



# Transportation Alternatives Study Report

MATTESON

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# Acknowledgements

The Transportation Alternatives Study for the Villages of Matteson, Park Forest, and Richton Park was completed by RTA staff under contract with the Village of Park Forest on behalf of the three communities. The Study, completed through the RTA's Community Planning program, included participation from Village residents, staff at each Village, staff from Pace and Metra, and Rich Township staff. In addition, community stakeholders volunteered their time to provide information used in developing the Study. We would especially like to recognize the involvement of the individuals listed below for their guidance throughout the process:

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# Contents

# Introduction

To address present and future mobility barriers in each municipality, the villages of Park Forest, Matteson, and Richton Park were awarded planning assistance through the RTA's Community Planning Program. The RTA elected to provide funding and planning assistance to the villages for the preparation of the Transportation Alternatives Study, which kicked off with a meeting of the project Steering Committee, comprised of village staff, business owners, and transportation agency staff. During this meeting, the committee agreed on this project goal statement:

> *"Use data and feedback to identify mobility and connectivity barriers in the study area. Offer a strategy framework for solutions and implementation."*

The following study uses this goal as a guiding framework for understanding transportation challenges in the study area and for devising recommendations that aim to enhance transportation options for residents and visitors alike.

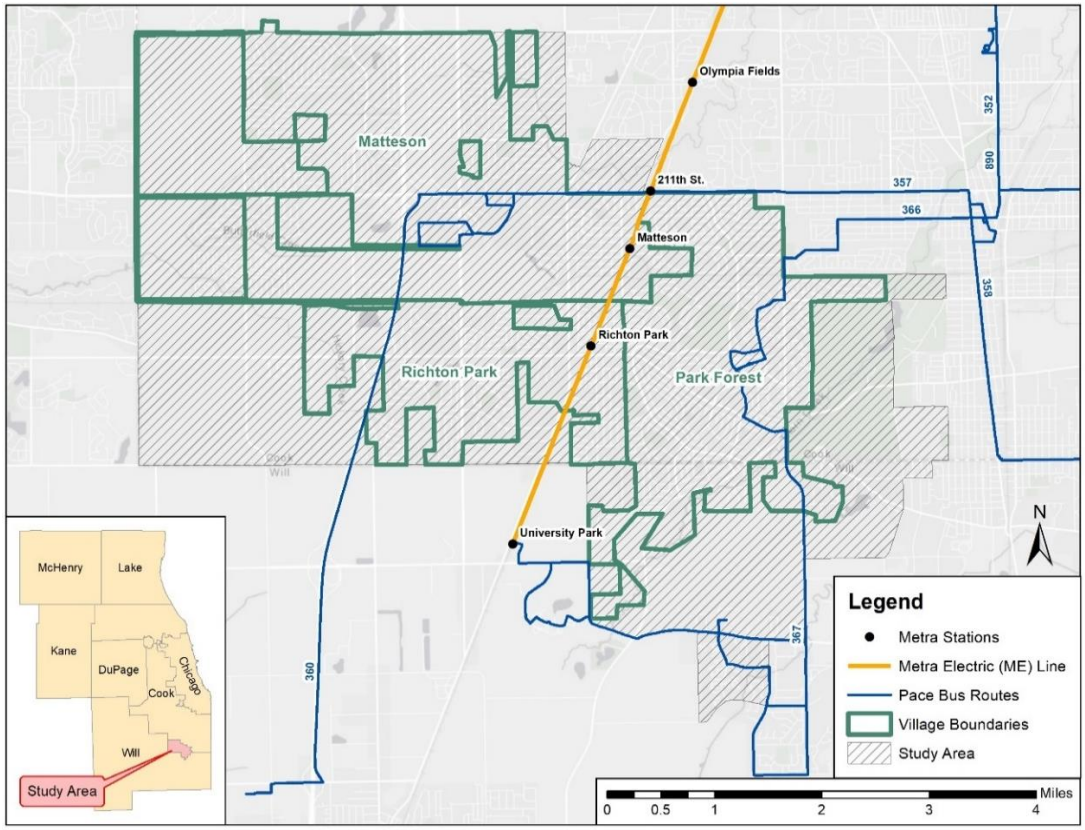
Although each of the three villages in the study have transit service provided by both Metra commuter rail and Pace bus, accessing transit stations and stops in each community via walking or bicycling is a challenge. In addition, elected leaders in each community have received feedback that access to key destinations such as employment and retail, cultural and civic centers, medical facilities, and residential areas by walking, bicycling, and transit is limited. A previous survey conducted in the Village of Park Forest found that 30 percent of the respondents do not use bus service on a regular basis either because there is no service from their home or to their destination or because there are poor connections to their destination. Furthermore, approximately 46 percent of area residents are considered low or moderate income, and roughly 20 percent are age 60 or older, which is a substantial vulnerable population that could benefit from improved transportation options. Residents in these communities therefore need alternatives that increase accessibility to destinations via walking, bicycling, and transit.

Although it is difficult to assign causality, limited service and a lack of connections to destinations seems to impact Pace ridership. These results, however, are not uniform across Pace routes in the study area. Pace bus routes 357 and 366 have recorded lower average weekday passengers between 2018 and 2019. Comparatively, route 367 has recorded a small increase. In addition to their fixed-route service, Pace continues to serve the communities with ADA and Paratransit, dial-a-ride, vanpool, and taxi programs. While these routes were not subject to service cuts in response to the COVID-19 pandemic, ridership on these routes declined significantly between 2019 and 2020, with 2020 ridership declining by over 50 percent on some routes. Since this initial precipitous decline, ridership has stabilized. In addition, weekday ridership has increased slightly on some routes between 2020 and 2021.

These trends and survey results suggest that there is an opportunity to expand transportation options in the communities. Delivering such options in this area, however, is a challenge because traditional bus service is neither flexible enough for customers nor operationally sustainable to the operating agency. This analysis seeks to identify gaps in multi-modal accessibility in the communities and examine potential new transportation alternatives that could provide greater accessibility to Pace and Metra service while simultaneously creating new connections to destinations in the area.

## Study Area

The study's primary focus is the area within the jurisdictional boundaries of Matteson, Park Forest, and Richton Park. To best leverage available data sources, the study area was expanded to include the census tracts encompassing the villages.[1] Using census tracts to refine the study area brought in a small amount of undeveloped Cook County and University Park that was not originally included. This additional area has very little impact on data or the analysis.




Map of Study Area and Village Boundaries. Data from the US Census Bureau and RTA.

## Planning Process

The planning process conducted by RTA staff included five primary tasks, as follows:

[1] Census tracts are small, relatively permanent statistical subdivisions of a county that each average 4,000 inhabitants.

1. Form a Steering Committee which met periodically throughout the duration of the study to guide the work of the RTA. The committee was comprised of municipal staff from the villages and from Rich Township, a business community representative, and representatives from Metra and Pace.
2. Review available data to understand existing conditions in the study area. The data that was collected and analyzed included demographics, land use, transportation utilization and infrastructure, previous planning efforts, and economic market data.
3. Engage the community to better understand transportation challenges and needs. The project team conducted interviews with focus groups related to education, employment, and older adults, and distributed a resident survey that was available to all residents in the study area.
4. Develop a set of draft recommendations based on the analysis of existing conditions and community engagement activities and gather input from the Steering Committee about the recommendations.
5. Develop a comprehensive report, complete with transportation-related recommendations for the three partner municipalities.

# Summary of Existing Conditions and Community Engagement

The existing conditions analysis confirmed that the three municipalities are connected to downtown Chicago by Metra but that access to the stations in the study area can be limited for Pace riders or those walking and/or biking. In addition, the analysis supported the notion that accessing key destinations within the study area such as employment and retail, cultural and civic centers, medical facilities, and residential communities remains difficult when using public transit. The municipalities therefore have a significant need for transportation alternatives that make the area more accessible, that encourage transit use, and that provide greater accessibility to public transit.

The conclusions from the Existing Conditions Report are summarized below.

- Population is stable with a small decline recorded year over year between 2016, 2017, and 2018.
- There are now more residents 65 or older than there were in 2016. The study area is also attracting young adults at a similar rate as the Chicago region overall.
- The study area has a higher rate of low-income households than the region overall. Additionally, a high rate of vehicle ownership in the study area could indicate that there are low-income households under financial stress when considering both housing and transportation costs.

- Study area residents are spending between 51 and 61 percent of household income on housing and transportation, which is slightly higher than the Cook County average.
- Key industries are Health and Social Assistance (roughly 26 percent), Retail (18 percent), Education (roughly 12 percent), and Accommodation and Food Services (about 10 percent).
- The most prominent employment corridor is along US 30 in Matteson between the 211th Street Metra Station and Interstate 57.
- The daytime population of the study area is 10,472 fewer than the recorded census.
- Downtown Chicago is the largest destination for residents leaving the study area for employment. Still, a significant number of residents stay within 10 miles.
- 11,898 employees come from outside of the study area to work, a majority of which come from south Cook County.
- Residential areas are pedestrian friendly but leaving a neighborhood along primary thoroughfares such as Cicero Avenue and Lincoln Highway can be difficult.

Two forms of community engagement were used to collect feedback from people living and working in the study area. The first included hosting three small focus groups with professionals active in the workforce, older adults and people with disabilities, and those involved in education. The information received through these focus groups informed the questions asked in an online resident survey. The survey consisted of general questions on travel behavior, public transportation use, and residents' desired infrastructure improvements. Based on answers to these questions, the survey was refined further to ask more detailed questions related to the three focus group areas.


Outline of Public Engagement Process

In total, the Transportation Alternatives Study survey conducted between December 2020 and February 2021 generated 450 responses. Matteson residents represented 53 percent of respondents, residents of Park Forest comprised 37 percent of respondents, and only 5 percent of respondents were from Richton Park. The remaining 5 percent came from non-residents, which could represent employee-only participants. Due to the COVID-19 pandemic, in-person meetings were limited throughout 2020, which hindered some aspects of public engagement. Although the number of responses does not constitute a statistically representative sample of residents, the surveys nonetheless provided valuable feedback to the project team.

# Recommendations

The recommendations included in this plan can be organized into three overarching categories: Public Transportation; Active Transportation; and Plans, Policies, Programs, and Communication Tools. They are based on the existing conditions analysis, the results of the community survey, and on the feedback received from both the Steering Committee and from focus group interviews with stakeholders. The recommendations present a framework of solutions to address mobility and connectivity barriers in the study area and include strategies that the villages may use for implementation.

## Public Transportation

The study area has regional public transportation service provided by Metra and Pace Suburban Bus. Locally funded options include Park Forest's Jolly Trolley shuttle, Richton Park's Senior Transit Program, and additional services provided by Rich Township. The study area also has multiple bicycle and pedestrian-specific facilities which encourage greater access to businesses and transit, although these facilities are not always continuous.

The gaps in both transit service and bicycle and pedestrian infrastructure lead many residents to decide to drive, evidenced by travel surveys that indicate 76 percent of study area residents rely on a car as their primary mode of transportation for commuting. The following recommendations seek to increase the frequency and coverage of existing transit services and to target economic development near transit stations and along bus corridors.

### Make Services More Attractive to Users

The following strategies aim to make the existing transit services easier to use, more understandable, and more accessible while also addressing safety concerns. Increasing the attractiveness of existing transit services in the network will create a more desirable alternative to driving. In addition, expanding the coverage of existing services will make transit available to a larger pool of potential riders while simultaneously augmenting access to destinations for existing riders.

1. **Expand travel training and communication / information**. Coordinating travel information and offering training to new transit customers in the area can help teach residents, especially older adults and people with disabilities, how to use existing transit

services. This seeks to encourage transit use among people who may want to take transit but feel intimidated or confused by the complexity of the transit network or by transit service in general. One potential approach to implementing this strategy is to create a task force comprised of Steering Committee members that would coordinate travel information and offer training events in Matteson, Park Forest, and Richton Park rather than leaving each municipality to perform these tasks individually. This task force could also be generally focused on carrying forward the recommendations of this study.

Travel training events can help residents better understand what transportation options are available and how to use them. For example, the RTA's Mobility Education Program offers free services, including transit orientation presentations for groups, information assistance at outreach events and resource fairs, one-on-one travel training to individuals in their communities, and a series of videos with tips for accessible travel. Municipalities can partner with the RTA, Pace, or Metra to coordinate and host events where participants can receive information about how to understand routes and schedules, what fares are and how to pay them, and what riders must do to reach their destination. Local support provided by the municipalities or the proposed task force to advertise these events is critical to boosting participation and encouraging turnout.


Pace riders looking at a bus schedule. Source: RTA

Another barrier to utilizing Metra, Pace bus, and municipal shuttles in the area is the lack of a unified resource or platform that communicates transit information. Creating a mobility guide that includes information about routes and schedules, points of interest, prices, discount programs, and contact information could assist potential riders in navigating the network of transit services in the area. The mobility guide could be created in collaboration with Pace Bus, Metra, Rich Township, and the South Suburban

Mayors and Managers conference. This guide could be distributed to elderly living facilities, schools, and employers in the area. The guide could also be a resource distributed by RTA travel training staff at their events. (e.g. McHenry County MCRide Rider's Guide).

2. **Expand service area of the Park Forest Jolly Trolley to establish transit connections to new destinations within the study area and consider weekend service on the Jolly Trolley and Rich Township Shuttle.** In addition to Pace bus and Metra rail, there are two small transit services within the study area that have overlapping service areas: the Jolly Trolley and the Rich Township Shuttle. Each provide transportation services with varying limitations; the Jolly Trolley is available to Park Forest residents and the Rich Township Shuttle service is reserved for older adults and people with disabilities. Considering the service area constraints of the Jolly Trolley, the villages should consider expanding the reach of Jolly Trolley services to include service to additional destinations outside of the Park Forest boundary. Such service expansion could include providing access to Governors State University as well as the Lincoln Crossing and Olympia Corners shopping centers at the intersection of Western Avenue and US 30 (Lincoln Highway). Given that the Jolly Trolley and Rich Township shuttle do not operate on the weekends, the villages should also consider running Saturday and Sunday service for both services. Furthermore, the villages should consider partnering with large employers in the study area to expand Jolly Trolley service to accommodate third shift workers, which would help serve a potential pool of workforce riders who currently have limited transportation options.

   Prior to expanding the service area and operating hours of these transit options, the villages should develop a capital and operations cost analysis that examines the following costs: per service hour operations, maintenance, fuel, insurance, operator pay and benefits, administrative hours/overhead, new vehicles, and signs, shelters, and other infrastructure needed for potential stop locations. In addition, the villages should identify funding sources for the service and submit grant applications as necessary. Furthermore, the villages should draft resolutions, Memorandums of Understanding, Intergovernmental Agreements, or other commitments. To ensure that the cost of running the service is distributed equitably among the villages, they should establish a funding mechanism that shares costs based on the municipality's population, tax base, and coverage of the transit service area within municipal boundaries.

3. **Complete a safety and security assessment of transit station areas and implement Crime Prevention Through Environmental Design (CPTED) strategies**. CPTED is a design principle used throughout the world to foster appropriate use of public space. It is comprised of strategies and concepts aimed at reducing crime in public spaces through the design and planning of structures, spaces, lighting, and locations where people will congregate. CPTED promotes natural surveillance of the space by legitimate users through the improvement of lighting, removal of visual obstructions, clearly defining

public spaces through landscaping and pavement design, providing regular upkeep of public spaces by removing garbage, providing maintenance to lighting and landscaping, and quickly removing graffiti to maintain and improve positive perceptions of safety for all users. Transit stations undergoing reconstruction should incorporate CPTED principles into their designs and Metra has integrated CPTED design principles into their station design guidelines. Partnering with Metra and Pace to complete an assessment of existing conditions at transit stations could help to identify safety and security deficits and subsequently develop solutions to address them. The villages should hire a specialist to conduct a CPTED assessment of Metra and Pace station locations and to recommend improvements that would enhance the safety and security of station areas. The American Public Transit Association's Recommended Practice regarding CPTED for transit facilities may be used as a template for developing an assessment.

4. **Partner with Pace to offer additional services**. One cost-effective way to establish additional transportation services such as a circulator is to partner with Pace, which offers two programs that allow local governments to lease a vehicle for use in such a service, saving the municipality up-front capital costs associated with the purchase of a vehicle. Communities maintain control over hours of operation, fares, and how the service is administered. The two programs offered through Pace Bus are:

   Municipal Vehicle Program – For an initial deposit of $500 and a monthly fee of $100 per vehicle, Pace will provide a passenger van to the municipality for their transportation needs. Pace provides the routine maintenance needed in this program while fueling, washing, and detailing the vehicle(s) is the responsibility of the municipality.

   Locally Based Service – For an initial deposit of $500 and a monthly fee of $100 per vehicle, Pace will provide a paratransit style van to the municipality. Unlike the Municipal Vehicle program, however, Pace does not maintain or repair the vehicles.

5. **Promote Pace's Vanpool Feeder program.** Pace's Vanpool Feeder program provides last-mile connections between Metra stations and worksites. The program offers a Pace van (parked at a Metra station near the worksite) that 5-13 participants can use to complete their commute between the Metra station and their worksite. Each participant pays $58 per month to participate in the program, which covers all costs associated with the van including fuel, maintenance, insurance, tolls, roadside assistance, and van washes. Metra fares and parking are not included in this rate. To foster participation in the program, the villages should reach out to employers and inform them of the opportunity to offer shuttle services between the worksite and nearby Metra stations. In addition, the villages should work with Metra to provide free parking for Pace Vanpool vehicles at municipally owned Metra station parking lots.


Pace Vanpool vehicle parked at a Metra station. Source: RTA

6. **Promote Guaranteed Ride Home program among commuters.** Guaranteed Ride Home is a program offered through Pace Bus that allows participants in Pace's Vanpool program to be reimbursed for alternative transportation (taxi-ride or rideshare service) taken due to a personal emergency, up to $125 per year. Guaranteed Ride Home programs serve as an important safety net for those who choose to ride transit rather than driving and encourage transit ridership by ensuring riders that they will be able to return home in the event of an unanticipated emergency.

   The City of Naperville's Guaranteed Ride Home program provides a template for how such a program might operate within the study area. Naperville's program gives registered participants the ability to request reimbursement for up to 12 trips per year for a taxi or ride-hailing service (i.e. Uber, Lyft, Via, etc.). Participants are able to be reimbursed for trips taken when Pace buses are not in service, between 8:00 AM and 4:30 PM, and between 7:00 PM and 12:00 AM Monday through Friday. Although Naperville has since suspended the program in response to Pace service cuts resulting from the impacts of the COVID-19 pandemic, it nonetheless outlines a possible option for delivering this type of program.

   In addition, Pace's Vanpool program offers a Guaranteed Ride Home option, which may be used as a model for a Guaranteed Ride Home program in the villages. Furthermore, Commuter Connections' (Washington, D.C. region) Guaranteed Ride Home participation guidelines provide useful guidance for how to create a Guaranteed Ride Home program.

| Program Characteristics | Pace Locally Based Program | Pace Municipal Vehicle Program | Pace Metra Feeder Program |
|---|---|---|---|
| **Open to…** | Local Governments | Local Governments | Individuals / Groups (5-13 participants) |
| **Vehicles Ownership** | Pace | Pace | Pace |
| **Vehicle Type** | Paratransit Vehicle | Passenger Van | Passenger Van |
| **Driver** | Local governments provide drivers and approved by Pace | Participating provides drivers and approved by Pace | Volunteer driver whose monthly cost is waived (Backup drivers receive $10 per month discount) |
| **Costs are…** | Monthly rate $100<br><br>$500 vehicle security deposit | Monthly rate $100<br><br>$500 vehicle security deposit | $58 per month per passenger – can use pre-tax dollars through RTA Transit Benefit Program |
| **Vehicle routine maintenance provided by…** | Local governments | Pace | Included in monthly participate costs |
| **Fuel provided by…** | Local governments | Local governments | Included in monthly participate costs |
| **Vehicle washes provided by…** | Local governments | Local governments | Included in monthly participate costs |
| **Vehicle insurance provided by…** | Local governments | Local governments | Included in monthly participate costs |
| **Allowed Distances** | N/A | N/A | 600 miles per month max. |
| **Guaranteed Ride Home** | N/A | N/A | Participants are eligible for up to $125 per year for personal emergency trips |
| **Wheelchair Accessible** | Yes | Yes | Upon Request |
| **Capacity** | 12 | 7 | 13 passengers |

Characteristics of Transit Service Expansion Programs. Source: Pace Suburban Bus

7. **Improve Vehicle Circulation at 211th Street Metra Station.** Following the dissolution of the South Suburban Mass Transit District, IDOT became the owner of a variety of commuter parking lots, including the lot located to the northwest of the 211th Street station. The bus turnaround at the 211th Street northwest lot currently lacks signage that adequately communicates to drivers how they should navigate the lot to maintain ease of access for buses using the turnaround. Installing new signage that reduces conflicts between drivers and transit vehicles can help improve the rider experience for people using Pace to connect to Metra.

8. **Establish a strategy for sustaining Pace bus service during community events that impact bus routes.** The Village of Park Forest frequently hosts community events on Main Street in downtown Park Forest. While these events are valuable for creating a sense of community and for activating public spaces, they also require Pace routes to establish detours, which disrupts service and can increase travel times. Park Forest has consistently been in active communication with Pace regarding public events and the

Village and Pace should consider establishing a strategy so that bus service can be maintained during public events, either by moving event locations or advertising bus route detours.

## Support Redevelopment Near Metra and Pace Stations and Along Bus Corridors

Supporting the redevelopment of areas surrounding Metra and Pace stations and along bus corridors can create more places to live, shop, and work in proximity to transit, thereby reducing the need to drive a car and decreasing the associated traffic congestion and air pollution. The following strategies can be among the first steps the villages could take to attract new development to transit served areas:

1. **Complete a market assessment of the study area to determine appropriate real estate opportunities for the three station areas and Pace route 357.** Market assessments are used to understand current market conditions. The assessment report should detail retail and commercial opportunities, gaps in housing and viable options for expanding housing supply, feasible land uses, development strategies, and development criteria that, when combined, will lead to a cohesive vision for future redevelopment of transit-served areas. Although each municipality may have completed market analyses in the past, completing a unified market analysis focused on all three municipalities would allow the villages to better understand subregional trends and subsequently identify opportunities to develop more transit friendly housing and commercial spaces. Completing a market analysis can also inform the development of a development plan for areas surrounding the Metra stations and other transit corridors. Once the market analysis is completed, development plans can be created for areas surrounding transit assets. The villages should coordinate with Metra during the market assessment to understand current and future commuter parking needs at the stations. Underutilitzed commuter parking lots could potentially be included as available development sites for TOD or preserved for commuters, depending on demand for parking.

   Although the villages could pursue market assessments individually, they could potentially reduce the cost for each village by collaborating and collectively funding a market assessment for the entirety of the study area. This would allow the villages to both share the cost of the study and reduce their individual financial burden, which would likely be higher if each village pursued an assessment individually.

2. **Organize information on key redevelopment sites and goals into a single resource for potential developers.** Compiling information on potential development sites identified in the market assessment into an easily accessible source for potential developers can help to advertise new development opportunities while simultaneously providing developers with guidance related to the type of development sought by the village. Such resources should include information regarding the type of development desired by the

village, how it fits into the overall development vision, current zoning regulations, the benefits of investing in that site, possible sources of special funding that may be available (such as Low-Income Housing Tax Credits), and what incentives the villages might be able to offer interested developers. The Village of Glen Ellyn's online database with potential development sites is a good example of this type of resource.

In addition, the villages could coordinate with the Chicago Southland Economic Development Corporation (CSEDC) to promote development opportunities within the existing Will-Cook Enterprise Zone. Developments in the Will-Cook Enterprise Zone are eligible to receive tax credits, exemptions from state sales tax and taxes on gas and electricity, as well as commercial and industrial property tax abatements and fee waivers for building permit or zoning application fees. Collaborating with CSEDC would expand the reach of promotion efforts and attract developers interested in developing parcels within the enterprise zone.

3. **Update the zoning code to encourage Transit-Oriented Development (TOD) near Metra and Pace stations and along Pace routes.** Transit-Oriented Development (TOD) encourages the creation of sustainable and walkable communities with reduced automobile dependency through the creation of high-density, mixed-use developments near transit stations. Updating the zoning code to accommodate higher density developments within walking distance of transit stations can encourage increased use of transit services while widening the variety of destinations available to existing residents. The villages each have a good foundation for TOD, as the Richton Park Comprehensive Plan outlines a vision for a town-center around the Richton Park Metra station and the Matteson Metra station is already partially surrounded by high-density residential land use. Building on this foundation by supporting additional pedestrian-friendly development near Metra and Pace stations and along Pace routes can encourage higher transit use.

   Other examples of transit-supportive policy can include discouraging auto-oriented businesses, allowing for the construction of accessory dwelling units (ADUs) or allowing for the conversion of single-family homes into duplexes, and reducing or eliminating minimum off-street parking requirements for businesses and apartments within walking distance of stations. The villages could also require that new developments adhere to the Pace Transit Supportive Guidelines and/or undergo design review from Pace Transportation Engineers through Pace's Design Review Assistance for Transit program. In addition, streamlining the review and approval process can help catalyze development. By creating a new TOD zone, simplifying the code language related to the approval process by creating clear checklists or flowcharts, and making changes to minimize uncertainty for developers and minimize the need for variances and special uses, the villages can help increase density and expand the mix of land uses near transit stations.

4. **Introduce short-term micro-retail opportunities near station areas**

Short-term micro-retail (AKA pop-up shops) can provide vendors with access to a regular pool of customers without needing to maintain a traditional storefront. This type of retail establishment could take the form of a small food stand, a mobile food truck, or some other portable vending option. To create these retail opportunities, interested municipalities might have to review local ordinances to determine if permits would be required and coordinate with transit providers to reach consensus on operating hours and location. In addition, the villages should coordinate with municipal economic development staff to engage local entrepreneurs, artists, and start-up restauranteurs about their interest in micro-retail.

Relevant examples of these types of micro-retail establishments include the Link Market in St. Louis, Missouri, which connects commuters to affordable groceries at two transit stations, and the Chicago Transit Authority (CTA)'s small retail concessions at transit stations throughout the system. In addition, Boxville in Chicago's Bronzeville neighborhood offers an example of how ephemeral retail outlets can generate additional business investment and promote place-making over time. Initially started as a single shipping container providing bike sales and repair services, Boxville is now comprised of 17 shipping containers that can support up to 20 different businesses operating year-round and includes space to host community events. In this way, short-term micro-retail concessions located at station areas can not only connect small vendors to clients riding transit but also enhance the role of the stations as key parts of the community.

Overhead photo of Boxville in Chicago. Credit: Boxville.org

# Active Transportation

## Prioritize Pedestrian Access and Constructing ADA Improvements

As noted in the Existing Conditions Report, many of the residential areas in the study are pedestrian friendly but leaving these neighborhoods using arterials and other primary thoroughfares (such as Cicero Avenue or Lincoln Highway) is difficult due to gaps in the sidewalk network and the lack of crosswalks. Survey respondents indicated that the lack of sidewalks in portions of the pedestrian network was the primary deterrent to walking more frequently. Eliminating network gaps through expansion of sidewalks will therefore improve pedestrian accessibility throughout the study area. Improved pedestrian accessibility will also help to make transit more attractive to users, as transit riders are also pedestrians and frequently walk between their origin/destination and the transit stop. The following strategies outline methods that could be employed to achieve this recommendation.

1. **Improve pedestrian access to Metra stations and Pace stops.** Although the three Metra stations offer a reasonable level of pedestrian access, all stations could benefit from the construction of new sidewalk facilities. In general, suburban streets are organized in a hierarchy wherein access to individual parcels is provided by dead-end or low-volume roadways and through traffic is funneled onto high-volume arterials. This has created a suburban roadway network in which the path between two points along the network is often circuitous and indirect, even if two given parcels are adjacent to each other "as the crow flies." As a result, pedestrians are frequently forced to rely on meandering walking routes that increase walking distances and travel times, incentivize unsafe roadway crossing behavior, and otherwise discourage walking as a form of transportation. Creating pedestrian accessways that provide direct connections to transit stations from surrounding neighborhoods can encourage more people to walk to the station.


Sidewalk gap (blue rectangle) along Sauk Trail near the Richton Park Metra station Source: Nearmap

According to Metra's Spring 2019 Origin-Destination Survey, the mode of access (MOA) share for walking for each of the three stations was 5 percent, 11 percent, and 14 percent at 211th Street, Matteson, and Richton Park, respectively, while the average MOA by walking for the Metra system was 24 percent. This suggests that the lack of direct and safe pedestrian routes could be preventing riders from walking to the station and indicates that there are opportunities to improve pedestrian accessibility to each of the three Metra stations in the study area.

While the Matteson station benefits from being near a walkable street grid to the west, the area to the east of the station is not as conducive to walking and would benefit from pedestrian access improvements near the east commuter parking lot. In addition, although Richton Park maintains a healthy level of roadway connectivity (which benefits pedestrians), commuters who live in the neighborhood northeast of the Metra station and Sauk Trail Road would benefit from more direct connections to the station. Park Forest's recent completion of a sidewalk connection along Lincoln Highway to the 211th Street Metra station serves as an example of the type of work that the villages could undertake to improve Metra station access for pedestrians. Funded in part by the RTA's Access to Transit Program, this project constructed nearly 0.5 miles of new sidewalk and the villages in the study could build on this effort to implement similar improvements elsewhere in the study area.

Pedestrian Walkway Towards Matteson Metra Station Near Intersection of Dogwood Road and Savanna Lane, February 2022, Source: RTA

In addition to the three Metra stations in the study area, the villages are served by three Pace routes that provide access to key destinations including the Pace Chicago Heights terminal, Southwick Drive/Lincoln Mall Drive, Governors State University, and downtown Park Forest. The pedestrian infrastructure that connects to Pace stops along these routes is variable and would benefit from additional sidewalk and crosswalk facilities to enhance the safety and comfort of transit riders.

2. **Identify a minimum network of sidewalk connections and prioritize investment to complete this network.** Establishing a continuous network of well-maintained sidewalks along roadways in the villages is an integral component of efforts to achieve full pedestrian mobility. Completing gaps in the sidewalk network, repairing existing sidewalk segments that have fallen into disrepair, and installing curb-cuts and tactile warnings that meet Americans with Disabilities Act (ADA) standards will help ensure all residents and visitors can easily and safely walk throughout the village to access transit services, housing, jobs, and retail destinations. The villages should create a planned pedestrian network map by first identifying key destinations and highlighting the roadway links that connect these destinations. Based on an inventory of sidewalk facilities, the villages should then identify which roadway links in the proposed network have inadequate sidewalk facilities. The network map should be accompanied by a companion resource that lists the road segments requiring pedestrian improvements and includes planning level cost estimates for improvement activities.

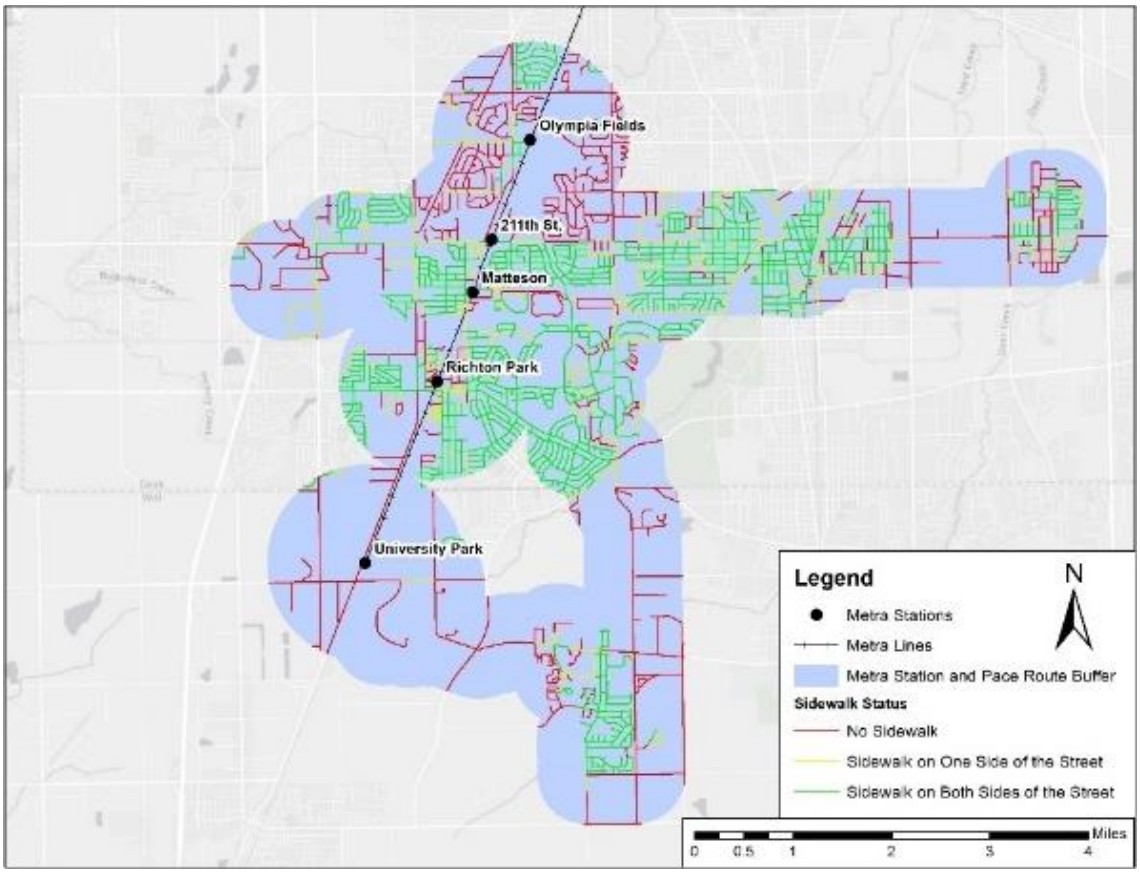
3. **Prioritize locations where sidewalk improvements should be made first, with a focus on road segments that are critical to enhancing transit accessibility.** Survey responses provide additional support for installing new sidewalk and closing sidewalk gaps, as 115 respondents cited the lack of sidewalks as the biggest barrier to walking and 60 respondents indicated that they only walk infrequently because they feel unsafe at intersections.

   The villages should therefore focus on making pedestrian access improvements to key destinations such as transit services, employment, and retail nodes as well as corridors throughout the villages that are already heavily used by pedestrians. US 30 (Lincoln Highway) is an example of a critical roadway link that provides access to transit services but lacks adequate sidewalk and crosswalk facilities. Despite carrying roughly 37,000 vehicles daily, it does not have a complete sidewalk network on both sides throughout its entire length. Many intersections do not have crosswalks or traffic lights with pedestrian signals that provide safe crossing opportunities for pedestrians. This forces pedestrians to walk on the road to get to their destination. Completing a sidewalk network on both sides of US 30 would provide users of all abilities a safe way to travel along the road. In addition, US 30 plays an integral role in connecting transit services and destinations, as US 30 provides access to the 211$^{th}$ Street Metra station and Pace route #357, which carries roughly 650 riders each day. Given that the Illinois Department of Transportation (IDOT) has jurisdiction over US 30, however, the villages

will have to work with IDOT to coordinate pedestrian and bicycle improvements to the road.

To prioritize sidewalk improvement that would benefit transit riders, the villages should focus on specific areas near transit that are important for pedestrians. These areas could include arterials that connect to a given station, or a minimum percent of residential road segments within ½ mile of each station that must have pedestrian infrastructure. In addition, focus areas could also include streets with speed limits greater than or equal to 30 miles per hour or those with traffic volumes above a chosen threshold.

The following map displays the condition and relative completeness of sidewalks and the sidewalk network within one mile of the Metra stations and within one half-mile of Pace routes in or near the study area. The "Sidewalk Status" layer in the map indicates whether a given road segment has no sidewalk, has sidewalk on one side of the street, or has sidewalk on both sides of the street. This map could be used to prioritize sidewalk improvement projects that are critical to enhancing access to transit services.




Composition and Condition of the Sidewalk Network Within 1 Mile of Metra Stations and ½ mile of Pace Routes. Source: CMAP Regional Sidewalk Inventory (2018)

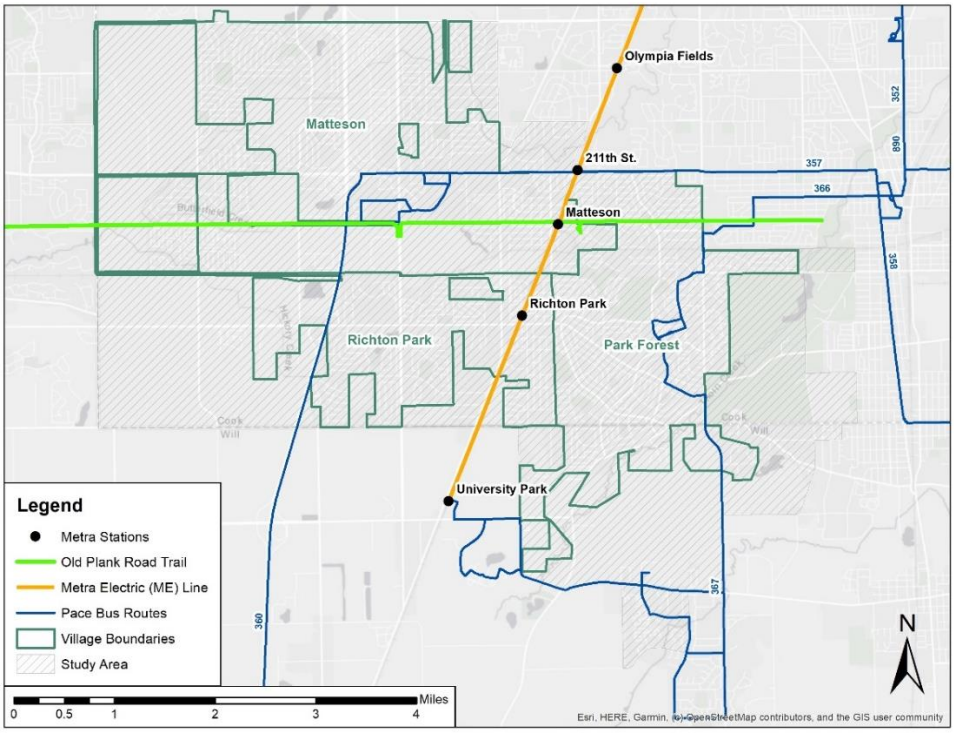
This map shows that of the three Metra stations in the study area, the Richton Park station has the most complete sidewalk network; on average, most road segments in proximity of the Richton Park station have sidewalk on both sides of the street. In contrast, however, the sidewalk network that provides access to the 211th Station is of lower quality and roughly half of the road segments in the station area either have no sidewalk or sidewalk on only one side of the street. This analysis provides support for the notion that a complete sidewalk network encourages riders to walk to transit stations, as Richton Park and Matteson had the both the highest share of riders arriving by walking and the most complete sidewalk networks of the stations under consideration.

## Expand Bicycle Infrastructure and Capitalize on the Old Plank Road Trail

Creating bicycle networks that connect people to residential, commercial, institutional, and recreational destinations is an important component of improving mobility, as bicycles allow people to travel farther and faster than they would on foot. In addition, bicycling can be a valuable mode of transportation for people who are not able to drive, either because of their age, vehicle availability, or personal preference. Enhancing bicycle infrastructure therefore allows young people, older adults, and people without personal vehicles to cultivate their independence and increase their ability to access social networks, education, recreation, employment, and daily necessities. In many communities, shared use trails for pedestrians and bicyclists represent the backbone of active transportation networks.


Old Plank Road Trail Northeast of the Matteson Metra Station, February 2022.
Source: RTA

The Old Plank Road Trail is a significant public asset serving as the primary shared-use trail facility in the study area. The trail connects neighborhoods throughout Matteson, Park Forest, Richton Park, and other adjacent communities. The trail also provides a direct connection to the Matteson Metra station as well as connections to the New Lenox and Joliet stations on Metra's Rock Island District line for recreational users. Despite offering a connection to the Matteson Metra station, however, Metra's Spring 2019 Origin-Destination Survey indicated that no riders come to the station via bicycle. The survey also revealed that no riders traveled to the Richton Park and 211th St stations by bike. To achieve the vision outlined in the study, the villages should strive to provide safety and comfort for bicyclists. Doing so will expand residents' travel options and provide new opportunities for active recreation. The following strategies outline ways in which the villages can build upon the Old Plank Road Trail to create a cohesive and comprehensive bicycle network.




Map of Old Plank Road Trail, Study Area, and Municipal Boundaries. Source: RTA

1. **Improve bicycle facilities throughout Matteson, Richton Park, and Park Forest.** One hundred survey respondents indicated that a lack of safe bike facilities (such as protected bike lanes, trails, or bike racks) was the primary deterrent to biking more often. In addition to designating bikeways and installing infrastructure improvements, providing more bike parking at key village destinations and along designated bike routes could play an important role in facilitating biking throughout the villages. According to a 2012 Virginia Tech study of commuters in the Washington, D.C., region, those with

access to bicycle parking at work were more than 1.5 times more likely to commute by bike than those without.

Choice of bike rack and bike rack design is an important consideration because bike racks vary in their utility and security. Bicyclists need racks that can be easily accessed by a wide variety of users and that allow them to lock both a wheel and the frame to the rack. Inverted-U or inverted-circular racks that can accommodate two bikes are easy to use, allow riders to access a bike from either side, and enable the user to lock both a wheel and the frame to the rack, thereby providing security.

Covered Bicycle Parking Area with Inverted-U Racks at Brookfield Metra Station. Source: RTA

The Village of Matteson should work with Metra to increase bicycle parking at the Matteson Metra station and develop a strategy to identify optimal bike parking locations. Currently, two areas of bicycle parking are located in the station's east commuter parking lot. The northern area, conveniently located between the Old Plank Road Trail and the station entrance, can accommodate up to 16 bicycles using a combination of racks and bike lockers and the southern area has capacity for up to eight bicycles. Although the available bicycle parking is an important asset for Metra riders, there is no bicycle parking in the western lot. Installing bike parking in the western parking lot near the station entrance would enable bicyclists coming from the neighborhoods west and northwest of the station to securely store their bicycles and could encourage more riders to travel to the station by bike.

To guide future investment in bicycle infrastructure, the villages should each develop a long-range bicycle and pedestrian plan that summarizes existing conditions and needed improvements. This document should also outline projects that must be completed to establish a cohesive bicycle network.

2. **Consider zoning adjustments to support car-optional residential development like trail-oriented development.** Trail-oriented development (TROD) is an urban design framework that seeks to establish new connections to local businesses, community spaces, public services, and neighborhoods by constructing high-density, mixed-use developments and trail-supportive infrastructure near shared-use trails. A growing trend among developers, TROD is both similar and complimentary to TOD. Because much of the property surrounding the Old Plank Road Trail is either undeveloped or vacant, the communities have an opportunity to guide and encourage development near the trail and thereby promote development that increases both use of the trail and public transit. The villages could encourage TROD by modifying zoning codes to allow for high-density, mixed-use development near shared use trails. In addition, the villages could require new developments to provide secure bicycle parking while reducing the number of required off-street parking spaces in these developments.

3. **Improve connectivity between Old Plank Road Trail and surrounding neighborhoods with well-lit trailheads, amenities, and wayfinding.** Trailheads are important connection points between trail facilities and surrounding communities. Improving lighting and adding amenities such as drinking fountains, bicycle repair stations, seating, public art, information kiosks, and public restrooms at significant trailheads can boost resident and visitor interest in the trail. In addition, trailheads can act as gateways to adjacent communities. Maps or other wayfinding tools that highlight destinations (such as historical sites, parks, restaurants, Pace stops, Metra stations etc.) can encourage trail users to explore the community, patronize local businesses, and travel to transit by bike. Furthermore, trailheads can be used as a venue for community programming such as farmer's markets or as meeting points for walks and bike rides.


Old Plank Road Trail Welcome Sign and Map, Park Forest, IL, February 2022. Source: RTA

Prior to installing new trail amenities, the villages should work with the Old Plank Road Trail Management Commission to complete a lighting analysis that identifies current

gaps in lighting and details opportunities and potential locations for new streetlights. In addition, the villages should identify which amenities are preferred for trailhead locations.

### Invest in Active Transportation Education and Advocacy

In addition to completing infrastructure upgrades, the villages can encourage increased walking and biking by supporting the establishment of bicycle and pedestrian advocacy groups. Furthermore, the villages could assist in promoting bicycling and walking through event partnerships with local cycling clubs that connect pedestrians and bicyclists in the area while fostering a sense of community and providing residents with opportunities to walk and bicycle with their neighbors. The following strategies outline ways in which the villages could approach active transportation education and advocacy.

1. **Create a bicycle and pedestrian task force made up of key stakeholders in the community such as elected officials, older adults, and high school students**. One way the villages could accomplish this is by retaining the Steering Committee but shifting its focus from plan development to implementation. Such a committee could advise the villages on implementation efforts and help to lead the development of implementation projects. The new task force could meet quarterly to discuss strategies, successes, and priorities to implement the plan's recommendations but also could more generally provide counsel to the villages on bicycle and pedestrian issues.

2. **Partner with local cycling or walking clubs to host fun and competitive events.** Cycling and walking clubs can both encourage participation in cycling and walking and enhance awareness of destinations and facilities for recreation. The villages could partner with local cycling clubs such as the Major Taylor Cycling Club Chicago, Folks on Spokes, or the Chicago Cycling Club to host fun family-friendly group rides or competitive races that would attract riders from throughout the region. The villages could also partner with the Active Transportation Alliance to host events. By hosting bicycling or walking events, the villages could foster economic development, establish the villages as a destination for active recreation, and encourage residents to explore their community on a bicycle or on foot.

## Plans, Policies, Programs, and Communication Tools

Although infrastructure, advocacy, and walking/bicycling community groups are effective tools for increasing the rate of walking and bicycling, policy changes, new programs, and effective communication tools can also help to support these efforts. The villages could use the following strategies to develop policies, programs, and methods of communication that could work in concert with infrastructure upgrades to achieve the vision outlined in the study.

## Support the Implementation of a Single Sub-regional Transportation Vision

Realizing the study's vision would require the villages to provide continued support to the South Suburban Mayors and Managers Association (SSMMA) in their effort to implement transportation plans such as the Lincoln Highway Logistics Corridor Area Plan, the South Cook Mobility Study, and the Complete Streets and Trails Plan. To do so, the villages could:

1. **Examine SSMMA transportation plans to identify recommended projects that could be implemented at the local level.** SSMMA's transportation plans highlight potential improvements to the pedestrian and bicycle networks. In particular, the Complete Streets and Trails Plan details priority areas for pedestrian improvements and proposed bikeway facilities that connect existing shared use trails. The villages could apply for funding assistance to complete these improvements through SSMMA's Surface Transportation Program, Cook County's Invest in Cook grant program.

2. **Maintain regular contact with SSMMA's Planning Liaison by scheduling check-ins or participating in SSMMA Transportation Committee meetings.** SSMMA is the subregional council representing the south suburbs of Chicago and acts as the conduit between the Chicago Metropolitan Agency for Planning (CMAP), the region's Metropolitan Planning Organization, and the member municipalities. Each subregional council has at least one staff person designated as a Planning Liaison, who is responsible for programming projects in the CMAP Transportation Improvement Program. The Planning Liaison also coordinates the implementation of projects receiving federal funds via the Local Surface Transportation Program, Congestion Mitigation and Air Quality grants, the Bridge Replacement and Rehabilitation program, Safe Routes to Schools, the Illinois Transportation Enhancement Program, and the Transportation Alternatives Program. The villages should aim to maintain regular participation in SSMMA Transportation Committee meetings or set up regular check-ins with SSMMA's designated Planning Liaison, which will allow the villages to learn about funding opportunities and otherwise support the implementation of subregional transportation plans developed by SSMMA. The Planning Liaison for the south council can be found on CMAP's website.

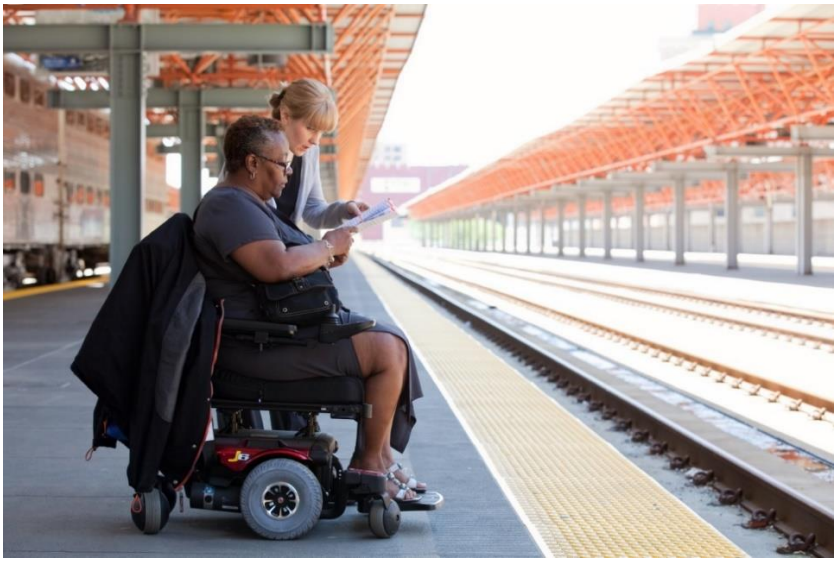
## Expand Public Transit Education and Communications

Similar to educational outreach and communication efforts for bicycling and walking, providing residents with abundant, sustained educational opportunities and communication regarding public transit can help to encourage increased use of public transit. To better inform residents about available public transit services, the villages could:

1. **Distribute guides that explain transit service details or changes to service.** Guides for residents about transit service offered in the area that include information about routes, destinations, fares, timetables, and contact information of travel trainers can serve as an informative tool to assist new users of transit services. In addition, such guides could help market the services offered and encourage potential riders to ride transit. By informing residents about recent changes, such as Metra allowing bicycles on peak hour trains, such guides could help expand awareness of available travel opportunities. This resource could be created in collaboration with other agencies (transit service boards, Cook County, etc.) and the villages and relevant agencies could work together to distribute them to schools, workplaces, senior living facilities, and during public events. Alternatively, the villages could work to distribute guides created by transit service providers, thereby expanding the reach of transit-related communication.

2. **Maintain an always-live mechanism for gathering resident feedback on transportation issues.** Residents provide valuable feedback to governments and transit agencies and are often able to identify new problems shortly after they arise. Although Pace and Metra have existing methods of collecting complaints about transit, these tools are not meant to field comments about transportation issues at the government level. The villages could therefore develop their own tools to provide residents with ways to communicate new transportation concerns. To that end, Park Forest and Matteson could implement a comment system like Richton Park's SeeClickFix mobile application. This can assist in ensuring residents that their concerns are heard and adequately addressed and can improve transparency and public participation in local government.


Flyer describing Richton Park's use of the SeeClickFix resident reporting and issue management system. Source: Richton Park



Metra Riders looking at a Train Schedule. Source: RTA

3. **Repost and advertise changes to transit services**. To communicate and advertise changes to transit service, transit agencies rely on a variety of online, print, and other media made available to riders. Riders, however, are sometimes unaware of changes to transit service, especially if they only use transit frequently. To augment the reach of communication regarding transit schedule, fare, or route changes, the villages should advertise such changes, either by reposting content from transit agencies or by developing their own communication tools. As an example, the villages could continue to promote the Fair Transit South Cook pilot launched in 2021 by the Cook County Department of Transportation. The pilot aims to improve transit service and lower costs for South Cook and northern Will County residents by offering up to a 50 percent fare reduction on Metra's Electric Line for trips taken in the pilot area. Because Matteson, Park Forest, and Richton Park each have a Metra Electric station, marketing this pilot to residents can encourage the use of Metra Electric service. If this pilot is successful, fare-reduction may become a permanent fixture for the region and expanded to other services.

## Adopt Multi-Modal Policies and Programs

Policies that seek to support the construction of new pedestrian and bicycle infrastructure can also help the villages achieve the study's vision. Types of multi-modal policies and programs that the villages could enact include:

1. **Micro-mobility policies that guide implementation.** Given that micro-mobility relies on existing infrastructure, new policies enacted at the local level to encourage the growth of bicycles, e-bikes, electric scooters, electric skateboards, and shared bicycles as travel modes

can help garner support for continued investment in pedestrian and bicycle facilities. The Shared-Use Mobility Center has a database of hundreds of policies implemented throughout the United States that can serve as a model for crafting local policies.

2. **Complete Streets policy.** In recent years Matteson, Richton Park, and Park Forest have all completed bicycle and pedestrian plans. The adoption of a Complete Streets policy that mandates the provision of pedestrian, bicycle, and transit infrastructure during construction of new roadways or major rehabilitation of existing roadways would ensure that transportation facilities are designed and constructed such that they are friendly to all users and people with disabilities. In addition, the Complete Streets policy should be accompanied by a set of design requirements that prescribe different treatments of pedestrian, bicycle, and transit infrastructure based on the intended use and context of roadways within the villages. The Complete Streets policy would apply to all new street design and roadway construction, or rehabilitation projects funded by the villages or private developers. Complete Streets policies can also support the integration of bicycle and pedestrian infrastructure as a part of projects included in municipal five-year capital plans. In 2015, the Village of Park Forest adopted a Complete Streets policy that could be used as a template for the other villages in the study.

3. **Winter sidewalk clearing policy.** Pedestrian mobility is greatly impaired during the winter snowfall, particularly for residents with disabilities who rely on mobility devices. Matteson, Richton Park, and Park Forest can improve pedestrian mobility by developing programs to clear pedestrian areas at transit stations and bus stops and well-traversed corridors that link key destinations. The villages should conduct a capital and operations cost analysis for implementing a winter sidewalk clearing policy that would examine capital costs such as purchasing sidewalk clearing machinery and equipment (ex. compact utility vehicles, shovels, etc.). In addition, the villages should examine operational costs such as staff time, fuel, and ice melt or sand.

4. **Low-cost bikeshare system along Old Plank Road Trail.** The survey revealed that many respondents do not own a bicycle. Launching a low-cost bikeshare system and establishing stations at the Matteson Metra station, significant trailheads, and other key destinations can expand access to bicycles in the village and make it easier for residents and visitors to use the Old Plank Road Trail. Such a system could be established in coordination with key area stakeholders such as the Old Plank Road Trail Commission, other municipalities along the trail, and the Chicago Southland Convention and Visitors Bureau. Considering that Matteson and Park Forest offer direct connections to the Old Plank Road Trail, they could take the lead on funding and implementing the bike share, with Richton Park participating in sharing costs for the service. Potential bikeshare providers include Koloni, Lyft, PBSC Urban Solutions, and BCycle. The Fox River Bike Share and the I & M Canal National Historic Area can serve as models for how to institute this type of system and thereby enable new connections to neighboring municipalities and the region more generally. In addition, advertisement of the service on municipal websites and the Aurora Area Convention & Visitor Bureau's website provides a template for how the village could promote and encourage use of the bike share system.


Fox Valley Bike Share Docking Station, Aurora, IL Credit: City of Aurora

# Implementation

The recommendations presented in this report generally fall into three categories: public transportation, active transportation, and policy changes. This section includes an implementation matrix that describes proposed phasing, related actions, a relative level of priority, responsible jurisdictions, and potential partners for each of the recommendations. Although the phasing of each of these implementation items is intended to provide guidance regarding which actions to prioritize, the phasing strategy presented below is flexible and the villages need not proceed with implementation exactly as described. The priority column assigns a relative level of urgency to each recommendation and offers a rough timeline for when that recommendation should be implemented. High priority recommendations should be completed in two years or less, medium priority recommendations should be completed in two to five years, and low priority recommendations should be completed in five years or more. The "Potential Partners" column also highlights which recommendations may be able to receive support from the RTA's Community Planning and Access to Transit programs.

# Implementation of Public Transportation Recommendations

| Recommendation | Related Actions | Suggested Phase | Priority | Responsible Jurisdictions | Potential Partners |
|---|---|---|---|---|---|
| Create a task force comprised of Steering Committee members that would coordinate travel information and offer training events. | The task force would also focus on implementing the recommendations of the study more generally, including those related to active transportation. | 1 | High (< 2 years) | Matteson, Park Forest, Richton Park | |
| Partner with Pace to secure additional vehicles either through the Municipal Vehicle Program or the Locally Based Service (paratransit vehicle). | | 2 | High (< 2 years) | Matteson, Park Forest, Richton Park, Rich Township | Pace Suburban Bus |
| Expand service area of the Park Forest Jolly Trolley to establish transit connections to new destinations within the study area and consider weekend service on the Jolly Trolley and Rich Township Shuttle. | Develop a capital and operations cost analysis that examines:<br>Operational costs such as the cost per hour of expanding service hours, maintenance, fuel, insurance, operator pay and benefits, and administrative hours;<br>Capital costs such as for new vehicles, or signs, shelters, and other infrastructure needed for potential stop locations.<br><br>Identify funding sources and submit grant applications if available/necessary.<br>Draft resolutions, Memorandums of Understanding, Intergovernmental Agreements, or other commitments among Villages.<br><br>Establish a funding mechanism that would equitably distribute the costs of the service based on population and coverage of transit service area within municipal boundaries. | 3 | High (< 2 years) | Matteson, Park Forest, Richton Park, Rich Township | |

| Recommendation | Related Actions | Suggested Phase | Priority | Responsible Jurisdictions | Potential Partners |
|---|---|---|---|---|---|
| Promote Pace's Vanpool Feeder program and Guaranteed Ride Home program among employers/commuters. | Reach out to employers and inform them of the opportunity to offer shuttle services between the worksite and nearby Metra stations via the Metra Feeder program.<br><br>Research best practices for Guaranteed Ride Home programs and consider creating a similar program. | 4 | High (< 2 years) | Matteson, Park Forest, Richton Park | Pace |
| Complete a market assessment of the study area that analyzed development opportunities for the three Metra station areas and the area served by Pace route 357. | | 5 | High (<2 years) | Matteson, Park Forest, Richton Park | |
| Create a development guide for developers that advertises development opportunities and outlines clear direction about preferred development types/styles that the village is seeking. | The development guide should be updated regularly to reflect changes in parcels available for development and include information about: The type of development desired by the village and how it fits into the overall development vision; current zoning regulations; the benefits of investing in that site; sources of special funding available (LIHTC, etc.); what incentives the villages might be able to offer developers. | 6, ongoing | High (<2 years) | Matteson, Park Forest, Richton Park | |
| Complete a Safety and Security Assessment of transit station areas and implement Crime Prevention Through Environmental Design (CPTED) strategies | | 7 | Medium (2-5 years) | Matteson, Park Forest, Richton Park | Metra, Pace, consulting firms |
| Improve vehicle circulation at 211th Street Metra station by partnering with Pace to install new signage instructing drivers how to navigate the 211th Street station bus turnaround | | 8 | Medium (2-5 years) | Matteson, Park Forest | Metra, Pace |

| Recommendation | Related Actions | Suggested Phase | Priority | Responsible Jurisdictions | Potential Partners |
|---|---|---|---|---|---|
| Update the zoning code to encourage TOD near Metra and Pace stations and along Pace routes. | | 9 | Medium (2-5 years) | Matteson, Park Forest, Richton Park | RTA (Community Planning Program) |
| Introduce short-term micro-retail opportunities (small food stand, mobile food truck, or a portable vending option) near station areas | Work collaboratively with municipal economic development staff to begin conversations with local entrepreneurs, artists, and start-up restauranteurs about their interest in station area micro-retail.<br><br>Enact changes to permitting or create a new permit type that would allow such businesses to operate.<br><br>Advertise new opportunities for micro retail. | 10 | Low (>5 years) | Matteson, Park Forest, Richton Park | Metra, Pace |
| Establish a strategy for maintaining Pace bus service during community events in the Village of Park Forest | Coordinate with Pace regarding upcoming public events and establishment of bus route detours<br><br>Consider modifying event locations or releasing bus route detour schedules | 11 | Low (>5 years) | Park Forest | Pace |

## Implementation of Active Transportation Recommendations

| Recommendation | Related Actions | Suggested Phase | Priority | Responsible Jurisdictions | Potential Partners |
|---|---|---|---|---|---|
| Improve pedestrian access to Metra stations and Pace stops | Completing an assessment of sidewalk and crosswalk facilities in station area and bus route walksheds<br><br>Identifying preferred sidewalk dimensions and crosswalk styles (ex. width, striping, use of Rectangular Rapid Flashing Beacons or Pedestrian Hybrid Beacons).<br><br>Developing a priority list of locations for sidewalk improvement.<br><br>Identify funding sources to implement improvements from the priority list. | 1 | High (<2 years) | Matteson, Park Forest, Richton Park | Metra, Pace, IDOT, Cook County, RTA (Access to Transit) |
| Identify a minimum network of sidewalk connections and prioritize investment to complete this network | Create a minimum sidewalk network map that outlines most important gaps to fill first based on traffic volumes and existing conditions and includes planning level cost estimates for improvement activities. | 2 | High (<2 years) | Matteson, Park Forest, Richton Park | IDOT, Cook County, RTA (Access to Transit) |
| Prioritize locations where sidewalk improvements should be made first, with a focus on road segments that are critical to enhancing transit accessibility | Identify locations within ½ mile of transit stops, along arterials that connect to transit, on streets with speed limits greater than or equal to 30 MPH, or on streets with traffic volumes above a chosen threshold. | 3 | High (<2 years) | Matteson, Park Forest, Richton Park | IDOT, Cook County, RTA (Access to Transit) |

| Recommendation | Related Actions | Suggested Phase | Priority | Responsible Jurisdictions | Potential Partners |
|---|---|---|---|---|---|
| Improve bicycle facilities throughout Matteson, Richton Park, and Park Forest | Identify priority bike routes that would benefit from infrastructure improvements by creating a map of proposed bike facilities<br><br>Install new bike parking at Metra stations using local or grant funding and coordinating with Metra on bike parking locations<br><br>Identify preferred bike rack types and locations. Increase the capacity and security of bike parking at the Matteson Metra station<br><br>Complete a long-range bicycle and pedestrian plan that summarizes existing conditions and needed improvements and outlines projects that must be completed to establish a complete bike network | 4 | High (<2 years) | Matteson, Park Forest, Richton Park | Cook County, Old Plank Road Trail MGMT Comm., RTA (Access to Transit) |
| Consider zoning adjustments to support car-optional residential development like trail-oriented development | Modify zoning codes to allow for high-density mixed-use development near shared use trails.<br><br>Require new developments to provide secure bike parking and reduce the number of required off-street parking spaces | 5 | Medium (2-5 years) | Matteson, Park Forest, Richton Park | |
| Improve connectivity between the Old Plank Road Trail and surrounding neighborhoods by installing well-lit trailheads, amenities, and wayfinding | Complete a lighting analysis to identify current gaps in lighting and opportunities/locations for new streetlights<br><br>Identify desired trailhead amenities such as drinking fountains, bike repair stations/air pumps, seating, public art, wayfinding maps and kiosks, and public restrooms | 6 | Medium (2-5 years) | Matteson, Park Forest, Richton Park | Old Plank Road Trail Mgmt. Comm. |
| Create a bicycle and pedestrian task force made up of key stakeholders such as elected officials, older adults, and high school students | Identify task force members from groups such as the Steering Committee for this study, bicycle clubs, or walking groups | 7 | Medium (2-5 years) | Matteson, Park Forest, Richton Park | Rich Township school districts |
| Partner with local cycling or walking clubs to host fun and competitive events | Identify cycling clubs to partner with such as the Major Taylor Cycling Club Chicago, Folks on Spokes, and the Chicago Cycling Club | 8 | Low (>5 years) | Matteson, Park Forest, Richton Park | Cycling clubs |

# Implementation of Plans, Policies, Programs, and Communication Tools Recommendations

| Recommendation | Related Actions | Suggested Phase | Priority | Responsible Jurisdictions | Potential Partners |
|---|---|---|---|---|---|
| Examine SSMMA transportation plans to identify recommended projects that could be implemented at the local level | Pursue funding for projects via SSMMA's Surface Transportation Program or Cook County's Invest in Cook grant program. | 1, ongoing | High (<2 years) | Matteson, Park Forest, Richton Park | SSMMA, Cook County |
| Maintain regular contact with SSMMA's Planning Liaison by scheduling check-ins or participating in SSMMA Transportation Committee meetings | Submit applications for federal funding of local projects via the Local Surface Transportation Program, Congestion Mitigation and Air Quality grants, the Bridge Replacement and Rehabilitation Program, Safe Routes to Schools, the Illinois Transportation Enhancement Program, and the Transportation Alternatives Program | 2, ongoing | High (<2 years) | Matteson, Park Forest, Richton Park | SSMMA, South Council Planning Liaison |
| Distribute guides that explain transit service details or changes to service | Coordinate with Pace and Metra regarding existing transit service guides and schedule documents | 3, ongoing | High (<2 years) | Matteson, Park Forest, Richton Park | Pace, Metra |
| Maintain an always-live mechanism for gathering resident feedback on transportation | Contract with vendors of self-service smartphone applications for municipal clients | 4 | High (<2 years) | Matteson, Park Forest | |
| Repost and advertise changes to transit services | Coordinate with Pace and Metra regarding upcoming changes to transit service | 5, ongoing | High (<2 years) | Matteson, Park Forest, Richton Park | Pace, Metra |
| Enact micro-mobility policies that guide implementation | Research policies drafted by other jurisdictions<br><br>Identify locations where micro-mobility devices will be permitted (i.e. on sidewalks, in bike lanes, etc.) | 6 | Medium (2-5 years) | Matteson, Park Forest, Richton Park | |
| Adopt Complete Streets policies | Determine under what circumstances the Complete Streets policy would apply (i.e. new construction, major rehabilitation, or routine resurfacing) | 7 | Medium (2-5 years) | Richton Park | Matteson, Park Forest |
| Launch a low-cost bikeshare system along the Old Plank Road Trail | Identify bikeshare vendors<br><br>Develop cost sharing mechanism among the villages<br><br>Reach out to Old Plank Road Trail Commission, the Chicago Southland Convention and Visitors Bureau, and other regional entities regarding financial support for the bike share system | 8 | Medium (2-5 years) | Matteson, Park Forest, Richton Park | Old Plank Road Trail Commission, Chicago Southland Convention and Visitors Bureau |

# Conclusion

The villages of Park Forest, Matteson, and Richton Park each have significant transportation assets, including the Metra stations and the Pace routes in each village, yet accessing these transit services via walking, bicycling, or a different transit service is difficult. The lack of walking, bicycling, and transit connections between the stations and key destinations such as employment and retail clusters, cultural and civic centers, medical facilities, and residential areas contributes to high vehicle mode share among residents and visitors. Considering the high proportion of low-income and older (age 60 and above) residents in the villages, they have an opportunity to not only expand access to destinations for these residents, but also improve connectivity and accessibility for all residents.

To address the mobility challenges in each of the villages, the report outlines a series of recommendations and suggested implementation steps that can be organized into three overarching categories: public transportation, active transportation, and policy changes. These recommendations and implementation steps describe how the villages can:

- Make transit services more attractive to users
- Support redevelopment near Metra stations and along Pace bus corridors
- Prioritize pedestrian access and construct ADA improvements
- Expand bicycle infrastructure and capitalize on regionally significant shared use trails
- Invest in active transportation education and advocacy
- Support the implementation of a sub-regional transportation vision
- Expand public transit education and communication efforts; and
- Adopt policies and programs that support multi-modal transportation

The report therefore offers a suggested method and strategy for improving walking, bicycling, and transit in the villages, which could increase transit ridership, expand access to destinations for all residents, and offer more transportation options to residents.

APPENDIX A

List of Stakeholder and Focus Group Meetings

*Stakeholder Name, Title*: Pat Peters, Transportation Director

*Stakeholder Affiliation (if necessary*): Rich Township

*Date of Meeting*: October 19, 2020

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*Stakeholder Name, Title:* Heather Schady, Senior Transportation Planner

*Stakeholder Affiliation (if necessary):* Active Transportation Alliance

*Date of Meeting*: October 19, 2020

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*Focus Group:* Older Adults and People with Disabilities

*Focus Group Participants:* Lauren Finnegan, LCPC, CADC (Director of Clinical Program Services, Sertoma Centre, Inc.), Eric Hoffman (President, Rainbow Association), Jo Jo Martin (Social Worker, Rich Township), Tom Mick (Village Manager, Village of Park Forest)

*Date of Meeting*: November 5, 2020

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*Focus Group:* Workforce

*Focus Group Participants:* Will MacLeod (Director of Operations/General Manager, E-commerce Fulfillment, Sam's Club)

*Date of Meeting*: November 5, 2020

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*Focus Group:* Education

*Focus Group Participants:* Matthew Shank (Director of Athletics, Activities, and Transportation, Rich Township High School District 227), Kelly Lapetino (Dean of Corporate and Continuing Education, Prairie State College)

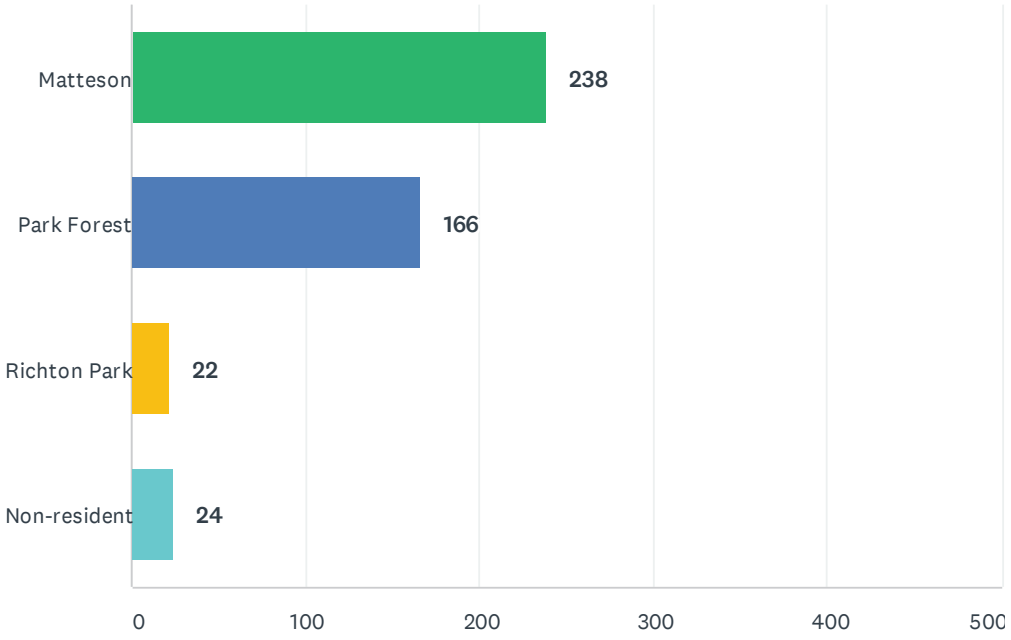
*Date of Meeting*: November 5, 2020

APPENDIX B

Public Engagement Survey Questions and Responses

# Q1 Are you a resident of Matteson, Park Forest, or Richton Park?

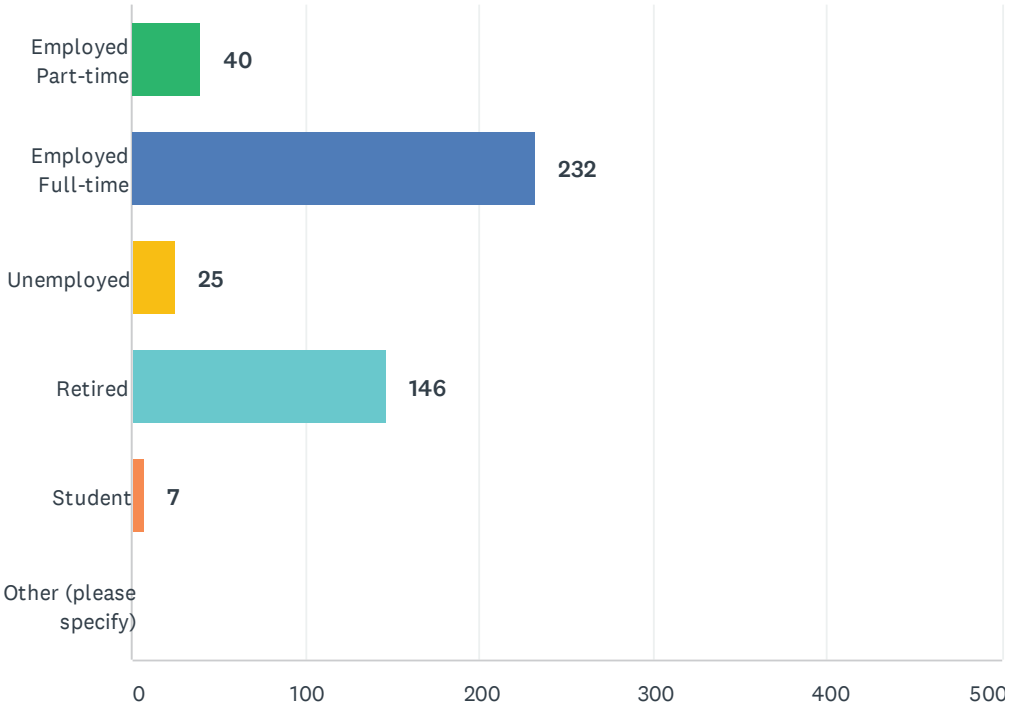
Answered: 450 Skipped: 0




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Matteson | 52.89% | 238 |
| Park Forest | 36.89% | 166 |
| Richton Park | 4.89% | 22 |
| Non-resident | 5.33% | 24 |
| TOTAL | | 450 |

# Q2 How would you describe your employment?

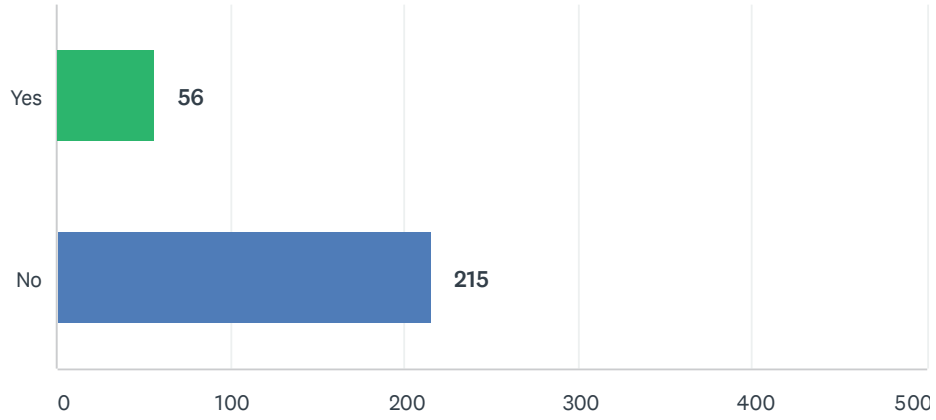
Answered: 450 Skipped: 0




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Employed Part-time | 8.89% | 40 |
| Employed Full-time | 51.56% | 232 |
| Unemployed | 5.56% | 25 |
| Retired | 32.44% | 146 |
| Student | 1.56% | 7 |
| Other (please specify) | 0.00% | 0 |
| TOTAL | | 450 |

# Q3 Are you employed in Matteson, Park Forest, or Richton Park?

Answered: 271 Skipped: 179

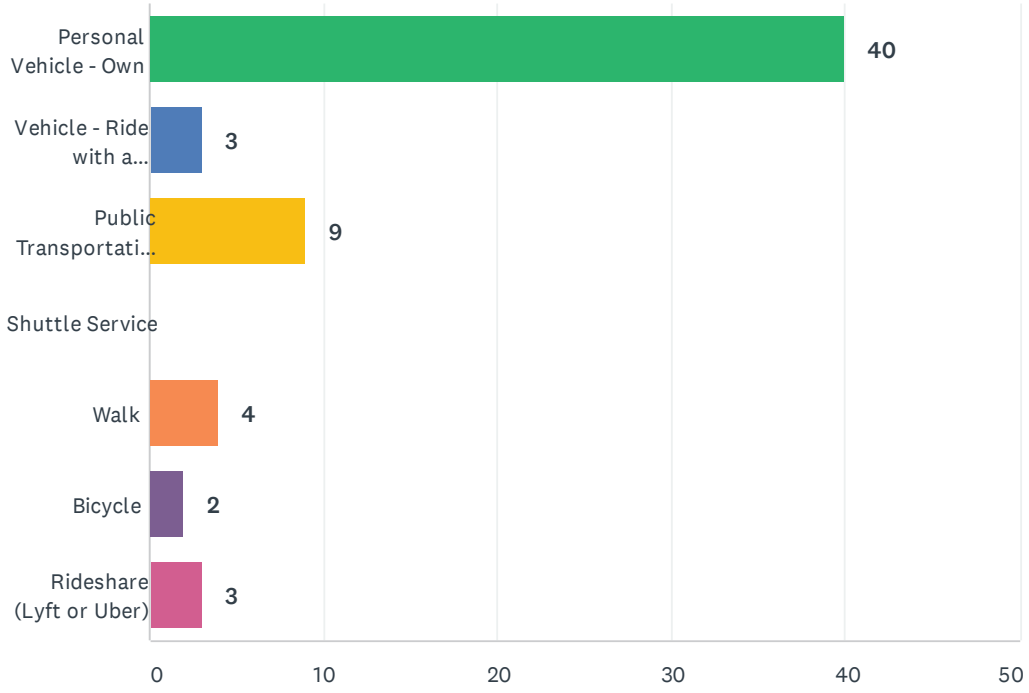



| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Yes | 20.66% | 56 |
| No | 79.34% | 215 |
| TOTAL | | 271 |

## Of those who are employed in the study area, pages 5 - 8

# Q5 Before COVID-19 counter measures took effect in March, what forms of transportation did you most frequently use to get around Matteson, Park Forest, and Richton Park?

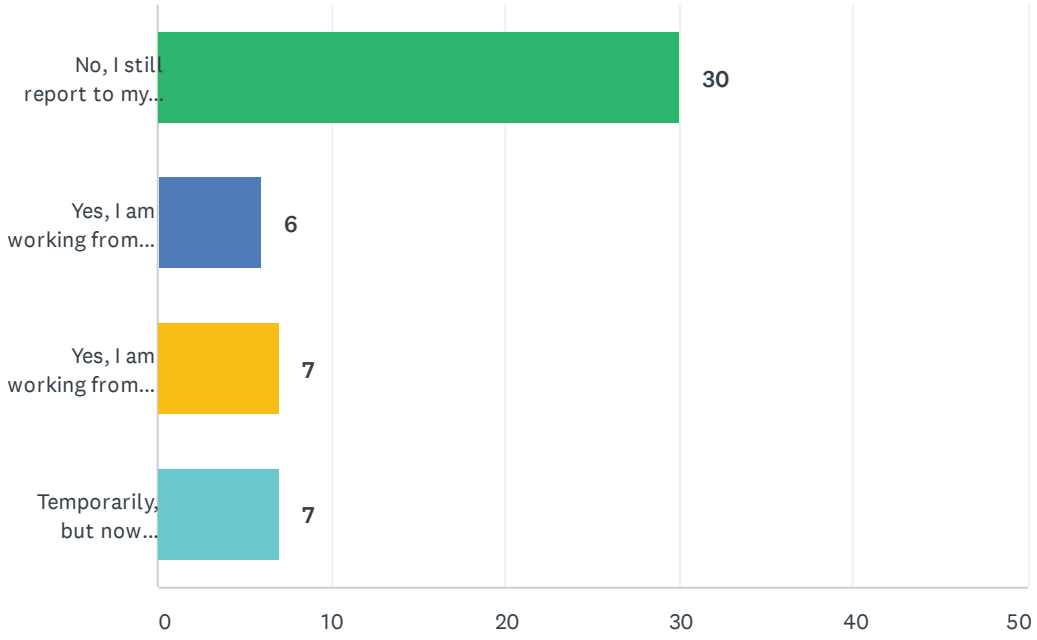
Answered: 50 Skipped: 400




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Personal Vehicle - Own | 80.00% | 40 |
| Vehicle - Ride with a Friend/Family | 6.00% | 3 |
| Public Transportation (Metra, Pace, or Local Shuttle Service) | 18.00% | 9 |
| Shuttle Service | 0.00% | 0 |
| Walk | 8.00% | 4 |
| Bicycle | 4.00% | 2 |
| Rideshare (Lyft or Uber) | 6.00% | 3 |
| Total Respondents: 50 | | |

# Q6 Did your workplace switch to work from home during COVID-19?

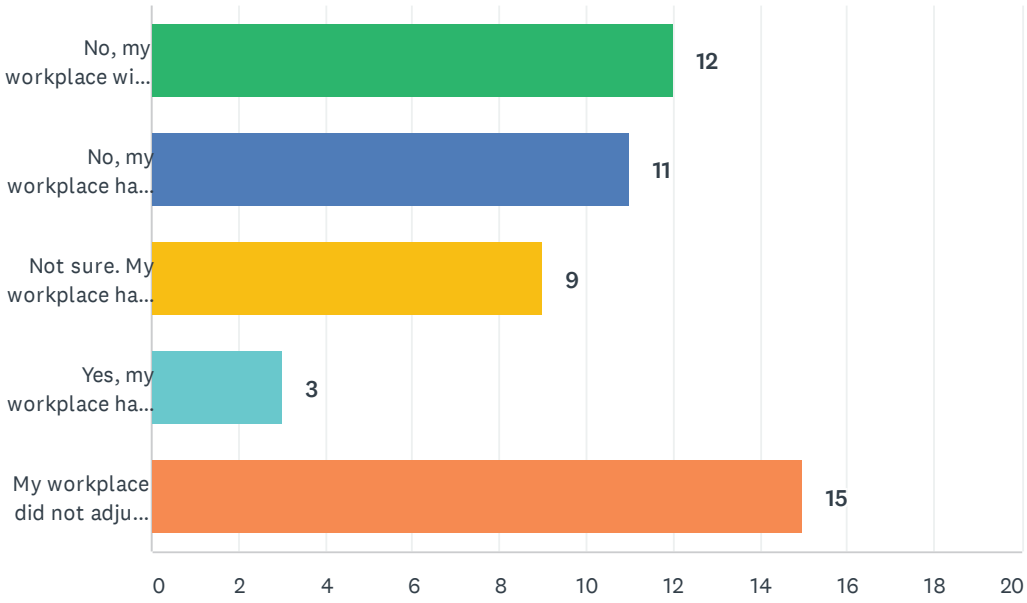
Answered: 50 Skipped: 400




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| No, I still report to my workplace | 60.00% | 30 |
| Yes, I am working from home at least a few days a week | 12.00% | 6 |
| Yes, I am working from home every day | 14.00% | 7 |
| Temporarily, but now reporting back at workplace | 14.00% | 7 |
| TOTAL | | 50 |

# Q7 Do you anticipate work from home being a long-term policy at your workplace?

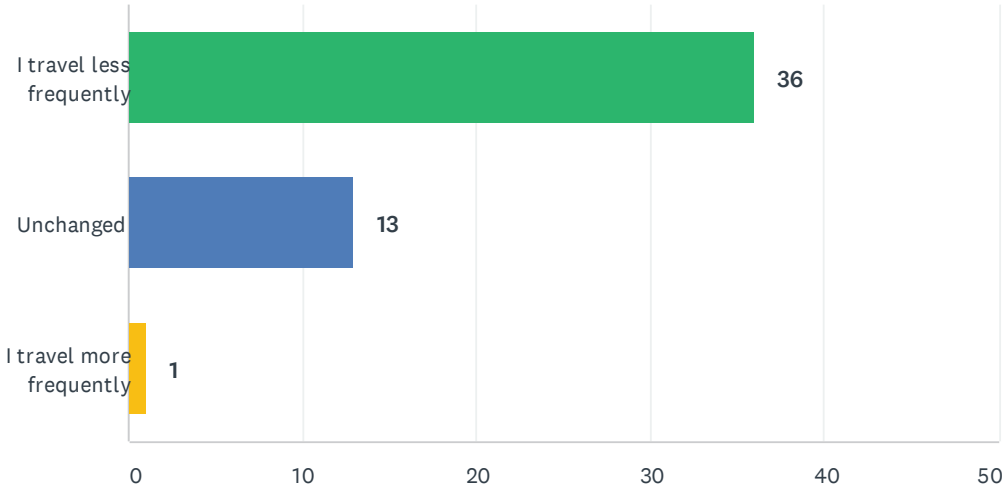
Answered: 50 Skipped: 400




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| No, my workplace will return to operations once COVID-19 is resolved. | 24.00% | 12 |
| No, my workplace has already returned to pre-COVID operations. | 22.00% | 11 |
| Not sure. My workplace has not indicated it's long-term position on working from home. | 18.00% | 9 |
| Yes, my workplace has indicated that working from home is a long-term policy. | 6.00% | 3 |
| My workplace did not adjust operations for COVID-19 | 30.00% | 15 |
| TOTAL | | 50 |

# Q8 How have your travel behaviors changed since COVID-19?

Answered: 50 Skipped: 400

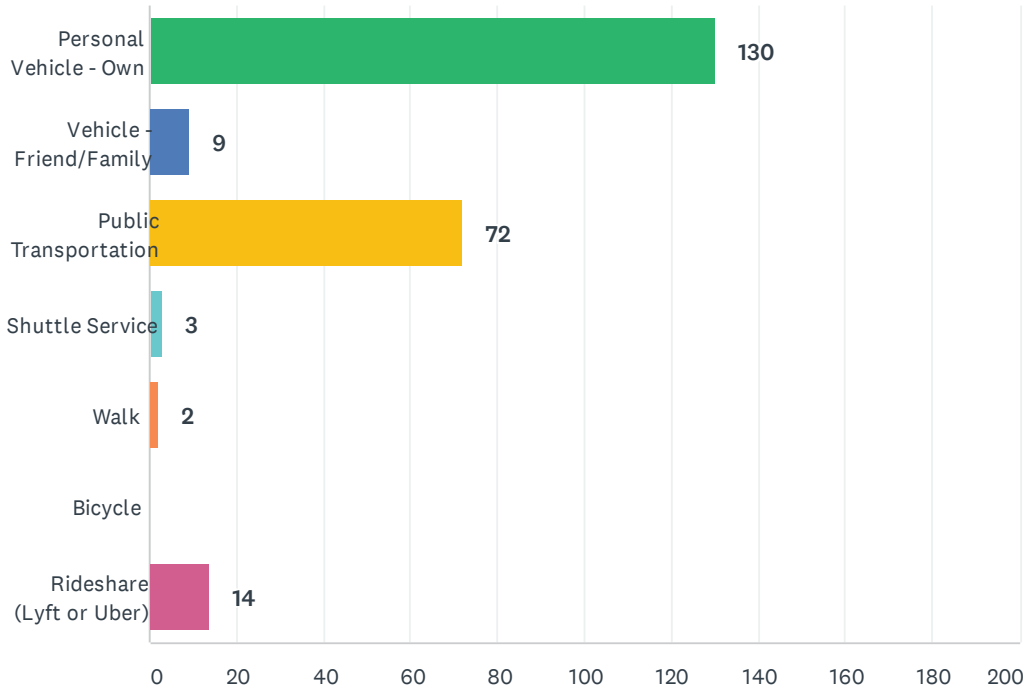



| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| I travel less frequently | 72.00% | 36 |
| Unchanged | 26.00% | 13 |
| I travel more frequently | 2.00% | 1 |
| TOTAL | | 50 |

## Of those who are employed outside of the study area, pages 11 - 15

### Q11 Before COVID-19 counter measures took effect in March, what form of transportation did you most frequently use to get to your workplace?

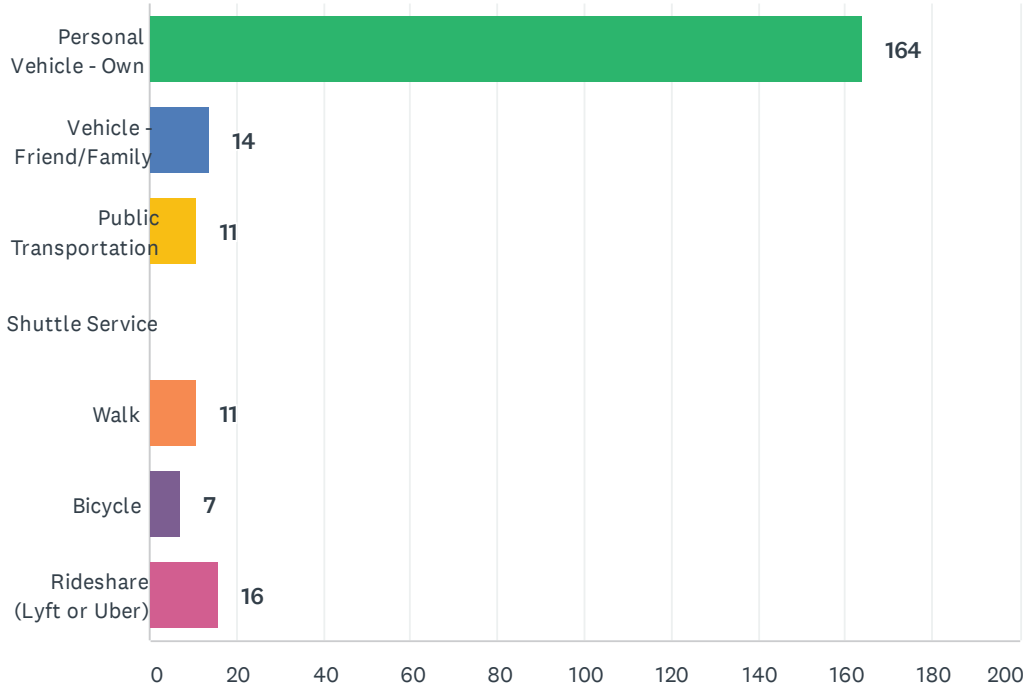
Answered: 188 Skipped: 262




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Personal Vehicle - Own | 69.15% | 130 |
| Vehicle - Friend/Family | 4.79% | 9 |
| Public Transportation | 38.30% | 72 |
| Shuttle Service | 1.60% | 3 |
| Walk | 1.06% | 2 |
| Bicycle | 0.00% | 0 |
| Rideshare (Lyft or Uber) | 7.45% | 14 |
| Total Respondents: 188 | | |

# Q12 Before COVID-19 counter measures took effect in March, what form of transportation did you most frequently use to get around Matteson, Park Forest, and Richton Park?

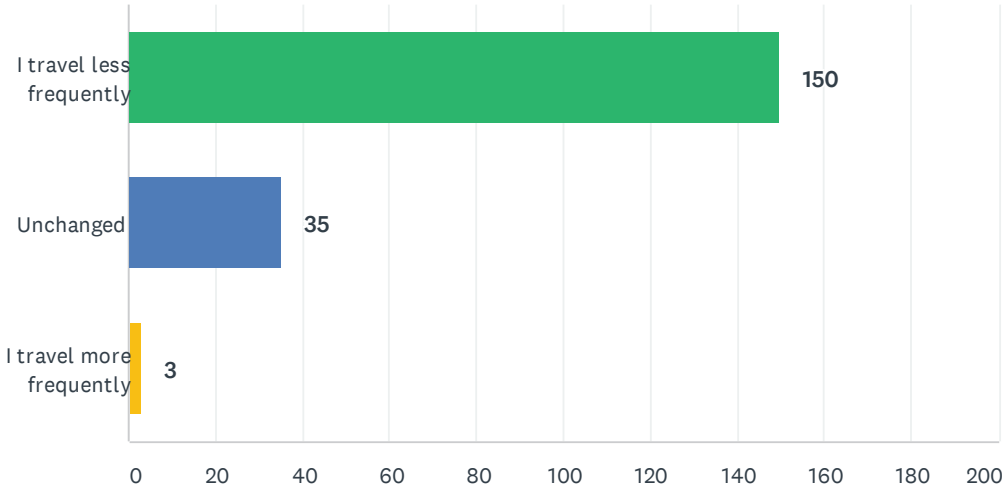
Answered: 188 Skipped: 262




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Personal Vehicle - Own | 87.23% | 164 |
| Vehicle - Friend/Family | 7.45% | 14 |
| Public Transportation | 5.85% | 11 |
| Shuttle Service | 0.00% | 0 |
| Walk | 5.85% | 11 |
| Bicycle | 3.72% | 7 |
| Rideshare (Lyft or Uber) | 8.51% | 16 |
| Total Respondents: 188 | | |

# Q13 How have your travel behaviors changed since COVID-19?

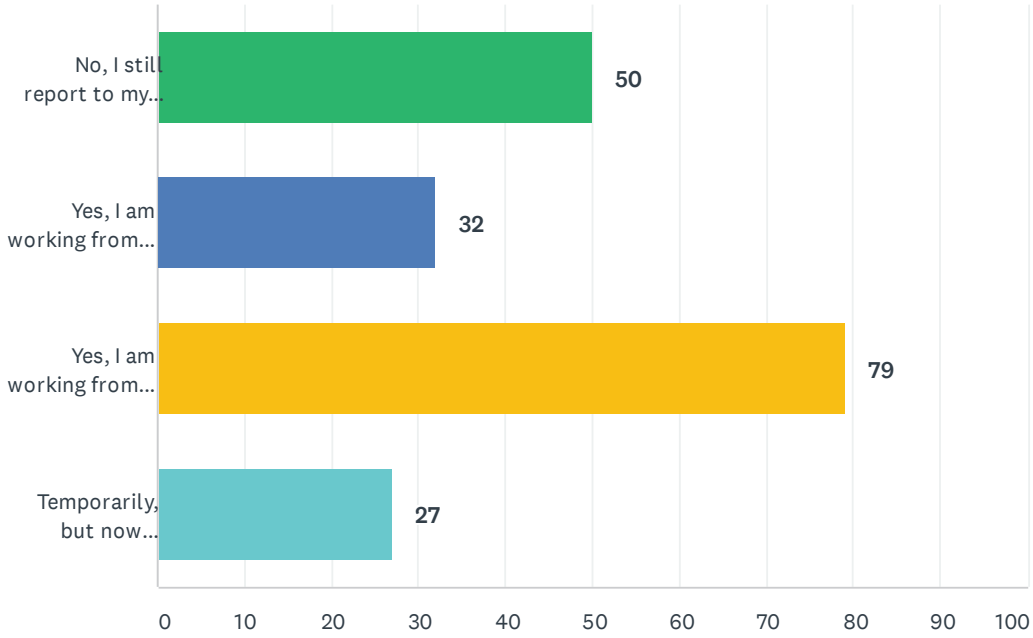
Answered: 188 Skipped: 262




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| I travel less frequently | 79.79% | 150 |
| Unchanged | 18.62% | 35 |
| I travel more frequently | 1.60% | 3 |
| TOTAL | | 188 |

# Q14 Did your workplace switch to work from home during COVID-19?

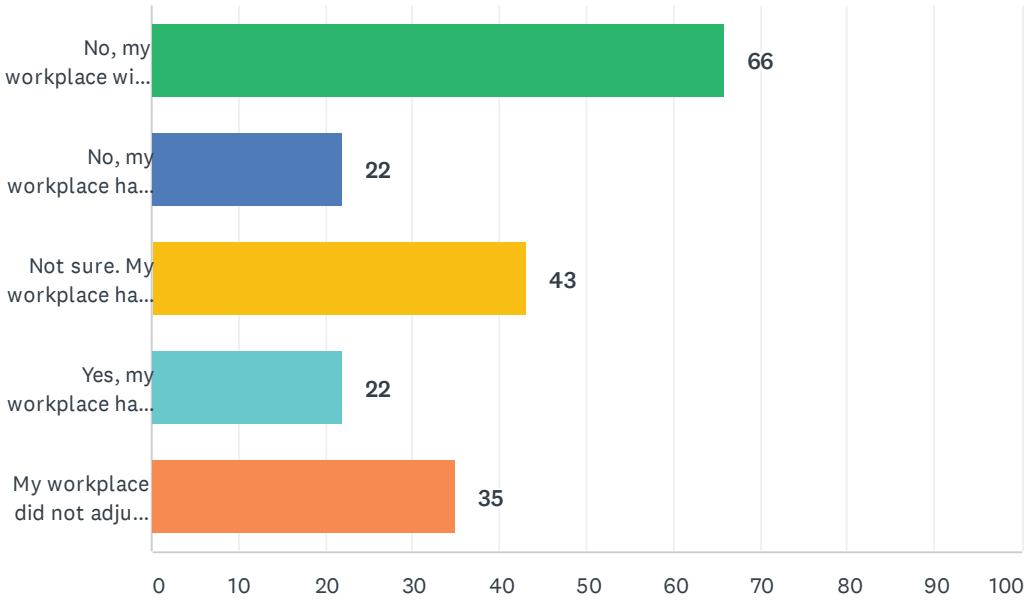
Answered: 188 Skipped: 262




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| No, I still report to my workplace | 26.60% | 50 |
| Yes, I am working from home at least a few days a week | 17.02% | 32 |
| Yes, I am working from home every day | 42.02% | 79 |
| Temporarily, but now reporting back at workplace | 14.36% | 27 |
| TOTAL | | 188 |

# Q15 Do you anticipate work from home being a long-term policy at your workplace?

Answered: 188 Skipped: 262

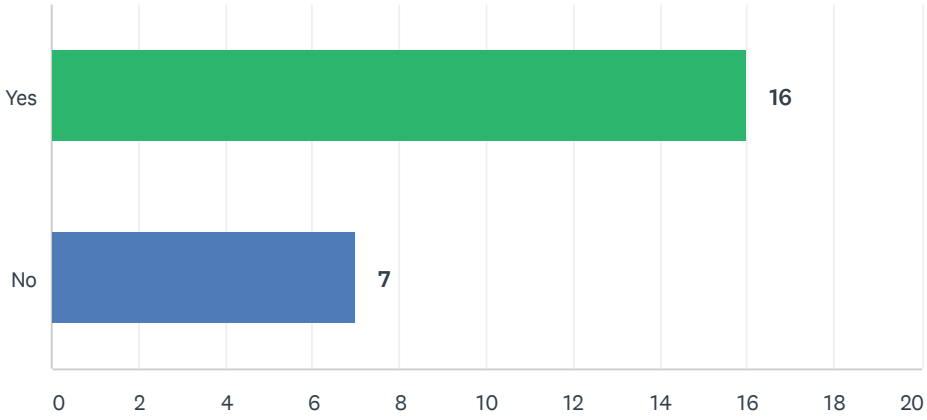



| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| No, my workplace will return to operations once COVID-19 is resolved. | 35.11% | 66 |
| No, my workplace has already returned to pre-COVID operations. | 11.70% | 22 |
| Not sure. My workplace has not indicated it's long-term position on working from home. | 22.87% | 43 |
| Yes, my workplace has indicated that working from home is a long-term policy. | 11.70% | 22 |
| My workplace did not adjust operations for COVID-19 | 18.62% | 35 |
| TOTAL | | 188 |

## Of those who indicated being unemployed, 17 - 18

# Q17 Does transportation limit where you're able to find employment?

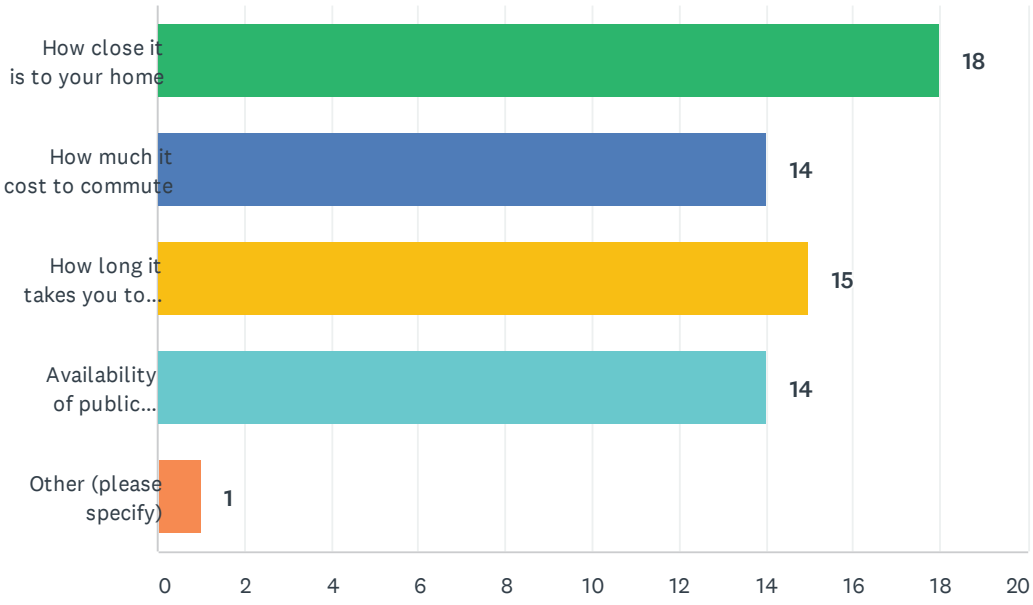
Answered: 23 Skipped: 427




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Yes | 69.57% | 16 |
| No | 30.43% | 7 |
| TOTAL | | 23 |

# Q18 What transportation considerations are most important to you when seeking employment?

Answered: 23 Skipped: 427

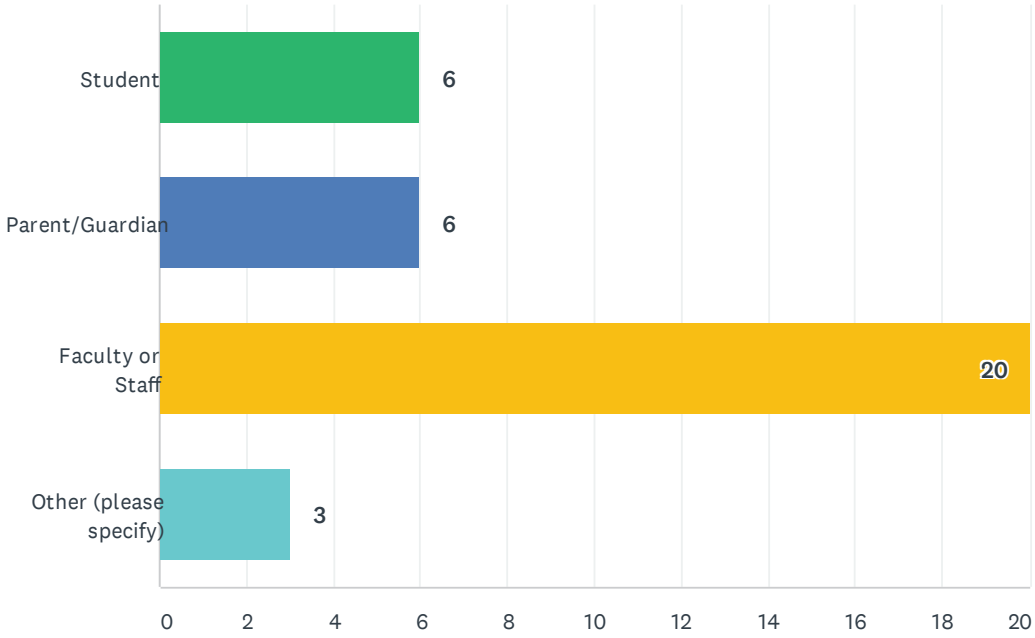



| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| How close it is to your home | 78.26% | 18 |
| How much it cost to commute | 60.87% | 14 |
| How long it takes you to commute | 65.22% | 15 |
| Availability of public transportation | 60.87% | 14 |
| Other (please specify) | 4.35% | 1 |
| Total Respondents: 23 | | |

**Of those who indicated being a parent/guardian of a student, or school faculty, pages 20 - 23**

## Q20 Are you a student, parent/guardian of a student, or school faculty?

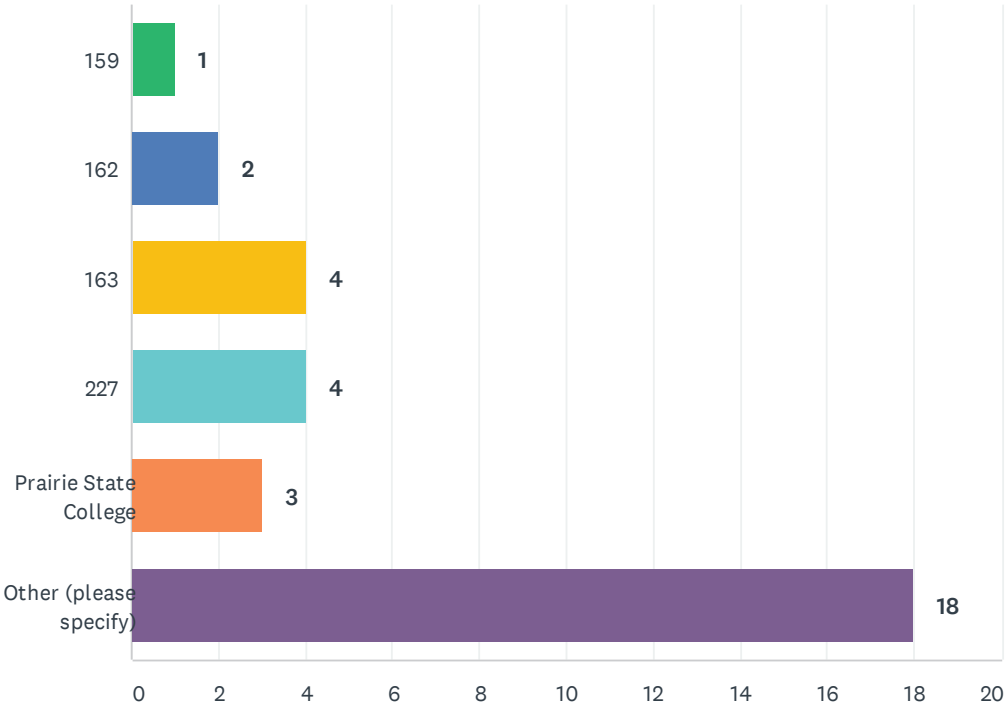
Answered: 35 Skipped: 415




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Student | 17.14% | 6 |
| Parent/Guardian | 17.14% | 6 |
| Faculty or Staff | 57.14% | 20 |
| Other (please specify) | 8.57% | 3 |
| TOTAL | | 35 |

# Q21 What school do you attend?

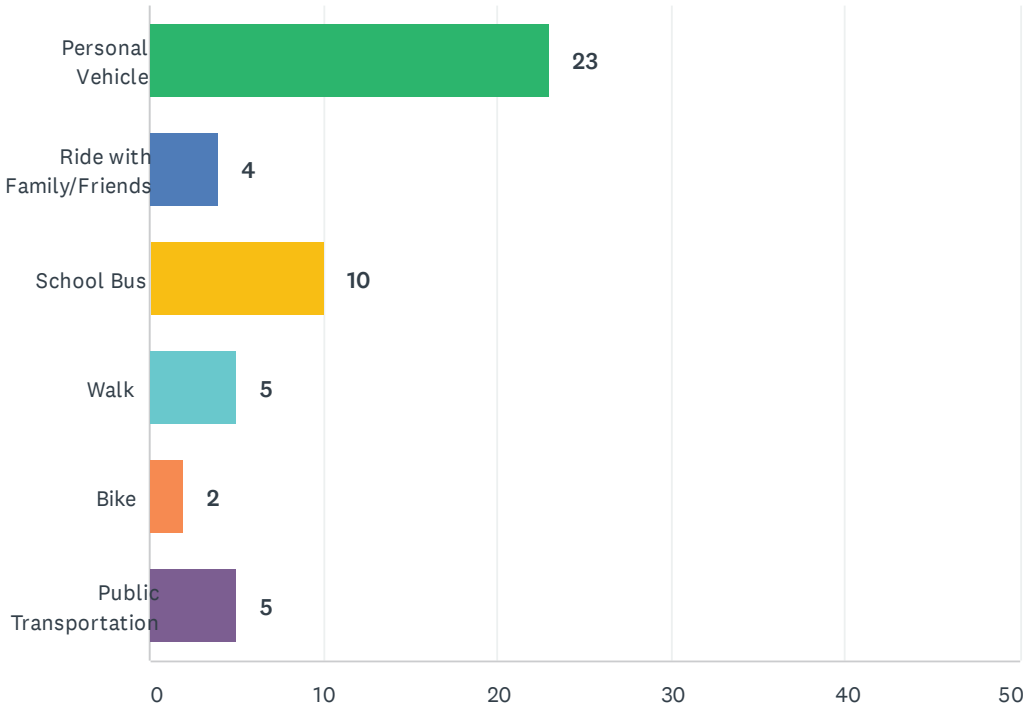
Answered: 32 Skipped: 418




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| 159 | 3.13% | 1 |
| 162 | 6.25% | 2 |
| 163 | 12.50% | 4 |
| 227 | 12.50% | 4 |
| Prairie State College | 9.38% | 3 |
| Other (please specify) | 56.25% | 18 |
| TOTAL | | 32 |

# Q22 Before COVID-19 counter measures took effect in March, how did you get to campus?

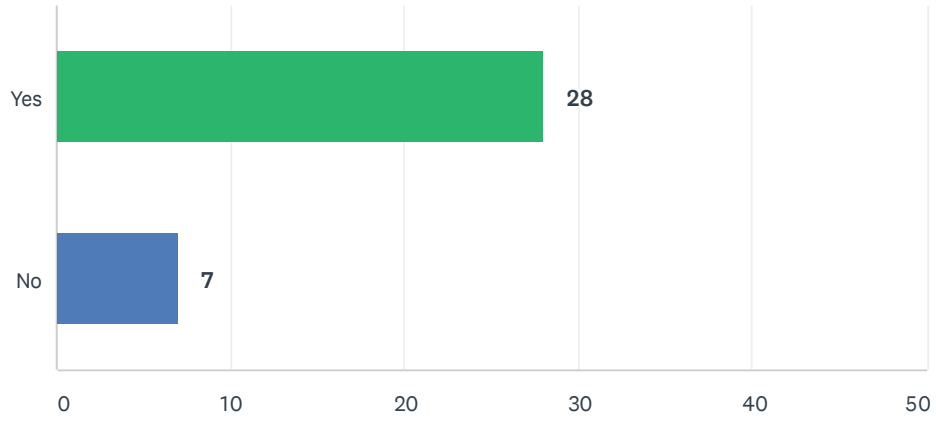
Answered: 34 Skipped: 416




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Personal Vehicle | 67.65% | 23 |
| Ride with Family/Friends | 11.76% | 4 |
| School Bus | 29.41% | 10 |
| Walk | 14.71% | 5 |
| Bike | 5.88% | 2 |
| Public Transportation | 14.71% | 5 |
| Total Respondents: 34 | | |

# Q23 Do you believe students experience difficulty accessing extracurricular activities or after school employment?

Answered: 35 Skipped: 415

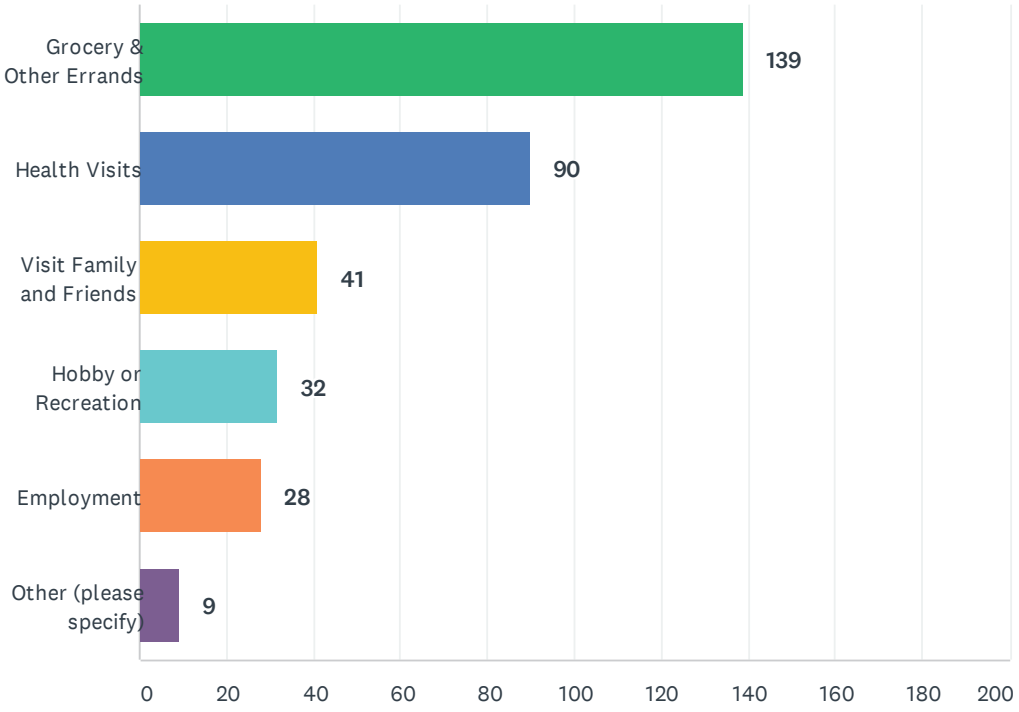



| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Yes | 80.00% | 28 |
| No | 20.00% | 7 |
| TOTAL | | 35 |

**Of those who indicated being an older adult or person with disability, pages 25 - 29**

## Q25 What are the purposes of your most frequent trips?

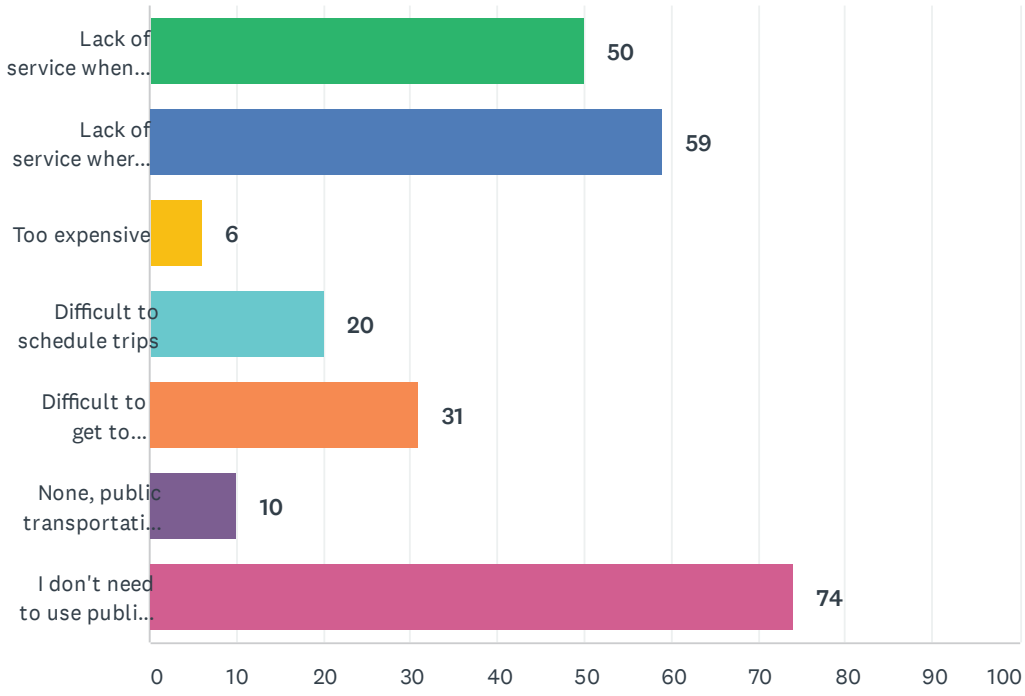
Answered: 161 Skipped: 289




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Grocery & Other Errands | 86.34% | 139 |
| Health Visits | 55.90% | 90 |
| Visit Family and Friends | 25.47% | 41 |
| Hobby or Recreation | 19.88% | 32 |
| Employment | 17.39% | 28 |
| Other (please specify) | 5.59% | 9 |
| Total Respondents: 161 | | |

# Q26 What are the public transportation barriers that prevent you from accessing things you need?

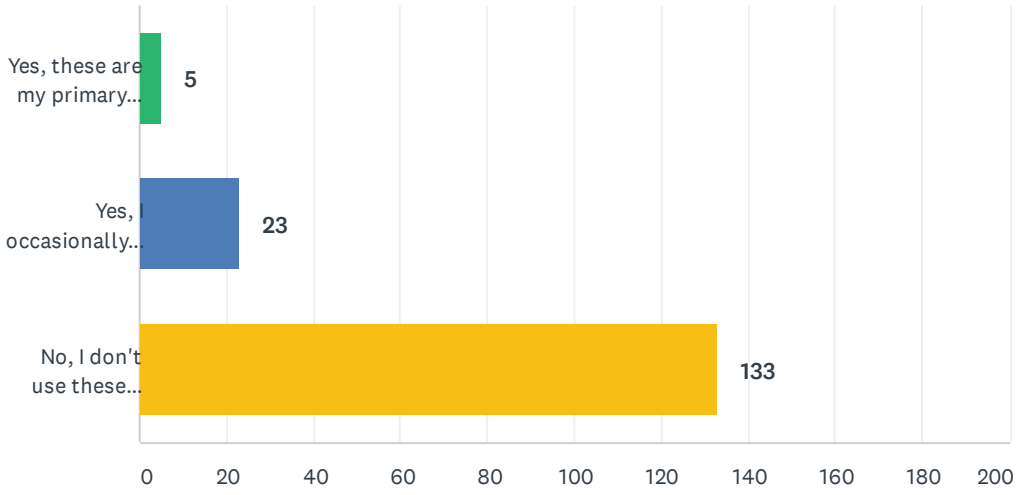
Answered: 159 Skipped: 291




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Lack of service when I need it | 31.45% | 50 |
| Lack of service where I need it | 37.11% | 59 |
| Too expensive | 3.77% | 6 |
| Difficult to schedule trips | 12.58% | 20 |
| Difficult to get to pick-up/drop off locations | 19.50% | 31 |
| None, public transportation works well for me | 6.29% | 10 |
| I don't need to use public transportation | 46.54% | 74 |
| Total Respondents: 159 | | |

# Q28 Do you use the transportation services provided by the Rich Township or Park Forest (Jolley Trolley)?

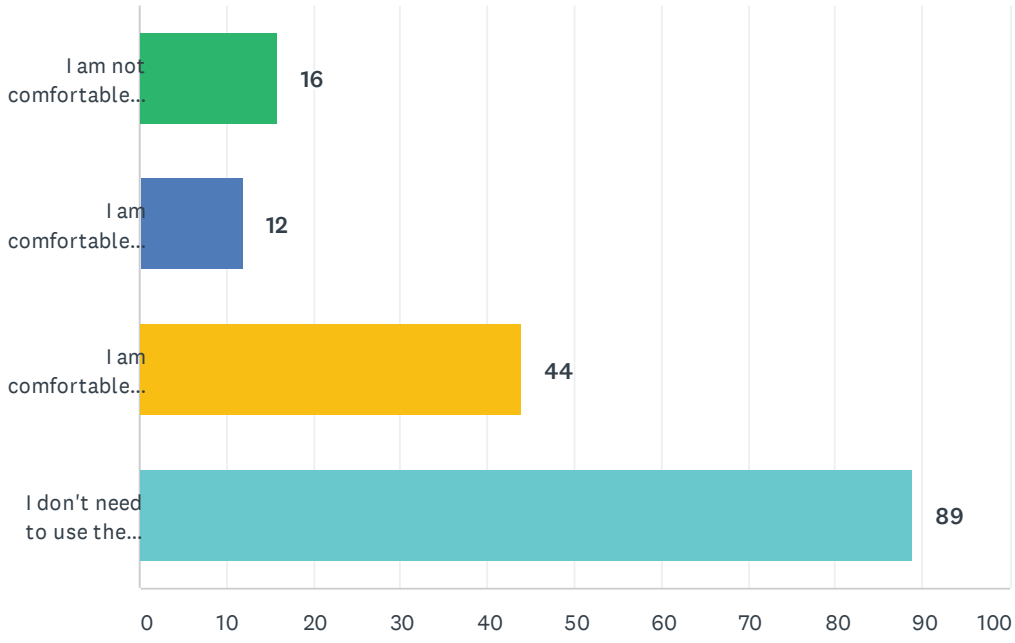
Answered: 161 Skipped: 289




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Yes, these are my primary transportation resources | 3.11% | 5 |
| Yes, I occasionally use these services | 14.29% | 23 |
| No, I don't use these services | 82.61% | 133 |
| TOTAL | | 161 |

# Q29 How comfortable do you feel navigating Matteson, Park Forest, and Richton Park using shuttle services or public transportation?

Answered: 161 Skipped: 289

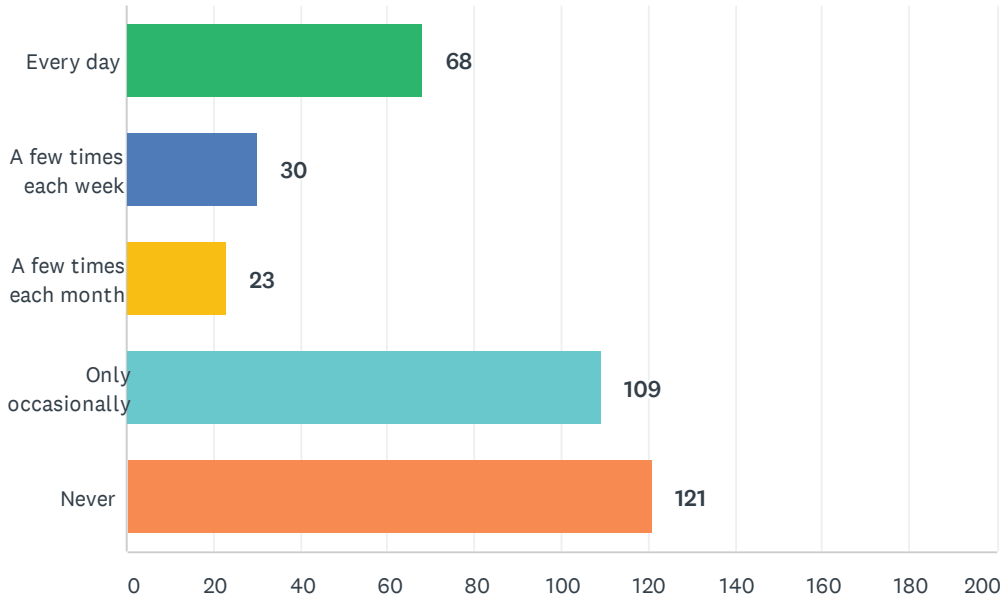



| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| I am not comfortable using these services without assistance. | 9.94% | 16 |
| I am comfortable using these services, but frequently need guidance. | 7.45% | 12 |
| I am comfortable using these services. | 27.33% | 44 |
| I don't need to use the shuttle services. | 55.28% | 89 |
| TOTAL | | 161 |

**ALL SURVEY PARTICIPANTS PAGES 31 - 46**

# Q31 Before COVID-19 counter measures took effect in March, how frequently did you use public transportation?

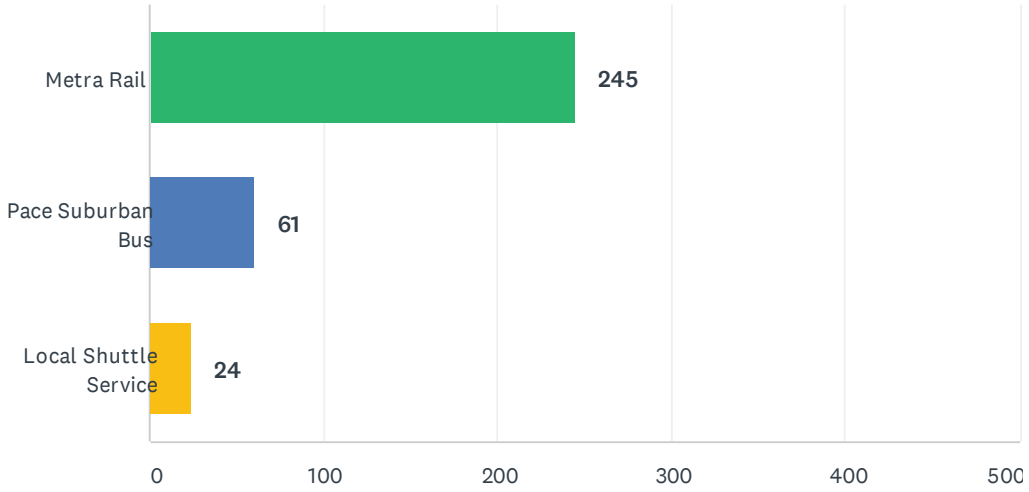
Answered: 351 Skipped: 99




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Every day | 19.37% | 68 |
| A few times each week | 8.55% | 30 |
| A few times each month | 6.55% | 23 |
| Only occasionally | 31.05% | 109 |
| Never | 34.47% | 121 |
| TOTAL | | 351 |

# Q32 Which transit services have you used in the last year?

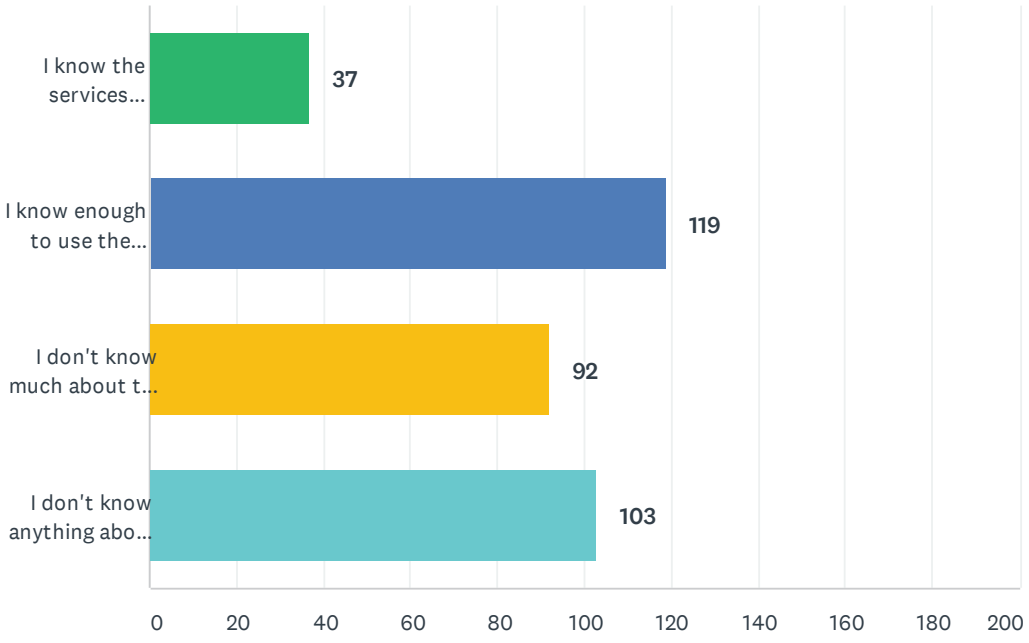
Answered: 271 Skipped: 179




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Metra Rail | 90.41% | 245 |
| Pace Suburban Bus | 22.51% | 61 |
| Local Shuttle Service | 8.86% | 24 |
| Total Respondents: 271 | | |

# Q33 Do you feel knowledgeable on the public transportation services provided in Matteson, Park Forest, and Richton Park?

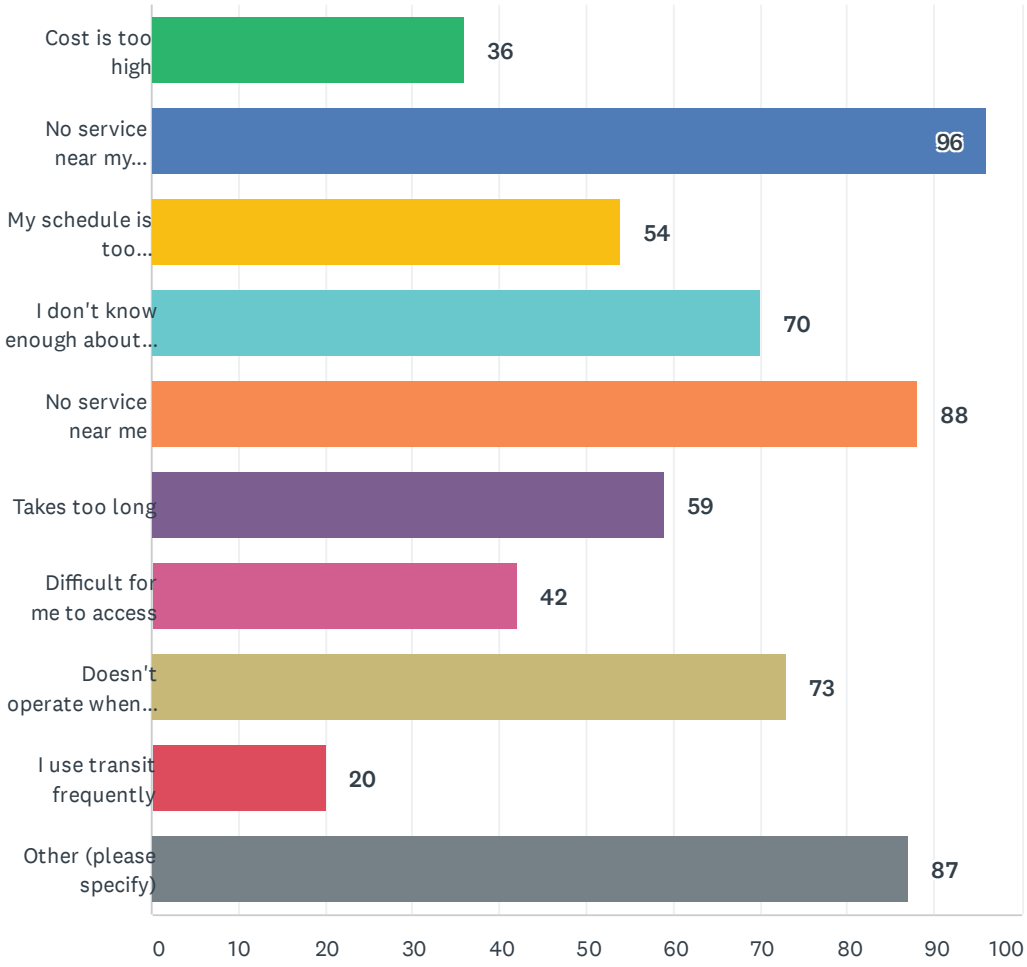
Answered: 351 Skipped: 99




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| I know the services provided, how frequently the trains/bus come, and how much each cost. | 10.54% | 37 |
| I know enough to use the services I need. | 33.90% | 119 |
| I don't know much about the transit services provided. | 26.21% | 92 |
| I don't know anything about transit services in Matteson, Park Forest, or Richton Park. | 29.34% | 103 |
| TOTAL | | 351 |

# Q34 What prevents you from using public transportation more frequently?

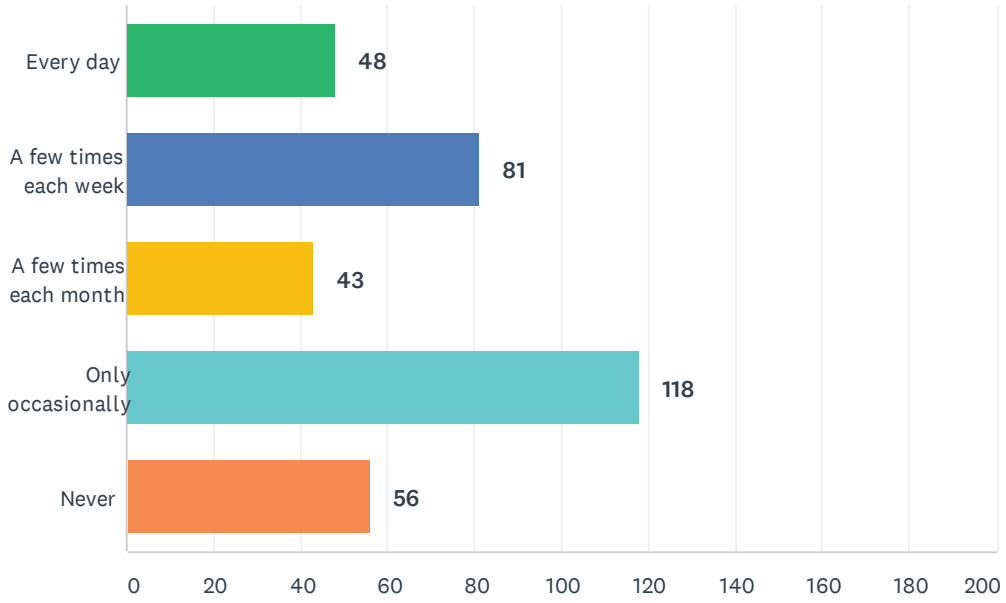
Answered: 351 Skipped: 99




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Cost is too high | 10.26% | 36 |
| No service near my destination | 27.35% | 96 |
| My schedule is too unpredictable | 15.38% | 54 |
| I don't know enough about the public transportation near me | 19.94% | 70 |
| No service near me | 25.07% | 88 |
| Takes too long | 16.81% | 59 |
| Difficult for me to access | 11.97% | 42 |
| Doesn't operate when I need it | 20.80% | 73 |
| I use transit frequently | 5.70% | 20 |
| Other (please specify) | 24.79% | 87 |
| Total Respondents: 351 | | |

# Q35 How frequently do you walk in Matteson, Park Forest, and Richton Park?

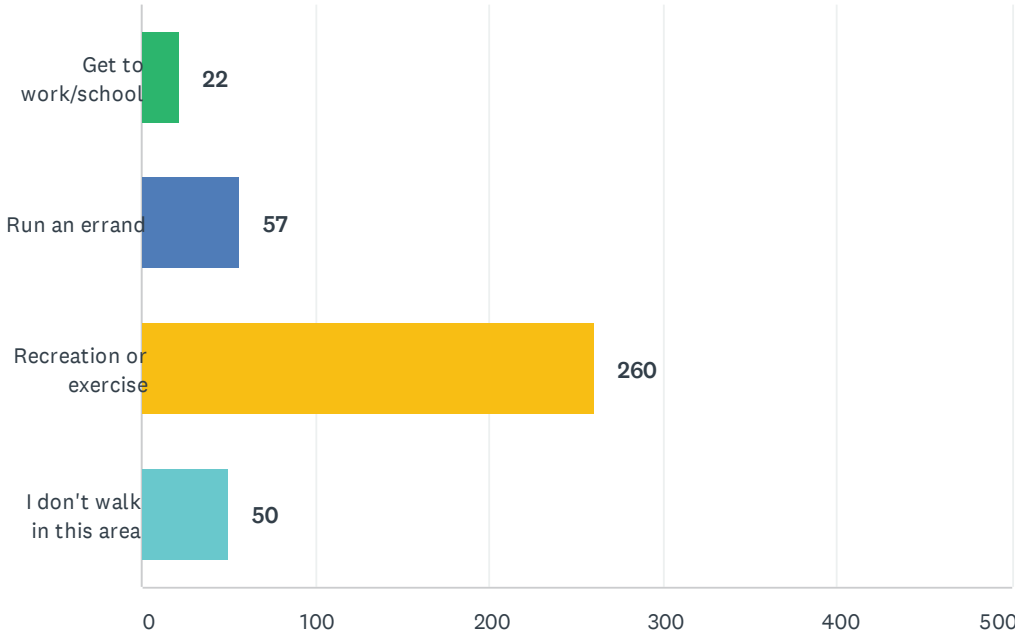
Answered: 346 Skipped: 104




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Every day | 13.87% | 48 |
| A few times each week | 23.41% | 81 |
| A few times each month | 12.43% | 43 |
| Only occasionally | 34.10% | 118 |
| Never | 16.18% | 56 |
| TOTAL | | 346 |

# Q36 What is the primary purpose of your walking trips?

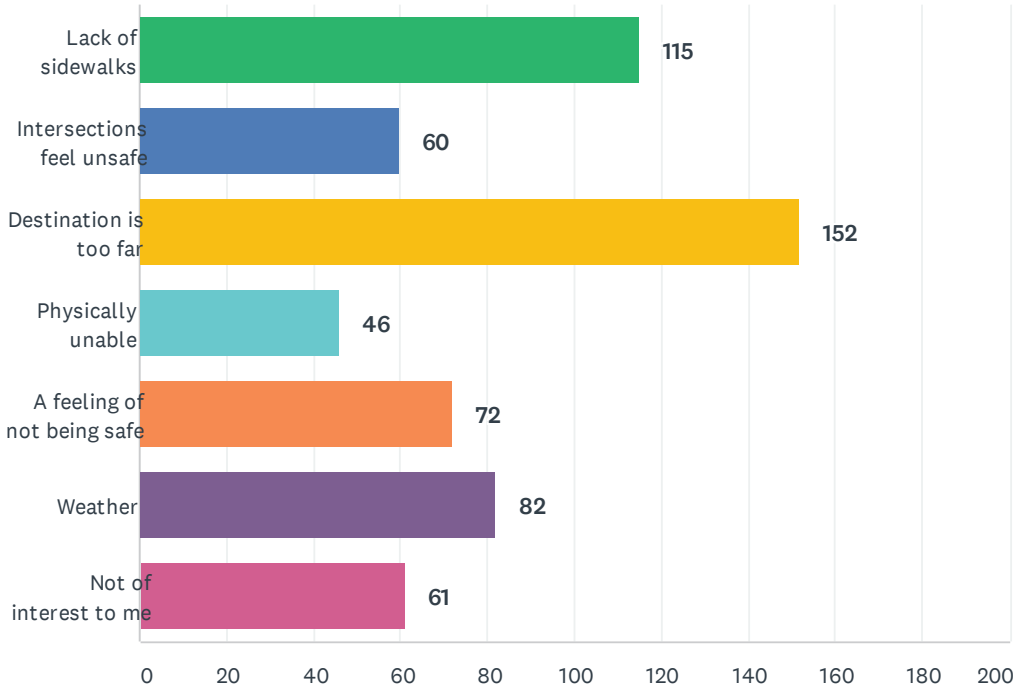
Answered: 346 Skipped: 104




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Get to work/school | 6.36% | 22 |
| Run an errand | 16.47% | 57 |
| Recreation or exercise | 75.14% | 260 |
| I don't walk in this area | 14.45% | 50 |
| Total Respondents: 346 | | |

# Q37 What prevents you from walking to your destination more frequently?

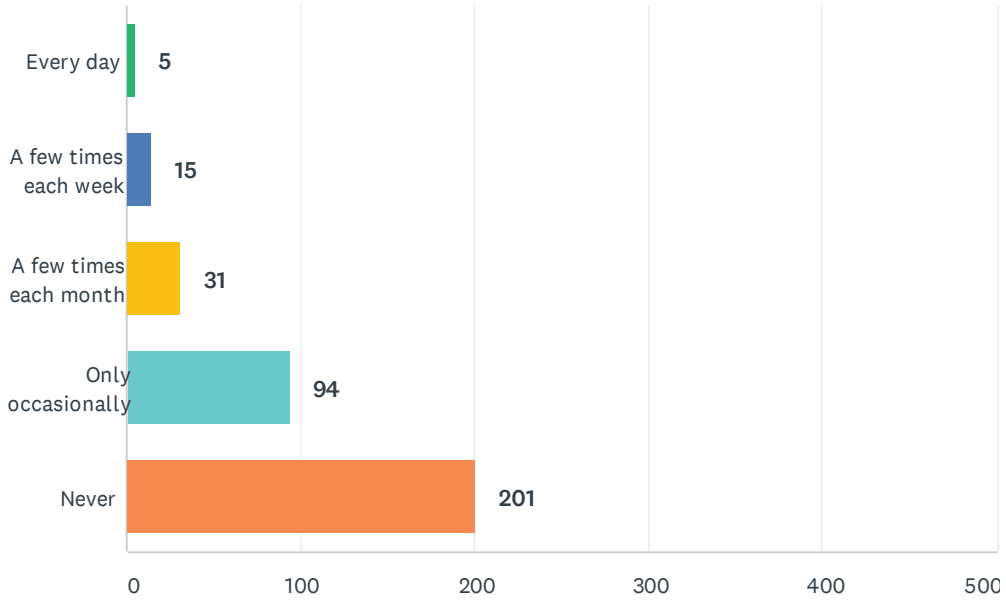
Answered: 346 Skipped: 104




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Lack of sidewalks | 33.24% | 115 |
| Intersections feel unsafe | 17.34% | 60 |
| Destination is too far | 43.93% | 152 |
| Physically unable | 13.29% | 46 |
| A feeling of not being safe | 20.81% | 72 |
| Weather | 23.70% | 82 |
| Not of interest to me | 17.63% | 61 |
| Total Respondents: 346 | | |

# Q38 How frequently do you bike in Matteson, Park Forest, and Richton Park?

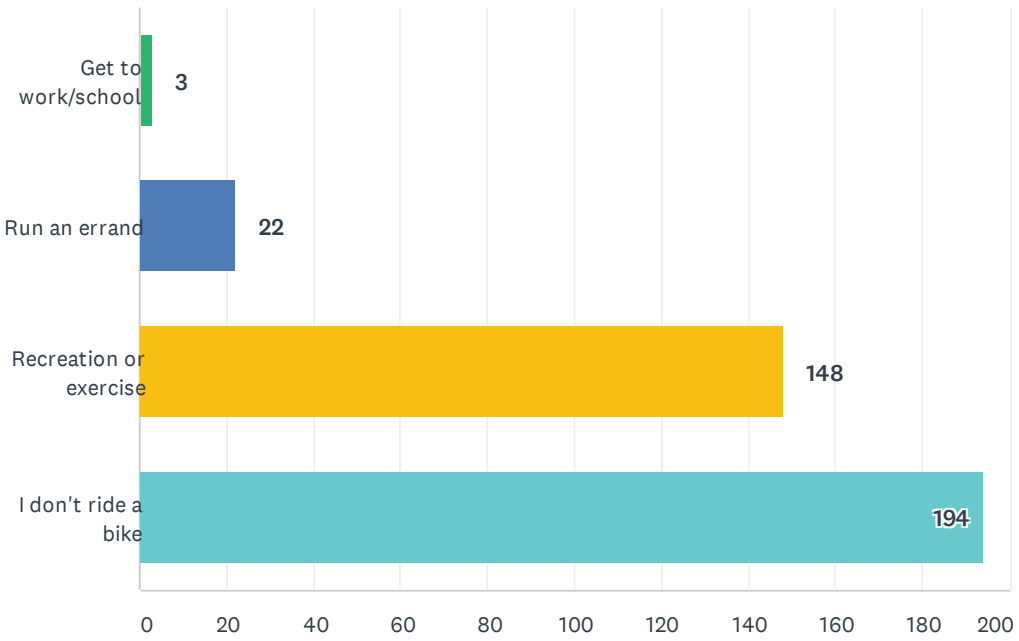
Answered: 346 Skipped: 104




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Every day | 1.45% | 5 |
| A few times each week | 4.34% | 15 |
| A few times each month | 8.96% | 31 |
| Only occasionally | 27.17% | 94 |
| Never | 58.09% | 201 |
| TOTAL | | 346 |

# Q39 What is the primary purpose of your biking trips?

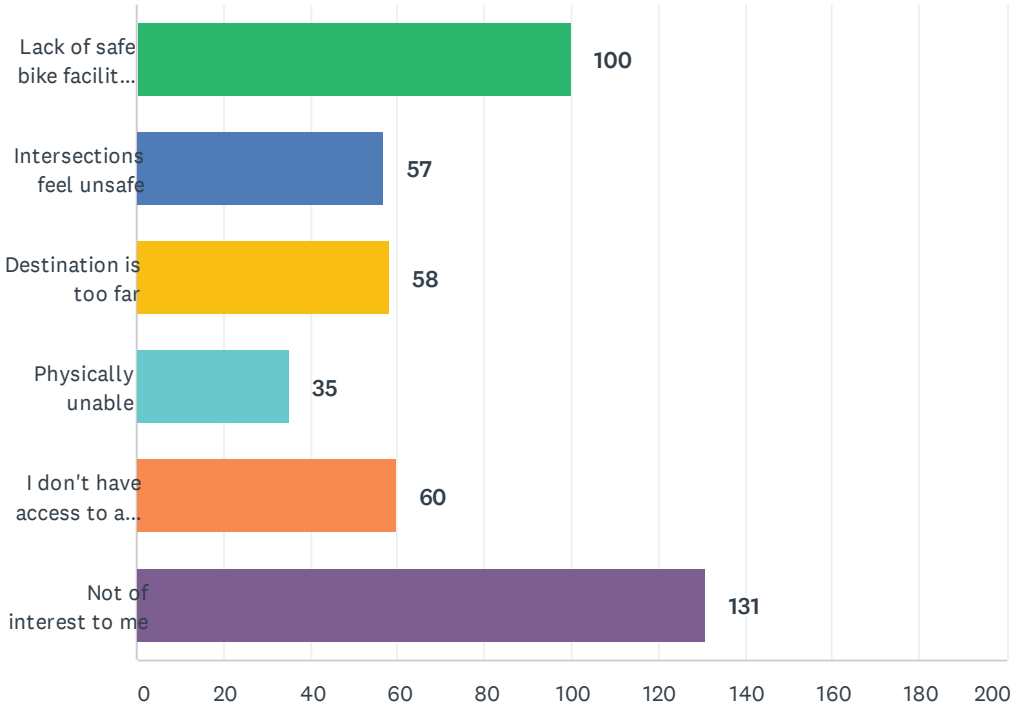
Answered: 346 Skipped: 104




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Get to work/school | 0.87% | 3 |
| Run an errand | 6.36% | 22 |
| Recreation or exercise | 42.77% | 148 |
| I don't ride a bike | 56.07% | 194 |
| Total Respondents: 346 | | |

# Q40 What prevents you from biking to your destination more frequently?

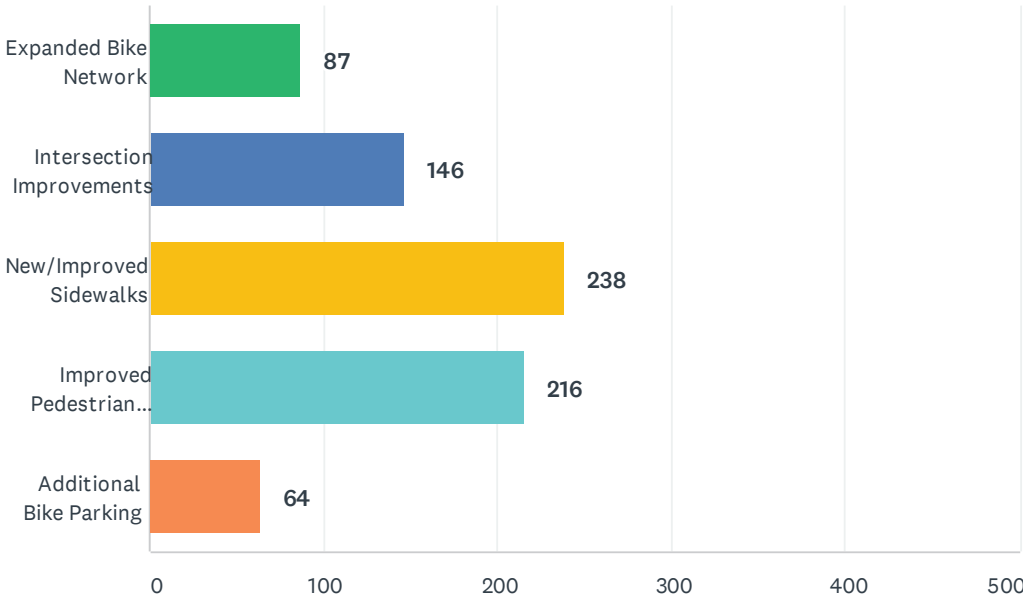
Answered: 346 Skipped: 104




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Lack of safe bike facilities such as protected bike lanes, trails, or bike racks. | 28.90% | 100 |
| Intersections feel unsafe | 16.47% | 57 |
| Destination is too far | 16.76% | 58 |
| Physically unable | 10.12% | 35 |
| I don't have access to a bike | 17.34% | 60 |
| Not of interest to me | 37.86% | 131 |
| Total Respondents: 346 | | |

# Q41 Which infrastructure improvements would you most like to see in Matteson, Park Forest, and Richton Park?

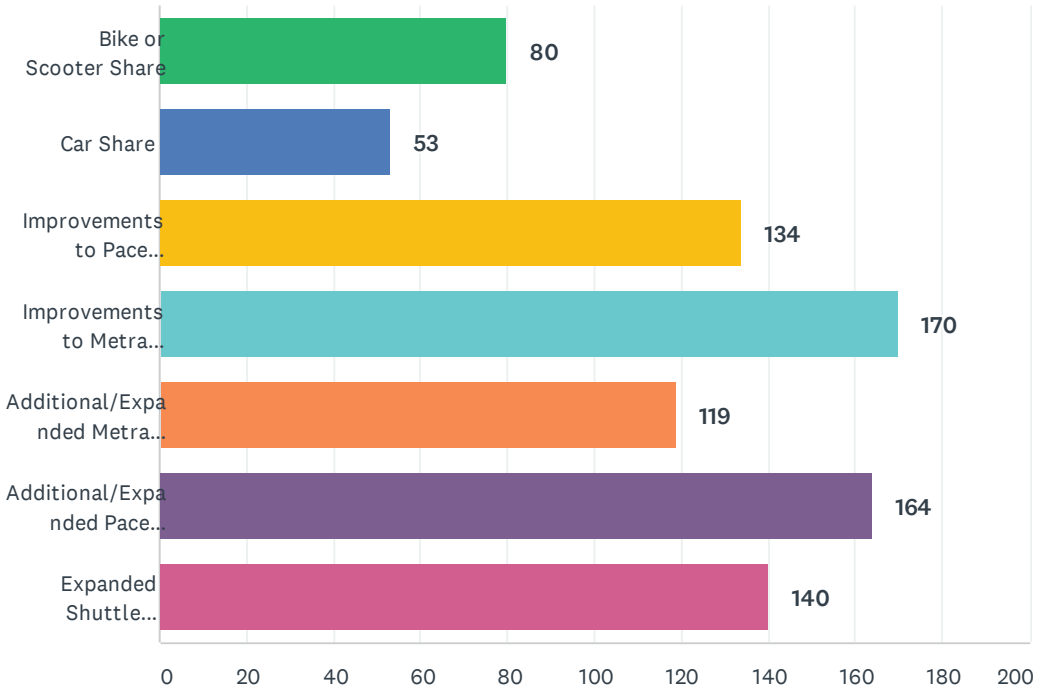
Answered: 308 Skipped: 142




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Expanded Bike Network | 28.25% | 87 |
| Intersection Improvements | 47.40% | 146 |
| New/Improved Sidewalks | 77.27% | 238 |
| Improved Pedestrian Lighting | 70.13% | 216 |
| Additional Bike Parking | 20.78% | 64 |
| Total Respondents: 308 | | |

# Q42 Which public transportation improvements would you most like to see in Matteson, Park Forest, and Richton Park?

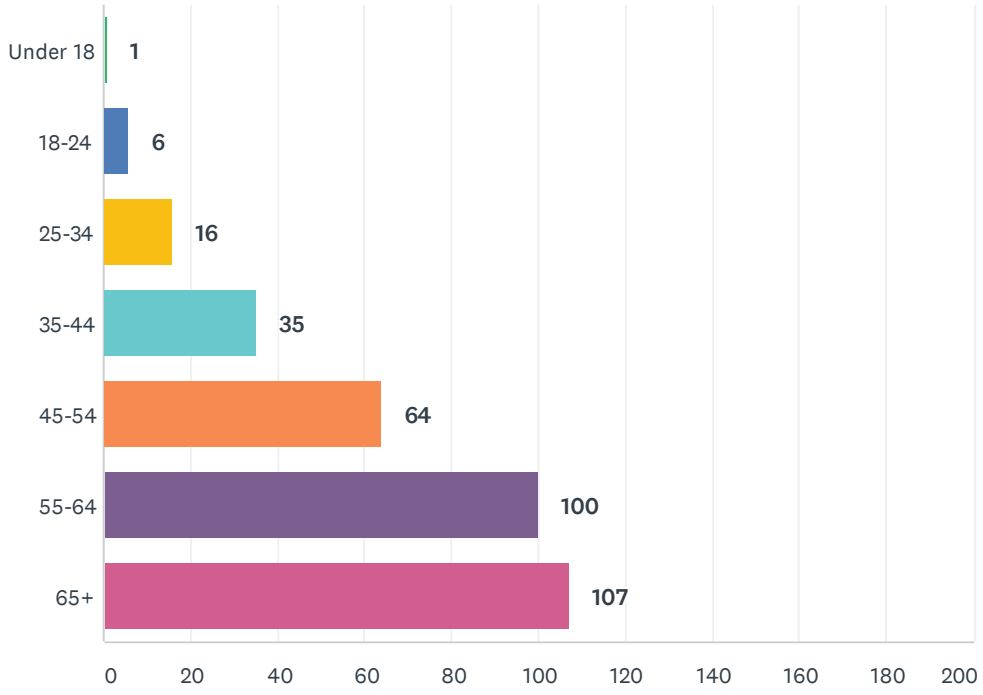
Answered: 304 Skipped: 146




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Bike or Scooter Share | 26.32% | 80 |
| Car Share | 17.43% | 53 |
| Improvements to Pace Stations | 44.08% | 134 |
| Improvements to Metra Stations | 55.92% | 170 |
| Additional/Expanded Metra Services | 39.14% | 119 |
| Additional/Expanded Pace Services | 53.95% | 164 |
| Expanded Shuttle Services | 46.05% | 140 |
| Total Respondents: 304 | | |

# Q44 What is your age?

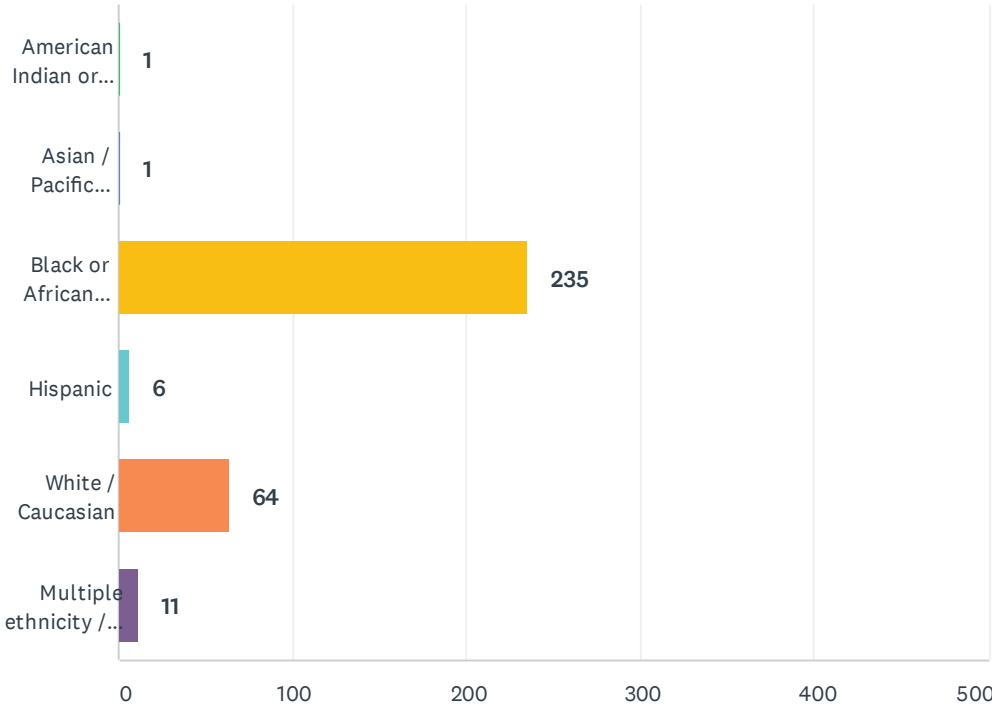
Answered: 329 Skipped: 121




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Under 18 | 0.30% | 1 |
| 18-24 | 1.82% | 6 |
| 25-34 | 4.86% | 16 |
| 35-44 | 10.64% | 35 |
| 45-54 | 19.45% | 64 |
| 55-64 | 30.40% | 100 |
| 65+ | 32.52% | 107 |
| TOTAL | | 329 |

# Q45 Which race/ethnicity best describes you? (Please choose only one.)

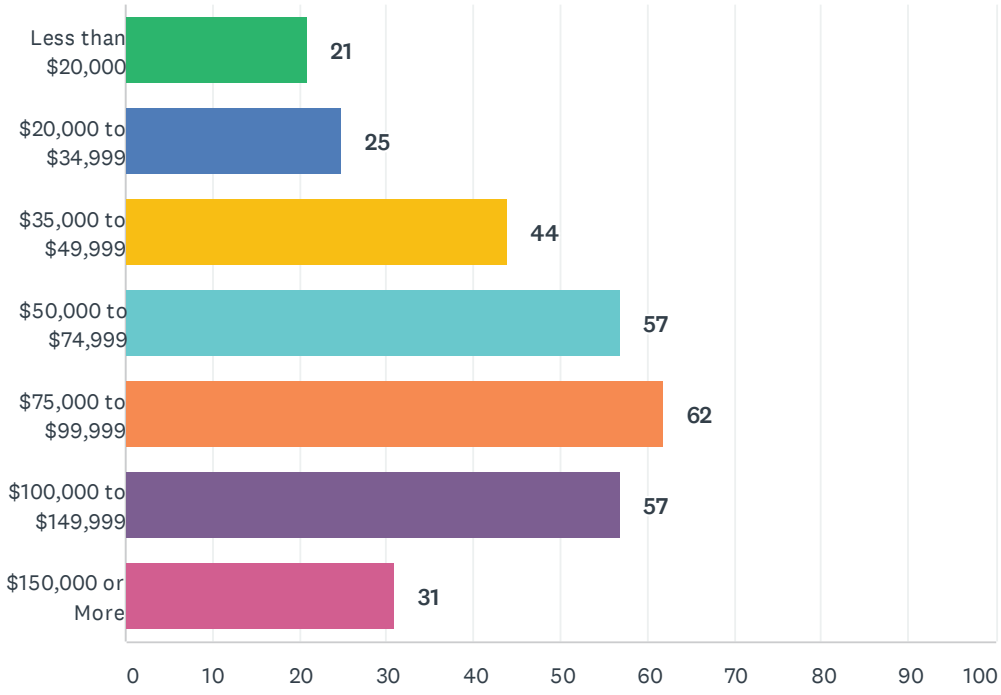
Answered: 318 Skipped: 132




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| American Indian or Alaskan Native | 0.31% | 1 |
| Asian / Pacific Islander | 0.31% | 1 |
| Black or African American | 73.90% | 235 |
| Hispanic | 1.89% | 6 |
| White / Caucasian | 20.13% | 64 |
| Multiple ethnicity / Other (please specify) | 3.46% | 11 |
| TOTAL | | 318 |

# Q46 What is your total household income?

Answered: 297 Skipped: 153




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Less than $20,000 | 7.07% | 21 |
| $20,000 to $34,999 | 8.42% | 25 |
| $35,000 to $49,999 | 14.81% | 44 |
| $50,000 to $74,999 | 19.19% | 57 |
| $75,000 to $99,999 | 20.88% | 62 |
| $100,000 to $149,999 | 19.19% | 57 |
| $150,000 or More | 10.44% | 31 |
| TOTAL | | 297 |

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