



CENSUS TRANSPORTATION PLANNING PACKAGE (CTPP 2000)

Table 1. Profile of Selected 1990 and 2000 Characteristics

Geographic Area: Otter Tail County, Minnesota

| Subject | 1990 Census | | Census 2000 | | Change 1990 to 2000 | |
|---|-------------|---------|-------------|---------|---------------------|---------|
| | Number | Percent | Number | Percent | Number | Percent |
| POPULATION | | | | | | |
| Total population | 50,714 | 100.0 | 57,159 | 100.0 | 6,445 | 12.7 |
| In households | 49,381 | 97.4 | 55,766 | 97.6 | 6,385 | 12.9 |
| In group quarters | 1,333 | 2.6 | 1,393 | 2.4 | 60 | 4.5 |
| HOUSEHOLD SIZE | | | | | | |
| Total households | 19,563 | 100.0 | 22,662 | 100.0 | 3,099 | 15.8 |
| 1-person household | 5,021 | 25.7 | 5,999 | 26.5 | 978 | 19.5 |
| 2-person household | 6,932 | 35.4 | 8,633 | 38.1 | 1,701 | 24.5 |
| 3-person household | 2,755 | 14.1 | 2,936 | 13.0 | 181 | 6.6 |
| 4-person household | 2,692 | 13.8 | 2,865 | 12.6 | 173 | 6.4 |
| 5-or-more-person household | 2,163 | 11.1 | 2,229 | 9.8 | 66 | 3.1 |
| Mean number of persons per household | 2.52 | (X) | 2.46 | (X) | -0.06 | (X) |
| VEHICLES AVAILABLE¹ | | | | | | |
| Total households | 19,563 | 100.0 | 22,662 | 100.0 | 3,099 | 15.8 |
| No vehicle available | 1,401 | 7.2 | 1,423 | 6.3 | 22 | 1.6 |
| 1 vehicle available | 5,883 | 30.1 | 6,485 | 28.6 | 602 | 10.2 |
| 2 vehicles available | 8,364 | 42.8 | 9,456 | 41.7 | 1,092 | 13.1 |
| 3 vehicles available | 2,825 | 14.4 | 3,837 | 16.9 | 1,012 | 35.8 |
| 4 vehicles available | 792 | 4.0 | 1,027 | 4.5 | 235 | 29.7 |
| 5 or more vehicles available | 298 | 1.5 | 434 | 1.9 | 136 | 45.6 |
| Mean vehicles per household | 1.83 | (X) | 1.91 | (X) | 0.08 | (X) |
| WORKERS BY SEX¹ | | | | | | |
| Workers 16 years and over | 21,779 | 100.0 | 26,150 | 100.0 | 4,371 | 20.1 |
| Male | 11,942 | 54.8 | 13,960 | 53.4 | 2,018 | 16.9 |
| Female | 9,837 | 45.2 | 12,190 | 46.6 | 2,353 | 23.9 |
| MEANS OF TRANSPORTATION TO WORK | | | | | | |
| Workers 16 years and over | 21,779 | 100.0 | 26,150 | 100.0 | 4,371 | 20.1 |
| Drove alone | 15,058 | 69.1 | 19,848 | 75.9 | 4,790 | 31.8 |
| Carpooled | 2,188 | 10.0 | 2,892 | 11.1 | 704 | 32.2 |
| Public transportation (including taxicab) | 66 | 0.3 | 131 | 0.5 | 65 | 98.5 |
| Bicycle or walked | 1,426 | 6.5 | 1,226 | 4.7 | -200 | -14.0 |
| Motorcycle or other means | 139 | 0.6 | 150 | 0.6 | 11 | 7.9 |
| Worked at home | 2,902 | 13.3 | 1,903 | 7.3 | -999 | -34.4 |
| TRAVEL TIME TO WORK | | | | | | |
| Workers who did not work at home | 18,877 | 100.0 | 24,247 | 100.0 | 5,370 | 28.4 |
| Less than 5 minutes | 2,189 | 11.6 | 2,174 | 9.0 | -15 | -0.7 |
| 5 to 9 minutes | 4,581 | 24.3 | 5,391 | 22.2 | 810 | 17.7 |
| 10 to 14 minutes | 3,934 | 20.8 | 4,703 | 19.4 | 769 | 19.5 |
| 15 to 19 minutes | 3,038 | 16.1 | 3,532 | 14.6 | 494 | 16.3 |
| 20 to 29 minutes | 2,491 | 13.2 | 3,540 | 14.6 | 1,049 | 42.1 |
| 30 to 44 minutes | 1,622 | 8.6 | 2,545 | 10.5 | 923 | 56.9 |
| 45 or more minutes | 1,022 | 5.4 | 2,362 | 9.7 | 1,340 | 131.1 |
| Mean travel time to work (minutes) | 15.0 | (X) | 19.4 | (X) | 4.4 | (X) |
| TIME LEAVING HOME TO GO TO WORK | | | | | | |
| Workers who did not work at home | 18,877 | 100.0 | 24,247 | 100.0 | 5,370 | 28.4 |
| 5:00 a.m. to 6:59 a.m. | 4,027 | 21.3 | 5,842 | 24.1 | 1,815 | 45.1 |
| 7:00 a.m. to 7:59 a.m. | 6,999 | 37.1 | 8,684 | 35.8 | 1,685 | 24.1 |
| 8:00 a.m. to 8:59 a.m. | 3,303 | 17.5 | 3,480 | 14.4 | 177 | 5.4 |
| 9:00 a.m. to 9:59 a.m. | 871 | 4.6 | 865 | 3.6 | -6 | -0.7 |
| 10:00 a.m. to 11:59 a.m. | 520 | 2.8 | 597 | 2.5 | 77 | 14.8 |
| 12:00 p.m. to 11:59 p.m. | 2,660 | 14.1 | 3,905 | 16.1 | 1,245 | 46.8 |
| 12:00 a.m. to 4:59 a.m. | 497 | 2.6 | 874 | 3.6 | 377 | 75.9 |

¹ See the entry for this item in the Technical Notes in the root directory or state subdirectories (filename: tech_notes.txt).
 (X) Not applicable.
 Source: U.S. Census Bureau. Census of Population and Housing, 1990 and 2000 long-form (sample) data.

CENSUS TRANSPORTATION PLANNING PACKAGE (CTPP 2000)



Table 2. Profile of Selected 2000 Characteristics

Geographic Area: Otter Tail County, Minnesota

| Subject | Census 2000 | |
|---|-------------|---------|
| | Number | Percent |
| POPULATION BY AGE | | |
| Total population | 57,159 | 100.0 |
| Under 16 years | 12,251 | 21.4 |
| 16 to 20 years | 4,331 | 7.6 |
| 21 to 24 years | 1,838 | 3.2 |
| 25 to 44 years | 13,833 | 24.2 |
| 45 to 64 years | 14,088 | 24.6 |
| 65 years and over | 10,818 | 18.9 |
| Mean age (years) | 40.1 | (X) |
| HOUSEHOLD INCOME IN 1999¹ | | |
| Total households | 22,662 | 100.0 |
| Less than \$15,000 | 4,222 | 18.6 |
| \$15,000 to 19,999 | 1,631 | 7.2 |
| \$20,000 to 24,999 | 1,916 | 8.5 |
| \$25,000 to 49,999 | 7,773 | 34.3 |
| \$50,000 to 74,999 | 4,253 | 18.8 |
| \$75,000 to 99,999 | 1,629 | 7.2 |
| \$100,000 or more | 1,238 | 5.5 |
| Mean household income (dollars) | 45,053 | (X) |
| Median household income (dollars) | 35,395 | (X) |

Household Size by Vehicles Available¹

| Household Size | Mean vehicles per household | Vehicles available | | | | | |
|---|-----------------------------|--------------------|--------------|--------------|--------------|--------------|--------------------|
| | | Total households | No vehicle | 1 vehicle | 2 vehicles | 3 vehicles | 4 or more vehicles |
| Total households | 1.91 | 22,660 | 1,425 | 6,485 | 9,455 | 3,835 | 1,460 |
| Row percent | (X) | 100.0 | 6.3 | 28.6 | 41.7 | 16.9 | 6.4 |
| Column percent | (X) | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| 1-person household | 1.07 | 6,000 | 1,135 | 3,680 | 900 | 215 | 60 |
| Row percent | (X) | 100.0 | 18.9 | 61.3 | 15.0 | 3.6 | 1.0 |
| Column percent | (X) | 26.5 | 79.6 | 56.7 | 9.5 | 5.6 | 4.1 |
| 2-person household | 2.00 | 8,635 | 175 | 1,765 | 5,065 | 1,310 | 325 |
| Row percent | (X) | 100.0 | 2.0 | 20.4 | 58.7 | 15.2 | 3.8 |
| Column percent | (X) | 38.1 | 12.3 | 27.2 | 53.6 | 34.2 | 22.3 |
| 3-person household | 2.37 | 2,935 | 20 | 505 | 1,205 | 885 | 315 |
| Row percent | (X) | 100.0 | 0.7 | 17.2 | 41.1 | 30.2 | 10.7 |
| Column percent | (X) | 13.0 | 1.4 | 7.8 | 12.7 | 23.1 | 21.6 |
| 4-or-more-person household | 2.50 | 5,095 | 90 | 535 | 2,285 | 1,425 | 760 |
| Row percent | (X) | 100.0 | 1.8 | 10.5 | 44.8 | 28.0 | 14.9 |
| Column percent | (X) | 22.5 | 6.3 | 8.2 | 24.2 | 37.2 | 52.1 |

Means of Transportation to Work by Travel Time to Work¹

| Means of Transportation | Mean travel time to work (minutes) | Travel time to work | | | | | |
|--|------------------------------------|----------------------------------|----------------------|------------------|------------------|------------------|--------------------|
| | | Workers who did not work at home | Less than 10 minutes | 10 to 19 minutes | 20 to 29 minutes | 30 to 44 minutes | 45 or more minutes |
| Workers who did not work at home | 19.4 | 24,245 | 7,565 | 8,235 | 3,540 | 2,545 | 2,360 |
| Row percent | (X) | 100.0 | 31.2 | 34.0 | 14.6 | 10.5 | 9.7 |
| Column percent | (X) | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| Drove alone | 19.2 | 19,850 | 5,865 | 6,970 | 3,045 | 2,130 | 1,835 |
| Row percent | (X) | 100.0 | 29.5 | 35.1 | 15.3 | 10.7 | 9.2 |
| Column percent | (X) | 81.9 | 77.5 | 84.6 | 86.0 | 83.7 | 77.8 |
| Carpooled | 24.8 | 2,890 | 750 | 885 | 425 | 370 | 455 |
| Row percent | (X) | 100.0 | 26.0 | 30.6 | 14.7 | 12.8 | 15.7 |
| Column percent | (X) | 11.9 | 9.9 | 10.7 | 12.0 | 14.5 | 19.3 |
| Public transportation (including taxicab) | 20.9 | 130 | 15 | 65 | 25 | 10 | 20 |
| Row percent | (X) | 100.0 | 11.5 | 50.0 | 19.2 | 7.7 | 15.4 |
| Column percent | (X) | 0.5 | 0.2 | 0.8 | 0.7 | 0.4 | 0.8 |
| Bicycle or walked | 8.0 | 1,225 | 880 | 265 | 40 | 15 | 25 |
| Row percent | (X) | 100.0 | 71.8 | 21.6 | 3.3 | 1.2 | 2.0 |
| Column percent | (X) | 5.1 | 11.6 | 3.2 | 1.1 | 0.6 | 1.1 |
| Motorcycle or other means | 33.8 | 150 | 55 | 45 | 4 | 20 | 25 |
| Row percent | (X) | 100.0 | 36.7 | 30.0 | 2.7 | 13.3 | 16.7 |
| Column percent | (X) | 0.6 | 0.7 | 0.5 | 0.1 | 0.8 | 1.1 |

¹ See the entry for this item in the Technical Notes in the root directory or state subdirectories (filename: tech_notes.txt).
(X) Not applicable.
Source: U.S. Census Bureau. Census of Population and Housing, 1990 and 2000 long-form (sample) data.