

CATS

Partners in Progress Meeting

Results for Carol Stream Chamber of Commerce
Carol Stream, Illinois

November, 2005



Chicago Area Transportation Study
233 S. Wacker Dr., Suite 800
Chicago, IL 60606
(312) 386-8740
www.catsmpo.com

Public Outreach Report

Carol Stream Chamber of Commerce

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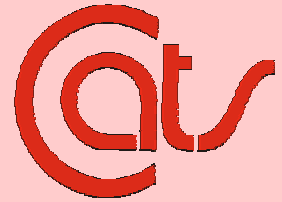
On November 9, 2006, the Communications staff from the Chicago Area Transportation Study co-sponsored a "Partners in Progress" transportation luncheon with the Carol Stream Chamber of Commerce at the Holiday Inn in Carol Stream, IL.

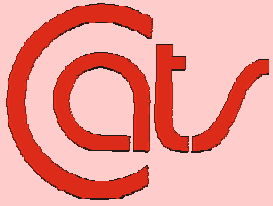
CATS had the opportunity to co-host the meeting thanks to the forward-thinking leadership of Luanne Triolo, Executive Director of the Carol Stream Chamber of Commerce. The objective of the meeting was to educate, instruct and solicit public feedback from local businesses, elected officials and stakeholders in Carol Stream and the surrounding communities on the transportation planning and decision-making process. By increasing public awareness of and encouraging participation in the planning process, we hoped to readily demonstrate the positive impact community involvement has on shaping the local transportation system.

Featured speakers at the luncheon were Jock Hardy, Director of Communications for the Chicago Area Transportation Study, and John Loper from the DuPage County Department of Economic Development. Both speakers afforded the audience of more than 100 guests an inside look at the planning and decision-making process, outlining the effects of the planning process at the federal, state and local levels. Mr. Hardy explained the pertinence of long-range planning, the implications of inclusive and comprehensive regional planning, the 2030 RTP, the Transportation Improvement Program and the project selection process. This information was further solidified by Mr. Loper, who outlined specific local projects, ranging from widening of Army Trail Road to intersection improvements along County Farm Road. The presentations were followed by an informative Q & A session.

CATS would like to thank Luanne Triolo of the Carol Stream Chamber of Commerce for the exceptional planning efforts of her office, which garnered the full support of the chamber's active membership, making the meeting a great success.

All guests were asked to complete the CATS' Transportation Opinion Survey to obtain open and honest feedback on transportation concerns and issues relative to this community. It is our intent to provide each community we visit with this survey to better understand the transportation strengths and deficiencies from a local perspective. There were approximately 58 surveys returned at the conclusion of the meeting. Survey results can be found on the following pages.





Carol Stream Transportation Opinion Survey Results

The following conclusions are to be regarded as general in nature. The results are not a product of rigorous quantitative or qualitative analysis. In several instances, the survey offered multiple options for answers, and as expected most respondents chose more than one option. Therefore, the responses to some questions add up to more than 100 percent.

The number of people completing the Transportation Opinion Survey in Carol Stream was 58: 35 males, 22 females and one with gender unspecified. The average age of the respondents is 44 years, with the youngest being 21 and the oldest 74. Ninety-five percent said they are employed, and three percent said they are retired. Five percent are students at universities or community colleges in the Chicago area. Among the employed respondents, only two said they can get to work using public transportation, while 46 said they cannot. None of the students can get to school on public transportation.

The primary means of transportation for 97 percent of the respondents is driving an auto, van, pickup or SUV. Thirty-four percent said they ride as passengers in autos, vans, pickups or SUVs. Twenty-eight percent walk to their destinations, while 17 percent ride bikes and 10 percent take taxis. Public transportation is apparently not an option, as only 19 percent said they ride Metra commuter rail, five percent ride the El/subway and a miniscule two percent ride CTA, Pace or paratransit buses.

Respondents said their chief concerns with public transportation are that it doesn't serve where they live (45%) or where they're going (40%). Slow service (19%), infrequent service (17%) and lack of information about available service (14%) were lesser concerns. Only three percent said service is too expensive and two percent said they don't feel safe.



Since the vast majority of the respondents drive to their destinations, their chief concern (91%) is traffic congestion. Poor roads (69%), intersection delays (48%) and railroad crossing delays (40%) were also cited as significant problems encountered in daily travels. Only 10 percent felt signage is inadequate.

Radio (60%) is the primary source for transportation information for survey respondents. The Internet (36%) and television (34%) were other primary sources, followed by newspapers (16%) and the RTA/CTA/Metra/Pace (10%). Ten percent said they receive no information.

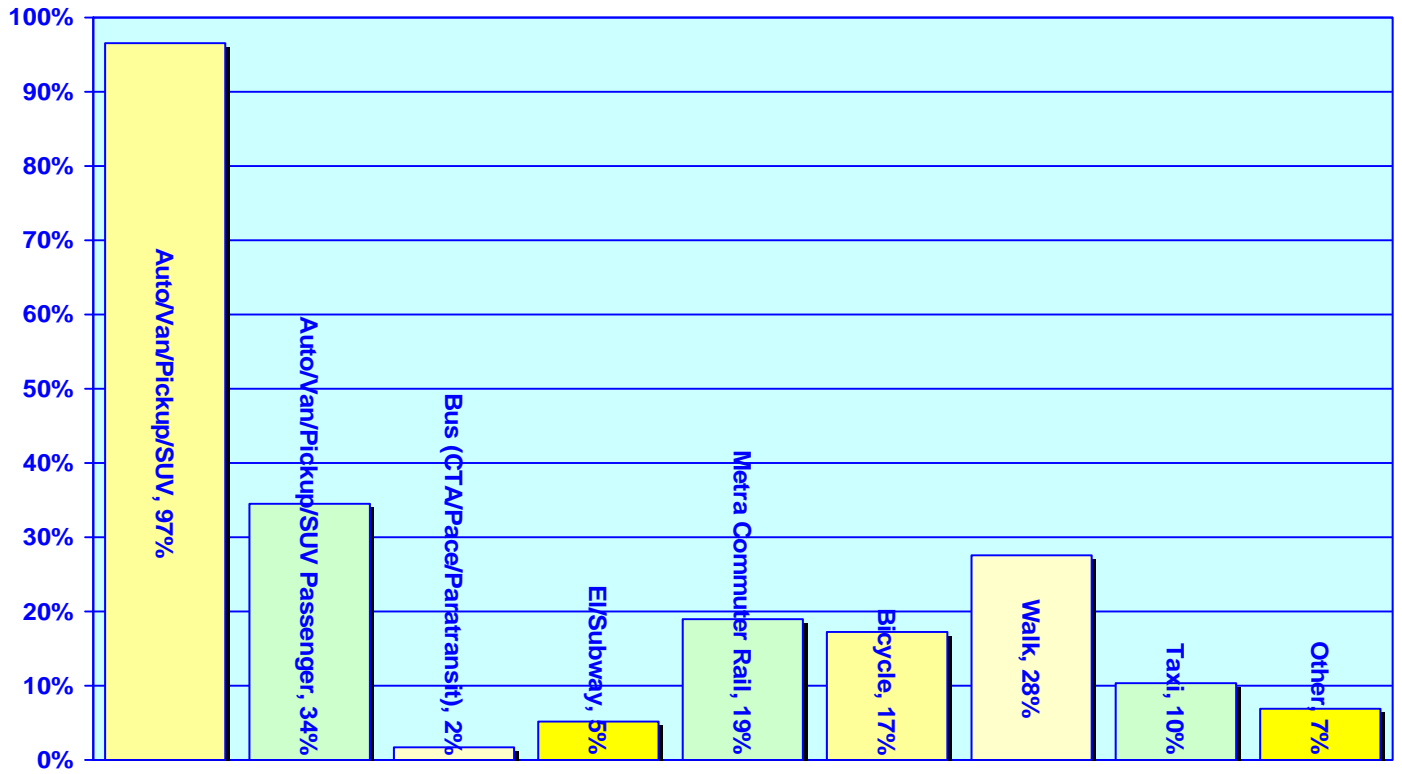
When asked to comment on what could be done to improve the transportation system in northeastern Illinois, the respondents indicated the following categories where improvements are needed:

- More public transportation;
- More north-south roads through DuPage County;
- Elimination of toll booths;
- Highway capacity improvements.

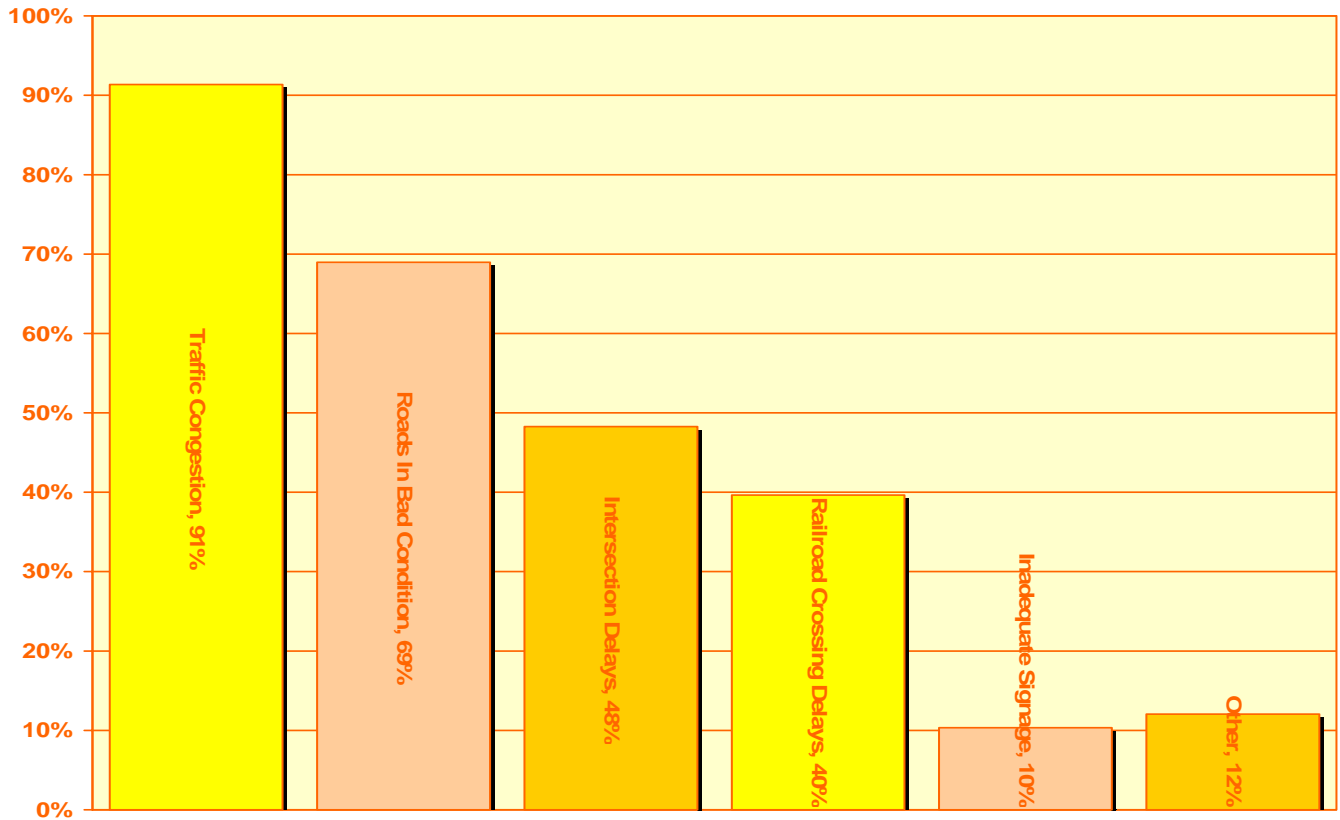
The charts on the following pages give breakdowns on responses CATS received from participants at the Carol Stream meeting.



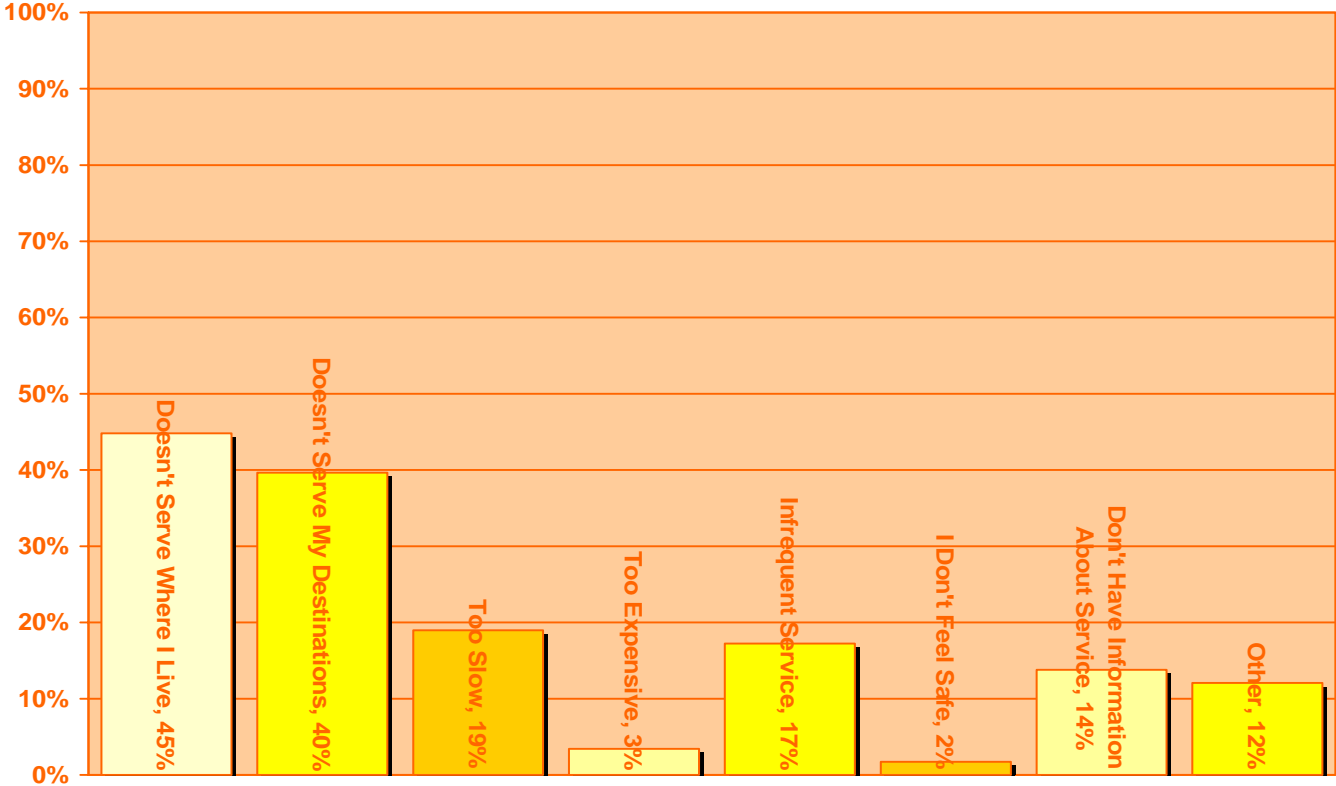
Question: What types of transportation do you typically use?



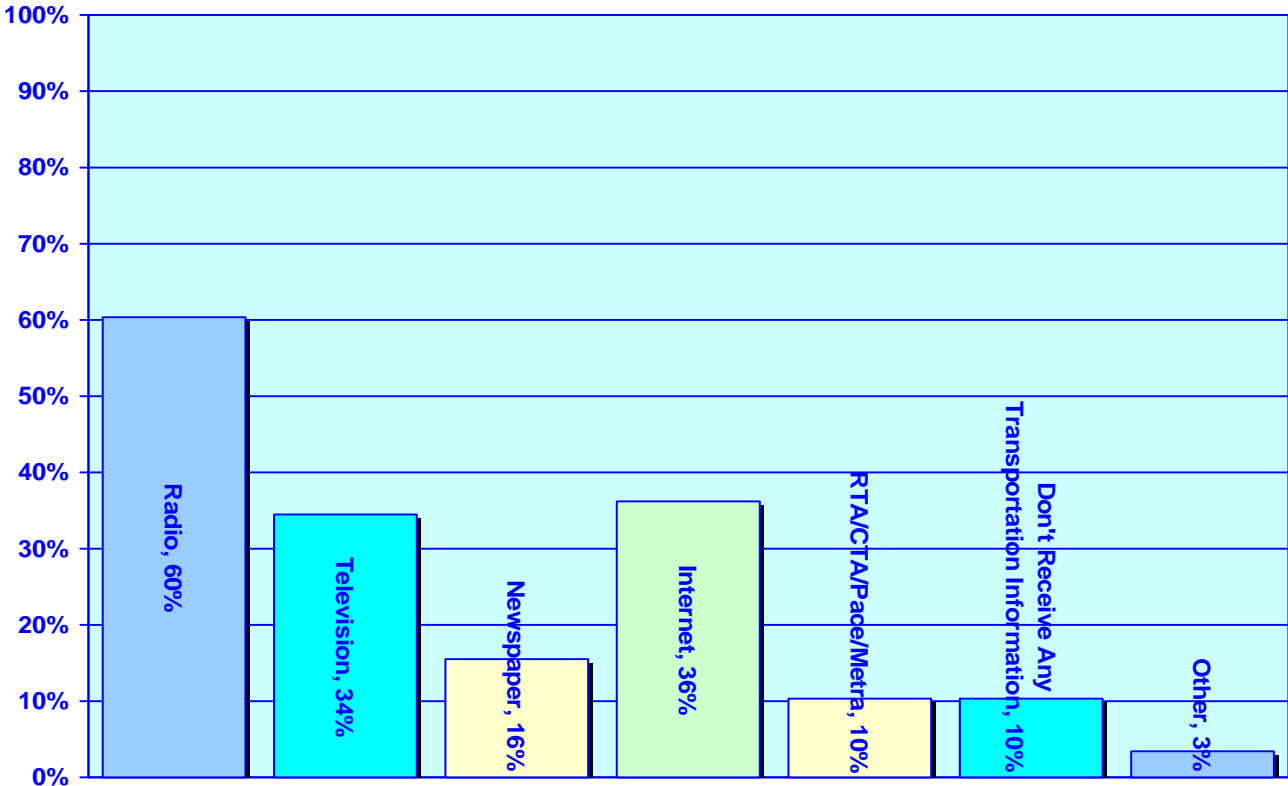
Question: What types of problems have you experienced in your daily travel?

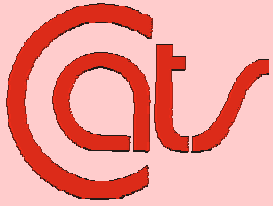


Question: Public transportation problems?



Question: How do you receive transportation information?





Written Responses To Survey Questions

Question 2A. What types of problems have you observed or experienced in your daily travels? Other (please specify).

Construction that appears to not be always actively worked on.

Lots of construction.

Tollway ramp delays, especially at I-355 and I-88 at Farnsworth.

Bad timing of (traffic) lights.

We need good public transportation.

Railroad crossings. The tracks are very bumpy.

Question 2B. Public transportation related problems. Other (please specify).

Parking is always an issue. I catch the train from Geneva.

Lifestyle does not adapt to public transportation.

None in Roselle (bus service).

Not point to point. Overall time greater. Less flexible.

We need buses that run regularly and go all over.

Weekend/evening service doesn't coordinate well with activities I am interested in.

We need more frequent service; buses that are running throughout the day, not just rush hour.



Question 2C. Problems with other types of transportation.

Too much congestion.

Not enough Pace routes. Dial-a-Ride service for senior citizens is too limited and too slow.

No coordinated regional planning.

Extended construction.

Lights should be linked to increase traffic flow.

Can be too slow.

Too many delays at toll booths, even with I-Pass.

Inadequate bike path linkages across state and county roadways.

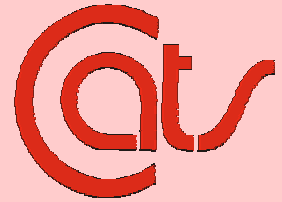
Access to O'Hare from the west.

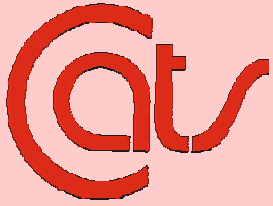
Limited bus service in suburbs.

Mass transit/trains going north & south in DuPage County and suburban areas.

Roadside problems not being handled quickly, which causes more traffic.

Risk of accidents and injuries in cars. High fees to maintain cars.





Question 3: Please tell us what you like about the transportation system in northeastern Illinois. Feel free to comment on all types of transportation.

Highways to anywhere in the U.S. As a material handling company, Chicago is a main hub for road, port, train, air. Problems with toll booths over last 1-2 years, especially for out-of-towners and freighting of my equipment.

Metra runs well – on time and regular.

Lanes on Route 64 being expanded.

I believe we are "trying" to improve, which is great. I believe we will never escape transportation issues. Thanks.

There are plenty of roads going wherever you want to go. In general, they are well maintained and not too congested.



More expressways, limited access, higher speeds.

There isn't enough.

Many different highway options.

I use Pace or Metra to go to ball games or Sox ticker-tape parades downtown once or twice a year.

Excellent signage (I miss it in other states).

Highways are accessible. Main roads are wide and open.

Metra into the Loop. Pace/Township Dial-A-Ride.

Variety of modes.

Nothing. There are plenty of examples of good transportation systems in the nation. We have an antiquated plan/system.

Integration of pedestrian facilities.

Roads usually well kept up. In a real bind, I can walk to a bus stop and from there to the train station.



Question 16. In your opinion, what can be done to improve the transportation system in northeastern Illinois? (Please consider improvements to all types of transportation.)

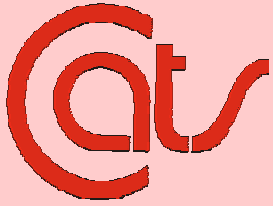
We need better transportation within local communities. When we don't have a ride or car for children to get to their local jobs, they're calling a taxi. This becomes expensive to travel 5 miles.

Get rid of the tollway and tollway authority.

Make the toll booths easier to get through – each toll has the cash lane in different areas. Also, cost is ridiculous now!

Expand lanes west of Route 59 on Route 64 to six lanes up to Powis Rd. by DuPage Airport in West Chicago. Also, put in a bridge that crosses the Fox River at either Army Trail Road in St. Charles or Shick Rd. Stop light at the corner of Powis and Smith Rd. in West Chicago.





Reduce congestion in Schaumburg and trying to go north to south or vice-versa and avoid train crossings, e.g. Carol Stream to Glen Ellyn.

Complete 355. More North-South routes thru DuPage County.

Mass transit is needed on non-expressway arteries. Something going north/south in the western suburbs would be useful.

More regional planning (Phoenix example).

More service in Will County (Romeoville).

A suburban "L" system.

Improve roads.

Congestion around malls – Stratford or Woodfield – is usually a problem at peak at 4:30-6. Not sure how to improve.

Tax vehicles over 200 inches in length and over 3,500 pounds in weight. Smaller cars and trucks take up less space. Also, raise fuel taxes to encourage drivers to own smaller cars.

Widen roads; create more express lanes.

We need an express route from Huntley to the Aurora area.

Get rid of the toll booths.

Double-decker highways. Don't do construction on all inbound highways at the same time.

I appreciate the ongoing evaluation of traffic and needs. We're a growing community and it's going to be an ever-changing entity. As a business owner, advance notification of future projects that affect business traffic should be a priority, as well as notification regarding the planning.

Provide good public transportation.

Improve roads. People will not give up the point-to-point convenience of cars in this area.

Highway system capacity improvements.

Make roads that last!

Sidewalks on all main streets.

Impact fee on vehicles below a certain MPG & luxury car purchases to fund transit projects.

Provide funding on an ongoing basis. Don't loot existing funding to fund state operations. Use sound engineering judgement to develop transportation programs/priorities, not politics.

Comprehensive public transportation system.

Encourage more use of mass transit, car pooling, HOV lanes, etc. to reduce cost of building and maintaining the roadway infrastructure.

Build another N/S tollway west of I-355. Way to go on the plans to expand 355 N&S! I think there should be more buses. I would take the bus if I knew where they serviced and they could take me somehow from my neighborhood to work.

We need to have an extension for the EI system out here. Continue to repair roads in a timely manner.

