

SECTION 2

Plan Goals and Objectives

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This section of the transportation plan is designed to establish the context for specific individual recommendations that the County must make regarding future transportation facilities or actions. These decisions may set public transportation policy, determine the need for an Impact Fee program, or weigh criteria used to determine which roadway projects will be built first. These decisions are based on the Will County Goals and Objectives.

The principles controlling these recommendations are defined in several major goals determined by Will County:

- Improve mobility and accessibility
- Support land development
- Provide acceptable transportation performance
- Develop a connected non-motorized system
- Protect environmental and natural resources
- Promote interagency coordination
- Use financial resources efficiently
- Commit to plan implementation

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

2.1 The Transportation System

2.1.1 Improve Mobility and Accessibility

The transportation system should offer convenient travel opportunities and an integration of travel modes that will allow people to travel to a variety of places according to the needs of their own lifestyle.

Objectives

- a. Provide citizens with at least one affordable mode of travel option that is within reasonable walking distance and available at times when travel is more desired.
- b. Improve the existing multimodal transportation system into an intermodal system that facilitates transfers among all transportation modes.
- c. Improve the existing transportation system to achieve desirable linkages with new developments and other significant changes in land use, as guided by the Will County Land Resource Management Plan.
- d. Improve access from residential areas to major activity centers.
- e. Increase regional and sub-regional accessibility by improving vehicular access to regional highways.

- f. Enhance connectivity between communities by completing arterial and collector road projects that provide for continuous travel across Will County.
- g. Provide efficient multimodal access to cultural, recreational, and tourist activities.

2.1.2 Support Land Development

The transportation system should support existing and future patterns of land development, as guided by the Will County Land Resources Management Plan.

Objectives

- a. Encourage compact and contiguous land use patterns along existing transportation corridors.
- b. Encourage local governments to develop land use regulations that support transit-oriented development (TOD), including high-density residential and employment clusters near transit stations.
- c. Encourage a balance of housing units and employment opportunities to reduce travel distances.
- d. Promote right-of-way preservation in existing and future transportation corridors through a coordination of transportation and land use planning activities (including adequate building setbacks).
- e. Minimize disruptions to existing land uses caused by transportation improvements.
- f. Improve localized transportation system in areas with access points to major regional improvements that reflects projected changes in land use.
- g. Provide sufficient investment in transportation infrastructure through roadway access, capacity improvements, and intermodal facilities that enhance passenger travel and goods movement to promote economic development within the region.

2.1.3 Provide Acceptable Transportation Performance

The transportation system should provide efficient quantity and quality of service with needed capacity, reasonable speed, convenience, and safety for all users.

Objectives

- a. To establish a county-wide acceptable traffic delay that will be based on the existing level of service.
- b. Provide a roadway system with the capability of achieving appropriate arterial roadway and intersection performance levels for peak period demand.
- c. Reduce both the time delay and accident potential at at-grade railroad crossings that experience motor vehicle, bicycle, and pedestrian traffic.
- d. Improve access management on regional roadways and major arterials to provide safe access to adjacent properties, reduce the number of accidents, decrease vehicle delay, improve traffic flow, and make more efficient use of the existing roadways.

- e. Reduce congestion and improve transportation system efficiency by using transportation demand and systems management strategies to encourage the use of modes of transportation other than the single occupancy vehicle (e.g., transit incentives, ridesharing, flextime, signal interconnection, high occupancy vehicle (HOV) lanes, park-n-ride facilities).
- f. Maximize system efficiency and capacity through the use of intelligent transportation systems (ITS) technologies (e.g., real-time travel information, signal preemption).

2.1.4 Develop a Connected Non-Motorized System

The transportation system should enhance the quality of life in Will County by developing a system of interconnected and safe bicycle paths, and pedestrian facilities.

Objectives

- a. Link land uses and transit facilities with the bikeway and pedestrian system where these modes can be used as a convenient and efficient alternative mode of travel, as well as an attractive recreational opportunity.
- b. Link the bikeway/equestrian trails in Will County with the Forest Preserve District's trail system and the systems of adjacent counties.
- c. Extend the bikeway and pedestrian system to be integrated with new development.
- d. Consider bicycle and pedestrian access needs for transportation improvement projects planned in the County. Access considerations should be given to destinations along an improved roadway or across a barrier undergoing bridge or underpass construction. Projects that cross an existing or planned bike path should provide a safe bicycle/pedestrian crossing.
- e. Incorporate consideration of bicycle and pedestrian accommodations into the review of the transportation impact of proposed developments.
- f. Follow nationally accepted or recommended standards, where possible, when designing or improving bicycle facilities to ensure connectivity, consistency, and safety throughout the County.

2.1.5 Protect Environmental and Natural Resources

The transportation system should be sensitive to the environmental resources of the region and minimize negative encroachments and disruptions in such areas.

Objectives

- a. Minimize transportation system encroachments into environmentally sensitive areas such as forest preserves, river and stream valleys, historic and cultural sites, greenways, stormwater management systems, agricultural land, recreational areas, and other undisturbed areas of significant natural resources.
- b. Develop a transportation system that considers the surrounding land use utilizing a context sensitive solutions (CSS) approach.

2.2 The Planning Process

2.2.1 Promote Interagency Coordination

In conjunction with the transportation plan, a spirit of commitment to interagency coordination and cooperation should be established in the region.

Objectives

- a. Provide transportation services that achieve equity in benefits and cost among the regional agencies (county, municipalities, and townships), the state (IDOT), Illinois State Toll Highway Authority (ISTHA), and private enterprise.
- b. Promote intergovernmental cooperation for the coordination of land use development and transportation services and to provide the means for expanding intermodal opportunities.

2.2.2 Use Financial Resources Efficiently

The development of the transportation system should use financial resources efficiently and be financially attainable.

Objectives

- a. Pursue all available opportunities to fund the planning, design, construction, operation, and maintenance of the County's transportation system.
- b. Consider cost-effectiveness, initial capital cost, and life cycle costs in selecting projects for implementation.
- c. Define a feasible financing strategy for the transportation plan.
- d. Leverage the use of non-local resources to increase the amount and/or effectiveness of federal and state funding available to the region.
- e. Increase the use of private sector financial resources for transportation improvements based on the impacts generated by the private developments.

2.2.3 Commitment to Plan Implementation

The transportation plan should be supported by a commitment to implement the recommended improvement according to an identified schedule.

Objectives

- a. Provide a management system to guide, monitor, and implement the transportation plan.
- b. Define specific milestones for implementation. These milestones should be related to specific events or other activities (e.g., pace of development, population growth, specific developments, and approval of financing at the state or federal level).