

2. DEMOGRAPHIC OVERVIEW

INTRODUCTION TO TOMPKINS COUNTY

Located in Upstate New York, Tompkins County contains nine towns, six villages and is home to the City of Ithaca, one of the principal cities of the scenic Finger Lakes region (see **FIGURE 1**). The City of Ithaca, which is centrally located within Tompkins County, is situated at the southern end of Lake Cayuga and serves as the activity hub for the County and indeed for a greater multi-county region. The area is characterized by topography that is restricted and interrupted by the aftereffects of past glacial activity that created the Finger Lakes region. The climate of the area is variable and is characterized by well-defined seasons. The County is best known as an education center, as it is home to Cornell University, Ithaca College, and Tompkins Cortland Community College. These institutions provide important sources of revenue, employment, and cultural amenities for the residents of Tompkins County as well as surrounding counties.

Metropolitan Planning Organization Urbanized Area

The ITCTC Urbanized Area is composed of the City of Ithaca, the Village of Cayuga Heights, the Village of Lansing, most of the Town of Ithaca, and small portions of the Towns of Caroline, Dryden, Lansing, Newfield, and Ulysses (see **FIGURE 2**).

Demographic Characteristics

The purpose of this chapter is not to provide a detailed demographic analysis, but rather to provide a "snapshot" of demographic characteristics that may have significant effects on the transportation system. The latest data available is used in tables and charts. In most cases 2007 Census Estimate data can be applied, in other cases 2000 Census data is the latest available. In addition, American Community Survey (ACS) data was used when available (ITCTC considers ACS data to be more accurate than standard Census Estimate data).

The ACS is an annual survey of the population that is designed to eventually replace the decennial census. In 2008 the first ACS data, reflecting a three year (2005-2007) average of survey results, was received for population areas greater than 20,000 (i.e. Tompkins County, City of Ithaca, Town of Ithaca). ACS will continue to be implemented with the goal of generating 5-year averages. The first 5-year results will become available in 2010 – which will also be the first data available for all municipalities in the County.

According to the 2007 Census Estimate, Tompkins County grew in population by 4,554 persons between 2000 and 2007, representing an annual average increase of approximately 0.7% (see **TABLE 1**). The City of Ithaca and all nine of the Towns in the County showed population increases from 2000 to 2007. In terms of the highest percentage of persons gained, the Town of Ithaca gained 8.1% (1,511 of 18,710) and the Town of Danby gained 6.4% (191 of 3,007). The Towns with the smallest increase in population were the Town of Groton (1.1%) and the Town of Newfield (1.2%).

Regarding population changes in the six villages in Tompkins County, the total population in all villages decreased by 0.14% per year and only 2 of the 6 villages gained population (see **TABLE 2**). The only villages having population increases between 2000 and 2007 were the Village of Trumansburg and the Village of Lansing (with increases of 2.8% and 0.7% respectively).

A review of the 1990-2007 population changes by Census-defined "urban" and "rural" areas confirms the notion that Tompkins County continues to become more urbanized demographically (see **TABLE 3**). This is a trend that was noted in previous Long Range Transportation Plans (LRTPs). As the area becomes more urbanized, the travel patterns and behaviors of its residents will continue to change.

TABLE 4 provides a more detailed view of the area's demographic changes in terms of *population density* (persons per square mile,) for the 2000-2007 period for the Towns and the City of Ithaca, while **TABLE 5** show similar information for the County's villages. Population density based on 2000 Census block data is presented in **FIGURE 3**. While pockets of urban density can be found throughout the County, representing traditional agricultural-community development patterns, it is apparent from this figure where the urbanized areas (i.e., 1,000 persons/mile² or more) lie. By far the greatest concentration of population lies in the urbanized area of the City of Ithaca. Other population density pockets are centered on the villages of Cayuga Heights, Groton, Dryden and Trumansburg. Furthermore, the map displays how density data can be correlated to several variables: the location of the major employment centers (e.g., Cornell University, Ithaca College, Route 96-B industrial corridor, the Central Business District (CBD), and the northeast industrial corridor); the location of sanitary sewer and water service areas; and the ease and availability of transportation services/infrastructure.

While there is significant debate over the cause of suburban "sprawl", which is usually attributed to the attractions of cheap land and the low cost of automobile transportation, there may be other reasons such as: the desire to escape perceived liabilities and disamenities of the inner city; desire to belong to a relatively small homogenous community; desire for a smaller local government with the expectation that it would be more responsive. Some of these

generalizations may hold true for the trends experienced in the Ithaca urbanized area during the 1980's and 90's, when most of the population growth occurred in the towns and villages surrounding the City of Ithaca. The continuing challenge for local governments is to recognize these trends and to work cooperatively to prevent sprawl from getting worse.

The number of persons per household is an important factor in determining trip rates for an area. Large families tend to generate fewer trips (per person) than do smaller families because there is a tendency towards increased vehicle occupancy with each trip. In Tompkins County the number of persons per household (pph) increased slightly from 2.32 in 2000 to 2.37 in 2007(see **TABLE 6**). This slight increase was fairly insignificant compared to the large decrease in persons per household from 1990 (2.46) to 2000 (2.32). The figure for 1980 was 2.55pph, evidence of the length of this trend. While these figures are slightly lower than national averages, probably due to the influence of the university community on the area's demographics, they do correspond to national trends towards smaller household sizes.

FIGURE 1



Tompkins County Locator Map

FIGURE 2

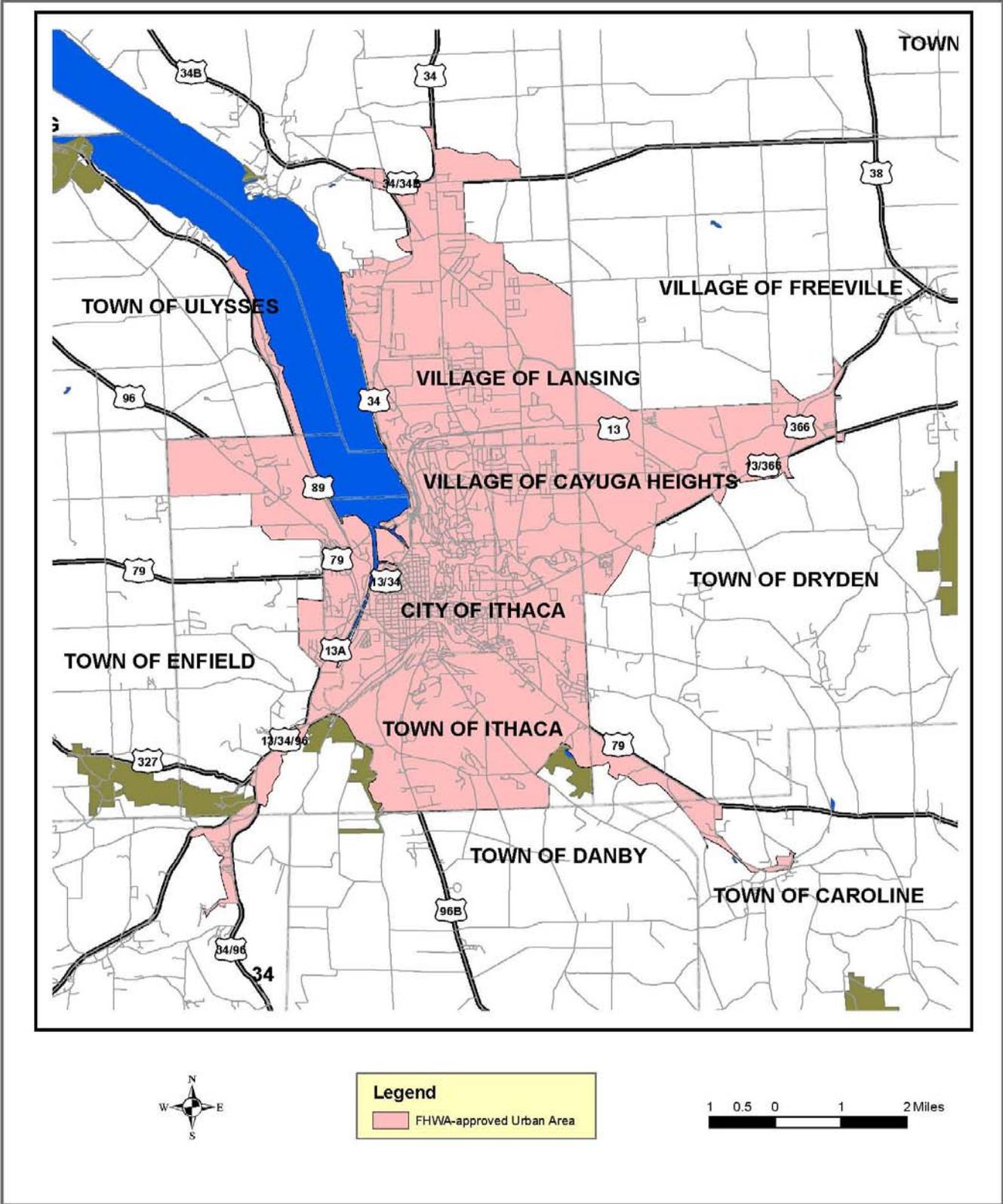


TABLE 1					
Population Totals for Tompkins County Municipalities					
Civil Division	1990 Population (% of County Total)	2000 Population (% of County Total)	2007 Population Estimate (% of County Total)	2000-2007 Numeric Change (% of County Change)	2000-2007 Percent Change
Town of Caroline	3,044 (3.2%)	2,910 (3.0%)	3,012 (3.0%)	102 (3.5%)	3.5%
Town of Danby	2,858 (3.0%)	3,007 (3.1%)	3,198 (3.2%)	191 (6.4%)	6.4%
Town of Dryden	13,251 (14.1%)	13,532 (14.1%)	14,068 (13.9%)	536 (9.8%)	4.0%
Town of Enfield	3,054 (3.3%)	3,369 (3.5%)	3,566 (3.5%)	197 (4.3%)	5.9%
Town of Groton	5,483 (5.8%)	5,794 (6.0%)	5,857 (5.8%)	63 (1.4%)	1.1%
City of Ithaca	29,541 (31.4%)	28,775 (29.8%)	29,974 (29.7%)	1,199 (27.0%)	4.2%
Town of Ithaca	17,797 (18.9%)	18,710 (19.4%)	20,221 (20.0%)	1,511 (36.6%)	8.1%
Town of Lansing	9,296 (9.9%)	10,521 (10.6%)	11,011 (10.9%)	490 (9.3%)	4.7%
Town of Newfield	4,867 (5.2%)	5,108 (5.3%)	5,170 (5.1%)	62 (0.9%)	1.2%
Town of Ulysses	4,906 (5.2%)	4,775 (5.0%)	4,978 (4.9%)	203 (4.1%)	4.3%
Total County	94,097 (100.0%)	96,501 (100.0%)	101,055 (100.0%)	4,554 (100.0%)	4.7%
Source: 1990 Census, 2000 Census, and 2007 Census Estimate					
Note: Village population statistics are included as part of respective Town totals					

TABLE 2					
Population Totals for Tompkins County Villages					
Civil Division	1990 Population	2000 Population	2007 Population Estimate	2000-2007 Numeric Change	2000-2007 Percent Change
Village of Cayuga Heights	3,457	3,785	3,674	-111	-0.30%
Village of Dryden	1,908	1,832	1,825	-7	-0.40%
Village of Freeville	437	505	505	0	0.00%
Village of Groton	2,398	2,470	2,408	-62	-0.70%
Village of Lansing	3,281	3,417	3,441	24	0.70%
Village of Trumansburg	1,611	1,581	1,592	11	2.80%
Total Village Population	13,092	13,590	13,445	-145	-0.10%
Source: 1990 Census, 2000 Census, and 2007 Census Estimate					

TABLE 3					
Population Trends in Urban and Rural Areas					
Census Area	1990	2000	2007 ACS	2000-2007 Numeric Change	Percentage Change
Urban	50,133	53,528	59,408	5,880	10.99%
Rural	43,964	42,973	41,182	-1791	-4.17%
Total	94,097	96,501	100,590	4,089	4.24%

Source: 1990 Census, 2000 Census, and 2005-2007 ACS Three-Year Estimate

TABLE 4						
Population, Size and Density Figures for Tompkins County 2000-2007						
(City of Ithaca and Towns)						
Civil Division	Total Land Area (mi²)	2000 Population	2000 Population Density (pop/mi²)	2007 Population	2007 Population Density (pop/mi²)	2000-2007 Change (pop)
Town of Caroline	55.0	2,910	52.91	3,012	54.76	+102
Town of Danby	53.6	3,007	56.10	3,198	59.66	+191
Town of Dryden	93.9	13,532	144.11	14,068	149.82	+536
Town of Enfield	36.9	3,369	91.30	3,566	96.64	+197
Town of Groton	49.6	5,794	116.81	5,857	118.09	+63
City of Ithaca	5.5	28,775	5,231.18	29,974	5,449.82	+1,199
Town of Ithaca	29.1	18,710	642.95	20,221	694.88	+1,511
Town of Lansing	60.7	10,521	173.33	11,011	181.40	+490
Town of Newfield	58.9	5,108	86.72	5,170	87.78	+62
Town of Ulysses	33.0	4,775	144.69	4,978	150.85	+203
Total County	476.1	96,501	202.69	101,055	212.26	+4,554

Source: 2000 Census and 2007 Census Estimate

TABLE 5**Population Size and Density for the Villages of Tompkins County 2000-2007**

Civil Division	Total Land Area (mi²)	2000 Population	2000 Population Density (pop/mi²)	2007 Population	2007 Population Density (pop/mi²)	2000-2007 Change (pop)
Village of Dryden	1.7	1,832	1,077.65	1,825	1,073.53	-111
Village of Freeville	1.1	505	459.09	505	459.09	-7
Village of Groton	1.6	2,470	1,543.75	2,408	1,505.00	+0
Village of Cayuga Heights	1.8	3,738	2,076.67	3,674	2,041.11	-62
Village of Lansing	4.6	3,417	742.83	3,441	748.04	+24
Village of Trumansburg	1.2	1,581	1,317.50	1,592	1,326.67	+11

Source: 2000 Census, and 2007 Census Estimate



CENSUS BLOCK POPULATION DENSITY, 2000 TOMPKINS COUNTY

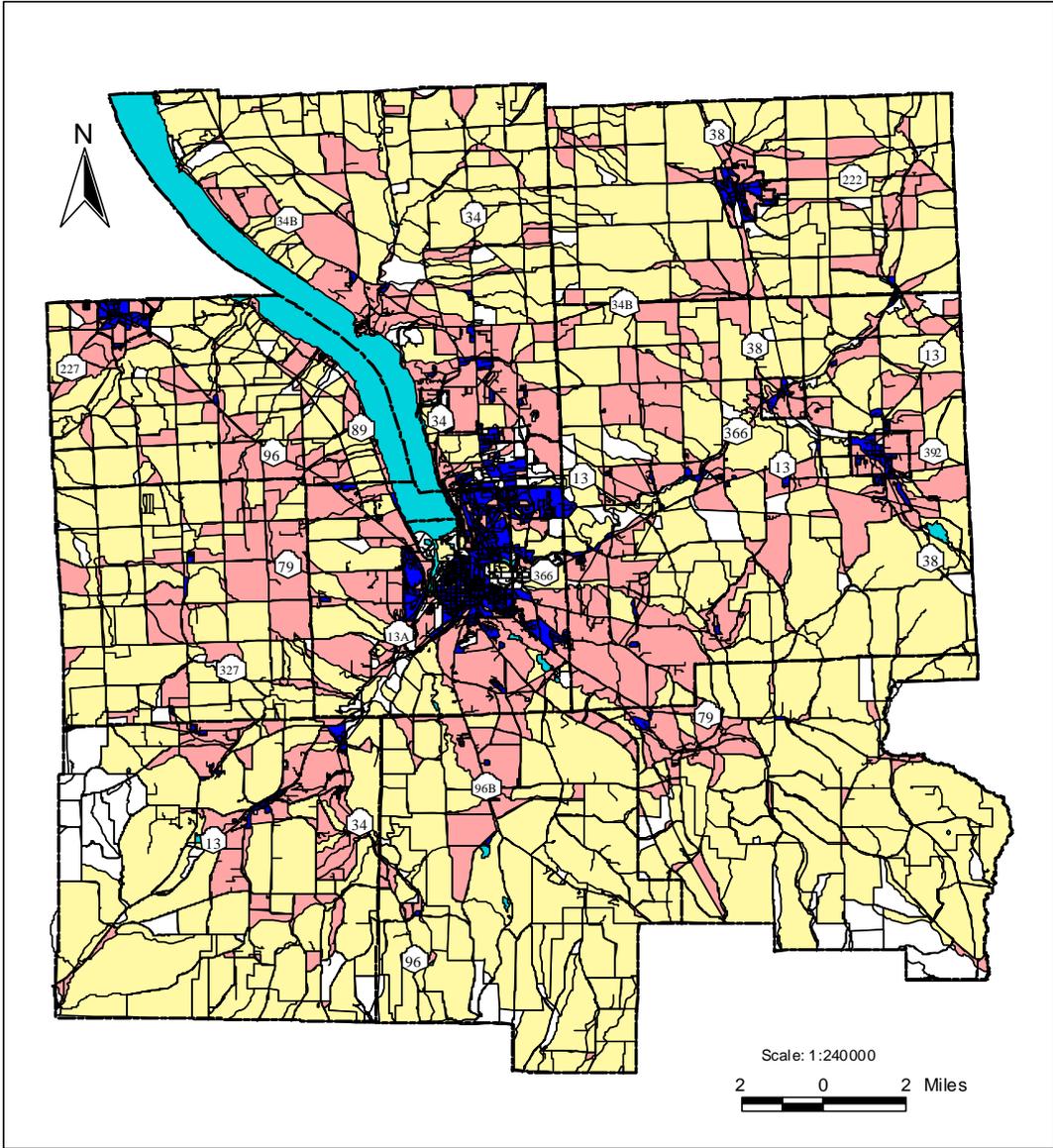


Fig. 3	<p>Persons Per Square Mile</p> <ul style="list-style-type: none"> No Permanent Population 1 - 100 101 - 1000 > 1000 	<p> Municipal Boundaries</p>	<p>The standard geo-referencing format for Tompkins County digital spatial data is New York State Plane Central coordinate grid system, based on the 1983 North American Datum and GRS80 Spheroid.</p>
---------------	--	-------------------------------------	--

FIGURE 3

TABLE 6										
Persons per Household in Tompkins County										
	Population			Households			Population Change	Household Change	Persons per household (excluding group quarters)	
	1990	2000	2007	1990	2000	2007	2000 to 2007	2000 to 2007	2000	2007
Tompkins County	94,097	96,501	100,590	33,338	36,420	37,374	4,089 (4.2%)	954 (2.6%)	2.32	2.37

Source: 1990 Census, 2000 Census, and 2005-2007 ACS Three-Year Estimate

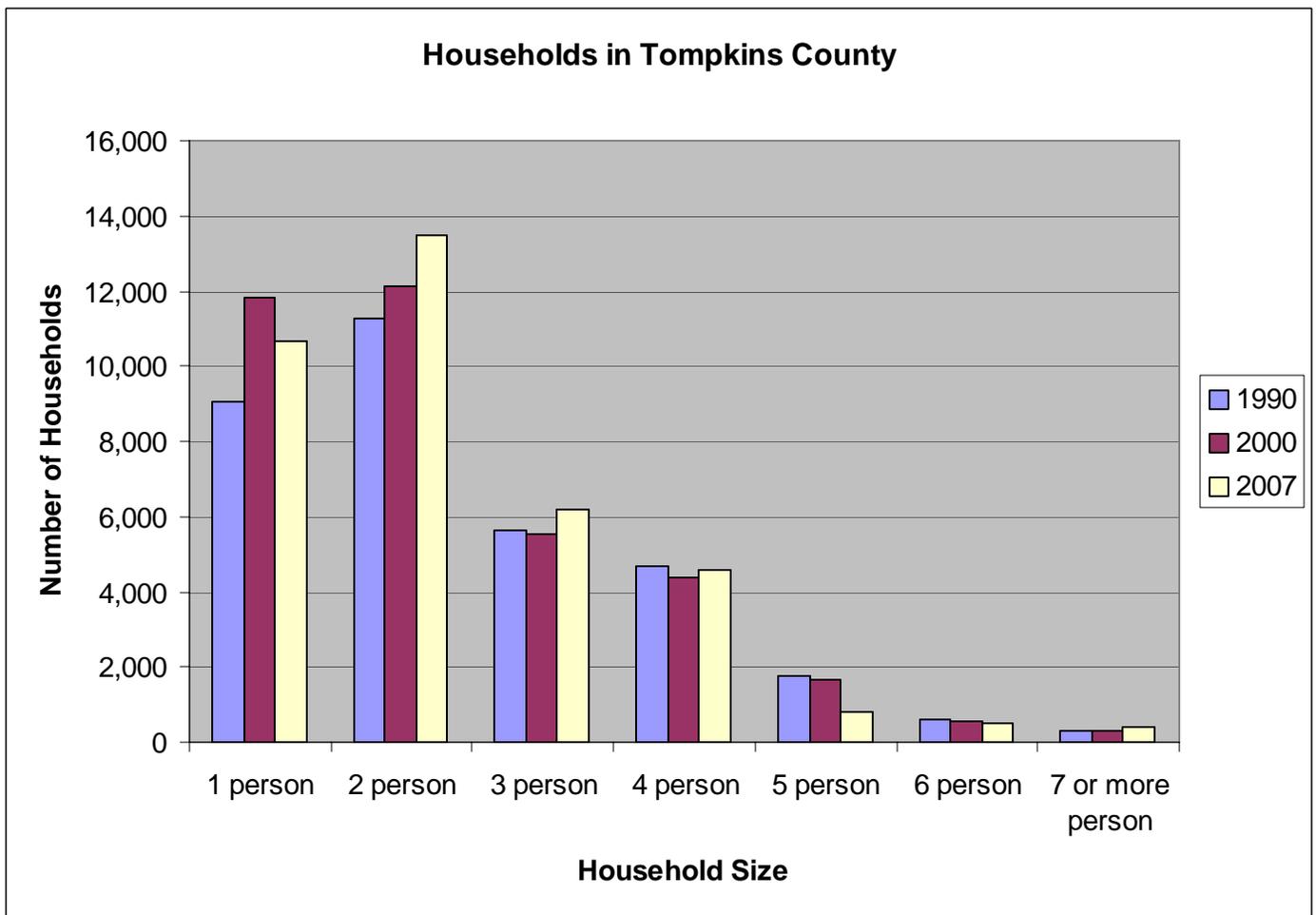


FIGURE 4

Source: 1990 Census, 2000 Census, and 2005-2007 ACS Three-Year Estimate

Another interesting observation is the change in household size as a percentage of the total population. **TABLE 6** indicates that the average number of persons per household decreased significantly from 1990 to 2000; **FIGURE 4** shows how these changes are occurring within the total population. There were reductions in the percentage of total population residing in large families (4, 5 and 6 persons) since 1990, while there was the significant increase in the number of two (2) person and three (3) person households in Tompkins County. Regarding one (1) person households, the number increased from 1990-2000 and then decreased from 2000-2007. The effects of these trends can be inferred as: (a) more vehicle trips with lower auto occupancy; (b) the availability of more small household dwelling units; and (c) fewer people residing in families and in communal dwellings.

A summary review of population by age group (see **FIGURE 5** and **TABLE 7**) reveals the largest increase occurs in the 45 to 64 year old cohort. An interesting observation in this table is the shift from the 25 to 44 year old group to the 45 to 64 year old group, from 1990 to 2007. This is reflective of the aging of the baby-boom generation. The 45 to 64 year old group has increased in size by 56.5% since 1990. The phenomenon establishes the trend for a significant portion of the population. The majority of the changes are probably due to natural cohort variation (and

the way the cohorts have been reported). The figures in this table demonstrate the national trend towards our aging society.

Due largely to the influence of the university/colleges, local demographics indicate that there are relatively high rates of education in the Ithaca-Tompkins area. The 2007 ACS Three-Year Estimate figures indicate 52.6% (29,636 out of 56,331) of the Tompkins County population aged 25 and older have completed four plus years of college; the corresponding figure for the City of Ithaca is 64.3% (7,528 of 11,708). These figures are correlated to the relative size of the different age groups within the County (see **FIGURE 5** and **TABLE 7**).

Tompkins County has a substantial student population of approximately 25,000. The bulk of the students attend Cornell University and Ithaca College, both within the Ithaca urban area. Many of these students are year-round residents, but most reside in Tompkins County only during the school year. Therefore, they create a significant seasonal impact in the demand for services including transportation. ITCTC staff and other transportation professionals in the county are aware of this dynamic. Transportation studies and data gathering efforts are routinely coordinated with student schedules in order to capture the true peak in the travel demand.

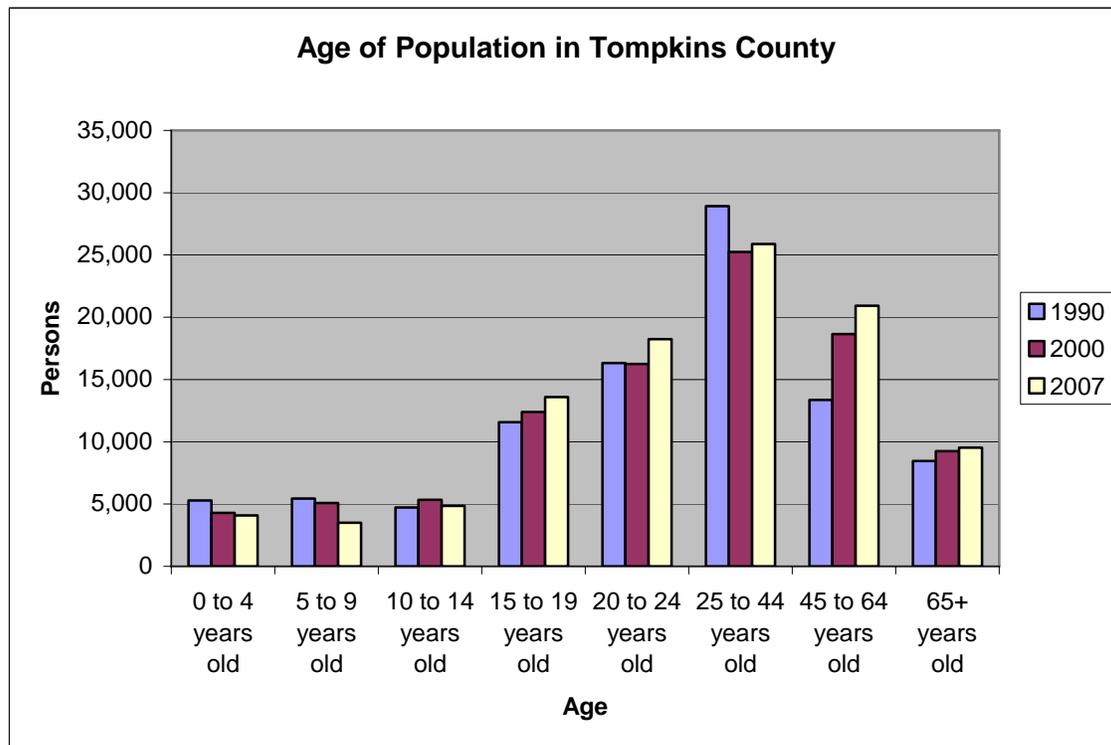


FIGURE 5

Source: 1990 Census, 2000 Census, and 2005-2007 ACS Three-Year Estimate

TABLE 7				
Age of Population in Tompkins County				
Age Group	1990	2000	2007 ACS	Numeric Difference
	(% of Total)	(% of Total)	(% of Total)	between 1990 and 2007 (% change)
0 to 4 years old	5,293 (5.6%)	4,285 (4.4%)	4,078 (4.1%)	-1215 (-3.0%)
5 to 17 years old	12,943 (13.8%)	14,011 (14.5%)	11,771 (11.7%)	-1172 (-9.1%)
18 to 24 years old	25,110 (26.7%)	25,054 (26.0%)	28,410 (28.2%)	3300 (+13.1%)
25 to 44 years old	28,914 (30.7%)	25,250 (26.2%)	25,883 (25.7%)	-3031 (-10.5%)
45 to 64 years old	13,372 (14.2%)	18,644 (19.3%)	20,930 (20.8%)	7558 (+56.5%)
65+ years old	8,465 (9.0%)	9,257 (9.6%)	9,518 (9.5%)	1053 (+12.4%)
Total	94,097 (100%)	96,501 (100%)	100,590 (100%)	6,493 (+6.9%)

Source: 1990 Census, 2000 Census, and 2005-2007 ACS Three-Year Estimate.

Employment Characteristics

The 2005-2007 ACS Census Estimates reveals that **education** is the still the leading employment sector in Tompkins County capturing 47.0% (24,097 of 51,252) of the resident workforce. The remainder of the resident workforce is employed as follows: *manufacturing / construction* 9.8% (5,021), *agriculture / forestry* 2.0% (1,042), *retail / wholesale trade* 10.5% (5,382), *transportation / communication / public administration* 7.3% (3,760), *professional services* 10.2% (5,231), *finance / real estate* 3.8% (1,944), and *arts / entertainment / food services* 9.3% (4,775) (see **TABLE 8**).

The ITCTC maintains employment information (i.e. number of jobs) at a Traffic Analysis Zone level of detail. This information, which has been provided by the United States Bureau of the Census in its 2000 Census Transportation and Planning Package, is crucial to the development of a travel demand model. **TABLE 8** provides employment information from the Census based on number of employees. **FIGURE 6** provides a graphical comparison between 1990, 2000, and 2007. A review of **TABLE 8** and **FIGURE 6** reveals a reduction in employment across many sectors with parallel increases concentrated in *educational and health services* and *communications, transportation and other utilities*. Overall, the data indicates a gain in resident employment

of 5,196 from 1990 to 2007. The ITCTC will continue to monitor these developments and work with local municipalities and agencies to address transportation issues.

While the impacts of economic trends need further study, they can be expected to have an impact on transportation. For example, it is well known that different types of businesses have different trip generation potential; major retail centers will have higher trip generation impacts than will basic manufacturing locations (i.e., shoppers versus employees). In general, it can be inferred that the changes in the composition of the Tompkins County job market have had some impact on the increased number of trips and travel levels experienced in the area.

Other observations can be made regarding the socioeconomic profile of the County's residents. For instance, the unemployment rate in Tompkins County is consistently one of the lowest in the State of New York, and yet there are still many pockets of poverty. While the influences of the college / university include economic stability, the cost of living in Tompkins County is relatively high, affecting housing and transportation decisions. The high cost of living also results in reduced discretionary income affecting retail and other sectors of the economy.

Population increases and low unemployment have resulted in increased demand and price pressure on the housing market (pushing people further out of urban areas, creating sprawl or longer trip lengths). This has resulted in higher tax and service fees in the core urban areas as they cope with the loss of tax base while retaining the same service and infrastructure maintenance costs. While this plan does not directly address these issues, it is important to recognize the potential effects of

this particular type of service-based economy on transportation and energy issues.

TABLE 8				
Employment of Tompkins County Residents Age 16+				
Economic Sector	1990	2007	Numerical Change	Percent Change
Agriculture, Forestry, Fishing, Mining	1,328	1,042	+286	-21.5%
Construction	1,992	1,999	+7	+0.04%
Manufacturing	4,290	3,022	-1,268	-29.6%
Transportation and Utilities	886	1,078	+192	+21.7%
Communications & Other Public Utilities	843	1,091	+248	+29.4%
Wholesale Trade	627	481	-146	-23.3%
Retail Trade	6,560	4,901	-1,659	-25.3%
Finance, Insurance, & Real Estate	1,903	1,944	+41	+2.2%
Personal, Arts, Entertainment, Recreational and Food Services	3,189	4,775	+1,586	+49.7%
Educational, and Health Services	19,898	24,097	+4,199	+21.1%
Professional and Scientific and Other Related Services	3,540	5,231	+1,691	+47.8%
Public Administration	1,000	1,591	+591	+59.1%
Total	46,056	51,252	+5,196	+11.3%

Source: 1990 and 2005-2007 ACS Three-Year Estimate.

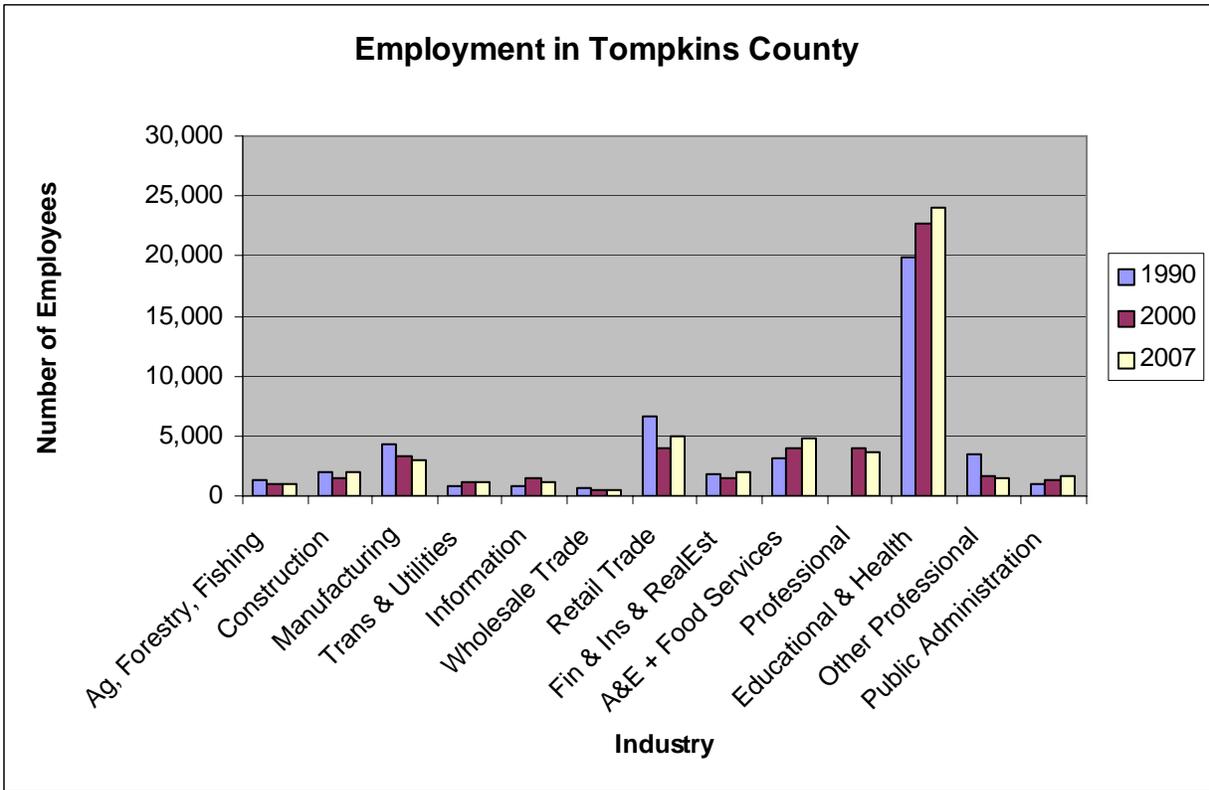


FIGURE 6

Source: 1990 Census, 2000 Census, and 2005-2007 ACS Three-Year Estimate

TRAVEL TRENDS & CHARACTERISTICS

General Travel Trends

This section presents information based on data from the 1995 National Personal Transportation Surveys (NPTS) and the 2001 National Household Transportation Survey (NHTS). The NHTS data include information specific to the Ithaca urbanized area. Data sources are identified throughout the text and tables. This is the most recent locally generated trip based data available for development of the 2030 LRTP. One of this plan's recommended projects for implementation includes performing a new travel survey for Tompkins County, which will generate updated travel related data.

For preparation of the original Long Range Plan the *ITCTC* acquired the data sets that were created following the completion of a travel survey of Tompkins County residents in 1988. Complications associated with the way in which the data was coded limited its interpretation and made comparison with the 1990 NPTS data exceedingly difficult (in some cases the data was re-aggregated in an attempt to force compatibility. For the current LRTP update the 1995 NPTS and 2001 NHTS, including their New York State Add-On, Ithaca MPO Add-on and tabular summaries and graphics for the Ithaca Urban Area, were used for comparisons. These data sources include information for New York State in addition to national and Tompkins County figures. These were included in the analysis where appropriate.

The data limitations that existed during preparation of the original Long Range Plan, particularly the lack of recent travel survey data, remain. However, the data that is available through the census, NPTS and NHTS continue to provide an excellent starting point for the analysis of general travel trends and characteristics in the greater Ithaca-Tompkins County area.

TABLE 9 compares the 1995 and 2001 national, state and local data on the basis of Person Trips by Trip Purpose (reported in relative percentages). Tompkins County had a reduction in the percentage of *Work Trips* between 1995 and 2001. Some of this difference may be a result of the use of different data sets. The 2001 figure for work trips in Tompkins County (17.80%) is just below comparable NPTS figures for New York State (18.40%) and almost even with the nationwide figure (17.7%). *Family and Personal Business* trip purposes account for the most trips nationally (45.86%), in New York State (43.96%) and within the County (42.86%). The 2001 national and local trends for the other trip purposes seem to be relatively comparable: *Educational & Religious* (National=9.80%, Tompkins County=11.47%); *Social and Recreational* (National=27.1%, Tompkins County =

26.70%); and *Miscellaneous* (National=0.8%, Tompkins County=1.17%). The higher than state and national numbers for the *Educational & Religious* category is probably due to the large number of students associated with the three institutes of higher learning found in the county.

Work Trips are most responsible for peak hour traffic trends by the way they cluster in the mornings and evenings. Generally, peak hours are congruent to "rush hour", or the period of time when the majority of people are on their way to or from work. For this reason they receive much of the attention of planners and engineers seeking to address congestion at peak times. However, the bulk of trips on our roadways (approximately 80%) are not work related. These trips also need to be considered when determining travel trends and characteristics.

Person Trips by Mode of Transportation figures are presented in **TABLE 10** comparing 1995 and 2001 estimates. Some important trends from the comparison include a reduction in the use of *Private Vehicles* as a percentage of trips per day in Tompkins County, from 88.7% in 1990 to 83.2% in 1995 to 80.33% in 2001. In contrast, the national figures for this category changed from 87.1% in 1990 to 89.3% in 1995 to 86.5% in 2001. *Walking* as a mode of transportation showed increase percentages from 1995 to 2001 in the National, State and County figures. County increases in the percent of Walk trips date back to 1990 at 7.8%, compared to 1995 (10.68%) and 2001 (14.99%). *Bicycle* use went from being below the national average to being almost 50% above from 1990 to 1995. The 2001 bicycle figure show a slight reduction from 1.46% to .94%, which is still above the State average.

Public Transportation use, as a percent of total daily trips, remained below the national average in the 1995 to 2001 comparison. However, the data available to generate estimates from 1995 and 2001 do not register substantial improvements in service and ridership since 1995. The most significant change arose from the creation of Tompkins Consolidated Area Transit in 1998 and TCAT's re-organization in 2005 (as a non-profit corporation). Public transportation ridership (transit plus paratransit ridership) grew from 2,360,400 in 1995 to 3,371,340 in 2008, an increase of 43%. The growth in ridership is not reflected in the NHTS estimates of 1995 and 2001.

TABLE 9						
Person Trips per Day by Trip Purpose – 1995 & 2001 estimates						
Trip Purpose	National		New York State		Tompkins County	
	1995	2001	1995	2001	1995	2001
Work	20.26%	17.7%	19.85%	18.40%	19.63%	17.80%
Family and Personal Business	45.86%	44.6%	45.88%	43.96%	44.52%	42.86%
Educational / Religious	8.80%	9.8%	9.28%	9.89%	11.42%	11.47%
Social and Recreational	24.91%	27.1%	25.00%	26.65%	24.20%	26.70%
Miscellaneous	.16%	.8%	0.00%	1.10%	.23%	1.17%

Sources: Nationwide Personal Transportation Survey 1995; 2001 National Household Travel Survey; 2001 National Household Travel Survey, New York Add-On – Ithaca MPO

TABLE 10						
Trips per Person per Day by Mode of Transportation – 1995 & 2001 estimates						
Mode of Transportation	National		New York State		Tompkins County	
	1995	2001	1995	2001	1995	2001
Private Vehicle	89.34%	86.5%	70.27%	65.6%	83.25%	80.33%
Public Transportation*	1.81%	1.5%	9.73%	10.0%	1.46%	1.17%
Walk	5.55%	8.6%	15.41%	20.1%	10.68%	14.99%
Bicycle	.91%	n/a	.81%	.7%	1.46%	0.94%
Other	2.39%	3.4%	3.78%	3.4%	3.16%	2.58%

Sources: Nationwide Personal Transportation Survey 1990 Databook Volume 1, FHWA, Publication No. FHWA-PL-94-010A; and Nationwide Personal Transportation Survey 1995; 2001 National Household Travel Survey; 2001 National Household Travel Survey, New York Add-On – Ithaca MPO

*TCAT data indicate recent substantial increases in ridership that are not captured in this table. See the last paragraph of page 2.XX.

Commutation

Tompkins County is a net labor importer, the number of non-resident workers in Tompkins County is greater than the number of people who reside in Tompkins County and work outside the county (see **TABLE 11**). Based on the 2000 Census the total number of persons working within Tompkins County was 57,032 while the number of persons that live and work in Tompkins County is only 43,319. Slightly over 8.6% (4,075 of 47,394) of Tompkins County's resident workers commuted out of the county for work in 2000. This percentage is very close to that from 1990, 8.28%. Meanwhile over 13,713 or 24% of total workers engaged in Tompkins County commuted from more than eight other counties. This is an increase from the figure of 21% in 1990 and represents an increase of 2,332 additional workers commuting into Tompkins County between 1990 and 2000. Tioga County contributed the greatest number of workers to Tompkins County (2,846) followed closely by Cortland County (2,605), while Cortland County received the most workers (1,516) from Tompkins County. The maps shown in **FIGURE 7** and **FIGURE 8** depict the commutation patterns in Tompkins County compared to the surrounding counties.

Similar trends to those described above were reported in the 2020 LRTP using 1980 and 1990 Census data. This provides strong and persistent evidence of Tompkins County as a regionally important center of economic activity.

Journey-to-Work

The U.S. Census collected journey-to-work data as part of Census 2000. This data is the best available information for the LRTP that can be referenced for all municipalities in the county. The American Community Survey has released a 2007 three year estimate of journey-to-work data but is limited to three jurisdictions: Tompkins County (countywide data), City of Ithaca and Town of Ithaca.

TABLE 12 provides 2000 Census information on the distribution of the work trips by mode for each town in Tompkins County. This table gives a good indication of where the largest numbers of users for each mode are located. This information is useful in determining potential current and future demand for bicycle facilities, pedestrian facilities, ridesharing (carpooling) programs, transit routes, and other facilities at a localized scale. The Census counts only one work trip for each worker and assumes that all work trips originate at home and terminate at the work site. The figures in **TABLE 13** represent a smaller data set from the 2007 American Community Survey showing journey to work data. Besides showing 2007 ACS data for Tompkins County, **TABLE 13** also shows the only other ACS data available

for Tompkins County – municipalities with populations greater than 20,000 – i.e. the City and Town of Ithaca.

The 2000 journey-to-work data indicate that in Tompkins County 59.8% of the workforce drive alone to work, practically unchanged from 59.9% in 1990. The figures are further supported by the data from **TABLE 13**, where 57.4% of work trips are shown as drive-alone (a.k.a. single occupancy vehicles-SOV). Although not large, the drop in the percentage of drive alone vehicles is a welcome sign. As explained in the Scenario Analysis chapter (Ch.5), drive alone trips will need to be reduced significantly over the next 20 years to meet carbon emission goals established in the Tompkins County Comprehensive Plan.

TABLE 13 countywide data for non-drive alone modes of transportation used in the journey to work show that 10.8% rideshare (carpool), 17% walk to work, 6.1% use public transportation, 3.5% bicycle or use other means. A total of 5.3% of workers reported working at home. It is important to note particularly that the walking to work percentage for Tompkins County (17%), the City of Ithaca (41.9%) and the Town of Ithaca (20.3%) are all substantially higher than the national and state averages of 2.9% and 6.2% respectively (see **TABLE 13**).

In total, over a quarter (37.4%) of work based trips in Tompkins County use a mode other than a drive alone. This does not include those 5.3% of workers that work at home. These are enviable figures compared to many other urbanized areas but, clearly, there is room for improvements. It is important to note that the data described in this section was collected before the gasoline price peak of 2008 and does not reflect the lingering impacts of this economic event, namely a strong shift away from private vehicle use for work based trips. While there is disagreement on the subject, there is a significant probability that gasoline prices will once again reach the high levels of 2008, approximately \$4.00 per gallon, and higher. The Tompkins County transportation system must be ready to accommodate an increased demand for transit, ridesharing (carpool), vanpooling, bicycling and walking not just for work based trips, but for all trip needs, i.e. family and personal business, social/recreational, educational.

While it may seem that the recommendations of this Plan place an unusually high emphasis on transit, ridesharing (carpool), bicycle and pedestrian strategies and investments, consider the following. When combined into a category termed by some as "alternative modes of transportation", transit, ridesharing, pedestrian and bicycle trips account for the following percentages of work trips: 18.9% for the U.S., 40.6% for New York State, and 37.4% for Tompkins County. The figures for New York State are skewed by the disproportionately large

participation in public transportation in New York City. Regardless, the 37.4% figure for Tompkins County represents a significant number of trips that are taking place moving more people in fewer vehicles, or better yet without vehicles. These alternative modes have less impact or reduce automobile traffic congestion levels and vehicular emissions, and contribute to increased transportation system efficiency. Other programs like vanpools, car sharing, guaranteed ride home, etc. can also contribute to shifting travelers to non-drive alone modes.

FIGURES 9, 10 and 11 show historical data (1970-2007) of journey-to-work modes for Tompkins County, the City of Ithaca, and the Town of Ithaca respectively. One interesting factor to note is the high rate of carpool in 1980 – during an oil crisis – especially in Tompkins County (22.7%) and in the Town of Ithaca (19.4%). The current (2007) Tompkins County rate of carpool is 10.8% or approximately half of what it was in 1980. When projecting increased carpool in 2030 for Tompkins County we considered that we already have a precedent for higher carpool rates in the not so distant past.

As explained in the TDM Encyclopedia, a resource of the Victoria Transport Policy Institute, “traffic congestion is a non-linear function, meaning that a small reduction in urban-peak traffic volume can cause a proportionally larger *reduction in delay*. For example, a 5% reduction in traffic volumes on a congested highway such as from 2,000 to 1,900 vehicles per hour may cause a 10-30% reduction in delay. As a result, *even relatively small changes in traffic volume on congested roads can provide relatively large reductions in traffic delay*” (Victoria Policy Transport Institute, 2003). Therefore, policies and project that move even a small percentage of trips from automobiles to alternative modes will result in a reduction in congestion and improved performance of the roadway system. Additional secondary benefits will result from lower emissions, more active lifestyles, reduced energy consumption, reduce costs in roadway system expansion, etc.

There continues to be a need for additional travel data information, particularly for alternative modes. It is important to appreciate the important role that these modes of transportation can play in the local transportation system, particularly now that climate change and future uncertainty in access to fossil fuel serve as backdrops to all transportation planning activities.

In summary, the general travel patterns for the greater Ithaca-Tompkins County show increases in walking, public transportation, and bicycling for most purposes and particularly for the means of transportation to work. Based on historic data the national trends continue to point towards increases in total person trips, person miles of travel, and vehicle miles of travel. These trends,

combined with limited local financial resources and the growing evidence of the negative externalities of continued over dependency on the automobile as the principal mode of transportation, have made it particularly important to understand and seek to maximize the role of transportation modes that serve as alternatives to the automobile.

Vehicle Population

Statistics compiled by New York State Department of Motor Vehicles Data Processing show the number of personal vehicles registered in Tompkins County for 1998 to be 44,829, 47,182 in 2000, 49,042 in 2003, and 50,985 in 2007 (see **TABLE 14**). This is an increase of almost 13.73% over a 9-year period. According to the 2000 Census, this figure amounts to approximately 1.53 cars for every household in the County see (**TABLES 15**). The increase in number of vehicles is reflected in increased levels of traffic and congestion on Tompkins County’s roads.

The 2000 Census data provides information on the number of “vehicles available”, defined by the Census as: “*the number of passenger cars, vans, and trucks of one ton capacity or less kept at home and available for the use of the household members*. Vehicles that are rented or leased for one month or more, company vehicles and police and government vehicles are included if they are kept at home for non-business purposes. Dismantled or immobile vehicles are excluded. Vehicles that are kept at home but used only for business purposes are excluded”. There is a crucial difference between vehicles registered and vehicles available, particularly in an area with a large college student population. **TABLE 15** provides information on population, households, vehicles available and vehicles per person for the County. This information is of particular interest if compared to historic, national trends. The Census provides data on Vehicles Per Household (VPHH). In 2000 the average VPHH the U.S. was 1.2, in 1990 that figure was 1.66 (NOTE: corresponding data for Tompkins County from the 2005-2007 ACS Three-Year Estimate shows VPHH in 2007 at 1.37. It should be noted that the smaller sample size of this data makes it less reliable than Census 2000 data. In 2010 the first ACS Five-Year Estimate data will be released - which will be more comparable to Census 2000 and earlier data).

The reduction in VPHH from Census data is a deviation in the trend towards increasing VPHH that was evident at least since the 1960 Census. (VPHH: 1960=1.03; 1980=1.61). It is unclear if this downward shift will result in a sustained trend, or if it is the result of any specific action. Regardless, agencies in Tompkins County should continue to implement programs that reduce car dependency and support the efficiencies inherent in an integrated multimodal transportation system.

Driving Population

In Tompkins County there were 62,808 driver's licenses in force in 2007. The rate of growth in the number of driver's licenses remained relatively steady over the period from 1980 to 2003 – then the number went down in 2004 – 2006 and then increased to almost the 2003 level by 2007. During the 1980's the number of driver's licenses increased at a rate of 1% per year; from 1990 to 2002 the rate was 1.11%. (see **TABLE 16**).

Trip Length

Trip length is a function of the time, speed, and distance of the average trips, by trip type, in a given study area. Trip length is usually reported in terms of time or distance. Trip length statistics are best obtained as part of a travel survey effort. Such data does not currently exist for Tompkins County. The 2001 National Household Travel Survey, New York Add-On – Ithaca MPO is the best survey data we have for Tompkins County.

However, the Census gathers data on travel time to work as part of its Journey-to-Work effort. As explained before, the Journey-to-Work data is of importance to transportation planning because of its impact on the peak travel period.

FIGURES 12 and 13 look at a subset of the population: percent of workers over age 16 not working at home. This is the same data shown in tabular form in **TABLE 16**. **FIGURE 12** shows the total number of workers by travel time to work. **FIGURE 13** shows percentages of workers in each category.

The general distribution of workers across travel time categories has not changed dramatically as can be seen in **FIGURE 12**. With the increase in the number of total workers there is a corresponding increase across most time periods except <5 minutes and 30-44 minutes. However, the pattern continues unchanged where the bulk of the workers in Tompkins County take from 10 to 30 minutes to reach their place of employment.

The percentage figures in **TABLE 17** show an interesting pattern. The only travel time categories to increase their proportion of the total are the 45-59 minutes and 60+ minutes. This may be reflective of the continuing and growing trend for Tompkins County to serve a regional center of employment. Congestion and changes in mode choice (e.g., transit may be slower than a private automobile) may also contribute to the increase in the higher travel time to work categories.

Traffic Accidents

National statistics show that despite the continued increase in the number of vehicles registered, number of licensed drivers, and the amount of vehicle miles of

travel, the fatality rate for all highway modes continued to decline. Many factors may interact to explain the decreasing fatality rates. For highway modes, promotion of safety belt, child safety seat, and motorcycle helmet usage, and measures to discourage drunk driving have all had a beneficial effect. So, too, have improvements in vehicle and highway design and greater separation of traffic. Finally, some of the decrease in transportation fatalities may be a consequence of better and prompt medical attention for victims of transportation crashes and accidents.

The NY State Department of Transportation unveiled a new automated accident reporting system in 2008 called Accident Location Information System (ALIS). A summary of the Tompkins County ALIS statistics from 1994 to 2007 is shown in **TABLE 18**. This table includes the following data: fatal accidents, total fatalities, accidents involving bicyclists, accidents involving pedestrians, accidents involving animals, and total accidents reported. NOTE: The total number of accidents reported for each year uses a variable methodology making it difficult to compare total accidents per year. However the data is useful to establish a general number of accidents for the county. All the other data listed is comparable since all accidents involving injuries were reported using the same methodology.

The ITCTC together with its local partners will continue to explore applications and uses for the ALIS data to help improve safety planning for the Tompkins County transportation system. Specifically, the ITCTC will map accidents locations and accident types to help identify specific locations for consideration for safety enhancements.

Public Transportation

In previous long range plans public transportation was described in terms of local, regional and intercity bus and paratransit operators, the history of their development and their performance. The Federal Transportation Law, SAFETEA-LU, broaden the definition of public transportation by including new planning requirements for Coordinated Public Transit – Human Service Transportation Plans, adding Mobility Management as an eligible capital activity, and reorganizing Federal Transit Administration (FTA) programs to fund coordinated community mobility services. The Federal strategy to encourage coordination, collaboration and innovation is a work in progress and has added to the matrix of services and providers in Tompkins County. New mobility services are included in this description of current public transportation services.

Bus and Paratransit

Tompkins County is served by local, regional and intercity bus services, operated by private for-profit or not-for-profit providers.

- The primary local public transit operator is Tompkins Consolidated Area Transit, Inc. (TCAT) which was reorganized by Cornell University, City of Ithaca and Tompkins County in 2005. TCAT operates 36 bus routes serving all of Tompkins County and portions of Tioga and Schuyler Counties. TCAT ridership exceeded 3 million passengers every year since 2005 (approx. 3.3 million in 2008) – see **FIGURE 13-A**.
- Regional commuter bus service links neighboring counties to Tompkins County and Ithaca:
 - Watkins Glen, (Schuyler County); Operator: TCAT
 - Elmira, (Chemung County); Operator: First Transit, Inc.
 - Owego, (Tioga County); Operator: Tioga Transport, Inc.
 - Newark Valley, (Tioga County); Operator: TCAT
 - Cortland, (Cortland County); Operator: First Transit, Inc.
- Intercity bus service is provided by Adirondack Trailways, Greyhound Bus Lines, and Shortline/First Transit. Cornell University provides express bus service between Ithaca and New York City.

Paratransit

GADABOUT Transportation Services Inc. is a private non-profit transportation agency that provides demand-responsive, curb-to-curb service available to senior citizens, persons with disabilities, and persons eligible for ADA paratransit.

Ithaca Dispatch and A Plus taxi are taxi companies licensed by the City of Ithaca. Ithaca Dispatch is the largest taxi company in Tompkins County and provides shared-ride service. Green Hornet and Ithaca Airline Limousine (IAL) are livery operators in Tompkins County.

Carshare

Ithaca Carshare is a local nonprofit that provides its members self-service 24-hour access to ten vehicles for hourly rental. Carshare members use an online reservation system to choose the vehicle they need at the time they need it. Carsharing is an innovative service supporting public transportation. Ithaca Carshare, launched operations in June 2008.

Mobility Management

In 2006, Tompkins County created a Mobility Management program, located in the Department of Social Services. Mobility Management staff identify community service gaps with a priority to assist low-income, seniors and persons with disabilities. The County mobility strategy was developed through the Coordinated

Plan process; to develop innovative services to resolve service gaps in existing mobility services with a priority for journey to work trips. Another priority is to make investments to address customer service gaps common across community mobility services including:

- Creating a community mobility education outreach program (Way2Go) as a single source for reliable information on all community mobility services and sustainable transportation alternatives for consumers, employers, human service agencies and community organizations. The Way2Go program was developed by Cornell Cooperative Extension of Tompkins County starting in 2008.
- Providing travel training for individuals and creating a network of travel trainers, using professional practices, to train individuals how to use all community mobility services as needed (2009).
- Implementing the County Working Families Transportation Assistance Program to support low-income parents travel to work (2009).

The County's mobility management program also supports developing ridesharing, schoolpools, vanpools, car sharing, rural feeder, and other alternative community mobility services.

Tompkins County is fortunate to have a robust public transportation system, but also one that is working at close to capacity. There is a strong demand in the community to expand services in all transit areas. An aging population, increasing energy costs, the demands of the current commute pattern and strong transit use by college students serve to fuel the demand for increased transit options. The ITCTC recognizes the critical role transit services play in providing adequate mobility to the residents of Tompkins County. Future adaptation to climate change and energy descent challenges will also be heavily dependent on the share transportation function of the transit system. The ITCTC will continue to work with transit and mobility partners to support the goal of providing sustainable accessibility to the Tompkins County community.

TABLE 11

TOMPKINS COUNTY COMMUTATION PATTERNS	Total 1990	Total 2000	Percent 1990	Percent 2000
Persons working in Tompkins County	52,815	57,032	-----	-----
Workers living in Tompkins County	45,175	47,394	-----	-----
NET INCOMMUTATION	7,640	9,638	-----	-----
Persons living in Tompkins County and working in:				
Tompkins County	41,434	43,319	91.7%	91.4%
Cortland County	1,617	1,516	3.6%	3.2%
Cayuga County	275	297	0.6%	0.6%
Chemung County	266	442	0.6%	0.9%
Onondaga County	191	299	0.4%	0.6%
Seneca County	226	196	0.5%	0.4%
Tioga County	179	217	0.4%	0.5%
Schuyler County	96	110	0.2%	0.2%
Broome County	184	244	0.4%	0.5%
Other	707	754	1.6%	1.6%
Persons working in Tompkins County and living in:				
Tompkins County	41,434	43,319	78.5%	76.0%
Tioga County	2,536	2,846	4.8%	5.0%
Schuyler County	1,642	1,608	3.1%	2.8%
Cortland County	1,755	2,605	3.3%	4.6%
Cayuga County	1,372	1,814	2.6%	3.2%
Seneca County	1,163	1,289	2.2%	2.3%
Chemung County	856	970	1.6%	1.7%
Onondaga County	222	500	0.4%	0.9%
Broome County	261	383	0.5%	0.7%
Other	1,574	1,698	3.0%	3.0%

Source: 1990 and 2000 Census.

**Tompkins County Residents Who Work in Other Counties
(2000)**

[Note: 43,319 (91.4%) worked in Tompkins County]

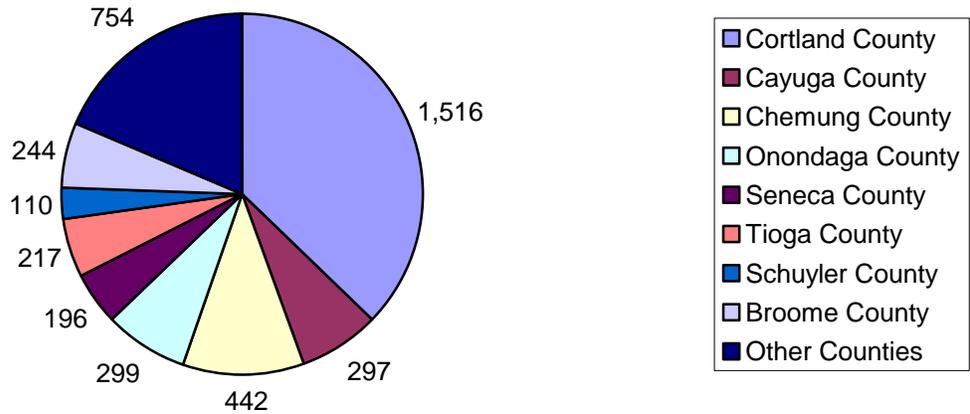


FIGURE 7

Residence Location of Workers from Other Counties (2000)

[Note: 43,319 (76.1 %) resided in Tompkins County]

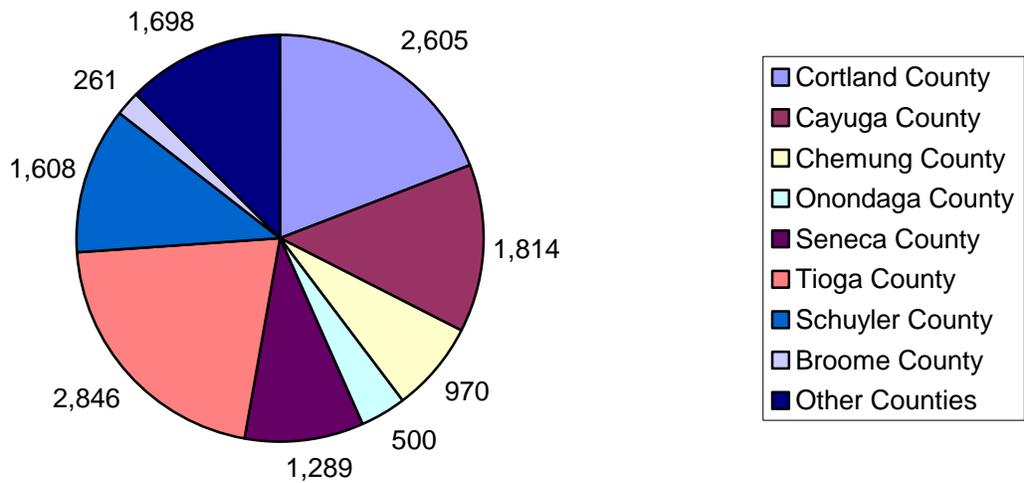


FIGURE 8

TABLE 12

Means of Transportation to Work – Census 2000

Civil Division	Drive Alone	Carpool	Public Transportation	Bicycle	Walk	Work at Home	Other	Total
Town of Caroline	966 (69.7%) (3.4%)	184 (13.3%) (3.2%)	70 (5.1%) (3.1%)	10 (0.7%) (2.4%)	23 (1.7%) (0.3%)	124 (8.9%) (5.1%)	10 (0.7%) (4.9%)	1,387 (100.0%) (2.9%)
Town of Danby	1,241 (70.8%) (4.4%)	411 (23.4%) (7.1%)	9 (0.5%) (0.4%)	0 (0.0%) (0.0%)	22 (1.3%) (0.3%)	70 (4.0%) (2.9%)	0 (0.0%) (0.0%)	1,753 (100.0%) (3.7%)
Town of Dryden	5,451 (75.7%) (19.2%)	1,005 (14.0%) (17.4%)	141 (2.0%) (6.2%)	19 (0.3%) (4.6%)	204 (2.8%) (2.6%)	355 (4.9%) (14.6%)	24 (0.3%) (11.7%)	7,205 (100.0%) (15.2%)
Town of Enfield	1,290 (75.5%) (4.6%)	255 (14.9%) (4.4%)	26 (1.5%) (1.1%)	0 (0.0%) (0.0%)	30 (1.8%) (0.4%)	100 (5.9%) (4.1%)	10 (0.6%) (4.9%)	1,709 (100.0%) (3.6%)
Town of Groton	2,081 (72.0%) (7.3%)	476 (16.5%) (8.2%)	66 (2.3%) (2.9%)	0 (0.0%) (0.0%)	64 (2.2%) (0.8%)	171 (5.9%) (7.1%)	30 (1.0%) (14.6%)	2,890 (100.0%) (6.1%)
City of Ithaca	4,767 (35.8%) (16.8%)	1,074 (8.1%) (18.6%)	1,050 (7.9%) (45.9%)	240 (1.8%) (58.5%)	5,493 (41.2%) (69.1%)	658 (4.9%) (27.1%)	54 (0.4%) (26.3%)	13,335 (100.0%) (28.1%)
Town of Ithaca	4,757 (54.3%) (16.8%)	984 (11.2%) (17.0%)	532 (6.1%) (23.3%)	115 (1.3%) (28.1%)	1,892 (21.6%) (23.8%)	427 (4.9%) (17.6%)	60 (0.7%) (29.3%)	8,768 (100.0%) (18.5%)
Town of Lansing	4,033 (75.2%) (14.2%)	749 (14.0%) (13.0%)	251 (4.7%) (11.0%)	0 (0.0%) (0.0%)	66 (1.2%) (8.3%)	253 (4.7%) (10.4%)	10 (0.2%) (4.9%)	5,361 (100.0%) (11.3%)
Town of Newfield	2,058 (79.5%) (7.3%)	322 (12.4%) (5.6%)	82 (3.2%) (3.6%)	4 (0.2%) (1.0%)	34 (1.3%) (0.4%)	90 (3.5%) (3.7%)	0 (0.0%) (0.0%)	2,590 (100.0%) (5.5%)
Town of Ulysses	1,695 (70.8%) (6.0%)	319 (13.3%) (5.5%)	59 (2.5%) (2.6%)	19 (0.8%) (4.6%)	123 (5.1%) (1.5%)	177 (7.4%) (7.3%)	4 (0.2%) (2.0%)	2,396 (100.0%) (5.1%)
Tompkins County	28,339 (59.8%) (100.0%)	5,779 (12.2%) (100.0%)	2,286 (4.8%) (100%)	410 (0.9%) (100.0%)	7,951 (16.8%) (100.0%)	2,425 (5.1%) (100.0%)	205 (0.4%) (100.0%)	47,394 (100.0%) (100.0%)
New York State	56.3%	9.2%	24.4%	0.4%	6.2%	3.0%	.77%	100%
National – US	75.7%	12.2%	4.7%	0.4%	2.9%	3.3%	.85%	100%

Source: 2000 Census. Percentages may not add to 100% due to rounding.

Note: Row percentages are provided to the right of the numeric entry, while column percentages appear below the number.

TABLE 13

Means of Transportation to Work - 2005-2007 ACS Three-Year Estimate

Civil Division	Drive Alone	Carpool	Public Transportation	Bicycle	Walk	Work at Home	Other	Total
City of Ithaca	4,326 (32.3%)	835 (6.2%)	1,446 (10.8%)	388 (2.9%)	5,601 (41.9%)	668 (5.0%)	113 (0.9%)	13,377 (100.0%)
Town of Ithaca	4,423 (45.7%)	1,048 (10.8%)	827 (8.6%)	481 (5.0%)	1,965 (20.3%)	775 (8.0%)	150 (1.6%)	9,669 (100.0%)
Tompkins County	28,334 (57.4%)	5,345 (10.8%)	3,003 (6.1%)	1,031 (2.1%)	8,365 (17.0%)	2,593 (5.3%)	670 (1.4%)	49,341 (100.0%)
New York State	54.3%	7.6%	26.3%	0.5%	6.2%	3.8%	1.5%	100%
National – US	76.1%	10.6%	4.9%	0.5%	2.9%	4.0%	1.3%	100%

Source: 2005-2007 ACS Three-Year Estimate. Percentages may not add to 100% due to rounding.

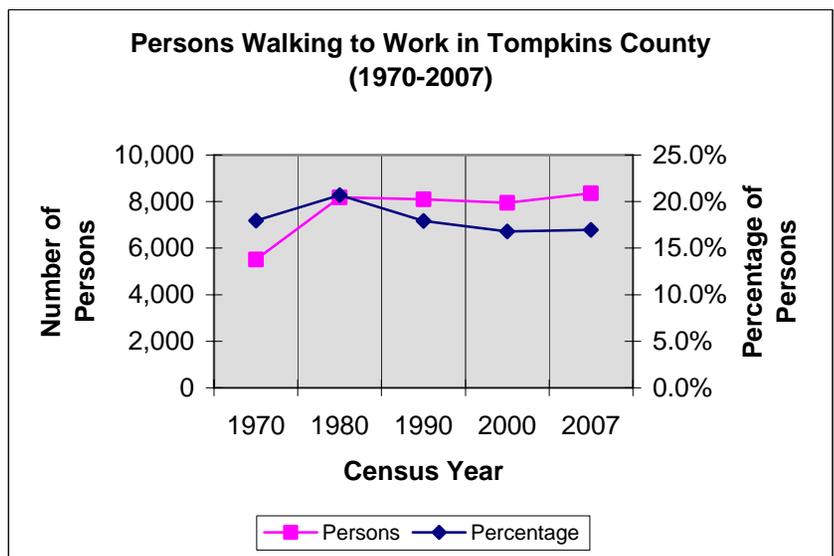
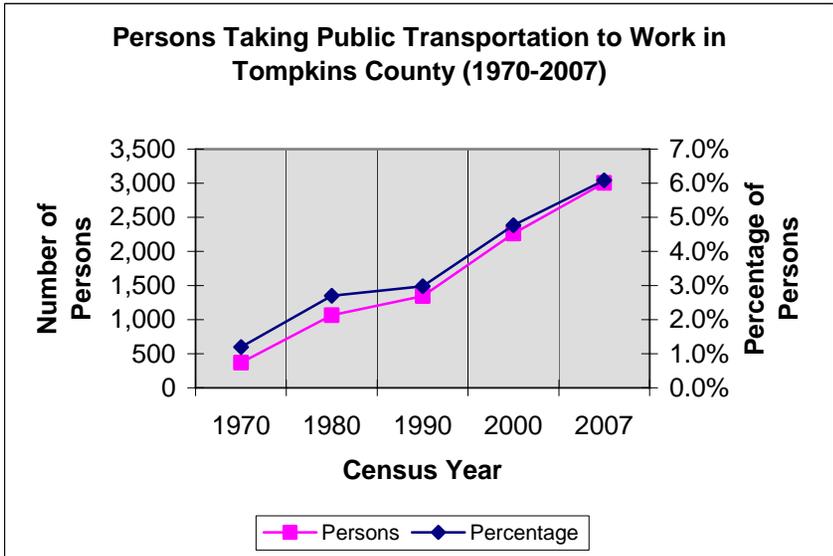
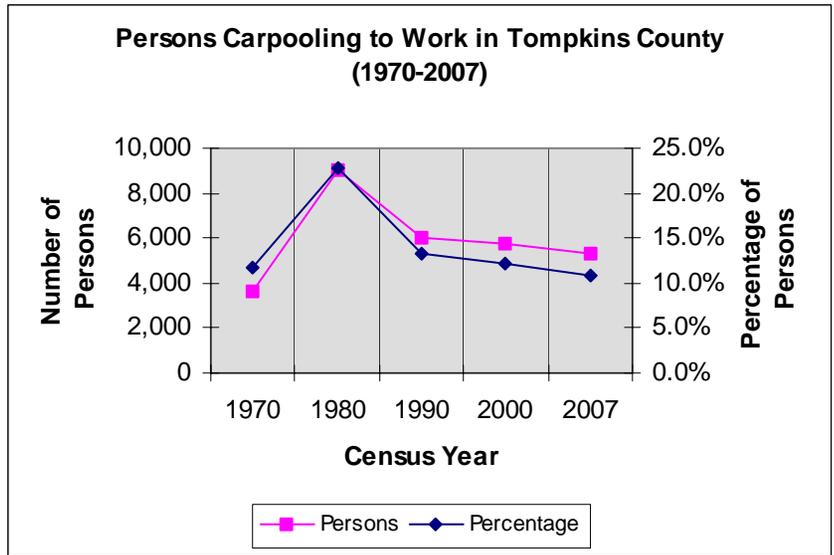
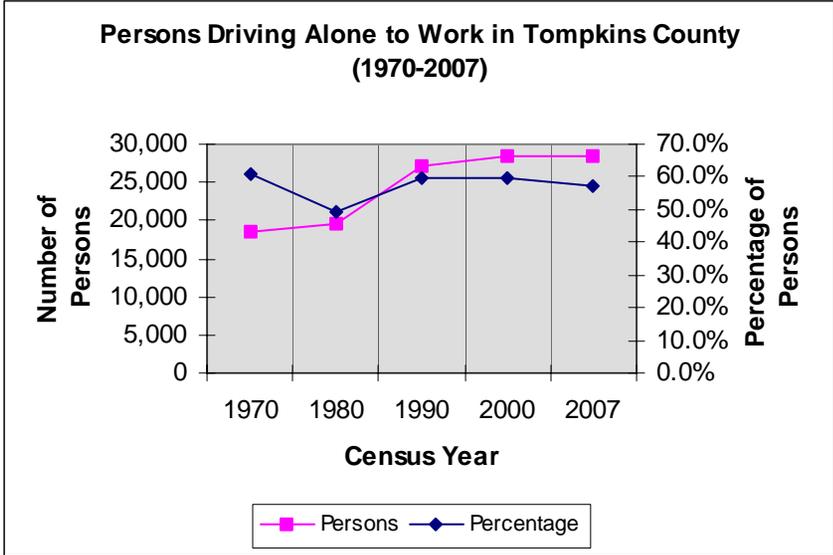


FIGURE 9 – Journey-to-Work History (Tompkins County)

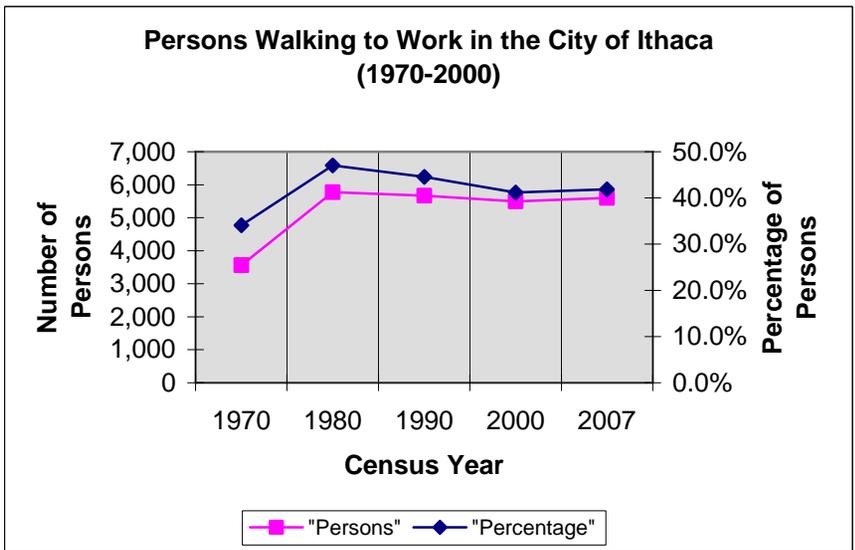
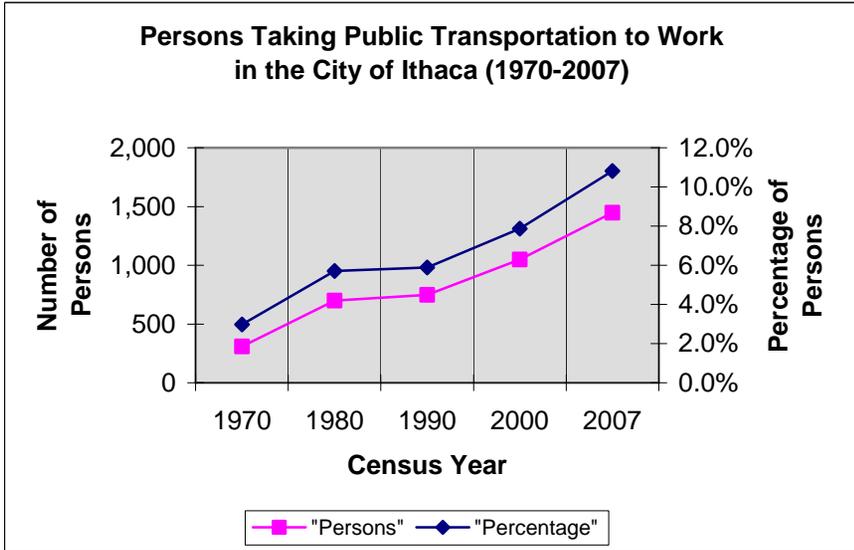
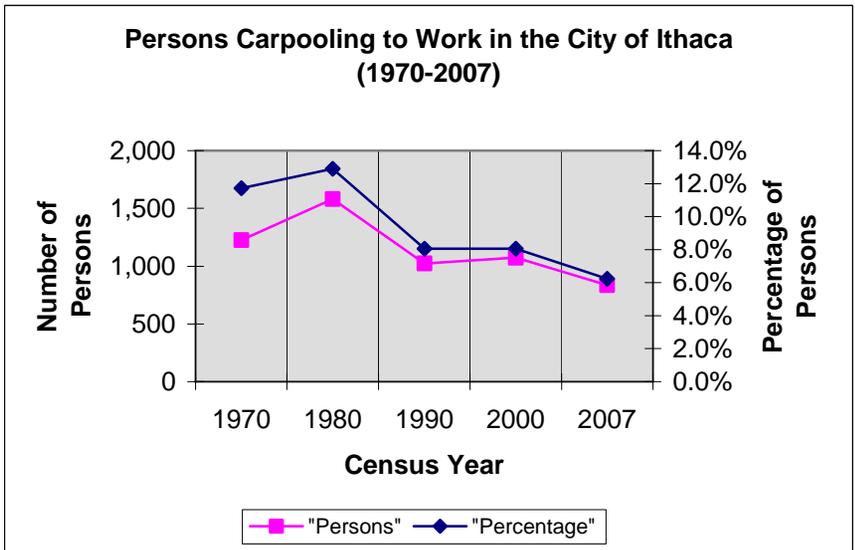
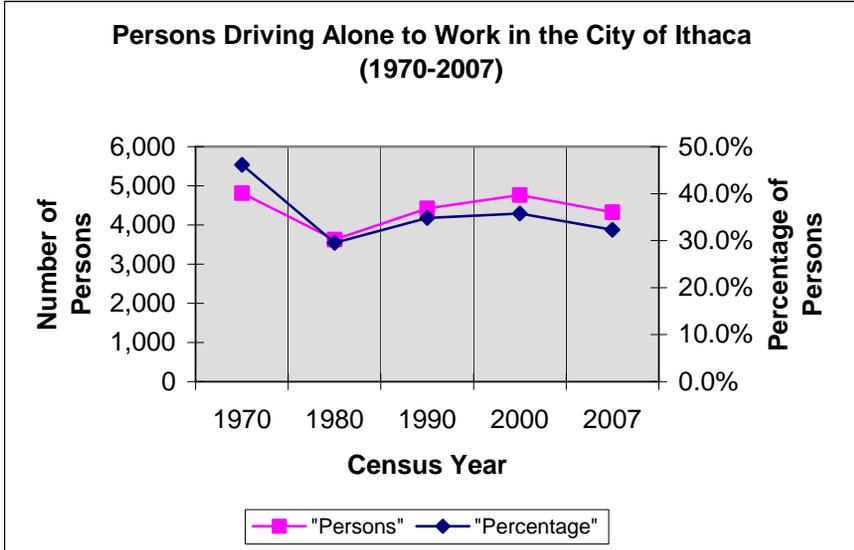


FIGURE 10 – Journey-to-Work History (City of Ithaca)

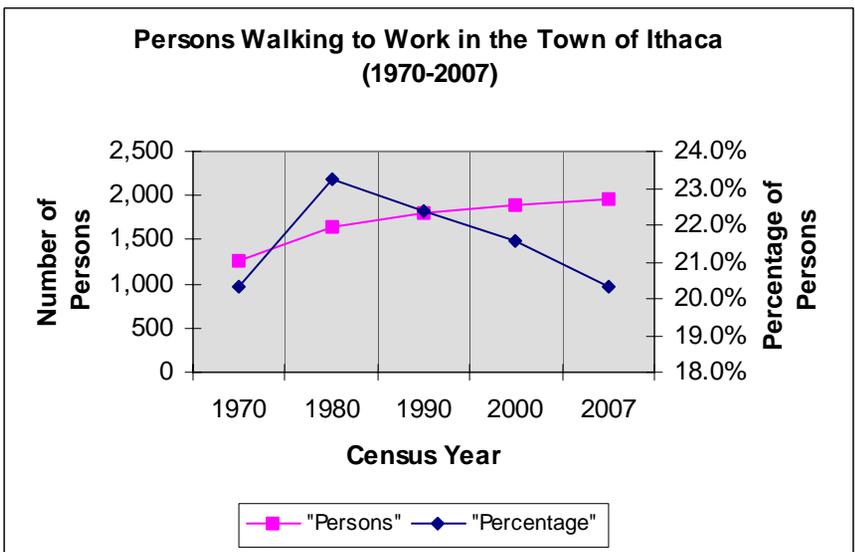
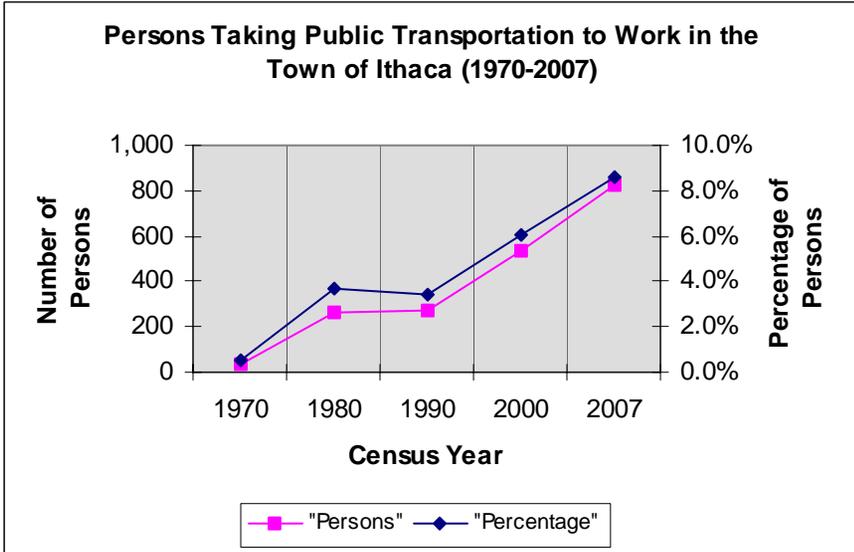
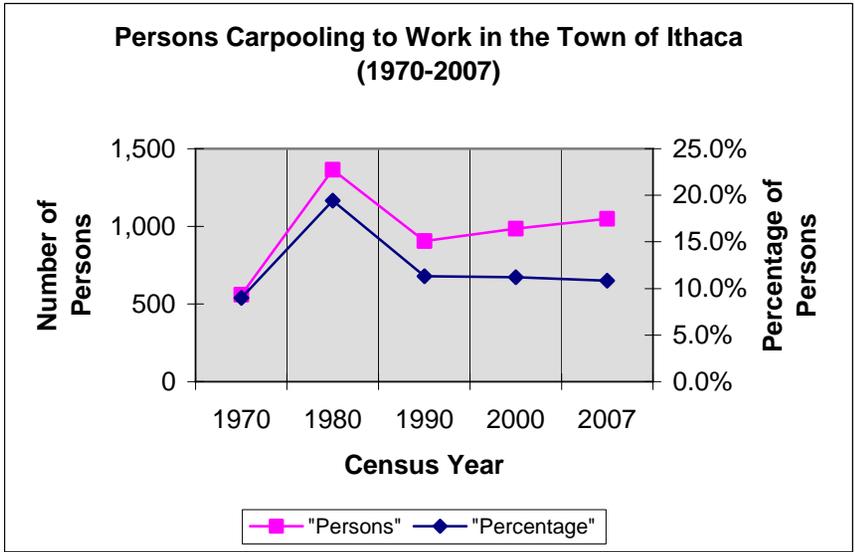
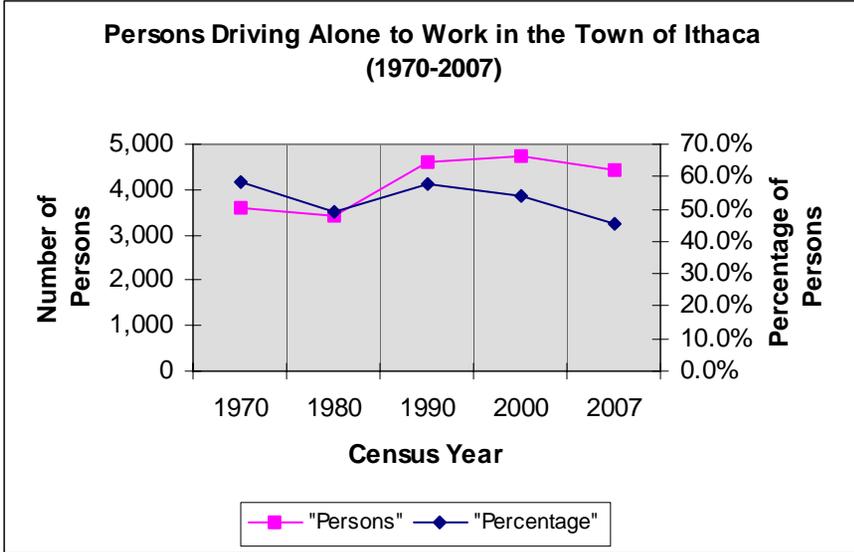


FIGURE 11 – Journey-to-Work History (Town of Ithaca)

TABLE 14**Total Vehicle Registrations in Tompkins County**

Year	Personal Vehicles	Commercial Vehicles	Trailers	Motor-cycles	Mopeds	Buses	Taxi	Ambulance	Rental Cars	Farm	Total
1998	44,829	10,643	2,561	1,535	107	40	68	9	70	53	59,915
2000	47,182	10,733	2,903	1,592	88	33	69	9	69	57	62,735
2003	49,042	9,442	2,480	1,915	94	32	62	9	35	52	63,163
2007	50,985	8,136	2,918	2,466	146	80	77	13	18	63	64,902

Source: New York State Department of Motor Vehicles.

TABLE 15**Vehicles Available and Vehicles per Person**

Civil Division	Population	Households	Vehicles Available	Vehicles Per Person	Vehicles Per Household
Town of Caroline	2,910 (3.2%)	1,161 (3.5%)	1,901 (4.1%)	0.65	1.64
Town of Danby	3,007 (3.0%)	1,187 (3.1%)	2,216 (3.9%)	0.74	1.87
Town of Dryden	13,532 (14.1%)	5,455 (15.1%)	9,364 (16.7%)	0.69	1.72
Town of Enfield	3,369 (3.3%)	1,323 (3.3%)	2,408 (3.9%)	0.72	1.82
Town of Groton	5,794 (5.8%)	2,168 (5.8%)	3,823 (6.4%)	0.66	1.76
City of Ithaca	28,775 (31.4%)	10,287 (28.9%)	12,081 (22.3%)	0.42	1.17
Town of Ithaca	18,710 (18.9%)	6,427 (17.6%)	9,632 (17.5%)	0.52	1.50
Town of Lansing	10,521 (9.9%)	4,374 (11.4%)	7,394 (12.4%)	0.70	1.69
Town of Newfield	5,108 (5.2%)	2,052 (5.7%)	3,538 (6.5%)	0.69	1.72
Town of Ulysses	4,775 (5.2%)	1,986 (5.6%)	3,291 (6.3%)	0.69	1.66
Total County	96,501 (100.0%)	36,420 (100.0%)	55,648 (100.0%)	0.58	1.53

Source: 2000 Census

TABLE 16	
Tompkins County	
Total Number of Driver's Licenses	
(1988-2007)	
1988	52,996
1989	53,350
1990	54,405
1998	56,653
2002	60,479
2003	63,529
2004	62,513
2005	61,418
2006	61,482
2007	62,808
Annual Average % Change (1988-2007)	1.85%
Annual Average % Change (1998-2007)	1.09%
Source: New York State Department of Motor Vehicles	

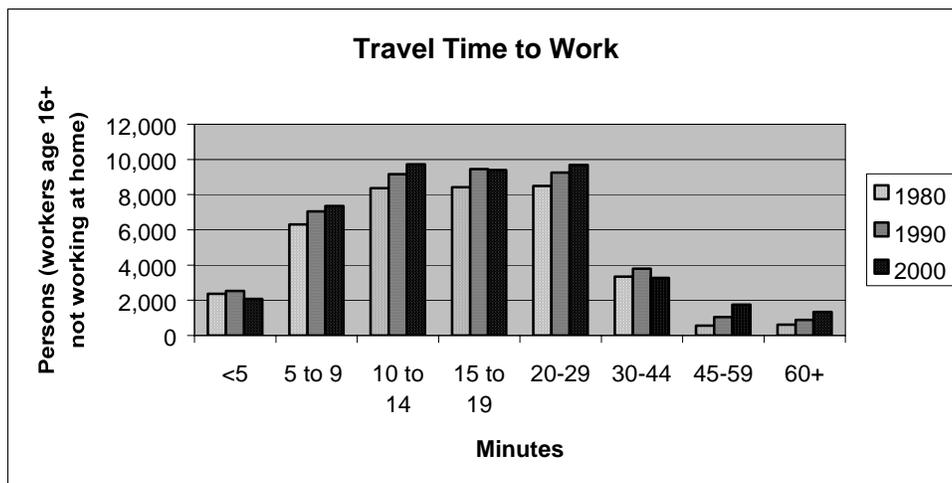


FIGURE 12

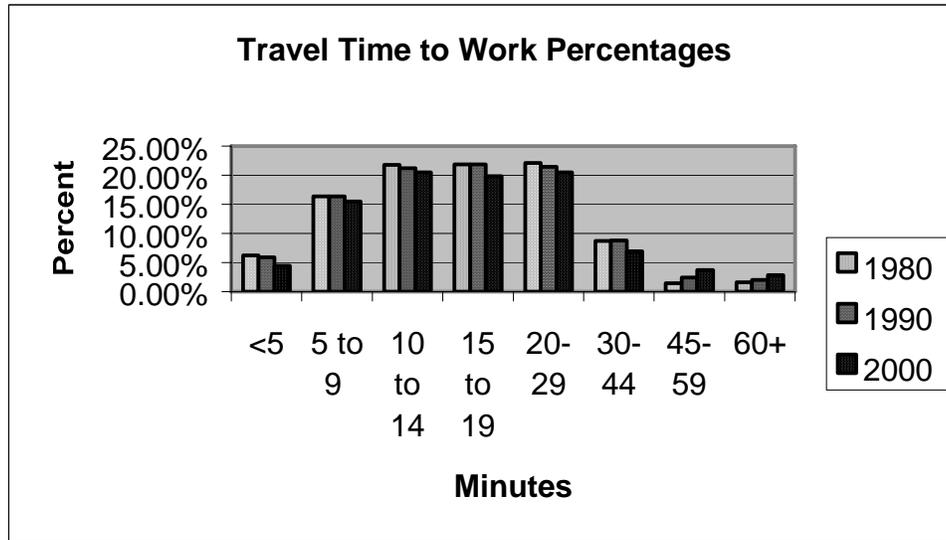


FIGURE 13

TABLE 17			
Travel Time to Work (Workers Age 16+, Not Working at Home)			
Travel Time (minutes)	1980 (% of Total)	1990 (% of Total)	2000 (% of Total)
0 – 4	2,376 (6.2)	2,529 (5.9%)	2,084 (4.4%)
5 – 9	6,311 (16.4)	7,057 (16.3%)	7,349 (15.5%)
10 – 14	8,376 (21.7)	9,171 (21.2%)	9,717 (20.5%)
15 – 19	8,421 (21.9)	9,449 (21.9%)	9,395 (19.8%)
20 – 29	8,494 (21.4)	9,252 (21.4%)	9,691 (20.45%)
30 - 44	3,345 (8.8)	3,792 (8.7%)	3,268 (6.9%)
45 - 59	565 (2.43)	1,051 (2.4%)	1,749 (3.7%)
60+	615 (2.05)	884 (2.1%)	1,343 (2.8%)
Total	38,503	43,185	47,394

Source: 1980, 1990 and 2000 Census

TABLE 18 – Traffic Accident History for Tompkins County								
Year	Fatal Accidents	Total Fatalities	Personal Injury Accidents	Total Personal Injuries	Accidents Involving Bicyclists	Accidents Involving Pedestrians	Accidents Involving Animals	Total Accidents Reported
2007	5	5	460	644	11	29	402	2,362
2006	7	7	368	487	10	14	324	1,296
2005	8	8	414	616	20	16	288	1,135
2004	12	14	464	649	13	20	229	986
2003	7	8	451	628	10	18	389	1,449
2002	6	8	491	669	10	18	310	2,029
2001	5	5	465	696	17	20	332	2,864
2000	5	5	578	815	14	16	472	3,046
1999	5	7	641	1,059	19	20	400	3,016
1998	6	6	532	810	16	17	230	2,565
1997	11	12	609	860	22	21	165	2,677
1996	12	15	626	915	19	16	304	2,928
1995	13	14	634	905	24	24	108	2,623
1994	13	14	645	944	13	29	83	2,648

Source: NYS Department of Motor Vehicles Data - Accident Location Information System (ALIS)

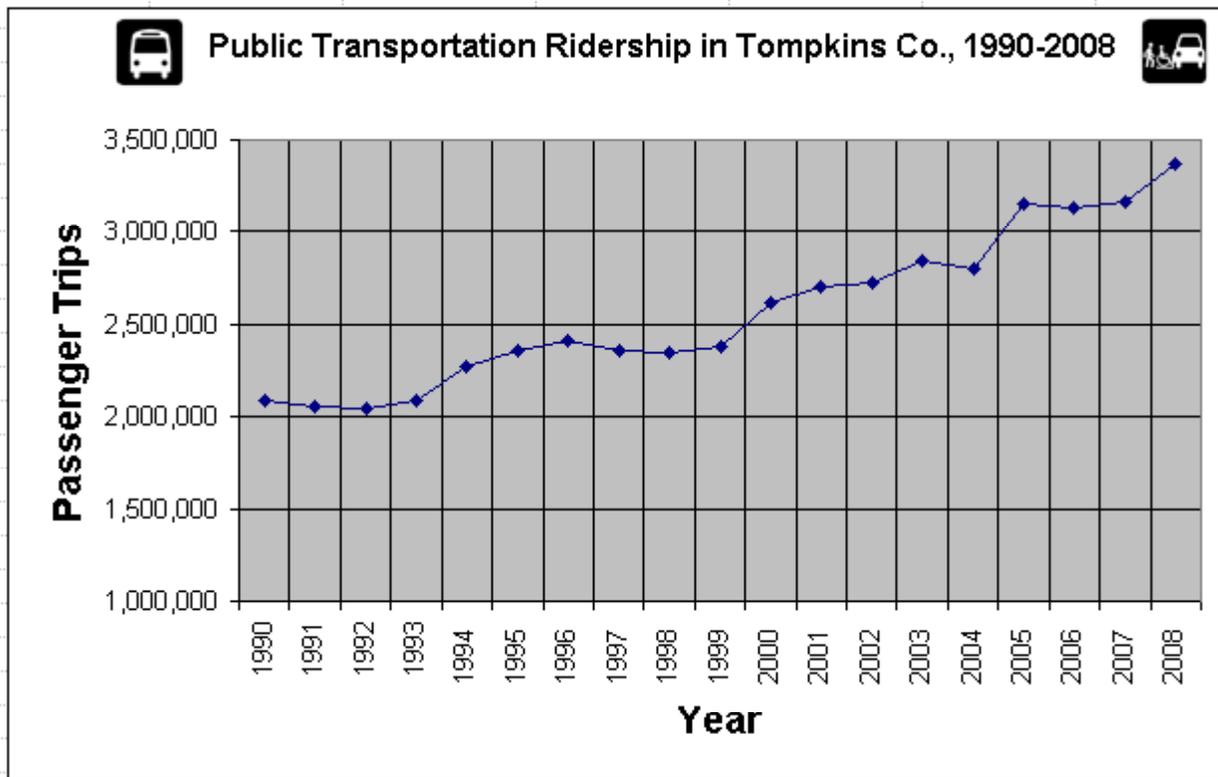


FIGURE 13-A