10.0%	
% Unreported	0.1%					0.2%			0.1%	0.2%	0.1%	0.1%	0.4%	1.0%				
<b>TOTAL</b>	<b>1.05</b>	<b>1.00</b>	<b>1.10</b>	<b>1.14</b>	<b>1.14</b>	<b>1.06</b>	<b>1.17</b>	<b>1.10</b>	<b>1.15</b>	<b>1.19</b>	<b>1.09</b>	<b>1.00</b>	<b>1.21</b>	<b>1.12</b>	<b>0.95</b>	<b>0.99</b>	<b>0.82</b>	
% 1-6 am	3.4%	3.6%	6.2%	4.5%	4.2%	6.5%	3.6%	4.8%	3.9%	5.8%	6.0%	4.7%	3.1%	2.8%	4.7%	5.8%	0.7%	
% 6-9 am	26.0%	31.3%	30.9%	31.1%	29.5%	26.8%	31.9%	30.9%	28.3%	32.1%	30.8%	30.3%	29.4%	31.6%	31.4%	31.3%	31.7%	
% 9 am-1 pm	15.3%	10.0%	8.6%	12.1%	12.0%	13.6%	11.1%	10.3%	12.4%	10.6%	12.6%	14.0%	12.3%	11.1%	9.6%	8.0%	15.8%	
% 1-4 pm	12.5%	17.1%	19.1%	15.7%	15.9%	14.7%	15.8%	14.9%	17.9%	17.5%	15.2%	13.0%	18.6%	13.9%	14.1%	15.2%	10.0%	
% 4-7 pm	32.7%	27.4%	24.8%	25.9%	24.9%	25.3%	26.8%	28.1%	22.5%	25.3%	26.6%	25.1%	23.8%	27.2%	22.7%	22.5%	23.5%	
% 7-10 pm	7.3%	6.0%	5.6%	7.0%	8.8%	5.2%	7.2%	7.5%	8.8%	6.0%	6.4%	9.2%	6.4%	11.0%	11.5%	10.0%	17.2%	
% 10 pm-1 am	2.8%	4.5%	4.9%	3.7%	4.7%	8.0%	3.7%	3.6%	6.3%	2.7%	2.5%	3.7%	6.5%	2.4%	6.0%	7.3%	1.1%	
% Unreported																		
<b>Daily Commute PMT per Person</b>																		
<b>TOTAL</b>	<b>6.84</b>	<b>15.36</b>	<b>8.63</b>	<b>12.97</b>	<b>10.85</b>	<b>9.66</b>	<b>12.68</b>	<b>9.57</b>	<b>9.15</b>	<b>11.92</b>	<b>19.80</b>	<b>15.04</b>	<b>13.71</b>	<b>14.60</b>	<b>6.17</b>	<b>6.86</b>	<b>3.98</b>	
% SOV	83.2%	68.6%	86.7%	85.5%	87.0%	87.4%	81.7%	85.9%	84.3%	84.2%	79.7%	82.5%	77.3%	69.9%	30.7%	28.8%	41.0%	
% MOV	11.9%	9.2%	10.8%	12.3%	10.8%	11.7%	15.0%	13.0%	11.5%	14.2%	8.4%	9.4%	14.6%	7.6%	15.5%	17.9%	2.6%	
% Amtrak														5.5%	0.2%	0.2%		
% Commuter Train		0.0%									0.6%	5.8%	5.2%	9.6%	3.4%	2.1%	10.3%	
% Subway/EI Rail		0.0%					0.1%		0.4%		1.7%	0.3%	0.4%	1.6%	28.1%	29.1%	22.7%	
% Other Public	2.4%	0.1%	0.5%	0.5%	1.4%	0.1%	2.0%		0.3%		4.1%		0.9%	3.1%	11.9%	13.3%	4.6%	
% Walk	1.4%	0.2%	0.4%	0.4%	0.2%	0.2%	0.6%	0.2%	0.5%	0.2%	0.1%	0.1%	0.1%	0.2%	4.7%	4.4%	6.5%	
% Other	1.0%	21.9%	1.5%	1.4%	0.6%	0.1%	0.6%	1.0%	2.8%	1.2%	5.3%	1.8%	1.0%	1.7%	5.5%	4.2%	12.3%	
% Unreported	0.1%					0.5%			0.2%	0.3%	0.1%	0.1%	0.5%	0.9%				
<b>TOTAL</b>	<b>6.84</b>	<b>15.36</b>	<b>8.63</b>	<b>12.97</b>	<b>10.85</b>	<b>9.66</b>	<b>12.68</b>	<b>9.57</b>	<b>9.15</b>	<b>11.92</b>	<b>19.80</b>	<b>15.04</b>	<b>13.71</b>	<b>14.60</b>	<b>6.17</b>	<b>6.86</b>	<b>3.98</b>	
% 1-6 am	4.2%	4.4%	11.3%	7.8%	4.8%	7.9%	5.9%	6.5%	4.0%	8.0%	11.4%	8.7%	7.0%	5.1%	5.3%	5.9%	2.2%	
% 6-9 am	33.7%	26.0%	27.4%	32.4%	32.0%	30.1%	34.7%	33.4%	34.7%	36.4%	32.6%	29.3%	32.8%	38.2%	32.8%	31.8%	38.4%	
% 9 am-1 pm	7.7%	5.0%	5.1%	8.9%	8.7%	8.7%	9.3%	7.4%	8.0%	8.6%	8.6%	11.9%	8.6%	6.8%	16.1%	15.3%	20.9%	
% 1-4 pm	12.3%	14.6%	18.6%	13.6%	14.1%	13.1%	15.3%	14.3%	17.7%	13.2%	9.7%	10.8%	17.4%	11.4%	9.6%	11.0%	2.2%	
% 4-7 pm	33.1%	42.5%	22.1%	28.7%	28.1%	26.5%	25.1%	28.2%	22.9%	25.9%	27.3%	24.0%	20.6%	26.2%	22.0%	22.7%	17.9%	
% 7-10 pm	5.6%	3.9%	6.3%	4.2%	8.0%	6.7%	6.9%	5.6%	8.0%	5.6%	7.8%	8.6%	8.4%	10.0%	9.2%	7.6%	17.6%	
% 10 pm-1 am	3.5%	3.6%	9.1%	4.4%	4.3%	7.0%	2.9%	4.7%	4.6%	2.4%	2.6%	6.6%	5.3%	2.3%	5.0%	5.8%	0.7%	
% Unreported																		

Chapter 6: Table 6  
Comparison of Travel Patterns Among NY State MPOs  
2001 NHTS

	Not in MSA	< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million				3+ million						
												NY Metro					Sub of 5 Counties	
												Ithaca	Elmira	Glens Falls	Bingham- ton	Utica-Rome	Albany	Syracuse
<b>Daily Commute Person Trips per Person</b>																		
<b>TOTAL</b>	<b>1.09</b>	<b>1.16</b>	<b>1.12</b>	<b>1.15</b>	<b>1.20</b>	<b>1.15</b>	<b>1.20</b>	<b>1.09</b>	<b>1.17</b>	<b>1.12</b>	<b>1.07</b>	<b>1.14</b>	<b>1.11</b>	<b>1.08</b>	<b>1.09</b>	<b>1.06</b>		
% SOV	72.1%	81.7%	79.6%	77.2%	79.6%	79.5%	74.5%	81.5%	82.6%	77.3%	80.8%	71.2%	67.4%	25.0%	29.4%	8.0%		
% MOV	16.4%	14.3%	16.9%	16.6%	17.6%	13.9%	14.3%	14.0%	12.3%	15.1%	12.2%	14.7%	14.8%	9.7%	10.1%	7.9%		
% Amtrak			0.0%			0.1%					0.4%	0.9%	1.3%	1.2%	1.5%	0.2%		
% Commuter Train			0.0%							0.6%	1.7%	5.1%	6.2%	1.4%	1.5%	1.1%		
% Subway/EI Rail						0.1%		0.1%		1.0%	0.2%	1.5%	2.1%	30.3%	28.7%	36.4%		
% Other Public	2.0%	0.6%	0.7%	1.3%	0.5%	2.4%	5.1%	0.3%	1.8%	0.6%	0.3%	0.2%	2.0%	12.2%	12.3%	11.4%		
% Walk	6.9%	1.7%	1.8%	4.6%	2.4%	3.3%	4.0%	3.5%	2.5%	3.1%	2.3%	4.6%	3.7%	16.0%	13.1%	27.4%		
% Other	2.6%	1.8%	0.5%	0.4%		0.9%	2.1%	0.6%	0.8%	2.4%	2.1%	1.5%	1.8%	4.2%	3.3%	7.6%		
% Unreported			0.6%									0.2%	0.7%	0.0%	0.1%			
<b>TOTAL</b>	<b>1.09</b>	<b>1.16</b>	<b>1.12</b>	<b>1.15</b>	<b>1.20</b>	<b>1.15</b>	<b>1.20</b>	<b>1.09</b>	<b>1.17</b>	<b>1.12</b>	<b>1.07</b>	<b>1.14</b>	<b>1.11</b>	<b>1.08</b>	<b>1.09</b>	<b>1.06</b>		
% 1-6 am	2.6%	5.1%	8.3%	4.0%	7.2%	3.8%	6.2%	3.7%	4.5%	6.3%	5.9%	4.2%	3.1%	5.0%	5.9%	1.3%		
% 6-9 am	28.0%	27.9%	26.7%	32.3%	27.6%	32.8%	28.9%	30.4%	30.2%	31.0%	27.5%	31.1%	32.0%	31.4%	31.0%	32.7%		
% 9 am-1 pm	15.3%	12.4%	11.6%	11.0%	9.6%	11.6%	11.8%	11.3%	13.0%	10.0%	11.1%	11.4%	12.3%	10.0%	10.0%	10.5%		
% 1-4 pm	14.3%	18.3%	19.1%	16.5%	21.4%	15.1%	17.4%	15.4%	14.4%	15.6%	14.3%	14.2%	14.0%	11.0%	12.0%	7.3%		
% 4-7 pm	28.5%	22.9%	21.2%	22.5%	23.1%	25.8%	25.3%	25.7%	27.3%	25.4%	23.9%	27.6%	26.4%	26.9%	26.2%	29.6%		
% 7-10 pm	7.5%	6.2%	7.2%	7.8%	5.5%	6.8%	7.0%	7.7%	6.5%	8.1%	11.6%	7.1%	9.4%	10.4%	9.7%	13.0%		
% 10 pm-1 am	3.9%	7.3%	5.9%	5.8%	5.4%	4.0%	3.5%	5.8%	4.0%	3.1%	5.7%	4.5%	2.7%	5.1%	5.0%	5.6%		
% Unreported				0.1%	0.2%	0.1%				0.5%			0.2%	0.1%	0.1%			
<b>Daily Commute PMT per Person</b>																		
<b>TOTAL</b>	<b>8.37</b>	<b>10.57</b>	<b>14.02</b>	<b>10.14</b>	<b>11.87</b>	<b>11.89</b>	<b>9.38</b>	<b>10.69</b>	<b>10.31</b>	<b>20.00</b>	<b>16.91</b>	<b>14.07</b>	<b>15.20</b>	<b>7.47</b>	<b>7.89</b>	<b>5.89</b>		
% SOV	80.6%	83.6%	79.0%	82.5%	80.4%	83.7%	86.3%	82.7%	88.3%	74.2%	77.3%	68.8%	67.4%	33.6%	37.3%	15.0%		
% MOV	14.4%	14.4%	18.3%	15.1%	18.8%	12.9%	10.3%	16.3%	10.8%	13.1%	10.1%	12.7%	12.4%	13.1%	10.7%	24.8%		
% Amtrak			0.1%			1.2%					2.6%	1.8%	1.7%	1.4%	1.5%	0.6%		
% Commuter Train			0.1%							1.8%	6.7%	11.7%	12.4%	2.3%	2.2%	2.8%		
% Subway/EI Rail						0.1%		0.1%		3.1%	0.0%	2.2%	1.5%	35.0%	33.8%	40.9%		
% Other Public	1.9%	0.1%	0.3%	1.4%	0.4%	1.2%	2.3%	0.2%	0.5%	1.0%	0.2%	0.3%	1.0%	7.7%	8.4%	4.3%		
% Walk	0.7%	0.2%	0.2%	0.5%	0.4%	0.3%	0.2%	0.5%	0.3%	0.1%	0.8%	0.5%	0.4%	2.8%	2.2%	6.2%		
% Other	2.4%	1.7%	0.9%	0.5%		0.6%	0.9%	0.3%	0.1%	6.8%	2.3%	1.3%	2.7%	4.1%	3.9%	5.5%		
% Unreported			1.2%									0.8%	0.5%	0.0%	0.0%			
<b>TOTAL</b>	<b>8.37</b>	<b>10.57</b>	<b>14.02</b>	<b>10.14</b>	<b>11.87</b>	<b>11.89</b>	<b>9.38</b>	<b>10.69</b>	<b>10.31</b>	<b>20.00</b>	<b>16.91</b>	<b>14.07</b>	<b>15.20</b>	<b>7.47</b>	<b>7.89</b>	<b>5.89</b>		
% 1-6 am	3.8%	7.3%	11.8%	4.8%	10.7%	5.1%	6.3%	3.4%	7.8%	8.7%	9.8%	9.0%	5.5%	7.6%	8.9%	1.1%		
% 6-9 am	31.2%	26.7%	25.2%	37.4%	29.0%	35.6%	35.1%	33.1%	31.6%	35.2%	30.1%	31.8%	36.5%	33.0%	31.4%	40.9%		
% 9 am-1 pm	14.6%	5.8%	7.3%	9.1%	6.9%	8.2%	5.8%	15.5%	11.1%	5.5%	7.7%	8.8%	8.9%	7.6%	7.3%	8.9%		
% 1-4 pm	13.7%	22.2%	19.3%	14.6%	20.1%	14.4%	17.1%	13.0%	14.1%	12.2%	15.0%	13.2%	12.6%	9.6%	10.5%	4.9%		
% 4-7 pm	27.2%	23.8%	22.0%	20.4%	23.6%	25.9%	24.8%	24.6%	25.7%	23.1%	23.2%	27.2%	23.7%	27.7%	27.1%	30.9%		
% 7-10 pm	7.0%	6.3%	7.0%	6.9%	4.6%	6.8%	6.2%	6.2%	5.8%	8.1%	11.0%	6.6%	10.1%	9.0%	9.4%	7.3%		
% 10 pm-1 am	2.6%	8.0%	7.5%	6.7%	5.1%	4.0%	4.7%	4.2%	4.0%	4.5%	3.3%	3.5%	2.8%	5.5%	5.4%	6.0%		
% Unreported				0.1%	0.2%					2.8%			0.0%	0.0%	0.0%			

Chapter 6: Table 6  
 Comparison of Travel Patterns Among NY State MPOs  
 1995 NPTS

	Not in MSA	< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3+ million		NY Metro					
		Ithaca	Elmira	Glens Falls	Bingham- ton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough- keepsie	NY Metro			Sub of 5 Counties	
													Nassau/ Suffolk	Putnam/ Rockland/ Westchester	Five Counties	4 Counties	Manhattan
<b>Daily Commute Person Trips per Person</b>																	
<b>TOTAL</b>	<b>1.41</b>	<b>1.43</b>	<b>1.61</b>	<b>1.39</b>	<b>1.44</b>	<b>1.32</b>	<b>1.37</b>	<b>1.40</b>	<b>1.36</b>	<b>1.41</b>	<b>1.34</b>	<b>1.21</b>	<b>1.44</b>	<b>1.26</b>	<b>1.28</b>	<b>1.21</b>	
% SOV	64.5%	81.8%	74.5%	71.2%	76.4%	77.3%	78.8%	77.9%	81.6%	73.0%	78.4%	71.9%	68.8%	25.4%	29.7%	9.1%	
% MOV	17.0%	13.3%	19.3%	19.4%	17.4%	12.9%	16.1%	12.9%	11.8%	17.0%	14.9%	14.0%	14.6%	9.5%	10.2%	5.8%	
% Other POV											0.0%			0.0%	0.0%		
% Amtrak									0.0%								
% Commuter Train						0.0%				0.7%	0.7%	5.0%	5.6%	5.6%	5.5%	5.8%	
% Subway/EI Rail								0.0%		0.0%	0.7%	1.7%	0.7%	26.2%	25.8%	28.9%	
% Other Public	1.4%	0.7%	1.2%	2.2%	0.0%	4.5%	1.5%	2.9%	1.5%	1.4%	0.0%	1.7%	3.5%	11.9%	13.3%	9.1%	
% Walk	8.5%	2.8%	1.9%	3.6%	1.4%	2.3%	1.5%	2.9%	1.5%	2.1%	2.2%	2.5%	3.5%	13.5%	8.6%	26.4%	
% Other	2.8%	0.0%	1.9%	0.7%	2.1%	0.0%	0.0%	1.4%	1.5%	1.4%	2.2%	1.7%	0.7%	5.6%	3.1%	10.7%	
% Unreported	5.7%	1.4%	1.2%	2.9%	2.8%	3.0%	2.2%	2.1%	2.2%	4.3%	0.7%	1.7%	2.8%	2.4%	3.9%	4.1%	
<b>TOTAL</b>	<b>1.41</b>	<b>1.43</b>	<b>1.61</b>	<b>1.39</b>	<b>1.44</b>	<b>1.32</b>	<b>1.37</b>	<b>1.40</b>	<b>1.36</b>	<b>1.41</b>	<b>1.34</b>	<b>1.21</b>	<b>1.44</b>	<b>1.26</b>	<b>1.28</b>	<b>1.21</b>	
% 1-6 am	4.2%	4.2%	3.8%	3.6%	4.2%	3.0%	2.9%	6.4%	3.6%	5.7%	4.5%	5.0%	2.8%	3.2%	3.9%	3.3%	
% 6-9 am	23.9%	30.1%	28.1%	32.6%	28.0%	31.8%	28.5%	28.6%	29.2%	27.0%	27.6%	28.1%	29.7%	31.7%	31.8%	30.8%	
% 9 am-1 pm	17.6%	15.4%	19.4%	12.3%	14.7%	10.6%	14.6%	13.6%	13.1%	13.5%	12.7%	13.2%	15.2%	9.3%	9.3%	10.0%	
% 1-4 pm	14.1%	16.8%	17.5%	15.2%	17.5%	15.9%	13.9%	15.0%	13.9%	16.3%	15.7%	15.7%	15.9%	11.9%	12.4%	10.0%	
% 4-7 pm	25.4%	24.5%	23.1%	25.4%	23.8%	27.3%	25.5%	24.3%	28.5%	24.1%	26.1%	26.4%	25.5%	26.2%	26.4%	22.5%	
% 7-10 pm	9.2%	4.9%	5.6%	6.5%	7.7%	6.1%	9.5%	7.1%	6.6%	7.1%	9.0%	7.4%	7.6%	11.9%	10.1%	18.3%	
% 10 pm-1 am	5.6%	4.2%	2.5%	4.3%	4.2%	5.3%	5.1%	5.0%	5.1%	6.4%	4.5%	4.1%	3.4%	5.6%	6.2%	5.0%	
% Unreported																	
<b>Daily Commute PMT per Person</b>																	
<b>TOTAL</b>	<b>12.97</b>	<b>14.34</b>	<b>16.42</b>	<b>15.01</b>	<b>15.00</b>	<b>13.67</b>	<b>15.08</b>	<b>13.50</b>	<b>12.01</b>	<b>22.54</b>	<b>19.74</b>	<b>16.07</b>	<b>18.41</b>	<b>10.70</b>	<b>11.42</b>	<b>8.52</b>	
% SOV	76.9%	82.1%	76.4%	69.1%	75.7%	80.1%	70.2%	77.3%	84.3%	79.2%	80.3%	70.6%	68.0%	33.6%	37.1%	19.2%	
% MOV	19.0%	17.0%	14.6%	28.5%	21.9%	14.9%	29.0%	19.3%	12.8%	12.9%	12.9%	11.0%	11.1%	13.7%	13.3%	15.5%	
% Other POV											0.1%			0.2%	0.3%		
% Amtrak													0.2%				
% Commuter Train										2.1%	4.0%	13.2%	14.2%	6.6%	6.2%	8.7%	
% Subway/EI Rail								0.5%		0.0%	0.8%	2.6%	1.1%	26.2%	27.7%	20.2%	
% Other Public	0.6%	0.1%	5.2%	1.0%	0.1%	3.7%	0.5%	1.9%	0.6%	4.2%	0.6%	0.9%	2.1%	9.2%	10.4%	4.1%	
% Walk	0.8%	0.2%	0.2%	0.2%	0.1%	0.1%	0.1%	0.1%	0.1%	0.0%	0.1%	0.1%	0.1%	1.7%	1.1%	4.5%	
% Other	1.2%	0.1%	2.2%	0.1%	1.9%	0.1%	0.1%	0.4%	1.8%	0.9%	1.2%	0.5%	2.5%	8.1%	3.4%	27.2%	
% Unreported	1.4%	0.4%	1.4%	1.1%	0.3%	1.0%	0.2%	0.4%	0.3%	0.7%	0.2%	0.9%	0.9%	0.7%	0.5%	0.6%	
<b>TOTAL</b>	<b>12.97</b>	<b>14.34</b>	<b>16.42</b>	<b>15.01</b>	<b>15.00</b>	<b>13.67</b>	<b>15.08</b>	<b>13.50</b>	<b>12.01</b>	<b>22.54</b>	<b>19.74</b>	<b>16.07</b>	<b>18.41</b>	<b>10.70</b>	<b>11.42</b>	<b>8.52</b>	
% 1-6 am	5.2%	6.1%	4.6%	4.7%	6.5%	4.6%	6.0%	6.7%	6.1%	9.4%	6.5%	8.9%	3.7%	4.9%	4.4%	6.7%	
% 6-9 am	25.7%	27.8%	29.1%	34.4%	27.4%	33.9%	26.0%	27.7%	29.2%	28.5%	32.1%	29.2%	37.2%	32.8%	32.9%	32.2%	
% 9 am-1 pm	11.0%	12.3%	20.9%	6.3%	17.7%	6.7%	22.9%	18.5%	10.2%	7.9%	7.9%	10.1%	12.4%	7.1%	6.7%	9.3%	
% 1-4 pm	14.6%	13.7%	13.3%	16.9%	15.1%	18.0%	9.3%	14.8%	17.2%	14.6%	11.7%	13.3%	12.8%	10.8%	11.6%	8.1%	
% 4-7 pm	31.6%	30.0%	24.6%	29.7%	22.3%	25.6%	25.8%	22.8%	26.7%	24.8%	25.4%	26.3%	24.3%	27.8%	26.9%	31.5%	
% 7-10 pm	8.2%	6.7%	4.8%	5.1%	6.2%	5.1%	6.2%	5.7%	5.9%	7.1%	12.9%	7.2%	6.7%	11.4%	11.9%	9.3%	
% 10 pm-1 am	3.8%	3.4%	2.7%	2.9%	4.7%	6.0%	3.8%	3.7%	4.7%	7.7%	3.5%	5.0%	2.8%	5.2%	5.7%	3.1%	
% Unreported																	

Chapter 6: Table 7  
 Comparison of Travel Patterns Among NY State MPOs  
 2009 NHTS

	Not in MSA		< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3+ million						
	Ithaca	Kingston	Elmira	Glens Falls	Bingham- ton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough- keepsie	NY Metro				
													Nassau/ Suffolk	Putnam/ Rockland/ Westchester	Five Counties	Sub of 5 Counties 4 Counties Manhattan	
<b>Average Commute Length, Travel Time, and Speed</b>																	
<b>Length (miles)</b>																	
<b>TOTAL</b>	6.56	15.51	7.86	11.49	9.63	9.15	10.88	8.73	8.15	10.09	18.63	15.39	11.47	13.59	7.78	8.63	5.07
Private	7.67	12.80	8.35	12.12	10.33	9.83	11.52	9.17	8.43	10.29	17.86	15.54	11.58	13.46	11.52	10.64	22.05
Public	2.45	4.07	4.30	14.81	8.06	5.00	7.54	7.07	7.07	68.03	58.76	17.05	14.09	7.90	8.87	4.64	
Walk	1.00	0.59	0.61	0.87	0.57	0.31	1.51	0.47	1.78	0.89	0.31	0.45	0.48	0.80	1.82	2.73	0.82
Other	2.19	304.78	7.08	7.39	1.87	1.05	3.54	2.72	5.37	12.74	19.56	8.11	6.61	29.36	7.32	7.14	7.58
<b>Time (minutes)</b>																	
<b>TOTAL</b>	17.07	22.82	15.99	20.65	17.56	18.13	22.07	17.68	18.62	19.45	32.32	26.90	28.39	30.29	40.20	43.52	27.61
Private	16.39	22.78	16.06	20.63	17.68	18.73	21.91	17.93	18.43	19.36	30.80	25.68	26.55	26.86	33.46	32.65	43.73
Public	21.72	33.45	23.78	70.00	41.54	20.00	36.13	36.13	32.58	109.10	110.31	71.26	53.64	51.02	54.51	34.72	
Walk	19.95	12.20	10.80	10.56	5.35	8.01	12.62	11.58	13.20	13.77	6.07	11.70	22.37	13.07	20.66	24.92	15.75
Other	14.31	62.15	25.58	34.82	16.90	26.65	23.92	15.62	22.26	38.78	24.30	30.72	21.66	29.09	36.13	41.82	28.17
<b>Miles per Hour</b>																	
<b>TOTAL</b>	24.70	40.98	29.73	33.67	33.76	30.29	30.64	29.63	26.48	31.13	34.65	34.99	25.53	30.85	15.79	16.14	14.47
Private	28.09	33.72	31.20	35.24	35.06	31.47	31.53	30.70	27.45	31.90	34.78	36.31	26.16	30.05	20.65	19.55	30.26
Public																	
Walk	3.02	2.90	3.38	4.92	6.43	2.35	7.16	2.42	8.08	3.86	3.04	2.29	1.29	3.69	5.28	6.57	3.12
Other	9.20	294.24	16.60	12.73	6.63	2.35	8.89	10.43	14.47	19.72	48.31	15.85	18.30	60.57	12.16	10.24	16.13

Chapter 6: Table 7  
 Comparison of Travel Patterns Among NY State MPOs  
 2001 NHTS

	Not in MSA	< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3+ million		NY Metro					
	Ithaca	Elmira	Glens Falls	Bingham- ton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough- keepsie	NY Metro			Sub of 5 Counties		
												Nassau/ Suffolk	Putnam/ Rockland/ Westchester	Five Counties	4 Counties	Manhattan	
<b>Average Commute Length, Travel Time, and Speed</b>																	
<b>Length (miles)</b>																	
<b>TOTAL</b>	7.76	9.14	12.59	9.00	9.87	10.50	7.86	9.90	8.91	18.04	15.98	12.87	14.53	8.02	8.58	6.02	
Private	8.32	9.35	12.71	9.35	10.08	10.83	8.56	10.23	9.23	16.88	14.98	12.09	13.82	9.87	9.37	14.58	
Public	7.84	1.28	16.47	13.24	8.58	6.40	4.17	7.07	4.70	56.27	44.31	29.06	23.63	9.31	10.38	6.25	
Walk	0.80	0.81	1.13	0.91	1.47	0.82	0.47	1.47	1.03	0.53	5.24	1.49	1.65	1.28	1.29	1.26	
Other	7.01	8.82	5.77	9.82		20.91	1.19	4.14	1.11	78.82	38.43	16.15	18.98	7.73	9.27	4.74	
<b>Time (minutes)</b>																	
<b>TOTAL</b>	17.18	17.83	21.67	17.89	18.57	21.45	18.31	19.25	17.77	28.60	27.36	29.54	32.32	40.21	41.04	36.96	
Private	16.83	17.58	21.34	17.30	18.35	20.95	17.90	19.54	17.53	26.08	26.07	24.72	27.57	31.37	29.92	45.16	
Public	35.46	15.00	51.90	52.90	48.22	56.80	36.47	27.88	33.84	103.00	60.97	84.17	66.83	55.77	58.21	47.44	
Walk	13.87	9.65	8.50	18.84	22.32	10.44	9.38	9.10	17.85	11.55	12.99	25.03	17.84	19.73	21.17	17.11	
Other	22.34	39.91	22.49	32.80		39.70	16.95	11.85	11.03	69.75	66.14	51.14	50.74	38.26	44.10	25.53	
<b>Miles per Hour</b>																	
<b>TOTAL</b>	27.78	30.91	35.21	30.80	32.36	30.34	27.74	30.99	30.72	38.72	34.16	28.21	29.55	15.79	16.58	12.56	
Private	29.77	31.91	35.72	32.42	32.93	31.03	28.67	31.40	31.58	38.94	34.66	29.42	30.28	18.81	18.64	19.86	
Public																	
Walk	3.46	5.06	8.00	2.88	3.48	4.73	2.66	10.18	3.46	2.74	19.85	3.37	3.10	3.07	3.00	3.17	
Other	18.83	13.25	10.91	17.97		21.15	4.21	27.47	6.05	71.05	4.84	10.93	16.55	13.76	17.65	8.28	

Chapter 6: Table 7  
 Comparison of Travel Patterns Among NY State MPOs  
 1995 NPTS

	Not in MSA	< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3+ million		NY Metro				
	Ithaca	Elmira	Glens Falls	Bingham- ton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough- keepsie	NY Metro			Sub of 5 Counties	
												Nassau/ Suffolk	Putnam/ Rockland/ Westchester	Five Counties	4 Counties	Manhattan
<b>Average Commute Length, Travel Time, and Speed</b>																
<b>Length (miles)</b>																
<b>TOTAL</b>	<b>9.18</b>	<b>10.05</b>	<b>10.24</b>	<b>10.89</b>	<b>10.45</b>	<b>10.52</b>	<b>11.15</b>	<b>9.72</b>	<b>9.05</b>	<b>16.36</b>	<b>14.83</b>	<b>13.51</b>	<b>13.27</b>	<b>9.67</b>	<b>10.49</b>	<b>7.35</b>
Private	10.77	10.48	9.94	11.67	10.81	10.98	11.56	10.35	9.32	16.62	14.76	12.85	12.63	12.23	11.73	16.31
Public	4.27	3.00	45.77	4.96	5.55	8.86	6.28	8.02	4.70	45.87	64.05	30.37	25.03	10.43	12.21	5.81
Walk	0.91	0.98	1.20	0.68	0.58	0.75	0.77	0.59	0.42	0.16	0.40	0.63	0.48	1.10	1.04	1.18
Other	3.67	4.41	12.63	1.60	9.33	2.32		2.39	10.21	9.53	8.20	6.21	32.65	13.75	9.75	17.39
<b>Time (minutes)</b>																
<b>TOTAL</b>	<b>17.56</b>	<b>17.28</b>	<b>16.56</b>	<b>17.73</b>	<b>17.20</b>	<b>19.15</b>	<b>18.89</b>	<b>17.73</b>	<b>16.97</b>	<b>25.84</b>	<b>24.45</b>	<b>26.55</b>	<b>24.43</b>	<b>32.97</b>	<b>35.52</b>	<b>24.82</b>
Private	18.62	17.47	15.65	17.80	17.33	19.00	18.60	17.85	17.01	26.09	24.33	24.97	22.83	30.16	29.68	34.31
Public	13.58	43.36	71.65	25.05	35.74	30.21	28.52	28.61	31.47	66.53	66.26	62.04	52.57	43.42	47.84	29.59
Walk	13.46	11.74	25.73	12.03	9.83	12.27	10.60	8.73	8.44	6.57	9.90	8.68	10.11	14.43	14.47	14.40
Other	15.72	12.84	22.46	14.09	24.18	9.26	300.00	13.44	20.83	30.51	34.11	16.48	24.49	26.09	29.83	22.52
<b>Miles per Hour</b>																
<b>TOTAL</b>	<b>31.49</b>	<b>35.02</b>	<b>37.05</b>	<b>37.35</b>	<b>36.59</b>	<b>33.64</b>	<b>35.48</b>	<b>33.41</b>	<b>32.46</b>	<b>37.47</b>	<b>35.32</b>	<b>30.14</b>	<b>32.67</b>	<b>19.69</b>	<b>19.53</b>	<b>20.80</b>
Private	34.68	36.01	38.13	39.35	37.41	34.61	37.29	34.78	32.87	38.21	36.40	30.87	33.20	24.32	23.71	28.53
Public	28.13	4.27	35.58	12.27		24.91	9.30	11.86	14.78	36.48	29.55	28.64	28.97	14.32	15.28	11.28
Walk	4.04	5.01	2.79	3.38	3.53	3.66	4.34	4.03	2.97	1.49	2.40	4.34	2.86	4.59	4.29	4.92
Other	13.99	20.61	33.74	6.83	23.15	15.00		10.65	29.42	18.74	14.43	17.67	80.00	31.74	19.71	46.33

Chapter 6: Table 8  
 Comparison of Travel Patterns Among NY State MPOs  
 2009 NHTS

	Not in MSA		< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3+ million						
	Ithaca	Kingston	Elmira	Glens Falls	Bingham- ton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough- keepsie	NY Metro				
													Nassau/ Suffolk	Putnam/ Rockland/ Westchester	Five Counties	Sub of 5 Counties	
															4 Counties	Manhattan	
<b>Average Vehicle Occupancy (Person Miles per Vehicle Mile)</b>																	
<b>ALL</b>	<b>1.61</b>	<b>1.48</b>	<b>1.76</b>	<b>1.51</b>	<b>1.55</b>	<b>1.59</b>	<b>1.62</b>	<b>1.78</b>	<b>1.54</b>	<b>1.83</b>	<b>1.51</b>	<b>1.60</b>	<b>1.51</b>	<b>1.59</b>	<b>1.92</b>	<b>1.83</b>	<b>2.25</b>
1 Adult, No Child	1.16	1.16	1.16	1.10	1.37	1.43	1.47	1.08	1.07	1.11	1.10	1.38	1.03	1.25	1.55	1.50	1.66
2+ Adults, No Child	1.48	1.29	1.56	1.41	1.33	1.56	1.40	1.43	1.49	1.52	1.25	1.34	1.29	1.41	1.58	1.53	1.68
1 Adult, Child <6	4.19	1.01	1.94	1.00	1.42	2.84	1.79	1.76	2.11	1.76	2.53	1.28	3.34	1.00	1.67	1.00	2.00
2+ Adults, Child <6	2.61	2.01	2.19	2.00	1.56	1.59	2.03	2.82	1.93	2.89	1.57	1.81	1.45	2.08	2.76	2.51	3.95
1 Adult, Child 6-15	1.68	1.49	1.99	1.08	1.30	2.10	1.41	1.96	1.42	1.47	1.90	2.07	1.69	1.47	1.32	1.30	2.32
2+ Adults, Child 6-15	1.40	1.51	2.22	1.58	1.92	1.88	1.80	1.88	1.76	1.63	1.75	1.88	1.84	1.88	2.04	1.95	2.43
1 Adult, Child 16-21	1.00	1.28	1.13	1.55	1.00	2.92	1.58	1.77	1.38	1.56	3.00	1.88	1.20	1.15	1.74	1.74	
2+ Adults, Child 16-21	1.35	1.69	1.92	1.21	1.65	1.27	1.52	1.47	1.25	1.43	1.47	1.56	1.73	1.31	1.79	1.66	3.39
1 Adult, Retired, No Child	1.22	1.22	1.23	1.42	1.26	1.40	1.13	1.38	1.13	1.21	1.24	1.12	1.22	1.46	1.34	1.38	1.17
2+ Adults, Retired, No Child	1.53	1.41	1.47	1.55	1.51	1.50	1.50	1.36	1.57	1.47	1.47	1.58	1.43	1.36	1.55	1.53	1.78
Unreported																	
<b>ALL</b>	<b>1.61</b>	<b>1.48</b>	<b>1.76</b>	<b>1.51</b>	<b>1.55</b>	<b>1.59</b>	<b>1.62</b>	<b>1.78</b>	<b>1.54</b>	<b>1.83</b>	<b>1.51</b>	<b>1.60</b>	<b>1.51</b>	<b>1.59</b>	<b>1.92</b>	<b>1.83</b>	<b>2.25</b>
Earn a Living	1.05	1.11	1.10	1.11	1.13	1.21	1.11	1.16	1.09	1.08	1.17	1.11	1.14	1.12	1.22	1.26	1.02
Family & Personal Business	2.15	1.56	1.85	1.72	1.80	1.77	1.69	1.83	1.59	1.61	1.59	1.86	1.65	1.64	1.90	1.84	2.21
Civic, Educational & Religious	1.63	1.83	1.70	1.42	1.50	1.51	1.52	1.35	1.15	1.76	1.88	1.35	1.42	1.21	1.54	1.54	
Social & Recreational	1.71	1.87	2.35	1.98	1.74	1.79	2.13	2.49	2.05	1.84	2.11	2.02	1.94	2.37	2.42	2.31	2.70
Other	1.03	1.26	2.57	2.17	1.70	1.92	1.80	1.55	1.28	2.69	1.64	3.06	1.58	1.30	1.59	1.93	1.00
Unreported	2.00	1.14	1.34	1.03	1.48	1.50	2.74	1.43	1.30	3.70	1.50	1.03	2.28	1.33	2.00	1.19	3.16
<b>ALL</b>	<b>1.61</b>	<b>1.48</b>	<b>1.76</b>	<b>1.51</b>	<b>1.55</b>	<b>1.59</b>	<b>1.62</b>	<b>1.78</b>	<b>1.54</b>	<b>1.83</b>	<b>1.51</b>	<b>1.60</b>	<b>1.51</b>	<b>1.59</b>	<b>1.92</b>	<b>1.83</b>	<b>2.25</b>
< \$10,000	1.83	1.31	1.48	1.45	1.38	2.15	1.75	1.28	1.04	1.21	2.82	1.91	1.51	1.66	1.15	1.15	
\$10 to \$20,000	1.74	1.61	1.53	1.22	1.33	1.77	1.36	1.42	1.22	1.73	1.35	1.66	1.67	1.47	2.28	2.28	2.00
\$20 to \$30,000	1.62	1.40	1.70	1.47	2.36	1.72	1.98	2.20	1.41	1.19	1.54	1.46	1.13	1.50	1.47	1.47	
\$30 to \$40,000	1.15	1.19	1.44	1.71	1.43	1.57	1.61	1.38	1.42	1.55	1.62	1.46	1.18	1.53	1.99	2.07	1.00
\$40 to \$50,000	2.87	1.31	1.53	1.81	1.50	1.46	1.50	1.22	1.35	1.37	1.50	1.50	1.49	1.27	2.14	1.80	2.47
\$50 to \$60,000	1.59	1.40	1.94	1.42	1.56	1.71	1.60	1.82	1.73	1.53	2.34	1.76	1.54	1.48	1.94	1.94	1.00
\$60 to \$70,000	1.20	1.44	1.55	1.25	1.19	1.37	1.60	1.59	1.22	1.72	1.28	1.45	1.82	1.75	1.74	1.78	1.31
\$70 to \$80,000	1.68	1.95	1.49	1.22	1.60	1.38	1.82	1.43	2.40	1.55	1.59	1.90	1.31	1.55	2.33	2.33	2.36
\$80 to \$100,000	1.38	1.42	1.71	1.33	1.44	1.96	1.76	2.54	1.33	1.40	1.24	1.76	1.48	1.66	1.73	1.75	1.39
\$100,000+	1.51	1.58	2.05	1.73	1.31	1.44	1.54	1.73	1.57	2.42	1.51	1.51	1.56	1.64	1.84	1.53	2.32
Unreported	1.42	1.13	2.39	1.17	1.30	1.41	1.32	1.64	1.73	1.66	1.46	1.81	1.30	1.32	1.31	1.34	1.13

Chapter 6: Table 8  
 Comparison of Travel Patterns Among NY State MPOs  
 2001 NHTS

	Not in MSA	< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million				3+ million						
		Ithaca	Elmira	Glens Falls	Bingham- ton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough- keepsie	NY Metro			Sub of 5 Counties		
													Nassau/ Suffolk	Putnam/ Rockland/ Westchester	Five Counties	4 Counties	Manhattan	
<b>Average Vehicle Occupancy (Person Miles per Vehicle Mile)</b>																		
<b>ALL</b>	1.57	1.62	1.49	1.58	1.52	1.55	1.59	1.53	1.49	1.65	1.54	1.78	1.55	1.68	1.65	1.81		
1 Adult, No Child	1.12	1.50	1.12	1.38	1.22	1.31	1.13	1.35	1.32	1.09	1.36	1.06	1.17	1.62	1.75	1.22		
2+ Adults, No Child	1.54	1.43	1.49	1.46	1.26	1.37	1.36	1.37	1.38	1.54	1.34	1.36	1.42	1.66	1.53	1.93		
1 Adult, Child <6	1.88	1.61	2.00	2.08	1.15	1.74	1.19	1.72	1.94	1.54	1.32	1.35	1.28	1.89	1.89			
2+ Adults, Child <6	1.56	1.57	1.73	1.78	1.88	1.98	2.12	1.88	1.73	2.15	1.96	2.02	1.95	1.70	1.64	1.93		
1 Adult, Child 6-15	1.18	2.19	1.65	2.04	1.91	1.49	1.27	1.80	1.19	1.38	1.42	1.68	1.89	1.76	1.73	1.93		
2+ Adults, Child 6-15	2.04	1.94	1.51	1.91	1.51	1.71	1.77	1.49	1.63	1.79	1.46	1.53	1.67	1.86	1.90	1.46		
1 Adult, Child 16-21	1.54	1.04	1.37	1.08	1.00	1.46	1.28	1.31	1.00	1.00	1.80	1.04	1.37	1.18	1.18			
2+ Adults, Child 16-21	1.39	1.41	1.24	1.39	1.76	1.38	1.57	1.27	1.44	1.34	1.38	3.16	1.34	1.44	1.44	1.38		
1 Adult, Retired, No Child	1.02	1.68	1.51	1.22	1.16	1.16	1.42	1.33	1.10	1.13	1.21	1.24	1.07	1.30	1.34	1.00		
2+ Adults, Retired, No Child	1.48	1.71	1.55	1.58	1.55	1.48	1.51	1.72	1.55	1.59	1.49	1.47	1.47	1.57	1.54	1.94		
Unreported				1.18	1.00	1.00		2.15	1.00			1.82	1.00	1.79	1.79			
<b>ALL</b>	1.57	1.62	1.49	1.58	1.52	1.55	1.59	1.53	1.49	1.65	1.54	1.78	1.55	1.68	1.65	1.81		
Earn a Living	1.19	1.12	1.09	1.11	1.13	1.13	1.08	1.10	1.07	1.19	1.12	1.14	1.12	1.26	1.21	1.59		
Family & Personal Business	1.61	1.82	1.60	1.72	1.74	1.66	1.58	1.67	1.66	1.74	1.81	1.77	1.67	1.86	1.81	2.09		
Civic, Educational & Religious	2.02	1.95	2.06	1.47	2.42	1.55	1.55	1.77	1.48	1.57	1.27	1.36	1.48	1.69	1.69	1.00		
Social & Recreational	1.83	1.87	1.81	1.91	1.77	2.02	2.06	1.82	1.78	2.23	1.89	2.66	1.99	1.99	2.11	1.70		
Other	2.52	1.07	1.84	1.98	1.89	1.17	1.58	1.46	1.06	2.21	2.94	2.00	1.74	1.84	2.02	1.00		
Unreported	1.00	1.17	1.47	1.74	1.48	2.58	1.69	1.00	1.94	1.00	1.59	1.86	2.60	1.08	1.08			
<b>ALL</b>	1.57	1.62	1.49	1.58	1.52	1.55	1.59	1.53	1.49	1.65	1.54	1.78	1.55	1.68	1.65	1.81		
< \$10,000	2.28	1.39	1.16	2.30	1.28	1.73	1.61	1.47	1.28	1.49	1.29	1.00	1.04	1.24	1.26	1.11		
\$10 to \$20,000	1.43	1.65	1.43	1.61	1.63	1.34	1.36	1.78	1.73	1.53	1.35	1.42	2.00	1.58	1.47	2.60		
\$20 to \$30,000	1.64	2.08	1.42	2.03	1.24	1.43	1.26	1.40	1.48	1.33	1.24	1.55	1.57	1.49	1.50	1.24		
\$30 to \$40,000	1.44	1.67	1.55	1.51	1.53	1.52	1.66	1.41	1.42	1.68	1.55	3.86	1.61	1.88	1.88	1.48		
\$40 to \$50,000	1.33	1.67	1.57	1.43	1.82	1.32	1.48	2.44	1.36	1.69	1.52	2.03	1.27	1.81	1.82	1.54		
\$50 to \$60,000	1.62	1.30	1.54	1.58	1.61	1.54	1.35	1.47	1.63	1.54	1.52	1.24	1.39	1.87	1.88	1.61		
\$60 to \$70,000	1.69	1.53	1.50	1.44	1.36	1.65	1.62	1.70	1.39	1.65	1.76	1.62	1.44	1.64	1.66	1.57		
\$70 to \$80,000	1.52	1.50	1.30	1.40	1.56	1.60	1.46	1.61	1.63	1.53	1.67	1.60	1.85	1.54	1.38	1.80		
\$80 to \$100,000	1.42	1.62	1.77	1.56	1.61	1.50	1.85	1.48	1.44	1.75	1.63	1.52	1.36	1.50	1.40	1.81		
\$100,000+	1.64	1.49	1.34	1.69	1.60	1.66	1.74	1.40	1.52	1.63	1.54	1.58	1.59	1.74	1.65	1.98		
Unreported	1.67	1.51	1.50	1.35	1.14	1.40	1.61	1.56	1.22	1.94	1.27	1.49	1.81	1.42	1.59	1.02		

Chapter 6: Table 8  
 Comparison of Travel Patterns Among NY State MPOs  
 1995 NPTS

	Not in MSA	< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million				3+ million					
	Ithaca	Elmira	Glens Falls	Bingham- ton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough- keepsie	NY Metro			Sub of 5 Counties		
												Nassau/ Suffolk	Putnam/ Rockland/ Westchester	Five Counties	4 Counties	Manhattan	
<b>Average Vehicle Occupancy (Person Miles per Vehicle Mile)</b>																	
<b>ALL</b>	1.44	1.54	1.55	1.62	1.53	1.52	1.69	1.50	1.67	1.37	1.43	1.58	1.60	1.79	1.79	1.81	
1 Adult, No Child	1.16	1.16	1.42	1.23	1.27	1.22	1.63	1.08	1.13	1.06	1.05	1.39	1.27	1.19	1.13	1.32	
2+ Adults, No Child	1.39	1.44	1.29	1.40	1.38	1.30	1.43	1.41	1.50	1.23	1.29	1.42	1.30	1.70	1.60	2.49	
1 Adult, Child <6	1.45	1.69	2.17	1.17	1.48	1.35	2.95	2.14	1.18	1.53	1.01	2.01	2.49	1.91	3.17	1.36	
2+ Adults, Child <6	1.59	1.88	1.74	2.07	1.75	1.91	2.00	1.82	1.91	1.58	1.66	1.75	2.11	2.16	2.23	1.54	
1 Adult, Child 6-15	1.55	2.09	1.57	1.94	1.44	1.61	1.35	1.57	1.95	1.57	1.26	1.30	1.47	1.80	1.80		
2+ Adults, Child 6-15	1.72	1.49	1.65	1.77	1.92	1.67	1.79	1.74	1.89	1.39	1.43	1.88	1.56	1.96	1.96	1.85	
1 Adult, Child 16-21	1.01	1.00	1.61		1.17	1.11	1.00	1.66	1.08	1.19	1.88	1.43	1.59	1.57	1.59	1.50	
2+ Adults, Child 16-21	1.54	1.32	1.50	1.38	1.44	1.24	1.52	1.53	1.66	1.30	1.48	1.39	1.23	1.89	1.94	1.53	
1 Adult, Retired, No Child	1.01	1.43	1.14	1.02	1.20	1.10	1.16	1.10	1.35	1.08	1.06	1.17	1.17	1.37	1.37	1.50	
2+ Adults, Retired, No Child	1.28	1.53	1.50	1.65	1.48	1.63	1.75	1.39	1.74	1.41	1.53	1.61	1.58	1.51	1.47	1.96	
Unreported																	
<b>ALL</b>	1.44	1.54	1.55	1.62	1.53	1.52	1.69	1.50	1.67	1.37	1.43	1.58	1.60	1.79	1.79	1.81	
Earn a Living	1.10	1.11	1.13	1.26	1.12	1.12	1.15	1.19	1.08	1.09	1.08	1.10	1.12	1.32	1.23	1.83	
Family & Personal Business	1.50	1.80	1.76	1.68	1.78	1.65	1.82	1.54	1.82	1.52	1.56	1.76	1.74	1.84	1.87	1.67	
Civic, Educational & Religious	1.29	1.72	1.74	1.69	1.59	1.25	2.30	1.33	1.50	1.36	1.49	2.23	1.36	1.76	1.78	1.46	
Social & Recreational	1.88	1.74	2.08	2.00	1.82	2.03	2.20	1.92	2.15	1.84	1.76	2.04	2.17	2.31	2.35	1.96	
Other	1.00	1.06	1.00		1.00	1.26	2.00	2.00	2.00	1.27		1.88	2.00	1.89	1.89		
Unreported																	
<b>ALL</b>	1.44	1.54	1.55	1.62	1.53	1.52	1.69	1.50	1.67	1.37	1.43	1.58	1.60	1.79	1.79	1.81	
< \$10,000	1.53	2.26	2.07	1.23	1.70	1.11	1.32	1.31	1.72	1.26	1.27	1.56	1.01	1.53	1.47	2.43	
\$10 to \$20,000	1.07	1.15	1.41	1.25	1.37	1.15	1.73	1.55	1.52	1.67	1.56	1.29	1.42	2.43	2.47	1.00	
\$20 to \$30,000	1.17	1.44	1.57	1.59	1.59	1.37	1.27	1.22	1.60	1.61	1.55	1.18	1.21	1.79	1.87	1.42	
\$30 to \$40,000	1.44	1.51	1.49	1.55	1.73	1.41	1.84	1.68	1.82	1.22	1.09	1.39	1.46	1.79	1.54	3.19	
\$40 to \$50,000	1.33	1.82	1.14	1.47	1.03	1.96	1.33	1.41	1.58	1.19	1.36	1.48	1.36	1.94	1.94	1.78	
\$50 to \$60,000	1.31	1.65	2.13	1.99	1.98	1.46	1.64	1.58	1.82	1.34	1.31	1.66	1.51	1.68	1.72	1.27	
\$60 to \$70,000	1.27	1.40	1.49	1.68	1.35	1.36	1.68	1.79	1.87	1.31	1.55	1.48	1.68	1.93	1.97	1.28	
\$70 to \$80,000	1.33	1.30	1.35	1.62	1.24	1.47	2.08	1.50	1.77	1.40	1.43	1.57	1.32	2.99	2.99	3.20	
\$80 to \$100,000	1.48	2.07	1.27	1.71	1.57	1.91	2.04	1.35	1.45	1.53	1.76	1.61	1.55	1.77	1.79	1.16	
\$100,000+	1.87	1.42	1.44	1.36	1.53	1.47	1.47	1.53	1.79	1.33	1.42	1.73	1.91	1.52	1.51	1.55	
Unreported	1.65	1.47	1.58	1.89	1.50	1.45	1.63	1.42	1.31	1.33	1.26	1.51	1.37	1.42	1.42	1.43	

Chapter 6: Table 9  
 Comparison of Travel Patterns Among NY State MPOs  
 2009 NHTS

	Not in MSA		< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3+ million						
	Ithaca	Kingston	Elmira	Glens Falls	Bingham- ton		Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough- keepsie	NY Metro				
					Nassau/ Suffolk	Putnam/ Rockland/ Westchester							Five Counties	Sub of 5 Counties			
						Utica-Rome									4 Counties	Manhattan	
<b>Vehicles by Type</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	
Auto	58.5%	55.3%	51.5%	45.9%	53.4%	54.2%	56.8%	56.0%	61.0%	57.3%	55.3%	58.1%	59.6%	59.9%	64.7%	64.6%	65.3%
Van	9.5%	8.1%	8.9%	7.4%	11.0%	8.8%	8.0%	9.9%	10.0%	11.8%	9.1%	8.7%	8.0%	8.4%	9.9%	10.5%	5.6%
Sports Utility	18.5%	18.3%	20.6%	22.4%	18.2%	18.1%	22.4%	21.7%	17.2%	17.3%	20.8%	20.0%	25.3%	25.0%	22.6%	22.1%	26.3%
Pickup	10.6%	13.0%	14.7%	19.8%	14.3%	15.8%	9.9%	9.7%	9.2%	11.2%	11.2%	8.3%	4.6%	4.9%	1.2%	1.3%	0.4%
Other Truck	0.3%	0.3%	0.3%	0.7%	0.2%	0.1%	0.2%	0.1%	0.3%	0.1%	0.2%	0.2%	0.2%	0.1%	0.0%	0.0%	0.0%
RV	0.3%	0.1%	0.6%	0.2%	0.7%	0.3%	0.3%	0.1%	0.2%	0.7%	0.4%	0.7%	0.2%	0.2%	0.0%	0.0%	0.0%
Motorcycle	2.5%	4.8%	3.4%	3.7%	2.2%	2.8%	2.4%	2.4%	2.2%	1.6%	3.0%	4.1%	2.0%	1.5%	1.6%	1.5%	2.4%
Other POV	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
* Other POV not present in 2001 or 2009.																	
<b>Age Statistics</b>																	
Average Vehicle Age	8.75	8.83	8.65	7.90	9.04	7.71	7.72	7.01	7.62	7.91	7.73	7.64	7.40	7.16	7.98	8.09	7.08
Median Vehicle Age	8	8	8	6	8	7	7	6	7	7	7	7	6	6	7	7	6
<b>Percent VMT*</b>																	
Less than 10 yrs	68.5%	68.3%	70.9%	75.0%	67.9%	74.2%	76.7%	81.9%	77.5%	72.5%	78.8%	78.5%	77.1%	76.1%	71.1%	70.0%	78.8%
10 yrs or more	31.5%	31.7%	29.1%	25.0%	32.1%	25.8%	23.3%	18.1%	22.5%	27.5%	21.2%	21.5%	22.9%	23.9%	28.9%	30.0%	21.2%
<b>Percent Vehicle Fleet</b>																	
Less than 10 yrs	62.6%	63.7%	63.5%	70.3%	59.8%	71.5%	70.9%	76.8%	70.8%	66.6%	71.2%	72.4%	73.8%	72.4%	64.9%	63.4%	76.1%
10 yrs or more	37.5%	36.3%	36.5%	29.7%	40.2%	28.5%	29.1%	23.2%	29.2%	33.4%	28.8%	27.6%	26.2%	27.7%	35.1%	36.6%	23.9%
<b>Avg Fuel Consumption (gal/HH)</b>	<b>758</b>	<b>1,049</b>	<b>842</b>	<b>1,029</b>	<b>874</b>	<b>844</b>	<b>840</b>	<b>826</b>	<b>737</b>	<b>838</b>	<b>996</b>	<b>1,021</b>	<b>904</b>	<b>855</b>	<b>258</b>	<b>299</b>	<b>129</b>
Less than 10 yrs	68.1%	66.2%	69.6%	72.1%	66.1%	72.3%	75.7%	81.4%	76.6%	71.3%	78.2%	77.9%	75.9%	74.4%	70.0%	68.7%	78.8%
10 yrs or more	31.9%	33.8%	30.4%	27.9%	33.9%	27.8%	24.3%	18.6%	23.4%	28.7%	21.8%	22.1%	24.1%	25.6%	30.1%	31.3%	21.2%
<b>Avg CO2 Emissions (kg/HH)</b>	<b>6,669</b>	<b>9,226</b>	<b>7,420</b>	<b>9,083</b>	<b>7,690</b>	<b>7,426</b>	<b>7,394</b>	<b>7,281</b>	<b>6,485</b>	<b>7,377</b>	<b>8,770</b>	<b>8,982</b>	<b>7,954</b>	<b>7,527</b>	<b>2,265</b>	<b>2,632</b>	<b>1,136</b>
Less than 10 yrs	68.2%	66.2%	69.6%	72.1%	66.1%	72.2%	75.7%	81.4%	76.5%	71.4%	78.2%	77.9%	75.9%	74.4%	70.0%	68.7%	78.8%
10 yrs or more	31.9%	33.8%	30.4%	27.9%	33.9%	27.8%	24.3%	18.6%	23.5%	28.7%	21.8%	22.1%	24.1%	25.6%	30.0%	31.3%	21.2%
* Numbers reflect BESTMILE Estimates.																	

Chapter 6: Table 9  
 Comparison of Travel Patterns Among NY State MPOs  
 2001 NHTS

	Not in MSA	< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3+ million		NY Metro				
	Ithaca	Elmira	Glens Falls	Bingham- ton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough- keepsie	NY Metro			Sub of 5 Counties	
												Nassau/ Suffolk	Putnam/ Rockland/ Westchester	Five Counties	4 Counties	Manhattan
<b>Vehicles by Type</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>
Auto	66.0%	58.4%	53.1%	60.9%	58.5%	62.4%	66.5%	64.3%	63.3%	65.3%	64.1%	66.8%	73.3%	75.7%	75.3%	78.2%
Van	8.0%	10.3%	8.5%	10.0%	9.6%	10.1%	9.7%	10.7%	11.3%	9.6%	8.8%	11.2%	8.9%	9.3%	9.7%	6.4%
Sports Utility	9.8%	10.4%	12.9%	10.8%	11.8%	11.8%	11.2%	10.1%	11.7%	11.6%	12.7%	14.6%	13.1%	12.4%	12.5%	11.7%
Pickup	13.4%	16.6%	21.0%	14.7%	14.5%	12.2%	10.4%	11.9%	10.7%	10.7%	9.1%	5.6%	3.6%	1.0%	1.0%	1.3%
Other Truck	0.4%	0.3%	0.8%	0.2%	0.3%	0.4%		0.0%	0.3%	0.2%	0.6%	0.0%	0.3%	0.4%	0.5%	
RV	0.5%	1.1%	0.5%	0.6%	0.6%	0.7%	0.8%	0.7%	0.6%	0.5%	0.5%	0.1%	0.0%	0.0%	0.0%	
Motorcycle	1.9%	2.9%	3.3%	2.8%	4.7%	2.5%	1.3%	2.2%	2.0%	2.1%	4.2%	1.7%	0.9%	1.3%	1.1%	2.5%
Other POV	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
* Other POV not present in 2001 or 2009.																
<b>Age Statistics</b>																
Average Vehicle Age	8.77	8.63	8.25	9.26	8.34	7.89	7.06	7.63	7.42	7.56	8.29	7.28	6.49	8.18	8.01	9.24
Median Vehicle Age	8	7	7	8	7	7	6	6	6	6	7	6	5	7	7	7
<b>Percent VMT*</b>																
Less than 10 yrs	69.4%	70.6%	71.2%	65.5%	72.6%	74.8%	75.5%	75.4%	79.7%	77.3%	74.6%	73.0%	83.1%	69.3%	70.6%	60.5%
10 yrs or more	30.7%	29.4%	28.9%	34.5%	27.4%	25.3%	24.5%	24.6%	20.3%	22.7%	25.4%	27.0%	16.9%	30.7%	29.4%	39.5%
<b>Percent Vehicle Fleet</b>																
Less than 10 yrs	58.9%	62.4%	65.1%	57.6%	65.1%	68.1%	73.5%	69.7%	71.5%	69.3%	65.9%	70.1%	75.5%	61.3%	62.0%	57.2%
10 yrs or more	41.1%	37.6%	34.9%	42.4%	34.9%	31.9%	26.5%	30.3%	28.5%	30.7%	34.1%	29.9%	24.5%	38.7%	38.0%	42.8%
<b>Avg Fuel Consumption (gal/HH)</b>	<b>878</b>	<b>1,918</b>	<b>1,186</b>	<b>941</b>	<b>833</b>	<b>805</b>	<b>706</b>	<b>869</b>	<b>1,000</b>	<b>1,081</b>	<b>1,053</b>	<b>985</b>	<b>801</b>	<b>325</b>	<b>365</b>	<b>211</b>
Less than 10 yrs	69.3%	95.6%	86.9%	70.3%	67.0%	73.7%	76.0%	81.6%	79.1%	80.4%	81.1%	76.0%	83.4%	70.8%	72.7%	61.2%
10 yrs or more	30.7%	4.4%	13.1%	29.7%	33.0%	26.3%	24.0%	18.5%	20.9%	19.6%	18.9%	24.0%	16.6%	29.2%	27.3%	38.9%
<b>Avg CO2 Emissions (kg/HH)</b>	<b>7,718</b>	<b>16,859</b>	<b>10,421</b>	<b>8,266</b>	<b>7,317</b>	<b>7,076</b>	<b>6,201</b>	<b>7,633</b>	<b>8,790</b>	<b>9,496</b>	<b>9,255</b>	<b>8,660</b>	<b>7,036</b>	<b>2,866</b>	<b>3,215</b>	<b>1,858</b>
Less than 10 yrs	69.3%	95.6%	86.9%	70.3%	67.0%	73.7%	76.0%	81.6%	79.1%	80.4%	81.1%	76.0%	83.4%	70.9%	72.8%	61.2%
10 yrs or more	30.7%	4.4%	13.1%	29.7%	33.0%	26.3%	24.0%	18.5%	20.9%	19.6%	18.9%	24.0%	16.6%	29.1%	27.2%	38.9%
* Numbers reflect BESTMILE Estimates.																

Chapter 6: Table 9  
Comparison of Travel Patterns Among NY State MPOs  
1995 NPTS

	Not in MSA	< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3+ million		NY Metro				
	Ithaca	Elmira	Glens Falls	Bingham- ton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough- keepsie	NY Metro			Sub of 5 Counties	
												Nassau/ Suffolk	Putnam/ Rockland/ Westchester	Five Counties	4 Counties	Manhattan
<b>Vehicles by Type</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>
Auto	69.7%	65.1%	64.9%	67.8%	66.4%	72.8%	69.7%	75.3%	76.9%	69.6%	72.8%	78.2%	79.7%	87.4%	87.5%	87.0%
Van	7.9%	9.7%	7.0%	8.8%	7.1%	6.8%	10.9%	8.3%	8.1%	7.2%	9.4%	8.4%	6.5%	5.6%	6.0%	3.3%
Sports Utility	5.8%	6.6%	6.0%	6.2%	7.1%	5.9%	7.1%	5.6%	5.4%	9.5%	7.9%	8.5%	10.0%	5.3%	5.0%	7.2%
Pickup	14.4%	16.3%	20.3%	14.6%	16.7%	11.6%	10.8%	9.5%	8.0%	11.3%	8.4%	4.3%	2.7%	1.2%	1.0%	2.4%
Other Truck	0.3%	0.5%	0.7%	0.3%	0.7%	0.3%	0.4%	0.1%	0.2%	0.7%	0.3%	0.1%	0.2%	0.1%	0.2%	
RV	0.7%	0.4%	0.2%	1.2%	0.7%	0.9%	0.5%	0.5%	0.1%	0.3%	0.2%	0.2%	0.3%	0.0%	0.0%	
Motorcycle	1.1%	1.5%	0.9%	1.0%	1.4%	1.5%	0.6%	0.6%	1.3%	1.4%	1.1%	0.2%	0.7%	0.2%	0.2%	0.2%
Other POV	0.1%		0.1%	0.1%		0.3%		0.1%	0.1%	0.1%	0.1%	0.2%	0.0%	0.2%	0.2%	
* Other POV not present in 2001 or 2009.																
<b>Age Statistics</b>																
Average Vehicle Age	8.07	7.60	7.49	8.36	7.72	7.15	6.57	7.31	7.23	7.22	7.45	7.27	6.63	7.82	7.90	7.23
Median Vehicle Age	8	7	7	8	7	7	6	7	7	7	7	7	6	8	8	7
<b>Percent VMT*</b>																
Less than 10 yrs	71.9%	75.6%	74.9%	69.4%	77.4%	78.6%	81.6%	74.0%	77.7%	79.9%	74.7%	76.9%	79.1%	70.6%	70.1%	74.3%
10 yrs or more	28.1%	24.4%	25.1%	30.6%	22.6%	21.4%	18.4%	26.0%	22.3%	20.2%	25.3%	23.2%	20.9%	29.4%	29.9%	25.7%
<b>Percent Vehicle Fleet</b>																
Less than 10 yrs	66.5%	69.0%	71.1%	64.4%	68.9%	73.8%	78.6%	70.9%	73.6%	74.4%	71.8%	72.9%	78.7%	68.6%	68.1%	71.9%
10 yrs or more	33.5%	31.0%	28.9%	35.6%	31.1%	26.3%	21.4%	29.1%	26.4%	25.6%	28.3%	27.1%	21.3%	31.5%	31.9%	28.1%
<b>Avg Fuel Consumption (gal/HH)</b>																
Less than 10 yrs	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**
10 yrs or more	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**
<b>Avg CO2 Emissions (kg/HH)</b>																
Less than 10 yrs	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**
10 yrs or more	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**
* Numbers reflect BESTMILE Estimates. Due to data being unavailable, self-reported annual miles were substituted for Rest of Nation 1995 estimates.																
** Statistics not available in 1995.																

Chapter 6: Table 10  
 Comparison of Travel Patterns Among NY State MPOs  
 2009 NHTS

	Not in MSA		< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3+ million						
	Ithaca	Kingston	Elmira	Glens Falls	Bingham- ton		Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough- keepsie	NY Metro				
					Nassau/ Suffolk	Putnam/ Rockland/ Westchester							Five Counties	Sub of 5 Counties			
					Utica-Rome										4 Counties	Manhattan	
<b>Annual CO2 Emissions per Household - POVs ONLY</b>																	
<b>Average CO2 Emissions (kg)/HH</b>	<b>6,669</b>	<b>9,226</b>	<b>7,420</b>	<b>9,083</b>	<b>7,690</b>	<b>7,426</b>	<b>7,394</b>	<b>7,281</b>	<b>6,485</b>	<b>7,377</b>	<b>8,770</b>	<b>8,982</b>	<b>7,954</b>	<b>7,527</b>	<b>2,265</b>	<b>2,632</b>	<b>1,136</b>
0 Workers	3,108	4,373	4,171	4,331	3,502	3,348	3,794	3,421	3,356	4,372	3,685	3,885	3,634	3,393	953	1,117	364
1 Workers	5,230	7,912	6,556	8,778	7,317	7,295	6,342	6,724	6,298	6,138	7,519	7,641	7,632	6,472	2,039	2,455	968
2 Workers	9,752	13,149	11,469	12,072	11,739	11,986	11,113	11,945	9,353	11,326	12,998	12,464	10,806	10,224	3,894	4,386	2,285
3 or more Workers	16,826	17,434	14,495	16,075	19,728	13,805	15,203	15,459	14,462	15,957	17,339	19,823	12,109	18,421	6,054	6,027	6,392
<b>Average CO2 Emissions (kg)/HH</b>	<b>6,669</b>	<b>9,226</b>	<b>7,420</b>	<b>9,083</b>	<b>7,690</b>	<b>7,426</b>	<b>7,394</b>	<b>7,281</b>	<b>6,485</b>	<b>7,377</b>	<b>8,770</b>	<b>8,982</b>	<b>7,954</b>	<b>7,527</b>	<b>2,265</b>	<b>2,632</b>	<b>1,136</b>
1 Drivers	3,645	4,508	3,752	4,765	3,625	4,179	3,807	3,599	3,668	3,654	3,675	3,338	4,022	3,656	1,224	1,480	666
2 Drivers	7,995	10,944	9,630	10,935	9,924	9,832	9,382	9,694	8,121	8,782	10,453	10,294	8,865	8,876	3,713	3,998	2,637
3 or more Drivers	16,718	16,448	13,389	15,245	15,871	12,949	13,708	15,616	12,584	14,667	15,462	17,364	12,161	14,506	6,196	6,469	2,407
<b>Average CO2 Emissions (kg)/HH</b>	<b>6,669</b>	<b>9,226</b>	<b>7,420</b>	<b>9,083</b>	<b>7,690</b>	<b>7,426</b>	<b>7,394</b>	<b>7,281</b>	<b>6,485</b>	<b>7,377</b>	<b>8,770</b>	<b>8,982</b>	<b>7,954</b>	<b>7,527</b>	<b>2,265</b>	<b>2,632</b>	<b>1,136</b>
1 Vehicles	3,959	4,396	4,292	4,857	3,756	4,027	3,820	4,071	3,823	3,874	3,542	3,648	3,709	3,926	3,536	3,476	3,859
2 Vehicles	9,806	10,345	9,652	10,796	9,407	9,602	9,617	9,425	8,496	8,730	10,475	10,082	8,613	9,419	7,215	7,164	7,866
3 or more Vehicles	15,608	17,746	14,123	16,753	16,364	15,415	14,622	16,932	14,399	15,698	15,627	16,950	13,272	16,143	11,823	11,800	12,150
<b>Annual CO2 Emissions per Household - Non-POV MODES</b>																	
<b>Average CO2 Emissions (kg)/HH</b>	<b>370</b>	<b>200</b>	<b>172</b>	<b>90</b>	<b>140</b>	<b>95</b>	<b>352</b>	<b>132</b>	<b>130</b>	<b>133</b>	<b>550</b>	<b>468</b>	<b>340</b>	<b>428</b>	<b>804</b>	<b>839</b>	<b>698</b>
0 Workers	245	66	93	11	44	214	133	107	112	43	104	101	75	177	394	427	275
1 Workers	125	168	194	65	128	26	477	115	46	177	809	218	267	512	751	790	651
2 Workers	617	226	66	146	234	57	254	186	213	177	551	354	516	501	1,373	1,367	1,393
3 or more Workers	1,601	617	1,102	311	443	19	1,002	156	495	59	395	3,615	833	513	1,421	1,522	123
<b>Average CO2 Emissions (kg)/HH</b>	<b>370</b>	<b>200</b>	<b>172</b>	<b>90</b>	<b>140</b>	<b>95</b>	<b>352</b>	<b>132</b>	<b>130</b>	<b>133</b>	<b>550</b>	<b>468</b>	<b>340</b>	<b>428</b>	<b>804</b>	<b>839</b>	<b>698</b>
0 Drivers	78	38	108	195	101	443	9	22	70	25	104	204	194	89	319	392	72
1 Drivers	177	84	40	23	63	93	315	51	38	39	959	82	64	257	597	524	757
2 Drivers	484	162	287	94	193	46	334	128	107	200	475	721	326	513	1,025	1,066	872
3 or more Drivers	786	594	98	206	208	20	703	492	482	148	206	523	763	669	1,875	1,921	1,237
<b>Average CO2 Emissions (kg)/HH</b>	<b>370</b>	<b>200</b>	<b>172</b>	<b>90</b>	<b>140</b>	<b>95</b>	<b>352</b>	<b>132</b>	<b>130</b>	<b>133</b>	<b>550</b>	<b>468</b>	<b>340</b>	<b>428</b>	<b>804</b>	<b>839</b>	<b>698</b>
0 Vehicles	1,288	277	184	164	230	652	1,660	137	229	313	2,948	297	819	508	927	1,031	724
1 Vehicles	134	80	142	14	70	12	61	66	41	55	243	150	68	303	678	692	599
2 Vehicles	432	204	232	96	178	38	357	134	146	168	392	831	336	563	573	572	583
3 or more Vehicles	131	356	65	199	147	38	235	296	240	102	276	338	530	349	747	711	1,249
<b>Annual CO2 Emissions per Household - ALL MODES</b>																	
<b>Average CO2 Emissions (kg)/HH</b>	<b>7,039</b>	<b>9,426</b>	<b>7,592</b>	<b>9,173</b>	<b>7,831</b>	<b>7,521</b>	<b>7,746</b>	<b>7,413</b>	<b>6,614</b>	<b>7,510</b>	<b>9,320</b>	<b>9,450</b>	<b>8,293</b>	<b>7,955</b>	<b>3,070</b>	<b>3,471</b>	<b>1,835</b>
0 Workers	3,353	4,439	4,264	4,341	3,546	3,562	3,927	3,527	3,468	4,415	3,790	3,986	3,709	3,570	1,347	1,544	639
1 Workers	5,355	8,080	6,749	8,843	7,445	7,321	6,819	6,839	6,344	6,315	8,328	7,859	7,899	6,984	2,790	3,245	1,620
2 Workers	10,369	13,374	11,536	12,219	11,973	12,043	11,367	12,131	9,566	11,502	13,548	12,818	11,322	10,726	5,267	5,753	3,678
3 or more Workers	18,426	18,051	15,596	16,386	20,171	13,825	16,205	15,616	14,957	16,016	17,734	23,438	12,943	18,934	7,475	7,549	6,515
<b>Average CO2 Emissions (kg)/HH</b>	<b>7,039</b>	<b>9,426</b>	<b>7,592</b>	<b>9,173</b>	<b>7,831</b>	<b>7,521</b>	<b>7,746</b>	<b>7,413</b>	<b>6,614</b>	<b>7,510</b>	<b>9,320</b>	<b>9,450</b>	<b>8,293</b>	<b>7,955</b>	<b>3,070</b>	<b>3,471</b>	<b>1,835</b>
0 Drivers	78	38	108	195	101	443	9	22	70	25	104	204	194	89	319	392	72
1 Drivers	3,823	4,592	3,792	4,789	3,688	4,272	4,122	3,650	3,707	3,693	4,634	3,420	4,087	3,913	1,821	2,004	1,422
2 Drivers	8,480	11,106	9,917	11,029	10,117	9,877	9,715	9,822	8,229	8,982	10,928	11,015	9,191	9,389	4,738	5,064	3,508
3 or more Drivers	17,505	17,043	13,488	15,452	16,079	12,969	14,411	16,108	13,067	14,815	15,668	17,887	12,924	15,175	8,071	8,390	3,643
<b>Average CO2 Emissions (kg)/HH</b>	<b>7,039</b>	<b>9,426</b>	<b>7,592</b>	<b>9,173</b>	<b>7,831</b>	<b>7,521</b>	<b>7,746</b>	<b>7,413</b>	<b>6,614</b>	<b>7,510</b>	<b>9,320</b>	<b>9,450</b>	<b>8,293</b>	<b>7,955</b>	<b>3,070</b>	<b>3,471</b>	<b>1,835</b>
0 Vehicles	1,288	277	184	164	230	652	1,660	137	229	313	2,948	297	819	508	927	1,031	724
1 Vehicles	4,093	4,476	4,433	4,871	3,826	4,039	3,881	4,137	3,864	3,929	3,786	3,798	3,777	4,229	4,214	4,168	4,457
2 Vehicles	10,238	10,550	9,884	10,892	9,585	9,640	9,974	9,559	8,641	8,898	10,867	10,913	8,949	9,982	7,789	7,737	8,449
3 or more Vehicles	15,740	18,103	14,188	16,953	16,510	15,453	14,858	17,227	14,639	15,800	15,903	17,289	13,802	16,492	12,569	12,511	13,399

Chapter 6: Table 10  
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2001 NHTS

	Not in MSA	< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3+ million		NY Metro					
		Ithaca	Elmira	Glens Falls	Bingham- ton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough- keepsie	Nassau/ Suffolk	Putnam/ Rockland/ Westchester	Five Counties	Sub of 5 Counties	
																4 Counties	Manhattan
<b>Annual CO2 Emissions per Household - POVs ONLY</b>																	
<b>Average CO2 Emissions (kg)/HH</b>	<b>7,718</b>	<b>16,859</b>	<b>10,421</b>	<b>8,266</b>	<b>7,317</b>	<b>7,076</b>	<b>6,201</b>	<b>7,633</b>	<b>8,790</b>	<b>9,496</b>	<b>9,255</b>	<b>8,660</b>	<b>7,036</b>	<b>2,866</b>	<b>3,215</b>	<b>1,858</b>	
0 Workers	2,811		9,857	3,783	3,514	1,963	3,006	3,401	3,713	5,328	3,829	3,578	2,009	1,284	1,436	804	
1 Workers	5,041	4,586	10,007	10,103	5,070	7,162	5,642	5,422	8,178	8,117	10,421	7,167	5,070	2,193	2,634	947	
2 Workers	9,066	31,409	11,482	10,671	12,131	9,964	9,230	11,611	12,100	11,176	13,627	11,468	9,746	3,762	4,087	2,900	
3 or more Workers	15,831			24,260	15,404	8,851	5,537	13,324	27,369	20,566	16,175	14,460	13,711	7,816	8,169	6,538	
<b>Average CO2 Emissions (kg)/HH</b>	<b>7,718</b>	<b>16,859</b>	<b>10,421</b>	<b>8,266</b>	<b>7,317</b>	<b>7,076</b>	<b>6,201</b>	<b>7,633</b>	<b>8,790</b>	<b>9,496</b>	<b>9,255</b>	<b>8,660</b>	<b>7,036</b>	<b>2,866</b>	<b>3,215</b>	<b>1,858</b>	
1 Drivers	3,688	1,562	6,487	6,584	3,955	3,197	4,566	4,242	5,770	6,161	7,444	4,222	2,550	2,349	2,844	1,354	
2 Drivers	8,294	20,323	10,439	9,269	10,687	10,666	6,795	9,362	10,716	10,317	11,766	10,140	9,379	4,836	4,982	4,323	
3 or more Drivers	15,831		13,332	24,260	12,454	11,179	11,835	12,229	10,817	12,775	11,643	16,116	12,348	10,140	11,415	3,601	
<b>Average CO2 Emissions (kg)/HH</b>	<b>7,718</b>	<b>16,859</b>	<b>10,421</b>	<b>8,266</b>	<b>7,317</b>	<b>7,076</b>	<b>6,201</b>	<b>7,633</b>	<b>8,790</b>	<b>9,496</b>	<b>9,255</b>	<b>8,660</b>	<b>7,036</b>	<b>2,866</b>	<b>3,215</b>	<b>1,858</b>	
1 Vehicles	2,635	4,586	7,704	4,497	3,283	3,820	4,468	4,657	4,877	5,879	7,111	3,515	4,080	4,288	4,049	5,059	
2 Vehicles	10,127	31,409	11,539	10,386	7,143	10,459	9,369	8,475	9,819	10,524	11,102	10,737	9,222	7,682	7,724	6,564	
3 or more Vehicles	15,161		11,126	12,021	16,411	10,852	11,125	14,253	16,694	11,730	12,691	15,118	12,624	16,987	17,273	7,818	
<b>Annual CO2 Emissions per Household - Non-POV MODES</b>																	
<b>Average CO2 Emissions (kg)/HH</b>	<b>119</b>	<b>68</b>	<b>242</b>	<b>174</b>	<b>230</b>	<b>177</b>	<b>125</b>	<b>128</b>	<b>150</b>	<b>323</b>	<b>274</b>	<b>482</b>	<b>498</b>	<b>737</b>	<b>739</b>	<b>729</b>	
0 Workers	4	13	14	65	70	54	74	76	37	106	146	257	62	397	401	381	
1 Workers	167	32	621	305	458	126	99	193	228	119	72	285	513	648	706	487	
2 Workers	134	98	75	122	184	205	154	128	97	617	291	632	545	892	741	1,293	
3 or more Workers	91	253	516	238	58	617	301	77	385	394	938	1,014	1,016	1,572	1,685	842	
<b>Average CO2 Emissions (kg)/HH</b>	<b>119</b>	<b>68</b>	<b>242</b>	<b>174</b>	<b>230</b>	<b>177</b>	<b>125</b>	<b>128</b>	<b>150</b>	<b>323</b>	<b>274</b>	<b>482</b>	<b>498</b>	<b>737</b>	<b>739</b>	<b>729</b>	
0 Drivers	21	62	141	357	224	251	171	802	35	399	-	160	518	578	586	555	
1 Drivers	101	17	2	24	423	119	64	66	166	308	226	260	255	700	783	480	
2 Drivers	143	76	331	158	107	102	129	89	87	272	199	511	520	861	727	1,280	
3 or more Drivers	125	159	420	480	126	610	303	59	384	478	759	894	940	1,153	1,120	1,625	
<b>Average CO2 Emissions (kg)/HH</b>	<b>119</b>	<b>68</b>	<b>242</b>	<b>174</b>	<b>230</b>	<b>177</b>	<b>125</b>	<b>128</b>	<b>150</b>	<b>323</b>	<b>274</b>	<b>482</b>	<b>498</b>	<b>737</b>	<b>739</b>	<b>729</b>	
0 Vehicles	103	83	80	308	154	346	345	655	727	271	336	131	450	862	907	772	
1 Vehicles	155	22	29	13	409	99	73	37	48	295	177	577	402	608	612	592	
2 Vehicles	121	78	504	208	170	179	100	99	118	297	260	373	534	553	521	1,013	
3 or more Vehicles	43	113	120	270	59	230	141	68	187	412	421	641	624	720	735	526	
<b>Annual CO2 Emissions per Household - ALL MODES</b>																	
<b>Average CO2 Emissions (kg)/HH</b>	<b>7,838</b>	<b>16,926</b>	<b>10,663</b>	<b>8,440</b>	<b>7,547</b>	<b>7,254</b>	<b>6,326</b>	<b>7,762</b>	<b>8,940</b>	<b>9,820</b>	<b>9,528</b>	<b>9,141</b>	<b>7,534</b>	<b>3,603</b>	<b>3,954</b>	<b>2,587</b>	
0 Workers	2,815	13	9,872	3,848	3,583	2,017	3,080	3,477	3,750	5,434	3,974	3,836	2,071	1,681	1,837	1,185	
1 Workers	5,208	4,618	10,628	10,408	5,527	7,288	5,741	5,615	8,407	8,236	10,493	7,452	5,583	2,841	3,340	1,434	
2 Workers	9,200	31,506	11,557	10,793	12,315	10,168	9,383	11,739	12,196	11,793	13,918	12,099	10,291	4,654	4,828	4,193	
3 or more Workers	15,921	253	516	24,498	15,462	9,468	5,838	13,400	27,754	20,959	17,113	15,474	14,727	9,388	9,854	7,381	
<b>Average CO2 Emissions (kg)/HH</b>	<b>7,838</b>	<b>16,926</b>	<b>10,663</b>	<b>8,440</b>	<b>7,547</b>	<b>7,254</b>	<b>6,326</b>	<b>7,762</b>	<b>8,940</b>	<b>9,820</b>	<b>9,528</b>	<b>9,141</b>	<b>7,534</b>	<b>3,603</b>	<b>3,954</b>	<b>2,587</b>	
0 Drivers	21	62	141	357	224	251	171	802	35	399	-	160	518	578	586	555	
1 Drivers	3,788	1,579	6,488	6,608	4,378	3,316	4,630	4,308	5,936	6,470	7,670	4,482	2,805	3,049	3,627	1,834	
2 Drivers	8,436	20,399	10,770	9,427	10,794	10,768	6,924	9,451	10,803	10,589	11,965	10,651	9,899	5,697	5,709	5,603	
3 or more Drivers	15,956	159	13,752	24,741	12,580	11,789	12,138	12,288	11,200	13,253	12,403	17,010	13,288	11,293	12,535	5,226	
<b>Average CO2 Emissions (kg)/HH</b>	<b>7,838</b>	<b>16,926</b>	<b>10,663</b>	<b>8,440</b>	<b>7,547</b>	<b>7,254</b>	<b>6,326</b>	<b>7,762</b>	<b>8,940</b>	<b>9,820</b>	<b>9,528</b>	<b>9,141</b>	<b>7,534</b>	<b>3,603</b>	<b>3,954</b>	<b>2,587</b>	
0 Vehicles	103	83	80	308	154	346	345	655	727	271	336	131	450	862	907	772	
1 Vehicles	2,790	4,608	7,733	4,510	3,692	3,918	4,541	4,694	4,925	6,174	7,288	4,092	4,482	4,896	4,661	5,651	
2 Vehicles	10,249	31,487	12,043	10,594	7,313	10,638	9,469	8,574	9,937	10,821	11,362	11,110	9,756	8,235	8,245	7,577	
3 or more Vehicles	15,204	113	11,246	12,291	16,470	11,082	11,266	14,321	16,880	12,142	13,112	15,760	13,248	17,707	18,007	8,344	

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	Not in MSA	< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3+ million						
	Ithaca	Elmira	Glens Falls	Bingham- ton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough- keepsie	NY Metro			Sub of 5 Counties	
												Nassau/ Suffolk	Putnam/ Rockland/ Westchester	Five Counties	4 Counties	Manhattan
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<b>Average CO2 Emissions (kg)/HH</b>																
1 Drivers																
2 Drivers																
3 or more Drivers																
<b>Average CO2 Emissions (kg)/HH</b>																
1 Vehicles																
2 Vehicles																
3 or more Vehicles																
<b>Annual CO2 Emissions per Household - Non-POV MODES</b>																
<b>Average CO2 Emissions (kg)/HH</b>																
0 Workers																
1 Workers																
2 Workers																
3 or more Workers																
<b>Average CO2 Emissions (kg)/HH</b>																
0 Drivers																
1 Drivers																
2 Drivers																
3 or more Drivers																
<b>Average CO2 Emissions (kg)/HH</b>																
0 Vehicles																
1 Vehicles																
2 Vehicles																
3 or more Vehicles																
<b>Annual CO2 Emissions per Household - ALL MODES</b>																
<b>Average CO2 Emissions (kg)/HH</b>																
0 Workers																
1 Workers																
2 Workers																
3 or more Workers																
<b>Average CO2 Emissions (kg)/HH</b>																
0 Drivers																
1 Drivers																
2 Drivers																
3 or more Drivers																
<b>Average CO2 Emissions (kg)/HH</b>																
0 Vehicles																
1 Vehicles																
2 Vehicles																
3 or more Vehicles																
* Emissions data not available for 1995.																

Chapter 6: Table 11  
 Comparison of Travel Patterns Among NY State MPOs  
 2009 NHTS

	Not in MSA		< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3+ million						
	Ithaca	Kingston	Elmira	Glens Falls	Bingham- ton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough- keepsie	NY Metro				
													Nassau/ Suffolk	Putnam/ Rockland/ Westchester	Five Counties	Sub of 5 Counties	
															4 Counties	Manhattan	
<b>Percent Vehicles by Vehicle Type and Age</b>																	
<b>Auto</b>	<b>58.5%</b>	<b>55.3%</b>	<b>51.5%</b>	<b>45.9%</b>	<b>53.4%</b>	<b>54.2%</b>	<b>56.8%</b>	<b>56.0%</b>	<b>61.0%</b>	<b>57.3%</b>	<b>55.3%</b>	<b>58.1%</b>	<b>59.6%</b>	<b>59.9%</b>	<b>64.7%</b>	<b>64.6%</b>	<b>65.3%</b>
0 to 2 yrs	4.9%	6.1%	4.5%	7.0%	6.6%	8.9%	8.2%	7.9%	11.5%	8.4%	7.5%	8.4%	9.7%	9.4%	11.0%	10.5%	14.8%
3 to 5 yrs	11.5%	10.9%	9.1%	11.7%	8.5%	11.6%	11.9%	15.7%	11.2%	12.7%	13.6%	12.0%	12.5%	14.8%	11.2%	11.4%	9.9%
6 to 9 yrs	15.2%	15.9%	17.5%	13.5%	14.6%	17.0%	17.0%	16.5%	18.4%	15.1%	14.2%	17.3%	17.8%	15.9%	16.5%	16.3%	17.8%
10 yrs or more	23.8%	20.7%	19.7%	12.5%	22.5%	15.2%	18.1%	14.7%	18.3%	19.6%	18.5%	18.2%	17.3%	17.2%	22.6%	23.0%	19.2%
Unreported	3.1%	1.8%	0.7%	1.1%	1.3%	1.5%	1.7%	1.3%	1.6%	1.6%	1.4%	2.2%	2.3%	2.5%	3.4%	3.4%	3.6%
<b>Van</b>	<b>9.5%</b>	<b>8.1%</b>	<b>8.9%</b>	<b>7.4%</b>	<b>11.0%</b>	<b>8.8%</b>	<b>8.0%</b>	<b>9.9%</b>	<b>10.0%</b>	<b>11.8%</b>	<b>9.1%</b>	<b>8.7%</b>	<b>8.0%</b>	<b>8.4%</b>	<b>9.9%</b>	<b>10.5%</b>	<b>5.6%</b>
0 to 2 yrs	0.5%	0.6%	1.1%	0.8%	0.9%	0.3%	0.9%	1.8%	1.3%	0.7%	0.9%	0.6%	1.1%	1.3%	1.6%	1.5%	2.0%
3 to 5 yrs	2.5%	1.7%	2.5%	1.8%	1.3%	3.2%	2.1%	2.8%	1.9%	1.9%	2.2%	2.3%	1.9%	2.4%	1.3%	1.4%	0.4%
6 to 9 yrs	2.9%	2.4%	1.7%	2.1%	4.2%	2.8%	2.9%	2.1%	3.0%	4.8%	3.3%	3.9%	2.5%	1.6%	1.1%	1.1%	0.8%
10 yrs or more	3.3%	3.1%	2.6%	2.4%	4.4%	2.2%	1.8%	2.9%	3.5%	4.0%	1.9%	1.5%	2.1%	3.0%	5.1%	5.5%	2.1%
Unreported	0.3%	0.3%	1.0%	0.2%	0.3%	0.4%	0.3%	0.3%	0.3%	0.4%	0.9%	0.4%	0.5%	0.2%	0.9%	1.0%	0.3%
<b>SUV</b>	<b>18.5%</b>	<b>18.3%</b>	<b>20.6%</b>	<b>22.4%</b>	<b>18.2%</b>	<b>18.1%</b>	<b>22.4%</b>	<b>21.7%</b>	<b>17.2%</b>	<b>17.3%</b>	<b>20.8%</b>	<b>20.0%</b>	<b>25.3%</b>	<b>25.0%</b>	<b>22.6%</b>	<b>22.1%</b>	<b>26.3%</b>
0 to 2 yrs	2.9%	4.0%	2.6%	4.4%	3.5%	4.7%	6.0%	6.5%	5.3%	3.9%	4.5%	4.4%	7.3%	5.7%	5.0%	4.6%	8.2%
3 to 5 yrs	5.6%	4.5%	8.7%	7.7%	5.2%	5.3%	6.8%	7.8%	4.5%	4.9%	7.7%	7.6%	7.3%	9.0%	6.5%	6.3%	7.7%
6 to 9 yrs	5.9%	5.2%	3.9%	4.8%	4.5%	4.1%	5.5%	5.0%	4.9%	4.4%	5.2%	4.4%	6.4%	4.9%	5.7%	5.3%	9.2%
10 yrs or more	3.6%	4.2%	5.1%	5.4%	4.2%	3.5%	3.6%	1.9%	2.0%	3.8%	3.3%	3.1%	3.9%	4.7%	4.2%	4.6%	1.2%
Unreported	0.5%	0.4%	0.4%	0.1%	0.8%	0.5%	0.5%	0.6%	0.5%	0.3%	0.2%	0.5%	0.4%	0.7%	1.1%	1.3%	
<b>Pickup Truck</b>	<b>10.6%</b>	<b>13.0%</b>	<b>14.7%</b>	<b>19.8%</b>	<b>14.3%</b>	<b>15.8%</b>	<b>9.9%</b>	<b>9.7%</b>	<b>9.2%</b>	<b>11.2%</b>	<b>11.2%</b>	<b>8.3%</b>	<b>4.6%</b>	<b>4.9%</b>	<b>1.2%</b>	<b>1.3%</b>	<b>0.4%</b>
0 to 2 yrs	1.0%	1.8%	1.5%	2.2%	1.4%	1.3%	1.0%	1.1%	1.2%	1.2%	1.8%	1.0%	0.4%	1.2%	0.1%	0.1%	
3 to 5 yrs	2.4%	2.9%	2.8%	3.9%	2.4%	3.2%	1.9%	2.5%	2.4%	2.5%	2.4%	2.1%	1.4%	1.5%	0.2%	0.2%	
6 to 9 yrs	3.2%	3.0%	3.2%	5.3%	3.6%	4.5%	3.6%	3.3%	2.1%	3.1%	3.5%	2.6%	1.2%	0.9%	0.4%	0.5%	
10 yrs or more	3.8%	4.6%	6.5%	7.6%	6.3%	5.3%	3.3%	2.1%	3.4%	3.9%	3.1%	2.1%	1.5%	1.2%	0.5%	0.5%	0.4%
Unreported	0.2%	0.8%	0.7%	0.8%	0.6%	1.4%	0.2%	0.8%	0.1%	0.6%	0.5%	0.4%	0.1%	0.1%	0.0%	0.1%	
<b>Other POV</b>	<b>3.0%</b>	<b>5.3%</b>	<b>4.3%</b>	<b>4.6%</b>	<b>3.1%</b>	<b>3.2%</b>	<b>2.9%</b>	<b>2.6%</b>	<b>2.7%</b>	<b>2.4%</b>	<b>3.6%</b>	<b>4.9%</b>	<b>2.5%</b>	<b>1.8%</b>	<b>1.7%</b>	<b>1.6%</b>	<b>2.4%</b>
0 to 2 yrs	0.2%	0.5%	1.2%	0.4%	0.3%	0.5%	0.3%	0.3%	0.1%	0.3%	0.7%	0.9%	0.2%	0.2%	0.2%	0.1%	1.2%
3 to 5 yrs	0.6%	0.8%	0.6%	1.6%	0.1%	0.4%	0.5%	0.3%	0.2%	0.6%	0.7%	0.8%	0.6%	0.6%	0.1%	0.1%	0.4%
6 to 9 yrs	0.6%	1.4%	0.5%	1.2%	1.0%	0.7%	0.5%	0.9%	1.1%	0.2%	1.3%	0.6%	0.8%	0.4%	0.5%	0.5%	0.7%
10 yrs or more	1.2%	2.6%	1.5%	1.0%	1.6%	1.0%	1.4%	0.8%	1.2%	1.1%	1.0%	1.5%	1.5%	0.5%	0.8%	0.9%	0.2%
Unreported	0.4%	0.1%	0.5%	0.4%	0.2%	0.5%	0.1%	0.3%	0.2%	0.2%	0.4%	1.1%	0.2%	0.1%	0.0%	0.0%	

Chapter 6: Table 11  
 Comparison of Travel Patterns Among NY State MPOs  
 2001 NHTS

	Not in MSA	< 250,000			250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3+ million					
	Ithaca	Elmira	Glens Falls	Bingham- ton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough- keepsie	NY Metro				
												Nassau/ Suffolk	Putnam/ Rockland/ Westchester	Five Counties	Sub of 5 Counties	
														4 Counties	Manhattan	
<b>Percent Vehicles by Vehicle Type and Age</b>																
<b>Auto</b>	<b>66.0%</b>	<b>58.4%</b>	<b>53.1%</b>	<b>60.9%</b>	<b>58.5%</b>	<b>62.4%</b>	<b>66.5%</b>	<b>64.3%</b>	<b>63.3%</b>	<b>65.3%</b>	<b>64.1%</b>	<b>66.8%</b>	<b>73.3%</b>	<b>75.7%</b>	<b>75.3%</b>	<b>78.2%</b>
0 to 2 yrs	6.2%	5.1%	8.3%	6.8%	9.1%	9.8%	11.5%	9.3%	9.8%	11.5%	8.3%	14.4%	17.2%	11.4%	11.4%	11.3%
3 to 5 yrs	11.8%	13.5%	10.4%	12.0%	10.5%	13.8%	14.9%	16.8%	14.6%	14.9%	13.0%	13.6%	16.7%	13.9%	13.3%	17.8%
6 to 9 yrs	17.5%	17.0%	13.9%	16.7%	17.0%	16.6%	19.8%	16.1%	18.6%	16.4%	17.7%	15.0%	17.7%	17.1%	17.9%	12.4%
10 yrs or more	28.0%	21.8%	18.9%	25.0%	20.4%	20.8%	19.5%	20.3%	19.2%	20.6%	23.9%	21.4%	19.9%	29.4%	28.4%	35.9%
Unreported	2.5%	1.0%	1.6%	0.4%	1.5%	1.4%	0.8%	1.9%	1.1%	1.9%	1.2%	2.4%	1.7%	3.8%	4.3%	0.7%
<b>Van</b>	<b>8.0%</b>	<b>10.3%</b>	<b>8.5%</b>	<b>10.0%</b>	<b>9.6%</b>	<b>10.1%</b>	<b>9.7%</b>	<b>10.7%</b>	<b>11.3%</b>	<b>9.6%</b>	<b>8.8%</b>	<b>11.2%</b>	<b>8.9%</b>	<b>9.3%</b>	<b>9.7%</b>	<b>6.4%</b>
0 to 2 yrs	0.9%	0.9%	1.9%	1.4%	2.2%	1.6%	1.2%	1.9%	2.1%	1.7%	2.1%	2.4%	2.3%	1.5%	1.7%	0.4%
3 to 5 yrs	2.0%	2.7%	2.2%	2.6%	1.8%	3.0%	2.9%	2.8%	2.8%	3.1%	2.0%	3.2%	2.8%	1.6%	1.6%	1.1%
6 to 9 yrs	1.6%	2.8%	2.0%	2.9%	3.0%	2.5%	3.4%	3.6%	3.5%	2.4%	3.4%	2.6%	2.0%	2.4%	2.5%	1.5%
10 yrs or more	3.2%	3.7%	2.2%	2.9%	2.4%	2.8%	2.0%	2.1%	2.5%	2.1%	1.3%	2.8%	1.6%	3.2%	3.4%	2.3%
Unreported	0.3%	0.2%	0.2%	0.1%	0.3%	0.3%	0.3%	0.3%	0.4%	0.3%	0.3%	0.3%	0.1%	0.6%	0.5%	1.2%
<b>SUV</b>	<b>9.8%</b>	<b>10.4%</b>	<b>12.9%</b>	<b>10.8%</b>	<b>11.8%</b>	<b>11.8%</b>	<b>11.2%</b>	<b>10.1%</b>	<b>11.7%</b>	<b>11.6%</b>	<b>12.7%</b>	<b>14.6%</b>	<b>13.1%</b>	<b>12.4%</b>	<b>12.5%</b>	<b>11.7%</b>
0 to 2 yrs	2.3%	1.8%	3.8%	1.4%	3.7%	3.0%	4.2%	4.3%	3.4%	4.1%	3.0%	4.8%	4.6%	4.3%	4.2%	4.9%
3 to 5 yrs	2.7%	3.7%	2.8%	3.3%	2.6%	3.8%	3.2%	2.5%	3.8%	2.9%	4.3%	5.2%	4.4%	2.8%	2.6%	3.9%
6 to 9 yrs	3.4%	2.4%	3.2%	2.3%	2.5%	2.9%	2.1%	2.3%	2.8%	1.9%	2.8%	2.3%	2.8%	2.1%	2.2%	1.5%
10 yrs or more	1.4%	2.5%	2.3%	3.5%	2.3%	2.1%	1.5%	1.1%	1.5%	2.6%	2.3%	1.6%	1.3%	2.5%	2.7%	1.2%
Unreported	0.0%	0.1%	0.7%	0.3%	0.7%	0.0%	0.2%	0.1%	0.1%	0.1%	0.3%	0.6%	0.1%	0.6%	0.7%	0.3%
<b>Pickup Truck</b>	<b>13.4%</b>	<b>16.6%</b>	<b>21.0%</b>	<b>14.7%</b>	<b>14.5%</b>	<b>12.2%</b>	<b>10.4%</b>	<b>11.9%</b>	<b>10.7%</b>	<b>10.7%</b>	<b>9.1%</b>	<b>5.6%</b>	<b>3.6%</b>	<b>1.0%</b>	<b>1.0%</b>	<b>1.3%</b>
0 to 2 yrs	1.9%	2.4%	3.8%	1.3%	2.1%	1.8%	2.1%	1.7%	2.0%	2.2%	2.1%	0.6%	0.9%	0.3%	0.3%	
3 to 5 yrs	2.5%	3.7%	4.8%	3.1%	3.3%	2.8%	3.2%	3.3%	2.5%	2.7%	1.6%	1.4%	1.0%	0.1%	0.0%	0.6%
6 to 9 yrs	3.0%	3.4%	4.3%	1.9%	3.0%	3.5%	2.7%	2.0%	2.7%	2.7%	2.4%	1.2%	0.8%	0.1%	0.1%	0.4%
10 yrs or more	5.5%	6.8%	7.8%	7.8%	5.2%	3.8%	2.1%	4.3%	3.5%	3.0%	2.7%	2.3%	0.9%	0.5%	0.5%	0.3%
Unreported	0.5%	0.4%	0.3%	0.7%	0.8%	0.2%	0.4%	0.5%	0.2%	0.2%	0.4%	0.2%	0.1%	0.0%	0.0%	0.3%
<b>Other POV</b>	<b>2.8%</b>	<b>4.3%</b>	<b>4.6%</b>	<b>3.7%</b>	<b>5.6%</b>	<b>3.6%</b>	<b>2.1%</b>	<b>3.0%</b>	<b>3.0%</b>	<b>2.8%</b>	<b>5.3%</b>	<b>1.9%</b>	<b>1.2%</b>	<b>1.7%</b>	<b>1.6%</b>	<b>2.5%</b>
0 to 2 yrs	0.2%	0.7%	0.7%	0.2%	0.7%	0.5%	0.7%	0.3%	0.6%	0.3%	0.5%	0.2%	0.2%	0.2%	0.3%	
3 to 5 yrs	0.5%	0.4%	0.7%	0.3%	0.7%	0.5%	0.7%	0.4%	0.6%	0.4%	0.6%	0.3%	0.2%	0.1%	0.1%	
6 to 9 yrs	0.5%	0.8%	0.2%	0.1%	0.5%	0.5%	0.3%	0.5%	0.2%	0.4%	0.7%	0.5%	0.3%	0.1%	0.0%	0.3%
10 yrs or more	1.6%	2.1%	2.8%	2.5%	3.3%	1.8%	1.0%	1.6%	1.2%	1.6%	3.1%	0.8%	0.2%	0.9%	0.7%	2.2%
Unreported		0.4%	0.2%	0.6%	0.4%	0.2%	0.2%	0.2%	0.3%	0.1%	0.2%	0.0%	0.4%	0.4%	0.4%	

Chapter 6: Table 11  
 Comparison of Travel Patterns Among NY State MPOs  
 1995 NPTS

	Not in MSA	< 250,000			250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3+ million					
	Ithaca	Elmira	Glens Falls	Bingham- ton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough- keepsie	NY Metro				
												Nassau/ Suffolk	Putnam/ Rockland/ Westchester	Five Counties	Sub of 5 Counties	
														4 Counties	Manhattan	
<b>Percent Vehicles by Vehicle Type and Age</b>																
<b>Auto</b>	<b>69.7%</b>	<b>65.1%</b>	<b>64.9%</b>	<b>67.8%</b>	<b>66.4%</b>	<b>72.8%</b>	<b>69.7%</b>	<b>75.3%</b>	<b>76.9%</b>	<b>69.6%</b>	<b>72.8%</b>	<b>78.2%</b>	<b>79.7%</b>	<b>87.4%</b>	<b>87.5%</b>	<b>87.0%</b>
0 to 2 yrs	7.0%	7.0%	9.2%	7.5%	9.2%	11.5%	13.0%	13.0%	10.5%	9.7%	11.0%	12.2%	14.7%	10.5%	10.4%	11.4%
3 to 5 yrs	12.5%	15.1%	15.4%	13.7%	14.1%	16.8%	17.6%	15.5%	18.0%	19.5%	16.0%	17.7%	17.3%	11.8%	11.4%	14.4%
6 to 9 yrs	25.5%	19.7%	22.2%	22.3%	22.2%	24.8%	20.9%	22.6%	26.2%	22.3%	22.9%	24.5%	27.2%	33.9%	33.7%	35.8%
10 yrs or more	23.0%	20.8%	16.7%	21.9%	19.9%	18.2%	16.4%	21.5%	21.1%	16.6%	21.3%	21.7%	18.0%	27.1%	27.6%	23.0%
Unreported	1.7%	2.5%	1.4%	2.4%	1.1%	1.5%	1.8%	2.7%	1.2%	1.6%	2.1%	2.5%	4.2%	4.4%	2.5%	
<b>Van</b>	<b>7.9%</b>	<b>9.7%</b>	<b>7.0%</b>	<b>8.8%</b>	<b>7.1%</b>	<b>6.8%</b>	<b>10.9%</b>	<b>8.3%</b>	<b>8.1%</b>	<b>7.2%</b>	<b>9.4%</b>	<b>8.4%</b>	<b>6.5%</b>	<b>5.6%</b>	<b>6.0%</b>	<b>3.3%</b>
0 to 2 yrs	1.5%	1.8%	1.0%	1.9%	2.3%	2.3%	3.8%	2.6%	2.4%	2.0%	1.9%	2.1%	2.8%	0.9%	1.0%	0.2%
3 to 5 yrs	2.3%	1.8%	2.5%	1.8%	1.8%	1.6%	2.5%	2.3%	1.8%	1.5%	2.7%	1.5%	1.3%	1.2%	1.0%	2.7%
6 to 9 yrs	2.1%	3.7%	1.2%	2.6%	1.7%	1.8%	3.3%	1.8%	2.6%	2.2%	3.7%	2.9%	2.0%	1.8%	2.1%	
10 yrs or more	2.0%	1.5%	1.1%	2.5%	1.0%	1.0%	1.0%	1.5%	1.3%	1.4%	1.1%	1.7%	0.3%	1.3%	1.5%	
Unreported	0.1%	0.9%	1.2%	0.1%	0.3%	0.0%	0.3%	0.1%	0.1%	0.1%	0.1%	0.2%	0.1%	0.4%	0.4%	0.4%
<b>SUV</b>	<b>5.8%</b>	<b>6.6%</b>	<b>6.0%</b>	<b>6.2%</b>	<b>7.1%</b>	<b>5.9%</b>	<b>7.1%</b>	<b>5.6%</b>	<b>5.4%</b>	<b>9.5%</b>	<b>7.9%</b>	<b>8.5%</b>	<b>10.0%</b>	<b>5.3%</b>	<b>5.0%</b>	<b>7.2%</b>
0 to 2 yrs	1.0%	1.4%	1.6%	1.6%	1.7%	1.7%	2.1%	1.2%	1.8%	2.6%	1.9%	2.6%	3.6%	1.4%	1.3%	2.4%
3 to 5 yrs	1.4%	2.7%	1.3%	0.9%	1.2%	1.5%	1.8%	1.9%	1.1%	2.0%	1.8%	2.3%	1.5%	1.4%	1.3%	2.3%
6 to 9 yrs	2.2%	1.3%	1.6%	1.8%	2.4%	1.1%	2.3%	1.4%	1.5%	2.9%	2.4%	2.1%	3.6%	1.7%	1.9%	0.5%
10 yrs or more	1.1%	1.1%	1.6%	1.9%	1.9%	1.7%	0.8%	1.2%	0.8%	1.7%	1.8%	1.3%	1.2%	0.7%	0.6%	1.9%
Unreported	0.2%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.2%	0.3%	0.3%	0.2%	0.2%	0.1%	0.4%	0.4%	0.4%
<b>Pickup Truck</b>	<b>14.4%</b>	<b>16.3%</b>	<b>20.3%</b>	<b>14.6%</b>	<b>16.7%</b>	<b>11.6%</b>	<b>10.8%</b>	<b>9.5%</b>	<b>8.0%</b>	<b>11.3%</b>	<b>8.4%</b>	<b>4.3%</b>	<b>2.7%</b>	<b>1.2%</b>	<b>1.0%</b>	<b>2.4%</b>
0 to 2 yrs	2.8%	3.0%	2.4%	1.7%	2.5%	1.6%	1.6%	1.8%	1.0%	1.5%	1.7%	0.4%	0.6%	0.0%	0.0%	0.0%
3 to 5 yrs	1.7%	2.0%	3.2%	2.5%	3.5%	2.0%	2.0%	2.2%	2.0%	2.4%	1.0%	0.9%	0.4%	0.1%	0.1%	
6 to 9 yrs	4.2%	5.7%	6.7%	3.6%	5.2%	4.4%	4.6%	2.7%	2.5%	3.5%	3.0%	1.1%	1.0%	0.4%	0.5%	
10 yrs or more	5.4%	5.3%	7.6%	6.6%	5.6%	3.5%	2.1%	2.6%	2.0%	3.8%	2.4%	1.5%	0.7%	0.6%	0.4%	2.2%
Unreported	0.3%	0.2%	0.4%	0.2%	0.2%	0.1%	0.5%	0.2%	0.5%	0.2%	0.3%	0.3%	0.7%	0.1%	0.1%	0.2%
<b>Other POV</b>	<b>2.2%</b>	<b>2.4%</b>	<b>1.9%</b>	<b>2.6%</b>	<b>2.7%</b>	<b>2.9%</b>	<b>1.5%</b>	<b>1.3%</b>	<b>1.6%</b>	<b>2.5%</b>	<b>1.5%</b>	<b>0.6%</b>	<b>1.2%</b>	<b>0.5%</b>	<b>0.6%</b>	<b>0.2%</b>
0 to 2 yrs	0.4%	0.4%	0.1%	0.4%	0.4%	0.2%	0.5%	0.4%	0.3%	0.4%	0.3%	0.0%	0.0%	0.1%	0.1%	
3 to 5 yrs	0.4%	0.3%	0.1%	0.1%	0.1%	0.2%	0.2%	0.1%	0.3%	0.1%	0.1%	0.1%	0.4%	0.0%	0.1%	
6 to 9 yrs	0.4%	0.7%	0.5%	0.5%	0.4%	0.9%	0.1%	0.1%	0.2%	0.8%	0.2%	0.1%	0.1%	0.1%	0.1%	
10 yrs or more	1.3%	1.1%	1.1%	1.5%	2.2%	1.5%	0.5%	1.1%	0.8%	1.3%	1.1%	0.3%	0.6%	0.1%	0.0%	0.2%
Unreported	0.2%		0.1%	0.1%	0.1%	0.1%	0.2%			0.1%	0.1%	0.2%	0.1%	0.3%	0.3%	

Chapter 6: Table 12  
 Comparison of Travel Patterns Among NY State MPOs  
 2009 NHTS

	Not in MSA		< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3+ million							
	Ithaca	Kingston	Elmira	Glens Falls	Bingham- ton		Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough- keepsie	NY Metro			Sub of 5 Counties		
					Nassau/ Suffolk	Putnam/ Rockland/ Westchester							Five Counties	4 Counties	Manhattan			
<b>VMT/Vehicle by Vehicle Type and Age</b>																		
<b>ALL VEHICLES</b>	<b>11,800</b>	<b>12,412</b>	<b>10,829</b>	<b>12,178</b>	<b>11,009</b>	<b>11,100</b>	<b>11,189</b>	<b>11,591</b>	<b>10,304</b>	<b>10,990</b>	<b>12,058</b>	<b>12,023</b>	<b>10,096</b>	<b>11,608</b>	<b>9,460</b>	<b>9,365</b>	<b>10,195</b>	
0 to 2 yrs	15,181	14,463	13,992	15,867	14,480	12,087	13,271	15,010	12,893	12,447	15,251	14,326	11,117	13,879	10,500	10,343	11,275	
3 to 5 yrs	11,843	14,055	12,412	11,965	12,836	11,243	12,408	11,638	11,349	11,667	13,661	12,947	10,627	13,125	9,871	9,869	9,887	
6 to 9 yrs	13,287	12,280	11,190	12,725	11,448	11,341	11,054	11,764	10,254	11,749	11,974	12,709	10,059	10,238	10,348	10,370	10,201	
10 yrs or more	10,123	10,769	8,797	10,216	8,848	10,104	8,988	8,939	8,079	9,073	9,129	9,701	8,864	10,021	7,876	7,758	9,286	
Unreported	8,207	12,881	7,539	9,764	9,501	11,352	12,582	10,168	6,444	12,736	9,457	7,645	10,338	9,625	10,228	10,322	9,399	
<b>Auto</b>	<b>11,696</b>	<b>12,591</b>	<b>10,441</b>	<b>12,160</b>	<b>10,299</b>	<b>10,437</b>	<b>10,928</b>	<b>11,122</b>	<b>9,658</b>	<b>10,837</b>	<b>11,625</b>	<b>11,937</b>	<b>9,721</b>	<b>10,717</b>	<b>9,529</b>	<b>9,464</b>	<b>10,020</b>	
0 to 2 yrs	14,523	13,722	12,111	16,936	13,748	11,189	14,254	13,793	11,238	12,291	14,024	13,494	10,702	13,253	10,065	9,863	11,101	
3 to 5 yrs	11,477	15,055	11,626	12,110	11,183	10,429	11,587	11,598	11,059	11,423	13,469	12,100	10,326	11,478	8,898	8,745	10,384	
6 to 9 yrs	14,148	12,944	11,238	12,881	10,791	11,414	10,534	11,198	9,737	11,267	11,862	13,039	9,538	9,853	10,836	11,116	8,797	
10 yrs or more	10,061	10,490	8,851	8,889	8,698	8,924	9,299	9,252	7,933	9,418	9,108	10,282	8,911	9,544	8,383	8,186	10,253	
Unreported	7,704	16,256	8,871	11,028	8,991	10,155	11,575	9,459	4,921	11,657	10,376	8,995	9,897	10,409	11,254	11,638	9,270	
<b>Van</b>	<b>17,241</b>	<b>13,740</b>	<b>13,556</b>	<b>13,597</b>	<b>11,512</b>	<b>12,399</b>	<b>11,862</b>	<b>14,307</b>	<b>11,556</b>	<b>11,609</b>	<b>12,894</b>	<b>12,633</b>	<b>11,788</b>	<b>11,637</b>	<b>7,991</b>	<b>8,120</b>	<b>5,810</b>	
0 to 2 yrs	38,769	13,300	33,078	23,983	15,892	10,420	12,450	27,395	13,973	15,618	19,564	14,268	13,961	12,079	8,130	8,110	8,342	
3 to 5 yrs	16,247	16,064	13,867	16,609	13,078	12,256	14,313	13,835	13,369	10,082	12,149	13,843	13,424	13,189	11,890	12,279	2,379	
6 to 9 yrs	16,807	12,877	9,265	10,404	11,892	10,511	12,418	12,635	12,042	12,765	12,126	13,327	11,100	10,714	10,315	10,681	6,756	
10 yrs or more	14,953	13,005	9,048	11,239	9,789	10,662	8,110	8,026	9,612	9,890	12,832	7,923	9,194	10,772	6,385	6,493	4,259	
Unreported	16,692	16,031	10,778	7,845	10,970	45,512	8,577	11,289	8,446	20,932	10,704	13,411	14,706	11,572	8,453	8,359	11,208	
<b>SUV</b>	<b>11,631</b>	<b>14,751</b>	<b>13,003</b>	<b>13,800</b>	<b>13,802</b>	<b>14,144</b>	<b>12,554</b>	<b>11,534</b>	<b>13,367</b>	<b>11,375</b>	<b>14,116</b>	<b>15,091</b>	<b>11,309</b>	<b>13,521</b>	<b>10,475</b>	<b>10,237</b>	<b>12,036</b>	
0 to 2 yrs	13,239	17,096	16,039	14,960	16,475	15,674	12,692	11,895	16,607	11,822	18,429	18,090	11,591	14,639	12,190	12,045	12,823	
3 to 5 yrs	11,332	13,528	13,187	12,749	15,218	12,761	13,697	11,594	13,047	11,862	13,807	15,187	11,118	15,313	11,150	11,301	10,121	
6 to 9 yrs	12,597	12,471	12,629	14,945	13,045	11,889	12,829	11,323	12,666	12,627	13,537	14,170	12,123	11,694	9,786	8,936	13,563	
10 yrs or more	9,447	16,694	11,896	13,236	10,868	17,783	9,116	10,075	8,296	8,834	10,434	12,232	9,987	11,470	8,577	8,662	5,922	
Unreported	10,625	13,564	5,362	16,500	12,264	6,214	17,153	13,619	9,209	11,243	11,921	12,439	10,123	7,387	9,457	9,457		
<b>Pickup Truck</b>	<b>10,411</b>	<b>11,334</b>	<b>9,938</b>	<b>11,815</b>	<b>11,640</b>	<b>10,861</b>	<b>11,386</b>	<b>13,149</b>	<b>9,351</b>	<b>12,334</b>	<b>12,739</b>	<b>10,120</b>	<b>9,209</b>	<b>15,934</b>	<b>9,467</b>	<b>9,565</b>	<b>6,902</b>	
0 to 2 yrs	13,401	14,411	10,267	12,903	14,759	9,554	12,824	22,871	11,265	16,394	16,082	12,751	9,618	18,997	22,178	22,178		
3 to 5 yrs	12,824	12,123	12,774	11,751	13,832	11,506	12,534	9,537	8,612	15,313	16,312	12,342	10,903	19,339	12,504	12,504		
6 to 9 yrs	9,232	11,976	11,663	13,698	14,162	12,648	10,787	15,302	10,431	12,093	12,937	9,324	9,715	11,289	8,505	8,505		
10 yrs or more	9,297	10,118	8,104	10,451	9,009	9,493	10,599	9,800	8,440	9,144	7,897	8,134	7,103	12,969	7,422	7,476	6,902	
Unreported	7,685	5,608	6,845	10,573	8,832	9,984	16,959	10,845	11,782	14,544	11,004	8,600	7,221	15,379	6,107	6,107		
<b>Other POV</b>	<b>2,119</b>	<b>3,023</b>	<b>2,230</b>	<b>3,548</b>	<b>1,896</b>	<b>2,400</b>	<b>2,801</b>	<b>4,891</b>	<b>3,150</b>	<b>2,310</b>	<b>2,745</b>	<b>2,242</b>	<b>2,511</b>	<b>2,801</b>	<b>1,270</b>	<b>648</b>	<b>4,125</b>	
0 to 2 yrs	2,352	2,279	3,085	6,133	1,794	2,075	2,073	3,523	1,101	4,155	2,476	5,137	5,056	6,271	3,665	1,596	5,256	
3 to 5 yrs	2,029	6,333	5,852	2,890	428	4,861	6,006		1,115	4,406	3,146	1,768	2,549	3,516	1,777	622	2,600	
6 to 9 yrs	1,108	3,538	980	2,066	1,734	1,858	2,677	9,064	2,046	1,501	3,776	3,215	2,113	2,986	1,385	755	4,000	
10 yrs or more	2,899	1,978	685	5,888	2,100	2,282	1,973	1,043	4,262	949	2,275	1,354	1,702	1,266	479	488	100	
Unreported	950	300	1,523	3,162	1,913	1,752	900	4,716	400	1,500	1,116	788	2,791	263	171	171		

NOTE: Numbers reflect BESTMILE Estimates.



Chapter 6: Table 12  
 Comparison of Travel Patterns Among NY State MPOs  
 1995 NPTS

	Not in MSA	< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million				3+ million					
	Ithaca	Elmira	Glens Falls	Bingham- ton		Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough- keepsie	NY Metro			Sub of 5 Counties		
				Nassau/ Suffolk	Putnam/ Rockland/ Westchester							Five Counties	4 Counties	Manhattan			
<b>VMT/Vehicle by Vehicle Type and Age</b>																	
<b>ALL VEHICLES</b>	<b>12,596</b>	<b>11,244</b>	<b>12,815</b>	<b>11,871</b>	<b>12,864</b>	<b>12,210</b>	<b>12,614</b>	<b>12,138</b>	<b>12,073</b>	<b>14,725</b>	<b>14,252</b>	<b>13,215</b>	<b>13,299</b>	<b>12,281</b>	<b>12,577</b>	<b>10,271</b>	
0 to 2 yrs	15,693	13,723	15,817	12,795	16,455	15,162	14,321	14,083	15,296	18,763	18,110	15,671	14,277	13,182	13,015	14,218	
3 to 5 yrs	13,071	12,239	13,465	13,215	13,983	12,825	12,527	12,837	12,360	16,516	14,162	12,821	13,706	11,965	12,128	11,165	
6 to 9 yrs	13,034	11,327	12,548	12,569	13,493	12,090	12,515	11,162	11,385	13,568	13,460	13,646	12,755	12,014	12,443	8,873	
10 yrs or more	10,580	8,835	11,139	10,276	9,468	9,966	10,856	11,001	10,205	11,842	12,956	11,247	12,964	11,591	11,886	9,420	
Unreported	14,276	15,175	12,128	10,502	15,232	10,648	14,585	14,638	18,231	13,518	13,530	14,558	11,764	17,519	18,201	10,252	
<b>Auto</b>	<b>12,479</b>	<b>10,919</b>	<b>12,450</b>	<b>11,555</b>	<b>13,182</b>	<b>12,043</b>	<b>12,705</b>	<b>11,579</b>	<b>12,124</b>	<b>15,087</b>	<b>14,203</b>	<b>12,806</b>	<b>13,274</b>	<b>11,851</b>	<b>12,204</b>	<b>9,442</b>	
0 to 2 yrs	15,059	13,594	14,916	13,319	16,587	14,406	13,866	12,821	15,038	18,680	16,922	15,671	14,375	12,685	12,662	12,826	
3 to 5 yrs	13,107	11,954	12,137	12,197	14,269	12,052	12,412	11,290	12,286	17,046	14,283	12,005	13,835	11,287	11,622	9,469	
6 to 9 yrs	13,250	10,462	12,559	11,433	13,698	12,164	13,126	11,586	11,407	13,708	13,544	13,124	12,677	11,809	12,269	8,774	
10 yrs or more	10,323	9,294	11,003	10,868	10,108	10,485	10,974	10,603	10,827	12,813	13,438	11,155	12,785	11,079	11,377	8,703	
Unreported	14,692	14,688	15,350	10,055	15,704	10,817	18,194	14,947	22,739	12,527	14,020	16,050	12,944	17,117	17,793	9,905	
<b>Van</b>	<b>14,753</b>	<b>12,075</b>	<b>14,301</b>	<b>14,472</b>	<b>17,489</b>	<b>16,253</b>	<b>13,553</b>	<b>16,012</b>	<b>12,640</b>	<b>16,498</b>	<b>14,648</b>	<b>16,969</b>	<b>11,739</b>	<b>13,754</b>	<b>13,251</b>	<b>20,309</b>	
0 to 2 yrs	18,024	11,065	16,731	14,665	20,328	16,975	15,847	18,304	14,604	17,179	16,201	13,994	13,746	16,147	16,308	10,419	
3 to 5 yrs	13,189	14,486	16,628	16,537	16,831	15,713	13,854	17,088	15,014	15,030	14,867	21,296	11,872	16,790	14,933	21,405	
6 to 9 yrs	15,662	12,889	12,636	14,886	15,796	17,411	10,789	9,580	10,922	17,431	13,704	18,706	9,674	11,453	11,453		
10 yrs or more	13,205	5,912	13,790	12,551	16,353	13,322	13,198	18,484	8,966	15,429	14,513	14,432	9,556	13,181	13,181		
Unreported	14,923	17,599	9,536	9,106	13,578		13,982	10,709	12,124	20,481		16,486	3,038	10,471	9,988	15,898	
<b>SUV</b>	<b>12,790</b>	<b>12,838</b>	<b>15,334</b>	<b>14,672</b>	<b>13,307</b>	<b>11,389</b>	<b>13,868</b>	<b>13,103</b>	<b>11,067</b>	<b>15,873</b>	<b>16,392</b>	<b>14,020</b>	<b>15,648</b>	<b>14,430</b>	<b>14,300</b>	<b>15,035</b>	
0 to 2 yrs	16,191	10,906	18,008	14,536	12,503	15,527	15,519	13,736	12,964	19,192	22,395	16,733	14,800	15,654	14,034	21,171	
3 to 5 yrs	12,493	13,331	13,779	23,832	14,022	12,545	15,241	12,473	11,261	16,882	15,668	14,308	16,164	12,665	13,389	9,923	
6 to 9 yrs	15,215	13,577	13,607	14,867	16,391	9,639	13,145	10,153	11,219	13,449	13,479	12,934	13,956	14,108	14,050	15,504	
10 yrs or more	5,075	12,714	15,656	10,398	9,396	7,474	8,217	16,842	6,355	12,838	14,723	10,162	23,660	16,341	17,770	13,493	
Unreported	11,999	17,698		16,147		3,749	16,130		10,729	19,664		11,871	5,773				
<b>Pickup Truck</b>	<b>12,966</b>	<b>11,894</b>	<b>13,236</b>	<b>11,957</b>	<b>11,276</b>	<b>13,265</b>	<b>11,491</b>	<b>13,754</b>	<b>11,685</b>	<b>12,439</b>	<b>13,927</b>	<b>13,183</b>	<b>13,453</b>	<b>23,811</b>	<b>27,368</b>	<b>13,444</b>	
0 to 2 yrs	15,886	16,885	17,094	9,461	15,205	16,924	15,365	17,271	16,385	24,283	23,203	18,609	11,362	7,307	7,307		
3 to 5 yrs	13,441	12,160	17,753	12,684	11,387	17,353	10,584	19,875	11,949	12,976	7,893	13,301	11,249	32,249	32,249		
6 to 9 yrs	10,263	13,158	12,297	17,609	11,365	12,179	10,870	9,290	11,814	12,110	12,908	13,082	17,502	24,383	24,383		
10 yrs or more	13,433	7,586	11,091	9,039	9,346	10,751	11,885	10,691	8,934	7,951	11,114	11,609	10,994	25,434	35,498	13,964	
Unreported	12,926	11,981	10,915	19,611		14,102	6,658	13,146	10,683	7,857	12,467	13,088		7,722	7,080	8,739	
<b>Other POV</b>	<b>4,729</b>	<b>7,453</b>	<b>7,264</b>	<b>3,391</b>	<b>2,130</b>	<b>4,260</b>	<b>3,779</b>	<b>3,252</b>	<b>12,037</b>	<b>4,856</b>	<b>4,847</b>	<b>2,551</b>	<b>2,498</b>	<b>19,874</b>	<b>20,740</b>	<b>2,000</b>	
0 to 2 yrs		14,740	21,536	2,141		19,393	5,890		35,106	424		857	9,600	1,714	1,714		
3 to 5 yrs	11,704	3,251	3,748		14,000	16,949	3,387	5,000	5,013	11,341	9,000		4,875	6,000	6,000		
6 to 9 yrs	2,307	7,656	11,868	7,210	2,614	2,032	4,000	5,000	10,461	6,250	5,000	15,000	3,000	4,751	4,751		
10 yrs or more	3,270	5,494	4,125	2,437	1,257	2,214	2,674	3,016	1,324	4,450	3,895	690	1,129	3,811	4,963	2,000	
Unreported			600	2,000			1,510			10,000		3,264	-	35,246	35,246		

NOTE: Numbers reflect BESTMILE Estimates. Due to data being unavailable, self-reported annual miles were substituted for Rest of Nation 1995 estimates.

Chapter 6: Table 13  
 Comparison of Travel Patterns Among NY State MPOs  
 2009 NHTS

	Not in MSA		< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3+ million						
	Ithaca	Kingston	Elmira	Glens Falls	Bingham-ton		Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough-keepsie	NY Metro				
					Nassau/Suffolk	Putnam/Rockland/Westchester							Five Counties	Sub of 5 Counties			
						Utica-Rome									4 Counties	Manhattan	
<b>Percent Not Taking Walk Trips in the last week</b>																	
TOTAL	26.4%	33.5%	31.4%	30.5%	30.8%	34.3%	29.2%	32.5%	38.5%	36.7%	30.9%	31.8%	35.3%	27.7%	16.8%	18.7%	9.5%
5 to 10 year-olds	16.6%	26.6%	17.3%	16.1%	22.6%	15.1%	19.7%	21.0%	42.3%	35.4%	16.7%	31.9%	25.2%	22.7%	18.6%	19.8%	10.0%
11 to 15 year-olds	12.7%	36.2%	20.0%	20.4%	24.2%	17.2%	21.0%	33.0%	35.1%	36.7%	23.5%	19.7%	23.6%	16.0%	11.5%	11.9%	9.2%
16 to 20 year-olds	43.0%	30.0%	32.6%	33.3%	38.0%	33.3%	22.5%	29.6%	22.0%	31.5%	28.3%	33.0%	25.9%	20.1%	21.2%	22.3%	17.1%
21 to 35 year-olds	22.5%	43.3%	24.3%	25.4%	20.4%	39.8%	30.4%	27.4%	49.7%	36.8%	26.5%	26.0%	43.0%	26.4%	12.5%	16.3%	
36 to 64 year-olds	16.8%	29.9%	31.0%	30.6%	29.5%	34.0%	27.9%	31.8%	33.7%	34.4%	32.5%	31.9%	34.2%	25.4%	15.9%	17.3%	10.3%
65+ year-olds	44.0%	37.7%	50.5%	44.5%	43.7%	44.9%	44.5%	46.5%	48.5%	47.4%	51.6%	43.5%	45.9%	49.7%	26.2%	27.8%	19.7%
<b>Avg Minutes Spent Walking per Day</b>																	
TOTAL	9.62	4.58	4.74	6.35	3.41	5.41	6.56	4.93	4.23	4.28	4.83	4.87	5.65	9.32	20.35	17.27	32.92
5 to 10 year-olds	6.58	0.46	1.99	7.26	1.91	6.04	6.76	6.00	1.82	0.49	3.67	1.06	1.63	11.90	14.49	14.38	15.33
11 to 15 year-olds	9.52	1.73	5.48	7.91	1.33	7.36	7.51	3.71	4.61	2.49	3.25	1.75	4.82	12.91	14.10	13.77	16.28
16 to 20 year-olds	5.53	3.06	6.48	4.10	2.27	2.26	6.22	2.87	6.69	3.84	2.45	2.73	4.09	8.38	17.68	12.44	36.93
21 to 35 year-olds	12.06	5.76	5.55	9.02	3.71	6.75	7.93	4.49	2.06	6.94	9.51	5.14	5.70	7.69	23.79	18.28	42.93
36 to 64 year-olds	11.17	5.76	4.53	6.26	3.94	5.45	6.81	6.15	5.54	5.06	4.07	5.83	6.67	10.55	22.38	20.29	30.58
65+ year-olds	9.48	3.52	4.03	3.93	3.92	3.87	3.90	3.37	2.53	1.97	3.85	6.55	5.63	4.25	16.62	13.26	29.84
<b>Percent Not Taking Bike Trips in the last week</b>																	
TOTAL	84.8%	88.4%	85.7%	85.2%	90.9%	88.6%	88.8%	89.5%	87.1%	88.0%	89.5%	88.8%	89.8%	87.6%	93.4%	93.4%	93.2%
5 to 10 year-olds	67.9%	50.5%	36.2%	44.3%	49.8%	55.7%	57.4%	58.8%	55.0%	64.7%	55.3%	51.6%	62.9%	53.6%	79.7%	80.2%	76.1%
11 to 15 year-olds	86.8%	65.9%	57.2%	67.4%	66.5%	67.4%	65.0%	66.1%	69.7%	68.7%	78.3%	64.1%	74.8%	65.8%	92.7%	93.5%	87.7%
16 to 20 year-olds	82.0%	82.0%	81.5%	85.6%	93.0%	95.5%	89.0%	90.1%	79.7%	83.6%	92.6%	91.3%	89.1%	90.9%	95.3%	97.8%	86.3%
21 to 35 year-olds	92.1%	91.3%	88.7%	87.7%	92.8%	95.0%	91.6%	92.1%	87.8%	92.3%	93.1%	91.1%	94.6%	92.8%	89.7%	88.1%	95.3%
36 to 64 year-olds	80.9%	94.3%	92.4%	88.6%	96.8%	90.4%	92.8%	93.7%	92.3%	91.6%	95.0%	94.2%	92.0%	91.6%	95.5%	95.9%	94.1%
65+ year-olds	98.3%	97.2%	96.3%	96.1%	99.0%	97.8%	98.1%	98.8%	97.4%	96.5%	97.0%	99.5%	98.3%	98.7%	98.2%	98.2%	98.2%
<b>Avg Minutes Spent Biking per Day</b>																	
TOTAL	0.49	0.47	0.62	1.08	0.28	1.00	0.82	1.31	1.04	0.35	0.44	0.62	0.27	0.59	0.38	0.38	0.37
5 to 10 year-olds	0.25	0.82	0.38	2.23		1.20	1.67	0.72	0.65	0.07	0.48	3.22	0.38	2.06	0.19	0.22	0.37
11 to 15 year-olds	0.29	1.72	4.58	0.98		5.02	1.81	3.32	2.63	0.76	0.94	0.89	0.53	0.19	0.02	0.02	0.37
16 to 20 year-olds	0.03	0.38	0.65	4.89	0.30	2.61	2.33	4.38	0.42	0.17	0.78	0.44	0.78	0.44	0.14	0.07	0.39
21 to 35 year-olds	0.75	0.18				0.76	0.79	1.42	2.77	0.39		0.09	0.21	0.44	0.42	0.55	0.37
36 to 64 year-olds	0.79	0.21	0.38	0.99	0.54	0.44	0.44	0.70	0.65	0.30	0.72	0.48	0.18	0.75	0.57	0.55	0.68
65+ year-olds	0.12	1.03	0.04	0.15		0.03	0.15		0.15	0.53			0.31	0.02	0.15	0.10	0.37
<b>Avg Minutes Spent Walking/Biking per Day</b>																	
TOTAL	10.11	5.05	5.36	7.43	3.69	6.41	7.39	6.25	5.27	4.63	5.28	5.49	5.92	9.91	20.73	17.65	33.29
5 to 10 year-olds	6.83	1.28	2.38	9.49	1.91	7.24	8.43	6.72	2.47	0.56	4.15	4.28	2.01	13.95	14.68	14.59	15.33
11 to 15 year-olds	9.82	3.45	10.06	8.89	1.33	12.38	9.32	7.02	7.23	3.25	4.19	2.63	5.35	13.10	14.12	13.79	16.28
16 to 20 year-olds	5.56	3.44	7.12	8.99	2.58	4.86	8.54	7.25	7.11	4.01	2.45	3.50	4.53	8.38	17.82	12.52	37.32
21 to 35 year-olds	12.81	5.95	5.55	9.02	3.71	7.51	8.72	5.91	4.83	7.33	9.51	5.23	5.90	8.13	24.22	18.83	42.93
36 to 64 year-olds	11.96	5.97	4.91	7.25	4.48	5.89	7.25	6.85	6.20	5.35	4.78	6.31	6.85	11.30	22.95	20.84	31.25
65+ year-olds	9.60	4.55	4.07	4.08	3.92	3.90	4.06	3.37	2.68	2.50	3.85	6.55	5.93	4.27	16.77	13.36	30.21

Chapter 6: Table 13  
Comparison of Travel Patterns Among NY State MPOs  
2001 NHTS

	Not in MSA	< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million				3+ million					
	Ithaca	Elmira	Glens Falls	Bingham- ton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough- keepsie	NY Metro			Sub of 5 Counties		
												Nassau/ Suffolk	Putnam/ Rockland/ Westchester	Five Counties	4 Counties	Manhattan	
<b>Percent Not Taking Walk Trips in the last week</b>																	
TOTAL	17.2%	28.6%	25.9%	28.0%	27.1%	26.8%	28.6%	31.6%	31.3%	33.2%	26.6%	31.6%	28.7%	15.5%	17.4%	7.9%	
5 to 10 year-olds	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11 to 15 year-olds	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16 to 20 year-olds	10.2%	42.4%	28.2%	28.8%	20.1%	27.4%	24.9%	29.9%	40.7%	36.7%	21.6%	28.9%	17.0%	13.2%	13.4%	11.6%	
21 to 35 year-olds	12.6%	22.6%	25.1%	26.0%	19.9%	26.7%	19.2%	29.9%	33.3%	35.9%	28.4%	33.0%	30.0%	11.6%	14.0%	3.8%	
36 to 64 year-olds	19.2%	25.2%	22.7%	26.3%	25.9%	23.6%	31.0%	29.0%	27.3%	31.0%	27.1%	29.7%	28.2%	16.1%	17.5%	10.1%	
65+ year-olds	24.8%	35.9%	33.7%	33.2%	41.0%	34.8%	34.6%	40.5%	38.5%	36.0%	28.0%	33.2%	33.5%	23.8%	26.7%	11.6%	
<b>Avg Minutes Spent Walking per Day</b>																	
TOTAL	9.60	4.96	5.21	5.43	3.49	5.00	5.09	5.63	6.32	4.31	3.87	6.69	6.15	16.11	14.35	23.52	
5 to 10 year-olds	3.19	5.28	2.30	6.47	3.60	2.89	1.93	3.93	10.47	4.49	4.76	4.69	3.05	14.79	14.76	14.93	
11 to 15 year-olds	2.47	7.34	12.17	7.83	1.62	5.85	8.04	13.38	23.04	2.22	4.40	6.74	11.00	13.18	12.75	15.16	
16 to 20 year-olds	11.12	6.97	2.11	6.31	1.31	3.71	9.75	4.52	4.58	2.29	1.80	8.63	5.33	14.14	13.61	18.01	
21 to 35 year-olds	14.49	4.19	3.37	4.52	3.87	4.36	7.18	3.62	4.42	2.73	4.68	4.22	8.23	19.24	16.26	29.08	
36 to 64 year-olds	8.95	5.05	5.78	4.10	3.98	5.49	3.57	6.72	4.03	5.86	3.49	8.70	5.74	15.91	14.53	21.85	
65+ year-olds	7.20	2.90	6.07	7.89	3.81	4.73	4.08	2.92	3.31	4.57	4.39	5.99	3.81	14.17	12.08	23.00	
<b>Percent Not Taking Bike Trips in the last week</b>																	
TOTAL	90.0%	93.1%	91.5%	92.3%	91.9%	92.3%	92.1%	91.2%	91.0%	93.6%	90.7%	91.9%	94.2%	94.4%	94.8%	92.7%	
5 to 10 year-olds	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11 to 15 year-olds	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16 to 20 year-olds	91.4%	88.4%	93.1%	88.0%	89.4%	88.4%	76.3%	79.8%	83.3%	89.2%	79.9%	87.9%	76.3%	88.5%	90.1%	77.5%	
21 to 35 year-olds	85.0%	93.0%	85.4%	88.4%	84.6%	90.7%	88.1%	94.5%	89.7%	93.6%	90.9%	90.8%	93.9%	92.8%	92.9%	92.4%	
36 to 64 year-olds	90.5%	93.4%	92.1%	91.5%	93.8%	91.6%	95.5%	89.6%	90.7%	93.6%	92.4%	91.3%	94.5%	95.3%	95.8%	93.0%	
65+ year-olds	98.7%	94.2%	95.9%	99.1%	96.3%	97.6%	95.5%	93.2%	97.9%	96.6%	91.2%	95.8%	99.3%	99.1%	98.9%	99.7%	
<b>Avg Minutes Spent Biking per Day</b>																	
TOTAL	0.68	1.39	0.76	0.87	0.31	1.18	0.63	0.78	0.83	0.66	0.81	0.57	0.34	0.65	0.67	0.55	
5 to 10 year-olds		3.39	1.24	5.17	1.06	1.95	0.31	2.50	3.01	1.59	3.73	0.55	0.50	2.04	2.29	0.66	
11 to 15 year-olds	2.63	3.46	3.57	1.58	2.10	3.90	1.76	1.11	4.21	3.26	1.65	2.07	2.36	2.92	3.55		
16 to 20 year-olds	0.44	0.46	0.12			0.51	0.30		0.14	0.46		0.20	0.07	0.08	0.09		
21 to 35 year-olds	0.68	2.82	0.63			1.73	1.35	0.41	0.45	0.34	0.34	0.25	0.03	0.54	0.54	0.53	
36 to 64 year-olds	0.83	0.72	0.70	0.76	0.05	0.82	0.12	0.92	0.01	0.25	0.32	0.25	0.23	0.40	0.27	0.95	
65+ year-olds		0.48	0.06				0.29	0.20	0.45		0.57	1.48	0.27	0.05	0.06		
<b>Avg Minutes Spent Walking/Biking per Day</b>																	
TOTAL	10.27	6.36	5.96	6.30	3.80	6.19	5.71	6.41	7.16	4.97	4.68	7.26	6.48	16.76	15.02	24.07	
5 to 10 year-olds	3.19	8.67	3.54	11.64	4.66	4.84	2.24	6.43	13.47	6.08	8.49	5.24	3.55	16.83	17.05	15.59	
11 to 15 year-olds	5.10	10.79	15.74	9.41	3.71	9.75	9.80	14.49	27.25	5.48	6.04	8.81	13.36	16.09	16.29	15.16	
16 to 20 year-olds	11.56	7.43	2.23	6.31	1.31	4.21	10.04	4.52	4.71	2.75	1.80	8.83	5.41	14.22	13.70	18.01	
21 to 35 year-olds	15.18	7.01	3.99	4.52	3.87	6.08	8.53	4.04	4.87	3.07	5.02	4.47	8.26	19.78	16.80	29.61	
36 to 64 year-olds	9.78	5.77	6.49	4.86	4.03	6.31	3.69	7.64	4.04	6.11	3.81	8.95	5.97	16.31	14.80	22.80	
65+ year-olds	7.20	3.39	6.13	7.89	3.81	4.73	4.37	3.11	3.77	4.57	4.96	7.47	4.09	14.22	12.14	23.00	

\* Walk and Bike trip questions were not asked of persons under 16 years old in 2001, or at all in 1995.

Chapter 6: Table 13  
 Comparison of Travel Patterns Among NY State MPOs  
 1995 NPTS

	Not in MSA	< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million				3+ million					
	Ithaca	Elmira	Glens Falls	Bingham- ton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough- keepsie	NY Metro			Sub of 5 Counties		
												Nassau/ Suffolk	Putnam/ Rockland/ Westchester	Five Counties	4 Counties	Manhattan	
<b>Percent Not Taking Walk Trips in the last week</b>																	
TOTAL	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**
5 to 10 year-olds	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**
11 to 15 year-olds	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**
16 to 20 year-olds	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**
21 to 35 year-olds	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**
36 to 64 year-olds	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**
65+ year-olds	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**
<b>Avg Minutes Spent Walking per Day</b>																	
TOTAL	4.58	1.97	2.18	2.40	1.93	1.95	1.41	1.88	1.43	2.18	1.30	1.87	2.88	11.20	10.23	14.80	
5 to 10 year-olds	1.04	2.96	0.74	2.44	3.12	3.37	1.39	1.75	2.29	3.23	2.76	1.71	0.23	11.13	11.66	7.89	
11 to 15 year-olds	1.15	1.49	2.81	3.14	4.04	1.02	3.35	5.47	2.89	4.1	0.09	4.16	2.74	15.59	14.39	23.99	
16 to 20 year-olds	7.81	4.35	8.28	3.97	4.15	2.31	1.29	3.53	1.44	3.96	1.84	1.9	5.4	9.98	9.81	10.91	
21 to 35 year-olds	8.19	2.61	0.68	1.15	1.54	2.24	0.9	1.04	0.98	1.17	0.81	1.41	2.04	11.97	10.61	16.09	
36 to 64 year-olds	2.19	1.61	2.34	2.16	0.85	1.82	1.33	1.71	1.23	1.21	1.25	1.49	2.82	9.94	8.38	15.21	
65+ year-olds	3.69	0.74	1.6	3.86	2.32	1.18	1.58	1.45	1.26	3.8	1.37	2.54	5.38	11.11	11.02	11.49	
<b>Percent Not Taking Bike Trips in the last week</b>																	
TOTAL	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**
5 to 10 year-olds	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**
11 to 15 year-olds	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**
16 to 20 year-olds	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**
21 to 35 year-olds	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**
36 to 64 year-olds	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**
65+ year-olds	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**
<b>Avg Minutes Spent Biking per Day</b>																	
TOTAL	0.77	0.22	0.23	0.32	0.42	0.30	0.17	0.36	0.23	0.22	0.20	0.47	0.05	0.33	0.29	0.48	
5 to 10 year-olds	0.10	0.06		0.68	0.49	0.69	0.22	0.16	0.35	0.31	0.13	0.58	0.19	0.10	0.24	0.69	
11 to 15 year-olds	1.66	0.48	0.81	0.66	1.62	2.17	0.50	1.52	0.45	1.97	1.31	2.92	0.32	0.21	0.24		
16 to 20 year-olds	1.61	0.08		2.03	0.14	0.22	0.43		0.52			0.50		0.59	0.70		
21 to 35 year-olds	1.01	0.35	0.19	0.30	0.57		0.33	0.24	0.51	0.04	0.17	0.55	0.02	0.54	0.58	0.41	
36 to 64 year-olds	0.54	0.27	0.20		0.25	0.00		0.44	0.01		0.15	0.07		0.26	0.12	0.75	
65+ year-olds	0.19		0.15			0.44		0.06									
<b>Avg Minutes Spent Walking/Biking per Day</b>																	
TOTAL	5.34	2.20	2.41	2.72	2.34	2.25	1.59	2.23	1.66	2.40	1.49	2.35	2.93	11.52	10.52	15.28	
5 to 10 year-olds	1.15	3.02	0.74	3.11	3.61	4.06	1.61	1.92	2.65	3.53	2.89	2.29	0.42	11.23	11.66	8.58	
11 to 15 year-olds	2.81	1.97	3.62	3.80	5.66	3.19	3.85	6.99	3.34	6.06	1.40	7.08	3.06	15.80	14.63	23.99	
16 to 20 year-olds	9.42	4.43	8.28	5.99	4.29	2.53	1.72	3.53	1.97	3.96	1.84	2.40	5.40	10.57	10.51	10.91	
21 to 35 year-olds	9.20	2.97	0.87	1.45	2.10	2.24	1.23	1.27	1.50	1.20	0.98	1.96	2.06	12.51	11.19	16.50	
36 to 64 year-olds	2.73	1.88	2.54	2.16	1.11	1.83	1.33	2.15	1.24	1.21	1.40	1.57	2.82	10.20	8.50	15.96	
65+ year-olds	3.88	0.74	1.75	3.86	2.32	1.62	1.58	1.51	1.26	3.80	1.37	2.54	5.38	11.11	11.02	11.49	

\* Walk and Bike trip questions were not asked of persons under 16 years old in 2001, or at all in 1995.

**APPENDIX C6A. SUPPLEMENTAL TABLES FOR CHAPTER 6  
STANDARD ERRORS**

Chapter 6: Table 1  
 Comparison of Travel Patterns Among NY State MPOs  
 2009 NHTS  
 STANDARD ERRORS

	Not in MSA		< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million				3+ million						
	Ithaca	Kingston	Elmira	Glens Falls	Bingham- ton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough- keepsie	NY Metro						
													Nassau/ Suffolk	Putnam/ Rockland/ Westchester	Five Counties	Sub of 5 Counties		4 Counties	Manhattan
<b>General Statistics</b>																			
Households (000)	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Persons (000)	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1
Drivers (000)	2	2	1	2	2	3	7	4	14	9	4	2	21	14	93	81	41		
Workers (000)	2	2	1	4	3	5	8	7	19	14	6	4	34	18	69	61	42		
Vehicles (000)	0	1	0	3	2	2	4	2	8	4	2	2	12	4	7	17	16		
Workers per Household	0.06	0.03	0.04	0.05	0.03	0.04	0.03	0.04	0.04	0.04	0.05	0.04	0.04	0.04	0.02	0.03	0.06		
Vehicles per Household	0.01	0.02	0.01	0.03	0.02	0.01	0.01	0.01	0.02	0.01	0.02	0.02	0.01	0.01	0.00	0.01	0.02		
Vehicles per Driver	0.01	0.02	0.02	0.01	0.01	0.02	0.01	0.01	0.02	0.01	0.02	0.01	0.01	0.01	0.01	0.01	0.02		
<b>Distribution of Households by Household Vehicle Count</b>																			
<b>ALL</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>
0 vehicles	0.1%	0.0%	0.0%	0.3%	0.0%	0.2%	0.1%	0.7%	0.0%	0.0%	0.2%	0.0%	0.2%	0.0%	0.1%	0.5%	1.7%		
1 vehicle	0.0%	0.0%	0.0%	0.7%	0.0%	0.1%	0.1%	0.7%	0.2%	0.1%	0.3%	0.0%	0.3%	0.5%	0.0%	0.5%	1.6%		
2 vehicles	0.1%	0.1%	0.0%	1.0%	0.0%	0.2%	0.2%	0.1%	0.2%	0.1%	0.3%	0.1%	0.2%	0.5%	0.0%	0.2%	0.7%		
3 vehicles	0.4%	0.8%	0.6%	1.0%	0.8%	0.7%	0.4%	0.7%	1.0%	0.8%	1.1%	0.9%	0.8%	0.6%	0.2%	0.3%	0.2%		
4+ vehicles	0.4%	0.8%	0.6%	1.1%	0.8%	0.7%	0.4%	0.7%	1.0%	0.8%	1.1%	0.9%	0.8%	0.6%	0.2%	0.3%	0.2%		
<b>Distribution of Households by Household Income</b>																			
<b>ALL</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>
< \$10,000	2.0%	1.3%	1.4%	1.7%	1.6%	1.1%	0.8%	1.5%	1.6%	1.4%	1.2%	0.9%	0.9%	1.5%	1.2%	1.4%	1.8%		
\$10 to \$20,000	1.6%	1.6%	1.4%	1.7%	2.1%	1.7%	1.5%	2.1%	2.1%	1.7%	1.4%	1.2%	1.1%	1.3%	1.2%	1.5%	2.0%		
\$20 to \$30,000	1.6%	1.7%	1.7%	2.0%	2.0%	1.9%	1.3%	2.1%	1.6%	1.4%	1.6%	1.2%	1.0%	1.6%	1.1%	1.3%	1.8%		
\$30 to \$40,000	1.9%	1.3%	1.2%	1.9%	1.9%	1.3%	1.3%	1.4%	1.6%	1.4%	1.1%	1.5%	1.1%	1.9%	1.4%	1.8%	1.3%		
\$40 to \$50,000	1.5%	1.6%	1.7%	2.1%	1.3%	1.4%	1.0%	1.5%	1.6%	1.3%	1.0%	1.2%	1.0%	1.7%	1.1%	1.1%	2.2%		
\$50 to \$60,000	0.9%	1.4%	1.2%	1.2%	1.0%	1.3%	0.8%	1.7%	1.0%	1.0%	1.2%	1.3%	1.2%	1.2%	1.0%	1.0%	1.5%		
\$60 to \$70,000	1.8%	1.1%	0.9%	1.3%	1.1%	1.1%	0.8%	1.0%	0.9%	1.1%	1.3%	1.4%	1.1%	0.7%	0.9%	1.2%	0.9%		
\$70 to \$80,000	1.0%	0.9%	1.1%	1.2%	1.2%	0.7%	0.7%	1.0%	1.0%	1.0%	1.6%	1.2%	1.0%	0.8%	0.7%	0.8%	1.5%		
\$80 to \$100,000	1.5%	1.1%	1.0%	1.8%	1.0%	0.8%	0.8%	0.8%	0.8%	1.0%	0.9%	1.3%	1.1%	1.1%	0.9%	1.0%	2.1%		
\$100,000+	1.3%	1.2%	1.2%	1.2%	1.0%	1.5%	1.0%	1.2%	1.5%	1.4%	1.5%	1.4%	1.7%	1.8%	1.0%	1.1%	2.6%		
Unreported	1.1%	0.9%	1.1%	1.2%	1.2%	1.5%	1.0%	0.9%	1.5%	1.0%	1.3%	1.5%	1.6%	1.0%	1.0%	1.2%	1.8%		
<b>Licensing Rate</b>	<b>1.69%</b>	<b>1.40%</b>	<b>1.79%</b>	<b>1.20%</b>	<b>1.18%</b>	<b>1.37%</b>	<b>1.12%</b>	<b>1.19%</b>	<b>1.43%</b>	<b>1.29%</b>	<b>1.49%</b>	<b>0.93%</b>	<b>0.86%</b>	<b>1.46%</b>	<b>1.39%</b>	<b>1.53%</b>	<b>2.80%</b>		
% Male Drivers/Male 16+	2.29%	1.32%	1.80%	2.14%	1.75%	2.07%	1.70%	1.48%	1.89%	1.50%	2.03%	1.40%	1.37%	1.49%	2.20%	2.50%	3.77%		
% Female Drivers/Female 16+	2.36%	1.91%	2.26%	1.18%	1.60%	1.81%	1.39%	1.87%	1.87%	2.16%	1.58%	1.16%	1.38%	2.13%	1.76%	1.96%	3.76%		

Chapter 6: Table 1  
 Comparison of Travel Patterns Among NY State MPOs  
 2001 NHTS  
 STANDARD ERRORS

	Not in MSA	< 250,000			250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3+ million						
	Ithaca	Elmira	Glens Falls	Bingham- ton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough- keepsie	NY Metro			Sub of 5 Counties		
												Nassau/ Suffolk	Putnam/ Rockland/ Westchester	Five Counties	4 Counties	Manhattan	
<b>General Statistics</b>																	
Households (000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Drivers (000)	1	2	2	4	6	7	9	22	10	7	5	37	16	91	82	38	
Workers (000)	1	2	2	4	5	7	8	17	10	5	4	35	15	74	70	32	
Vehicles (000)	2	2	3	6	7	9	9	25	13	6	5	31	22	70	65	39	
Workers per Household	0.04	0.04	0.05	0.04	0.04	0.02	0.04	0.04	0.04	0.05	0.04	0.04	0.03	0.02	0.03	0.04	
Vehicles per Household	0.05	0.05	0.07	0.06	0.06	0.03	0.05	0.05	0.04	0.05	0.05	0.03	0.05	0.02	0.03	0.05	
Vehicles per Driver	0.03	0.03	0.04	0.04	0.04	0.02	0.03	0.04	0.03	0.03	0.04	0.02	0.03	0.02	0.02	0.05	
<b>Distribution of Households by Household Vehicle Count</b>																	
<b>ALL</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>
0 vehicles	1.7%	1.4%	1.9%	1.6%	1.5%	0.9%	2.0%	1.9%	1.4%	1.3%	1.1%	0.9%	1.8%	1.4%	1.8%	2.8%	
1 vehicle	2.7%	2.1%	2.5%	2.2%	2.8%	1.5%	2.4%	2.1%	2.3%	2.1%	2.4%	1.8%	1.9%	1.4%	1.6%	2.5%	
2 vehicles	2.7%	2.3%	2.4%	2.3%	2.4%	1.4%	2.5%	1.9%	2.2%	2.5%	2.2%	1.9%	2.0%	0.8%	1.0%	1.0%	
3 vehicles	1.7%	1.4%	1.7%	1.6%	1.5%	0.9%	1.3%	1.4%	1.2%	1.8%	1.7%	1.2%	1.4%	0.4%	0.5%	0.3%	
4+ vehicles	1.1%	1.2%	1.3%	1.1%	1.0%	0.6%	0.6%	0.9%	1.1%	1.4%	1.1%	0.8%	0.9%	0.2%	0.2%	<b>0.4%</b>	
<b>Distribution of Households by Household Income</b>																	
<b>ALL</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>
< \$10,000	2.2%	1.4%	1.7%	1.4%	2.2%	0.9%	1.6%	1.5%	1.3%	0.9%	1.3%	0.5%	1.0%	0.9%	1.1%	1.5%	
\$10 to \$20,000	1.7%	1.6%	1.5%	2.0%	1.7%	0.9%	1.7%	1.7%	1.2%	1.0%	1.2%	0.9%	1.1%	0.9%	1.1%	1.4%	
\$20 to \$30,000	1.7%	1.5%	1.8%	1.2%	1.9%	0.9%	1.9%	1.2%	1.5%	1.0%	1.4%	0.9%	1.1%	0.8%	1.0%	1.3%	
\$30 to \$40,000	2.0%	1.8%	2.1%	1.8%	1.8%	1.0%	1.9%	2.1%	1.6%	2.0%	1.8%	1.1%	1.5%	1.8%	1.2%	1.5%	
\$40 to \$50,000	1.4%	1.0%	1.1%	1.3%	0.9%	0.6%	0.8%	0.7%	0.9%	1.0%	0.9%	0.5%	0.8%	0.5%	0.6%	0.9%	
\$50 to \$60,000	1.2%	1.0%	1.4%	1.5%	1.3%	0.7%	1.4%	1.3%	1.5%	1.6%	1.4%	1.1%	1.6%	0.7%	0.8%	1.5%	
\$60 to \$70,000	1.1%	1.0%	1.4%	0.9%	1.3%	0.6%	1.2%	0.9%	0.8%	1.3%	1.6%	1.1%	0.9%	0.6%	0.7%	1.5%	
\$70 to \$80,000	1.2%	0.9%	1.2%	0.8%	0.8%	0.6%	1.1%	1.0%	0.9%	1.2%	1.2%	0.6%	0.9%	0.6%	0.7%	1.3%	
\$80 to \$100,000	1.7%	1.1%	1.4%	1.4%	1.1%	0.7%	1.2%	1.0%	1.3%	1.6%	1.2%	1.5%	1.2%	0.6%	0.6%	1.3%	
\$100,000+	1.4%	1.4%	1.3%	1.5%	1.0%	0.8%	1.3%	1.3%	1.7%	1.7%	2.0%	2.0%	1.9%	0.8%	0.8%	2.4%	
Unreported	1.1%	1.2%	1.5%	1.5%	1.4%	0.8%	1.2%	1.2%	1.1%	1.4%	1.0%	1.1%	1.3%	0.8%	0.9%	1.8%	
<b>Licensing Rate</b>																	
% Male Drivers/Male 16+	0.97%	1.25%	0.95%	1.33%	1.18%	0.58%	1.25%	1.32%	1.03%	1.48%	1.63%	1.21%	1.03%	1.29%	1.42%	2.49%	
% Female Drivers/Female 16+	1.30%	1.60%	1.11%	1.83%	1.30%	0.67%	1.96%	1.45%	1.37%	1.59%	2.09%	1.35%	0.97%	1.86%	2.08%	2.97%	
	1.52%	1.56%	1.45%	1.48%	1.94%	0.86%	1.67%	2.21%	1.35%	2.09%	2.36%	1.78%	1.83%	1.52%	1.68%	3.39%	

Chapter 6: Table 2  
 Comparison of Travel Patterns Among NY State MPOs  
 2009 NHTS  
 STANDARD ERRORS

	Not in MSA		< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3+ million						
	Ithaca	Kingston	Elmira	Glens Falls	Bingham- ton		Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough- keepsie	NY Metro			Sub of 5 Counties	
					Nassau/ Suffolk	Putnam/ Rockland/ Westchester							Five Counties	4 Counties	Manhattan		
<b>Daily Person Trips per Person</b>																	
<b>TOTAL</b>	<b>0.15</b>	<b>0.13</b>	<b>0.13</b>	<b>0.15</b>	<b>0.14</b>	<b>0.13</b>	<b>0.08</b>	<b>0.11</b>	<b>0.10</b>	<b>0.11</b>	<b>0.10</b>	<b>0.11</b>	<b>0.09</b>	<b>0.09</b>	<b>0.07</b>	<b>0.07</b>	<b>0.23</b>
Male	0.23	0.17	0.17	0.17	0.18	0.19	0.12	0.14	0.11	0.13	0.11	0.11	0.12	0.11	0.09	0.09	0.29
Female	0.20	0.14	0.13	0.23	0.15	0.14	0.11	0.13	0.14	0.14	0.12	0.16	0.12	0.13	0.09	0.09	0.25
<b>TOTAL</b>	<b>0.15</b>	<b>0.13</b>	<b>0.13</b>	<b>0.15</b>	<b>0.14</b>	<b>0.13</b>	<b>0.08</b>	<b>0.11</b>	<b>0.10</b>	<b>0.11</b>	<b>0.10</b>	<b>0.11</b>	<b>0.09</b>	<b>0.09</b>	<b>0.07</b>	<b>0.07</b>	<b>0.23</b>
5-15 years	0.34	0.27	0.19	0.19	0.37	0.24	0.20	0.28	0.25	0.19	0.17	0.20	0.27	0.17	0.15	0.17	0.22
16-19 years	0.42	0.39	0.49	0.48	0.33	0.38	0.32	0.42	0.65	0.49	0.35	0.30	0.28	0.36	0.31	0.21	1.10
20-34 years	0.41	0.29	0.41	0.38	0.32	0.27	0.14	0.32	0.26	0.31	0.29	0.20	0.21	0.25	0.24	0.20	0.81
35-54 years	0.25	0.21	0.21	0.18	0.19	0.25	0.16	0.21	0.19	0.17	0.15	0.22	0.15	0.20	0.12	0.12	0.33
55-64 years	0.35	0.25	0.24	0.30	0.29	0.30	0.19	0.23	0.28	0.27	0.15	0.20	0.18	0.16	0.18	0.21	0.21
65+ years	0.20	0.25	0.21	0.25	0.20	0.20	0.17	0.23	0.18	0.17	0.21	0.23	0.21	0.14	0.14	0.15	0.22
Unreported																	
<b>TOTAL</b>	<b>0.15</b>	<b>0.13</b>	<b>0.13</b>	<b>0.15</b>	<b>0.14</b>	<b>0.13</b>	<b>0.08</b>	<b>0.11</b>	<b>0.10</b>	<b>0.11</b>	<b>0.10</b>	<b>0.11</b>	<b>0.09</b>	<b>0.09</b>	<b>0.07</b>	<b>0.07</b>	<b>0.23</b>
% SOV	2.8%	1.6%	2.0%	1.8%	2.3%	2.0%	1.3%	1.6%	1.5%	1.6%	1.5%	1.4%	1.4%	1.5%	0.7%	0.9%	1.0%
% MOV	3.0%	1.9%	2.5%	2.3%	2.7%	2.4%	1.3%	2.1%	1.6%	1.5%	1.8%	1.7%	1.8%	1.7%	1.4%	1.6%	2.4%
% Amtrak	0.0%						0.0%		0.0%		0.1%		0.1%	0.1%	0.2%	0.2%	0.2%
% Commuter Train		0.1%		0.0%			0.0%				0.1%	0.2%	0.2%	0.2%	0.4%	0.5%	0.6%
% Subway/EI Rail	0.0%	0.0%			0.0%		0.1%		0.2%		0.1%	0.0%	0.1%	0.2%	0.9%	1.1%	1.3%
% Other Public	1.5%	0.1%	0.2%	0.1%	0.1%	0.2%	0.6%	0.3%	0.2%	0.4%	0.2%	0.1%	0.4%	0.4%	0.9%	1.2%	0.9%
% Walk	1.9%	0.8%	1.5%	1.7%	0.8%	1.4%	0.9%	1.0%	0.7%	1.1%	1.5%	1.3%	0.7%	1.2%	1.4%	1.7%	2.7%
% Other	0.9%	0.5%	0.8%	0.6%	0.6%	0.8%	0.6%	0.9%	1.0%	0.7%	0.6%	0.7%	0.7%	0.5%	0.5%	0.6%	1.1%
% Unreported	0.0%	0.0%	0.1%	0.6%	0.3%	0.3%	0.0%	0.2%	0.3%	0.1%	0.3%	0.0%	0.1%	0.3%	0.0%	0.1%	
<b>TOTAL</b>	<b>0.15</b>	<b>0.13</b>	<b>0.13</b>	<b>0.15</b>	<b>0.14</b>	<b>0.13</b>	<b>0.08</b>	<b>0.11</b>	<b>0.10</b>	<b>0.11</b>	<b>0.10</b>	<b>0.11</b>	<b>0.09</b>	<b>0.09</b>	<b>0.07</b>	<b>0.07</b>	<b>0.23</b>
% Earn a Living	1.7%	1.5%	1.1%	1.4%	1.2%	1.3%	0.9%	1.1%	1.3%	1.1%	1.0%	1.2%	1.0%	1.1%	0.8%	1.1%	1.6%
% Family & Personal Business	1.8%	1.6%	1.7%	1.4%	2.1%	1.4%	1.0%	1.6%	1.5%	1.4%	1.4%	1.3%	1.3%	1.5%	1.0%	1.2%	2.0%
% Civic, Educational & Religious	1.2%	1.1%	1.1%	0.7%	1.3%	0.9%	0.6%	0.9%	0.7%	1.0%	1.2%	0.8%	0.7%	1.0%	0.8%	0.9%	1.4%
% Social & Recreational	2.1%	1.2%	1.4%	1.6%	1.6%	1.7%	1.1%	1.7%	1.6%	1.4%	1.4%	1.3%	1.4%	1.4%	1.1%	1.3%	2.2%
% Other	1.0%	0.3%	0.3%	0.2%	0.3%	0.1%	0.4%	0.3%	0.1%	0.2%	0.3%	0.5%	0.4%	0.1%	0.3%	0.3%	0.6%
% Unreported	0.6%	0.1%	0.3%	0.2%	0.1%	0.2%	0.2%	0.2%	0.2%	0.1%	0.3%	0.2%	0.2%	0.3%	0.2%	0.2%	0.3%
<b>TOTAL</b>	<b>0.15</b>	<b>0.13</b>	<b>0.13</b>	<b>0.15</b>	<b>0.14</b>	<b>0.13</b>	<b>0.08</b>	<b>0.11</b>	<b>0.10</b>	<b>0.11</b>	<b>0.10</b>	<b>0.11</b>	<b>0.09</b>	<b>0.09</b>	<b>0.07</b>	<b>0.07</b>	<b>0.23</b>
Weekday	0.19	0.13	0.12	0.19	0.14	0.12	0.08	0.14	0.11	0.10	0.12	0.15	0.10	0.11	0.09	0.09	0.23
Weekend	0.24	0.27	0.32	0.23	0.33	0.27	0.18	0.22	0.19	0.21	0.18	0.18	0.24	0.20	0.15	0.13	0.59
<b>TOTAL</b>	<b>0.15</b>	<b>0.13</b>	<b>0.13</b>	<b>0.15</b>	<b>0.14</b>	<b>0.13</b>	<b>0.08</b>	<b>0.11</b>	<b>0.10</b>	<b>0.11</b>	<b>0.10</b>	<b>0.11</b>	<b>0.09</b>	<b>0.09</b>	<b>0.07</b>	<b>0.07</b>	<b>0.23</b>
% 1-9 min	2.0%	1.5%	2.1%	1.8%	1.7%	1.8%	1.2%	1.4%	1.5%	1.4%	1.8%	1.4%	1.3%	1.3%	1.1%	1.4%	1.7%
% 10-19 min	1.4%	1.4%	1.6%	1.6%	1.7%	1.7%	1.1%	1.4%	1.4%	1.3%	1.7%	1.4%	1.1%	1.0%	0.8%	0.9%	1.9%
% 20-29 min	1.2%	1.0%	1.1%	1.2%	1.2%	1.1%	0.6%	1.0%	0.9%	1.1%	1.0%	0.8%	0.8%	0.8%	0.7%	0.8%	1.3%
% 30-39 min	1.2%	1.2%	1.0%	1.0%	0.9%	1.2%	0.8%	0.7%	0.9%	0.8%	0.9%	0.9%	0.6%	0.8%	0.6%	0.7%	1.5%
% 40-49 min	0.5%	0.5%	0.3%	0.7%	0.6%	0.5%	0.3%	0.4%	0.3%	0.3%	0.4%	0.5%	0.4%	0.5%	0.6%	0.7%	0.7%
% 50+ min	0.8%	0.7%	0.5%	0.5%	0.5%	0.6%	0.5%	0.5%	0.5%	0.6%	1.2%	0.8%	0.5%	0.5%	0.9%	1.1%	1.4%
% Unreported	0.0%	0.0%	0.2%	0.0%	0.0%	0.2%	0.1%	0.1%	0.5%	0.0%	0.2%	0.1%	0.1%	0.1%	0.2%	0.2%	0.2%
<b>TOTAL</b>	<b>0.15</b>	<b>0.13</b>	<b>0.13</b>	<b>0.15</b>	<b>0.14</b>	<b>0.13</b>	<b>0.08</b>	<b>0.11</b>	<b>0.10</b>	<b>0.11</b>	<b>0.10</b>	<b>0.11</b>	<b>0.09</b>	<b>0.09</b>	<b>0.07</b>	<b>0.07</b>	<b>0.23</b>
% 5 or less miles	2.2%	2.1%	1.8%	2.0%	2.0%	1.9%	1.1%	1.2%	1.4%	1.4%	1.5%	1.4%	1.3%	1.5%	1.4%	1.7%	1.7%
% 6-10 miles	2.0%	1.1%	1.5%	1.5%	1.3%	1.1%	0.6%	1.1%	0.8%	1.1%	1.0%	1.3%	0.8%	0.9%	0.7%	0.7%	1.4%
% 11-15 miles	0.8%	1.1%	0.8%	1.0%	0.9%	0.6%	0.6%	0.8%	0.7%	0.8%	0.7%	0.8%	0.6%	0.5%	0.4%	0.5%	0.7%
% 16-20 miles	0.5%	0.7%	0.5%	0.5%	0.8%	0.8%	0.4%	0.4%	0.5%	0.5%	0.8%	0.4%	0.6%	0.4%	0.3%	0.3%	0.3%
% 21-30 miles	0.4%	0.6%	0.6%	0.7%	0.7%	0.6%	0.3%	0.4%	0.5%	0.5%	0.5%	0.6%	0.4%	0.5%	0.2%	0.2%	0.3%
% 31 or more miles	0.6%	0.7%	0.5%	0.6%	0.7%	0.5%	0.4%	0.4%	0.4%	0.5%	0.7%	0.8%	0.6%	0.5%	0.3%	0.4%	0.8%
% Unreported	0.5%	0.6%	0.1%	0.7%	0.2%	0.6%	0.3%	0.2%	0.8%	1.0%	0.8%	1.2%	0.9%	1.1%	1.1%	1.4%	1.1%

Chapter 6: Table 2  
 Comparison of Travel Patterns Among NY State MPOs  
 2001 NHTS  
 STANDARD ERRORS

	Not in MSA	< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million				3+ million					
		Ithaca	Elmira	Glens Falls	Bingham- ton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough- keepsie	NY Metro			Sub of 5 Counties	
													Nassau/ Suffolk	Putnam/ Rockland/ Westchester	Five Counties	4 Counties	Manhattan
<b>Daily Person Trips per Person</b>																	
<b>TOTAL</b>	<b>0.11</b>	<b>0.17</b>	<b>0.12</b>	<b>0.13</b>	<b>0.14</b>	<b>0.07</b>	<b>0.12</b>	<b>0.11</b>	<b>0.10</b>	<b>0.11</b>	<b>0.12</b>	<b>0.08</b>	<b>0.09</b>	<b>0.06</b>	<b>0.07</b>	<b>0.12</b>	
Male	0.14	0.29	0.17	0.17	0.18	0.07	0.15	0.12	0.13	0.15	0.14	0.11	0.14	0.09	0.10	0.16	
Female	0.16	0.14	0.14	0.14	0.17	0.09	0.16	0.14	0.14	0.13	0.15	0.10	0.12	0.07	0.07	0.16	
<b>TOTAL</b>	<b>0.11</b>	<b>0.17</b>	<b>0.12</b>	<b>0.13</b>	<b>0.14</b>	<b>0.07</b>	<b>0.12</b>	<b>0.11</b>	<b>0.10</b>	<b>0.11</b>	<b>0.12</b>	<b>0.08</b>	<b>0.09</b>	<b>0.06</b>	<b>0.07</b>	<b>0.12</b>	
5-15 years	0.24	0.67	0.25	0.27	0.30	0.14	0.26	0.20	0.22	0.22	0.19	0.20	0.15	0.12	0.13	0.25	
16-19 years	0.27	0.41	0.57	0.46	0.35	0.26	0.38	0.55	0.31	0.37	0.40	0.33	0.50	0.17	0.17	0.64	
20-34 years	0.22	0.26	0.26	0.29	0.24	0.13	0.28	0.20	0.30	0.27	0.21	0.17	0.19	0.13	0.14	0.22	
35-54 years	0.25	0.22	0.20	0.19	0.21	0.10	0.20	0.21	0.13	0.15	0.22	0.14	0.14	0.08	0.10	0.19	
55-64 years	0.31	0.24	0.34	0.25	0.31	0.13	0.25	0.21	0.27	0.21	0.40	0.21	0.30	0.17	0.21	0.25	
65+ years	0.41	0.20	0.24	0.29	0.25	0.14	0.26	0.21	0.23	0.40	0.28	0.19	0.25	0.16	0.17	0.28	
Unreported	1.32	0.74	0.46	1.34	0.53	0.22	0.60	0.55	0.55	0.57	0.46	0.54	0.38	0.35	0.35	0.98	
<b>TOTAL</b>	<b>0.11</b>	<b>0.17</b>	<b>0.12</b>	<b>0.13</b>	<b>0.14</b>	<b>0.07</b>	<b>0.12</b>	<b>0.11</b>	<b>0.10</b>	<b>0.11</b>	<b>0.12</b>	<b>0.08</b>	<b>0.09</b>	<b>0.06</b>	<b>0.07</b>	<b>0.12</b>	
% SOV	2.0%	2.5%	2.0%	1.6%	2.1%	1.0%	2.0%	1.9%	1.7%	1.9%	1.7%	1.3%	1.4%	0.8%	0.9%	1.0%	
% MOV	2.0%	2.9%	1.9%	1.8%	2.1%	1.0%	2.1%	1.9%	1.7%	2.0%	1.9%	1.5%	1.6%	1.1%	1.2%	1.9%	
% Amtrak			0.0%		0.0%	0.0%					0.1%	0.1%	0.1%	0.1%	0.1%	0.2%	
% Commuter Train			0.0%		0.0%	0.0%					0.1%	0.2%	0.2%	0.1%	0.1%	0.2%	
% Subway/El Rail	0.2%	0.1%				0.0%		0.3%	0.0%	0.1%	0.1%	0.1%	0.2%	0.7%	0.8%	1.3%	
% Other Public	0.2%	0.2%	0.2%	0.2%	0.1%	0.1%	0.4%	0.2%	0.6%	0.1%	0.1%	0.1%	0.3%	0.5%	0.6%	0.9%	
% Walk	1.1%	0.8%	0.9%	0.8%	0.8%	0.5%	1.3%	1.2%	0.8%	1.2%	1.2%	0.7%	0.9%	1.1%	1.2%	1.8%	
% Other	0.5%	0.6%	0.6%	0.5%	0.9%	0.4%	0.6%	1.1%	0.5%	0.7%	0.6%	0.5%	0.4%	0.4%	0.4%	0.8%	
% Unreported		0.1%	0.2%	0.0%		0.0%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.1%	0.1%	0.1%	0.1%	
<b>TOTAL</b>	<b>0.11</b>	<b>0.17</b>	<b>0.12</b>	<b>0.13</b>	<b>0.14</b>	<b>0.07</b>	<b>0.12</b>	<b>0.11</b>	<b>0.10</b>	<b>0.11</b>	<b>0.12</b>	<b>0.08</b>	<b>0.09</b>	<b>0.06</b>	<b>0.07</b>	<b>0.12</b>	
% Earn a Living	1.0%	1.3%	1.2%	1.0%	1.2%	0.6%	1.3%	1.0%	1.1%	1.2%	1.1%	1.0%	0.9%	0.7%	0.8%	1.3%	
% Family & Personal Business	1.5%	1.3%	1.7%	1.2%	1.4%	0.8%	1.7%	1.1%	1.5%	1.6%	1.6%	1.1%	1.1%	0.9%	1.0%	1.5%	
% Civic, Educational & Religious	0.9%	1.4%	0.8%	0.8%	0.8%	0.6%	0.9%	0.9%	0.9%	1.0%	1.1%	0.7%	0.6%	0.5%	0.6%	1.3%	
% Social & Recreational	1.3%	1.6%	1.5%	1.4%	1.4%	0.7%	1.3%	1.1%	1.3%	1.6%	1.4%	1.1%	1.1%	0.7%	0.8%	1.7%	
% Other	0.3%	0.3%	0.2%	0.2%	0.4%	0.1%	0.2%	0.3%	0.3%	0.5%	0.2%	0.3%	0.3%	0.2%	0.2%	0.4%	
% Unreported	0.1%	0.1%	0.2%	0.1%	0.1%	0.1%	0.2%	0.1%	0.2%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	
<b>TOTAL</b>	<b>0.11</b>	<b>0.17</b>	<b>0.12</b>	<b>0.13</b>	<b>0.14</b>	<b>0.07</b>	<b>0.12</b>	<b>0.11</b>	<b>0.10</b>	<b>0.11</b>	<b>0.12</b>	<b>0.08</b>	<b>0.09</b>	<b>0.06</b>	<b>0.07</b>	<b>0.12</b>	
Weekday	0.13	0.12	0.14	0.15	0.14	0.08	0.12	0.12	0.12	0.12	0.15	0.09	0.12	0.07	0.08	0.13	
Weekend	0.22	0.51	0.23	0.22	0.27	0.14	0.27	0.22	0.26	0.24	0.18	0.20	0.24	0.11	0.12	0.26	
<b>TOTAL</b>	<b>0.11</b>	<b>0.17</b>	<b>0.12</b>	<b>0.13</b>	<b>0.14</b>	<b>0.07</b>	<b>0.12</b>	<b>0.11</b>	<b>0.10</b>	<b>0.11</b>	<b>0.12</b>	<b>0.08</b>	<b>0.09</b>	<b>0.06</b>	<b>0.07</b>	<b>0.12</b>	
% 1-9 min	1.3%	1.6%	1.4%	1.2%	1.7%	0.7%	1.6%	1.1%	1.2%	1.5%	1.8%	1.2%	1.3%	0.8%	0.9%	1.7%	
% 10-19 min	1.3%	1.2%	1.6%	1.4%	1.4%	0.6%	1.5%	1.3%	1.1%	1.4%	1.6%	1.0%	1.0%	0.8%	1.0%	1.3%	
% 20-29 min	0.8%	0.9%	1.3%	0.8%	0.9%	0.6%	1.1%	0.9%	0.6%	0.9%	0.7%	0.7%	0.6%	0.5%	0.5%	0.7%	
% 30-39 min	0.7%	0.7%	0.7%	0.9%	0.7%	0.4%	0.8%	0.6%	0.8%	0.8%	0.8%	0.6%	0.8%	0.5%	0.5%	0.9%	
% 40-49 min	0.4%	0.5%	0.7%	0.4%	0.3%	0.3%	0.4%	0.5%	0.4%	0.6%	0.5%	0.4%	0.3%	0.3%	0.4%	0.6%	
% 50+ min	0.5%	0.6%	0.7%	0.6%	0.8%	0.4%	0.5%	0.5%	0.8%	0.7%	0.8%	0.6%	0.8%	0.5%	0.7%	0.8%	
% Unreported	0.4%	0.3%	0.3%	0.4%	0.6%	0.3%	0.4%	0.4%	0.3%	0.5%	0.5%	0.3%	0.3%	0.4%	0.4%	0.7%	
<b>TOTAL</b>	<b>0.11</b>	<b>0.17</b>	<b>0.12</b>	<b>0.13</b>	<b>0.14</b>	<b>0.07</b>	<b>0.12</b>	<b>0.11</b>	<b>0.10</b>	<b>0.11</b>	<b>0.12</b>	<b>0.08</b>	<b>0.09</b>	<b>0.06</b>	<b>0.07</b>	<b>0.12</b>	
% 5 or less miles	1.9%	1.4%	1.8%	1.7%	1.7%	0.8%	1.9%	1.5%	1.3%	1.8%	2.0%	1.3%	1.2%	0.9%	1.2%	1.6%	
% 6-10 miles	1.1%	1.2%	1.3%	1.1%	1.4%	0.6%	1.5%	0.9%	0.9%	1.2%	1.3%	0.8%	0.7%	0.5%	0.6%	0.8%	
% 11-15 miles	0.8%	1.1%	1.0%	0.7%	0.8%	0.5%	0.8%	0.7%	0.8%	0.9%	0.8%	0.5%	0.5%	0.4%	0.5%	0.5%	
% 16-20 miles	0.6%	0.6%	0.7%	0.5%	0.5%	0.4%	0.4%	0.4%	0.5%	0.7%	0.6%	0.4%	0.5%	0.2%	0.3%	0.4%	
% 21-30 miles	0.3%	0.5%	0.6%	0.5%	0.5%	0.3%	0.4%	0.5%	0.5%	0.6%	0.5%	0.5%	0.6%	0.2%	0.2%	0.3%	
% 31 or more miles	0.4%	0.6%	0.7%	0.6%	0.8%	0.3%	0.4%	0.4%	0.5%	0.7%	0.8%	0.5%	0.5%	0.2%	0.2%	0.4%	
% Unreported	0.5%	0.5%	0.2%	0.8%	0.1%	0.2%	0.4%	0.5%	0.3%	0.3%	0.6%	0.4%	0.6%	0.7%	0.9%	0.9%	



Chapter 6: Table 3  
 Comparison of Travel Patterns Among NY State MPOs  
 2001 NHTS  
 STANDARD ERRORS

	Not in MSA	< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3+ million		NY Metro					
	Ithaca	Elmira	Glens Falls	Bingham- ton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough- keepsie	NY Metro			Sub of 5 Counties		
												Nassau/ Suffolk	Putnam/ Rockland/ Westchester	Five Counties	4 Counties	Manhattan	
<b>Daily PMT per Person</b>																	
<b>TOTAL</b>	2.51	2.61	2.72	3.01	2.62	1.16	2.40	1.84	2.64	2.66	3.01	1.89	1.91	2.31	2.56	6.09	
% SOV	2.8%	4.0%	3.5%	3.3%	4.1%	1.8%	3.5%	3.3%	3.8%	2.4%	3.4%	3.0%	2.6%	2.5%	3.5%	2.6%	
% MOV	3.7%	4.1%	3.4%	3.7%	4.1%	2.3%	3.9%	3.5%	4.2%	3.0%	3.9%	3.7%	3.1%	3.8%	5.2%	5.8%	
% Amtrak			0.0%		2.1%	0.3%					0.5%	0.2%	0.4%	0.4%	0.4%	1.0%	
% Commuter Train			0.0%			0.0%				0.3%	0.3%	0.8%	0.7%	0.2%	0.3%	0.2%	
% Subway/EI Rail	0.1%	0.8%				0.0%		0.2%	0.0%	0.2%	0.1%	0.3%	0.4%	1.9%	2.6%	2.6%	
% Other Public	0.2%	0.0%	0.1%	0.4%	0.1%	0.2%	0.3%	0.1%	0.5%	0.3%	0.1%	0.2%	0.2%	0.9%	1.2%	1.1%	
% Walk	0.2%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.2%	0.1%	0.1%	0.2%	0.2%	0.2%	0.5%	0.6%	1.0%	
% Other	3.3%	0.9%	2.5%	1.4%	2.2%	2.2%	2.7%	3.1%	5.8%	2.3%	3.7%	2.5%	2.2%	8.4%	11.8%	11.1%	
% Unreported		0.0%	0.3%				0.0%	0.1%				0.2%	2.6%	0.9%	0.1%	3.2%	
<b>TOTAL</b>	2.51	2.61	2.72	3.01	2.62	1.16	2.40	1.84	2.64	2.66	3.01	1.89	1.91	2.31	2.56	6.09	
% Earn a Living	3.2%	2.8%	2.6%	1.9%	4.7%	1.8%	3.6%	2.3%	2.4%	2.4%	2.8%	2.5%	2.2%	7.3%	9.1%	4.2%	
% Family & Personal Business	3.3%	2.7%	3.1%	3.2%	3.2%	1.9%	2.8%	2.7%	3.3%	1.8%	3.3%	1.8%	2.6%	2.9%	4.3%	3.6%	
% Civic, Educational & Religious	1.7%	1.8%	1.0%	0.9%	1.6%	0.5%	0.8%	0.9%	1.4%	0.7%	1.0%	0.6%	0.8%	0.8%	1.2%	1.0%	
% Social & Recreational	3.0%	4.0%	3.7%	2.9%	3.1%	1.9%	4.1%	2.9%	4.6%	2.8%	5.4%	2.4%	2.7%	4.1%	3.6%	11.4%	
% Other	2.0%	0.3%	0.8%	0.2%	0.3%	0.6%	0.2%	3.1%	1.3%	1.4%	0.3%	0.4%	0.9%	3.4%	2.3%	10.4%	
% Unreported	0.1%	0.2%	0.3%	0.0%	0.2%	1.1%	0.2%	0.0%	0.8%	2.3%	0.0%	0.1%	0.1%	2.6%	0.1%	9.2%	
<b>Average Person Trip Length</b>																	
<b>TOTAL</b>	0.60	0.68	0.63	0.73	0.64	0.28	0.64	0.48	0.66	0.64	0.87	0.54	0.46	0.76	0.87	1.74	

Chapter 6: Table 4  
 Comparison of Travel Patterns Among NY State MPOs  
 2009 NHTS  
 STANDARD ERRORS

	Not in MSA		< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3+ million						
	Ithaca	Kingston	Elmira	Glens Falls	Bingham-ton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough-keepsie	NY Metro			Sub of 5 Counties	
													Nassau/Suffolk	Putnam/Rockland/Westchester	Five Counties	4 Counties	Manhattan
<b>Distribution of Zero-Vehicle Households by Household Income</b>																	
<b>ALL</b>	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
< \$10,000	11.3%	12.7%	8.9%	9.6%	9.3%	7.8%	7.0%	7.6%	8.0%	9.7%	7.8%	10.4%	10.2%	8.7%	1.9%	2.5%	2.4%
\$10 to \$20,000	7.5%	12.6%	7.6%	10.6%	11.0%	7.9%	7.0%	9.6%	11.9%	7.1%	10.7%	9.7%	7.4%	7.1%	2.2%	3.1%	2.3%
\$20 to \$30,000	3.4%	3.5%	6.3%	7.8%	7.6%	4.2%	4.9%	8.6%	3.5%	2.9%	5.0%	7.9%	7.2%	2.8%	1.4%	1.8%	2.3%
\$30 to \$40,000	7.7%					1.5%	1.0%	8.1%	3.4%	1.0%	3.3%	4.6%	3.6%	6.7%	2.3%	3.3%	1.7%
\$40 to \$50,000				3.6%		2.7%	1.0%		5.6%	2.2%			0.5%	5.0%	1.5%	1.8%	2.5%
\$50 to \$60,000															0.9%	1.1%	1.9%
\$60 to \$70,000	3.9%						0.5%			2.4%					1.1%	1.6%	0.9%
\$70 to \$80,000										2.8%					0.7%	0.8%	1.4%
\$80 to \$100,000														0.1%	1.2%	1.3%	2.7%
\$100,000+					1.1%	1.2%	0.8%			0.3%	0.7%		4.4%		1.2%	0.9%	3.2%
Unreported	1.8%	8.2%	9.3%	10.9%	6.9%	3.2%	4.5%	6.0%	5.4%	6.3%	9.6%	7.6%	8.7%	3.1%	1.5%	1.9%	2.2%
<b>Zero-Vehicle Households - Daily Person Trips per Person</b>																	
<b>TOTAL</b>	0.41	0.37	0.33	0.33	0.41	0.34	0.26	0.41	0.34	0.52	0.42	0.67	0.43	0.35	0.10	0.12	0.19
% Private	4.8%	18.3%	5.8%	7.4%	6.5%	7.2%	6.2%	5.3%	9.3%	16.2%	4.9%	12.4%	10.4%	6.1%	1.4%	1.8%	1.9%
% Public	7.3%	10.0%	5.5%	1.9%	4.9%	6.2%	8.5%	6.1%	7.5%	10.9%	3.1%	3.2%	11.3%	3.1%	1.7%	2.1%	2.7%
% Walk	4.8%	13.5%	10.2%	7.5%	6.9%	12.1%	6.4%	8.5%	6.3%	15.3%	9.3%	13.9%	8.6%	4.6%	2.2%	3.1%	3.1%
% Other	3.1%	8.1%	4.4%	4.3%	7.4%	6.0%	2.5%	9.8%	6.4%	10.3%	8.1%	3.5%	8.4%	3.1%	1.1%	1.5%	1.4%
% Unreported	0.2%					3.9%		5.7%					3.9%		0.1%	0.1%	
<b>TOTAL</b>	0.41	0.37	0.33	0.33	0.41	0.34	0.26	0.41	0.34	0.52	0.42	0.67	0.43	0.35	0.10	0.12	0.19
< \$10,000	0.25	0.53	0.52	0.40	0.95	0.65	0.45	1.55	0.49	0.60	0.54	0.44	1.12	0.74	0.24	0.26	0.56
\$10 to \$20,000	0.72	0.31	0.40	0.38	0.46	1.14	0.32	0.68	0.51	2.46	0.50	0.91	1.20	0.37	0.25	0.29	0.33
\$20 to \$30,000	0.43		0.50	0.48	0.58	0.17	0.69	0.64	0.53	0.62	0.11	10.86	0.10	0.60	0.34	0.34	1.48
\$30 to \$40,000	0.51					0.07	0.24	0.66			0.09	0.09	0.24	0.65	0.15	0.18	0.51
\$40 to \$50,000							0.44		3.34	7.96			3.98	1.11	0.86	0.95	0.76
\$50 to \$60,000													0.36		0.55	0.48	0.89
\$60 to \$70,000															0.82	0.95	0.43
\$70 to \$80,000									2.44						0.48	0.69	0.45
\$80 to \$100,000															0.53	0.62	0.64
\$100,000+							3.39				1.17		1.23		0.31	0.57	0.35
Unreported	0.68	0.55	1.37		1.36	0.73	0.51	1.94	0.84	0.61	1.58	0.66	0.91	0.56	0.26	0.28	0.53
<b>Zero-Vehicle Households - Daily PMT per Person</b>																	
<b>TOTAL</b>	8.58	3.91	1.10	7.98	3.73	1.57	5.16	1.44	1.02	1.91	6.72	1.46	2.56	0.86	0.91	1.01	2.21
% Private	21.2%	20.0%	15.1%	11.8%	13.2%	9.0%	29.3%	9.2%	12.1%	17.0%	27.9%	16.0%	8.6%	6.8%	4.6%	4.4%	9.5%
% Public	20.1%	6.6%	8.6%	4.2%	8.7%	12.6%	28.0%	17.4%	16.8%	9.6%	24.1%	9.5%	23.6%	9.3%	6.1%	7.3%	10.1%
% Walk	3.2%	11.8%	7.9%	1.5%	0.9%	11.9%	2.8%	10.8%	2.9%	5.5%	1.4%	8.6%	3.4%	3.4%	1.7%	1.9%	3.2%
% Other	1.7%	6.0%	12.5%	7.0%	8.9%	8.3%	0.5%	11.8%	10.3%	6.4%	4.8%	5.0%	5.3%	7.5%	2.9%	4.2%	2.7%
% Unreported	0.3%					6.0%		13.5%					21.6%		0.1%	0.1%	
<b>TOTAL</b>	8.58	3.91	1.10	7.98	3.73	1.57	5.16	1.44	1.02	1.91	6.72	1.46	2.56	0.86	0.91	1.01	2.21
< \$10,000	7.16	6.44	1.42	19.55	1.79	3.57	19.68	0.82	1.83	2.87	2.32	1.84	1.54	1.02	1.00	1.17	0.94
\$10 to \$20,000	8.23	1.36	1.83	0.97	7.35	3.00	10.88	3.82	1.50	5.96	11.07	3.82	1.34	1.66	0.84	0.96	1.98
\$20 to \$30,000	1.52		0.61	2.18	0.81	0.25	3.08	0.60	4.03	11.36	8.90	7.52	0.78	5.65	3.85	4.78	3.70
\$30 to \$40,000	46.07					0.18	11.36	3.17			2.58	1.49	1.18	1.20	1.99	2.23	2.16
\$40 to \$50,000							0.73		5.20	13.93			15.92	17.55	3.11	2.94	3.46
\$50 to \$60,000													0.63		1.73	2.12	1.44
\$60 to \$70,000															2.66	2.93	1.95
\$70 to \$80,000									18.84						3.39	2.32	3.43
\$80 to \$100,000															4.01	7.50	2.27
\$100,000+							2.69				3.76		29.94		6.39	23.62	6.50
Unreported	6.95	2.55	0.26		5.34	5.52	4.09	2.78	0.88	0.82	37.51	0.96	2.02	3.43	0.81	0.99	1.94

Chapter 6: Table 4  
 Comparison of Travel Patterns Among NY State MPOs  
 2001 NHTS  
 STANDARD ERRORS

	Not in MSA	< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3+ million		NY Metro					
		Ithaca	Elmira	Glens Falls	Bingham- ton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough- keepsie	NY Metro			Sub of 5 Counties	
													Nassau/ Suffolk	Putnam/ Rockland/ Westchester	Five Counties	4 Counties	Manhattan
<b>Distribution of Zero-Vehicle Households by Household Income</b>																	
ALL	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
< \$10,000	7.7%	9.8%	12.6%	6.6%	10.1%	4.8%	9.2%	9.4%	11.2%	9.9%	10.9%	7.2%	7.9%	1.5%	2.0%	2.1%	
\$10 to \$20,000	8.9%	10.2%	9.7%	8.7%	8.8%	3.4%	7.2%	8.6%	9.7%	12.8%	8.1%	9.3%	6.5%	1.7%	2.1%	1.9%	
\$20 to \$30,000	6.4%	1.6%	10.4%	4.8%	10.3%	4.7%	7.9%	4.6%	9.3%	9.4%	10.7%	10.4%	3.7%	1.2%	1.7%	1.6%	
\$30 to \$40,000	6.3%	2.5%	10.0%	1.7%	0.9%	3.2%	5.7%	4.3%	3.5%		8.9%	5.5%	6.6%	1.3%	1.7%	1.9%	
\$40 to \$50,000		2.3%										2.1%	2.6%	0.6%	0.7%	1.0%	
\$50 to \$60,000	2.3%	0.7%		1.8%		1.1%					5.1%	2.0%	1.6%	1.0%	1.0%	2.1%	
\$60 to \$70,000	2.3%			1.2%								1.2%	2.4%	0.8%	0.5%	1.8%	
\$70 to \$80,000	2.1%								0.7%		2.4%		0.7%	0.7%	0.8%	1.2%	
\$80 to \$100,000	3.9%								1.0%			0.9%	0.3%	0.6%	0.4%	1.5%	
\$100,000+						2.6%						2.8%	1.7%	1.1%	0.9%	2.7%	
Unreported	3.7%	7.2%	8.9%	6.0%	7.0%	4.1%	5.1%	5.2%		11.9%	3.3%	8.4%	7.5%	1.3%	1.7%	2.3%	
<b>Zero-Vehicle Households - Daily Person Trips per Person</b>																	
TOTAL	0.51	0.52	0.55	0.43	0.61	0.21	0.34	0.41	0.47	0.70	0.45	0.30	0.27	0.09	0.11	0.16	
% Private	10.2%	9.2%	15.7%	10.6%	13.4%	4.8%	5.6%	10.2%	9.9%	17.5%	12.7%	10.1%	6.6%	1.2%	1.7%	1.7%	
% Public	2.4%	5.1%	11.5%	5.4%	4.2%	3.5%	5.2%	5.3%	8.9%	5.5%	2.8%	1.5%	5.7%	1.3%	1.8%	1.9%	
% Walk	10.7%	9.5%	18.4%	9.1%	9.8%	5.0%	7.6%	7.9%	6.9%	14.7%	11.0%	10.6%	6.0%	1.6%	2.1%	2.2%	
% Other	1.8%	2.6%	3.2%	5.2%		2.4%	4.7%	14.0%	3.7%	7.3%	5.0%	8.6%	2.3%	0.8%	1.1%	1.2%	
% Unreported													0.8%	0.1%	0.2%	0.1%	
TOTAL	0.51	0.52	0.55	0.43	0.61	0.21	0.34	0.41	0.47	0.70	0.45	0.30	0.27	0.09	0.11	0.16	
< \$10,000	1.59	0.57	0.96	1.60	0.40	0.65	0.47	1.35	0.61	1.13	0.51	0.59	0.91	0.21	0.24	0.41	
\$10 to \$20,000	0.53	0.86	1.72	0.49	1.34	0.39	0.68	0.72	0.88	1.25	1.12	0.56	0.45	0.20	0.20	0.65	
\$20 to \$30,000	1.10	2.12	2.18	0.72	0.97	0.61	0.62	1.26	0.45	0.87	0.82	0.16	1.63	0.29	0.33	0.39	
\$30 to \$40,000	0.76	4.97	-	3.08	1.99	0.73	0.71	0.52	2.98		2.01	0.90	0.49	0.19	0.17	0.58	
\$40 to \$50,000												2.98	3.73	0.60	0.88	0.90	
\$50 to \$60,000	0.67	2.85		2.98		1.14					1.99	4.47	3.98	0.17	0.20	0.35	
\$60 to \$70,000	2.43			1.99									0.76	0.64	1.02	0.60	
\$70 to \$80,000	4.97							4.68			1.94		3.98	1.55	1.85	1.89	
\$80 to \$100,000	2.98							4.71				5.76	1.17	0.47	0.91	0.53	
\$100,000+						0.65						6.96	1.58	0.24	0.60	0.26	
Unreported	1.35	0.43	1.16	0.43	0.26	0.55	1.24	0.23		0.77	1.50	0.54	0.57	0.28	0.35	0.61	
<b>Zero-Vehicle Households - Daily PMT per Person</b>																	
TOTAL	2.75	1.57	10.04	2.53	5.13	1.61	2.07	1.87	2.67	8.71	16.82	1.14	2.17	4.79	6.43	4.92	
% Private	13.4%	12.7%	36.0%	20.0%	24.7%	9.7%	10.4%	16.0%	22.9%	33.2%	8.8%	13.8%	13.9%	6.5%	8.3%	8.3%	
% Public	11.3%	4.0%	23.6%	11.2%	13.5%	8.6%	7.6%	5.3%	27.2%	12.1%	0.1%	1.7%	17.3%	11.4%	19.8%	8.8%	
% Walk	5.6%	9.3%	12.1%	6.9%	11.5%	1.9%	1.9%	4.0%	2.2%	5.7%	2.1%	7.8%	4.3%	1.8%	2.9%	2.4%	
% Other	1.5%	3.8%	0.8%	6.1%		2.5%	7.9%	13.3%	2.9%	18.6%	6.8%	13.3%	2.9%	19.2%	30.5%	17.8%	
% Unreported														0.1%	0.1%	0.0%	
TOTAL	2.75	1.57	10.04	2.53	5.13	1.61	2.07	1.87	2.67	8.71	16.82	1.14	2.17	4.79	6.43	4.92	
< \$10,000	4.42	2.50	4.10	3.52	23.68	2.63	4.67	0.61	3.76	11.52	11.99	1.88	4.62	2.51	2.97	4.63	
\$10 to \$20,000	1.63	3.81	0.45	5.23	6.12	2.18	7.27	2.42	3.44	2.26	61.25	3.06	0.68	1.79	1.78	6.05	
\$20 to \$30,000	8.46	10.23	1.08	6.68	4.51	6.85	2.14	2.07	2.13	13.06	6.36	0.98	14.26	1.52	1.76	2.89	
\$30 to \$40,000	1.21	2.98	79.79	1.37	9.95	3.14	6.01	50.57	11.94		10.15	12.27	1.58	5.94	7.40	2.14	
\$40 to \$50,000												0.99	83.27	4.49	6.98	2.95	
\$50 to \$60,000	20.22	19.66		7.63		5.93					5.97	11.05		2.11	2.63	3.68	
\$60 to \$70,000	1.60												1.55	5.50	10.53	2.27	
\$70 to \$80,000	9.95							25.99			106.54			23.04	2.41	85.41	
\$80 to \$100,000						7.31		6.65				12.65	23.44	5.16	4.65	9.51	
\$100,000+												10.78	36.94	51.51	183.78	18.19	
Unreported	0.67	0.65	5.12	6.15	3.40	0.63	1.93	1.82		35.55	0.55	1.39	3.24	1.22	1.12	4.33	

Chapter 6: Table 5  
 Comparison of Travel Patterns Among NY State MPOs  
 2009 NHTS  
 STANDARD ERRORS

	Not in MSA		< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3+ million							
	Ithaca	Kingston	Elmira	Glens Falls	Bingham- ton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough- keepsie	NY Metro					
													Nassau/ Suffolk	Putnam/ Rockland/ Westchester	Five Counties	Sub of 5 Counties		
<b>Daily Vehicle Trips per Driver</b>																		
<b>TOTAL</b>	<b>0.12</b>	<b>0.11</b>	<b>0.10</b>	<b>0.14</b>	<b>0.11</b>	<b>0.12</b>	<b>0.08</b>	<b>0.11</b>	<b>0.12</b>	<b>0.13</b>	<b>0.09</b>	<b>0.11</b>	<b>0.09</b>	<b>0.12</b>	<b>0.07</b>	<b>0.09</b>	<b>0.10</b>	
% Earn a Living	2.6%	1.6%	1.5%	1.8%	1.5%	1.8%	1.2%	1.5%	1.9%	1.3%	1.4%	1.8%	1.2%	1.6%	1.8%	1.9%	4.6%	
% Family & Personal Business	3.0%	1.9%	1.7%	1.8%	2.2%	1.6%	1.3%	1.6%	1.6%	1.5%	1.5%	1.7%	1.4%	2.1%	2.2%	2.3%	5.0%	
% Civic, Educational & Religious	1.0%	0.6%	0.8%	0.5%	1.0%	1.1%	0.6%	0.8%	0.8%	0.7%	0.5%	0.6%	0.6%	1.0%	0.7%	0.7%	0.7%	
% Social & Recreational	2.5%	1.1%	1.1%	1.8%	1.6%	1.4%	0.8%	1.5%	1.4%	1.2%	1.1%	1.3%	1.2%	0.9%	2.5%	2.7%	4.1%	
% Other	1.0%	0.1%	0.1%	0.1%	0.2%	0.0%	0.1%	0.1%	0.1%	0.1%	0.2%	0.4%	0.2%	0.1%	0.1%	0.1%	0.4%	
% Unreported	1.2%	0.1%	0.2%	0.3%	0.2%	0.3%	0.2%	0.3%	0.3%	0.1%	0.4%	0.3%	0.2%	0.3%	0.4%	0.5%	1.1%	
<b>TOTAL</b>	<b>0.12</b>	<b>0.11</b>	<b>0.10</b>	<b>0.14</b>	<b>0.11</b>	<b>0.12</b>	<b>0.08</b>	<b>0.11</b>	<b>0.12</b>	<b>0.13</b>	<b>0.09</b>	<b>0.11</b>	<b>0.09</b>	<b>0.12</b>	<b>0.07</b>	<b>0.09</b>	<b>0.10</b>	
Weekday	0.16	0.12	0.13	0.15	0.12	0.12	0.09	0.12	0.14	0.13	0.11	0.14	0.11	0.10	0.08	0.10	0.11	
Weekend	0.20	0.22	0.21	0.24	0.21	0.25	0.14	0.18	0.20	0.19	0.15	0.12	0.14	0.27	0.15	0.18	0.24	
<b>TOTAL</b>	<b>0.12</b>	<b>0.11</b>	<b>0.10</b>	<b>0.14</b>	<b>0.11</b>	<b>0.12</b>	<b>0.08</b>	<b>0.11</b>	<b>0.12</b>	<b>0.13</b>	<b>0.09</b>	<b>0.11</b>	<b>0.09</b>	<b>0.12</b>	<b>0.07</b>	<b>0.09</b>	<b>0.10</b>	
% 1-9 min	2.8%	1.8%	1.8%	1.6%	1.7%	1.9%	1.2%	1.3%	1.5%	1.5%	1.9%	1.7%	1.3%	1.4%	2.0%	2.3%	2.7%	
% 10-19 min	2.3%	1.5%	1.6%	1.7%	1.6%	1.7%	1.1%	1.7%	1.5%	1.2%	1.6%	1.4%	1.3%	1.1%	1.3%	1.4%	5.1%	
% 20-29 min	1.6%	1.0%	1.1%	1.2%	1.1%	1.1%	0.8%	1.0%	1.2%	1.1%	0.9%	0.9%	0.8%	1.1%	1.5%	1.6%	4.5%	
% 30-39 min	1.5%	1.3%	0.8%	0.8%	0.8%	1.3%	0.8%	0.6%	0.9%	0.8%	1.0%	0.9%	0.8%	0.7%	1.2%	1.0%	6.5%	
% 40-49 min	0.4%	0.6%	0.3%	0.9%	0.5%	0.4%	0.3%	0.4%	0.4%	0.4%	0.7%	0.6%	0.4%	0.5%	0.8%	0.8%	2.1%	
% 50+ min	0.7%	0.6%	0.5%	0.6%	0.5%	0.5%	0.4%	0.4%	0.5%	0.5%	1.0%	0.8%	0.5%	0.6%	1.0%	0.9%	5.1%	
% Unreported	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.1%	0.0%	0.1%	0.2%	0.4%	0.3%	2.0%	
<b>TOTAL</b>	<b>0.12</b>	<b>0.11</b>	<b>0.10</b>	<b>0.14</b>	<b>0.11</b>	<b>0.12</b>	<b>0.08</b>	<b>0.11</b>	<b>0.12</b>	<b>0.13</b>	<b>0.09</b>	<b>0.11</b>	<b>0.09</b>	<b>0.12</b>	<b>0.07</b>	<b>0.09</b>	<b>0.10</b>	
% 5 or less miles	2.7%	2.0%	1.6%	1.7%	1.6%	2.3%	1.2%	1.2%	1.6%	1.5%	1.9%	1.6%	1.3%	1.6%	2.6%	2.7%	7.0%	
% 6-10 miles	2.9%	1.2%	1.5%	1.5%	1.2%	1.6%	0.8%	1.3%	0.9%	1.1%	1.2%	1.4%	1.0%	1.1%	1.5%	1.5%	6.0%	
% 11-15 miles	1.3%	0.9%	0.7%	1.1%	1.0%	0.8%	0.7%	1.0%	0.8%	0.9%	0.8%	0.9%	0.6%	0.5%	0.9%	0.9%	4.2%	
% 16-20 miles	0.5%	0.9%	0.4%	0.6%	0.9%	1.2%	0.6%	0.5%	0.8%	0.6%	0.8%	0.5%	0.9%	0.5%	0.7%	0.7%	2.2%	
% 21-30 miles	0.4%	0.8%	0.5%	0.9%	0.8%	0.8%	0.4%	0.5%	0.5%	0.5%	0.7%	0.6%	0.5%	0.6%	0.4%	0.4%	2.0%	
% 31 or more miles	0.7%	0.6%	0.6%	0.8%	0.5%	0.5%	0.4%	0.5%	0.4%	0.6%	1.0%	0.6%	0.6%	0.7%	0.7%	0.7%	3.3%	
% Unreported	0.6%	0.4%	0.1%	0.6%	0.1%	0.3%	0.1%	0.2%	0.8%	0.4%	0.4%	0.7%	0.4%	0.9%	1.7%	1.9%	3.1%	
<b>Daily VMT per Driver</b>																		
<b>TOTAL</b>	<b>1.67</b>	<b>1.52</b>	<b>1.33</b>	<b>1.77</b>	<b>1.33</b>	<b>1.48</b>	<b>1.09</b>	<b>1.74</b>	<b>1.27</b>	<b>3.89</b>	<b>1.92</b>	<b>1.82</b>	<b>1.30</b>	<b>1.14</b>	<b>0.86</b>	<b>1.03</b>	<b>1.74</b>	
% Earn a Living	4.6%	2.3%	2.4%	3.0%	2.5%	2.0%	1.7%	4.1%	3.3%	5.0%	2.7%	3.3%	2.5%	2.8%	3.4%	4.2%	7.0%	
% Family & Personal Business	4.4%	2.5%	3.0%	2.2%	2.9%	2.2%	1.5%	2.8%	2.3%	4.7%	2.0%	3.4%	2.4%	2.2%	4.5%	5.9%	4.5%	
% Civic, Educational & Religious	1.2%	0.9%	1.1%	0.4%	0.9%	1.0%	0.6%	1.1%	1.4%	0.7%	0.5%	0.6%	0.9%	1.4%	0.7%	0.9%	0.9%	
% Social & Recreational	4.5%	2.3%	3.5%	2.6%	1.9%	2.3%	2.3%	4.9%	3.5%	3.7%	2.4%	3.8%	2.9%	2.4%	7.4%	9.7%	7.7%	
% Other	1.3%	0.1%	0.1%	1.2%	0.7%	0.0%	0.2%	0.1%	0.1%	0.2%	0.2%	0.5%	0.2%	0.2%	0.2%	0.1%	0.7%	
% Unreported	1.6%	0.8%	0.5%	0.9%	1.0%	1.2%	1.4%	0.3%	0.6%	12.5%	0.5%	1.9%	0.7%	0.8%	0.5%	0.4%	2.1%	
<b>Average Vehicle Trip Length</b>																		
<b>TOTAL</b>	<b>0.66</b>	<b>0.49</b>	<b>0.42</b>	<b>0.50</b>	<b>0.43</b>	<b>0.42</b>	<b>0.35</b>	<b>0.57</b>	<b>0.35</b>	<b>1.21</b>	<b>0.60</b>	<b>0.72</b>	<b>0.38</b>	<b>0.34</b>	<b>0.83</b>	<b>0.85</b>	<b>2.96</b>	
<b>Average Time Driving a POV (persons who drove on travel day only)</b>																		
<b>TOTAL</b>	<b>7.58</b>	<b>2.15</b>	<b>2.68</b>	<b>2.26</b>	<b>2.00</b>	<b>2.56</b>	<b>2.05</b>	<b>2.35</b>	<b>2.34</b>	<b>2.13</b>	<b>3.20</b>	<b>3.46</b>	<b>2.50</b>	<b>2.41</b>	<b>4.40</b>	<b>4.71</b>	<b>13.18</b>	

Chapter 6: Table 5  
 Comparison of Travel Patterns Among NY State MPOs  
 2001 NHTS  
 STANDARD ERRORS

	Not in MSA	< 250,000			250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3+ million						
	Ithaca	Elmira	Glens Falls	Bingham- ton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough- keepsie	NY Metro			Sub of 5 Counties		
												Nassau/ Suffolk	Putnam/ Rockland/ Westchester	Five Counties	4 Counties	Manhattan	
<b>Daily Vehicle Trips per Driver</b>																	
<b>TOTAL</b>	<b>0.11</b>	<b>0.11</b>	<b>0.10</b>	<b>0.12</b>	<b>0.13</b>	<b>0.05</b>	<b>0.12</b>	<b>0.12</b>	<b>0.10</b>	<b>0.10</b>	<b>0.14</b>	<b>0.08</b>	<b>0.10</b>	<b>0.06</b>	<b>0.07</b>	<b>0.13</b>	
% Earn a Living	1.6%	1.4%	1.6%	1.4%	1.6%	0.7%	1.6%	1.5%	1.3%	1.5%	1.6%	1.2%	1.2%	1.3%	1.4%	4.6%	
% Family & Personal Business	1.9%	1.3%	1.9%	1.4%	1.6%	0.9%	1.7%	1.4%	1.6%	1.5%	1.6%	1.2%	1.4%	1.4%	1.5%	3.3%	
% Civic, Educational & Religious	1.0%	0.6%	0.5%	0.6%	0.5%	0.4%	0.7%	0.7%	0.7%	0.4%	0.6%	0.4%	0.5%	0.6%	0.6%	0.1%	
% Social & Recreational	1.1%	1.0%	1.4%	1.2%	1.4%	0.6%	1.1%	0.9%	1.1%	1.3%	1.2%	0.9%	1.0%	1.1%	1.1%	3.8%	
% Other	0.2%	0.1%	0.2%	0.1%	0.2%	0.1%	0.1%	0.2%	0.1%	0.2%	0.3%	0.2%	0.1%	0.2%	0.2%	0.5%	
% Unreported	0.1%	0.1%	0.2%	0.1%	0.1%	0.1%	0.1%	0.0%	0.0%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	
<b>TOTAL</b>	<b>0.11</b>	<b>0.11</b>	<b>0.10</b>	<b>0.12</b>	<b>0.13</b>	<b>0.05</b>	<b>0.12</b>	<b>0.12</b>	<b>0.10</b>	<b>0.10</b>	<b>0.14</b>	<b>0.08</b>	<b>0.10</b>	<b>0.06</b>	<b>0.07</b>	<b>0.13</b>	
Weekday	0.13	0.11	0.13	0.14	0.15	0.07	0.13	0.13	0.12	0.13	0.17	0.09	0.12	0.08	0.09	0.11	
Weekend	0.20	0.26	0.17	0.21	0.23	0.12	0.24	0.26	0.21	0.17	0.21	0.14	0.19	0.11	0.12	0.24	
<b>TOTAL</b>	<b>0.11</b>	<b>0.11</b>	<b>0.10</b>	<b>0.12</b>	<b>0.13</b>	<b>0.05</b>	<b>0.12</b>	<b>0.12</b>	<b>0.10</b>	<b>0.10</b>	<b>0.14</b>	<b>0.08</b>	<b>0.10</b>	<b>0.06</b>	<b>0.07</b>	<b>0.13</b>	
% 1-9 min	1.3%	1.5%	1.8%	1.3%	1.5%	0.8%	1.6%	1.2%	1.3%	1.4%	1.7%	1.3%	1.4%	1.3%	1.4%	3.9%	
% 10-19 min	1.6%	1.3%	1.7%	1.4%	1.4%	0.7%	1.4%	1.2%	1.0%	1.5%	1.7%	1.2%	1.2%	1.0%	1.6%	4.8%	
% 20-29 min	0.9%	0.9%	1.2%	0.9%	0.9%	0.6%	1.1%	0.9%	0.6%	1.0%	0.9%	0.7%	0.8%	0.8%	0.8%	2.7%	
% 30-39 min	0.8%	0.7%	0.7%	0.8%	0.8%	0.4%	0.8%	0.6%	0.7%	0.8%	0.9%	0.6%	0.7%	0.8%	0.9%	2.5%	
% 40-49 min	0.3%	0.4%	0.5%	0.4%	0.3%	0.3%	0.4%	0.5%	0.3%	0.5%	0.5%	0.4%	0.4%	0.6%	0.6%	1.5%	
% 50+ min	0.5%	0.6%	0.7%	0.6%	0.7%	0.4%	0.5%	0.4%	0.4%	0.8%	0.7%	0.6%	0.7%	0.7%	0.7%	3.0%	
% Unreported	0.1%	0.2%	0.2%	0.2%	0.2%	0.1%	0.2%	0.2%	0.2%	0.3%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	
<b>TOTAL</b>	<b>0.11</b>	<b>0.11</b>	<b>0.10</b>	<b>0.12</b>	<b>0.13</b>	<b>0.05</b>	<b>0.12</b>	<b>0.12</b>	<b>0.10</b>	<b>0.10</b>	<b>0.14</b>	<b>0.08</b>	<b>0.10</b>	<b>0.06</b>	<b>0.07</b>	<b>0.13</b>	
% 5 or less miles	2.0%	1.6%	1.8%	1.7%	1.5%	0.8%	1.9%	1.2%	1.4%	1.5%	1.9%	1.4%	1.4%	1.7%	1.9%	3.4%	
% 6-10 miles	1.3%	1.2%	1.3%	1.2%	1.2%	0.7%	1.4%	0.9%	0.9%	1.2%	1.2%	0.9%	1.1%	1.1%	1.2%	3.3%	
% 11-15 miles	0.9%	0.9%	0.9%	0.8%	0.7%	0.5%	0.9%	0.8%	0.8%	0.8%	0.8%	0.5%	0.7%	0.7%	0.8%	2.3%	
% 16-20 miles	0.6%	0.6%	0.8%	0.5%	0.6%	0.4%	0.5%	0.5%	0.5%	0.8%	0.7%	0.4%	0.6%	0.5%	0.5%	1.5%	
% 21-30 miles	0.4%	0.5%	0.7%	0.5%	0.6%	0.4%	0.5%	0.5%	0.4%	0.6%	0.6%	0.5%	0.5%	0.4%	0.4%	2.8%	
% 31 or more miles	0.5%	0.5%	0.7%	0.6%	0.7%	0.3%	0.6%	0.4%	0.3%	0.9%	0.7%	0.5%	0.5%	0.4%	0.4%	2.3%	
% Unreported	0.4%	0.1%	0.3%	0.8%	0.2%	0.3%	0.6%	0.3%	0.3%	0.3%	0.4%	0.5%	0.6%	0.6%	0.6%	2.5%	
<b>Daily VMT per Driver</b>																	
<b>TOTAL</b>	<b>1.46</b>	<b>2.26</b>	<b>1.87</b>	<b>2.22</b>	<b>2.74</b>	<b>0.68</b>	<b>2.05</b>	<b>1.59</b>	<b>1.60</b>	<b>2.22</b>	<b>1.89</b>	<b>1.43</b>	<b>1.28</b>	<b>0.88</b>	<b>0.89</b>	<b>2.17</b>	
% Earn a Living	2.9%	3.5%	3.1%	2.3%	5.2%	1.4%	3.8%	2.5%	2.7%	2.3%	2.7%	2.6%	2.6%	2.6%	2.9%	6.4%	
% Family & Personal Business	2.6%	2.7%	2.7%	3.2%	3.4%	1.4%	3.0%	3.0%	2.7%	2.2%	2.5%	1.7%	2.2%	2.3%	2.0%	9.9%	
% Civic, Educational & Religious	2.5%	0.7%	1.0%	0.7%	0.7%	0.4%	0.6%	0.8%	1.0%	0.6%	0.9%	0.5%	0.6%	1.3%	1.6%	0.1%	
% Social & Recreational	2.7%	2.9%	2.3%	2.5%	2.5%	1.4%	4.1%	2.4%	2.2%	2.2%	3.2%	2.5%	2.6%	2.9%	2.5%	11.6%	
% Other	0.2%	0.5%	0.3%	0.1%	0.4%	0.3%	0.3%	0.2%	0.8%	1.4%	0.5%	0.2%	0.3%	0.1%	0.1%	0.4%	
% Unreported	0.2%	0.3%	0.3%	0.1%	0.3%	0.3%	0.0%	0.0%	1.3%	0.1%	0.0%	0.0%	0.1%	0.2%	0.2%	0.2%	
<b>Average Vehicle Trip Length</b>																	
<b>TOTAL</b>	<b>0.47</b>	<b>0.67</b>	<b>0.54</b>	<b>0.66</b>	<b>0.69</b>	<b>0.19</b>	<b>0.66</b>	<b>0.43</b>	<b>0.45</b>	<b>0.61</b>	<b>0.57</b>	<b>0.47</b>	<b>0.39</b>	<b>0.51</b>	<b>0.48</b>	<b>3.13</b>	
<b>Average Time Driving a POV (persons who drove on travel day only)</b>																	
<b>TOTAL</b>	<b>2.57</b>	<b>3.15</b>	<b>3.70</b>	<b>4.50</b>	<b>4.24</b>	<b>1.32</b>	<b>3.10</b>	<b>2.32</b>	<b>2.91</b>	<b>2.93</b>	<b>3.15</b>	<b>2.50</b>	<b>2.67</b>	<b>2.94</b>	<b>2.69</b>	<b>12.64</b>	

Chapter 6: Table 6  
 Comparison of Travel Patterns Among NY State MPOs  
 2009 NHTS  
 STANDARD ERRORS

	Not in MSA		< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3+ million							
	Ithaca	Kingston	Elmira	Glens Falls	Bingham-ton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	NY Metro							
											Newburgh	Pough-keepsie	Nassau/ Suffolk	Putnam/ Rockland/ Westchester	Five Counties	Sub of 5 Counties		
<b>Daily Commute Person Trips per Person</b>																		
<b>TOTAL</b>	<b>0.06</b>	<b>0.06</b>	<b>0.07</b>	<b>0.07</b>	<b>0.08</b>	<b>0.06</b>	<b>0.04</b>	<b>0.06</b>	<b>0.07</b>	<b>0.07</b>	<b>0.05</b>	<b>0.06</b>	<b>0.04</b>	<b>0.05</b>	<b>0.04</b>	<b>0.05</b>	<b>0.11</b>	
% SOV	5.2%	2.0%	4.1%	3.2%	3.8%	3.8%	2.5%	2.4%	2.8%	2.7%	2.8%	2.9%	2.9%	3.3%	2.0%	2.4%	3.3%	
% MOV	3.7%	1.9%	2.6%	3.2%	2.9%	2.4%	1.9%	2.1%	1.9%	2.2%	2.3%	1.9%	2.7%	2.7%	1.0%	1.3%	0.3%	
% Amtrak														0.7%	0.4%	0.4%	1.7%	
% Commuter Train		0.1%									0.1%	0.9%	0.6%	1.2%	1.2%	1.3%	3.0%	
% Subway/EI Rail		0.1%					0.1%		0.4%		0.4%	0.1%	0.1%	0.6%	2.5%	2.9%	4.4%	
% Other Public			0.7%	0.3%	0.7%	0.1%	1.1%		0.2%		0.8%		0.7%	2.5%	2.0%	2.5%	1.3%	
% Walk	2.2%	1.2%	2.0%	1.5%	2.6%	2.8%	1.0%	0.8%	1.0%	1.1%	1.9%	2.1%	1.1%	0.7%	1.6%	1.4%	5.8%	
% Other	0.8%	0.6%	1.2%	1.2%	1.4%	0.6%	0.5%	1.4%	1.6%	0.6%	1.1%	1.8%	1.3%	1.5%	1.0%	1.1%	2.5%	
% Unreported	0.1%					0.1%			0.1%	0.1%	0.1%	0.1%	0.4%	1.0%				
<b>TOTAL</b>	<b>0.06</b>	<b>0.06</b>	<b>0.07</b>	<b>0.07</b>	<b>0.08</b>	<b>0.06</b>	<b>0.04</b>	<b>0.06</b>	<b>0.07</b>	<b>0.07</b>	<b>0.05</b>	<b>0.06</b>	<b>0.04</b>	<b>0.05</b>	<b>0.04</b>	<b>0.05</b>	<b>0.11</b>	
% 1-6 am	1.1%	0.9%	1.5%	1.0%	0.8%	1.9%	0.7%	0.9%	1.3%	1.1%	0.8%	0.8%	0.5%	1.1%	1.0%	1.2%	0.5%	
% 6-9 am	3.0%	1.7%	1.6%	2.4%	2.0%	1.4%	1.1%	1.8%	1.7%	1.8%	1.5%	1.6%	1.9%	1.3%	1.5%	2.4%		
% 9 am-1 pm	2.6%	1.4%	1.1%	1.6%	1.7%	1.8%	1.1%	1.2%	2.1%	1.4%	1.6%	2.4%	1.4%	1.2%	1.1%	1.1%	2.7%	
% 1-4 pm	2.0%	1.9%	2.0%	2.2%	1.3%	1.5%	1.2%	1.5%	2.2%	1.7%	1.9%	1.6%	1.1%	1.2%	1.3%	1.5%	2.5%	
% 4-7 pm	3.1%	2.1%	2.1%	2.4%	2.1%	1.5%	1.2%	2.0%	1.6%	2.1%	1.8%	1.8%	1.0%	1.9%	1.2%	1.4%	2.4%	
% 7-10 pm	2.4%	1.2%	1.0%	1.7%	1.2%	1.0%	0.9%	1.3%	1.3%	1.3%	1.1%	1.5%	0.6%	1.3%	1.1%	1.3%	3.1%	
% 10 pm-1 am	1.0%	1.1%	1.1%	0.8%	1.1%	1.3%	0.8%	1.2%	1.3%	0.8%	0.7%	1.0%	1.0%	0.7%	0.9%	1.1%	0.5%	
% Unreported																		
<b>Daily Commute PMT per Person</b>																		
<b>TOTAL</b>	<b>0.53</b>	<b>3.12</b>	<b>0.67</b>	<b>1.10</b>	<b>0.90</b>	<b>0.71</b>	<b>0.78</b>	<b>0.77</b>	<b>0.70</b>	<b>0.87</b>	<b>2.23</b>	<b>1.71</b>	<b>0.82</b>	<b>1.11</b>	<b>0.51</b>	<b>0.68</b>	<b>0.92</b>	
% SOV	3.1%	11.8%	3.9%	3.0%	3.2%	4.4%	4.1%	2.4%	3.5%	4.1%	4.7%	4.1%	3.1%	5.0%	3.8%	3.8%	12.5%	
% MOV	2.7%	2.2%	2.9%	3.0%	3.1%	4.4%	4.2%	2.4%	3.1%	4.0%	2.3%	2.2%	3.1%	1.6%	3.8%	4.3%	1.8%	
% Amtrak														4.5%	0.1%	0.2%		
% Commuter Train		0.0%									0.6%	3.0%	1.4%	2.3%	1.3%	0.7%	6.1%	
% Subway/EI Rail		0.0%					0.1%		0.3%		0.3%	0.3%	1.2%	0.3%	3.9%	4.4%	5.3%	
% Other Public	1.1%	0.0%	0.4%	0.3%	0.8%	0.1%	0.9%		0.3%		3.2%		0.4%	1.1%	3.0%	3.6%	1.4%	
% Walk	0.4%	0.1%	0.2%	0.1%	0.2%	0.1%	0.2%	0.1%	0.3%	0.1%	0.0%	0.1%	0.1%	0.1%	1.3%	1.5%	1.9%	
% Other	0.3%	12.9%	1.5%	0.8%	0.3%	0.1%	0.3%	0.6%	1.4%	0.9%	3.6%	1.2%	0.6%	0.6%	1.4%	1.1%	5.7%	
% Unreported	0.1%					0.4%			0.2%	0.2%	0.2%	0.1%	0.5%	0.9%				
<b>TOTAL</b>	<b>0.53</b>	<b>3.12</b>	<b>0.67</b>	<b>1.10</b>	<b>0.90</b>	<b>0.71</b>	<b>0.78</b>	<b>0.77</b>	<b>0.70</b>	<b>0.87</b>	<b>2.23</b>	<b>1.71</b>	<b>0.82</b>	<b>1.11</b>	<b>0.51</b>	<b>0.68</b>	<b>0.92</b>	
% 1-6 am	1.8%	1.3%	2.9%	1.9%	1.1%	2.5%	1.4%	1.8%	1.1%	2.5%	2.2%	1.4%	1.2%	1.7%	1.2%	1.4%	1.8%	
% 6-9 am	2.5%	4.7%	2.6%	2.8%	3.0%	2.5%	1.6%	2.6%	2.3%	3.4%	2.1%	2.5%	2.5%	2.8%	2.0%	2.2%	3.4%	
% 9 am-1 pm	1.5%	0.9%	1.1%	2.2%	1.7%	1.4%	1.5%	1.3%	1.6%	2.0%	2.4%	3.1%	1.7%	0.9%	3.4%	3.9%	7.9%	
% 1-4 pm	1.8%	3.0%	2.6%	2.2%	1.8%	2.1%	2.3%	1.8%	2.3%	2.1%	1.6%	2.0%	2.1%	1.7%	1.5%	1.7%	0.8%	
% 4-7 pm	2.5%	8.6%	2.7%	2.4%	2.9%	2.5%	1.9%	2.6%	2.2%	2.5%	2.5%	2.3%	1.8%	2.1%	1.6%	1.7%	4.4%	
% 7-10 pm	1.9%	1.0%	1.7%	1.7%	1.7%	1.3%	1.2%	1.1%	1.7%	1.3%	2.1%	2.5%	1.4%	2.2%	1.5%	1.3%	5.2%	
% 10 pm-1 am	1.2%	1.3%	2.5%	0.9%	1.1%	1.8%	0.8%	1.7%	1.4%	1.1%	0.9%	2.3%	1.2%	0.6%	1.2%	1.5%	0.4%	
% Unreported																		

Chapter 6: Table 6  
 Comparison of Travel Patterns Among NY State MPOs  
 2001 NHTS  
 STANDARD ERRORS

	Not in MSA	< 250,000			250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3+ million					
	Ithaca	Elmira	Glens Falls	Bingham- ton Utica-Rome		Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough- keepsie	NY Metro				
				Nassau/ Suffolk	Putnam/ Rockland/ Westchester							Five Counties	Sub of 5 Counties			
														4 Counties	Manhattan	
<b>Daily Commute Person Trips per Person</b>																
<b>TOTAL</b>	<b>0.06</b>	<b>0.05</b>	<b>0.06</b>	<b>0.06</b>	<b>0.05</b>	<b>0.03</b>	<b>0.07</b>	<b>0.05</b>	<b>0.06</b>	<b>0.06</b>	<b>0.06</b>	<b>0.05</b>	<b>0.05</b>	<b>0.03</b>	<b>0.04</b>	<b>0.06</b>
% SOV	3.1%	2.4%	2.8%	2.7%	2.8%	1.6%	3.6%	2.4%	2.2%	2.6%	2.4%	2.1%	2.5%	1.8%	2.0%	2.3%
% MOV	2.1%	2.2%	2.7%	2.5%	2.8%	1.2%	2.9%	2.1%	1.9%	2.6%	2.5%	2.0%	2.0%	0.9%	1.1%	1.3%
% Amtrak			0.0%			0.1%					0.3%	0.3%	0.5%	0.2%	0.5%	0.2%
% Commuter Train			0.0%							0.3%	0.3%	1.0%	1.1%	0.5%	0.6%	0.5%
% Subway/EI Rail						0.1%		0.1%		0.3%	0.2%	0.6%	0.8%	1.6%	1.9%	3.3%
% Other Public	0.8%	0.5%	0.7%	0.6%	0.3%	0.5%	1.9%	0.3%	0.9%	0.4%	0.2%	0.6%	1.1%	1.1%	1.3%	2.1%
% Walk	1.8%	0.8%	0.8%	1.5%	0.8%	0.7%	1.7%	1.2%	0.8%	1.2%	0.8%	1.0%	0.8%	1.2%	1.3%	2.4%
% Other	1.1%	1.0%	0.4%	0.3%		0.3%	0.5%	0.3%	0.5%	0.8%	0.8%	0.5%	0.6%	0.6%	0.6%	1.5%
% Unreported			0.6%									0.1%	0.2%	0.0%	0.0%	
<b>TOTAL</b>	<b>0.06</b>	<b>0.05</b>	<b>0.06</b>	<b>0.06</b>	<b>0.05</b>	<b>0.03</b>	<b>0.07</b>	<b>0.05</b>	<b>0.06</b>	<b>0.06</b>	<b>0.06</b>	<b>0.05</b>	<b>0.05</b>	<b>0.03</b>	<b>0.04</b>	<b>0.06</b>
% 1-6 am	0.7%	0.9%	1.3%	0.8%	1.2%	0.5%	1.1%	0.6%	0.7%	1.2%	0.9%	0.7%	0.7%	0.6%	0.7%	0.5%
% 6-9 am	1.4%	1.5%	1.9%	1.9%	1.6%	0.8%	1.9%	1.4%	1.1%	1.5%	1.5%	1.3%	1.6%	0.8%	1.0%	1.5%
% 9 am-1 pm	1.5%	1.5%	1.8%	1.7%	1.1%	0.8%	1.5%	1.3%	1.2%	1.2%	1.2%	1.1%	1.2%	0.8%	0.9%	1.2%
% 1-4 pm	1.2%	1.4%	1.4%	1.6%	1.7%	0.7%	1.6%	1.2%	1.4%	1.3%	1.4%	1.3%	1.2%	0.8%	1.0%	1.5%
% 4-7 pm	1.4%	1.5%	1.5%	1.7%	1.8%	0.8%	1.8%	1.3%	1.4%	1.3%	1.8%	1.4%	1.2%	1.0%	1.1%	2.1%
% 7-10 pm	1.1%	0.9%	1.1%	1.0%	1.0%	0.6%	1.3%	1.2%	0.9%	1.0%	1.3%	0.8%	0.9%	0.8%	0.9%	1.6%
% 10 pm-1 am	0.9%	1.1%	1.2%	1.1%	1.2%	0.4%	0.8%	0.7%	0.9%	0.7%	1.4%	0.9%	0.5%	0.6%	0.7%	1.2%
% Unreported				0.1%	0.2%	0.1%				0.0%			0.1%	0.1%	0.1%	
<b>Daily Commute PMT per Person</b>																
<b>TOTAL</b>	<b>0.80</b>	<b>1.22</b>	<b>1.37</b>	<b>0.73</b>	<b>1.01</b>	<b>0.49</b>	<b>0.87</b>	<b>0.94</b>	<b>0.90</b>	<b>1.82</b>	<b>1.35</b>	<b>0.80</b>	<b>1.05</b>	<b>0.38</b>	<b>0.46</b>	<b>0.54</b>
% SOV	2.6%	3.4%	4.9%	2.8%	5.7%	2.1%	2.6%	4.4%	2.8%	4.5%	4.3%	3.7%	4.0%	2.9%	3.2%	5.3%
% MOV	2.1%	3.3%	4.9%	2.5%	5.7%	1.6%	2.6%	4.4%	2.8%	3.3%	3.8%	2.6%	2.7%	1.3%	1.5%	2.9%
% Amtrak			0.1%			1.2%					2.0%	0.9%	0.3%	0.6%	0.7%	0.5%
% Commuter Train			0.1%							1.1%	1.0%	2.4%	2.5%	1.1%	1.3%	1.3%
% Subway/EI Rail						0.1%		0.1%		0.4%	0.0%	1.0%	0.7%	2.5%	3.0%	4.7%
% Other Public	1.0%	0.1%	0.3%	0.7%	0.3%	0.3%	0.9%	0.1%	0.3%	0.9%	0.2%	0.3%	0.5%	1.2%	1.4%	1.0%
% Walk	0.2%	0.1%	0.1%	0.2%	0.2%	0.1%	0.1%	0.3%	0.2%	0.0%	0.5%	0.2%	0.2%	0.4%	0.4%	1.2%
% Other	1.7%	1.5%	0.8%	0.3%		0.3%	0.6%	0.2%	0.1%	4.3%	1.2%	0.7%	1.0%	0.8%	0.8%	2.0%
% Unreported			1.3%									0.6%	0.3%	0.0%	0.0%	
<b>TOTAL</b>	<b>0.80</b>	<b>1.22</b>	<b>1.37</b>	<b>0.73</b>	<b>1.01</b>	<b>0.49</b>	<b>0.87</b>	<b>0.94</b>	<b>0.90</b>	<b>1.82</b>	<b>1.35</b>	<b>0.80</b>	<b>1.05</b>	<b>0.38</b>	<b>0.46</b>	<b>0.54</b>
% 1-6 am	1.1%	2.8%	2.9%	1.4%	2.5%	1.0%	1.5%	0.8%	2.2%	2.1%	2.3%	1.6%	1.3%	1.2%	1.4%	0.7%
% 6-9 am	2.2%	3.6%	2.9%	2.7%	3.1%	1.3%	3.9%	3.1%	2.6%	3.8%	2.6%	2.0%	2.4%	1.4%	1.7%	2.1%
% 9 am-1 pm	3.1%	1.2%	1.9%	2.3%	2.0%	0.8%	1.0%	5.9%	1.2%	1.0%	1.5%	1.6%	1.5%	1.0%	1.1%	2.5%
% 1-4 pm	2.0%	5.4%	2.9%	2.1%	2.7%	1.3%	3.2%	1.7%	1.9%	2.1%	2.3%	1.6%	1.6%	1.2%	1.4%	1.2%
% 4-7 pm	2.0%	3.7%	2.9%	2.3%	2.6%	1.1%	3.2%	2.3%	1.9%	2.4%	2.5%	1.8%	1.7%	1.6%	1.9%	2.7%
% 7-10 pm	1.4%	1.7%	1.8%	1.5%	1.6%	0.9%	1.5%	1.2%	1.2%	1.7%	2.0%	1.2%	1.8%	1.2%	1.5%	1.6%
% 10 pm-1 am	0.7%	2.0%	2.2%	1.8%	1.4%	0.6%	1.7%	0.9%	1.1%	1.5%	1.1%	1.0%	0.6%	1.0%	1.1%	2.4%
% Unreported				0.1%	0.2%					0.3%		0.0%	0.0%	0.0%	0.0%	

Chapter 6: Table 7  
 Comparison of Travel Patterns Among NY State MPOs  
 2009 NHTS  
 STANDARD ERRORS

	Not in MSA		< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3+ million						
	Ithaca	Kingston	Elmira	Glens Falls	Bingham- ton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough- keepsie	NY Metro				
													Nassau/ Suffolk	Putnam/ Rockland/ Westchester	Five Counties	Sub of 5 Counties 4 Counties Manhattan	
<b>Average Commute Length, Travel Time, and Speed</b>																	
<b>Length (miles)</b>																	
<b>TOTAL</b>	<b>0.49</b>	<b>3.09</b>	<b>0.53</b>	<b>0.80</b>	<b>0.51</b>	<b>0.68</b>	<b>0.60</b>	<b>0.60</b>	<b>0.54</b>	<b>0.56</b>	<b>1.78</b>	<b>1.52</b>	<b>0.74</b>	<b>0.93</b>	<b>0.52</b>	<b>0.65</b>	<b>1.00</b>
Private	0.50	0.98	0.55	0.84	0.53	0.70	0.66	0.62	0.54	0.56	1.51	1.33	0.69	1.02	1.15	1.19	6.58
Public	1.23	1.16	0.72	3.24	2.10	0.00	1.73		3.40		6.22	12.37	2.20	2.34	0.65	0.76	0.57
Walk	0.13	0.12	0.16	0.18	0.08	0.04	0.44	0.07	1.40	0.19	0.10	0.07	0.07	0.33	0.45	0.86	0.09
Other	0.60	272.14	5.82	2.09	0.48	0.61	1.21	1.41	1.55	5.21	15.78	2.81	7.38	16.44	2.10	1.77	4.28
<b>Time (minutes)</b>																	
<b>TOTAL</b>	<b>1.01</b>	<b>1.30</b>	<b>0.70</b>	<b>0.94</b>	<b>0.68</b>	<b>1.10</b>	<b>1.03</b>	<b>0.74</b>	<b>0.64</b>	<b>0.73</b>	<b>2.60</b>	<b>1.66</b>	<b>1.25</b>	<b>1.35</b>	<b>1.12</b>	<b>1.26</b>	<b>1.82</b>
Private	1.05	1.26	0.74	0.95	0.58	1.14	0.92	0.79	0.62	0.72	2.42	1.35	1.33	1.39	2.02	2.15	5.05
Public	3.80	3.27	8.98	1.19	3.14	0.00	8.67		5.35		9.27	12.63	6.23	4.05	1.39	1.37	1.93
Walk	2.93	2.49	2.40	2.50	2.69	2.09	1.97	2.86	5.18	4.59	1.48	5.44	3.46	2.41	2.14	3.86	1.36
Other	2.39	37.71	8.95	8.97	4.42	13.22	5.09	1.97	2.07	17.37	15.32	8.33	10.84	3.24	4.43	6.29	7.34
<b>Miles per Hour</b>																	
<b>TOTAL</b>	<b>1.28</b>	<b>6.93</b>	<b>1.30</b>	<b>1.31</b>	<b>1.24</b>	<b>1.71</b>	<b>0.80</b>	<b>1.14</b>	<b>1.07</b>	<b>1.04</b>	<b>1.41</b>	<b>1.58</b>	<b>1.03</b>	<b>1.75</b>	<b>1.11</b>	<b>1.30</b>	<b>3.40</b>
Private	1.21	1.25	1.29	1.19	1.03	1.78	0.82	1.05	1.14	0.96	1.41	1.48	0.97	1.04	1.51	1.61	6.30
Public																	
Walk	0.32	0.31	0.63	0.74	3.73	0.47	1.63	0.36	2.67	1.04	0.56	0.70	0.21	1.36	0.91	1.29	0.34
Other	1.64	73.75	10.87	0.89	0.76	4.84	3.03	6.35	3.17	1.32	8.00	2.40	7.94	28.94	3.26	2.78	7.91

Chapter 6: Table 7  
 Comparison of Travel Patterns Among NY State MPOs  
 2001 NHTS  
 STANDARD ERRORS

	Not in MSA	< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3+ million		NY Metro					
	Ithaca	Elmira	Glens Falls	Bingham- ton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough- keepsie	NY Metro			Sub of 5 Counties		
												Nassau/ Suffolk	Putnam/ Rockland/ Westchester	Five Counties	4 Counties	Manhattan	
<b>Average Commute Length, Travel Time, and Speed</b>																	
<b>Length (miles)</b>																	
<b>TOTAL</b>	<b>0.61</b>	<b>0.99</b>	<b>1.13</b>	<b>0.61</b>	<b>0.76</b>	<b>0.38</b>	<b>0.61</b>	<b>0.76</b>	<b>0.58</b>	<b>1.45</b>	<b>1.05</b>	<b>0.65</b>	<b>0.74</b>	<b>0.30</b>	<b>0.39</b>	<b>0.46</b>	
Private	0.66	1.02	1.17	0.63	0.78	0.37	0.65	0.78	0.59	1.23	1.04	0.58	0.67	0.50	0.56	1.60	
Public	2.03	0.77	35.56	3.51	4.28	1.12	1.07	6.31	1.75	8.43	12.57	2.06	3.11	0.52	0.71	0.64	
Walk	0.14	0.36	0.60	0.15	0.72	0.32	0.24	0.70	0.34	0.06	3.41	0.42	0.78	0.15	0.20	0.19	
Other	4.65	6.41	24.27	5.88		16.08	0.18	1.73	0.64	116.72	17.76	4.37	3.40	0.94	1.16	1.44	
<b>Time (minutes)</b>																	
<b>TOTAL</b>	<b>0.87</b>	<b>1.26</b>	<b>1.54</b>	<b>0.76</b>	<b>1.00</b>	<b>0.60</b>	<b>1.10</b>	<b>0.80</b>	<b>0.82</b>	<b>1.81</b>	<b>1.54</b>	<b>1.56</b>	<b>1.34</b>	<b>1.19</b>	<b>1.17</b>	<b>2.74</b>	
Private	0.93	1.26	1.57	0.74	1.00	0.59	1.12	0.81	0.83	1.67	1.53	0.95	1.22	1.30	1.12	8.83	
Public	10.57	0.00	38.47	8.30	5.34	7.16	2.79	20.22	6.82	6.66	16.71	4.42	2.28	1.89	2.02	4.92	
Walk	1.56	3.26	2.87	3.78	9.81	1.56	3.47	2.01	4.02	2.23	3.83	12.58	4.62	1.39	2.06	1.30	
Other	9.45	20.86	52.59	20.20		22.45	2.29	5.46	4.28	46.62	20.67	13.07	8.13	3.30	4.48	3.09	
<b>Miles per Hour</b>																	
<b>TOTAL</b>	<b>1.16</b>	<b>1.84</b>	<b>1.13</b>	<b>1.26</b>	<b>1.22</b>	<b>0.67</b>	<b>2.00</b>	<b>1.39</b>	<b>1.05</b>	<b>1.35</b>	<b>1.28</b>	<b>1.03</b>	<b>1.08</b>	<b>0.78</b>	<b>0.93</b>	<b>1.60</b>	
Private	1.07	1.79	1.15	1.18	1.22	0.64	2.09	1.40	0.98	1.11	1.30	0.80	1.10	0.97	1.03	4.75	
Public																	
Walk	0.58	0.91	4.49	0.91	0.26	1.84	0.51	6.08	0.49	0.41	15.77	3.68	1.04	0.23	0.37	0.24	
Other	7.09	5.03	0.00	42.60		8.05	0.88	5.15	6.46	69.10	1.16	5.86	3.52	2.29	3.60	1.66	

Chapter 6: Table 8  
 Comparison of Travel Patterns Among NY State MPOs  
 2009 NHTS  
 STANDARD ERRORS

	Not in MSA		< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3+ million						
	Ithaca	Kingston	Elmira	Glens Falls	Bingham-ton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough-keepsie	NY Metro				
													Nassau/ Suffolk	Putnam/ Rockland/ Westchester	Five Counties	Sub of 5 Counties	
															4 Counties	Manhattan	
<b>Average Vehicle Occupancy (Person Miles per Vehicle Mile)</b>																	
<b>ALL</b>	<b>0.13</b>	<b>0.05</b>	<b>0.11</b>	<b>0.04</b>	<b>0.11</b>	<b>0.07</b>	<b>0.06</b>	<b>0.21</b>	<b>0.07</b>	<b>0.33</b>	<b>0.07</b>	<b>0.06</b>	<b>0.07</b>	<b>0.08</b>	<b>0.14</b>	<b>0.18</b>	<b>0.23</b>
1 Adult, No Child	0.07	0.07	0.07	0.04	0.11	0.25	0.35	0.04	0.03	0.05	0.06	0.13	0.01	0.12	0.23	0.34	0.14
2+ Adults, No Child	0.10	0.05	0.30	0.10	0.05	0.12	0.07	0.13	0.14	0.11	0.06	0.09	0.05	0.20	0.11	0.09	0.24
1 Adult, Child <6	2.31	0.01	0.03	0.00	0.35	0.08	0.78	0.00	0.00	0.22	0.14	0.03	0.00	0.00	0.32	0.00	0.00
2+ Adults, Child <6	0.37	0.28	0.21	0.23	0.11	0.10	0.20	0.86	0.18	1.34	0.11	0.13	0.07	0.15	0.26	0.54	0.35
1 Adult, Child 6-15	0.08	0.25	0.15	0.00	0.25	0.51	0.19	0.38	0.09	0.25	0.55	0.08	0.41	0.41	0.15	0.15	0.00
2+ Adults, Child 6-15	0.09	0.08	0.29	0.08	0.42	0.30	0.15	0.27	0.18	0.15	0.22	0.15	0.22	0.21	0.14	0.13	0.54
1 Adult, Child 16-21	0.00	0.17	0.05	0.11	0.00	0.53	0.27	0.31	0.06	0.58	0.00	0.45	0.03	0.14	0.76	0.76	0.76
2+ Adults, Child 16-21	0.16	0.13	0.38	0.07	0.19	0.08	0.15	0.12	0.11	0.09	0.22	0.23	0.11	0.08	0.27	0.29	0.37
1 Adult, Retired, No Child	0.07	0.07	0.11	0.21	0.11	0.21	0.04	0.15	0.04	0.08	0.14	0.05	0.08	0.17	0.10	0.09	0.26
2+ Adults, Retired, No Child	0.12	0.08	0.07	0.09	0.06	0.09	0.06	0.12	0.08	0.09	0.08	0.14	0.08	0.05	0.12	0.13	0.25
Unreported																	
<b>ALL</b>	<b>0.13</b>	<b>0.05</b>	<b>0.11</b>	<b>0.04</b>	<b>0.11</b>	<b>0.07</b>	<b>0.06</b>	<b>0.21</b>	<b>0.07</b>	<b>0.33</b>	<b>0.07</b>	<b>0.06</b>	<b>0.07</b>	<b>0.08</b>	<b>0.14</b>	<b>0.18</b>	<b>0.23</b>
Earn a Living	0.01	0.02	0.02	0.02	0.04	0.14	0.02	0.04	0.04	0.02	0.07	0.02	0.05	0.03	0.05	0.06	0.02
Family & Personal Business	0.28	0.05	0.13	0.11	0.24	0.09	0.08	0.17	0.08	0.06	0.08	0.08	0.06	0.06	0.08	0.08	0.31
Civic, Educational & Religious	0.24	0.16	0.25	0.18	0.19	0.15	0.16	0.14	0.07	0.25	0.28	0.12	0.11	0.07	0.29	0.29	0.29
Social & Recreational	0.10	0.15	0.25	0.12	0.10	0.08	0.12	0.60	0.18	0.12	0.23	0.09	0.21	0.24	0.25	0.40	0.36
Other	0.08	0.30	0.87	0.44	1.12	0.92	0.40	0.52	0.22	0.32	0.36	1.59	0.35	0.18	0.63	0.83	0.00
Unreported	0.56	0.13	0.13	0.03	0.42	0.25	0.46	0.13	0.13	1.57	0.34	0.02	0.60	0.19	0.32	0.12	0.77
<b>ALL</b>	<b>0.13</b>	<b>0.05</b>	<b>0.11</b>	<b>0.04</b>	<b>0.11</b>	<b>0.07</b>	<b>0.06</b>	<b>0.21</b>	<b>0.07</b>	<b>0.33</b>	<b>0.07</b>	<b>0.06</b>	<b>0.07</b>	<b>0.08</b>	<b>0.14</b>	<b>0.18</b>	<b>0.23</b>
< \$10,000	0.32	0.16	0.13	0.17	0.17	0.27	0.51	0.22	0.03	0.14	1.57	0.32	0.25	0.21	0.11	0.11	0.11
\$10 to \$20,000	0.15	0.18	0.22	0.12	0.08	0.21	0.10	0.13	0.10	0.46	0.18	0.33	0.48	0.23	0.52	0.52	0.00
\$20 to \$30,000	0.12	0.11	0.18	0.12	0.62	0.18	0.51	0.42	0.15	0.06	0.16	0.16	0.06	0.35	0.16	0.16	0.16
\$30 to \$40,000	0.09	0.05	0.11	0.12	0.09	0.16	0.27	0.17	0.10	0.15	0.22	0.23	0.08	0.18	0.47	0.50	0.00
\$40 to \$50,000	0.40	0.09	0.29	0.24	0.10	0.17	0.13	0.10	0.09	0.09	0.14	0.24	0.25	0.10	0.18	0.24	0.23
\$50 to \$60,000	0.09	0.10	0.30	0.07	0.20	0.09	0.11	0.31	0.24	0.18	0.43	0.26	0.14	0.14	0.17	0.17	0.00
\$60 to \$70,000	0.10	0.10	0.11	0.10	0.06	0.17	0.14	0.19	0.09	0.18	0.09	0.26	0.19	0.58	0.15	0.13	0.61
\$70 to \$80,000	0.35	0.44	0.29	0.08	0.12	0.11	0.22	0.07	0.27	0.15	0.29	0.24	0.06	0.13	0.83	0.97	0.56
\$80 to \$100,000	0.08	0.10	0.25	0.10	0.09	0.54	0.19	1.13	0.11	0.07	0.07	0.08	0.09	0.17	0.17	0.18	0.25
\$100,000+	0.12	0.08	0.35	0.18	0.08	0.08	0.09	0.19	0.19	0.92	0.12	0.11	0.11	0.14	0.16	0.11	0.35
Unreported	0.11	0.07	0.63	0.08	0.18	0.10	0.08	0.27	0.37	0.23	0.19	0.27	0.09	0.16	0.08	0.08	0.15

Chapter 6: Table 8  
 Comparison of Travel Patterns Among NY State MPOs  
 2001 NHTS  
 STANDARD ERRORS

	Not in MSA	< 250,000			250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3+ million					
	Ithaca	Elmira	Glens Falls	Bingham- ton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough- keepsie	NY Metro			Sub of 5 Counties	
												Nassau/ Suffolk	Putnam/ Rockland/ Westchester	Five Counties	4 Counties	Manhattan
<b>Average Vehicle Occupancy (Person Miles per Vehicle Mile)</b>																
<b>ALL</b>	<b>0.06</b>	<b>0.07</b>	<b>0.05</b>	<b>0.05</b>	<b>0.06</b>	<b>0.04</b>	<b>0.09</b>	<b>0.06</b>	<b>0.05</b>	<b>0.08</b>	<b>0.06</b>	<b>0.23</b>	<b>0.05</b>	<b>0.08</b>	<b>0.07</b>	<b>0.17</b>
1 Adult, No Child	0.05	0.30	0.08	0.17	0.14	0.11	0.05	0.29	0.13	0.03	0.13	0.02	0.07	0.18	0.21	0.18
2+ Adults, No Child	0.12	0.09	0.11	0.12	0.10	0.05	0.09	0.08	0.08	0.13	0.10	0.09	0.09	0.11	0.11	0.29
1 Adult, Child <6	0.23	0.22	0.00	0.16	0.09	0.17	0.22	0.16	0.69	0.37	0.49	0.05	0.33	0.62	0.62	
2+ Adults, Child <6	0.16	0.29	0.16	0.14	0.22	0.12	0.43	0.12	0.10	0.25	0.21	0.13	0.18	0.15	0.17	0.32
1 Adult, Child 6-15	0.14	0.34	0.42	0.34	0.46	0.15	0.13	0.21	0.18	0.25	0.16	0.10	0.28	0.19	0.22	0.31
2+ Adults, Child 6-15	0.18	0.36	0.11	0.29	0.21	0.09	0.11	0.09	0.13	0.17	0.07	0.12	0.12	0.25	0.27	0.29
1 Adult, Child 16-21	0.43	0.04	0.00	0.15	0.00	0.20	0.24	0.17	0.00	0.00	0.98	0.05	0.11	0.24	0.24	
2+ Adults, Child 16-21	0.13	0.12	0.07	0.12	0.28	0.10	0.33	0.10	0.16	0.09	0.18	1.75	0.08	0.08	0.08	0.00
1 Adult, Retired, No Child	0.02	0.14	0.29	0.11	0.07	0.04	0.27	0.16	0.05	0.09	0.08	0.08	0.03	0.26	0.31	0.00
2+ Adults, Retired, No Child	0.09	0.12	0.16	0.07	0.09	0.04	0.11	0.26	0.21	0.10	0.08	0.07	0.10	0.07	0.07	0.15
Unreported				0.00	0.00	0.00		1.38	0.00			0.81	0.00	0.01	0.01	
<b>ALL</b>	<b>0.06</b>	<b>0.07</b>	<b>0.05</b>	<b>0.05</b>	<b>0.06</b>	<b>0.04</b>	<b>0.09</b>	<b>0.06</b>	<b>0.05</b>	<b>0.08</b>	<b>0.06</b>	<b>0.23</b>	<b>0.05</b>	<b>0.08</b>	<b>0.07</b>	<b>0.17</b>
Earn a Living	0.05	0.05	0.03	0.03	0.05	0.02	0.03	0.03	0.02	0.10	0.04	0.03	0.03	0.06	0.07	0.14
Family & Personal Business	0.07	0.10	0.08	0.06	0.10	0.07	0.05	0.10	0.06	0.09	0.10	0.11	0.07	0.16	0.12	0.42
Civic, Educational & Religious	0.65	0.65	0.45	0.18	1.04	0.09	0.16	0.33	0.13	0.17	0.08	0.10	0.17	0.16	0.16	0.00
Social & Recreational	0.10	0.09	0.10	0.13	0.11	0.08	0.21	0.11	0.11	0.16	0.14	0.64	0.16	0.09	0.11	0.20
Other	1.21	0.12	0.61	0.97	0.23	0.14	0.60	0.24	0.15	1.02	1.30	0.77	0.43	0.20	0.23	0.00
Unreported	0.00	0.23	0.37	0.28	0.64	0.67	0.59	0.00	0.94	0.00	0.85	0.68	1.39	0.13	0.13	
<b>ALL</b>	<b>0.06</b>	<b>0.07</b>	<b>0.05</b>	<b>0.05</b>	<b>0.06</b>	<b>0.04</b>	<b>0.09</b>	<b>0.06</b>	<b>0.05</b>	<b>0.08</b>	<b>0.06</b>	<b>0.23</b>	<b>0.05</b>	<b>0.08</b>	<b>0.07</b>	<b>0.17</b>
< \$10,000	0.84	0.22	0.12	0.32	0.14	0.27	0.15	0.08	0.26	0.62	0.21	0.00	0.04	0.26	0.35	0.43
\$10 to \$20,000	0.14	0.14	0.38	0.17	0.15	0.11	0.16	0.28	0.46	0.12	0.14	0.14	0.38	0.20	0.16	1.49
\$20 to \$30,000	0.21	0.37	0.14	0.44	0.09	0.08	0.09	0.08	0.19	0.25	0.09	0.12	0.20	0.14	0.15	0.27
\$30 to \$40,000	0.10	0.13	0.13	0.10	0.26	0.12	0.14	0.09	0.09	0.29	0.12	2.15	0.16	0.33	0.34	0.55
\$40 to \$50,000	0.18	0.22	0.26	0.18	0.21	0.08	0.24	0.75	0.14	0.19	0.14	0.14	0.12	0.12	0.13	0.71
\$50 to \$60,000	0.11	0.06	0.15	0.15	0.16	0.10	0.11	0.12	0.13	0.14	0.14	0.05	0.13	0.23	0.24	0.29
\$60 to \$70,000	0.21	0.09	0.19	0.11	0.10	0.11	0.17	0.22	0.14	0.21	0.31	0.18	0.19	0.16	0.17	0.36
\$70 to \$80,000	0.15	0.12	0.10	0.21	0.24	0.08	0.08	0.16	0.14	0.17	0.46	0.24	0.28	0.23	0.11	0.79
\$80 to \$100,000	0.07	0.23	0.20	0.12	0.30	0.06	0.42	0.11	0.10	0.26	0.19	0.10	0.08	0.24	0.21	0.79
\$100,000+	0.18	0.13	0.13	0.14	0.12	0.09	0.32	0.08	0.13	0.12	0.09	0.10	0.10	0.11	0.08	0.34
Unreported	0.23	0.15	0.14	0.09	0.26	0.10	0.36	0.17	0.09	0.74	0.12	0.11	0.16	0.14	0.18	0.01

Chapter 6: Table 9  
 Comparison of Travel Patterns Among NY State MPOs  
 2009 NHTS  
 STANDARD ERRORS

	Not in MSA		< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3+ million		NY Metro					
	Ithaca	Kingston	Elmira	Glens Falls	Bingham- ton		Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough- keepsie	NY Metro			Sub of 5 Counties		
					Nassau/ Suffolk	Putnam/ Rockland/ Westchester							Five Counties	4 Counties	Manhattan			
<b>Vehicles by Type</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>
Auto	1.9%	1.3%	1.8%	2.3%	1.6%	1.4%	1.2%	1.9%	1.8%	1.5%	1.5%	1.6%	1.8%	2.1%	2.3%	4.5%	2.3%	4.5%
Van	1.1%	0.7%	1.0%	1.1%	1.1%	0.9%	0.6%	1.0%	1.1%	1.2%	0.9%	0.8%	0.7%	1.0%	1.3%	1.4%	1.7%	1.7%
Sports Utility	1.4%	1.4%	1.5%	1.6%	1.5%	1.1%	1.1%	1.6%	1.1%	1.1%	1.3%	1.3%	1.3%	1.2%	1.6%	1.7%	4.1%	4.1%
Pickup	1.0%	0.9%	1.1%	1.3%	1.3%	1.2%	0.7%	0.7%	1.2%	1.0%	1.1%	0.8%	0.5%	1.2%	0.3%	0.3%	0.2%	0.2%
Other Truck	0.1%	0.1%	0.2%	0.4%	0.1%	0.0%	0.1%	0.0%	0.2%	0.0%	0.1%	0.2%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%
RV	0.1%	0.1%	0.2%	0.2%	0.3%	0.2%	0.1%	0.1%	0.1%	0.3%	0.1%	0.3%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%
Motorcycle	0.5%	0.8%	0.6%	0.7%	0.4%	0.5%	0.3%	0.7%	0.5%	0.3%	0.7%	0.8%	0.5%	0.2%	0.4%	0.4%	1.2%	1.2%
Other POV	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
* Other POV not present in 2001 or 2009.																		
<b>Age Statistics</b>																		
Average Vehicle Age	0.20	0.24	0.26	0.28	0.23	0.21	0.16	0.29	0.24	0.17	0.24	0.20	0.16	0.21	0.27	0.30	0.47	0.47
Median Vehicle Age	0	0	0.995	0.995	0.995	0	0	0	0	0	1.99	5.5399	0	0	0	0.995	0	0
<b>Percent VMT*</b>																		
Less than 10 yrs	2.6%	2.0%	2.3%	2.7%	2.7%	2.6%	1.7%	1.9%	1.9%	1.9%	1.8%	1.4%	1.8%	1.9%	2.2%	2.5%	4.1%	4.1%
10 yrs or more	2.6%	2.0%	2.3%	2.7%	2.7%	2.6%	1.7%	1.9%	1.9%	1.9%	1.8%	1.4%	1.8%	1.9%	2.2%	2.5%	4.1%	4.1%
<b>Percent Vehicle Fleet</b>																		
Less than 10 yrs	1.6%	1.5%	1.7%	2.1%	2.4%	1.8%	1.5%	2.0%	1.9%	1.7%	1.9%	1.4%	1.2%	1.8%	2.2%	2.4%	3.5%	3.5%
10 yrs or more	1.6%	1.5%	1.7%	2.1%	2.4%	1.8%	1.5%	2.0%	1.9%	1.7%	1.9%	1.4%	1.2%	1.8%	2.2%	2.4%	3.5%	3.5%
<b>Avg Fuel Consumption (gal/HH)</b>																		
Less than 10 yrs	32	35	23	41	25	34	20	29	25	21	29	30	24	35	8	10	12	12
10 yrs or more	2.4%	2.3%	2.4%	2.8%	2.9%	2.8%	1.6%	1.9%	2.0%	2.0%	1.8%	1.5%	1.6%	1.9%	2.2%	2.5%	4.2%	4.2%
<b>Avg CO2 Emissions (kg/HH)</b>																		
Less than 10 yrs	279	311	203	365	218	300	181	259	224	189	251	262	212	306	68	92	104	104
10 yrs or more	2.4%	2.3%	2.4%	2.8%	2.9%	2.8%	1.6%	1.9%	2.0%	2.0%	1.8%	1.5%	1.6%	1.9%	2.2%	2.5%	4.2%	4.2%
10 yrs or more	2.4%	2.3%	2.4%	2.8%	2.9%	2.8%	1.6%	1.9%	2.0%	2.0%	1.8%	1.5%	1.6%	1.9%	2.2%	2.5%	4.2%	4.2%
* Numbers reflect BESTMILE Estimates.																		

Chapter 6: Table 9  
 Comparison of Travel Patterns Among NY State MPOs  
 2001 NHTS  
 STANDARD ERRORS

	Not in MSA	< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million				3+ million				
	Ithaca	Elmira	Glens Falls	Bingham- ton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough- keepsie	NY Metro				
												Nassau/ Suffolk	Putnam/ Rockland/ Westchester	Five Counties	Sub of 5 Counties	
														4 Counties	Manhattan	
<b>Vehicles by Type</b>	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Auto	3.9%	2.5%	6.6%	3.8%	6.3%	1.7%	1.9%	4.3%	2.9%	2.5%	4.5%	2.5%	1.6%	3.4%	2.4%	11.5%
Van	1.1%	1.1%	1.4%	1.3%	1.4%	0.6%	1.2%	1.2%	1.1%	1.1%	1.1%	0.9%	0.7%	1.0%	1.0%	2.5%
Sports Utility	1.1%	1.1%	2.0%	1.2%	1.6%	0.7%	1.1%	1.3%	1.0%	1.1%	1.4%	1.3%	1.0%	1.1%	1.1%	3.3%
Pickup	1.4%	1.2%	2.8%	1.4%	1.9%	0.7%	1.0%	1.4%	1.2%	0.9%	1.0%	0.7%	0.6%	0.2%	0.3%	0.6%
Other Truck	0.3%	0.2%	0.4%	0.2%	0.2%	0.1%		0.0%	0.2%	0.2%	0.2%	0.0%	0.2%	0.3%	0.4%	
RV	0.3%	0.3%	0.2%	0.3%	0.4%	0.2%	0.4%	0.3%	0.2%	0.2%	0.2%	0.1%	0.0%	0.0%	0.0%	
Motorcycle	0.6%	0.5%	0.8%	0.7%	1.3%	0.3%	0.4%	0.5%	0.4%	0.5%	0.8%	0.4%	0.2%	0.4%	0.3%	1.9%
Other POV																
* Other POV not present in 2001 or 2009.																
<b>Age Statistics</b>																
Average Vehicle Age	0.24	0.22	0.30	0.34	0.32	0.15	0.19	0.21	0.18	0.28	0.24	0.18	0.17	0.23	0.18	1.29
Median Vehicle Age	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.4071
<b>Percent VMT*</b>																
Less than 10 yrs	2.3%	2.9%	3.0%	2.5%	2.4%	1.3%	2.6%	2.0%	1.7%	1.9%	1.8%	2.4%	1.4%	2.4%	2.6%	6.8%
10 yrs or more	2.3%	2.9%	3.0%	2.5%	2.4%	1.3%	2.6%	2.0%	1.7%	1.9%	1.8%	2.4%	1.4%	2.4%	2.6%	6.8%
<b>Percent Vehicle Fleet</b>																
Less than 10 yrs	2.1%	1.9%	2.3%	2.3%	1.9%	1.1%	1.6%	1.6%	1.5%	1.9%	1.5%	1.4%	1.6%	1.6%	1.7%	5.1%
10 yrs or more	2.1%	1.9%	2.3%	2.3%	1.9%	1.1%	1.6%	1.6%	1.5%	1.9%	1.5%	1.4%	1.6%	1.6%	1.7%	5.1%
<b>Avg Fuel Consumption (gal/HH)</b>	293	1,239	123	282	165	89	218	133	191	120	231	186	231	30	39	67
Less than 10 yrs	28.1%	10.5%	8.8%	11.3%	11.8%	13.6%	20.9%	14.3%	10.6%	12.0%	13.4%	5.7%	4.3%	4.5%	3.7%	21.2%
10 yrs or more	28.1%	10.5%	8.8%	11.3%	11.8%	13.6%	20.9%	14.3%	10.6%	12.0%	13.4%	5.7%	4.3%	4.5%	3.7%	21.2%
<b>Avg CO2 Emissions (kg/HH)</b>	2,578	10,887	1,083	2,480	1,453	783	1,918	1,166	1,680	1,057	2,030	1,632	2,033	269	346	587
Less than 10 yrs	28.1%	10.5%	8.8%	11.3%	11.8%	13.6%	20.9%	14.3%	10.6%	12.0%	13.4%	5.7%	4.3%	4.5%	3.7%	21.2%
10 yrs or more	28.1%	10.5%	8.8%	11.3%	11.8%	13.6%	20.9%	14.3%	10.6%	12.0%	13.4%	5.7%	4.3%	4.5%	3.7%	21.2%

\* Numbers reflect BESTMILE Estimates.

Chapter 6: Table 10  
 Comparison of Travel Patterns Among NY State MPOs  
 2009 NHTS  
 STANDARD ERRORS

	Not in MSA		< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3+ million						
	Ithaca	Kingston	Elmira	Glens Falls	Bingham- ton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough- keepsie	NY Metro				
													Nassau/ Suffolk	Putnam/ Rockland/ Westchester	Five Counties	Sub of 5 Counties 4 Counties Manhattan	
<b>Annual CO2 Emissions per Household - POVs ONLY</b>																	
<b>Average CO2 Emissions (kg)/HH</b>	<b>279</b>	<b>311</b>	<b>203</b>	<b>365</b>	<b>218</b>	<b>300</b>	<b>181</b>	<b>259</b>	<b>224</b>	<b>189</b>	<b>251</b>	<b>262</b>	<b>212</b>	<b>306</b>	<b>68</b>	<b>92</b>	<b>104</b>
0 Workers	299	402	357	521	249	526	277	404	282	366	274	296	234	316	89	110	77
1 Workers	392	396	310	589	456	510	319	461	421	325	346	447	399	299	137	186	171
2 Workers	783	1,135	710	828	693	574	542	484	476	500	522	552	412	592	282	348	397
3 or more Workers	2,509	1,192	1,194	2,619	1,766	1,480	995	2,439	1,294	1,258	1,976	2,924	899	2,935	615	636	3,143
<b>Average CO2 Emissions (kg)/HH</b>	<b>279</b>	<b>311</b>	<b>203</b>	<b>365</b>	<b>218</b>	<b>300</b>	<b>181</b>	<b>259</b>	<b>224</b>	<b>189</b>	<b>251</b>	<b>262</b>	<b>212</b>	<b>306</b>	<b>68</b>	<b>92</b>	<b>104</b>
1 Drivers	290	274	244	447	235	535	216	477	214	308	279	253	319	307	99	138	120
2 Drivers	337	513	358	593	448	492	369	358	404	334	467	394	372	326	256	309	336
3 or more Drivers	1,859	911	1,247	1,028	967	834	535	1,103	1,062	1,040	910	1,283	495	1,407	448	474	983
<b>Average CO2 Emissions (kg)/HH</b>	<b>279</b>	<b>311</b>	<b>203</b>	<b>365</b>	<b>218</b>	<b>300</b>	<b>181</b>	<b>259</b>	<b>224</b>	<b>189</b>	<b>251</b>	<b>262</b>	<b>212</b>	<b>306</b>	<b>68</b>	<b>92</b>	<b>104</b>
1 Vehicles	267	213	298	487	436	520	195	444	215	304	224	224	263	329	203	232	315
2 Vehicles	768	560	411	512	382	467	395	304	421	237	433	442	297	314	457	487	863
3 or more Vehicles	784	703	519	1,028	703	713	447	993	825	873	715	1,032	525	1,253	815	874	1,365
<b>Annual CO2 Emissions per Household - Non-POV MODES</b>																	
<b>Average CO2 Emissions (kg)/HH</b>																	
0 Workers																	
1 Workers																	
2 Workers																	
3 or more Workers																	
<b>Average CO2 Emissions (kg)/HH</b>																	
0 Drivers																	
1 Drivers																	
2 Drivers																	
3 or more Drivers																	
<b>Average CO2 Emissions (kg)/HH</b>																	
0 Vehicles																	
1 Vehicles																	
2 Vehicles																	
3 or more Vehicles																	
<b>Annual CO2 Emissions per Household - ALL MODES</b>																	
<b>Average CO2 Emissions (kg)/HH</b>																	
0 Workers																	
1 Workers																	
2 Workers																	
3 or more Workers																	
<b>Average CO2 Emissions (kg)/HH</b>																	
0 Drivers																	
1 Drivers																	
2 Drivers																	
3 or more Drivers																	
<b>Average CO2 Emissions (kg)/HH</b>																	
0 Vehicles																	
1 Vehicles																	
2 Vehicles																	
3 or more Vehicles																	

NOTE: Standard errors are not available for Non-POV and All Modes

Chapter 6: Table 10  
 Comparison of Travel Patterns Among NY State MPOs  
 2001 NHTS  
 STANDARD ERRORS

	Not in MSA	< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3+ million						
	Ithaca	Elmira	Glens Falls	Bingham- ton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough- keepsie	NY Metro			Sub of 5 Counties	
												Nassau/ Suffolk	Putnam/ Rockland/ Westchester	Five Counties	4 Counties	Manhattan
<b>Annual CO2 Emissions per Household - POVs ONLY</b>																
<b>Average CO2 Emissions (kg)/HH</b>	2,578	10,887	1,083	2,480	1,453	783	1,918	1,166	1,680	1,057	2,030	1,632	2,033	269	346	587
0 Workers	2,430		2,185	1,750	1,067	782	1,044	634	1,235	3,092	1,431	1,043	1,326	254	256	778
1 Workers	2,510	2,341	1,662	4,411	2,053	2,038	2,960	1,188	3,145	1,133	1,255	1,321	1,476	561	699	778
2 Workers	2,120	15,445	4,100	2,091	4,472	2,712	4,332	2,150	2,249	1,783	2,531	2,507	1,029	945	1,269	523
3 or more Workers	1,798			24,137	5,569	6,309	6,676	1,571	21,250	20,462	10,571	5,217	11,615	2,987	3,891	6,741
<b>Average CO2 Emissions (kg)/HH</b>	2,578	10,887	1,083	2,480	1,453	783	1,918	1,166	1,680	1,057	2,030	1,632	2,033	269	346	587
1 Drivers	1,602	1,554	4,250	4,623	2,099	1,834	1,097	1,139	2,362	2,750	3,180	740	671	303	628	515
2 Drivers	1,505	12,879	968	2,512	2,473	2,396	1,698	1,948	1,942	1,260	1,977	1,692	1,460	687	648	1,906
3 or more Drivers	1,798		11,381	24,137	3,304	3,741	8,338	995	4,832	3,953	5,948	4,902	10,499	3,193	3,761	1,890
<b>Average CO2 Emissions (kg)/HH</b>	2,578	10,887	1,083	2,480	1,453	783	1,918	1,166	1,680	1,057	2,030	1,632	2,033	269	346	587
1 Vehicles	438	2,341	2,762	1,191	741	2,125	836	1,111	1,318	2,800	3,640	765	1,994	549	428	1,213
2 Vehicles	2,905	15,445	1,442	2,193	1,276	1,495	4,764	767	1,293	1,373	2,129	2,006	1,203	1,344	1,387	1,702
3 or more Vehicles	3,845		1,701	5,738	2,227	2,821	4,405	3,926	5,885	2,219	4,708	3,360	6,114	2,117	2,170	3,181
<b>Annual CO2 Emissions per Household - Non-POV MODES</b>																
<b>Average CO2 Emissions (kg)/HH</b>																
0 Workers																
1 Workers																
2 Workers																
3 or more Workers																
<b>Average CO2 Emissions (kg)/HH</b>																
0 Drivers																
1 Drivers																
2 Drivers																
3 or more Drivers																
<b>Average CO2 Emissions (kg)/HH</b>																
0 Vehicles																
1 Vehicles																
2 Vehicles																
3 or more Vehicles																
<b>Annual CO2 Emissions per Household - ALL MODES</b>																
<b>Average CO2 Emissions (kg)/HH</b>																
0 Workers																
1 Workers																
2 Workers																
3 or more Workers																
<b>Average CO2 Emissions (kg)/HH</b>																
0 Drivers																
1 Drivers																
2 Drivers																
3 or more Drivers																
<b>Average CO2 Emissions (kg)/HH</b>																
0 Vehicles																
1 Vehicles																
2 Vehicles																
3 or more Vehicles																

NOTE: Standard errors are not available for Non-POV and All Modes

Chapter 6: Table 11  
 Comparison of Travel Patterns Among NY State MPOs  
 2009 NHTS  
 STANDARD ERRORS

	Not in MSA		< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million				3+ million					
	Ithaca	Kingston	Elmira	Glens Falls	Bingham-		Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough-	NY Metro					
					ton	Utica-Rome							Nassau/ Suffolk	Putnam/ Rockland/ Westchester	Five Counties	Sub of 5 Counties		
<b>Percent Vehicles by Vehicle Type and Age</b>																		
<b>Auto</b>	<b>1.9%</b>	<b>1.3%</b>	<b>1.8%</b>	<b>2.3%</b>	<b>1.6%</b>	<b>1.4%</b>	<b>1.2%</b>	<b>1.9%</b>	<b>1.8%</b>	<b>1.5%</b>	<b>1.5%</b>	<b>1.6%</b>	<b>1.6%</b>	<b>1.8%</b>	<b>2.1%</b>	<b>2.3%</b>	<b>4.5%</b>	
0 to 2 yrs	0.5%	0.7%	0.6%	1.0%	0.8%	0.9%	0.7%	1.2%	1.3%	0.9%	0.9%	0.9%	0.8%	0.8%	1.3%	1.5%	3.3%	
3 to 5 yrs	1.1%	1.0%	1.0%	1.2%	1.1%	1.1%	0.9%	1.6%	1.0%	0.9%	1.2%	1.4%	0.8%	0.9%	1.3%	1.4%	2.2%	
6 to 9 yrs	1.9%	1.2%	1.8%	1.5%	1.1%	1.2%	1.1%	1.2%	1.6%	1.0%	1.1%	1.2%	1.1%	1.3%	1.2%	1.3%	3.8%	
10 yrs or more	1.4%	1.5%	1.3%	1.4%	1.6%	1.1%	1.1%	1.8%	1.7%	1.3%	1.6%	1.3%	1.0%	1.4%	1.5%	1.7%	3.4%	
Unreported	0.7%	0.5%	0.4%	0.3%	0.3%	0.6%	0.4%	0.4%	0.6%	0.4%	0.6%	0.6%	0.8%	0.5%	0.8%	0.9%	1.4%	
<b>Van</b>	<b>1.1%</b>	<b>0.7%</b>	<b>1.0%</b>	<b>1.1%</b>	<b>1.1%</b>	<b>0.9%</b>	<b>0.6%</b>	<b>1.0%</b>	<b>1.1%</b>	<b>1.2%</b>	<b>0.9%</b>	<b>0.8%</b>	<b>0.7%</b>	<b>1.0%</b>	<b>1.3%</b>	<b>1.4%</b>	<b>1.7%</b>	
0 to 2 yrs	0.2%	0.2%	0.5%	0.4%	0.2%	0.1%	0.2%	0.5%	0.5%	0.2%	0.5%	0.2%	0.3%	0.4%	0.6%	0.6%	1.1%	
3 to 5 yrs	0.4%	0.3%	0.5%	0.7%	0.3%	0.6%	0.3%	0.5%	0.5%	0.4%	0.6%	0.6%	0.3%	0.5%	0.3%	0.4%	0.4%	
6 to 9 yrs	0.7%	0.5%	0.4%	0.6%	0.7%	0.6%	0.3%	0.4%	0.7%	0.7%	0.7%	0.7%	0.4%	0.3%	0.2%	0.2%	0.6%	
10 yrs or more	0.7%	0.5%	0.5%	0.6%	0.8%	0.4%	0.3%	0.7%	0.9%	0.5%	0.3%	0.3%	0.4%	0.7%	1.0%	1.2%	0.8%	
Unreported	0.1%	0.1%	0.4%	0.2%	0.1%	0.2%	0.2%	0.2%	0.2%	0.2%	0.4%	0.2%	0.2%	0.0%	0.4%	0.5%	0.3%	
<b>SUV</b>	<b>1.4%</b>	<b>1.4%</b>	<b>1.5%</b>	<b>1.6%</b>	<b>1.5%</b>	<b>1.1%</b>	<b>1.1%</b>	<b>1.6%</b>	<b>1.1%</b>	<b>1.1%</b>	<b>1.3%</b>	<b>1.3%</b>	<b>1.3%</b>	<b>1.2%</b>	<b>1.6%</b>	<b>1.7%</b>	<b>4.1%</b>	
0 to 2 yrs	0.7%	0.6%	0.5%	0.6%	0.7%	0.6%	0.7%	0.6%	0.7%	0.6%	0.7%	0.6%	0.8%	0.7%	0.6%	0.8%	2.4%	
3 to 5 yrs	0.8%	0.7%	1.0%	1.5%	1.0%	0.6%	0.5%	1.1%	0.6%	0.7%	1.1%	0.9%	0.7%	1.0%	0.8%	0.9%	2.2%	
6 to 9 yrs	0.8%	0.7%	0.6%	0.8%	0.8%	0.7%	0.6%	0.7%	0.6%	0.6%	0.6%	0.5%	0.8%	0.6%	0.8%	0.9%	2.5%	
10 yrs or more	0.7%	0.6%	1.0%	0.9%	0.8%	0.7%	0.6%	0.4%	0.6%	0.6%	0.6%	0.6%	0.6%	0.8%	0.8%	0.9%	0.6%	
Unreported	0.1%	0.2%	0.2%	0.1%	0.3%	0.2%	0.2%	0.3%	0.2%	0.1%	0.1%	0.3%	0.2%	0.3%	0.3%	0.4%		
<b>Pickup Truck</b>	<b>1.0%</b>	<b>0.9%</b>	<b>1.1%</b>	<b>1.3%</b>	<b>1.3%</b>	<b>1.2%</b>	<b>0.7%</b>	<b>0.7%</b>	<b>1.2%</b>	<b>1.0%</b>	<b>1.1%</b>	<b>0.8%</b>	<b>0.5%</b>	<b>1.2%</b>	<b>0.3%</b>	<b>0.3%</b>	<b>0.2%</b>	
0 to 2 yrs	0.2%	0.4%	0.4%	0.6%	0.4%	0.4%	0.2%	0.3%	0.5%	0.4%	0.5%	0.3%	0.2%	0.4%	0.0%	0.0%		
3 to 5 yrs	0.4%	0.5%	0.5%	0.7%	0.9%	0.6%	0.3%	0.4%	0.7%	0.5%	0.5%	0.3%	0.2%	0.7%	0.1%	0.1%		
6 to 9 yrs	0.7%	0.6%	0.7%	0.7%	0.7%	0.7%	0.5%	0.5%	0.6%	0.4%	0.4%	0.5%	0.3%	0.1%	0.2%	0.2%		
10 yrs or more	0.5%	0.6%	1.0%	1.0%	0.9%	0.8%	0.4%	0.4%	0.7%	0.6%	0.5%	0.4%	0.4%	0.6%	0.1%	0.2%	0.2%	
Unreported	0.1%	0.3%	0.2%	0.3%	0.3%	0.8%	0.1%	0.2%	0.1%	0.2%	0.2%	0.2%	0.1%	0.1%	0.0%	0.0%		
<b>Other POV</b>	<b>0.4%</b>	<b>0.8%</b>	<b>0.6%</b>	<b>0.9%</b>	<b>0.5%</b>	<b>0.5%</b>	<b>0.3%</b>	<b>0.7%</b>	<b>0.5%</b>	<b>0.5%</b>	<b>0.8%</b>	<b>0.8%</b>	<b>0.5%</b>	<b>0.3%</b>	<b>0.4%</b>	<b>0.4%</b>	<b>1.2%</b>	
0 to 2 yrs	0.1%	0.2%	0.4%	0.3%	0.2%	0.1%	0.1%	0.1%	0.1%	0.1%	0.3%	0.3%	0.1%	0.1%	0.1%	0.1%	0.7%	
3 to 5 yrs	0.2%	0.3%	0.2%	0.4%	0.1%	0.1%	0.1%	0.3%	0.1%	0.3%	0.1%	0.3%	0.2%	0.2%	0.0%	0.0%	0.2%	
6 to 9 yrs	0.3%	0.5%	0.2%	0.4%	0.2%	0.2%	0.1%	0.4%	0.4%	0.1%	0.5%	0.2%	0.3%	0.1%	0.2%	0.2%	0.6%	
10 yrs or more	0.3%	0.6%	0.5%	0.3%	0.4%	0.3%	0.3%	0.3%	0.3%	0.4%	0.3%	0.4%	0.2%	0.1%	0.4%	0.4%	0.2%	
Unreported	0.2%	0.1%	0.2%	0.2%	0.1%	0.3%	0.1%	0.2%	0.1%	0.1%	0.3%	0.3%	0.1%	0.1%	0.0%	0.0%		

Chapter 6: Table 11  
 Comparison of Travel Patterns Among NY State MPOs  
 2001 NHTS  
 STANDARD ERRORS

	Not in MSA	< 250,000			250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3+ million					
	Ithaca	Elmira	Glens Falls	Bingham- ton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough- keepsie	NY Metro				
												Nassau/ Suffolk	Putnam/ Rockland/ Westchester	Five Counties	Sub of 5 Counties	
														4 Counties	Manhattan	
<b>Percent Vehicles by Vehicle Type and Age</b>																
<b>Auto</b>	3.9%	2.5%	6.6%	3.8%	6.3%	1.7%	1.9%	4.3%	2.9%	2.5%	4.5%	2.5%	1.6%	3.4%	2.4%	11.5%
0 to 2 yrs	1.0%	0.7%	1.4%	0.9%	1.3%	0.6%	1.3%	1.2%	1.1%	1.4%	0.9%	1.1%	1.1%	1.1%	1.0%	3.7%
3 to 5 yrs	1.3%	1.2%	1.7%	1.4%	1.6%	0.8%	1.4%	1.5%	1.2%	1.0%	1.4%	1.0%	1.3%	1.3%	1.3%	3.8%
6 to 9 yrs	1.8%	1.5%	2.1%	1.5%	2.2%	0.9%	1.7%	1.6%	1.3%	1.8%	1.4%	1.1%	1.5%	1.4%	1.4%	3.3%
10 yrs or more	2.3%	1.7%	2.8%	2.1%	2.6%	0.9%	1.6%	1.8%	1.5%	1.7%	2.2%	1.4%	1.5%	2.0%	1.9%	6.8%
Unreported	0.8%	0.3%	0.7%	0.2%	0.4%	0.3%	0.4%	0.7%	0.4%	0.5%	0.6%	0.3%	0.5%	0.4%	0.7%	0.8%
<b>Van</b>	1.1%	1.1%	1.4%	1.3%	1.4%	0.6%	1.2%	1.2%	1.1%	1.1%	1.1%	0.9%	0.7%	1.0%	1.0%	2.5%
0 to 2 yrs	0.4%	0.3%	0.6%	0.4%	0.5%	0.2%	0.4%	0.4%	0.5%	0.4%	0.5%	0.5%	0.4%	0.4%	0.4%	0.3%
3 to 5 yrs	0.5%	0.5%	0.6%	0.5%	0.4%	0.3%	0.5%	0.5%	0.5%	0.6%	0.5%	0.5%	0.5%	0.4%	0.4%	1.0%
6 to 9 yrs	0.5%	0.7%	0.5%	0.6%	0.7%	0.3%	0.7%	0.7%	0.5%	0.7%	0.7%	0.4%	0.4%	0.5%	0.5%	0.8%
10 yrs or more	0.7%	0.6%	0.6%	0.7%	0.5%	0.3%	0.6%	0.6%	0.6%	0.6%	0.6%	0.5%	0.3%	0.6%	0.7%	1.2%
Unreported	0.2%	0.1%	0.1%	0.1%	0.2%	0.1%	0.2%	0.2%	0.2%	0.2%	0.3%	0.1%	0.1%	0.2%	0.2%	1.2%
<b>SUV</b>	1.1%	1.1%	2.0%	1.2%	1.6%	0.7%	1.1%	1.3%	1.0%	1.1%	1.4%	1.3%	1.0%	1.1%	1.1%	3.3%
0 to 2 yrs	0.5%	0.4%	0.9%	0.4%	0.8%	0.3%	0.8%	0.8%	0.5%	0.7%	0.6%	0.6%	0.7%	0.6%	0.6%	1.4%
3 to 5 yrs	0.5%	0.7%	0.6%	0.6%	0.6%	0.4%	0.5%	0.5%	0.6%	0.6%	0.8%	0.8%	0.6%	0.5%	0.5%	2.4%
6 to 9 yrs	0.7%	0.5%	0.8%	0.6%	0.7%	0.3%	0.5%	0.6%	0.5%	0.7%	0.7%	0.5%	0.4%	0.6%	0.7%	0.7%
10 yrs or more	0.5%	0.5%	0.6%	0.6%	0.6%	0.3%	0.4%	0.3%	0.4%	0.6%	0.5%	0.3%	0.3%	0.5%	0.5%	0.8%
Unreported	0.0%	0.1%	0.5%	0.2%	0.2%	0.0%	0.2%	0.1%	0.1%	0.1%	0.2%	0.3%	0.0%	0.4%	0.4%	0.3%
<b>Pickup Truck</b>	1.4%	1.2%	2.8%	1.4%	1.9%	0.7%	1.0%	1.4%	1.2%	0.9%	1.0%	0.7%	0.6%	0.2%	0.3%	0.6%
0 to 2 yrs	0.5%	0.5%	0.8%	0.3%	0.5%	0.2%	0.6%	0.4%	0.4%	0.5%	0.5%	0.2%	0.3%	0.1%	0.1%	
3 to 5 yrs	0.7%	0.6%	0.9%	0.6%	0.8%	0.3%	0.7%	0.6%	0.5%	0.6%	0.4%	0.3%	0.2%	0.1%	0.0%	0.4%
6 to 9 yrs	0.7%	0.6%	0.8%	0.5%	0.7%	0.3%	0.7%	0.5%	0.5%	0.5%	0.6%	0.4%	0.3%	0.1%	0.1%	0.3%
10 yrs or more	0.8%	0.9%	1.4%	1.0%	1.0%	0.4%	0.5%	0.8%	0.8%	0.6%	0.6%	0.4%	0.3%	0.2%	0.2%	0.3%
Unreported	0.3%	0.2%	0.2%	0.3%	0.5%	0.1%	0.2%	0.2%	0.1%	0.2%	0.2%	0.1%	0.1%	0.0%	0.0%	
<b>Other POV</b>	0.7%	0.6%	0.9%	0.7%	1.4%	0.4%	0.7%	0.6%	0.6%	0.6%	0.8%	0.4%	0.3%	0.5%	0.4%	1.9%
0 to 2 yrs	0.1%	0.3%	0.3%	0.1%	0.3%	0.1%	0.3%	0.2%	0.3%	0.1%	0.4%	0.1%	0.1%	0.1%	0.1%	
3 to 5 yrs	0.2%	0.2%	0.3%	0.2%	0.3%	0.1%	0.3%	0.2%	0.2%	0.2%	0.3%	0.2%	0.1%	0.1%	0.1%	
6 to 9 yrs	0.3%	0.2%	0.2%	0.1%	0.3%	0.1%	0.2%	0.2%	0.1%	0.2%	0.3%	0.2%	0.2%	0.1%	0.0%	0.3%
10 yrs or more	0.5%	0.5%	0.7%	0.6%	1.3%	0.3%	0.3%	0.4%	0.3%	0.5%	0.6%	0.2%	0.1%	0.3%	0.3%	1.9%
Unreported		0.2%	0.2%	0.3%	0.2%	0.1%	0.2%	0.1%	0.2%	0.1%	0.2%	0.0%	0.2%	0.3%	0.4%	

Chapter 6: Table 12  
 Comparison of Travel Patterns Among NY State MPOs  
 2009 NHTS  
 STANDARD ERRORS

	Not in MSA		< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3+ million								
	Ithaca	Kingston	Elmira	Glens Falls	Bingham- ton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough- keepsie	NY Metro			Sub of 5 Counties			
													Nassau/ Suffolk	Putnam/ Rockland/ Westchester	Five Counties	4 Counties	Manhattan		
<b>VMT/Vehicle by Vehicle Type and Age</b>																			
<b>ALL VEHICLES</b>	<b>542</b>	<b>364</b>	<b>311</b>	<b>426</b>	<b>283</b>	<b>413</b>	<b>312</b>	<b>374</b>	<b>344</b>	<b>274</b>	<b>374</b>	<b>355</b>	<b>227</b>	<b>365</b>	<b>304</b>	<b>332</b>	<b>541</b>		
0 to 2 yrs	1,881	1,124	1,473	1,926	760	915	1,312	1,626	900	844	1,562	928	537	612	805	942	974		
3 to 5 yrs	989	452	424	778	1,044	435	506	435	730	529	573	488	383	951	704	773	1,118		
6 to 9 yrs	1,244	516	537	588	507	624	307	492	509	595	626	632	466	453	590	658	1,542		
10 yrs or more	824	722	522	666	402	942	453	641	490	491	456	419	516	583	503	532	893		
Unreported	985	1,669	1,423	1,158	686	3,235	1,479	830	1,611	1,552	1,812	1,529	936	936	2,162	2,369	2,773		
<b>Auto</b>	<b>815</b>	<b>354</b>	<b>343</b>	<b>664</b>	<b>349</b>	<b>361</b>	<b>480</b>	<b>398</b>	<b>352</b>	<b>361</b>	<b>315</b>	<b>396</b>	<b>271</b>	<b>303</b>	<b>408</b>	<b>446</b>	<b>706</b>		
0 to 2 yrs	2,364	1,140	786	3,291	861	591	2,460	1,851	841	1,092	898	900	533	555	554	604	1,498		
3 to 5 yrs	1,742	763	789	908	578	726	567	538	872	594	912	580	520	436	1,127	1,232	1,602		
6 to 9 yrs	2,190	599	745	806	712	901	377	691	620	697	605	849	495	598	773	854	1,652		
10 yrs or more	1,094	565	681	757	576	709	654	843	595	642	484	495	660	575	641	684	1,246		
Unreported	910	1,922	3,365	1,018	555	2,262	1,313	1,425	3,579	1,888	1,117	1,117	1,700	806	3,619	4,246	2,941		
<b>Van</b>	<b>1,869</b>	<b>1,306</b>	<b>1,955</b>	<b>1,641</b>	<b>721</b>	<b>1,440</b>	<b>613</b>	<b>2,172</b>	<b>855</b>	<b>747</b>	<b>1,225</b>	<b>1,131</b>	<b>802</b>	<b>936</b>	<b>817</b>	<b>866</b>	<b>957</b>		
0 to 2 yrs	21,075	2,355	12,455	9,771	3,081	1,800	2,542	9,237	1,425	1,819	5,196	2,372	3,740	888	3,850	4,383	-		
3 to 5 yrs	2,516	1,863	1,168	3,798	2,308	1,077	1,032	1,584	1,690	1,533	1,013	3,134	1,202	1,503	1,073	1,038	-		
6 to 9 yrs	2,681	3,070	1,023	1,108	1,143	984	952	1,510	1,561	984	1,347	1,434	1,137	724	1,221	1,232	7,787		
10 yrs or more	2,097	1,756	1,261	1,586	1,132	2,214	1,099	1,240	930	1,481	1,756	1,435	988	2,140	1,164	1,228	689		
Unreported	3,917	6,554	3,313	5,052	6,070	9,034	2,907	1,937	3,592	274	6,415	2,540	2,571	3,167	2,039	2,111	-		
<b>SUV</b>	<b>471</b>	<b>1,127</b>	<b>625</b>	<b>698</b>	<b>720</b>	<b>1,398</b>	<b>529</b>	<b>465</b>	<b>924</b>	<b>621</b>	<b>1,027</b>	<b>788</b>	<b>443</b>	<b>961</b>	<b>681</b>	<b>753</b>	<b>1,452</b>		
0 to 2 yrs	1,021	3,193	2,067	3,069	1,585	2,884	619	626	2,355	879	4,350	2,430	850	934	2,200	2,688	1,606		
3 to 5 yrs	971	740	823	857	1,930	895	1,254	915	1,215	1,156	819	1,026	667	2,539	817	882	2,078		
6 to 9 yrs	829	958	1,406	1,652	736	1,675	692	918	1,406	1,011	1,579	1,281	1,011	1,024	1,003	859	3,336		
10 yrs or more	904	3,718	1,934	1,493	920	4,873	1,161	1,597	1,568	1,046	2,075	2,036	778	1,771	1,359	1,410	289		
Unreported	4,006	4,417	1,264	18,386	1,178	2,011	3,619	3,123	1,582	1,678	6,584	4,296	1,188	3,648	1,692	1,692	-		
<b>Pickup Truck</b>	<b>547</b>	<b>758</b>	<b>476</b>	<b>727</b>	<b>1,202</b>	<b>756</b>	<b>502</b>	<b>1,567</b>	<b>719</b>	<b>940</b>	<b>811</b>	<b>532</b>	<b>991</b>	<b>2,589</b>	<b>1,319</b>	<b>1,385</b>	<b>-</b>		
0 to 2 yrs	2,092	1,192	890	2,174	2,143	1,127	1,265	9,847	1,645	3,362	1,882	1,172	1,580	5,321	10,120	10,120	-		
3 to 5 yrs	1,190	1,068	1,032	1,127	4,491	859	1,307	1,259	1,364	2,087	1,827	1,140	1,704	5,339	2,064	2,064	-		
6 to 9 yrs	955	1,426	1,055	1,525	1,658	1,332	620	2,656	1,125	2,285	1,104	1,011	2,162	1,187	3,335	3,335	-		
10 yrs or more	706	1,384	919	1,211	769	1,652	801	1,860	1,140	936	1,072	943	3,891	1,429	1,566	-	-		
Unreported	2,381	709	1,803	1,163	1,109	4,382	6,971	1,812	4,593	4,287	4,243	1,637	4,482	4,168	2,721	2,721	-		
<b>Other POV</b>	<b>598</b>	<b>413</b>	<b>546</b>	<b>785</b>	<b>449</b>	<b>455</b>	<b>627</b>	<b>2,031</b>	<b>879</b>	<b>697</b>	<b>686</b>	<b>523</b>	<b>514</b>	<b>825</b>	<b>418</b>	<b>133</b>	<b>701</b>		
0 to 2 yrs	608	864	574	1,356	1,749	966	473	1,508	5,713	2,638	1,844	2,402	1,248	5,782	1,239	868	1,168		
3 to 5 yrs	527	1,017	1,177	1,148	425	1,370	2,665	473	1,153	1,099	2,995	372	1,178	1,623	862	1,935	-		
6 to 9 yrs	144	852	216	544	214	344	740	5,499	516	529	2,148	2,140	425	557	718	471	-		
10 yrs or more	1,375	390	318	2,589	822	1,162	418	453	1,742	249	851	779	354	295	61	67	-		
Unreported	441	298	937	993	652	549	895	2,664	-	1,492	591	329	1,710	313	338	338	-		

NOTE: Numbers reflect BESTMILE Estimates.



Chapter 6: Table 13  
 Comparison of Travel Patterns Among NY State MPOs  
 2009 NHTS  
 STANDARD ERRORS

	Not in MSA		< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3+ million						
	Ithaca	Kingston	Elmira	Glens Falls	Bingham- ton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough- keepsie	NY Metro				
													Nassau/ Suffolk	Putnam/ Rockland/ Westchester	Five Counties	Sub of 5 Counties	
															4 Counties	Manhattan	
<b>Percent Not Taking Walk Trips in the last week</b>																	
TOTAL	3.7%	1.9%	1.9%	2.1%	2.6%	2.0%	1.4%	1.8%	2.4%	2.1%	2.0%	1.5%	1.7%	1.6%	1.1%	1.2%	2.2%
5 to 10 year-olds	5.2%	5.4%	6.0%	5.5%	7.3%	5.4%	4.3%	6.2%	10.8%	13.1%	5.1%	8.2%	5.6%	4.4%	4.4%	5.0%	7.2%
11 to 15 year-olds	4.5%	6.5%	6.7%	6.2%	7.5%	5.0%	4.0%	7.0%	7.0%	6.0%	6.3%	6.6%	7.6%	3.6%	2.4%	3.0%	7.0%
16 to 20 year-olds	11.3%	5.1%	10.4%	9.9%	9.0%	6.1%	4.5%	7.5%	7.2%	7.1%	6.6%	7.7%	6.2%	5.3%	3.9%	4.8%	6.6%
21 to 35 year-olds	7.2%	7.6%	4.3%	4.8%	4.8%	5.3%	3.9%	5.2%	6.2%	5.3%	5.7%	4.2%	4.4%	4.9%	2.0%	2.5%	2.6%
36 to 64 year-olds	2.5%	2.7%	2.4%	2.9%	3.2%	2.7%	1.7%	2.4%	3.0%	2.4%	2.5%	1.8%	2.5%	2.4%	1.5%	1.8%	2.6%
65+ year-olds	7.0%	4.4%	4.2%	4.5%	3.4%	3.8%	3.1%	4.0%	4.0%	3.4%	3.1%	3.7%	4.3%	3.4%	2.6%	3.1%	4.1%
<b>Avg Minutes Spent Walking per Day</b>																	
TOTAL	1.49	0.50	0.49	0.89	0.52	1.33	0.58	0.55	0.46	0.53	0.79	0.73	0.40	0.95	1.15	1.15	3.42
5 to 10 year-olds	1.98	0.30	0.94	2.29	1.15	3.18	2.83	2.79	0.84	0.24	1.55	0.68	0.57	3.50	3.02	3.30	6.77
11 to 15 year-olds	3.99	0.73	1.91	2.76	0.66	4.36	4.57	1.03	1.18	0.77	0.81	0.53	1.98	3.05	2.23	2.55	6.40
16 to 20 year-olds	4.56	1.57	2.61	3.11	2.83	0.73	1.70	0.98	3.15	2.14	1.15	1.15	1.39	2.07	3.56	3.03	10.47
21 to 35 year-olds	3.99	1.64	1.50	2.91	1.57	3.44	1.30	1.17	0.69	2.24	3.63	2.55	1.21	2.07	3.06	2.12	12.05
36 to 64 year-olds	2.36	0.90	0.66	1.12	0.69	1.56	0.69	1.09	0.86	0.57	0.54	0.93	0.58	1.57	1.39	1.65	2.62
65+ year-olds	1.80	0.80	0.93	0.84	0.89	0.73	0.56	1.36	0.68	0.45	0.89	2.76	0.99	0.85	2.21	2.58	2.83
<b>Percent Not Taking Bike Trips in the last week</b>																	
TOTAL	3.1%	1.2%	1.7%	1.4%	1.1%	1.4%	1.1%	1.3%	1.7%	1.5%	1.5%	1.2%	1.0%	1.4%	0.8%	0.9%	1.3%
5 to 10 year-olds	7.2%	6.4%	6.9%	6.5%	7.2%	7.5%	5.6%	6.5%	10.9%	9.2%	6.9%	8.1%	5.8%	7.7%	4.1%	4.6%	9.1%
11 to 15 year-olds	4.3%	5.9%	7.1%	5.7%	8.6%	7.3%	6.1%	5.7%	5.9%	5.6%	4.3%	5.9%	4.2%	6.8%	2.6%	2.9%	4.2%
16 to 20 year-olds	8.3%	4.6%	8.5%	4.8%	2.8%	1.7%	3.0%	4.8%	7.2%	6.7%	3.9%	3.2%	4.1%	3.4%	2.2%	0.9%	10.0%
21 to 35 year-olds	3.1%	3.5%	3.7%	3.4%	4.2%	2.8%	2.1%	3.7%	4.4%	3.0%	3.9%	2.9%	1.9%	3.1%	2.3%	2.8%	2.3%
36 to 64 year-olds	6.0%	1.2%	1.4%	2.1%	0.9%	2.0%	1.3%	1.2%	1.8%	1.5%	1.2%	1.2%	1.4%	1.7%	0.9%	1.1%	1.2%
65+ year-olds	0.5%	1.2%	0.6%	1.7%	0.4%	0.7%	0.7%	0.6%	1.0%	1.3%	1.6%	0.3%	0.5%	0.6%	0.7%	0.9%	0.7%
<b>Avg Minutes Spent Biking per Day</b>																	
TOTAL	0.16	0.18	0.19	0.44	0.14	0.41	0.26	0.46	0.30	0.12	0.13	0.33	0.09	0.30	0.18	0.23	0.10
5 to 10 year-olds	0.15	0.49	0.33	1.20		0.75	0.83	0.52	0.61	0.08	0.24	3.30	0.25	2.15	0.28	0.31	
11 to 15 year-olds	0.30	1.14	2.29	0.58		3.78	0.93	2.24	1.22	0.43	0.48	0.94	0.32	0.08	0.01	0.02	
16 to 20 year-olds	0.03	0.31	0.54	3.83	0.19	1.59	1.79	3.53	0.36	0.18		0.59	0.47		0.10	0.08	0.32
21 to 35 year-olds	0.66	0.19				0.56	0.32	1.13	1.69	0.45		0.09	0.26	0.33	0.44	0.57	
36 to 64 year-olds	0.23	0.12	0.20	0.66	0.31	0.36	0.24	0.29	0.29	0.13			0.14	0.43	0.37	0.46	0.20
65+ year-olds	0.07	0.80	0.03	0.16		0.02	0.24		0.15	0.46			0.30	0.02	0.10	0.10	0.30
<b>Avg Minutes Spent Walking/Biking per Day</b>																	
TOTAL	1.53	0.52	0.57	1.07	0.56	1.36	0.64	0.76	0.59	0.54	0.82	0.83	0.42	1.09	1.17	1.17	3.45
5 to 10 year-olds	1.98	0.65	0.98	1.81	1.15	3.23	2.82	2.79	1.03	0.26	1.62	3.31	0.64	4.33	2.94	3.21	6.77
11 to 15 year-olds	4.00	1.31	3.28	2.86	0.66	4.42	4.66	2.29	1.48	0.92	1.02	1.08	2.00	3.05	2.23	2.54	6.40
16 to 20 year-olds	4.56	1.55	2.88	5.07	2.81	1.68	1.97	3.62	3.18	2.14	1.15	1.21	1.44	2.07	3.55	3.04	10.42
21 to 35 year-olds	3.95	1.64	1.50	2.91	1.57	3.57	1.38	1.82	1.92	2.30	3.63	2.52	1.22	2.12	3.08	2.13	12.05
36 to 64 year-olds	2.41	0.91	0.64	1.46	0.79	1.61	0.75	1.13	0.92	0.59	0.60	0.95	0.58	1.60	1.48	1.75	2.69
65+ year-olds	1.80	1.24	0.94	0.81	0.89	0.73	0.72	1.36	0.73	0.64	0.89	2.76	1.06	0.85	2.22	2.59	2.86

Chapter 6: Table 13  
 Comparison of Travel Patterns Among NY State MPOs  
 2001 NHTS  
 STANDARD ERRORS

	Not in MSA		< 250,000		250,000 to 499,999		500,000 to 999,999		1 to 2.9 million		3+ million						
	Ithaca	Elmira	Glens Falls	Bingham- ton	Utica-Rome	Albany	Syracuse	Buffalo	Rochester	Newburgh	Pough- keepsie	NY Metro			Sub of 5 Counties		
												Nassau/ Suffolk	Putnam/ Rockland/ Westchester	Five Counties	4 Counties	Manhattan	
<b>Percent Not Taking Walk Trips in the last week</b>																	
TOTAL	1.7%	1.8%	1.8%	1.7%	1.8%	1.1%	1.8%	1.7%	1.5%	1.9%	1.5%	1.4%	1.7%	0.9%	1.1%	1.4%	
5 to 10 year-olds	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
11 to 15 year-olds	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
16 to 20 year-olds	3.7%	7.9%	9.2%	5.5%	5.5%	3.8%	6.8%	6.7%	5.2%	5.9%	5.3%	7.9%	4.7%	2.8%	2.9%	9.7%	
21 to 35 year-olds	2.2%	3.2%	3.6%	4.3%	4.1%	2.2%	3.8%	3.7%	3.6%	3.9%	4.2%	2.7%	3.6%	1.3%	1.7%	1.5%	
36 to 64 year-olds	2.6%	2.6%	2.2%	2.3%	2.4%	1.2%	2.6%	2.4%	1.9%	2.4%	2.2%	1.9%	2.0%	1.1%	1.3%	1.9%	
65+ year-olds	4.5%	3.6%	4.3%	3.4%	4.4%	2.6%	3.6%	3.4%	4.5%	4.4%	4.5%	3.3%	3.8%	2.7%	3.3%	4.1%	
<b>Avg Minutes Spent Walking per Day</b>																	
TOTAL	1.06	0.59	0.74	0.83	0.51	0.35	0.65	0.81	2.38	1.03	0.49	1.51	0.83	0.70	0.72	1.50	
5 to 10 year-olds	1.77	2.36	1.62	1.63	1.59	0.64	0.70	2.49	7.38	1.99	0.78	1.66	1.33	1.53	1.81	2.38	
11 to 15 year-olds	1.06	2.21	5.88	3.36	0.57	1.57	2.19	4.18	19.10	1.11	1.88	1.62	4.26	1.70	1.73	6.59	
16 to 20 year-olds	1.54	2.46	1.17	3.17	0.70	0.86	4.13	1.98	2.54	1.33	0.96	3.37	2.70	1.71	1.87	5.19	
21 to 35 year-olds	2.70	1.13	1.20	1.00	1.05	0.87	2.68	0.83	1.42	0.94	1.81	1.00	2.53	1.45	1.73	2.77	
36 to 64 year-olds	1.68	0.84	1.22	0.88	1.06	0.50	0.60	1.27	0.65	2.24	0.62	3.50	0.79	0.91	0.95	2.14	
65+ year-olds	1.64	0.92	1.19	2.82	1.10	0.92	1.37	0.73	1.09	1.27	1.10	1.28	0.81	1.61	1.64	4.12	
<b>Percent Not Taking Bike Trips in the last week</b>																	
TOTAL	1.3%	1.3%	1.2%	1.3%	1.4%	0.6%	1.4%	1.1%	1.1%	1.1%	1.7%	0.9%	1.2%	0.5%	0.6%	1.1%	
5 to 10 year-olds	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
11 to 15 year-olds	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
16 to 20 year-olds	3.9%	5.8%	4.0%	4.2%	3.9%	2.4%	9.0%	6.2%	5.7%	4.2%	4.8%	5.3%	11.3%	2.7%	3.0%	7.5%	
21 to 35 year-olds	3.0%	2.3%	3.6%	3.1%	3.3%	1.5%	3.1%	1.7%	1.9%	1.8%	2.9%	2.1%	1.4%	1.1%	1.3%	2.1%	
36 to 64 year-olds	1.8%	1.7%	1.6%	1.9%	1.3%	0.8%	1.2%	1.7%	1.4%	1.4%	1.5%	1.2%	1.2%	0.7%	0.8%	1.7%	
65+ year-olds	0.9%	2.0%	1.6%	0.7%	2.1%	0.7%	2.1%	1.9%	1.6%	1.6%	8.3%	1.5%	0.4%	0.5%	0.6%	0.3%	
<b>Avg Minutes Spent Biking per Day</b>																	
TOTAL	0.20	0.57	0.31	0.36	0.16	0.28	0.14	0.30	0.29	0.22	0.32	0.18	0.11	0.23	0.28	0.23	
5 to 10 year-olds		2.61	1.27	3.59	0.58	0.77	0.21	1.32	1.34	0.86	2.55	0.24	0.32	1.73	2.04	0.68	
11 to 15 year-olds	2.07	2.71	2.19	0.80	1.22	1.37	0.89	0.59	2.33	1.50	0.77	1.11	1.29	2.51	3.05		
16 to 20 year-olds	0.45	0.40	0.12			0.36	0.30		0.14	0.47		0.21	0.06	0.06	0.07		
21 to 35 year-olds	0.49	1.95	0.64			0.28	0.31	0.37	0.32	0.28	0.03	0.20	0.03	0.26	0.33	0.37	
36 to 64 year-olds	0.30	0.45	0.34	0.45	0.04	0.54	0.09	0.51	0.01	0.15	0.16	0.13	0.14	0.13	0.10	0.53	
65+ year-olds		0.49	0.06				0.30	0.14	0.46		0.58	0.85	0.28	0.05	0.06		
<b>Avg Minutes Spent Walking/Biking per Day</b>																	
TOTAL	1.07	0.85	0.85	0.93	0.51	0.42	0.70	0.86	2.36	1.07	0.55	1.51	0.84	0.72	0.77	1.56	
5 to 10 year-olds	1.77	3.38	2.21	4.22	1.62	0.98	0.76	2.74	7.32	2.47	2.60	1.66	1.36	2.46	2.91	2.35	
11 to 15 year-olds	2.29	3.15	6.30	3.63	1.21	2.09	2.23	4.16	18.97	2.43	2.01	1.97	4.66	3.02	3.54	6.59	
16 to 20 year-olds	1.78	2.61	1.20	3.17	0.70	0.90	4.09	1.98	2.55	1.37	0.96	3.35	2.70	1.70	1.86	5.19	
21 to 35 year-olds	2.73	2.35	1.54	1.00	1.05	0.91	2.70	0.87	1.47	0.96	1.80	1.01	2.53	1.45	1.76	2.76	
36 to 64 year-olds	1.69	1.00	1.37	0.95	1.07	0.77	0.61	1.37	0.65	2.23	0.62	3.49	0.82	0.92	0.97	2.22	
65+ year-olds	1.64	1.01	1.19	2.82	1.10	0.92	1.48	0.72	1.10	1.27	1.35	1.57	0.85	1.61	1.63	4.12	

\* Walk and Bike trip questions were not asked of persons under 16 years old in 2001, or at all in 1995.



**APPENDIX D: EMISSIONS RATES BY MODE OF TRANSPORTATION**

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**Kilograms of CO2 per Passenger Mile by NHTS Mode**

NHTS Modes	2009		2001	
	New York State	Rest of U.S.	New York State	Rest of U.S.
Car	Record specific		Record specific	
Van	Record specific		Record specific	
SUV	Record specific		Record specific	
Pickup truck	Record specific		Record specific	
Other truck	Record specific		Record specific	
RV	Record specific		Record specific	
Motorcycle	Record specific		Record specific	
Light Elec. vehicle (golf cart)	0.0000	0.0000	0.0000	0.0000
Local/public bus	0.2779	0.2917	0.2736	0.2805
Commuter bus	0.2378	0.2428	0.2736	0.2805
School bus	0.0725	0.0725	0.0725	0.0725
Charter/tour bus	0.0500	0.0500	0.0560	0.0560
City to city bus	0.0500	0.0500	0.0560	0.0560
Shuttle bus	0.0988	0.0988	0.1447	0.1447
Amtrak/Intercity train	0.1527	0.1527	0.2193	0.2193
Commuter train	0.1262	0.1494	0.1070	0.1513
Subway/Elevated Train	0.0695	0.0897	0.0839	0.1222
Street Car/Trolley	0.1586	0.1586	0.2164	0.2164
Taxicab	0.6777	0.6777	0.6777	0.6777
Ferry	0.5441	0.9630	0.3592	1.3957
Airplane	0.0000	0.0000	0.0000	0.0000
Bicycle	0.0000	0.0000	0.0000	0.0000
Walk	0.0000	0.0000	0.0000	0.0000
Special transit -people w/disabilities	1.2872	0.9905	1.1639	0.9522
Other	0.1205	0.1839	0.1199	0.2362

Source: Derived from US EPA recommended fuel use to CO2 emissions conversions, and emissions rate estimates derived from the Federal Transit Administration's rail, bus and ferry transit energy consumption database, and average vehicle fuel efficiencies reported by or derived from Federal Highway Administration, American Bus Association, American School Bus Association, and the New York City Taxi and Limousine Commission estimates.