


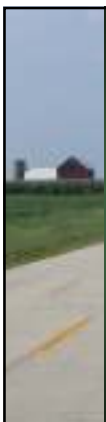
Will County 2030 Transportation Plan

Chicago Metropolitan Agency for Planning

October 9, 2008

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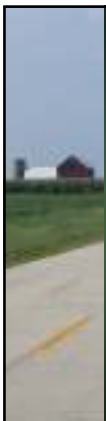


Background

- Long range, iterative plan for the year 2030
- Helps Will County identify needs and prioritize funds
- Useful when coordinating with other transportation providers

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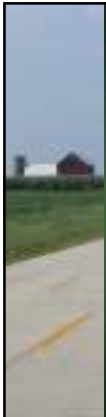


Elements of the 2030 Plan

- Roadway
- Transit
- Bicycle and Pedestrian
- Public and Agency Coordination

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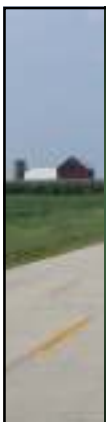


Study Steps

- Data gathering / system inventory
- Travel demand modeling (roadway)
- Analysis of service areas (transit)
- Identification of gaps (bike/ped)
- Unconstrained plan development
- Evaluation and estimating
- Constrained plan development

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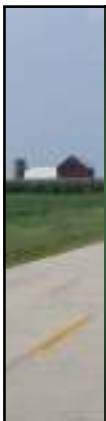


Public and Agency Coordination

- Workshops with local officials
 - Seek input on the needs in different areas of the County
 - Seek input on the criteria that should be used to prioritize the projects
- Met with Metra, Pace, and Forest Preserve officials
- Public meetings
 - Two rounds of public meetings
 - Held in three areas of the County


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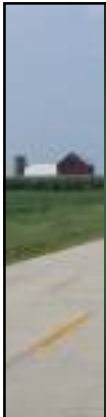




The Unconstrained Plan

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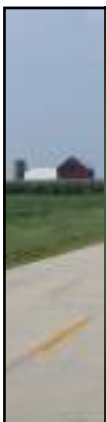


The Unconstrained Plan

- Represents a vision of transportation projects needed to accommodate expected growth
 - Roadway
 - Public Transportation
 - Trails
- Identifies projects without considering cost
- Some consideration of physical and natural resource constraints

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Unconstrained Plan - Roadway

- IDOT, ISTHA, County, and local projects
- Based on output from the travel demand model
- Focused on areas of concern within the County initially
- Examined route continuity between areas of concern

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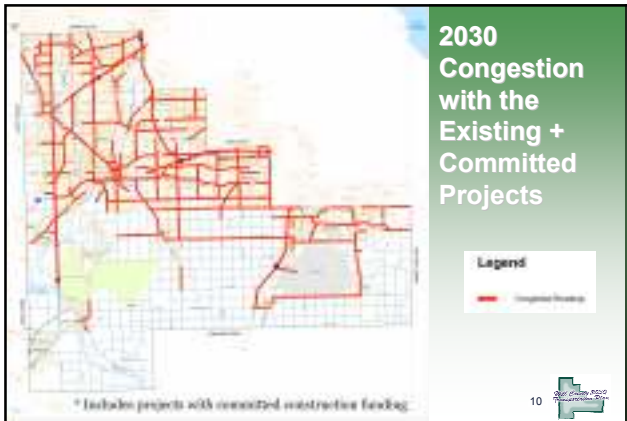
Existing Congestion

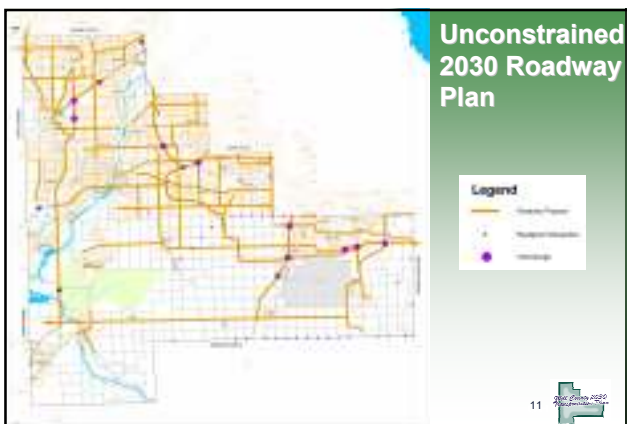
Legend

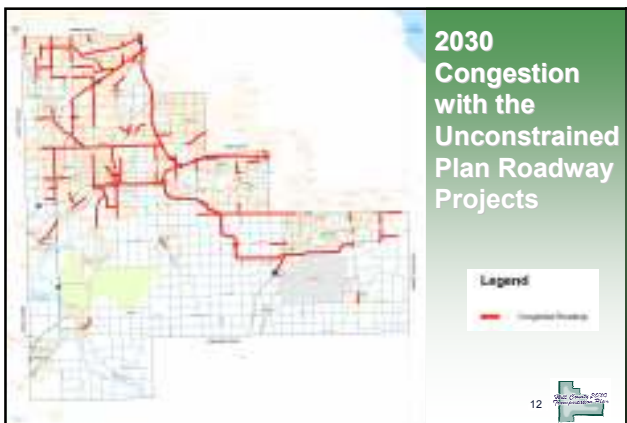
- Congested Roadway

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Unconstrained Plan – Transit & Trails

- Transit**
 - Identified planned investments and improvements
 - Identified commuter rail investments to complement and foster planned growth and development
 - Developed concepts to enhance bus service
- Trails**
 - Defined focus areas to complete links in the systems

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Unconstrained 2030 Commuter Rail Plan

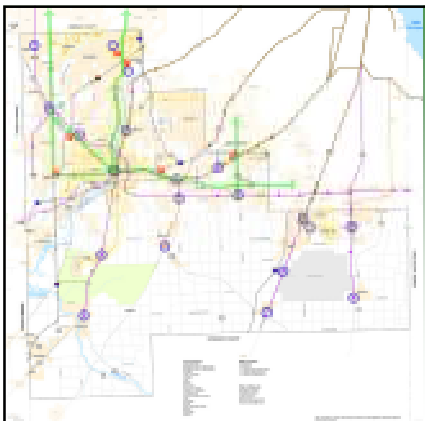
Legend:

- Commuter Rail Station
- Commuter Rail Line
- Commuter Rail Branch
- Commuter Rail Loop
- Commuter Rail Spur
- Commuter Rail Branch
- Commuter Rail Loop
- Commuter Rail Spur

Map:

- Commuter Rail Station
- Commuter Rail Line
- Commuter Rail Branch
- Commuter Rail Loop
- Commuter Rail Spur
- Commuter Rail Branch
- Commuter Rail Loop
- Commuter Rail Spur

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Unconstrained 2030 Bus Concept Plan

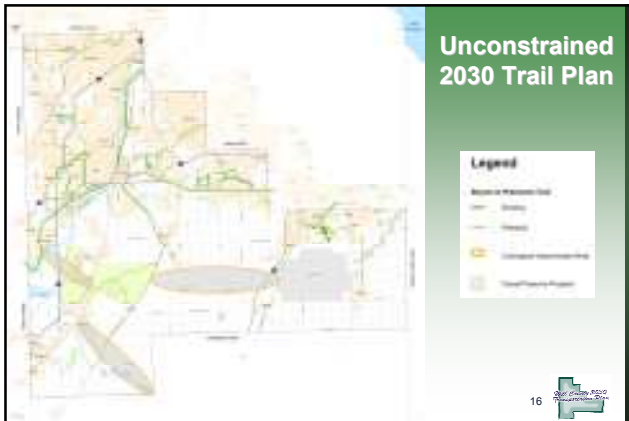
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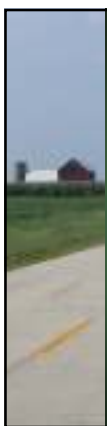
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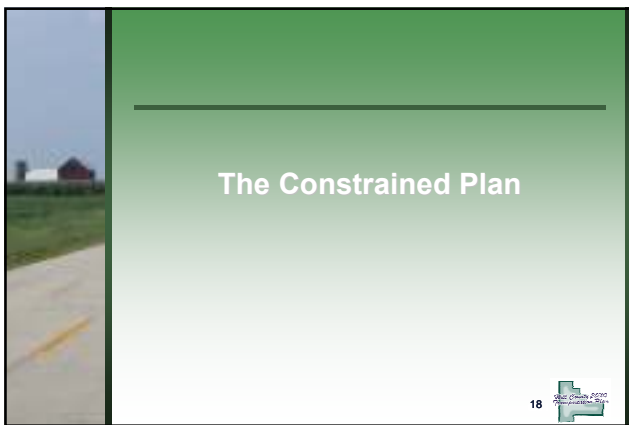


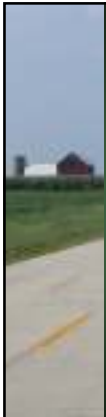


Estimated Costs of the Unconstrained Plan

• Total project cost of all roadway projects	\$4.4 Billion
— Total project cost of county road projects	
• \$1.3 Billion	
• Total project cost of commuter rail projects	\$1.3 to \$1.9 Billion
• Total project cost of bus projects	\$230 to \$290 Million
• Total cost of unconstrained plan	\$6.6 Billion

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Cost / Revenue Breakdown for Roadways

- **Estimated cost of unconstrained plan Will County roadway projects**
 - \$1.3 Billion
- **Total projected Will County revenue available for transportation projects**
 - \$295 Million
 - Cost of Existing and Committed projects through 2018
 - \$184 Million
 - Additional intersection improvements
 - \$42 Million
 - Remaining revenue available unconstrained plan projects
 - \$111 Million
- **Projected shortfall**
 - \$1.2 Billion

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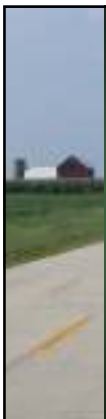


Will County Existing and Committed Projects

- **Included in the \$184 Million Committed Funds**
 - Veterans
 - Caton Farm
 - 95th Street (also in constrained plan)

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Constrained Plan - The Need for Prioritization

- **Project costs exceed current available funds**
- **Establish the priorities for county projects**
 - Get the most from available funding
 - Reflect community values and priorities
- **Establish the priorities for non-county projects**
 - Rail and bus transit
 - IDOT, ISTHA, and local roadways

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Goals for the Prioritization Process

- Be systematic
- Provide documentation
- Have a basis in engineering needs
- Balance socioeconomic and environmental concerns
- Reflect the values and criteria expressed at workshops

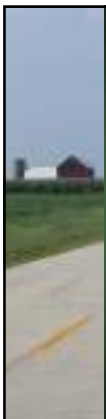
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

Categories of Decision Criteria

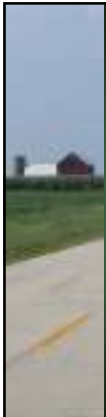
- Economic Development
- Environmental
- Design and Operations
- Land Use Compatibility
- Connectivity
- Implementation

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Criteria Weights				
Criteria		County Projects	State and Local Projects	Transit Projects
Economic Development		20	20	20
Environmental		5	5	5
Design and Operations		40	40	40
Land Use		10	10	10
Connectivity		10	15	10
Implementation		15	10	15
Subcategories				
Design and Operations	Safety (Demand)	30	30	(35)
	Congestion Improvement	55	55	40
	Multi-modal	15	15	25
Connectivity	Local	50	50	40
	Regional	50	50	60
Implementation	Matching Funds (Support)	35	NA	(60)
	Right-of-Way Acquisition	35	NA	NA
	Phasing (Implement/INFR)	30	NA	(40)





The Prioritization Process

- **Criterion Decision Plus**
- Enter all of the projects and their individual values for each criteria
- Apply the weights as identified by the workshop and Highway Department staff
- Generates a ranking

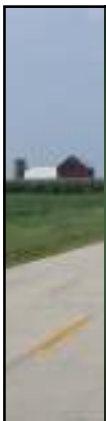
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Fiscally Constrained Plan Projects


- **County Roadways**
 - **Wilmington-Peotone Extension**
 - New 4 lane roadway from Drecksler Road to Ridgeland Avenue
 - **95th Street**
 - New 4 lane roadway from Plainfield/Naperville Road to Boughton Road
 - **Gougar Road**
 - New 4 lane roadway from US 52 to Laraway Road
 - **Laraway Road**
 - Widen to 4 lanes from US 52 to Harlem Road
 - **Weber Road**
 - Widen to 6 lanes from US 30 to Lily Cache Road

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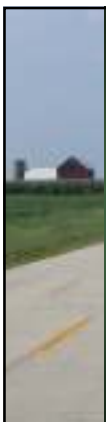



Fiscally Constrained Plan Projects

- **County Roadways, cont.**
 - **Monee-Manhattan Road**
 - New 4 lane roadway from Governors Highway to Crete-Monee Road
 - **Briggs Road & Extension**
 - Widen to 4 lanes and extend between Spencer Road and Schweizer Road
 - **Cedar Road**
 - Widen to 4 lanes between US 6 and Bruce Road
 - **80th Avenue**
 - Widen to 4 lanes between 191st Street and 183rd Street

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Fiscally Constrained Plan Projects

- **IDOT projects (top 5)**
 - I-55 / IL 126 interchange
 - I-57 / IL 394 connector
 - Eastern Airport Access Road
 - Beecher Bypass (IL 1)
 - I-55 / Airport/Lockport Road interchange

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Fiscally Constrained Plan Projects

- **ISTHA projects**
 - Extension of I-355 from I-80 to I-57
 - I-355 / Bruce Road interchange
- **Local projects**
 - Caton Farm/Bruce Road Bridge
 - 95th Street
 - Gougar Road

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Fiscally Constrained Plan Projects

- **Commuter rail**
 - SES to Balmoral Park
 - STAR Line (Joliet to O'Hare)
 - STAR Line (Joliet through to Cook Co.)
- **Bus service**
 - East and West portions of Lincoln Highway BRT
 - IL 59, IL 53, and US 45/LaGrange Road BRT
 - Express bus service along I-55, I-355, and I-80/I-57

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Fiscally Constrained Plan Projects

- **Bicycle and pedestrian**
 - Adopt unconstrained plan
 - Policy initiatives and intergovernmental cooperation are key
 - Priorities:
 - *Connecting the regional trails*
 - *Completing trails in progress:*
 - Virgil Gilman Trail
 - DuPage River Trail
 - Wauponsee Glacial Trail
 - *Preserving corridors for future trails*

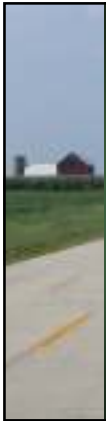
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Next Steps

- **Public Hearing**
- **County Board Adoption**

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Questions?

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