

# CATS

## Partners in Progress Meeting

### Results for the Fifth Representative District

September, 2005



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# Public Outreach Report

## Fifth Representative District Chicago, Illinois

September, 2005

On April 20 and 23, 2005, the CATS “Partners in Progress” outreach initiative moved into the City of Chicago, hosting the first of several meetings on the South Side. The intent of these meetings was identical to previous meetings held in the collar counties of northeastern Illinois – to increase public awareness, encourage community involvement and solicit public input on the transportation planning process from residents, elected officials and other stakeholders.

Thanks to the dedication and commitment of Fifth District State Representative Ken Dunkin, CATS was afforded an opportunity to introduce the MPO to area residents, shed light on the 2030 RTP, offer an opportunity for public input, reiterate the importance of community involvement, and outline the benefits of an effective transportation planning process. The meetings were held at Grace Place Church, 637 S. Dearborn (Printers Row), and Coppin AME Church, 5627 S. Michigan Ave. (Englewood, Woodlawn, Washington Park area).

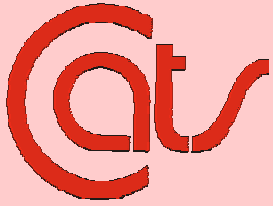
CATS Director of Communications Jock Hardy served as one of several keynote speakers. He was joined by LuAnn Hamilton of the CDOT/CREATE Program, CTA Representative Paris Tyler, and the consulting firm E. Morris Communications, Inc. Other notables present were Fifth Ward Alderman Madeline Haithcock, Norm Gosslin from Attorney General Lisa Madigan’s office, Clark Bey of the Comptroller’s office and Rosa Pritchett of the Treasurer’s office.

CATS would like to extend a special note of thanks to Rep. Dunkin and his staff, Dana Holdman and Gina Driskell, for embracing the “Partners in Progress” outreach initiative and for their efforts to ensure that their constituents stay informed and involved in improving their quality of life.

CATS promotes these meetings to provide residents with an opportunity to voice their transportation concerns and gain insight on the inner-workings of the transportation decision-making process. The primary transportation issues brought forth at these meetings were: road construction (especially on the Dan Ryan Expressway), traffic congestion and public transportation issues.

All meeting participants were asked to fill out the CATS Transportation Opinion Survey. It is our intent to provide each community we visit with this survey to better understand transportation strengths, deficiencies and needs from a local perspective. Survey results can be found on the following pages.





## Fifth Representative District 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 at Grace Place Church and Coppin AME Church was 34: 20 females and 14 males. The average age of the respondents is 47 years, with the youngest being 30 and the oldest 83. Eighty-two percent said they are employed, six percent are not and nine percent are retired. Only one respondent is a student at a university or community college in the Chicago area. Among the employed respondents, 71 percent said they can get to work using public transportation and nine percent said they cannot use public transportation.

The primary means of transportation for 74 percent of the respondents is driving an auto, van, pickup or SUV. Public transportation is heavily utilized, with 56 percent riding the El/subway, 44 percent riding CTA, Pace or paratransit buses, 21 percent riding Metra commuter rail and 35 percent riding in taxis. More than half (53%) walk to their destinations. More respondents (29%) ride bicycles than ride as passengers in autos, vans, pickups or SUVs (26%).

Respondents said their chief concerns with public transportation are that it's too expensive (32%), too slow (29%) or service is too infrequent (29%). Only 15 percent said it doesn't serve their destinations and 12 percent said it doesn't serve where they live. Safety was a concern for only 15 percent of respondents. Nine percent said they have no information about available service.



Traffic congestion (74%) and poor roads (65%) are the main problems respondents encounter in their daily travels. Smaller numbers cited intersection delays (29%), inadequate signage (21%) or railroad crossing delays (18%) as travel problems. One respondent suggested signs should be in Spanish and Chinese, as well as in English.

Television (68%) is the primary source for transportation information for survey respondents. Radio and newspapers were cited by 50 percent and 47 percent, respectively. Thirty-five percent get their transportation information from the Internet and 24 percent get it from the RTA/CTA/Metra/Pace. Only nine percent said they receive no information at all.

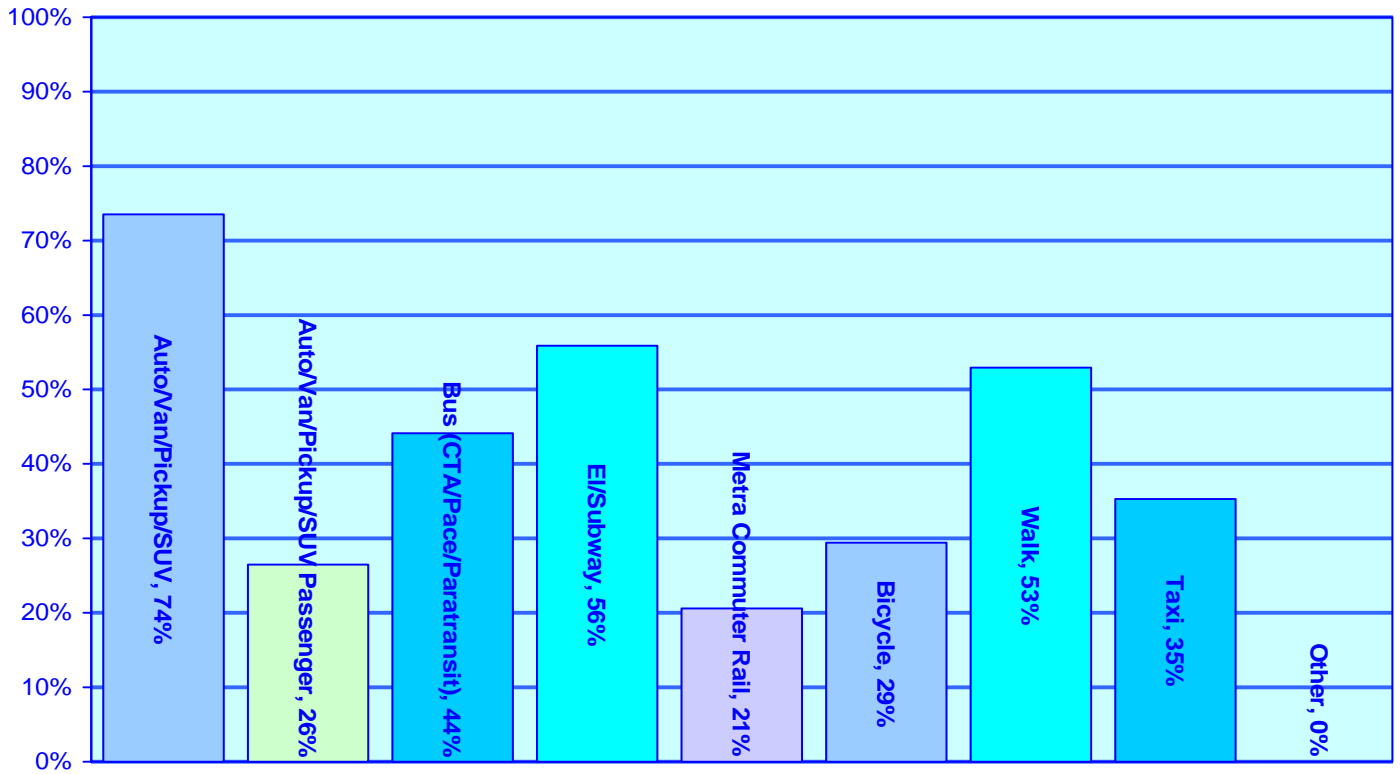
When asked to comment on what could be done to improve the transportation system in northeastern Illinois, the respondents indicated the following categories where improvements are needed:

- Better funding for public transportation;
- More consistent service from public transportation.

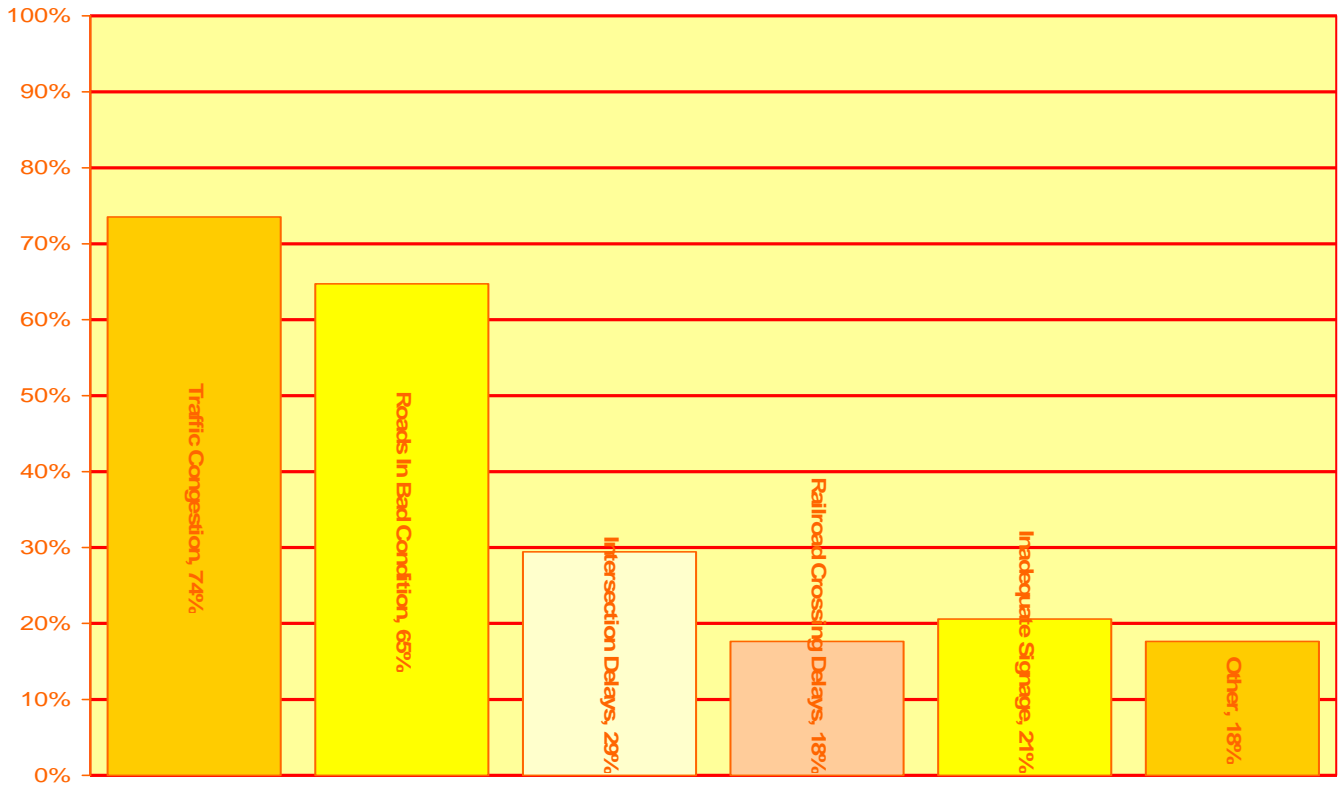
The charts on the following pages give breakdowns on responses CATS received from participants at the meetings in the Fifth District.



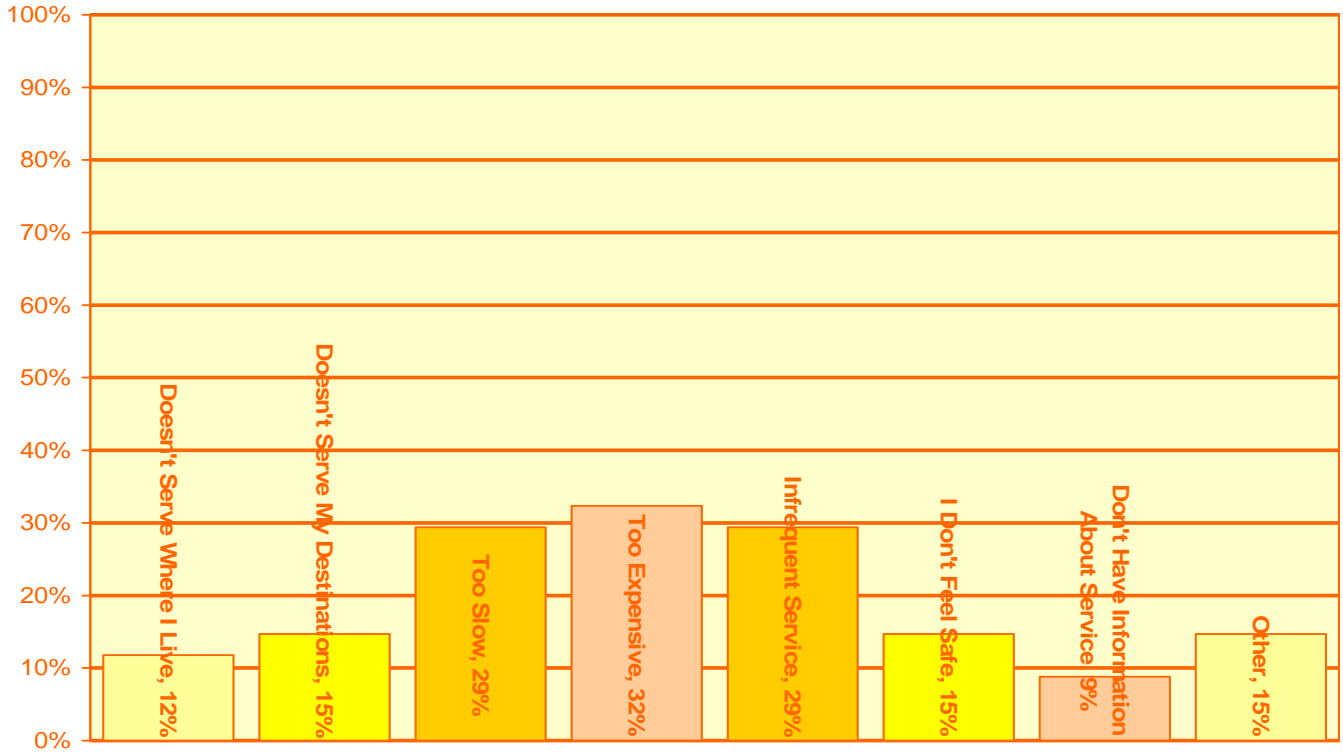
**Question: What types of transportation do you typically use?**



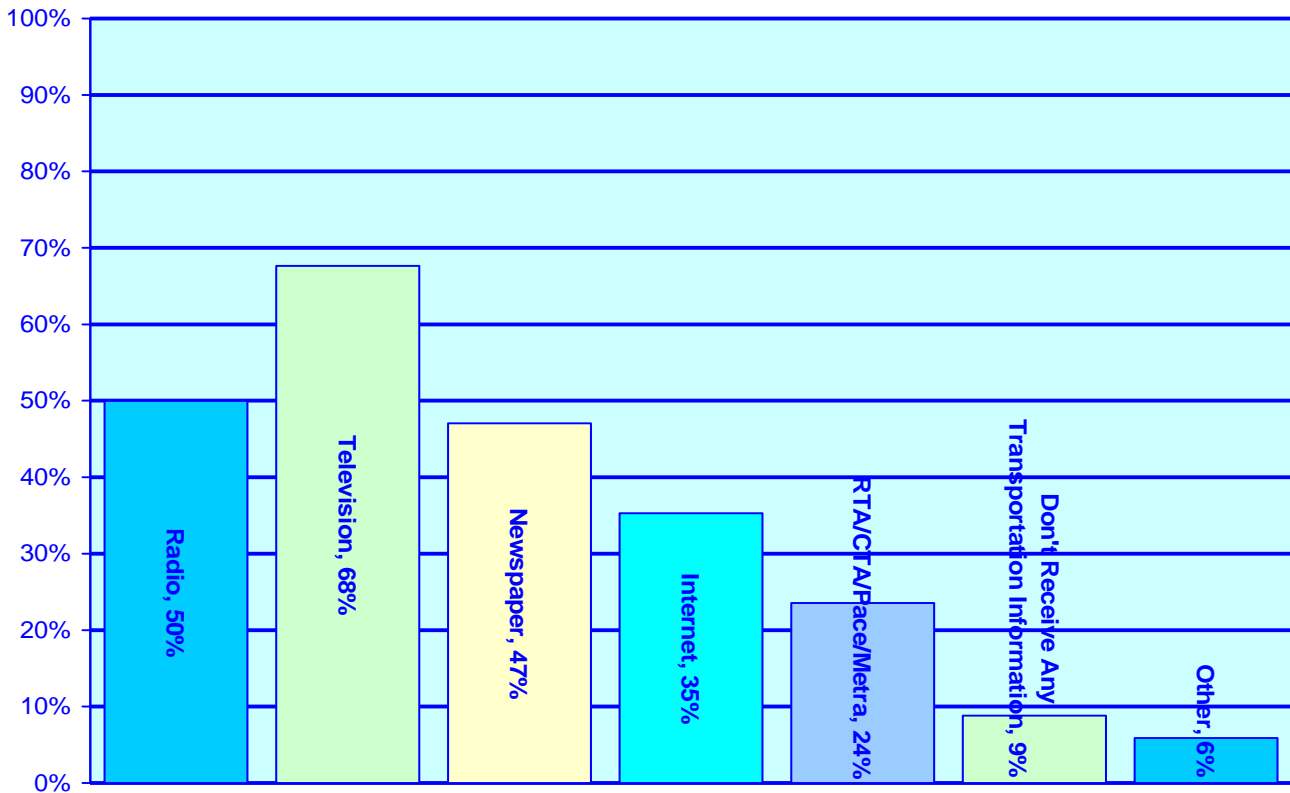
**Question: What types of problems have you experienced in your daily travel?**

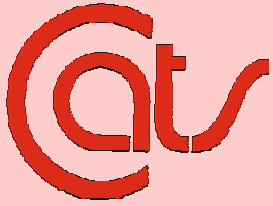


**Question: Public transportation problems?**



**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).**

Streets are painted.

Construction sites seem or appear to be too long in completion.

2, 3 or more vehicles turning left after the green arrow (allowing a left turn) has gone dark and traffic from cross street should be moving thru intersection.

Signs are only in English! What about the Spanish and Chinese (Cantonese and Mandarin)?

None.

Delayed trains coming from the south side of Chicago-CTA.

Need multi-occupancy vehicle lanes on expressways.

Terrible crossing at State and Harrison.



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

Excellent.

The Roosevelt (Rd.) station is a disaster! I come home on (Metra) electric at midnight. It's too dark, holes in platform.

I think public transportation is excellent.

No Green Line stations at Morgan, Damen and Western.

I don't feel safe after 9 pm on Blue Line. I live in (the) South Loop and am thrilled with public transportation!



**Question 2C. Problems with other types of transportation.**

Getting to airports.

Bus and El delays.

Taxi service is not available in my area.

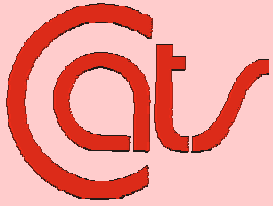
Cars too expensive. I rely only on public transportation.

The subways are outrageously filthy. I hate using the subway, specifically the stations.

Potholes and more potholes; no signage for slowing down for elderly and children.

No car pool lanes, too much road rage. No high speed rail to St. Louis/Milwaukee. Too many suburbanites coming into city and vice versa.





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

Accessible.

I like its extensiveness.

Drivers are more courteous.

El trains are too noisy (senior). The buses are also too loud (children being children).

It's better than most cities.

I can get almost anywhere.

That it services the suburban area.



As a resident of Chicago, I can get anywhere within the 6 counties and the city.

I can get to work in Lisle with public transportation.

I think that CTA (prior to cuts) was one of the most accessible and efficient transportation options in the country.

I enjoy the overall convenience of being able to get where I'm going without having to drive around 15 or 20 minutes looking for a parking spot.

I find CTA to be for the most part pretty good and efficient.

Many train and bus routes.

Extensive mass transit system is good, but we don't support it enough.

More stations on Green Line. Expand Congress Blue Line to Mannheim Rd. and run express bus to O'Hare.

Frequent, available.

Red Line is great.



**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.)**

Fund CTA!

Regular time service, consistently.

Less construction.

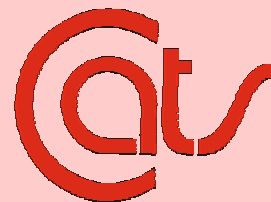
Accessibility for the handicapped.

Bring the cost of public transportation down (make it affordable) to everyday commuters who don't have necessary auto transportation.

More consistent CTA service.

Fix up (the) Roosevelt (Rd.) Metra (station).

Additional funding for public transportation; more equitable distribution of transit funding.





Train bus drivers to be courteous, polite and respectful to commuters. (It would help if drivers were willing to answer questions.

Clean the subways.

More express service for reverse commute.

The only major problem that I have seen over the years is that when I have an extended wait on a CTA bus two or three come at the same time. In the Hyde Park area, I have always felt safe at bus stops and have been comfortable with the service.

The funding formula must be revised. It's been out of whack for years. Let's face the fact that Chicago does need more dollars because our ridership is greater. CTA must be audited to be sure they're using the funds correctly and that there is no graft or waste.



Wider highways to accommodate traffic. Density studies to improve traffic in specific areas.

Car pool lanes.

Stop spending so much on highways and (spend) more on mass transit.

CTA service in Chicago must be improved. Neighborhood service must be improved first before mega projects: No airport superstation or Circle Line until Green Line stations and Lake/Washington bus are restored.

1.) Fast service to O'Hare and Midway. 2.) Raise the fees, but give breaks to people who cannot pay.

Consistent bus routes M-F; weekends too.