



SPG members participate in online polling.

TRI-COUNTY ACCESS STAKEHOLDERS SHARE PRIORITIES AND CONCERNS

The first Tri-County Access Project Stakeholder Participation Group (SPG) Meeting introduced the Tri-County Access Project to the SPG and discussed existing and future (2050) transportation performance in the Tri-County region. SPG members electronically provided input related to performance of the existing transportation system and general concerns about transportation reliability in their communities, as well as asked questions about the project. The SPG also participated in a mapping exercise to identify locations where area residents and travelers encounter transportation problems. The SPG Meeting #1 Summary can be found on the project website. www.tricountyaccess.org

NEXT STEPS – IDENTIFYING GOALS AND OBJECTIVES

The results from the first SPG meeting have been used to help identify the transportation issues for the region and will be used to focus the project and further develop the goals and objectives for the Tri-County Access Project. The study team, with input from stakeholders, will identify and test potential solutions to these issues. For potential transportation solutions to be considered for the region, they will need to demonstrate the ability to meet the goals and objectives of the Project. Proposed solutions must also integrate avoidance and minimization of environmental impacts. Therefore, it is important to have a good understanding of those objectives as we identify possible solutions.



GOALS:

Overarching statements about what we are trying to accomplish

OBJECTIVES:

1. Identify specific issues that need to be solved to meet the goals
2. Used to identify and refine alternatives
3. Provide measures against which alternatives will be evaluated

GOALS AND OBJECTIVES FOR THE TRI-COUNTY ACCESS PROJECT

Considering stakeholder input and informed by technical studies, the project team has evaluated transportation challenges within the study area and identified preliminary project goals and objectives. The goals and objectives will be developed further based on engineering analysis and additional stakeholder input.

GOAL: TO PROVIDE EFFICIENT TRAVEL OPTIONS THAT MEET CURRENT AND FUTURE TRANSPORTATION NEEDS BY REDUCING CONGESTION, PROVIDING MODAL OPTIONS, AND IMPROVING ACCESS TO HOMES AND JOBS.

PROJECT OBJECTIVES

RELIEVE CONGESTION & IMPROVE RELIABILITY OF TRAVEL

IMPROVE TRAVEL OPTIONS THAT CONNECT MAJOR ORIGIN & DESTINATION CENTERS

IMPROVE LOCAL & REGIONAL TRAVEL EFFICIENCY

ADVANCING THE TRI-COUNTY ACCESS ALTERNATIVES ANALYSIS PROCESS

ALTERNATIVES ANALYSIS PROCESS OVERVIEW

There are 4 steps in the Alternatives Analysis Process which will be explained in more detail below.

1. Identify Improvement Components
2. Identify and Evaluate System Alternatives
3. Identify and Evaluate Build and No-Build Alternatives
4. Select Preferred Alternative

IMPROVEMENT COMPONENTS are pieces or building blocks of an overall System Alternative and can consist of roadway, transit, active transportation, and transportation system management (TSM) options.

SYSTEMS ALTERNATIVES

The process to develop system alternatives begins with identifying and evaluating a broad range of system alternatives that address the project goals and objectives. As part of the process, potential improvement components will be identified that include location/limits/types of treatments that should be considered. For example, adding lanes to an existing roadway between Point A and Point B or providing new bus transit service between Point C and Point D. These components will then be combined to form complete System Alternatives which, in combination, are intended to address project goals and objectives. Complementary improvements to the area's active transportation network (sidewalks, trails) and Transportation System Management (TSM) strategies will be considered as well.

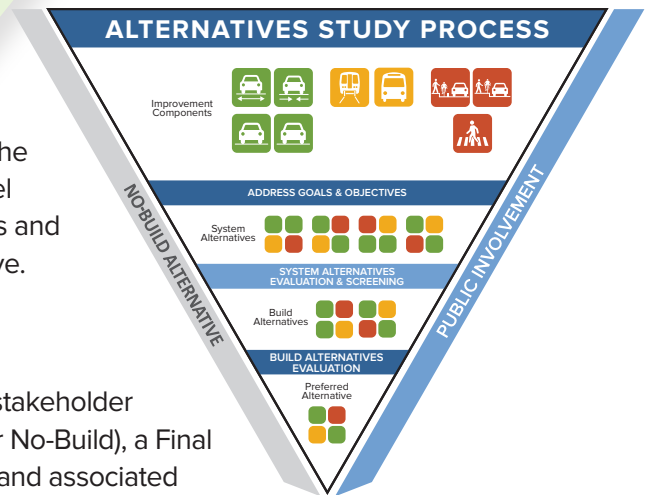
BUILD ALTERNATIVES

Based on findings of the System Alternatives evaluation and stakeholder input, the range of system alternatives to be carried forward for detailed consideration become the Build Alternatives. The Build Alternatives will be developed and evaluated to a greater level of detail to allow an assessment of their performance characteristics and environmental consequences, as compared to a No-Build Alternative.

PREFERRED ALTERNATIVE IDENTIFICATION

The Preferred Alternative is based on findings of the Draft EIS and stakeholder input. Following the identification of a Preferred Alternative (Build or No-Build), a Final EIS will be completed along with required preliminary engineering, and associated financial plans.

This process is the means through which FHWA, the Tollway, and IDOT will make a decision in conformance with federal requirements. Opportunities for stakeholder engagement and agency coordination are a vital and integral part of the process.



TRI-COUNTY ACCESS PROJECT SCHEDULE



SPG #3 TOPICS

SYSTEM ALTERNATIVES

SYSTEM ALTERNATIVES EVALUATION CRITERIA

SPG #4 TOPICS

SYSTEM ALTERNATIVES EVALUATION