

Section 11
**Plan Implementation and On-Going
Management**

Plan Implementation and On-Going Management

11.1 Transportation and Land Use Integrated Planning

The 2030 Transportation Plan is a synthesis of several planning projects the County has completed in recent years. The 2030 Transportation Plan brings together these studies along with a long term vision for roadway improvements and establishes a common platform from which decisions would be made by Kane County and representative stakeholders regarding the development of the future transportation system. The Plan establishes a prioritization for the County's capacity enhancements that is projected to be financially attainable. These priority projects along with the other transportation strategies can be implemented over time in relationship to development patterns. Kane County's challenge is to be responsive to growth by enhancing mobility and yet maintaining the goals and objectives of the County's Land Resource Management Plan. The Transportation Plan identifies the needed infrastructure and transportation strategies to support the projected growth of approximately 290,000 people and 135,000 jobs in Kane County by 2030. The roadway improvements will address capacity, safety, and access issues, as well as, the maintenance of existing roadways. In addition, the projected growth will require a sustained commitment to maintain and expand transit service, pedestrian and bike facilities, and TSM and TDM strategies that would provide a comprehensive and coordinated multi-modal transportation system that serves the differing needs of Kane County residents.

11.2 Plan Evaluation to Goals and Strategies

11.2.1 Cooperative Planning

The planning process has capitalized on the planning efforts at both the local and regional level as critical inputs and represents the foundation of the Recommended Transportation Plan. At the regional level, the CATS 2030 RTP for Northeastern Illinois was referenced to identify major capital projects that will serve the future transportation needs of the metropolitan area. In addition, the NIPC socioeconomic forecasts were used as a basis for defining future development in Kane County and the corresponding travel within the County and the surrounding area.

To gain insight from a local level, the Kane County sub-area planning efforts brought together the growth trends and the need to provide commensurate investment in the transportation infrastructure. These coordinated sub-area planning studies brought together a variety of stakeholders to develop a long-range plan for roadway, transit, and bike and pedestrian facilities that bridged from other studies conducted by the municipalities and the County. A benefit of the sub-area studies was to bring together potentially different improvements between bordering municipalities and develop recommendations that met

the needs of the communities. In addition, the sub-area studies served as a common platform from which each of the communities would work from in planning transportation improvements.

The smart growth principles promulgated by Kane County's Development Department provide a connection between County's Transportation Plan and the 2030 Land Resource Management Plan. These principles are:

1. Mix land uses
2. Take advantage of compact building design
3. Create a range of housing opportunities and choices
4. Create walkable neighborhoods
5. Foster distinctive, attractive communities with a strong sense of place
6. Preserve open space, farmland, natural beauty and critical environmental areas
7. Strengthen and direct development towards existing communities
8. Provide a variety of transportation choices
9. Make development decisions predictable, fair and cost effective
10. Encourage community and stakeholder collaboration in development decisions

As shown on Figure 11-1, the Land Resource Management Plan provides a vision for safe, healthy and livable communities that maintain a balance between growth and land preservation. The 2030 Transportation Plan provides a road map from which the County would coordinate with municipalities designated in the influence area of the "Priority Places" to establish transportation improvements that would meet the needs of the County. The Division of Transportation should also coordinate with the municipalities when any new developments are proposed to ensure that the necessary transportation improvements are implemented. Land use and transportation planning should be conducted in concert to ensure that development is efficiently served by the transportation system. Implementation of the Land Resource Management Plan, combined with effective coordination of land use and transportation planning, could ultimately result in a reduction of reliance on the roadway system.

11.2.2 System Efficiency

The Transportation Plan is comprised of arterial roadway improvements, collector roads, regional connections, transit enhancements, bike and pedestrian trails, and access management strategies. The roadway improvements are critical elements of the recommended Transportation Plan and are essential in reducing congestion. The sub-area planning studies focused on providing an adequate collector road system in areas where development was projected. The new collector road systems in combination of the arterial improvements would serve to enhance system transportation efficiency in the following areas.

- Shift traffic from the arterial to the collector roads
- Provide an alternative route in the case of incidents or special events

- Provide easy and safe access to abutting residential areas

In combination with the roadway improvements, the implementation of access control guidelines will enhance system efficiency. The access management plan recognizes the relationship between the functional classification of the roadway and the need to balance mobility and land access. The Kane County access control guidelines consider the following elements of access planning.

- The roadway
- The access point
- Abutting property and the associated land development

A recommendation of the Transportation Plan would be to include more County roads where access control management would be applied along with the coordination of access issues with various transportation agencies.

11.2.3 Personal Mobility

The Transportation Plan is a multi-modal approach by providing Kane County residents a number of options for transportation service between origin and destination. While mobility will be served primarily by the automobile, improvements to transit, paratransit, bus, bike and pedestrian facilities have been studied by the County and regional transportation agencies to support the County's various transportation needs. In addition to the transit improvements, supporting facilities like transportation hubs or centers, and park-n-ride lots will encourage transit use.

In Kane County's 2030 Land Resource Management Plan, an emphasis is placed on the establishment of "Priority Places." These Priority Places would have TOD that link land use and transportation. TOD is the design and development of land around transit stations and bus stops that encourage people to use public transportation. Personal mobility would be enhanced by building communities that would link people to their jobs, as well as, to commercial and retail centers.

11.2.4 Quality of the Environment

At this stage in the planning process, the roadway improvements were generally considered in relationship to existing environmental constraints. At locations where there were obvious conflicts, an attempt was made to avoid sensitive environmental features. Potential conflicts would be evaluated in more detail during the design phases of the individual projects. The County should focus on preserving and protecting natural resources throughout each phase of project development.

Overall, the Transportation Plan was developed with the County's 2030 Land Resource Management Plan in mind. A key element of the planning process is the recognition of maintaining 50 percent of land in Kane County as either farmland or designated open space. The goals of conservation and preservation related to land development are linked to the infrastructure needs. To that end, the process of implementing improvements in conjunction with land development provides a necessary link between the planning and implementation of transportation improvements.

11.3 On-Going Management of Transportation Plan

The Kane County 2030 Transportation Plan is comprehensive by incorporating roadway, transit and non-motorized improvements. A complete list of roadway improvements has been developed as part of the recommended Transportation Plan. A prioritization of the County's road improvements (i.e. capacity enhancements, bridge corridors, and intersection improvements) has been made through the identification of roadway projects as part of the county priorities. The county's priority projects would be primarily funded by Kane County. As a result, the County would focus on implementing these improvements to address the projected transportation needs. For the remaining roadway improvements contained in the Plan, the County would coordinate with State and Local agencies to implement these projects as funding becomes available. The County would continue its on-going process of evaluating projects annually and determine which projects should be incorporated in the County's 5-year transportation improvement plan. It is this process that will allow the County to identify priority projects in the short-term by considering local development trends, implementation of regional improvements, and funding issues.

11.4 Future Planning Opportunities

11.4.1 Coordinated Planning

The implementation of the recommended Transportation Plan will require significant coordination from Kane County and various agencies from planning through construction. Kane County has developed a Transportation Plan that balances the County's objectives from the 2030 Land Resource Management Plan and the projected needs given the significant growth in development over the planning horizon. The County's efforts in coordinating with local municipalities to manage transportation and land use issues will be a key success factor in developing a comprehensive transportation system. The County should continue to focus on the preservation and acquisition of right-of-way needed to implement transportation projects in the recommended Transportation Plan. As part of new developments, Kane County should continue to coordinate with local municipalities and developers to incorporate collector roadways that would have sufficient connectivity to the existing roadway network.

It will imperative for Kane County to continue to coordinate with state and federal transportation agencies to coordinate roadway, transit, and non-motorized improvements. Capacity enhancements to major arterials and interstate facilities within the County will be needed to handle the projected growth in travel. The availability of both transit and non-motorized improvements will be important in providing alternative modes of transportation.

11.4.2 Transportation and Land Use

The Conceptual Land Use Strategy adopted by the Kane County Board is the framework for the 2030 Land Resource Management Plan. Land use strategies are established for three areas within the county – the Urban Corridor Area located in the easternmost portion of the county along the Fox River; the Critical Growth Area located west of the Urban Corridor

generally in the center of the county; and the Agricultural/Rural Area in the westernmost portion of the county.

Two of the *Smart Growth Principles* on which the plan for Priority Places is based are to create walkable neighborhoods and provide a variety of transportation choices. It is acknowledged that communities are beginning to implement new approaches to transportation planning, such as better coordinating land use and transportation; increasing the availability of high quality transit service; creating redundancy, resiliency and connectivity within the transportation networks; and ensuring connectivity between pedestrian, bike, transit, and road facilities.

The CATS 2030 RTP recommends that special emphasis be placed on the land principles of TOD. The purpose of TOD is to build active and convenient communities that link people to jobs as well as to commercial, retail and entertainment centers. The RTP encourages communities to embrace TOD principles to support existing transit service and to encourage transit investment.

11.4.3 Aggressively Seek Funding for Transportation Projects

The County's needs are funded from several major sources: property tax, LOMFT, the SMFT, and federal subsidies. Kane County's recommended Transportation Plan has identified more needs than revenues. Even the fiscally constrained plan would require additional revenue sources to meet the near term needs.

The County has enacted, in 2004, an Impact Fee Program that will offset a small percentage of the roadway improvement costs, but more capital will be needed. The County was proactive in the financing roadway improvements with a bond issue in 2001. Kane County should continue to work with governmental and transportation agencies to develop cost sharing strategies to finance future roadway improvements. In addition, the County should seek other ways in which to fund transportation improvements.

11.4.4 Context Sensitive Solutions

Implementation of the recommended Transportation Plan should be guided to a large extent by principles that are sensitive to the context of each project.

Context Sensitive Design (CSD) is among the most significant concepts to emerge in highway project planning, design and construction in recent years. Also referred to as "Thinking Beyond the Pavement," CSD reflects the increasingly urgent need to consider highway projects as more than transportation. CSD recognizes that a highway or road itself, by the way it is integrated within the community, can have far-reaching impacts (positive and negative) beyond its traffic or transportation function. The term CSD refers to as much an approach or process as it does to an actual outcome.¹

"Context Sensitive Design asks questions first about the need and purpose of the transportation project, and then equally addresses safety, mobility, and the preservation of scenic, aesthetic, historic,

¹ NCHRP Report 480, *A Guide to Best Practices for Achieving Context Sensitive Solutions*, Transportation Research Board, 2002.

environmental, and other community values. Context sensitive design involves a collaborative, interdisciplinary approach in which citizens are part of the design team.”²

Inclusion of CSD principles in the Kane County project development process will ensure stakeholder participation in development of the transportation system. It will also assist in maintaining aesthetic and environmental values as land use changes occur in rapidly developing areas of the County.

11.4.5 Access Management

Access management in Kane County is controlled by the Kane County DOT *Permit Regulations and Access Control Regulations* approved by the County Board on January 14, 2003 and implemented by February 2003. These regulations provide updated policies and detailed procedures for permitting access to County highways.

The guiding philosophy of the Access Control Regulations is to “provide safe, efficient transportation systems compatible with land use” by controlling access on roadways to minimize curb cuts and local street intersections and maintaining existing roadway capacity.

It is important that the County continue to enforce access management on the County highway system, particularly along roadways with higher functional classifications that are primarily intended to serve traffic rather than provide access to abutting land uses. The benefits of access management are improved safety, greater roadway capacity, decreased travel time and congestion, better access to properties, improved air quality, and the maintenance of travel efficiency with related economic prosperity.

11.4.6 Rustic Roads

The Kane County Board adopted the Kane County Rustic Roads Program in July 2000. The objective of this program is to preserve and enhance Kane County’s rural character while incorporating new development and transportation needs as subtly as possible. In this respect, it compliments and furthers the Context Sensitive Design principles, described above, and should be an important element in long-range transportation planning and implementation.

The Rustic Roads program applies to both roads and surrounding features in the roadway corridor. It is intended to protect some of the rural roads and scenic vistas for future generations. Features of the roadway corridor that should be protected and enhanced are defined in a Corridor Management Plan developed when the route is designated a Rustic Road.

11.4.7 Travel Control Measures

Travel control measures consist of actions to improve either the demand (TDM) or supply (TSM) of transportation.

TDM is not one action, but rather a set of actions or strategies, the goal of which is to encourage travelers to use alternatives to driving alone, especially at the most congested

² FHWA, *Flexibility in Highway Design*, 1998

times of the day. The term TDM encompasses both alternative modes to driving alone and the techniques, or strategies, that encourages use of these modes.

The primary goal of most TDM programs is to reduce commute trips in a particular area and/or at a particular time of day. Program effectiveness varies widely by program type, by site, and by the TDM strategies chosen. TSM is the concept of more efficiently using existing transportation systems by means other than large-scale construction

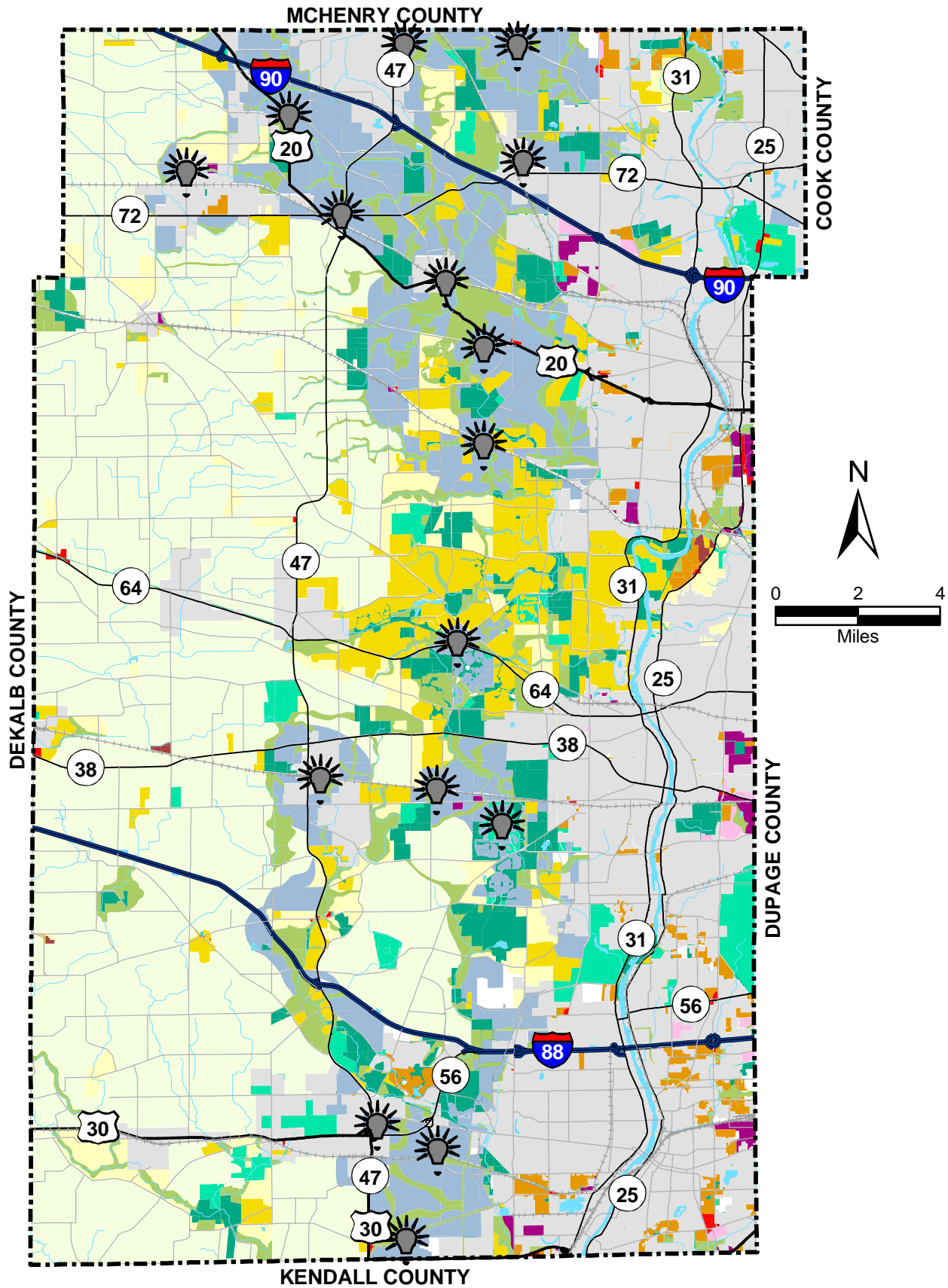
11.4.8 Historic Preservation

Amendments to the Kane County Historic Preservation Ordinance, enacted in June 2000, expanded the scope of historic preservation to include “road corridors.” Road corridors were defined to include not only the roadway itself, but also adjacent properties and scenic vistas and viewsheds. This program, which empowers the County to protect and enhance facilities that have historic significance, is another important tool that should be retained and applied in development of the recommended Transportation Plan.

11.5 Summary

The implementation of the recommended Transportation Plan requires an on-going process of evaluating how future projects conform to the goals, objectives, and strategies set forth in this Plan. Several future planning opportunity strategies have been discussed that should be considered in the implementation of the Plan. With the needs far exceeding the projected revenues, the County should examine methods to increase funding for transportation projects. An emphasis in the planning process has been the interaction of transportation planning and land use. Considering smart growth principles in the development and implementation of projects would yield a transportation system that is multi-modal and serves the differing needs of those who live and work in Kane County.

Section 11
Figures



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| Existing Open Space | Agricultural Business | Urban Residential |
| Institutional/Private Open Space | Countryside/Estate Residential | Commercial |
| Proposed Open Space | Rural Residential | Office/Research |
| Agriculture | Resource Management Area | Industrial, Light Industrial, Warehousing |
| Priority Places | | |

Draft 2030 Land Use Plan

Figure 11-1
Kane County 2030 Transportation Plan