

## SOCIOECONOMIC AND TRAVEL DATA

This review will be more easily understood as annotated comments on problem areas in the 2030 RTP.\* The 2030 RTP was considered from the point of view of public comment during 2001 and 2002, particularly the comment found in *Changing Direction: Transportation Choices for 2030*\*\*

Thematic issues that impact this section include:

- Fails to address environmental justice; substitutes the production of tables on income and race for meaningful expenditures targeted to disinvested communities.
  - Reduction of \$1.8 billion for existing communities is a related burden on EJ communities.
  - Amassed all of Cook County suburbs into one category, disguising the wide variations between north and south Cook County.

\* Available at <http://www.sp2030.com/CommentSite/index.html>.

\*\*Available at <http://www.cnt.org/tsp/trans/ctaqc/cc/theplan.htm>

*The chart below offers specific page references and quotes from the Regional Transportation Plan and commentary on why each quote is relevant or problematic.*

Page	Quote	Comment
35	<i>Total Cook County households 1,969,474</i>	Contradiction, "Total Cook County Households" is 1,974,408 on page 36
35	<i>56168 new Chicago households projected</i>	Over 27 years, this is only about 2000 new units per year. In 2001-02 over 15,000 new units were built in the city. Demand for housing in Chicago is underrepresented, or the potential demolition of housing units is overrepresented. 19,829 units were lost between the 1990 and 2000 census, fewer than 2000 units per year including demolition of CHA high rise units.
53	<i>Evaluation of Transportation system supply, demand and effects</i>	This "alternatives evaluation" leaves much to be desired. It is still crystal clear with these poorly constructed choices that the System and Service Intensive options would increase transit and walking trips, reduce auto hours and miles traveled, create no further disruption to the environment and cost \$13-17 billion less than the most expensive alternative. Both System Additions and Expansions show a decrease in congested vehicle miles - an effect that is expensive to create and generally lasts less than a decade after a road is constructed.
57	<i>Tables on work trips by geography</i>	Total trips divided by population for each area (except the Central Business District [CBD]) appear to be about 2.5 per day. Most transportation research calculates 5 trips per day as the norm.

The Center for Neighborhood Technology

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57	<i>Tables on work trips by geography</i>	70% of all CBD trips are by auto and 30% by transit. The failure to calculate walking and biking trips distorts the figures and indicates that walking and biking are not really considered to be trips.
57	<i>Tables on work trips by geography</i>	Chicago 2000 actual CBD population is 42,684. "Alternatives" assume it will either shrink or rise minimally. "Chicago Balance" sees a similar loss or minute growth. Conversely Will County is projected to grow about 2.5 times its present size.
70	<i>Table 8: Socioeconomic and land use implications of alternative future scenarios</i>	Appears to under-represent growth in the city of Chicago and significantly over-represent growth in Will County. In 2002 the city of Chicago added more new units than all of Will County, reversing a longstanding trend. See <a href="http://www.nipc.cog.il.us/permits.htm">http://www.nipc.cog.il.us/permits.htm</a>
70	<i>Table 8: Socioeconomic and land use implications of alternative future scenarios</i>	Population numbers (for 2000) differ in all categories and in total from 2000 population figures on page 37