

LAND USE

This review will be more easily understood as annotated comments on problem areas in the 2030 RTP.* The 2030 RTP was considered from the point of view of public comment during 2001 and 2002, particularly the comment found in *Changing Direction: Transportation Choices for 2030*.**

Thematic issues that impact this section include:

- Reduction in regional commitment to existing infrastructure, from 80% to 77%, a \$1.8 billion drain of resources from existing communities.
- Failure to conduct real alternatives testing; no indication which strategies from “alternatives” were chosen to form the final plan.
- Refusal to meaningfully incorporate NIPC Evaluation Measure scores. Use of a “composite” score for projects, without showing individual scores, is ineffectual and uninformative.

* Available at <http://www.sp2030.com/CommentSite/index.html>.

**Available at <http://www.cnt.org/tsp/trans/ctaqc/cc/theplan.htm>

The chart below offers specific page references and quotes from the Regional Transportation Plan and commentary on why each quote is relevant or problematic

Page	Quote	Comment
29	<i>Objective: provide multimodal ground access to the region’s major airports and rail terminals.</i>	Reference in the first draft to the proposed sixth (south suburban) airport was removed; the reader can not determine what airports are referenced here. There are no proposals in the plan for improving intercity rail or rail terminals.
30	<i>Objective: is consistent with official historic, cultural or agricultural preservation plans.</i>	Kane County's official plan, and impact of the Prairie Parkway, is not addressed.
77	<i>The RTP encourages community development efforts that:</i>	A lengthy list of good planning practices follows, which the plan "encourages" but does not use its resources to implement. Plan resources are directed to projects that are in opposition to the planning practices stated.
78	<i>Resolve potential transportation interaction with official historic, cultural and/or agricultural preservation plans.</i>	The plan is in opposition to the plan adopted by Kane County for agricultural preservation.
79	<i>Transportation should minimally disrupt community quality.</i>	FHWA definition of Context Sensitive Design is "The project is designed and built with minimal disruption to the community." CATS definition also fails to include public participation aspects. (http://www.fhwa.dot.gov/csd/qualities.htm)

LAND USE

85	<i>Community Interfaces: Major highway reconstruction provides an opportunity to improve the appearance and character as well as mitigate any negative externalities of a facility from the perspective of the community through which it passes.</i>	The damage done to walkability, bikeability near expressway ramps should be systemically remedied, rather than occasionally, in the course of major reconstruction.
101	<i>Even at compact urban land densities, attention to accommodating all modes in a facility's design can meet this expectation.</i>	Accommodation of all modes is easiest, most likely and most appropriate in more dense communities.
106	<i>These (SRA) studies provided valuable guidance for improving the individual facilities themselves, but also created a large local literature of arterial concepts that can now be transferred to other appropriate arterial settings.</i>	The studies should be reviewed for their applicability to today's standards. They were done before Context Sensitive Design, shared use and multi-modal became the standard for road construction.