

Travel Time to Work for Workers age 16 and over

Travel Time to work includes the following categories.

- Less than 5 minutes
- 5 to 9 minutes
- 10 to 14 minutes
- 15 to 19 minutes
- 20 to 24 minutes
- 25 to 29 minutes
- 30 to 34 minutes
- 35 to 39 minutes
- 40 to 44 minutes
- 45 to 59 minutes
- 60 to 89 minutes
- 90 or more minutes

[Data](#) show that almost half of workers who did not work at home spent 29 minutes or less in their commute (48% in 2010 ACS versus 50% in Census 2000). Commuting time for remaining workers range from 30 minutes to 90 or more minutes, meaning half of all workers spend at least 30 minutes traveling to their jobs.

When ranked regionally, the time interval 30 to 34 minutes ranked first for the largest increase (39,000 more workers traveled 30 to 34 minutes to work). The 60 to 89 minute interval ranked second with an increase of 34,000 workers. The 20 to 24 minute interval placed third with an increase of 19,500 workers.

The linked table of census data includes twelve time intervals for each county in the region and a regional total. It also indicates positive or negative percentage change. Results of the original table have been simplified below. Columns indicate the number of time intervals with positive, negative or no change.

	Time Intervals with Positive % increase	Time Intervals with No Change	Time Intervals with % Decrease
Kane	12	-	0
Kendall	12	-	0
Will	12	-	0
Lake	10	-	2
McHenry	10	-	2
Region	8	1	3
Cook	4	-	8
DuPage	2	1	9

GOTO2040 references to Travel Time to Work

Note: Travel time is a key factor for calculating traffic congestion so references to congestion are included in the following references to GOTO2040.

The performance of the transportation system can be measured by the congestion of the highway network. Currently, the region experiences approximately 1.8 million congested hours of travel per day. The more efficient land use pattern laid out in GOTO2040 and in the implementation of . . . congestion pricing. . are expected to reduce congestion. (p. 258)

The task of managing and reducing congestion begins with quality data. Data collected across the region through CMAP's Congestion Management Process has been used to evaluate where our system has significant delays or bottlenecks and at what times of day. This data can then be used to determine where new projects should be prioritized and to assess what type of solution might work best. After completion of the project, congestion data can be used to assess whether the solution improved traffic flow or not. (p. 355)

Intelligent transportation systems (ITS) include advanced approaches to traffic management systems, traveler information systems, public transportation systems, commercial vehicle operations, and vehicle control systems. Specifically supported projects include. . a regional and multi-state communications system that provides real-time travel condition and emergency management information. (p. 359)

CMAP urges the federal government, the State of Illinois, transit agencies, and local governments to develop innovative financing to support a world-class transportation system for this new century. The "costs of congestion" are real and serious, and include lost time and fuel, decreased productivity, inefficient freight movements, and pollution. (p. 247)

Infrastructure investment yields economic returns via short-term job creation but also via long-term economic productivity, largely by reducing the costs of congestion and making the region more attractive to businesses and residents. (p. 250)

A strong transit system provides many benefits to the region, including: improvements to mobility, allowing travelers to void congested roadways, and improving travel times both for people who use transit and for those who drive. (p. 290)

The primary economic benefits of transit come through the additional mobility that it permits. With a strong transit system, residents have more choices concerning where they can live and work and how they travel, and can avoid the harmful effects of congestion. (p. 291)

What does the indicator suggest? Is the region on a path toward or away from making GOTO2040 a reality?

Travel time data do not agree with GOTO2040 recommendations. If the trend toward longer commutes continues, then as a region we will have lost an opportunity to save time and resources (such as fuel and vehicles) that could have been spent improving the quality of our physical environment.

Increases in travel time were expected in part because of general population growth over time. Results show the extent to which workers will accept longer travel times. GOTO2040 is thorough in identifying congestion as an important issue related to quality of life, environmental impact, energy usage and the economy. The indicator of travel time clearly shows there is a lot of work to do to re-direct our region's strong tendency to accept longer travel times and increased congestion.