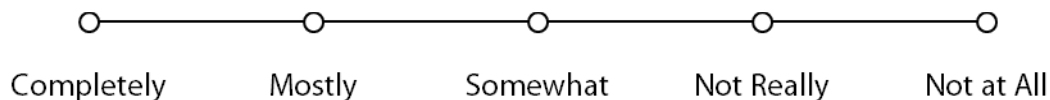


Will County Draft Corridor Selection Criteria

The following corridor selection criteria are designed to help identify priority corridors consistently for the **Will Connects 2040** Plan and for the Will County Bikeway Plan. Corridor selection criteria help to describe and classify potential priority corridors and provide guidance for determining alignments within each corridor. The criteria are qualitative in nature and are applied in a descriptive way to facilitate discussion and allow for geographic equity. Quantitative criteria will be brought into the planning process as part of the determination of the preferred facility type for the selected corridors.

A. Does the corridor improve access to regional destinations?

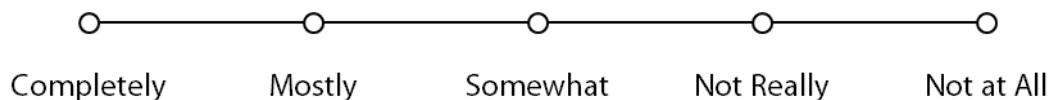
To what degree will the corridor provide links between downtowns, employment centers, regional retail areas, Metra stations, individual outlying communities, parks and recreation areas, universities, major health centers, and other regional destinations? Consider the potential for environmental, community vitality, and economic development benefits of a corridor.



Identification and Discussion of Destinations: *(to be populated for each corridor)*

B. Does the corridor connect to existing trails and bikeways?

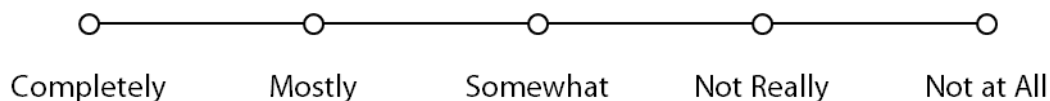
To what degree can new bikeways and trails within the corridor improve connections to and close gaps within the national, statewide, regional, and local trail and bikeway networks? (Consider how the corridor will expand the reach of the existing trail system in Will County.)



Identification and Discussion of Potential Connections: *(to be populated for each corridor)*

C. Does the corridor provide a direct route?

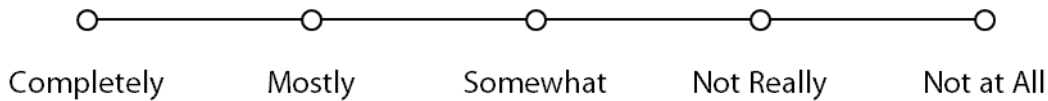
To what degree does the corridor provide a direct link between destinations, minimizing distances and the likelihood of confusion without relying too heavily on wayfinding? (Consider whether excessive turns and meanders are required in order to cross barriers such as rivers and freeways.)



Discussion of Directness: *(to be populated for each corridor)*

D. Does the corridor allow the provision of low-stress bikeways?

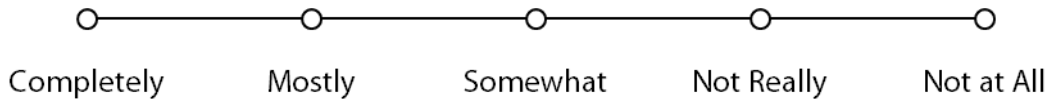
To what degree can low-stress bikeways be provided, including those that reduce conflicts between bicyclists and motor vehicles? These may include separated trails with limited at-grade crossings, bikeways that provide separation from motor vehicles, and bikeways along low-traffic streets and roads.



Discussion of Low-Stress Route Options: *(to be populated for each corridor)*

E. Does the corridor provide recreational as well as transportation value?

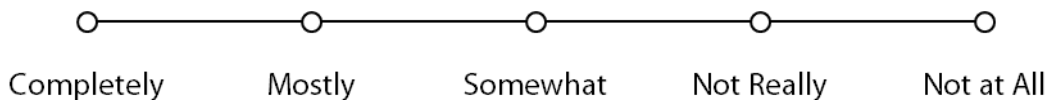
To what degree does the corridor pass through scenic areas, follow waterways or greenways, utilize picturesque rural roads, and connect to Forest Preserve lands or other open spaces? (Consider that for some people, biking in urban areas (such as to dinner or the library) has recreational value.)



Discussion of Recreational Value: *(to be populated for each corridor)*

F. Is near-term implementation feasible within the corridor?

To what degree can bikeway implementation be completed in the near-term within the corridor? (Consider state of development build-out, right-of-way constraints and opportunities for future acquisition, street and road lifecycle and upcoming projects, availability of funding, future growth areas, and physical constraints.)



Identification and Discussion of Feasibility: *(to be populated for each corridor)*