

DUPAGE COUNTY

Mobility Plan

The logo for the Dupage County Mobility Plan features four circular icons in a row. From left to right: a person walking in an orange circle, a bus in a light blue circle, a bicycle in a dark blue circle, and a car in a yellow circle. The word 'Plan' is written in a large, bold, dark blue font to the right of these icons.

GAP AND SERVICE ANALYSIS TECHNICAL REPORT

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INTRODUCTION

Mobility in the collar counties of Chicago is a challenge for many people who do not drive. People in need of transportation for work, shopping and social occasions, no matter the length of the trip, are often confounded by incomplete transit networks, gaps in sidewalk and trail networks, impassable barriers, expensive taxi and Transportation Network Company (TNC) services and, due to the pandemic, or suspended or cancelled services.

This technical report seeks to look at where gaps, barriers and obstacles to motorized and non-motorized mobility exist in the county and to present examples of transportation demand. It is the intent of this report that these observations be the seeds of a broader conversation about connectivity and network development across the suburbs and transportation industry.

The County’s aim in producing the Mobility Plan is to set forth a framework for discussion. It is impossible to frame needs in this context for every population group or community within DuPage County. The County, however, will continue evaluating obstacles and opportunities well beyond the completion of the Mobility Plan and will use this work to influence changes that benefit DuPage residents, communities, non-motorized and inter-county travelers.

Many residents have expressed concerns over continuity, efficiency and safety of the non-auto trip. Every transit trip contains an element of pedestrian travel, whether it be from home to the local bus stop, from a Metra station to a downtown shopping district or from a bus service to the workplace. Pace has adopted the Transit Supportive Guidelines policies which are particularly relevant to this work¹. The guidelines describe a comprehensive approach to an effective system of facilities

that make it easy for people to choose and use public transit, microtransit (e.g., shuttles, e-bikes) or personal mobility.

The guidelines recommend actions in the public realm involving land use intensity, comprehensive bicycle and pedestrian infrastructure, street level design for pedestrians and ADA accommodations, development of a layered multi-modal network (i.e., complementary services), and comfortable and accessible transit facilities and amenities.

These all merit consideration within the DuPage County Mobility framework. The following sections share observations about how, on a macroscopic level, services and facilities in DuPage County measure up. Recommendations will also be presented with links to the DuPage County Mobility Plan Recommendations and Strategies memorandum.

To have access to effective public transit, every step of the user’s trip must be accessible, efficient, safe, and comfortable. Whether or not one has transportation alternatives, transit is a critical component to quality of life. The transit system must eliminate barriers – real or perceived – in order to make it a viable or preferred alternative.

Pace Transit Supportive Guidelines, 2020

¹ [Pace Transit Supportive Guidelines, 2020](#).

EXISTING PUBLIC TRANSIT SERVICES AND FACILITIES

Metra rail operates three rail lines in DuPage County. Operations include over 100 peak and daily inbound and outbound trains. Metra has twenty-five rail stations across the three lines, most of which are in suburban downtown locations. The stations are surrounded by hourly and daily parking (over 19,200 spaces as of 2018)². Many of the stations are undergoing platform revisions for disabled access and easy walkability.

Until the pandemic, these station locations were served by Pace commuter shuttles that would operate in the morning and evening peak periods. These commuter routes have been suspended or eliminated due to changing demand owing to telework. Some of the stations such as Wheaton, Bensenville, and Naperville, operate as transfer locations for Pace routes.

Figure 1 describes the existing services

Pace services include eleven inter-county fixed route services, two of which are I-55 bus on shoulder express routes and four of which have limited operation in DuPage County. The primary intercounty routes operate between Cook County and DuPage. Routes such as 319 and 332 connect northeast DuPage communities with the Blue Line in Rosemont and northwest Cook County. Route 757 operates in NE DuPage County on I-290 Extension and IL 83 but has limited stops. Routes 616 and 223 operate between the Rosemont Blue Line station near O'Hare and Elk Grove and Itasca. These routes are important employment connections between Chicago and the industrial parks of northwest Cook County and DuPage. Pace Route 608, an important connection between Roselle and Schaumburg was discontinued in 2022, further reducing the DuPage-Cook connections.

Connections between DuPage County and Will County are rather limited. Many commuters drive to Metra stations in Naperville, Lisle, Downers Grove and Westmont to park and use the Metra express trains. This activity is due to limited services on the Will County Heritage line. The elimination of commuter shuttles in southern DuPage due to COVID and telework further impedes the connection between the counties. One route – Route 834

between Joliet and Downers Grove – operates on 30 to 60 minute headways throughout the day, Monday through Saturday, and stops at Downers Grove Metra and Yorktown Mall where transfers are made to other DuPage routes. Pace operates a family of Bus on Shoulder routes running from Joliet and Bolingbrook in Will County to Chicago. These routes do not stop at locations in DuPage though they do pick up and drop off passengers at the Burr Ridge Park N Ride facility near the Burr ridge town center.

One route currently operates between DuPage County and Kane County. That route, Route 530, operates between the Metra Station at Washington Street and 5th Avenue in Naperville and downtown Aurora. This route stops at Fox Valley Mall where transfers are possible and where the City of Aurora is undertaking a significant redevelopment to reuse some of the site for multifamily and senior housing.

Inside DuPage County, Pace operates some significant longer routes: the 301 and 322 use east-west State routes IL 38/Roosevelt Road and 22nd/Cermak Road to convey passengers between Central DuPage and west Cook destinations. Route 715 in Central DuPage connects destinations in South DuPage with College of DuPage and points of interest in north central DuPage. Routes 711 and 714 connect Naperville with Wheaton, Carol Stream and Bloomingdale.

Pace operates two OnDemand services in DuPage County (see Figure 1). One service operates in Wheaton-Winfield. This service operates in a 3.5 square mile area between Winfield downtown, Central DuPage Hospital, the DuPage County Government complex and Wheaton downtown and Metra station. The Aurora-Naperville OnDemand service was recently expanded to include eastern Naperville. It has a larger service area that encompasses a 23 square mile area from Eola Road to Naper Boulevard and from Warrenville Road to Ogden Avenue. There are many possible origins and destinations in this area and its utilization bears watching.

² Regional Transportation Authority Transparency Portal, for additional details see <https://metra.com/train-lines/stations>.

Ridership and Fares

Before the pandemic, Metra ridership was steady but declining. In the period between 2011 and 2019, annual ridership declined by 1.5 to 14% in DuPage County³. At the same time, Metra was raising monthly and ten ride passes by at least 80%⁴. There are many reasons for the fare hikes and it is to the agency's credit that schedules were largely maintained and that more ridership losses were prevented. Since the pandemic, Metra has instituted a number of reduced monthly fare programs to incentivize commuter and event and family-based ridership.

Ten of the top twenty-five non-terminal stations for boardings and alightings can be found in DuPage County, led by BNSF stations at IL 59, Naperville and Downers Grove.

Pace daily ridership in general has fallen over 40% since 2012 (including 2020-2022 ridership). However, ridership remains strong on the 301, 322 and 223 inter-county services. Central DuPage ridership on routes 711, 714 and 715 has eroded over time and post-pandemic ridership is approximately one-half of the pre-pandemic numbers.

Pace also increased fares in the previous decade but at a much lower rate than Metra. Increases of approximately 28.5% from 2010-2019, and less than a dollar per ride in real terms, represented adjustments to long-standing flat fares. Since the pandemic, Pace has implemented flat fares of \$2 per ride throughout its system with \$1 per ride fares for qualified riders. Similar rates can be found with the OnDemand services.

Fare programs will be important to sustain demand and ridership but reduced fares will harm the agencies abilities to meet mandated farebox recovery amounts to sustain routes. The region is presently evaluating fare structures, necessary revenues, and ways to pay for transit service for the benefit of all users. The County will participate and advise the region on the needs of the population, services and fair costs.

³ Regional Transportation Authority Rail Ridership by Line.
<https://rtams.org/ridership/metra/lines>

Service Innovations

Pace has recently begun a number of innovative programs designed to provide supports for medical and commuting trips in the wake of pandemic service reductions. The services include the following:

- DuPage Uber Access Program
- Pace VanGo Program

The Uber Access program is helpful to paratransit riders who need to get to appointments at times when normal paratransit services are unavailable. The service is reservation based and is free for all Uber rides \$30 or less. Longer rides that result in fares greater than \$30 are subsidized to the maximum amount and the rider is responsible for the remainder.

The Pace VanGo service is a Pilot now being tested in north shore communities.



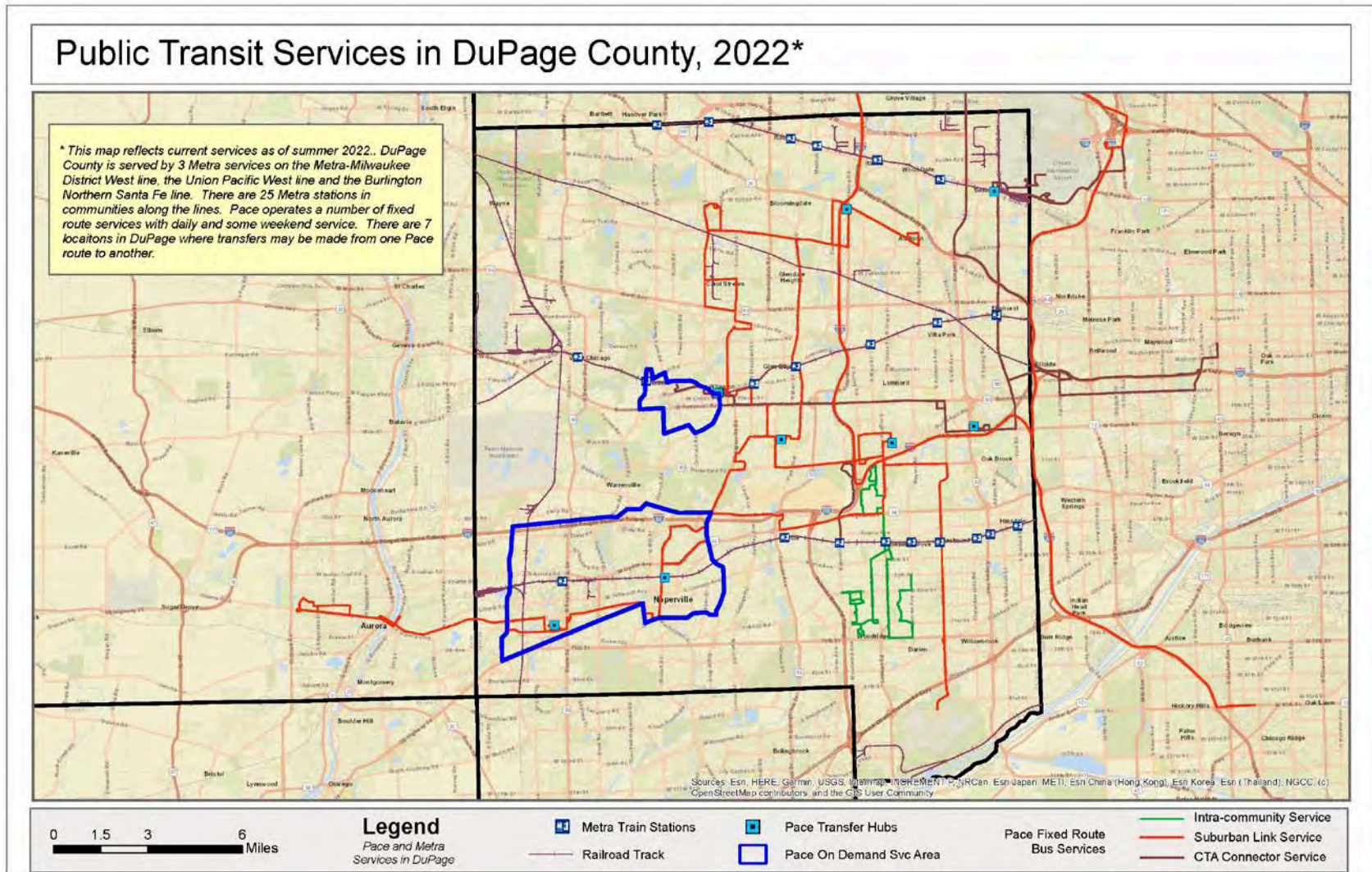
This is a program where people can reserve a van that would be used to transport multiple passengers or commuters from a Metra station to anywhere in a specific corridor. Passengers pay \$5 roundtrip fare for use of the vehicle. This can be arranged on a single day or multi-day basis. These services may offset the loss of the Pace community commuter shuttles that were suspended during the pandemic and eliminated in 2022.

The Pace Van Pool program continues to operate. The van pool program is meant for people who live and work near each other. A driver is selected and passengers pay manageable monthly fares to ride in the van pool. The service is a good way to mitigate commuting costs and a way for families to use limited transportation resources more effectively. This service can be subsidized by employers.

The region is beginning to test various reduced and zero fare programs in an effort to be accommodating to underserved and disadvantaged communities. Pilots such as these should be deployed and evaluated throughout the region as it is expected that communities will respond differently.

⁴ Metra fare history, 2010-2019, based on Wheaton to Chicago fares.

FIGURE 1



EXISTING PUBLIC TRANSIT SERVICES AND COUNTY DEMOGRAPHICS

The pandemic has brought into much clearer focus the need to evaluate the performance of services across the region. Performance will be judged based on the ability of transit services to meet the needs of the following populations:

- Disabled persons
- Disadvantaged communities and neighborhoods
- Aging individuals
- Minority or persistently under-represented groups
- Essential workers
- Second- and Third-shift workers
- Transit-dependent workers
- Students

The following sets of graphics depicts how existing transit services align with segments of the population. Observations about service gaps and recommendations that follow the graphics are not meant as criticisms of partner agencies but rather as a preliminary framework for the discussion about re-imagining transit service and performance in suburban areas.

Figure 2 demonstrates the relationship between the existing transit system and disadvantaged populations. One of the goals of the federal government is to consider economic, racial and disability equity in all future programs. United States Department of Transportation (USDOT) has developed definitions of disadvantages through its Justice40 program⁵. Defining these disadvantages is part of a program to instill equity considerations into transportation programs and capital investments. This map describes where persistent and transportation disadvantaged communities are located in DuPage County. Persistent disadvantages include economic, health, transportation, employment, insurance and other factors. Transportation

disadvantages point to lack of access to transit, excess expenditures on transportation cost due to travel time and distance, and proximity to jobs.

Figure 3 presents the home locations and density of persons aged 65 and over in DuPage County with respect to the existing transit services. Not pictured on this map is the RideDuPage and Dial-A-Ride services that are sponsored by the townships and communities of DuPage. While regular transit is an important part of the lives of seniors and disabled, other services like RideDuPage and township Dial-A-Ride programs also exist especially for people meeting age and disability criteria. This map also does not account for special institutional shuttles that are unique to senior care centers. In public events throughout the county, DuDOT staff have heard from seniors that comfortable, convenient and cost-effective transportation services are lacking.

Figure 4 describes the density and home locations of disabled populations in DuPage County. Density is represented in terms of the percentage of the population of a census tract reporting any kind of disability. High disability density locations usually reflect the location of a continuous care or senior care center.

Figure 5 depicts minority populations in DuPage County. Minorities, in this report, include black, Asian, Hispanic and other non-white groups. These are compared against the USDOT Justice40 disadvantaged areas previous described. It is important to note that in DuPage County minority density and disadvantaged geographies do not always align and that other factors such as age may play as big a role in attaining disadvantaged status in a community.

Figure 6 describes the home location of essential worker populations in DuPage County. As we have noted elsewhere in the report, essential workers cut across economic classes, races, and other social measures. Essential workers are not always blue collar workers but can include doctors, police

⁵ USDOT Justice40 Fact Sheet, <https://www.transportation.gov/priorities/department-transportations-justice40-fact-sheet>

chiefs, fire marshalls, judges, and more. Concentrations of essential workers are compared against existing transit services in DuPage County.

In later sections of this report we will examine some of the current offpeak travel demand, student travel demand and other travel patterns that define DuPage County.



FIGURE 2

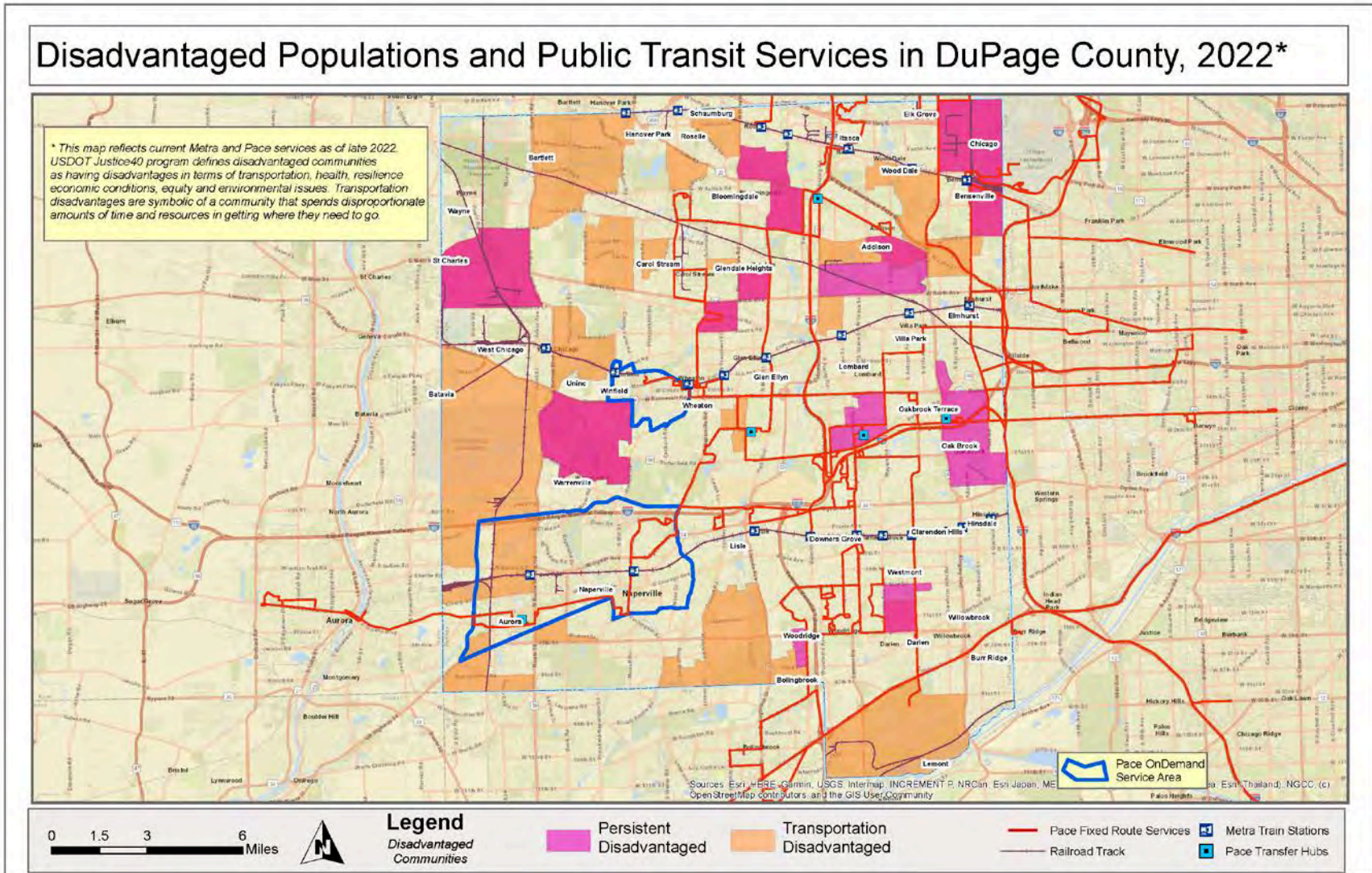
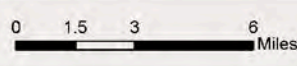
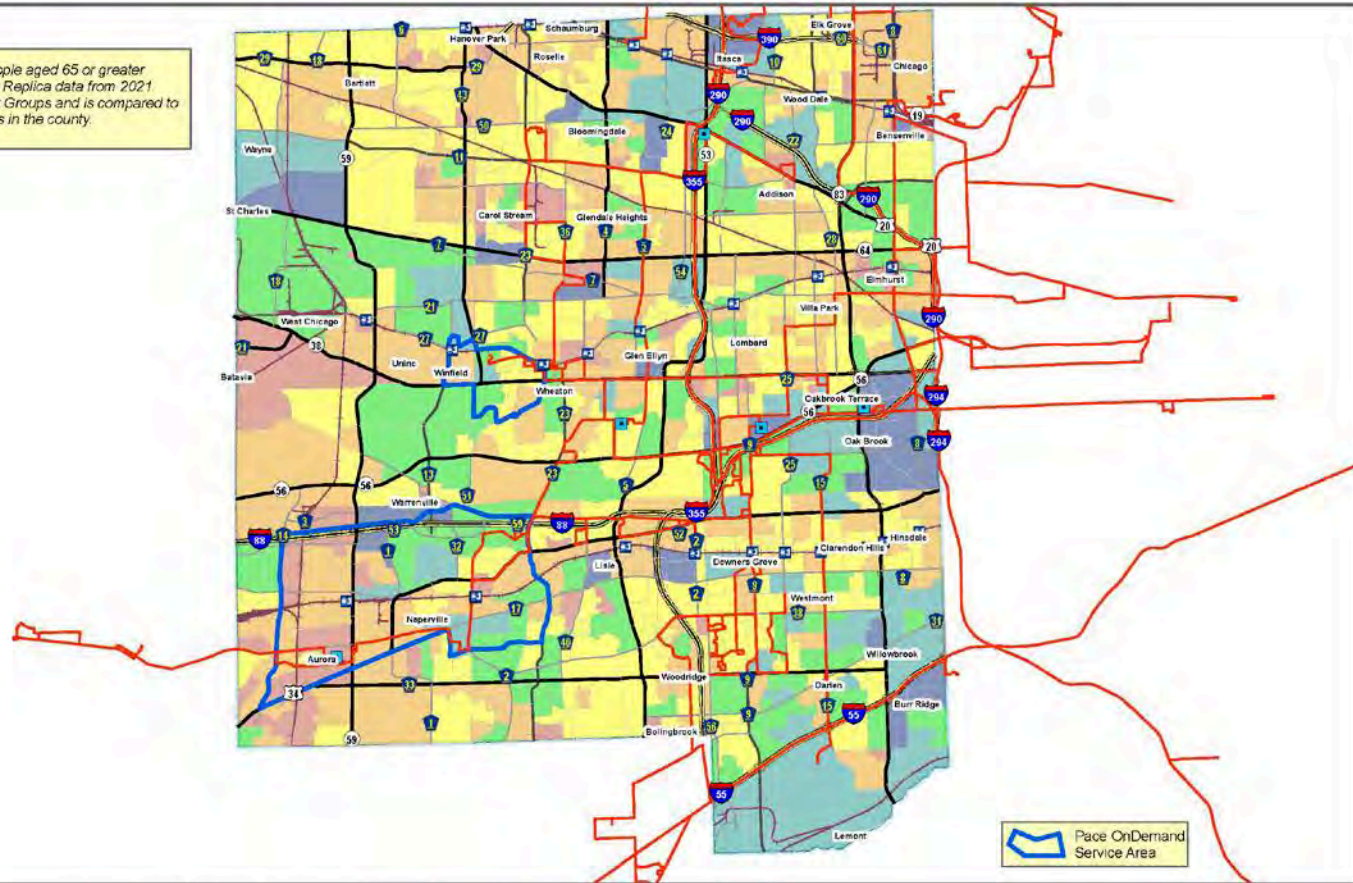


FIGURE 3

Persons Aged 65 and Over in DuPage and Transit Fixed Route Services*

* This map depicts the number of people aged 65 or greater in DuPage County. Data is based on Replica data from 2021. Data is represented by Census Block Groups and is compared to existing fixed route bus and train lines in the county.



Legend
Number of People Aged 65+ by Block Group

- 14 - 100
- 201 - 300
- 401 - 600
- 101 - 200
- 301 - 400
- 601 - 900

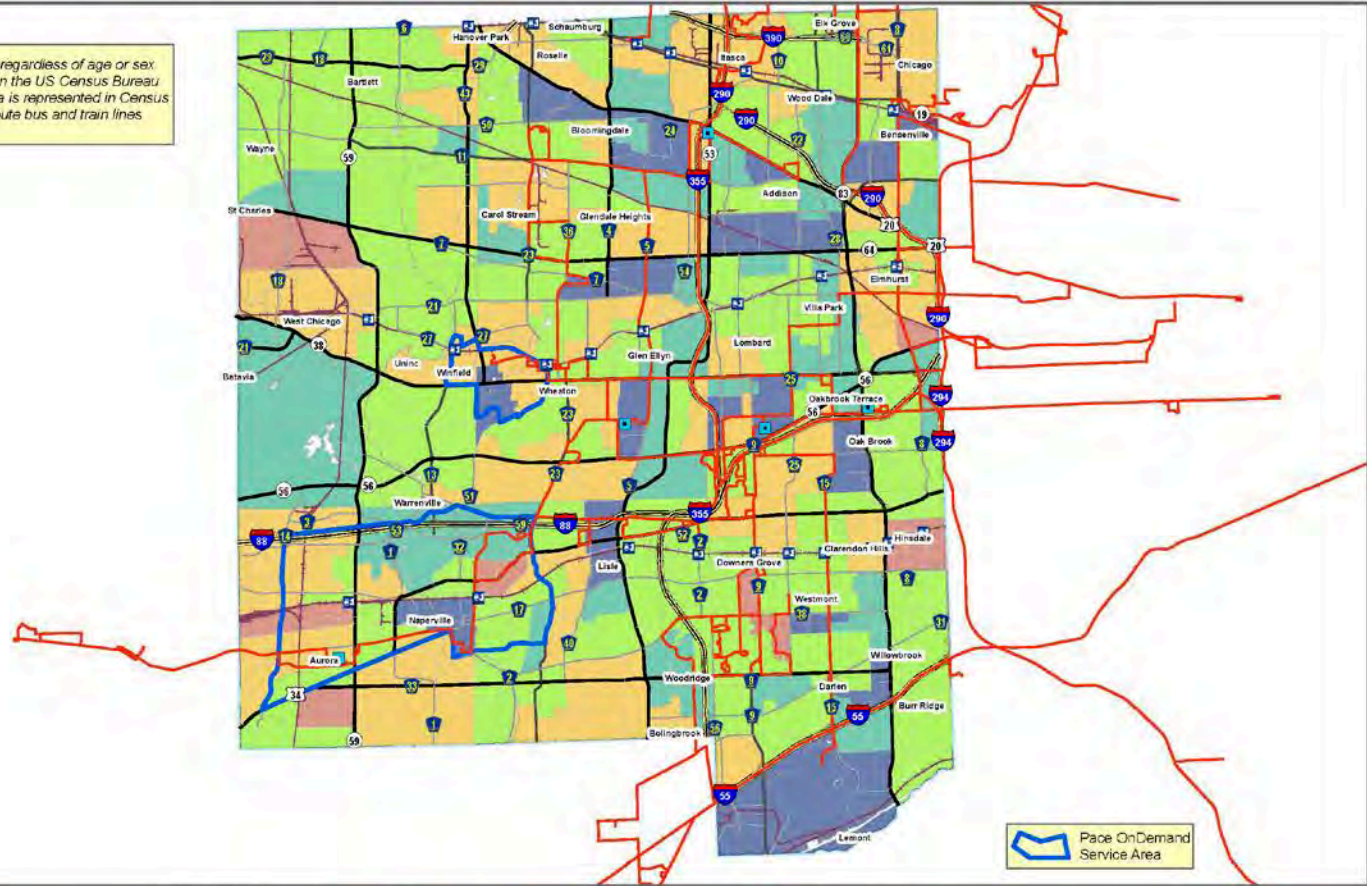
- Pace Fixed Route Services
- Metra Train Stations
- Railroad Track
- Pace Transfer Hubs

Pace OnDemand Service Area

FIGURE 4

Disabled Populations in DuPage County and Transit Fixed Route Services*

* This map depicts all types of disability regardless of age or sex within DuPage County. Data is based on the US Census Bureau 2021 American Community Survey Data is represented in Census Tracts and compared to existing fixed route bus and train lines in the county.



Legend
Percent of Pop Reporting Disability

| | | | | |
|--------------|---------------|----------------|---------------------------|----------------------|
| 1.70 - 3.25 | 6.501 - 9.75 | 13.001 - 22.75 | Pace Fixed Route Services | Metra Train Stations |
| 3.251 - 6.50 | 9.751 - 13.00 | | Railroad Track | Pace Transfer Hubs |

0 1.5 3 6 Miles

FIGURE 5

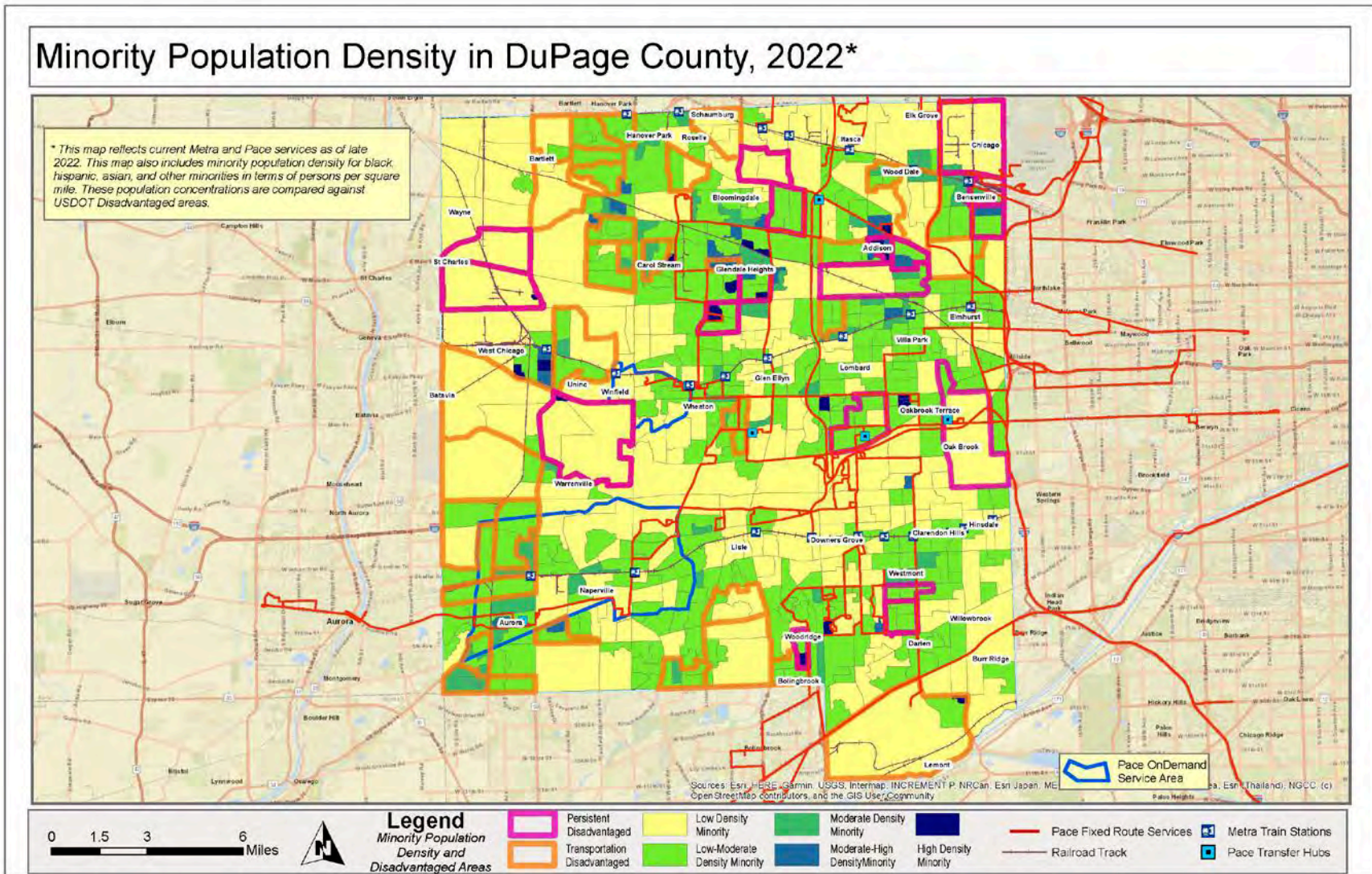
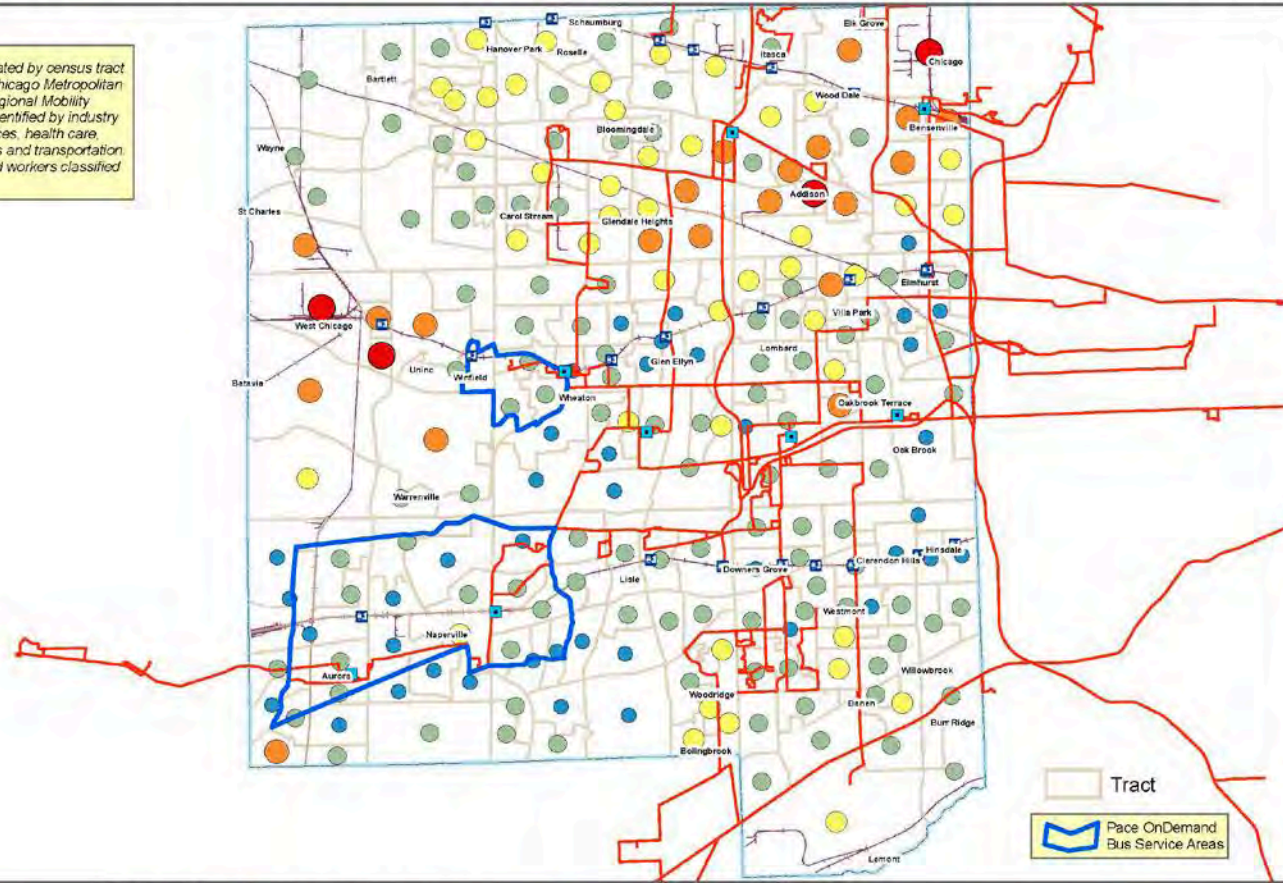


FIGURE 6

Essential Workers by Home Location in DuPage County and Fixed Route Services, 2020

* This map depicts the essential workers located by census tract in DuPage County. Data was produced by Chicago Metropolitan Agency for Planning (CMAP) as part of its regional Mobility Recovery project. Essential workers were identified by industry categories including construction, food services, health care, police/fire protection services, social services and transportation. This data reflects the percentage of identified workers classified as essential in each tract.



| | | | |
|------------------------|--|---|--|
| <p>0 1.5 3 6 Miles</p> | | <p>Legend Essential Worker % of Workers by Census Tract</p> <ul style="list-style-type: none"> ● Under 25% of Workers ● 25.01 to 37.5% of Workers ● 37.51 to 50.0% of Workers ● 50.01 to 62.5% of Workers ● 62.51 to 75% of Workers | <ul style="list-style-type: none"> — Pace Fixed Route Services — Railroad Track ■ Metra Train Stations ■ Pace Transfer Hubs |
|------------------------|--|---|--|

GAP ANALYSIS

The system maps included above suggest a number of important things about the transportation and transit system today:

- Metra services are not movable and for the most part, do not cater to disadvantaged areas; most of the disadvantaged areas lie between Metra lines.
- Inter-county transit services between DuPage and Kane, Will and northwest Cook County areas are lacking
- Pace services run adjacent to many of the persistently disadvantaged communities in DuPage but key communities in Addison, Bensenville, Oak Brook, West Chicago and Winfield township are unserved.
- Large areas of aging populations without public transit service are found in Bloomingdale and Wayne Townships, Oak Brook, Willowbrook and Burr Ridge and along the Maple Avenue corridor in Lisle and Downers Grove.
- Large areas of western and southern DuPage are underserved resulting in Transportation Disadvantaged status.
- Disability is distributed throughout the county and it is important that Mobility services remain available for people who are not in institutional care. Key areas lacking public transit assistance include: West Chicago, Addison, and Downers Grove South township.
- While it appears that many neighborhoods with greater minority populations are being served by Pace fixed route service, it is unclear how effective the services are in meeting demand for travel to employment and non-employment destinations and how connected those services truly are.
- Essential workers can be found everywhere in DuPage however key areas such as West Chicago, north central DuPage, northeast

DuPage and Addison and Lombard exist that are largely unserved by public transit today.

RECOMMENDATIONS

- All regional programs should acknowledge disadvantaged populations in collar counties and address lack of access to those areas
- Support a more robust township service model for senior and disabled travelers, continue to support reasonable fares for people using these services
- Investigate needs and destinations of essential workers in identified locations and pilot transit access programs (i.e., expand Pace service or pilot uber programs to Metra stations or Pace transfer locations)
- Examine OnDemand program expansion to disadvantaged areas and minority neighborhoods without service
- Include mobility options in state, county, and local capital projects with federal funding when minority, equity, age, disadvantage criteria are met
- On Demand service for persons of all ages and abilities should be explored in those areas between Metra rail services.
- County and transit service agencies should evaluate location-based transfers and needed infrastructure

EXISTING PUBLIC TRANSIT SERVICES AND LAND USE

It is generally well-established that efficiency in transit is gained through service of higher density development. Transit Supportive Guidelines suggest that placing development or orienting development closer to transit routes increases ridership and creates a more viable transportation environment. Furthermore, concentrating service around defined activity centers enhances efficiency of service.

Pace and Metra have tended to follow these service patterns with transfer hubs at rail stations in suburban downtowns or at the large regional shopping malls such as Yorktown in Lombard, Fox Valley Mall in Aurora and Oak Brook mall in Oak Brook. However, as malls have begun to falter under the pressure of online retail sales, it may be advisable to revisit transfer locations, transfer logistics and infrastructure to support connections.

Service decisions were developed in the last century and have slowly evolved over the course of the decades. At the present time Pace routes serve roughly 114.75 square miles of the County or about 34% of the land area⁶. Metra service areas are broader and cover the entire county given the availability of parking at the stations. The immediate walk shed of the stations, however, only represents about 6% of the county land area. The following charts describe the market service areas by land use type of Pace services and Metra station areas.

Pace Service Area and Land Uses within One-half Mile in DuPage County

| | Single Family Homes | Multi-family Homes | RETAIL (SF) | ORD (SF) | IND/WH/DIST (SF) |
|-------------|---------------------|--------------------|-------------|-------------|------------------|
| Within ½ mi | 151,125 | 108,478 | 60,593,000 | 63,456,000 | 140,932,000 |
| All DuPage | 473,100 | 299,690 | 152,821,000 | 148,290,000 | 495,036,000 |
| % Served | 32% | 36% | 40% | 43% | 28% |

Source: DuPage County DOT

⁶ The County assumes a half-mile walk shed from the Pace route to represent the effective service area.

Land Uses Served within One-Half Mile of Metra Stations in DuPage County

| | Single Family Homes | Multi-family homes | RETAIL (SF) | ORD (SF) | IND/WH/DIST (SF) |
|---------------|---------------------|--------------------|-------------|-------------|------------------|
| Within 1/2 mi | 50,422 | 31,403 | 11,636,000 | 7,227,000 | 29,699,000 |
| All DuPage | 473,100 | 299,690 | 152,821,000 | 148,290,000 | 495,036,000 |
| % Served | 11% | 10% | 8% | 5% | 6% |

Source: DuPage County DOT

Figures 7-9 document residential, non-residential and activity-based land uses in DuPage County. **Figure 7** identifies residential densities in DuPage County with Pace fixed route services. Residences include single family homes, townhomes and condominiums, apartments, senior living, college dormitories and all other types of occupied housing. This data was developed through the DuPage County Land Use Assumptions document prepared for the 2020-2040 Long Range Transportation Plan⁷.

Significant areas of the county demonstrate residential densities of greater than 4.5 housing units per acre. Some of these areas like in Wheaton, Glen Ellyn, Elmhurst, Glendale Heights, Downers Grove, and Bensenville are peripherally served by standing routes. They also have the advantage of being walkable communities that are well appointed with sidewalk. Other areas such as in Westmont, Willowbrook, Darien, Lisle, Warrenville and Addison are unserved by any transit. Some key corridors where service is absent include the Woodridge-Lisle IL 53 corridor, and the Willowbrook-Westmont IL 83 corridor.

Figure 8 documents the non-residential land use in DuPage County. Non-residential uses are comprised of offices, industrial and warehousing, retail commercial, restaurants and entertainment venues, hospitals and medical facilities, private schools, colleges, government sites, and hotel and convention spaces. Non-residential density is measured in thousands of

⁷ 2015-2025-2040 Land Use Assumptions for DuPage County Impact Fees and Long Range Transportation Plan. March, 2018.

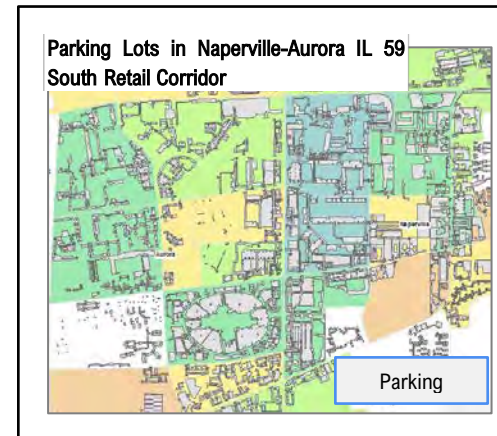
square feet per acre, not employment per square acre. Many commercial retail and industrial/warehousing/distribution facilities do not operate on a traditional 9-5 schedule and thus it is important off-peak solutions. This data was compiled using a variety of geographic information sources including County aerials and CoStar Property data.

Some areas of the county with higher commercial development density (over 8,000 square feet per acre) appear to be un- or under-served by transit. These areas include specific transit deserts such as south Lemont Road, west Naperville and Aurora business parks, West Chicago industrial park, Westmont business park, Willowbrook Town Center shopping area and industrial park, Addison Industrial Park and Bartlett's Brewster Creek Business Park.

The County has also compiled a map of about 550 significant businesses (See *Figure 9*). This map identifies locations throughout the county where businesses are concentrated related to Pace and Metra service areas. Businesses have been classified according to the North American Industry Classification System (NAICS) so industry clusters are easy to identify. This graphic reinforces the nature of transit deserts and the need to review strategies that create a denser and more well-connected network of systems and that allow more extensive coverage of underserved populations and venues in the county. Approximately 63% of the major businesses identified in Figure 9 are within walking distance of a Pace arterial fixed route bus service. Large business access from Metra stations, on the other hand, is very limited. Only 27 or less than 5% of the bigger businesses in DuPage are within walking distance of the Metra stations. If car share or other shared ride services were available at half of the stations in DuPage County and served uses within a four mile radius of the station, over 90% of all businesses would be accessible.

Parking in DuPage County remains a significant obstacle to transit and mobility that communities and transit agencies will have to overcome in the future. There are presently over 15,050 acres of free parking in DuPage County; this total increases daily and represents over 23 square miles or 7% of the county's land mass. A typical four mile corridor such as IL 38/Roosevelt Road running from I-355 in Lombard to IL 83 (Elmhurst) includes over 240 acres of parking. Parking is often immediately adjacent to the roadway, encouraging auto usage rather than non-motorized or transit mobility.

Much of the parking is located immediately adjacent to roadway rights of way, constraining the possible configuration and construction of bus lanes and multi-use path. Parking lots are also often buffered from the roadway by untraversable barriers such as ditches, landscaping, vegetative barriers, berms and other features. In short, to deliver the kind of easily accessible transit that people will use, there needs to be easy access from transit stops on the street to front doors, planned connections from land uses to transit, accessible micromobility supportive structures such as bicycle racks, charging stations, and intentional transit and microtransit areas within the site. Municipalities, DuPage County and the State should approach redevelopment or new development with an eye toward improving the interface between transportation and development.



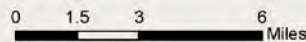
UNTRAVERSABLE RIGHT OF WAY, IL ROUTE 59



FIGURE 7

Residential Density in DuPage County and Fixed Route Services, 2021*

* This map depicts the residential density in and around DuPage County as of 2021. Data is organized according to Traffic Zones created for the 2015-2040 Long Range Transportation Plan. The data indicates residential units per acre. The map also includes locations of larger apartment complexes in the county. Pace and Metra services and stations are also included in the map.



Legend
Residential Density
in DuPage County
Households/Acre

| | | | |
|-------------|-------------|--------------|---------------------------------------|
| 0.00 - 1.00 | 2.01 - 3.00 | 4.51 - 7.50 | 12.01 - 27.72 |
| 1.01 - 2.00 | 3.01 - 4.50 | 7.51 - 12.00 | Apartment Complexes Over 100 units |

- Pace Fixed Route Services
- Metra Train Stations
- Railroad Track
- Pace Transfer Hubs

FIGURE 8

Non-Residential Density in DuPage County and Fixed Route Services, 2021*

* This map depicts the non-residential density in and around DuPage County as of 2021. Data is organized according to Traffic Zones created for the 2015-2040 Long Range Transportation Plan. The data indicates residential units per acre. The map also includes locations of larger apartment complexes in the county. Pace and Metra services and stations are also included in the map.



0 1.5 3 6 Miles

Legend
 Non-Residential Density in DuPage County 1,000 Sq Feet/Acre

| | | | |
|-------------|-------------|---------------|--|
| 0.01 - 1.00 | 2.01 - 4.00 | 8.01 - 12.00 | 16.01 - 30.00 |
| 1.01 - 2.00 | 4.01 - 8.00 | 12.01 - 16.00 | Hotel and Convention Locations in County |

— Pace Fixed Route Services Metra Train Stations
— Pace OnDemand Bus Service Areas Pace Transfer Hubs
— Railroad Track

GAP ANALYSIS

Land use patterns and densities do not always imply a particularly successful service. Land use, coupled with supportive infrastructure such as bus shelters, turn outs, sidewalk, cross walk and other bike and pedestrian appurtenances, can combine to create an environment that can sustain services. Land uses and corridors without supportive infrastructure should be reviewed and evaluated to determine the feasibility of creating a more continuous transit supportive system.

Some higher level observations that rise to the surface based on these maps include:

- Select locations in the county, now unserved by transit, offer sufficient density for service; that service, however, may not necessarily take the form of corridor or Pulse Route fixed route services. Roselle, Westmont, Lisle and Woodridge where multi-family housing is clustered and could be served by more flexible transit.
- New multi-family housing in Downers Grove, Wheaton, Elmhurst are forming and supporting denser “urban” cores that often focus on Metra station areas, taking advantage of the proximity to mobility services.
- Key areas such as the Elmhurst – Bensenville business park area or the Addison industrial park area appear to have sufficient density for service yet have roadway networks that cause developments to go underserved.
- Long suburban corridor retail development is prevalent in DuPage. These are patterns that emphasize auto access and de-emphasize site or building connection to the main road. Other mobility impairments include: lack of parcel depth and aggregation, development setback, lack of pedestrian and ADA infrastructure and locally approved landscaping blocking access to the street; these issues require a thoughtful approach to transform the landscape for comprehensive mobility.
- Many significant DuPage transportation corridors are subject to permitting by three to six municipal authorities, the County and



the Illinois Department of Transportation. Agencies are at various stages of development of policies and standards governing sidewalk and pedestrian infrastructure.

- Vast areas of the major east-west and north south corridors are consumed by free parking, with each municipality having its own density, setback and parking requirement. Parking is underutilized in many locations.
- New warehousing and distribution development areas on South Lemont Road, along Fabyan Parkway in West Chicago, on Stearns Road in Bartlett, and in areas adjacent to IL 390 in Bensenville, Wood Dale and Itasca are not high-density employment sites but are largely unserved by transit. Over 4 million square feet of new development is occurring in the DuPage Business Park in West Chicago with virtually no transit service nearby.
- Large corridors of undeveloped Forest Preserve properties isolate denser developments, suggesting a different approach to service delivery or mobility options.
- West I-88 corridor from Winfield Road to the Kane County border hosts many of the larger employers in DuPage but this area does not have a real transit presence. Some areas may be served by Pace OnDemand though access to Metra is extremely limited and few privately sponsored commuter services exist.
- The I-55 corridor in and around Willowbrook, Woodridge and Burr Ridge continues to attract more distribution businesses. These, coupled with the intense distribution and warehousing businesses in Bolingbrook, Romeoville and other southwest suburbs has little access to Pace I-55 services.

RECOMMENDATIONS

- Communities, County, State and Councils of Government should convene a suburban task force to evaluate issues such as:
 - corridor parking requirements
 - development density
 - parcel aggregation and access
 - local and state policies on pedestrian infrastructure installation and maintenance.
 - Pedestrian and bus signal installation and funding
- Adoption and implementation of re-development standards and developer requirements for sites.
- The County and its municipal partners should coordinate with Pace and Metra to identify and re-imagine what service in DuPage County should look like in the future and to re-evaluate population and employment density-based service standards
- County, State and local agencies should review site design and access standards for the encouragement of alternative forms of transportation and take affirmative and comprehensive approaches to creating a continuous walkable approach to development from street to front door.
- County and municipalities should continue to work together in select corridors to encourage redevelopment, assembly of parcels and include Pace in access discussions.
- Local permitting authorities should consider adoption or incorporation of the Pace transit supportive guidelines into local code.
- Local entities should consider corridor-based parking requirement changes such as the elimination of parking minima or development incentives that encourage mobility diversity.

- County and transit service agencies should evaluate location-based transfers and needed infrastructure.

EXISTING BICYCLE AND PEDESTRIAN FACILITIES

Bicycle and pedestrian infrastructure is an integral part of mobility system of a neighborhood, town or region. It is the fabric that connects people and places, provides an economic and an environmental good, and supports the broader public transit system.

Bicycle and pedestrian facility development, until the late twentieth century, was largely associated with residential development. Most of the suburban town core areas were outfitted with sidewalk providing accessibility to the town core. In the latter half of the century, communities and counties began to require sidewalks and multiuse path as a condition of development. Sidewalk was therefore added with new and redeveloping commercial sites. In many corridors and non-residential areas, sidewalk and path were developed in chunks resulting in a somewhat haphazard and disconnected system. This system has been filling in over the decades and has been augmented by federal Americans with Disability Act requirements for accessible infrastructure.

DuPage County and DuPage Forest Preserve District have acquired property or used highway rights of way to build more continuous systems of pedestrian infrastructure. The County's initial entry into multi-modal trails came in the 1960s with the first Rails to Trails conversion of the Illinois Prairie Path and Great Western Trail systems which stretch entirely across the county from Cook County to Kane County. The County also spearheaded the development of the Southern DuPage Regional Trail, a network of multi-use paths connecting Aurora with Southeast DuPage via 75th Street, Hobson Road and a variety of municipal systems.

DuPage Forest Preserve has worked continually over time to connect its Forest Preserve properties through trails. Their systems include the Salt Creek Trail along Salt Creek from WoodDale to Elmhurst, the West Branch DuPage River Trail which runs from Wayne to Naperville, and the North Central Trail which spans the communities from Wayne to Itasca.

Both of these agencies, often in partnership with municipalities, have applied for and have been awarded many federal grants to complete trail structures such as river bridges, underpasses and pedestrian bridges over major

highways. These structures will continue to be built as the overall pedestrian system develops. The County and partner agencies are presently working to build sections of the East Branch DuPage River Trail from Addison to Woodridge. The DuPage Forest Preserve District is also completing and connecting its West Branch DuPage River Trail and North Central Trail systems.

As the County develops, it becomes harder for public agencies to acquire the property needed to build pedestrian infrastructure. Often, projects hang on the last mile or highway or rail crossing or even a utility relocation and the process and expense of that last mile can cause significant delays and costs. This section identifies where there are remaining access issues that the County and its partners can focus on in the future.

Figure 10 identifies the pedestrian and bicycle network in 2021 in DuPage County. The symbols on the map point out the many significant investments in the West Branch River Trail, Salt Creek River Trail, Illinois Prairie Path and Great Western Trail and, more recently, accommodations along IL 390 (formerly Thorndale Avenue). This map also identifies Metra stations where underpasses have been constructed for safe pedestrian crossing.

In contrast to **Figure 10**, **Figure 11** displays locations in the county where there are serious mobility obstacles. These obstacles include intersections where there are no pedestrian accommodations, roads where there are no sidewalks or paths, railroad crossings where crossing would be difficult for pedestrians and especially disabled individuals. DuDOT has also identified key corridors where cross-access is restricted or is presently impassable. These are unbroken sections of rail, expressway, river or road of greater than 1 mile in length where future access may need to be evaluated.



FIGURE 10

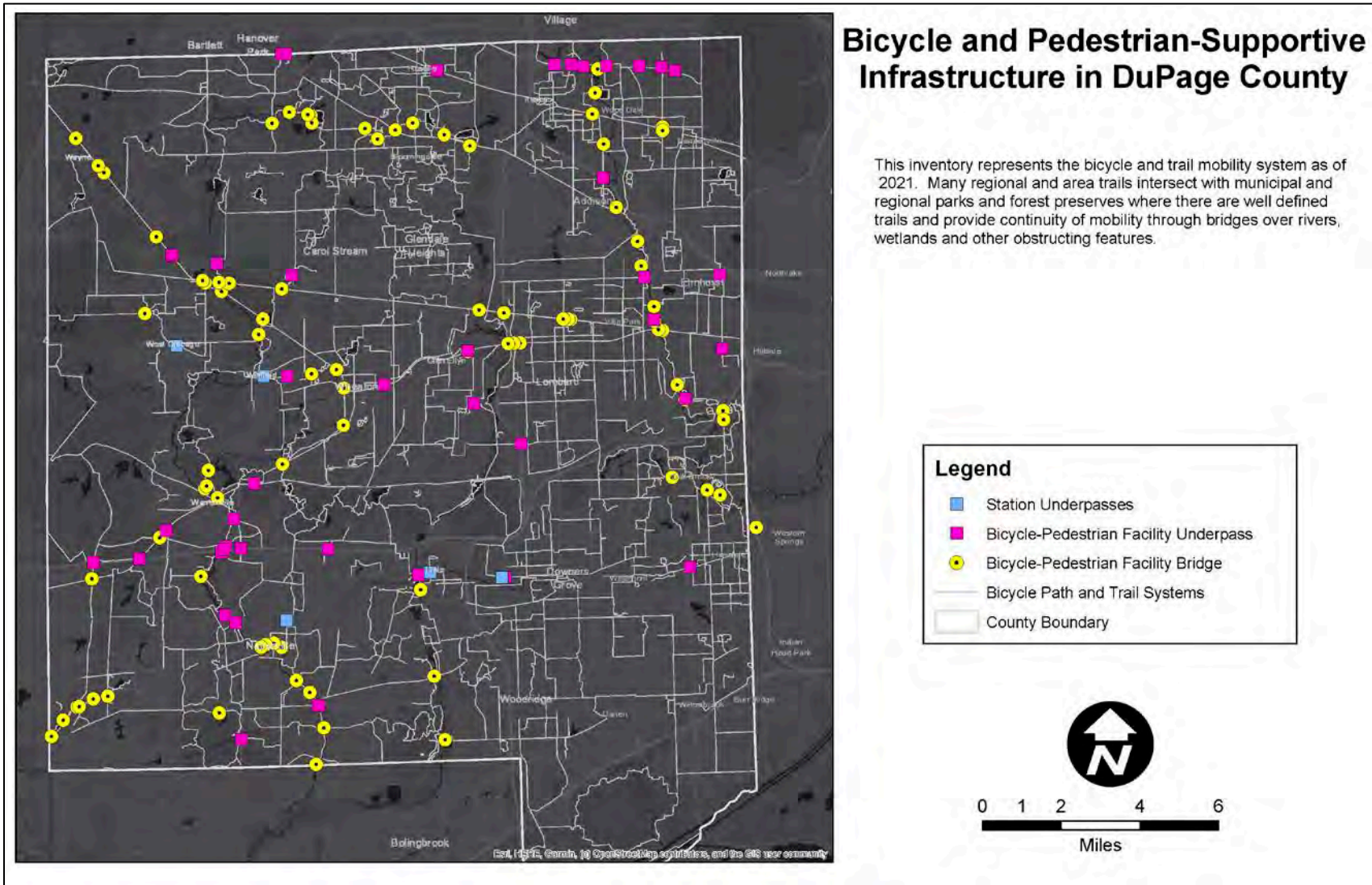
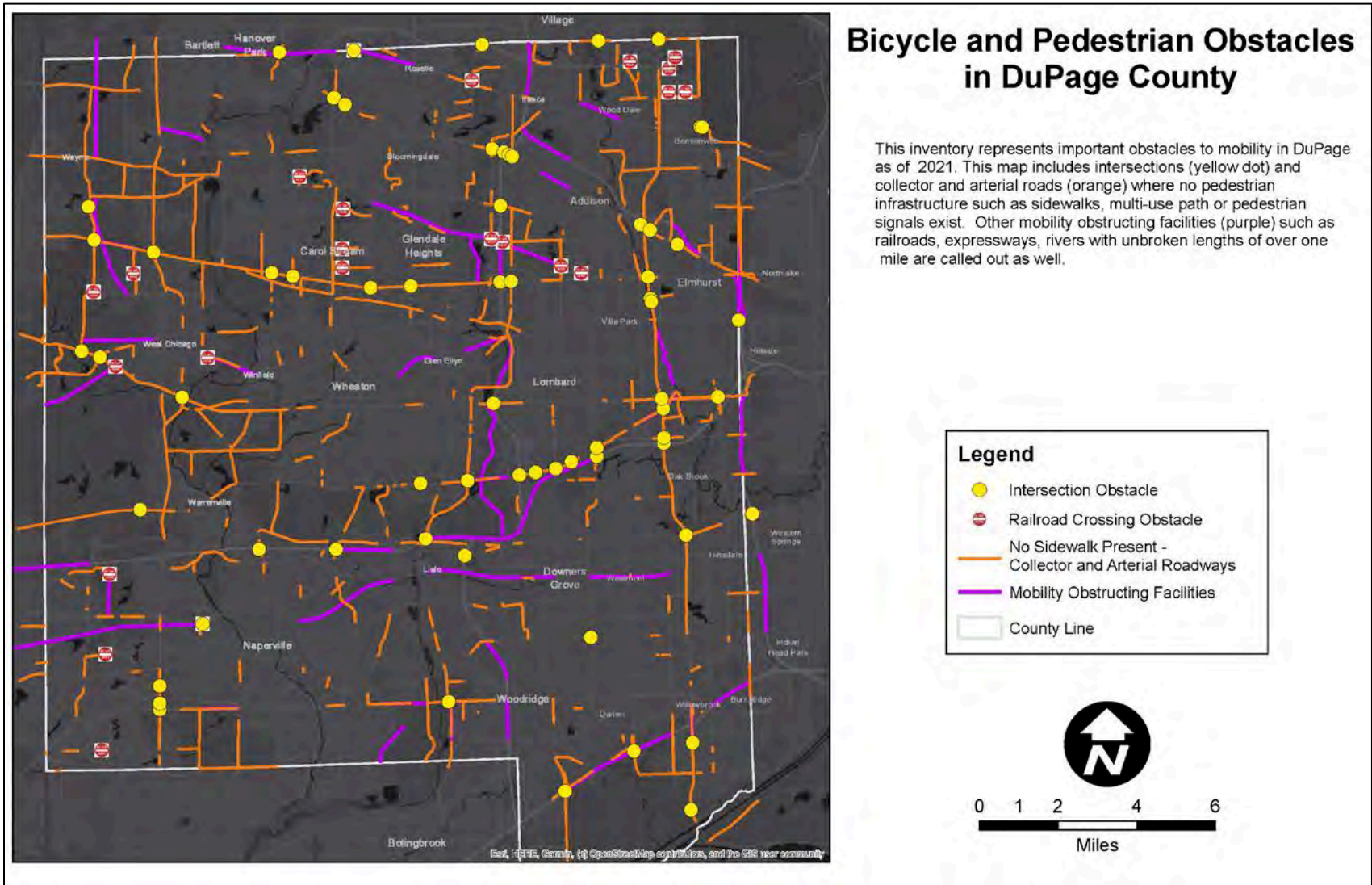


FIGURE 11



GAP ANALYSIS

Bicycle and pedestrian facility development offers our most vulnerable users protections and encourage people to use non-motorized means to get to work, to shop, and to social events. It should be one of the foremost goals across the county to support safe and well-connected travel for pedestrians. Some of the key observations from the figures above include:

- Significant portions of major arterials under IDOT jurisdiction (e.g., IL 83, IL 53, IL 59, and IL 64) have no pedestrian accommodations, contributing to transportation disadvantages.
- In addition to not offering sidewalk along key arterials, many of the larger State intersections serve as barriers to those who wish to cross by not providing crosswalks or pedestrian signals.
- Agencies have invested significantly to enhance non-motorized mobility on trail systems. Well-developed systems exist on the West Branch DuPage River Trail, North Central Trail, Salt Creek Trail and the Illinois Prairie Path. Hundreds of bike-ped bridges and underpasses reflect a commitment to safety and continuity for the benefit of users. Agencies across the county should view these systems as the backbone of the mobility network and work to create access to and connectivity between the systems.
- Significant lengths of expressway, railway and river systems continue to thwart inter-community and sub-regional mobility.
- Many industrial railway sidings have sub-standard or no sidewalk crossings or pedestrian accommodations. In order to encourage safety and more pedestrian access to employment sites, local agencies should improve rail crossings and connect sidewalk from major roads into employment zones.
- Many of the semi-rural arterial and collector systems do not include adjacent pedestrian path.

RECOMMENDATIONS

- Communities, County, State and Councils of Government should coordinate to identify key obstacles and establish project goals and timelines for delivery; coordination should be ongoing.
- Inter-community (regional mobility) projects should be scored higher on federal funding applications where regional mobility is attained or where obstacles are overcome.
- At-grade rail crossings in industrial parks should all be modified to permit ease of pedestrian crossing and comply with ADA.
- A county-wide Active Transportation Plan should be considered and should be used to help program federal funds.
- In lower volume highway corridors with open drainage (i.e. ditches) such as St. Charles Road, Warrenville Road, Smith Road and Third Avenue, develop non-motorized mobility options such as paved shoulders or protected bike lanes.



EXISTING TRAVEL DEMAND

DuPage County has previously examined travel demand as part of the DuPage Transit Connectivity Study⁸. In that study, RTA modeled three specific areas in the County – WoodDale, Naperville-Lisle and Addison. In 2016, the focus of the study was rooted in last mile work commute. Today, in the post-pandemic world, where telework is a possibility for 60-70% of the workforce of DuPage County, work commute demand has changed. For the 30-40% of workers who are working in the warehousing, medical, education, restaurant and retail professions, telework is less an option. Moreover, many of these classes of labor work different shift times that begin at non-traditional hours.

DuPage County has done a deep dive into the data found in the Replica data source⁹. This data is a compilation of digital person trip records that is organized by origins and destinations, trip purpose, time of trip, type of transportation mode, etc. The County has organized the data into section-based geographies for the DuPage County area and super-section geographies for areas outside the county.

As of 2022, the people and land uses of DuPage County generate over 3.6 million trips per day per the Replica data source. The average length of travel on a daily basis, per capita, is almost 19 miles. According to the Replica data, retail commercial and residential land uses comprise almost three-quarters (74%) of all trips generated while education, office and industrial make up 23% of the remainder of the trips generated. On a daily basis, most certainly affected by the pandemic, only 10-11 percent of all trips are direct work trips.

In 2022, about 80,000 daily trips involved transit or Transportation Network Companies (TNC). Bike and walk trips (based on fall and spring data) made up almost 10% of all daily trips but these are trips that are largely under 2 miles, occur at off-peak hours, and are mostly (about 90%) non-work trips.

Figures 12-25 explore some demand related issues in DuPage. For example, in **Figure 12**, the pre-pandemic daily work trip flows between DuPage County and its neighboring counties are shown. These flows were taken from the Census Longitudinal Household Employment dataset. This data reflects the strength of DuPage County as a net importer of jobs in the region and as having a very strong share of the inter-county employment traffic. Please note that over 100,000 daily trips enter DuPage County from Will and Kane Counties. To DuPage County, this is evidence that some demand could be accommodated through inter-county transit.

In **Figure 13**, the map demonstrates the greatest daily demand (trip destinations) in DuPage as of Fall, 2021. Generally, the highest daily demand can be found at or around the major regional malls like Oak Brook Mall, Fox Valley Mall and Stratford Square Mall. Other major generators include the downtown areas of Naperville, Elmhurst, Wheaton. However, there are volumes of demand located at unexpected areas like the Itasca industrial park located along IL 53, the Army Trail Road commercial corridor and along Ogden Avenue in Downers Grove and Westmont.

Figure 14 describes the automotive work trip destinations in DuPage County. Unsurprisingly, the major retail and office park areas along I-88 are still dominant destinations. Other locations such as the industrial parks of Carol Stream, Addison, WoodDale and North Central DuPage have robust demand.

Figure 15 illustrates the locations where people who use transit are typically destined. Most of the primary destinations in DuPage are related to the Metra stations along the BNSF and UP West lines. Other major transit rider destinations include the regional malls and to the Hamilton Lakes office park. The strength of the attraction is dictated by the geography's location adjacent to a transit line.

Figure 16 describes the offpeak work-trip destinations in DuPage County. Offpeak is defined here as between 10a and 10p. This information suggests

⁸ DUPAGE TRANSIT CONNECTIVITY STUDY: MARKET CONDITIONS. SPRING, 2016. REGIONAL TRANSPORTATION AUTHORITY.

⁹ <https://studio.replicahq.com/>. DuPage County place data is available in summary form.

where industrial and retail employers may have sufficient gravity to warrant special service. Over 200,000 daily offpeak trips are included in this graphic. The primary location noted in this map is the Itasca Spring Lake business district.

Figure 17 indicates the work trip origins of workers earning less than \$50,000 per year. Service equity is a main theme of regional transportation strategic planning. This map begins to refine the equity picture in DuPage County. Compare this graphic against figures in the County demographic pages. A deeper look into corridors and sub-areas is recommended.

Figure 18 displays the destinations of workers earning less than \$50,000 across the region. Worker destinations in DuPage largely conform to the major retail centers and larger industrial and business parks.

Figure 19 is a graphic depicting travel origins of daily trips to one of the most active corridors in DuPage County – the Finley-Butterfield Road corridor. This figure displays the regional traffic impact of development which includes a regional shopping mall, an Amazon distribution facility, and numerous hotels and eateries. All trip types (e.g., work, shop, eat, etc.) are included in this graphic. It is significant to note that many trips come from outside the county.

Figure 20 covers the same destinations as Figure 19, but only depicts the workflows to the area.

Figure 21, like the previous figures, indicates the regional traffic flows to the Bensenville-Elmhurst business park area near Grand Avenue and York Street. This site also involves a lot of freight traffic. It is a site, as indicated in Figure 14, where blue collar workers work. It is an area where there is significant inter-county travel and has been deemed a transit desert. While the Pace York Road service may run adjacent to this area, walkability is very limited and driving is a better option without transit penetration into the park.

Figure 22 examines the travel market for the Fox Valley Mall region in southwest DuPage County. This area has the greatest concentration of commercial retail development in the county. It is located near the IL 59, US 34/Ogden Avenue and 75th Street principal arterials. There are existing Pace transfer facilities for fixed route services between Aurora and Naperville at the mall. The mall is currently undergoing significant redevelopment to include multifamily residential. Pace services, however, do not capture the demand shown here in northern Will County.

Figure 23 records another significant destination for travel in DuPage County. This area is at the junction of I-88 and Naper Boulevard and includes the Warrenville Road intersection and the Freedom Drive interchange. This is an area of significant retail and employment. Pace serves the Warrenville Road corridor as well as the Naper Boulevard and Diehl Road corridors. This location identifies as one that depends heavily on a local labor force where most trips to the zone originate within 4-6 miles of the workplace.

Figure 24 depicts the daily travel demand for the Oak Brook Mall area in Oak Brook. The area selected includes well over a million square feet of retail and restaurant space as well as significant employment areas, hotels and entertainment. Two corridors – the 22nd Street/Cermak and the IL 83 corridors – both produce a high quantity of trips destined to the Oak Brook shopping center. Currently, no Pace fixed route serves the IL 83 corridor.

Figure 25 looks at the extent of travel demand and daily trip making to the College of DuPage area. Staff selected educational or school related trips only for this area. It should be noted that a number of daily trips begin outside of DuPage County boundaries in Will and northwest Cook Counties.

FIGURE 12

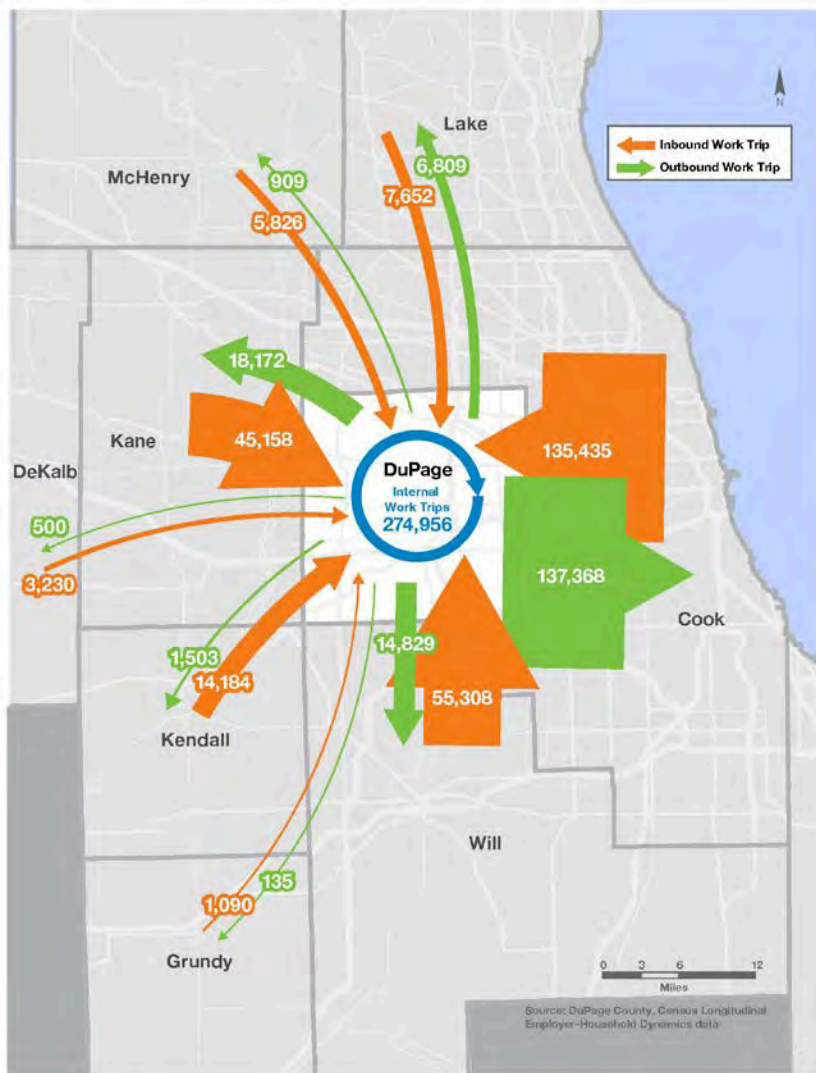


Figure 13

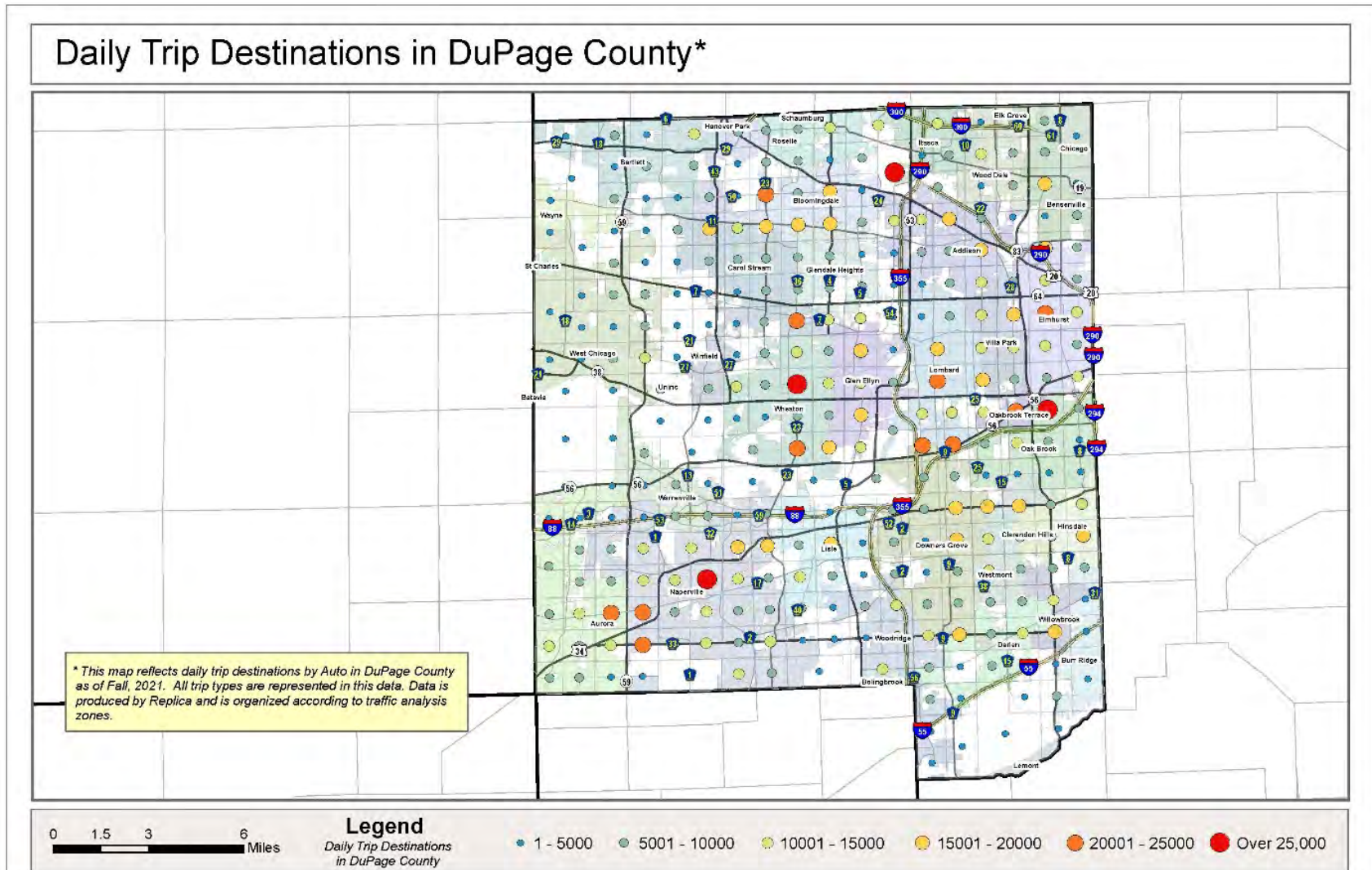


Figure 14

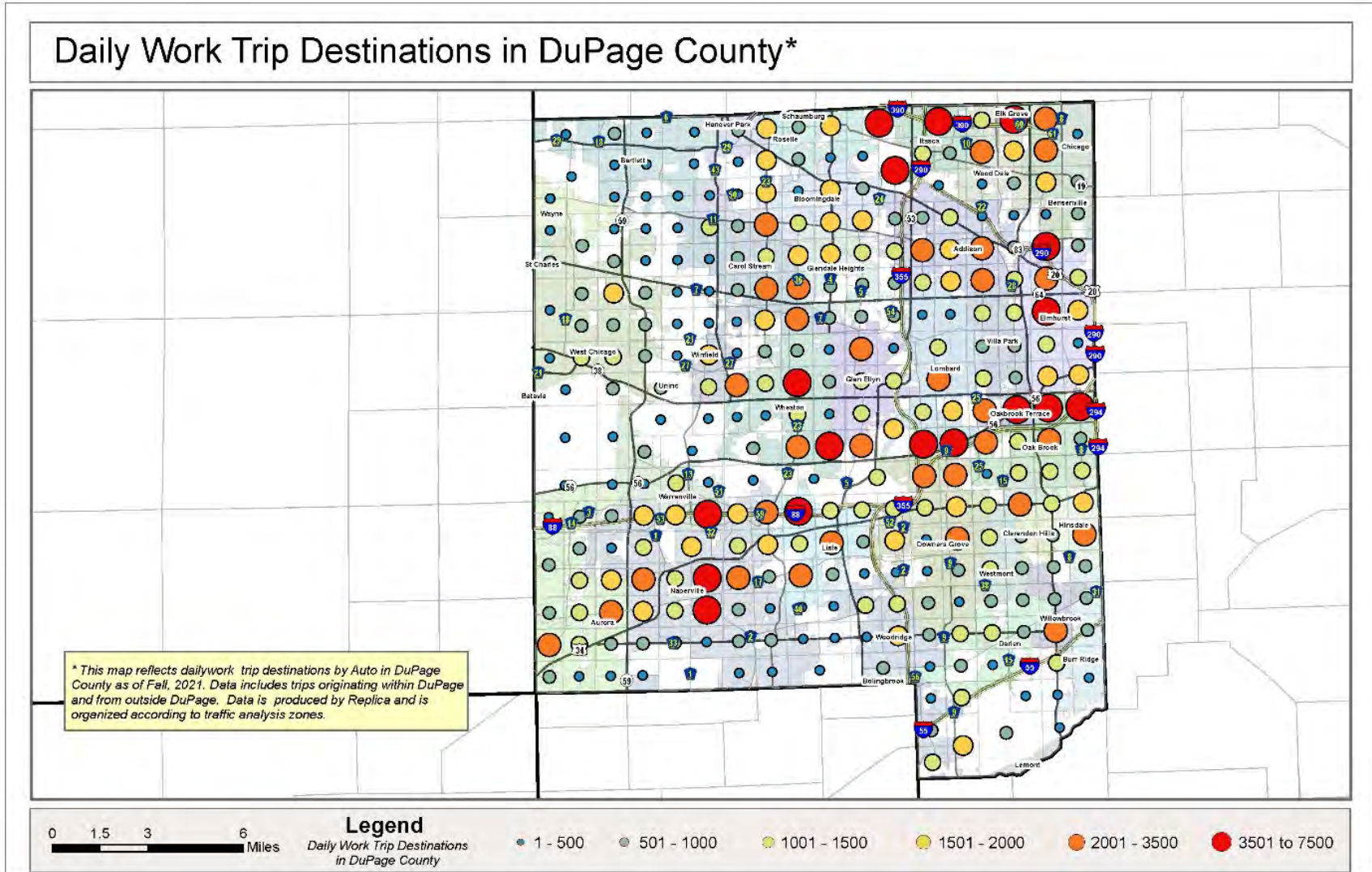


FIGURE 15

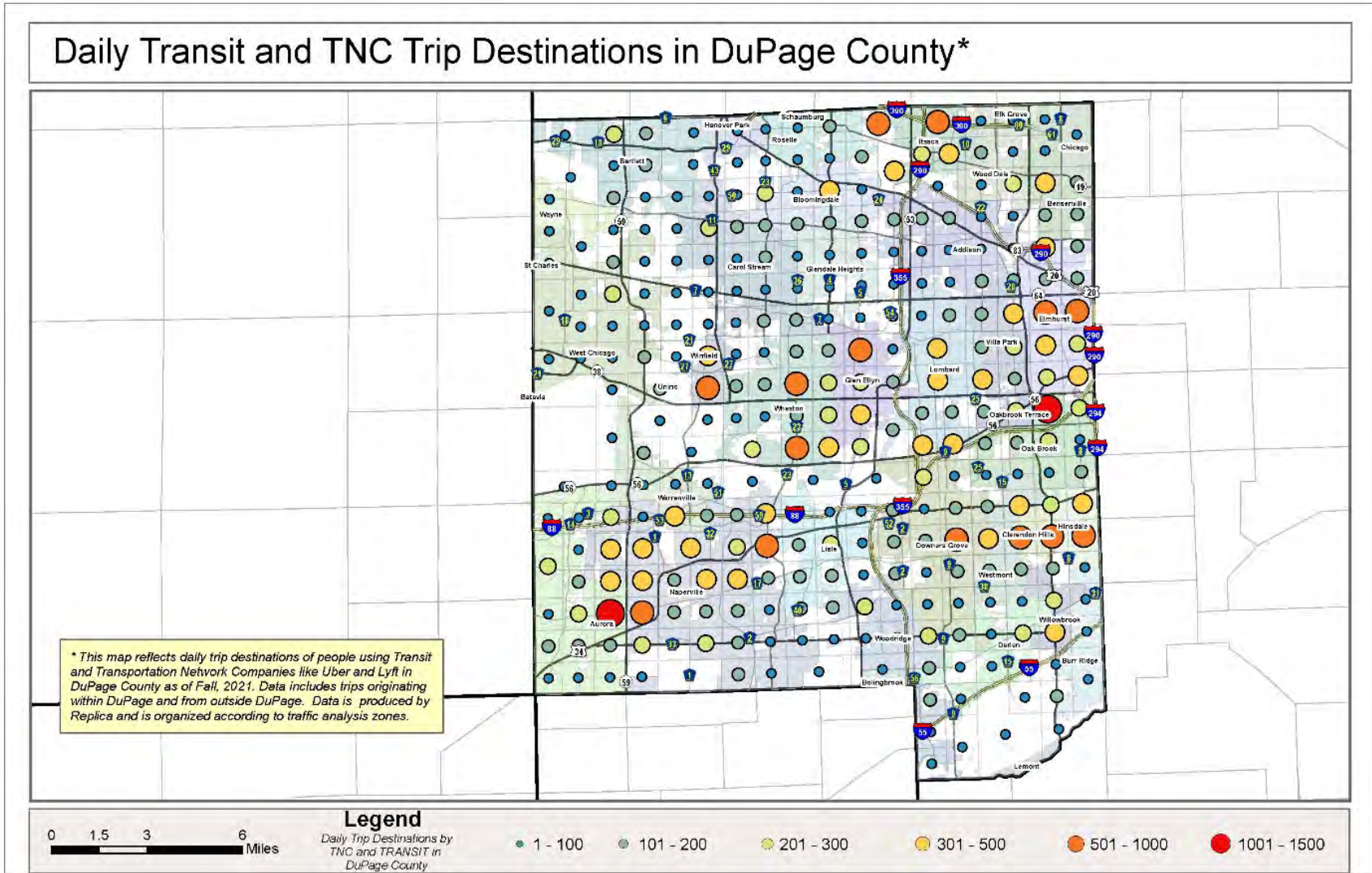


FIGURE 16

Offpeak Work Trip Destinations in DuPage County, 2021*

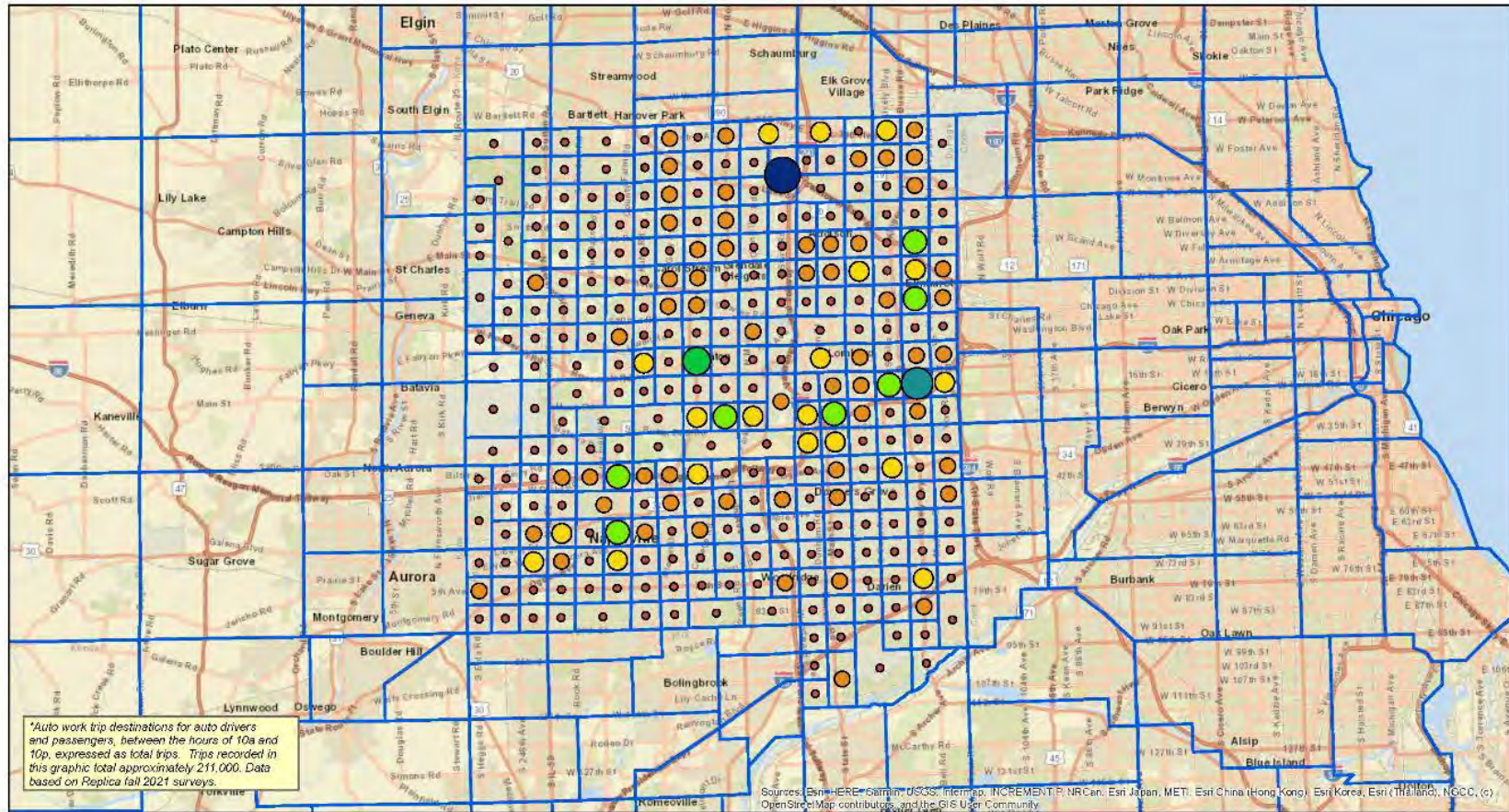


FIGURE 17

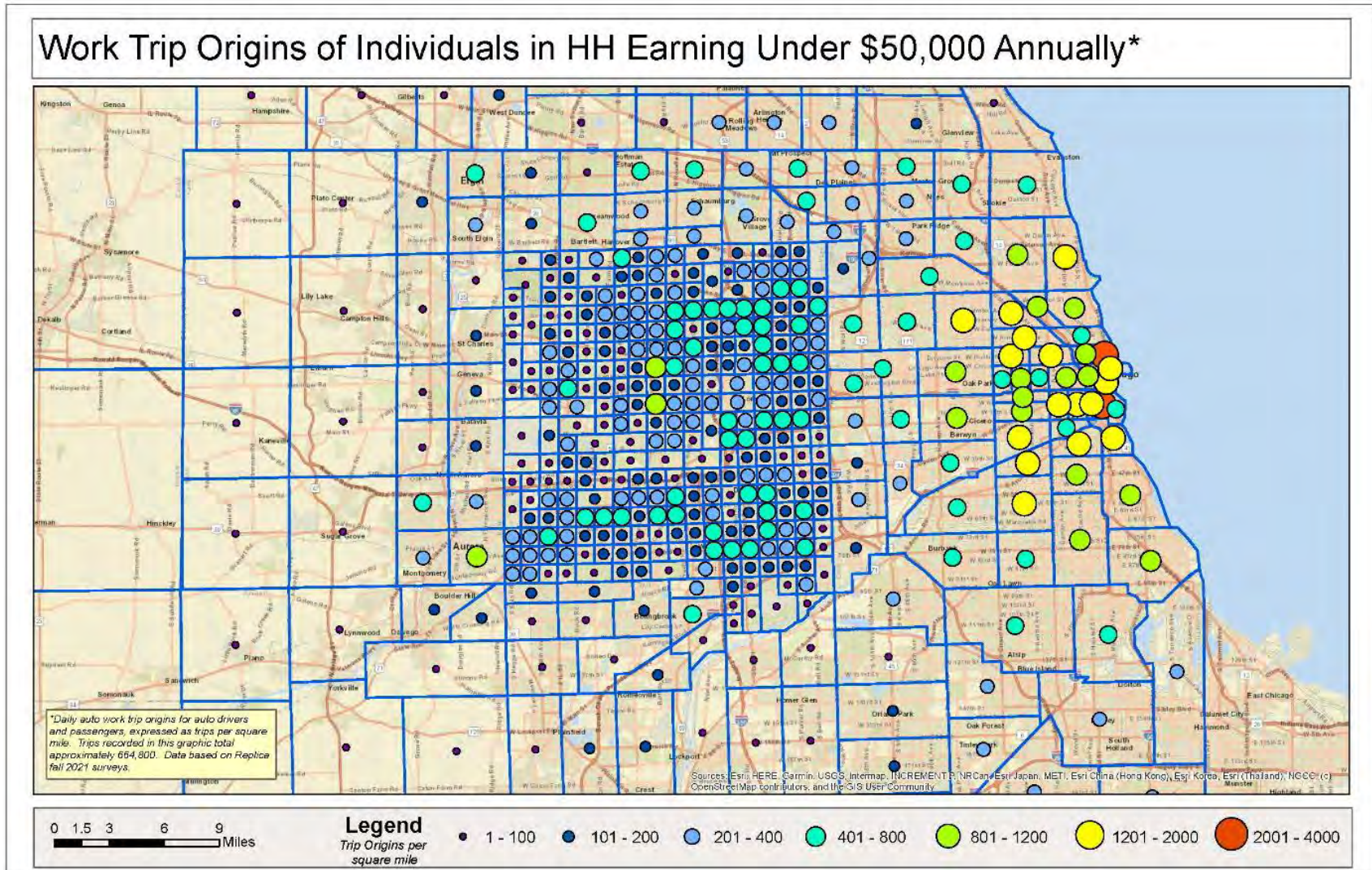


FIGURE 18

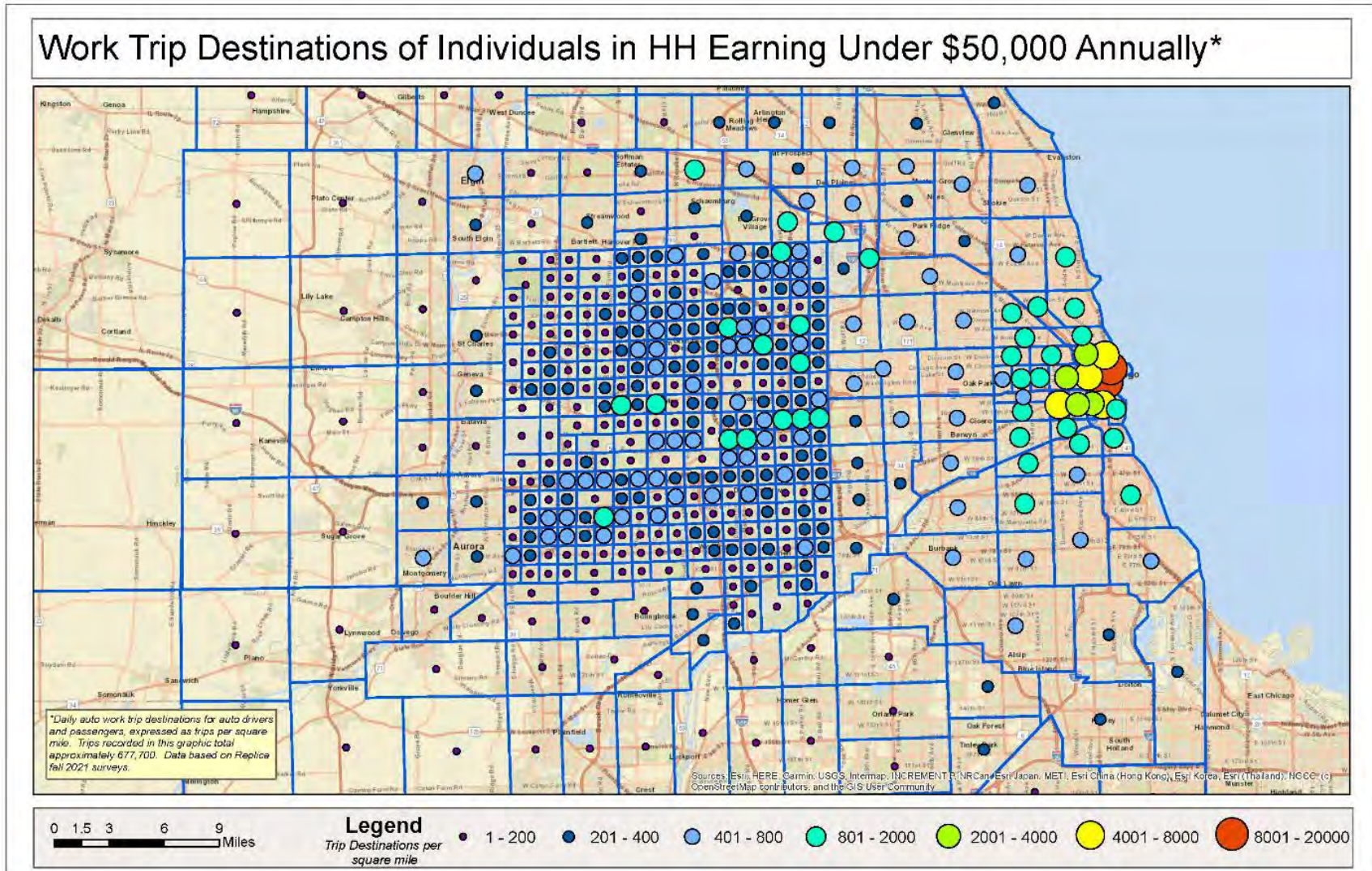


FIGURE 19

Travel Origins of Trips to IL 56/Butterfield Road and Finley Area

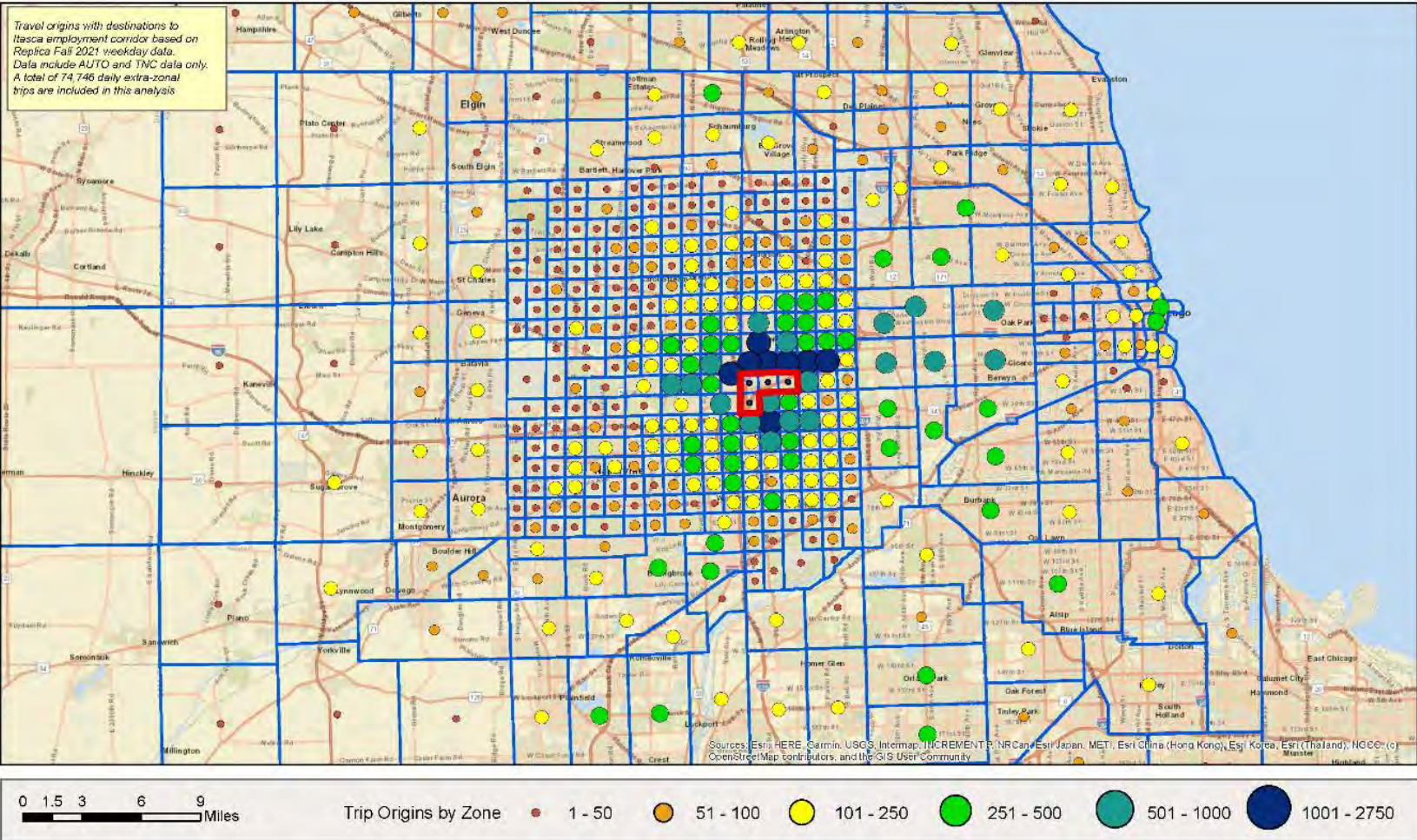


FIGURE 20

Travel Origins of Work Trips to IL 56/Butterfield Road and Finley Area

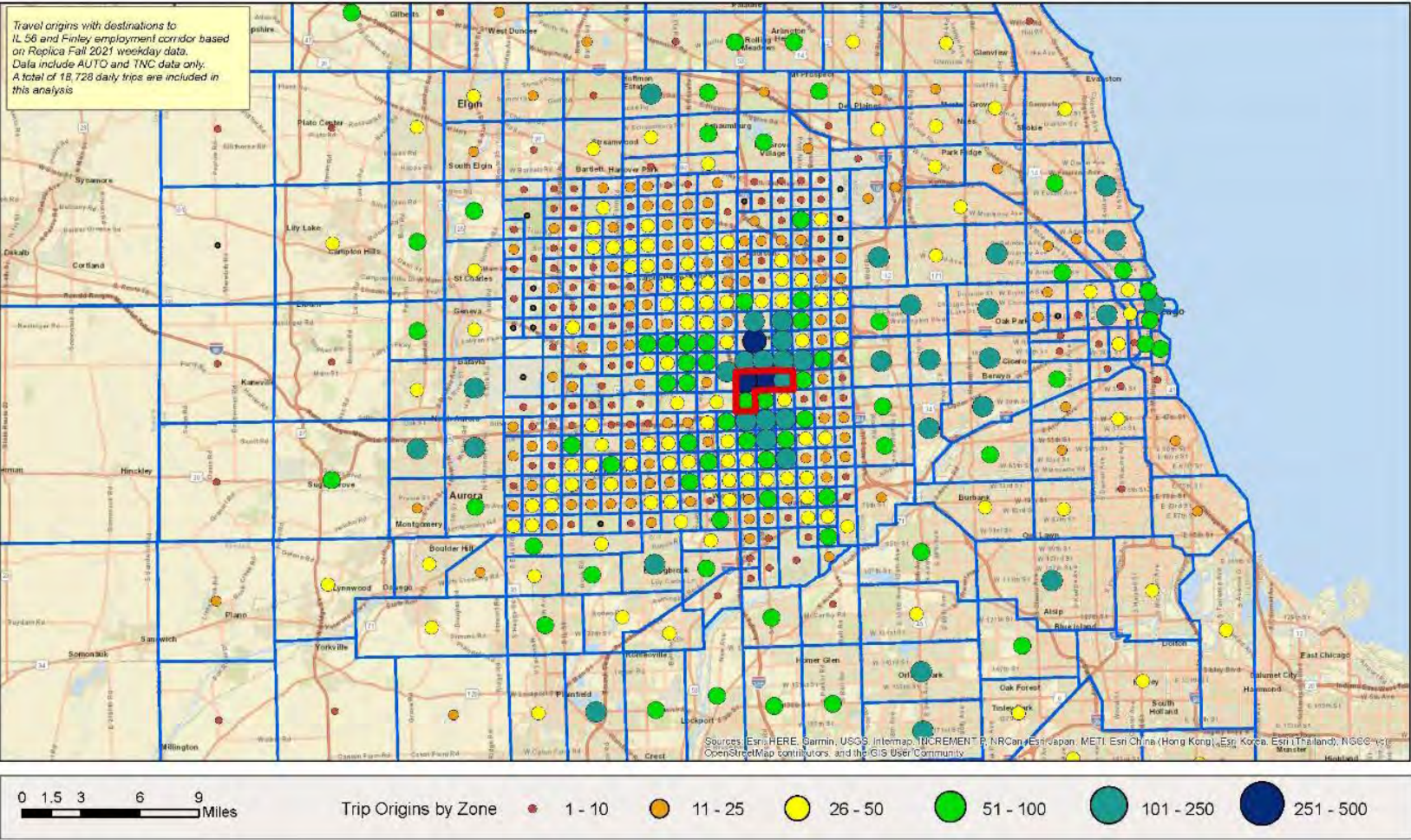


FIGURE 21

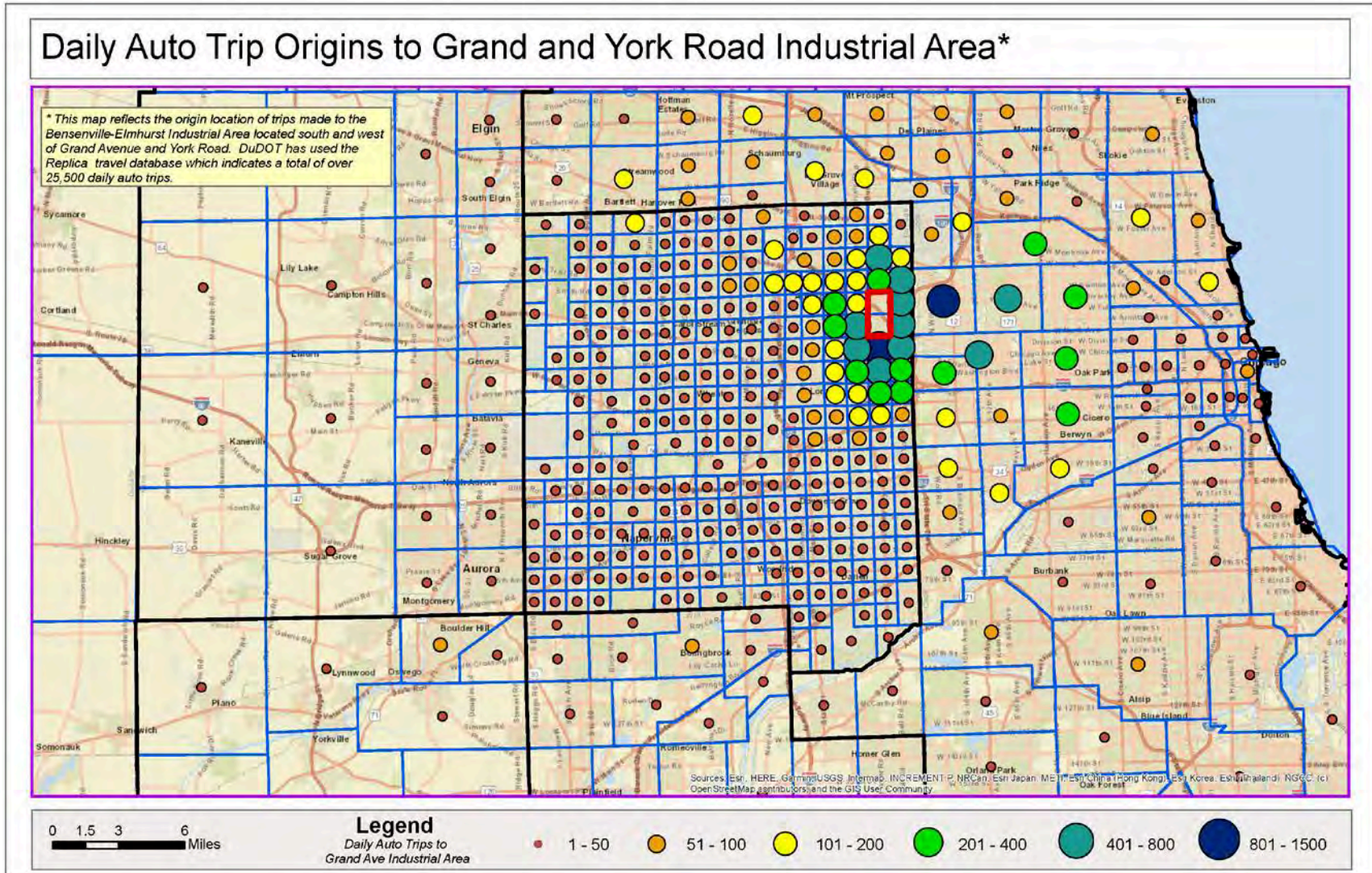


FIGURE 22

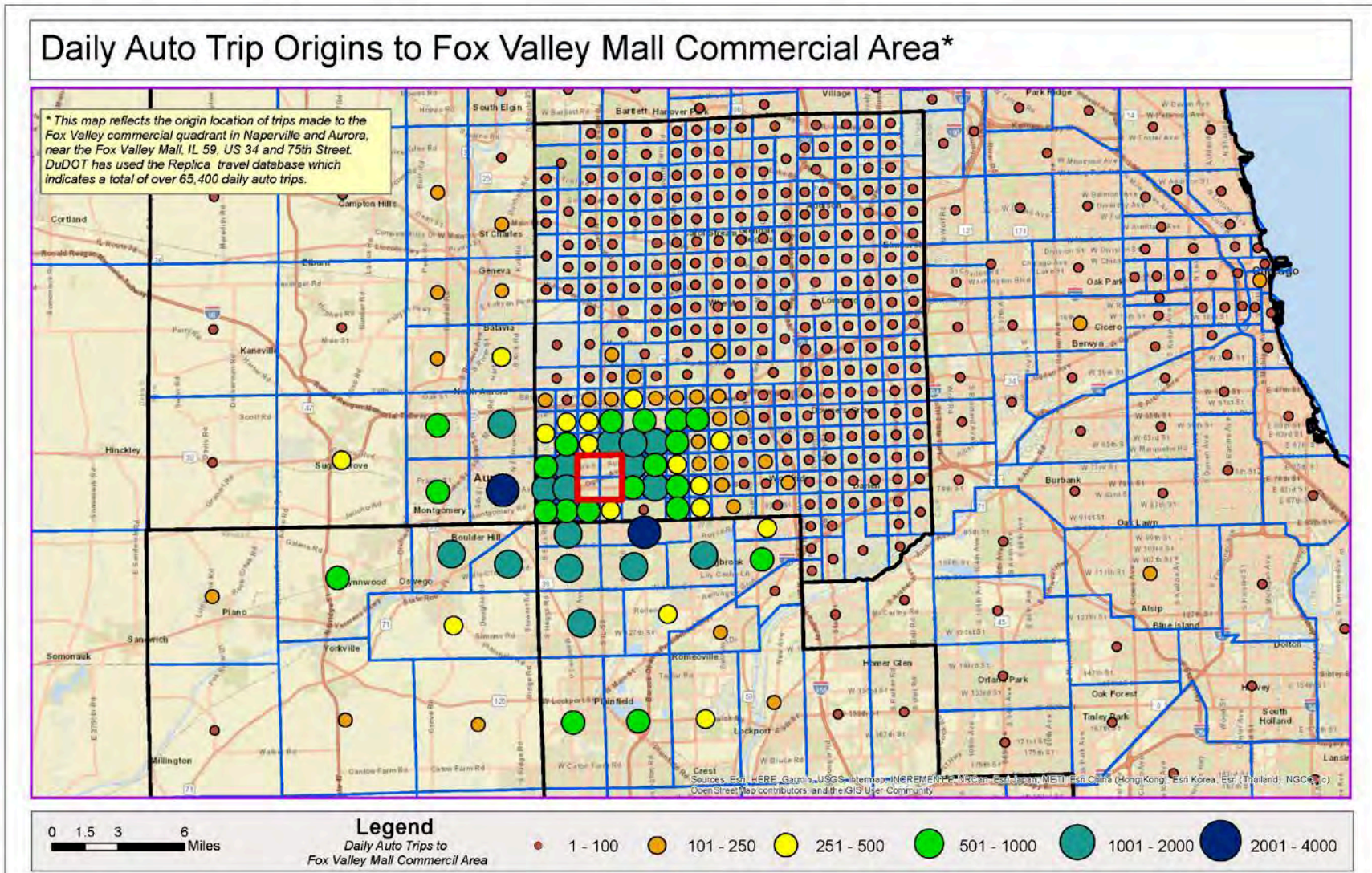


FIGURE 23

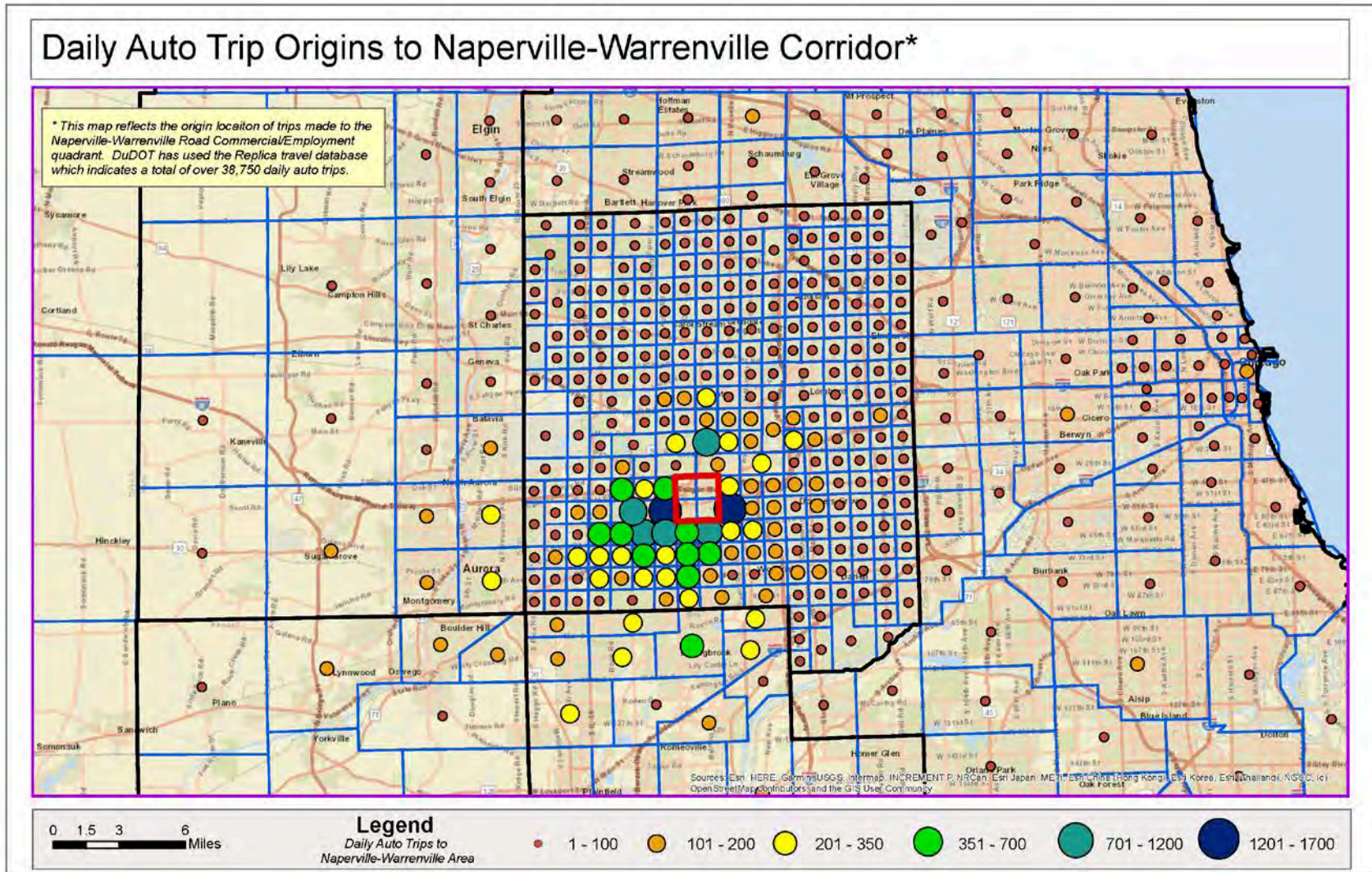


FIGURE 24

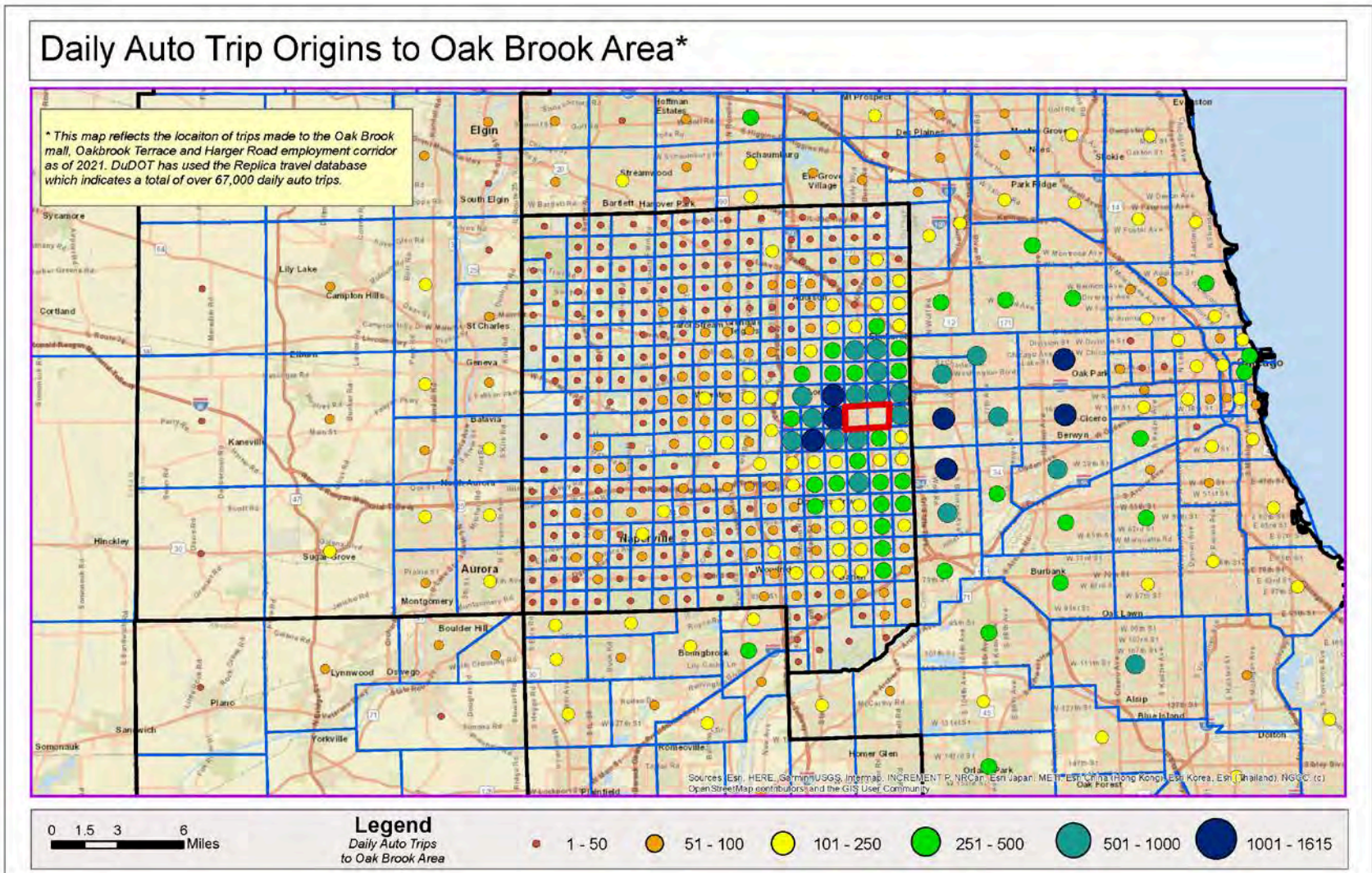
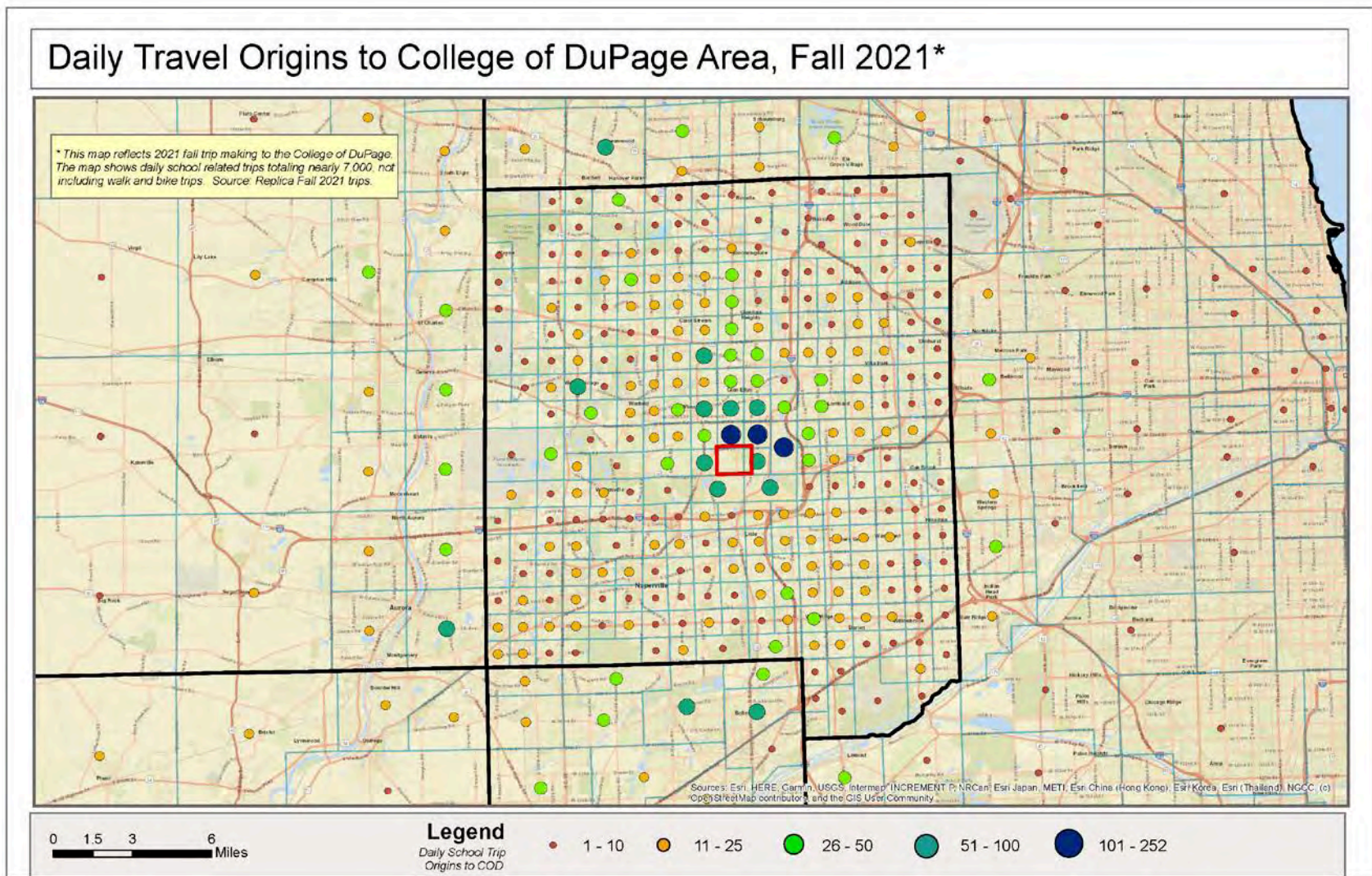


FIGURE 25



OPPORTUNITY ANALYSIS

The maps included above highlight some of the key destinations for a variety of travel in DuPage County.

Some higher level observations include:

- There are significant inter-county movements for all of the demand sites selected.
- Each of the sites has unique distribution properties but common among them all is that the “gravity” principle is in play. This principle indicates that trip generation falls away the farther away from the site.
- Each corridor has some unique travel demand corridors. An example of this is the Oak Brook Mall area in Figure 21 where travel demand is fairly significant for 6 miles south of the mall along the IL 83 corridor. Between 250 and 500 trips are generated each day from all of the zones along this route.

FIGURE 12 – REGIONAL WORK TRIPS

- This map points to DuPage County as a regional work trip attractor despite the employment and entertainment draw of the City. There is strong trip demand from Will County and from Kane County where little or no inter-county transit service exists. Many of the inter-county arterials experience poor levels of service in the peak directions. It is advisable to review these attractions in the post-pandemic suburbs and determine whether there are significant origins and destinations that might be paired or whether certain industries may have cause to sponsor Pace Van Pool options for their employees.

FIGURE 13 – DAILY TRIP DESTINATIONS IN DUPAGE COUNTY

- This map indicates a number of strong corridors for service:
 - 22nd Street/IL 56-Butterfield Road corridor (see also Figures 19 and 20)
 - US 34/Ogden Avenue corridor
 - Army Trail Road corridor

- IL 38/Roosevelt Road corridor
- Fox Valley mall area (Aurora-Naperville), see also Figure 22

These areas may already have some service but the 22nd Street and Ogden Avenue corridor destinations may recommend a better Arterial Rapid Transit or BRT service in the near future.

FIGURE 14 – DAILY WORK TRIP DESTINATIONS IN DUPAGE

- Similar to Figure 13, there is a great of attractive destinations along IL 56/22nd Street but other areas such as the following appear to generate significant numbers of trips:
 - Addison Business Park along IL 64/North Avenue
 - IL 390 industrial corridor and IL 53 industrial area in Itasca
 - I-88 corridor (IL 59 to IL 53)
 - Gary Avenue corridor (IL 64/North Avenue to US 20/Lake Street)
 - US 20/Lake Street – Grand Avenue corridor (see Figure 21)
 - City of Naperville Washington Street corridor

FIGURE 15 – DAILY TRANSIT AND TNC TRIP DESTINATIONS

- This map documents some of the critical locations that people want to go in DuPage County who use transit or Lyft/Uber services. Some of the key areas indicated here are:
 - Fox Valley Mall area
 - Oak Brook Mall area
 - Itasca Office and Industrial areas
- Other areas that are popular using transit or TNC:
 - Wheaton Danada shopping center
 - DuPage County government center on County Farm Road
 - North Elmhurst
 - Wheaton, Downers Grove, Glen Ellyn BNSF downtown areas

FIGURE 16 – OFFPEAK DAILY WORK TRIP DESTINATIONS

- This map suggests that many of the corridors previously mentioned above exhibit offpeak work trip attraction too. Other areas of note include:
 - Itasca southeast industrial area along IL 53/Rohlwing Road
 - College of DuPage area in south Glen Ellyn
 - Gary Avenue, Schmale Road and Bloomingdale Road corridors north of IL 64/North Avenue.
 - 75th Street at IL 83 Willowbrook Town Center and Industrial Park

FIGURE 17 – WORK TRIP ORIGINS OF INDIVIDUALS EARNING UNDER \$50,000 PER YEAR

- This map shows the concentration of lower income workers and their home locations. This is another way to view the maps in figures 2 and 6 above. There are many individuals and households in DuPage County where service equity should be considered an element in route planning.

FIGURE 18 – WORK TRIP DESTINATIONS OF INDIVIDUALS EARNING UNDER \$50,000 PER YEAR

- In contrast to Figure 17, this map indicates where lower income DuPage workers work. Key destinations are the Chicago city core, O’Hare Airport area, Schaumburg area, and the principal retail and industrial park areas of DuPage.

FIGURE 19 – TRAVEL ORIGINS OF TRIPS TO IL 56/BUTTERFIELD ROAD AND FINLEY ROAD AREA

- This map focuses on a particular zone in commercial retail corridor of east central DuPage County. The map describes the widespread attraction of the corridor throughout the region. The map demonstrates that a significant number of daily trips originate in west Cook County, South Lisle-Woodridge and Downers Grove, as well as in Will County communities of Bolingbrook and Romeoville.

FIGURE 20 – TRAVEL ORIGINS OF **WORK** TRIPS TO IL 56/BUTTERFIELD ROAD AND FINLEY ROAD AREA

- In contrast to Figure 19, this map describes the extent that workers will travel to the IL 56 corridor for employment. This map indicates a tremendously large labor shed extending well beyond the DuPage County borders into towns like Arlington Heights, Sugar Grove, Orland Park, Plainfield and Alsip. It is difficult to serve this dispersed pattern as this map indicates but county and transit agency partners must evaluate sensible routes and transfer locales to make commuting easier across the region.

FIGURE 21 – DAILY AUTO TRIP ORIGINS TO GRAND AND YORK ROAD INDUSTRIAL AREA (ELMHURST AND BENSENVILLE)

- This map looks at non-freight auto trips made to this intensely industrial area north of IL 64/North Avenue near the US 20/Lake Street at Grand Avenue intersection. The map describes a very localized set of trip origin locations that feed this area. There is tremendous linkage between west Cook communities and this area, especially between Grand Avenue and I-290 and from I-294 to Cicero Avenue in the communities of Northlake, River Grove, Melrose Park, Bellwood and Berkeley.

FIGURE 22 – DAILY AUTO TRIP ORIGINS TO FOX VALLEY MALL RETAIL AREA (AURORA)

- This map examines auto trips to this four square mile area near the intersection of IL 59 and US 34/Ogden Avenue. A part of this area is served by the Pace OnDemand service; the south half of the area is excluded. There is also Pace inter-county service using Pace route 530 that travels between Aurora and downtown Naperville. This route does not serve the Oswego to Bolingbrook corridor south of DuPage County where there is extensive demand for the retail and employment in this area. Pace, DuPage and Will Counties should investigate other OnDemand or circulator services in the areas south of Fox Valley that would complement the current DuPage OnDemand service.

FIGURE 23 – DAILY AUTO TRIP ORIGINS TO NAPERVILLE-WARRENVILLE INTERCHANGE AREA (NAPERVILLE AND LISLE)

- This four square mile area is at the heart of the Naperville-Lisle office park corridor. It was assumed in previous studies that this area brought in a massive number of trips from all over the region. This map refutes that assertion and shows demand to be relatively local with most trip origins being located in the southern townships of the County. Some travel does originate in North Will County and Aurora. This area is served by Pace Naperville OnDemand.

FIGURE 24 – DAILY AUTO TRIP ORIGINS TO OAK BROOK MALL AREA (OAK BROOK)

- The two square mile area around the Oak Brook mall contains multiple millions of square feet of retail, office, and hotel space. As expected, the mall area draws visitors from all over the Chicago region. Travel to the mall area is particularly focused on 22nd Street/Cermak Road, 31st Street, US 34/Ogden Avenue and the I-290 corridor. It is also interesting to note that there is a very strong attraction for the communities of Clarendon Hills, Westmont, Willowbrook and Darien to the south. Much of the traffic originating in these areas uses the IL 83 expressway to access the mall. These results demonstrate that a Pace Pulse Route between Cook County, and possibly a wheeled extension from the Forest Park Blue Line facility, and central DuPage along Cermak Road could be successful.

FIGURE 25 – DAILY TRIP ORIGINS TO COLLEGE OF DUPAGE AREA

- College of DuPage is a four year community college that hosts more than 50,000 credit and non-credit students each year and operates day and evening classes. It is considered a commuter school and one of the better community colleges in the region. Classes were virtualized during the 2020 and 2021 academic years and on campus classes are largely restored as of this time. This map describes the college's reach into Cook, Will and Kane County populations. The College is served by Pace Routes 714 and 715 with connections to other services at the Wheaton and Glen Ellyn Metra stations. Given

the length of trip being shown in this map, DuPage County suggests that Pace, DuPage County and College of DuPage discuss transit options and student discount programs for people throughout the region.

RECOMMENDATIONS

The County recommends discussing these results with Pace and Metra to determine if and when deeper study and analysis should be undertaken. These analyses and results will be used to inform the larger Mobility Plan recommendations.

DuPage County recommends the following:

- Consideration of location-based market demand analysis as part of the Pace strategic route evaluation program beginning in 2023.
- Evaluation of Pace intercounty opportunities not specifically tied to Pulse route development.
- Market based studies of blue-collar labor destinations and schedules for critical unserved employment zones.
- Evaluation of underserved markets with significant land uses, corridors and sites between Metra lines.
- Investigation of expansion of less formal OnDemand routes in critical travel areas of the County with mixed uses, with analysis of logistically sensible transit transfer hubs.
- Support for remote, disadvantaged, neighborhoods where multiple disadvantages overlap.

