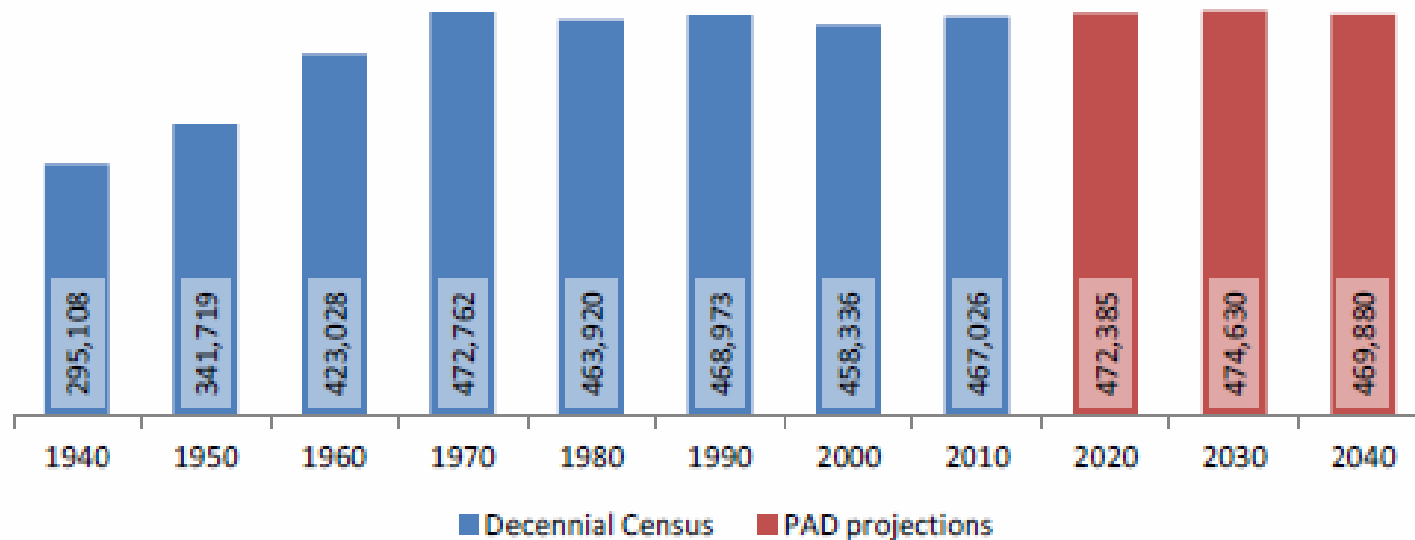


How CNY Moves: Demographics

3 Total Population

3.1 Historic and projected

Total population, Onondaga County, 1940-2040

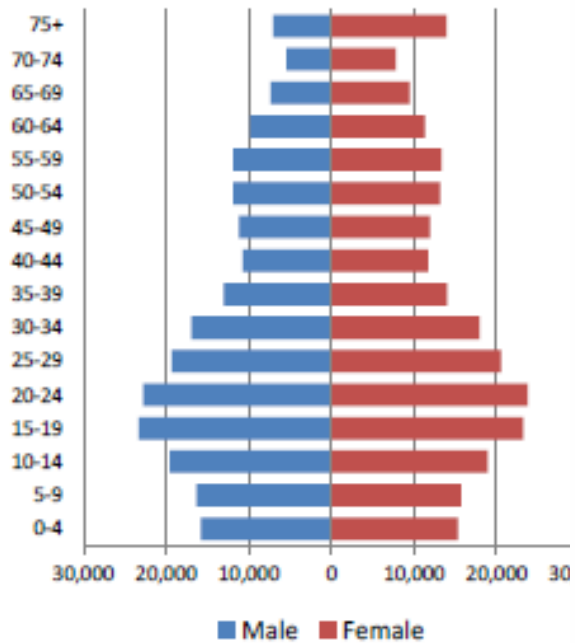


Source: 1940-2010 Decennial Census and projections by Cornell Program on Applied Demographics

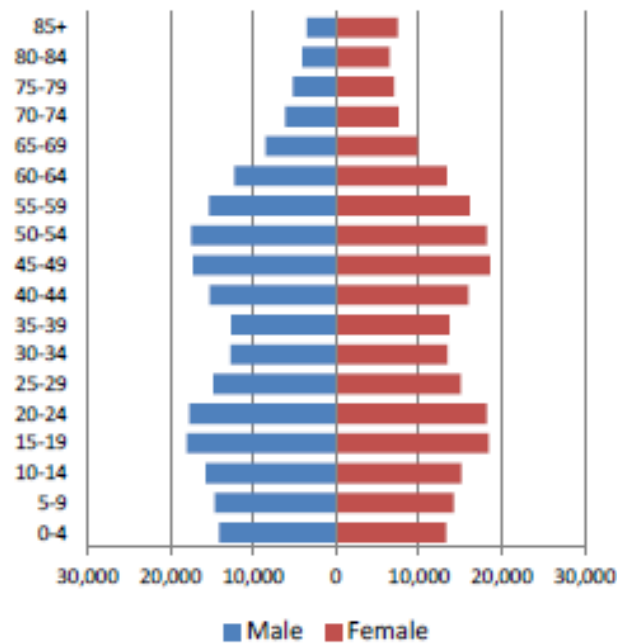
3.2 Change since previous Census

	Total population	Change	
		Number	Percent
1940	295,108		

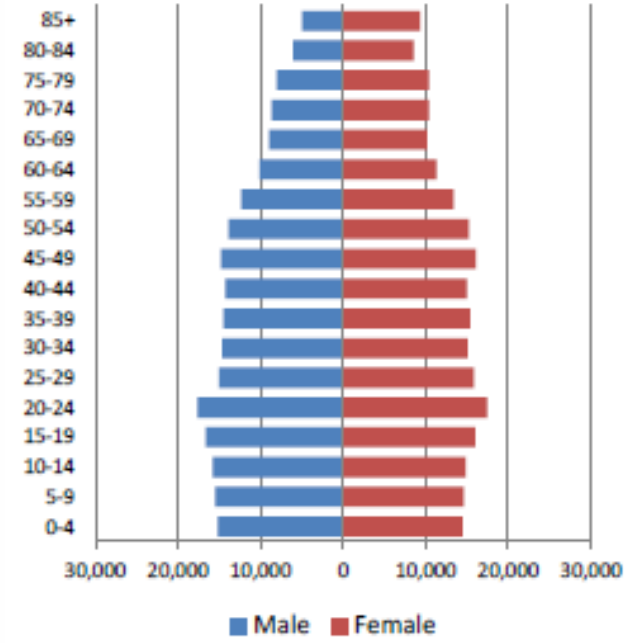
**1980 Population Pyramid,
Onondaga County**



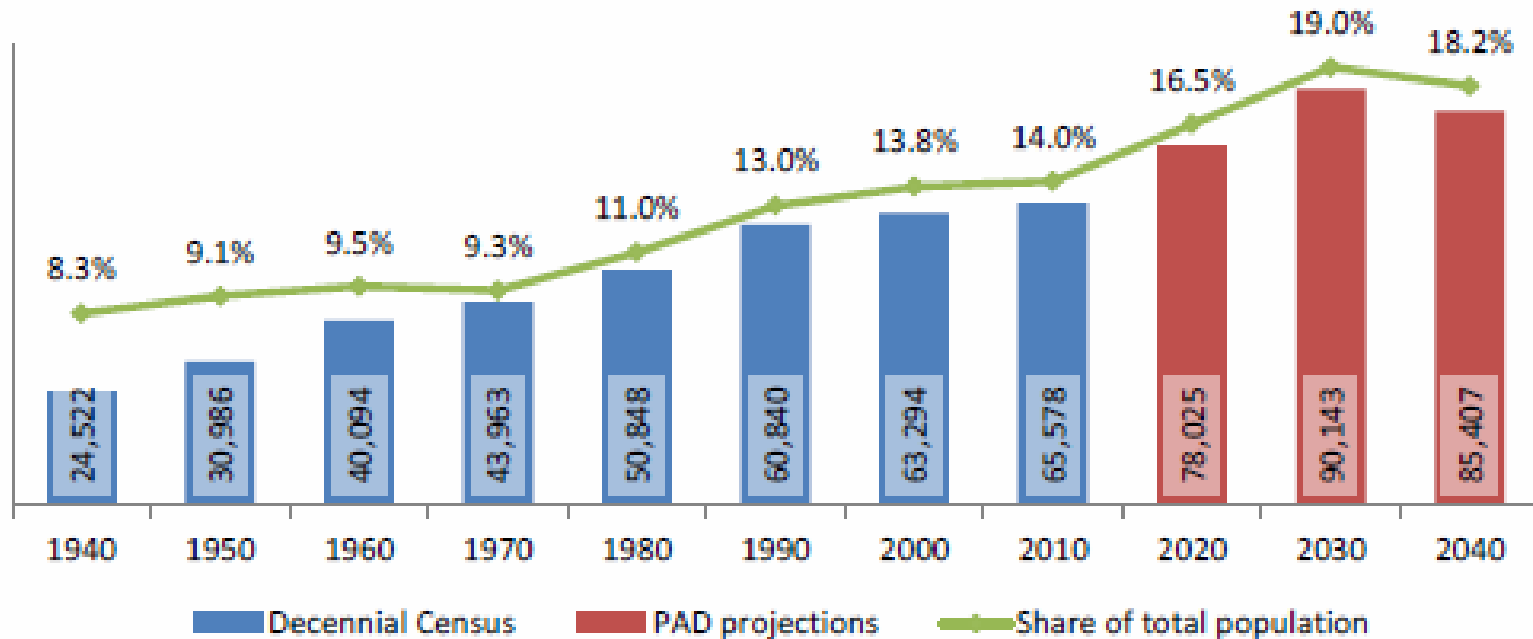
**2010 Population Pyramid,
Onondaga County**



**2040 Population Pyramid,
Onondaga County**



Population age 65 and over, Onondaga County, 1940-2040



Source: 1940-2010 Decennial Census and projections by Cornell Program on Applied Demographics

Meet the modern American family



Posted November 21, 2012 in [Green Enterprise](#), [Living Sustainably](#)

[Print this page](#)

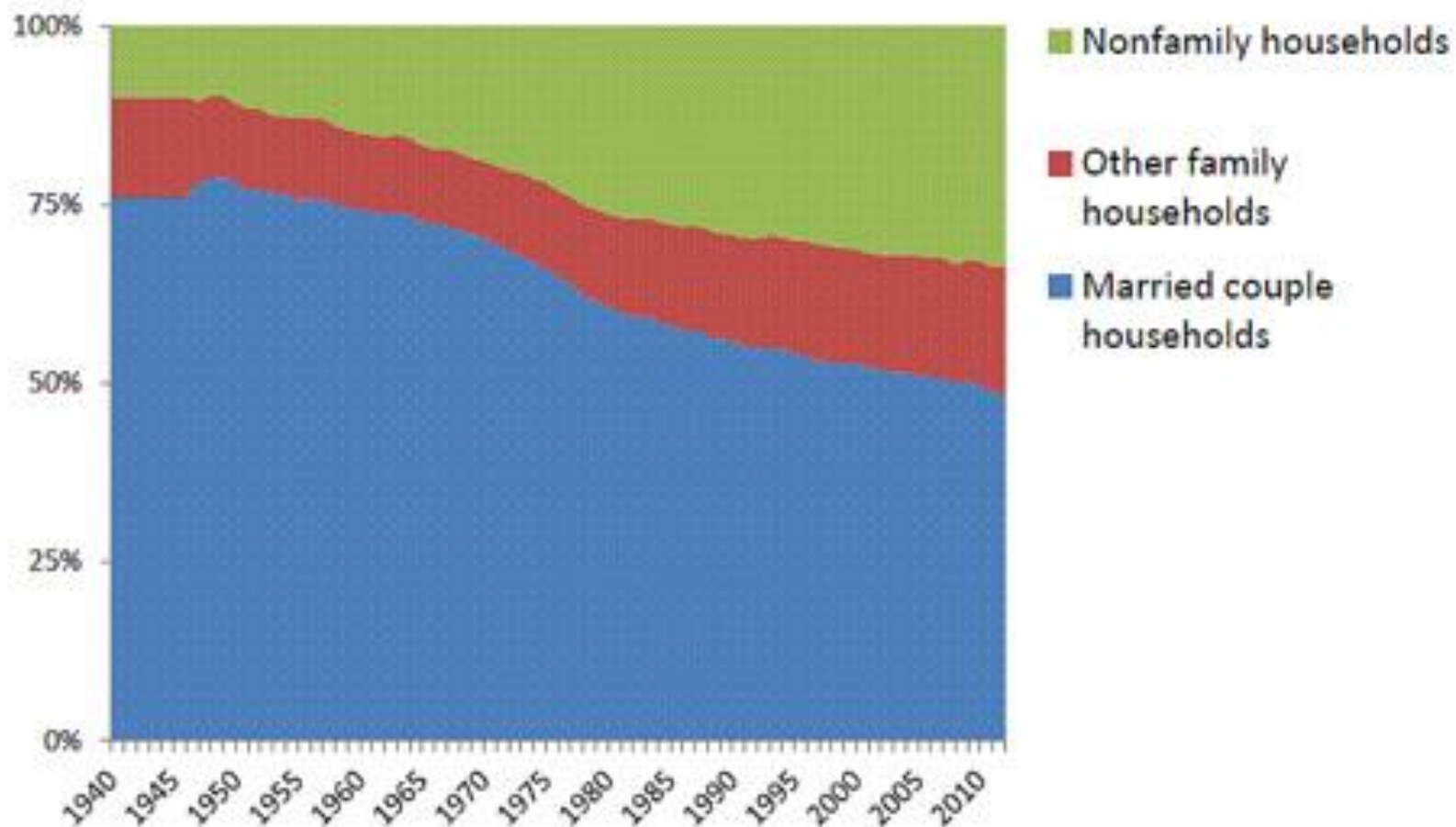
Tags: [census](#), [demographics](#), [households](#), [housingmarket](#), [smartgrowth](#), [sustainablecommunities](#)

[+](#) Share | [Twitter](#) | [f Like](#) 32



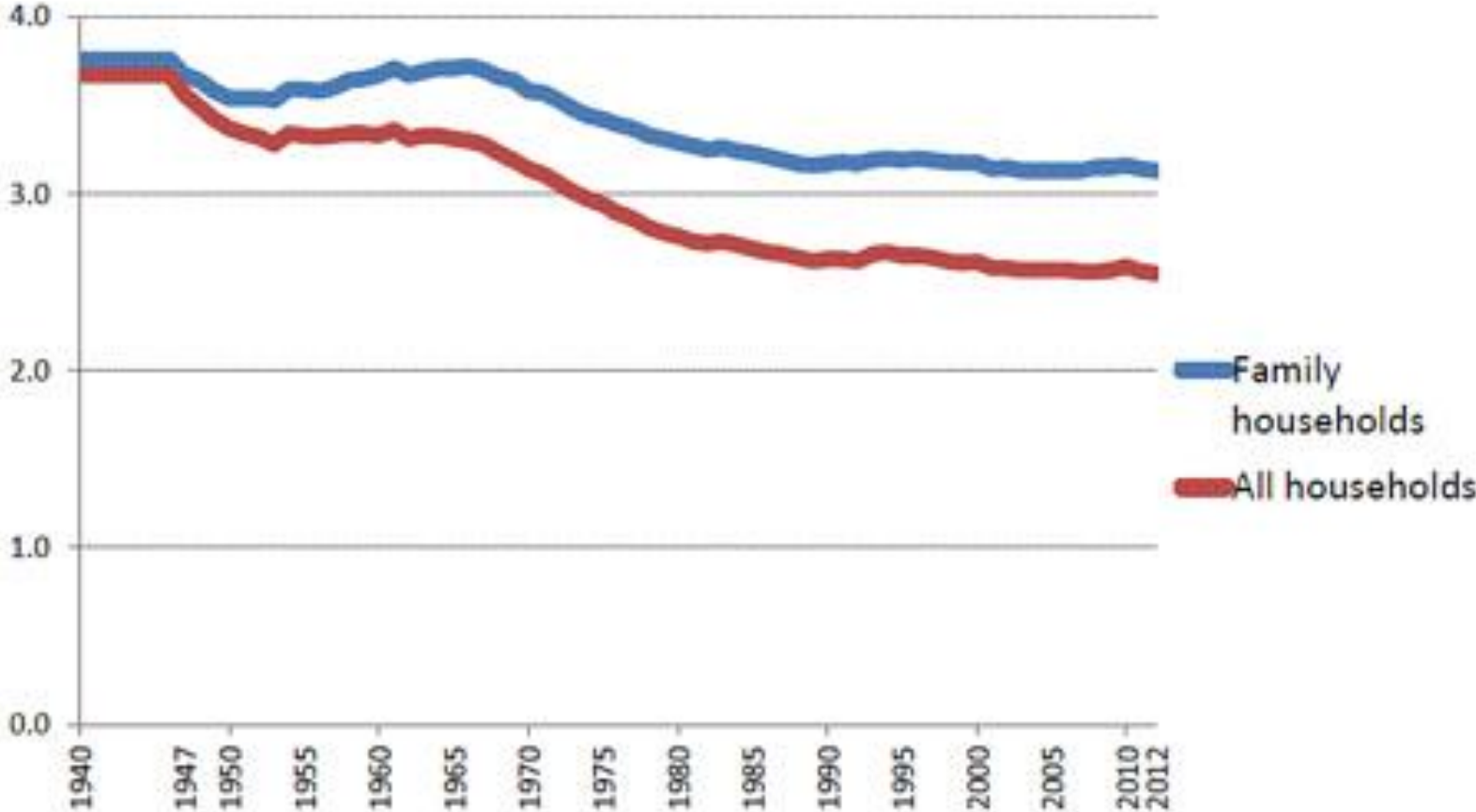
There is probably no other annual event in American culture that extols the concept of family more than Thanksgiving, which we celebrate tomorrow. I'll be at my in-law's

Figure HH-1. Households by type: 1940 to 2012



Source: U.S. Census Bureau, Decennial Census, 1940, and Current Population Survey, Annual Social and Economic Supplements, 1947-2012.

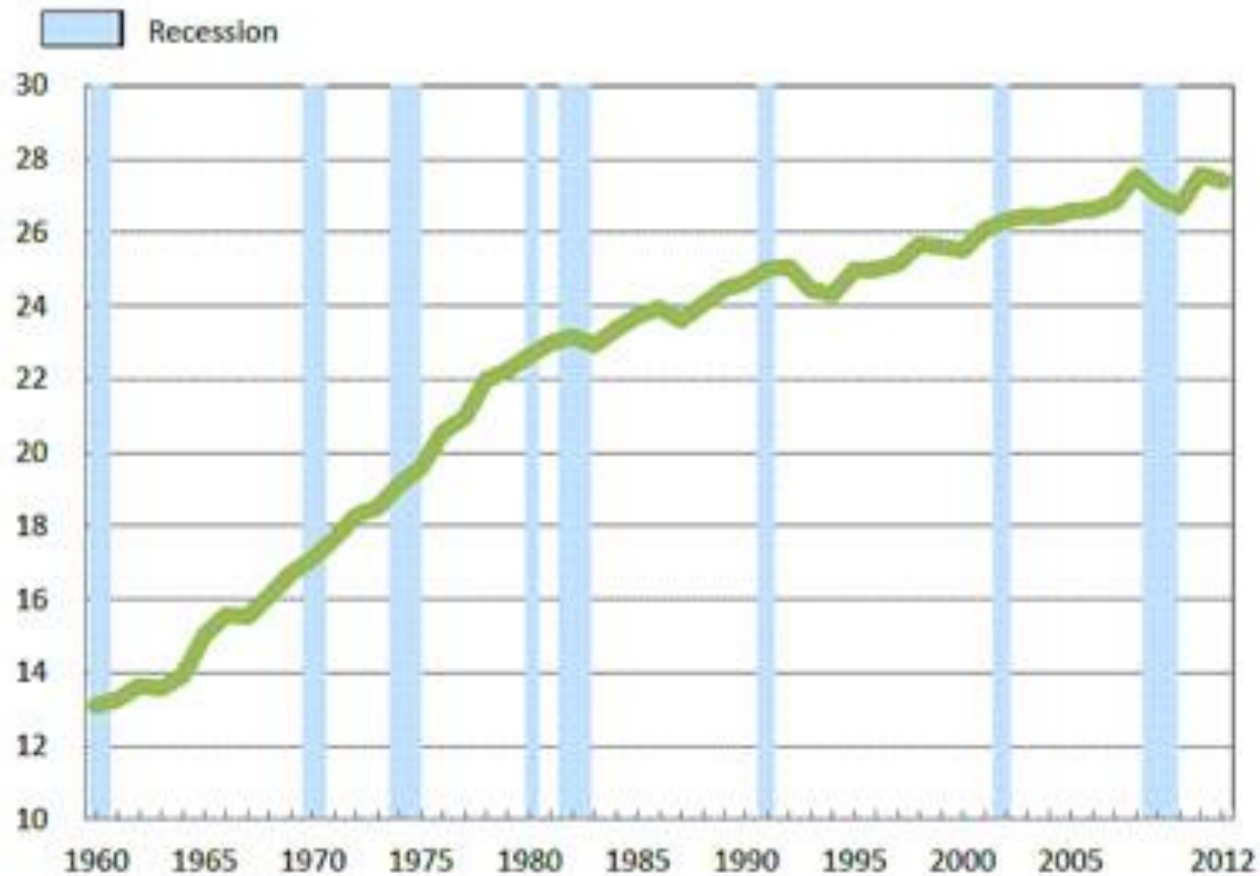
Figure HH-6. Average household size: 1940-2012



Source: U.S. Census Bureau, Current Population Survey, Annual Social and Economic Supplements, 1947-2012.

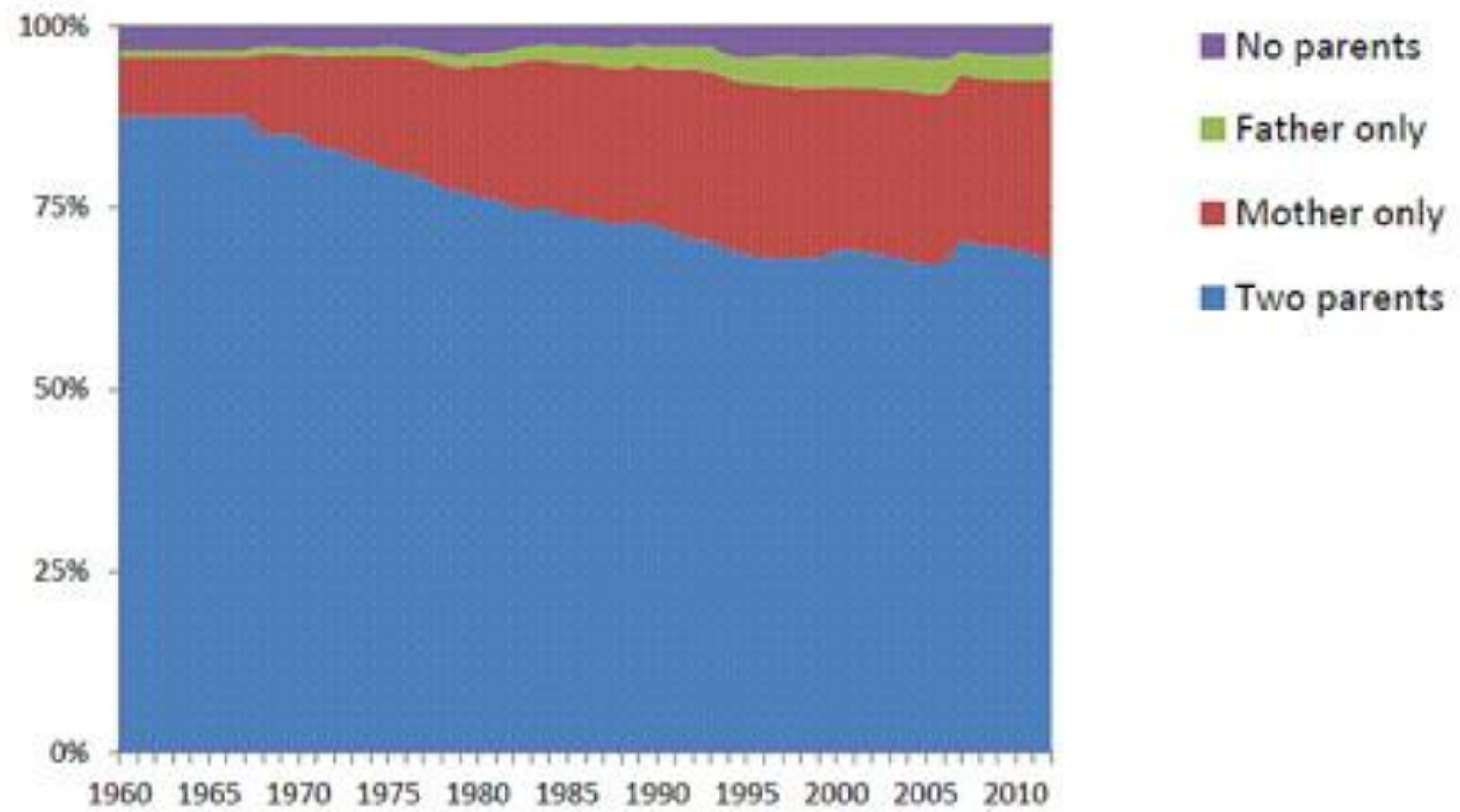


Figure HH-4. Percent of households with one person: 1960-2012



Source: U.S. Census Bureau, Current Population Survey, Annual Social and Economic Supplements, 1960-2012.

Figure CH-1. Living arrangements of children: 1960 to 2012

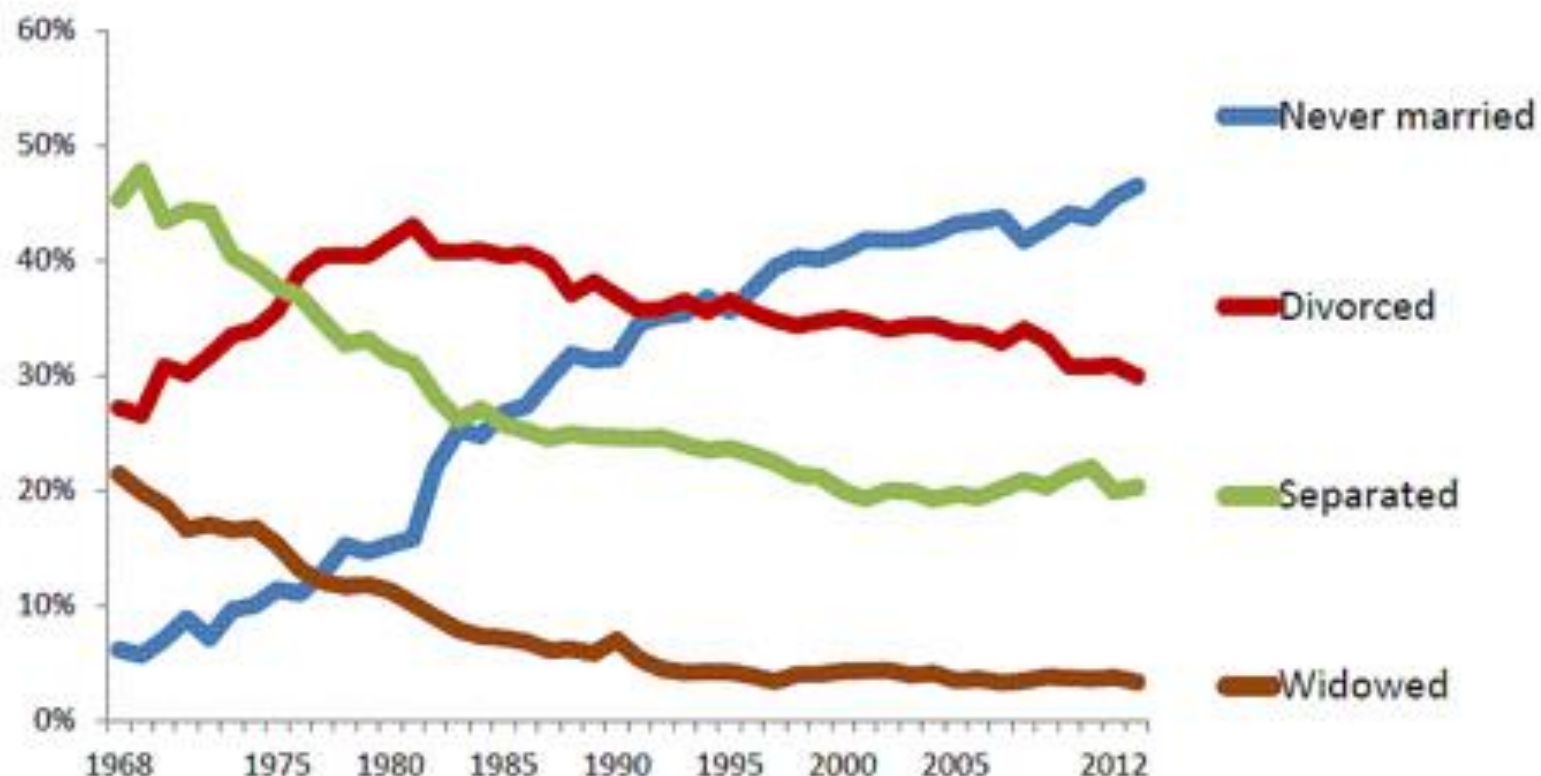


Source: U.S. Census Bureau, 1960 Census of Population, PC(2)-48, "Persons by Family Characteristics," Tables 1 and 19. Current Population Survey, Annual Social and Economic Supplements, 1968-2012.

Note: Direct identification of both parents began in 2007, resulting in the ability to identify children living with 2 unmarried parents.



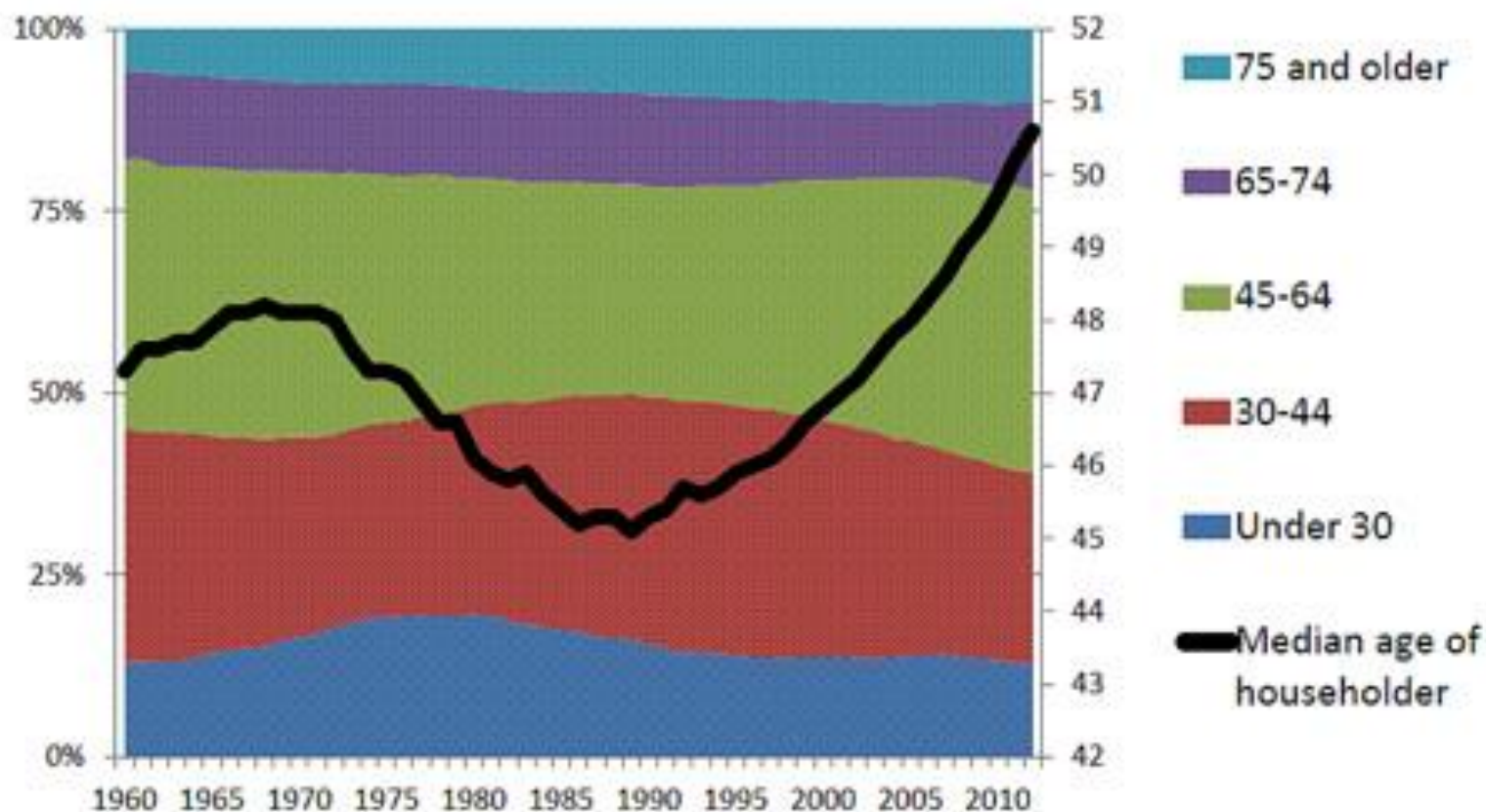
Figure CH-5. Children under 18 living with mother only, by mother's marital status: 1968-2012



Source: U.S. Census Bureau, Current Population Survey, Annual Social and Economic Supplements, 1968-2012.

Note: Separated includes married, spouse absent. Direct identification of both parents began in 2007, resulting in the ability to identify children living with 2 unmarried parents.

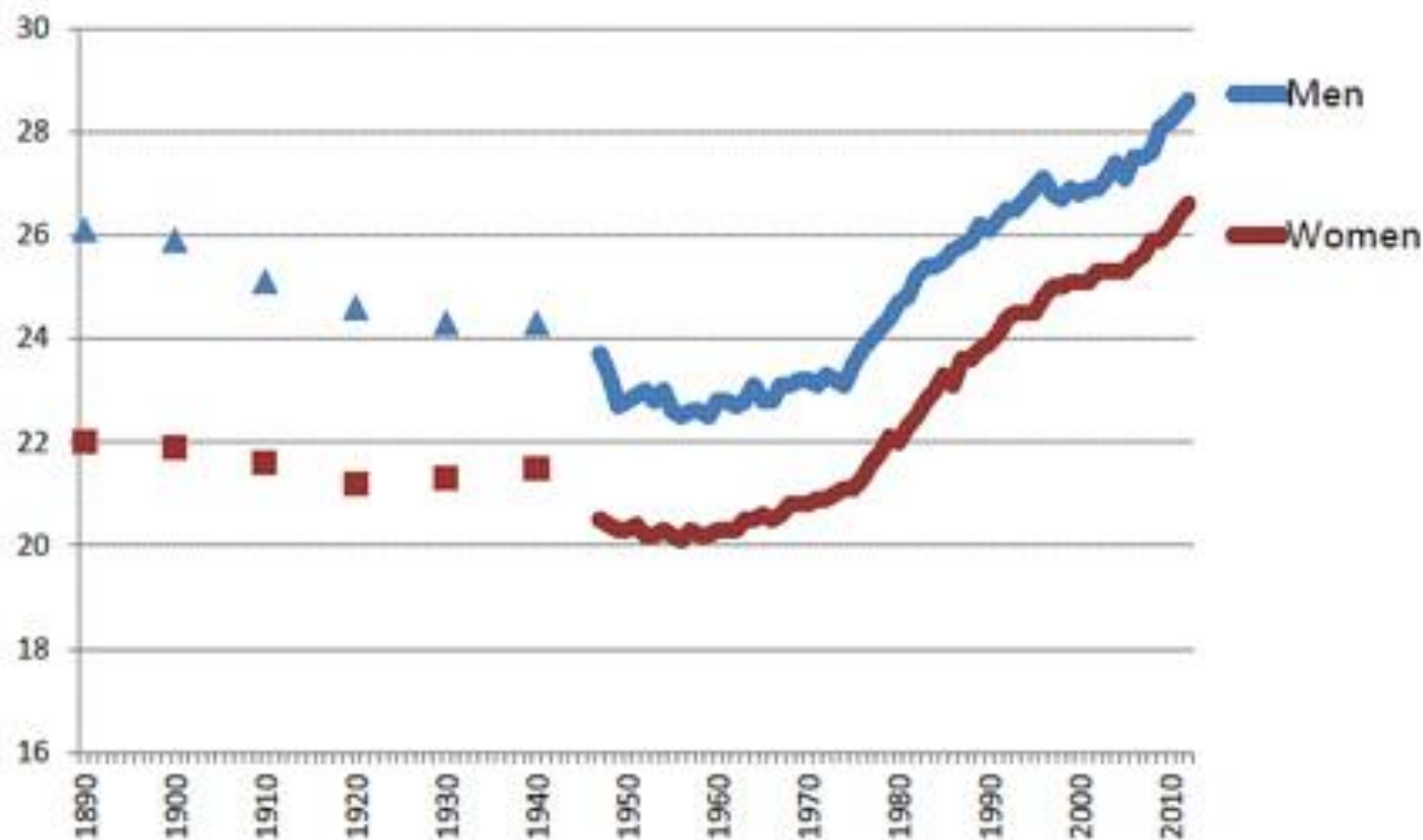
Figure HH-3. Households by age of householder: 1960 to 2012



Source: U.S. Census Bureau, Current Population Survey, Annual Social and Economic Supplements, 1960-2012.



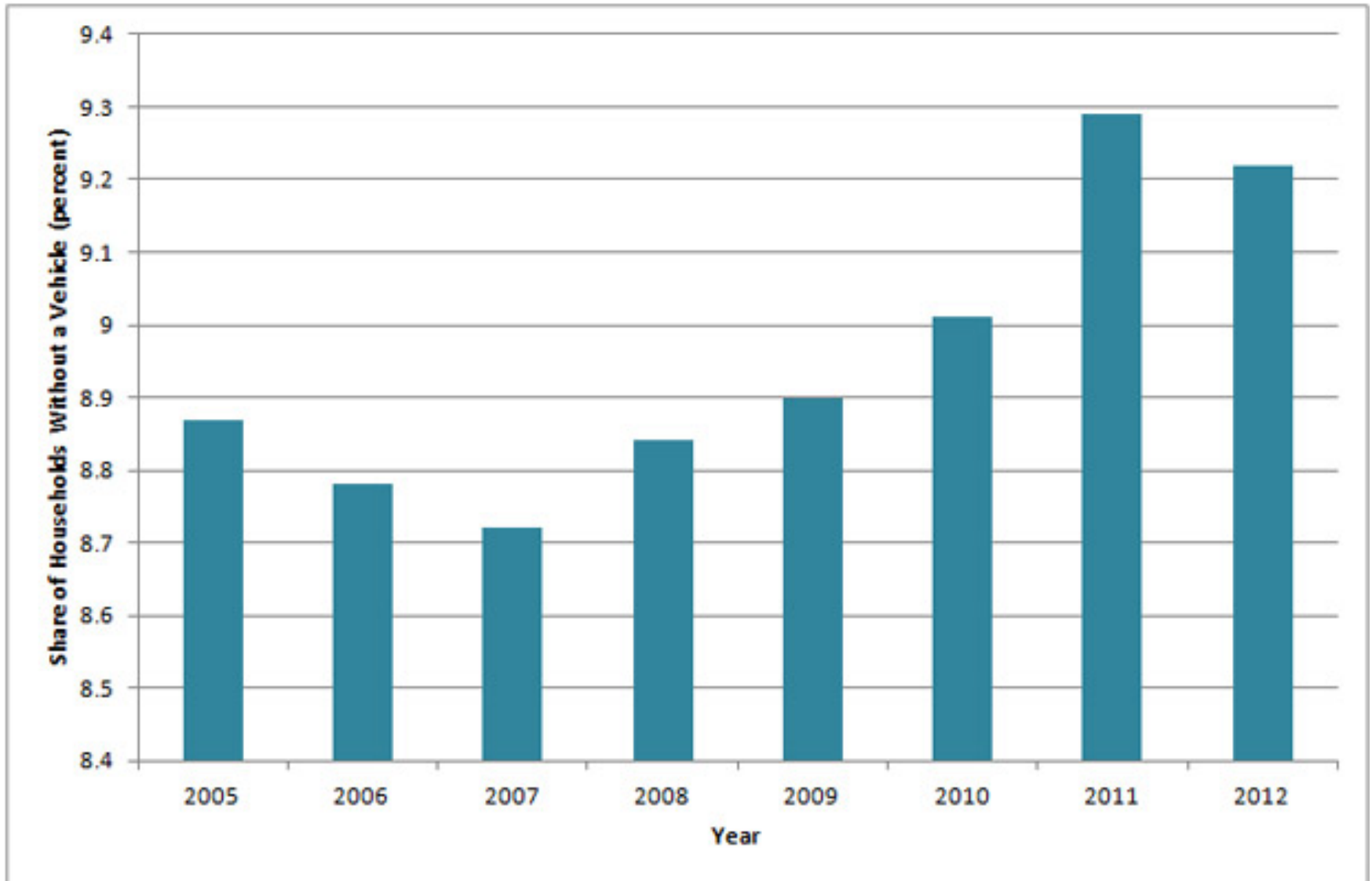
Figure MS-2. Median age at first marriage by sex: 1890 to 2012



Source: U.S. Census Bureau, Current Population Survey, Annual Social and Economic Supplements, 1947-2012. Data for years prior to 1947 are from decennial censuses.

Study: Americans Less and Less Attached to Their Cars

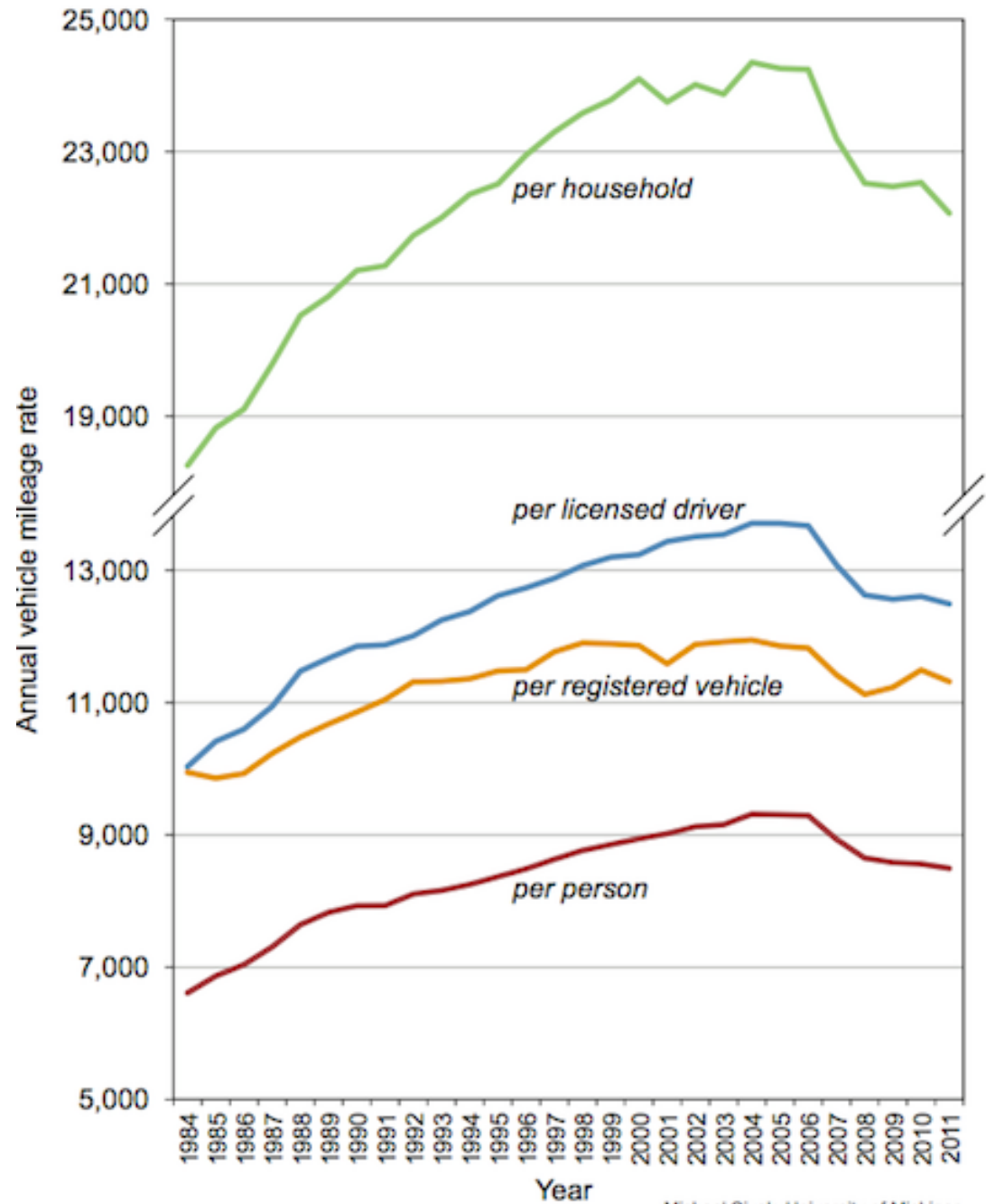
US News and World Report By [DANIELLE KURTZLEBEN](#) January 21, 2014



Study: Americans Less and Less Attached to Their Cars

US News and World Report By

[DANIELLE KURTZLEBEN](#) January 21, 2014



Community & Transportation Preferences Survey

U.S. Metro Areas, 2015

July 23, 2015



Realtor.org



trec.pdx.edu

- Americans, as a whole, are showing **greater interest in walkable communities** than they have in the past.
- Slightly more people (48%) said they **prefer to live in communities containing houses with small yards but within easy walking distance of the community's amenities**, than prefer (45%) communities with houses with large yards where you have to drive to all amenities.
- While 60 percent of adults surveyed live in detached, single-family homes, **25 percent of these said they would rather live in an attached home and have greater walkability.**
- **85%** of survey participants said that **sidewalks are a positive factor** when purchasing a home
- **79%** place importance on being **within easy walking distance** of places.
- Women in particular **value walkability** in their communities, with 61% indicating that having sidewalks with stores and restaurants to walk to is **very important.**
- But the **big finding** in this year's survey is **how different Millennials (18 to 34) are from older generations** when it comes to walkability and public transit:

Millennials: the Generation that Walks the Talk



Walking More, Driving Less



83% of Millennials like walking, but only 71% like driving. This 12 point gap is a wider margin than any other generation. The gap for Baby Boomers is 2 points.



50% of Millennials prefer living within an easy walk of other places (compared to 43% of Gen X, 38% Baby Boomer and 30% Silent Generation)



51% of Millennials prefer living in attached housing (townhouse, condo) where they can walk to shops and have a shorter commute (compared to 44% of Gen X, 43% Baby Boomer and 41% Silent Generation)



Millennials walk more for transportation: 32% walked to work/school (compared to 19% for Generation X and 13% for Baby Boomers). 62% of Millennials walked for errands (compared to 54% of Generation X and 53% of Baby Boomers).

And When Millennials Aren't Walking....

Millennials use public transportation more than any other generation (40% did compared to 28% for Gen-X, 19% for Baby Boomers, and 8% for the Silent Generation).



When Asked About Government Transportation Spending Priorities

Millennials showed more preference than other generation for:

59%

Expanding public transportation, including trains and buses



53%

Developing communities where more people do not have to drive long distances to work or shop



58%

Providing convenient alternatives to driving such as walking, biking, and public transportation



49%

Building more sidewalks



For more information, go to:
realtor.org/topics/smart-growth/smart-growth-research



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Why Generation Y is Causing the Great Migration of the 21st Century

Just after the close of World War II, the last Great Migration in the United States — the move from the city to the new suburbs — began to emerge, fueled by new roads, low congestion, and modest energy costs. It was a new beginning, a chance to shake off the past, and it came complete with the promise of more privacy, more safety, and easier financing.

Not surprisingly, Americans bought in.

After that, it didn't take long for the preferred retailers to do likewise, abandoning the city and following their customers to the suburbs. The suburban single family home on a large lot became synonymous with the American Dream.

After 60 years, many commentators have announced that the American Dream is poised to make its next great shift — this time from the suburbs to the urban core of our cities. Indeed, at the recent New Partners for Smart Growth Conference in San Diego, Chris Nelson, Joe Molinaro and Shyam Kannan made it clear that a radical shift in preferences is on the horizon.

Gen Y Trends

- Safety to adventure
- Isolated to Connected
- Inconvenient to Convenient
- Car-dependent to car-independent

Other Factors:

Economic Downturn /

Anxiety over finances

High Ownership Costs

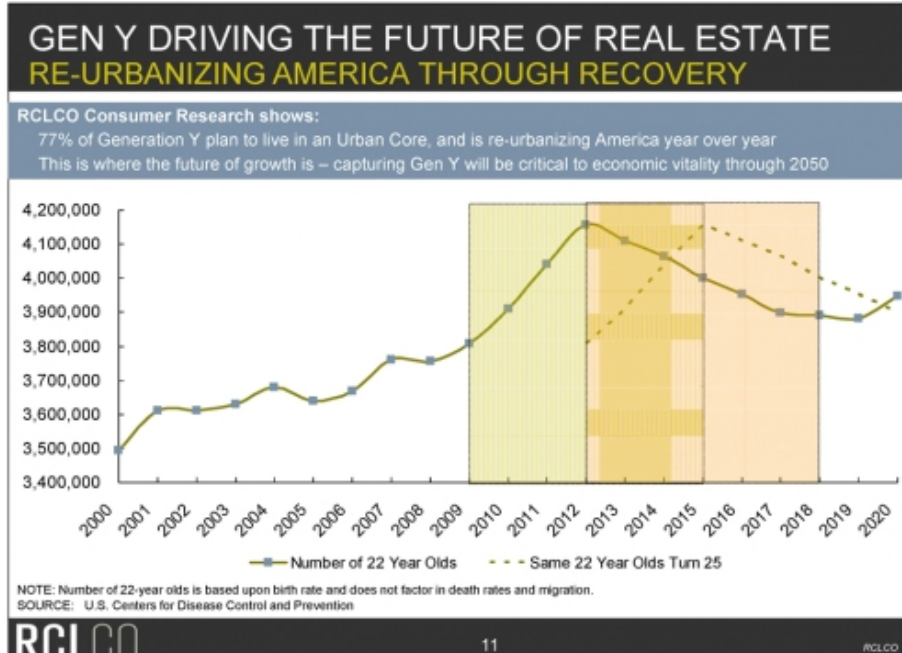
Environmental Concerns

Rediscovering Urban Design

Public School Reform

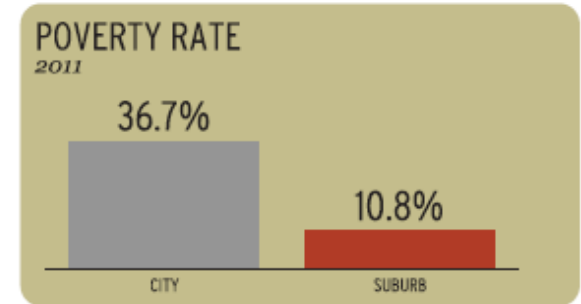
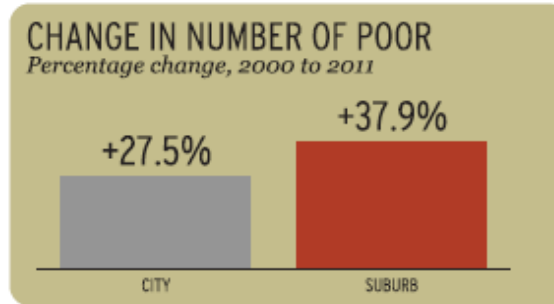
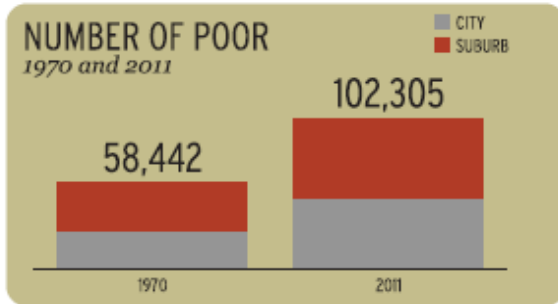
Lower Crime

Better Downtowns



CONFRONTING SUBURBAN POVERTY IN AMERICA

Syracuse, NY Metro Area Profile

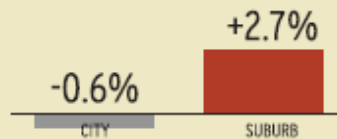


DRIVING FORCES

A number of factors help shape poverty trends over time:

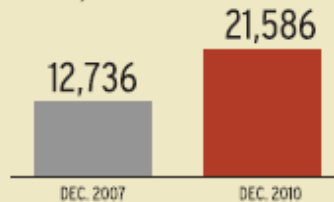
Population Change

Percentage change, 2000 to 2010



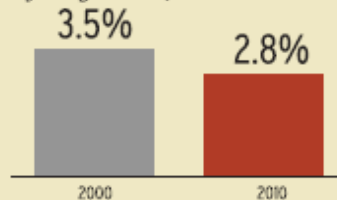
The Economy

Suburban unemployed population, Dec. 2007 and Dec. 2010



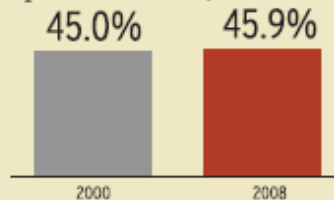
Immigration

Share of suburban poor who are foreign-born, 2000 and 2010



Housing

Share of housing choice voucher recipients in suburbs, 2000 and 2008

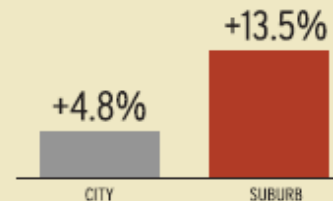


IMPLICATIONS

Shifting poverty affects existing services and infrastructure like:

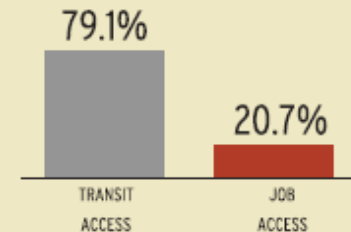
Schools

Percentage change in students receiving Free and Reduced Price Lunch, 2005-06 to 2009-10



Transportation

Share of residents in low-income suburbs with transit access, and share of jobs accessible via transit within 90 minutes



SOURCES

U.S. Census Bureau; U.S. Bureau of Labor Statistics; U.S. Department of Education; Covington, Freeman, and Stoll, "The Suburbanization of Housing Choice Voucher Recipients;" Tomer, Kneebone, Puentes, and Berube, "Missed Opportunity: Transit and Jobs in Metropolitan America"

In 1969, 50 percent walked to school; by 2004 the figure was down to 14 percent.

Children who walk or bike to school are better able to concentrate at school than those who don't.

<http://sciencenordic.com/children-who-walk-school-concentrate-better>

Children who are more physically fit tend to have higher grades and test scores.

<http://www.nemours.org/content/dam/nemours/www/filebox/service/preventive/nhps/pep/healthacademfs.pdf>

Children who walk or bike to school are overall more physically active and physically fit.

http://activelivingresearch.org/files/ALR_Brief_ActiveTransport_0.pdf

Walking to school can prevent or reduce ADHD symptoms.

<http://www.psychologytoday.com/blog/suffer-the-children/201310/can-walking-school-cure-adhd>

OHIO || [Everybody Walks to School in Lakewood Suburb](#)

A story in *DCStreetsBlog* spotlighted Lakewood, Ohio, population 51,000, which is **so walkable there is no need for school buses**. Because of the way its schools were designed and sited in this Cleveland suburb, every child lives less than two miles from their school, and most live within one mile. In addition, all of the district's school buildings are multi-story, which decreases their land footprint, and are sited in the middle of residential neighborhoods.

Obesity in CNY Costs Region \$545 million, report says

66% of adult Americans are currently Overweight or Obese, cost of \$117 Billion.

citiwire.net/post/1125/

On average, about 1/3 of Onondaga County School Kids are Overweight or Obese

http://www.syracuse.com/health/index.ssf/2015/10/obese.html#incart_river_home

Over the past 30 years, obesity had doubled in children and quadrupled in adolescents nationwide, according to the CDC.

http://www.syracuse.com/health/index.ssf/2015/04/obese_kids_in_onondaga_county_nearly_half_of_students_in_some_schools_too_fat.html

Excellus: 43% of CNY has High Cholesterol (358,000 people)

syracuse.com

Walkable Communities Can Save \$1.66 Billion in Public Health Costs

<http://www.lungusa.org/associations/states/california/press-room/new-data-shows-smart-growth.html>

43 Abundance of obesity in Central New York costs region \$545 million, report says



By James T. Muller | jtmuller@syracuse.com
On October 19, 2015 at 12:15 PM, updated October 19, 2015 at 12:45 PM
Syracuse, N.Y. — An abundance of overweight and obese adults is costing Central New York an estimated \$545 million a year in excess medical expenses, according to a report

270 Obese kids in Onondaga County: Nearly half of students in some schools too fat



The 100+ Onondaga County schools added 100,000 lbs. of gross fat to the county's food supply in 2014, according to a report by the Onondaga County Health Department.

By James T. Muller | jtmuller@syracuse.com
Published: 10/19/2015 at 12:00 AM, updated Apr 07, 2017 at 12:03 PM

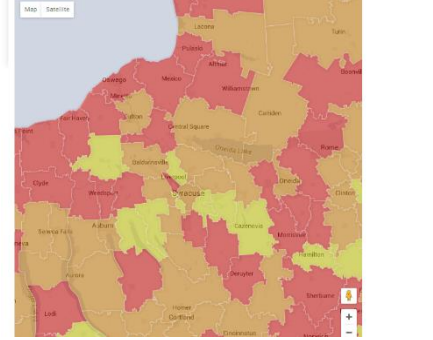
REIMAGINED REDESIGNED
Shop the NEW HOBBYLOBBY.com

Healthy Eating
Plant healthy eating tips and recipes

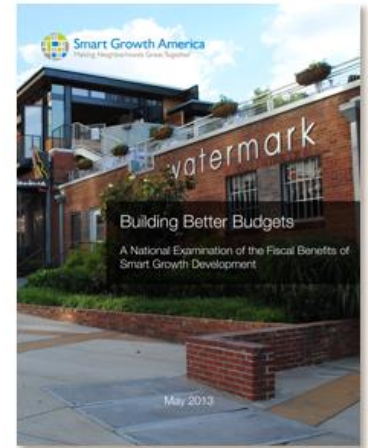
Overweight and obese students in New York school districts

This map shows the estimated percent of overweight or obese students in New York state school districts from a sample of selected grades in schools in each district. The figures were collected from 2010 to 2012. Click on the district for details including percent and number of overweight or obese students, overweight students only, and obese students only.

PERCENT OF STUDENTS OVERWEIGHT OR OBESE
■ > 50% ■ 40%-50% ■ 30%-40%
■ 20%-30% ■ < 20% ■ No data



Building Better Budgets: A National Examination of the Fiscal Benefits of Smart Growth Development (review of 17 studies)



1. Smart growth development costs one-third less for upfront infrastructure.

Our survey concluded that smart growth development saves an average of 38 percent on upfront costs for new construction of roads, sewers, water lines and other infrastructure. Many studies have concluded that this number is as high as 50 percent.



2. Smart growth development saves an average of 10 percent on ongoing delivery of services.

Our survey concluded that smart growth development saves municipalities an average of 10 percent on police, ambulance and fire service costs.



3. Smart growth development generates 10 times more tax revenue per acre than conventional suburban development.

Our survey concluded that, on an average per-acre basis, smart growth development produces 10 times more tax revenue than conventional suburban development.



The Economic and Fiscal Benefits of Walkable, Bikeable City and Town Centers

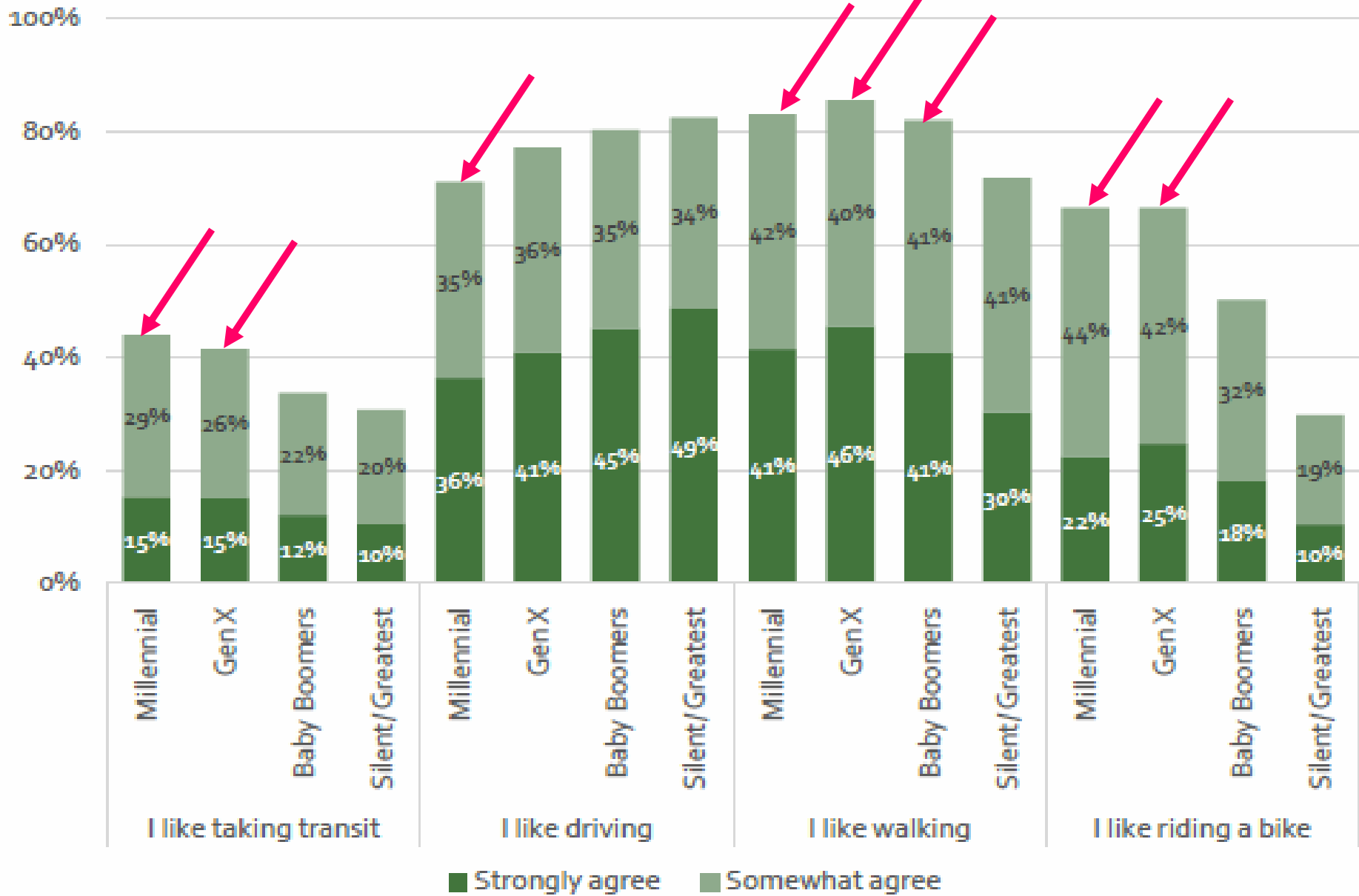
October 30, 2 - 3:30 p.m. EDT

Register at smartgrowth.org

The webinar will feature the experiences of 8 U.S. cities in creating or increasing the walkability and bicycle-friendliness of their downtown areas. The cities profiled include small towns (Grandview, MO and West Jefferson, NC); medium-sized cities (Orlando, FL, Redmond, WA and Lancaster, CA) and large cities (the Bronx in NYC, Cleveland, OH, and Charlotte, NC). The webinar will focus on the implemented strategies, the resulting increases in walkability and bike-friendliness, and the economic and fiscal benefits of each project.



<http://smartgrowth.org/fiscal-benefits-walkable-and-bike-ablewn-centers/>



Obese kids in Onondaga County: Nearly half of students in some schools too fat

On average, about one-third of Onondaga County school kids are overweight or obese.

Wealth, poverty, where students live, distance to the nearest supermarket and many other factors drive those disparities, experts say.



Tina Willis is making middle eastern salads with hummus, grape tomatoes, cucumbers, string cheese at the Fowler High School cafeteria, April 15, 2015. David Lassman | dlassman@svracuse.com

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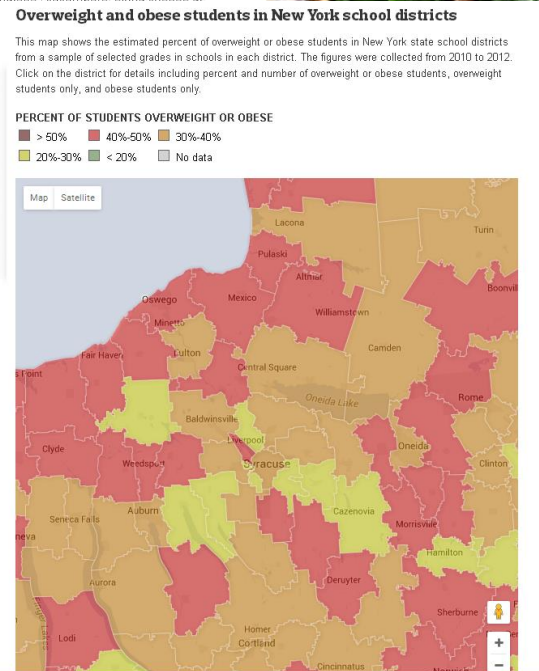
1 / 17 Fullscreen Share Capt

By **James T. Mulder** | jmulder@svracuse.com
Follow on Twitter
on April 19, 2015 at 2:00 AM, updated April 20, 2015 at 12:43 PM

Tweet

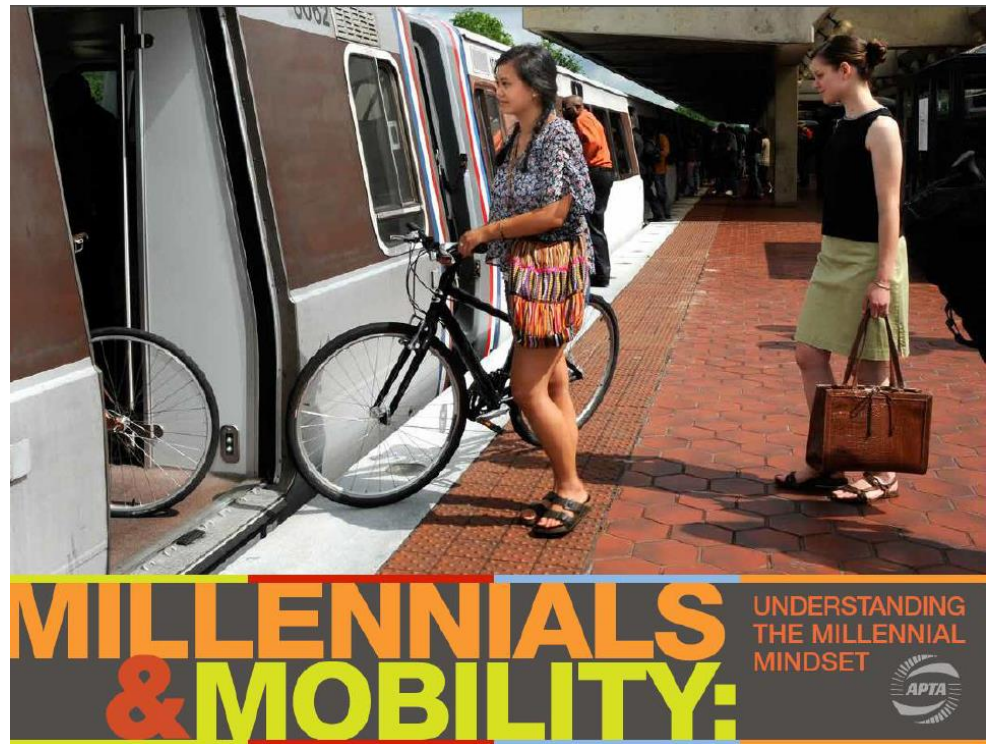
Even a school's location can influence the level of a child's physical activity and weight, said Stacy McNeill, a public health educator with Onondaga-Cortland-Madison BOCES. "Can they walk or bike to school safely?" she said. "Or are they in fear of getting hit by a car or mugged?"

Over the past 30 years, obesity has doubled in children and quadrupled in adolescents nationwide, according to the federal Centers for Disease Control and Prevention.



Millennials and Mobility— Understanding the Millennial Mindset

Nearly 70 percent of America's millennial generation (age 18 to 34) use multiple travel options several times per week, according to this new study from the American Public Transportation Association (APTA). The study shows that while car-sharing, bike-sharing, walking and car ownership all play a part in the multi-modal network, public transportation is ranked highest as the best mode to connect to all other modes. APTA officials noted that the rise in the use of smart phone applications allow public transit riders to be increasingly spontaneous and flexible with their travel decisions.



Insurance company: 43% of CNY has high cholesterol

Last Update: 11:31 am

[Print Story](#) | [Share this Story](#)



Syracuse, NY (WSYR-TV) - \$51 million are spent each year treating high cholesterol in 43% of Central New York's population. According to a report from Excellus BlueCross BlueShield, that is the highest in the state.

43% equals more than 358,000 people who are impacted by high cholesterol; a big risk factor is heart disease. According to the National Vital Statistics Reports, produced by the CDC, heart disease was the most frequent killer of adults nationally in 2006.

Cholesterol is a fatty substance found in the blood. A person's cholesterol level is determined partly by his or her genetic makeup, but also by his or her diet and lifestyle.

"As your blood cholesterol level rises, so does your risk of developing heart disease, which is why it's so important to have your blood cholesterol level measured," said Dr. Arthur [Vercillo](#), Excellus BCBS regional president.

The Excellus BCBS study, "The Facts About High Blood Cholesterol Among Upstate New York Adults," also reveals that nearly 20% of the adult population has never been screened.

The risk of heart disease may be higher in CNY because the population has a number of contributing factors. Nearly 63% of adults are overweight or obese, 26% smoke, 25% have hypertension, and more than 7% have either type 1 or type 2 diabetes.

Walkable Communities Can Save \$1.66 Billion in Public Health Costs

Recent data from the American Lung Association in California shows significant public health benefits from pursuing more compact, sustainable development in the state. In communities with more transportation options and nearer destinations, the air will be cleaner, reducing pollution-related illness and death and avoiding significant health costs.

<http://www.lungusa.org/associations/states/california/press-room/new-data-shows-smart-growth.html>

Free Parking Comes at a Price

By TYLER COWEN

Published: August 14, 2010 New York Times

...Yet 99 percent of all automobile trips in the United States end in a free parking space, rather than a parking space with a market price. In his book, Professor Shoup estimated that the value of the free-parking subsidy to cars was at least \$127 billion in 2002, and possibly much more.

Infill is associated with higher home prices and rail transit investment

Metropolitan regions that had a larger share of infill housing development tended to have higher median home sales prices, more miles of rail transit per capita, and higher transit ridership per capita.

(EPA residential trends 2012) http://www.epa.gov/smartgrowth/construction_trends.htm

A stunning 34 percent of adult Americans are currently obese, another 32 percent clearly overweight, according to the Centers for Disease Control and Prevention. Excessive weight now causes more deaths than smoking. If the fat crisis can't be dealt with, rising levels of heart disease and diabetes will assuredly swamp the nation's efforts to reduce spiraling health costs.

One estimate of the country's annual medical bill for physical inactivity: \$117 billion.

Children are a chief concern: It's the same reason so many adults fail to enjoy the low-impact, weight-trimming exercise of close-to-home walking or biking: local planning that provides thin if nonexistent sidewalks, dangerous-to-cross highways, and sprawling development.

<http://citiwire.net/post/1125/>



THE FISCAL IMPLICATIONS OF DEVELOPMENT PATTERNS

Roads in New Jersey

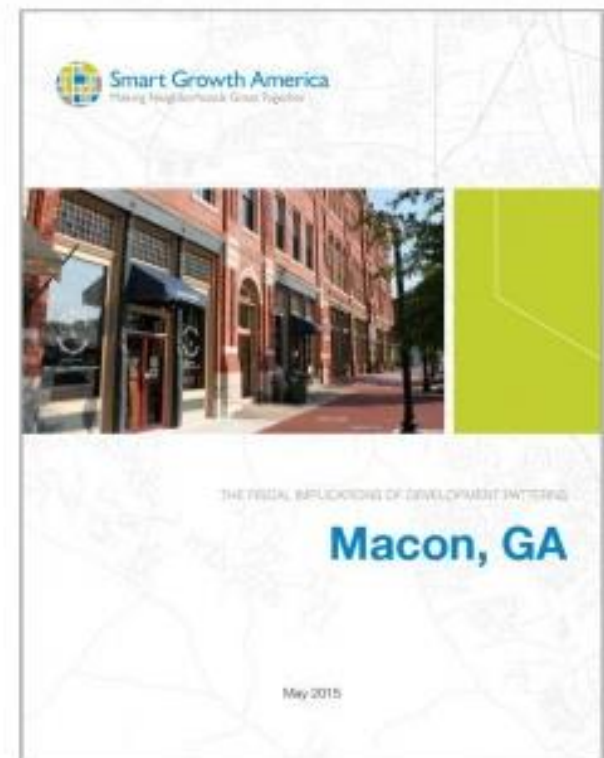
If New Jersey had directed the same population and growth into a smaller, denser land area, the total road area would have been reduced by 36 percent, for **a savings of \$470 million statewide every year.**

The Fiscal Implications of Development Patterns: Macon, GA

📅 June 12, 2015 👤

Smart growth strategies are a crucial but underused way to help balance a city's budget. This report examines four scenarios of how Macon could grow over the next 20 years, and what each scenario would mean for the city's finances by examining tax revenue per acre. This study found that development on the edge of town would generate about \$165,000 for the city each year. The same development, if located downtown, would generate at least \$428,000 per year for the city—and potentially as much as \$788,000 per year if walkable places' higher property values were factored in.

[Learn more](#)



Costs of Sprawl

Community


is Develop Downtown



Stack Uses

The more efficiently we use our land, the more tax productivity we have on that land...generating more money for our community!

Assessing Benefits of Neighborhood Walkability to Single-Family Property Values: A Spatial Hedonic Study in Austin, Texas

Journal of Planning Education and Research
1–18
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sagepub.com/journalsPermissions.nav
DOI: 10.1177/0739456X15591055
jpe.sagepub.com


Wei Li^{1,2}, Kenneth Joh^{1,2}, Chanam Lee¹, Jun-Hyun Kim¹, Han Park¹, and Ayoung Woo¹

Abstract

This article investigates the impact of neighborhood walkability, measured by Street Smart Walk Score and sidewalk density, on property values by analyzing the 2010–2012 single-family home sale transactions in Austin, Texas. The Cliff-Ord spatial hedonic model (also known as the General Spatial Model, or SAC) is used to control for spatial autocorrelation effects. Results show that improving walkability through increased access to amenities in car-dependent neighborhoods does not appear to increase property values; adding sidewalks in these neighborhoods leads to a minimal increase in property values. Investments in neighborhood amenities and sidewalks will yield a greater home price increase in a walkable neighborhood than in a car-dependent neighborhood.

Keywords

Cliff-Ord, General Spatial Model (SAC), property values, walk score, walkable neighborhood, walkability, spatial autocorrelation, spatial hedonic model

Introduction

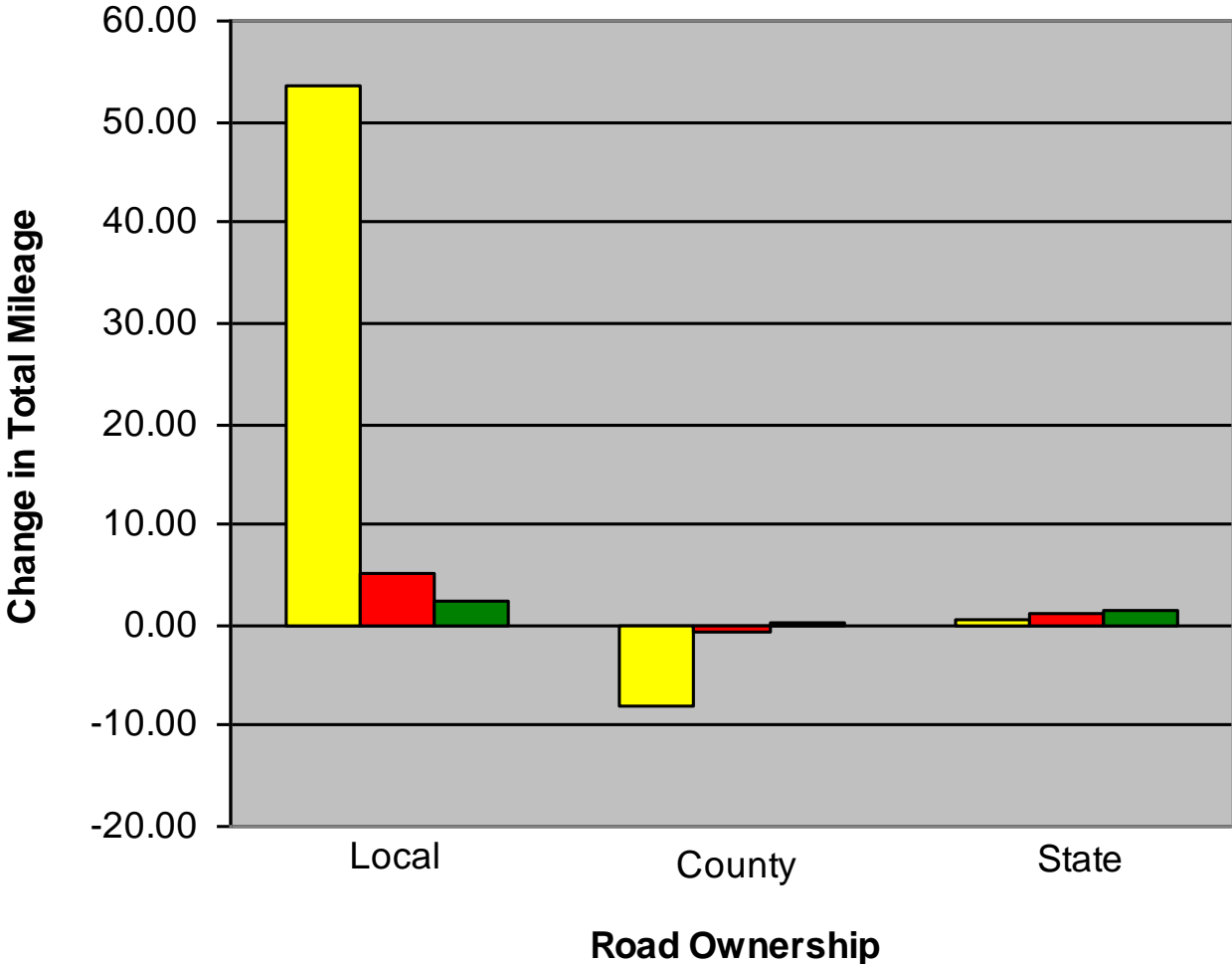
While the health and environmental benefits of walking are now widely known among planners, the links between

This article investigates the impact of neighborhood walkability and sidewalk density, on property values...

... adding sidewalks in these (car dependent) neighborhoods leads to a minimal increase in property values.

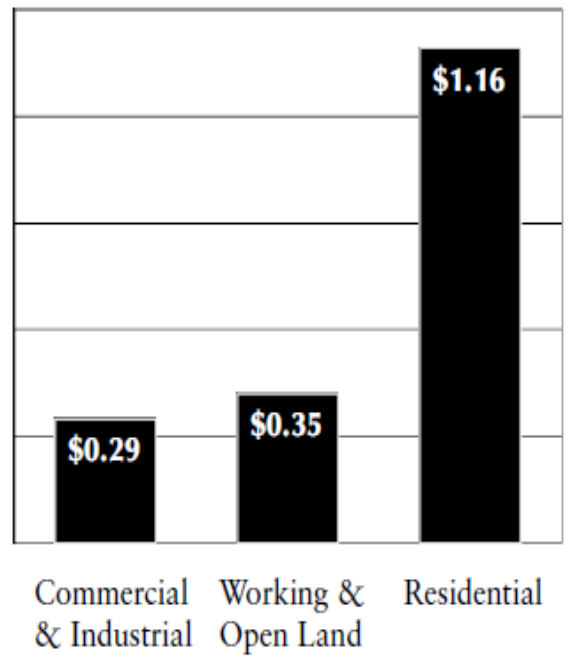
Investments in neighborhood amenities and sidewalks will yield a greater home price increase in a walkable neighborhood.

Change in Lane Mileage By Ownership and Location 1997-2006





Median COCS Results



Median cost per dollar of revenue raised to provide public services to different land uses.

Modes Less Traveled—Bicycling and Walking to Work in the United States: 2008–2012

American Community Survey Reports

By Brian McKenzie
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ACS-25

HIGHLIGHTS

- The number of U.S. workers who traveled to work by bicycle increased from about 488,000 in 2000 to about 786,000 in 2008–2012, a larger percentage increase than that of any other commuting mode.
- The combined rate of bicycle commuting for the 50 largest U.S. cities increased from 0.6 percent in 2000 to 1.0 percent in 2008–2012.
- The Northeast showed the highest rate of walking to work at 4.7 percent of workers, while the West had the highest rate of biking to work at 1.1 percent. The South had the lowest rate of biking and walking to work.
- Among large cities, Portland, OR, has the highest bicycle commuting rate at 6.1 percent.
- Workers living in principal cities walked to work at a rate of 4.3 percent, compared with 2.4 percent for workers in suburbs.

Bicycling and walking make up a relatively small portion of commuting activity in the United States, but

- Several “college towns” showed high rates of walking to work, including Ithaca, NY, and Athens, OH, where about 42.0 percent and 37.0 percent of workers walked to work, respectively.
- Younger workers, those aged 16 to 24, had the highest rate of walking to work at 6.8 percent.
- At 0.8 percent, the rate of bicycle commuting for men was more than double that of women at 0.3 percent.
- At 0.9 percent, the most educated workers, those with a graduate or professional degree, had the highest rate of bicycle commuting, followed by the least educated workers, those who did not graduate from high school at 0.7 percent.

important roles in transportation systems and walking implementation strategies have the potential to travel. They vary by mode, mode mix, mode mixers, or the number of modes used. The number of modes used has increased over time, reflecting changes in transportation mode mix and the nation's

Figure 1.
2012 American Community Survey
Questionnaire

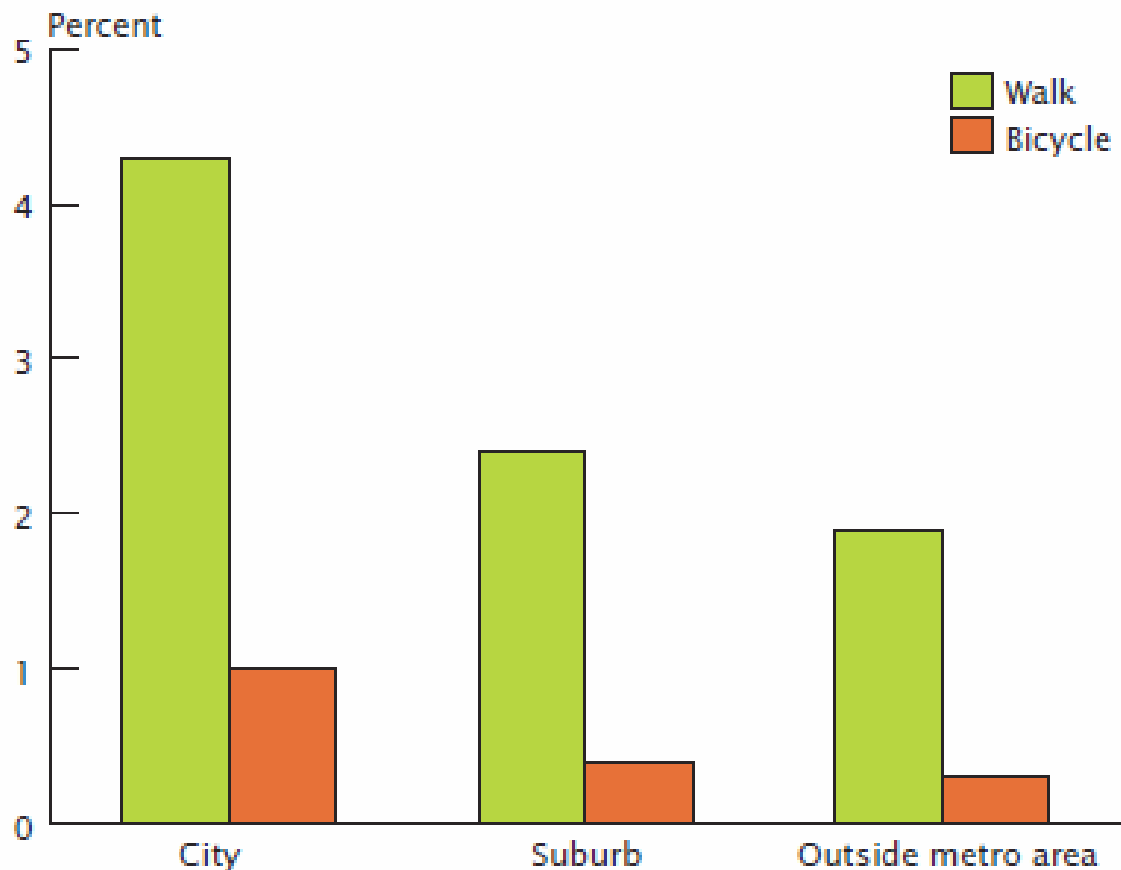
31 How did this person usually get to work LAST WEEK? If this person usually used more than one method of transportation during the trip, mark (X) the box of the one used for most of the distance.

<input type="checkbox"/> Car, truck, or van	<input type="checkbox"/> Motorcycle
<input type="checkbox"/> Bus or trolley bus	<input type="checkbox"/> Bicycle
<input type="checkbox"/> Streetcar or trolley car	<input type="checkbox"/> Walked
<input type="checkbox"/> Subway or elevated	<input type="checkbox"/> Worked at home → SKIP to question 39a
<input type="checkbox"/> Railroad	<input type="checkbox"/> Other method
<input type="checkbox"/> Ferryboat	

Figure 6.

Walking and Bicycling to Work by Residence Community Type: 2008–2012

(Data based on sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see www.census.gov/acs/www/)

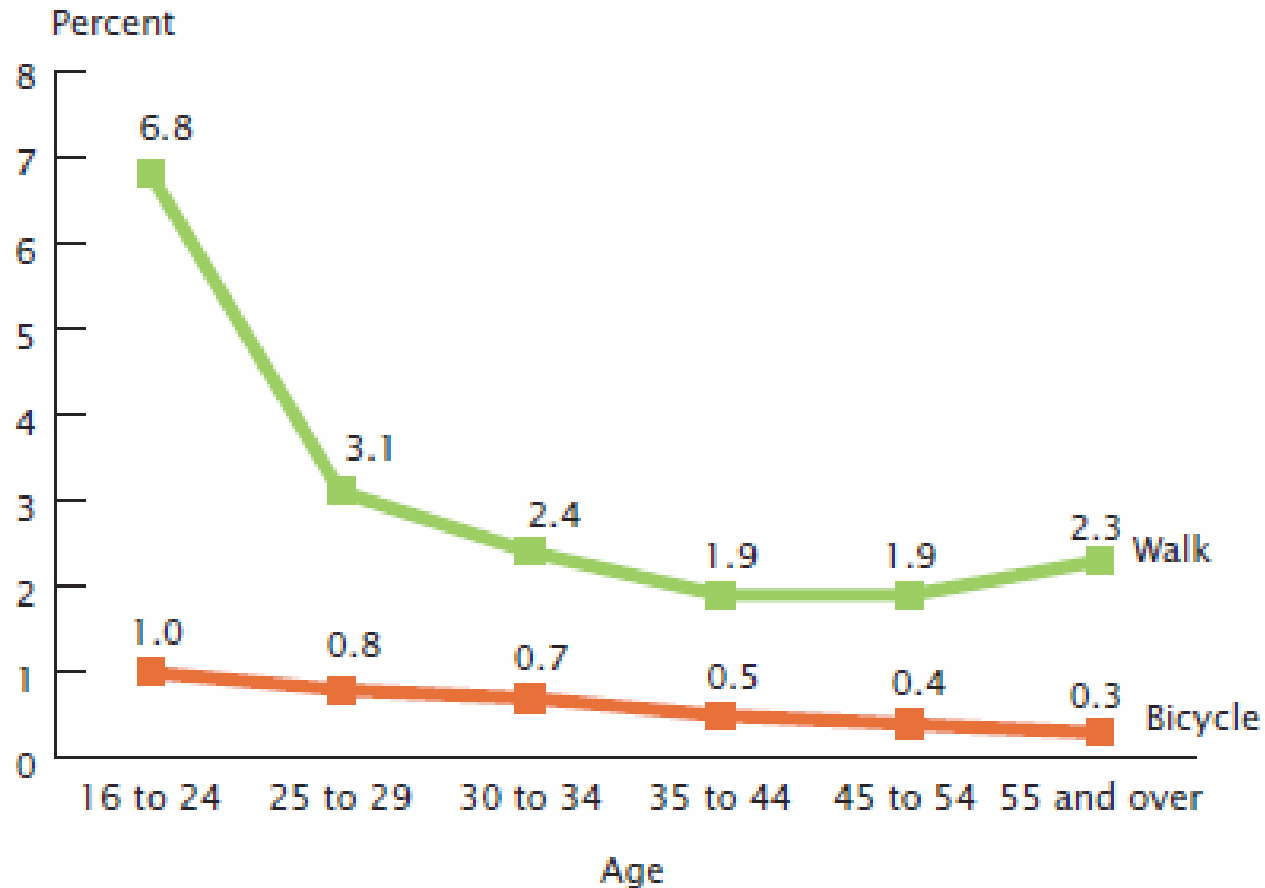


Source: U.S. Census Bureau, American Community Survey, 2008–2012.

Figure 9.

Walking and Bicycling to Work by Age: 2008–2012

(Data based on sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see www.census.gov/acs/www/)



Source: U.S. Census Bureau, American Community Survey, 2008–2012.



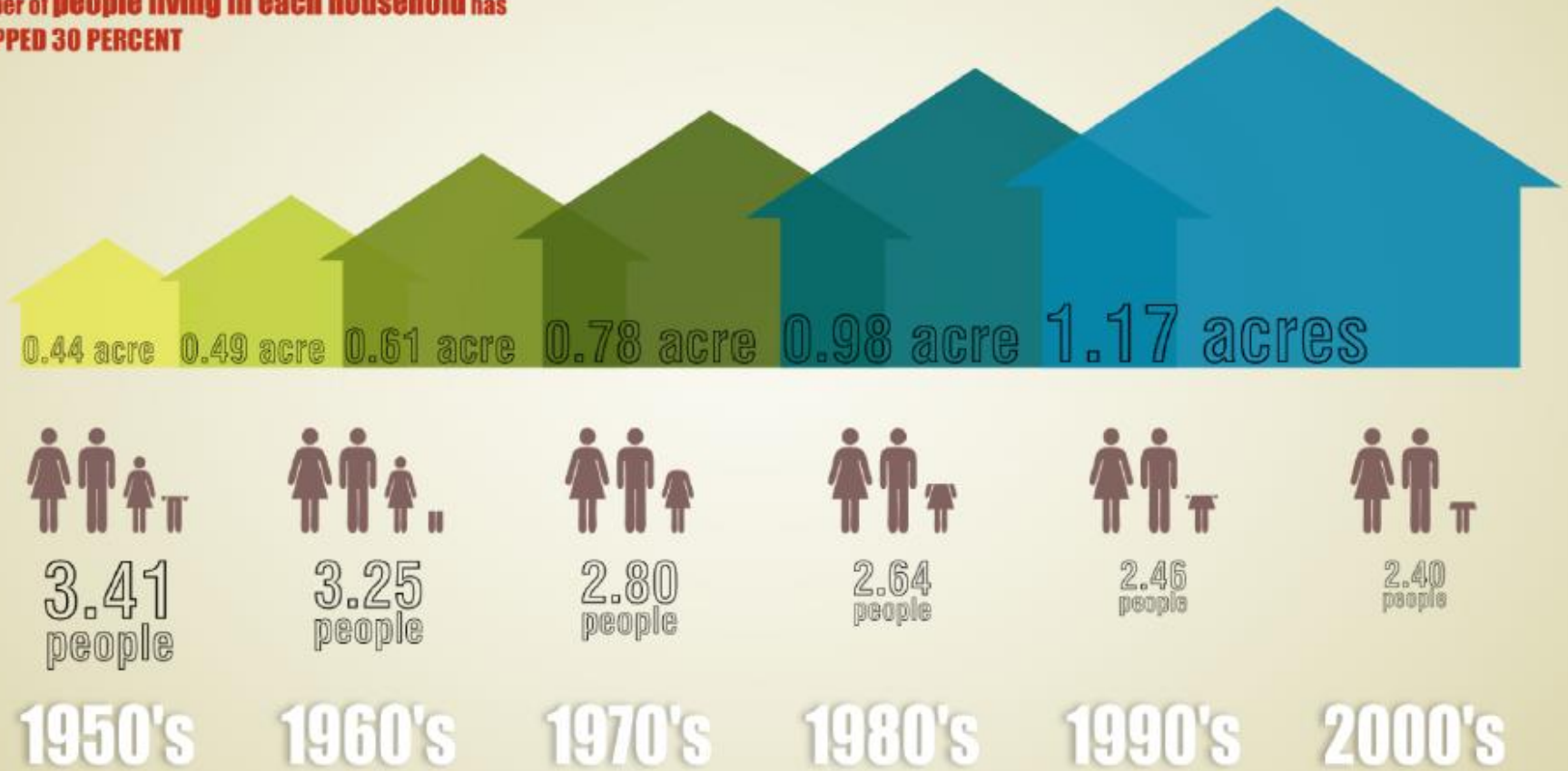
Housing + Transportation Index
 by Block Group Model Data
Vehicle Miles Traveled per Household

- Data not available
- 0 to 12,000 Miles
- 12,000 to 14,000 Miles
- 14,000 to 16,000 Miles
- 16,000 to 18,000 Miles
- Greater than or Equal to 18,000 Miles

Vehicle Miles Traveled per Household.

Land Development & Population in Onondaga County

Since the 1950's, the **average parcel size** for single family residences in Onondaga County has almost **TRIPLED**, while the number of **people living in each household** has **DROPPED 30 PERCENT**



Source: U.S. Census and the Syracuse-Onondaga County Planning Agency



17,500

fewer acres of
farmland and open
space lost to
development



6,300

more households
supporting the
existing public
sewer system



12,500

more households in close
proximity to assets such
as libraries, parks, schools
& grocery stores



30

million fewer
miles driven
to work
each year



8,300

more households
living in highly
walkable
neighborhoods



\$21

million more in
tax benefits for
municipalities in
Onondaga County

But the **big finding** in this year's survey is **how different Millennials (18 to 34) are from older generations** when it comes to walkability and public transit:

- 83% of Millennials like walking, but only 71% like driving. This 12 point gap is wider than for any other generation. The gap for Baby Boomers is only 2 points.
- 50% of Millennials prefer living within an easy walk of other places. That compares with 43% for Gen X; 38% for Baby Boomers; 30% for the Silent Generation.
- 51% of Millennials prefer living in attached housing where they can walk to shops and have a shorter commute. This compares with 44% for Gen X, 43% for Baby Boomers; 41% for the Silent Generation.
- 32% of Millennials walked to work/school compared to 19% of Generation X and 13% of Baby Boomers
- 62% of Millennials walked for errands compared to 54% of Generation X and 53% of Baby Boomers.
- 40% of Millennials use public transportation compared to 28% for Gen-X; 19% for Baby Boomers; 8% for the Silent Generation.

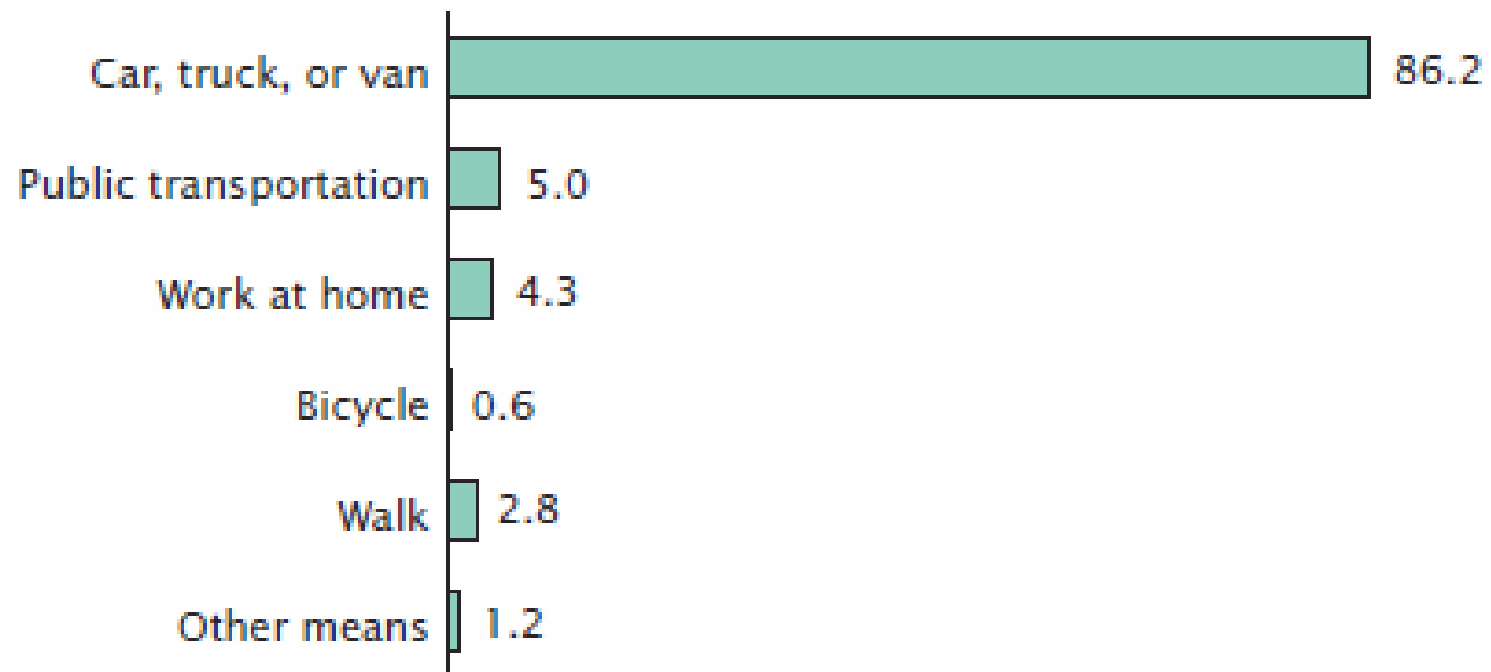
Millennials

Baby Boomers

Figure 2.

How People Commute to Work: 2008–2012

(In percent. Data based on sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see www.census.gov/acs/www/)



Source: U.S. Census Bureau, American Community Survey, 2008–2012.

Monday, March 12, 2012 Updated 01:00 PM ET

GALLUP

[Wellbeing](#)

March 7, 2012

More Than 15% Obese in Nearly All U.S. Metro Areas

Obesity costs cities an estimated \$80 billion a year in healthcare costs

by Dan Witters

WASHINGTON, D.C. -- Adult obesity rates were higher than 15% in all but three of the 190 metropolitan areas that Gallup and Healthways surveyed in 2011. McAllen-Edinburg-Mission, Texas, residents were the most likely to be obese, at 38.8%, while people living in Boulder, Colo., were the least likely, at 12.1%.