

CATS

Partners in Progress Meeting

Results for Orland Park, Tinley Park and Homer Glen
Chambers of Commerce

June, 2005



Chicago Area Transportation Study
300 West Adams
Chicago, IL 60606
(312) 793-3460
www.catsmpo.com

Public Outreach Report

Orland Park, Tinley Park and Homer Glen Chambers of Commerce Orland Park, Illinois

June, 2005

On March 15, 2005, staff from the Chicago Area Transportation Study joined the Orland Park Area, Tinley Park and Homer Glen Township Chambers of Commerce to present "Partners in Progress," CATS' community outreach program on transportation planning. The program was held at the Silver Lake Country Club in Orland Park.

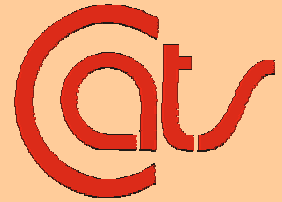
CATS attended the meeting to educate, inform and involve the local business communities, stakeholders and residents in the transportation planning and decision-making process. CATS provided the audience with insight into the transportation planning process, an overview of the 2030 RTP, a snapshot of state and local projects and a direct link to information relative to inter-modal freight and rail plans featured in the CREATE Program.

Our keynote speakers for this meeting were Patricia Berry, CATS' Assistant Director, who discussed the Regional Transportation Plan and the Transportation Improvement Program, and Tom Livingston from CSX Railroad, who spoke on the Chicago Region Environmental and Transportation Efficiency Program (CREATE), the area's rail network and its implications for the local, regional and national economy.

The need for and interest in this topic was reflected in the number of guests present for this meeting. There were approximately 105 business professionals, elected officials and stakeholders in attendance at the meeting. The guest speakers and Jock Hardy, CATS' Director of Communications, entertained an open Q&A session to address the transportation concerns and issues expressed by the participants.

Each guest was asked to complete 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 the perceived strengths, weaknesses and needs from a local perspective. Survey results can be found on the following pages.

CATS would like to extend a sincere note of thanks to Keloryn Putnam, Executive Director of the Orland Park Area Chamber of Commerce, and the executive directors of the Tinley Park and Homer Glen Township Chambers of Commerce.





Orland Park 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 Orland Park was 79: 26 males, 52 females and one not specifying gender. The average age of the respondents is 46 years, with the youngest being 23 and the oldest 77. Ninety-nine percent said they are employed, and one percent said they are retired. One respondent is also a student at a university or community college in the Chicago area. Among the employed respondents, 84 percent said they cannot get to work using public transportation, with only eight percent saying they can use public transportation.

The primary means of transportation for 94 percent of the respondents is driving an auto, van, pickup or SUV. Thirty-nine percent walk to their destinations. Twenty-eight percent report being passengers in autos, vans, pickups or SUVs, slightly more than the 24 percent who ride a bike and the 20 percent who ride Metra commuter rail. The percentages of respondents riding buses (1%), the El/subway (4%) and in taxis (3%) are miniscule.

Respondents said they do not utilize public transportation because service is infrequent (25%), it doesn't serve where they live (25%) or it doesn't serve their destinations (20%). Nineteen percent said they have no information about available service, while 15 percent said service is too slow. More people (9%) said service is unsafe than it is too expensive (5%).



Eighty-nine percent of the respondents cited traffic congestion as a problem experienced in their daily travels. Poor road conditions (71%) and intersection delays (46%) were reported as significant traffic problems, with railroad crossing delays (24%) and poor or lack of signage (10%) secondary traffic-related problems.

Radio (57%) and television (52%) were the primary sources of transportation information for survey respondents. Newspapers (32%), the Internet (22%) and the RTA/CTA/Metra/Pace (14%) were other sources of information, with six percent saying they receive no information whatsoever.



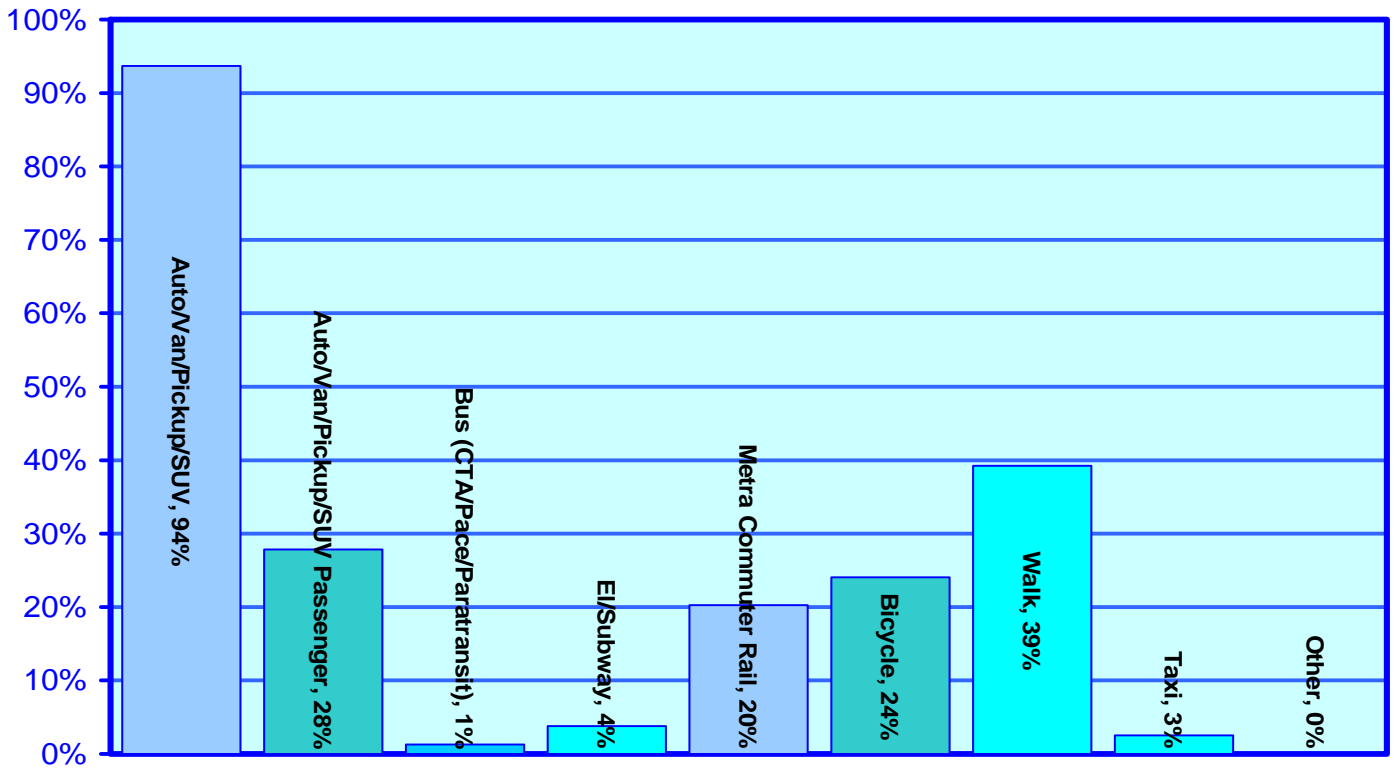
When asked to comment on what could be done to improve the transportation system in northeastern Illinois, the respondents indicated the following categories where improvements are needed:

- Wider roads;
- The extension of I-355;
- More public transportation;
- Better scheduling for road repairs.

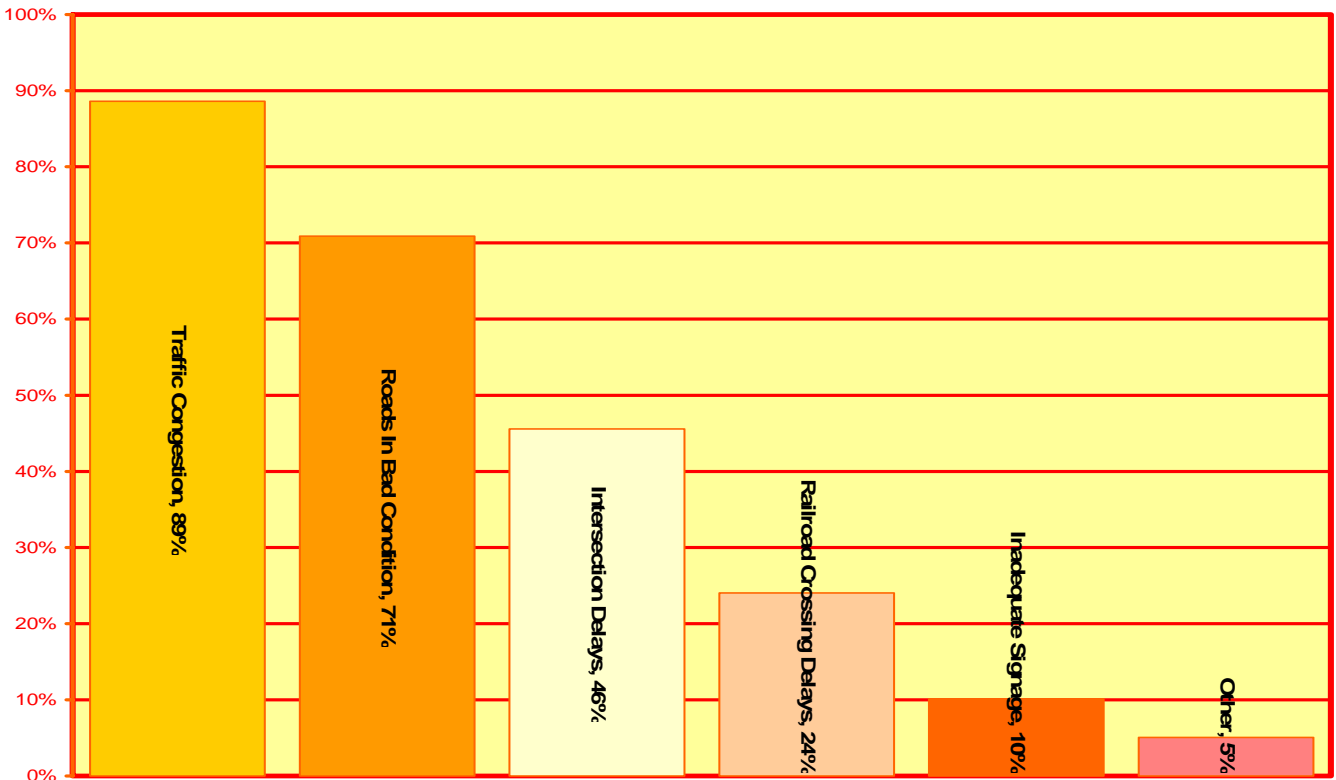
The charts on the following pages give breakdowns on responses CATS received from participants at the Orland Park meeting.



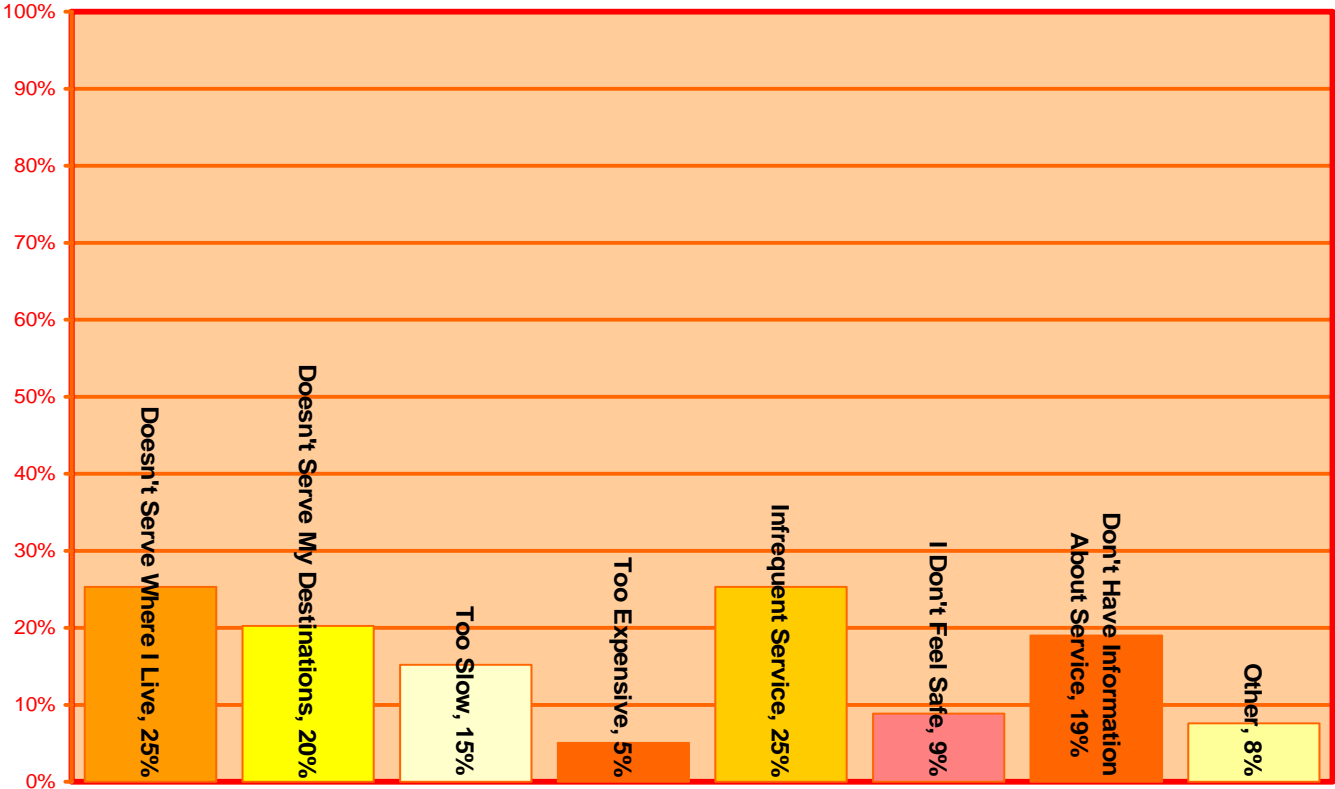
Question: What types of transportation do you typically use?



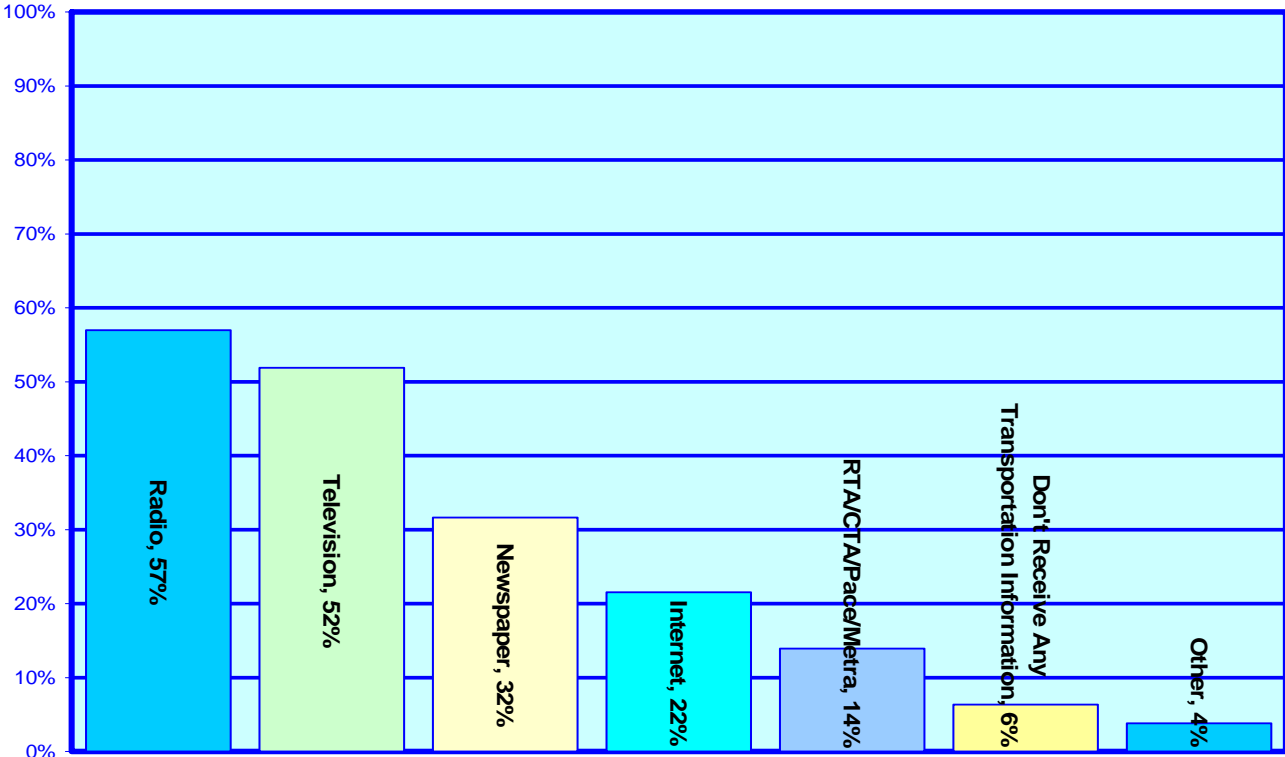
Question: What types of problems have you experienced in your daily travel?

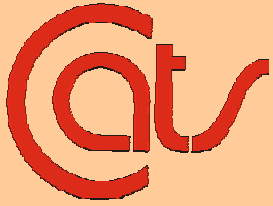


Question: Public transportation problems?



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):

Too few expressways.

Traffic congestion – Tinley/Orland area. Intersection delays – 159th and Rt. 45.

LaGrange in Orland.

Accidents.

Especially southbound on Lemont Road exiting off of I-55.

Unmarked intersection at 151st and Bell is dangerous. People come up on right side and will cause accidents. Should be right turn only. Same at 159th and south Bell.

Gas price, accidents.

Timing of lights (traffic) have not changed with the increase of traffic, i.e. 159th and LaGrange. Some streets need to be widened – 159th St. and LaGrange between 183rd-131st.

Railroad crossing delays in southwest area, but not Orland Park.



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

No problem.

Southwest service out of Orland is infrequent.

Service is infrequent in Lemont.

Parking at the commuter station.

Not enough parking at local area train station.

Don't use.

Haven't had a need for it lately.

Don't use.





Question 2C: Problems with other types of transportation:

Scaled down schedules.

Public transportation needs to be increased, especially bike lanes.

I work close to home, but when wanting to travel into the Loop I occasionally use Metra from Joliet. From Plainfield, the train station is not conveniently located.

Seniors who do not drive have no way to get to where they have to go.

1. I80/94, Borman Expressway. 2. I-80-Wolf Rd. interchange. 3. Rt. 45 widening.

Toll roads. There are too many people in the Chicago area for this to work efficiently anymore.

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

On Metra, ability to work on train.

Very happy.

The availability in the city for public transportation.

We could use more express service on the Rock Island Metra line.

I-Pass is efficient.

Southeast suburbs ignored.

Lots of traffic congestion.

Good train service.

Frequent EI service.

Metra system fares are reasonable, especially on weekends. Trains run frequently.

The Chicago-style numbering system and the every mile thoroughfare.

Metra and connecting metro buses at short intervals.

Nothing.

I Pass system seems to be working.

Good tollway system.

We have a great interstate system. We need to continue to make those roads safe and less congestive.

I-355 extension very good.

Metra.

I-355 is excellent! All the rest need major work. Check out the Minneapolis-St. Paul, Mn., highway system – no tolls!

Road network in southwest Cook County needs capacity improvement. We have many of the same two-lane roads we had 60 years ago when the area was more rural.

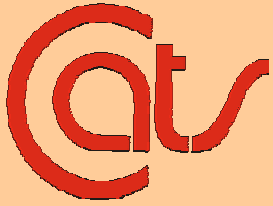
Have trains routed late night to early morning to prevent travel delays.

You can get anywhere using the expressways and tollways. Public transportation is only convenient if you travel downtown.

I like that the bus system has expanded into the suburbs.

I think our subway system for downtown and the north side is great. Southwest area needs something like this for us to reach western and northern areas.





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.)

Dual turn lanes.

Streamline.

Availability of commuter trains in more areas than currently in use.

I don't know.

Public transportation in the 60491 zip code.

I-355 extension.

Rail service through Will County to northern suburbs.



Public transit needs to be increased in the suburbs.

Improve congestion in intersections.

Bad roads; too-long construction; railroad delays.

Widen local roads.

Metra – run 24 hours on weekends. This would promote more use of public transportation to downtown, which would help in decreasing car traffic.

Wider roads (more lanes) built 10 years before they're needed, not 10 years after they're needed.

More regional bike paths. Reduce train crossing delays.

Pathways integrated in our community including bikeways and pedestrian.

Like to see more lanes available: 143rd St.; 151st St.; 159th St.

Re-pavement of roads, particularly local highways, is needed on south side.

Extend 355 south ASAP.

We really need to concentrate on more lanes before growth happens. We are way "behind the 8-ball" in Orland and Homer because the current roads cannot handle the traffic.

We do need some type of transportation down old 4A route from Lemont to east/west-north/south.

Improve commuter lines in the SW suburbs and complete 355 extension. Link Homer Glen with Orland Park bike paths.

More Metra, more buses, more lanes on roadways.

Roads repaired; wider roads; more turning lanes; more expressways; easier access to new 355; public transportation.

Extension of 355; 4-lane roads between Lockport and Orland Park.

Increase funding for road widening projects. Complete I-355 extension. Extend I-355 to I-65 in Indiana.

Two tracks on Orland Park Metra line all the way to where you plan to end it. Service more frequent during the day, and weekend service. Express trains. Get people out of cars onto Metra. Make it attractive!

As the Tinley-Orland Park area grows, we need our roads to be improved. We need an extension of RTA toward the suburbs.

More main roads, such as Route 83, Route 45, etc., to relieve congestion. Complete 355 south and north. Freight railroads tie up crossings too long. I have seen a half-hour delay.

Increase road widths to 4 lanes – 123rd St., 143rd St., 159th St. west of LaGrange Rd. Also, 4 lanes for Will-Cook Rd., Bell Road-Archer. Complete Will-Cook to Rt. 83.

From south suburbs to go direct to Wisconsin (Lake Geneva and Milwaukee).

Have they considered a share lane for those who have two or more sharing a car on the interstate? They seem to help in L.A.

Need more options besides driving to work. Better and more frequent schedules of trains and buses.





Get rid of the toll roads. I lived in Minnesota for over 25 years and there is an excellent system with no traffic-clogging tolls.

I really believe we need to dismantle the toll system. It is antiquated and even with I-Pass is not working. If anything, do a turnpike setup instead.

Continue with Metra improvements on Southwest line. CREATE is critical – get it done. Allocate money for capacity improvements. Don't continue to resurface roads that should be widened. Let them deteriorate, then widen them.

More railroads that run during the day. More cohesiveness between transport systems, i.e. rail-highway-subway.

Not have the roads being worked on for such extended times and distances, and especially NOT have 2 or 3 roads in the same area (i.e. parallel) so that there is no decent way to reach a destination (example – 3 roads being worked on that are the only routes to a certain area).

Roads in Orland Park have not kept up with the growth. Businesses continue to move into the area and the roads have barely changed in the last 10 years. (This is how long I have lived here.) What I can not understand is when road construction starts, there are five or ten miles blocked off or more. There is traffic congestion everywhere and the workers are working on one block. Why not just block off a smaller section? Another thing is working on two main roads that are a mile apart and moving the same direction, which really makes congestion bad.

Rapid transit from southwest suburbs to Oakbrook, Naperville, Schaumburg and O'Hare area.

