

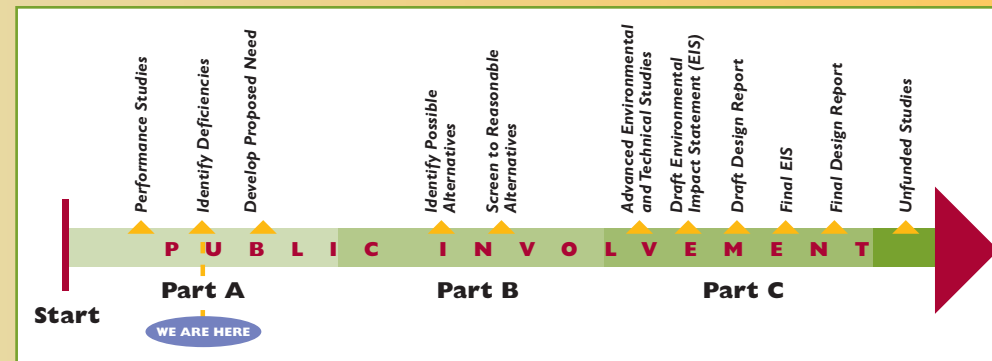
# Prairie Parkway Study

Planning for the Region's Future

March 2004

## Where Will the Study Go from Here?

The study team has been focused on just the needs assessment for the study area (Part A). However, deficiencies have been identified that indicate the need for further improvement. 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 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 against how well they address the purpose and need statement. 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, stakeholder meetings, meetings with interest groups, public information on alternatives evaluation, newsletters/fact sheets, and website updates.

### Part C

#### Process

Detailed engineering and environmental studies will be performed. 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.

### Your Input is Important to Us!

Public involvement is an interactive process that provides information to the public so they may make informed decisions and 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](http://www.prairie-parkway.com)
- Complete the comment form and place it in the comment box, fax it to 815-434-8553, or mail to:

**Diane O'Keefe, District Engineer**  
**Illinois Department of Transportation**  
 700 East Norris Drive  
 Ottawa, Illinois 61350



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## Welcome to the Public Information Meeting!



### The Start of the Preliminary Engineering Study

Over the past year, the Illinois Department of Transportation's (IDOT) focus has been on examining the study area's transportation system and travel patterns. Part A of the comprehensive Prairie Parkway Study analyzes 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.

### Meeting Agenda

The Public Information Meetings will present the Transportation System Performance report findings. These meetings will provide community members the opportunity to:

- Watch a Powerpoint Presentation.
- Review Exhibits.
- Meet with Study Team Members on a One-on-One Basis.
- Participate in a Question and Answer Forum (6:30 p.m.).

The TSP report identifies a number of existing and projected future transportation system deficiencies in the study area, which includes all of Kendall County, and portions of DeKalb, Grundy, Kane, LaSalle, and Will counties. In addition to the technical analysis of transportation performance, IDOT sought many different perspectives by conducting focus groups; meeting with county and municipal governments; and briefing members of business and community organizations and the general public. The TSP report is available on the project website at [www.prairie-parkway.com](http://www.prairie-parkway.com).

### Points to Remember...

- Widespread recognition of transportation problems.
  - We are very early in the improvement process.
- Many improvement alternatives will be considered.
  - Continued public involvement will be key!

Communities Working Together... Planning for the Future...

# Transportation System Performance Report Released

## TSP Findings:

### Status of Roadways

- Approximately 85% of streets and highways within the study area are two-lane roads.
- There are no north-south multi-lane roads or interstates between IL-59 and I-39, a distance of nearly 50 miles.
- The majority of traffic is on roads classified as minor arterials or collector streets, which are designed to operate at lower speeds and serve more local traffic. These streets make up 74% of the study area road network.
- There are fewer north-south higher-capacity roads (IL-47, IL-23, IL-59), and more east-west higher-capacity roads (I-80, I-88, US-30, IL-64, IL-71 and portions of US-34, US-52, IL-38, IL-56).
- The Fox River, which crosses the study area, limits the north-south movement of people and goods.

### Current Modes of Transportation

- Motorized vehicles represent 90% to 96% of the work trips.
- Up to 4% of workers use transit or public transportation.
- Non-motorized transportation is used by 1% to 8% of workers.

### Existing Public Transportation

- Transit ridership has generally increased in recent years, but remains low at less than 4% of total work trips. Transit service is provided in the eastern portion of the study area and the City of DeKalb and surrounding areas.
- Metra trains serve the eastern portion of the study area with the BNSF, UP-West, Heritage Corridor and Rock Island commuter rail lines.
- Parking at most of the Metra rail stations is at capacity or well above.
- PACE bus service is available in Aurora, Naperville, Geneva and Joliet.

### Traffic Characteristics

- Traffic congestion already exists on several major roads in the study area.
- A 76% increase in study area vehicle trips is projected between 2000 and 2030.
- Year 2030 forecasts show that daily traffic volumes will increase significantly, with traffic increases on the roads ranging from 30% to 232%.
- The most congested roads in general are located in the north-central and eastern portions of the study area.
- Truck traffic is expected to increase by more than 62% over the next 30 years.



### Population and Employment

- Three counties in the study area are ranked on the list of 100 fastest growing counties in the United States in 2002: Will (#4), Kane (#9) and Kendall (#53).
- By 2030, the estimated population in the six counties will increase by 89%, from 1.2 million to 2.3 million people.
- By 2030, the population of Kendall County is expected to increase by 140%, Will County's by 126%, and the population in Kane County is projected to increase by 275,000.
- Total employment in the region is projected to grow 89% from 2000 to 2030, with more than 500,000 new jobs created within the study area. Higher growth is expected in Will and Kane counties.
- It is expected that job growth will outpace household growth. DeKalb, Grundy, Kendall and Will counties will likely be under the 2030 regional average of jobs per household. This will result in more people driving outside the study area to commute to work.
- As an example, work trips from Kendall County to Will County are projected to increase 176%, and from Kendall to Kane by 152% by 2030.

### Transportation System Performance

- With the forecasted growth in travel, the level of service on nearly all major roads in the study area is expected to worsen by 2030.
- A forecasted increase in travel times within the study area and to the remainder of the region between 2000 and 2030.
- By 2030, total north-south travel between IL-23 and IL-59 is expected to show an increase of 119,000 daily vehicles. Total east-west travel between I-80 and I-88 is expected to show an increase of 69,000 daily vehicles.
- By 2030, the number of existing jobs that can be reached by car within 40 minutes is expected to decline by 17%.
- A larger percentage increase in traffic accidents on lower capacity roads is expected by 2030, due to the greater increases in travel on these roads.

## Public Involvement

IDOT has learned much from our public involvement efforts. From the stakeholder meetings, 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 has confirmed this. In addition, there were concerns about the environment, open space, and farmland preservation.

Last fall, IDOT conducted four focus groups to obtain a greater understanding of the public's perspective on transportation and development in the study area. Focus groups are moderated sessions with 10 to 12 randomly selected participants. Participants in the focus groups included study area commuters, land owners, business owners, and a general cross-section of residents. From the focus groups, we heard concerns about increasing commuter and truck traffic, signal timing, tollbooths, road construction, inadequate zoning, a lack of transportation planning, and a lack of north-south roads.

Study Area	Population			Employment		
	2000	2030	Change	2000	2030	Change
Kane	404,119	680,000	68%	242,211	389,000	6%
Will	502,266	1,136,700	126%	185,225	475,000	156%
DeKalb	88,969	130,000	46%	48,446	67,100	39%
Grundy	37,535	65,300	74%	20,119	30,000	49%
Kendall	54,544	131,000	140%	21,606	37,900	75%
LaSalle	111,509	123,400	11%	59,620	84,100	41%
<b>Total</b>	<b>1,198,942</b>	<b>2,266,400</b>	<b>89%</b>	<b>577,227</b>	<b>1,083,100</b>	<b>88%</b>

Three counties in the study area are ranked on the list of 100 fastest growing counties in the United States in 2002:

- Will (#4)
- Kane (#9)
- Kendall (#53)

By 2030, the estimated population in the six counties will increase by 89%, from 1.2 million to 2.3 million people.



## What are the Deficiencies?

Based on the technical analysis and public involvement findings, the three overall transportation deficiencies include:

### 1. Declining Access Between Residents in the Study Area and 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. Declining Mobility Throughout the Region

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 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.

### 3. Increasing Deficiencies on Local Roads

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 lower capacity local roads are being forced to serve this function, as well as provide access to property and higher capacity roads. Crashes are projected to increase up to 90% on lower capacity roads in the study area.