

Section 1
Introduction

Introduction

A long range (2020) transportation plan for Kane County was first completed in 1996. Since that time, the county has undergone significant change that warrants an update of the earlier plan. This transportation plan was developed for forecast year 2030 and incorporates the planning efforts completed to date. Also included in the planning process was an extensive community outreach program to incorporate planned improvements defined by the local agencies. This report endeavors to describe the planning process established to bring together the prior long-range plan along with several recent planning initiatives to formulate a transportation framework capable of supporting future development in Kane County and to describe the resulting 2030 transportation plan. The report also highlights the effect of the collaborative transportation plan and provides an implementation plan including a revenue and expenditures forecast completed to assist with the determination of projects to be incorporated in the fiscal program.

1.1 Regional Setting

Kane County is one of the six collar counties surrounding the Chicago metropolitan area. Located in the far west suburbs of Chicago, the county has a land area of 522 square miles. With its unique blend of agricultural lands to the west and the more urbanized areas located adjacent to the Fox River to the east, Kane County exists as a desirable place to live, work, and enjoy the recreational options throughout the County. Figure 1-1 shows the location of Kane County and surrounding areas.

The county measures approximately 30 miles north to south and 18 miles east to west with 16 townships and 28 municipalities. In 2003, the population of Kane County was 441,570, and there were 256,840 persons employed in the county. Kane County is divided into three principal land use areas with a north/south orientation, the urban corridor in the east, critical growth area in the center and agricultural/village area in the west.

Kane County is within commuting distance of Chicago and other regional employment centers such as Rockford, Schaumburg, and Oak Brook. O'Hare International Airport lies 18 miles to the east.

1.2 Purpose of the Study

The primary objective of this study was to develop a balanced transportation plan that responded to both existing deficiencies and projected countywide development trends. The plan is multi-modal; that is, it incorporates considerations for public transit, paratransit, bicycle, and pedestrian facilities together with those for motor vehicles. The plan can be implemented, with proposals staged in a logical sequence, and methods of financing identified. Finally, the plan was developed in a manner that facilitates future updating or modification as development continues and conditions change.

1.3 Overview of the Planning Process

The principal steps involved in formulating the 2030 transportation plan incorporates:

1. Consolidation of on-going (or recently completed) studies.
2. Identification of gaps left in recent or on-going studies to be filled in order to provide a complete picture of the transportation system.
3. Extension of the planning horizon from 2020 to 2030 and forecast socioeconomic data required to establish future travel demand.
4. Evaluation of alternative transportation elements and selection of a set of proposals comprising a recommended plan.
5. Conduct financial analysis by comparing revenues to plan costs.

1.4 Plan Development Process

Figure 1-2 is a flow chart showing the sequence of activities involved in arriving at a 2030 transportation plan for Kane County.

The plan development process began with formulation of 2030 socioeconomic assumptions, which were the main driver in predicting future travel volume and patterns. The socioeconomic forecasts were input to the transportation demand model along with other assumptions about the make-up of the transportation system (existing and committed facilities). The resulting 2030 travel forecast was then assigned to the Existing plus Committed highway system to portray deficiencies that would occur without further system improvement.

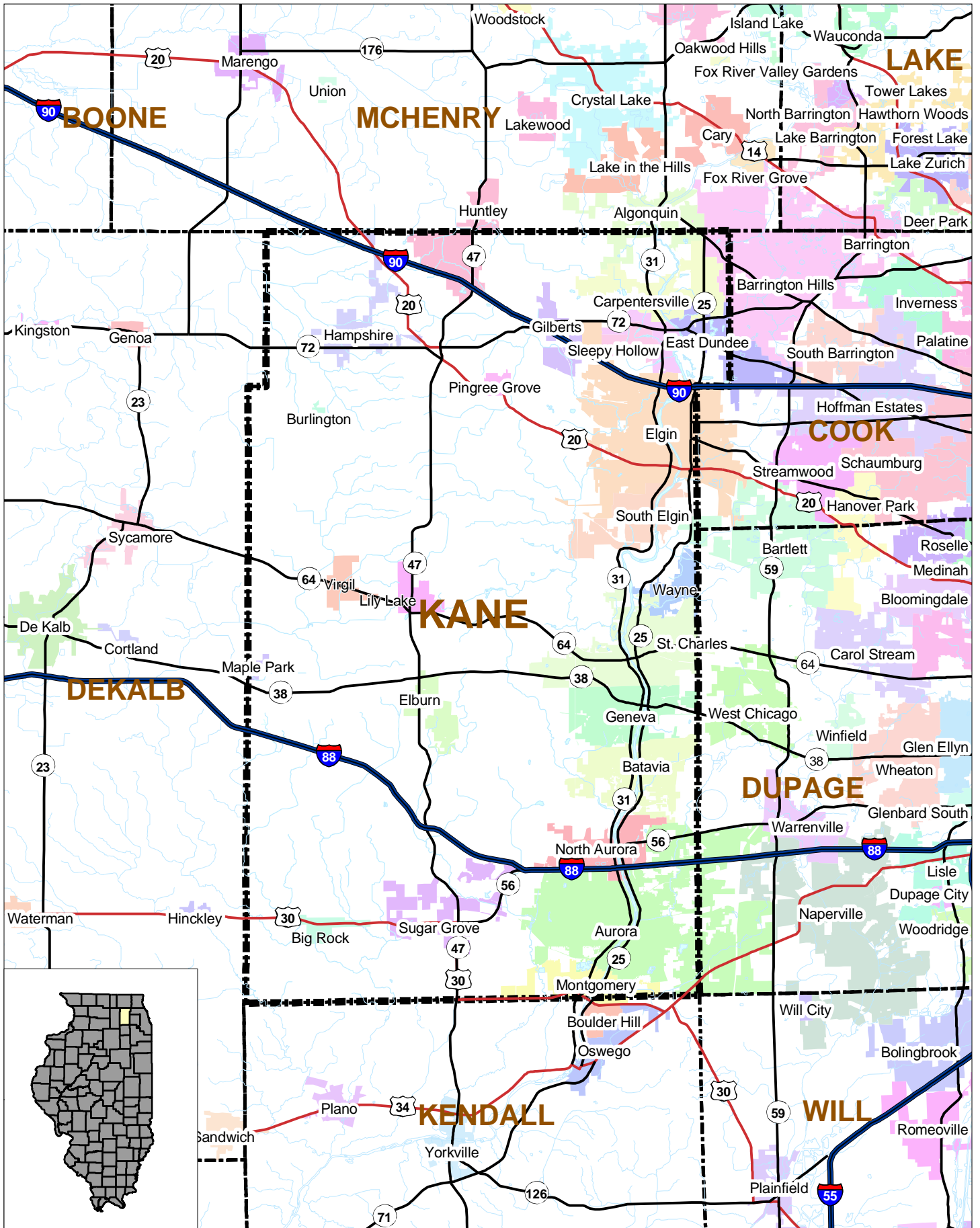
Concurrent with the travel forecasts, the study team and public participants developed a concise statement of the plan's objectives, and the strategies that allowed fulfillment of the objectives. These provided guidance as alternative transportation strategies were considered to provide for the indicated future travel demand.

Transportation improvement strategies are not a single type of action, but embrace a combination of techniques covering the full spectrum of improvement opportunities. A number of prior studies have been recently completed relating to different forms or types of transportation improvements. These are identified in the boxes on the right-hand side of Figure 1-2. Plans and reports pertaining to each of these alternative strategies were reviewed, summarized and incorporated into the planning process.

The various potential alternatives and packages of improvements were evaluated for effectiveness in accommodating future demand and fulfilling the transportation goals. Costs were determined for each option and the projects screened and prioritized based on the availability of financial resources. The planning process yielded a transportation plan that is financially attainable and can be implemented.

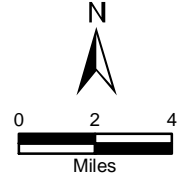
Public input was solicited at key points throughout the plan development process as shown in Figure 1-2.

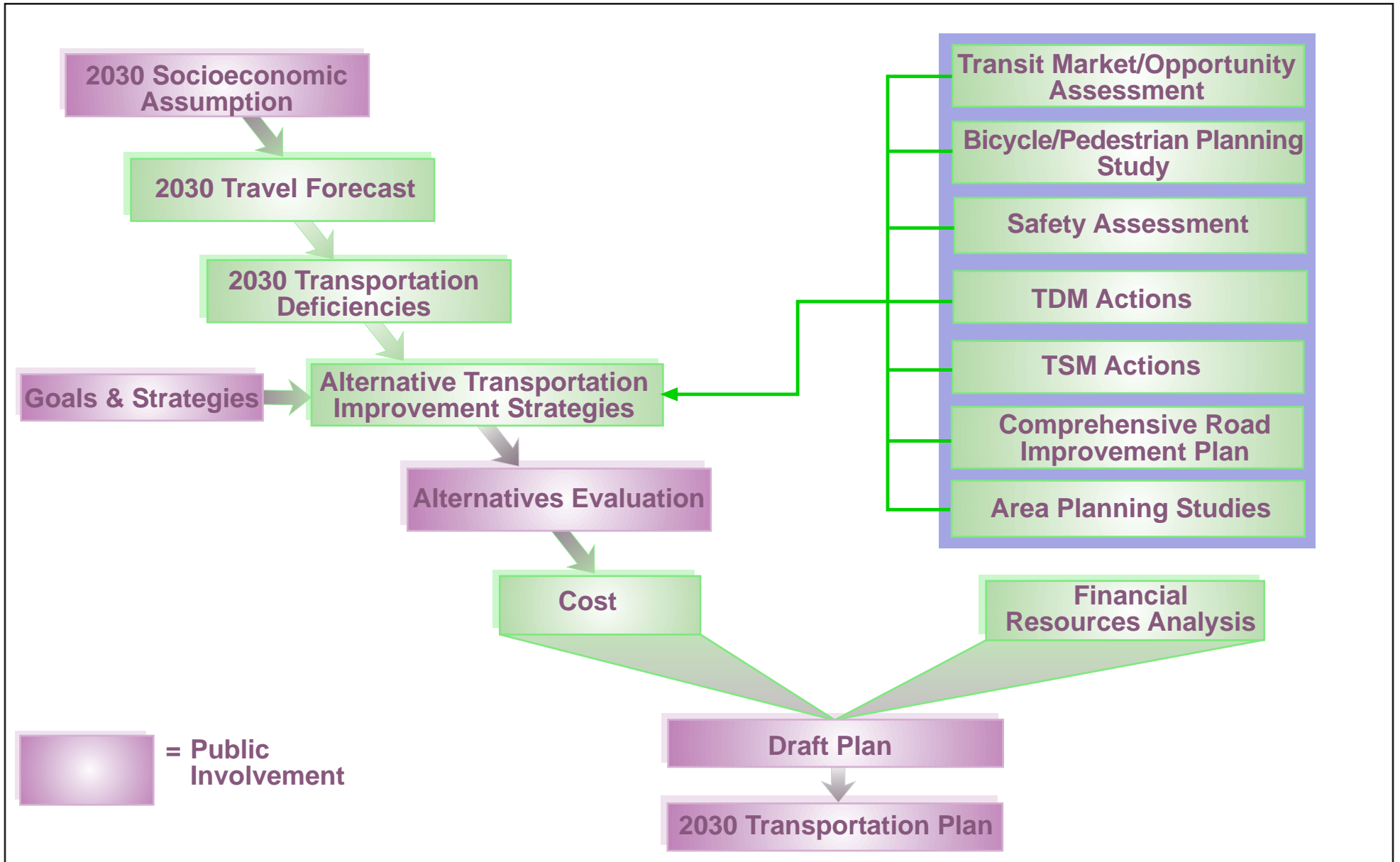
Section 1
Figures



Location of Kane County and Surrounding Areas

Figure 1-1
Kane County 2030 Transportation Plan





Plan Development Process

Figure 1-2
Kane County 2030 Transportation Plan

