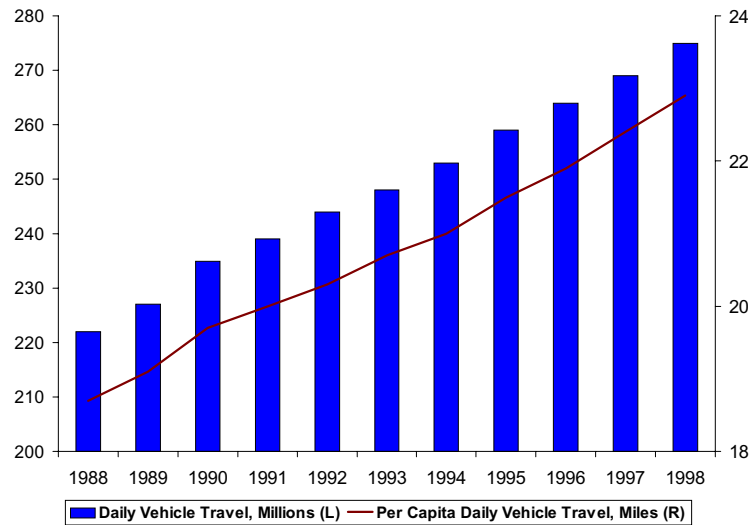


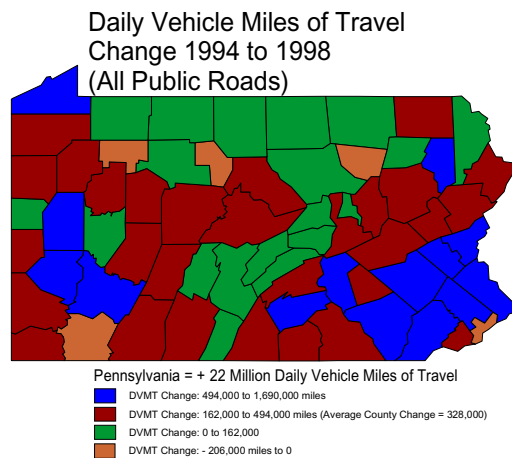
## Vehicle Travel



Source: Office of Planning, Pennsylvania Department of Transportation

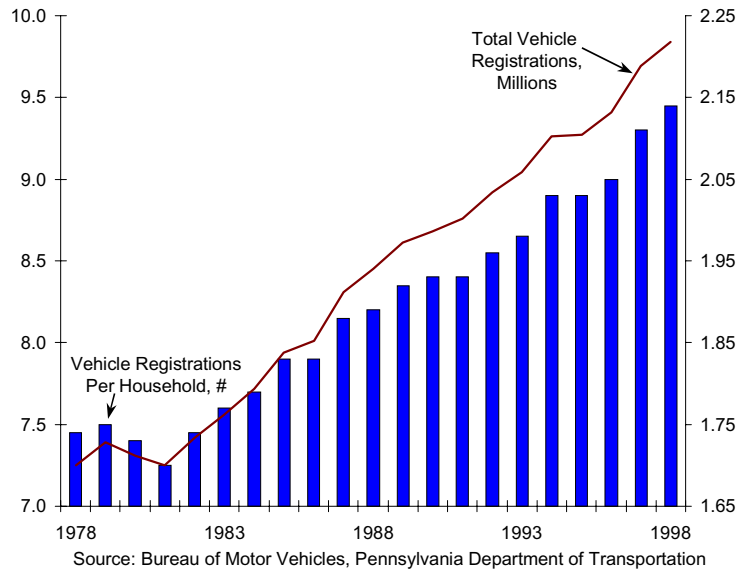
Transportation planning is a component of Pennsylvania’s future land use decisions. Effective management of traffic is critical to relieving congestion on Pennsylvania’s roadways. Demographic trends, travel patterns, and the mix of land development will determine future maintenance and (if necessary) expansion of the state’s road system. Daily vehicle miles of travel (DVMT), a measure of total travel by all vehicles each day, and average time to work for Pennsylvanians are indicators of the use of this highway system.

Pennsylvania’s roadways are handling increasingly more traffic. Since 1988, DVMT has increased by 24%, an average of 2.4% per year. Predictably, absolute travel growth is largest in the urbanized areas of Pennsylvania. Roadway congestion is increasing in the Philadelphia and Pittsburgh metro areas according to the Texas Transportation Institute. However, in relation to other U.S. metro areas of comparable size, congestion in Philadelphia and Pittsburgh is below average. According to the 1990 Census, Pennsylvania residents take 21.6 minutes to commute to work, on average. This is slightly less than the 21.9 minutes of commute time in 1980.



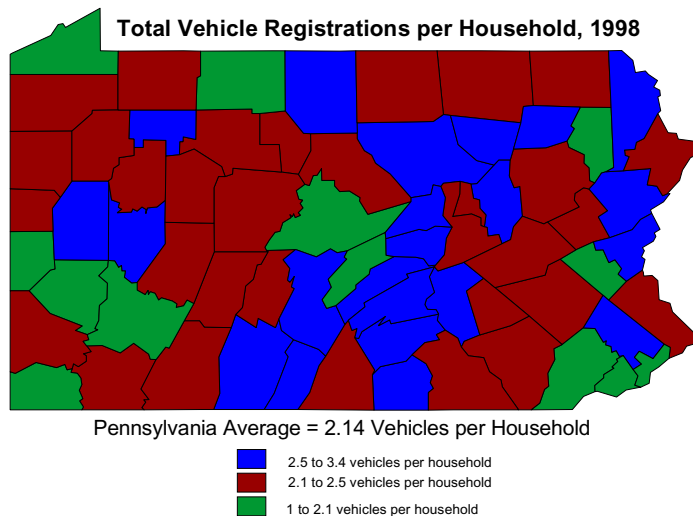
Source: Office of Planning, Pennsylvania Department of Transportation

# Vehicle Registration



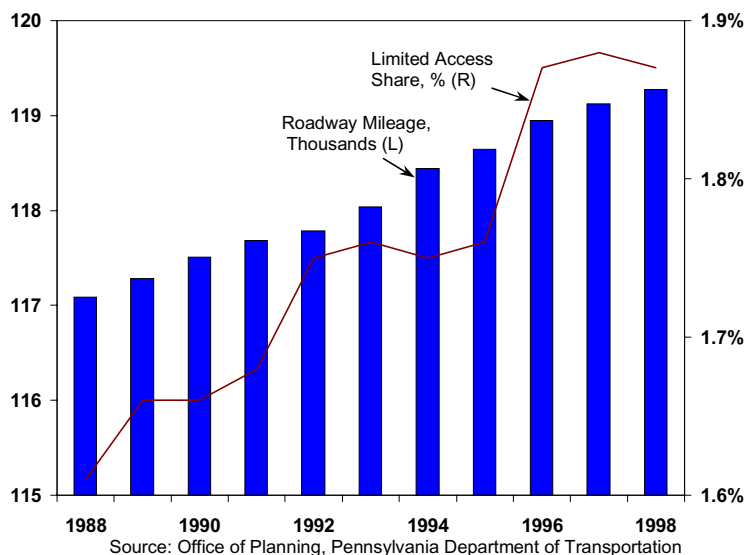
Total vehicle registrations are one way to measure the changing demand on Pennsylvania’s transportation system. Increasingly more vehicles on Pennsylvania’s roadways may require the development of new or expanded roads, increased maintenance of existing roads, and the development of transportation alternatives that make the system more efficient.

Motor vehicle registration in Pennsylvania has increased by 2.6 million vehicles or 34% since 1978. On average, each Pennsylvania household owns 2.14 vehicles. This category includes cars, sports utility vehicles, light trucks, and commercial vehicles. Households in suburban and fast growing rural counties own more vehicles than their urban counterparts.



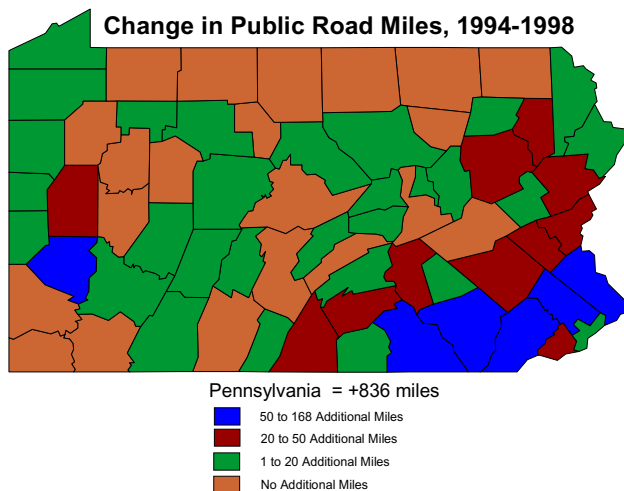
Source: Bureau of Motor Vehicles, Pennsylvania Department of Transportation

## Road Mileage



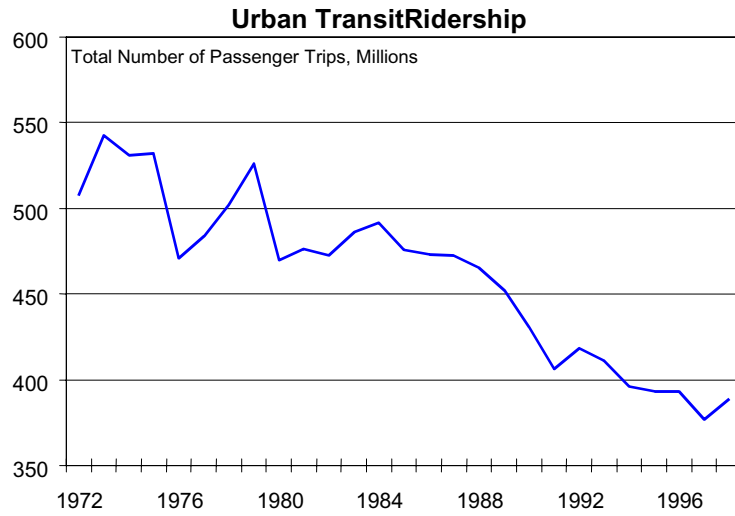
Throughout the history of the United States, people have preferred less density to higher density, and when they have amassed the necessary resources, people move. Thus, transportation links follow patterns of development. Improved access and infrastructure are key components of business and residential development. Public road mileage consists of all federal, state, and local roads.

While vehicle travel in Pennsylvania has increased 24% since 1988, public road mileage has only increased by 1.7%. Though development may have brought increases in all public road mileage from 117,277 in 1988 to 119,280 in 1998, the state has added little new mileage to the state-maintained 40,000-mile highway system in recent years. During the same time, limited access highway mileage has grown from 1.61% to 1.87% of all public road mileage. Between 1994 and 1998, the Southeast and Northeast accounted for 62% of the new miles of road in Pennsylvania. Rather than trying to build more to overcome congestion, Pennsylvania increasingly relies on such options as Intelligent Transportation Systems to manage congestion. These include traffic monitoring systems in Philadelphia and Pittsburgh, message signs and ramp meters to regulate traffic flow onto expressways.



Source: Office of Planning, Pennsylvania Department of Transportation

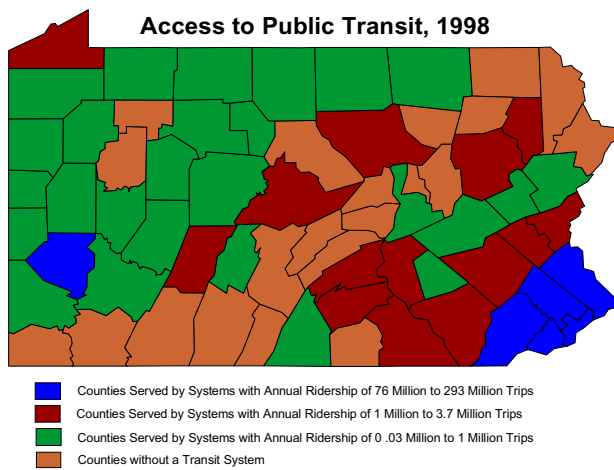
# Public Transit



Source: Bureau of Public Transportation, Pennsylvania Department of Transportation

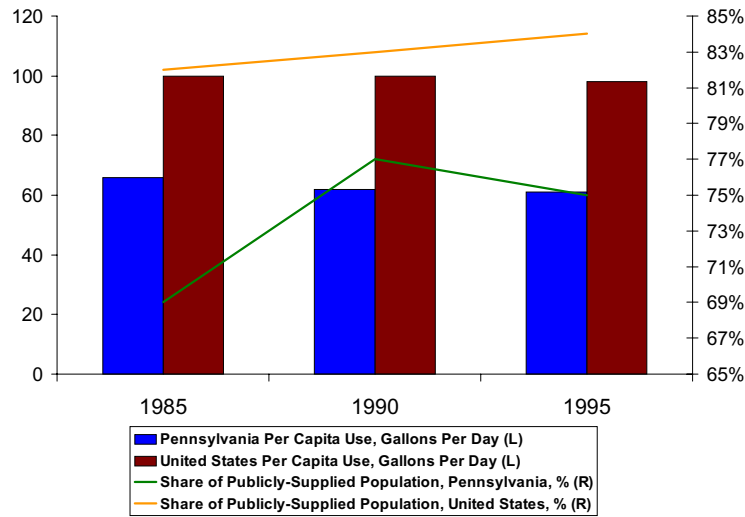
Pennsylvania ranks third in the nation in its support of mass transit and, in 1997, Governor Ridge committed an additional \$150 million a year for mass transit assistance. Pennsylvania has 42 locally managed urban and rural transit systems, which own and operate more than 5,000 vehicles, 900 miles of fixed guideway and 470 dedicated transit bridges. Community transit also serves older Pennsylvanians in areas without fixed transit routes.

Attracting riders to the available mass transit options remains a challenge. Until 1997, urban transit ridership declined, falling by roughly 128 million trips or 26% since 1976. However, transit ridership increased in 1998 and it appears that ridership will also show an increase in 1999. During this period, ridership declined in large urban areas as well as smaller urban areas. Households in Philadelphia and Pittsburgh are the greatest users of public transit while smaller Pennsylvania communities use this option less often.



Source: Bureau of Public Transportation, Pennsylvania Department of Transportation

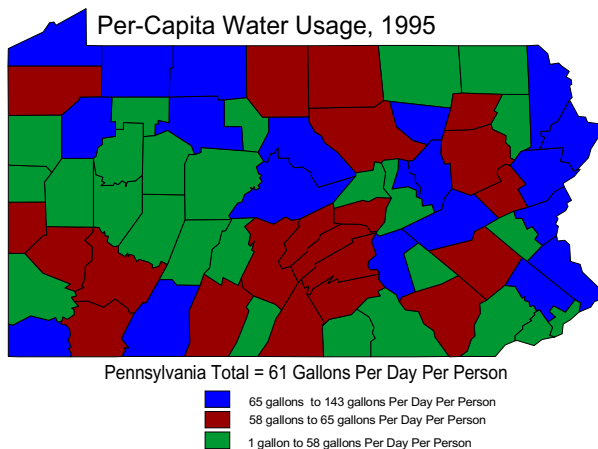
## Domestic Water Supply and Usage



Note: Public supplier includes public and private companies  
 Source: Water Resources Division, United States Geological Survey

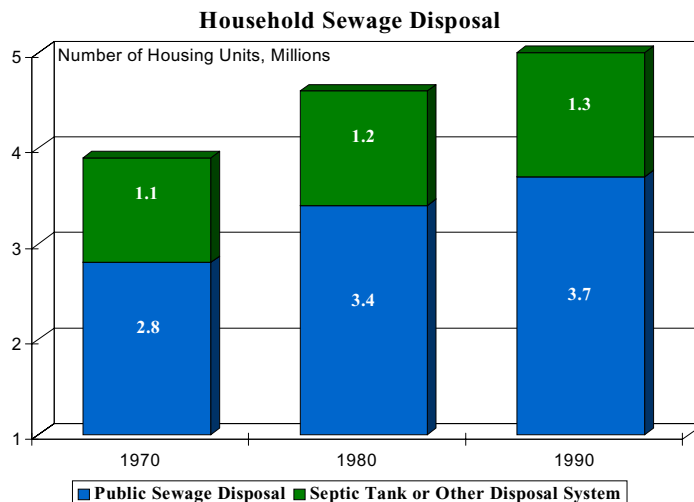
Domestic use of publicly supplied water is one indicator of land development. Expansion of water and sewer systems is an important infrastructure component of land development. Homeowners either receive water from municipal systems, private companies, or their own wells.

Between 1985 and 1995, the share of Pennsylvania’s domestic population using publicly-supplied water increased from 69% to 75%. Due to the rural nature of Pennsylvania, this is a smaller percentage than the national average of 84%. Per capita water use in Pennsylvania is also below the national average and has decreased over the last ten years. Water use in the Southeast accounts for 44% of total water usage, as it is the most populated area in the state. The population in the Northeast also uses the largest amount of water per person per day. On average, Pennsylvania households use 61 gallons of water per day per person.



Source: Water Resource Division, United States Geological Survey

## Sewage Systems



In addition to greater accessibility due to new roads and the expansion of water systems, the extension of sewage systems is an important infrastructure component of land development. Sewage disposal occurs either through public systems or other individual disposal systems such as septic tanks or cesspools.

Approximately 3.7 million or 74% of Pennsylvania’s housing units utilize public disposal systems. The remainder rely on private means of disposal. In Pennsylvania, a larger share of housing units in urbanized areas utilize public systems whereas housing units in rural counties are more dependent on private sewage systems. The share of housing units connected to public systems is growing at the fastest pace in counties surrounding major urban areas as well as areas close to the New Jersey, New York, and Maryland borders. The number of housing units connected to public systems in Franklin County, the fastest growing county, increased by 23% between 1970 and 1990. This trend will continue as residential development proceeds at a significant pace for suburban counties. In contrast, a smaller share of housing units is connected to public disposal systems in more rural areas of Northern and Central Pennsylvania. The share using public sewage systems has decreased as the number of units relying on private disposal has increased by a larger amount than the number of units relying on public disposal.

