



Transportation and Land Use

TRANSPORTATION AND LAND USE

Transit ridership remains strong, but population growth is moving beyond the service areas of the region's transportation providers and more cars and people are combining to put pressure on the region's transportation system.

The approved boundaries for sewer infrastructure in the Chicago region are a measure of urban growth potential. Between 1994 and 2000, those boundaries expanded by 36,511 acres, an increase of only 1.5%.



TRANSPORTATION AND LAND USE

EFFICIENT LAND USE

PAGE 11

Facility Planning Areas

Facility Planning Areas Expand Into Agricultural Lands and Natural Areas

EFFICIENT MOBILITY

PAGE 12

Vehicle Mobility

Highway Travel in Congestion

Vehicle Miles Traveled Per Mile of Highway Continues to Increase

Per Capita Transit Ridership

Per Capita Transit Ridership Down Slightly in 2000

Household Internet Usage

Internet Usage Among Adults Continues to Grow

International Non-Stop Destinations

Chicago's Non-Stop International Destinations Hold Steady While Houston and Atlanta Gain

EFFICIENT LAND USE



GOAL:

Most new development will make efficient use of existing infrastructure, land, and buildings.



INDICATOR 3-1. FACILITY PLANNING AREAS

Why Is This Important?

An indicator of potential urban development in the Chicago region is the growth in designated facility planning area (FPA) boundaries. An FPA is the defined area within which a municipality can build or expand sewer infrastructure, including wastewater treatment facilities.

FPA boundaries measure the Chicago region's potential for urban development. As communities add more people and approve new land development, they push up against their FPA boundaries and must obtain state and regional agency approval to expand them. The FPA process provides the Chicago region with an important opportunity to influence growth and density patterns.

How Is the Chicago Region Performing?

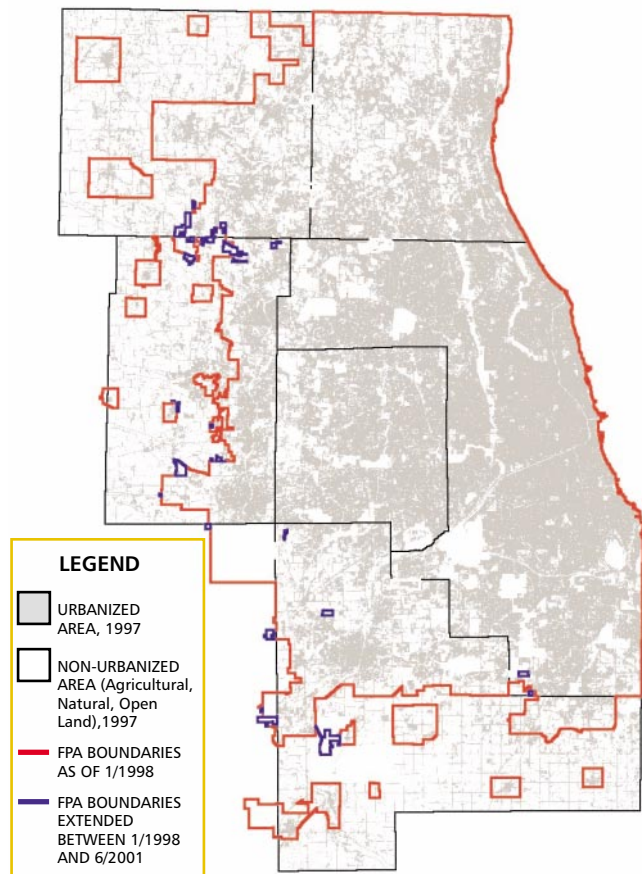
As of 2001, 71% of the core six-county Chicago region, including nearly all of Cook, Lake, and DuPage counties, was included in an FPA. Illinois approved 57 FPA expansion requests in the Chicago region between 1994 and 2001. The median size of each expansion was 160 acres.

Will County, and its contiguous areas in Kendall and Grundy counties, accounted for the majority (28,173 acres) of the 36,511 acres approved for FPA expansion since 1994. Most of the expansions between 1994 and 2001 absorbed existing farmland, and 23% of new FPA acreage had previously been designated as "agricultural preservation areas" by county planning departments.

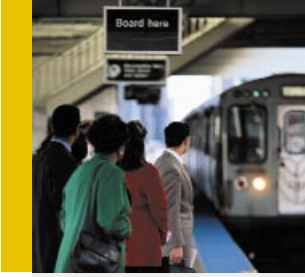
FPA designation does not guarantee development will occur within those boundaries. For instance, most of the forest preserves in Cook, Lake, and DuPage counties are located in FPAs. Nevertheless, open areas and sensitive lands can be subject to greater development pressures when they are included in FPAs.

Municipalities have used FPA designations to capture unincorporated land, preventing other municipalities from securing it for their own competing development purposes.

FACILITY PLANNING AREAS EXPAND INTO AGRICULTURAL LANDS AND NATURAL AREAS



EFFICIENT MOBILITY



GOAL:

The region will improve its efficiency in moving people, information, and goods.

INDICATOR 4-1. VEHICLE MOBILITY

Why Is This Important?

Measures of traffic congestion and traffic volume indicate how effective our region's network of highways and roads is at moving people and products efficiently.

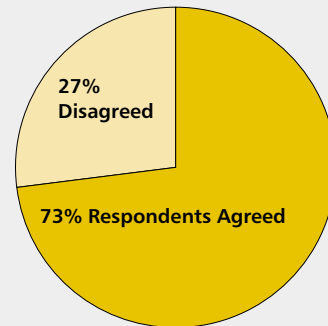
Time consumed by congestion is time lost from pursuing productive activities that can improve our quality of life. Traffic volume and congestion also affect our region's air quality because motor vehicles – most noticeably those idling in traffic – release toxic emissions into the air.

How Is the Chicago Region Performing?

More cars and people are combining to put pressure on the Chicago region's transportation systems. Our region's average annual increase in daily vehicle miles

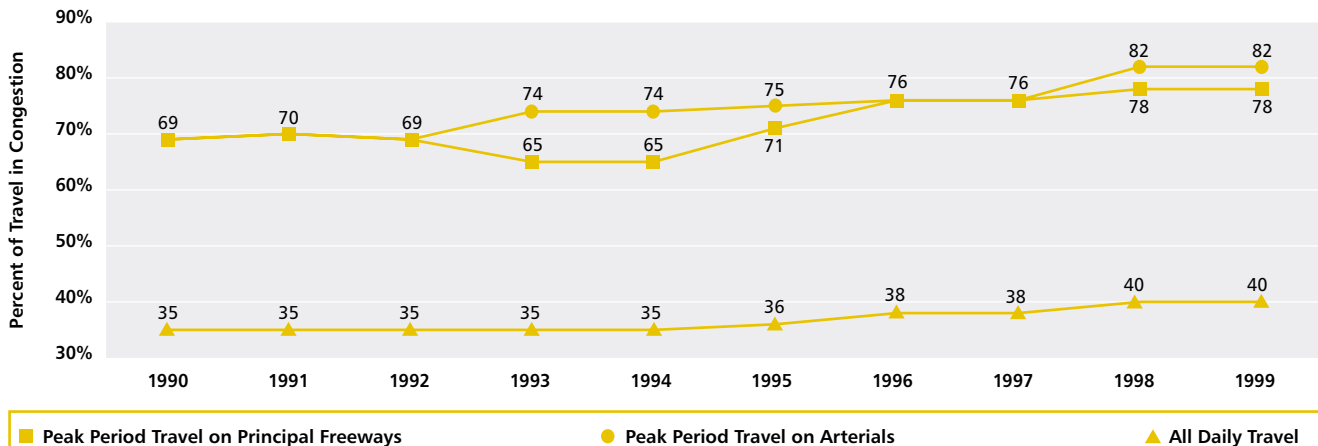
traveled per mile of roadway rose 2.7% between 1994 and 1999, while our population only increased by 0.7%.

WHAT PEOPLE IN THE REGION ARE SAYING...



"To improve traffic congestion, people will have to learn to car pool, take public transportation, and change other habits to improve the region's quality of life."

HIGHWAY TRAVEL IN CONGESTION





Forty percent of daily motor vehicle travel in the Chicago region occurred in congested conditions during 1999, about the same as the national average for very large urban areas.

Congestion is shorthand for slower vehicle speeds caused by heavy traffic, accidents, road construction, or some combination of these factors. In 1999, it took 69% more time to complete the same trip in the Chicago region during an average rush hour than a non-congested period. This was a 17% increase in rush hour trip time between 1994 and 1999.

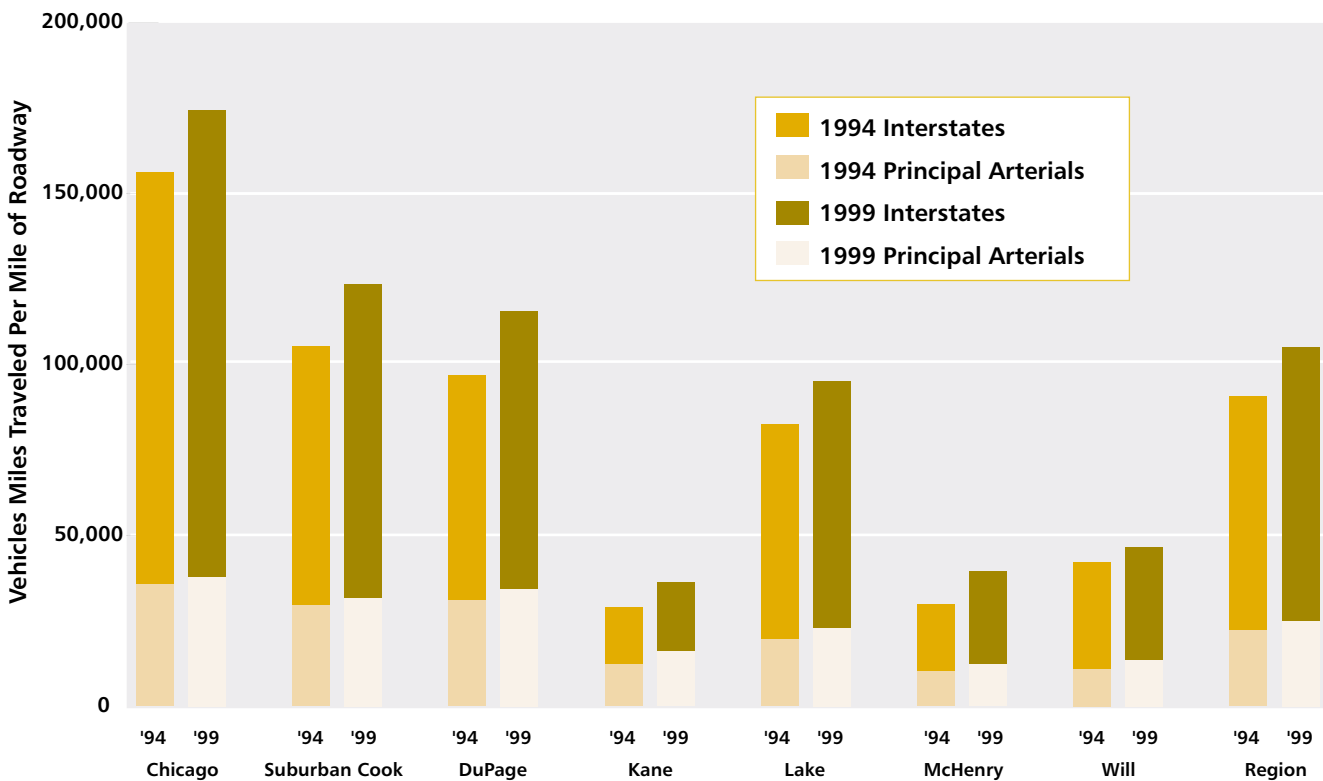
The number of vehicle miles traveled per mile on the region's highways (interstate and principal arterials) jumped 14% between 1994 and 1999. Kane County

recorded a 29% increase in the number of vehicles miles traveled per mile on its share of interstate and arterial roads between 1994 and 1999, the largest increase in the Chicago region. The City of Chicago recorded the smallest increase at 9.7%.

Will County was the only county to report a faster rise in annual population (3.6%) than in vehicle miles traveled per mile of highway (3.1%), indicating development of its northern fringe into a bedroom community that feeds employees and their vehicles into surrounding counties.

McHenry County recorded a 5.9% annual increase in vehicle miles traveled per mile of highway between 1994 and 1999.

VEHICLE MILES TRAVELED PER MILE OF HIGHWAY CONTINUES TO INCREASE



Daily vehicle miles traveled (VMT) per mile of interstate and per mile of principal arterial highway. Source: Illinois Department of Transportation

**INDICATOR 4-2.
PER CAPITA TRANSIT RIDERSHIP**

Why Is This Important?

Per capita transit ridership measures the attractiveness of using public transit and rail versus driving a motor vehicle.

An efficient regional transit system can help improve the efficient movement of people and products because it helps reduce traffic congestion by taking motor vehicles off the roads.

It is also attractive to employers – especially firms looking to relocate – because when employees save time and aggravation commuting they may be more productive at work. An efficient regional transit system helps protect the environment because fewer drivers generate less pollution and reduce demand for new and expanded roads.

How Is the Chicago Region Performing?

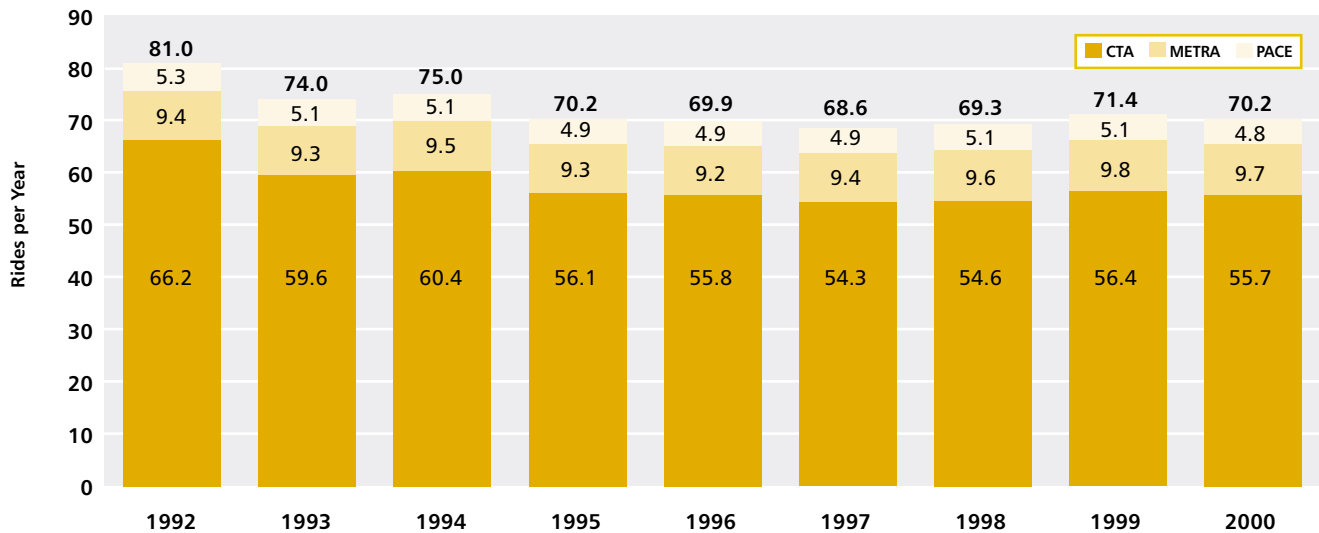
In 2000, total ridership on the region’s three public transit systems rose to 568 million rides, the highest level in real terms since 1992, and 1.7% above 1999

levels. On a per capita basis, ridership slipped by 1% from its 1999 level, but remained relatively steady for the sixth year in a row.

Chicago region residents averaged 70 rides on public buses and rails in 2000, about one ride less than in 1999. The ridership distribution in 2000 between suburban bus (PACE), City of Chicago bus and subway (CTA), and commuter rail (METRA) remained constant with 1999 levels: 79% CTA, 14% METRA, and 7% PACE, although per capita ridership on PACE buses dropped to its lowest level since before 1990, 4.8 rides per person.

The CTA, which is the region’s dominant transit provider with a ridership mix of 67% bus and 33% rail, registered a six-year high in overall ridership in 2000. After five straight years of growth, CTA train ridership in 2000 reached its highest level in real terms since the 1980s while bus ridership increased for the third straight year. METRA ridership in 2000 was also at its highest level since the 1980s.

PER CAPITA TRANSIT RIDERSHIP DOWN SLIGHTLY IN 2000



Annual per capita ridership on CTA, Metra, and PACE with RTA system totals at top.
Source: Regional Transit Authority



INDICATOR 4-3. HOUSEHOLD INTERNET USAGE

Why Is This Important?

The Internet has become a crucial pipeline to transport information. People who do not or cannot access the Internet risk being left behind by a job market that increasingly expects Internet familiarity from those not working in traditional technology jobs.

How Is the Chicago Region Performing?

Four out of 10 adults (42%) in the Chicago region accessed the Internet for personal use at least twice per week in 2000, doubling the share since 1998.

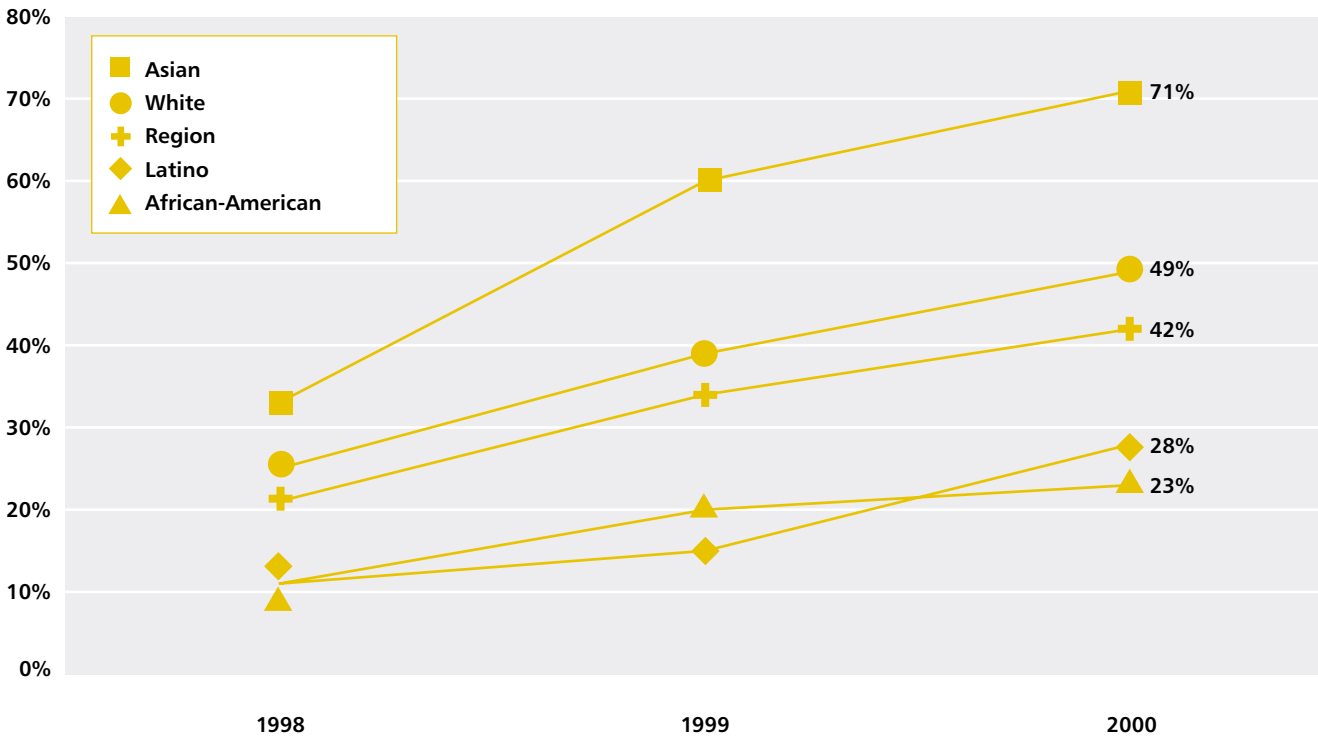
DuPage County led the region in regular Internet usage (56%) and computer ownership (75%), while among

suburban counties, McHenry County recorded the smallest share of Internet use at 37%. In the City of Chicago, only 25% of the West, Southwest, and South side residents used the Internet at least twice a week.

Among ethnic and racial groups, 71% of the region's Asian Americans used the Internet regularly in 2000, followed by whites (49%), Latinos (28%), and African Americans (23%). The share of Latinos using the Internet nearly doubled between 1998 and 2000.

On average, 60% of households across the region owned a personal computer in 2000. More than two-thirds of Asian and white households owned computers in 2000 compared to about 40% of Latinos and African Americans.

INTERNET USAGE AMONG ADULTS CONTINUES TO GROW



Share of adults who use the Internet for personal use at least two times per week.
Source: Metro Chicago Information Center regional survey

**INDICATOR 4-4.
INTERNATIONAL NON-STOP DESTINATIONS**

Why Is This Important?

Quality air transportation services are a major driver of regional economies. Accessibility of our region to the rest of the world sustains and attracts business operations, generates jobs, and supports tourism and conventions.

The number of international non-stop destinations served by Chicago airports is a measure of our region’s global accessibility.

How Is the Chicago Region Performing?

In 2000, 47 non-stop international destinations were served from Chicago airports, a drop of two destinations from the previous year.

Chicago served the fourth most non-stop international destinations of all U.S. metropolitan regions in 2000, but Houston (45) and Atlanta (44) are challenging our position. In less than four years, these regions have doubled the number of international destinations accessible on non-stop flights from their airports. New

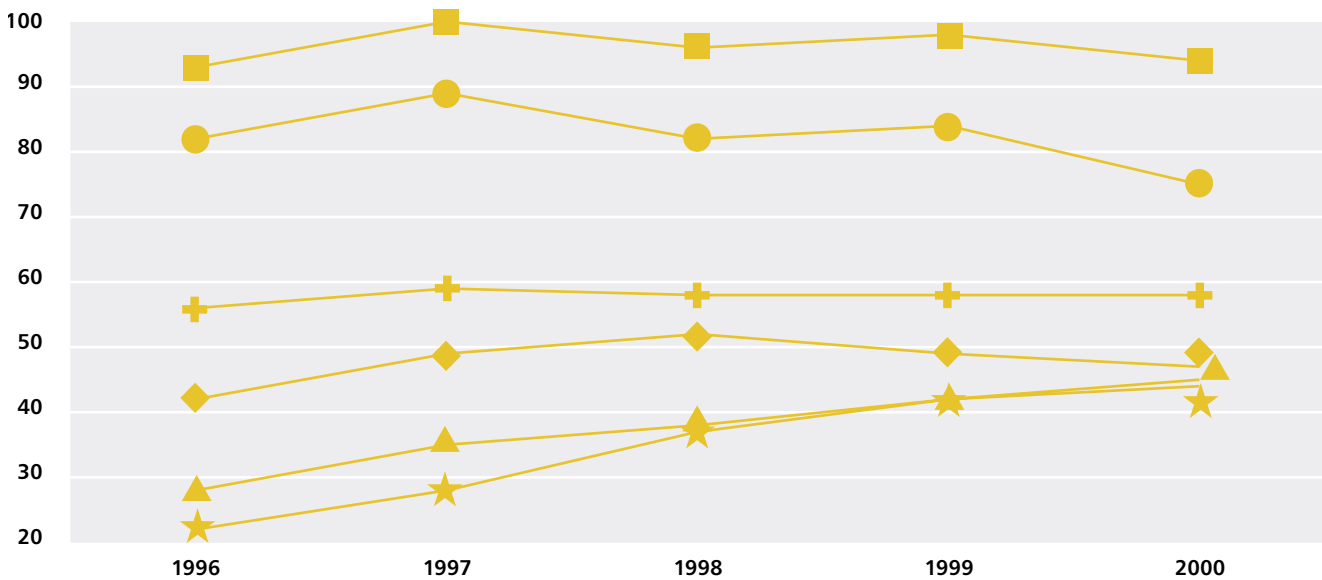
York (all airports) remains the nation’s leader (94), followed by Miami-Fort Lauderdale (75) and Los Angeles (58).

The most common destinations from Chicago were, in order, Toronto, London, Montreal, Frankfurt, and Mexico City. Changes to international non-stop service from Chicago included the addition of service to Vienna, Austria, and the elimination of direct flights to Freeport, Bahamas; Leon, Mexico; and San Luis Potosi, Mexico.

Between 1999 and 2000, the number of daily non-stop destinations to Asia and the Middle East jumped 67%. European destinations rose 11%. The number of destinations to Latin America and the Caribbean slipped by 12% and destinations to Canada fell 14%.

In addition to being a leader in the number of international flights, the Chicago region is a premier domestic gateway. O’Hare International Airport and Midway Airport combined are neck and neck with the Atlanta region (Hartsfield Airport) in the annual number of non-stop and connecting domestic flights that come through its airports.

CHICAGO'S NON-STOP INTERNATIONAL DESTINATIONS HOLD STEADY WHILE HOUSTON AND ATLANTA GAIN



Non-stop international destinations with at least one flight per week. Includes all airports in a region without duplications. Destinations with more than one airport, i.e. Paris, are only included once.

Source: U.S. Department of Transportation