

Commute trends of CMAP region freight and manufacturing workers

An aerial night view of a city with a complex network of glowing blue lines overlaid on the map, representing transit routes or freight paths. The lines are most concentrated in the central urban area and radiate outwards. The background is a dark, textured map of the city.

CMAP Land Use Committee
May 18, 2016

Kara Komp

Minimal change in regional commutes

As development in metro Chicago has expanded outward from the urban core in recent decades, average commute times and distances for all workers have increased.

Small annual increases in commute time and distance add up.

Time spent in traffic has grown from 18 hours per year per commuter in 1981 to 71 hours per year in 2012.

Commute time, 2003-2013

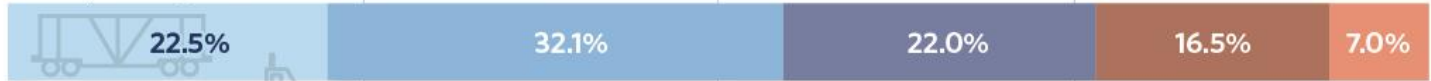


Freight and manufacturing workers by commute time, in minutes, 2003-13

- under 20 mins
- 20 to 40 mins
- 40 to 60 mins
- 60 to 90 mins
- over 90 mins

FREIGHT

2003 | Average commute time: **43 minutes**

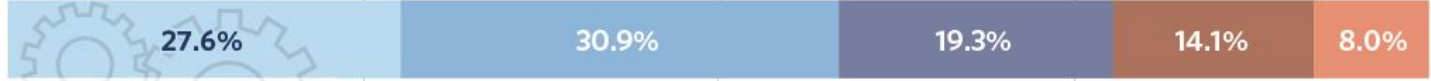


2013 | Average commute time: **45 minutes**



MANUFACTURING

2003 | Average commute time: **42 minutes**

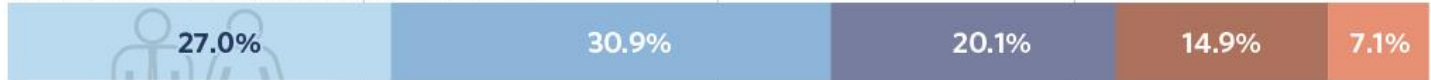


2013 | Average commute time: **42 minutes**



ALL OTHER JOBS

2003 | Average commute time: **41 minutes**



2013 | Average commute time: **43 minutes**




0% 25% 50% 75% 100%

Note: Commute refers to one way, morning peak period travel time (7:00 - 9:00 a.m.).
 Source: Chicago Metropolitan Agency for Planning analysis of 2003 and 2013 Longitudinal Employer-Household Dynamics (LEHD) data.



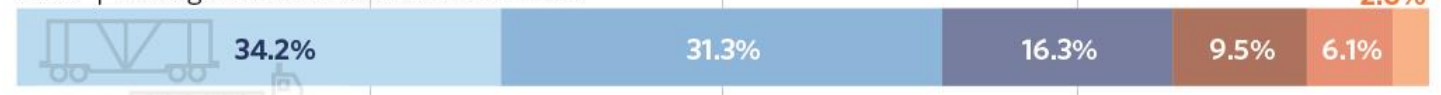
Commute distance, 2003-2013

 Freight and manufacturing workers by commute distance, in miles, 2003-13

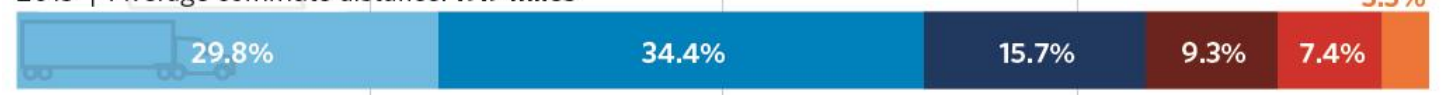
- under 10 miles
- 10 to 20 miles
- 20 to 30 miles
- 30 to 40 miles
- 40 to 60 miles
- over 60 miles

FREIGHT

2003 | Average commute distance: **18.6 miles**

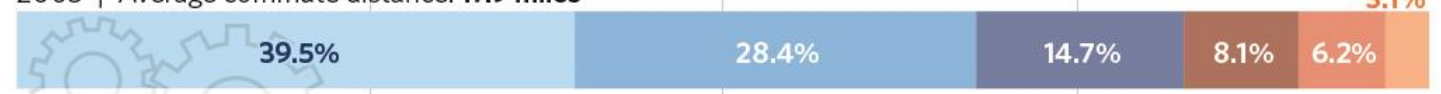


2013 | Average commute distance: **19.9 miles**

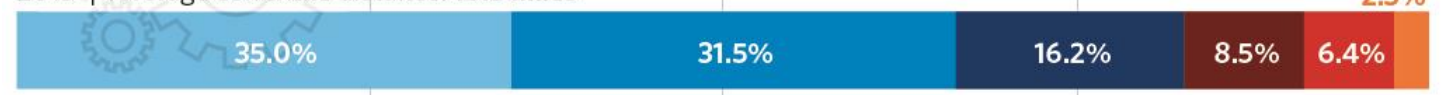


MANUFACTURING

2003 | Average commute distance: **17.9 miles**

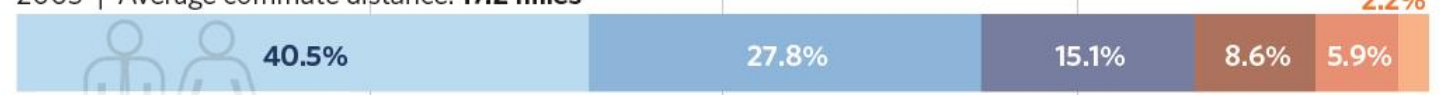


2013 | Average commute distance: **18.3 miles**

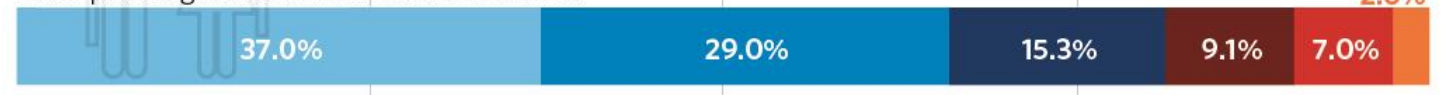


ALL OTHER JOBS

2003 | Average commute distance: **17.2 miles**



2013 | Average commute distance: **18.4 miles**



0% 25% 50% 75% 100%

Note: Commute refers to one way, morning peak period travel time (7:00 - 9:00 a.m.).
 Source: Chicago Metropolitan Agency for Planning analysis of 2003 and 2013 Longitudinal Employer-Household Dynamics (LEHD) data.

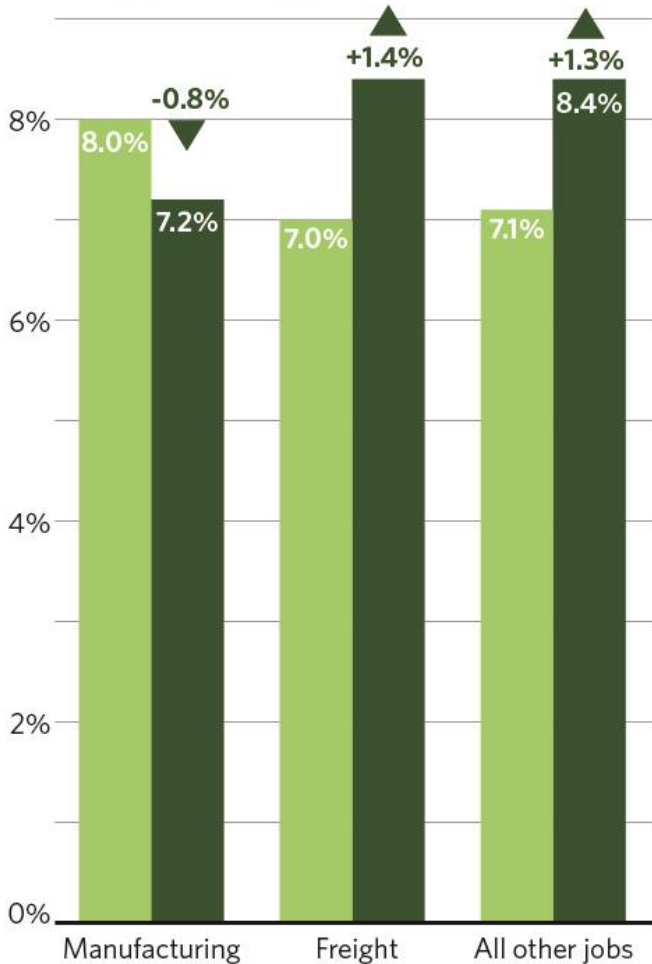
The region's longest commutes

Change in the region's longest commutes



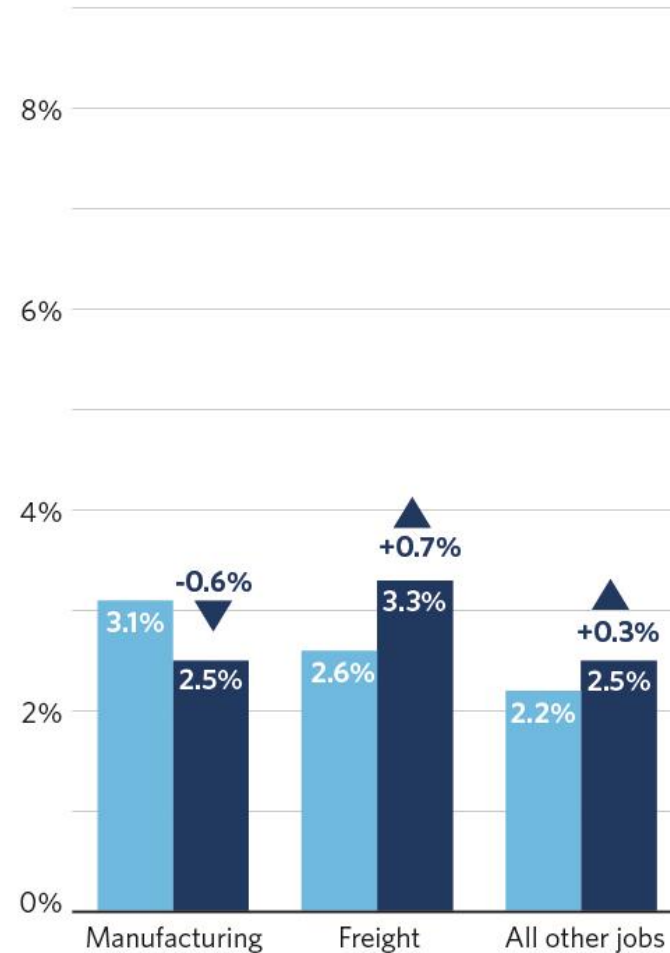
Freight and manufacturing workers with one-way commutes over 90 minutes, 2003-13

● 2003 ● 2013



Freight and manufacturing workers with one-way commutes over 60 miles, 2003-13

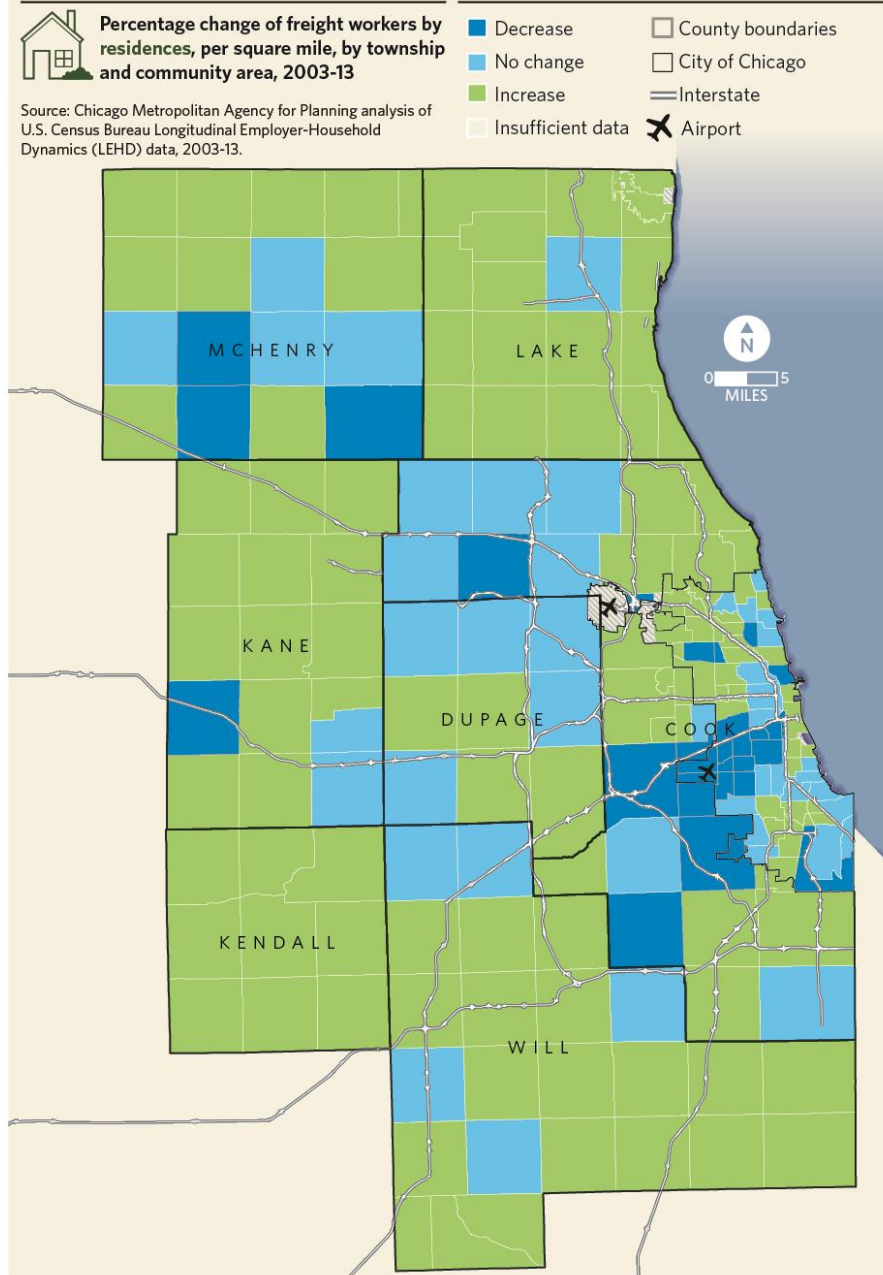
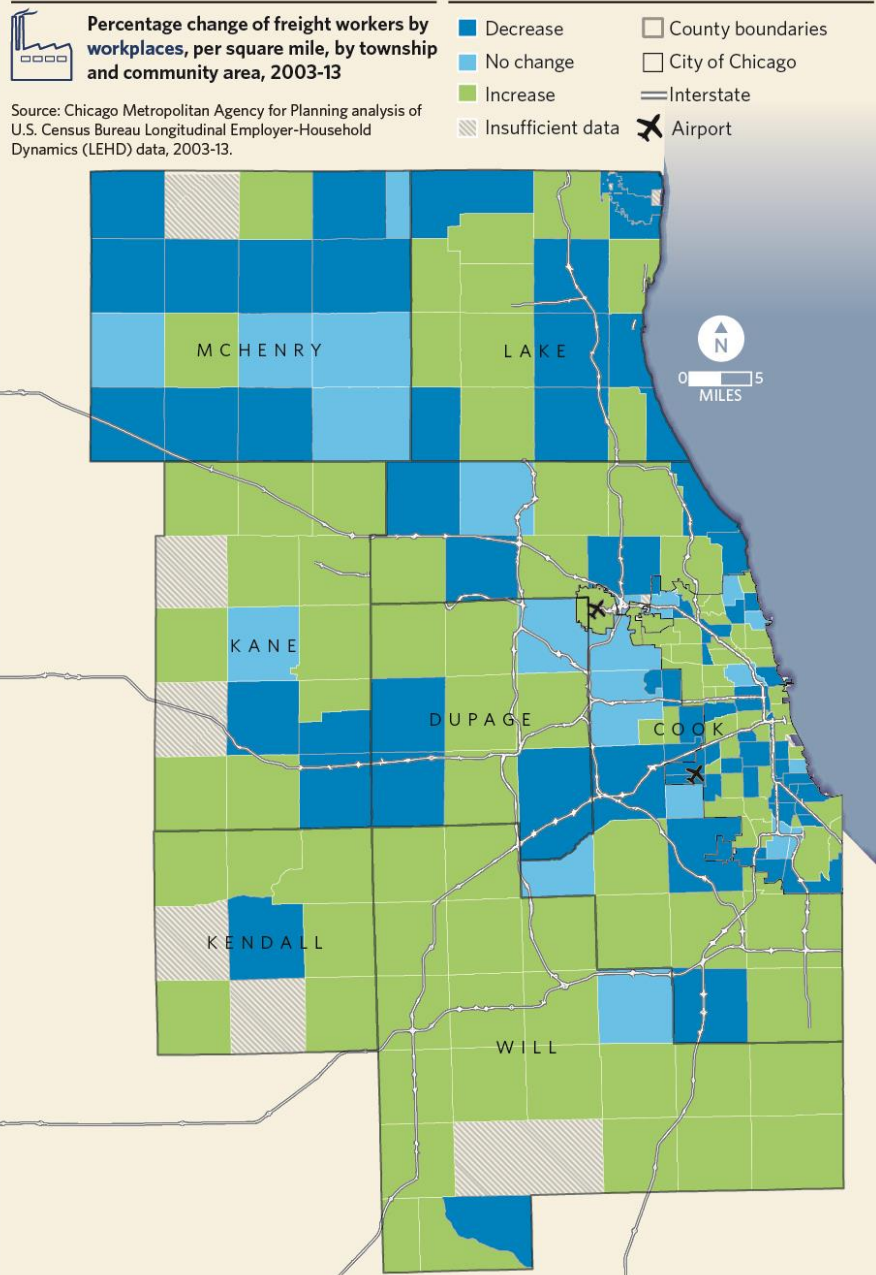
● 2003 ● 2013



Note: Commute refers to one way, morning peak period travel time (7:00 - 9:00 a.m.).

Source: Chicago Metropolitan Agency for Planning analysis of 2003 and 2013 Longitudinal Employer-Household Dynamics (LEHD) data.

Freight workers, by workplace and residence



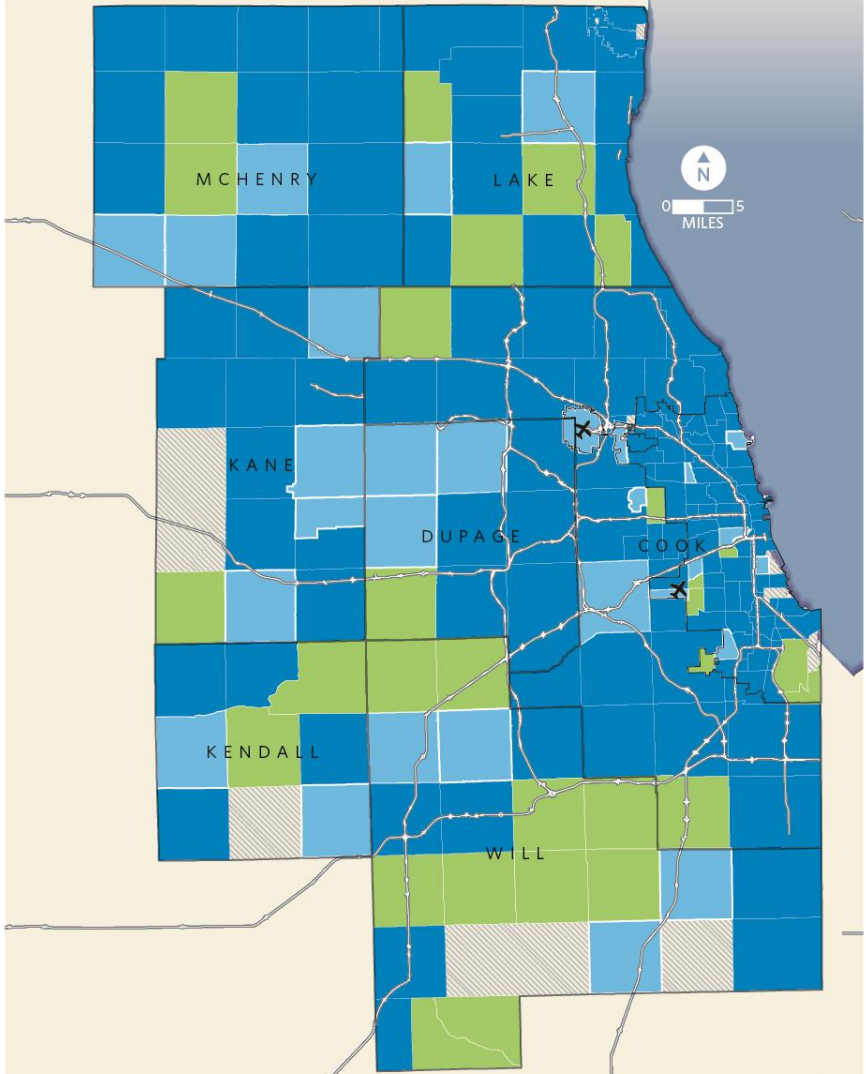
Manufacturing workers, by workplace and residence



Percentage change of manufacturing workers by workplaces, per square mile, by township and community area, 2003-13

Source: Chicago Metropolitan Agency for Planning analysis of U.S. Census Bureau Longitudinal Employer-Household Dynamics (LEHD) data, 2003-13.

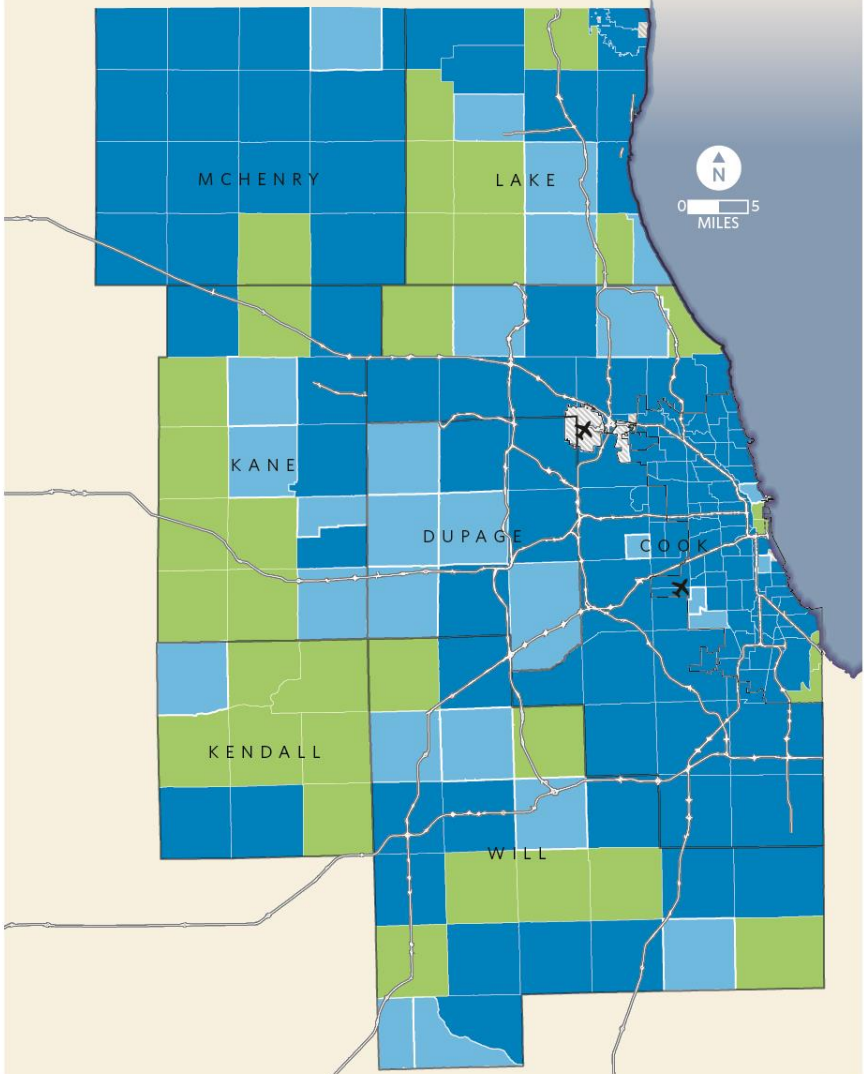
- Decrease
- No change
- Increase
- County boundaries
- City of Chicago
- Interstate
- Insufficient data
- ✈ Airport



Percentage change of manufacturing workers by residences, per square mile, by township and community area, 2003-13

Source: Chicago Metropolitan Agency for Planning analysis of U.S. Census Bureau Longitudinal Employer-Household Dynamics (LEHD) data, 2003-13.

- Decrease
- No change
- Increase
- County boundaries
- City of Chicago
- Interstate
- Insufficient data
- ✈ Airport



Putting trends into context

The overall decrease and suburbanization of manufacturing jobs is not just happening in metropolitan Chicago—it's happening across the United States. These trends are not unique to our region.

Targeting future freight and manufacturing development toward already-developed areas can leverage existing transportation and infrastructure assets and also better connect jobs to where workers reside.

Feedback

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