

Kane County
Road Improvement
Impact Fee Advisory Committee

October 18, 2006

CRIP Development Process

- Calibrate Model (2005 Traffic)
- Model Future Traffic (2015)
- Identify Future Deficiencies
- Develop Improvement Project List

Model Calibration

- 2005 Base Year
- Adopted Land Use Assumptions
- Adjusts traffic model so that modeled traffic volumes match actual traffic volumes within acceptable limits of accuracy

Future Deficiencies



- 2015 traffic on existing network
- Model Output:
 - Daily Traffic Volumes
 - Volume to Capacity Ratios (v/c)
- $v/c > 0.8$ indicates substandard level of service – improvements may be needed

■ $v/c = 0.80$ to 1.00

■ $v/c = 1.00$ to 1.20

■ $v/c > 1.20$

Future Deficiencies Highlights

- All existing Fox River bridges $v/c > 1.0$
- Randall / Orchard - widening to 6 lanes needed virtually entire length
- Several routes need widening to 4 lanes west of Randall: Bliss, Fabyan, Keslinger, Big Timber, and Huntley
- Realignment projects will become an urgent need

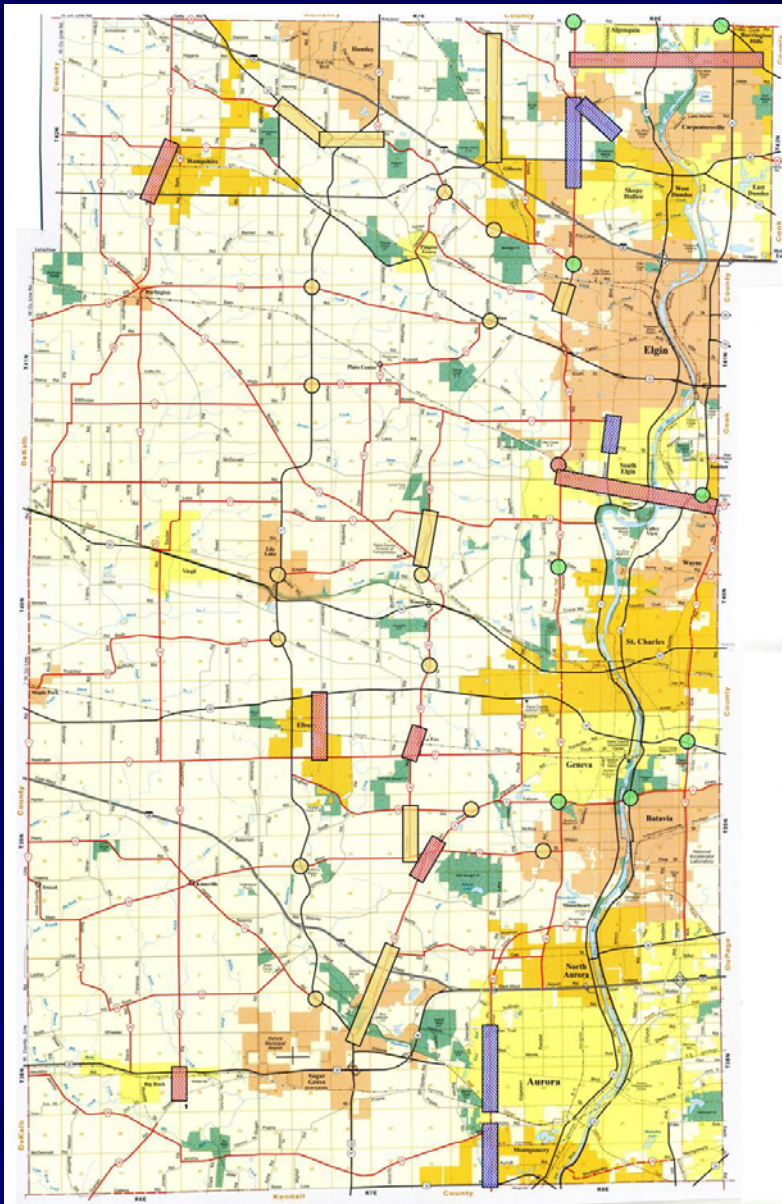
Preliminary CRIP Summary

Total Project Cost \$1,300 Million

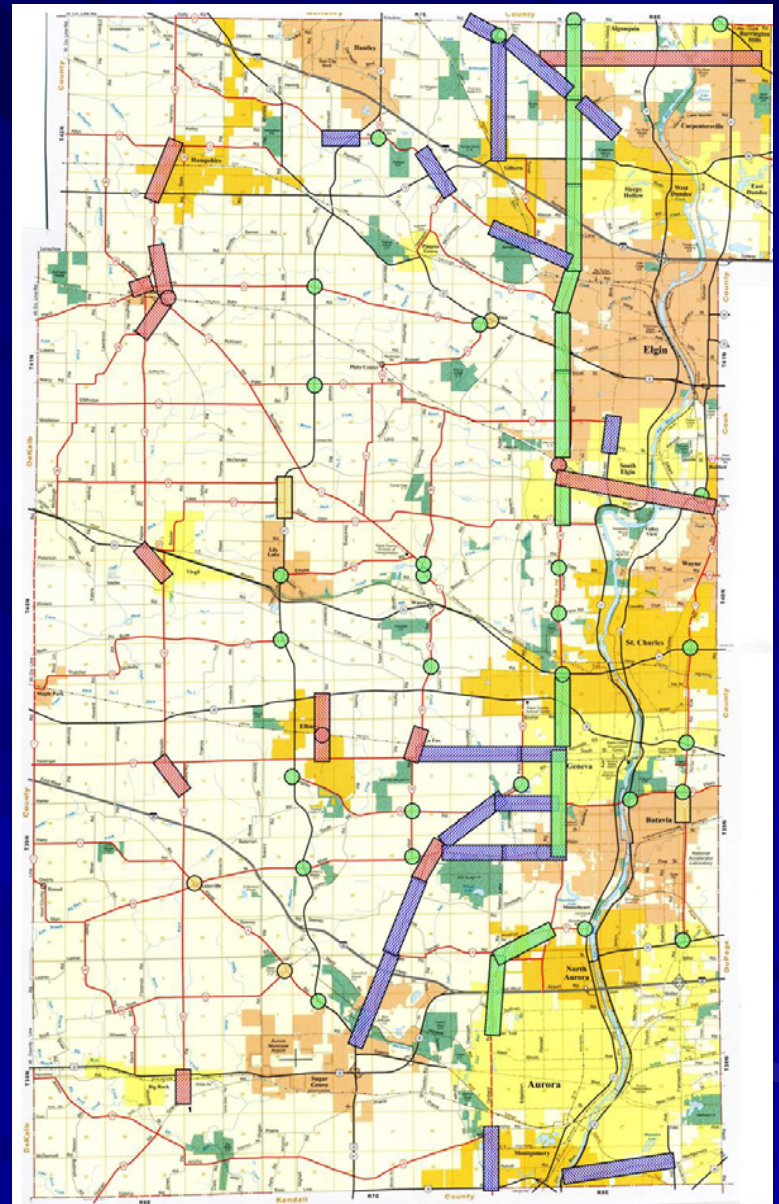
Non-County Funds \$ 232 Million

Net cost to County \$1,000 Million

- 194,437 new peak hour trips
- \$5,305 ~ County-wide average improvement need per new peak hour trip



Existing
2003 – 2013 CRIP

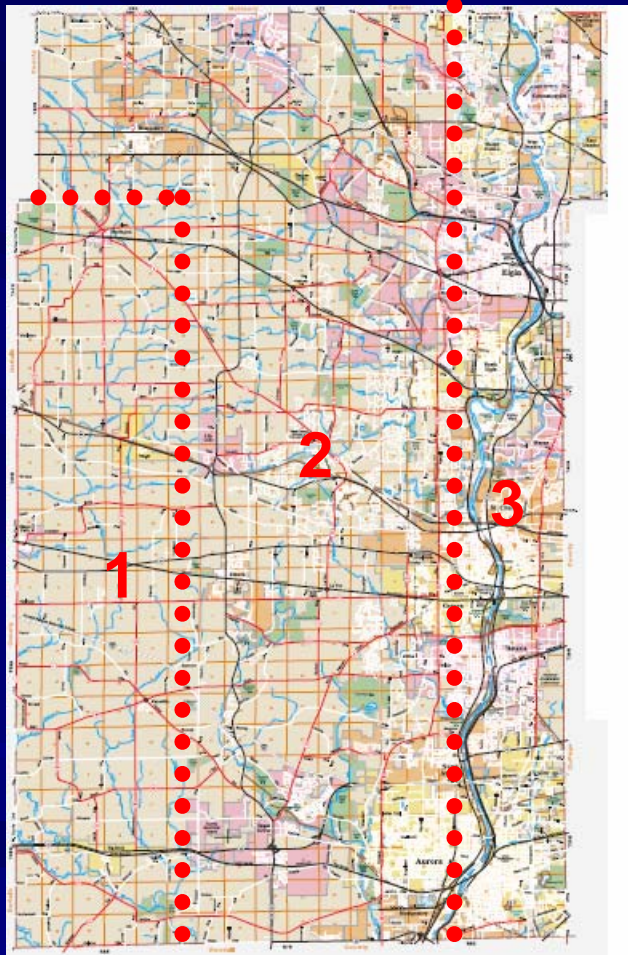


Preliminary
2005 – 2015 CRIP

Criteria for Service Area Boundaries

- Fee must be “specifically and uniquely attributable” to traffic generated by a specific development
 - *Boundaries must consider peak hour trip characteristics (length and likely routing)*
- Developer must receive a “direct and material benefit” from payment of the fee
 - *Must be enough projects in service area so that benefit is apparent and 5-year spending requirement can be met*

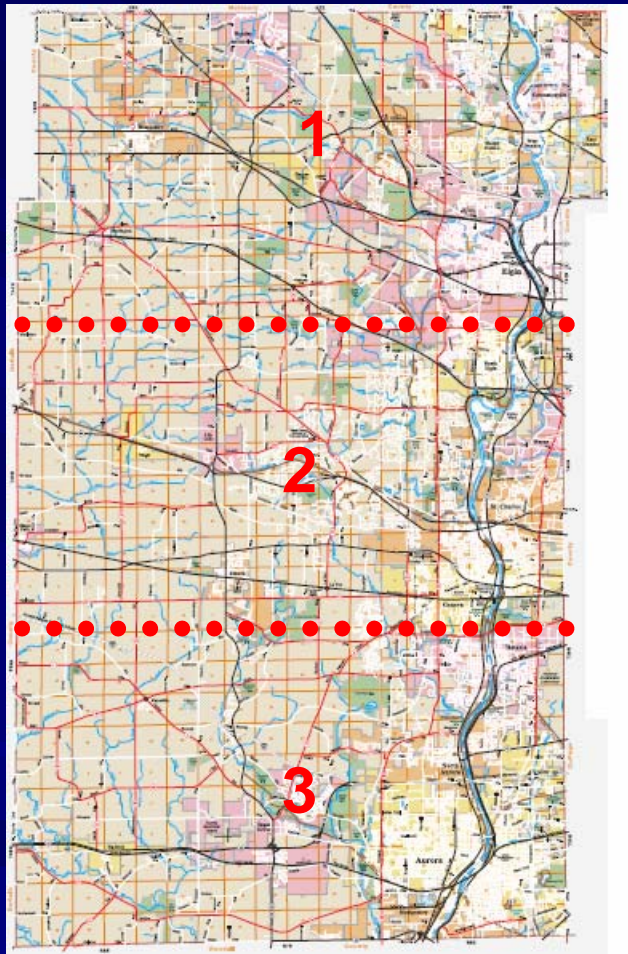
Alternative 1– 3 NS Zones



- Stearns in Zone 3
- Randall in Zone 2

Zone	Fee/Trip
1	\$4,602
2	\$6,663
3	\$3,622

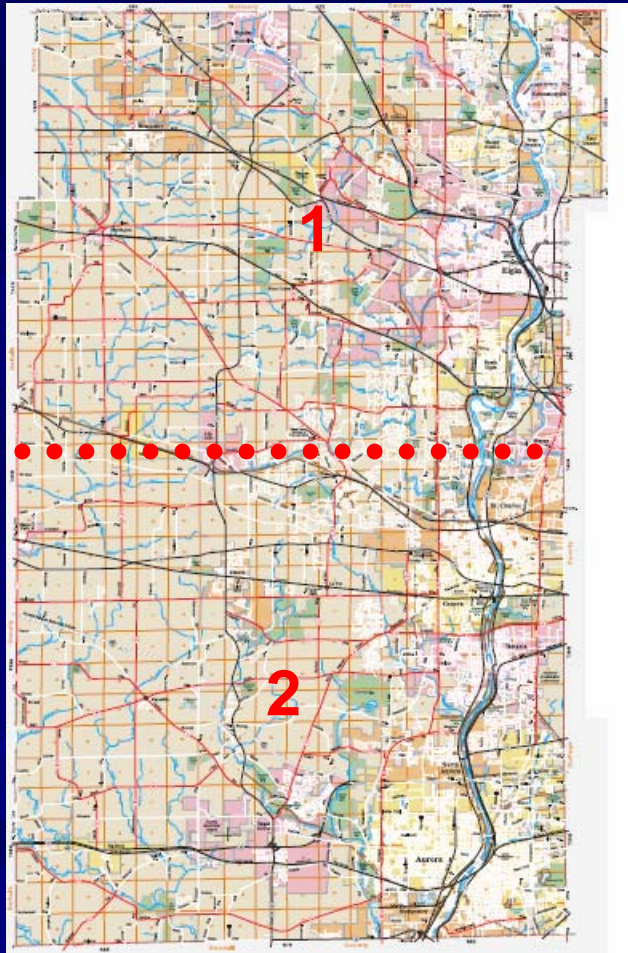
Alternative 2 – 3 EW Zones



- Stearns in Zone 2
- Randall in all Zones

Zone	Fee/Trip
1	\$3,006
2	\$11,673
3	\$6,229

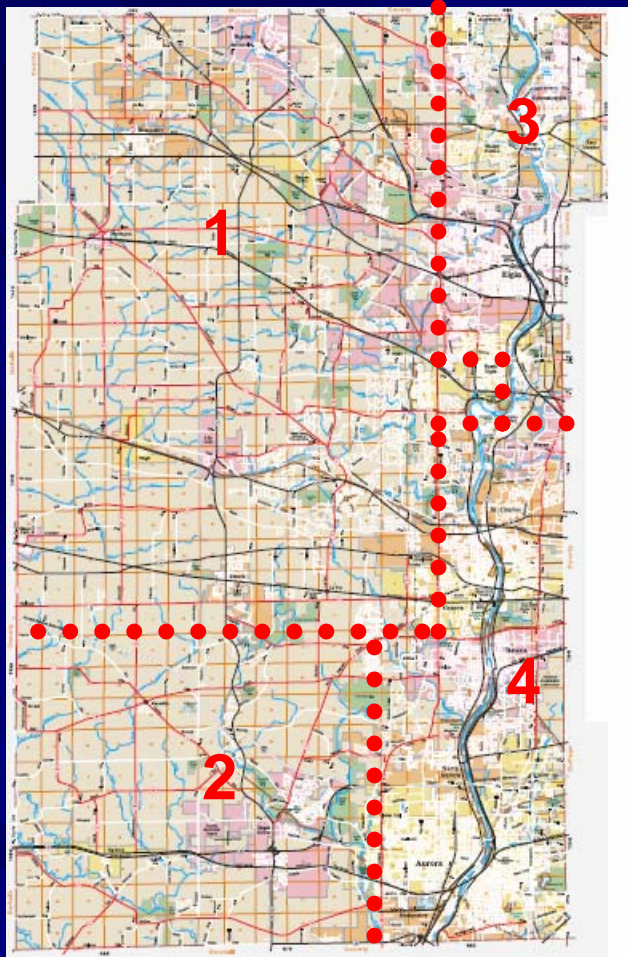
Alternative 3 – 2 EW Zones



- Stearns in Zone 1
- Randall in both Zones

Zone	Fee/Trip
1	\$4,459
2	\$6,642

Alternative 4 – 4 Zones

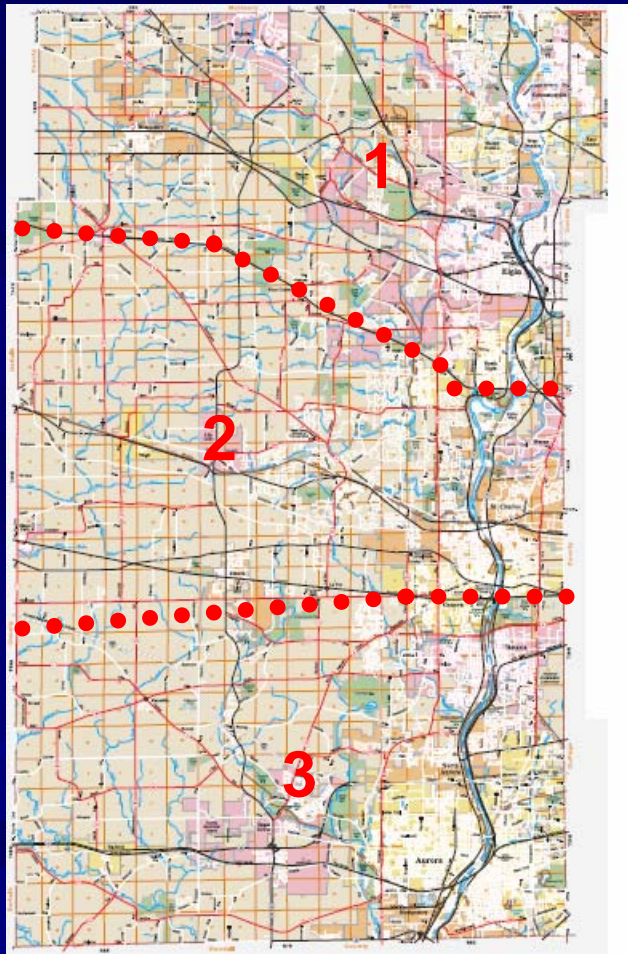


- Stearns split between Zone 1 and Zone 3
- Orchard / Randall in all Zones

Zone	Fee/Trip
1	\$4,894
2	\$6,147
3	\$5,131
4	\$5,758

Alternative 5

Zones follow Travel Demand



- Stearns split between Zones 1 and 2
- Randall in all Zones

Zone	Fee/Trip
1	\$4,336
2	\$5,786
3	\$6,875

CRIP and Impact Fee Ordinance Update



Traffic Modeling

**Comprehensive Road Improvement Plan
(CRIP) Development**

**Fee Schedule and Ordinance
Revisions**

**Advisory Committee discussion and
recommendations regarding exempt
uses, eligible projects, service area
boundaries & goals of 2030 Plan**

Co. Board sets Date for Public Hearing for CRIP and Impact Fees

Public Hearing on CRIP and Ordinance Amendments

Advisory Committee Recommendation on CRIP and Ordinance Amendments

County Board Adopts CRIP and Ordinance Amendments