

CATS

Partners in Progress Meeting

Results for Itasca, Roselle and Addison, Illinois

August, 2004



Chicago Area Transportation Study

300 West Adams

Chicago, IL 60606

(312) 793-3460

www.catsmpo.com

Public Outreach Report

**Itasca Business Council
Roselle Chamber of Commerce & Industry
Addison Association of Industry & Commerce**

**Prepared by Suzanne Lanzafame
August, 2004**

On June 15, 2004, staff from the Chicago Area Transportation Study took part in a luncheon meeting with Chamber of Commerce members from Itasca, Roselle and Addison at the Bloomingdale Country Club in Bloomingdale, IL.

CATS attended the meeting to educate and empower local business people and residents in the Lake Street Corridor area about transportation planning and the decision-making process. We hoped to demonstrate the impact each community/resident can have in shaping the future of transportation, and to encourage their continued input and support in the process.

Speakers at the meeting were Patricia Berry, CATS Transportation Improvement Program Director, who discussed the Regional Transportation Plan and the Transportation Improvement Program, and John Schwalbach, Bureau Chief of Railroads for the Illinois Department of Transportation, who discussed the Chicago Region Environmental and Transportation Efficiency (CREATE) project.

The Partners in Progress meeting was attended by 75 residents and business professionals from Itasca, Roselle and Addison. Several elected officials were in attendance.

CATS would like to extend a special note of thanks to Myrl Burkett, Executive Director of the Itasca Business Council, Gail Croson, Executive Director of the Roselle Chamber of Commerce & Industry, and Bernadette Hanrahan, Executive Director of the Addison Association of Industry & Commerce, for their role in ensuring that this event was a success.

Each meeting participant was asked to fill out a brief Transportation Opinion Survey designed to identify their transportation concerns and issues. It is our intent to provide each community we visit with this survey to better understand transportation strengths, weaknesses and needs from a local perspective. Survey results can be found on the following pages.





Itasca 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 who completed the Transportation Opinion Survey in Itasca was 50: 28 males, 21 females and one with gender unspecified. Forty-seven said they are employed, one is retired and two didn't answer. The average age of the respondents was 52, with the youngest being 25 and the oldest 75.



The primary means of transportation for 88 percent of the respondents is driving an auto/van/pickup/SUV. Thirty-four percent said they also travel as passengers in autos/vans/pickups/SUVs, and 34 percent use Metra. Only 16 percent use CTA or Pace buses (6%) or Els (10%), and 6 percent use taxis. The survey also showed a health-conscious group, as 16 percent ride bicycles and 38 percent walk to their destinations.

Congestion (90%), bad roads (60%) and intersection delays (58%) were reported as the most significant traffic problems, with railroad crossing delays (34%) and poor or lack of signage (18%) secondary traffic-related problems.

With regard to transit problems, lack of service where respondents live and where they need to travel (84 percent reported they were unable to use transit to travel to work) were by far the most significant factors for

not utilizing public transportation. Forty-six percent said transit doesn't serve where they live and 46 percent said it doesn't go where they need to travel. Levels of transit service (12%) and lack of information regarding service (12%) were ranked as secondary, with price (2%) and safety considerations (2%) regarded as insignificant factors.

Radio (48%), television (32%) and the Internet (26%) were reported as the primary means of obtaining transportation information for most respondents. Information provided by CTA, Metra and Pace (22%) and newspapers (18%) was indicated as secondary means, and a few (14%) indicated they had no means of obtaining transportation information.

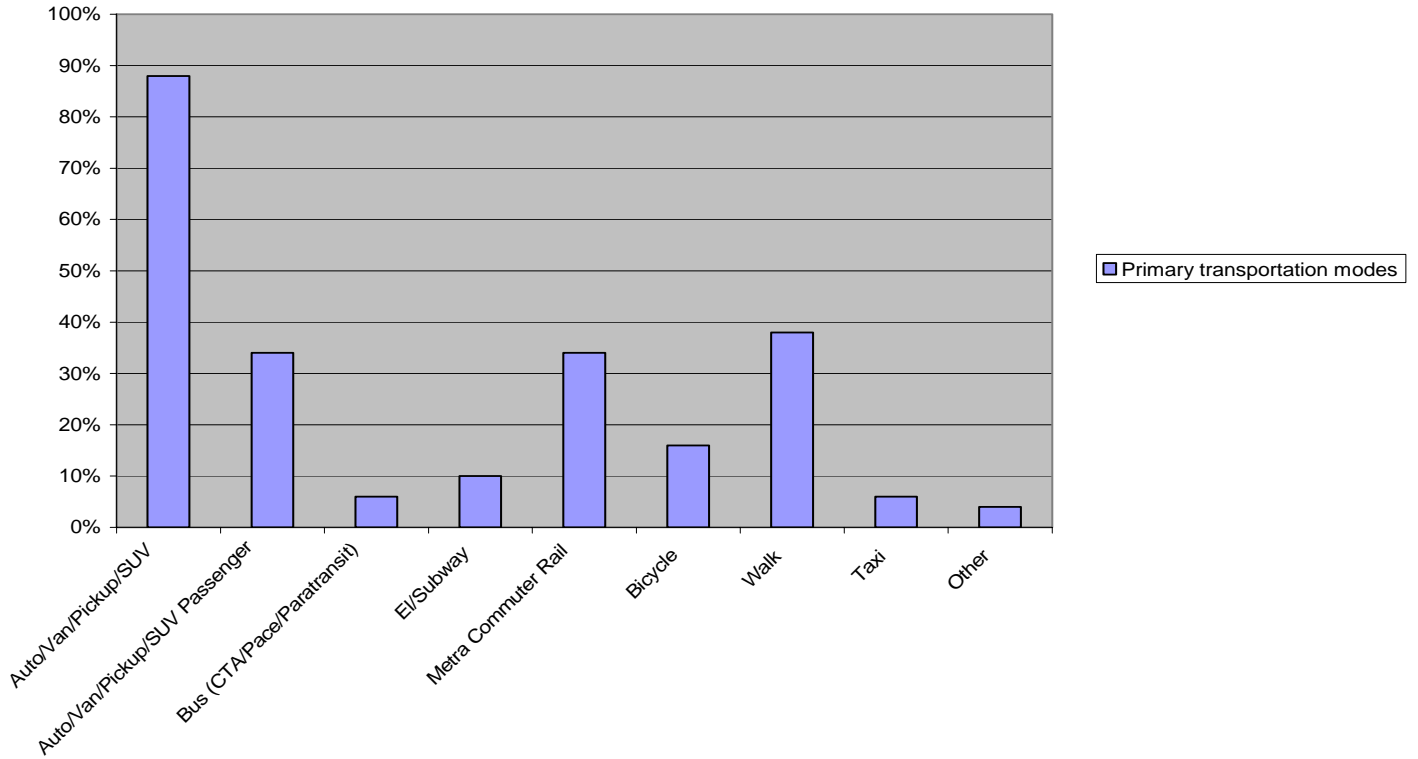
When asked to comment on what could be done to improve the transportation system in northeastern Illinois, the respondents indicated five categories where improvements are needed. These categories are:

- Increase bus routes in suburban areas.
- Increase capacity of local and interstate roads by completing the Elgin-O'Hare and Route 53 extensions.
- Increase commuter rail service for suburb-to-suburb transportation.
- Increase the use of signal interconnects.
- Construct over/underpasses at railroad crossings.

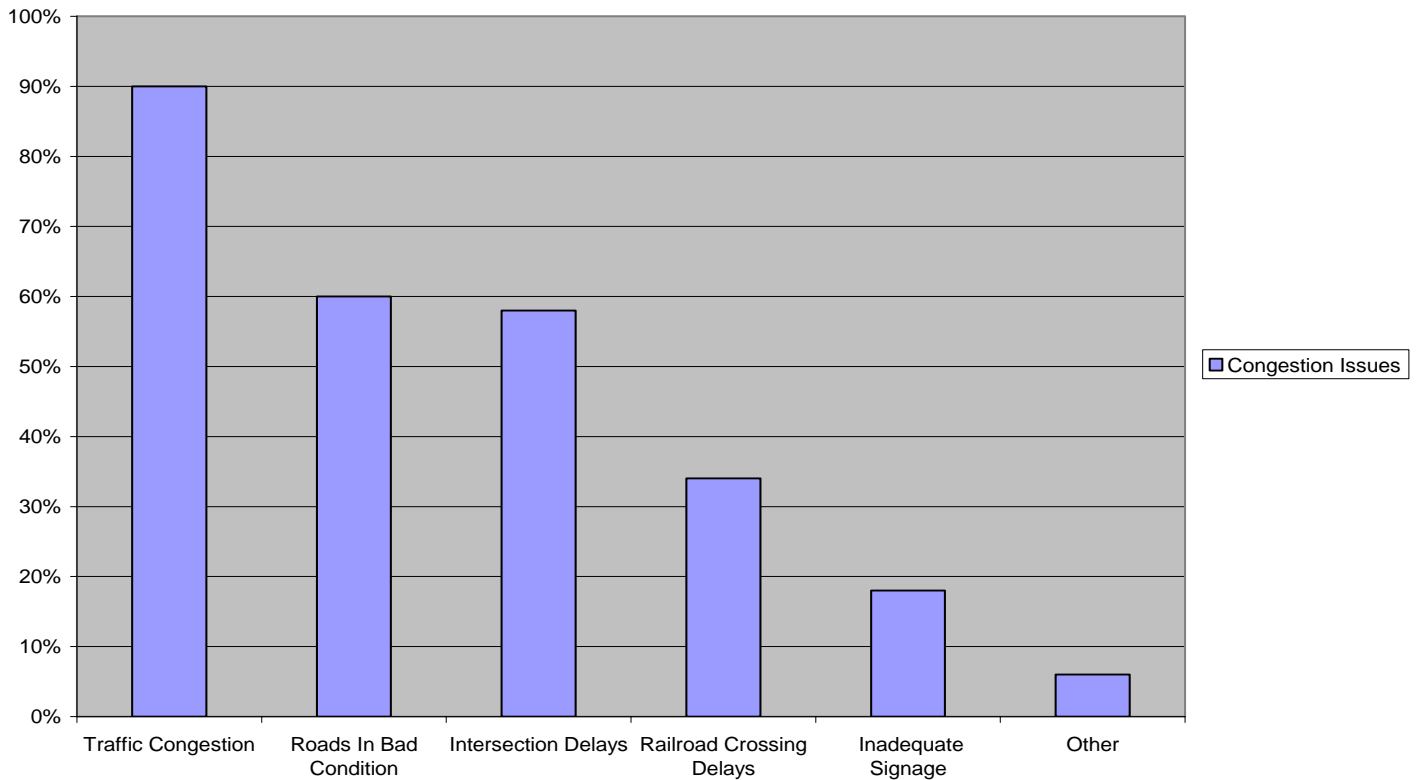
The charts on the following pages give breakdowns on the responses CATS received in Itasca.



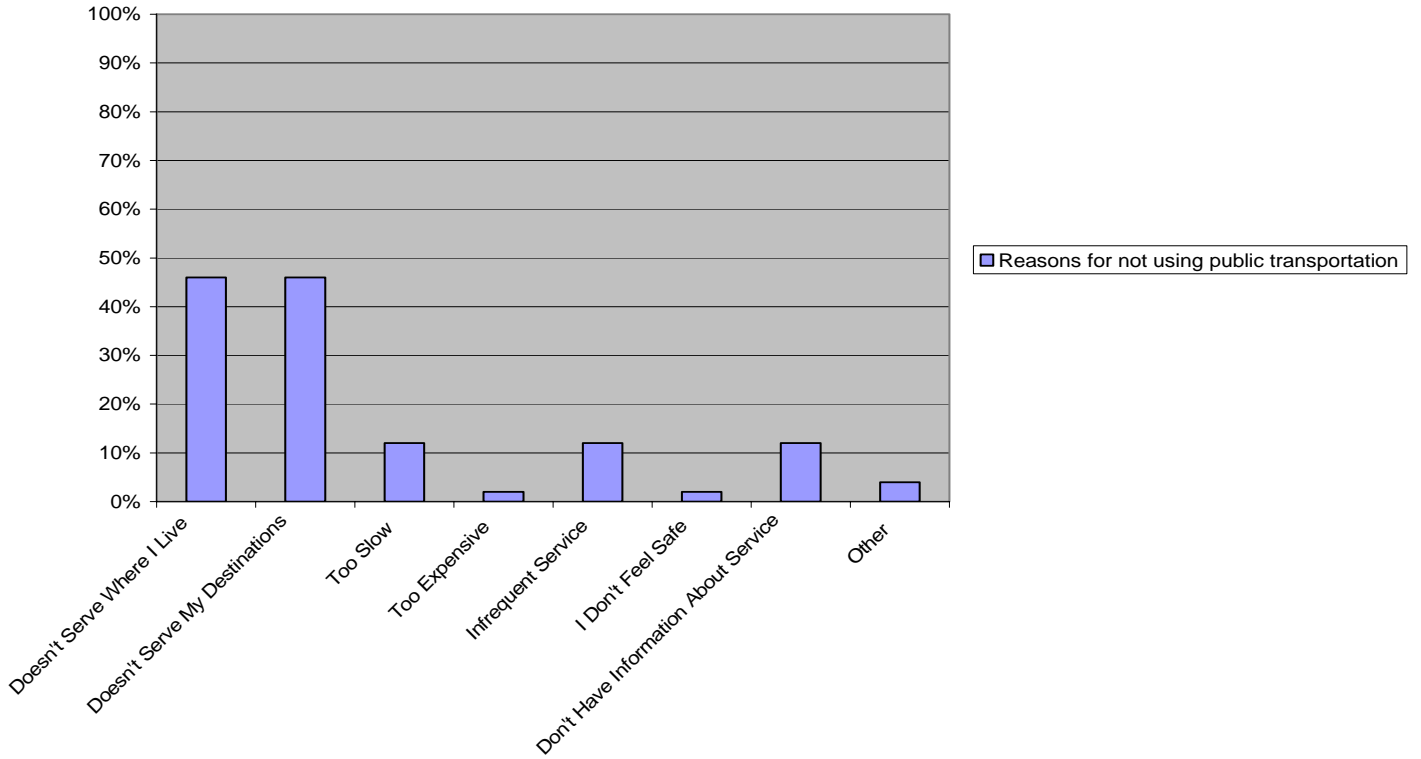
Question: What types of transportation do you typically use?



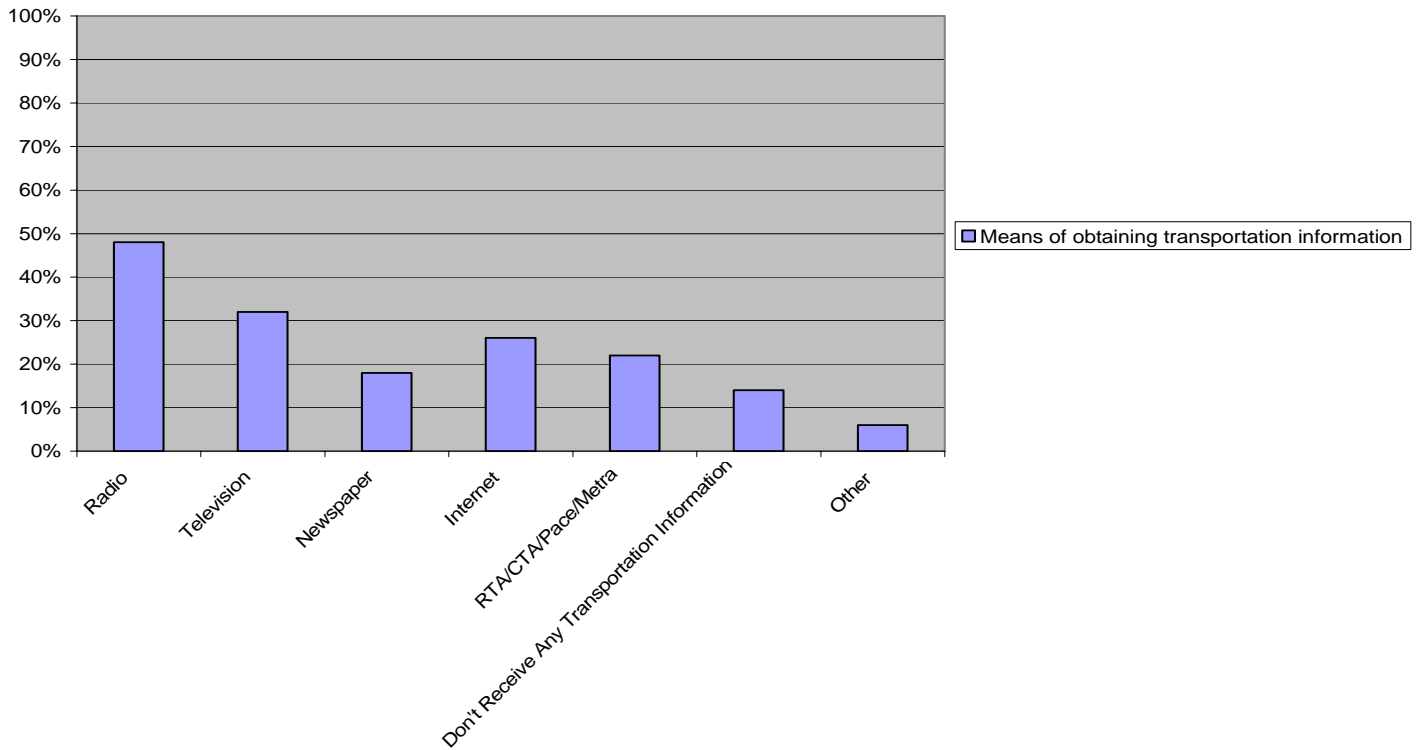
Question: What types of problems have you experienced in your daily travel?



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):

“Bartlett Illinois Metra/west Bartlett Rd. Relocation of Metra station.”

“Not allowed to turn left except by an arrow when you have 3 lanes in one direction.”

“Frontage access to businesses.”

“Too many access driveways and poor signal timing & coordination.”

“More directional signage (North, South, etc.).”

“Holes in roads fairly large and small.”



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

“Don't use often.”

“No local service for employees to and from manufacturing facilities.”

“Hard to get back to Itasca on Metra in the middle of the day.”

“Very inconvenient.”

“No complaints re: Metra.”

“Poor coordination for events in off-peaks for Metra (trains after the opera, etc.).”

"Metra to go from Bartlett to Schaumburg. Extend Elgin-O'Hare."

Question 2C: Problems with other types of transportation

"No bus service for employees."

"Doesn't support outside sales."

"Tollway congestion."

"There are no safe bike lanes to be able to use bikes for transportation."

"More buses locally."

"Need more room for bike safety."



"None available except Pace bus."

"Inadequate bike paths and sidewalks."

"Poor O'Hare access from west."

"Air travel: huge security delays at MDW. I hate that airport. Rude people work there, poor security line."

"The suburbs are poor in public transportation."

"Too many trucks."

"Parking at train station."

"Plane delays or bus delays when in the city."

"Freight trains using commuter rail lines."





"Rail service is sporadic - CP rail spur."

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

"The El & Metra are great to use when in or going to Chicago."

"Metra trains offer strong service at reasonable cost. Bus service is poor for (the) cost. Van service and special resources are very poorly advertised and inconsistent in services offered."

"Good expressway system, but it needs more capacity & a few more routes. Metra rail is very effective."

"(I) like Metra -- good service, good value. Would like more bike lanes."

"Trains (commuter) seem to work, but only for workers going to Chicago."

"Good backbone expressway/tollway network; great commuter rail backbone system; good O'Hare service to anywhere; good traffic info network; good 'Minuteman' expressway incident management."

"It's all basically fine, there are just too many people using it."

"Metra service to downtown."

"Central location if you live west."

"Commuter service."

"Chicago has great transportation for the most part, though train is slow when taking what was the Milwaukee Road west line."

"Metra is dependable and provides good service. Roads are maintained. I-Pass saves my employees time. Intersection at Routes 83 & 64 moves well. Bicycle and pedestrian paths are very good."

"Metra from Roselle to downtown is great -- fast, clean and close to on-time."

"Metra is great. Metra does not serve North/South routes."

Question16: In your opinion, what can be done to improve the transportation system in northeastern Illinois? (Please consider improvements to all types of transportation.)

"Faster clean up of accidents that create congestion on expressways, roads, etc. More lanes, more I-Pass lanes, those move slow @ times now also, not enough."

“Transportation from Itasca to O’Hare.”

“Build Route 53 Extension. Palatine Road rebuilt from Route 53 to Edens Expressway.”

“More North-South main thoroughfares. Under/over passes for Metra trains. Better timed lights to allow traffic to move. Turn lanes.”

“1. Central source (i.e. website) for construction & accident delays -- keep up-to-date hourly. 2. Completion of Elgin-O’Hare Expressway. 3. Extension of Route 53 Expressway to Wisconsin border.”



“New North-South toll or expressway west of Route 47.”

“Trains from city to western suburbs. Do away with railroads stopping traffic; make a bridge or tunnel below where the trains are crossing busy intersections.”

“I don’t think that tearing up streets for years and hurting small business is the answer (i.e. Army Trail). I would love public transportation.”

“More buses in suburbs.”

“I would like to see better bike lanes for riding on roadway.”

“Allow heavy concentration of residences & businesses so that you could have a place where a lot of people live who can go to where businesses are & it would make public transportation more cost-efficient & practical.”

“Public transportation routes and stations for buses - local hubs.”





"The 'Hillside Strangler' has now become the 'Bellwood Strangler.' Will this ever be resolved? Need public transportation from Maywood to Addison."

"I would think that more public transportation in DuPage County would ease the congestion on most roads. If there were more permanent Pace routes in the suburbs, from shopping centers to train depots and periodic routes to the City of Chicago and O'Hare."

"Expand all real-time traffic management efforts. Find routes with Indiana to bypass Borman Expressway. Build missing links. Add expressway auxiliary lanes at well-known bottlenecks. Expand Metra."

"Complete Elgin-O'Hare Expressway. Solve flight delays at O'Hare. Western access to O'Hare. More traffic signal synchronization everywhere. Increase speed limits on expressways. Add a lane to the Eisenhower Expressway from Mannheim to Central. Build the Chicago Crosstown Expressway. Improve Lake Shore Drive."

"More public transportation to/from Metra system. Interconnection of bus systems to allow travel through other communities (Pace doesn't serve the public well)."

"North-South rail."

"More bus & rail service in the 'burbs.' Our system is outdated compared to the San Francisco area."

"Force trucks to use tollways."

"More roads, public transportation, and add lanes to existing roads."

"Don't block roads for three miles if no one is working on them and road is not torn up in that area. This happens a lot. Granted, you may work on the area in a few days, but why block in advance?"

"Have adjacent municipalities time their lights. Provide and advertise Metra train schedules with more frequent stops on the weekend. Advertise how connections can be made between Pace and Metra. Would prefer freight trains not using commuter rail lines."

"Van pools, bus."

"Extend Elgin-O'Hare further west into Bartlett."

"Somehow, promote car-pooling. Remote car-pooling lots. Some type of incentive to car-pool. If everyone car-pooled one day a week, gas consumption would be reduced by approximately 7%. Gas prices would plummet, commutes would be quicker."

"Rails could be improved."