

## CHAPTER 2: GOALS AND OBJECTIVES

This chapter defines the vision statement, goals, and objectives used in developing the DSATS 2035 LRTP. A critical component of this LRTP is that the recommended improvements reflect the values of the area citizens, businesses, industries, and the traveling public. The goals and objectives provide guidance in the planning process and define the means by which specific transportation improvements are evaluated. The vision statement, goals, and objectives are identified in the following sections.

In a review of the 2030 Long Range Transportation Plan, members found that we are still guided by the same Vision that came out of our creation.

### VISION STATEMENT

The vision statement is a brief description of a desired future condition that is dependent on specific transportation policies and decisions. The Vision Statement is meant to clearly and concisely convey to the public, as well as to its members, what the MPO is ideally striving to accomplish through its work and efforts. The following vision statement was developed with input and direction from DSATS staff and committees.

***The DeKalb-Sycamore Area Transportation Study will cooperatively develop a comprehensive, regionally coordinated, and integrated multi-modal transportation system that meets the needs and goals of the area's citizens.***

### GOALS AND OBJECTIVES

Goals and objectives are an integral part of the LRTP as they set forth a direction, or focus, to the community's vision.

**Goals** - are very general. They pertain to area-wide or systemic issues. For example, "to improve the safety and efficiency of travel" can be a goal. The statement provides no further information on how the goal may be achieved. Further, often a specific goal will overlap with other goals and impacts on the system, as a whole, must be considered. Decision-makers by definition assign priority to the various goals when making implementation decisions. Goals developed for the DSATS 2035 LRTP are a continuing and collaborative effort between the Policy Committee, Technical Committee, and the public. They reflect the current collective vision that defines the important transportation issues for the DSATS MPA. The goals provide the framework for the LRTP.

**Objectives** - expand upon the goal by identifying types of actions that may alleviate the problem. To use the previous goal for clarification, one measure of travel efficiency is travel time. An objective could be "to maintain or improve existing cross-town travel times on arterial corridors." Another objective could be "to expand travel mode choices." There are generally several objectives associated with a particular goal. They too may overlap with each other. The following goals and objectives were developed in conjunction with the MPO Policy and Technical committees and DSATS staff for the DSATS 2035 Long Range Transportation Plan (LRTP).

**GOAL 1: Develop a safe and secure multi-modal transportation system that provides for the efficient movement of people and goods.**

**Objectives**

- a) Prioritize the preservation of the existing regional transportation system and infrastructure.
- b) Reduce the number and severity of crashes within the metropolitan planning area.
- c) Implement transportation improvements that are consistent with community plans, values, and goals.
- d) Coordinate with local and national law enforcement agencies to incorporate emergency response and homeland security in the regional transportation planning process.

**GOAL 2: Identify and support transportation improvements to ensure a high level of mobility and accessibility throughout the metropolitan planning area.**

**Objectives**

- a) Provide sufficient roadway capacity to maintain an acceptable level of service throughout the area.
- b) Identify priority corridors where access management techniques can be implemented to improve traffic flow and enhance travel safety.
- c) Implement transportation improvements that facilitate the safe and efficient movement of freight within and through the metropolitan planning area.

**GOAL 3: Develop a regional transportation system that promotes the use of public transit and non-motorized travel.**

**Objectives**

- a) Support transportation improvements that enhance existing linkages and create new linkages between transportation modes.
- b) Encourage comprehensive transportation approaches for new development throughout the metropolitan planning area, as promoted in transportation planning concepts such as "Complete Streets" and "Highways For Life"
- c) Enhance the level of transit service to persons with special needs, older adults, and at-risk groups.
- d) Establish a regional non-motorized network that connects major trip attractions such as schools, colleges, libraries, parks and other important trip destinations.

**GOAL 4: Support transportation enhancements and projects that promote existing and future economic development.**

**Objectives**

- a) Evaluate the economic impacts and benefits of potential transportation projects and support those projects that maintain or enhance the economic vitality of the region.
- b) Support transit improvements and programs that increase access to local and regional employment centers.
- c) Support projects that encourage the planned growth of airport facilities and operations.

**GOAL 5: Balance transportation improvements with potential impacts to the surrounding physical and social environment.**

**Objectives**

- a) Plan and design transportation investments that encourage the development of sustainable and livable neighborhoods.
- b) Maintain an open transportation planning process that encourages involvement and input from all communities, businesses, individuals, and stakeholders.
- c) Emphasize the preservation, or mitigation, of sensitive environmental features in the long-range corridor planning and design process.
- d) Encourage regional transportation investments that reduce pollutants and greenhouse gas emissions.

**OUTCOMES**

As part of the Long Range Planning process, it is important to identify that the region is working towards achieving its goals and objectives. As a smaller Metropolitan Planning Organization (MPO), the scale of projects and the use of roadways and public transit are limited in comparison to larger urban areas. As the scale of projects, the use of the transportation system, and the size of the MPO staff is significantly smaller than in the larger urban areas, it is felt that the cost of developing an extensive set of performance measures for the transportation system exceeds the benefits of such close observation.

That being said, it is still important to ensure that the DeKalb region is moving in the right direction to achieve the goals and objectives identified in this Long Range Transportation Plan. In order to identify progress in the improvement of the regional transportation system, DSATS staff and member organizations shall:

- **Annual Progress Report** – DSATS staff shall publish an annual report identifying the projects, studies, and statistics each fiscal year. This report should include:
  - Annual List of Projects as required by SAFETEA-LU;
  - Goals and Objectives report addressing how the DSATS region is moving forward towards achieving identified objectives; and

- Identification and analysis of transportation statistical measures including Transit Ridership, Crash Data, Traffic Volumes.
- **DSATS Performance Measures Guidelines** – This report was developed to provide member agencies with suggestions to achieve the DSATS goals and objectives. Ideas include adding or refurbishing sidewalks when doing road maintenance, installation of new signals during roadway reconstruction, etc. While such improvements are not a mandatory part of any project, the use of such checklists when developing a project scope can assist member communities in achieving the desire transportation improvement goals.
- **Special Studies** – Member communities often do not have the financial resources to perform specialized studies that can help identify better ways to improve the regional transportation system. DSATS should use its resources to perform special studies that help achieve identified goals. Previous studies include an Eastern Corridor Study, Transit Needs Analysis Studies, Annual Traffic Counts, and a Signalization Upgrade Plan.

## **SAFETEA-LU PLANNING FACTORS**

SAFETEA-LU requires all Long Range Plans to address eight (8) Planning Factors that guide the development of an urban transportation system (*see Chapter 1 - SAFETEA-LU Planning Factors for description of required Planning Factors*). Table 2-1 identifies the LRTP Goals and Objectives, and DSATS Planning Efforts, which go towards addressing these factors.

Table 2-1. SAFETEA-LU Planning Factors and DSATS Objectives

SAFETEA-LU Planning Factor	DSATS Goals & Objectives	DSATS / Partner Planning Efforts
<p>Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.</p>	<ul style="list-style-type: none"> <li>▪ <u>Objective 2-c</u>: Implement transportation improvements that facilitate the safe and efficient movement of freight within and through the metropolitan planning area.</li> <li>▪ <u>Objective 3-a</u>: Support transportation improvements that enhance existing linkages and create new linkages between transportation modes.</li> <li>▪ <u>Objective 4-a</u>: Evaluate the economic impacts and benefits of potential transportation projects and support those projects that maintain or enhance the economic vitality of the region.</li> <li>▪ <u>Objective 4-b</u>: Support transit improvements and programs that increase access to local and regional employment centers.</li> <li>▪ <u>Objective 4-c</u>: Support projects that encourage the planned growth of airport facilities and operations.</li> </ul>	<ul style="list-style-type: none"> <li>▪ DSATS works with the municipal and county Economic Development Corporations to identify ways to make the regions transportation system improve the area economic competitiveness.</li> <li>▪ Park 88 in the City of DeKalb has a number of warehousing facilities such as Target and Nestle that serve the businesses throughout the metropolitan Chicago and Rockford regions. DSATS continues to work to ensure the local and regional transportation systems work well together.</li> </ul>
<p>Increase the safety of transportation system for all motorized and non-motorized users.</p>	<ul style="list-style-type: none"> <li>▪ <u>Objective 1-b</u>: Reduce the number and severity of crashes within the metropolitan planning area.</li> <li>▪ <u>Objective 1-d</u>: Coordinate with local and national law enforcement agencies to incorporate emergency response and homeland security in the regional transportation planning process.</li> <li>▪ <u>Objective 2-a</u>: Provide sufficient roadway capacity to maintain an acceptable level of service throughout the area.</li> <li>▪ <u>Objective 2-b</u>: Identify priority corridors where access management techniques can be implemented to improve traffic flow and enhance travel safety.</li> <li>▪ <u>Objective 2-c</u>: Implement transportation improvements that facilitate the safe and efficient movement of freight within and through the metropolitan planning area.</li> <li>▪ <u>Objective 5-d</u>: Encourage regional transportation investments that reduce pollutants and greenhouse gas emissions.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Safety issues and concerns are identified in Chapter 4</li> <li>▪ DSATS performed a study of truck movements with the objective of reducing conflicts with other modes as well as other negative impacts of this type of freight movement.</li> <li>▪ DSATS has adopted a Bikeways Plan (July 26, 2006).</li> <li>▪ DeKalb County has completed a countywide inventory and analysis of potential public safety hazards.</li> <li>▪ The Voluntary Action Center completed a Hazard and Security Plan for its transit services in 2005 with the help of Peter Schauer Associates, a consulting firm hired by IDOT to assist rural and small urban operators these plans. The model was developed by AECOM consult for the Transit Cooperative Research</li> </ul>

**DEKALB-SYCAMORE AREA TRANSPORTATION STUDY – 2035 LRTP**

SAFETEA-LU Planning Factor	DSATS Goals & Objectives	DSATS / Partner Planning Efforts
<p>Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.</p>	<ul style="list-style-type: none"> <li>▪ <u>Objective 1-b</u>: Reduce the number and severity of crashes within the metropolitan planning area.</li> <li>▪ <u>Objective 1-d</u>: Coordinate with local and national law enforcement agencies to incorporate emergency response and homeland security in the regional transportation planning process.</li> <li>▪ <u>Objective 2-b</u>: Identify priority corridors where access management techniques can be implemented to improve traffic flow and enhance travel safety.</li> <li>▪ <u>Objective 2-c</u>: Implement transportation improvements that facilitate the safe and efficient movement of freight within and through the metropolitan planning area.</li> <li>▪ <u>Objective 3-b</u>: Encourage comprehensive transportation approaches for new development throughout the metropolitan planning area, as promoted in transportation planning concepts such as "Complete Streets" and "Highways For Life"</li> <li>▪ <u>Objective 5-d</u>: Encourage regional transportation investments that reduce pollutants and greenhouse gas emissions.</li> </ul>	<p>Program, sponsored by the FTA.</p> <ul style="list-style-type: none"> <li>▪ DSATS supports the mission of the Transportation Committee of Illinois to "... maximize the security of the Illinois transportation system for the movement of people and goods by ensuring that transportation professionals have available and utilize the tools, training, and methods jointly considered most effective to protect our citizens and the State's infrastructure investment."</li> <li>▪ DSATS has also adopted a regional ITS Architecture, the implementation of which will ensure greater security and responsiveness of the transportation system in the even of emergencies.</li> <li>▪ As described under Planning Factor #2, the Voluntary Action Center has completed a Hazard and Security Plan for its transit services.</li> </ul>
<p>Increase accessibility and mobility of people and freight</p>	<ul style="list-style-type: none"> <li>▪ <u>Objective 2-a</u>: Provide sufficient roadway capacity to maintain an acceptable level of service throughout the area.</li> <li>▪ <u>Objective 2-b</u>: Identify priority corridors where access management techniques can be implemented to improve traffic flow and enhance travel safety.</li> <li>▪ <u>Objective 2-c</u>: Implement transportation improvements that facilitate the safe and efficient movement of freight within and through the metropolitan planning area.</li> <li>▪ <u>Objective 3-a</u>: Support transportation improvements that enhance existing linkages and create new linkages between transportation modes.</li> </ul>	<ul style="list-style-type: none"> <li>▪ DSATS has conducted a truck freight movement study to identify regional truck traffic issues and identify ways to improve the flow of freight through the region.</li> <li>▪ DSATS is conducting a Transit Facility and needs analysis study to identify how to better serve residents and workers in the DeKalb region.</li> <li>▪ DSATS staff developed the Human Services Transportation Plan, which identifies the needs of residents in the region for transportation to medical facilities and human services agencies</li> </ul>



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SAFETEA-LU Planning Factor	DSATS Goals & Objectives	DSATS / Partner Planning Efforts
	<ul style="list-style-type: none"> <li>▪ <u>Objective 3-b</u>: Encourage comprehensive transportation approaches for new development throughout the metropolitan planning area, as promoted in transportation planning concepts such as "Complete Streets" and "Highways For Life"</li> <li>▪ <u>Objective 3-c</u>: Enhance the level of transit service to persons with special needs, older adults, and at-risk groups.</li> <li>▪ <u>Objective 3-d</u>: Establish a regional non-motorized network that connects major trip attractions such as schools, colleges, libraries, parks and other important trip destinations.</li> <li>▪ <u>Objective 4-b</u>: Support transit improvements and programs that increase access to local and regional employment centers.</li> </ul>	<ul style="list-style-type: none"> <li>and how to improve the system.</li> <li>▪ DSATS staff plans to review and update its Bike and Pedestrian Plan in the coming year to identify how the regional biking and pedestrian transportation system can be improved.</li> <li>▪ VAC created the Kishwaukee line, which helps students, faculty, and staff to the Kishwaukee College in Malta. VAC and DSATS staff will continue to work with schools and employers to identify transportation to employment and education centers.</li> </ul>
<p>Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.</p>	<ul style="list-style-type: none"> <li>▪ <u>Objective 1-c</u>: Implement transportation improvements that are consistent with community plans, values, and goals.</li> <li>▪ <u>Objective 3-b</u>: Encourage comprehensive transportation approaches for new development throughout the metropolitan planning area, as promoted in transportation planning concepts such as "Complete Streets" and "Highways For Life"</li> <li>▪ <u>Objective 5-b</u>: Maintain an open transportation planning process that encourages involvement and input from all communities, businesses, individuals, and stakeholders.</li> <li>▪ <u>Objective 5-c</u>: Emphasize the preservation, or mitigation, of sensitive environmental features in the long-range corridor planning and design process.</li> <li>▪ <u>Objective 5-d</u>: Encourage regional transportation investments that reduce pollutants and greenhouse gas emissions.</li> </ul>	<ul style="list-style-type: none"> <li>▪ DSATS has adopted a Bikeways Plan (July 26, 2006) and intends to update it in the coming year.</li> <li>▪ The Environmental Mitigation section of the LRTP addresses natural and historic resource planning, mitigation techniques, and means to engage appropriate agencies through the project development cycle.</li> <li>▪ DSATS staff works with IDOT and the Illinois EPA to ensure we are in compliance with all federal and state environmental regulations.</li> <li>▪ DSATS encourages all member organizations to use Complete Streets concepts on new projects</li> </ul>
<p>Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight</p>	<ul style="list-style-type: none"> <li>▪ <u>Objective 3-a</u>: Support transportation improvements that enhance existing linkages and create new linkages between transportation modes.</li> <li>▪ <u>Objective 3-b</u>: Encourage comprehensive</li> </ul>	<ul style="list-style-type: none"> <li>▪ Since the last LRTP, VAC has implemented a bus route serving Sycamore.</li> <li>▪ The current transit study being performed</li> </ul>



**DEKALB-SYCAMORE AREA TRANSPORTATION STUDY – 2035 LRTP**

SAFETEA-LU Planning Factor	DSATS Goals & Objectives	DSATS / Partner Planning Efforts
	<p>transportation approaches for new development throughout the metropolitan planning area, as promoted in transportation planning concepts such as "Complete Streets" and "Highways For Life"</p> <ul style="list-style-type: none"> <li>▪ <u>Objective 3-d</u>: Establish a regional non-motorized network that connects major trip attractions such as schools, colleges, libraries, parks and other important trip destinations.</li> <li>▪ <u>Objective 4-c</u>: Support projects that encourage the planned growth of airport facilities and operations.</li> </ul>	<p>is looking at the viability of new transit connections in the region, including dedicated transit service to Cortland, shuttle service to the Elburn Train Station, and possible Park and Ride facilities.</p> <ul style="list-style-type: none"> <li>▪ A truck study was performed to look at the impacts of truck traffic in the DeKalb region.</li> </ul>
<p>Promote efficient system management and operation</p>	<ul style="list-style-type: none"> <li>▪ <u>Objective 1-d</u>: Coordinate with local and national law enforcement agencies to incorporate emergency response and homeland security in the regional transportation planning process.</li> <li>▪ <u>Objective 5-b</u>: Maintain an open transportation planning process that encourages involvement and input from all communities, businesses, individuals, and stakeholders.</li> </ul>	<ul style="list-style-type: none"> <li>▪ DSATS has also adopted a regional ITS Architecture, the implementation of which will ensure greater efficiency and responsiveness of the transportation system for its users.</li> <li>▪ DSATS member organizations meet monthly to discuss ways to improve the regional transportation system.</li> <li>▪ DSATS is a member of the Illinois MPO Advisory Council, which looks at ways all urban areas in Illinois can work together to improve the transportation system throughout all of Illinois.</li> </ul>
<p>Emphasize the preservation of the existing transportation system.</p>	<ul style="list-style-type: none"> <li>▪ <u>Objective 1-a</u>: Prioritize the preservation of the existing regional transportation system and infrastructure.</li> <li>▪ <u>Objective 1-c</u>: Implement transportation improvements that are consistent with community plans, values, and goals.</li> <li>▪ <u>Objective 5-b</u>: Maintain an open transportation planning process that encourages involvement and input from all communities, businesses, individuals, and stakeholders.</li> </ul>	<ul style="list-style-type: none"> <li>▪ The LRTP’s first objective under the goal of developing a safe and secure transportation system is to “Prioritize the preservation of the existing regional transportation system and infrastructure.” This is being accomplished through means such as transportation system management, access management, pavement condition monitoring, and intersection improvements.</li> </ul>

**RAIL**

Rail improvements are generally the responsibility of the individual rail companies that operate the respective rail lines through the area. Rail operations, as they relate to the roadway network, generally focus on the maintenance of existing at-grade rail crossings. In some cases, a particular at-grade rail crossing may warrant improved traffic control devices or possibly a grade separated facility. Table 9-4 summarizes the proposed rail recommendations and policies for consideration within the MPA.

**Table 9-4. Proposed Rail Recommendations / Policies**

<b>Issue Proposed Recommendations / Policies</b>	
<b>1. At-Grade Crossings</b>	a) Monitor at-grade rail crossings to provide a high level of safety and mobility for motorists, bicyclists, and pedestrians. Identify high priority crossings that could be considered for improved traffic control devices and potential grade separated facilities. b) Continue routine maintenance and upkeep of the existing rail infrastructure.
<b>2. Intermodal Connections</b>	c) Identify and preserve abandoned rail corridors that could be used for potential bicycle and/or multi-use trails. Investigate feasibility of sharing right-of-way with railroad for trails.

**AIRPORT**

Continued investment in the DeKalb Taylor Airport is necessary to maintain and enhance its position to attract businesses to the area and attract general aviation customers for the western Chicago area. The Plan recommends the following actions to utilize the airport as an economic development tool. Table 9-5 summarizes the proposed recommendations and policies.

**Table 9-5. Proposed Aviation Recommendations / Policies**

<b>Issue Proposed Recommendations / Policies</b>	
<b>1. Accessibility.</b>	a) Maintain good road access to the airport. <ul style="list-style-type: none"> <li>▪ Improve truck access to/from the airport to encourage and enhance freight movement within and beyond the MPA.</li> </ul>