

Part C Process

Detailed engineering and environmental studies will be performed on the best alternative(s) that come out of Part B. Part C has two major components, the Environmental Impact Statement (EIS) and Design Report. These components are developed at the same time. As the preliminary design is developed for the Design Report, there is always consideration of the potential affects on the environment that are documented in the EIS.

If the project moves forward after completion of this preliminary engineering study, final design and land acquisition would occur, followed by construction. These steps are not funded. The schedule for these steps is dependent upon the scale of improvements and availability of funding.

What are the needs?

An important factor for selecting the best alternative is the ability for a solution to address the purpose and need for improvements. Therefore, it is important to have a good understanding of those needs. Based on the technical analysis and public involvement findings, four overall transportation needs have been initially identified:

1. Improve Access from Study Area to Regional Jobs

With households expected to increase faster than jobs in the study area, more study area residents are expected to leave the study area for job opportunities. For example, work trips from Kendall to Will County are expected to increase by 175%, and to Kane County by 152%. With growing traffic on roads, travel times will increase. With the expected increase in travel times and the growing need to travel outside the study area for jobs, the result will be a decline in job accessibility for the study area.

2. Improve Regional Mobility

Declining mobility throughout the region can be attributed to the lack of north-south higher capacity, multi-lane roads. There are no north-south interstates or multi-lane roads connecting I-80 and I-88 between I-39 and IL-59, a distance of nearly 50 miles. Vehicle trips are projected to increase by 76% in the study area in the next 30 years, based on the forecasted 89% increase in population and employment. North-south travel across the study area is expected to increase by 119,000 daily vehicles by 2030. East-west travel is expected to increase by 69,000 over the same period. The level-of-service on almost all major roads in the study area is expected to decline in this period. Key mobility concerns are:

- The Fox River, which crosses the study area, limits the north-south movement of people and goods.
- There are no north-south multi-lane roads or interstates between IL-59 and I-39, a distance of nearly 50 miles.
- By year 2030, large increases in work trips from Kendall County to Will County are projected to increase 176%, and from Kendall to Kane by 152% and to Grundy County by 101%.

3. Address Local Roadway Deficiencies

There are increasing deficiencies on local roads. An overwhelming majority (85%) of the roadways within the study area are two-lane roads. With the lack of north-south higher capacity, multi-lane roads to carry longer distance and through trips, the smaller capacity local roads are being forced to serve this function, as well as provide access to property and higher capacity roads. Year 2030 forecasts show that daily traffic volumes will increase significantly, with traffic increases on the roads ranging from 30% to 232%.

4. Improve Safety

As traffic increases so do the number of crashes. Additionally, in the congested conditions traffic seeks alternative routes that are intended for lower speeds, lower volumes, and having many drives and intersections for greater accessibility. This results in higher crashes and unexpected driving conditions. Crashes are projected to increase between 51% and 81% on lower capacity roads in the study area.

Your Input is Important to Us!

Public Involvement is an interactive process that provides information to the public so they may offer important input into the solutions that address the community's concerns.

The following are several ways to comment on this project:

- Visit our website: www.prairie-parkway.com
- Complete the comment form and place it in the comment box, fax it to 815-434-8553, or mail to:

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 700 East Norris Drive
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 **Prairie Parkway Study**
 Planning for the Region's Future



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Prairie Parkway Study

Planning for the Region's Future

June 2004

Welcome to the Spring Alternatives Workshop!

Over the past year, the Illinois Department of Transportation (IDOT) has been focusing on examining the study area's transportation system and travel patterns. Part A of the comprehensive Prairie Parkway Study analyzed the existing and future transportation characteristics, performance, and improvements in an area that is experiencing growing regional development demand and increased traffic congestion.

The results of this work are published as the Transportation System Performance (TSP) report. With this information, IDOT identified transportation deficiencies and has begun the planning process for developing local and regional solutions to address these deficiencies. The TSP report is available on the project website at www.prairie-parkway.com.



Workshop Agenda

Each Alternatives Workshop will describe the next steps of the study, highlight the summary purpose and need for improvements, and provide community members the opportunity to:

- Discuss the Purpose and Need for the project
- Suggest potential alternatives
- Present their ideas on evaluation factors

How will our ideas be used to find a solution?

Community member's opinions will be combined with other ideas to create a wide range of alternatives. From these, we will narrow the list and perform in-depth analysis on those alternatives that best address the purpose and need for the project.

IDOT has learned a great deal from our public involvement efforts. From meetings with local officials, agencies, and business and civic groups, we learned that there is widespread recognition of the need for transportation improvements in the study area. The increasing traffic congestion and rapid development occurring in the area are driving this need. The technical analysis that has been performed has confirmed this. In addition, there have been concerns expressed about the environment, open space, and farmland preservation.

Public involvement has been instrumental to the identification of transportation deficiencies, and will continue to guide the development of solutions. This workshop will help identify potential solutions and represents one of many opportunities planned for interaction between the study team and the public.

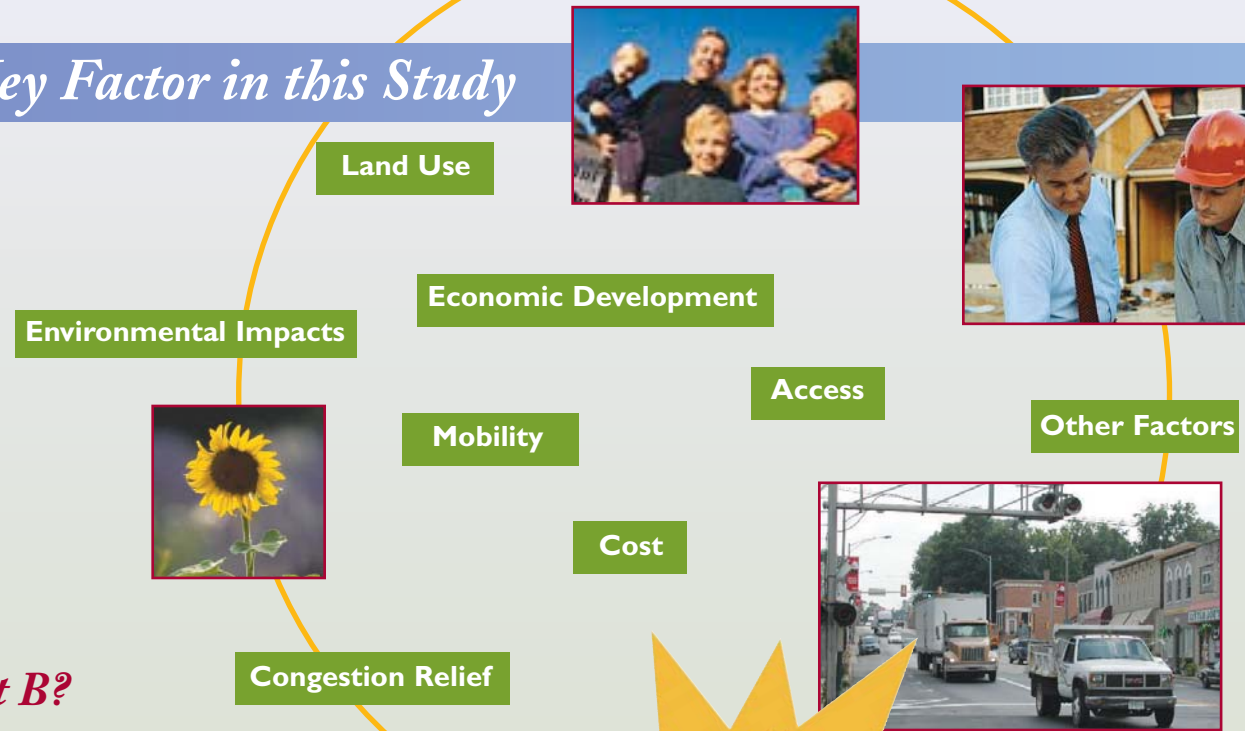
At this workshop, you will work with a study team member in small groups. In this forum, you can discuss the purpose and need for improvements, offer your opinions on what factors are important to you, and discuss your ideas for solutions to the region's transportation problems. You will also be able to draw your ideas on maps that include environmental constraints that are important to planners and your community.

Points to Remember...

- Alternatives will be directly related to the Purpose and Need.
- Many improvement alternatives will be considered.
- Continued public involvement will be key!

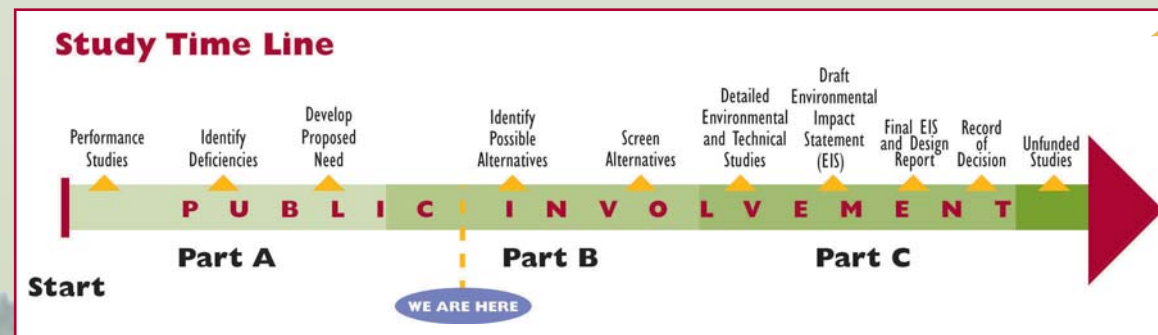
Communities Working Together...Creating Positive Solutions...

Public Involvement is a Key Factor in this Study



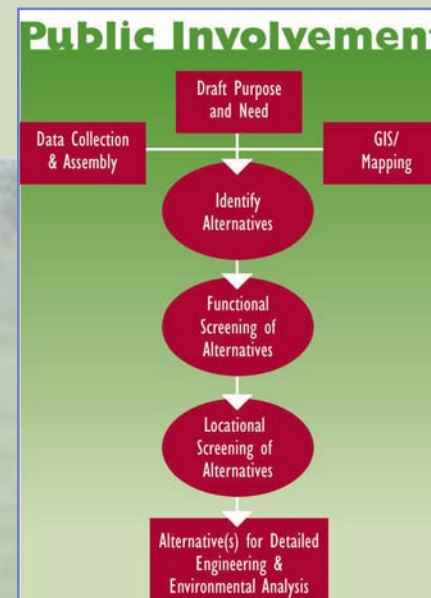
What Will Happen During Part B?

The study team has been focused on the needs assessment for the study area (Part A). Deficiencies have been identified that indicate the need for transportation improvements. The next steps for advancing further studies are shown in the timeline.



Part B Process

The next step in the study will be Part B. Part B is a screening step that begins with the further development of the purpose and need for improvement, and the identification of a wide range of possible alternative solutions, such as transit, improving existing roads, new highway corridors, transportation system management techniques, or combinations of solutions. The possible solutions are assessed through a two-step process against how well they address the purpose and need for improvement. The first step is a functional screening that evaluates the transportation performance of an alternative. The second step considers the location factors of the alternative. Those possible solutions that don't adequately address the purpose and need will be dropped from further consideration. Part B ends with the selection of an alternative(s) for further detailed evaluation. Throughout Part B there will be continued public involvement, including public information meetings, community official meetings, meetings with environmental resource agencies, public information on alternatives evaluation, newsletters/fact sheets, and website updates.



Purpose and Need

The findings of the comprehensive work reported in the TSP Report, and the public's input have led to the initial summary of purpose and need for improvement. An important factor for selecting the best alternative is the ability for a solution to address the purpose and need for improvements. Therefore, it is important to have a good understanding of those needs as we identify possible alternatives. This initial summary of purpose and need will be refined as the study team continues their coordination and interaction with the public, technical agencies, and environmental resource agencies. Near the end of the Part B, the Purpose and Need will be finalized.

Identify Conceptual Alternatives – Possible solutions are identified through brainstorming by using a number of resources such as the deficiency findings in the TSP, briefings with State, county, local, and civic/interest group officials, public workshops, comment forms, and the website. The solutions will be evaluated during functional screening, and:

- Alternatives will be directly responsive to the Purpose & Need
- Alternatives may contain a possible mix of modes, physical facilities and operating strategies
- Each alternative will be defined to be fully competitive
- Each alternative should be significantly different from other alternatives

Potential Conceptual Alternatives - Many different types of improvements will be considered. Some examples include:

- Transportation System Management/Travel Demand Management improvements (timed traffic lights, turn lanes, intersection improvements)
- Street improvements (widening and access control)
- New arterial streets/extensions/bypasses around congested areas
- New expressways (multi-lane, limited access, long distance travel, some traffic lights, high volume)
- New freeways (very limited access, high speed, long distance, no intersections or traffic lights)
- New transit service/facilities (bus and train)
- Combinations of alternatives
- No changes or action

Functional Screening – This is the first step of a two-step screening process to narrow down the list of potential solutions. The alternatives having similar locations are grouped into bands of improvements and evaluated with the Year 2030 traffic model. The model helps us to understand how well the general location of an improvement will improve the problems identified in by the purpose and need. This evaluation is made without regard for specific location, but rather in wide bands through the study area. The goal of this step is to identify the alternatives that best meet the travel needs of the region. These needs can be measured by improvement to factors such as:

- Use of the travel forecasting model (with updated 2030 population & employment projections) to evaluate changes in transportation system performance
- Traffic volumes (average daily traffic)
- Use of facilities by functional classification: arterials, local roads, interstates, etc.
- Level of service and/or Volume-Capacity Ratios
- Area-wide measure of travel activity (vehicle miles of travel and vehicle hours of travel)
- Travel time
- Accessibility to jobs
- Crashes
- Comparison of conceptual alternatives as to how well they address the Purpose & Need
- Elimination of alternatives that do not sufficiently address the Purpose & Need

Location Screening -The second step of the Part B screening process will evaluate the location factors of the remaining Conceptual Alternatives that pass the functional screening process. In this step, the remaining possible solutions will be located within broad bands to allow for further evaluation and screening based upon location factors. This is the first time that possible locations for improvements are identified in the study. The objective for this step is to further develop and identify the best alternative(s) through the following:

- General location identification
- Improved definition of conceptual alternative
- Assessment of general environmental and engineering impacts
- Refined transportation performance analysis
- Cost estimates
- How well do the alternatives address the Purpose & Need?