

CATS

Partners in Progress Meeting

Results for GLMV

Green Oaks, Mundelein, Libertyville and Vernon Hills Chambers of Commerce

May, 2005



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Public Outreach Report

GLMV Chamber of Commerce (Green Oaks, Libertyville, Mundelein and Vernon Hills) Vernon Hills, Illinois

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May, 2005**

On January 18, 2005, staff from the Chicago Area Transportation Study (CATS) took part in a "Partners in Progress" community outreach meeting for the GLMV Chamber of Commerce (Green Oaks, Libertyville, Mundelein and Vernon Hills) at the OPA Estiatorio restaurant in Vernon Hills, Illinois.

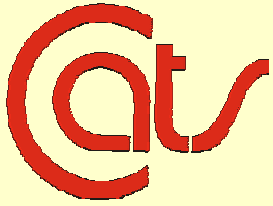
CATS was especially proud to kick off our first meeting of the new year in Lake County with Dwight Houchins, executive director of the GLMV Chamber of Commerce. Identical in scope and nature to last year's meetings, our outreach initiative continues to educate, inform and involve local communities, businesses, elected officials and other stakeholders in northeastern Illinois in the transportation planning process.

Our keynote speaker for this meeting was Tom Murtha, CATS' Chief Transportation Planner, who explained the 2030 Regional Transportation Plan, the Transportation Improvement Program, Congestion Mitigation and Air Quality improvement (CMAQ) Program and the Soles & Spokes Program. Mr. Murtha provided a healthy portion of transportation information, followed by an open question and answer session. The approximately 100 meeting attendees included local elected officials, business owners, residents and local media members.

CATS would like to extend a special note of thanks to Dwight Houchins, his staff and the entire GLMV membership for ensuring that this event was a success. We look forward to GLMV's continued involvement in the CATS transportation planning process.

Each meeting participant was asked to complete a brief Transportation Opinion Survey designed to identify 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.





GLMV 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 Lake County was 68: 27 males, 39 females and two with gender unspecified. Sixty-five respondents reported being employed, and three are retired. The average age of the respondents is 48 years, with the youngest being 19 and the oldest 75.

The primary means of transportation for 93 percent of the respondents is driving an auto/van/pickup/SUV, with 25 percent saying they also travel as passengers in autos/vans/pickups/SUVs. The survey showed a health-conscious group, as 35 percent walk and 18 percent ride bicycles to their destinations. Public transportation usage is low, with 31 percent using Metra, and only four percent and three percent, respectively, using buses or Els/subways. Even taxis, at 10 percent, were used more often than Pace or CTA services.

Survey respondents cited three main reasons for not using public transportation: lack of service where they need to travel (44%), lack of service where they live (31%), and infrequent service (25%). Twelve percent said service is too slow and an equal number said they don't have enough information about transit services. Expense and safety issues were negligible (4% and 3%, respectively).



Congestion (93%), intersection delays (60%), railroad crossing delays (53%) and poor road conditions (50%) were reported as the most significant traffic problems, with poor or lack of signage (22%) a secondary traffic-related problem.

Radio (62%) and television (46%) were the primary sources of transportation information for survey respondents. Newspapers (21%), the Internet (22%) and the RTA/CTA/Metra/Pace (19%) were other sources of information, with six percent saying they receive no information whatsoever.

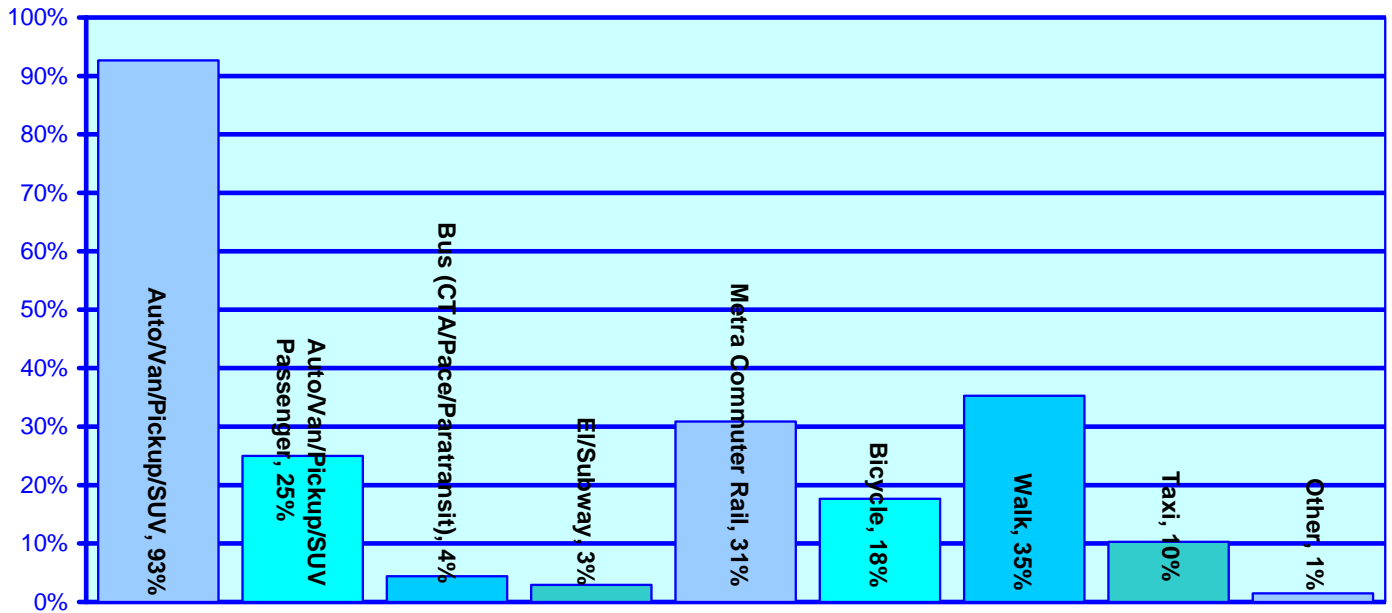
When asked to comment on what could be done to improve the transportation system in northeastern Illinois, the respondents indicated the following categories where improvements are needed:

- Wider roads;
- Intersection improvements;
- More public transportation;
- Construction of Route 53.

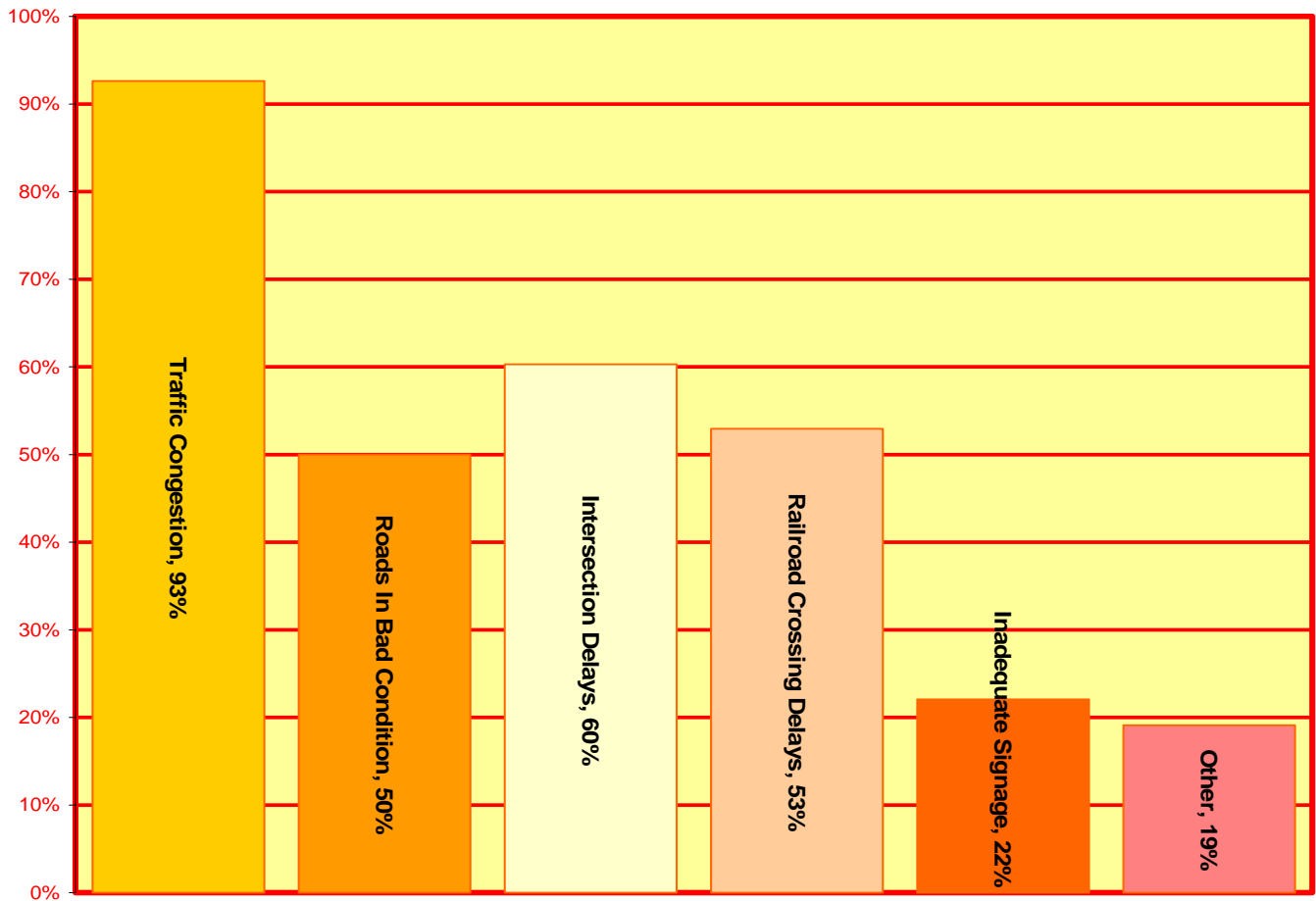
The charts on the following pages give breakdowns on responses CATS received from participants at the Vernon Hills meeting.



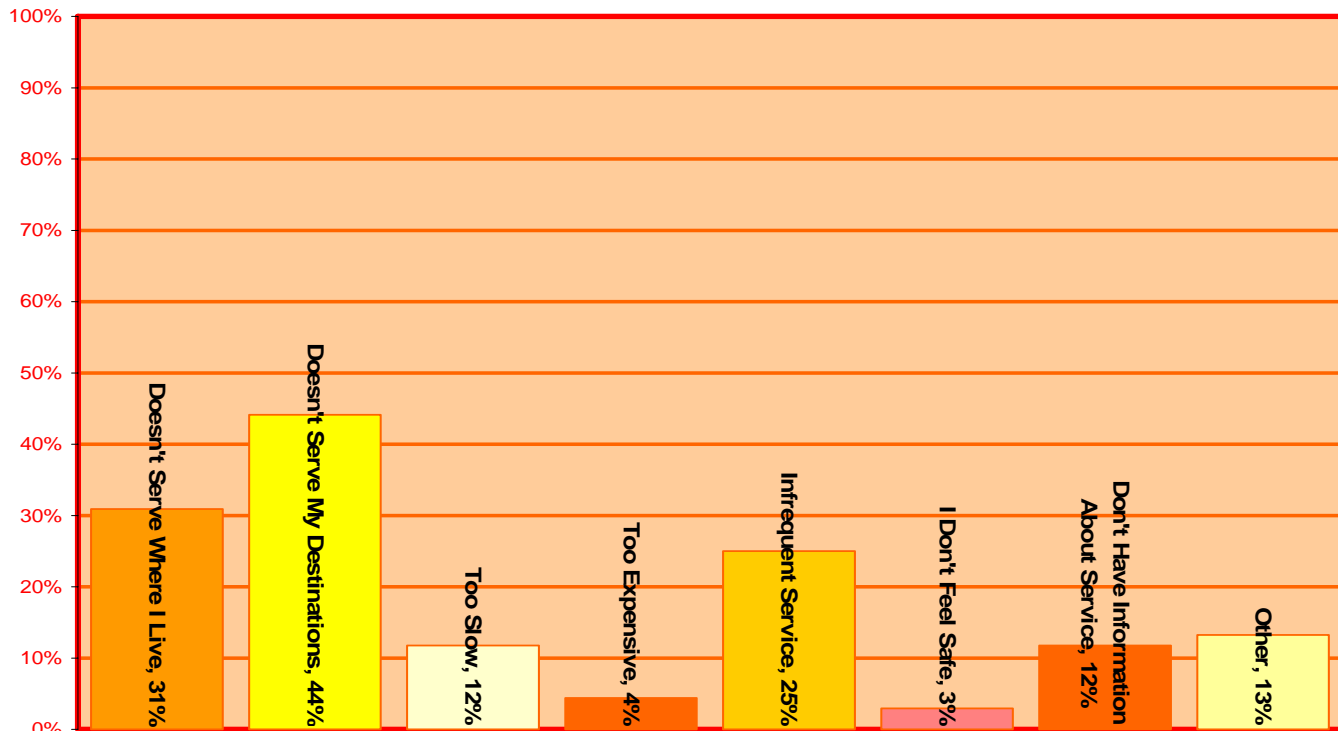
Question: What types of transportation do you typically use?



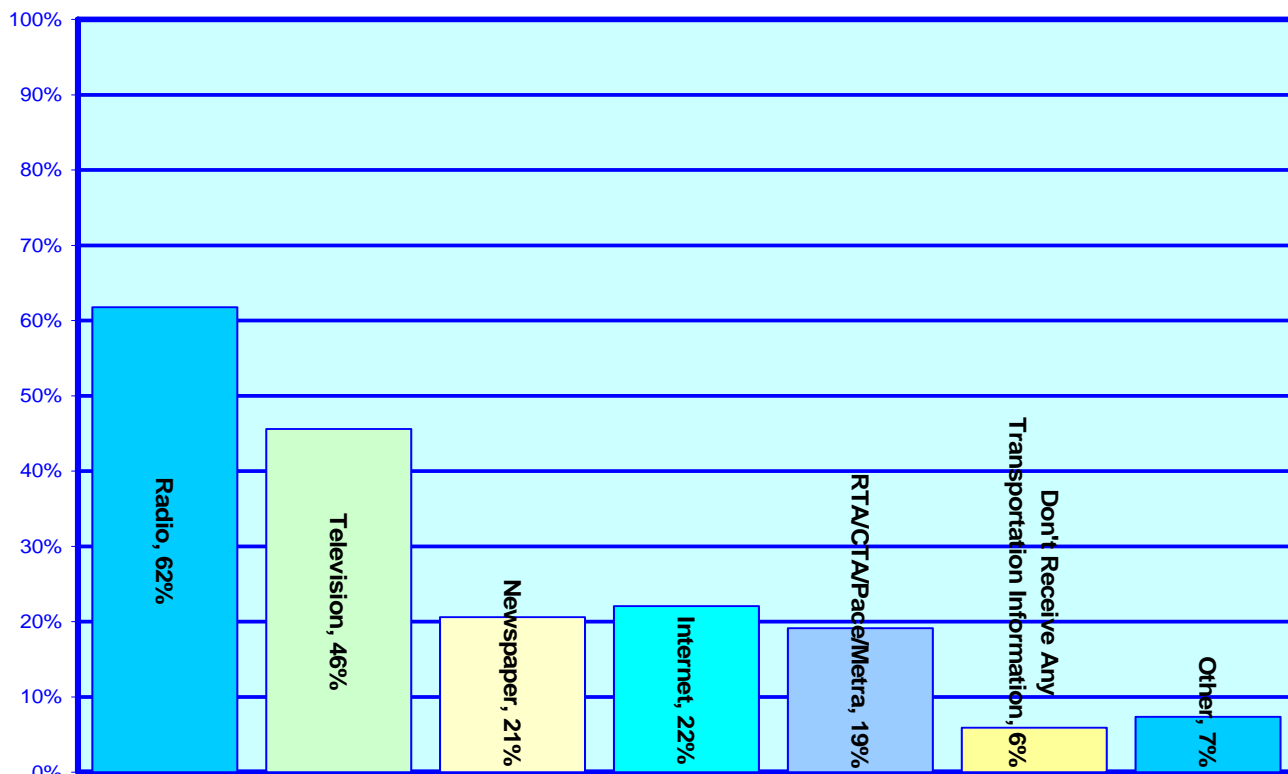
Question: What types of problems have you experienced in your daily travel?



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):

Railroad crossing delays in downtown Libertyville.

Too much congestion – Why do they make a lot of lanes for the tolls, then condense the lanes after?

Trains in Vernon Hills do not run enough.

Lights (are) too short to clear traffic.

Congestion; Railroad crossing backups by freight trains.

No safe place for bicycles and pedestrians.

Capacity needs.

Main roads are two lanes.

Safety of bike and walking paths is a concern when attached to main thoroughfares.

Police (are) causing congestion during (stops for) traffic violations and accidents.

Speeding/tailgating/aggressive drivers passing on the right and passing on the inside of left turns.

Delays in Mundelein and Vernon Hills are horrible.



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

Metra Chicago-Libertyville A.M. Libertyville-Chicago P.M.

When I use public transportation, everything is great, except for delays, but they are usually because of weather.

Not a problem.

Not enough trains scheduled.

When I use it, it is fine.

No north/south Metra rail.

Expand service to West Gurnee area.

Inconvenient to get to.



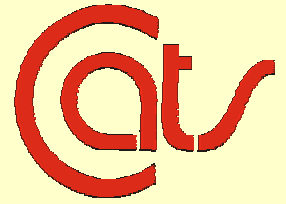
It's great and timely (Metra) for travel to and from the city (Chicago).

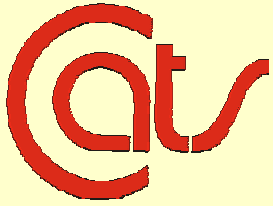
I can rarely use public transportation.

It is currently not a need of mine.

Lack of weekend parking for commuting downtown!

Metra runs from downtown to Vernon Hills starting at 1:00. No morning lines run.





Question 2C: Problems with other types of transportation:

Road congestion.

Times are not as frequent as may be needed (schedule of departures) for buses or areas not served.

Too much congestion.

Roads and transportation do not support the amount of growth we have in Lake County. Also, I have heard from people who use (public) transportation (that) it is not consistent.

Congested roads – especially E-W travel.

Concerned with the safety of main streets now that large trucks are increasing in number due to cost of tollways.

The intersection of 21 and 60 – eastbound traffic on Rt. 60 is held up every day by the timing of the signals at this intersection. Can anything be done about this? I observe many road widenings in my daily travel (Rollins Rd., Round Lake, Washington St.).

Gridlock.

A shuttle from the Metra stop to Hawthorn Mall area would be a big help for many.

Handling rush hour commute.

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

Metra trains are great!

Not enough service to areas.

Metra-Downtown access saves parking time.

Some scenic areas – conservation areas, protected areas, forest preserves. NW train lines (Metra). Availability of Pace in some areas.

Some private bus lines offered in McHenry County area to O'Hare.

Improved roads in towns with wealth.

Some of the current updates in replacing stop signs with lights.

Expanded Metra service, bike trails.

Metra is good for downtown.

I DO NOT like the degree to which Illinois requires reaching CONSENSUS prior to approving MAJOR HIGHWAY expansions.

Accessible and affordable.

Route 53 should be completed.

Metra is good.

Highway system is inadequate.

Look at I-Pass – increase lanes, not raise costs. Need more roads that connect both east-west and north-south.

The trains I have taken in years past as a commuter were very good -- on time, clean, etc.

Metra stations/frequency of trains for use between suburbs and Chicago. Efficiency of tollways and I-Pass.

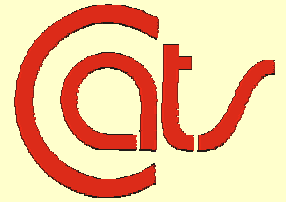
Metra system. Subway system.

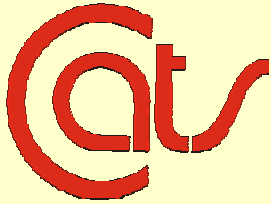
It is getting too congested.

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.)

More train lines. Widen roads.

1. Road expansion. 2. Better maintenance. 3. Better traffic light sequencing and cycling.





Build 53.

More public transportation from one town to another.

Hour glass roads (two lanes to four lanes then back to two lanes).

Stop studying and start improvement. Where to get money for improvement.

Money.

Continue to widen roads. Build Rt. 53.

Widen roads. Improve quality of roads. Improve intersections.

Build Rt. 53.

More public transportation, less congestion. Better quality roads in towns that have less money.

North/south Metra rail.

Better timing of lights where there are multiples on the same road.

Improved coordination and intergovernmental cooperation.

Pace services. Metra N/S line. Build 53. Expand 45, Rt. 21-60/83. Expand 120.

Pre-tax spending for public transportation. Automatic withdrawal for public transportation.

Wider roads. Overpasses like what was done with Lake-Cook Road in Northbrook and Wheeling.

Complete Route 53.

Put in overpasses in downtown Chicago.

Upgrade roads – This will help traffic move. Increase public transportation.

Streets need to be widened; for instance Rt. 45 and 60 intersection. Trying to make a left-hand turn onto Rt. 60 from Rt. 45 is nearly impossible. You would need to wait three or four lights before you actually get over.

More access to toll roads. Better east/west roads in Lake County. Add roads to handle increased traffic before more development is allowed. More rail and bus service. Continue to expand bike and hiking trails.

Bus or van routes that use #294. My area is Park Ridge to Grayslake.

Stop the traffic slowdowns due to train crossings (build over/under passes, etc.). Get police to direct people to side streets when they pull people over. Eliminate traffic jams due to accidents (there are a number of ways to do this). Study traffic.

Overpasses at busy intersections and railroad crossings. Expressways with no on/off ramps to outer suburbs dumping at non-main roads.

Longer left turn signals (flow vs. timed) with delays before next green light. Eliminate on/off ramp cross traffic.

I would like to see improvement to the roads and traffic congestion in Grayslake.

Longer greens at major intersections like Milwaukee and 60, Lake-Cook and Hicks, and Butterfield and 60.

"Help" at rush hour at some heavily traveled intersections.

Lake County needs to pass the Traffic Relief Referendum on April 5. This particular referendum asks for a .5 percent sales tax in Lake County. The money would go toward state, county and local road improvements.

More bus routes that are well publicized.

BUILD 53!

Better local road system. Northern extension of Rt. 53. Widening Rt. 12.

400-house new development-Mundelein. Two-lane roads – stop signs – Midlothian and Gilmer. New upscale mall/townhouse development coming close to Mundelein crossing. Two lane roads – Midlothian-176-60/83. All bottlenecks improved more.

A Metra stop closer to Rt. 60 and 21, and/or a shuttle service to that intersection where there are a million retailers in a close area. Easier speed limits on I-94 from Dundee to the north state line. People speed anyway, so it is a law in de facto.

Extra rail lines to stop in Gurnee. Shuttle system to support rail or bus in from Gurnee Mills to train station. More parking or remote biking lots where you could bike. Extend rail system into Kenosha and Racine, Wisconsin. This could pull commuters in.

