

2016 Illinois Traveler Opinion Survey

Report prepared by the Survey Research Office,

Center for State Policy & Leadership

University of Illinois Springfield

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**Survey
Research
Office**

ILLINOIS
SPRINGFIELD

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Project Overview

The Illinois Department of Transportation (IDOT) contracted with the Survey Research Office, a unit in UIS' Center for State Policy and Leadership, to conduct a survey regarding the opinions of Illinois travelers. The survey seeks to understand how travelers view road conditions, their perceptions of IDOT's performance, and their views on a multitude of other items. The purpose of the survey is to provide a snapshot of public opinion in a given year on many issues related to transportation in Illinois. The survey aims to provide IDOT with actionable insights that will aid in future planning.

The current survey is the most recent iteration of a longitudinal project which dates back to the 2001. The project has evolved considerably since its inception and necessarily so; the methodology has changed to address current problems that the public opinion research industry faces. These challenges are too numerous to list. However, both coverage bias (the extent to which a certain sampling strategy includes members of the target population) and nonresponse bias (the extent to which those who respond to the survey differ from those who do not respond to the survey) are certainly challenges. As such, while the study was initially designed as a mail survey, and remained so throughout much of its lifecycle, recent years have seen changes implemented to address these problems. It simply is not the case that a mail survey (or a telephone survey) would provide the same representativeness today as in the past. Particularly, younger individuals and individuals of lower income are much less likely to participate in a mail or telephone survey than in the past.

Because of these difficulties, the current survey adopts a probability-based online panel design. This design ensures that certain groups that were underrepresented in past surveys, particularly younger respondents, nonwhite respondents, and respondents with comparatively low levels of income, are captured in the sample. A quota system ensures that a minimum number of respondents from these groups are included in the sample. While the design is not without its own limitations (it is limited to those who have volunteered to take the survey online), it does ensure that, at least with reference to the characteristics for which there are quotas in place, the sample statistics are closer to population parameters.

The largest number of respondents ever, 1,176, took the survey this year. This number eclipses the 2015, the year in which the second-largest number of respondents (1,150) completed surveys.

Project Methodology

In 2015, the UIS Survey Research Office (SRO) became a charter member of the American Association for Public Opinions Research's Transparency Initiative. By joining, the SRO is supporting broader and more effective disclosure of research methods by all organizations. The Transparency Initiative provides formal public recognition by AAPOR of an organization's voluntary commitment to abide by the disclosure standards in the AAPOR Code of Professional Ethics and Practices, while benefiting the public by providing more information with which to evaluate the quality of individual surveys. As part of SRO's continued investment in this initiative, it has committed to providing a detailed methodological report of all of its survey projects. For more information on the Transparency Initiative, please visit:

<http://transparency.aapor.org/index.php/transparency/about>



ILLINOIS TRAVELER OPINION SURVEY

The Illinois Traveler Opinion Survey was conducted by the Survey Research Office for the Illinois Department of Transportation (IDOT). The report was overseen by the Director of the Survey Research Office, Dr. Juan Carlos Donoso. The questionnaire was written collaboratively between researchers at SRO and individuals at IDOT. The study has been conducted since 2001.

SAMPLE AND METHODOLOGY

The sample comprises individuals who responded to a request to participate in a survey from the online survey provider Qualtrics. The survey required respondents who chose to take the survey to answer all of the questions in order to eliminate item nonresponse. Respondents were deemed eligible to participate if they identified as a current Illinois resident 18 years of age or older. A total of 1,176 respondents took the survey from September 13th to October 21st, 2016. In addition to the eligibility criteria, the survey utilized quota cells based on Illinois population parameters. Quotas, developed from the demographic categories that were previously used in weighting, are based on IDOT district, gender, age, race, ethnicity and level of education. Table 1. (pg. 3) shows population parameters (hence quota targets) and the survey statistics for these demographic categories.

It is not possible to calculate a margin of sampling error due to the fact that the population of eligible participants is unknown. Owing to the fact that a quota system was employed to obtain minimum representation for target groups, the data are unweighted.

Sample Demographics

DISCUSSION

Table 1 displays the demographics of respondents in the sample compared to the quota targets. The table shows that most quotas were met, indicating a sample that is closely aligned to the population of Illinois residents 18 years or older. The survey is representative regarding gender (52 percent female and 48 percent male in the sample vs. 51 percent female and 49 percent male in the population). While the sample matches the population parameters (and quota targets) on gender, it is slightly younger than Illinois overall. However, this disparity may be contrasted with previous surveys, such as the 2015 survey, in which the sample was overwhelming older than the target population.¹ (In 2015 only 2 percent of the unweighted sample indicated they were between the ages of 16-24 whereas 37 percent indicated they were between the ages of 60-74).

The sample is also slightly better educated than the population overall. The table shows that while 13 percent of Illinoisans lack a high school diploma or a GED, only 3 percent of the sample do not possess either of these credentials. This is an unsurprising finding. Researchers often struggle to reach individuals with little formal education. Indeed, only 3 percent of respondents in both the 2014 and the 2015 surveys report less than a high school diploma.

The study is now much more representative along racial and ethnic lines than it has been in years past. As such, 15 and 11 percent of survey respondents identify as African American and Hispanic, respectively. These percentages closely mirror the study's targets of 14 percent for African Americans and 16 percent of Hispanic individuals.

As Table 1 shows, the sample attempts to match population parameters on IDOT region. These regions, which comprise counties in Illinois, were used in the past as primary sampling units. The current survey, by contrast, uses these regions as quota targets. As the table shows quite clearly, the sample statistics are very close to the population values on each of the reasons. If there is any bias regarding location, it is that the survey over-represents respondents in the Chicago area. However, when these disparities are compared to previous years, they are quite minimal. In fact, considered overall, the survey matches the population values more closely than any survey in the study's history.

¹ In 2015 only 2 percent of the unweighted sample indicated they were between the ages of 16-24 and 37 percent indicated they were between the ages of 60-74. Weighting procedures were employed to bring these numbers closer to population values.

Table 1. Respondent Demographics

Demographic	Demographic quotas based on population parameters	Sample Statistics
Gender		
Female	51	52
Male	49	48
Age		
16-24 years old ²	14	19
25-34 years old	14	19
35-44 years old	14	19
45-59 years old	21	24
60-74 years old	12	16
75 years or older	6	4
Race		
White	64	76
African American	14	15
Other	6	9
Ethnicity		
Hispanic	16	11
Non-Hispanic	84	89
Education		
Less than high school diploma	13	3
High school diploma	28	26
Some college	28	33
College degree or greater	31	38
Region		
District 1- Schaumburg	≥60	64
District 2-Dixon	≥6	8
District 3- Ottawa	≥5	5
District 4- Peoria	≥4	5
District 5- Paris	≥5	4
District 6- Springfield	≥4	4
District 7- Effingham	≥1	3
District 8- Collinsville	≥3	5
District 9- Carbondale	≥2	2

² Participation in the study is limited to individuals 18 years or older.

Roads and Highways

MAINTAINING HIGHWAYS AND TRAFFIC FLOW

The survey asks respondents nine questions pertaining to various aspects of Illinois roadways. The survey asks respondents to evaluate these nine items on a four-point scale ranging from “very good” to “very poor” with “good” and “poor” being the middle responses.³ The survey finds that respondents are more likely to evaluate each item in the section positively than negatively. Table 2 (page 6) shows the percentage of respondents who rate the items as either “very good” or “good” in the current survey. The table also shows the percentage in the 2015 survey who rate the items as “excellent” or “good.” It is clear from the table that respondents in both surveys are more likely to evaluate each item positively than negatively and that respondents in the current survey are more likely than their 2015 counterparts to provide a positive response. However, as discussed, it is not possible to know whether respondents in the 2015 survey would have responded differently (for instance if they would have responded more positively) if they were provided with the current scale rather than the previous scale.

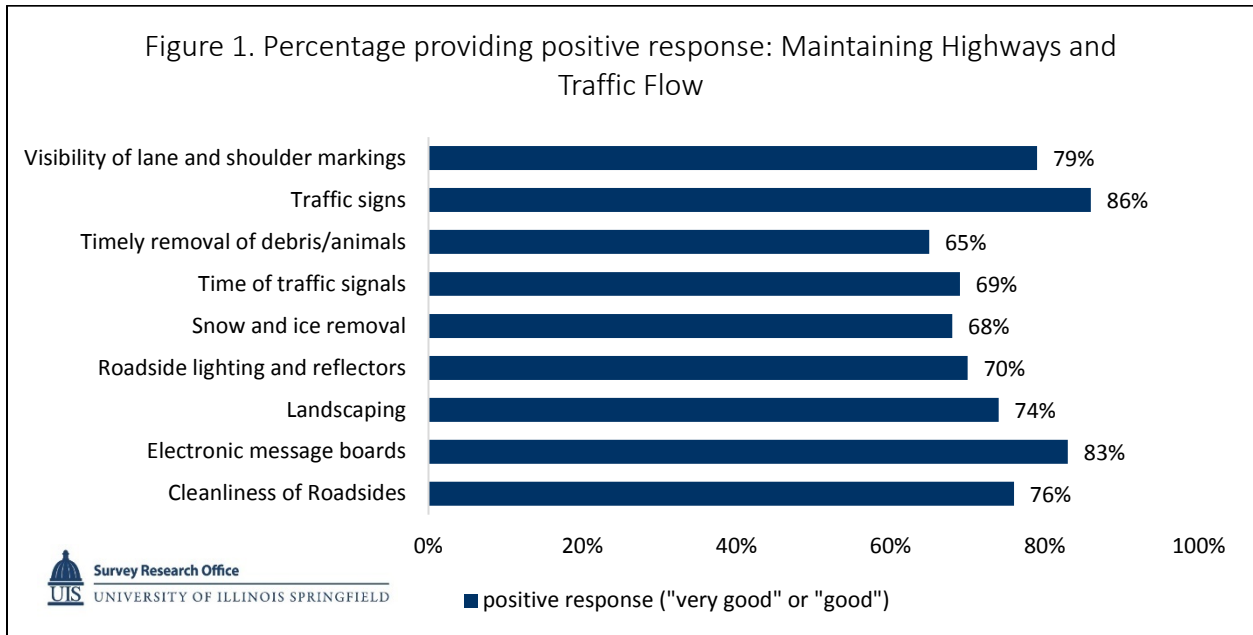
Just as in 2015, 2016 respondents are most positive regarding traffic signs, electronic message boards, visibility of lane and shoulder (edge) paint stripes on highways, and the cleanliness of roadsides. Over three quarters of respondents say these are either “very good” or “good” in the 2016 survey. Respondents also evaluate the item “landscaping and overall appearance of roadsides and medians” positively (74 percent say this is either “very good” or “good”). Indeed, responses are positive nearly across the board as even the least positively evaluated item, timely removal of debris and dead animals from pavement, receives a positive response from almost two-thirds (65 percent) of respondents.

While, as noted, respondents are more positive on each item in the current survey than in the 2015 survey it is also worth noting the degree of change for certain items. For instance, while only 54 percent of respondents in 2015 provide a positive response to the item “cleanliness or roadsides,” this figure increases 22 percentage points to 76 percent in 2016. There are similar, large differences for several other items. For instance, 74 percent of respondents in 2016 provide a positive response to the item “landscaping and overall appearance of roadsides and medians” compared to just 58 percent of respondents who provided a positive response in 2015.

³ The 2016 survey marks a difference in the scale used to evaluate the items. Historically, that is from 2001 to 2015, the survey used a five point scale with the following values: “excellent,” “good,” “fair,” “poor,” and “very poor.” Survey Research Office researchers implemented a new scale because the older scale contained a midpoint response “fair” which was ambiguous (i.e. respondents might construe “fair” to mean “good” or they might construe it to mean “average.” SRO researchers determined that this presents difficulties in interpreting results and removed this response choice. Additionally, the answer choice “excellent” in the previous scale is now “very good.” This change makes the scale more consistent. Similar changes to response choice have been implemented throughout the survey and will be noted in this report.

Table 2. Percentage of respondents rating each item positively in 2016, 2015

	2016 Results % Very Good or Good	2015 Results % Excellent or Good
Traffic signs (directional signs, warning signs, and “miles to destination” signs)	86	82
Electronic message boards to advise drivers of delays or construction areas	83	75
Visibility of lane and shoulder (edge) paint stripes on highways	79	69
Cleanliness of Roadsides	76	54
Landscaping and overall appearance of roadsides and medians	74	58
Roadside lighting and reflectors for visibility after dark and in bad weather	70	49
Timing of traffic signals (stop-and-go lights) to maintain the flow of traffic	69	55
Snow and ice removal	68	56
Timely removal of debris and dead animals from pavement	65	49



A strength of the current survey is its ability to analyze responses by demographic groups. Tables 3 (pg. 8) and 4 (pg. 9) shows these differences.⁴ The survey finds noticeable differences between these groups. For instance, women are more likely than men to provide a positive response to the “visibility of lane and shoulder (edge) paint stripes on highways” and “timing of traffic signals” items than male respondents. Additionally, older respondents (those ages 60+) are more likely (81 percent) to provide a positive response than those between 35 and 59 years of age (68 percent) or those between 18 and 34 years of age (61 percent).

The survey also finds that nonwhite respondents are more likely to provide a positive response on the “timing of traffic signals” item than white respondents (77 percent of nonwhite respondents provided a positive response compared to 66 percent of white respondents). There are also differences in item response by education level; those with a bachelor’s degree or greater are more likely to provide a positive response than those with less than bachelor’s on all items but one (timing of traffic signals). Even in that case, those with less than a bachelor’s degree were only slightly more likely to provide a positive response than those with a least a bachelor’s (69 percent and 68 percent respectively). There are some noticeable, though not necessarily large, differences in response between respondents living in the city of Chicago, those in living the suburbs, and those living elsewhere in Illinois. The study finds that overall, those living in the Chicago suburbs are more positive in their evaluations than those living either in the city of Chicago or elsewhere in the state (see tables 3 and 4). There are no significant differences based on whether respondents drive less than or more than 10,000 miles per year.

⁴ Throughout the report the survey will make use of tables to contrast responses by demographic groups and survey year (2014-2016).

Table 3. Percent Providing a favorable response: Maintaining highways and traffic flow questions (1 of 2)

	Traffic signs	Electronic message boards	Visibility of lane and shoulder paint stripes	Cleanliness of roadsides	Landscaping
All respondents	86	83	79	76	74
Gender					
Male	86	81	76	73	73
Female	87	85	82	77	76
Age					
18-34 years old	85	80	76	74	74
35-59 years old	86	86	82	74	73
60 years old or older	88	83	77	81	78
Race					
White alone	87	82	79	76	74
Nonwhite	84	85	80	74	76
Education					
Less than Bachelor's degree	85	82	78	73	73
Bachelor's degree or higher	88	84	81	80	77
Residence					
Chicago	82	79	73	70	75
Chicago Suburbs	88	86	83	78	78
Elsewhere	87	82	78	76	70
Miles Driven per Year					
<10,000 miles/year	87	82	78	75	74
>10,000 miles or more/ year	86	84	81	76	74
Survey Year					
2014	52	64	55	51	53
2015	55	75	69	54	58
2016	86	83	79	76	74

Table 4. Percent Providing a favorable response: Maintaining highways and traffic flow questions (2 of 2)

	Roadside lighting and reflectors	Timing of traffic signals	Snow and ice removal	Timely removal of debris
All respondents	70	69	68	65
Gender				
Male	73	65	70	67
Female	67	73	66	64
Age				
18-34 years old	69	69	60	66
35-59 years old	72	70	68	63
60 years old or older	68	67	81	69
Race				
White alone	69	66	69	66
Nonwhite	73	77	65	64
Education				
Less than Bachelor's degree	69	69	64	63
Bachelor's degree or higher	71	68	74	70
Residence				
Chicago	71	69	63	64
Chicago Suburbs	73	67	70	68
Elsewhere	67	70	68	63
Miles Driven per Year				
<10,000 miles/year	69	70	67	66
>10,000 miles or more/ year	71	67	69	64
Survey Year				
2014	51	52	56	44
2015	49	55	56	49
2016	70	69	68	65

ROAD REPAIR AND CONSTRUCTION

The survey asks respondents five items pertaining to road repair and construction. These items are presented in table 5. There are, however, two items that cannot be compared to the previous year. The inability to compare these items is due to the fact that the “overall conditions” item is new to the 2016 survey and the item which concerns timeliness of repairs on interstate and non-interstate highways was two separate questions in the 2015 survey.

As with items in the previous section, respondents in the 2016 survey are more likely to provide a positive response than respondents in the 2015 survey. As discussed above, this can mostly be ascribed to the fact that respondents evaluated these items as “fair” in previous surveys. Nonetheless, respondents are, overall, more likely to provide a positive response than a negative response on three of the five items. Respondents are most positive in their evaluations of “work zone signals to direct merging traffic and alert motorists to reduce speed” (76 percent rate this item as either “very good” or “good.” Additionally, nearly seven of ten (69 percent) respondents evaluate the “overall conditions of Illinois state highways positively and 60 percent provide a positive response on the item “ride quality and smoothness on interstate highways and non-interstate highways.” Respondents are more likely to evaluate two of the five items negatively than positively but just barely so. For instance, 48 percent provide a response of “very poor” or “poor” on the item concerning “the flow of traffic though work zones” item and 46 percent provide a negative response on the “timeliness of repairs” items. Indeed, it is more accurate to say that respondents are divided on these items as just a bare majority view them negatively.

Table 5. Percentage of respondents rating each item positively in 2015, 2016

	2016 Results	2015 Results
	<i>% Very Good or Good</i>	<i>% Excellent or Good</i>
Work zone signals to direct merging traffic and alert motorists to reduce speed	76	69
Overall conditions of Illinois state highways (not tollways)	69	
Ride quality and smoothness of pavement on interstate highways and on non-interstate highways	60	32
The flow of traffic through work zones	48	35
Timeliness of repairs on interstate highways and non-interstate highways	46	

Table 6 (pg. 13) illustrates the differences among selected demographic groups on the five questions in this section. There are some notable differences between respondents in each of the groups. For instance, women in the survey are more positive in their evaluations of overall road conditions (72 percent provided a “very good” or “good” response) than men (66 percent). By contrast, male respondents feel more positively concerning the timeliness of repairs than female respondents (48 percent versus 44 percent). Nonwhite respondents provide more positive responses on each of the items with exception of the “work zone signals to direct merging traffic and alert motorists to reduce speed.” Particularly notable is the difference between nonwhite respondents and white respondents on the item “overall conditions of Illinois state highways.” Here, 79 percent of nonwhite respondents evaluate these items as “very good” or “good” whereas 66 percent of white respondents do so.

Ultimately, residence tends to have the largest impact on response. Respondents living outside of Chicago and the Chicago suburbs were more likely to respond that work zone signals were “good” or “very good.” Eighty percent of those living outside the Chicago area provided a positive response compared to 75 percent living in the city of Chicago and 71 percent living in the Chicago suburbs. Figure 2 (pg. 12) displays item response differences based on location. The figure shows that responses differ appreciably for each item, though there is no discernable pattern (i.e. no one group is uniformly more or less positive than other groups. This makes sense as individuals living outside of the Chicago area are significantly more positive (57 percent “very good” or “good”) than those living in Chicago (44 percent) and the Chicago suburbs (44 percent) regarding the flow of traffic. As there is simply less traffic outside of Chicago, it is not surprising that respondents would be more positive about traffic flow.

Respondents who reported driving less than 10,000 miles per year felt more positive on all aspects of road repair and construction than those who drove 10,000 miles or more per year. This difference is especially noticeable when respondents were asked about overall Illinois highway condition with 72 percent of respondents who drove less than 10,000 miles per year feeling overall conditions were “good” or “very good” in comparison to 63 percent of those who drive more than 10,000 miles per year.

Figure 2. Percentage of respondents providing a positive response: Road Repair and Construction by region

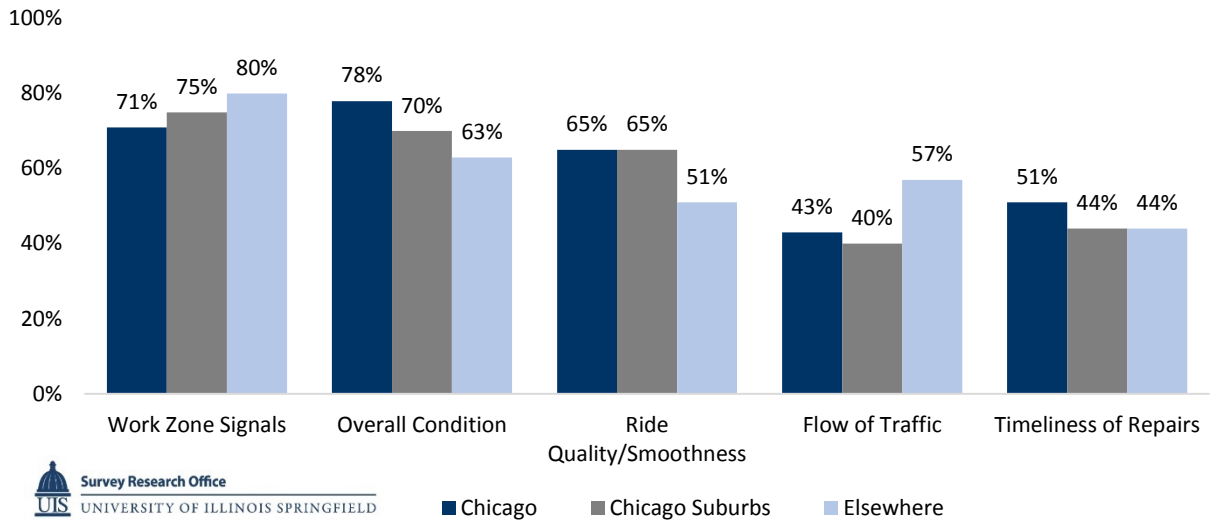


Figure 3. Percentage of respondents providing a positive response: Road Repair and Construction by miles driven per year

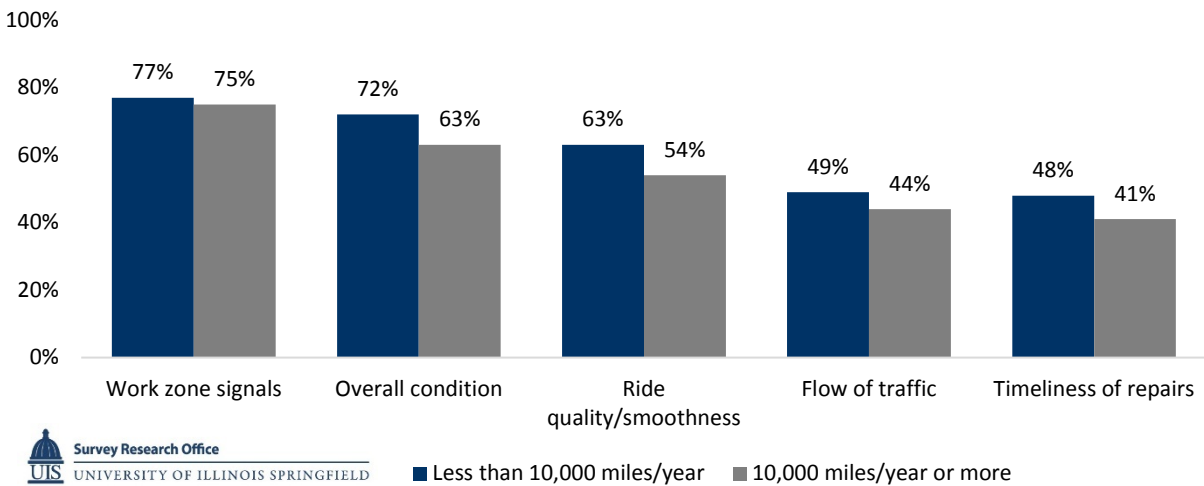


Table 6. Percent providing a favorable response: Road repair and construction questions

	Work zone signals	Overall conditions	Ride quality/ smoothness	Flow of traffic through work zones	Timeliness of repairs
All respondents	76	69	60	48	46
Gender					
Male	74	66	61	48	48
Female	77	72	59	47	44
Age					
18-34 years old	73	73	60	45	44
35-59 years old	76	69	60	48	48
60 years old or older	81	62	58	52	43
Race					
White alone	77	66	58	47	44
Nonwhite	74	79	67	48	51
Education					
Less than Bachelor's degree	77	68	58	50	44
Bachelor's degree or higher	74	71	63	44	49
Residence					
Chicago	71	78	65	43	51
Chicago Suburbs	75	70	65	40	44
Elsewhere	80	63	51	57	44
Miles Driven per Year					
Less than 10,000 miles/year	77	72	63	49	48
10,000 miles or more/ year	75	63	54	44	41
Survey Year					
2014	64	-	38	35	-
2015	69	-	32	35	-
2016	76	69	60	48	46

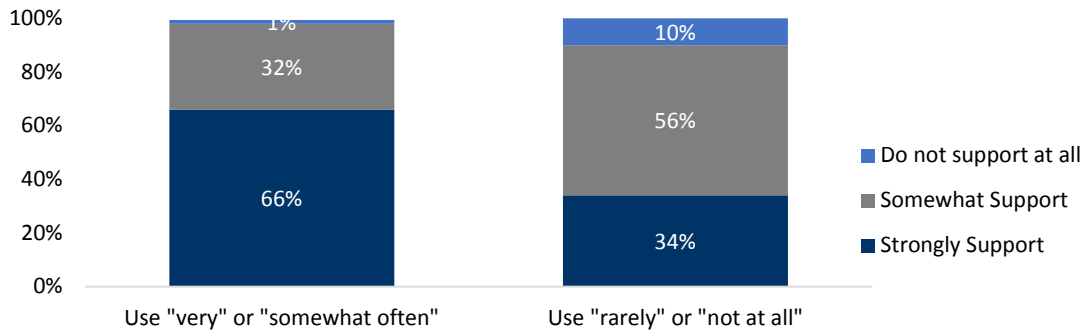
Passenger Rail

The section on passenger rail has changed significantly from previous surveys. The 2015 survey asked only two questions on passenger rail: one regarding how often respondents use passenger rail routes and one regarding whether respondents support increasing the number of state supported passenger rail routes. Additionally, the survey did not use “Amtrak” in either of the questions. Thus the current survey aims to further understand passenger rail use in Illinois than previous iterations. The survey asked respondents five questions about passenger rail. These questions asked respondents about their support for Amtrak passenger rail, their usage of Amtrak passenger rail, satisfaction concerning passenger rail use (if applicable), and whether they support increasing the number of passenger rail routes available.

Support for Amtrak: A large majority of respondents (94 percent) indicate that they either “strongly support” or “somewhat support” Amtrak passenger rail routes in Illinois. Additionally, 92 percent say they support increasing the number of routes in Illinois (42 percent “strongly support” and 50 percent “somewhat support”). The 92 percent who support increasing the number of routes is higher than the 85 percent of respondents in 2015 survey who report supporting increasing the number of state supported routes. When asked how often they use Amtrak passenger rail routes in Illinois, most respondents indicated that they used passenger rail routes infrequently. Forty-one percent say they use these routes “rarely,” and the second most frequent response provided was “never” (35 percent). Only 24 percent of respondents report using rail routes “very often” or “somewhat often.”

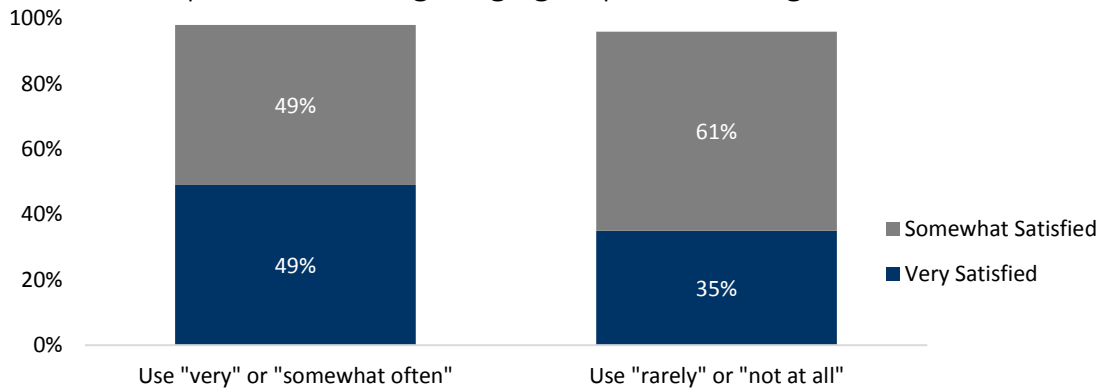
To examine the differences in support among those that indicated using passenger rail routes frequently and those who did not, those who said they use rail routes “very often” or “somewhat often” were included in one comparison group while those who report using routes “rarely” or “never” were included in a second group. Among those who used rail more often, 66 percent “strongly support” increasing the number of Amtrak passenger rail routes compared to 34 percent who use rail routes infrequently or not at all (see figure 4, pg. 15). In addition, among respondents that indicated that they use Amtrak rail routes more often, a higher percentage either “strongly support” or “somewhat support” increasing the number of routes overall than the comparative group, as seen in figure 4 below.

Figure 4. Level of support for increasing the number of Amtrak passenger rail routes in Illinois by usage groups




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Figure 5. Level of satisfaction with overall Amtrak experience among usage groups: Percentage satisfied




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Level of satisfaction with overall Amtrak experience: When asked about their level of satisfaction with their overall Amtrak experience, most respondents indicated that they felt satisfied with their passenger rail experience. The most frequent response was “somewhat satisfied” (56 percent), and the second most frequent response was “very satisfied” (40 percent).

Groups with frequent and infrequent usage varied in satisfaction levels with their passenger rail experience, as seen in Figure 5 above. Among those who use Amtrak rail “very” or “somewhat often,” 98 percent of respondents felt either “very satisfied” (49 percent) or somewhat satisfied (49 percent). However, among those who used passenger rail infrequently, only 35 percent reported feeling “very satisfied” with their overall experience, while 61 percent reported feeling “somewhat satisfied.”

Reason for Infrequent Use: When respondents were asked to check all that apply concerning why they do not use state supported passenger rail regularly, if they do not use it regularly or to report if they do use state supported passenger rail frequently, responses were varied. Among all respondents, eight percent noted that they do use passenger rail frequently. Among those who do not use state supported passenger rail frequently, 45 percent noted that it was because they preferred to drive. Twenty-five percent of respondents noted that they lacked access to passenger rail services, and 16 percent noted that the cost of passenger rail reduced their usage. Other responses included other (12 percent), inconvenience of scheduled times (10 percent), delays in service or lack of timeliness (nine percent), safety (six percent), and cleanliness (four percent).

Table 7. Percent of respondents indicating that _____ is the reason for not using Amtrak state supported passenger rail regularly (1 of 2)

	Inconvenience of Scheduled Times	Service Delays/Not Timely	Lack of Access	Cost	Safety
All respondents	10	9	25	16	6
Gender					
Male	12	9	27	16	6
Female	9	8	24	16	7
Age					
18-34 years old	10	11	28	16	9
35-59 years old	11	8	25	17	5
60 years old or older	10	5	22	14	4
Race					
White alone	9	7	26	16	6
Nonwhite	13	12	23	17	8
Education					
Less than Bachelor's degree	8	8	24	18	8
Bachelor's degree or higher	14	10	27	14	6
Residence					
Chicago	12	12	23	17	11
Chicago Suburbs	12	8	21	16	6
Elsewhere	7	7	31	16	5
Miles Driven per Year					
Less than 10,000 miles/year	8	7	23	16	7
10,000 miles or more/year	14	10	28	16	5

Table 8. Percent of respondents indicating that _____ is the reason for not using Amtrak state supported passenger rail regularly (2 of 2)

	Cleanliness	Prefer to Drive	Other	Use Amtrak Regularly
All respondents	4	45	12	8
Gender				
Male	5	43	11	10
Female	4	46	12	7
Age				
18-34 years old	6	46	7	9
35-59 years old	4	43	12	8
60 years old or older	3	46	19	8
Race				
White alone	4	46	12	8
Nonwhite	4	38	10	9
Education				
Less than Bachelor's degree	4	48	11	7
Bachelor's degree or higher	4	39	13	11
Residence				
Chicago	6	34	16	9
Chicago Suburbs	5	48	10	10
Elsewhere	3	47	10	6
Miles Driven per Year				
Less than 10,000 miles/year	4	43	15	7
10,000 miles or more/year	5	48	7	10

Mass Transit / Public Transportation

Support for public transportation

The vast majority of survey respondents (95 percent) support IDOT contributions to public transportation systems in Illinois. In fact, nearly half of respondents (46 percent) say they strongly support IDOT contributions to the building, maintenance, and operation of public transportation systems and 49 percent say they somewhat support these contributions. Only 5 percent of those surveyed indicate they do not support IDOT contributions at all.

Most respondents in the survey say they are in favor of expanding current levels of public transportation access in Illinois (73 percent). The majority of respondents believe access should be significantly or modestly expanded, while only a small minority believe current levels of public transportation access should be reduced (2 percent).

Public transportation use

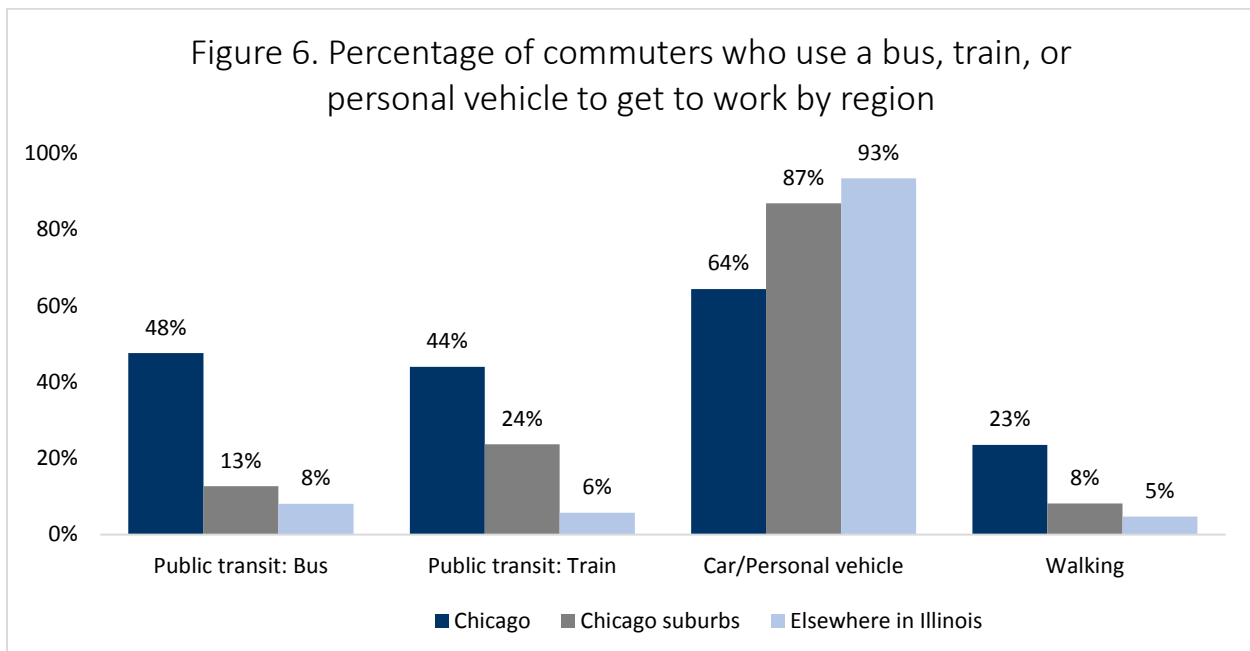
The majority of survey respondents do not regularly use public transportation. While over a third of respondents (35 percent) report using public transportation at least once a week, 39 percent of respondents say they use it once a month or less and 26 percent say they never use public transportation. While frequent use overall is low, some populations are much more likely to use public transportation than others. For instance, a majority (57 percent) of nonwhite respondents report using public transportation at least once per week (compared to 29 percent of white respondents). Furthermore, almost half (45 percent) of respondents in the age 18-34 age group report using public transportation at least once per week compared to 35 percent in the 35-59 age group and just 19 percent in the 60+ age group.

Men in the survey are more frequent users of public transportation than women with just 30 percent of female respondents reporting public transportation use at least once per week compared to 42 percent for male respondents. As location plays a large role in whether individuals use public transportation, it is not surprising that respondents who live in Chicago are most likely to use public transportation often. In fact, nearly seven of ten (69 percent) Chicago respondents report public transportation use once a week or more, compared to 32 percent of respondents in the Chicago suburbs and 19 percent of respondents living elsewhere in Illinois.

Commuting

Mode of transportation

Slightly over half (53 percent) of respondents report that they commute to work. For commuters, the most popular way to get to work is a car or other personal vehicle (83 percent).⁵ One in five (20 percent) respondents indicate they take a bus to get to work, whereas 23 percent indicate taking a train. Smaller percentages indicate walking to work (11 percent), taking the Amtrak or Greyhound (5 percent), and biking to work (4 percent). The survey finds that respondents living in Chicago are more likely to indicate that they commute to work using public transportation than their counterparts in the Chicago suburbs and elsewhere in Illinois; 48 percent of respondents in Chicago indicate they take a bus to commute to work and 44 percent indicate they take a train. This compares to 13 percent of respondents in the Chicago suburbs who take a bus and 24 percent who take a train. Respondents living outside of the Chicago area are even less likely to indicate using public transportation. For these respondents only 8 percent report taking a bus and 6 percent report taking a train to get to work. These differences are illustrated in the figure below. Additionally, Chicago respondents are nearly three times more likely than those in the suburbs to report walking to work (23 percent versus 8 percent respectively). Respondents outside of the Chicago metro area are even less likely to reporting walking as a mode of transportation (5 percent).



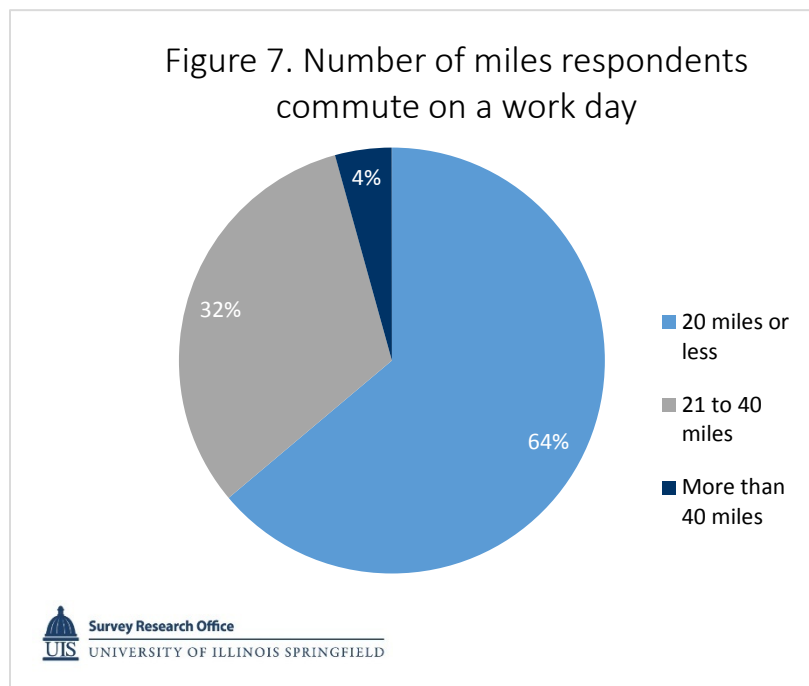
⁵ Respondents were allowed to select multiple responses for these questions. Hence, a respondent could indicate commuting both via the bus and via a car or personal vehicle.

Respondents differ in their mode of transportation by other factors in addition to location. For instance, nonwhite respondents are more likely to indicate taking a bus (41 percent) than white respondents (13 percent). Nonwhite respondents are also twice as likely to report taking a train (36 percent) than white respondents (18 percent). Some of this variation is due to the fact that nonwhite respondents are far more likely to report living in the city of Chicago (49 percent) than white respondents (14 percent) and therefore more likely to live in areas where taking public transportation is the norm. The fact that nonwhite respondents are more likely to have a current driver's license may also play a role. While a large majority (91 percent) of white respondents report having a current Illinois driver's license, this figure is a significantly lower 76 percent for nonwhite respondents.

Respondents differ in the transportation they use to get to work based on other factors as well, though these differences are not as pronounced as those based on location and race. For instance, respondents with a four-year degree are less likely to report taking the bus (16 percent) than those with less than a four-year degree (24 percent). However, they are slightly more likely to report taking the train (24 percent). The survey also finds that younger individuals (18-34) are more likely to indicate walking to work to older individuals; whereas 14 percent of respondents ages 18-34 report walking to work, only 8 percent of respondents 35-59 and 9 percent of respondents 60+ report walking to work.

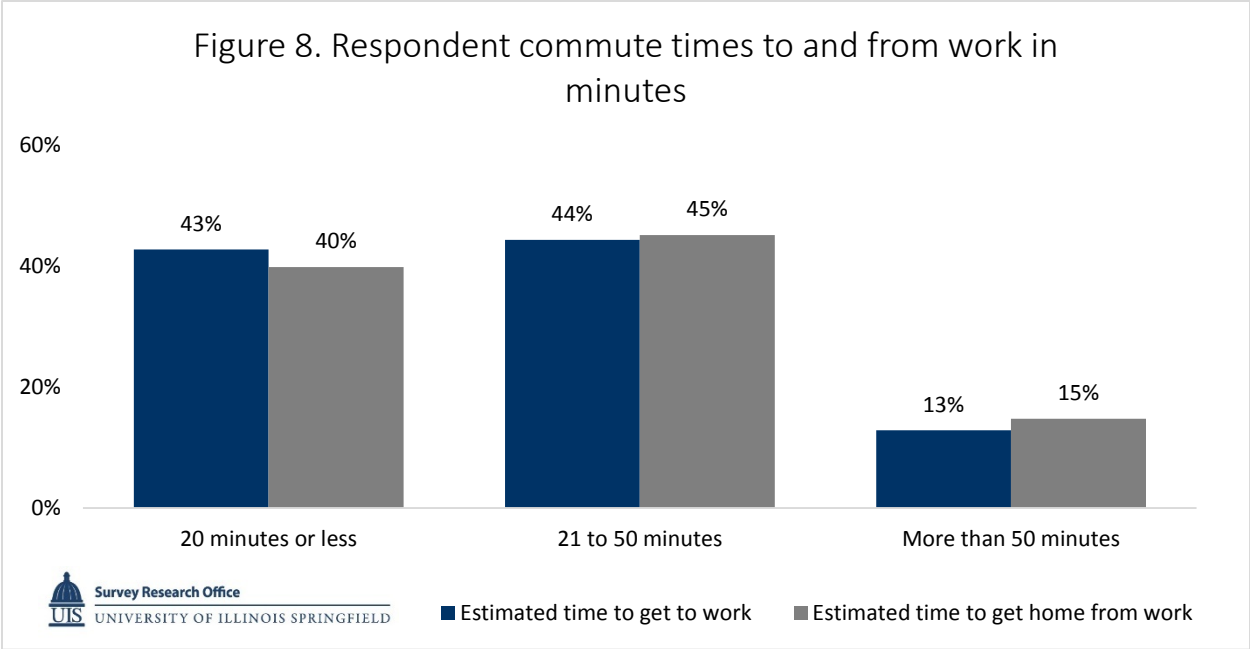
Commute length and duration

A majority of survey respondents (64 percent) report that the number of miles between their work and home is 20 miles or less, about a third (32 percent) report that their commute is between 21 and 40 miles and just 4 percent report their commute is more than 40 miles. Perhaps unsurprisingly, respondents living in the city of Chicago are more likely to report that the distance from their home to work is 20 miles or less (69 percent) than those in the Chicago suburbs (60 percent) and those living elsewhere in the state (64 percent). Somewhat more



surprisingly is the finding that women are more likely to report driving less than 10 miles to work (70 percent) than men (58 percent). However, men are slightly more likely (6 percent) than women (2 percent) to report driving more than 40 miles.

The survey asked respondents to estimate the number of minutes it takes to get to and from work. A plurality of respondents say that it takes them between 21 and 50 minutes to get to work (44 percent). Nearly as many say that it takes them 20 minutes or less to get to work (43 percent) and a much smaller percentage say it takes them more than 50 minutes to get to work (13 percent). The survey finds similar numbers regarding the trip back home from work: 45 percent estimate the trip to take between 21 and 50 minutes, 40 percent say it is 20 minutes or less, and 15 percent say it takes them more than 50 minutes to get back home from work. These responses are consistent with findings from the 2015 survey.



Commute Predictability and variability

Respondents in the Chicago suburbs are more likely than those living in the city of Chicago or elsewhere in the state to have the longest commute to work; 16 percent of those who live in the suburbs say that it takes 50 minutes or more to get to work compared to 13 percent in Chicago and 9 percent elsewhere. The survey finds that white respondents (46 percent) are more likely than nonwhite respondents (33 percent) to have a commute of twenty minutes or less. Nonwhites are also more likely to have a commute of more than 50 minutes (15 percent) than white respondents (12 percent) despite the fact that many of these respondents live in urban areas. Younger respondents are the least likely to have a commute of 50 minutes or more; just 9 percent of respondents ages 18-34 have a commute that long compared to 16 percent for those ages 35-59, and 15 percent for those ages 60 or older.

Most respondents in the survey indicate their commute is predictable. Indeed, 93 percent of respondents indicate their commute is either very or somewhat predictable. Furthermore, respondents do not tend to see much variance in their commute times. When asked about how many times per month their commute is longer than their average commute, a plurality of respondents (45 percent) say this occurs about once or twice a month and 33 percent say this happens three or four times a month. Only 7 percent say that their commute is longer than average eight or more times a month.

However, white respondents have a more predictable commute than nonwhite respondents. Whereas 49 percent of white respondents say their commute is “very predictable” only 37 percent of nonwhite respondents say this. Location also plays a large role in the predictability of respondents’ commutes; respondents living in Chicago (39 percent) and the Chicago suburbs (37 percent) are less likely to say that their commute is “very predictable” than those living elsewhere in the state (61 percent). Regarding times when commutes are longer than average, those living elsewhere in the state are much more likely to say that this occurs between once or twice a month (69 percent) than those in Chicago (31 percent) and the Chicago suburbs (35 percent).

Traveler Services

This section presents the results from respondents' rating of traveler services such as rest areas and informational materials about travelling in Illinois which are available to respondents.

Importance of Rest Areas

The survey results show that the majority of respondents (74 percent) feel that rest areas on highways are important to them. The table below presents the percentage of respondents by demographic groups who responded with a "yes" to the question: "Are rest areas important to you?" As the table shows, respondents in the 35-59 age cohort and those in the 60+ age cohort are particularly likely to agree that rest areas are important to them (77 percent and 69 percent respectively). However, as table 9 displays, sizeable majorities of all demographic groups analyzed are likely to report that rest areas are important to them.

Table 9. Importance of Rest Areas by demographics

	% of people who agreed
Age	
18-34	69
35-59	77
60+	79
Education	
Less than 4 years	74
4 year degree or More	74
Race	
White	74
Non- White	74
Gender	
Male	71
Female	77
Residence	
Chicago	71
Chicago Suburbs	70
Elsewhere	80
Miles Driven	
Less than 10,000 miles / year	74
10,000 miles or more/ year	74

Rest Area Utilization

The study also examined rest area use in Illinois and in other states. Percentages of those who report using rest areas often are displayed in table 10. More individuals report using rest areas in other states than in Illinois but this difference is quite small. There is very little variation among demographic groups as well. However, persons with a bachelor’s degree or greater are more likely to use rest areas in other states than those without a bachelor’s (53 percent versus 46 percent respectively). Additionally, respondents who travel more than 10,000 miles per year are more likely to report using rest areas in other states than those who drive less than 10,000 miles per year (59 percent versus 43 percent respectively).

Table 10. Percent of people who use rest areas often in _____

	Illinois	Other states
Age		
18-34	46	50
35-59	44	48
60+	49	49
Education		
Less than 4 years	45	46
4 year degree or More	47	53
Race		
White	46	50
Non- White	43	46
Gender		
Male	47	51
Female	44	46
Residence		
Chicago	46	48
Chicago Suburbs	41	50
Elsewhere	50	48
Miles Driven		
Less than 10,000 miles / year	42	43
10,000 miles or more/ year	52	59

Rest Area Quality

Respondents were also asked to rate the quality and safety of rest areas in Illinois. Regarding these measures, the survey found that a majority of respondents indicate that rest areas in Illinois are clean and safe. Furthermore, respondents are now more positive in their evaluation of rest area cleanliness and safety in 2016 than they have been historically. Figure 9 shows these differences year by year.

The bulk of respondents on average answered positively to statements regarding the cleanliness (76 percent) and safety (74 percent) of rest areas, which has seen an increase since previous years. The table on page 27 shows the percentage of respondents by demographics who rate the cleanliness and safety of rest areas as “good” or “very good.”

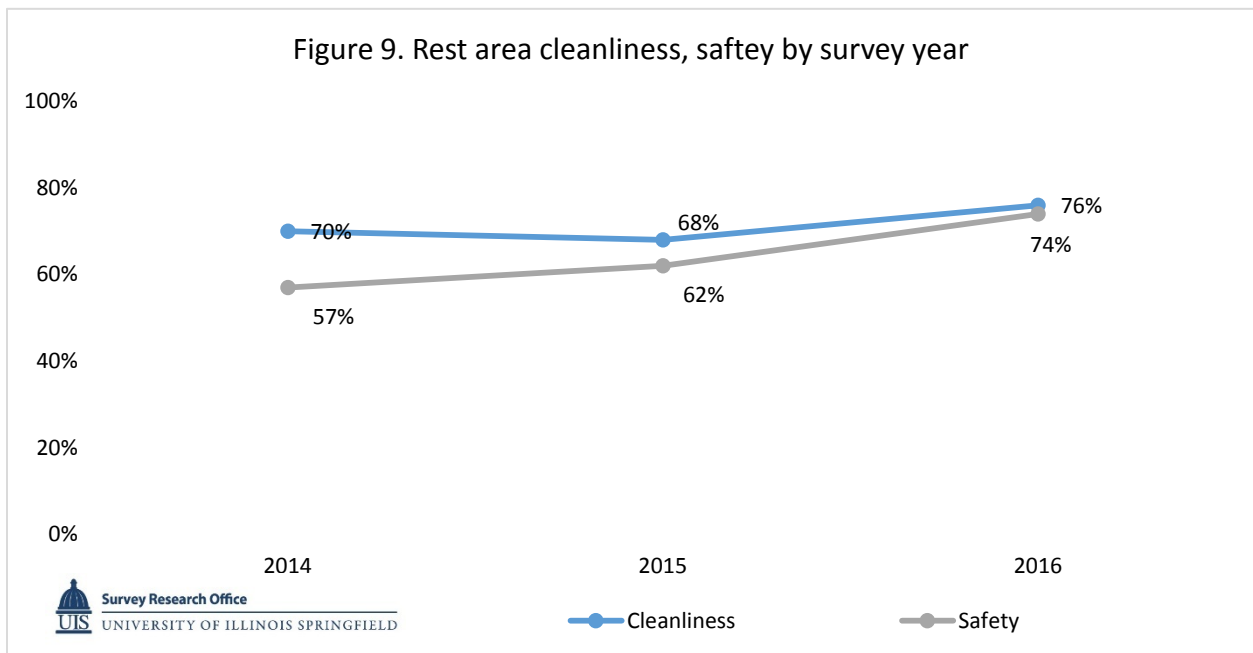


Table 11. Percentage of people who rated the cleanliness, safety of rest areas “good” or “very good”

	Cleanliness of rest areas	Safety of rest areas
Age		
18-34	73	74
35-59	76	73
60+	81	76
Education		
Less than 4 years	73	72
4-year degree or More	80	77
Race		
White	78	75
Non- White	69	70
Gender		
Male	78	77
Female	74	71
Residence		
Chicago	65	68
Chicago Suburbs	76	76
Elsewhere	82	75
Miles Driven		
Less than 10,000 miles / year	72	72
10,000 miles or more/ year	82	77

Awareness and Use of Informational Material

As table 12 shows, individuals in the age 35-59 age cohort are most likely to report having visited IDOT’s website (48 percent). By contrast, those in the 60+ age group are least likely to report having visited the website (33 percent). There are some differences by education as well as about half (47 percent) of respondents with a four-year degree report having visited the website compared to 37 percent with less than a four-year degree. Regarding other demographics, nonwhite respondents and male respondents are only slightly more likely to report having visited the website than their counterparts. Interestingly, those who report driving 10,000 miles per year or more are more likely (51 percent) than those who drive less than 10,00 miles (35 percent) to report having visited the website.

When asked to rate IDOT’s website, 63 percent of respondents overall rated the website as “good” or “very good” whereas 12 percent rated the website as “poor” or “very poor” and a quarter (25 percent) reported that they “don’t know.”

Individuals in the 18-34 age cohort (62 percent) and in the 35-59 age cohort (66 percent) are more likely than those 60+ (55) to rate the website positively. Given the high number of “don’t know” responses, it is likely the case that more individuals would have rated the website positively if they were aware of it.

The 2016 survey included an additional question pertaining to IDOT’s traveler information site www.gettingaroundillinois.com. Fifty-nine percent of respondents provided positive feedback about the site, rating it as ‘good’ or ‘very good’ whereas 28 percent say they “don’t know.” As table 13 (page 30) shows, there are few differences in terms of demographic groups for the traveler information site.

Table 12. Percentage of people who have visited IDOT’s website by demographic groups

Age	
18-34	38
35-59	48
60+	33
Education	
Less than 4 years	37
4-year degree or More	47
Race	
White	39
Non- White	46
Gender	
Male	44
Female	38
Residence	
Chicago	40
Chicago Suburbs	41
Elsewhere	41
Miles Driven	
Less than 10,000 miles / year	35
10,000 miles or more/ year	51

In a multiple response question, respondents were asked what information they would be most likely to access to IDOT’s website. Table 14 shows the results of this question. Respondents in the survey were most likely to mention visiting the website to find out about areas of construction (52 percent), to find out about traffic and travel updates (48 percent), and to obtain information on travel routes and maps (44 percent). Just 16 percent indicated they would be likely to access traffic safety tips. Only 2 percent provided some other response⁶ whereas 22 percent of respondents indicated they were not likely to access the website.

Table 14. Items most likely to be accessed on IDOT’s website

	Percentage of cases
Areas of construction	52
Traffic/ Travel updates	48
Travel routes/ Maps	44
Traffic safety tips	16
Other	2
Not likely to access website	22

Toll-free telephone number and availability of free roadmaps

Nearly six in ten respondents (59 percent) rated IDOT’s toll free number as “good” or “very good,” whereas 26 percent say they “don’t know.” Just 15 percent of respondents say rate the toll-free number as “poor” or “very poor.” A majority (57%) of respondents rated IDOTs free roads as “good” or “very good” while 22 percent rate these as “poor” or “very poor.” In addition, 22 percent of respondents say they “don’t know.”

⁶ See Appendix A. for these responses.

Table 13. Percentage who rated the following items “very good’ or “good”

	Signs at highway exits for food, gas, etc.	Signs for area tourist attractions, state parks etc.	Availability of free IDOT Maps	IDOT’s toll free number (1800-452-IDOT)	IDOT’s Website (www.idot .illinois.gov)	IDOT’s traveler information site (www.getting aroundillinois.com)
Age						
18-34	84	81	57	58	62	61
35-59	90	87	58	62	66	62
60+	91	85	54	53	55	51
Education						
Less than 4 years	87	83	57	61	66	62
4-year degree or More	89	86	56	55	58	56
Race						
White	89	86	56	57	61	58
Non- White	84	79	59	64	68	64
Gender						
Male	87	84	60	60	63	59
Female	89	85	54	58	63	60
Residence						
Chicago	83	77	54	55	58	58
Chicago Suburbs	89	87	56	60	64	60
Elsewhere	89	86	59	60	64	60
Miles Driven						
Less than 10,000 miles/ year	87	83	55	59	63	59
10,000 miles or more/ year	90	87	59	59	63	59

Driving Behavior

Dangerous Driving Behavior

The survey asks respondents whether or not they have engaged in five separate driving behaviors that would be deemed dangerous in the last 30 days. These behaviors are: not wearing a seatbelt while driving, not wearing a seatbelt while riding as a passenger, using a hand-held cell phone or texting while driving, driving a motor vehicle within two hours of drinking an alcoholic beverage, and not slowing down while in a safe zone. For the most part, the survey finds that respondents do not report engaging in these behaviors very often with most respondents indicating they either have “never” engaged in the behaviors or engaged in them “once” in the past 30 days.

Table 15 (page 32) shows the percentage of respondents who report engaging in each behavior at least two times over the past thirty days. As is evident from examining the table, respondents are unlikely to report engaging in any of the behaviors. However, younger respondents (18-34) are more likely to indicate using a cell-phone than drivers 60+ (32 percent and 11 percent respectively). Younger drivers are also more likely to report not wearing a seat belt while both driving and as riding as a passenger in a car, driving within two hours of drinking, and not slowing down in a work zone. In short, younger respondents report riskier behavior than older respondents, while those in the 35-59 cohort fall somewhere in between (see table 15).

In terms of gender, male respondents report riskier behaviors than female respondents for four of the behaviors the surveys asks about. However, female respondents report using a cell phone while driving slightly more often than men (24 percent versus 21 percent respectively). Finally, respondents in the city of Chicago report engaging in more dangerous driving behavior than their counterparts in the Chicago suburbs and elsewhere in Illinois.

The survey also asks respondents whether they have been irritated by the behavior of other drivers in the past 30 days and, if so, how often they have been irritated by this behavior. The results show that, indeed, many respondents report that these behaviors irritate them often.

Table 16 (pg. 33) shows the percentage of respondents who have been irritated with other driver’s behavior two or more time in the past 30 days. A majority of respondents indicate that each of the behaviors have irritated them two or more times in the past 30 days. Looking at the table, younger drivers are consistently irritated more often than older drivers. However, age, level of education, and gender do not seem to play a role. Additionally, unlike in other sections, there are no sizeable differences between persons living in Chicago, the Chicago suburbs, or elsewhere in the state.

Table 15. Percentage of people who have done _____ at least two or more times in the past 30 days

	Not worn seatbelts while driving	Not worn seatbelts while riding in a car	Used a cell phone while driving	Driven within two hours of drinking	Not slowed down in a work zone
Age					
18-34	14	18	32	13	16
35-59	9	10	20	10	10
60+	5	4	11	8	8
Education					
Less than 4 years	11	12	22	11	10
4-year degree or More	9	11	25	11	15
Race					
White	10	12	23	12	12
Non- White	10	13	21	9	13
Gender					
Male	13	15	24	16	15
Female	7	9	21	7	9
Residence					
Chicago	16	20	24	14	17
Chicago Suburbs	9	10	23	11	13
Elsewhere	8	9	22	9	8
Miles Driven					
Less than 10,000 mile/ year	8	11	19	9	10
10,000 miles or more/ year	12	13	30	15	15

Table 16. percentage of people who have been irritated by other drivers' behavior at least two times in the past 30 days

	Been irritated by other drivers using cellphones while driving	Been irritated by other drivers texting while driving	Been irritated by other drivers driving at higher speed than the limit	Been irritated by other drivers cutting you off in traffic	Been irritated by other drivers not using proper signals
Age					
18-34	73	71	54	64	73
35-59	67	63	57	56	64
60+	64	60	59	51	59
Education					
Less than 4 years	69	66	56	57	65
4-year degree or More	67	64	56	60	67
Race					
White	70	66	57	60	67
Non- White	64	64	54	53	63
Gender					
Male	66	63	52	56	64
Female	71	67	60	60	68
Residence					
Chicago	65	64	53	59	65
Chicago Suburbs	71	66	57	58	65
Elsewhere	68	65	57	58	68
Miles Driven					
Less than 10,000 mile/ year	67	63	56	55	65
10,000 miles or more/ year	72	70	56	63	68

Police enforcement of dangerous driving behaviors

This section deals with how likely respondents thought they'd be stopped by the police for doing the items mentioned in the table below. The table shows the percentage of people who responded it was 'likely' or 'somewhat likely' to be stopped by the police. Respondents feel that 'driving faster than the posted speed limit' would be the behavior most likely to get them stopped by the police with 'driving after having too much to drink to drive safely' is second to it by a large margin (45 percent vs. 36 percent).

A noteworthy reflection is that respondent opinion hasn't changed much since 2015 in regards with police enforcement of drinking and driving as 64 percent of the sample still believes it is an unlikely reason for the police to stop them while driving.

Table 17. % of people who feel they are 'likely' to be stopped by the police while doing the following items

	Drove while using a handheld electronic device	Drove after having too much to drink to drive safely	Drove without using a seatbelt	Drove faster than the speed limit
Age				
18-34	42	43	36	53
35-59	30	35	32	41
60+	21	28	22	37
Education				
Less than 4 years	34	36	33	45
4-year degree or More	31	37	29	45
Race				
White	31	35	30	44
Non- White	39	41	36	47
Gender				
Male	35	40	33	45
Female	31	33	30	44
Residence				
Chicago	38	39	29	40
Chicago Suburbs	30	34	32	44
Elsewhere	32	37	32	48
Miles Driven				
Less than 10,000 mile/ year	30	35	29	40
10,000 miles or more/year	36	39	35	52

Media Awareness

Similar to the last couple of years, this iteration of the traveler’s survey also has three questions regarding police enforcement of impaired driving, seat belt laws and the use of handheld electronic devices while driving. The questions were formed to ask respondents whether they had ‘read, seen, or heard anything’ about police enforcement in these areas during the past thirty days. Table 17 shows percentage of respondents who replied with a “yes” for this question. There can be noted a stark drop in numbers when a year by comparison is run alongside the data collected from 2014 and 2015, a pattern can be seen where a smaller percentage of respondents each year report awareness about police enforcement.

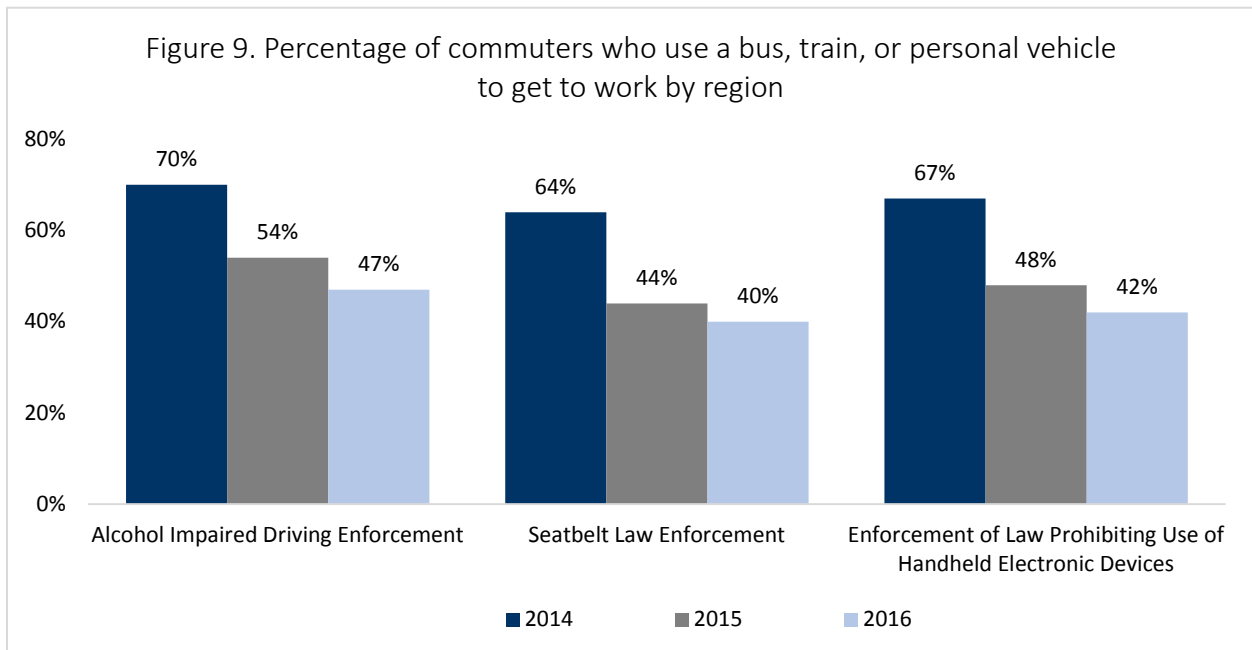


Table 18. Percent Yes Responses on Media Awareness

	Alcohol Impaired Driving Enforcement	Seat Belt Law Enforcement	Enforcement of Law Prohibiting Use of Handheld Electronic Devices
All respondents	47	40	42
Gender			
Male	50	45	43
Female	50	35	40
Age			
18-34 years old	54	43	50
35-59 years old	44	38	39
60 years old or older	42	38	33
Race			
White alone	46	39	41
Nonwhite	52	41	46
Education			
Less than Bachelor's degree	47	41	41
Bachelor's degree or higher	47	38	43
Residence			
Chicago	51	42	48
Chicago Suburbs	43	38	39
Elsewhere	49	40	42
Miles Driven per Year			
Less than 10,000 miles/year	45	38	39
10,000 miles or more/ year	50	43	47
Survey Year			
2014	70	64	67
2015	54	44	48
2016	47	40	42

Funding for Infrastructure Improvements

This year the survey has introduced a new question to ask respondents what source they believe should be used to fund transportation and infrastructure investments for Illinois. The respondents were given a set of options such as tolls, gas taxes, other taxes, miles driven, car value and license fees to choose from, to which they could respond with either a 'yes' or a 'no'. We can see from figure 10 that a majority of respondents are in favor of using tolls (74 percent), gas taxes (64 percent) and to an extent license fees (56 percent) to fund transportation and infrastructure investments.

Though a majority of respondents agree on tolls and gas taxes as options to fund transportation and infrastructure there is a pattern wherein respondents 60 years or older responded more positively than respondent between the ages of 18-34yrs of age to using tolls for funding (81 percent vs. 71 percent), a similar pattern was also noted in using gas taxes (78 percent vs. 54 percent) and license fees (64 percent vs. 54 percent).

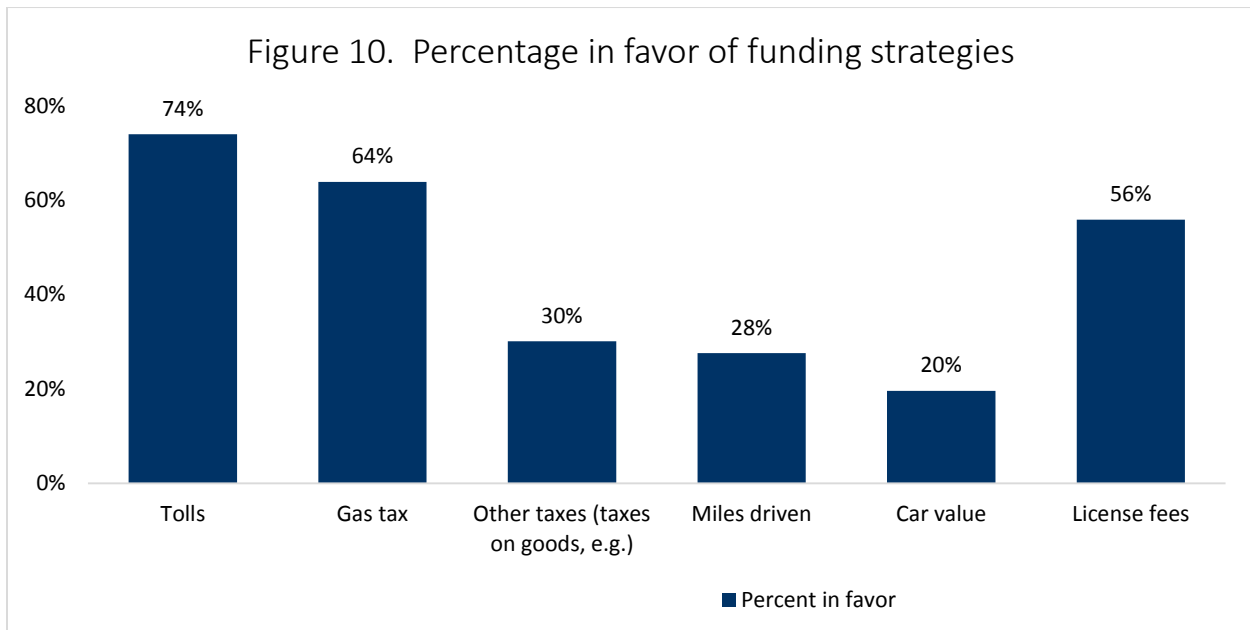


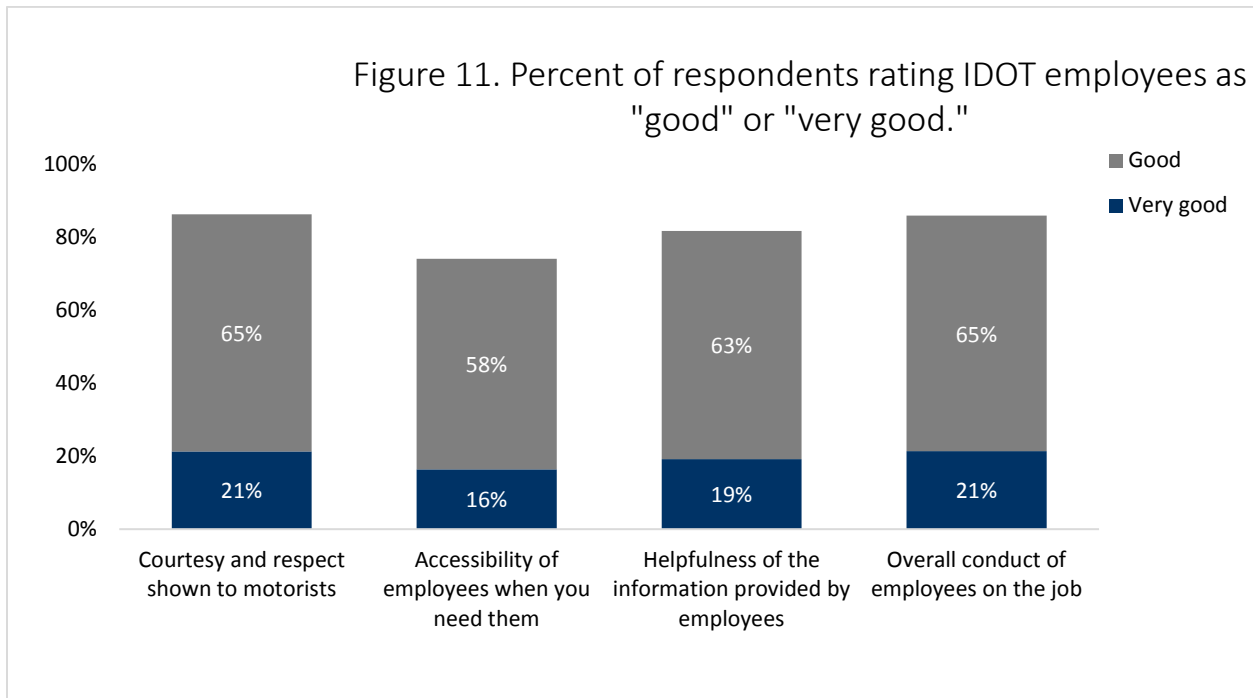
Table 19. Percentage Yes Responses on How Should Illinois Fund Transportation and Infrastructure Investments

	Tolls	Gas Tax	Other Taxes (e.g., taxes on goods)	Miles Driven	Car Value	License Fees
All respondents	74	64	30	28	20	56
Gender						
Male	72	67	32	29	20	56
Female	76	61	28	26	19	56
Age						
18-34 years old	71	54	32	30	26	54
35-59 years old	73	66	31	25	18	54
60 years old or older	81	78	24	28	11	64
Race						
White alone	74	65	28	29	18	59
Nonwhite	75	60	37	23	23	47
Education						
Less than Bachelor's degree	72	59	31	25	19	54
Bachelor's degree or higher	77	72	28	31	20	59
Residence						
Chicago	75	63	35	29	26	51
Chicago Suburbs	77	63	27	27	16	55
Elsewhere	70	66	30	27	20	60
Miles Driven per Year						
Less than 10,000 miles/year	75	64	29	31	22	53
10,000 miles or more/ year	72	64	32	23	16	60

General IDOT Questions and Rating of IDOT Employees

Overall IDOT Rating: The 2016 iteration of the survey finds that a majority of respondents (83 percent) rate the overall job IDOT is doing as ‘very good’ or ‘good’. Due to a difference in structuring of the survey this year; a year-by-year comparison for this question will not be possible. It should be noted that female respondents have rated IDOT more positively than the male respondents (78 percent vs 87 percent). A breakdown of responses to this question by demographic groups is provided on page 39.

Respondents are also asked to rate IDOT employees on four separate measures: the courtesy and respect employees show to motorists, accessibility of employees when they are needed, the helpfulness of information provided by employees, and the overall conduct of employees on the job. Figure 11 shows how respondents rate IDOT employees on these measures. For each question, over seventy percent of respondents rated IDOT employees as “good” or “very good.”⁷



⁷ Percentages calculated with “don’t know” responses excluded.

Table 20. Overall IDOT Rating

	Good
Age	
18-34	85
35-59	81
60+	85
Education	
Less than 4 years	84
4-year degree or More	82
Race	
White	82
Non- White	86
Gender	
Male	78
Female	87
Residence	
Chicago	86
Chicago Suburbs	81
Elsewhere	83
Miles Driven	
Less than 10,000 miles / year	84
10,000 miles or more/ year	81

Appendix A. Topline Report⁸

Maintaining Highways and Traffic Flow

Please rate the following items using the scale below. Would you rate them as very good, good, poor, or very poor?

Cleanliness of roadsides

	Valid percent
Very good	12 (142)
Good	63 (746)
Poor	19(226)
Very poor	5 (53)
Don't know	1 (9)

Timely removal of debris and dead animals from pavement

	Valid percent
Very good	12 (144)
Good	53 (625)
Poor	25 (292)
Very poor	7 (78)
Don't know	3 (37)

Landscaping and overall appearance of roadsides and medians

	Valid percent
Very good	14 (159)
Good	61 (713)
Poor	21 (244)
Very poor	4 (48)
Don't know	1 (12)

Snow and ice removal

	Valid percent
Very good	14 (160)
Good	54 (636)
Poor	23 (276)
Very poor	7 (80)
Don't know	2 (24)

⁸ For this section, due to rounding the totals may not always equal 100 percent.

**Traffic signs (directional signs, warning signs, and “miles to destination” signs):
consider clarity, visibility, number, and placement**

	Valid percent
Very good	26 (308)
Good	60 (705)
Poor	10 (123)
Very poor	2 (25)
Don't know	1 (15)

**Electronic message boards to advise drivers of delays or construction areas:
consider clarity, visibility, number, and placement**

	Valid percent
Very good	24 (277)
Good	59 (698)
Poor	10 (123)
Very poor	3 (31)
Don't know	4 (47)

Visibility of lane and shoulder (edge) paint stripes on highways

	Valid percent
Very good	20 (237)
Good	59 (691)
Poor	15 (181)
Very poor	4 (47)
Don't know	2 (20)

Timing of traffic signals (stop-and-go lights) to maintain the flow of traffic

	Valid percent
Very good	13 (153)
Good	56 (655)
Poor	24 (279)
Very poor	6 (68)
Don't know	2 (20)

Roadside lighting and reflectors for visibility after dark and in bad weather

	Valid percent
Very good	14 (170)
Good	55 (651)
Poor	24 (279)
Very poor	4 (46)
Don't know	3 (30)

Road Repair and Construction

Please rate the following items using the scale below. Would you rate them as very good, good, poor, or very poor?

Overall conditions of Illinois state highways (not tollways)

	Valid percent
Very good	11 (127)
Good	58 (684)
Poor	24 (283)
Very poor	5 (59)
Don't know	2 (23)

Timeliness of repairs on interstate highways and non-interstate highways

	Valid percent
Very good	7 (81)
Good	39 (455)
Poor	36 (421)
Very poor	15 (171)
Don't know	4 (48)

Ride quality and smoothness of pavement on interstate highways and on non-interstate highways

	Valid percent
Very good	10 (123)
Good	49 (580)
Poor	32 (373)
Very poor	8 (92)
Don't know	1 (8)

The flow of traffic through work zones

	Valid percent
Very good	7 (78)
Good	41 (481)
Poor	36 (428)
Very poor	14 (163)
Don't know	2 (26)

Work zone signs to direct merging traffic and alert motorists to reduce speed: consider clarity, visibility, number, and placement

	Valid percent
Very good	16 (188)
Good	60 (704)
Poor	18 (214)
Very poor	4 (46)
Don't know	2 (23)

Passenger Rail

In general, how strongly do you support Amtrak passenger rail routes in Illinois?

	Valid percent
Strongly support	47 (553)
Somewhat support	47 (552)
Do not support at all	6 (71)

How often, if at all, do you use Amtrak passenger rail routes in Illinois? Do you use Amtrak passenger rail routes very often, somewhat often, rarely, or never?

	Valid percent
Very often	5 (57)
Somewhat often	19 (228)
Rarely	41 (479)
Never	35 (412)

Please provide your level of satisfaction with your overall Amtrak experience.

	Valid percent
Very satisfied	40 (306)
Somewhat satisfied	56 (430)
Somewhat dissatisfied	3 (24)
Very dissatisfied	0 (2)

In general, how strongly do you support increasing the number of Amtrak passenger rail routes in Illinois?

	Valid percent
Strongly support	42 (493)
Somewhat support	50 (591)
Do not support at all	8 (92)

If you do not use Amtrak state supported passenger rail regularly, why do you not do so? *Please check all that apply.* Or, do you use Amtrak regularly?

	Valid percent
Scheduled times are inconvenient	10 (121)
Service delays/ not timely	9 (100)
Lack of access	25 (297)
Cost	16 (191)
Safety	6 (76)
Cleanliness	4 (52)
I prefer to drive	45 (524)
Other ⁹	12 (136)
I use Amtrak regularly	8 (99)

Mass Transit/ Public Transportation

In general, how strongly do you support IDOT contributions to the building, maintenance and operation of public transportation systems in Illinois?

	Valid percent
Strongly support	46 (536)
Somewhat support	49 (582)
Do not support at all	5 (58)

How often, if at all, do you use public transportation in Illinois?

	Valid percent
Very often (daily or almost daily)	14 (165)
Somewhat often (once or twice a week)	21 (251)
Rarely (once a month or less)	39 (456)
Never	26 (304)

How would you rate your experience with public transportation in Illinois overall?

	Valid percent
Very good	18 (155)
Good	69 (599)
Poor	12 (103)
Very poor	1 (12)

⁹ See section below.

Current levels of public transportation access in Illinois should be...

	Valid percent
Significantly expanded	26 (305)
Modestly expanded	47 (550)
Kept about the same	25 (296)
Modestly reduced	1 (10)
Significantly reduced	1 (15)

If you do not use public transportation regularly, what is the primary reason do you not do so? Or, do you use public transportation regularly?

	Valid percent
Scheduled times are inconvenient	7 (78)
Service delays/ not timely	4 (44)
Lack of access	17 (201)
Cost	6 (67)
Safety	5 (57)
Cleanliness	3 (41)
I prefer to drive	38 (451)
Other	6 (73)
I use public transportation regularly	1 (11)

Commuting

Do you commute to work?

	Valid percent
Yes	53 (622)
No	47 (554)

What mode of transportation do you use to get to work? *Please select all that apply.*

	Valid percent
Car/ Personal vehicle	44 (517)
Public transit: Bus	11 (127)
Public transit: Train	12 (143)
Bike	2 (26)
Walk	6 (69)
Amtrak/ Greyhound	3 (32)
Other	0 (5)

Other: Metra (2), Pace, Ride, "L"

Please estimate the number of *miles* you travel to get to and from work...

	Valid percent
Less than 10 miles	34 (213)
11 to 20 miles	30 (184)
21 to 30 miles	18 (109)
31 to 40 miles	10 (65)
41 to 50 miles	4 (24)
More than 50 miles	4 (27)

Please estimate the number of *minutes* it takes to get to work.

	Valid percent
Less than 10 minutes	16 (98)
11 to 20 minutes	27 (168)
21 to 30 minutes	22 (136)
31 to 40 minutes	14 (84)
41 to 50 minutes	9 (56)
More than 50 minutes	13 (80)

Please estimate the number of *minutes* it takes to get home from work.

	Valid percent
Less than 10 minutes	15 (8)
11 to 20 minutes	25 (156)
21 to 30 minutes	20 (126)
31 to 40 minutes	13 (82)
41 to 50 minutes	12 (73)
More than 50 minutes	15 (92)

How predictable is your commute time? (i.e. are you able to estimate how long your commute is on a daily basis?)

	Valid percent
Very predictable	46 (277)
Somewhat predictable	33 (205)
Somewhat unpredictable	6 (38)
Very unpredictable	1 (8)

How many times per month is your commute longer than your average commute?

	Valid percent
Rarely (once or twice a month)	45 (277)
Occasionally (three or four times a month)	33 (205)
Sometimes (five to eight times a month)	16 (97)
Often (more than eight times a month)	7 (43)

Traveler Services

Are rest areas important to you?

	Valid percent
Yes	74 (872)
No	26 (303)

How often, if at all, do you use rest areas in Illinois?

	Valid percent
Very often	10 (118)
Somewhat often	36 (419)
Rarely	42 (497)
Never	12 (142)

How often, if at all, do you use rest areas in other states?

	Valid percent
Very often	12 (137)
Somewhat often	37 (435)
Rarely	37 (436)
Never	14 (168)

Please rate the following items using the scale below. Would you rate them as very good, good, poor, or very poor?

Cleanliness of rest areas for highway motorists

	Valid percent
Very good	20 (238)
Good	55 (652)
Poor	11 (133)
Very poor	2 (26)
Don't know	11 (127)

Safety of rest areas for highway motorists

	Valid percent
Very good	16 (189)
Good	58 (680)
Poor	11 (129)
Very poor	3 (33)
Don't know	12 (145)

Informational signs at highway exits for food, gas, & lodging: *consider clarity, visibility, number, and placement*

	Valid percent
Very good	29 (337)
Good	59 (696)
Poor	6 (73)
Very poor	1 (16)
Don't know	5 (54)

Informational highway signs about area tourist attractions and state parks: *consider clarity, visibility, number, and placement*

	Valid percent
Very good	26 (302)
Good	59 (691)
Poor	8 (97)
Very poor	2 (18)
Don't know	6 (67)

Availability of free IDOT road maps

	Valid percent
Very good	16 (189)
Good	41 (478)
Poor	18 (207)
Very poor	4 (48)
Don't know	22 (254)

IDOT's toll-free number (1-800-452-IDOT) to get information on current road conditions

	Valid percent
Very good	16 (191)
Good	43 (503)
Poor	12 (145)
Very poor	3 (32)
Don't know	26 (305)

IDOT's website (idot.illinois.gov) where you can get information on construction zones and road conditions

	Valid percent
Very good	17 (205)
Good	45 (532)
Poor	10 (122)
Very poor	2 (23)
Don't know	25 (294)

IDOT's traveler information site (www.gettingaroundillinois.com) where you can get information on construction zones and road conditions

	Valid percent
Very good	16 (183)
Good	44 (515)
Poor	11 (133)
Very poor	2 (21)
Don't know	28 (324)

Have you ever visited IDOT's website (idot.illinois.gov)?

	Valid percent
Yes	41 (482)
No	59 (694)

Which of the following information, if any, would you be likely to access on IDOT's website? *Please select all that apply.*

	Valid percent
Traffic/ travel updates	48 (559)
Travel routes/ maps	44 (515)
Traffic safety tips	16 (189)
Areas of construction	52 (616)
Not likely to access IDOT's website	22 (259)
Other, please specify:	2 (27)

Other: Career; Didn't realize it existed; Have only accessed it during snowy months for road/highway closures; local transit issues; medical, restaurants, and recreational / help locators; none; update I-Pass info; road conditions; route, gas, dinning etc.; toll roads; tolls; travel changes; weather closures; weather conditions; weather reports; whatever my phone alerts me to in an area; work for bid.

Driving Behaviors

Please identify how often, if at all, you have done any of the following behaviors in the past 30 days.

Not worn your seatbelt while driving a car, van, sport utility vehicle, or pickup truck

	Valid percent
Five or more times	5 (58)
Two to four times	5 (59)
Once	6 (67)
Never	84 (992)

Not worn your seatbelt while riding in a car, van, sport utility vehicle, or pickup truck

	Valid percent
Five or more times	4 (50)
Two to four times	8 (92)
Once	10 (114)
Never	78 (919)

Attempted to use a hand-held cell phone or texting device while driving

	Valid percent
Five or more times	7 (87)
Two to four times	15 (181)
Once	16 (185)
Never	61 (723)

Driven a motor vehicle within two hours of drinking an alcoholic beverage

	Valid percent
Five or more times	3 (31)
Two to four times	8 (99)
Once	9 (102)
Never	80 (944)

Not slowed down in a work zone

	Valid percent
Five or more times	3 (31)
Two to four times	9 (110)
Once	13 (155)
Never	75 (880)

Sometimes drivers become irritated by other drivers' behaviors. Thinking about the past 30 days, please identify if you have experienced the following five or more times, two to four times, once, or never.

Become irritated by other drivers using cell phones while driving

	Valid percent
Five or more times	31 (365)
Two to four times	38 (442)
Once	15 (173)
Never	17 (196)

Become irritated by other drivers texting while driving

	Valid percent
Five or more times	31 (366)
Two to four times	34 (403)
Once	15 (174)
Never	20 (232)

Become irritated at others driving at speeds higher than the posted speed limit

	Valid percent
Five or more times	24 (288)
Two to four times	32 (374)
Once	18 (216)
Never	25 (298)

Become irritated by other drivers cutting you off in traffic

	Valid percent
Five or more times	22 (260)
Two to four times	36 (422)
Once	22 (256)
Never	20 (238)

Become irritated by other drivers not using proper signals

	Valid percent
Five or more times	34 (396)
Two to four times	32 (382)
Once	17 (198)
Never	17 (200)

How likely do you think you are to be stopped by a police officer while doing any of the following? Would you say this is very likely, somewhat likely, somewhat unlikely, or very unlikely?

Drove while using a handheld electronic device

	Valid percent
Very likely	12 (143)
Somewhat likely	20 (240)
Somewhat unlikely	20 (230)
Very unlikely	48 (563)

Drove after having too much to drink to drive safely

	Valid percent
Very likely	21 (248)
Somewhat likely	15 (181)
Somewhat unlikely	11 (133)
Very unlikely	52 (614)

Drove without wearing your seat belt

	Valid percent
Very likely	14 (169)
Somewhat likely	17 (200)
Somewhat unlikely	16 (191)
Very unlikely	52 (616)

Drove faster than the posted speed limit on interstate/rural highways

	Valid percent
Very likely	20 (237)
Somewhat likely	25 (290)
Somewhat unlikely	26 (311)
Very unlikely	29 (338)

Media Awareness

During the past 30 days, have you read, seen, or heard anything about alcohol impaired driving (or drunk driving) enforcement by police?

	Valid percent
Yes	47 (553)
No	53 (623)

During the past 30 days, have you read, seen, or heard anything about seat belt law enforcement by police?

	Valid percent
Yes	40 (467)
No	60 (709)

During the past 30 days, have you read, seen, or heard anything about police enforcing the law prohibiting the use of handheld electronic devices while driving?

	Valid percent
Yes	42 (493)
No	58 (683)

Funding for Infrastructure Improvements

Do you believe the quality of roads, bridges, and mass transit systems you regularly use have significantly improved, slightly improved, neither improved nor declined, slightly declined, or significantly declined in the past three years?

	Valid percent
Significantly improved	10 (116)
Somewhat improved	36 (423)
Neither improved nor declined	33 (388)
Slightly declined	15 (179)
Significantly declined	6 (70)

Federal funding for roads, bridges, and mass transit systems comes primarily from taxes on gasoline and diesel fuel consumption. Do you think this is an appropriate or inappropriate way to raise funds for this transportation investment?

	Valid percent
An appropriate way to raise funds	58 (677)
An inappropriate way to raise funds	22 (261)
Don't know	20 (238)

How should Illinois fund transportation and Infrastructure investments? Please select "yes" for each source you believe should be used to fund transportation and infrastructure and "no" for each source you believe should not be used to fund transportation and infrastructure?

Tolls

	Valid percent
Yes	74 (870)
No	26 (306)

Gas tax

	Valid percent
Yes	64 (751)
No	36 (425)

Other taxes (e.g., taxes on goods)

	Valid percent
Yes	30 (354)
No	70 (822)

Miles driven

	Valid percent
Yes	28 (325)
No	72 (851)

Car value

	Valid percent
Yes	20 (231)
No	80 (945)

License fees

	Valid percent
Yes	56 (657)
No	44 (518)

General IDOT Questions

Do you think IDOT is very important, somewhat important, somewhat unimportant, or not important at all to the following items?

Your area's economy

	Valid percent
Very important	34 (404)
Somewhat important	50 (583)
Somewhat unimportant	12 (139)
Not important at all	4 (50)

Your area's quality of life

	Valid percent
Very important	40 (469)
Somewhat important	45 (528)
Somewhat unimportant	11 (127)
Not important at all	4 (52)

Now thinking about all the things you have been asked to rate, how would you rate the overall job the Illinois Department of Transportation is doing?

	Valid percent
Very good	14 (165)
Good	69 (812)
Poor	15 (181)
Very poor	2 (18)

Generally speaking, how often do you think you can trust IDOT to do what is right regarding transportation issues? Can you trust them just about always, most of the time, only some of the time, or hardly ever?

	Valid percent
Just about always	12 (144)
Most of the time	58 (685)
Only some of the time	26 (301)
Hardly ever	4 (46)

Please rate IDOT employees on each of the following items using the scale below. Would you rate them as very good, good, poor, or very poor?

Courtesy and respect shown to motorists

	Valid percent
Very good	17 (199)
Good	52 (609)
Poor	8 (97)
Very poor	3 (30)
Don't know	20 (241)

Accessibility of employees when you need them

	Valid percent
Very good	11 (131)
Good	39 (462)
Poor	14 (165)
Very poor	4 (42)
Don't know	32 (376)

Helpfulness of the information provided by the employees

	Valid percent
Very good	13 (158)
Good	44 (514)
Poor	10 (114)
Very poor	3 (35)
Don't know	30 (355)

Overall conduct of IDOT employees on the job

	Valid percent
Very good	16 (194)
Good	50 (586)
Poor	8 (98)
Very poor	2 (29)
Don't know	23 (269)

How informed, if at all, do you feel about IDOT projects (road repairs, construction) in your area? Are you very informed, somewhat informed, not very informed, or not at all informed?

	Valid percent
Very informed	12 (137)
Somewhat informed	48 (559)
Not very informed	34 (397)
Not at all informed	7 (83)

And how, in general, would you describe your understanding of why certain IDOT projects were selected? Would you say that you have a good understanding, some understanding, or no understanding?

	Valid percent
Good understanding	15 (176)
Some understanding	53 (620)
No understanding	32 (380)

Listed below are several capital improvement projects. Please select UP TO THREE of the projects that you believe are the most important.

	Valid percent
Repair / upgrade aging and deteriorating highways and bridges	82 (969)
Construct new highways and bridges	35 (417)
Improve mass transit / public transportation systems	57 (670)
Americans with Disabilities Act (ADA) / accessibility improvements	32 (372)
Freight rail improvements	15 (178)
Improvements to passenger rail and stations	25 (291)
Bicycle and pedestrian improvements	29 (345)

Demographics

What is your age?

	Valid percent
18-24 years old	19 (220)
25-34 years old	19 (221)
35-44 years old	19 (218)
45-59 years old	24 (280)
60-74 years old	16.4 (193)
75 or older	4 (44)

What is your disability status?

	Valid percent
Do not have a disability	84 (988)
Have a disability	16 (187)

Highest level of education you have completed?

	Valid percent
Less than high school	3 (41)
High school diploma or equivalent	26 (305)
Some college	33 (385)
4-year college degree or higher	38 (445)

What is your annual earned income before taxes?

	Valid percent
Less than \$20,000	23 (273)
\$20,000 - \$34,999	19 (225)
\$35,000 - \$49,999	15 (182)
\$50,000 - \$75,000	21 (248)
\$75,000 or more	21 (248)

What is your race?

	Valid percent
White	76 (898)
Black or African American	15 (177)
American Indian or Alaska Native	1 (12)
Asian	3 (39)
Native Hawaiian or Pacific Islander	0 (5)
Other	4 (45)

Other: Biracial (White and Black), Hispanic, Human, Latino, Mediterranean, Mexican, Mexican/American, Middle Eastern, Mixed, Mixed (Asian and Caucasian), Puerto Rican

Are you Hispanic/ Latino?

	Valid percent
Yes	11 (125)
No	89 (1051)

What is your gender?

	Valid percent
Male	48 (561)
Female	52 (613)
Other	0 (2)

Which of the following best describes the location of your residence in Illinois?

	Valid percent
City of Chicago	22 (263)
Chicago Suburbs	39 (462)
Metro East (St. Louis) area suburbs	4 (43)
Other metro area of more than 75,000	10 (123)
Other city/village/town of 10,000 to 19,000	9 (109)
Other city/village/town under 10,000	9 (103)
Rural area outside of city/village/town	6 (73)

Are you currently a licensed driver?

	Valid percent
Yes	87 (1026)
No	13 (149)

How many miles do you personally drive during a typical year?

	Valid percent
Zero miles	11 (135)
1 to 4,999	26 (302)
5,000 to 9,999	25 (297)
10,000 to 14,999	23 (272)
15,000 miles or more	14 (170)

What Illinois county you currently live in. Please enter only the name of the county (e.g., "Cook").

	Valid percent
Adams	1 (10)
Bond	0 (2)
Boone	1 (7)
Bureau	0 (1)
Cary	0 (1)
Champaign	1 (14)
Christian	0 (3)
Clinton	0 (1)
Coles	1 (6)
Cook	42 (493)
Crawford	0 (2)
DeKalb	1 (11)
DeWitt	0 (2)
Douglas	0 (1)
DuPage	7 (84)
Edgar	0 (1)
Edwards	0 (1)
Effingham	0 (3)
Fayette	0 (1)
Ford	0 (3)
Franklin	0 (2)
Greene	0 (3)
Grundy	0 (4)
Henderson	0 (1)
Henry	1 (9)
Iroquois	0 (3)
Jackson	1 (8)
Jefferson	0 (2)
Jersey	0 (3)
Jo Daviess	0 (1)
Johnson	0 (1)
Kane	3 (34)
Kankakee	1 (10)
Kendall	1 (9)
Knox	0 (4)
Lake	5 (54)
LaSalle	1 (13)
Lawrence	0 (1)
Lee	0 (2)
Livingston	0 (4)
Macon	1 (14)
Macoupin	0 (3)
Madison	3 (30)
Marion	0 (4)
McDonough	0 (1)
McHenry	2 (22)

McLean	1 (15)
Menard	0 (3)
Mercer	0 (2)
Monroe	0 (2)
Montgomery	0 (4)
Morgan	0 (1)
Moultrie	0 (1)
Ogle	1 (6)
Peoria	2 (27)
Perry	0 (2)
Pike	0 (1)
Pope	0 (1)
Putnam	0 (1)
Randolph	0 (1)
Richland	0 (4)
Rock Island	1 (14)
Sangamon	2 (23)
Schuyler	0 (1)
Shelby	0 (1)
St. Clair	2 (20)
Stephenson	0 (1)
Tazewell	1 (13)
Vermilion	1 (7)
Warren	0 (3)
Wayne	0 (3)
White	0 (1)
Whiteside	1 (8)
Will	6 (67)
Williamson	0 (5)
Winnebago	4 (46)
Woodford	0 (1)
Unreported/Unknown	0 (2)

Appendix B. Answers to Open-ended Questions

If you do not use Amtrak state supported passenger rail regularly, why do you not do so? *Please check all that apply.* Or, do you use Amtrak regularly? (Other)

- No need
- Bus
- Convenience
- Cost
- Destinations not available
- Do mostly neighborhood driving
- Do not need to. I do not go into the city much and that is usually only when I use it.
- Do not use Amtrak
- Don't get to travel much.
- don't go where I need to go
- Don't go where they go.
- Don't have a need. Usually take a Bus.
- Don't have much need to take the train
- Don't live near one.
- Don't need it often
- Don't travel far
- Don't travel far unless I'm in a car
- don't travel much
- Don't travel often
- DONT NEED NOW
- FOR 2 MORE COSTLY AS HIGHWAYS RECEIVE MORE SUSIBDYS AND CREATED THE TRUCK TRAFFIC AND EARLY WEAR ON HIGHWAYSV
- have no need for it
- have not thought of traveling by Amtrak.
- Haven't had the time to use the train
- Haven't traveled
- I am disabled
- I can bike to work
- I do not go out of town much
- I do not have a reason to.
- I do not have reason to use Amtrak
- I do not need to
- I don't travel, only drive locally
- I don't find the occasion to use Amtrak
- I don't go out much
- I don't go out much.
- I don't have a reason to
- I don't know where it is.

I don't travel far enough to need train service often.
I don't travel outside my state very often
I don't travel to far
I don't travel very much
I don't use Amtrak when traveling
I don't use it
I drive
I generally don't travel to areas that would be efficient via Amtrak
I have a line in walking distance but only runs mon/fri
I have no reason to
I have no reason to use Amtrak
I have six children and it is a better value to drive than to buy tickets for everyone
I haven't had the opportunity
I live in Peoria. There is no Amtrak service in the backwater known as Peoria.
I live in the city and work in the city -- no need to use Amtrak
I live less than 5 miles from my job.
I my travels bring me to Wisconsin and Minnesota
I never take vacations, even day trips; so I would have little occasion to use Amtrak, although I have traveled a couple of times on Amtrak in the past.
I usually drive
I will have to check out Amtrak, maybe it is something I can use
I work very close to my home, no need .
I'm retired; do not commute
I still need a car when I arrive
it does not go where I want
It doesn't go where I need to be
It offers no south/north routes
It should be entirely privatized
just don't go anywhere that often
lack of need
Little reason
My commute is not far enough to use Amtrak regularly.
My husband drives me
My job is to drive to many locations for many daily inspections in different residences on a daily basis
my spouse drives me everywhere
need vehicle for utility
never thought about it
No Money
no need
No need
No Need
no need for me
no need to

no need to take
No need to use Amtrak
No need to use it, retired now, when I did work I used public transportation
No need.
No need/no income
No rail to Rockford
no real desire to go anywhere plus I can't afford it
No Reason to use on Regular Basis.
No reason to use them.
no use
none in my area
None in my area
Not by me
not much need to
Not near me at this time
Not needed
not sure of the routes and stops
not the destinations I need or want!
Only use it when going downtown
Other ways to travel to my destination
perform CTA or Metra
prefer being driven to destinations in a Van type vehicle... I'm a paraplegic.
Rarely Come upon them
rarely goes where I need to go
Rarely travel beyond metro Chicago and use Metra when possible
routes not convenient
survey
The nearest Amtrak station is 50miles away.
they don't go where I go most of the time
They don't go where I need to go
They only go into Chicago and out to some suburbs. We could use some North/South lines in the west suburbs.
U work night train stop a certain time
use CTA
usually just local
visit daughter by train
Wood stone go near where I'm going
Would much prefer a high speed train service

If you do not use public transportation regularly, what is the primary reason you do not do so? (Other)

Destinations

Destinations - for instance, for travel to Lake County from DuPage, one has to take a train into the city and back out again!

Destinations not served

Disabled

Does not go near where I need to go

doesn't go where i need to go

don't go where I do

Don't have need to commute any longer.

don't need to

Don't have a need to

Flexibility of driving

getting to service

Haven't had the need. Not much public transportation where I live.

I am disabled

I am disabled, hard to walk

I can walk to work.

I don't commute

I don't drive far

I don't go out much

I don't have it where I live

I don't leave the house much.

I don't travel that much

I don't travel very far.

I don't work retired now, but use when I have to

i don't have a need for it

I get rides

I have no reason to

I just don't go out much

I like walking.

I prefer walking

I ride a bike mostly, but take the bus in bad weather. I wish Amtrak would come to Quad Cities, I like to go to Chicago and St Louis IF I HAD EASY ACCESS

I usually just car pool. the bus stop is about one half of a mile from where I live. a little bit far to walk regularly.

Inconvenient to carry groceries or purchases on public transportation

It would be difficult to navigate with 6 children

lack of need

Lack of need

lack of opportunity

limited access

Moody drivers, bad odor and pirates
My husband drives me
my spouse drive me where I need to go
Need
no convenient routes to places I go
No need
No need
no need to
no need to
no public transportation in my town
No public transportation offered where I live
no way to get from north to south in DuPage
None in my area
not available in my hometown
not near where I live or work
Not on my route
Only for appointments.
Only use it when I need to do so. Doctor apts. Shopping for food etc.
Rarely go to Chicago
relatives drive me to places
Retired Senior Citizen on Disability. I did take Public Transportation during the 30 Years that I was in the
WORK FORCR!
routes not close to my destinations
The few places I do travel to are not covered by public transportation
These should also be privatized
they do not have public transportation in Channahon
They don't go where I need to go
this does not work for me.
use a wheelchair
Use Auto
Usually walk to places or take a Cab.
