

DUPAGE COUNTY

# Mobility Plan



Existing Conditions Report  
SEPTEMBER 2022

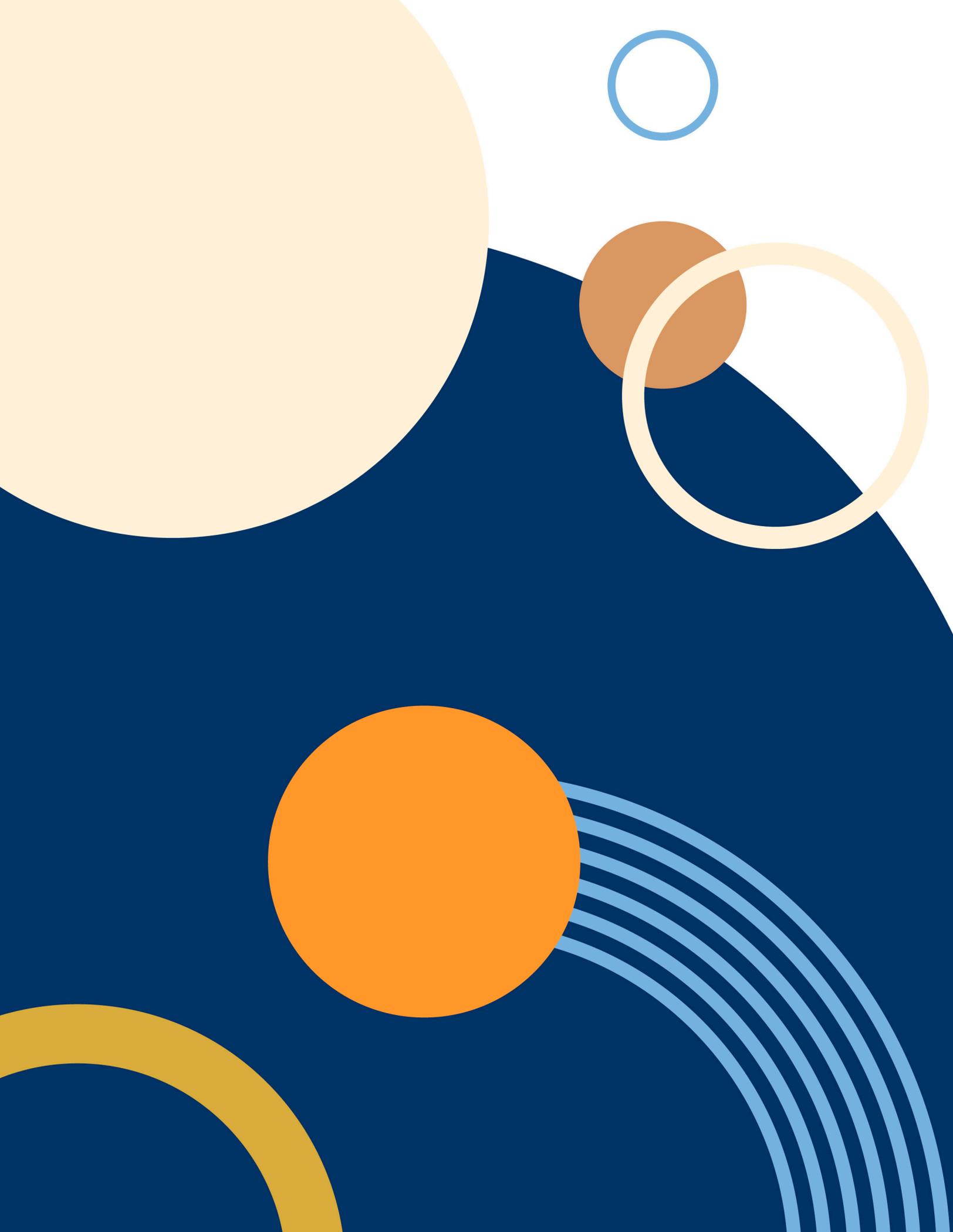
DUPAGE COUNTY

# Mobility Plan



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**1**

**EXECUTIVE  
SUMMARY**



# EXECUTIVE SUMMARY

In 2021, the Regional Transportation Authority (RTA), on behalf of DuPage County, began the process of creating the first comprehensive and multi-modal mobility plan for DuPage County. The need for a coordinated long-term vision has grown as DuPage County continues to evolve demographically and as development patterns, changing mobility trends, and transportation service adjustments reshape the mobility landscape in the County. The goal of the DuPage County Mobility Plan is to coordinate service providers and programs throughout the region and to make targeted transportation recommendations. The purpose of this plan is to ensure a reliable and affordable mobility system that benefits residents, employees, and businesses throughout the County.

This Existing Conditions Report provides a summary and analysis of the region's existing conditions. The report focuses on transportation and mobility networks and coverage; existing transportation and mobility plans; demographics; key community information and planning efforts; land use and development patterns; businesses and economic drivers; and regional activity generators. This report will be used to inform the remainder of the planning process.

# REPORT SECTIONS

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## Introduction

The introduction provides an overview of the comprehensive planning process and introduces the DuPage County Study Area.

A Community Engagement Summary provides documentation of all previous and planned community engagement and outreach activities. These activities include creating a project brand and online presence; organizing a steering committee comprised of key representatives; overseeing focus groups geared toward identifying key challenges and opportunities; and performing multiple stakeholder review sessions.

The introduction section also provides a summary of existing transportation, land use, bicycle, and pedestrian plans. The DuPage County Mobility Plan will consider the important policy statements, strategies, and goals set forth in these documents, particularly the most recent and relevant planning documents: *DuPage County Long Range Transportation Plan (2021)*; *Pace Driving Innovation (2021)*; *DuPage County ADA Transition Plan (2020)*; *DuPage County 2015-2025-2040 Land Use Assumptions (2018)*; and *Regional Transportation Authority Invest in Transit (2018)*.

## Transportation and Mobility Analysis

This section provides a snapshot of DuPage County's current multimodal transportation options, including shared ride programs, public transit, and bicycle and walking networks. The section explores a variety of precedents

and past programs. It also analyzes access to multimodal transportation options including:

- Bike Share
- Ride Share
- Fixed-route Transit (Pace and Metra)
- On Demand Transit Services
- Biking
- Walking

This section also begins to explore multimodal transit connections – the intersections between multiuse paths and fixed transit routes that present opportunities for multimodal trips to key destinations. These connections could become the basis for bike share or other network-strengthening transportation interventions.

Finally, this section identifies ‘Diversity and Inclusion Areas’, which are geographies that house high densities of the most socially vulnerable populations. These geographies are overlaid with existing transportation networks, as well as ‘Transportation Deserts’ to begin identifying areas of the County that may benefit most from service and network improvements.

## **Demographics, Business and Partnerships**

This section focuses on the current demographics of DuPage County, as well as demographic change over time. Because the focus of the Mobility Plan is not only to serve residents, but also employees and employers within DuPage County, this section analyzes each of these demographic groups.

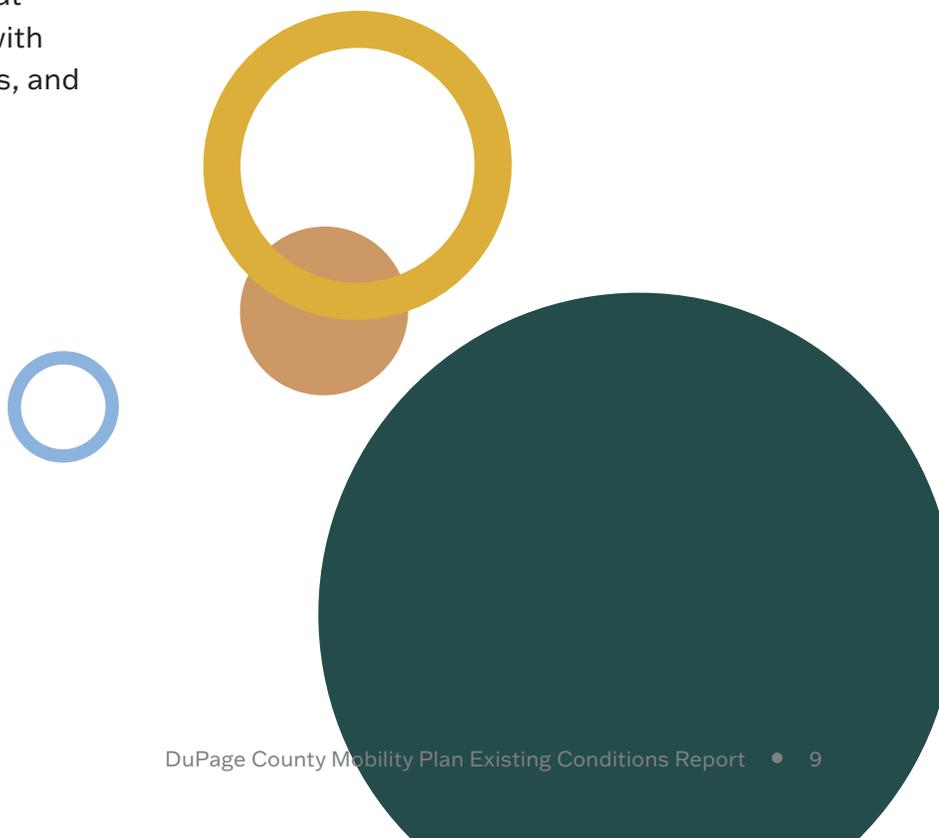
A goal of this section is to help provide information that can inform future planning decisions, as well as help to identify

opportunities for transit partnerships. The section examines trip purpose and mode of transportation data to determine why and how people are getting around in DuPage County. It also identifies key employers and begins to explore opportunities for partnerships between transportation providers and businesses.

## Land Use and Development Analysis

Land use and development patterns directly impact the transportation network. Transit supportive development includes higher-density areas with a variety of uses, while low-density, single-use areas are less supportive of the transportation network due to lower usage and ridership numbers.

This section examines current land use in the County and goes on to summarize municipal planning efforts that could impact development throughout the region and should be accounted for when making Mobility Plan recommendations. It also identifies a number of activity generators, employment centers, commercial nodes, and green spaces that present opportunities for partnerships with transit providers, extended service areas, and network improvements.







# 2

# INTRODUCTION



# INTRODUCTION

On behalf of DuPage County, The Regional Transportation Authority (RTA) requested proposals to procure the services of a consultant team to create a comprehensive a county-wide mobility plan. The RTA will provide day-to-day project management oversight, with guidance and input from DuPage County. The team selected includes The Lakota Group, TranSystems, and JRG Partners, all based in Chicago. The Mobility Plan will provide a strategy for future mobility initiatives in DuPage County by evaluating existing and potential new services and opportunities. The project will work to address the following:

1. Identifying mobility gaps in DuPage County.
2. Providing mobility information for residents of DuPage County.
3. Strengthening employer and employee partnerships in DuPage County.
4. Addressing the changing face of suburban locations.
5. Working to make it easier to get around DuPage County.

The plan will also build off of and tie into existing DuPage County mobility plans and planning processes, including the 2021 DuPage County Long Range Transportation Plan (LRTP) and the in-progress DuPage County Trails Plan (TP). Ultimately, the DuPage County Mobility Plan

will create a set of actionable goals, policies, and initiatives informed by research, fieldwork, stakeholder input, and the goals set forth in related planning documents.

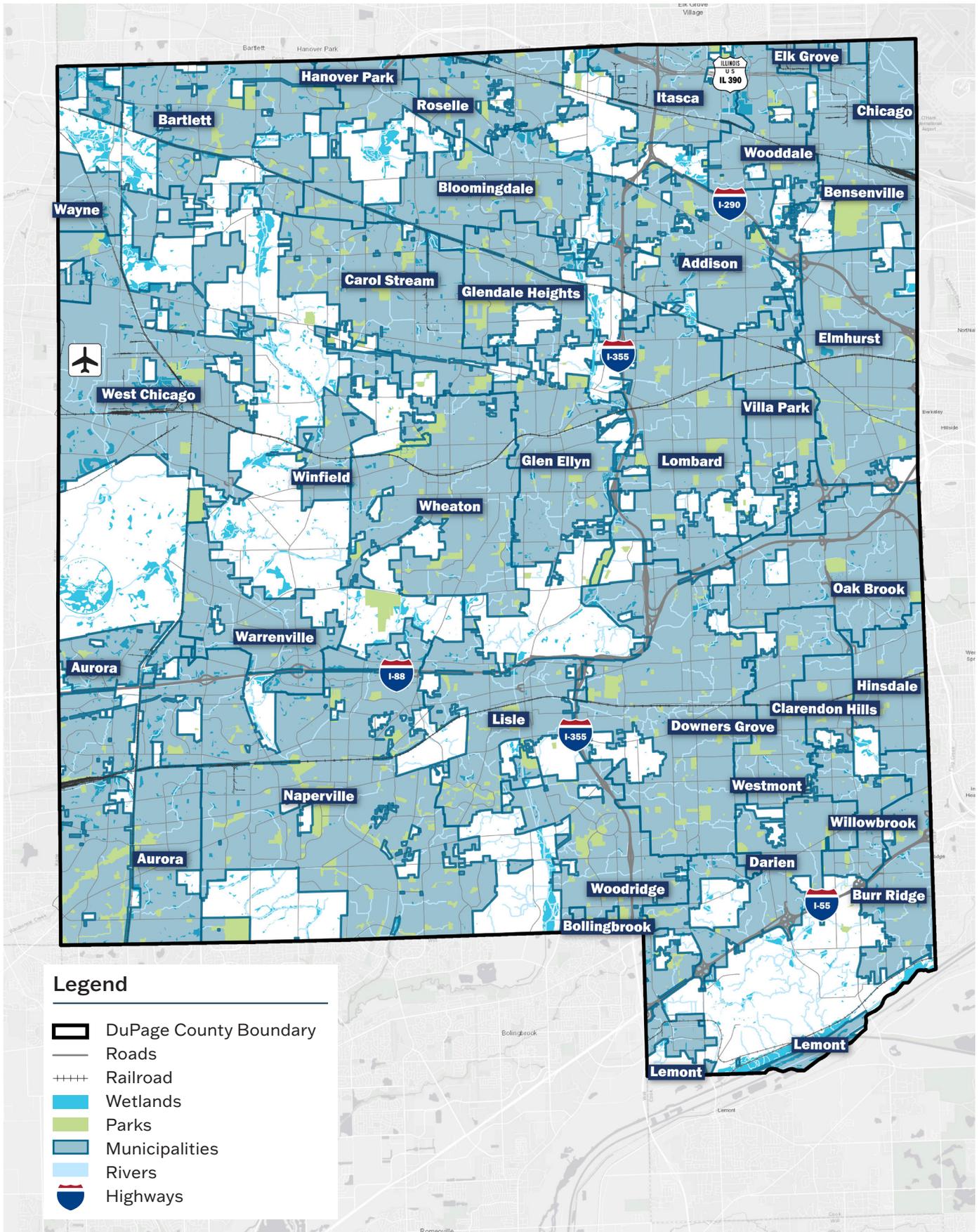
## EXISTING CONDITIONS

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DuPage County is comprised of ten townships, 930,000 residents, and is approximately 337 square miles in size. This report presents findings on existing conditions of mobility and transportation in the County. The current transportation network is the result of many converging factors, including but not limited to: past planning decisions, land use patterns, pedestrian networks, demographics, and overall transit-supportive design or lack thereof. This document will explore these factors, as well as provide an analysis of public transportation and personal mobility coverage; ridership and utilization of all transportation modes; demographics; private services and municipal sponsored services; and a high-level analysis of land use and development patterns in DuPage County. This existing conditions report will be utilized as a resource throughout the remainder of the planning process to help inform recommendations.

The following page displays a map of the study area, DuPage County, and it's communities.

DuPage County Base Map



Data Source: DuPage County

# COMMUNITY ENGAGEMENT SUMMARY

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Community engagement is the key to a well-informed planning process that considers the needs of a variety of stakeholder groups. In the case of DuPage County, many municipalities, organizations, businesses, institutions, and residents can contribute to the planning process by identifying future opportunities, as well as constraints that they experience. In order to collect local knowledge and ensure a successful planning process, the project team created a Community Engagement Plan that includes strategies for outreach, information gathering, and channels for receiving ongoing feedback. To date, the project team has created an online website, formed a Steering Committee, and interviewed key stakeholders. Future engagement will consist of online surveys released through various communication channels and ongoing opportunities for Steering Committee and stakeholder involvement.

## Online Engagement and Communication

One of the first steps of the Mobility Plan community engagement process included creating a project-specific logo and brand for the project. A project brand helps to craft a recognizable project identity and cultivate interest and excitement. The DuPage County Mobility Plan branding has been incorporated into a project website, which is an online engagement tool that allows the planning team to share surveys, gather feedback, and share reports and plans as they are produced.

In addition to the project website, the project team identified communication partners that will assist with community engagement by sharing project-related materials through their social media platforms, through e-blasts, or physically. Communication partners include



*Project Branding*



Project Branding

DUPAGE COUNTY

# Mobility Plan



County facilities and organizations, economic development organizations, corporations and major employers, transportation-related organizations, institutions, and business organizations. Project-related materials will include information about upcoming events and project updates.

## Steering Committee

The project Steering Committee is comprised of representatives from DuPage County Departments, Choose DuPage Economic Development Alliance, the DuPage County and Illinois Departments of Transportation, Pace Suburban Bus, Metra, ComEd, the Metropolitan Planning Council, the Center for Neighborhood Technology, and the Shared Use Mobility Center. Initially, Steering Committee members gathered to discuss DuPage County

Mobility Plan goals and objectives, as well as transportation issues and opportunities. The first Steering Committee meeting was held on October 25, 2021. The Steering Committee will continue to convene throughout the planning phases.

## Stakeholder Focus Groups

The project team and DuPage County partnered to identify stakeholder representatives from transportation organizations, community organizations, educational institutions, healthcare institutions, large employers, senior services organizations, and organizations that serve individuals with disabilities. The first stakeholder meeting was held on March 3,

2022. There, stakeholders discussed their vision for DuPage County’s transportation system and identified the challenges faced by the communities they represent. The information gathered during this meeting will be used to guide initial strategies and recommendations. Some of the challenges, opportunities, and topics discussed by stakeholders included the following:

**Fixed bus routes:** Stakeholders discussed a need for an expanded fixed bus route network.

**Multimodality:** Stakeholders have noticed an increased interest in alternative transportation methods, such as biking and walking. They discussed opportunities for bike share partnerships, as well as a desire to address gaps in pedestrian and bike infrastructure

**Connectivity:** Stakeholders discussed improving connections between DuPage County communities, as well as connections to amenities and recreational opportunities.

**Safety:** Stakeholders discussed safety improvements for pedestrians and bikers, especially along major roadways.

**Transportation for Workers:** Stakeholders discussed the challenges faced by employees trying to get to work, including lack of public transportation opportunities, long and inconvenient commutes, difficulties arriving on-time, and lack of transportation as a barrier to employment.

**Special Transportation Needs:**

Stakeholders discussed the need to address the specific transportation needs of seniors, persons with disabilities, and those with medical conditions.

**Transit Supportive Planning:**

Stakeholders discussed the interconnectedness of land use, zoning, and planning. They highlighted the fact that planning, land use, and zoning initiatives and updates can and should be focused on creating a transit supportive network that extends beyond fixed transit to sidewalks, trails, and street crossings.

A more in-depth summary of stakeholder findings is provided in the Demographics/ Business and Partnerships Analysis section of this report. Stakeholders will continue to gather throughout the planning process to provide feedback. During Phase 2 of the planning process, a stakeholder review meeting will be held to discuss existing conditions analysis and other key findings. Following the completion of Phase 2, a final Stakeholder Forum will be held to present the draft Mobility Plan and Mobility Guide. Feedback will be gathered and incorporated into the final Mobility Plan.

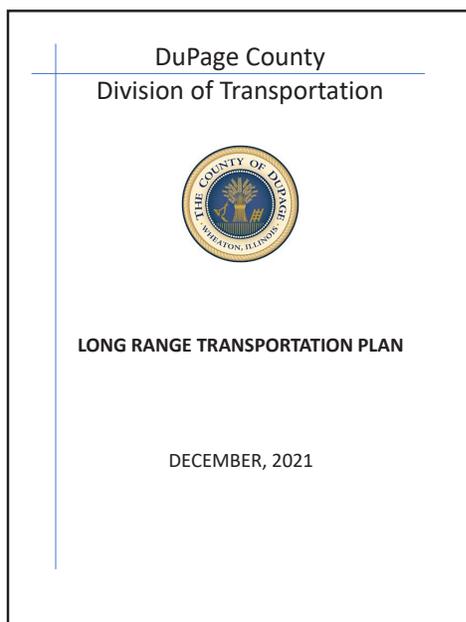
# EXISTING PLAN REVIEW

The DuPage County Mobility Plan will be informed by previous regional transportation, land use, bicycle, and pedestrian plans while also building upon their concepts and recommendations. The DuPage County Mobility Plan planning process also coincides with ongoing planning efforts, such as the DuPage County Trails Plan. The final plan recommendations will take goals from these ongoing efforts into account. For this Existing Conditions Report, relevant information from past reports is utilized as needed. The following plans and reports have been reviewed by the project team in order to gain an understanding of existing conditions and of ongoing goals and initiatives.

## Existing Regional Transportation Plans

### DUPAGE COUNTY LONG RANGE TRANSPORTATION PLAN (2021)

The DuPage County Mobility Plan seeks to complement the DuPage County Long Range Transportation Plan (LRTP), which was created to help guide transportation infrastructure investment decisions for the next 20 years. Mobility Plan recommendations will be informed by the goals and plans set forth in the Long Range Transportation Plan. This will help ensure successful implementation.



According to the LRTP, the population of DuPage County is changing rapidly. It is becoming more diverse, more people are reporting disabilities, more residents are living near the poverty level, and DuPage residents are aging. As the population of residents without regular access to personal vehicles increases, there will be a greater need for public transportation infrastructure.

The LRTP includes the following:

- Goals and objectives for DuPage Department of Transportation (DuDOT)
- Existing conditions of the County transportation system
- An overview of future system performance
- A financial plan for DuDOT
- A long-term program of projects
- Information on how the County will incorporate freight, transit, new technology, and non-motorized transportation into decision making

LRTP goals include the following:

- Improve Safety
- Provide Mobility Choice
- Efficient Operations and Maintenance

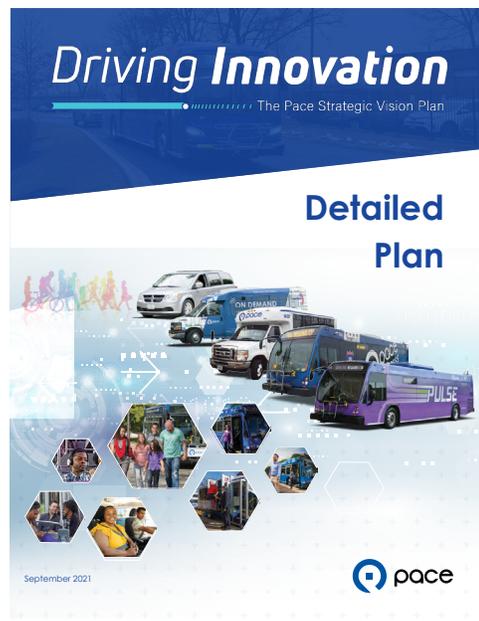
- Promote Access to Opportunity and Increase Economic Vitality
- Foster Sustainability and Resilience

The DuPage County Mobility Plan recommendations will align with these goals and accompanying objectives in order to while also building off of them to create an actionable plan for the future of mobility in DuPage County.

### PACE DRIVING INNOVATION (2021)

Driving Innovation is the current Strategic Vision Plan for Pace Suburban Bus. The Plan establishes a set of Service Goals and Organization Goals which guide near-term and long-term priorities for Pace programs and policies. Service goals include maximizing accessibility, supporting equity, enhancing productivity, improving responsiveness, and prioritizing safety. Organization goals include adaptability, collaboration, diversity, environmental stewardship, fiscal solvency, and integrity. The Plan outlines 20 initiatives, which are organized into the following four groups:

- Agency Priority Initiatives
- Programs, Policies, & Frameworks
- Service & Infrastructure
- Technology & Insight



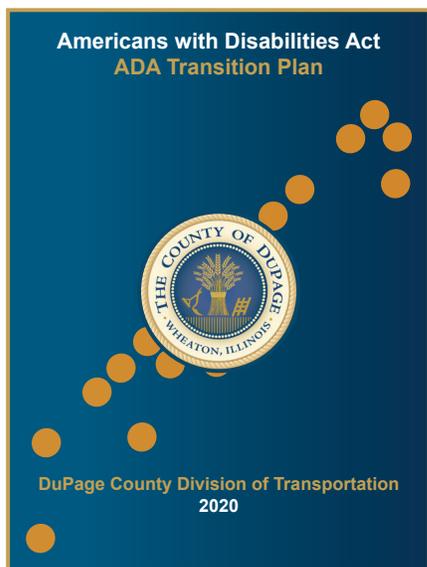
### DUPAGE COUNTY ADA TRANSITION PLAN (2020)

The DuPage County Division of Transportation created the Americans with Disabilities Act (ADA) Transition Plan to work in tandem with the County’s Strategic Plan. The goal of the ADA Transition Plan is to ensure a safe environment for people of all ages and abilities within the DuPage County pedestrian network, which consists of over 200 miles of sidewalk, 343 signalized intersections, and 1,905 curb ramps.

The Plan includes methods for correcting barriers to accessibility on its pedestrian network and functions to support the following themes:

- Ensure a safe and reliable transportation system that provides modal choices and is sensitive to the environment.
- Ensure all residents of DuPage County have maximum access to community services.

- Help people maximize independence and achieve economic self-sufficiency.
- Remove barriers to employment and job training for people with disabilities, homeless people, and other under-represented populations.
- Strengthen the County’s business retention, expansion and attraction initiatives.
- Adopt strong and predictable customer service procedures that meet public expectations.

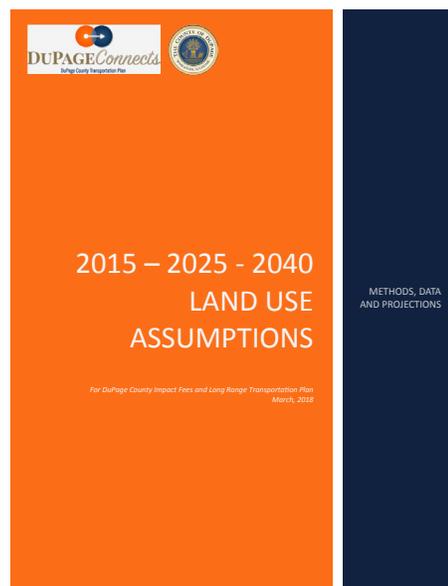


## DUPAGE COUNTY 2015 - 2025 - 2040 LAND USE ASSUMPTIONS (2018)

DuPage County created the 2015 - 2025 - 2040 Land Use Assumptions document in order to assess the traffic impacts of new development. It was created in conjunction with the DuPage County Long Range Transportation Plan, and land use projections were extended to 2040 in order to align with the 25 year plan horizon of the Long Range Transportation Plan.

Future land use projections were determined by creating a growth model based on 2015

land use, regulatory filters such as zoning and density, environmental filters such as wetlands and transportation networks, and development plans. The growth model determines whether a particular parcel will be developed within the plan horizon.



2025 projections include the following:

- Residential growth is anticipated to continue with an emphasis on multiple family units rather than single family units.
- Retail and commercial growth is expected to flatten.
- The warehousing sector is expected to grow by 18 million additional square feet
- School, group quarter, and public facility uses are expected to accompany residential growth at a density commensurate with existing suburban rates.

2040 projections were utilized for the Long Range Transportation Plan travel demand assessment and include the following:

- The growth rate in DuPage County is expected to slow.
- Major development will continue in several isolated locations (Hanover Park downtown, Oakbrook Terrace, Winfield, Wood Dale downtown)
- There will be fewer opportunities in DuPage County for larger residential or commercial subdivisions.
- Key non-residential development areas include the IL 390 Corridor (IL 53 to O'Hare Airport), DuPage Business Center (West Chicago), and Warrenville Southwest Development area.

The DuPage County Mobility Plan will also utilize these projections to inform planning efforts, as these land use projections are indicative of future transportation patterns and developments.

### REGIONAL TRANSPORTATION AUTHORITY INVEST IN TRANSIT (2018)

Invest in Transit is the 2018-2023 Regional Transit Strategic Plan for Chicago and Northeastern Illinois. The plan was created by the Regional Transportation Authority (RTA) in collaboration with the region's transit service boards: the Chicago Transit Authority (CTA), Metra Commuter Rail, and Pace Suburban Bus. The Plan is a call-to-action to invest in regional transit and improve the transit system for the betterment of the region, as a whole. The Plan has three main goals:

- Delivering Value on Investment: increasing funding in order to advance projects
- Building on the Strengths of the Network: focusing on service improvements and infrastructure

investments in key transit markets

- Staying Competitive: Adapting to the evolving needs of riders

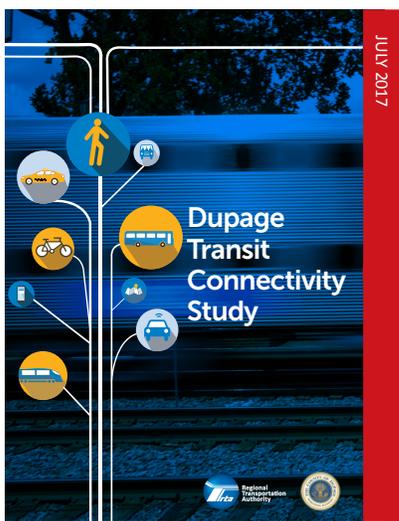


### DUPAGE TRANSIT CONNECTIVITY (LAST MILE) STUDY (2017)

The DuPage Transit Connectivity Study was initiated through the 2016 Regional Transportation Authority (RTA) Community Planning Program. DuPage County recognizes there is growing demand for reverse commuting and that there are more people with limited transit options who come from Chicago or from other suburban areas to DuPage County. The County seeks to reduce commute times and improve access to jobs for these inter-county and longer-range commuters. The Study goals are to make DuPage County jobs more accessible by improving commuting options; to improve employee attraction and retention for DuPage County employers; and to sustain that accessibility once in-place.

The DuPage Transit Connectivity Study focuses on the manufacturing/industrial parks within

Addison-Itasca-Wood Dale and office parks/ corporate campuses along Warrenville Road from I-88 in Lisle to Ferry Road in Naperville. These locations were identified based on the clusters of employers in the locations, as well as the quantity of workers commuting to them from locations with viable transit connections that are also within a reasonable commute distance. The Study includes a market conditions analysis stakeholders were engaged. It also reviewed last mile activities. The results of the Connectivity Study and Market Analysis will inform planning and pursue potential solutions in the two study areas, and throughout the County.



## PACE TRANSIT SUPPORTIVE GUIDELINES (2013)

The Pace Transit Supportive Guidelines were created in order to remove barriers to transit use and to make bus transit a more viable alternative to automobiles and other forms of transit. The Plan specifically focuses on people with disabilities and addressing their transit needs and promoting full transit accessibility.

The Plan explains that in order to make transit the preferred alternative, it must be

reliable, efficient, convenient, and accessible in all communities that Pace services. The guidelines are meant to be utilized by municipalities, engineers, designers, and other decision-makers in order to ensure that the built environment is transit-supportive.

According to the Plan, transit-supportive places exhibit the following characteristics:

- Appropriate development intensity
- A well-connected street grid
- A comprehensive pedestrian and bicycle infrastructure
- Comfortable amenities in the public realm
- Streets designed for vehicles and pedestrians
- A mix of land uses
- Human-oriented building design
- A layered multi-modal network
- Comfortable transit facilities and amenities

The Plan goes on to provide design guidelines that can be utilized to achieve transit-supportive environments with particular focus on Pace infrastructure and facilities, vehicles, roadways, bus stop locations, off-street facilities, waiting areas, and overall guidelines for the public realm.



**Transit Supportive Guidelines**  
For the Chicagoland Region  
MARCH 2013

## DUPAGE COUNTY TRANSIT PLAN UPDATE (2011)

The DuPage County Transit Plan was adopted in 2011 as an update to the original plan first published in 2002. The Plan describes a comprehensive public transit network for DuPage County and established short-term, medium term, and long-term implementation goals through the year 2020.

The DuPage Country Transit Plan was updated in 2008 in order to evaluate the progress of the 2002 plan and provide further guidance for the future. The 2002 Plan provided recommendations and guidance for each of the following: Integration with regional transit services, Transit centers and stations, Transit stops, Park-and-ride, Pedestrian facilities/environment, System information, Fares, Safety/security, Marketing, and Transit supportive land use. Due to federal, state, and local funding constraints following the 2008 recession as well as a policy shift away from new service implementation and toward obtaining a state of good repair, The DuPage County Transit Plan Update is focused on the evaluation of existing transit service in DuPage County and near-term improvements that are already underway. Long-term projects are recognized but were not evaluated due to likely funding constraints and evaluation is deferred to the individual project studies.

The Plan provides information on existing services, demographics, short-term and longer-term projects, funding, and other features or services of the system and passenger experience.

## DUPAGE COUNTY EXISTING LAND USE TRENDS (2009)

DuPage County Existing Land Use Trends summarizes existing land use information in the County from 2009. It provides distribution information from as early as 1995 and a series of tables and graphs to report this information.

According to the report, DuPage County has been urbanizing and it is approaching maturity in regard to existing land use and remaining undeveloped land in the County. The high rates of growth and development that the County experienced in the 1990s and the early years of the 2000 decade declined significantly in the 2003-2009 period. One reason for the much slower development rates during this time is the remaining available land has been diminishing and is becoming more expensive. Another contributing factor is the downturn in the economy during this time and the considerable slowdown of the real estate market and the construction industry since 2007.

Based on population and employment forecasts produced by CMAP (Chicago Metropolitan Agency for Planning), DuPage County is expected to have a population of over one million people and provide 830,000 jobs by the year 2030. As the available undeveloped land diminishes and large tracts become scarce, redevelopments and infill developments would play an increasingly significant role in the County's growth.

Future housing, office and commercial activities will increase to higher density and mixed use developments in redeveloped land. This trend has already been evident in many downtown redevelopment projects and transit-oriented developments near Metra stations in communities throughout the county. Additional

transit oriented development opportunities can be created by expanding and upgrading the public transit system in the County.

Industrial and business park land uses will also play a significant role in the County's growth. The DuPage National Technology Park in West Chicago and the Brewster Creek Business Park in Bartlett are two prime examples where a significant part of the growth in industrial/business park activities is projected to take place.

## Existing Bicycle and Pedestrian Plans

### ELMHURST BICYCLE AND PEDESTRIAN PLAN (2021)

The City of Elmhurst's 2021 Bicycle and Pedestrian Plan serves to update the City's original plan, adopted in 2011. The Plan identifies a variety of infrastructure improvements to help create a connected and safe bike network. The backbone of those improvements are bike boulevards, which are proposed throughout the City to form a connected network. Bike boulevards would use signage, pavement markings, striping, and speed reduction to encourage cyclists to use these low traffic, low speed facilities. Upgraded side paths, standard bike lanes, buffered bike lanes, and other treatments would be used in strategic locations to help connect the network. The Plan also identifies 28 intersections in the City for possible safety improvements.

Also included in the Plan are initiatives for promoting cycling and walking in Elmhurst. Those include developing the "Walk Bike Elmhurst" brand, developing clear policies for year-round maintenance of bike and ped

facilities, and partnering with schools, the Elmhurst Police Department, and businesses to promote safe walking and cycling education campaigns.

### LISLE BIKE AND PEDESTRIAN PLAN (2020 UPDATE)

The Lisle Bike and Pedestrian Plan was first adopted in 2008 and updated in 2020. The 2020 update calls for Lisle to improve access to its core downtown, become a destination for visitors, and be a safe, healthy, and environmentally friendly place to live. The Plan includes recommendations to upgrade infrastructure to promote biking and walking, and projects are grouped by priority phase for implementation. Recommended infrastructure upgrades include sidewalk and sidepaths, bicycle shared lanes, small scale intersection improvements, and amenities to make biking and walking more comfortable. The Plan also details potential Village education, promotional, and policy recommendations, such as implementing a complete streets policy, seasonal walking and biking events, a driver safety education campaign, and pedestrian and bicycle training for adults, teens, and youths.

### FOREST PRESERVE DISTRICT OF DUPAGE COUNTY MASTER PLAN (2019)

The Forest Preserve District of DuPage County's 2019 Master Plan identifies key priorities to guide the Forest Preserve District over the next 5 years. Included in the Master Plan are goals of protecting and restoring natural resources, providing and improving nature experiences and outdoor recreation, maintaining and improving trails, and investing in existing mission-aligned facilities. While the

main focus of the Master Plan is the restoration and expansion of wildlife areas such as forests, prairies, and wetlands, the Master Plan does include a few identified improvements to trails, including the Mack Road Trail in Warrenville and the York Road Pedestrian Bridge in Oak Brook.

### **VILLA PARK BIKE AND PEDESTRIAN MASTER PLAN (2018)**

Villa Park's Bike and Pedestrian Master Plan was completed in 2018 and contains three main goals: Connecting the Illinois Prairie Path, Great Western Trail, and Salt Creek Greenway to regional and local destinations and improving user experience along trails; improving walkability throughout town by providing a complete sidewalk network; and developing a Village-wide bicycle network that improves access to in-town destinations and regional destinations. The Plan includes program and policy elements, infrastructure tools, and recommendations to achieve each of the three goals.

While there are many infrastructure improvements recommended as part of the Plan (most notably the implementation of a connected bike network), there are also non-infrastructure and policy recommendations, including the creation of a trail etiquette campaign, promoting biking as a year-round activity, and creating age-appropriate biking and walking education. The Plan also includes implementation recommendations specific to each of the three main trails in Villa Park (Illinois Prairie Path, Great Western Trail, and Salt Creek Greenway).

### **ELGIN-O'HARE BICYCLE AND PEDESTRIAN PLAN (2017)**

The Elgin O'Hare Bicycle and Pedestrian Plan was adopted in 2017. It was created by DuPage County DOT with assistance from CMAP's Local Technical Assistance Program. The Plan covers an approximately 70-square mile region located near O'Hare Airport, spanning the municipalities of Addison, Bensenville, Bloomingdale, Elk Grove Village, Franklin Park, Hanover Park, Itasca, Roselle, Schaumburg, and Wood Dale. The Plan set a goal of guiding future investment in bicycle and pedestrian infrastructure in the area. The Plan recommends a variety of infrastructure treatments based on the existing land use types and street profiles. Recommended treatments include sidepaths, sidewalks, off-street trails, shared-use markings, standard bike lanes, separated bike lanes, traffic calming, wayfinding improvements, and intersection upgrades.

In addition to infrastructure treatments, the Plan recommends policies and programs that municipalities in the project area can adopt to better support cyclists and pedestrians. Those include complete streets policies, year-round maintenance of bicycle and pedestrian infrastructure, education and encouragement programs, and local business/discount programs.

The Plan also sets a prioritization methodology for ease of project implementation, categorizing recommended improvements as easy, medium, or hard. Also included are cost estimates for each of the identified projects.

## **LOMBARD BICYCLE AND PEDESTRIAN MASTER PLAN (2016)**

Recommendations from the Lombard Bicycle and Pedestrian Master Plan include the construction of more bike boulevards, bike lanes, road diets, shared use paths, wayfinding, and curb improvements in the community, including near the Lombard Metra Station and on roadways served by Pace buses. The Plan also recommends improving bike infrastructure to facilitate easier connections between the Great Western Trail and Illinois Prairie Path. The Plan calls for upgrades on 20 corridors and over 40 intersections to promote bicycle and pedestrian mobility and safety and sets prioritization metrics for implementation. With these upgrades, all of Lombard would be within a half mile of an improved facility.

## **BENSENVILLE ACTIVE TRANSPORTATION PLAN (2016)**

The Village of Bensenville developed its Active Transportation Plan in 2016 to improve transportation options for Bensenville residents to help residents lead a healthier lifestyle, improve their quality of life, and enable them to access local and regional destinations on foot or by bike. The Plan identifies a network of priority streets for the inclusion and/or enhancement of pedestrian and bicycle facilities. Treatments on those priority streets include bike boulevards, bike lanes, shared-use paths, and filling in sidewalk gaps.

Bensenville's Active Transportation Plan also includes policies and programs to facilitate and support the use of active transportation in the community. Policy recommendations adopting a complete streets policy, creating a bicycle parking ordinance, and revising the

development code to require new developers to build sidewalks. Program recommendations include developing bike and pedestrian education and programming for kids, creating a family bike ride, and working with law enforcement to educate all road users about safety and rights and responsibilities.

## **WAYNE TOWNSHIP BICYCLE PLAN (2015)**

Wayne Township includes all or portions of Bartlett, Carol Stream, Hanover Park, Wayne, West Chicago, and unincorporated St. Charles, as well as a large unincorporated area. The vision for the Wayne Township Bicycle Plan is to make cycling commonplace in Wayne Township by developing an interconnected web of bikeways and bicycle facilities that provide residents a variety of options for accessing their favorite destinations. The Plan cites the importance of better connecting cyclists to transit in Wayne Township, both Metra Stations and Pace bus routes. The Plan includes a large number of recommended infrastructure upgrades, including on-street and off-street bike routes, sidepaths, trails, and intersection improvements.

The Plan also includes policy and program recommendations to promote cycling in Wayne Township. Policy recommendations include the adoption of a complete streets policy, aligning internal design policies to better consider the needs of cyclists and pedestrians, and adopting a policy to maintain bicycle facilities. Program recommendations include improving education of all users on bicycle and pedestrian safety, the creation of annual Wayne Township bike safety rodeo, and partnering with local businesses to encourage shoppers to arrive at their destination by bike.

## **MOVE GLEN ELLYN ACTIVE TRANSPORTATION PLAN (2014)**

The Move Glen Ellyn Active Transportation Plan was completed in 2014, with a goal of making Glen Ellyn a place where recreational and functional bicycling are safe, viable, useful, and enjoyable elements of community character. The Plan includes engineering and infrastructure recommendations to make biking and walking safer and more convenient, as well as policy and programming recommendations to encourage active transportation in Glen Ellyn. Infrastructure and engineering solutions include adding bike parking in the Central Business District and at the Glen Ellyn Metra Station, improving crossing infrastructure at key intersections, enhanced pavement markings and signage such as sharrows and “share the road,” and establishing clear north-south bike routes throughout the Village.

The Plan also details policy and program recommendations. Those include making Glen Ellyn a trail destination stop, sustaining a local bike organization, and leading safety campaigns with the Glen Ellyn Police Department.

## **WINFIELD BICYCLE PLAN (2013)**

The Winfield Bicycle Plan includes a variety of infrastructure, policy, and education recommendations to improve options for biking in and around Winfield. For improving bike infrastructure, the plan recommends a variety of upgrades on corridors throughout Winfield, including multi-use paths, standard bike lanes, protected bike lanes, marked shared lanes, and a paved shoulder.

The Plan also includes policy goals for promoting biking in Winfield, including adopting

policies that promote coordination between and among government agencies, ensuring that Village bikeways are maintained in a manner that promotes bicycling in all seasons, and providing safe accommodations for cyclists and pedestrians in all new development. Finally, the Plan includes goals for education, encouragement, and enforcement to build safety and awareness for bicycling. Those include educating the community about active transportation, encouraging the use of active transportation, and enforcing safe travel behaviors.

## **DOWNERS GROVE BICYCLE AND PEDESTRIAN PLAN (2013)**

The 2013 Downers Grove Bicycle Pedestrian Plan serves as an update to the original plan, completed in 2000. The Plan includes recommendations for upgrading bicycle and pedestrian facilities throughout Downers Grove. Those recommendations include expanding the bikeway network, increasing bike parking in Downtown Downers Grove and near the three Downers Grove Metra stations, completing the sidewalk network, improving crossings of major streets such as Main Street, Belmont Road, and 55th Street, and facilitating transit connections through bike/pedestrian infrastructure. The Plan also includes programmatic and policy recommendations. Those include bike maintenance workshops, bike on transit education, pedestrian and bicycle safety enforcements campaigns, hosting an open streets event, and encouraging “bike friendly” businesses.

## **WHEATON BICYCLE PLAN (2011)**

The Wheaton Bicycle Plan is composed of proposed improvements to physical infrastructure as well as the creation of policies and programs that make it safer and more convenient for people to walk, bike, and use transit in Wheaton. The Plan recommends several types of bicycle facilities for deployment in Wheaton, including bike lanes, side paths, paved shoulders, and better signage. Better connections with the Illinois Prairie Path are also recommended. At the two Wheaton Metra stations, the Plan recommends installing covered bicycle parking, check for abandoned bicycles, and install bike rental kiosks.

For non-infrastructure bicycle enhancements, the Plan recommends the City consider bike friendly ordinances and policies such as a complete streets policy and bicycle parking ordinance. The Plan also recommends that the City promote cycling through education and encouragements programs such as a bike ambassador program, “shop by bike,” and bike to work week.

## **AURORA BICYCLE AND PEDESTRIAN PLAN (2009)**

While much of Aurora is located in Kane County, there are portions of Aurora located in DuPage. The 2009 Aurora Bicycle and Pedestrian Plan sets a goal of providing for better and safer conditions for cyclists and pedestrians. It encourages residents to use their bikes or walk for short distance travel. The Plan sets four phases for implementation, with each containing a variety of infrastructure and policy related goals. The Plan proposes a network of 14 bikeways across the City to better connect residents with amenities such

as shopping, parks, and Downtown Aurora. The Plan also details policies and initiatives that can be used to promote cycling in Aurora, including ensuring that bikeways are built as a condition of development approval, implementing programs that promote cycling and walking such as “bike to work” and “walk to school” events, and providing training and classes for prospective new, and existing bicycle commuters.

## **DUPAGE HEALTHY ROADS INITIATIVE (2008 AMENDMENT)**

The DuPage Healthy Roads Initiative was originally adopted in 2004 to encourage development of County roadways in an environmentally friendly manner. It encourages the County to construct sidewalk or shared-use paths where available. The 2008 Amendment encourages the County to include bicycle-friendly roadway designs where practical, allows DuPage County DOT to acquire right-of-way for the installation of bike and pedestrian facilities, and directs the County DOT to explore opportunities to implement low-cost bike/pedestrian improvements.





**3**

**TRANSPORTATION &  
MOBILITY ANALYSIS**



# TRANSPORTATION & MOBILITY ANALYSIS

This section examines multimodal transportation options that are currently available to those traveling to or within DuPage County. Currently, the gaps in transportation services affect the County's ability to serve those without automobiles, including job seekers, employees, seniors, those with disabilities, students, and lower-income residents. This threatens to erode the economic competitiveness of DuPage County in the context of the greater Chicago region. It also limits opportunities for those without personal vehicles and has a disproportionately negative impact on disadvantaged populations, which can perpetuate cycles of inequity.

Listed below are alternatives to driving a single-occupancy vehicle. This report will explore the existing and future applicability of these alternative transportation modes within DuPage County.

- 1. Shared ride programs:** Including bike share, ride share, and scooter share programs in the County and examples from around the country
- 2. Public transit:** Including demand response service (multiple providers), fixed bus routes (Pace), and commuter rail (Metra)
- 3. Bicycles:** Including bike infrastructure, which facilitates bike riding
- 4. Walking:** Including pedestrian infrastructure, which facilitates walking



Rideshare. Source: Chicago Tribune

# SHARED RIDE PROGRAMS

## County Precedents

Private rideshare providers, such as Uber and Lyft, operate in DuPage County. They offer rideshare services that can be booked via an app, and rides are paid for with a credit card. Rides are available 24 hours a day.

Currently, there are no locally-funded ride hailing programs operating in DuPage County. This includes both vehicular ride share programs, as well as bike or scooter sharing programs. Three shared ride pilot programs recently ended or have been suspended due to the COVID-19 pandemic. The following pages provide a summary of all four programs.

## OAK BROOK CHARIOT/LYFT PILOT (2018-2020)

In 2017, the Regional Transportation Authority (RTA), Village of Oak Brook, and the Oak Brook Chamber of Commerce developed a pilot program for last-mile shuttle connections between Metra train stations and Oak Brook office properties: the pilot program began in conjunction with a similar reverse-commute pilot in Bannockburn, IL. The goals of the program were to:

- Test new technology and partnerships to improve transit connections using non-traditional modes such as transportation network companies (TNCs) and on-demand shuttles
- Improve last-mile conditions for reverse commuters taking Metra to lower density suburban job locations such as along Butterfield Road in Oakbrook and Oakbrook Terrace.

Service began on June 25, 2018, running between the Elmhurst Metra Station and business properties located on Commerce Drive and Cermak Road, near the Oak Brook Mall. The service provided four trips in the morning and four trips in the evening. The pilot

was designed to last for two years with the RTA funding eighty (80) percent of the operations in the first year and fifty (50) percent in the second year and property owners paying the remainder.

Riders were able to access the service using the Chariot App. Riders employed by any of the tenant companies within the six participating properties could book rides for no cost. Members of the public could also download the app and request a ride for \$6.20 per trip. The Chariot shuttle ran on a fixed-route schedule timed with Metra departures and arrivals at the Elmhurst station. The annual cost of the Chariot service with one vehicle and driver was \$98,172.

In January 2019, Chariot announced that it would be going out of business. The RTA and the Village of Oak Brook responded by executing an agreement with Lyft to provide replacement service. With Lyft providing rides, the service shifted to a traditional Transportation Network Company (TNC) model. Riders would request a ride through the Lyft app using a promotion code to cover the cost of the ride. By switching to Lyft, the Oak Brook Pilot was able to expand both location and time periods of service. Riders were now able to access the service both from the Elmhurst and Hinsdale Metra Stations, and the service expanded from four trips per day to on-demand rides between 4:00 AM and 10:00 PM.

User demand ended after widespread business shutdowns caused by the COVID-19 pandemic in March 2020. This prevented the pilot from operating for the initially planned two-year period.

The RTA noted several “lessons learned” after completion of this Pilot. They stated that TNCs can be a good tool for service a low-demand and sprawled out last-mile service area much

more cost effectively than fixed-route transit. They also noted that having an on-demand shuttle with a dedicated vehicle and driver (which Chariot provided) requires substantially more demand than providing service via Uber and Lyft. They also discussed the importance of communication with customers, as well as the importance of considering the total cost of a potential trip compared with driving.

### **ITASCA DASH ON DEMAND, ESTABLISHED 2016**

In 2016, Dash On Demand in Itasca began to offer a new mobility connection between the Hamilton Lakes Business Park and the Itasca Metra Station. The service was a partnership between Hamilton Partners, the management company for Hamilton Lakes, and Choose DuPage, the economic development agency for DuPage County. It provided a shared ride service on small electric vehicles between the Itasca Metra Station and Hamilton Lakes. Prior to the pandemic, vehicles were available for three morning trains to take riders to Hamilton Lakes and back to the Metra Station for three evening trains. Rides were \$3 per ride and were booked through an app. The service is no longer operating.

## ITASCA ZAGSTER BIKE SHARE (2018-2020)

In 2018, the Village of Itasca partnered with the Hamilton Lakes Business Park to launch a bike sharing service, provided by Zagster. The service featured a bike share station at Hamilton Lakes and another one at the Itasca Metra Station. The bike share stations served two markets, Hamilton Lakes employees arriving in the morning could use the service to complete the trip between the Itasca Metra Station and Hamilton Lakes, and residents of the Residences at Hamilton Lakes could use the bike share to get to the Itasca Metra Station for trips elsewhere in the region. Users could download the Zagster app and choose from a variety of subscription plans, including pay-as-you-go.

In July 2020 Zagster shut down all operations, citing the COVID-19 pandemic.

## NAPERVILLE GUARANTEED RIDE HOME PROGRAM (2016-2021)

In 2016 the City of Naperville began this program, which allowed registered participants to request reimbursement for a taxi or rideshare service ride between a Naperville or Route 59 Metra station and their home or designated park-and-ride. While the program was operating, participants were able to request reimbursement for up to 12 trips per year. Participants could request reimbursements for trips occurring when Pace buses were not in service (from 8:00 AM to 4:30 PM and 7:00 PM to 12 AM Monday through Friday). Participants were required to pay for the fare and request reimbursement prior to using the rideshare service. The City of Naperville suspended the program in 2021 due to service cuts implemented by Pace.



Zagster Bikeshare

## Shared Ride Programs: National Examples

The following are several examples of current transportation partnerships and/or shared mobility transportation options operating nationally. While not all of these service areas contain the same demographic and land use characteristics as DuPage County, they do offer some innovative ideas for the County to consider for potential future partnerships in order to expand mobility.



## COMET ON THE GO! (ONGOING, ESTABLISHED IN 2019)

The Central Midlands Regional Transit Authority (COMET) is the transit provider for the Columbia, South Carolina region. The agency formed the COMET On the Go! Program in 2019 to address costly fixed-route bus service operating during nighttime periods of low ridership and to connect customers living in food deserts without easy access to fresh produce. COMET invited taxi and transportation network companies already operating in the Columbia area to participate as service providers. Uber and Lyft were selected to be the joint operators of the Program. Rides were provided through Uber and Lyft’s shared ride programs, Lyft Line and Uber Pool.

COMET On the Go! contains two distinct services as shown in Figure 1. One of the

On the Go! services, COMET to the Market, serves residents identified as living in food deserts (using data from the South Carolina Department of Health and Environment) and provides a subsidized ride to one of 24 approved fresh food markets. Users initially received a \$5 subsidy for the ride; that subsidy was increased to \$8 in January 2021. The second service, COMET @ Night, operates from 8 PM to 6 AM and follows the same fixed-bus route service area, so a users’ route must mimic a fixed-route bus. COMET @ Night users input a promo code (which changes monthly and only is advertised on COMET buses so as to limit use from people who do not traditionally use public transit).

As of July 2022, both services under the COMET On the Go! Umbrella are still operating.

### The COMET On The Go!

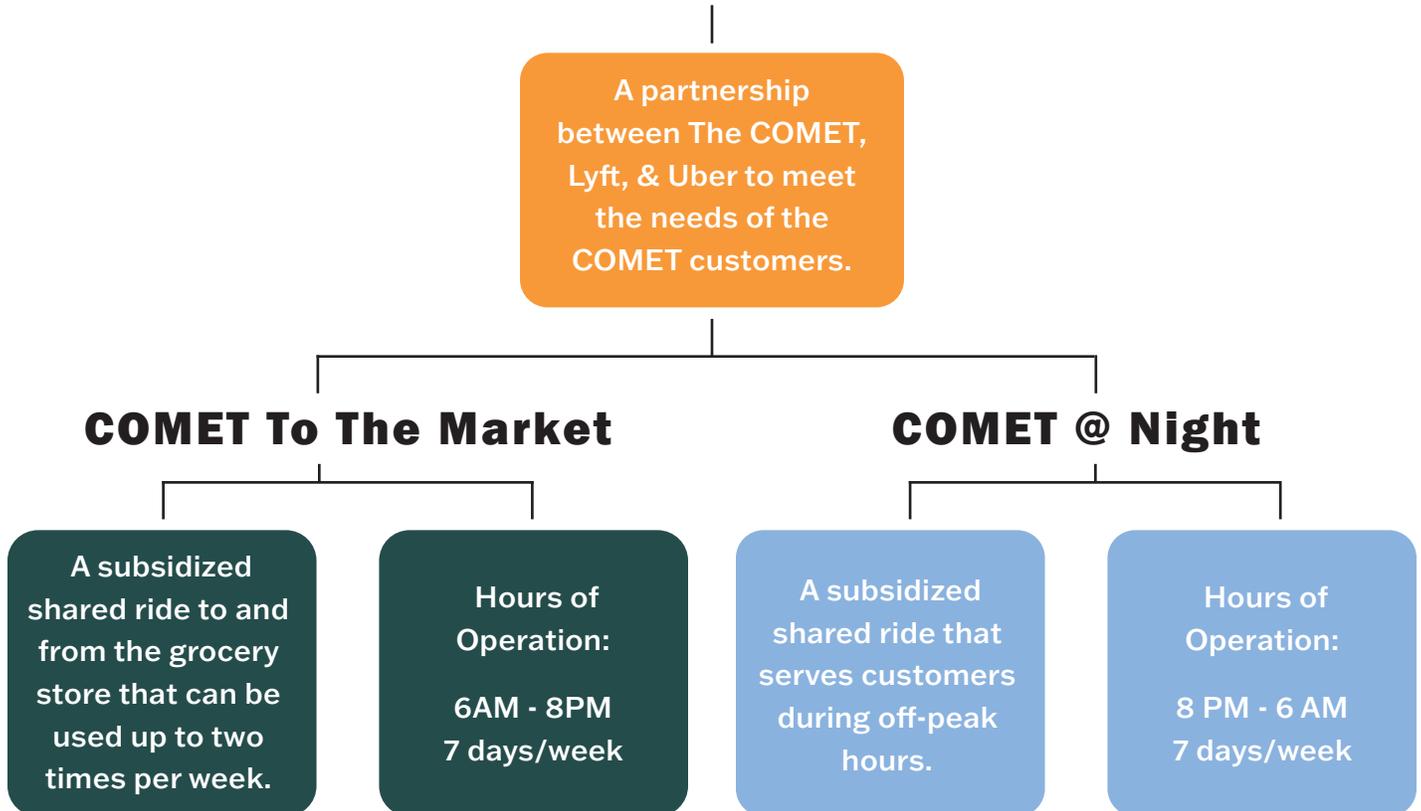


Figure 1: COMET on the Go! Services offered in Columbia, South Carolina

**DART UBER PARTNERSHIP:  
ONGOING, ESTABLISHED 2019**

Dallas Area Rapid Transit (DART) and Uber entered into a partnership in 2019 to provide up to two free Uber Pool (shared) rides per day going to or coming from certain eligible DART stations. The stations selected were located in lower-density suburban areas in Plano and south Dallas that did not have good connections to existing fixed-route transit. The service was available at most stations between the hours of 5 AM and 8 PM. Users could access the service by downloading the Uber

app and selecting a ride through UberPool in partnership with DART.

In September 2019 the partnership was expanded to all 13 DART GoLink zones. GoLink zones are service areas where DART uses on-demand transportation through small shuttles, accessible taxis, and Uber to provide rides within the zone or to a nearby DART station.

In May 2020, DART awarded a three-year contract to Uber to continue providing on-demand service in all 13 GoLink zones, both for rides to destinations within the zone and to nearby DART stations.

	<b>UberX</b> 4 8:15am dropoff	<b>\$23</b>
	<b>Pool</b> Shared rides in partnership with DART	<b>\$0</b>
	<b>UberXL</b> Extra seats and luggage space	<b>\$47</b>



*GoLink services and Uber partnership marketing materials*

# PUBLIC TRANSIT

In order to examine alternative transportation modes, a definition of transit accessibility must be established. Proximity to transit is relative, and transit accessibility is based on the method of transportation to and from a fixed transit station. **For example**, a potential economic development site may tout its proximity to public transit if it is located two miles from a train station, but two miles is not a reasonable distance to expect someone to walk to in order to access the train service. Thus, this site would not be considered accessible for pedestrians, though it may be considered accessible by automobile.

As part of this analysis, the accessibility of different modes of transportation will be examined. For this report **a transportation mode is considered accessible if it is located within a certain distance of the metric in question (population, employment location, school, etc.). This distance varies by the mode type and metric in question.** Table 1 details definitions of accessibility that will be used throughout this analysis.

Table 1: Analysis Methodology

Facility/Mode	Data Analysis Area (Distance)	Approximate Time	Justification for Analysis Zone
Fixed-route Transit	1/4 mile	5 to 10 minute walk	This could take longer due to need to cross busy streets at safe spot to reach a stop, or for those who are living with a disability.
Demand Response Transit	none	none	Service is origin to destination
Sidewalks	1/8 mile	none for residences; up to 3 minutes for jobs	Sidewalks must be continuous from the origin and destination to be accessible or usable. 1/8 mile is a proxy for sidewalks adjacent to a property.
Bike Paths and Lanes	1/4 mile	1 to 2 minutes	Signed bike routes not included as facilities, only facilities somewhat protected

Facility/Mode (For Determining School Access)	Data Analysis Area (Distance)	Approximate Time	Justification for Analysis Zone
Bike Paths and Lanes	1/8 mile	none	Bike lanes/paths should lead right to the school property.

# Pace Fixed-route and Metra Commuter Rail

Pace operates 14 fixed-routes in the County. This is about a third of the pre-pandemic service. Before the COVID-19 Pandemic, Pace operated 55 fixed-routes in the County, many being express routes and Metra feeder routes that only operated during rush hours only, with no complementary ADA service. Pace has suspended many of the express routes that once served DuPage County, particularly along the I-88 corridor. Pace Express Route 855 still passes through DuPage County and stops just east of the county line in Burr Ridge. While some county residents may drive to this stop, it is unlikely many walk or bike across the county line to get there due to the lack of bike and pedestrian infrastructure on the DuPage County side of County Line Road. Routes that do not currently operate are not included in this analysis. Metra has 25 stations in the County on three different lines, the Burlington Northern and Santa Fe (BNSF) line, the Union Pacific West (UP-W)

line, and the Milwaukee District West (MD-W) line. While service has not yet been restored to pre-Pandemic levels, Metra recently announced that their FY 2022 budget would restore full service. Figure 2 maps currently operating Pace service and Metra stations, and uses a ¼ mile buffer from the Pace route or Metra station to define access to transit. ¼ mile buffer was used as that is considered a reasonable distance to walk to or from transit service. <sup>1</sup>

**As riding fixed-route bus or commuter rail transit is considered to be the easiest to use for most people (no reservation needed, transfers can be made out of County and regional travel is available), this transit mode is classified as Tier 1, the highest quality transit in the County.**

<sup>1</sup> WGN News. "Metra Won't Increase Fares, Restoring Full Service in 2022." October 18, 2021

## Legend

-  DuPage County Boundary
-  Roads
-  Railroad
-  Wetlands
-  Parks
-  Municipalities
-  Rivers
-  Highways
-  All Day Fixed-routes
-  Suspended Fixed-routes
-  1/4 Mile Walkshed
-  Metra Stations
-  Metra Lines

## Metra Stations

### Milwaukee District West

1. Hanover Park
2. Schaumburg
3. Roselle
4. Medinah
5. Itasca
6. Wood Dale
7. Bensenville

### Union Pacific West

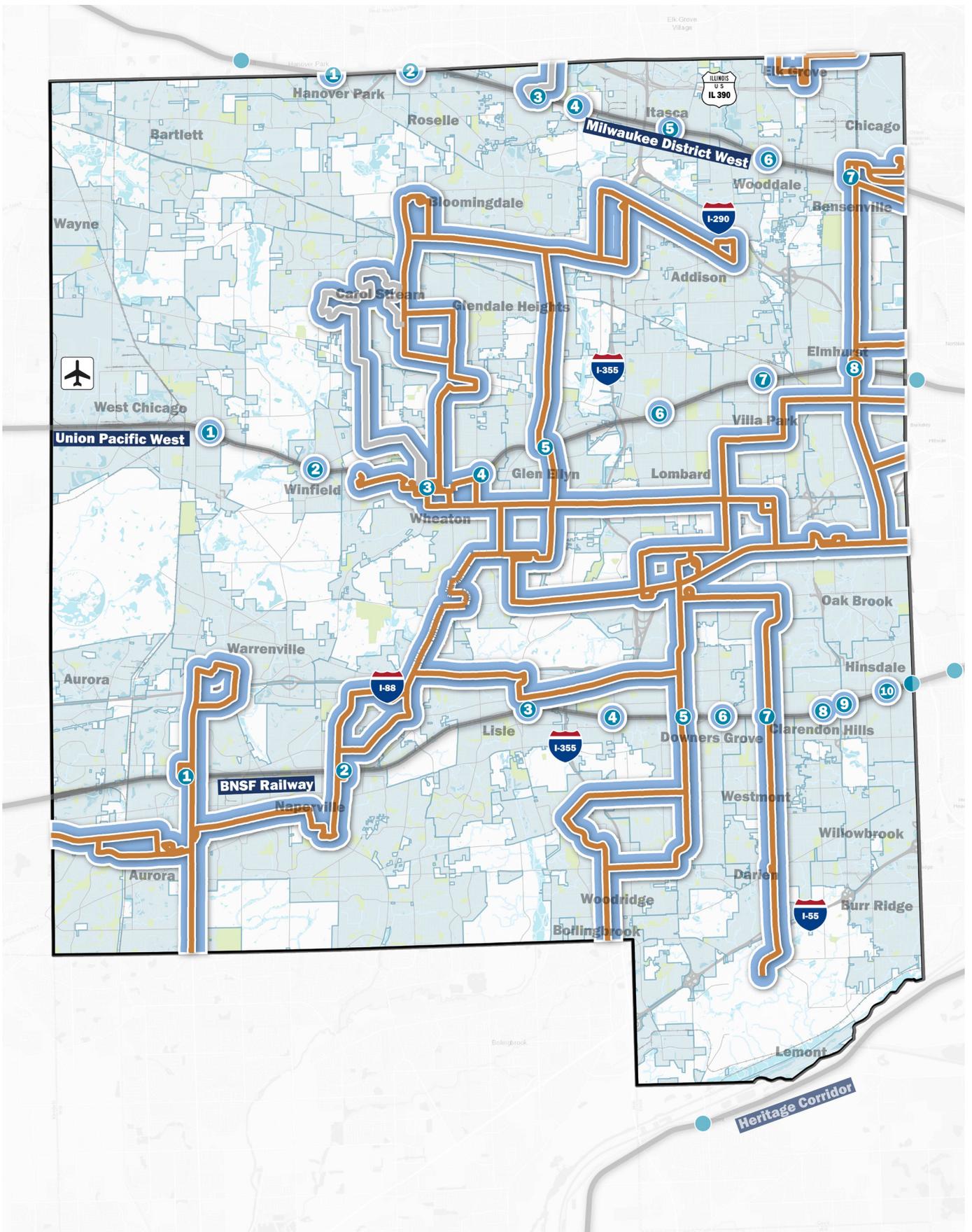
1. West Chicago
2. Winfield
3. Wheaton
4. College Avenue

5. Glen Ellyn
6. Lombard
7. Villa Park
8. Elmhurst

### BNSF Railway

1. Route 59
2. Naperville
3. Lisle
4. Belmont
5. Downers Grove
6. Fairview Avenue
7. Westmont
8. Clarendon Hills
9. West Hinsdale
10. Hinsdale

Figure 2: Tier 1 (Fixed-route) Transit Access



Data Source: DuPage County

## Demand Response

Demand response service is a form of a shared ride transportation where vehicles alter their routes for each journey to pick up passengers at their respective locations. For example, paratransit services are provided for riders that have a disability or health condition that prevents them from using fixed-route Pace service. To use the service, a rider must be certified by the Regional Transportation Authority (RTA) as being eligible. Paratransit service is offered by Pace throughout the six-county region, including in the City of Chicago. The fare for a one-way paratransit ride is \$3.25 and can be paid for with a Ventra card or cash. Reduced or free fares are available to those who meet certain criteria and possess an RTA reduced ride identification card.

The availability and criteria for using demand response services was separated into five additional transit tiers, with higher numbers equating to more limited access:

- Tier 2 - On Demand. Requires 1-hour advance notice.
- Tier 3 - Available to the general public. Anyone can ride, regardless of age, disability, income, or destination. Requires 24-hour advanced notice.
- Tier 4 - Age and/or disability is a criteria for riding. Requires 24-hour advanced notice.
- Tier 5 - Age, income, and/or disability is a criteria for riding. Requires 24-hour advanced notice.
- Tier 6 - Age, income, and/or disability is a criteria for riding and destinations are limited. Requires 24-hour advanced notice.

Pace operates two demand response services in the County. The first, Pace On Demand, is a reservation-based service offering shared-rides in 10 designated service areas. The service is open to the general public, though rides must begin and end in certain zones. Rides can be booked online or over the phone and must be booked at least one hour in advance of the desired pick-up time. Rides cost \$2 per one-way ride when paid for using a Ventra card or \$2.25 when paid for with cash.

Two of the 10 Pace On Demand service areas are located in DuPage County. One is located in the Wheaton/Winfield area and the other is located in the Naperville/Aurora area. Maps of the two service areas are on the following page. A pilot service expansion of the Pace Naperville-Aurora On Demand service launched in 2022 and includes a doubling of the service zone. This pilot program creates connections with several Pace routes and provides access to key employment centers and popular destinations.

**Because of its enhanced availability, short lead time to make a reservation, and some fixed timepoints, Pace On Demand is considered a Tier 2 level of transit service.**



Figure 3: Pace On Demand in Wheaton/Winfield

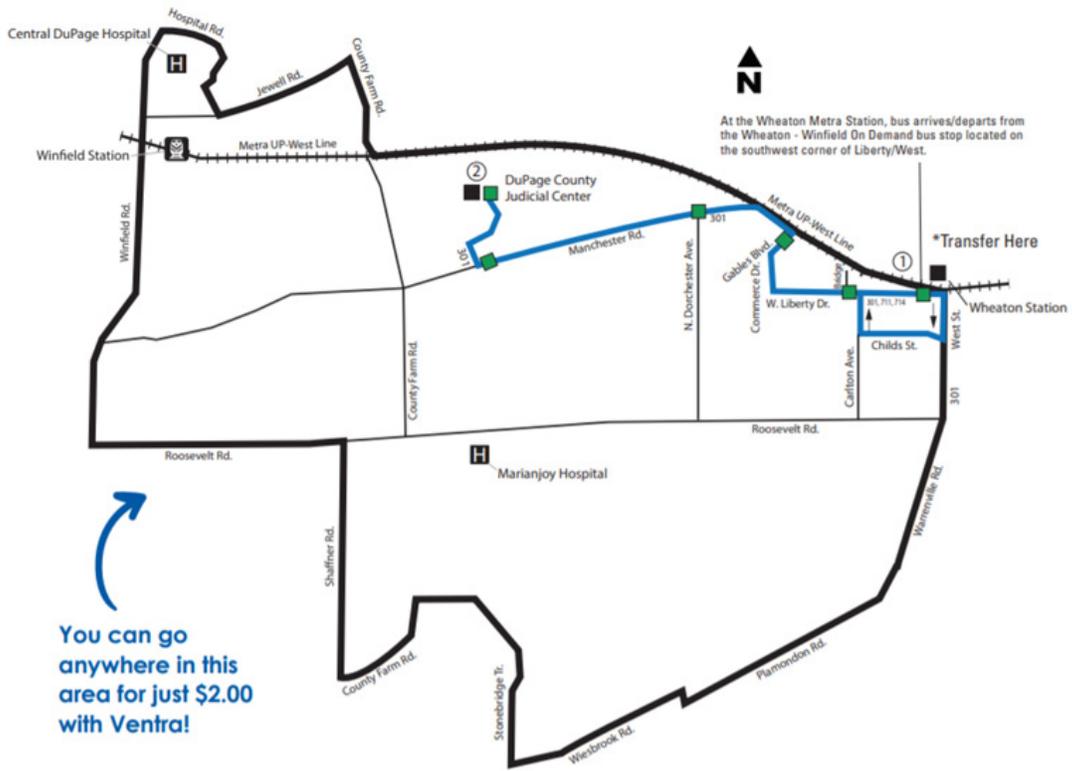
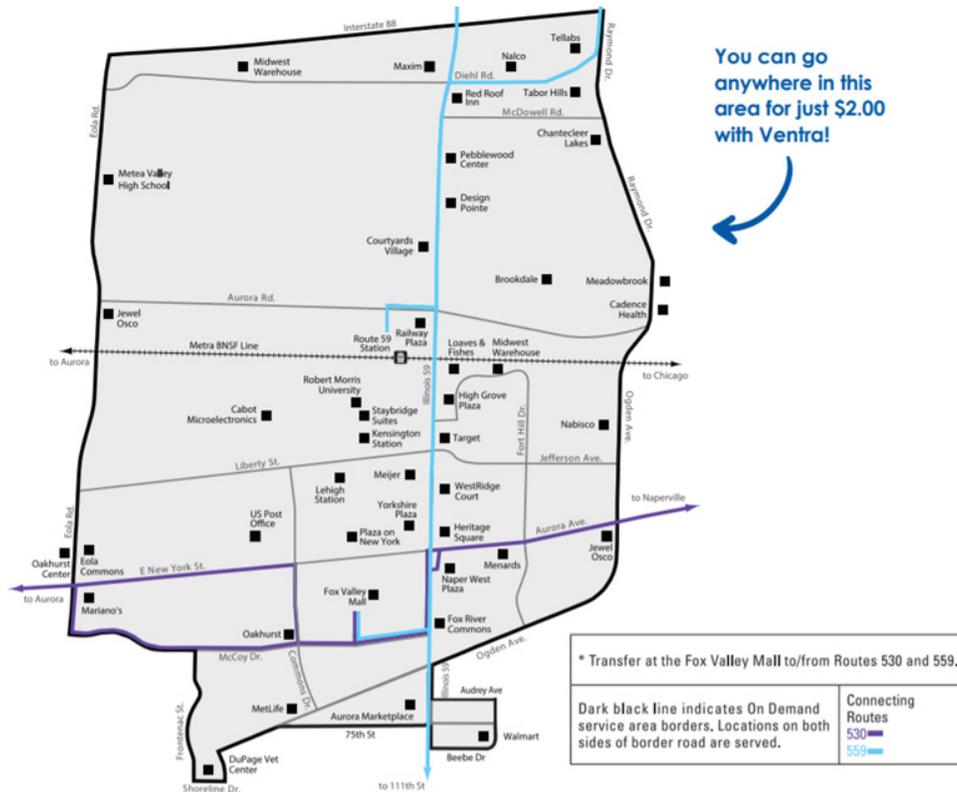


Figure 4: Pace On Demand in Naperville/Aurora



The second demand response service offered in DuPage is ADA Paratransit service. Paratransit services are provided for riders that have a disability or health condition that prevents them from using fixed-route Pace service. To use the service, a rider must be certified by the Regional Transportation Authority (RTA) as being eligible. Paratransit service is offered by Pace throughout the six-county region, including in the City of Chicago. The fare for a one-way paratransit ride is \$3.25 and can be paid for with a Ventra card or cash.

Pace also partners with local governments to provide additional demand response service through its *Ride DuPage* program. It provides bus or taxi service for people with physical or cognitive limitations, seniors, veterans, and/or those with low incomes. To be eligible for *Ride DuPage* a rider must be a resident of DuPage County. Individual sponsor agencies set eligibility guidelines for riders they sponsor. For example, DuPage County sponsored *Ride DuPage* trips must be used for medical appointments or to access DuPage County Community Services. Veteran's Medical Transportation sponsored trips are only available for veterans accessing Veterans Assistance (VA) medical services. While DuPage County is the lead agency for *Ride DuPage*, day-to-day operations are managed by Pace Suburban Bus.

Before using *Ride DuPage*, a prospective user must register with a sponsor. There are currently 16 *Ride DuPage* sponsors with over 150 funding sources managed by Pace from a central Regional Mobility Call Center (RMMCC). This number can be called to request paratransit services and to coordinate transfers with adjoining service areas. Table 2 provides additional information on the eligibility guidelines for each sponsor.

## DUPAGE UBER ACCESS PROGRAM

The DuPage Access Program is a new Program for ADA Paratransit riders in DuPage County. The Program is available anywhere in DuPage County. Eligible users are DuPage residents that are eligible for Pace ADA Paratransit (certified by the RTA). Instead of having to book a ride in advance, DuPage Uber Access Program users can book a ride at a moment's notice using the Uber app, up to \$30 per ride and up to eight times per day. Riders pay any additional costs for a ride more than \$30. DuPage ADA Paratransit riders who don't have a smartphone can also use the service by enrolling in the DuPage Uber Access Program and requesting rides with a phone call.

Additional information can be found online on the **DuPage Uber Access Website.**

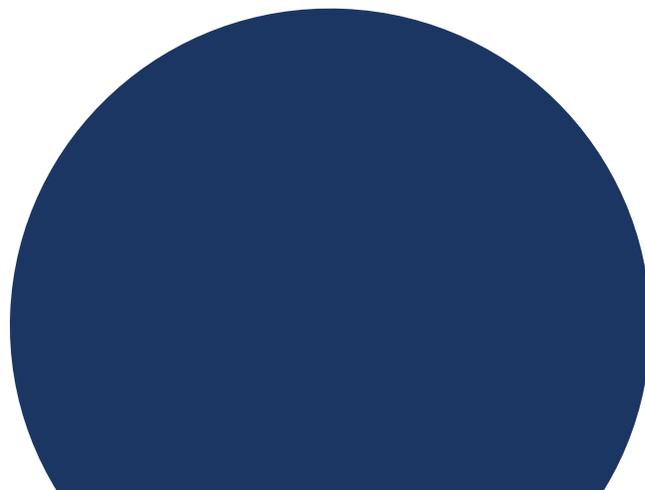
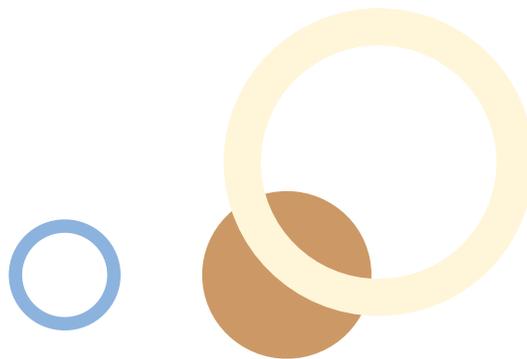


Table 2: Ride DuPage Sponsors

Sponsor	Eligibility	Fare	Trip Guidelines
<b><u>Addison Township</u></b>	65 years and older or persons with a disability who have an RTA Reduced Fare card	\$2.00 flag pull and \$1.00 per mile	Must live in Addison Township
<b><u>Village of Bensenville</u></b>	Must be a resident of Bensenville who is a senior or has a disability and an RTA reduced fare card	\$2.00 flag pull and \$1.00 per mile	Trips must originate in Bensenville
<b><u>DuPage County</u></b>	65 years and older, persons whose income is at or below 125% of federal poverty guidelines, or persons with a disability whose income is at or below 200% of federal poverty level	\$1.50 for the first six miles, then \$1.50 per mile	Trips only for medical appointments or to access DuPage County Community Services, must live in DuPage County, cannot travel outside DuPage County without prior approval
<b><u>DuPage County COVID Vaccination</u></b>	Transportation to a COVID vaccination only	Free	User must live in DuPage County
<b><u>DuPage County Senior Services</u></b>	60 years and older whose income is at or below the federal poverty level	Free	Must live in DuPage County, only one round trip per week, cannot travel outside DuPage without prior approval
<b><u>City of Elmhurst</u></b>	65 years and older or persons with a disability who have an RTA Reduced Fare card	\$2.00 flag pull and \$1 per mile	Must live in City of Elmhurst, no airport trips
<b><u>Village of Glen Ellyn</u></b>	65 years and older or persons with a disability who have an RTA Reduced Fare card	\$2.00 flag pull and \$1.00 per mile	User must live in Glen Ellyn, no airport trips
<b><u>Milton Township</u></b>	65 years and older or persons with a disability who have an RTA Reduced Fare card	\$2.00 flag pull and \$1.00 per mile	User must live in unincorporated Milton Township
<b><u>City of Naperville/Naperville Township/Lisle Township/Wheatland Township</u></b>	65 years and older or persons with a disability who have an RTA Reduced Fare card	\$2.00 flag pull and \$1.00 per mile	User must live in City of Naperville, Naperville Township, Lisle Township, or Wheatland Township
<b><u>Veteran's Medical Transportation (Service through DuPage County Veterans Assistance Commission)</u></b>	Must be a veteran eligible for VA medical services	\$12.00 each way	Only for appointments at a VA medical facility, maximum of two trips per week
<b><u>City of Warrenville</u></b>	65 years and older or persons with a disability who have an RTA Reduced Fare card	\$2.00 flag pull and \$1.00 per mile	User must live in Warrenville, West Chicago, or Winfield Township
<b><u>City of West Chicago</u></b>	Must be a resident of West Chicago who is a senior or has a disability and an RTA reduced fare card	\$2.00 flag pull and \$1.00 per mile	Trips must originate in West Chicago
<b><u>City of Wheaton</u></b>	65 years and older, low income, or persons with a disability who have an RTA Reduced Fare card	\$2.00 flag pull and \$1.00 per mile	User must live in Wheaton, no airport trips
<b><u>Winfield Township</u></b>	Must be a Winfield Township resident who is a senior or person with a disability	\$4 roundtrip	Trips must originate and terminate in Winfield Township with exceptions for certain medical and retail facilities

In addition to the Ride DuPage sponsors, other local governments in DuPage County have set up Dial-a-Ride service for a variety of purposes. Table 3 lists municipal or township funded transit services separate from Ride DuPage.

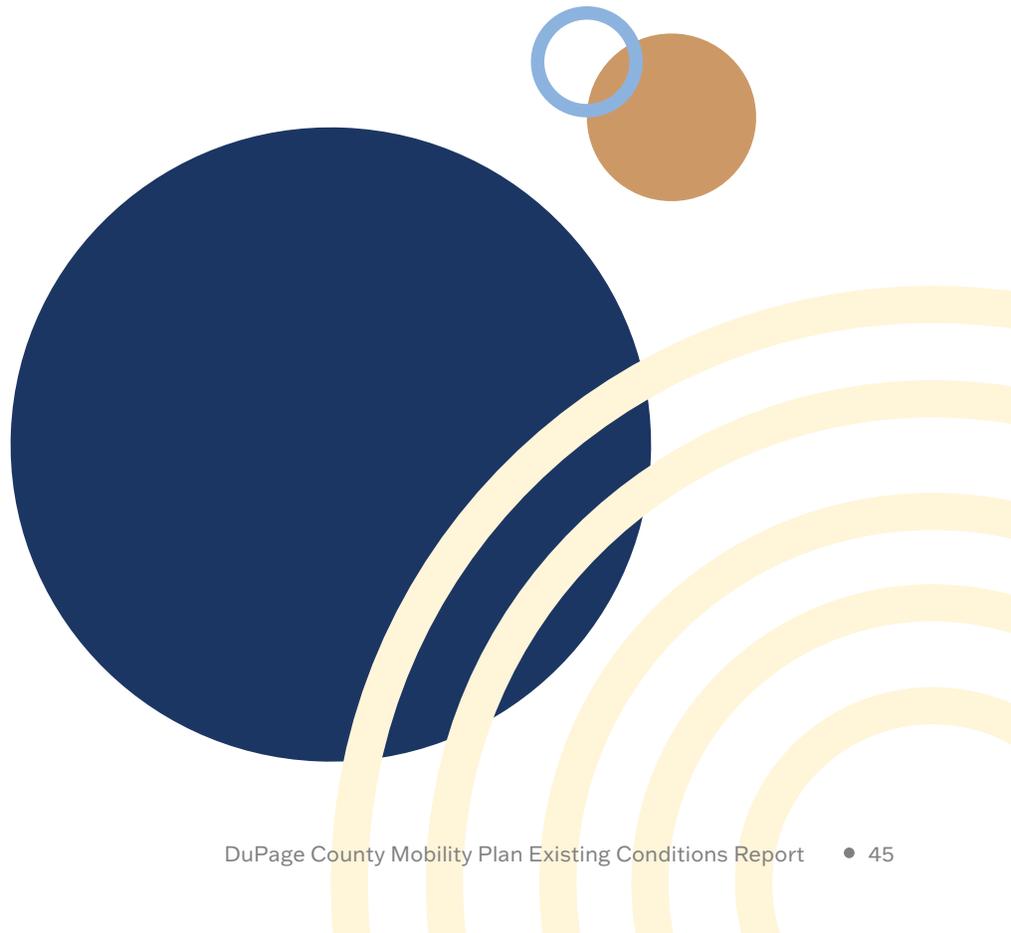
Table 3: Other Municipally Run County Demand Response Services

Sponsor	Eligibility	Fare	Trip Guidelines
<b><u>Bloomingtondale Township</u></b>	General public weekday trips are for residents of Bloomingtondale Township, weekend trips are for residents of the Village of Bloomingtondale	One way fare is \$3.00, fare for seniors, persons with disabilities, and students is \$1.50	Trips must originate and terminate with Bloomingtondale Township with the exception of certain medical facilities, user must live in Bloomingtondale or Bloomingtondale Township
<b><u>Downers Grove Township</u></b>	Must be a Downers Grove Township resident who is a senior or person with a disability. If disabled and under 65, must have an RTA Reduced Fare Card.	\$3.00 one way	Trips must originate and terminate within Downers Grove Township
<b><u>Village of Villa Park</u></b>	Must be a resident of Villa Park age 65 and older or physically challenged	\$1.00 per ride one-way	Subsidized taxi rides, trips must originate and terminate in Villa Park
<b><u>Wayne Township</u></b>	Open to all Wayne and Bloomingtondale Township residents	One-way fare is \$2.50, fare for seniors, persons with disabilities, and students is \$1.50	Trips must originate and terminate with Wayne and/or Bloomingtondale Township with the exception of certain medical, government, and shopping facilities
<b><u>City of Wood Dale</u></b>	Open to all Wood Dale residents	-Seniors and Persons with Disabilities: \$3 each way or ten rides for \$18 -All other rides: \$4 each way or ten rides for \$34	Service area for trips is Biesterfield Road to Rohlwing Road to Lake Street to Grand Avenue to York Road. Service is also available to the Edwards-Elmhurst Hospital Main Campus
<b><u>York Township</u></b>	York Township residents 55 years and older	Trips to a grocery store or medial appointment are \$3.00 one-way, other trips are \$4.00 one-way	Trips must originate and terminate within York Township

Several non-profits and volunteer organizations provide Dial-a-Ride type services in areas of DuPage. Table 4 lists these organizations.

Table 4: Non-Profit Run Demand Response Services

Sponsor	Eligibility	Fare	Trip Guidelines
<b><u>Downers Grove FISH</u></b> <b>(program currently suspended)</b>	Rides to and from Downers Grove area for medical and government appointments	Free	Coverage area includes Darien, Downers Grove, Lisle, Westmont, and Woodridge
<b><u>American Cancer Society</u></b>	Rides to and from cancer treatment	Free	Ride must be to and from receiving cancer treatment
<b><u>Ride Assist Naperville</u></b>	Naperville residents 60 and older	\$12 donation for a round-trip ride is requested	Riders are picked up within the city limits of Naperville or in unincorporated Naperville
<b><u>Interfaith Community Partners</u></b>	Rides to medical appointments, therapies, grocery shopping, and other necessary errands	Free	Coverage area includes Burr Ridge, Clarendon Hills, Darien, Hinsdale, Oak Brook, Downers Grove, Westmont, Willowbrook





Metra train via the DuPage Policy Journal

Table 5 lists all six of the transit tiers, along with the number of DuPage County residents and the number of jobs within each transit tier coverage area. Although all of the County’s residents are located within one or more of the six coverage areas, access to transit is still limited. Tiers 3 through 6 require riders to book rides 24 hours in advance and access to Tiers 4 through 6 is limited to seniors, low income residents, and residents with disabilities (see descriptions in Table 5 below). Only 28 percent of residents live within .25 miles of a fixed transit route or stop and have easy access to fixed route transit, which has no rider requirements or restrictions. Only about 25 percent of residents have access to demand response service without age, mobility, or income limits (Tiers 2 and 3). The number of jobs within each service area is much greater, with about 45 percent of jobs accessible by fixed-route transit. Although some sort of transit service covers the entire County, in areas where only Tier 6 service is available (a small part of Milton Township), riders are only able to use the service for medical appointments, and jobs in those areas cannot be reached by any type of demand response transportation.

Figure 5 shows the service areas of demand response Tiers 1 through 6. Where service overlaps, the tier with the least rider requirements is displayed. The exception to this is Tier 1, fixed route transit, which is overlaid on top of the service area map.

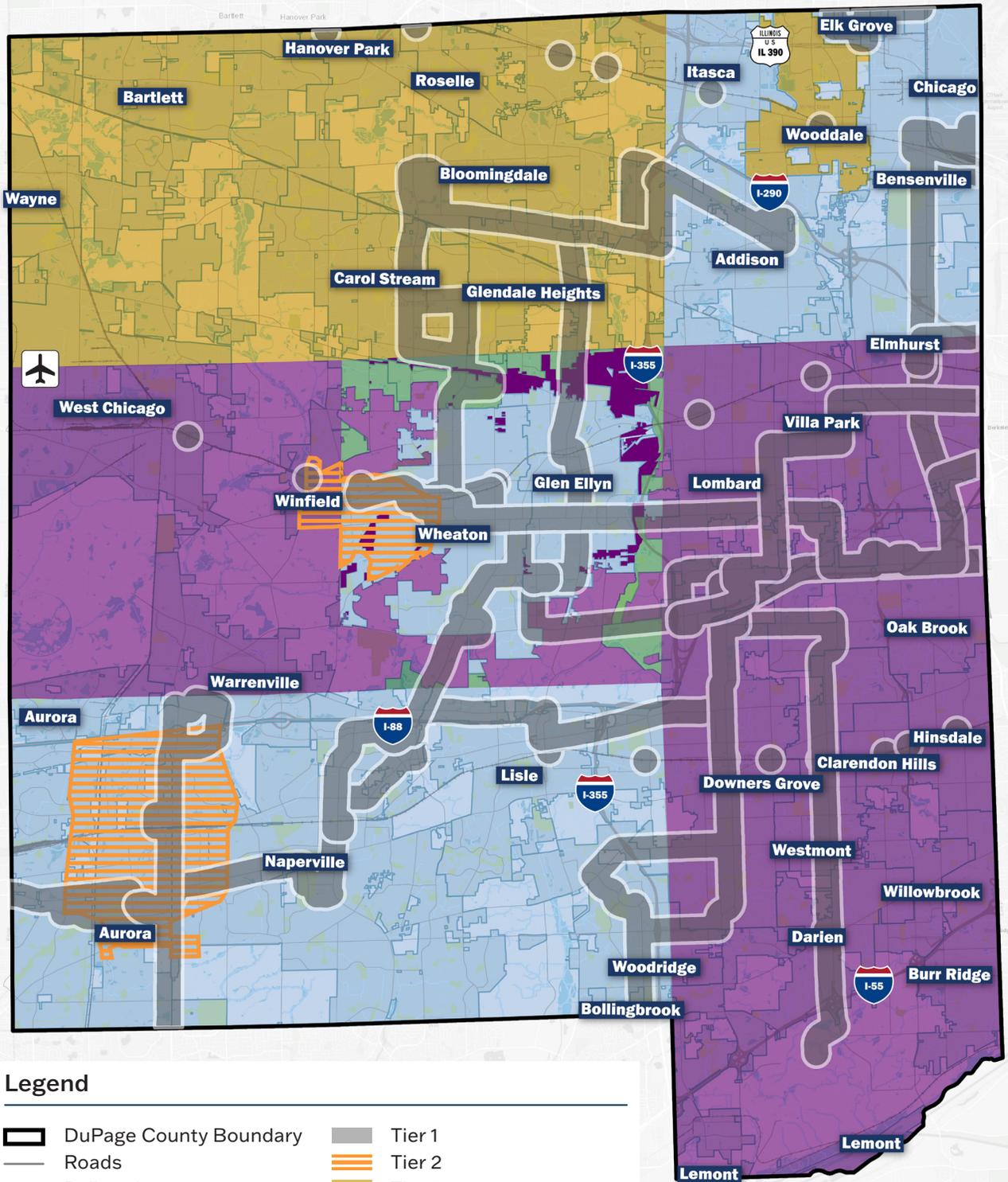
Table 5: Transit Accessibility in the County<sup>1</sup>

Service Level	Description	Access for Residents	Percent	Access to Jobs	Percent
Tier 1	Transit (Fixed)	241,452	27.8%	244,764	45.1%
Tier 2	On Demand	44,871	4.7%	41,560	6.6%
Tier 3	General Public (GP), Anyone	198,157	20.6%	97,676	15.4%
Tier 4	Age/Mobility Limit	354,440	36.9%	245,018	38.7%
Tier 5	Age/Mobility/Income Limit	347,921	36.2%	232,226	36.7%
Tier 6	Age/Mobility/Income/Destination Limit	16,215	1.6%		
<b>No Access</b>				<b>16,027</b>	<b>2.5%</b>

Source: U.S. Census Bureau, American Community Survey, 5-year estimates, 2015-2019; Analysis by TranSystems

1 Fixed-route and demand response percentages calculated separately

Figure 5: Demand Response Coverage



**Legend**

- |                        |        |
|------------------------|--------|
| DuPage County Boundary | Tier 1 |
| Roads                  | Tier 2 |
| Railroad               | Tier 3 |
| Wetlands               | Tier 4 |
| Parks                  | Tier 5 |
| Municipalities         | Tier 6 |
| Rivers                 |        |
| Highways               |        |

Data Source: DuPage County, TranSystems Analysis

## Diversity and Inclusion Areas

This report identifies the location of populations that are most likely to use transit and those that are most in need of affordable and convenient transit options. These areas are referred to as Diversity and Inclusion Areas and are shown in Figure 6 in red. Diversity and Inclusion Areas coincide with the US Environmental Protection Agency’s (EPA) Environmental Justice (EJ) Areas. EJ Areas are determined by examining populations that have demographic characteristics considered by the EPA to represent social vulnerability or disadvantage<sup>1</sup>. The demographic characteristics that are analyzed to determine Environmental Justice Areas include the following:

- **Low-Income:** Number or percent of population in a census block group living in households where household income is less than or equal to twice the federal poverty level.
- **Minority:** Number or percent of residents in a census block group who list their racial status as a race other than white alone and/or list their ethnicity as Hispanic or Latino
- **Less than high school education:** Number or percent of residents age 25 or older in a census block group who have never obtained a high school diploma.

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<sup>1</sup> U.S. Environmental Protection Agency (EPA), 2019. *EJ Screen Technical Documentation*.

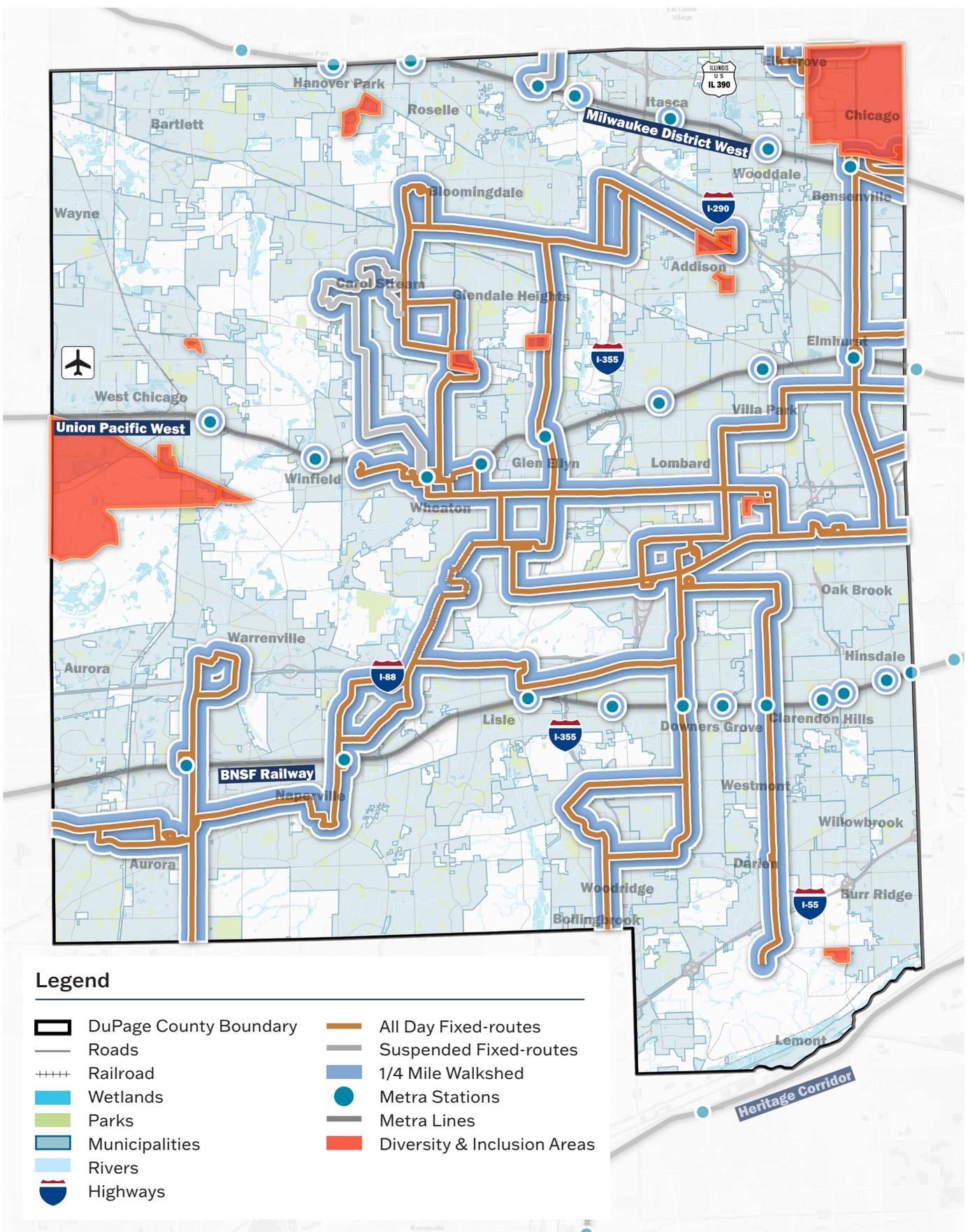
- **Linguistic isolation:** Number or percent of people in a census block group living in households in which all members ages 14 and over speak a non-English language and also speak English less than “very well”.
- **Individuals under age 5:** Number or percent of people in a census block group under the age of five
- **Individuals over age 64:** Number or percent of people over the age of 64 in a census block group.

The EPA utilizes the US Census Bureau American Community Survey (ACS) five-year estimates to update its data yearly. The above characteristics are indexed to determine which areas have the highest percentages of disadvantaged populations. The Diversity and Inclusion Areas referenced in this report are based on these geographies.

Identifying Diversity and Inclusion Areas can help DuPage County and individual municipalities to plan for future transit improvements and strategies. The DuPage County Mobility Plan will include targeted recommendations that focus on these areas, specifically.

The map on the following page shows Diversity and Inclusion Areas in relation to DuPage County fixed transit routes. Several of these areas have access to a Pace bus route, while none of them have access to Metra Stations. The majority of Diversity and Inclusion Areas in DuPage County have no convenient access to fixed transit.

Figure 6: Diversity and Inclusion Areas and Fixed-route Transit Access



Data Source: US EPA, DuPage County

## Transit Access Deserts

The following page shows a map of Transit Access Deserts in relation to Diversity and Inclusion areas and fixed-route transit in DuPage County.

Transit Access Deserts have been defined by DuPage County. They are employment locations that are relatively inaccessible by transit. DuPage County determined inaccessibility by identifying areas that have more than a 1/4 mile walk distance from a bus route and more than one mile walk distance from a Metra station.

By comparing Transit Access Deserts to Diversity and Inclusion Areas, it is possible to identify geographic regions in which transportation interventions should be targeted. Such interventions would benefit employers, employees, and the County's most vulnerable populations.

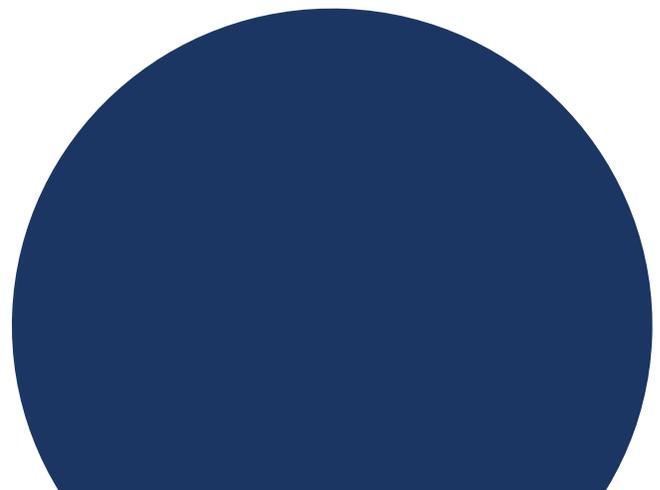
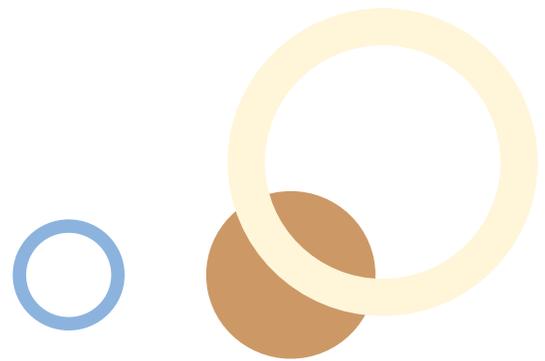
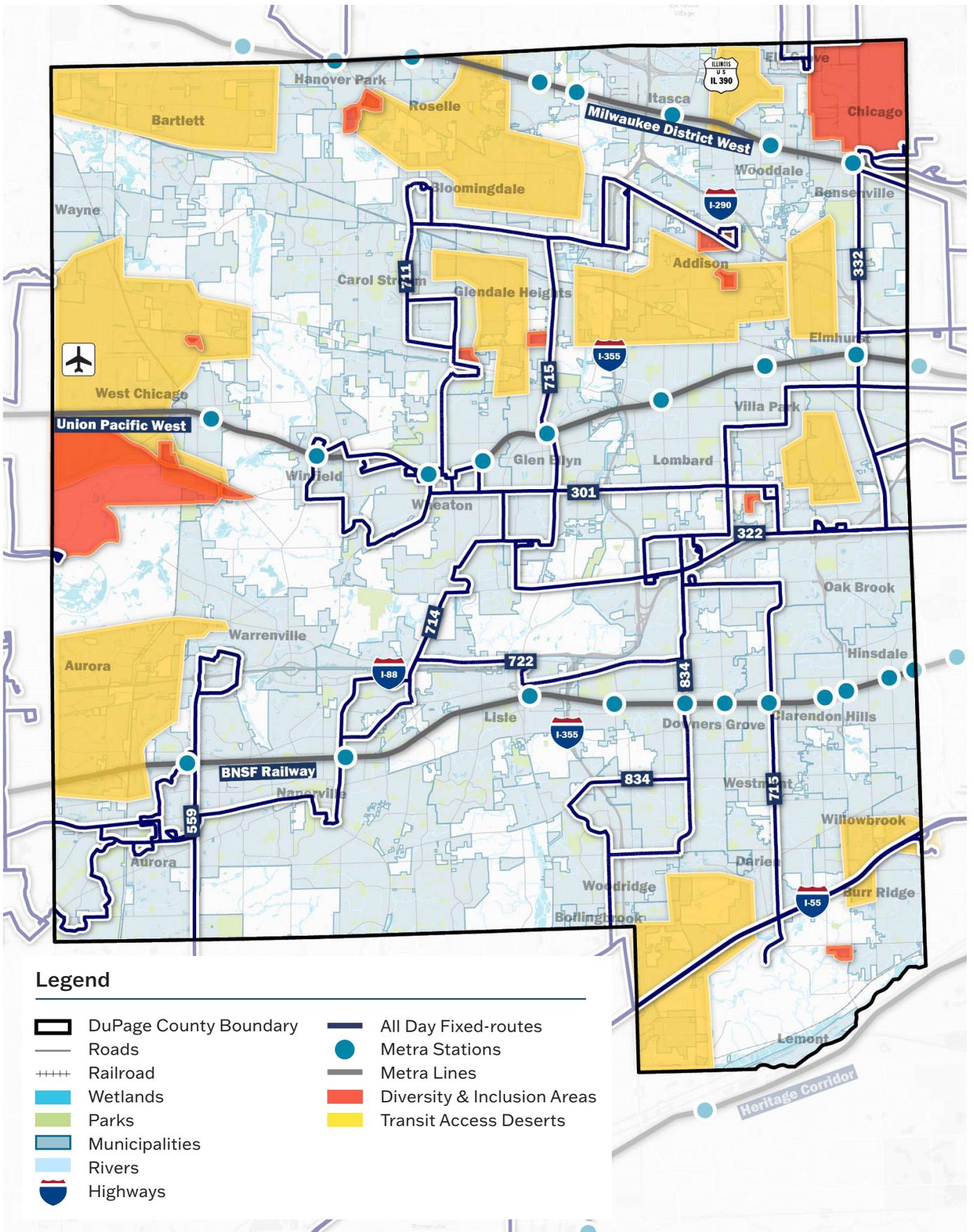


Figure 7: Transit Access Deserts, Diversity and Inclusion Areas, and Fixed-route Transit



**Legend**

- DuPage County Boundary
- Roads
- Railroad
- Wetlands
- Parks
- Municipalities
- Rivers
- Highways
- All Day Fixed-routes
- Metra Stations
- Metra Lines
- Diversity & Inclusion Areas
- Transit Access Deserts

Data Source: US EPA, DuPage County

# BIKE & PEDESTRIAN ACCESS

## BIKE ACCESS

For the following analysis, residences and jobs within one quarter (1/4) mile of an off-street bike path or lane were considered to be bike accessible (see Figure 8 and Table 6). This differs slightly for schools, which are considered bike accessible if they are within one eighth (1/8) mile of a bike path or lane, indicating that the path or lane leads directly to the school.

Central DuPage County, especially areas near the I-88 corridor, have lower bike access than other parts of DuPage. This is a challenge for workers, as many of the jobs in the County are located in this area. In addition, most riders will only feel comfortable riding when the weather is warm enough to ride without wearing a hat or gloves. This would not be possible for most or all of the months of October through March.

Another challenge for workers is that many off-street bike paths in the County are designed for recreational users, rather than commuters. Many don't offer direct routes to destinations and often wind through natural areas. While this provides an enhanced experience for those

using the trail system for recreation, it hinders the system's ability to attract users who utilize it to access employment opportunities. Many off-street paths are loop trails within parks or forest preserves which often lack connectivity to the surrounding street network. Other trail systems in DuPage remain unfinished, with large gaps between each section. For instance, the Salt Creek Trail could allow commuters from the northeastern part of the County to access jobs in Oakbrook, but the trail is not connected to the bike path and lane network between St Charles and Irving Park Roads. While on-road connections exist between many of the trails, these are not always safe or user friendly for bikers.

Diversity and Inclusion Areas have better access to off-street bike paths and lanes than the County as a whole, likely because these populations are concentrated in apartment complexes along minor arterials, which are more likely to be flanked by multi-use paths. Forty (40) percent of the schools in the County are within one fourth of a mile of an off-street bike path or bike lane. Most of these schools are north of IL 64 (North Avenue).

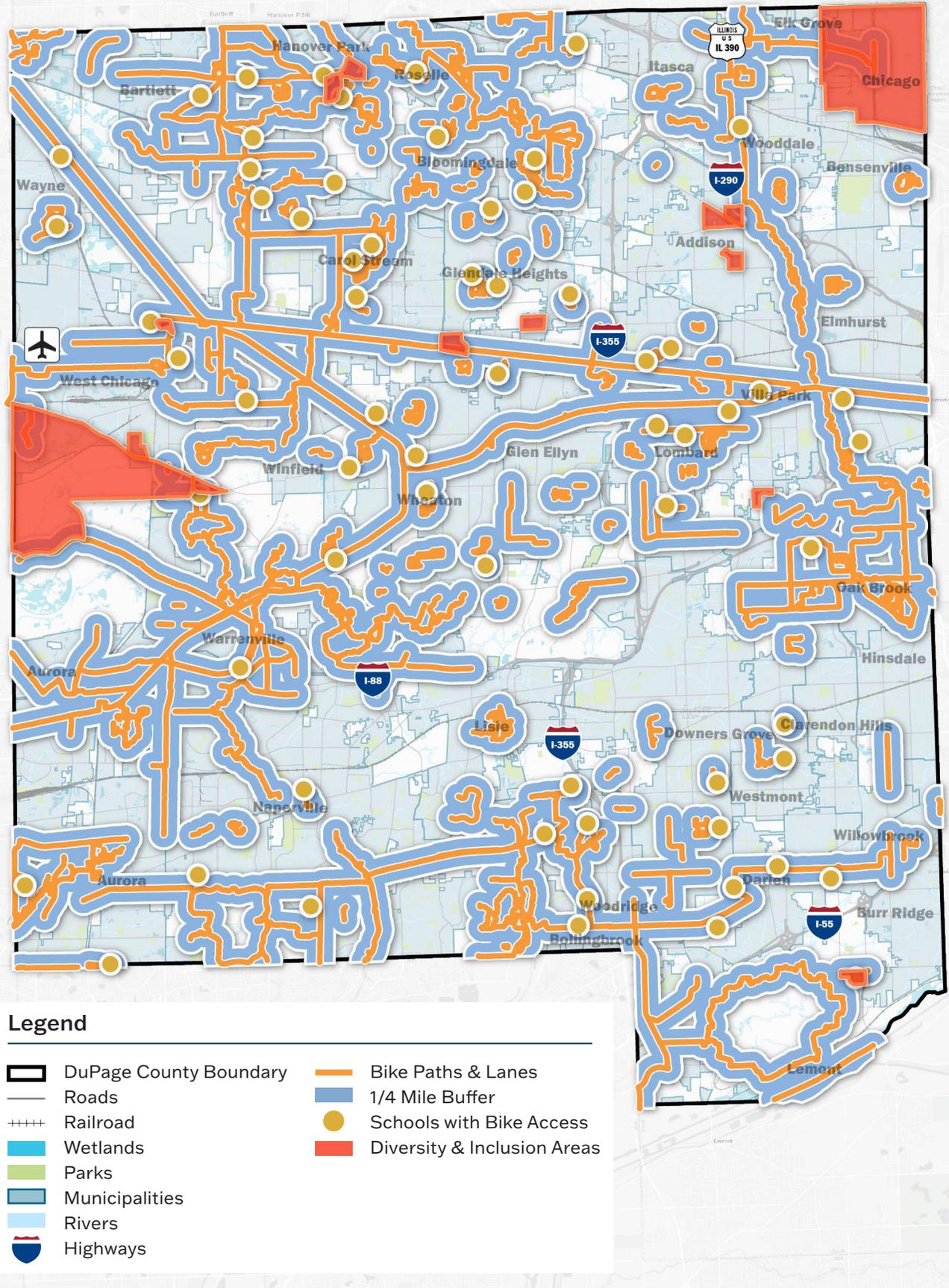
Table 6: Bike Trail and Lane Access<sup>1</sup>

Description	Residents with Access to a Bike Lane or Path	Percent	Jobs Near a Bike Lane or Path	Percent
Countywide	430,262	44.7%	277,097	44.9%
Diversity and Inclusion Areas	9,817	61.7%	n/a	n/a

Source: CMAP Population and Job Forecasts

<sup>1</sup> With ¼ mile of a bike path or lane

Figure 8: Bike Path and Lane Access



Data Source: US EPA, DuPage County

## PEDESTRIAN ACCESS

Almost all residents in the County have sidewalks near their homes. The sidewalk gaps that do exist in the County are generally in rural or unincorporated areas, industrial districts, or commercial districts where there are fewer residences. Sidewalk connectivity to employment opportunities is even lower — twenty-five (25) percent of all jobs in DuPage County lack nearby sidewalk access. For this analysis, a sidewalk is considered 'accessible' only if there is sidewalk located on both sides of the street (see Table 7 and Figure 9).

According to analysis performed by TranSystems, approximately twenty-five (25) percent of all roads within a half mile of public elementary schools in the county lack a sidewalk on both sides of the street. In the remainder of the county, about fifty (50)

percent of all roads lack sidewalks on both sides of the street. In industrial areas, only twenty (20) percent of roads have sidewalks. Commercial retail areas are better served, with thirty-five (35) percent of all commercial frontage having sidewalk access (see Table 8)<sup>2</sup>. There are few Diversity and Inclusion Areas in the County, and several of them encompass large apartment complexes. Large apartment complexes are the residential areas least likely to have sidewalks, as the roads are semi-private.

Another barrier to pedestrian accessibility in DuPage is the network of highways and interchanges. Older interchanges present significant barriers to regional mobility. Additionally, bicycle and pedestrian infrastructure has not been designed or implemented at numerous underpass locations throughout the county.

Table 7: Pedestrian Accessibility<sup>1</sup>

Description	Residents with Access to a Sidewalk	Percent	Jobs Near a Sidewalk	Percent
Countywide	799,959	83.2%	361,489	57.2%
Diversity and Inclusion Areas	10,500	65.9%	n/a	n/a

Source: CMAP Population and Job Forecasts

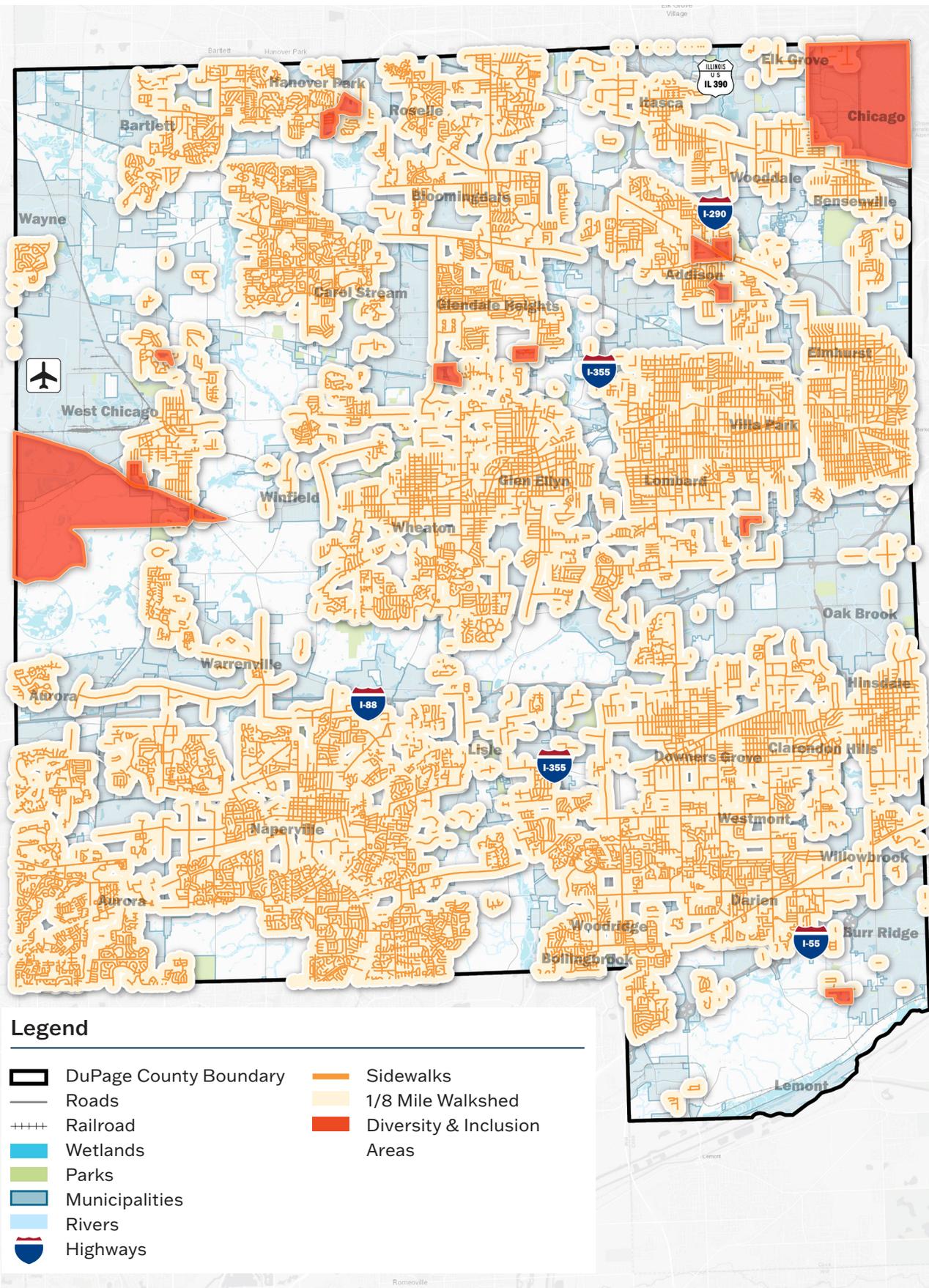
Table 8: Key Area Sidewalk Coverage

Geography	Total Road Feet	Feet with Sidewalks	Percent with Sidewalks	Percent Lacking Sidewalks
Key Industrial Areas	1,373,172	233,186	17%	83%
Diversity and Inclusion Areas	349,266	76,528	22%	78%
Key Commercial Areas	941,432	325,103	35%	65%
Vicinity of Schools	9,548,453.00	7,033,370	74%	26%
<b>County Statistics</b>	<b>19,053,969.00</b>	<b>9,572,021</b>	<b>50%</b>	<b>50%</b>

1 Within 1/8 mile of a sidewalk.

2 "Significant commercial or industrial areas" are areas with a concentration of retail and/or office uses. Determined by consultation with DuPage County.

Figure 9: Pedestrian Access



Data Source: CMAP Sidewalk Inventory, US EPA, DuPage County

# BICYCLE & PEDESTRIAN INFRASTRUCTURE

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Most residential areas in the County within municipal boundaries have sidewalks. Sidewalks are less likely to be present in commercial or industrial parks—areas with a higher-than-average number of jobs. While DuPage County possesses a robust trail network, east-west regional bike trails are more common in the County than north-south trails. It is important to note the intercounty nature of several trails in DuPage County and their connections to Cook, Will, and Kane Counties. For example, the Prairie Path runs from Forest Park in Cook County through DuPage and into Kane County via several spurs that reach Aurora, Elgin, and Geneva.

The following section describes the existing regional bike trails in the County and details nearby destinations accessible from the trail as well as connections near the trail to Pace and Metra transit service. Trails are detailed in this section because they can be used as both a mobility alternative, as well as connectors to key transit facilities and destinations.

The trails map on the following page was created using DuPage County trails information. Only contiguous sections of named, off-street trail systems are represented, as not all trails systems have been fully constructed. Further information can be found on the [\*\*DuPage Trails App\*\*](#), which informs users about parking, rest areas, points of interest, and other critical information.

## Bike Trails

### CAROL STREAM – BLOOMINGDALE TRAIL

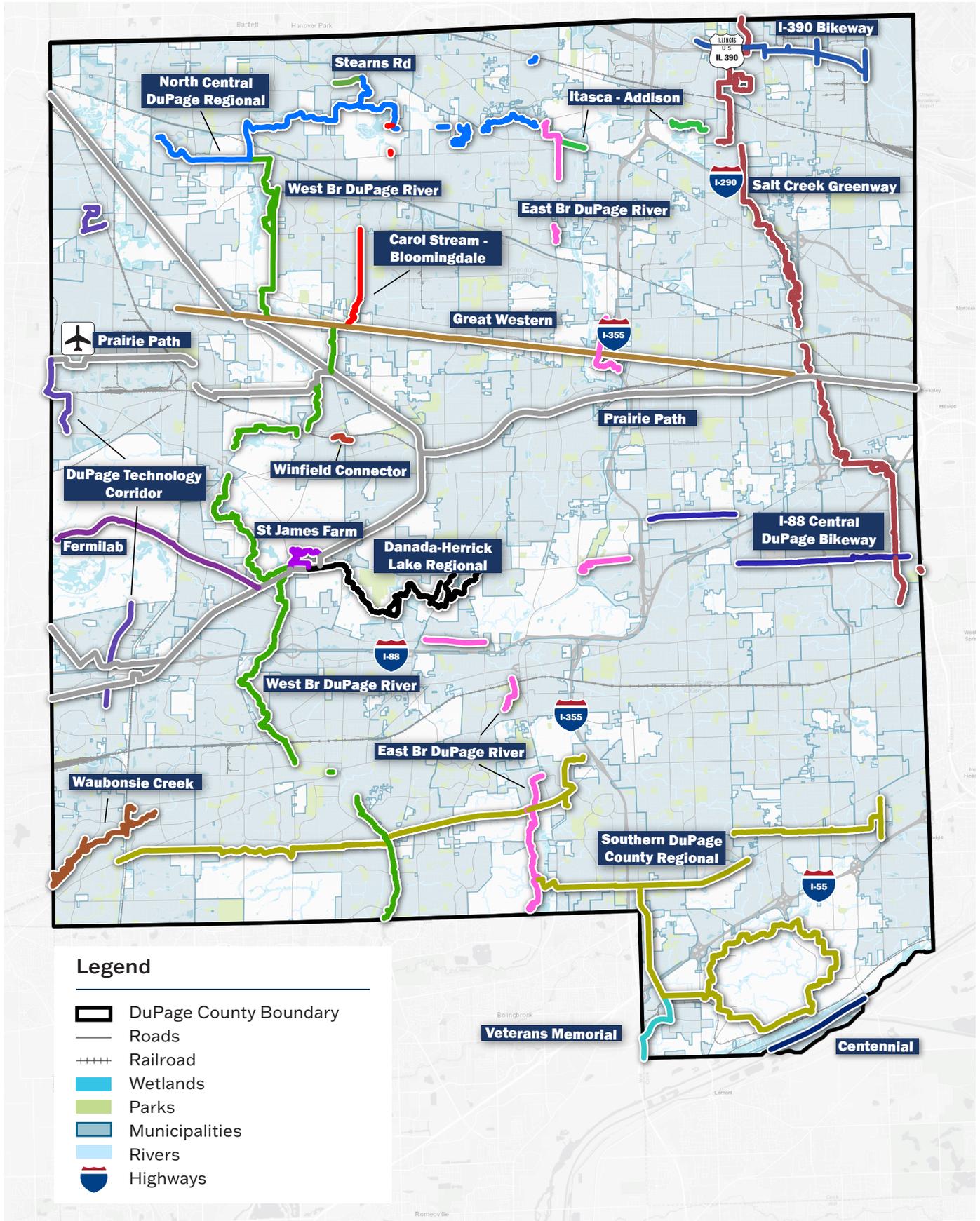
**Location:** The Carol Stream – Bloomingdale Trail begins as a spur from the Great Western Trail approximately 2,000 feet east of County Farm Road. It runs north through Red Hawk Park and under North Ave, where it connects with Kuhn Road and travels north as a separated trail along the west side of Kuhn Road to Lies Road. The trail currently ends at Lies Road, though in 2022 the Village of Carol Stream will begin construction on an extension of the trail north to Army Trail Road. The trail is currently 2.2 miles in length, once extended in 2022 it will reach approximately 2.9 miles in length.

**Profile:** The trail is paved for the entire length. Since the trail goes under North Ave via an underpass, there are no sections where the trail interacts with traffic at a signalized intersection with the exception of the current terminus at Lies Road. From the southern terminus of the trail where it breaks off from the Great Western Trail to where it meets with Kuhn Road, the trail runs primarily through parks and open space. Once the trail reaches Kuhn Road and travels north, it operates as a side path along Kuhn to its current terminus at Lies Road. This section of Kuhn Road is primarily residential.

**Notable Nearby Destinations:** Carol Stream Public Library, Glenbard North High School

**Nearby Transit Connections:** None

Figure 10: Contiguous Trails, DuPage County



Data Source: DuPage County, TranSystems

## CENTENNIAL TRAIL

**Location:** The Centennial Trail begins in Will County where it connects with the I&M Canal Trail at Romeo Road. Only a small portion of the Centennial Trail is located in DuPage County, approximately 2.5 miles in length south of the Waterfall Glen preservation area. The trail runs in DuPage County on the south side of the Des Plaines River from the DuPage/Will border to IL 83, where it continues east into Cook County, running north to Willow Springs.

**Profile:** The section of the Centennial Trail in DuPage County is paved for the entire length and has no interaction with traffic. It runs along the Des Plaines River entirely through open space.

**Notable Nearby Destinations:** Argonne National Lab, Waterfall Glen

**Nearby Transit Connections:** None

## DANADA – HERRICK LAKE REGIONAL TRAIL

**Location:** The Danada – Herrick Lake Regional Trail begins as a spur from the southern portion of the Illinois Prairie Path at the St. James Farm Forest Preserve in Warrenville. It travels east along Butterfield Road across Herrick Road where it enters the Herrick Lake Forest Preserve. The trail winds east through the preserve, crossing under Naperville Road and continuing north and east until it reaches Butterfield Road at Leask Lane in Wheaton, where the trail ends. The Danada – Herrick Trail is approximately 5.8 miles in length.

**Profile:** The trail is primarily made of crushed limestone, though a small portion of the trail along Butterfield Road is paved. The trail runs

primarily in the Herrick Lake Forest Preserve, though a small section runs along Butterfield Road until it enters the Preserve.

**Notable Nearby Destinations:** St. James Farm, Wheaton Warrenville South High School, Herrick Lake Forest Preserve

**Nearby Transit Connections:** Pace Route 714

## DUPAGE TECHNOLOGY CORRIDOR TRAIL

**Location:** The DuPage Technology Corridor Trail begins at Eola Road just north of I-88, where it branches off from the Illinois Prairie Path Batavia Spur. The trail runs north along Eola Road as a side path until it reaches Butterfield Road, where the trail ends. The trail starts again west of Eola Road at East Road, adjacent to the Fermilab Particle Accelerator, where it runs west until it reaches Kirk Road. The trail picks up again at Fabyan Parkway/Technology Boulevard, where it runs north to Roosevelt Road and west to Kautz Road, continuing north on Kautz Road until the trail ends at Kautz Road/Geneva Drive. The Trail begins again north of the DuPage Airport at Powis Road/Smith Road, where it runs east on Smith Road and north through Cornerstone Lakes Park, where it loops south, back towards Smith Road. There are several missing segments of this trail with long term plans to create a continuous 16-mile trail. The Eola Connector is part of this trail. Once complete it will stretch from Aurora into Wayne Township.

**Profile:** The existing portions of the DuPage Technology Corridor Trail are paved. The different sections of the Trail have varying profiles. The section on Eola Road is a side path and runs through areas close to several industrial facilities. The section near the

Fermilab Particle Accelerator runs through parkland/open space. The Trail between Fabyan Parkway and Roosevelt Road runs adjacent to Technology Boulevard, passing by an Amazon delivery center. The portion on Kautz Road is a side path on the west side of the street, running primarily through open space. Finally, the portion of the Trail on Smith Road is a side path until it reaches Cornerstone Lakes Park, where it runs through the park.

**Notable Nearby Destinations:** Fermilab, DuPage County Airport

**Nearby Transit Connections:** None

### **EAST BRANCH DUPAGE RIVER TRAIL (PROPOSED)**

**Location:** The East Branch DuPage River Trail (EBDRT) is a planned 28-mile regional trail in Central DuPage County. The Trail will run primarily along the East Branch of the DuPage

River from the Great Western Trail at Swift Road in Glen Ellyn south to Butterfield Road. As of 2021, the northern alignment running from the Great Western Trail south to Roosevelt along the East Branch of the DuPage River was finalized, however an alignment south of Roosevelt Road has not been determined. Options for the alignment south of Roosevelt Road are a side path along IL 56 or utilizing ComEd right-of-way to run the trail adjacent to the East Branch of the DuPage River

**Profile:** Most of this trail is currently in the planning phase, some already exists.

**Notable Nearby Destinations:** Churchill Woods, Morton Arboretum, National Louis University – Lisle Campus

**Nearby Transit Connections:** Lombard Metra Station, Pace Route 715, Pace Route 722 Lisle Metra Station, Pace Route 834



Dunham Trail (Part of DuPage Technology Corridor Trail)



## FERMILAB TRAIL

**Location:** The Fermilab Trail runs from the Illinois Prairie Path Batavia Spur to Kirk Road at Pine Street via the Fermi National Lab (Fermilab). The trail runs west along Batavia Road until Eola Road, where it continues to run west along Pine Street until it reaches Kirk Road.

**Profile:** The Trail runs as a side path along both Batavia Road and Pine Street. The Trail is paved and passes primarily through open space/parkland and has very little interaction with traffic.

**Notable Nearby Destinations:** Fermilab

**Nearby Transit Connections:** Pace Route 596 (Batavia On-Demand)

## GREAT WESTERN TRAIL

**Location:** The Great Western Trail in DuPage County begins just west of Villa Avenue in Villa Park, where it branches off from the Illinois Prairie Path. It runs north for two blocks until it reaches the former right-of-way of the Chicago and North Western Railroad. The Trail proceeds west along the former railroad right-of-way until its terminus near Route 59 in West Chicago.

**Profile:** Aside from a few blocks at the beginning of the Trail in Villa Park, the Trail runs as a separated path in its own right-of-way where the railroad used to operate. There are some interactions with traffic at both signalized and non-signalized intersections where the Trail crosses major roads. The Trail passes through

numerous residential and commercial areas as well as through various parks along the route. The Trail is made of crushed limestone.

**Notable Nearby Destinations:** Churchill Woods, Timber Ridge Forest Preserve, Wheaton Academy

**Nearby Transit Connections:** Pace Route 313, Lombard Metra Station, Pace Route 715, Pace Route 711

### **I-88 CENTRAL DUPAGE BIKEWAY**

**Location:** The I-88 Central DuPage Bikeway begins at York Road and Oak Brook Road/31st Street in Oak Brook. It runs west along 31st Street until it reaches Meyers Road, where the Bikeway ends. The Bikeway picks up the north on 22nd Street in Lombard, running west from Meyers Road to Finley, where it terminates.

**Profile:** On 31st Street between York Road and Meyers Road the Bikeway operates as a side path. From Lincoln Street to Finley Road the Bikeway has the profile of a trail (approximately

8-feet). In 2023, construction will begin on upgrades to the 22nd Street section in Lombard, as the section from Meyers Road to Lincoln Street will be converted from a sidewalk to a wider trail. The Bikeway passes primarily through residential areas on 31st Street. On 22nd Street, the Bikeway passes through several commercial areas, including the Yorktown Center shopping mall and associated developments south of 22nd Street between Meyers Road and Highland Avenue. West of Highland Avenue, the Bikeway passes by several businesses and residential developments until its terminus at Finley Road. The Bikeway has several interactions with traffic at both signalized and non-signalized intersections along both 31st Street and 22nd Street. The Bikeway is paved for its entire length.

**Notable Nearby Destinations:** Oak Brook Mall, Yorktown Center, Midwestern University

**Nearby Transit Connections:** Pace Route 715, Pace Route 322, Pace Route 313, Pace Route 834, Pace Route 722



Great Western Trail

## IL 390 BIKEWAY

**Location:** The IL 390 Bikeway begins at Thorndale Avenue at York Road. It runs west along Thorndale to Prospect Avenue in Itasca, where the trail terminates.

**Profile:** From York Road to Wood Dale Road, the Bikeway is a side path on Thorndale Avenue. At Wood Dale Road, the Bikeway crosses over IL 390 to the north, operating as a buffered on-street bike lane until it terminates at Prospect Avenue. The Bikeway has interactions with traffic at signalized intersections at Busse Road, Wood Dale Road, and its terminus at Prospect Avenue. It passes by several manufacturing and light industrial areas along Thorndale Avenue. The Bikeway is paved for its entire length.

**Notable Nearby Destinations:** O'Hare, Hamilton Lakes

**Nearby Transit Connections:** Pace Route 223

## ILLINOIS PRAIRIE PATH

**Location:** The Illinois Prairie Path begins in DuPage County to the east as it crosses under I-294 in its own right-of-way just north of Vallette Street. The Prairie Path runs in the former right-of-way of the Chicago Aurora & Elgin Railroad and was the first rails-to-trails conversion in the United States. From I-294 the Prairie Path continues west, running through Elmhurst, Villa Park, Lombard, Glen Ellyn, and Wheaton. At Carlton Avenue in downtown Wheaton, the Path splits into two branches, the Elgin Branch running northwest and the Aurora Branch running southwest.

At County Farm Road, the Elgin Branch splits again, with the Elgin Branch continuing northwest and the Geneva Spur running west through West Chicago until it reaches the Fox

River in Geneva. The Elgin Branch continues northwest through Wayne until it reaches the Fox River just south of downtown Elgin. The Aurora Branch runs southwest to I-88 west of IL 59, where it splits. The Elgin Branch continues southwest while the Batavia Spur runs north and west until it reaches the Fox River just south of downtown Batavia.

**Profile:** As the Prairie Path runs the entire length east to west of DuPage County and splits into four branches, the profile of the Path is varied at different sections. In the section running from Elmhurst to Carlton Avenue Street in Wheaton, the Path is primarily crushed limestone, though a few sections are paved. The Elgin Branch likewise is comprised primarily of crushed limestone. The Geneva Spur has sections with crushed limestone and sections that are paved. The first mile of the Aurora Branch as it heads west is paved, but the majority of the Path after that is crushed limestone. The Batavia spur is comprised of crushed limestone until approximately Kirk Road, where it becomes paved as it approaches downtown Batavia.

Given its vast geographic profile, the Prairie Path in DuPage County travels through areas with varying land uses. The eastern section between Elmhurst and downtown Wheaton passes through residential as well as mixed use commercial downtowns in Elmhurst, Villa Park, Lombard, Glen Ellyn, and Wheaton. West of downtown Wheaton, the Elgin and Aurora Branches and Geneva and Batavia Spurs feature lower density and run through several parks and open space areas. All four branches and spurs terminate near mixed-use downtown areas in Aurora, Batavia, St. Charles, and Elgin in Kane County. All sections of the Prairie Path have interactions with traffic, both at signalized and non-signalized intersections.

**Notable Nearby Destinations:** Elmhurst University, York High School, Glenbard West High School, Wheaton College, DuPage Fairgrounds, DuPage County Government Complex, Wheaton Warrenville South High School, St. James Farm, Blackwell Forest Preserve, Metea Valley High School, Wheaton Academy

**Nearby Transit Connections:** Pace Route 332, Pace Route 313, Lombard Metra Station, Glen Ellyn Metra Station, Pace Route 715, College Avenue Metra Station, Pace Route 714, Pace Route 711, Pace Route 591, Pace Route 301

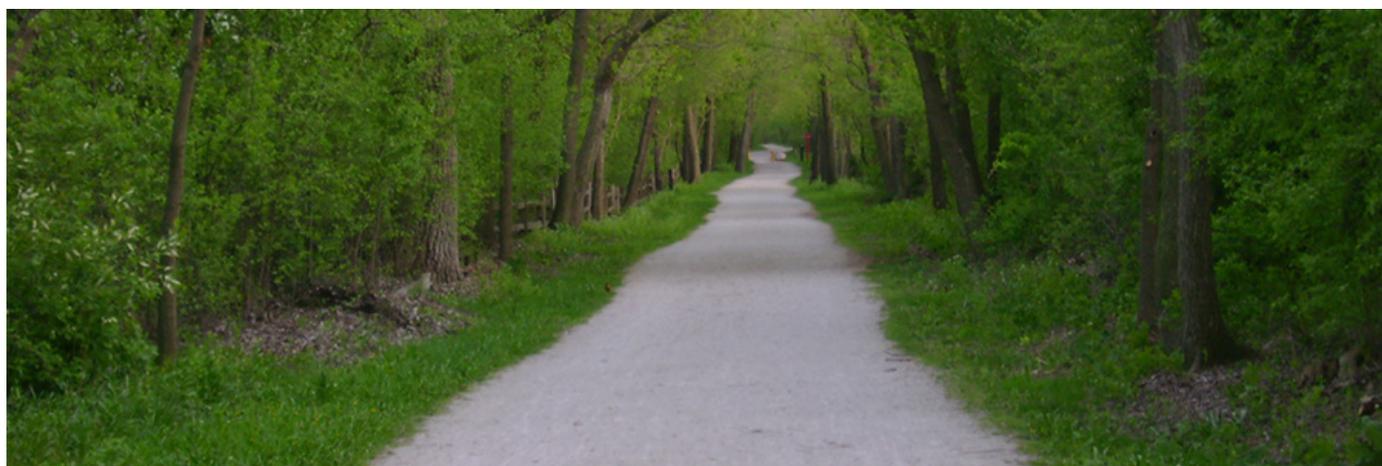
## ITASCA – ADDISON TRAIL (PROPOSED)

**Location:** The Itasca – Addison Trail is a proposed trail linking the Spring Creek Reservoir Forest Preserve in Bloomingdale with the Salt Creek Greenway in Wood Dale. The Trail is mostly unfinished, though there are small sections in the Songbird Slough Forest Preserve and along Lake Street in Bloomingdale with an existing trail. The proposed Itasca – Addison Trail begins on Prospect Avenue at the end of the Salt Creek Greenway in Wood Dale. The Trail would run

north on Prospect Avenue to Potter Street, where it connects with the existing trail in the Songbird Slough Forest Preserve. The Trail would then run north to Bloomingdale Road and across I-355 to Nordic Road in Itasca. The Trail then heads north on Nordic Road to Swift Road and turns west on Lake Street, where it connects with an existing trail on Lake Street between Medinah Road and the entrance to the Spring Creek Reservoir Forest Preserve.

**Profile:** The existing sections of the trail on Lake Street and in the Songbird Slough Forest Preserve are paved. The proposed Trail runs through a variety of land use types. The section from the Salt Creek Greenway to the Songbird Slough Forest Preserve is residential. Once it leaves the open space of the Songbird Slough Preserve, the trail runs through residential areas until it reaches Lake Street. The Lake Street section is primarily commercial, though there is a golf course on the north side of the street. Once the proposed Trail enters the Spring Creek Reservoir, it again runs through parkland/open space.

The key connection between Itasca and Addison that is missing is a bridge improvement. While there is an existing



*Illinois Prairie Path Trail*



North Central DuPage Regional Trail

Bloomington Road bridge over I-290, it lacks bicycle and pedestrian infrastructure, which hinders access between the two communities.

**Notable Nearby Destinations:** Spring Creek Forest Preserve, Songbird Slough Forest Preserve,

**Nearby Transit Connections:** Pace Route 711, Pace Route 715, Itasca Metra Station

## **NORTH CENTRAL DUPAGE REGIONAL TRAIL**

**Location:** The North Central DuPage Regional Trail is a 19-mile trail stretching from Roselle to Wayne. The Trail begins in DuPage County on Plum Grove Road, where it heads south from IL 390 on Plum Grove to Lawrence Avenue until it reaches the Roselle Metra Station. From there the Trail meanders south through Roselle until it enters the Meacham Grove Forest Preserve where it heads west. In Bloomington the Trail runs through Springfield Park, exiting the Park at Lawrence Avenue where the trail continues

west until it reaches the Mallard Lake Preserve. The Trail then connects with the Hawk Hollow Preserve west of County Farm Road, then heads south on Bartlett Road until it reaches Schick Road. The Trail finishes by running west on Schick Road and terminates in a residential area at the edge of the Pratts Wayne Woods Forest Preserve. There are future plans to extend the Trail south and west through Pratts Wayne Woods to connect with the Elgin Branch of the Prairie Path.

**Profile:** The Trail has a varied profile throughout different sections. In the eastern section, the trail runs through several residential areas as an on-street bike lane, operating in its own right-of-way only in Meacham Grove, Springfield Park, and Mallard Lake. While the Trail in these sections operates on residential streets without a striped bike lane, these are low-traffic streets. East of Mallard Lake, the Trail connects with Hawk Hollow and runs as a separated trail through Hawk Hollow. The Trail also runs as a separated trail on Bartlett Road and Schick Road until it reaches IL 59. The Trail

terminates on residential streets at the edge of Pratts Wayne Woods.

The on-street sections of the Trail are paved, while the sections in parks/open space are both paved and comprised of crushed limestone. Land use types in the areas that the trail runs through vary, with the on-street sections primarily residential (except in the downtown Roselle area) and the rest of the Trail operating primarily as a side path through parks forest preserves.

**Notable Nearby Destinations:** Roselle Metra Station, Meacham Grove Forest Preserve, Mallard Lake, Hawk Hollow, Bartlett High School

**Nearby Transit Connections:** Roselle Metra Station

## SALT CREEK GREENWAY TRAIL

**Location:** The DuPage portion of the Salt Creek Greenway begins just south of 31st Street as it crosses east under I-294. The Greenway runs parallel to York Road until Roosevelt Road, then heads west on Roosevelt until it reaches the Salt Creek. The Greenway then heads north running adjacent to or near the Salt Creek until it crosses I-290 at Addison Road. From there the Greenway runs north, reconnecting with the Salt Creek north of Irving Park Road and continuing north until it exits DuPage County at IL-390.

**Profile:** The Salt Creek Greenway is mostly comprised of off-street side paths, though a few sections operate in mixed traffic on-street. In Oak Brook, the Greenway starts on the street on Canterbury Lane, then becomes a side path separated from traffic until it reaches Butterfield Road. The trail then operates as a

path parallel to the Salt Creek until it reaches Crescent Avenue, where it returns to running on the street. After crossing the Prairie Path and IL 83, the Greenway operates primarily as a separated path heading north, including as a parallel path on Addison Road where the Greenway crosses over I-290. The Greenway terminates in DuPage County crossing over IL-390 at Mittel Drive. The Salt Creek Greenway is primarily paved. The Greenway passes through areas with a variety of land uses, including parkland, residential, and commercial.

**Notable Nearby Destinations:** Oak Brook Mall, Elmhurst Hospital Main Campus, Odeum Expo Center

**Nearby Transit Connections:** Pace Route 301, Pace Route 322, Wood Dale Metra Station

## SOUTHERN DUPAGE COUNTY REGIONAL TRAIL

**Location:** The Southern DuPage County Regional Trail is a 49-mile Trail that stretches from Hinsdale to Aurora in southern DuPage County. The Trail includes numerous spurs and branches. The longest portion of the Trail runs from Woodridge to Aurora. Spurs and branches of the Trail include a looped connection around Argonne National Laboratory, a branch running to the Greene Valley Forest Preserve, a spur south from 83rd Street running parallel to Woodward Avenue, and a spur north running



along Madison Street from 75th Street to Hinsdale.

**Profile:** The main portion of the Trail from Woodridge to Aurora is paved, with a few sections made up of crushed limestone. Spurs and branches of the Trail vary, with some sections paved and others comprised of crushed limestone. Some sections of the Trail are on-street, which are paved. Land uses in areas the Trail passes through vary depending on the section and include residential, commercial, and open space.

**Notable Nearby Destinations:** Argonne National Lab, Waterfall Glen, Fox Valley Mall, Springbrook Prairie Forest Preserve

**Nearby Transit Connections:** Pace Route 715, Pace Route 834, Pace Route 559

### STEARNS ROAD BIKE PATH

**Location:** The Stearns Road Bike Path is a separated side path running along Greenbrook Boulevard/Stearns Road from west of Lake Street to IL 59.

**Profile:** The path is paved for the entire route. The areas to the north and south of Greenbrook Boulevard and Stearns Road are primarily residential. The path passes by several parks, including Hawk Hollow, Winding Creek Commons Park, Apple Orchard Park, and Beaver Pond Park. The path includes interactions with traffic at both signalized and non-signalized intersections.

**Notable Nearby Destinations:** Bartlett Community Center and Public Library

**Nearby Transit Connections:** Hanover Park Metra Station

### VETERANS MEMORIAL TRAIL

**Location:** The Veterans Memorial Trail is a 2.7-mile trail running parallel to I-355 just north of the Des Plaines River. Only a small portion of the Trail is located in DuPage County. The Trail ends at Internationale Parkway in Woodridge where it connects with a side path.

**Profile:** The Trail is paved for its entire length. The Trail crosses the Des Plaines River via a pedestrian bridge. The only land use in the area the trail runs through is park/open space.

**Notable Nearby Destinations:** Black Partridge Woods

**Nearby Transit Connections:** None

### WAUBONSIE CREEK TRAIL

**Location:** The Waubonsie Creek Trail is an approximately 4-mile trail running between the Rush Copley Medical Center and Spring Lake Park in Aurora. Part of the Trail is in Kane County and part of the Trail is in DuPage County. The Trail runs southeast from Spring Lake Park through the Oakhurst Wetlands towards the Waubonsie Creek, where it parallels the Creek until its terminus just northwest of the Rush Copley Medical Center.



West Branch DuPage River Trail

**Profile:** The Trail is paved through the entire route. The Trail primarily runs through open space/parkland, including Spring Lake Park, Willow Lakes Park, the Oakhurst Wetlands, the Eola Community Center Park, and Waubonsie Lake Park. At the Trail's southern terminus, it passes by the Rush Copley Medical Center, a large medical complex.

**Notable Nearby Destinations:** Rush Copley Hospital and Medical Complex, Waubonsie Valley High School, Eola Community Center, Waubonsee Community College

**Nearby Transit Connections:** Pace Route 540

## WEST BRANCH DUPAGE RIVER TRAIL

**Location:** The West Branch of the DuPage River Trail is a 26-mile trail connecting communities along the West Branch of the DuPage River. The Trail begins along Forest Preserve Drive just east of Munger Road in Bartlett. The Trail runs parallel to Schick Road until Gerber Road, where it runs south parallel to the West Branch of the DuPage River until it reaches Lies Road. The Trail then runs south as a side path on the east side of Fair Oaks Road to just north of North Avenue, where the trail diverts a block west of Fair Oaks and crosses North Avenue. South of North Avenue the Trail runs simultaneously with the Great Western Trail to County Farm Road, where the West Branch DuPage River Trail heads south parallel to County Farm Road, then east paralleling Winfield Road until it reconnects with the River. The Trail then enters the West DuPage Woods and meanders west and south. The section of the Trail between the West DuPage Woods and the Blackwell Forest Preserve is the last missing link in the Trail, and construction is expected to begin on this section in 2023.

South of the Blackwell Forest Preserve, the Trail continues south following the West Branch of the DuPage River through Warrenville and into Naperville. In Naperville, the Trail crosses through several parks and open spaces heading south, including the McDowell Grove, Heritage Woods, Burlington Park, and Wil-O-Way Commons. In the Downtown Naperville area, the Trail runs on-street until it returns to its own right-of-way parallel to the River at Veterans Park. The DuPage portion of the Trail terminates near 87th Street as the Trail continues south into Will County.

**Profile:** The Trail is paved in some sections and runs on crushed limestone in other sections. The Trail operates primarily as a path separated from vehicles, though in a few sections (such as the Downtown Naperville) area, the Trail runs on-street. As the Trail is approximately 26 miles in length, land uses through which it passes are varied, though much of the Trail runs through open space/parkland.

**Notable Nearby Destinations:** Bartlett High School, West Branch Forest Preserve, Central DuPage Hospital, DuPage County Government Complex, West DuPage Woods, Blackwell Forest Preserve, McDowell Grove, Naperville Riverwalk, North Central College, Edward Hospital

**Nearby Transit Connections:** Winfield Metra Station, Naperville Metra Station, Pace Route 558, Pace Route 714, Pace Route 530





**4**

**DEMOGRAPHICS,  
BUSINESSES, &  
PARTNERSHIPS**



# DEMOGRAPHIC ANALYSIS

This section highlights certain demographic characteristics of DuPage County residents and workers using multiple data sources, including Replica and the following from the U.S. Census Bureau: Decennial Census, American Community Survey (ACS), and On the Map. Replica data captures trip data at a point in time using a Thursday in September 2019. Changes over time are shown using data from the ACS's 5-year estimates for the most recent period of 2016 to 2020 and the prior five-year period of 2011 to 2015. Due to differences in methodology, ACS totals may vary from other data sources like the Decennial Census or On the Map. This section begins with data on the county's residential population and trips taken outside the home, then shifts focus to the subset of residents 16 years and older who work outside the home and ends with an examination both resident and non-resident workers in DuPage County.

Over the past decade the residential population of DuPage County has increased slightly, become more diverse, and grown older on average. Residents are generally better off financially than a decade ago but financial hardship remains a persistent problem for nearly one in ten DuPage County residents. Most residents in DuPage County work outside the home, have short commutes to work in terms of time and distance, and are more likely to drive alone than commute by some other means. Nearly two-thirds of residents work within DuPage County proper, which includes an increasing number of residents working from home.

# RESIDENTIAL POPULATION

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DuPage County is the second most populous county in Illinois. According to the 2020 Decennial Census, the population was 932,877, which marks an increase of 1.7% or 15,953 residents compared 916,924 residents in the 2010 Census.

**[IN 2020] THE  
POPULATION WAS  
932,877, WHICH  
MARKS AN INCREASE  
OF 1.7% OR 15,953**



## Population by Age

Since 2010, the residential population on average has grown older. The median age of residents increased to 39.5 years for the 2016-2020 period from 38.9 years for the 2011-2015 period. The population age 65 and over accounts for 15.6% of the population and increased by 15.3% or 19,162 residents. Those age 55 to 64 years represent 14.0% of the population. This group increased by 3.0% or 3,717 residents. In contrast, the number of residents in younger age cohorts shrank. The largest decrease (14,015 or 10.1%) occurred among those age 45 to 54. The largest cohort remains children age 14 and under despite a modest decline of 6,596 or 3.7% for this cohort. An aging population may impact DuPage County's transportation system in coming years because seniors have the greatest need for demand response services.

The map on the following page (Figure 12) shows the percentage of residents age 65 and older by census tract. The Oak Brook area has the highest concentration of this population.

Table 9: Residential Population by Age Cohort

Age Range	2011-2015		2016-2020		Change	
	Estimate	Pct of Total	Estimate	Pct of Total	Estimate	Percent
<b>14 and under</b>	178,819	19.2%	172,223	18.6%	-6596	-3.7%
<b>15 to 24</b>	122,314	13.1%	117,491	12.7%	-4823	-3.9%
<b>25 to 34</b>	118,562	12.7%	117,118	12.6%	-1444	-1.2%
<b>35 to 44</b>	120,912	13.0%	120,402	13.0%	-510	-0.4%
<b>45 to 54</b>	139,413	15.0%	125,398	13.5%	-14015	-10.1%
<b>55 to 65</b>	125,632	13.5%	129,349	14.0%	3717	3.0%
<b>65 and over</b>	124,862	13.4%	144,024	15.6%	19162	15.3%
<b>Total Population</b>	930,514		926,005		-4509	-0.5%
<b>Median Age</b>	38.9		39.5		0.6	1.5%

Source: U.S. Census Bureau, American Community Survey, 5-year estimates, 2011-2015 and 2016-2020.

Figure 11: Residential Population by Age Cohort

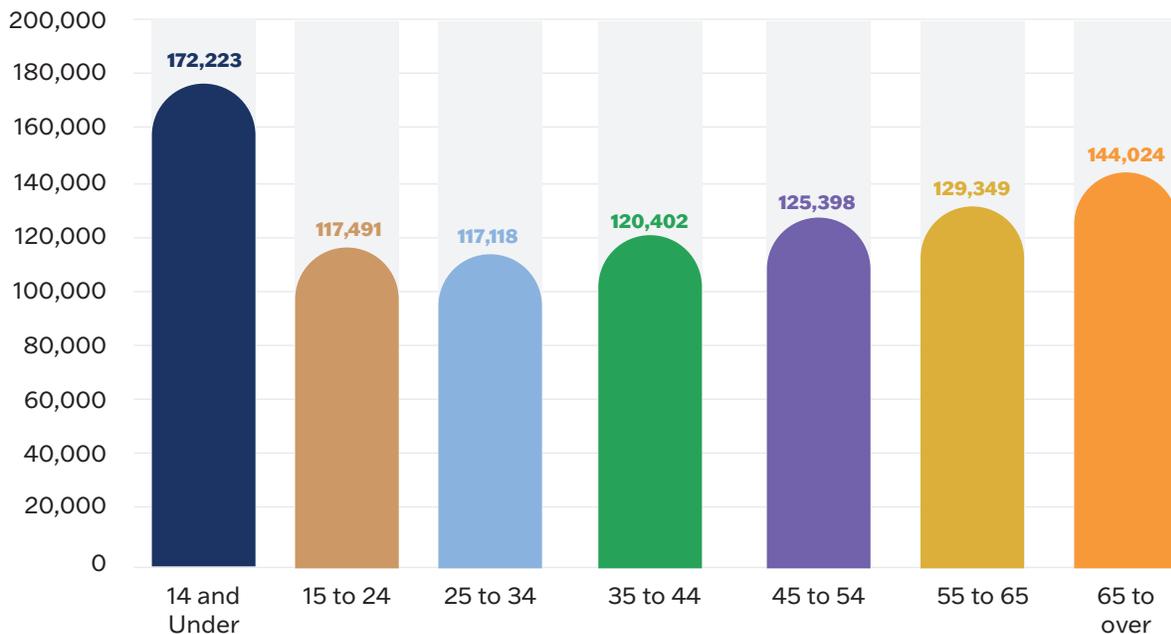
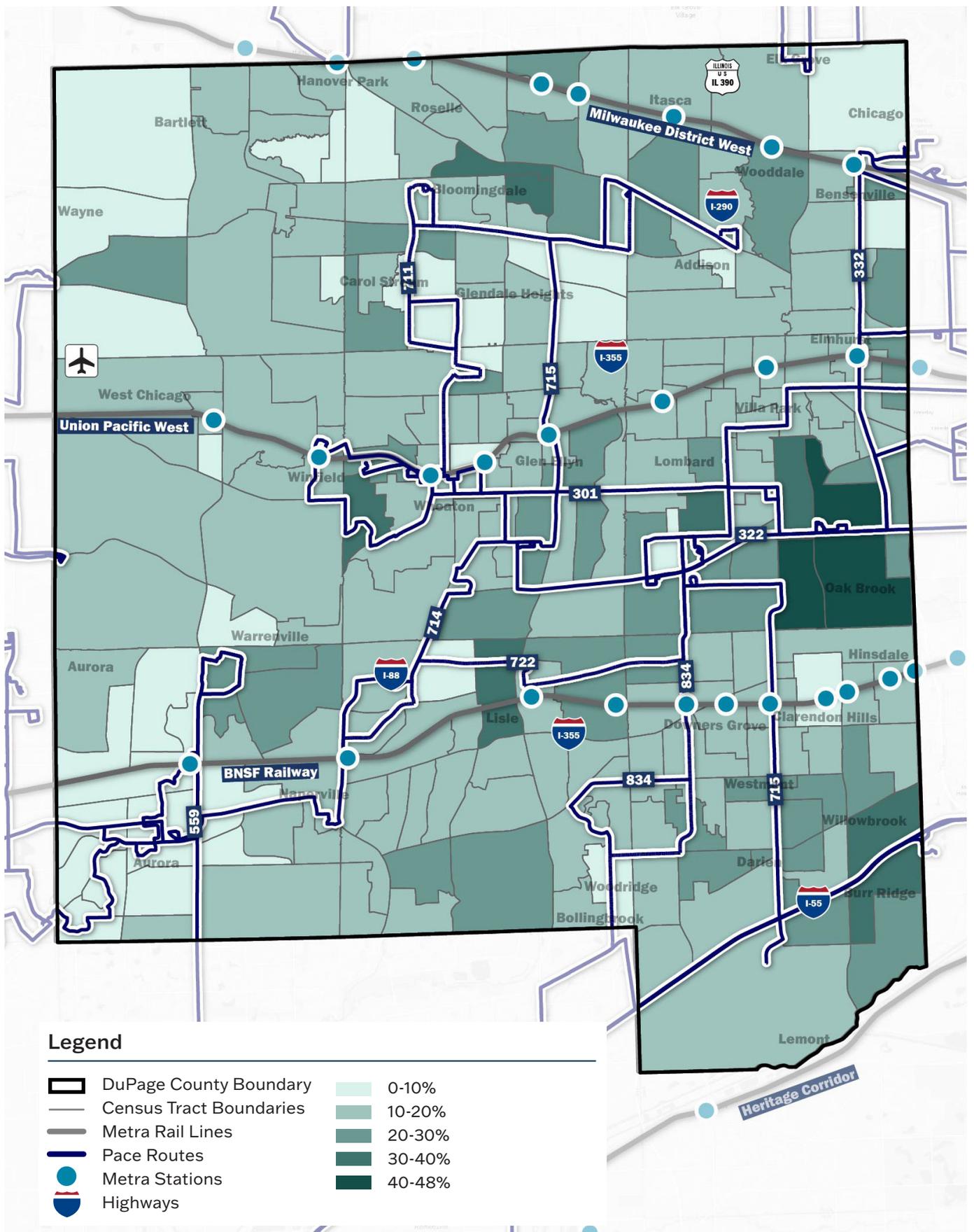


Figure 12: Age 65 and Older



Data Source: DuPage County, U.S. Census Bureau

## Diversity

DuPage County has grown more diverse since 2015. The number of White residents has declined by 4.0% (25,274 residents) and the number of non-White residents has increased. Overall, White residents still comprised two-thirds of the residential population. In contrast, the number of Asian residents increased by 12,044 or 12.0% and comprise 12.1% of the population. Population growth among Hispanic/Latino residents and Black/African American residents was less pronounced at 3,187 or 2.5% and 1,565 or 3.7%, respectively. Hispanic/Latino residents accounted for 14.3% of the County's residential population while Black/African Americans accounted for 4.8%. The American Indian and Alaskan Native population as well as the Native Hawaiian and Pacific Islander population are less than 0.1% of the residential population and their numbers have declined. Meanwhile, residents of other races or multiple races comprise a little over 2.0% of the population, but the population has increased by 22.2% (4,277 residents).

The following pages display maps of the percentage of Black or African American, Hispanic or Latino, Asian, and White residents by census tract. These maps are overlaid with DuPage County's fixed-route transit network. Typically, census tracts with the highest percentages of minority populations are located in areas with less access to fixed-route transit. There are some exceptions, particularly census tracts with higher percentages of Asian residents. The census tracts with the highest percentages of White residents tend to be located near fixed-route transit. For a closer look at geographies with the most vulnerable populations and their relation to transit, reference the Diversity and Inclusion Areas map on page 49.

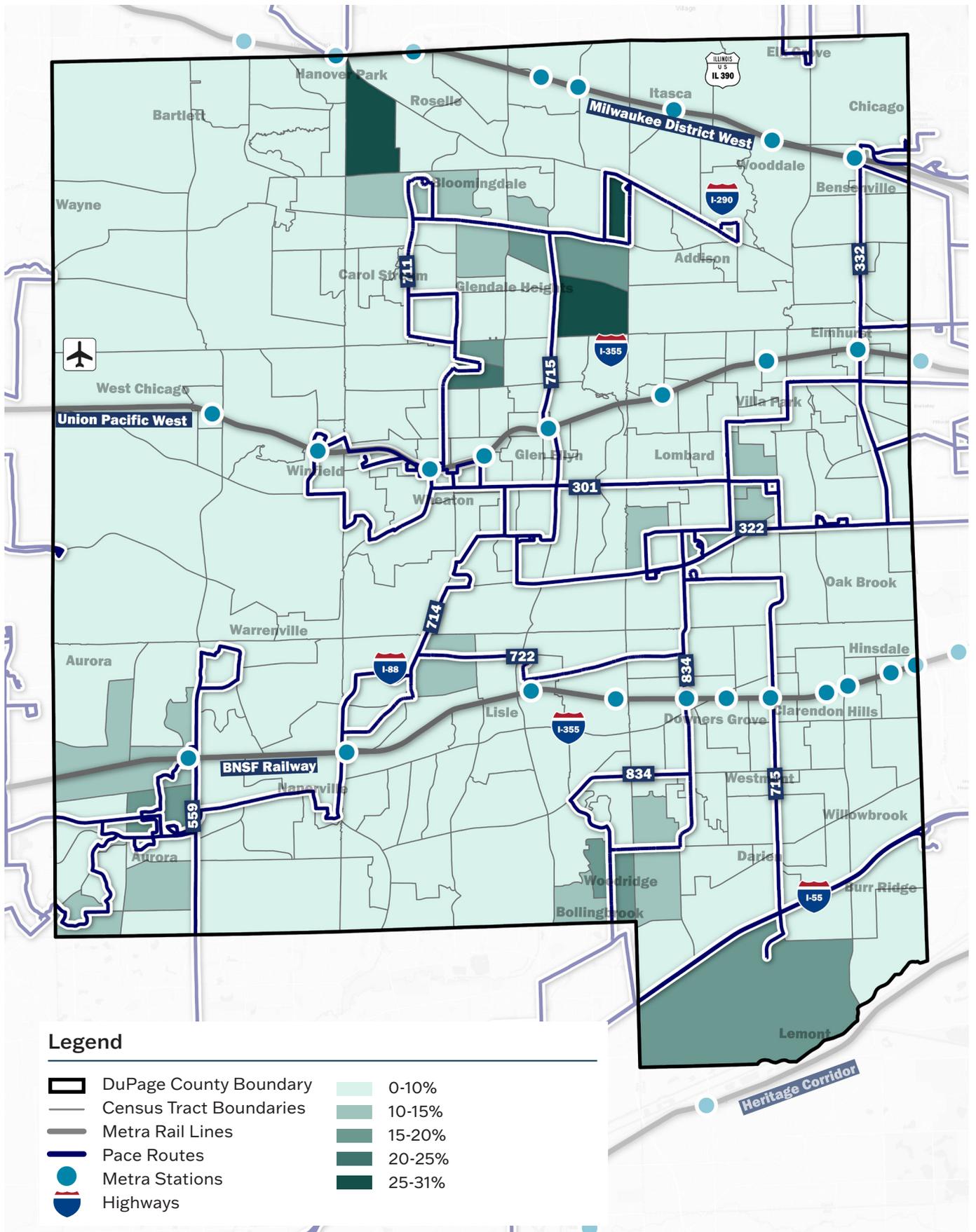
Table 10: Residential Population Race and Ethnicity

	2011-2015		2016-2020		Change	
<b>White*</b>	638,010	68.6%	612,736	66.2%	- 25,274	- 4.0%
<b>Hispanic / Latino (any race)</b>	129,549	13.9%	132,736	14.3%	3,187	2.5%
<b>Asian*</b>	100,181	10.8%	112,225	12.1%	12,044	12.0%
<b>Black / African American*</b>	42,526	4.6%	44,091	4.8%	1,565	3.7%
<b>American Indian and Alaska Native*</b>	565	0.1%	489	0.1%	- 76	- 13.5%
<b>Native Hawaiian and Other Pacific Islander*</b>	317	0.0%	187	0.0%	- 130	- 41.0%
<b>Other/Multiple Race*</b>	19,264	2.1%	23,541	2.5%	4,277	22.2%
<b>Total</b>	930,412		926,005		- 4,407	- 0.5%

\*Does not include Hispanic / Latino.

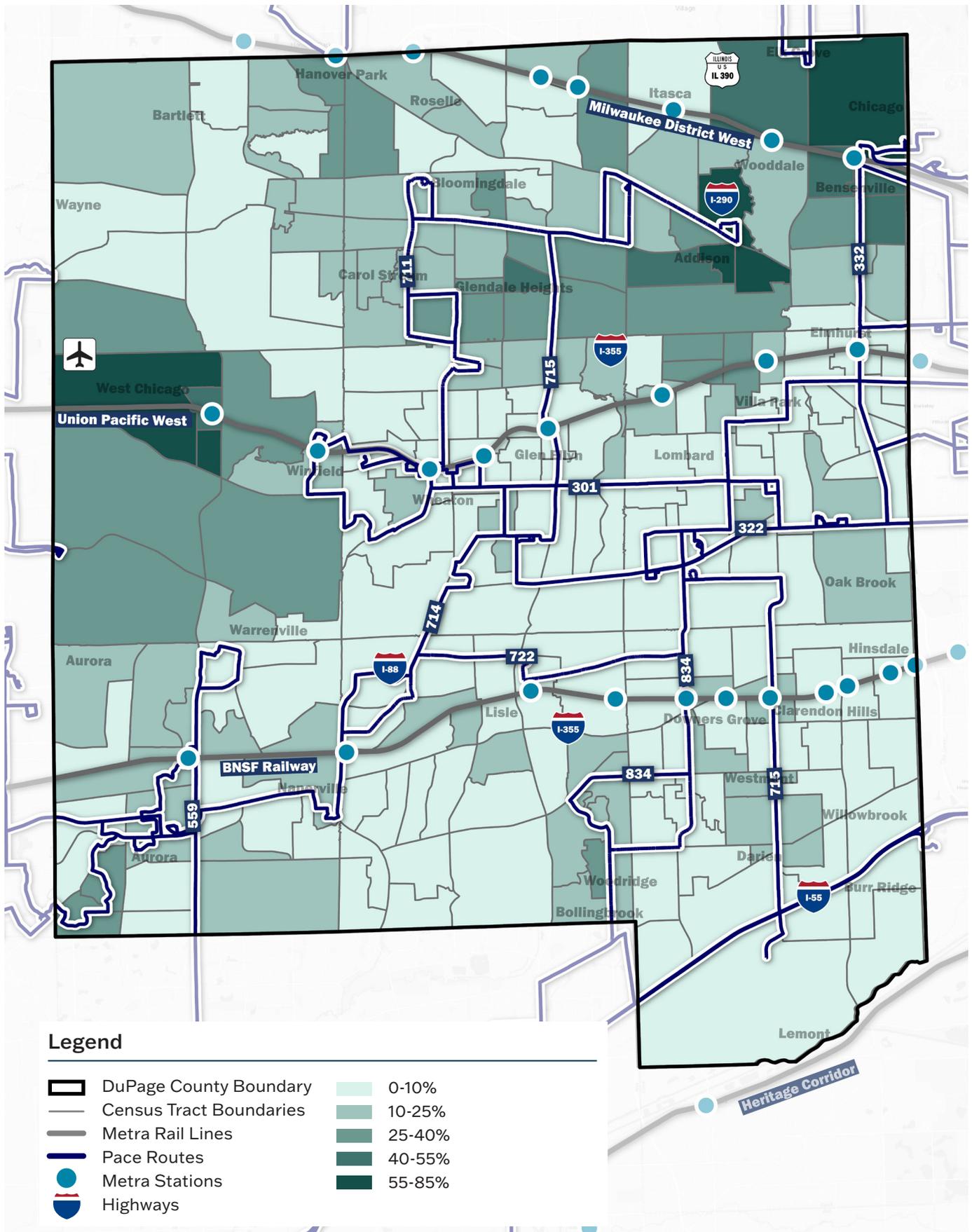
Source: U.S. Census Bureau, American Community Survey, 5-year estimates, 2011-2015 and 2016-2020.

Figure 13: Black or African American Percentage



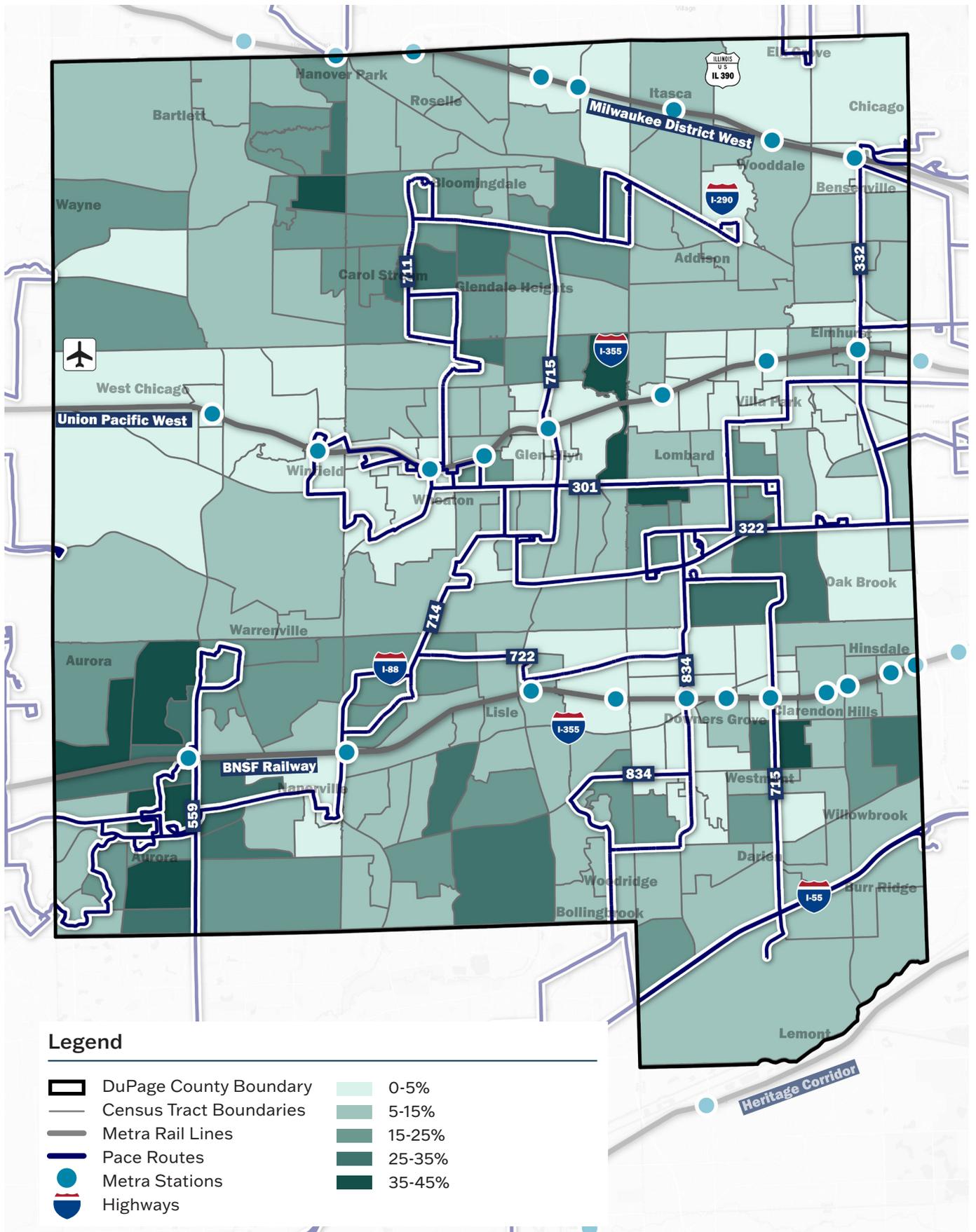
Data Source: DuPage County, U.S. Census Bureau

Figure 14: Hispanic or Latino Percentage



Data Source: DuPage County, U.S. Census Bureau

Figure 15: Asian Percentage



Data Source: DuPage County, U.S. Census Bureau



## Households

The number of households in DuPage County increased by 1.87% with the number of renter-occupied housing units increasing by 3.8% compared to a 1.2% increase in owner-occupied housing units. Despite the growth in renter-occupied housing units, these units represent 27.0% of households in DuPage County.

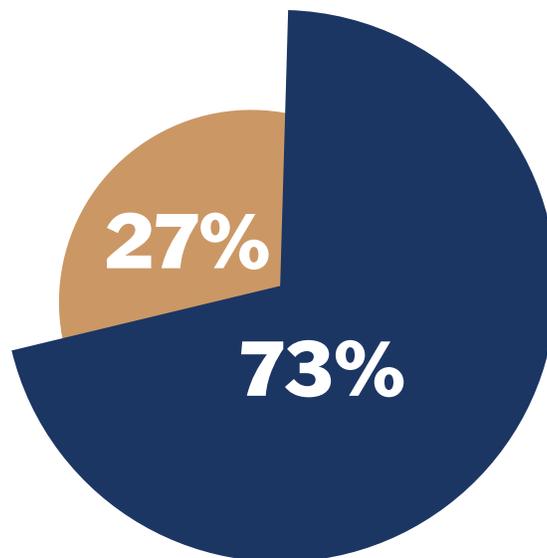
Table 11: Select Household Characteristics

	2011-2015		2016-2020		Change	
	Estimate	Percent	Estimate	Percent	Estimate	Percent
<b>Households</b>	338,083	100.0%	344,314	100.0%	6,231	1.8%
<b>Owner-occupied</b>	248,491	73.5%	251,349	73.0%	2,858	1.2%
<b>Renter-occupied</b>	89,592	26.5%	92,965	27.0%	3,373	3.8%

Average Household Size			
<b>Owner-occupied</b>	2.83	2.77	
<b>Renter-occupied</b>	2.41	2.34	

Source: U.S. Census Bureau, American Community Survey, 5-year estimates, 2011-2015 and 2016-2020.

Figure 17: Housing Tenure



- Owner occupied housing units
- Renter occupied housing units

## Household Income

Residential household income has grown, as evidenced by both the change in median household income as well as mean household income. Median household income has increased by \$7,910 or 9.1% to \$94,930. Average or mean household income increased by \$9,761 or 8.4% to \$125,900. The proportion of households with incomes over \$100,000 increased to 47.6% of total households.

Coinciding with the increase in the number of residents age 65 and over, the number of households with Social Security income and retirement income has increased by 10.8% and 28.6%, respectively for the 2016-2020 period.

Table 12: Household Annual Income (2020 Inflation Adjusted Dollars)

	2011-2015		2016-2020		Change	
<b>Less than \$10,000</b>	11,821	3.5%	11,433	3.3%	- 1,138	- 9.1%
<b>\$10,000 to \$14,999</b>	6,755	2.0%	5,967	1.7%	- 2,270	- 27.6%
<b>\$15,000 to \$24,999</b>	19,252	5.7%	16,780	4.9%	- 4,621	- 21.6%
<b>\$25,000 to \$34,999</b>	21,278	6.3%	18,845	5.5%	- 4,630	- 19.7%
<b>\$35,000 to \$49,999</b>	34,449	10.2%	30,868	9.0%	- 6,708	- 17.9%
<b>\$50,000 to \$74,999</b>	53,364	15.8%	51,903	15.1%	- 4,907	- 8.6%
<b>\$75,000 to \$99,999</b>	46,271	13.7%	44,631	13.0%	- 2,630	- 5.6%
<b>\$100,000 to \$149,999</b>	64,847	19.2%	70,348	20.4%	7,694	12.3%
<b>\$150,000 to \$199,999</b>	35,464	10.5%	40,279	11.7%	9,347	30.2%
<b>\$200,000 or more</b>	44,582	13.2%	53,260	15.5%	16,094	43.3%
<b>Total</b>	338,083		344,314		6,231	1.8%
<b>Median household income</b>	\$87,020		\$94,930		\$15,272	19.2%
<b>Mean household income</b>	\$116,139		\$125,900		\$19,602	18.4%
<b>With earnings</b>	284,330	84.1%	286,873	83.3%	2,543	0.9%
<b>Mean earnings</b>	\$106,845		\$125,842		\$18,997	17.8%

Source: U.S. Census Bureau, American Community Survey, 5-year estimates, 2011-2015 and 2016-2020.

## Household Income and Public Assistance

About 1.5% of households, or 5,130 households, receive some form of cash public assistance, while the number of households reporting food stamp/SNAP benefits in the prior 12 months is about four times greater at 20,338 households, representing 5.9% of households.

The proportion of individuals living below the poverty level was 6.2% for the 2016-2020 period, which marks a slight improvement over the prior 5-year period when the economy continued to recover from the 2008 recession. Similarly, the proportion of individuals between 100% and 149% of the poverty level also declined in the 2016-2020 period to 4.5% compared 5.6% in the prior 5 years.

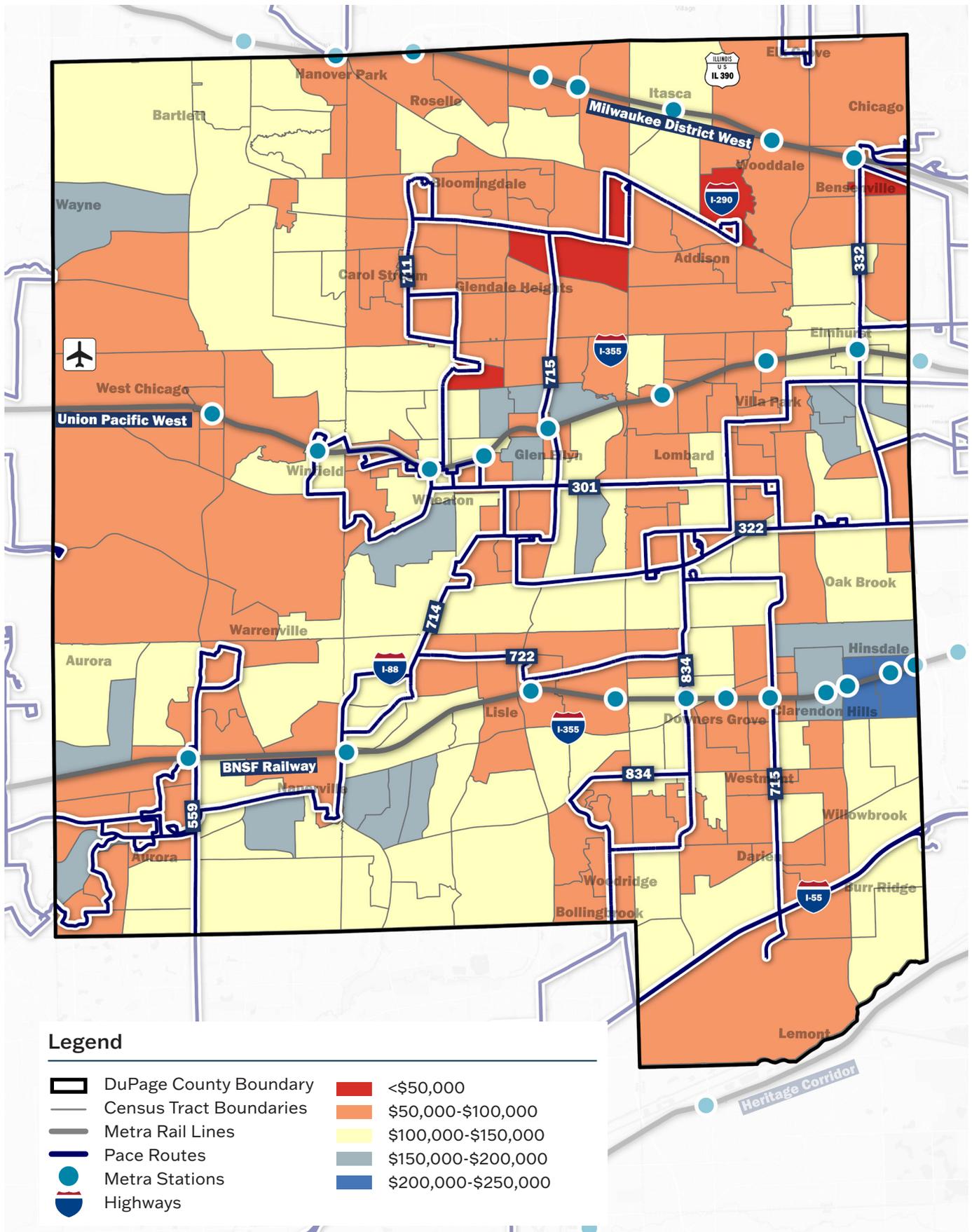
The map on the following page (Figure 18) displays median income range by census tract. The wealthiest census tracts tend to be near fixed-route transit. Census tracts where the median income is \$50,000 to \$150,000 tend to be the furthest from fixed-route transit, while the least wealthy census tracts have better proximity to fixed-route transit.

Table 13: Household Annual Income (2020 Inflation Adjusted Dollars), Continued

	2011-2015		2016-2020		Change	
<b>With Social Security</b>	83,140	24.6%	92,112	26.8%	8,972	10.8%
<b>Mean Social Security income</b>	\$21,943		\$22,970		\$2,886	14.4%
<b>With retirement income</b>	51,560	15.3%	66,283	19.3%	14,723	28.6%
<b>Mean retirement income</b>	\$32,990		\$35,088		\$4,893	16.2%
<b>With Supplemental Security Income</b>	9,429	2.8%	8,301	2.4%	-1,128	-12.0%
<b>Mean Supplemental Security Income</b>	\$11,254		\$10,728		\$428	4.2%
<b>With cash public assistance income</b>	4,677	1.4%	5,130	1.5%	453	9.7%
<b>Mean cash public assistance income</b>	\$4,670		\$3,347		-\$928	-21.7%
<b>With Food Stamp/SNAP benefits in the past 12 months</b>	20,785	6.1%	20,338	5.9%	-447	-2.2%

Source: U.S. Census Bureau, American Community Survey, 5-year estimates, 2011-2015 and 2016-2020.

Figure 18: Median Income



Data Source: DuPage County, U.S. Census Bureau

## Disability

Disability status and the types of disability among DuPage County residents has changed little between the 2011-2015 and 2016-2020 periods. Nearly 138,000 DuPage residents have some level of disability, representing nearly 15.0% of the population. Individuals with ambulatory difficulty account for a quarter (25.6%) of those with some level of disability and represent 3.8% of the population. Individuals who have difficulty with independent living account for 20.2% of those with some level of disability and 2.0% of the population.

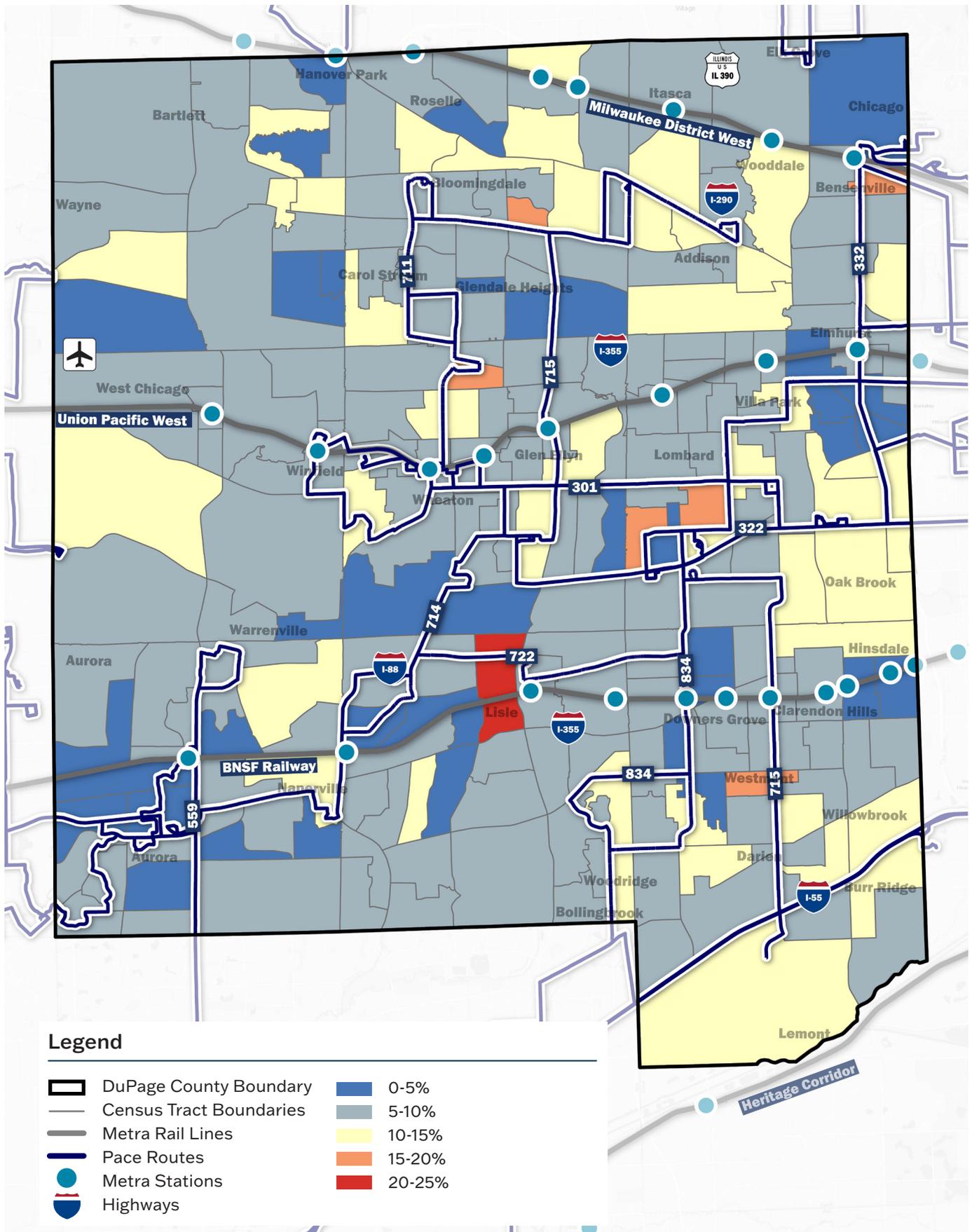
The map on the following page (Figure 19) displays the percentage of the population with a disability by census tract.

Table 14: Disability Status by Type

	2011-2015		2016-2020		Change	
	Estimate	Pct of Total	Estimate	Pct of Total	Estimate	Percent
<b>Ambulatory Difficulty</b>	36,756	26.5%	35,146	25.6%	25.6%	3.8%
<b>Independent Living Difficulty</b>	28,088	20.3%	27,770	20.3%	20.2%	3.0%
<b>Cognitive Difficulty</b>	25,066	18.1%	24,694	17.9%	18.0%	2.7%
<b>Hearing Difficulty</b>	21,653	15.6%	21,714	15.8%	15.8%	2.3%
<b>Self-care difficulty</b>	14,976	10.8%	15,505	11.3%	11.3%	1.7%
<b>Vision Difficulty</b>	11,960	8.6%	12,427	9.1%	9.1%	1.3%
<b>Total</b>	138,499		137,526		100.0%	14.8%

Source: U.S. Census Bureau, American Community Survey, 5-year estimates, 2011-2015 and 2016-2020.

Figure 19: Percentage with Disability



Data Source: DuPage County, U.S. Census Bureau

## Poverty Status

In DuPage County, 6.2% of the population is below the poverty level and 4.5% of the population is below 150% of the poverty level. These numbers have declined since 2015. The map on the following page (Figure 20) shows the percentage of residents living below the poverty level by census tract. Census tracts with high percentages of residents living below the poverty level have access to Pace fixed-route service, but limited access to Metra service.

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Table 15: Poverty Status of Residents

Relation to Poverty Level	2011-2015	2016-2020
<b>Below 100% of Poverty Level</b>	7.4%	6.2%
<b>100 to 149% of the Poverty Level</b>	5.6%	4.5%
<b>At or Above 150% of Poverty Level</b>	87.0%	89.3%

Source: U.S. Census Bureau, American Community Survey, 5-year estimates, 2011-2015 and 2016-2020

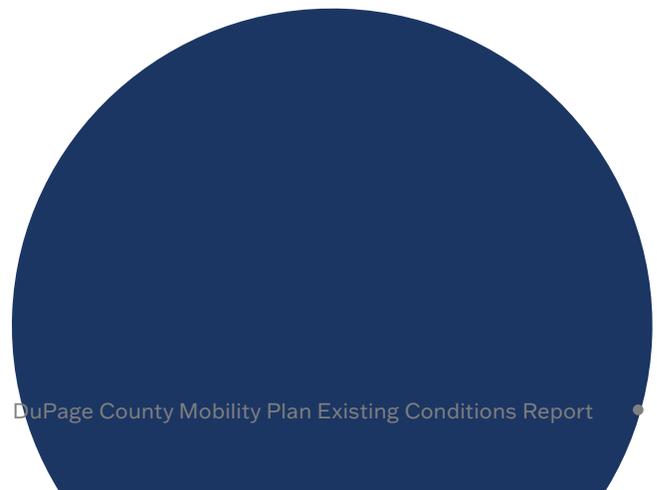
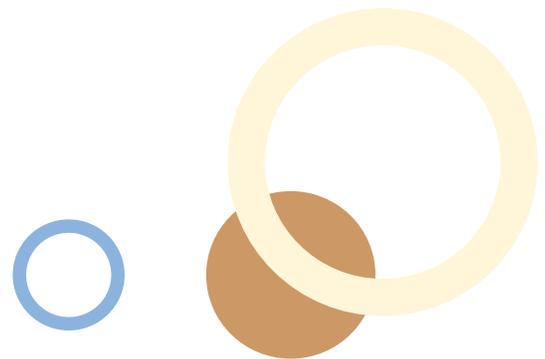
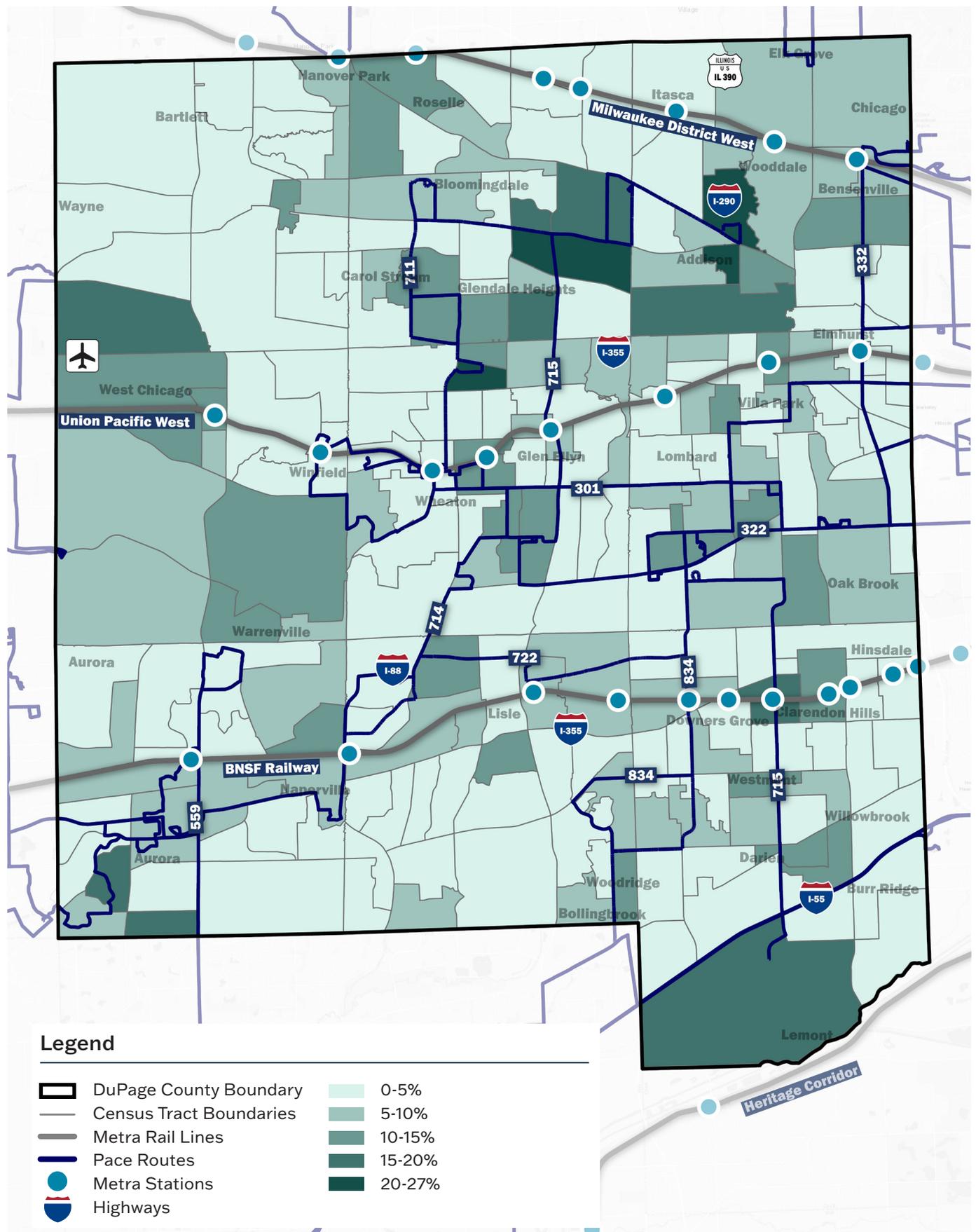


Figure 20: Percentage Below Poverty



Data Source: DuPage County, U.S. Census Bureau

# TRIP PURPOSE & MODE OF TRANSPORTATION

## Trip Origins and Destinations

On a typical weekday, nearly seven out of every ten trips in DuPage County begin and end in DuPage County, with an estimated 2.32 million trips both originating and terminating in DuPage County. Trips from DuPage to Cook County account for 17.6% of the 3.37 million overall trips that originate in DuPage County, which is proportional to trips that originate in Cook County and terminate in DuPage County. Trips both to and from Will County and Kane County account for 5.0% and 4.3% of trips, respectively.

Based on Replica data from September 2019, the top 10 destinations include the following, listed from highest trip count to lowest. The map on the following page (Figure 21) shows the top 20 destinations by census tract.

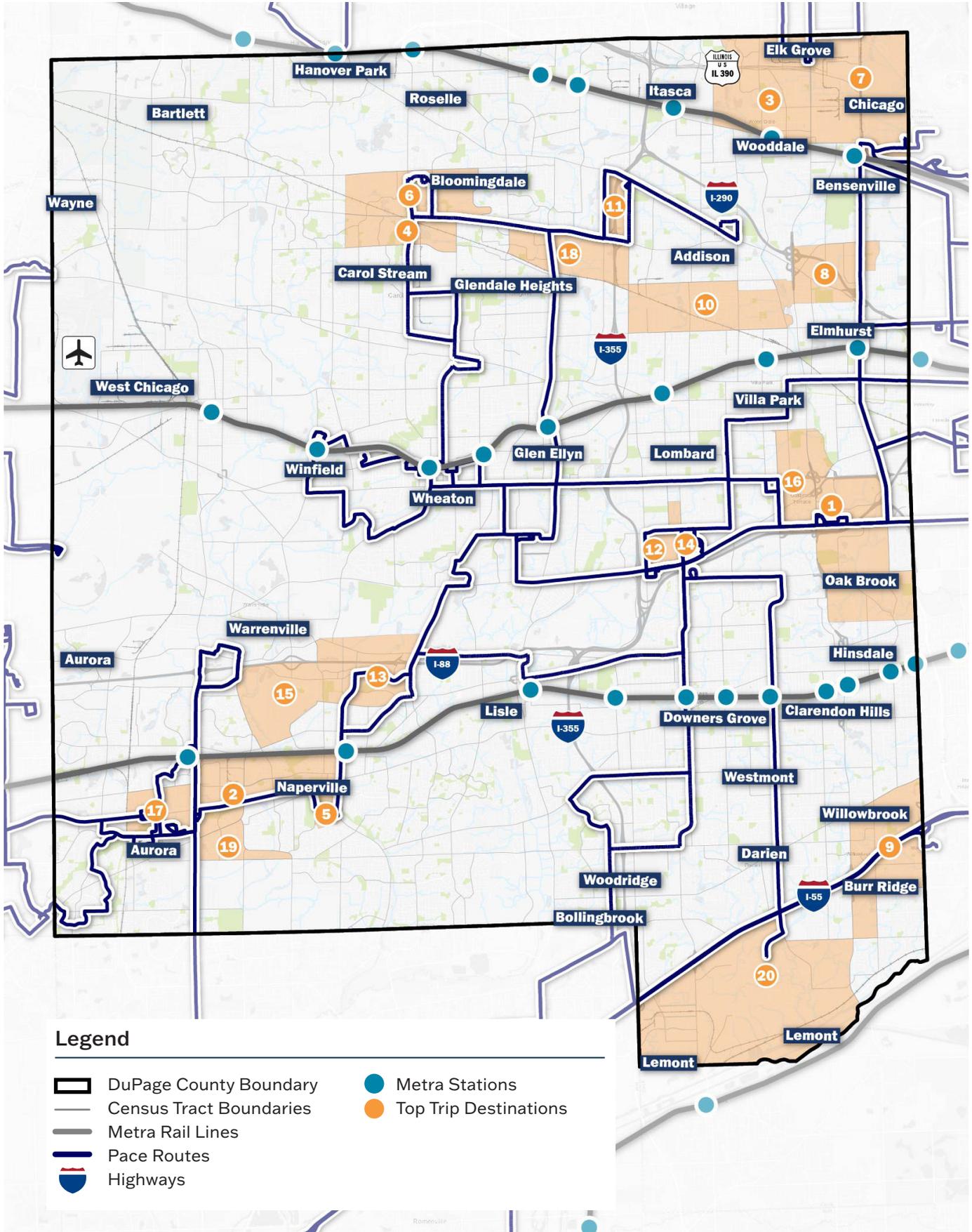
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|---|--|
| 1. Oak Brook Mall and OBT Office Tower                                    | 11. Office and Business Park (Addison NW)                  |
| 2. Naperville Auto Mall and Industrial Park                               | 12. Lombard Business Park and Retail Power Center          |
| 3. Wood Dale Distribution and Warehousing and Industrial Park (Wood Dale) | 13. Naperville I-88 Business Corridor                      |
| 4. Carol Stream Industrial Park and Bloomingdale Retail Power Centers     | 14. Yorktown Shopping Area (Lombard)                       |
| 5. Edwards Hospital (Naperville)  | 15. Diehl Road Business Corridor (Naperville)              |
| 6. Stratford Square Mall (Bloomingdale)                                   | 16. 22nd Street Commercial Corridor (Oak Brook)            |
| 7. Bensenville Industrial Park  | 17. Fox Valley Mall (Aurora)                               |
| 8. Elmhurst Industrial Park and Auto Retailers                            | 18. Army Trail Road Industrial Corridor (Glendale Heights) |
| 9. Willowbrook Industrial Park and Retail Power Centers                   | 19. 75th Street Retail Corridor (Naperville)               |
| 10. Industrial Park (Addison SW)  | 20. Argonne Lab and Lemont Industrial Area                 |

Table 16: Trip Origin and Destination by County (24 Hour Period)

County	Origin in DuPage County		Destination in DuPage County	
	Trips	Proportion	Trips	Proportion
<b>DuPage</b>	2,321,600	68.9%	2,321,600	68.8%
<b>Cook</b>	593,000	17.6%	596,100	17.7%
<b>Will</b>	168,400	5.0%	169,600	5.0%
<b>Kane</b>	146,300	4.3%	146,500	4.3%
<b>Kendall / Lake / McHenry</b>	71,600	2.1%	71,500	2.1%
<b>Other</b>	69,200	2.1%	71,000	2.1%
<b>Total</b>	3,370,100		3,376,300	

Source: Replica, September 2019

Figure 21: Top Trip Destinations in DuPage County by Census Tract



Data Source: DuPage County, Replica

## Trip Purpose

Nearly one out of every three trips in DuPage County involved residents returning to home from work, school, shopping, dining out, or social/recreational events. In terms of trips taken from home, 17.4% were for shopping and 14.1% were for work. Trips from the home to socialize or engage in recreation were nearly as common as trips for dining at 9.6% and 9.5%, respectively. Trips for school accounted for 5.3% of all trips.

People tended to travel farther for work than any other purpose, while trips to school tended to be some of the shortest trips. Approximately one fourth of school trips were under one mile and another one fourth of school trips were between one and two miles long. Trips for shopping were also shorter, with one in five shopping trips being one mile or less. People were more likely to travel farther from home when dining out, and only one fourth of these trips were two miles or less.

Table 17: Trip Purpose

Trip Purpose	Number of Trips	Proportion
Returning Home	1,088,600	32.3%
Shopping	587,800	17.4%
Work	475,450	14.1%
Social / Recreational	323,750	9.6%
Eating	318,700	9.5%
Other	219,950	6.5%
School	180,100	5.3%
Freight	175,800	5.2%
<b>Total</b>	<b>3,370,150</b>	

Source: Replica, September 2019

Table 18: Trip Distance by Purpose

Trip Distance	Return Home	Work	School	Eat	Shop	Social / Recreation	Other	Freight
<b>Average Dist (mi)</b>	11.2	16.4	6.6	14.4	11.3	13.7	13.9	15.8
<b>Median Dist (mi)</b>	5.9	8.6	1.9	5.0	3.9	4.5	5.2	7.1
<b>Under 0.5 mi</b>	4.2%	4.6%	10.3%	7.4%	12.8%	19.2%	16.0%	6.3%
<b>0.5-1.0 mi</b>	6.8%	3.5%	17.6%	5.4%	8.7%	7.8%	6.1%	5.1%
<b>1.0-2.0 mi</b>	12.1%	7.4%	24.1%	11.1%	12.1%	8.9%	8.6%	9.3%
<b>2.0-4.0 mi</b>	16.6%	13.4%	21.7%	18.3%	16.1%	12.2%	13.3%	14.8%
<b>4.0-8.0 mi</b>	19.0%	18.6%	15.0%	20.9%	18.3%	15.1%	17.3%	17.3%
<b>8.0-16.0 mi</b>	18.5%	21.8%	7.3%	16.5%	15.5%	15.4%	17.8%	19.2%
<b>16.0-32.0 mi</b>	16.3%	22.0%	2.6%	13.9%	11.7%	14.3%	14.5%	16.7%
<b>Over 32 mi</b>	6.5%	8.7%	1.5%	6.4%	4.8%	7.0%	6.5%	11.2%

Source: Replica, September 2019

## Trip Travel Mode

Most trips in DuPage County use a private automobile compared to other means of transportation. Trips by automobile tend to be shorter in terms of distance and duration. Half of all trips by automobile were 6.2 miles or less and had a duration of 12 minutes or less. Trips by transit tended to cover longer distances than trips by car with half taking over one hour. Four in five trips that involve walking are for distances of one mile or less.

Table 19: Trips by Mode of Transportation

Travel Mode	All Day (24 Hours)		PM Peak Travel (3PM-6PM)	
	Trips	Proportion	Trips	Proportion
Private Automobile (Driver)	1,873,800	56.4%	448,500	56.3%
Automobile Passenger	839,700	25.3%	217,600	27.3%
Walk	323,400	9.7%	82,600	10.4%
Commercial Vehicle	173,100	5.2%	23,500	2.9%
Public Transit	41,100	1.2%	15,400	1.9%
Taxi / Rideshare	62,900	1.9%	7,300	0.9%
Bike	8,300	0.2%	1,800	0.2%
<b>Total</b>	3,322,300		796,700	

Source: Replica, September 2019

Table 20: Trips by Mode of Transportation

Trip Distance	Private Auto	Transit (all)	Bike	Walk	Taxi/TNC	Commercial Vehicle
Average Dist (mi)	11.4	17.1	3.2	n/a	15.2	16
Median Dist (mi)	6.2	16.7	2.9	n/a	10.4	7.1
Under 0.5 mi	2.5%	0.0%	8.6%	57.8%	0.5%	5.1%
0.5-1.0 mi	5.5%	0.0%	7.3%	23.5%	3.7%	5.2%
1.0-2.0 mi	11.2%	2.9%	15.2%	16.5%	8.6%	9.4%
2.0-4.0 mi	17.6%	18.3%	36.7%	2.2%	14.3%	14.9%
4.0-8.0 mi	20.7%	13.6%	30.1%	0.0%	16.7%	17.5%
8.0-16.0 mi	19.7%	11.8%	2.1%	0.0%	15.7%	19.5%
16.0-32.0 mi	16.4%	42.5%	0.0%	0.0%	26.6%	17.0%
Over 32 mi	6.5%	10.9%	0.0%	0.0%	14.0%	11.4%

Source: Replica, September 2019

Table 22: Trips by Mode of Transportation

Trip Distance	Private Auto	Transit (all)	Bike	Walk	Taxi/TNC	Commercial Vehicle
<b>Average (Minutes)</b>	18.6	64.1	17.1	9.9	25.3	24
<b>Median (Minutes)</b>	12	59	16	6	18	14
<b>Under 5</b>	20.5%	0%	14.2%	39.8%	14.1%	16.2%
<b>5-10</b>	22.3%	0.6%	13.5%	22.7%	18.6%	20.1%
<b>10-20</b>	24.3%	6.2%	34.7%	21.4%	19.1%	24.5%
<b>20-40</b>	20.8%	24.2%	34.0%	14.5%	21.2%	22.6%
<b>40-80</b>	10.6%	41.1%	3.6%	1.7%	26.5%	12.8%
<b>Over 80</b>	1.4%	28%	0%	0%	0.5%	3.7%

Source: Replica, September 2019

## Vehicle Availability

Most residents 16 years and older in DuPage County (98.5%) had access to at least one vehicle. Vehicle availability has increased by 9,663 or 2.1%, commensurate with the overall growth of this group. There is a slight increase, 769 or 1.0%, in the proportion of people who do not have access to a vehicle. The number of people with access to 3 or more vehicles has increased by 7.8% or 11,973.

Table 21: Residents Age 16 and Over

Vehicles Available	2011-2015		2016-2020		Change	
<b>No vehicle available</b>	6,536	1.4%	7,158	1.5%	622	9.5%
<b>1 vehicle available</b>	80,247	17.2%	81,016	16.9%	769	1.0%
<b>2 vehicles available</b>	227,525	48.6%	224,446	47.0%	- 3,079	-1.4%
<b>3 or more vehicles available</b>	153,381	32.8%	165,354	34.6%	11,973	7.8%
<b>Total</b>	467,689		477,974		10,285	2.2%

Source: U.S. Census Bureau, American Community Survey, 5-year estimates, 2011-2015 and 2016-2020.

# RESIDENT WORKFORCE

## Workforce Estimates

The estimated population of residents age 16 and over was 741,293 for the 2016-2020 period, which was 4,479 or 0.6% more than the 2011-2015 time period. Despite the increase in the working age population, labor force participation declined slightly. Of those who are in the labor force, 95.7% are employed and 4.3% are unemployed.

The number of DuPage County residents who work in DuPage County increased by 14,353 or 5.1% while the number of DuPage County residents working in another Illinois county declined by 4,246 or 2.3%.

Almost two-thirds of DuPage County residents (61.0%) work in DuPage County, yet they account for a little over half of the total workers in the county, meaning that a large proportion of DuPage County workers are coming to DuPage County from elsewhere .

Figure 22: Employment (Residential Labor Force)

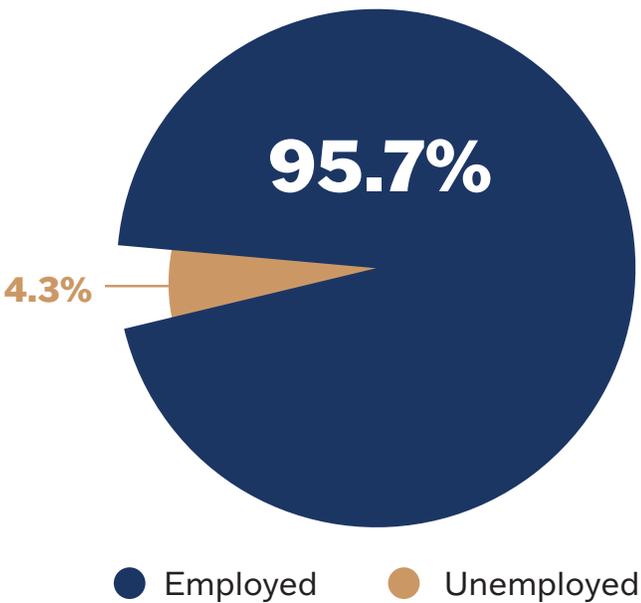
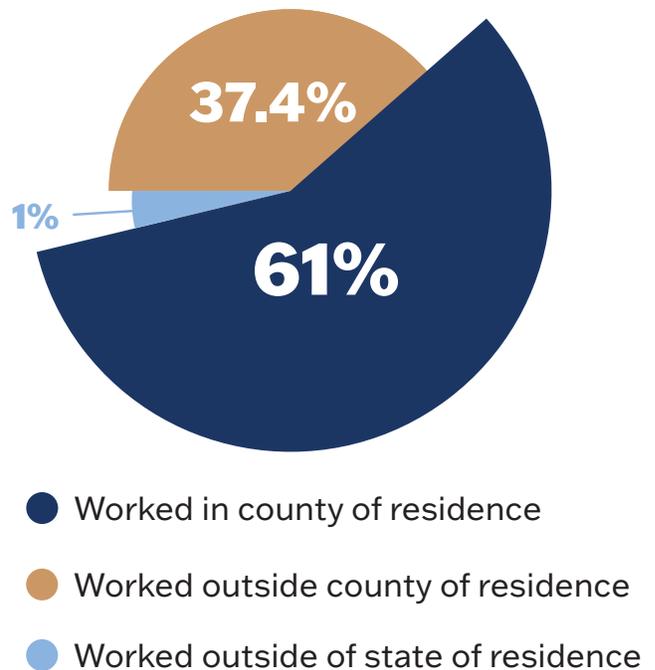


Figure 23: Residency of all Workers in DuPage County



Source: ACS 5-Year Estimates 2016-2020

Source: ACS 5-Year Estimates 2016-2020

## Mode of Transportation to Work

Most residents in DuPage County who work outside the home commute to work in a car, truck or van, which coincides with the high rate of vehicle availability in the county. However, the number and proportion who commute via automobile has declined by 4.5% from the prior period, as more residents have opted for public transportation, especially commuter rail, or are able to work from home. Most workers who live in DuPage County work outside of their home (89.7%), although the proportion of people working from home has doubled in recent years to 10.3% of the total resident worker population.

Residents 65 years and over were more likely to work from home than younger cohorts and the proportion has increased in recent years. Older workers who worked outside the home were less likely to use public transportation and more likely to drive alone to work.

Non-White residents were more likely than White residents to carpool. Carpooling rates were highest among Hispanic/Latino residents, comprising 29.8% of those in a carpool, while only accounting for 13.9% of resident workers. Asian residents accounted for 15.2% of carpool commuters and 11.8% of the resident workforce population. Black/African American residents accounted for 6.1% of carpool commuters and 4.9% of resident workers over 16 years of age.

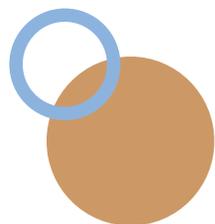
Among the various modes of public transportation, commuter rail is used by 6.8% of the resident population 16 and over. Only 0.4% of residents commute using the bus. Overall, 7.7% of the residents use public transportation, which has increased slightly from 6.8% in the 2011-2015 period.

Nearly 7 in 10 residents, regardless of poverty status, commuted to work by driving alone. Residents between 100% and 149% of the poverty level were more likely to carpool, while residents below the poverty level were more likely to walk or ride a bike or motorcycle. Public transportation use among residents at or above 150% of the poverty level was more than twice the rate of residents under 150% of the poverty level, 7.2% versus 2.5%, respectively.

Table 23: Means of Transportation to Work for Resident Workers Age 16 Years and Over

	2011-2015		2016-2020		Change	
	Estimate	Pct of Total	Estimate	Pct of Total	Estimate	Percent
<b>Worked outside home</b>						
Car, truck, or van:	402,715	90.2%	384,594	89.3%	-18,121	-4.5%
Drove alone	367,120	82.3%	353,652	82.1%	-13,468	-3.7%
Carpooled:	35,595	8.0%	30,942	7.2%	-4,653	-13.1%
Bus	1,387	0.3%	1,655	0.4%	268	19.3%
Subway, elevated rail, or light rail	1,315	0.3%	2,174	0.5%	859	65.3%
Long-distance train or commuter rail	27,544	6.2%	29,304	6.8%	1,760	6.4%
Taxicab	757	0.2%	807	0.2%	50	6.6%
Motorcycle	390	0.1%	229	0.1%	-161	-41.3%
Bicycle	1,534	0.3%	1,424	0.3%	-110	-7.2%
Walked	7,984	1.8%	7,499	1.7%	-485	-6.1%
Other means	2,678	0.6%	3,192	0.7%	514	19.2%
Worked from home	24,244	4.3%	49,518	8.5%	25274	104.2%

Source: U.S. Census Bureau, American Community Survey, 5-year estimates, 2011-2015 and 2016-2020.



# DUPAGE COUNTY WORKFORCE

DuPage residents account for a little more than half of the DuPage County workforce, while 49% of workers commute from outside of DuPage County. This section of the report focuses on the entire DuPage County workforce, both those who reside within the county as well as those from nearby counties, such as Cook County.

Most DuPage County workers (91.5%) work outside of their home. Among workers commuting to a job in DuPage County, 88.2% drove alone and 8.2% carpooled. Slightly less than one percent of those working in DuPage County used public transportation. More people walked to work compared to those taking public transportation. While public transportation use has declined overall, the number of workers using commuter rail has increased by 150%.

The table below lists the top ten places of residence for DuPage County workers. Of those commuting from outside the county, the largest proportion of workers are commuting from Chicago (10.9%). Mobility Plan recommendations will seek to benefit these non-resident workers, as well as those who hail from inside the county.

Table 24: Top 10 Places of Residence for DuPage County Workers, 2019

Municipality	Estimate	Proportion
Chicago	69,566	10.9%
Naperville	30,798	4.8%
Aurora	26,183	4.1%
Wheaton	13,756	2.1%
Bolingbrook	11,924	1.9%
Downers Grove	11,558	1.8%
Lombard	10,864	1.7%
Carol Stream	10,738	1.7%
Joliet	10,636	1.7%
Elmhurst	8,388	1.3%
All other locations	435,693	68.1%
<b>Total</b>	<b>640,104</b>	

Source: U.S. Census Bureau, On the Map, Home Destination Report, 2019

## Transportation to Work

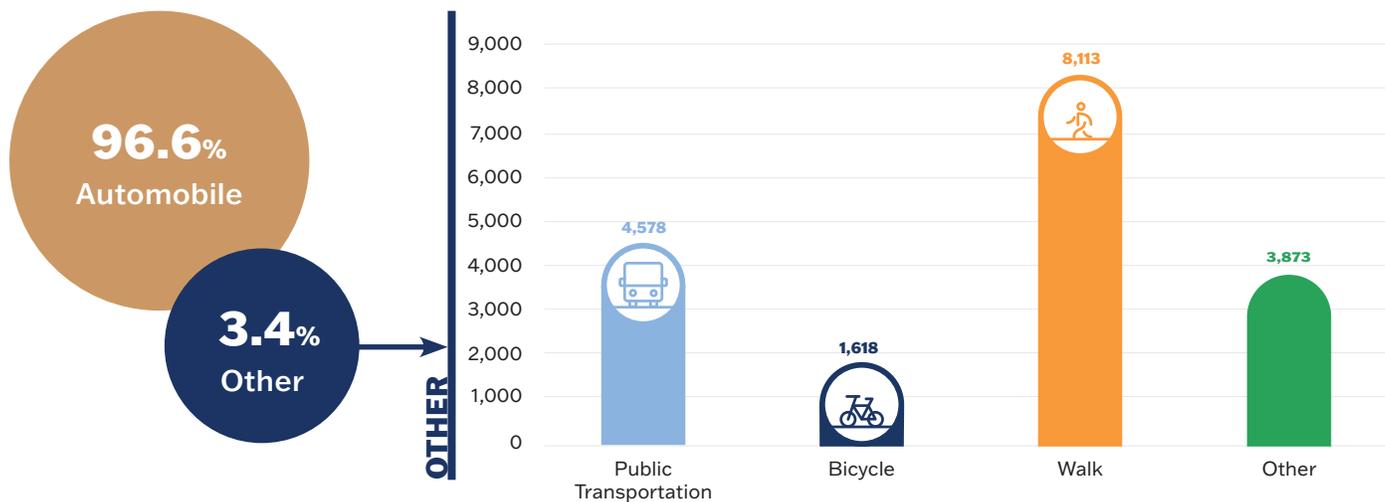
Most workers in DuPage County (91.5%) work outside of their home. Among workers commuting to a job in DuPage County, 88.2% drove alone and 8.2% carpooled. Slightly less than one percent of those working in DuPage County used public transportation. More people walked to work compared to those taking public transportation. While public transportation use has declined overall, the number of workers using commuter rail has increased by 150%.

Table 25: Means of Transportation to Work - DuPage Workers Age 16 Years and Over

	2011-2015		2016-2020		Change	
	Estimate	Pct of Total	Estimate	Pct of Total	Estimate	Percent
Car, truck, or van:	526,722	92.4%	513,033	88.2%	-13689	-2.6%
Drove alone	477,435	83.7%	469,440	80.7%	-7995	-1.7%
Carpooled:	49,287	8.6%	43,593	7.5%	-5694	-11.6%
Bus	2,233	0.4%	1,806	0.3%	-427	-19.1%
Subway, elevated rail or light rail	837	0.2%	709	0.1%	-128	-15.3%
Long-distance train or commuter rail	2,075	0.1%	2,042	0.4%	-33	1.6%
Taxicab	680	0.1%	868	0.1%	188	27.6%
Motorcycle	478	0.1%	326	0.1%	-152	-31.8%
Bicycle	1,673	0.3%	1,618	0.3%	-55	-3.3%
Walked	8,246	1.4%	8,113	1.4%	-133	-1.6%
Other means	2,964	0.5%	3,894	0.7%	930	31.4%

Source: U.S. Census Bureau, American Community Survey, 5-year estimates, 2011-2015 and 2016-2020.

Figure 24: Means of Transportation to Work - DuPage Workers



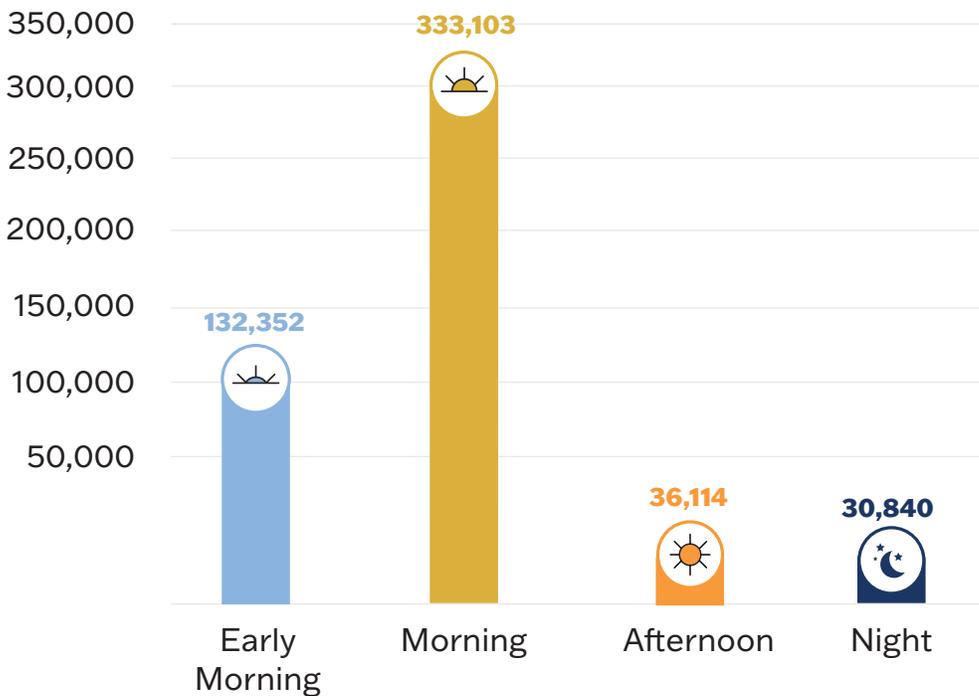
# Commute Patterns

Nearly three-quarters of people working in DuPage arrived to work before 9:00 AM with almost half (48.7%) arriving at work between 7:00 AM and 8:59 AM. Just over a quarter (26.7%) arrived to work between 9:00 AM and 11:59 PM. An increasing number of workers arrive at work before 6:00 AM.

Table 26: Arrival Time to Work - DuPage Workers Age 16 Years and Over

	2011-2015		2016-2020		Change	
	Estimate	Pct of Total	Estimate	Pct of Total	Estimate	Percent
12:00 a.m. to 5:59 a.m.	46,837	8.6%	51,891	9.7%	5054	10.8%
6:00 a.m. to 6:59 a.m.	82,401	15.1%	80,461	15.1%	-1940	-2.4%
7:00 a.m. to 7:59 a.m.	143,419	26.3%	137,181	25.8%	-6238	-4.3%
8:00 a.m. to 8:59 a.m.	126,992	23.3%	120,171	22.6%	-6821	-5.4%
9:00 a.m. to 11:59 a.m.	76,179	14.0%	75,751	14.2%	-428	-0.6%
12:00 p.m. to 3:59 p.m.	36,411	6.7%	36,114	6.8%	-297	-0.8%
4:00 p.m. to 11:59 p.m.	33,669	6.2%	30,840	5.8%	-2829	-8.4%
Total:	545,908		532,409		-13499	-2.5%

Figure 25: Arrival Time to Work - DuPage Workers Age 16 Years and Over



## Commute Patterns

The average travel time to a workplace in DuPage County was 30.3 minutes. The commute time for those who drove alone or carpooled was approximately 30 minutes. The average travel time doubled to 61.9 minutes for those who commuted using public transportation. Slightly more than half (51.2%) of people who work in DuPage County have a commute time under 30 minutes with nearly one-third commuting between 15 and 20 minutes to work. One in ten workers have a commute time of an hour or more.

Longer commute times for those using light rail may be explained in part by the number of workers commuting from Chicago to DuPage County for work. Four in five workers commuting from home to jobs in DuPage County traveled less than 24 miles. Specifically, 41.8% traveled between 10 and 24 miles while 39.6% traveled less than 10 miles between home and work. Another 11.9% traveled between 25 and 50 miles, while 6.8% traveled more than 50 miles between home and a job in DuPage County.

Table 27: Travel Time to Work - DuPage Workers

	2011-2015		2016-2020		Change	
	Estimate	Pct of Total	Estimate	Pct of Total	Estimate	Percent
Less than 15 minutes	105,052	19.2%	101,808	19.1%	-3244	-3.1%
15 to 29 minutes	172,933	31.7%	170,881	32.1%	-2052	-1.2%
30 to 44 minutes	141,113	25.8%	137,484	25.8%	-3629	-2.6%
45 to 59 minutes	66,510	12.2%	67,105	12.6%	595	0.9%
60 to 89 minutes	48,357	8.9%	43,627	8.2%	-4730	-9.8%
90 or more minutes	11,943	2.2%	11,504	2.2%	-439	-3.7%
Total:	545,908		532,409		-13499	-2.5%

Table 28: Distance Traveled by Workers from Jobs in DuPage County to Home, 2019

Distance	Estimate	Proportion
Less than 10 miles	253,192	39.6%
10 to 24 miles	267,620	41.8%
25 to 50 miles	75,926	11.9%
Greater than 50 miles	43,366	6.8%
Total	640,104	

Source: U.S. Census Bureau, On the Map, Distance/Direction Report, 2019

# BUSINESS AND PARTNERSHIP ANALYSIS

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To better understand the mobility needs of customers and constituents of DuPage County businesses and organizations, a virtual meeting of 11 stakeholder organizations was held on March 3, 2021. The stakeholder organizations, representing educational institutions, health care, business, and social services provided both their employee and constituent perspectives on transportation challenges within the County. The conversations identified several transportation gaps and areas for improvement. Most consistently, it was evident that many employees, faculty and students live far from their destination and have difficulty getting to work via public transit.

Below are some of the more consistent themes and deficiencies.

## WORKER CONNECTIVITY

- Not enough fixed bus routes, particularly North-South transit (bus) connections
- Buses provide service to commercial and institutional destinations but don't originate near or service residential areas well
- Many workers can't get to a transportation hub (Metra or bus line) in order to take advantage of existing East-West lines
- Last mile connections are particularly challenging for seniors and people with disabilities
- Timing of trains and buses is not synced well and leaves people stranded mid-commute

- Connections are extremely difficult beyond DuPage County borders

## NON-WORKER CONNECTIVITY

- Connectivity for daily tasks is equally challenging and includes basic necessities include food access, medical visits, prescription pick up, as well as access to nature, recreational activities and cultural events
- Connections between communities are lacking
- The majority of all trips in DuPage County are non-work trips

## COMMUNICATION AND MODERNIZATION

- Ride DuPage transactions in need of modernization to allow non-cash payment options
- Citrix billing system is cumbersome and enmeshed with other jurisdictions
- Adults with disabilities don't know where to find information about routes and connections
- Inadequate help lines to navigate problems, questions
- New modes of public communication about transportation services, schedules and routes are needed to meet people "where they are"
- Demand Response Services
- Private last mile solutions (Uber/Lyft) are cost prohibitive
- Some perceive Ride DuPage as having poor on-time and reliability performance
- Curb to curb providers have dwindled, leaving expensive private services as alternatives.
- DuPage paratransit services have limited beginning and end zones but should cover all of DuPage

## INFRASTRUCTURE

- Infrastructure issues such as high speed/high volume roads, intersection safety, as well as roadway, sidewalk and trail gaps are problematic for bike/ pedestrian safety and connections
- With walking and biking as last mile solutions, sidewalk and path connections become that much more important

In addition to the new DuPage Uber Access pilot program, several stakeholder organizations have implemented individual efforts to address the needs of their constituents, providing insights and experiences to build on for County level solutions. Below are two examples of actions taken to address mobility concerns.

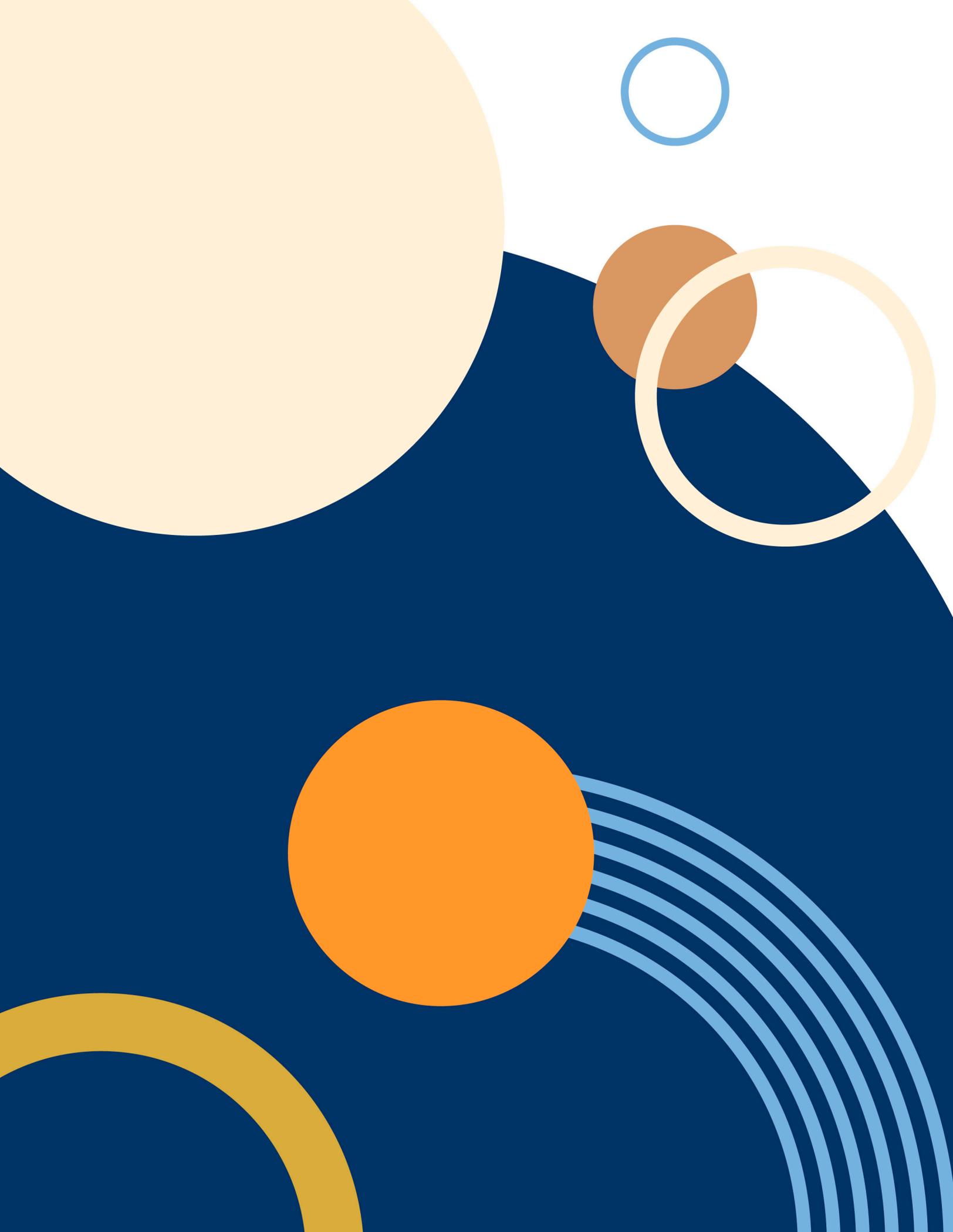
***Duly Heath and Care*** – due to transportation barriers that impact getting to and from appointments and picking up prescriptions, screenings at primary clinics now include questions about transportation access.

***Ray Graham Association (RGA)*** - provides curb to curb service for team members via a fleet of 75 vehicles that range from cars and mini-vans to 14 capacity vans with and without accessibility options. Funding is provided through the RTA 5310 program and vehicles are owned by IDOT, Pace, Enterprise and RGA. RGA was engaged on a collaborative study to determine where they could work with other organizations to achieve efficiencies and economies of scale.

## KEY EMPLOYERS AND EMPLOYMENT CENTERS

The following employers and employment centers are located in DuPage County. There are opportunities to pursue the implementation of transportation programs and partnerships that could enhance transportation access for employees, as well as attract talent from throughout the entire Chicagoland area. Programs could model themselves after public-private partnerships, such as the Hamiton Partners/Choose DuPage Dash on Demand program. Similar programs could strengthen transit connectivity and economic development in DuPage County.

- Walmart (Addison)
- Ray Graham (Lombard)
- Yorktown Center (Lombard)
- Jewel (Downers Grove)
- Advocate Good Samaritan (Downers Grove)
- Navistar (Lisle)
- Argonne National Laboratory (Lemont)
- Edward Hospital (Naperville)
- DuPage Children's Museum (Naperville)
- College of DuPage (Glen Ellyn)
- Wheaton College (Wheaton)
- DuPage County Courthouse (Wheaton)
- Central DuPage Hospital (Winfield)
- DuPage Business Center (West Chicago)
- Fermilab (Batavia)
- Rush Copley Medical Center (Aurora)
- DuPage Airport (West Chicago)
- Chancellory Business Park (Wood Dale)
- UPS Addison Hub (Addison)
- Elgin Community College (Elgin)





**5**

**LAND USE AND  
DEVELOPMENT  
ANALYSIS**

# COUNTY AND CITY LAND USE

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DuPage County prepared a land use assumptions and inventory report in 2018. The County has a long history of preparing existing land use datasets and mapping tools with the support of the County Development Department, Building and Zoning Department, and the Geographic Information System Department. Existing land use is centered on aerial and empirical data. Aerial information is updated frequently through contract with photogrammetry companies. DuPage County is well situated to keep good inventory of its land use.

The County organized its land use into Traffic Analysis Zones (TAZ). TAZ range in size from a square block to more than a square mile. According to the Plan, in the past DuPage staff have amended the TAZ's to reflect changing road and land use patterns in the area. While this does not lend itself to a reverse comparison at the TAZ level, subregional comparisons can be made. DuPage categorized the land use in each TAZ according to the following uses:

## RESIDENTIAL IN 2018

- Single Family Dwelling Units – 212,645 units
- Multi-family Dwelling Units (i.e., apartments, condominiums) -141,017 units
- Group Quarters (i.e., College dormitories, elder housing) – 20,617 units

## COMMERCIAL

- Retail and Service – 63,598,000 square feet
- Retail (Downtowns)- 4,725,000 square feet
- Office – 71,537,000 square feet
- Industrial - 51,322,000 square feet
- Warehousing - 145,887,000 square feet
- Schools (K-12 and private) -23,102,000 square feet
- TCU (transportation/utility) - 4,372,000 square feet
- Public/Open Space – 14,058,000 square feet
- Special Generators (Hospital, Hotels, Colleges, Airports) – 22,125,000 square feet

The land use of the County is mostly residential uses, although warehousing, office, commercial and industrial land uses comprise a large portion of the County.

Table 29: CMAP Land Use Inventory - DuPage County

Land Use	Acreage	Proportion
Agriculture	3,545	1.70%
Not Classified	7	0.00%
Single-Family Residential	69,973	33.61%
Multi-Family Residential	9,224	4.43%
Under Construction	346	0.17%
Commercial	12,993	6.24%
Institutional	10,403	5.00%
Utilities & Waste	4,699	2.26%
Industrial	11,953	5.74%
Vacant	11,016	5.29%
Transportation	34,468	16.55%
Water	56	0.03%
Open Space	39,525	18.98%

Source: DuPage County, 2021

Land use and development patterns directly impact the transportation network. Transit supportive development includes higher-density areas with a variety of uses, while low-density, single-use areas are less supportive of the transportation network due to lower usage and ridership numbers. The land use map (Figure 28) shows the development patterns that are impacting the state of transportation in the County. Thirty-four percent of the county is single-family housing, while only four percent of the County is multi-family housing and six percent of the County is commercial. The DuPage County Mobility Plan will examine these patterns and provide recommendations focused on promoting transit supportive development throughout the region.

Figure 26: Land Use Percentages

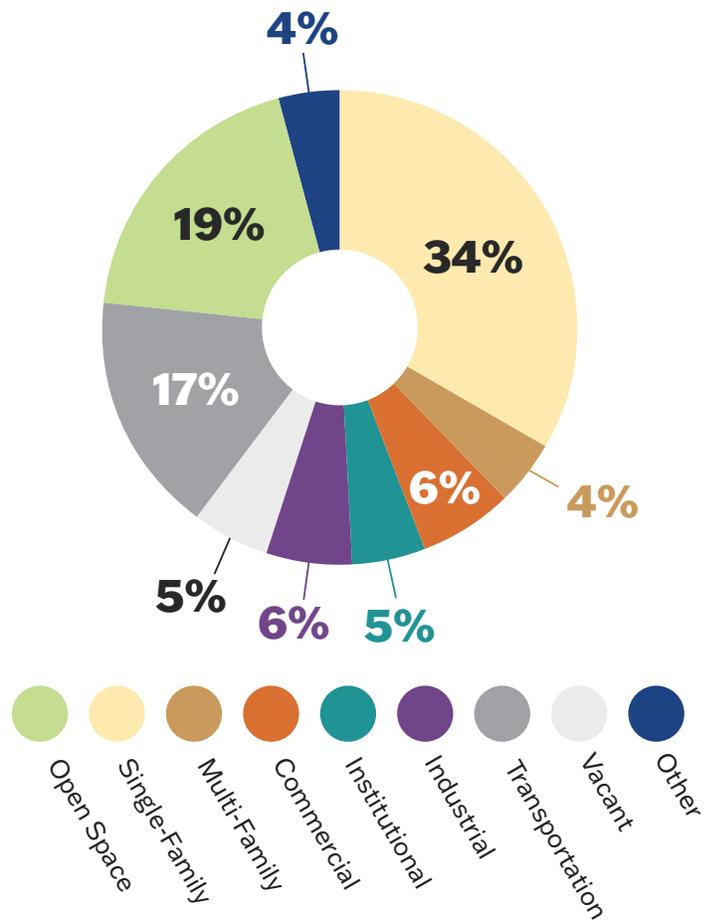
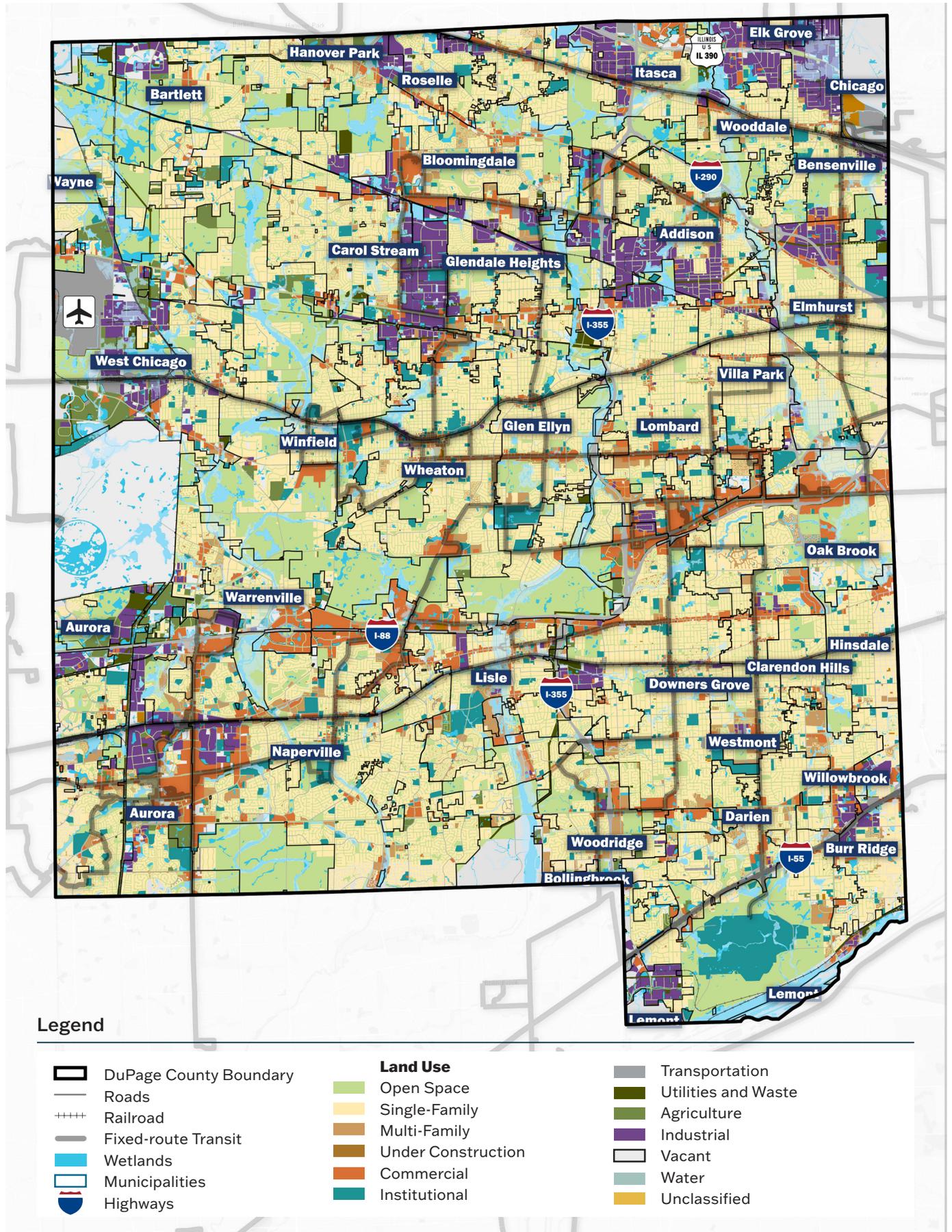


Figure 27: DuPage County Land Use Map



# MUNICIPAL COMPREHENSIVE PLAN ANALYSIS

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The planning team reviewed community comprehensive, corridor and bicycle/pedestrian plans with the intent of ascertaining local mobility needs and policies. The following summaries are intended to highlight local mobility issues and future plans that could impact transportation access.

## Addison

Addison’s most recent Comprehensive Plan was adopted in 2013. There is no train station in the Village and to reach one, residents must travel to Villa Park, Lombard, Glen Ellyn, or Milwaukee District West communities. There is limited access to land uses on the east side of IL 64 and the Addison Industrial Park, located on IL 64 east of I-355, is not well served by public transit, despite having high employment numbers. Many portions of the industrial park are inaccessible to pedestrians or disabled persons due to poor intersections, poor ADA accommodations, poor rail crossings, on street parking, and a poor land use-transportation interface. Addison’s transportation conditions may be improved by a proposed IL 64 BRT (Cook-DuPage route), which will provide upgrades to sidewalks at cross-street intersections.

The Village benefits from regional mobility provided by access to I-355, I-290, and the improved US 20. However, it does not have easy access to I-290, one must drive around the perimeter of town for access. Addison’s downtown redevelopment plan could benefit from mobility solutions and a transportation focus.

## Bartlett

Bartlett adopted a Downtown Transit Oriented Development (TOD) Plan in 2016. Bartlett has an intercounty presence and well-developed east-west arterials making it easy to get around. It has a well-developed downtown area with opportunity for growth around the Metra station. There is a growing “Big Box” logistics park at Brewster Creek with access to State North-South routes that intersect Interstate 90, about six miles away. However, there is not direct or easy access to the regional expressway, the downtown area is somewhat distant from regional arterials, and the area has limited access to bus routes. The recent opening of Stearns Road bridge in Kane County presents easier access to the Kane County labor market. A possible extension of IL 390 west of County Farm Road may help improve the market for higher density residential developers and there is interest from local businesses to bring in qualified labor.

## Bensenville

Bensenville adopted an Active Transportation Plan in 2016 and a Comprehensive Plan in 2015. It has a core downtown area with a train station and viable, productive industrial parks, making it attractive to employers. Freight is a major component of the local economy with the Canadian Pacific Railroad Bensenville Intermodal Terminal located east of York Road, as well as the gradually renovating Bensenville Industrial Parks near IL 390 and the O’Hare Southwest Cargo area.

Bensenville also has access to regional expressways IL 390 and IL 83, as well as connections to I-490, I-294, and I-90. Pace services to O'Hare and CTA from lines 332 and 319 are available within the community. The City provides western access to O'Hare and there is potential access for employees and an opportunity for a western transportation or mobility hub near the airport. Congestion is prevalent and the community is physically separated by IL 390. This infrastructure presents a transportation barrier that makes it difficult for pedestrians and bicyclists to cross or pass. Bensenville has adopted a Bike-Pedestrian Plan, but the IL 83 corridor land use and transit accommodations are weak due to a lack of density.

## Carol Stream

Carol Stream adopted a Comprehensive Plan in 2016. It has a well-defined arterial roadway network and a prosperous industrial park with rail freight access. Carol Stream also has a developing town center core with public activity space and plans for expanding the bike-ped network in the Village. Bike and pedestrian consideration is important to the town center as improvements would help create the desired character of the area: a more pedestrian-friendly commercial environment, which the Village currently lacks. Pedestrian accessibility is quite limited because of gaps in the pedestrian network, a segregation of land uses, and comprehensive street planning and design that has heavily favored cars and trucks over pedestrians. The community is located six miles from regional expressway access, there is not a Metra station, and large portions of the community are not served by Pace. However, the industrial park and Gary Avenue corridor are served by fixed-route 711. This route connects riders to key locations in

Bloomington, Glendale Heights, and Addison, as well as the Wheaton Metra station. There is potential for BRT via the Cook-DuPage corridor on IL 64, but the corridor has little economic diversity with only a small amount of retail and no professional businesses.

## Clarendon Hills

Clarendon Hills adopted a Downtown Master Plan in 2014 that was later amended in 2016. It is a small community that puts a greater emphasis on residential uses than on commercial uses. Clarendon Hills has a defined downtown and existing plans to build density and mixed use development. The Downtown lacks formal pedestrian and bikeway connections to adjoining neighborhoods and adjacent communities. There is a Metra station in the downtown area that has land availability for mixed use development and employment space.

## Downers Grove

Downers Grove adopted a Bicycle and Pedestrian Plan in 2013 and Comprehensive Plan in 2017. It has a compact downtown area that surrounds a Metra Station. Overall, the Village has three Metra stations with high ridership numbers. Downers Grove has higher density residential development than surrounding communities. There is Pace service from Metra to Lombard, and Pace shuttle service and 465 service between the Belmont Metra and NW Downers Grove. It is a walkable community, but employment space in the downtown area is limited and the lack of density on arterials is not conducive to transit service. Access management to properties is also an issue. Rail is an obstacle to north-south mobility in the Village. Autonomy Works and Belmont Station are walkable employment areas. There



York Theater, Elmhurst via Jorge Gera

is potential for growth due to aging in place, but challenges for elder mobility exist due to the lack of transit and limited walkability.

## Elmhurst

Elmhurst is a walkable community with a popular downtown. The city adopted a Comprehensive Plan in 2009. The key Transportation Goals in the plan include 1) Continue to enhance mobility within the City by effectively managing local traffic issues and anticipating the impact of future development on current traffic patterns; 2) Maintain and determine an adequate number of parking facilities throughout the City; 3) Leverage existing mass transit systems (Metra and Pace) to encourage transit-oriented development and inter-modal connections; and, 4) Provide safe and convenient transportation

alternatives. Several key activity generators in the community include Elmhurst College, Elmhurst Hospital, and the Elmhurst industrial area. Elmhurst is served by a Metra station and several Pace routes with connections to the CTA Green Line (Route 309) and Oak Brook, Bensenville, Franklin Park, Schiller Park, and Rosemont (Route 332).

## Glen Ellyn

Glen Ellyn adopted an Active Transportation Plan in 2014. The community is served by a Metra Station near the heart of downtown. The Illinois Prairie Path traverses downtown and provides mobility options for residents. College of DuPage is located in Glen Ellyn and serves as an activity generator. Glen Ellyn has access to the UP-W College Road Metra station, which



Glen Ellyn, IL

serves both Wheaton College and west Glen Ellyn. Pace Route 715 provides service between the Metra station, US 20 (Addison), and Yorktown Shopping Center in Lombard. Pace Route 714 connects the College of DuPage to Naperville and Wheaton. There are downtown area transit viability challenges due to a lack of relevant and productive retail and low employment space. Most retail development is focused on IL 38 where some Pace service already exists, but land uses fronting commercial corridors are poorly organized and not situated for transit, pedestrian, and bike mobility. The IDOT/Pace plan for BRT on IL 38/Roosevelt Road and IL 64 TSP corridor and development of the east branch of the DuPage River Trail provides additional mobility in eastern Glen Ellyn.

## Hanover Park

Hanover Park adopted an updated Comprehensive Plan in 2010 and a Village Center TOD Plan in 2017. The Village is accessible from the Metra station at US 20 and Barrington/County Farm Road and many

County-maintained facilities are nearby. The Village has high-quality arterial access, which may incentivize transportation partnerships and investment. There is little residential density proximate to the Metra Station and the Village has few facilities promoting walking and biking to employment areas west and south of the station. There is no direct access to the regional expressway system. There are developable properties within a half mile of Metra station, which could increase ridership once developed. There is also a plan for an IL 390 extension to the west of the community. The first stage of the plan includes extending ramps to County Farm Road and the second stage includes developing an arterial extension west of County Farm Road. There is a major downtown development plan focused on the Metra station that proposes mixed use development and hundreds of residential units. Despite this, commercial retail and office market stagnation may cause the downtown plan to go into long term hold, which may have an impact on residential development. The Village should seek increases in both

non-motorized transportation and bus routes, including a north/south route along Barrington/County Farm Road, and a route to retail/employment centers outside of the Village.

## Itasca

Itasca recently adopted a Downtown Strategic Action Plan in March of 2022 and has a Comprehensive Plan from 2015. Itasca is served by a Metra station near the downtown. Hamilton Lakes Business Park with its two million square feet of office uses is located in Itasca. There is new access to IL 390 and the region, which helps the west of Itasca and its warehousing and business park freight economy. IL 390 presents a minor obstacle to traveling to northern Itasca and rail crossings pose barriers to north-south bike and ped travel and present some issues with congestion. Improved IL 390 access may increase use and workers to Hamilton Lakes and allow new opportunities for transit service. However, continued teleworking and a weak office leasing economy may also effect Hamilton Lakes. It should be noted that Itasca and Hamilton Lakes experimented with Innova limited EV share based out of the Itasca Metra

station. It was a concierge service that ran a few times in the morning and afternoon using Innova Dash. However, it was shut down during the pandemic. A bridge widening, completed in 2021, on Bloomingdale Road over I-290 allows better bike-pedestrian mobility from east to west.

## Lisle

Lisle adopted a Bicycle and Pedestrian Plan in 2008. It has a Metra station within a redeveloping downtown core that is characterized by increasing residential density. Lisle is served by Pace Route 722 along US 34 between northern Downers Grove and Yorktown Shopping Center in Lombard, and Naperville 5th Avenue station. Lisle traverses the Warrenville Road office corridor. The community has been supportive of bike and pedestrian infrastructure by advocating for development from north to south and has developed connections to the Morton Arboretum. Benedictine University is also located in Lisle. Development in the Village is dispersed, and it is not very walkable. The main employment area in Lisle is somewhat distant from the Metra station and there is no apparent shuttle service or Pace service that connects





the two areas. There is little infrastructure for bus transit, biking, and walking. Lisle also has an uncoordinated land use and site approach to density of the employment corridors. The commercial office sector is weak and there is a lack of transit access between the station and employment areas and colleges. Lisle has access to the east branch of the DuPage River Trail. DuPage DOT is reconstructing and elevating the trail under the Warrenville Road bridge, which will improve bike and pedestrian conditions in the Village.

## Lombard

Lombard adopted a Comprehensive Plan in 2014. Its compact downtown is located in close proximity to a Metra station and underpass for pedestrian mobility. The Yorktown Shopping Center is located in Lombard. Retail weakness from changes in shopping behavior pose threats to the long term viability of the shopping center, but this opens up opportunities for other types of development. Lombard has access to the Illinois Prairie Path and Great Western Trail, as well as access to I-355 and I-88. The land uses and density along the IL 53 corridor are poorly planned and it is under-capacity as a north-south arterial. Lombard has a poor north-south roadway network with Union Pacific Railroad (UPRR) and other rail acting as obstacles. Currently, there is no Pace service to downtown Lombard. However, the Village is located near IL 38, IL 56 and IL 64, all of which are east-west principal arterials slated for future arterial corridor development. Transit Signal Priority is planned for installation on portions of IL 38 and IL 56. There are multiple bus routes that serve the Yorktown area, which provides an opportunity for a possible future mobility hub.

## Naperville

Naperville is a large community and has recently adopted a comprehensive plan. It also has a Bicycle and Pedestrian Plan from 2020 geared toward improving mobility. It has a dynamic downtown area with mixed uses, hotels, restaurants, and employment space. North Central College is integrated into a downtown location, which helps to provide foot traffic. Naperville also has multiple Metra stations at 5th Avenue and IL 59. The IL 59 station has parking and shuttle service. The primary Naperville Station has Pace connections to College of DuPage, Fox Valley Mall, Wheaton, and the Danada and Diehl Road office area. However, there is a lack of connective transit between the station, Naperville's downtown and North Naperville. Naperville is a dispersed community, which makes it difficult to serve all areas with bus and shuttle service. Naperville is also missing Metra shuttle service to key areas of the employment sector north of I-88, like Cantera and Warrenville Road corridor. The community

once operated a Guaranteed Ride Home program, which is currently suspended. Some mobility options exist in seasonal Tuk-Tuk service, and Naperville has many suspended shuttle routes that might be fully restored.

## Oak Brook

Oak Brook adopted a Commercial Areas Revitalization Plan in 2019. It contains the Oak Brook Mall area retail center, which acts as a major activity generator. Oak Brook is served by Pace 322 intercounty service along 22nd Street/Cermak Road and immediate access to regional expressway/tollway system. Oak Brook also has access to I-294 future Bus on Shoulder, but poor organization of land uses fronting main roads makes it difficult to serve retail and office with transit. There is a poor system of sidewalks west of IL 83 and congestion on 22nd Street. I-88 and IL 83 also present walkability and bike barriers. There is no bus service to employment centers along Jorie Boulevard and no service to Oakbrook Terrace tower and Harger Road



*Naperville TukTuk Service*

employers. There is a lack of intra-community transportation connections, bike-pedestrian facilities and west Oak Brook area tollway access. Since McDonald's Headquarters moved to downtown Chicago, there is a focus on redevelopment of McDonald's campus on 22nd Street with new residential uses. The Windsor Drive streetscape project will potentially provide improved access to I-294 via a new Tollway fishhook ramp and "back door" access through the revamped Tollway cash box area. It will also improve pedestrian safety and access to the bus stop at 22nd Street. Oak Brook was the recipient of an RTA grant over ten years ago and began a pilot service between Enterprise Drive office park and Elmhurst Metra station. Chariot was selected as the provider, but they shut down operations within 6 months of the service beginning. Service was altered and it is not clear whether that service will be continued or restored.

## West Chicago

West Chicago currently has a draft Comprehensive Plan from 2021. One of West Chicago's greatest assets is its access to trails and green space, including the Prairie Path and other regional trails. The City can position itself as a hub of recreational activity, trails, and trail-oriented retail and services in DuPage County and the western suburbs. The City can also draw on existing strategies such as promoting transit-oriented development and mixed-use development to support this. It has a downtown core near the Metra station and strong industrial parks, especially new DuPage Business Park uses along Fabyan Parkway and IL 38. DuPage Airport is also located in West Chicago. Although major employers are somewhat distant from Metra station, Some have instituted shuttle service.

Growing freight traffic poses road delays, congestion and environmental issues. There is poor pedestrian and bike infrastructure within the business parks, but the downtown plan and comprehensive plan have supportive language regarding mobility and trail and pedestrian development. The Fabyan Parkway reconstruction will include bicycle facilities and expand Metra services when final triple track project is complete. According to the Village, there is a lack of activity or interest in downtown development, and a lack of downtown employment and retail draw.

## Westmont

Westmont adopted a Comprehensive Plan in 2013. The community is served by a Metra station, which is surrounded by a compact downtown area along Cass Avenue. Several sites near the Metra Station are contemplated for development and redevelopment and there is support for increased residential density near downtown. The area is also served by Pace Route 715, which provides service between Yorktown Mall, Metra, and Argonne. Cass Avenue is often congested due to rail crossing delays, which slows transit service. Generally, there is poor north-south connectivity across the Village. There is little Pace service in key retail and business areas of the community, including Ogden Avenue, 63rd Street, and deteriorating retail and business space on Cass Avenue north of 63rd Street. Circulator services have been suspended and it is unknown whether they will be restored.

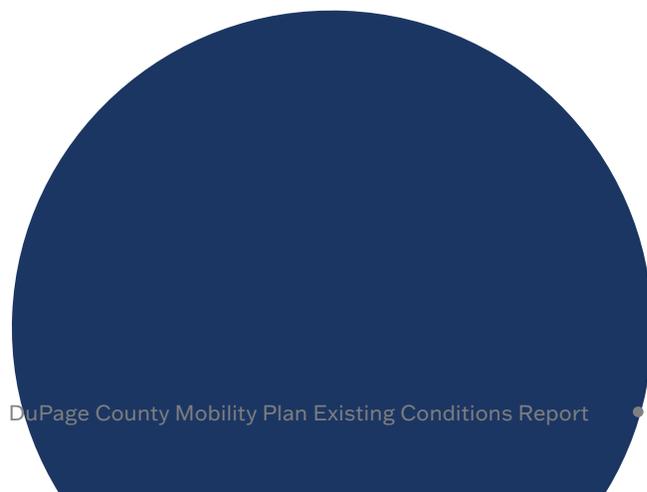
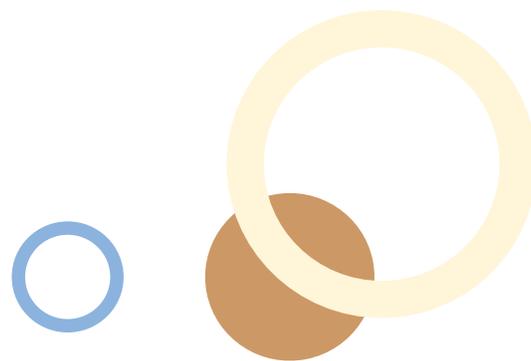
## Wood Dale

Wood Dale adopted a Comprehensive Plan in 2018. It has a strong business park as well as access to regional expressways via IL 390. Wood Dale has new dedicated bike paths that

have been constructed along its frontage roads and across IL 390. There are opportunities for improved connections between Wood Dale's main employment center and the Metra station, which is over a mile away. There is no Pace shuttle or fixed service from the Wood Dale Metra Station to this area. The frontage road system may allow for some new opportunities for development and access to industrial parks. The major downtown plan for the area south of IL 390 is on hold as retail and office markets remain stagnant. Wood Dale was one of original locations proposed for a transit hub along IL 390 under the original IL 390 "Bus on Shoulders" plan. This area was identified as a key location for employer shuttles or a shared shuttle from the Wood Dale or Itasca Metra.

## Woodridge

Woodridge adopted a Comprehensive Plan in 2007. It is an economically and culturally diverse residential community that is located near access points to I-355, and a County Strategic Regional Arterial (75th Street). It also has pedestrian and bicycle access to several residential bikeways. Although there is no rail station, ridership data shows that residents use Belmont Road and Lisle stations, which are located five to six miles away. Woodridge's employment base is over four miles from the town center. There is not a current connection to I-55 Pace operations. Interstate 55 has a future plan for managed lanes and emerging bus services and there are future County plans along 75th Street for improved transit access. Questions have arisen regarding business access to I-55 and I-355 as well as competition from I-55 distribution companies. There are not many local employers and retailers, so economic diversity is limited.



# ACTIVITY GENERATORS

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## College of DuPage

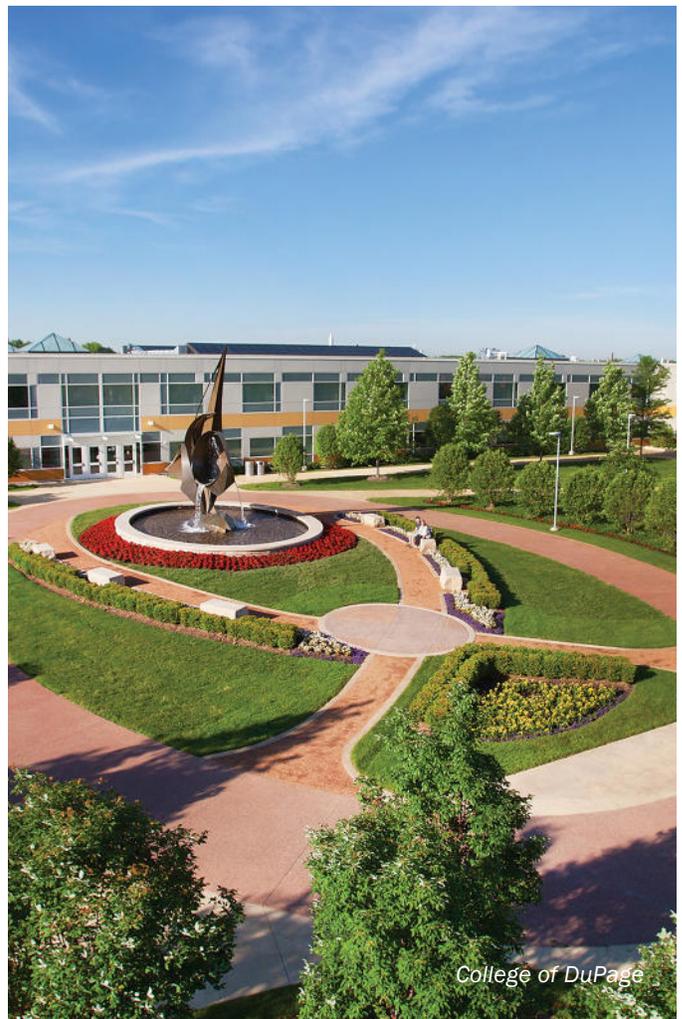
The College of DuPage was founded in 1967 and has about 21,000 students. It is located in Glen Ellyn and serves the community through a variety of programs and services. The College offers a range of services to ensure student productivity and achievement, including:

- Assistance with academic challenges and career planning.
- Access to computer labs with the latest productivity software.
- A comprehensive testing center providing personal, professional, and academic testing and evaluation.
- Campus facilities and buildings.
- Center for Diversity, Equity, and Inclusion.
- International Services.

The College also offers a variety of community services. Community partnerships are an important component of College’s community engagement. The Community Engagement Department strives to support the College’s mission to be a center of excellence in teaching, learning and cultural experiences, as well as its vision to be the primary college district residents choose for high quality education. The College of DuPage actively works to positively impact the communities and organizations in which it is involved.

## Wheaton College

Wheaton College is a Christian, academic and religious college founded in 1860 with an enrollment of about 3,000 students. It is a liberal arts college and graduate school located in Wheaton, Illinois. It offers more than forty undergraduate degrees in the liberal arts and sciences, and eighteen graduate degrees. Wheaton College is located in a residential community about 25 miles west of downtown Chicago, with easy access to the city, O’Hare, and Midway International Airports.





## Benedictine University

Benedictine University was founded in 1887. It is a Catholic University located in Lisle, Illinois, and has an enrollment of about 6,000. It is an inclusive academic community dedicated to teaching and learning, scholarship and service, truth, and justice, and the principles and wisdom of St. Benedict.

It serves all students and provides special attention to students with disabilities. The Academic and Career Enrichment Center (ACE) serves as the main location for serving students with disabilities, including learning, physical and psychological disabilities. The University will ensure all students have an equal opportunity to access academic programs and other aspects of campus life. Pace offers bus service between the Lisle Metra Station and Benedictine University with one southbound trip in the morning, dropping off riders at College Road near the campus's main entrance, and one northbound trip in the afternoon departing the same location.

## North Central College

North Central College was founded in 1861 and is located in Naperville. It has an enrollment of about 3,000 and is an independent college dedicated to liberal arts and sciences. Part of its mission is to transform students into leaders both in their careers and communities. The students study across more than 65 undergraduate and graduate programs, with education made more valuable by supportive faculty and staff, world-class facilities and countless opportunities to learn beyond the classroom. North Central College offers study abroad opportunities, recreation and fitness, wellness, and different clubs and activities.

## Hamilton Lakes Business Park

Hamilton Lakes Business Park is located at the intersection of the Elgin O'Hare Expressway and I-355 in Itasca. The Business Park is located just inside DuPage County,

which translates into lower taxes for tenants (compared to nearby Cook County). This is a master-planned development of approximately 3.5 million square feet of office space and 32 additional acres of development land. Within the Park, one will find first-class hospitality in the Westin Hotel. Beautiful indoor and outdoor public spaces are well established. Additional amenities include; The Hamilton Lakes Athletic Club, Bright Horizons Daycare, full service restaurants and delicatessens. Design at Hamilton Lakes conveys sophistication through the use of granite, reflective glass, lighted metal roofs and rich interior detailing throughout.

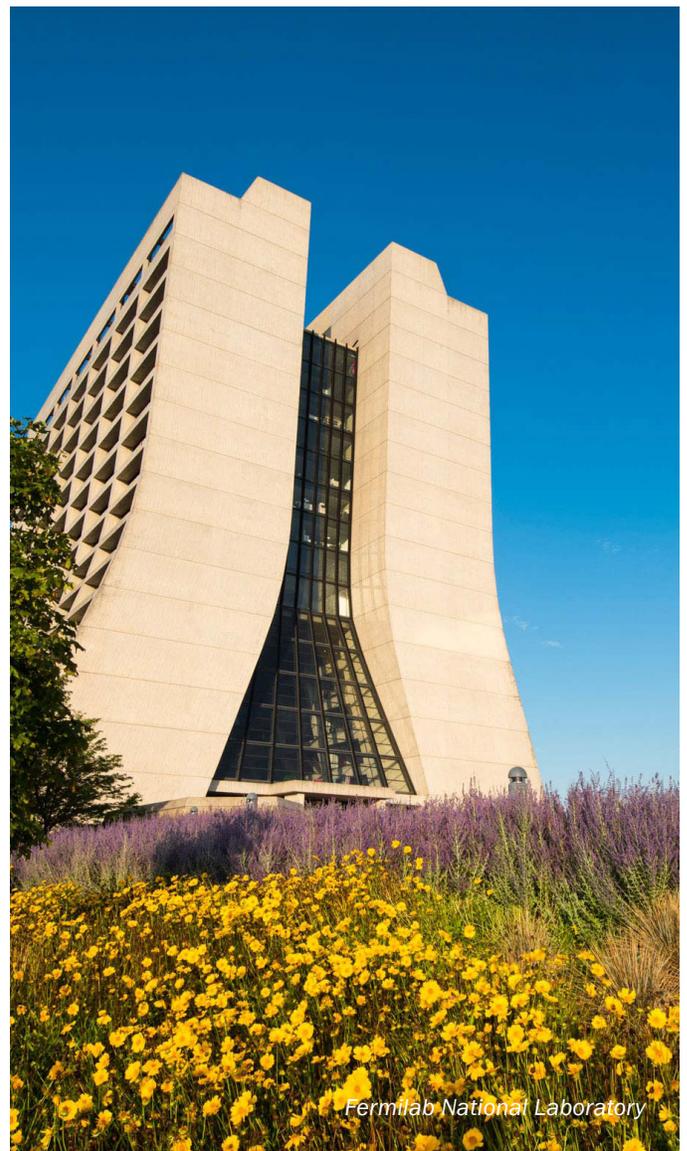
Hamilton Lakes attracts downtown Itasca commuters through Hamilton Partners' "First Mile, Last Mile" solution, which is a program facilitated by the company. Hamilton Partners has teamed up with DASH cars to make transportation from the Itasca Metra Station to Hamilton Lakes seamless.

## Fermilab National Laboratory

Fermilab is a national particle and accelerator laboratory. It is one of the County's major employers. Fermilab's 1,750 employees include scientists and engineers from all around the world. Fermilab collaborates with more than fifty countries on physics experiments based in the United States and elsewhere. It has a 6,800-acre site is located in Batavia, Illinois, near DuPage County, and is managed by the U.S. Department of Energy Office of Science. Fermilab is a partnership between the University of Chicago and Universities Research Association, a consortium of 89 research universities.

## BP Corporate Campus

British Petroleum is an energy company that employs almost 4,000 people in the Chicago area. It has a Corporate Campus in Warrenville and offers a range of programs and services.



Fermilab National Laboratory

# EMPLOYMENT CENTERS AND CORRIDORS

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According to the DuPage County Transit Connectivity Plan there are three primary employment corridors in the County.

## Wood Dale Corridor

The Wood Dale corridor attracts trips originating from surrounding areas in DuPage County and portions of Cook County. Many of the workers in the corridor reside both to the east and west along Metra's Milwaukee District West (MD-W) line, which serves the corridor with three stations. Wood Dale will be served by the IL 390 (Elgin-O'Hare Expressway) project. With this extension of the Tollway east to Route 83 (Busse Road), Wood Dale will be more accessible via automobile, making it more difficult for transit to compete.

Metra stations along the Milwaukee District West (MD-W) line have a significant share of passengers exiting during the morning and midday. Some commuters are already accessing local jobs via transit. Daily Pace bus service that connects to the CTA Blue Line and Rosemont serves a portion of the corridor and is well-utilized. Pedestrian access is below average due to an incomplete sidewalk network and the large block sizes. A significant amount of light manufacturing and industry exists in Wood Dale; this type of employment is traditionally difficult to serve by transit due to shift-work schedules and large block sizes.

According to DuPage County, current transit commute times to the corridor are roughly three times as long as the average drive time

to the same destination. The addition of a last-mile service connecting with Metra service could significantly improve transit times by as much as 19 percent. Of those employed in the Wood Dale Corridor, approximately 7.6 percent live at a location conducive to using Metra for their commute.

## Addison Corridor

The Addison corridor attracts trips primarily from adjacent areas in central DuPage County and northwest Cook County. Addison also attracts a high number of trips from within the corridor due to its mix of business and residential areas. These relatively short commute distances and the corridor's development layout are not conducive to Pace services and can make it difficult to attract transit riders.

Of the three corridors, Addison has the highest share of trips originating from areas served by Metra, almost double that of the Wood Dale corridor. Addison trips also originate from areas with higher zero-vehicle household rates (over fifty percent) than the origination areas of trips to the Wood Dale or Naperville/Warrenville corridors.

The Addison corridor is served by the Metra Union Pacific-West and MD-W lines, though all stations nearest the corridor are located beyond walking distance. Daily Pace bus service is only available on the edges of the corridor. Pedestrian access is average, though sidewalk completeness and network connectivity are better in the more residential

areas than in the areas of greater employment. Passengers depart trains for employment locations at the corridor's six Metra stations in the morning or midday. A significant amount of light manufacturing and industry exists in Addison; this type of employment is traditionally difficult to serve by transit due to shift-work schedules and large block sizes. Current transit times to these location are three times as long as average drive time for the same trip.

## **Naperville-Warrenville Corridor**

Naperville-Warrenville Road is the largest trip attractor among the corridors, with trips coming primarily from areas within northwest DuPage, eastern Kane, and northern Will Counties. The corridor attracts a small number of trips from Cook County and areas served by the Metra BNSF line during the reverse commute. Naperville-Warrenville Road trips originate from areas with higher average incomes than either the Addison or Wood Dale corridors. The corridor also attracts trips from the Aurora and Southwest DuPage and Kane communities. Although these areas have average or higher than average car ownership rates and incomes, technology-based efforts to enhance transportation alternatives could prove effective and make it easier and more convenient to use transit.

The Naperville-Warrenville Road corridor is served by three Metra stations, though they are not within walking distance of the core employment areas, with distances exceeding two miles. Pace Routes 714 and 722 currently serve this area. Route 714 runs along Naperville Boulevard and Route 722 runs along Warrenville Road. Pace Route 829 (Lisle-Naperville Office Corridor) was designed for reverse commuters from Chicago to major office locations in the corridor, such as Navistar and Nokia. However, the route has been suspended. Current transit times to the Naperville-Warrenville Road corridor are approximately three times as long as the average drive time for the same trip — as high as two hours in length.

# COMMERCIAL NODES

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Many commercial corridors and nodes exist throughout the county. Commercial areas are also located in the downtowns of DuPage County municipalities. The entirety of DuPage County's commercial areas are not analyzed in this report, although each plays an important role economically. Commercial nodes attract customers and service employees from inside and outside DuPage County. Several offer employment and business services. These commercial centers benefit the county by bolstering economic development and by offering employees, residents, and visitors access to goods and services that improve quality of life. However, larger retail destinations, such as shopping malls, tend to lack pedestrian connections and visitors typically rely on personal vehicles to access these locations. In some cases, municipalities are working to diversify land uses near these retail destinations, with a particular focus on residential development. Such initiatives have the potential to transit-supportive and pedestrian-friendly built environment. It is critical to anticipate which of these commercial nodes will grow and develop in the future so transit connections to and from these areas can be strengthened.

## Oakbrook Center

Oakbrook Center is a shopping, entertainment, and dining destination in DuPage County. It is an outdoor mall located near I-88 in DuPage County approximately 30 minutes from downtown Chicago. It includes department stores, specialty stores, and dining and entertainment places. Pace Routes 301, 322, and 332 serve Oakbrook Center.

## Fox Valley Center

Fox Valley Mall has been part the Aurora and Naperville landscape since the 1970s. The City of Aurora has been working to transform the mall and the surrounding area by introducing a mix of land uses and allowing residential units to be built directly adjacent to the shopping mall. The mall is served by Pace Route 530, which connects to the Naperville Metra Station, as well as the Pace Naperville-Aurora On Demand service.

## Stratford Square Mall

Stratford Square Mall opened in Bloomingdale in 1981. The mall contains over 1,300,000 square feet of retail space. The Village of Bloomingdale is diversifying and densifying land uses around the mall by strategically developing multifamily residential nearby. Stratford Square Mall is served by Pace Route 711.

## Other Resources

Worknet is a federally funded DuPage County employment resource that offers training for workers by connecting them with the jobs, education, and services most likely to help them build or advance a career. Worknet develop the workforce through innovative talent and a pipeline of initiatives with the ultimate success of the employer and jobseeker in mind. They also connect businesses and jobseekers building a comprehensive and integrated approach to workforce development.

# PARKS, PRESERVES, AND NATURAL AREAS

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## DuPage County Forest Preserves

The Forest Preserve District of DuPage County is the primary provider of parks and open space in DuPage County outside of the County's Villages and Cities. The Forest Preserve District manages sixty preserves and 26,000 acres land area. It also manages forty-seven miles of rivers and streams, thirty-one lakes and ponds, six cultural or nature centers and 145 miles of trails. Primarily a recreation resource, the trails also serve as routes for commuters.

In 2019 the Forest Preserve District approved a master plan, which serves to further its mission of protecting and improving the county's natural areas while providing high-quality educational and recreational experiences.

## GUIDING PRINCIPLES OF THE DISTRICT

The Forest Preserve District is committed to the following principles that guide its actions and decisions:

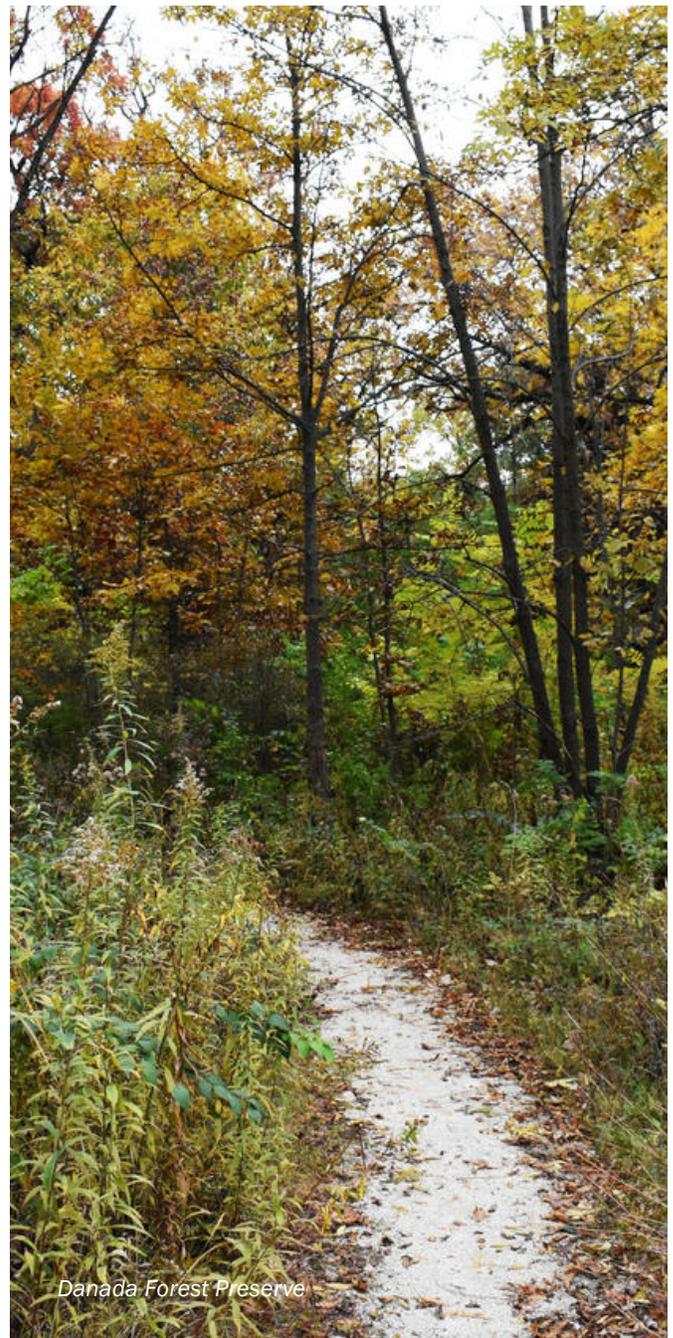
- **Stewardship:** The District serves as a responsible steward of the financial, and natural resources that have been entrusted to it by the citizens of DuPage County. They adhere to the principle of excellence in all they do and actions are guided by a basic respect for nature, one another and the communities served.
- **Sustainability:** The District values sustainability from an organizational and environmental perspective. To ensure its long-term ability to continue its mission, the District is guided by a commitment to financial and operational sustainability. The District is also committed to the responsible and sustainable preservation and use of the natural lands, waterways, plant, and animal life under its protection for current and future generations.
- **Community Engagement:** The District strives to continuously engage the communities and individuals we serve in an ongoing dialogue and partnership to improve our relationships and foster greater trust and collaboration around common goals.
- **Innovation:** As a leader in the field the District seeks innovative ways to integrate new technology, engage the

public, respond to changing needs and advance their mission and vision.

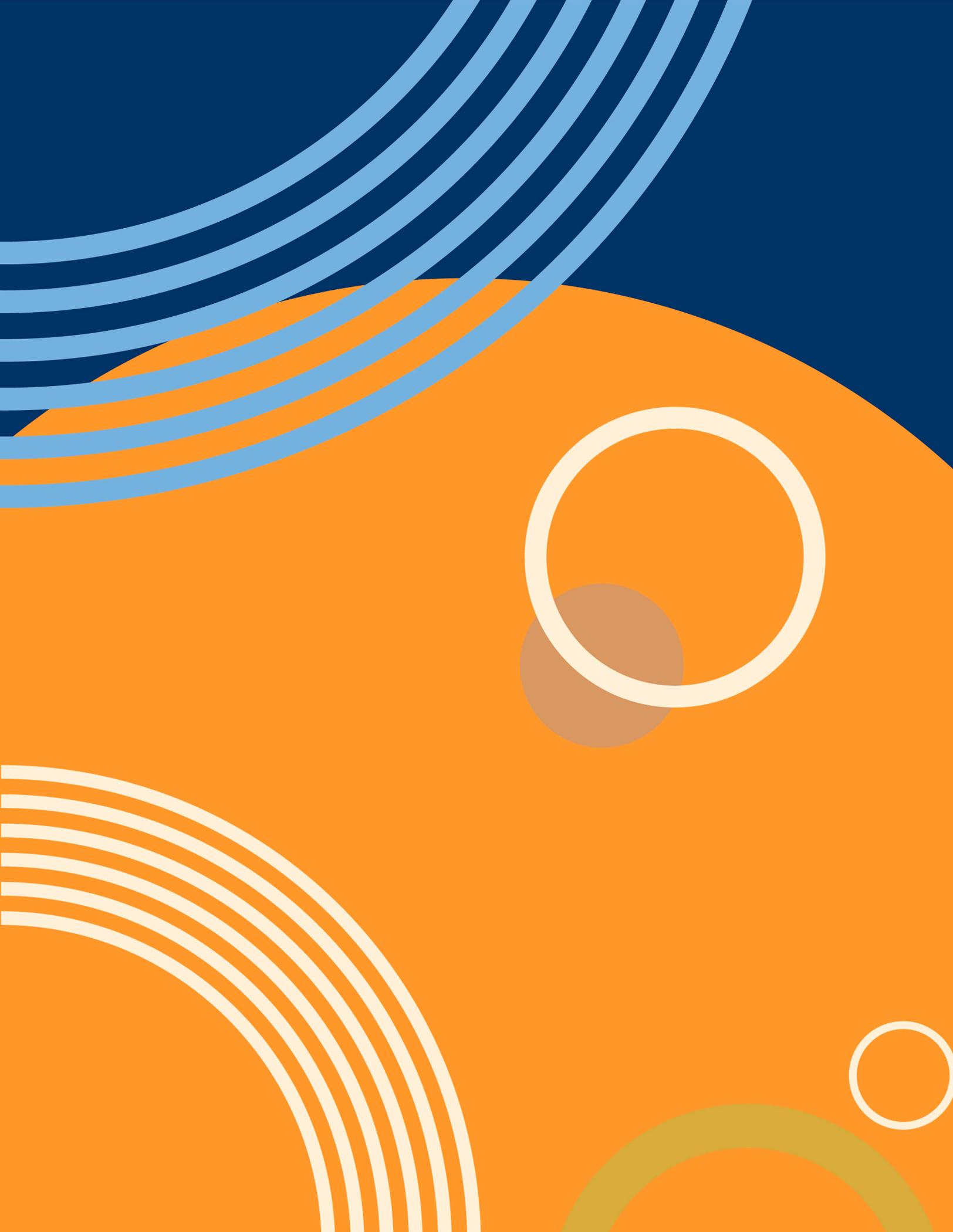
- **Empowerment:** Provide a supportive working environment that respects and relies upon each individual's expertise, skills and diversity while encouraging teamwork, creativity and professional development.
- **Diversity & Inclusion:** They seek to honor and represent the growing diversity within the community practices, programs and services, communications, and the accessibility of our preserves.

## Transportation Connections

The Forest Preserve District of DuPage County manages many of the County's regional trails. While the trails are primarily used for recreation, there are opportunities to support the expansion and upkeep of the trail network in order to serve commuters and other non-recreational users.



*Danada Forest Preserve*



**6**

**CONCLUSIONS  
&  
NEXT STEPS**



# CONCLUSIONS & NEXT STEPS

The planning team synthesized the information gathered through the Existing Conditions Analysis and community engagement efforts in order to identify preliminary issues and opportunities as they relate to the regional mobility network and services. The current mobility network has been shaped through the convergence of land use and development patterns, demographics, and historical factors, such as auto-centric planning and, more recently, public health emergencies, such as COVID-19. The DuPage County Mobility Plan provides the County with the opportunity to present a number of goals, recommendations, and strategies that function to augment the regional mobility network, benefit transit users, and encourage economic development by increasing access to businesses and services.

These high-level, preliminary issues and opportunities will be further expanded in the next phase of the planning process. They will inform the development of additional strategies and recommendations aimed at addressing the key issues faced by DuPage County and its municipalities.

# ISSUES AND OPPORTUNITIES

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## Issues

### TRANSPORTATION GAPS

There are numerous gaps throughout the DuPage County mobility network. Suburban street and highway networks complicate the ability to create an uninterrupted and well-integrated transportation network. Fixed transit routes are limited and many are suspended due to the lasting effects that COVID-19 has had on ridership numbers. Pedestrian and bicycle infrastructure is disjointed and incomplete in areas throughout the County. These gaps make it difficult and/or unsafe for people to travel to their destinations by bike or by foot. They also deter people from traveling to and from fixed-route transit.

### TRANSIT ACCESS DESERTS

There are a number of Transit Access Deserts throughout the County. These are employment areas that have no convenient access to fixed transit routes. These deserts can make it difficult for employers to attract employees and for the County to attract new businesses. Employees that work in these Transit Access Deserts and who do not have reliable vehicle access are burdened by having to spend their time and resources to reach these employment areas.

### LONG TRAVEL DISTANCES

The County has experienced decades of suburban development patterns in which land uses are segregated and there are very few mixed-use areas. Because of this sprawl, the places where people live, work, shop,

and recreate can often be very far from one another, leading them to rely on automobiles for transportation or requiring longer transportation trips. Furthermore, the County lacks reliable methods of transportation between communities and municipalities.

### BARRIERS TO PUBLIC TRANSPORTATION USE

Only a small portion of the County has convenient access to a fixed transit route (Tier 1) and rapid on-demand transit (Tier 2). The rest of the County has access to on-demand transit that has an age, mobility, income, or destination limit (Tiers 3-6). Although those who are most in need of transportation have access to it, many still struggle to find information about the services available to them.

## Opportunities

### INCREASE INTENSITY AND DIVERSITY OF LAND USES

The County has the opportunity to help guide land use and development patterns to create transit supportive communities by reinforcing the concepts set forth in previous planning documents such as Pace Transit Supportive Guidelines (2013). Concepts include encouraging a mix of land uses and increasing the intensity of development, particularly near transit hubs. As DuPage County works to attract businesses and other activity generators, it has the opportunity to encourage new patterns of development, such as increasing density around employment centers. These interventions could help to achieve economic development goals, as well as transportation goals.

### MULTIMODAL TRANSPORTATION CONNECTIONS

DuPage County has a network of multiuse off-street trails and on-street bike paths that continues to grow. Many of these trails and paths connect to regional activity generators and employment centers, as well as existing transit facilities. The County and its more than three dozen communities have the opportunity to reinforce these connections, create new ones, and promote multimodal trips where multiple modes of transportation are utilized during one trip. DuPage communities can do this by implementing sidewalks and bike paths through shared costs and permitting policies.

## **STRONG MUNICIPAL PLANNING EFFORTS**

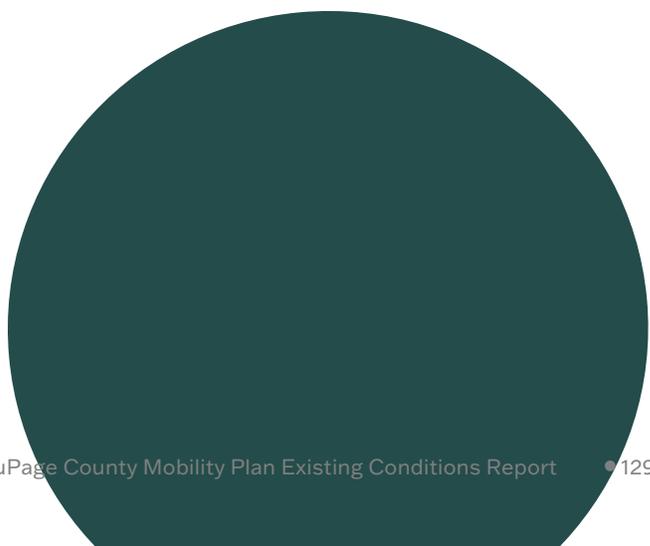
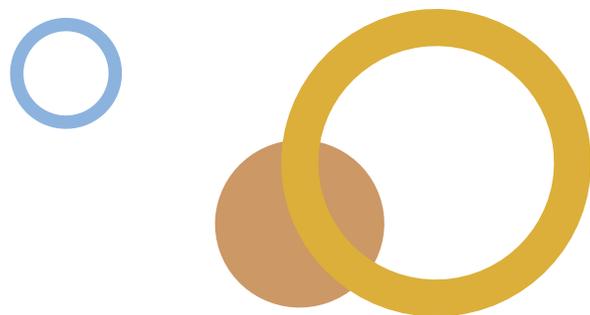
As evidenced by the Municipal Comprehensive Plan Analysis section of this report, communities throughout DuPage County are focused on improving pedestrian access, transportation connections, and public spaces and streets. DuPage County can continue to coordinate with these communities to strengthen the county-wide transportation network and align planning efforts across municipal boundaries.

## **SHIFTS IN MOBILITY PATTERNS**

According to stakeholders, many residents shifted their mobility habits due to COVID-19. As people continue to reacclimate, there is an opportunity to take advantage of new mobility patterns, such as walking and biking. DuPage County can focus their efforts on improving biking and pedestrian infrastructure to reinforce new methods of mobility and strengthening the transportation network in the process.

## **BETTER COMMUNICATION**

The DuPage County Mobility Guide will be developed in tandem with the DuPage County Mobility Plan. Through the Mobility Plan, the County can develop strategies for disseminating information regarding transit options for all residents. The County can distribute the Mobility Guide to employers, senior centers, community centers, and use social media and websites to promote transit options throughout the County.



DUPAGE COUNTY

# Mobility Plan

