Section 3

Transportation Goals and Strategies

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This section of the transportation plan is designed to set the context for specific individual decisions, which the County must make regarding future transportation facilities or actions. The principles controlling these decisions are arranged in several major categories similar to those established earlier in the Kane County 2020 Transportation Plan, and by the CATS. The major categories are:

- Cooperative Planning
- System Efficiency
- Personal Mobility
- Quality of the Environment

A broad, overall goal is postulated for each major category of the plan. This is followed by more specific strategies. No effort has been made to prioritize goals or strategies.

3.1 Mission Statement

To provide and maintain a safe and efficient transportation system while sustaining the County's vision and values.

3.2 Goals and Strategies

3.2.1 Cooperative Planning Goal

Coordinate local and regional transportation planning to provide a transportation system that accommodates both existing and future travel demands and supports local and regional land use plans and policies.

Strategies:

- Utilize the relationship between land use and transportation to direct coordinated development and efficient use of resources.
- Preserve and protect potential and existing rights-of-way for transportation systems.
- Balance the need for additional capacity with the need to preserve and maintain the local area's character while applying Context Sensitive Designs (CSDs).
- Encourage Transit Oriented Development (TOD) and Transit Corridor Planning (TCP) methods to new developments where appropriate.
- Encourage public involvement as part of the transportation planning process along with an updated website to keep the public informed.

3.2.2 System Efficiency Goal

Reduce congestion while preserving the County's transportation system and its carrying efficiency.

Strategies:

- Institute Transportation System Management (TSM) strategies to optimize traffic operations and safety.
- Investigate and utilize relevant TCM and institute Travel Demand Management (TDM) strategies to improve traffic mobility and to optimize system efficiency.
- Provide continuous routes between activity centers and improved access to Tollway facilities.
- Design major roadways to minimize curb cuts and local street intersections.
- Examine methods to minimize commercial truck traffic on residential routes.
- Provide capacity improvements to support recent growth and projected growth.

3.2.3 Personal Mobility Goal

Develop a balanced intermodal transportation system that adds to the available travel options, and increases personal mobility and offers alternatives to the Single Occupancy Vehicle (SOV).

Strategies:

- Develop a comprehensive network of safe, local and regional bicycle and pedestrian facilities through coordinated planning efforts at local and regional levels.
- Promote a safe, convenient and efficient public transportation system to serve local and regional trips that is both cost-competitive and time-competitive with the SOV.
- Provide convenient, affordable, and ADA accessible transportation options to serve local and sub-regional trips for the elderly and disabled.
- Promote safe, compatible development near airports to support private, recreational and business flying needs.

3.2.4 Quality of the Environment Goal

Maintain and improve the quality of the environment while providing transportation services to growing areas.

Strategies:

- Reduce the current levels of vehicle emissions while maintaining regional mobility and supporting the Illinois EPA's Mobile 6 initiatives.
- Increase the use of innovative alternatives to SOV travel.

- Investigate and utilize relevant TCMs to improve and protect the air and environmental quality of Kane County.
- Design and construct transportation improvements in a manner and method that preserves and protects the natural resources of Kane County.
- Implement all aspects of the Kane County Stormwater ordinance during design and construction of transportation projects.

3.3 Planning Assumptions

Using the goals and strategies, the development of the Kane County 2030 Transportation Plan considers certain assumptions. These assumptions help define the parameters used at the onset of the planning process and put into context the factors that would existing during the planning period.

- The Transportation Plan was based on the year 2030 forecasts for population and employment as prepared by the NIPC. The 2030 forecasts serve as the planning horizon for the study. The Kane County traffic demand model with the socioeconomic forecasts will serve as a basis for developing the future forecasted traffic.
- The NIPC 2030 socioeconomic forecasts generally reflect projected land use activity from the municipalities throughout Kane County. In addition, the forecasts also consider regional transportation improvements. These regional improvements are related to the socioeconomic forecasts by relating mobility and accessibility factors that the improvements represent. No adjustments have been made to the regional forecasts developed by NIPC (November 2003) within Kane County.
- Overall demographics and income levels will not change dramatically relative to the rest of the Chicago metropolitan area. As an example, car ownership trends by household would remain relatively consistent by demographic group and that trip generation rates would not change significantly from rates referenced in year 2000.
- Public transportation in Kane County would continue to operate at current levels of service. Public transportation services from Metra, Pace, and paratransit services would continue to serve Kane County residents at current levels of service. It is anticipated that the public transportation system would capture the same proportional share of travel demand in the future as it does in year 2000.
- Federal, state, and local revenues will remain somewhat constant. This would imply that the ability to finance transportation improvements would be similar to the County's existing funding levels. If Kane County would support additional revenue sources, then the available funding would increase accordingly.
- LOS D (defined by the Highway Capacity Manual) was the planning LOS performance threshold that is commonly used in urban areas used to determine acceptable performance levels. Drivers on facilities operating at LOS D would experience a slight reduction in travel speed. At intersections, the influence of congestion and resultant delay are noticeable.