

2039 Kankakee Urbanized Area Long Range Transportation Plan Goals (12/22/2008)

Overall Policies, Goals, and Objectives

The Kankakee Area Transportation Study began development of a Long Range Transportation Plan in September of 2008. The Plan will develop a framework for Transportation initiatives and projects with a 30 year planning horizon. The initial step in the plan development process is to reach a regional consensus on a set of goals and objectives.

The general goals for the Long Range Plan Update are set forth in the federal legislation for funding transportation improvements. This legislation governs the planning, funding and implementation of transportation improvements throughout the Country. The latest version is titled The Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users and was enacted in 2005. It is commonly known as SAFETEA-LU.

SAFETEA-LU Requirements

SAFETEA-LU builds on previous federal transportation legislation and is designed to deal with the transportation challenges in today's environment. It places a new emphasis on areas related to safety, security, traffic congestion, and freight movement. It provides guidance on issues of national significance while allowing local decision making to solve problems more local in nature. The goals and objectives for this update of the Transportation plan are being developed with SAFETEA-LU in mind.

Development of Goals and Objectives for the Plan

The development of Goals and Objectives begin with a review of previous Transportation Plans. The most recent Plan was developed in 2004. It was intended to be the primary guidance document for the area through 2009. However, with the passage of SAFETEA-LU in 2005, a 2007 update was undertaken which addressed the changing focus of federal planning requirements. The major emphasis of this update was dealing with the new directions related to safety, security, traffic congestion, and freight movement. Since this effort had been completed less than two years ago, the goals and objectives became the starting point for the development of the 2009 Plan.

Using these as a base, a formal process to review and revise the goals and objectives was undertaken. Presentations were made to the County's Land Use /Transportation Subcommittee of the Kankakee County Regional Plan Commission, the Technical Advisory Committee of the Kankakee Area Transportation Study (KATS), and the Policy Committee of KATS in its role as the Metropolitan Planning Organization (MPO). Input to revisions to the current goals and objectives was sought. Additionally, a public meeting was held on December 9 at the Kankakee Community College from 3:00 PM until 7:00 PM to obtain input a broader range of interests. Notice of the meeting was

advertised in the local newspaper as well as on the County Planning Department's Website. Additionally, formal letters were sent to agencies, organizations, businesses, and special interest groups who might be impacted by the 2039 Transportation Plan. More than 30 people attended the meeting providing additional input to the goal setting process.

Based on the results of this input and discussions with key implementers a set of draft goals and objectives has been prepared. These will be considered by the Policy committee of the Kankakee Area Transportation Study at their January, 2009 meeting as the basis for the 2039 Long Range Transportation Plan Update. The draft goals and objectives are listed in the following section.

Draft Goals and Objectives

1. Support the Economic Vitality of the Metropolitan Area, Especially in the Areas of Global Competitiveness, Productivity, and Efficiency

1.1 Develop a transportation network that addresses movement of freight and farm products safely and efficiently to serve national and global markets with a special emphasis on ties to the Chicago area.

1.2 Work with adjacent authorities to expand access to new facilities such as the South Suburban Airport and the Illiana Expressway.

1.3 Develop improved access in the 6000 N Road Corridor to serve freight traffic without degrading operations on the arterial street system.

1.4 Preserve corridors for future roadways, bridges, and rail facilities.

2. Emphasize the Preservation of the Existing Transportation System

2.1 Maintain and improve existing highway, rail, and transit infrastructure with a special emphasis on I-57 interchanges and bridges and existing rail facilities.

2.2 Preserve corridors for future infrastructure improvements with an emphasis on development of policies addressing utility easements in those corridors.

3. Increase the Accessibility and Mobility Options for People and Freight

3.1 Support operations and improvements for Metro and Showbus services to provide public transportation for all residents of the area.

3.2 Continue to assess the feasibility of commuter services to the Chicago area especially as it relates to a South Suburban Airport.

3.3 Work with Chicago area interests to support accessibility to major events with a special emphasis on the proposed 2016 Olympic Games.

3.4 Support recommendations of the Kankakee Airport Study to maintain the viability of this important facility.

Enhance Integration and Connectivity of the Transportation System, Across and Between Modes, for People and Freight

4.1 Develop a clear interface strategy for all new freight facilities to insure efficient operations.

4.2 Work with transportation interests to assess changes in operations strategies and their impacts on the overall system with an initial emphasis on expanded rail freight services.

4.3 Support improved transit and intercity rail interface among AMTRAK, Metro, and Showbus in the urbanized area, and with METRA and PACE to the north.

5. Increase Safety of the Transportation System for Motorized and Non Motorized Users

5.1 Develop an accident information system to help address gaps in information used to address safety problems.

5.2 Integrate safety information the planning process to insure major deficiencies are addressed.

5.3 Design all transportation projects to address the needs of all users including pedestrians and cyclists.

6. Increase the Security of the Transportation System for All Users

6.1 Document existing security planning efforts underway affecting the area including State, County, and local efforts.

6.2 Support training initiatives to insure efficient emergency response by the transportation interests.

6.3 Identify networking opportunities in the area which would be useful during an emergency and working with emergency management authorities and transportation agencies support efforts to expand these.

6.4 Work with recognized authorities such as the County Sherriff and Illinois Emergency management Agency to develop security implementation initiatives for the transportation system including evacuation planning and specific site incident response.

6.6 Support efforts that coordinate local efforts with those at the regional, state and multi state levels especially as they relate to major evacuation planning and support initiatives.

6.5 Support development of a process to insure security is adequately addressed in all transportation project design and implementation initiatives.

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7. Promote Efficient System Management and Operations

7.1 Continue to develop a process to integrate operations into the planning process by considering travel measures such as speed, occupancy, congestion, and other such indicators.

7.2 Work with transportation agencies to establish a program to collect needed information and create performance measures which meet their needs and can be uniformly implemented.

7.3 Support efforts to insure movement of farm commodities to distribution and storage facilities in the urbanized area occurs safely and efficiently.

7.4 Support efforts to address the increasing local responsibility for financing transportation improvements caused by fluctuations in federal and state funding.

8. Protect and Enhance the Environment, Promote Energy Conservation, and Improve Quality of Life

8.1 Maintain a planning process that integrates and coordinates transportation planning with land use, water, and natural resource planning being done in Kankakee County.

8.2 Ensure all transportation projects in the Transportation Plan are environmentally responsible.

8.3 Ensure that social, environmental, energy and other relevant non-transportation goals and plans are considered in the transportation planning process.

8.4 Identify, implement, and support public investment in transportation facilities that address social, environmental, and energy goals identified in the County's comprehensive plans.

8.5 Evaluate and institute innovative methods to mitigate environmental impacts of transportation improvements.

8.6 Be compliant with all relevant NEPA standards as identified in SAFETEA-LU.

8.7 Support energy conservation initiatives with special emphasis on those being undertaken in the County related to wind energy, biofuels, and other alternative fuels.

Comments or Questions

Adoption of the goals and objectives for the 2039 Transportation Plan will be considered by the KATS Policy Committee at their January 28, 2009 meeting. Any comments regarding this draft should be sent to Mr. Mike Lammey by January 8, 2009 for inclusion in materials sent to members in advance of the Policy Committee meeting. Comments received after January 8 will be summarized by staff and presented at the meeting.