

## Cook County Department of Transportation and Highways Plainfield Road Study – County Line Road to East Avenue Wikimapping Survey Results Brief Summary

### Survey Overview

The Plainfield Road Corridor Study Interactive Mapping Survey was open for public responses between September 8 and September 29, 2020. When accessing the survey website, participants were asked to provide their email address or enter the survey as a guest. Those who provided email addresses have been added to the stakeholder list to ensure they are kept up to date on the study. Once participants entered the survey, they were asked to fill out a brief questionnaire to gain more information about their location and use of the corridor. Participants were then taken to an interactive map of the corridor and invited to place pins on areas of interest and add comments to other’s pins.

Three-Hundred and Forty-Three (343) participants viewed the survey, with an estimated 10 viewing the survey as part of the project team. Of these, 166 completed the survey as a “Guest.”

### Welcome Questionnaire Results

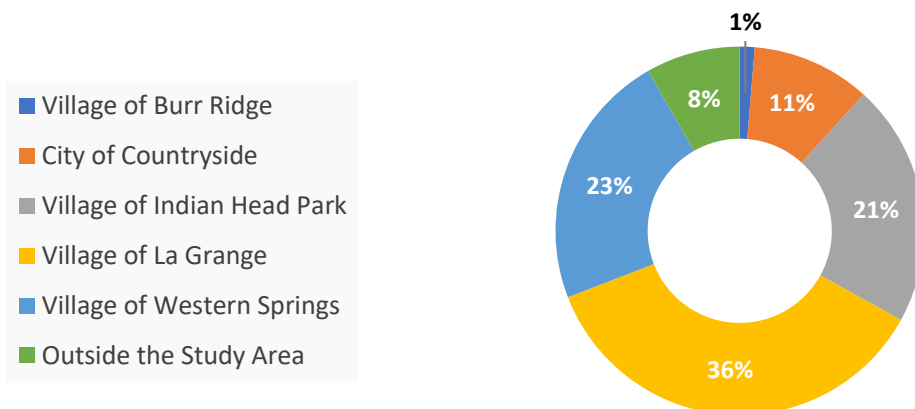
When participants entered the interactive mapping survey, a welcome questionnaire was presented as a pop-up screen. This welcome questionnaire aimed to gather additional information on survey participants such as where they live, where they work, how often they use the study corridor, and what they felt should be the top priority in improving the corridor.

Of the 343 total users who entered the overall survey, 230 of them (67%) completed the questionnaire on the welcome pop-up screen.

Most of the survey respondents reported that they use the corridor regularly: 149 use the corridor daily, 67 use the corridor weekly, 5 use the corridor monthly, and 6 respondents visit or use the corridor less than monthly. Three participants did not answer this question.

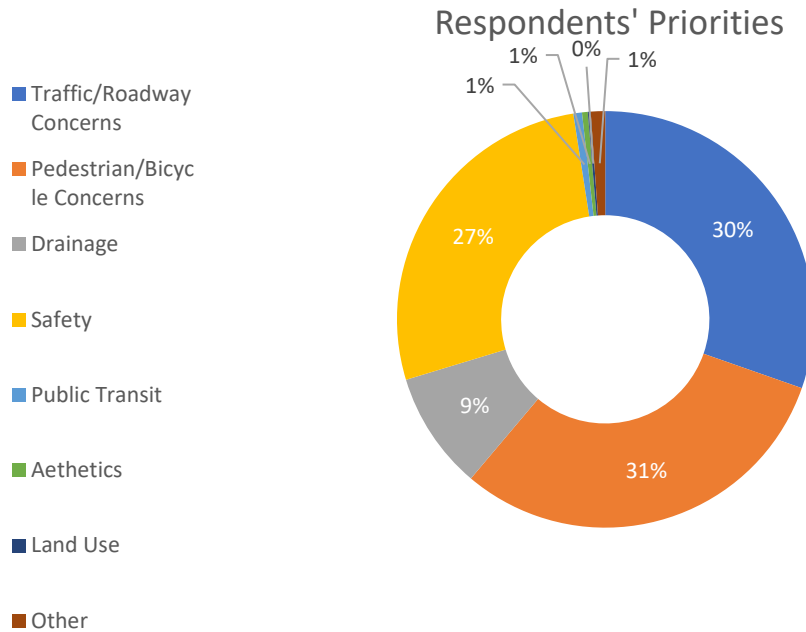
Eighty-One percent of respondents (187) reported living or working on or near the corridor. Of those who answered the welcome questionnaire, 36% reported living in the Village of La Grange. The following pie chart details the distribution of respondents by their hometown.

### Respondents by Hometown



Of those who answered the welcome questionnaire, most respondents worked outside of the study area. The following is a distribution of where respondents reported to work: Outside the Study Area (107), the Village of La Grange (46), the Village of Western Springs (24), the Village of Indian Head Park (23), the Village of Burr Ridge (13), and the City of Countryside (17).

When responding to questions regarding the participants' top priority (transportation issue) to be addressed in the study, 31% of responses expressed that pedestrian/bicycle concerns should be the top priority in improving Plainfield Road. The following chart outlines the distribution of responses.



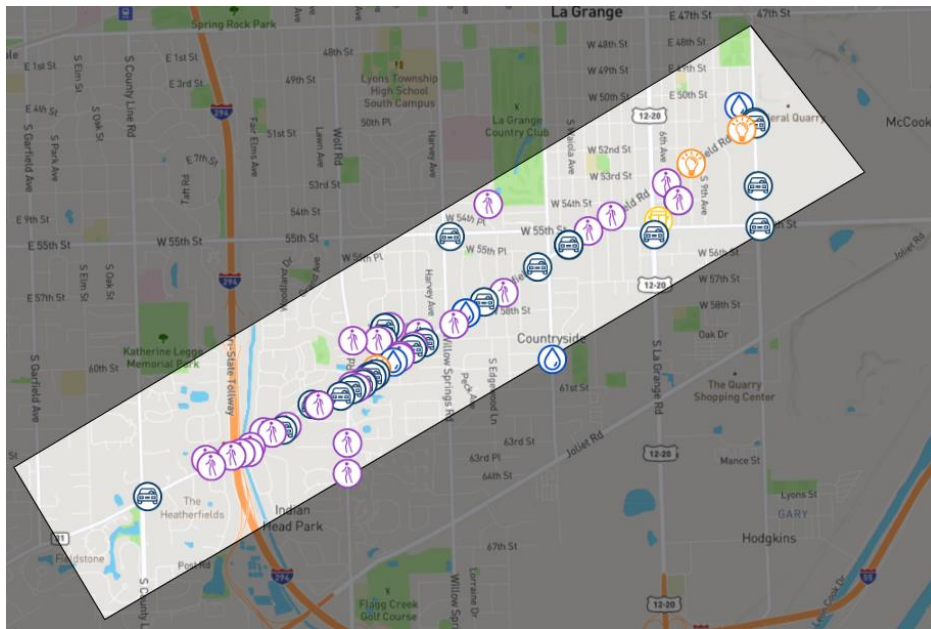
A total of 108 respondents noted Pedestrian/Bicycle concerns, especially for children and getting to and from the corridor's schools. One Hundred respondents mentioned Traffic/Roadway Concerns, some of which centered on unsafe driving practices, such as drivers cutting into shoulders to avoid traffic and make turn lanes, frequent speeding throughout the corridor, diminished roadway quality, signage and lighting along the corridor, and use of the corridor to avoid I-55 congestion. Sixty-four respondents referenced Safety. Responses that mentioned safety included varied definitions, such as safety as it pertains to reduced speeds and decreases in accidents, safety as it pertains to adequate pedestrian/bicycle facilities within a safe distance of the roadway, and safety as it pertains to access of emergency vehicles. Twenty-four respondents referenced drainage concerns along the corridor.

There were eight neutral or negative comments about this project overall rather than about specific transportation issues. Four of these comments noted that they were happy with the roadway, one was negative explaining that the commenter was happy with the roadway and the project is a waste of money, two discussed the aesthetics of any improvements, one asked the project team to avoid any land acquisition.

### Interactive Mapping Survey Pins

Respondents inputted 67 pins onto the map. Of the 67 pins, 36 pins were commented on by others at least once. Most of the comments are in agreement with the initial comment. Among those 36, 58% (21 pins) had two or more replies, with one pin accumulating up to 10 replies. There are a total of 95 replies to the pin comments. As such, we have received an estimated 162 comments (67 initial pins plus 95 replies).

Pins were placed throughout the corridor; however, the majority of pins were placed from 294 northeast to Willow Springs Road. Below is an image of the survey results.



The following is a distribution of the types of pins placed along the corridor. Throughout the area, 30 pins were placed for Pedestrian/Bike Issues, 26 pins were placed for Traffic/Roadway Issue, 1 Transit Access/Connectivity location was identified, 7 Drainage Issues were outlined, and 3 Other/New Ideas were noted.

