SECTION 7

Plan Development Methodology

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The Will County 2030 Transportation Plan is comprehensive in that it incorporates improvements not only to the roadway system, but also includes improvements to the public transportation and bicycle/pedestrian trail systems. The plan is comprised of two parts: the unconstrained plan and the fiscally constrained plan. The unconstrained plan represents a vision of transportation enhancements for the county that accommodate 2030 growth projections. **THE UNCONSTRAINED PLAN DOES NOT CONSIDER FINANCIAL LIMITATIONS;** however, the unconstrained plan does consider some physical or social constraints that could make the physical construction of a project infeasible.

Once the unconstrained plan was developed, a series of agency and public outreach activities occurred to gather feedback regarding the unconstrained plan elements and the priorities of the local municipalities and public. The fiscally constrained plan was developed based upon the feedback from the public and agency outreach and is constrained based on the expected revenue available for capacity improvements to the transportation system. The projects selected for the constrained plan were prioritized according to overall project performance.

A description of the public and agency involvement process during the development of the Will County 2030 Transportation Plan is also included at the end of this section.

7.1 Unconstrained Plan Development

7.1.1 Roadway

The first element of the unconstrained plan to be described is the roadway system. Improvements that add capacity to the system were included for not only roadways within the jurisdiction of Will County, but also roadways under the jurisdiction of IDOT, Illinois State Toll Highway Authority (ISHTA), and other local agencies. In order to consider 2030 transportation needs in a systematic manner, areas of concern (AOC) were identified throughout the county. An AOC is defined as a small subarea within the county that has a high instance of poorly performing roadways as will be described below. A step-by-step process was then utilized to consider and evaluate a full range of highway improvements that responded to the issues determined in each AOC. Initially, candidate improvement projects were selected based on those projects identified in previous studies (Section 3.4), projects identified from agency and public input, and projects identified through staff evaluations. Once a plan was developed for each AOC, the county was evaluated as a whole for significant regional projects and linkages between each AOC.

Areas of Concern

The evaluation of existing highway system performance and forecasts of future travel demand were the basic tools used in the delineation of AOCs in Will County. Performance was evaluated in two categories: traffic service and congestion. Traffic service performance measures include vehicle operating speed and delay. The primary performance measure for congestion is

a ratio of volume to capacity to estimate a LOS. Five measures of effectiveness, listed below, were identified to evaluate roadways within the county in order to define an AOC:

- Reduction in vehicle operating speed, from 2004 to 2030
- 2004 congestion
- 2030 projected congestion
- Vehicle hours of delay (normalized) in 2030
- Change in volume of average daily traffic, from 2004 to 2030

Ranges of good, fair, and poor performance were determined for each of the measures of effectiveness and portrayed individually on a county map. Boundaries were then drawn around regions that were deemed to perform poorly with regard to an individual measure of effectiveness. The results of this first step in the evaluation process are shown in **Figure 7-1**.

Overlaying areas of poor performance for each measure of effectiveness created a composite portrayal of problem areas (**Figure 7-2**). The darker colored areas are clusters where more than one measure of effectiveness indicated poor performance. The darker the area, the worse would be the combined performance.

Boundaries were then drawn around the darkest regions on the map. These clusters indicated subareas of Will County that were generally deficient, allowing analysis to move away from individually deficient corridors. Six areas were identified in this manner. Two other areas, one containing the proposed South Suburban Airport and the other the Center Point Distribution Facility, were added in order to allow for more detailed analysis of these special regions. Boundaries of the eight areas of concern are shown in **Figure 7-3**.

Once the eight AOCs had been identified based on measures of effectiveness, they were checked against input received during public information meetings and workshops held with Will County officials. The concerns identified during those sessions were mapped so that the regions which officials and the public thought to be deficient or unsafe could be compared to those regions identified as poor performers based on measures of effectiveness. Areas of concern indicated by these two sources of information proved to be remarkably comparable (**Figure 7-4**).

Each AOC was analyzed independently. The following is a brief description of each area along with its apparent highway transportation problems. For a more detailed description of the AOC plan development process, see *Technical Memorandum – Alternatives Development and Evaluation,* February 2006.

AOC 1 – AOC 1 is located in the northwest corner of Will County. It is bounded approximately by the Will/DuPage County Line on the north, Plainfield–Naperville Road on the east, U.S. 52 on the south, and the Will/Kendall County Line on the west. Major highways within the AOC are IL 59, IL 126, U.S. 30, and I-55 in the southeast corner of the area.

Under existing conditions, congested roadways in AOC 1 are U.S. 30 and portions of IL 59 in the north–south orientation, along with 95th Street and Caton Farm Road in the east–west direction. With changes in population and employment as projected by NIPC, there will be significant growth in daily traffic volumes throughout AOC 1 by the year 2030. The greatest increase in travel growth will occur along IL 59 and U.S. 30 as well as a section of 119th Street. Analysis of AOC 1 indicated a need for alternative north–south travel corridors.

AOC 2— AOC 2 is located in the northern portion of the county west of AOC 1. The area is bounded approximately by the county line on the north and east, 143rd Street on the south, and Plainfield-Naperville Road on the west. Major highways within AOC 2 include I-55, I-355, Weber Road, and IL 53.

Existing (2004) congested roadways are I-55, I-355, Weber Road, and portions of IL 53 and 111th Street. By the year 2030, there will be a strong travel growth in AOC 2. One of the primary drivers of travel growth is the extension of I-355. There will also be substantial travel growth and resulting congestion on I-55, Weber Road, Boughton Road, and Bolingbrook Drive. Analysis of travel patterns in AOC 2 showed a general lack of both east–west and north–south connections.

AOC 3— AOC 3 is located south of AOC 2, sandwiched between I-55 and I-80, east of Weber Road. Crossings of the Des Plaines River are included in AOC 3 along with IL 171 and parts of IL 7 and IL 53. The proposed I-355 extension would also penetrate the area by 2030.

Existing (2004) congested roadways include portions of IL 7, the river crossing at IL 7, and 143rd Street. The most significant change by 2030 will be the I-355 extension to I-80. There will also be substantial travel growth along the IL 171 corridor, Gougar Road, and IL 7. By 2030, almost all of IL 7 and IL 171 will be congested. Portions of I-355, 143rd Street, 167th Street, and Briggs Street will also be congested.

The primary concern in AOC 3 is the Des Plaines River bridge crossing. All major routes in the region lead to the IL 7 Bridge. Traffic collects in this region before crossing the river and redistributing again on the opposite side. Therefore, improving access to river crossings and improving capacity across the river is a principal focus of improvements for this AOC.

AOC 4— AOC 4 is bounded approximately by the City of Joliet on the west, I-80 on the north, the Will/Cook County Line or Harlem Avenue on the east, and Laraway Road on the south. Major routes within AOC 4 are I-80, I-355, U.S. 30, U.S. 45, Gougar Road, Laraway Road, Harlem Avenue, Schoolhouse Road, and Cedar Road.

Existing (2004) congestion is evident along the entire length of I-80 within AOC 4. U.S. 30, U.S. 45, Schoolhouse Road, Cedar Road, and much of the downtown Joliet street system are also congested. Projected growth by 2030 will increase the traffic volume on almost all of the major streets and highways in AOC 4. Routes with particularly heavy travel growth are I-80, U.S. 45, 191st Street, and Harlem Avenue. By the year 2030, congestion is projected to have spread throughout the entire AOC.

AOC 5 and AOC 7— These two areas of concern are located in the southwest part of the county. They are both small, contained systems with limited access points. AOC 5 contains the Center Point Distribution facility. AOC 7 encompasses downtown Wilmington. Since both areas were relatively small and well contained, it was determined that analysis for the two could proceed concurrently without unduly affecting the results. Access to both AOCs is provided primarily by I-55 and IL 53. Other major routes through the area are IL 102, Monee-Manhattan Road, and Wilmington-Peotone Road.

The region surrounding AOC 5 is not congested under existing (2004) conditions. AOC 7 is moderately congested in downtown Wilmington and on IL 53 approaching the Kankakee River crossing, but not elsewhere. Projected growth by 2030 will increase congestion on I-55 north of

the River Road exit. Drummond Road/Mississippi Avenue and Manhattan-Monee Road will also experience congestion, and traffic conditions in downtown Wilmington will worsen.

Analysis of travel patterns showed that traffic on Baltimore Street in Wilmington tends to show use of state routes and Peotone Road rather than the interstate. It also demonstrated that the predominant travel demand in this area is oriented north–south. This pattern indicates a need for additional regional connectivity to the Center Point Distribution Facility, the City of Wilmington, and nearby centers of population and employment growth.

AOC 6— Area 6 is located along the northern border of the easternmost portion of Will County. It extends from the Will/Cook County line to and around the footprint of the proposed South Suburban Airport, and from Center Road on the west to the Lake County Indiana line on the east. I-57 passes through AOC 6, as does IL 1, IL 394, IL 50, and Exchange Street.

Under existing (2004) conditions, there is a small patch of congestion on Stuenkel Road. Essentially, all roads that remain continuous around the South Suburban Airport footprint in 2030 will gain in traffic volume between 2004 and 2030. The heaviest growth will appear on higher speed and capacity facilities, indicating an increased demand for destinations in the area from outside the AOC. By the year 2030, congestion will have spread through most of the major through routes in AOC 6.

AOC 8— AOC 8 encompasses the area proposed for the South Suburban Airport. The transportation analysis assumes that the new airport will be built to the size and on the schedule indicated by the best information available at the time of the analysis. AOC 8 is located approximately between IL 50, IL 1, Crete-Monee Road, and Kennedy Road. The area is also served by I-57.

Under existing (2004) conditions, there is essentially no congestion in the vicinity of AOC 8, but by the year 2030, development of the airport along with population growth to the north and northwest of the airport will result in substantial traffic increase. The change in daily vehicles trips between 2004 and 2030 show heavy growth on high speed routes through the region. The number of trips in AOC 8 with an origin or destination outside of the area will also increase substantially by 2030. I-57, IL 50, IL 394, IL 1, and the Crete-Monee/Manhattan-Monee Road corridor will all show increases of 10,000 to 30,000 vehicle trips per day.

Congestion is also projected to spread south. I-57 is projected to be congested as far south as the airport interchange and IL 1 and IL 50 will also be congested around the airport. Most east–west through routes to the north of the airport will also be congested.

Plan Development

After defining each of the AOCs, the next step in the process was to identify solutions to the problems within each area. The base 2030 network for each area consisted of the existing highway system plus improvements already committed for construction. A list of potential additions to the network was developed beginning with previously considered but not committed highway improvement projects, and then augmented with other potential projects that appeared to be warranted based on issues uncovered in the AOC analysis or provided from agency and public feedback.

The next step in the plan development process for each AOC was to identify the primary problem present in the area, and to select an initial set of improvements from the slate of candidate projects determined earlier. A travel forecast was then produced for the AOC and changes in measures of effectiveness were determined. The performance measures utilized in the analysis of evaluating potential solutions were as follows:

- Vehicle miles of delay per lane mile
- Average speed
- Percent congested lane miles

Results of the performance analysis were assessed, and a determination was made as to further improvements needed for inclusion to address the remaining issues. Another travel forecast was then performed combining the most effective improvements from the earlier step(s) with those selected for the subsequent analysis. The process was repeated until it was determined that a point of diminishing returns had been reached. This occurred when the inclusion of additional projects did not effectively improve performance.

Once a set of improvements had been identified for a particular AOC, the projects were "field-truthed" for feasibility, and then combined with projects from other AOCs to form the basis of a county-wide plan. Finally, some projects of regional impact or projects that provided linkages between adjacent AOCs were added to complete the unconstrained roadway plan.

7.1.2 Public Transportation

Being one of the fastest growing counties in the State of Illinois, Will County recognizes that a multi-modal and geographically balanced transit system is necessary. Will County supports the development of public transportation alternatives that meet the needs of our rapidly growing County.

After documenting the existing public transportation services and performance, the creation of an unconstrained public transportation plan for the county involved the following:

- **Identified all planned and programmed public transportation improvements, extensions, and station locations.** This list of planned improvements was built from a compilation of regional plans, corridor studies, and transit agency initiatives. The public transportation elements of previous county plans were also included.
- **Reviewed above proposed improvements in context of existing service needs, projected population/employment growth, and the current productivity of service.** Any necessary adjustments to plans were identified, with appropriate changes incorporated into a list of major capital improvements to be included in the unconstrained plan—rail extensions, new commuter rail stations, new bus routes and supporting infrastructure.
- **Addressed access to and distribution from new and existing Metra stations.** A profile was created for each existing and planned Metra station, including consideration of existing transit-oriented development (TOD) plans, where applicable. This information fed into the creation of policy guidance for the 2030 plan.

- **Identified concepts for Pace fixed-route service enhancements.** Rather than focusing on local level service planning and route design, which requires a detailed and iterative process that addresses immediate levels of demand, the long-range transportation plan identifies concepts for bus service types that will operate in the county in the future. This involves the selection of corridors and major transfer points based on analysis of existing work trip patterns, future employment growth, and the long-range plans of Pace.
- **Addressed alternative service options, particularly in areas not suitable for commuter rail or fixed-route bus service.** The county must address the need for complementary transit services such as paratransit, dial-a-ride, park-n-ride lots, and, the need for vanpools (in concert with major employers).

7.1.3 Non-motorized (Bicycle/Pedestrian)

The non-motorized (bicycle/pedestrian) portion of the plan was developed using the following steps:

- **Compiled a list of planned improvements to the regional bicycle/pedestrian trail network in the county.** The focus of the countywide long-range transportation plan was the regional network of dedicated trails and paths that connect communities and facilitate travel throughout the county. Community-level trail facilities are encouraged to provide connectivity to these regional trails, but were not the focus of the plan. The 2030 Will County plan identified the areas of focus and supported the ongoing planning efforts being led by agencies such as the Forest Preserve District of Will County.
- **Identified "focus areas" (i.e., areas of need) in regional bicycle/pedestrian network.** Gaps in the Will County non-motorized transportation network in the County were identified, and improvements to be undertaken in these areas were suggested. The recommendations in each area related to the following planning considerations: access to transit stations and centers, access to recreational/natural areas, wayfinding and connectivity, bicycle/pedestrian safety, auto safety, and bridging pedestrian/bicycle barriers.

7.2 Constrained Plan Development

Given the financial limitations of the county and other area/regional transportation agencies, not everything within the unconstrained plan is financially feasible by the year 2030. Priorities are needed to establish the projects that would provide the most efficient use of limited funds. The priorities were established using a decision science process called multi-attribute utility analysis. This analysis allowed for the projects priorities to be established based on project performance and the transportation policies of Will County. The analysis included the following steps:

1. Identified and specified criteria
2. Developed performance measures to assess project performance against the criteria
3. Assigned weights to the criteria
4. Applied the decision system

7.2.1 Identified and Specified Criteria

The first step in the prioritization process was to establish a set of criteria with which to evaluate each of the projects. The criteria identified considerations that should be reviewed when deciding the funding priorities. Each of the projects that are within the unconstrained plan is warranted based on the needs of the growing population in Will County. The criteria selected to evaluate the projects can assist with the decision process of determining the most effective use of the limited funds available for system improvements. These criteria help explain why a particular project should be prioritized higher compared to other projects within the unconstrained plan.

The criteria were established through a series of community workshops and public information meetings to capture the local opinions. Input was gathered from a number of individuals with a stake in the future of the transportation system in Will County with varying backgrounds from elected official, county, and municipal staff, and the traveling public. Criteria were selected based on which aspects of the transportation system are considered important, such as the need to encourage further economic development within the county or improving safety and congestion on the roadway system. The criteria for the public transportation projects were similar to those used for the roadway projects, however, modified to provide relevant information for public transportation projects.

The following describe the criteria used in this process:

- Economic Development—This criterion represents the project's ability to enhance or maintain the economic development of an area.
- Environmental—This criterion reviews the project's impact on the natural and built environment such as wetlands, open space, and historic districts.
- Design and Operations (for roadway projects).
  - Safety—The project's ability to improve safety is captured by this criterion.
  - Congestion—The project's ability to reduce congestion by improving travel times is described by this criterion.
  - Multi-modal—This criterion describes the project's ability to improve multi-modal connections, for example, by improving road connections to Metra stations.
- Design and Operations (for public transportation projects).
  - Demand/Ridership Potential—This criterion measures the project's relationship to transportation demand and population/employment densities (both existing and projected).
  - Congestion Improvement —This criterion measures a project's ability to mitigate traffic congestion by providing modal alternatives in congested regions/corridors.
  - Multi-modal Access—This criterion describes the project's impact on increasing multimodal opportunities in key transportation corridors. This also relates the project to priority roadway projects in the Will County 2030 Transportation Plan.

- Land Use Compatibility—This criterion evaluates the project's compatibility with the surrounding land use. (For example, is a roadway project disruptive or detrimental to the desired land use, or are the surrounding land uses generally supportive or incompatible with the public transportation investment?)
- Connectivity
  - Local Improvement—The project's capability to improve connectivity within a subarea of the county or municipality is characterized by this criterion. (For example, a project that provides enhanced connectivity between adjacent municipalities.)
  - Regional Improvement—This criteria represents the project's capability to improve connectivity with the county (for example, the northwest portions of the county to the eastern portions of the county, or between Plainfield and Wilmington) or to the larger Chicago regional area.
- Implementation (for roadway projects)
  - Earmarks or Matching Fund Potential—This criterion quantifies the project's eligibility for federal or state earmarks or matching funds.
  - Allows for Acquiring Right-of-way in Advance of Construction—This criterion quantifies the project's eligibility for right-of-way preservation.
  - Allows for Phasing—The project's ability to be completed in phases, distributing the overall cost over time, is measured by this criterion.
- Implementation (for public transportation projects)
  - Existing Agency/Funding Support—The existing support for the project, as stated in official plans or demonstrated by funding set-asides, is measured by this criterion.
  - Implementation/Infrastructure Issues—This criterion attempts to measure the presence of right-of-way/infrastructure issues which could present barriers to project implementation. (For example, is right-of-way for a rail extension available, or is there major capacity constraints related to freight rail traffic?)

7.2.2 Criteria Performance Measures

In order to assess a project's performance against the criteria listed above, a ratings scale from 1 to 5 was developed for each criterion as listed below. Defining the criteria scales represents the technical process of evaluating each project based on the criteria selected. In general, the better or more desirable the performance, the higher the number assigned. A 5 represents the best potential performance, and a 1 is the worst performance. It was determined that not all criteria required all of the 1 to 5 ratings as their performance characteristics may not have that many distinctions. For these criteria, the 1 to 5 scale was still employed, but one or more of the ratings may be shown as undefined.

Roadway Projects

Economic Development

5 Provides direct connection to proposed economic centers. Adjacent to open lands that are undeveloped and available for economic purposes.

4 Areas that have some residential development or non-regionally focused commercial development, but are otherwise primarily as defined in rating 5.

3 Mixed residential and commercial land use. Generally, no regionally focused commercial or a more uncertain future land use.

2 Connects residential areas. Does not provide direct connection to economic centers.

1 [Not defined].

Environmental Impact

5 Very minor environmental impacts, e.g., only one floodplain or stream crossing.

4 Potentially one environmental issue that may need to be mitigated. Minor impacts, e.g., minor stream crossing / floodplain. These projects would normally be processed as a Categorical Exclusion.

3 Some impacts, but all can be easily mitigated. Typically processed as an Environmental Assessment.

2 Several impacts likely. Includes potential floodplain and wetland impacts. Forest Preserve or park property located on both sides of the roadway.

1 Potential for significant environmental impacts. Can be mitigated, but would require extensive study typified by an EIS.

Safety (Improving Safety)

5 Project on new alignment.
4 [Not defined].
3 Widening from 2 to 4 lanes.
2 [Not defined].
1 Widening from 4 to 6 lanes (less increase in benefit than improving from 2 to 4).

Congestion

5 Constructing a given project will relieve congestion for the project roadway and other roadways by two grade levels.

4 Constructing a given project will relieve congestion for the project roadway and other roadways by one grade level.

3 Constructing a given project will relieve congestion for either the project or another roadway.

2 [Not defined].

1 No improvement.

Multi-Modal

5 Improves access to existing Metra stations.
4 Improves access to proposed Metra stations on Metra's priority list.
3 Improves access to proposed Metra stations not on Metra's priority list.
2 [Not defined].
1 Does not improve access to Metra stations.

"Improves access" is defined as the project being located within 1 mile of the station.

Land Use Compatibility

5 Complements existing land use for entire project length (e.g., multi-lane roadways in commercial areas).

4 Multi-lane roadways in residential areas where the houses have their backs to the road (inward looking residential development).

3 Through existing residential land use, or is incompatible for a portion of the project length.

2 Mostly incompatible. Residential with frequent locations where homes front the roadway.

1 Very disruptive to current land use.

Local Connectivity

5 County or local projects on new alignment that add connectivity.

4 [Not defined].

3 Project which is improved to a higher-type facility that provides connections to two interstates and a major destination (SSA).

2 [Not defined].

1 No improved connectivity (only upgrade of existing connection).

Regional Connectivity

5 New interstate or state-marked route or new interchange.
4 Completion of full movements at an existing interchange.
3 County route, but with potential regional connectivity.
2 [Not defined].
1 No improved connectivity (only upgrade of existing connection).

Matching Funds

5 Federal bill designates funding (may be able to include state funds).
4 [Not defined].
3 [Not defined].
2 [Not defined].
1 Equal share of matching funds.

Advance Right-of-Way Acquisition

5 Greater development pressure exists which may pre-empt the project and sufficient opportunity to purchase/preserve right-of-way currently exists.

4 [Not defined].

3 Opportunity to preserve right-of-way currently exists, but there is less development pressure (or vice-versa).

2 [Not defined].

1 Corridor developed; no opportunity exists for preservation.

Phasing

5 Long or extensive project, requires phasing.
4 [Not defined].
3 Intermediate length or difficulty, could be phased.
2 [Not defined].
1 Short project, does not require phasing.

Public Transportation Projects

A separate ratings system was developed for public transportation projects. In many cases, the same criteria were used, but with ratings definitions that are more appropriate to the characteristics and implementation needs of public transportation investments.

The public transportation ratings system is presented below. This system was applied to major capital project elements of the unconstrained commuter rail plan and bus concept plan.

Economic Development

5 Provides direct connection to existing or proposed economic centers. Improves service to areas that have future development potential.

4 Serves areas that have some residential development or non-regionally focused commercial development, but are otherwise primarily as defined in rating 5.

3 Mixed residential and commercial land use. Generally, no regionally focused commercial areas. More uncertain future land use.

2 Connects residential areas. Does not provide direct connection to economic centers.

1 [Not defined].

Environmental Impact

5 Very minor environmental impacts, e.g., only one floodplain or stream crossing.

4 Potentially one environmental issue that may need to be mitigated. Minor impacts, e.g., minor stream crossing/floodplain. These projects would normally be processed as a Categorical Exclusion.

3 Some impacts, all of which can be easily mitigated. Typically processed as an Environmental Assessment.

2 Several impacts likely. Includes potential floodplain and wetland impacts. Forest Preserve or park property located on both sides of the roadway.

1 Potential for significant environmental impacts. Can be mitigated but would require extensive study typified by an Environmental Impact Statement (EIS).

Demand / Ridership Potential

5 Project addresses travel demand that is currently not served by existing public transportation system. Transit corridor connects areas that currently have significant residential and employment density.

4 Project expands on the travel market currently served by public transportation system by addressing a demonstrated need for system expansion. This may also make current system more competitive and grow ridership.

3 Project only supports future travel market (based on 2030 growth projections).

2 Project enhances existing public transportation service, but is unlikely to grow ridership or attract a new market.

1 Project serves undeveloped areas unlikely to provide significant transit usage.

Congestion Improvement

5 Potentially provides improvement in regional traffic congestion in major congested area of the County.

4 Potentially provides improvement in congestion in a key transportation corridor.

3 Potentially provides regional improvement in roadway congestion, but may also have negative congestion impacts on a local level.

2 Project is likely to have little effect on roadway congestion, or possibly a mix of positive/negative impacts.

1 Project is likely to increase local traffic congestion.

Multi-modal Access

5 Provides multiple options for tripmaking in heavily used transportation corridor. Project could be coordinated with nearby priority roadway investment (from Will County 2030 Transportation Plan).

4 [Not defined].

3 Improves ability to transfer between modes of travel, including automobiles, pedestrian/biking, and other transit services.

2 [Not defined].

1 Does not improve interaction with other modes of travel.

Land Use Compatibility

5 Complements existing land uses throughout corridor, and supports existing plans for transit-oriented development patterns.

4 Compatible with existing and planned uses throughout corridor, which are supportive of transit market.

3 Compatible with land uses in most of corridor, incompatible in some portions.

2 Mostly incompatible with transit investment.

1 Very disruptive to current land use.

Local Connectivity (to Will County Transportation System)

5 Improves connectivity between multiple transportation centers throughout large portions of the County.

4 [Not defined].

3 Improves connectivity and mobility between transportation centers within one area of the County.

2 [Not defined].

1 No improved connectivity (only upgrade of existing connection).

Regional Connectivity (to Chicago-area Transportation System)

5 Improves access between multiple regional transportation centers.

4 Connects into and provides significantly improved access to selected regional attractions and destinations.

3 Connects into existing regional transportation network and provides new opportunities for interconnectivity.

2 Expands upon existing transportation connection.

1 No improved connectivity (only upgrade of existing connection).

Existing Agency / Funding Support

5 Currently a priority project supported by CATS and transportation agency plans. Some federal/state funds have been earmarked for initial project studies or preliminary design.

4 [Not defined].

3 Project supported by existing regional plans. Implementation will depend on regional planning efforts and the availability of federal/state program funding. No funding has been approved for project design or construction.

2 [Not defined].

1 Project not listed as a priority within regional plans. Local initiative and/or contribution will help determine implementation.

Implementation / Infrastructure Issues

5 Right-of-way for project is identified and usage would likely not require major infrastructure upgrades.

4 [Not defined].

3 Right-of-way for project has been identified; may need to negotiate acquisition and use for public transportation. Some infrastructure barriers may increase the cost/difficulty of completing the project.

2 [Not defined].

1 Need to identify and purchase/gain use of right-of-way. Major infrastructure issues will need to be resolved before project can move forward.

7.2.3 Criteria Weights

The next step in the prioritization process was to establish weights, or relative importance, of each of the above-mentioned criteria. The weighting exercise should not be interpreted as defining some items as important while others as not important. The exercise allows decision makers to define if a criteria is more, less, or equally important as other criteria. Lesser weight criteria can still affect the outcome of the prioritization process. The individual criteria were given a weight so that the sum of all weights would equal 100.

The rates were developed using input from the public and agency outreach to determine the significance of each criteria. A workshop exercise was used to determine weights. For the exercise, each workshop participant was given $100 in play money to "spend" on different types of project criteria (such as safety, capacity, and environmental criteria). The results of this exercise were then summarized and input into the development of the criteria weights used in the prioritization analysis. The subcategories within each criteria should sum to 100. Table 7-1 shows the resulting criteria weights.

TABLE 7-1
Criteria Weights

Criteria		County Projects	State and Local Projects	Transit Projects
Economic Development		20	20	20
Environmental		5	5	5
Design and Operations		40	40	40
Land Use		10	10	10
Connectivity		15	15	10
Implementation		15	10	15
Subcategories				
Design and Operations	Safety (Demand)	30	30	(35)
	Congestion Improvement	55	55	40
	Multi-modal	15	15	25
Connectivity	Local	50	50	40
	Regional	50	50	60
Implementation	Matching Funds (Support)	35	NA	(60)
	Right-of-Way Acquisition	35	NA	NA
	Phasing (Implement/INFR)	30	NA	(40)

7.2.4 Applied the Decision System

Given that the different projects within the unconstrained plan are administered by various jurisdictions (Will County, IDOT, local municipalities, Pace, and Metra), the project prioritization was broken down by jurisdictional distinctions. Will County will only be able to fund projects that are within its jurisdictional control; these projects will be selected based on available funds. For other jurisdiction priority, projects will be selected so that the county can provide a unified voice as to the needs and desires within the county.

With the criteria established, performance measures identified, and the weights defined, the decision science tool is applied to determine the mathematical score for each project. This score is then used to develop the rankings of projects within each jurisdictional classification. The scores will range between a 0 and a 1.0, with the higher value representing the best score. The higher score represents a project that performed well given the criteria set forth and the weights for each criterion. Along with the rankings for each project, the contributing factors to the overall score of each project can be plotted to show the relative contribution each criteria had to the final project score. A sensitivity test can also be performed to determine the necessary change in weights to alter the rankings.

The output from the decision science tool is used to assist with the final decision making process. For county projects, the anticipated revenue is compared to the project list, and the projects that have sufficient benefit and within the known budget will be selected for the constrained plan. For non-county projects, the top scoring projects will be considered for the constrained plan.

7.3 Public and Agency Involvement

Throughout the development of the Will County 2030 Transportation Plan, there were multiple opportunities for interested agencies and the public to provide comments. For the full period of time that the plan was under development, a website was publicly available that included information regarding upcoming meetings, an overview of the study, copies of publicly available draft and final documents, copies of newsletters, and a method to either add a name to the mailing list or to provide comments.

Three newsletters were published and mailed during the study. All three newsletters were mailed out to anyone who registered for the mailing list, each municipality and township, other interested departments within Will County, and to public libraries. The first newsletter was mailed at the beginning of the project to introduce interested parties to the process and study goals and objectives. The second newsletter was mailed out once the unconstrained plan was developed and explained the development of the unconstrained plan and solicited comments to be considered in the development of the fiscally constrained plan. The third newsletter was written after the technical work was completed and a fiscally constrained plan was developed.

To solicit feedback directly from the municipalities, county board members, and township offices, two series of workshops were held. Each series of workshop was held in the northwest, southwest, and eastern portion of the county. The workshops included a presentation on the status of the project and then a small group breakout session to collect

information and feedback. The first series of public meetings was held after the development of goals and objectives and the completion of the existing conditions analysis. During the breakout groups, information was gathered about changes in land use patterns since the development of the NIPC 2030 forecast and transportation problems and concerns that existed for both the participants' local area and for the county. The second series of workshops were scheduled after the completion of the draft unconstrained plan. A presentation was given on how the unconstrained plan was developed and the elements included within the plan. The breakout groups were asked to provide any comments on the unconstrained plan, to provide input on the criteria that should be considered when developing the fiscally constrained plan, and on how the participants would rank each criterion.

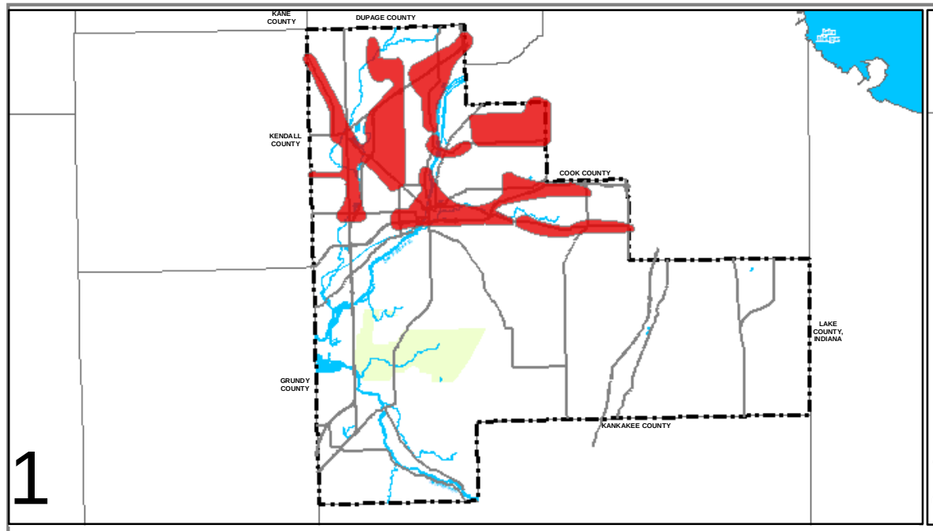
To reach out to all those interested in the Will County 2030 Transportation Plan, two series of public information meetings were held immediately following the above-mentioned workshops. The public meetings were conducted as an evening open house held in multiple locations throughout the county to provide convenient and easy access to interested individuals. The first public meeting covered the overall process, socioeconomic forecasts, and a review of the existing conditions. The second public meeting covered many of the same topics as the first public meeting, but included information on the unconstrained plan development and resulting elements.

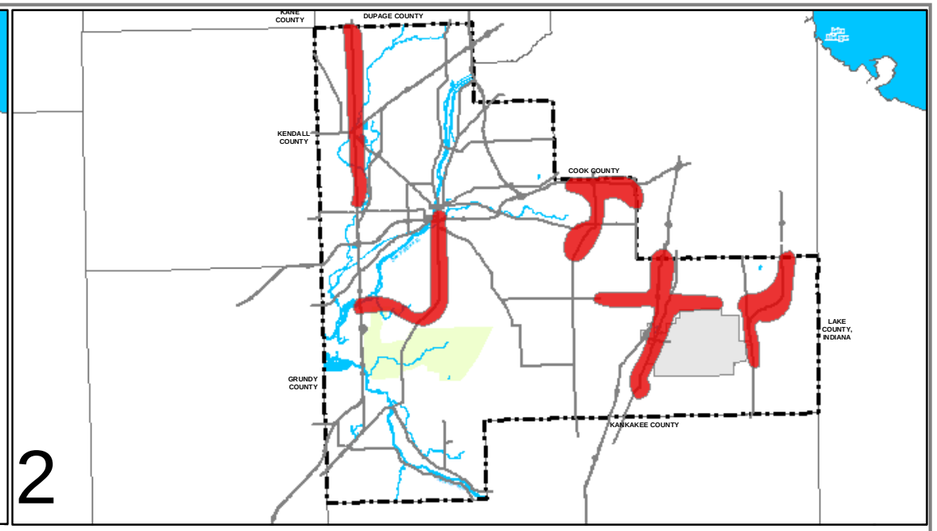
In June 2008, prior to finalizing the 2030 Transportation Plan and submitting it to the Will County Board for approval, the results of the study were presented to the municipalities and townships that participated in the earlier workshops. The meetings were held at two locations—one at Lewis University and one at Governor's State University—on different days. Invitees were allowed to attend whichever presentation was most convenient for them.

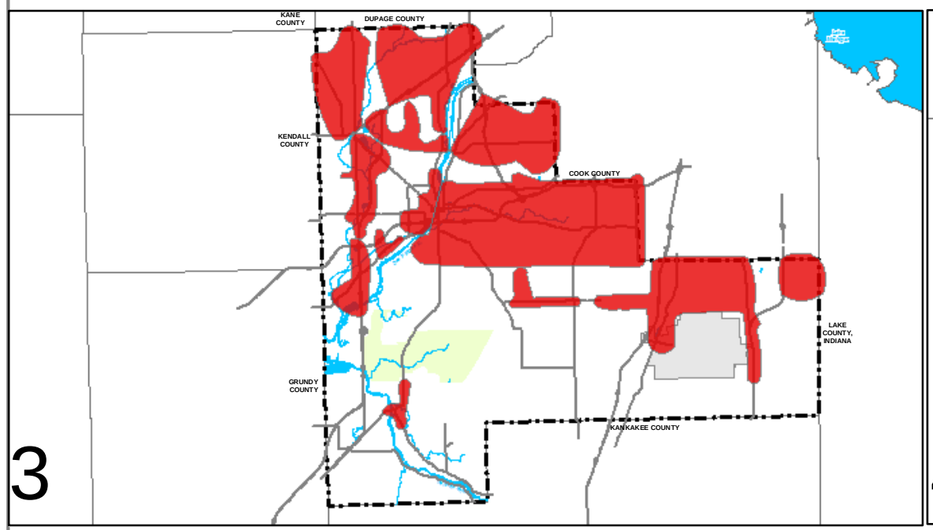
A public hearing was held at the end of the study process to solicit information on the final Will County 2030 Transportation Plan.

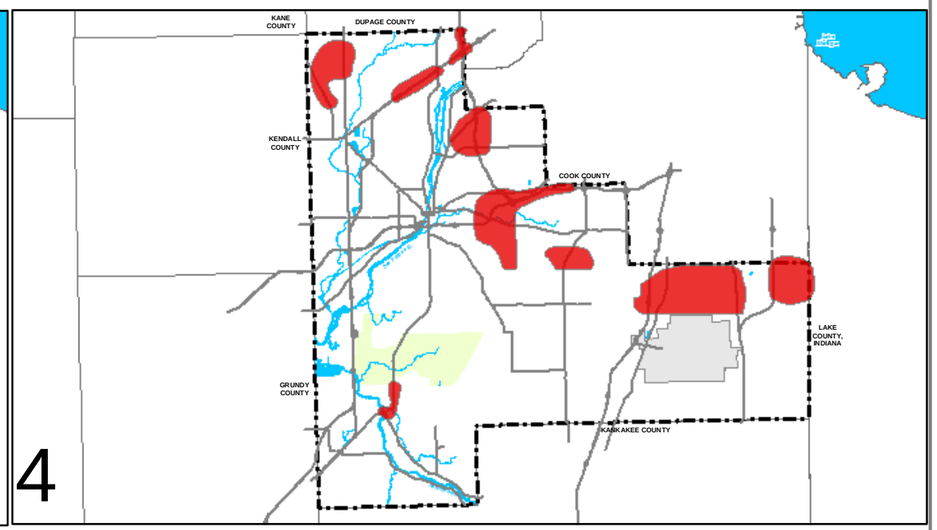
SECTION 7

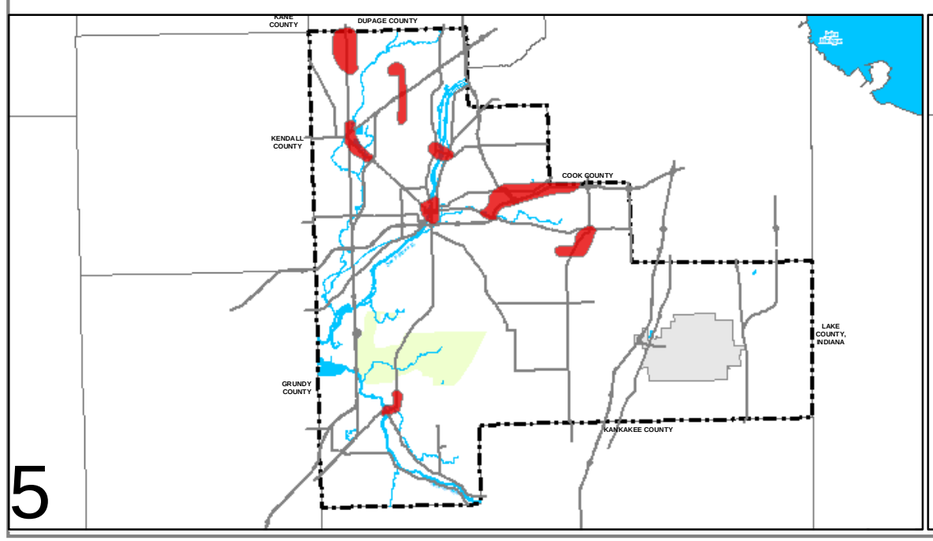
Figures











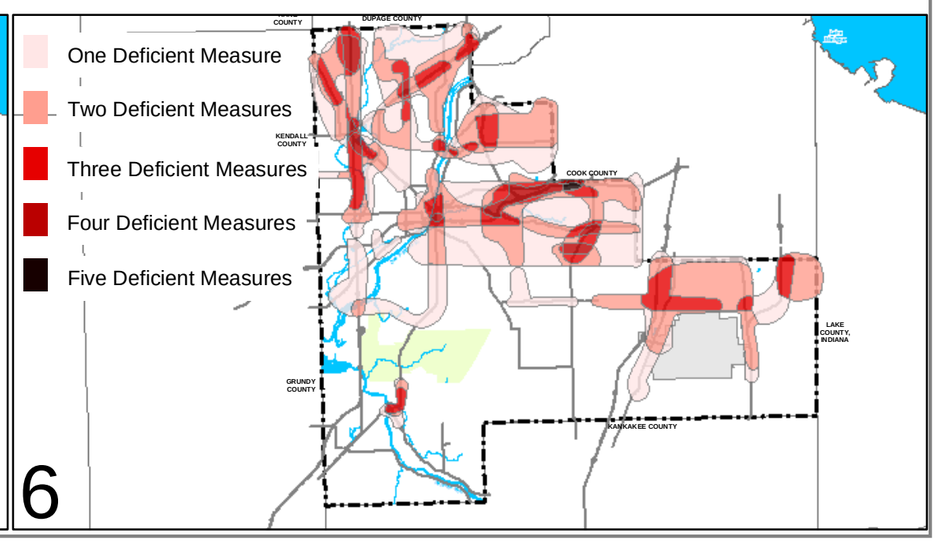


Figure 7-1
Areas of Poor Performance
By Measure of Effectiveness

WILL COUNTY
2030 TRANSPORTATION PLAN

Legend

1 Poor Existing Congestion Levels

2 Change in Average Daily Trips

3 Poor Future Congestion Levels

4 Change in Average Speed

5 Change in Normalized Vehicle Hours of Delay

6 All Measures of Effectiveness

0 10 20 Miles

CH2MHILL Hutchison Engineering, Inc.

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Figure 7-2
Areas of Poor Performance

WILL COUNTY
2030 TRANSPORTATION PLAN

KANE COUNTY
DUPAGE COUNTY
KENDALL COUNTY
COOK COUNTY
GRUNDY COUNTY
KANKAKEE COUNTY
LAKE COUNTY, INDIANA
Lake Michigan

95TH ST
111TH ST
135TH ST
143RD ST
LOCKPORT RD
RENWICK RD
CATON FARM RD
BLACK RD
TROY RD
MCDONOUGH ST
PLAINFIELD-NAPERVILLE RD
PLAINFIELD RD
WEBER RD
JOLIET RD
NEW AVENUE
BROADWAY ST
STATE ST
ARCHER RD
143RD
159TH ST
BELL RD
BRUCE RD
GOUGAR RD
WOLF RD
191ST ST
SCHOOL HOUSE RD
LARAWAY RD
CHICAGO ST
CEDAR RD
96TH AV
CENTER RD
CICERO AV
MONEE RD
EXCHANGE ST
MONEE-MANHATTAN RD
CRETE-MONEE RD
MAIN ST
DIXIE HWY
PEOTONE-BEECHER RD
WILMINGTON-PEOTONE RD
GOVERNORS HWY
FRONT ST
Des Plaines R.
Kankakee R.
Midewin National Tallgrass Prairie
South Suburban Airport

53 355 30 55 171 7 59 80 52 45 30 394 57 50 1 102 113

Legend

- One Issue in this Area
- Two Issues in this Area
- Three Issues in this Area
- Four Issues in this Area
- Five Issues in this Area

0 4 8 Miles

WILL COUNTY
ILLINOIS

CH2MHILL
Hutchison Engineering, Inc.
VLECIDES SCHROEDER ASSOCIATES, INC.

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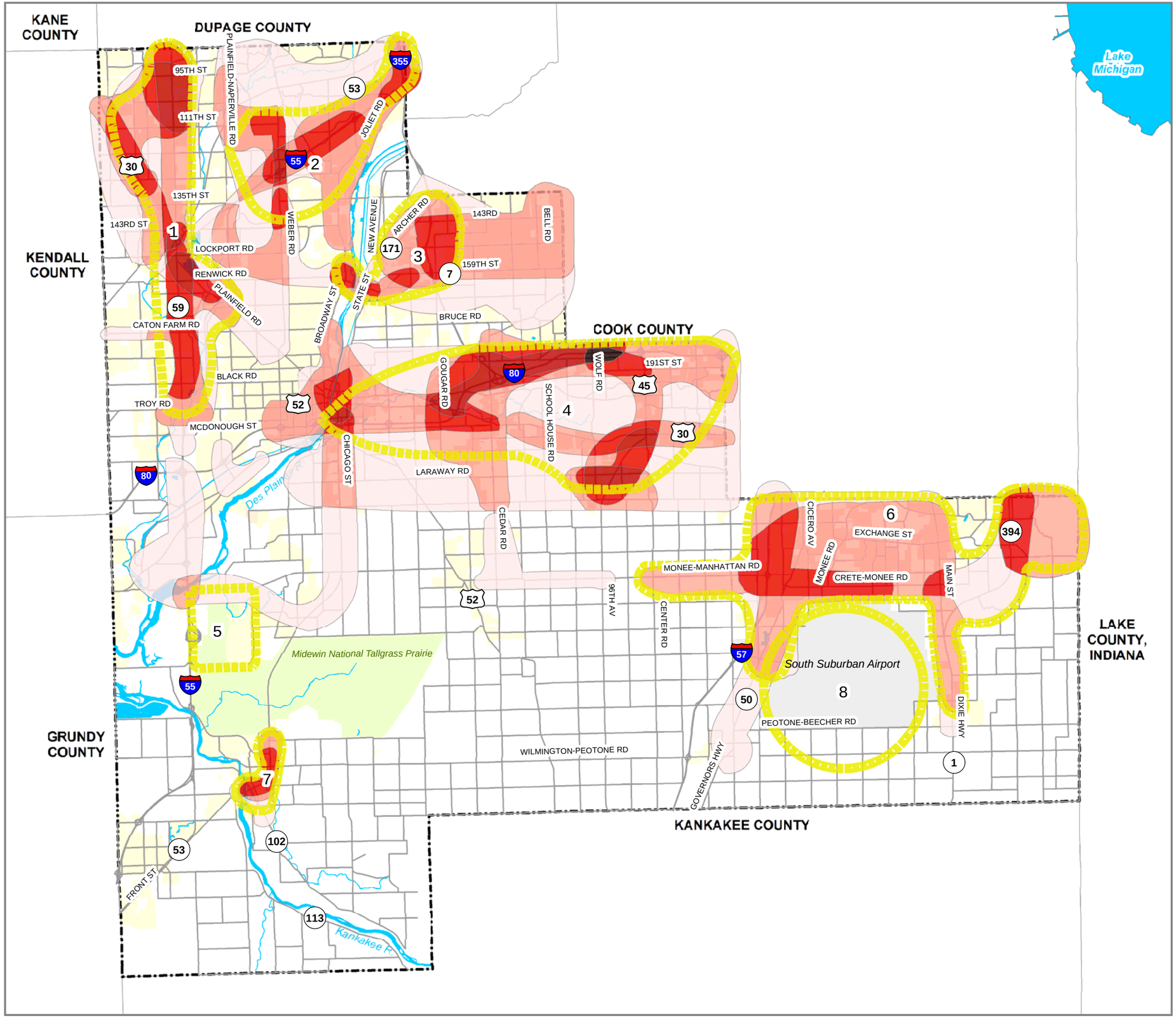

Figure 7-3
Areas of Concern

WILL COUNTY
2030 TRANSPORTATION PLAN

Legend

- One Issue in this Area
- Two Issues in this Area
- Three Issues in this Area
- Four Issues in this Area
- Five Issues in this Area
- Areas of Concern
- 0 Area of Concern Number

0 4 8 Miles

CH2MHILL

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VLECIDES SCHROEDER ASSOCIATES, INC.

KANE COUNTY

DUPAGE COUNTY

KENDALL COUNTY

COOK COUNTY

LAKE COUNTY, INDIANA

GRUNDY COUNTY

KANKAKEE COUNTY

Lake Michigan

95TH ST
111TH ST
135TH ST
143RD ST
LOCKPORT RD
RENWICK RD
CATON FARM RD
PLAINFIELD RD
BLACK RD
TROY RD
MCDONOUGH ST
LARAWAY RD
PLAINFIELD-NAPERVILLE RD
WEBER RD
JOLIET RD
NEW AVENUE
ARCHER RD
143RD
BELL RD
159TH ST
BRUCE RD
BROADWAY ST
STATE ST
CHICAGO ST
GOUGAR RD
WOLF RD
191ST ST
SCHOOL HOUSE RD
CEDAR RD
96TH AV
CENTER RD
CICERO AV
MONEE RD
EXCHANGE ST
CRETE-MONEE RD
MONEE-MANHATTAN RD
MAIN ST
DIXIE HWY
PEOTONE-BEECHER RD
WILMINGTON-PEOTONE RD
GOVERNORS HWY
FRONT ST

355
53
30
55
171
7
59
80
52
45
30
394
57
50
1
102
113

Des Plaines River

Midewin National Tallgrass Prairie

South Suburban Airport

Kankakee River

Figure 7-4
Measures of Effectiveness and Public Concerns

WILL COUNTY
2030 TRANSPORTATION PLAN

Legend

Public Concerns

- Roadway Concerns
- Roadway Alignment Concerns

Measures of Effectiveness

- One Issue in this Area
- Two Issues in this Area
- Three Issues in this Area
- Four Issues in this Area
- Five Issues in this Area

0 4 8 Miles

CH2MHILL Hutchison Engineering, Inc.

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