

Section 10

2030 Recommended Transportation Plan

2030 Recommended Transportation Plan

The 2030 transportation plan is comprised of roadway, transit, and non-motorized improvements to the Kane County Transportation System. County priorities have been identified as given the existing and/or potential revenue sources described in Section 9. The Kane County transportation system is primarily supported with roadways. Much of the transportation plan is focused on expanding the highway system and is supported with locally funded collector roads networks, transit and non-motorized improvements, and through the use of additional transportation strategies such as TDM and TSM.

10.1 Roadway Plan

The roadway element of the recommended transportation plan is shown in Figure 10-1. Projects include improvements to the tollways, SRAs, other arterials, new bridge and road corridors, realignments, and new collector roads. All of the projects identified in the CATS 2030 RTP and Impact Fee Program CRIP are included in this transportation plan.

10.1.1 Committed Projects

Committed projects are those projects with known construction funding sources and are anticipated to be built in the near term. Committed projects are Orchard Road from U.S. 30 to Jericho Road and from Prairie Street to Indian Trail Road, and McLean Road from Hopps Road to Bowes Road. Each project involves widening from two lanes to four lanes.

10.1.2 Interstate Projects

The interstate projects identified for Kane County are all on ISTHA system and include I-90 and I-88. The projects have been identified as part of the 2030 RTP. I-90 would be widened to an eight-lane cross section from the Elgin Toll Plaza to the east county line and widened to a six-lane cross section from Sandwald Road to the Elgin Toll Plaza. I-88 would be widened to an eight-lane cross section from Orchard Road to the east county line and to a six-lane cross section from IL 47 through the merge with IL 56 to Orchard Road.

Complete interchanges are proposed at IL 47 with I-90 and I-88. Currently, there is only a partial interchange at each site with access provided to and from the east at I-90 and to and from the west at I-88.

10.1.3 Additional Freeway/Expressway Projects

U.S. 20 through Elgin is currently a four-lane freeway. The 2030 roadway plan includes widening this segment to six-lanes. The interchange at U.S. 20 and Randall Road is planned for improvement. The interchange would be reconfigured to accommodate the increase in traffic volume at this location.

IL 56 from IL 47 to I-88 is an expressway segment that facilitates the movement from the south to I-88. This segment would also be widened to six-lanes and an additional partial interchange is planned for at Hanks Road.

10.1.4 Prairie Parkway

The Prairie Parkway is a proposed new transportation corridor connecting I-80 and I-88. The study area for this project includes the southwest area of Kane County from Orchard Road to the east and I-88 to the west. The study area also extends into DeKalb County. The alignment of this new freeway is currently under study and a final corridor has not been selected. The alignment as shown in Figure 10-1 illustrates one proposed alternative and is consistent with the CATS 2030 RTP. The facility type for this new alignment is also under review.

10.1.5 Strategic Regional Arterials

The SRAs are a system of major roadways developed to serve as a second tier to the freeway system with a focus on throughput capacity and regional connectivity. Improvements are planned for many of the SRAs in Kane County, in coordination with the previous IDOT SRA studies. Randall Road/Orchard Road, Fabyan Parkway, and Dunham/Kirk Road are SRAs under county jurisdiction where widening is planned. On Orchard Road there is a planned widening to a six-lane cross section from Indian Trail Road to Randall Road around the interchange with I-88. There are plans to widen Randall Road to six-lanes from Orchard Road to the northern county line. A grade separation is also planned at Randall Road and the IC Rail Road. Randall Road is a major north/south arterial in the developed and expanding portions of the county and includes many commercial/retail centers. The SRA portion of Fabyan Parkway, Randall Road to the east county line, is planned to be widened to a six-lane cross section. Another north/south SRA through Kane County is Farnsworth, Kirk, Dunham, and the IL 25 corridor in the eastern portion of the county. This corridor is planned to be widened to six lanes from I-88 to IL 64 and from Congdon Avenue to the North County Line. The portion between IL 64 and Congdon Avenue would be widened to four lanes. Development in portions of this corridor is dense, with limited room for expansion.

All other SRA projects are state or federal designated routes. The IL 47 corridor from the south county line almost to the north county line is a state SRA route planned for expansion. The expansion of IL 47 through Elburn would be limited by existing development. The entire length of IL 47 is planned to be four lanes wide with a six-lane section between Big Timber Road and Power Road. U.S. 20 is an SRA west of the existing freeway section through Elgin. U.S. 20 and IL 72 in Hampshire are to be realigned and grade separated from the railroad track similar to the intersection of Peck and Keslinger Roads. U.S. 20 would also be realigned in Pingree Grove to remove the almost 90 degree bend on this higher speed facility. The ultimate roadway plan calls for the section from Coombs Road to Randall Road to be widened to six lanes and four lanes from the north county line to Coombs Road. U.S. 30 along the southern border of Kane County is planned to be widened to four lanes from IL 47 to the current four-lane section over the Fox River. IL 64 is planned to be widened between Burlington Road and Randall Road. IL 62 in the northeast corner of the county through Barrington Hills is planned to be widened to four-lanes.

10.1.6 Regional Fox River Bridge Corridors

Three new regional Fox River bridge corridors are planned for Kane County. These projects would be funded with federal and local support. The planned regional bridge corridors are the Longmeadow Parkway/Bolz Road Corridor, Stearns Road Bridge Corridor, and Oak Street/IL 56 Corridor. All three bridge corridors would be a four-lane facility. The Longmeadow Parkway/Bolz Road Corridor would extend from Huntley Road to IL 62 in the northern portion of the county in the Carpentersville Area. The Stearns Road Corridor would extend from Randall Road and McDonald Road to the realigned intersection of Stearns Road, IL 25, and Dunham Roads in the Elgin/South Elgin area. The Oak Street/IL 56 Corridor would extend from IL 31 and Oak Street to the east county line along existing IL 56 in Aurora area. Local bridges are discussed in Section 10.1.11 - Collectors and Local Projects.

10.1.7 Existing Arterials

Arterials other than SRAs have also been identified for widening. Table 10-1 shows the additional arterial widening projects. All of the roadways listed would be widened to four lanes, with the exception of Montgomery Road and Oak Street, which are three-lane projects. It should be noted that Kreutzer Road is shown as an arterial in that there are plans to re-route traffic from Huntley Road to Kreutzer Road providing a bypass of the downtown Huntley area.

TABLE 10-1
Non-SRA Arterial Improvements

Roadway	Segment Limits	Jurisdiction
IL 72	State Street to IL 31	IDOT
IL 31	Huntley Road to Longmeadow Parkway	IDOT
Huntley Road	Kreutzer Road to IL 31	County
Kreutzer Road	IL 47 to Huntley Road	McHenry County
Galligan Road	South realignment to north realignment	County
Tyrell Road	Big Timber Road to IL 72	County
Big Timber Road	U.S. 20 to Randall Road	County
IL 68	IL 72 to East County Line	IDOT
Bowes Road	Water Road to McLean Road	County
McLean Road	IL 31 to Hopps Road	IDOT
IL 38	IL 47 Randall Road	IDOT
Keslinger Road	West of Peck Road to Randall Road	County
Keslinger Road	IL 47 to Anderson Road	County
Fabyan Parkway	Main Street to Randall Road	County
Main Street	Fabyan Parkway to Randall Road	County
Bliss Road	IL 47 to Realignment	County
Galena Road	IL 47 to Randall Road	IDOT

TABLE 10-1
Non-SRA Arterial Improvements

Roadway	Segment Limits	Jurisdiction
U.S. 30	Dauberman Road to IL 47	IDOT
Jericho Road	IL 47 to Randall Road	County
Brier Hill Road	Extension to North County Line	Local
Oak Street	Randall Road to IL 31	Local
Montgomery Road	IL 25 to Farnsworth Extension	County

10.1.8 New Alignments

There are multiple major new alignments planned for Kane County to support the arterial system. The new alignments would add connectivity to the transportation system and access to newly developed areas. One alignment is Gordon Road in the south central Kane County Area, which would be locally funded and maintained. The Gordon Road alignment would be a four-lane arterial with a boulevard cross section and a grade separation at the railroad crossing. The southern and northern sections of Gordon Road have already been built. The Corron Road extension from Bowes Road to U.S. 20 is planned to provide additional north/south access between IL 47 and Randall Road. The Corron Road extension connects to a local collector road at U.S. 20 providing further connectivity to Coombs Road. Anderson Road would be extended from IL 38 to Keslinger Road with a grade separation at the railroad. This roadway would serve the committed new Elburn Metra Station. In addition, Anderson Road is anticipated to be a county facility. Bowes Road would be extended to IL 31. The planned extension of North County Line Road from Boyer Road to the Galligan Extension would be locally funded and maintained. Kreutzer Road is planned to be extended west through IL 47 and then north into McHenry County to intersect with Algonquin Road providing for an additional bypass around downtown Huntley. In the southeast portion of the county, an extension of Farnsworth Avenue to Hill Drive is planned. A new alignment is planned in the Hampshire of Brier Hill Road to provide improved access to U.S. 20 and Big Timber Road from the north.

10.1.9 Realignment

Realignments are planned to provide additional connectivity between existing roadways. All proposed realignments would be county funded and maintained. Bliss Road would be realigned with Fabyan Parkway at Main Street. Bunker Road would be extended and then aligned with La Fox to provide a better north/south connection in the central portion of the county. The Bunker Road railroad crossing would be grade separated. The Plank Road realignment at Burlington Road improves safety and traffic operations.

Two realignments are associated with Galligan Road. The southern alignment would shift Galligan Road to the east around the downtown area of the Village of Gilberts and would align with Tyrrell Road. The northern alignment would realign Galligan Road to the west and extend the road north past Huntley Road to intersect with Lakewood Road in McHenry County.

Five realignments in the western third of the county are planned. Together these five alignments provide for a continuous north/south corridor and improve connectivity. The five alignments are:

- Granart Road and Dauberman Road
- Dauberman Road with Meredith Road
- Meredith Road with Peplow Road
- Peplow Road and French Road (Burlington Bypass)
- French Road and Harmony Road

The Granart/Dauberman Road alignment would assist in relieving the traffic congestion at Dugan Road and U.S. 30 and would help provide north/south connectivity in the western third of the county. The Burlington Bypass and the French/Harmony alignment would both have a grade separation with the Chicago Central & Pacific Railroad and the Soo Line Railroad respectfully.

10.1.10 CRIP Intersection Projects

Additional CRIP projects that are not incorporated in the projects described above are also included in the transportation plan. These projects are primarily intersection improvements incorporating additional turn lanes and improvements to intersection control. All the CRIP projects are on county facilities. The CRIP is a 10-year plan and may be used in the determination of priorities.

10.1.11 Collectors/Local Projects

The county and municipalities have completed many local plans that include the addition of collector roads. Collector roads are also components of four sub-regional studies have been performed in the WUF, Elgin, SAM, and NWKC areas. The collector roads identified in these plans and other municipal plans serve a dual function of providing mobility and access to abutting land uses.

An efficient and continuous collector road network would benefit the County. The collectors would be effective in removing local traffic from the arterial roads, thereby providing for enhanced mobility on the arterials. Collector roads would provide safe access to abutting residential areas and would help control access onto the arterials. Also, the collector roads would provide an alternative route should an incident occur.

For detailed plans of the sub-regional areas, refer to the Kane County Transportation Planning Area Study Plans. See Appendix A.

Local Fox River bridges are proposed in Kane County. The planned bridges are proposed to be located near the following communities St. Charles (Red Gate Corridor), Carpentersville (Williams or Miller Roads), and Aurora (Sullivan Road).

Table 10-2 is a list the roadway projects contained in the 2030 Transportation Plan.

TABLE 10-2
Recommended Highway Projects

	Name	From	To	Functional Class	Improvement	Length (Miles)	Cost (Millions)
Committed Projects							
2	McLean Boulevard	Hopps Road	Bowes Road	Minor Arterial	Widen to 4 Lanes	0.7	\$8.9
1	Orchard Road	Prairie Street	Indian Trail Road	SRA	Widen to 4 Lanes	1.9	\$13.3
	Subtotal						\$22.2
County							
1	Anderson Road	Keslinger Road	IL 38	Collector	New Alignment, 3 Lanes	1.7	\$13.0
2	Big Timber Road	Tyrrell Road	Randall Road	Principal Arterial	Widen to 4 Lanes	1.1	\$8.1
3	Big Timber Road	IL 47	Tyrrell Road	Principal Arterial	Widen to 4 Lanes	5.2	\$47.7
4	Big Timber Road	U.S. 20	IL 47	Principal Arterial	Widen to 4 Lanes	2.8	\$27.6
5	Bliss Road	IL 47	Main Street	Principal Arterial	Widen to 4 Lanes	5.3	\$47.4
6	Bowes Road	McLean Boulevard	La Fox Road	Principal Arterial	New Alignment, 4 Lanes	1.3	\$10.3
7	Bowes Road	Randall Road	McLean Boulevard	Principal Arterial	Widen to 4 Lanes	1.1	\$7.8
8	Bowes Road	Water Road	Randall Road	Principal Arterial	Widen to 4 Lanes	1.3	\$11.7
9	Bunker Road	Keslinger Road	U.S. 20	Minor Arterial	Realignment, 2 Lanes	1.0	\$12.4
10	Burlington Bypass	Peplow Road	French Road	Minor Arterial	Realignment, 2 Lanes	1.7	\$8.5
11	Corron Extension	Bowes Road	IL 72	Minor Arterial	New Alignment, 2 Lanes	6.7	\$55.3
12	Dauberman Road / Meredith Road	Dauberman Road	Meredith Road	Minor Arterial	Realignment, 2 Lanes	0.9	\$4.4
13	Dunham Road	Kirk Road	IL 25	SRA	Widen to 4 Lanes	2.7	\$25.2
14	Fabyan Parkway	Main Street	Randall Road	Principal Arterial	Widen to 4 Lanes	3.7	\$32.2
15	Fabyan Parkway	Randall Road	East County Line	SRA	Widen to 6 Lanes	4.1	\$53.3
16	French Road / Harmony Road	French Road	Harmony Road	Minor Arterial	Realignment, 2 Lanes	1.5	\$11.2
17	Galligan Road	At Huntley Road	N/A	Minor Arterial	Realignment, 4 Lanes	0.8	\$7.3
18	Galligan Road	Galligan/Tyrrell Connection	Huntley Road	Minor Arterial	Widen to 4 Lanes	1.8	\$15.8
19	Galligan/Tyrrell Connection	Galligan Road	Tyrrell Road	Minor Arterial	New Alignment, 4 Lanes	1.5	\$12.8
20	Granart Road / Dauberman Road	Granart Road	U.S. 30	Minor Arterial	Realignment, 2 Lanes	0.7	\$10.7
21	Huntley Road	Kruetzer Road	Randall Road	Principal Arterial	Widen to 4 Lanes	3.6	\$28.2
22	Huntley Road	Randall Road	Sleepy Hallow Road	Principal Arterial	Widen to 4 Lanes	1.3	\$3.3

TABLE 10-2
Recommended Highway Projects

	Name	From	To	Functional Class	Improvement	Length (Miles)	Cost (Millions)
23	Huntley Road	Sleepy Hallow Road	IL 31	Principal Arterial	Widen to 4 Lanes	1.3	\$10.2
24	Jericho Road	IL 47	Orchard Road	Minor Arterial	Widen to 4 Lanes	3.8	\$29.9
25	Keslinger Road	IL 47	Anderson Road	Principal Arterial	Widen to 4 Lanes	0.9	\$6.5
26	Keslinger Road	East of Peck Road	Randall Road	Principal Arterial	Widen to 4 Lanes	1.3	\$10.2
27	Kirk Road	IL 64	Dunham Road	SRA	Widen to 4 Lanes	1.6	\$12.0
28	Kirk Road	IL 56	IL 64	SRA	Widen to 6 Lanes	7.5	\$110.9
29	Longmeadow Parkway Bridge Corridor	IL 62	Randall Road	SRA Extension	New Bridge Corridor, 4 Lanes	4.7	\$74.3
30	Main Street	Fabyan Parkway	Randall Road	Principal Arterial	Widen to 4 Lanes	3.2	\$28.5
31	Meredith Road / Peplow Road	Meredith Road	Peplow Road	Minor Arterial	Realignment, 2 Lanes	0.8	\$4.7
32	Montgomery Road	IL 25	Hill Road	Minor Arterial	Widen/Realign to 3 Lanes	3.0	\$19.6
33	Orchard Road	U.S. 30	Jericho Road	SRA	Widen to 4 Lanes	1.5	\$18.5
34	Orchard Road	Randall Road	Oak Street	SRA	Widen to 6 Lanes	1.6	\$18.7
35	Orchard Road	Oak Street	Indian Trail Road	SRA	Widen to 6 Lanes	1.8	\$22.5
36	Plank Road	In Burlington	N/A	Principal Arterial	Realignment, 2 Lanes	0.6	\$1.7
37	Randall Road	IL 72	Huntley Road	SRA	Widen to 6 Lanes	1.5	\$16.3
38	Randall Road	Big Timber Road	IL 72	SRA	Widen to 6 Lanes	2.7	\$30.3
39	Randall Road	Big Timber Road	Highland Avenue	SRA	Widen to 6 Lanes	1.2	\$18.4
40	Randall Road	Highland Avenue	South Street	SRA	Widen to 6 Lanes	1.2	\$10.9
41	Randall Road	South Street	Silver Glenn Road	SRA	Widen to 6 Lanes	4.4	\$69.6
42	Randall Road	Silver Glenn Road	Dean Street	SRA	Widen to 6 Lanes	3.5	\$42.2
43	Randall Road	Dean Street	IL 38	SRA	Widen to 6 Lanes	1.2	\$23.4
44	Randall Road	IL 38	Orchard Road	SRA	Widen to 6 Lanes	4.2	\$68.2
45	Randall Road	Huntley Road	North County Line	SRA	Widen to 6 Lanes	2.0	\$21.6
46	Stearns Road Bridge Corridor	Dunham Road	IL 47	SRA Extension	New Bridge Corridor, 4 Lanes	4.3	\$107.4
47	Tyrrell Road	Galligan/Tyrrell Connection	Big Timber Road	Minor Arterial	Widen to 4 Lanes	2.2	\$18.2
	Subtotal						\$1,248.9

TABLE 10-2
Recommended Highway Projects

	Name	From	To	Functional Class	Improvement	Length (Miles)	Cost (Millions)
State/U.S. System							
1	Galena Road	IL 47	Orchard Road	Minor Arterial	Widen to 4 Lanes	3.5	\$32.1
2	IL 25	Dunham Road	Congdon Avenue	Principal Arterial	Widen to 4 Lanes	5.4	\$40.5
3	IL 25	Congdon Avenue	IL 62	SRA	Widen to 6 Lanes	2.2	\$74.0
4	IL 31	Huntley Road	Longmeadow Parkway	Principal Arterial	Widen to 4 Lanes	2.4	\$22.1
5	IL 31	Longmeadow Parkway	North County Line	Principal Arterial	Widen to 4 Lanes	0.9	\$8.4
6	IL 38	Peck Road	Randall Road	Principal Arterial	Widen to 4 Lanes	1.0	\$7.7
7	IL 38	IL 47	Peck Road	Principal Arterial	Widen to 4 Lanes	5.9	\$49.2
8	IL 47	Merill Road	Main Street	SRA	Widen to 4 Lanes	2.8	\$28.4
9	IL 47	Main Street	Keslinger Road	SRA	Widen to 4 Lanes	3.0	\$24.4
10	IL 47	Keslinger Road	IL 38	SRA	Widen to 4 Lanes	1.5	\$10.7
11	IL 47	IL 38	U.S. 20	SRA	Widen to 4 Lanes	13.0	\$116.7
12	IL 47	Big Timber Road	Powers Road	SRA	Widen to 6 Lanes	6.6	\$34.7
13	IL 47	U.S. 20	Big Timber Road	SRA	Widen to 6 Lanes	2.2	\$25.0
14	IL 47/U.S. 30	Base Line Road	Existing 4 Lane Segment	SRA	Widen to 4 Lanes	3.0	\$41.8
15	IL 56	IL 25	East County Line	SRA	New Bridge Corridor, 4 Lanes	3.1	\$30.6
16	IL 62	North County Line	East County Line	SRA	Widen to 4 Lanes	1.8	\$13.5
17	IL 64	Burlington Road	Randall Road	SRA	Widen to 4 Lanes	3.5	\$37.4
18	IL 68	IL 72	East County Line	Principal Arterial	Widen to 4 Lanes	1.8	\$15.0
19	IL 72	Tyrrell Road	Randall Road	Minor Arterial	Widen to 4 Lanes	1.3	\$11.2
20	IL 72	Randall Road	IL 31	Minor Arterial	Widen to 4 Lanes	2.5	\$23.4
21	IL 72	IL 47	Tyrrell Road	Principal Arterial	Widen to 4 Lanes	5.3	\$44.0
22	IL 72	State Street	IL 47	Principal Arterial	Widen to 4 Lanes	4.0	\$40.4
23	McLean Boulevard	Spring Road	IL 31	Minor Arterial	Widen to 4 Lanes	1.4	\$11.7
24	Oak Street/IL 56 Bridge Corridor	IL 25	IL 31	Principal Arterial	New Bridge Corridor, 4 Lanes	0.3	\$8.9
25	U.S. 20	Marshall Road	Switzer Road	SRA	Realignment, 4 Lanes	1.3	\$11.2
26	U.S. 20	Harmony Road	IL 47	SRA	Widen to 4 Lanes	6.0	\$58.6
27	U.S. 20	IL 47	Marshall Road	SRA	Widen to 4 Lanes	2.0	\$14.6

TABLE 10-2
Recommended Highway Projects

	Name	From	To	Functional Class	Improvement	Length (Miles)	Cost (Millions)
28	U.S. 20	Switzer Road	Coombs Road	SRA	Widen to 4 Lanes	1.7	\$14.3
29	U.S. 20	Coombs Road	Randall Road	SRA	Widen to 6 Lanes	2.5	\$20.5
30	U.S. 30	IL 47	IL 31	SRA	Widen to 4 Lanes	5.1	\$40.6
31	U.S. 30	Dauberman Road	IL 47	Principal Arterial	Widen to 4 Lanes	4.2	\$50.1
Subtotal							\$961.7
Freeway							
1	I-88	IL 47	Orchard Road	Tollway	Widen to 6 Lanes	4.9	\$17.0
2	I-88	East County Line	Orchard Road	Tollway	Widen to 8 Lanes	5.8	\$67.0
3	I-90	Elgin Toll Plaza	Sandwald Road	Tollway	Widen to 6 Lanes	8.6	\$38.0
4	I-90	East County Line	Elgin Toll Plaza	Tollway	Widen to 8 Lanes	3.9	\$32.0
5	IL 56	IL 47	I-88	Freeway	Widen to 6 Lanes	3.8	\$18.0
6	U.S. 20	Randall Road	East County Line	Freeway	Widen to 6 Lanes	4.3	\$30.0
7	Prairie Parkway	I-80	I-88	Freeway	New Alignment, 4 Lanes	Under Review	
Subtotal							\$202.0
Local Fox River Bridges and Arterial Improvements							
1	Brier Hill Road	Big Timber Road	North County Line	Minor Arterial	Widen/Realign, 4-Lanes	2.3	\$25.8
2	Carpentersville Bridge	IL 31	Williams Road	Major Collector	New Bridge Corridor, 2 Lanes	0.3 – 1.4	\$25.0
3	Farnsworth Avenue	Montgomery Road	New York Street	SRA Extension	Realignment, 4 Lanes	0.3	\$3.0
4	Farnsworth Avenue	I-88	IL 56	SRA	Widen to 6 Lanes	0.8	\$9.8
5	Farnsworth Avenue	U.S. 30	Montgomery Road	SRA	Widen/Realign, 3 Lanes	0.7	\$5.5
6	Gordon Road	U.S. 30	Galena Road	Minor Arterial	New Alignment, 4 Lanes	3.2	\$42.1
7	Kreutzer Road	IL 62	IL 47	Principal Arterial	New Alignment, 4 Lanes	0.8	\$7.7
8	Kreutzer Road	IL 47	Huntley Road	Principal Arterial	Widen to 4 Lanes	2.3	\$19.4
9	Oak Street	Randall Road	IL 31	Minor Arterial	Widen to 3 Lanes	1.2	\$7.4
10	Red Gate Bridge	IL 31	IL 25	Major Collector	New Bridge Corridor, 2-Lanes	1.0	\$19.4
11	Sullivan Road Bridge	IL 31	IL 25	Major Collector	New Bridge Corridor, 2 Lanes	0.5	\$13.8
Subtotal							\$178.9

TABLE 10-2
Recommended Highway Projects

	Name	From	To	Functional Class	Improvement	Length (Miles)	Cost (Millions)
Isolated Intersection Improvements							
1	Big Timber Road	At Damisch Road	N/A	N/A	Intersection Improvement	N/A	\$0.5
2	Big Timber Road	At Coombs Road	N/A	N/A	Intersection Improvement	N/A	\$0.3
3	Big Timber Road	At Manning Road	N/A	N/A	Intersection Improvement	N/A	\$0.6
4	Bowes Road	At Nesler Road	N/A	N/A	Intersection Improvement	N/A	\$15.1
5	Burlington Road	At Old LaFox Road	N/A	N/A	Intersection Improvement	N/A	\$0.8
6	Burlington Road	At Corron Road	N/A	N/A	Intersection Improvement	N/A	\$1.6
7	Corron Road	At McDonald Road	N/A	N/A	Intersection Improvement	N/A	\$1.6
8	Hankes Road	At IL 56	N/A	N/A	Partial Interchange	N/A	\$10.7
9	Highland Road	At Coombs Road	N/A	N/A	Intersection Improvement	N/A	\$1.6
10	IL 31	At Mooseheart Road	N/A	N/A	Intersection Improvement	N/A	\$0.8
11	IL 31	At Silver Glenn Road	N/A	N/A	Intersection Improvement	N/A	\$0.7
12	IL 47	At Harter Road	N/A	N/A	Intersection Improvement	N/A	\$0.1
13	IL 47	At I-90	N/A	N/A	Full Interchange	N/A	\$8.7
14	IL 47	At I-88	N/A	N/A	Full Interchange	N/A	\$8.7
15	La Fox Road	At Campton Hills Road	N/A	N/A	Intersection Improvement	N/A	\$4.4
16	Lake Cook Road	At Algonquin Road	N/A	N/A	Intersection Improvement	N/A	\$0.2
17	Main Street	At Bunker Road	N/A	N/A	Intersection Improvement	N/A	\$0.7
18	Randall Road	At U.S. 20	N/A	N/A	Update Interchange	N/A	\$39.7
	Subtotal						\$96.8
Collectors							
	Various Locations					160	\$608

The total cost of the plan as shown on Figure 10-1 excluding Prairie Parkway is \$3.3 Billion. The County share of the total cost is in the range of \$1.1 to \$1.3 Billion. The lower cost takes into consideration that the Stearns Road and Longmeadow Parkway bridge corridors would be partially covered through federal dollars. The higher cost assumes the two bridge corridors are fully financed by the County.

10.1.12 Fiscally Constrained Plan

Compared to the needs, Kane County has limited revenues. As a result the County would not be able to fund all the capacity expansion projects within the planning horizon of the transportation plan. Those projects that are not contained within the financially constrained priorities will be pursued through right-of-way protection and through agreements with other local, state, and federal agencies. The fiscally constrained priorities only pertain to facilities within the county's jurisdiction and serves as a priority list of projects for the County to develop over the long term.

10.1.12.1 Estimated Cost of Kane County's Roadway Improvements

Evaluating the financial analysis in Section 9, Kane County could expect that between \$190 and \$724 million would be available to spend on capacity improvements during the planning horizon. The total cost of the roadway improvements under the County's jurisdiction, as shown in Figure 10.1 would be \$1.1 billion. Since the planning process considers financial constraints, the expenditures should be comparable to the available revenues for capacity improvements. Given limited revenues projected for capital improvements priorities have been established. The priorities are as follows:

- Capacity enhancements on Randall Road and Orchard Road
- Regional Fox River Bridges
- Various Intersection Improvements

Capacity enhancements along Randall Road and Orchard Road included improving critical segments along the corridor to six-lanes or by improving intersection capacity by adding through lanes and/or channelization. The Randall/Orchard Road enhancements will improve north/south travel through the eastern portion of the county. The county will continue to pursue the regional Fox River bridge crossings, which will add capacity to the east/west traffic patterns. The third priority would be intersection improvements throughout the county. The intersection improvements can include such items as turn lanes and the addition of traffic signals. Priority intersections have been identified as part of the CRIP.

10.2 Transit

The transit recommendations provide a focus and objectives for five transit service areas. Information is also provided on transportation hubs, transportation centers, park-n-ride lots, and carpool/vanpools.

10.2.1 Proposed Metra Commuter Rail Service

The proposed Metra improvements are shown in Figure 10-2. Three of the potential extensions have been designated *high priority* projects by Kane County.

- UP-W Line Extension to Elburn – This project is a committed project within the 2030 CATS RTP. It consists of an 8-mile extension beyond the current terminal in Geneva. An intermediate station will be located in unincorporated La Fox. The new railroad yard in Elburn will also eliminate extensive congestion, freight conflicts, and dead-heading between West Chicago and Geneva. Funding has been secured and construction is estimated to be complete in 2006. Metra has received Federal New Start funding to

extend the UP-W line 8 miles beyond its current terminal in Geneva. An intermediate station will be provided in unincorporated LaFox. The extended service is anticipated to begin in 2005 or 2006.

- MD-W Extension to Huntley or Marengo (UP Belvidere Subdivision) The initial proposal includes an 11-mile extension of the MD-W Line from the current terminal point at Big Timber Road in Elgin to Huntley, with a corridor continuing to Marengo and Rockford. In addition to the two alternative terminal communities, a station would be anticipated in Gilberts. An alternative extension to Hampshire has also been considered, as a possible spur line with an additional station in Pingree Grove. Metra is in the process of performing a Phase I Feasibility Study for this project. This project is included in the 2030 CATS RTP.
- BNSF Extension to Kendall County - The initial proposal for this project is the extension of the Metra-BNSF Chicago-Aurora Commuter Rail service from its current terminus in Aurora to additional stops at U.S. 30 and Orchard Road, a total of 6.0 miles. A longer extension terminating in Plano is also proposed. Phase One and Phase Two feasibility studies have been completed for this proposal, but since the route extends outside the regional planning area, more coordination between the representative agencies is needed to evaluate the viability of this proposal. The Phase Two studies concluded that the proposed extension would be a feasible project. This project is contained in the 2030 CATS RTP.

Kane County has identified the BNSF Extension to Sugar Grove as a conceptual extension. This potential route would extend west from the current terminal in Aurora to provide services to Sugar Grove. Metra has not identified this proposed service a priority, but it has been designated a desirable extension by both the Kane County and local municipalities.

The CATS 2030 RTP proposes implementation of a circumferential rail transit line known as the STAR. In contrast to Metra's suburb-to-downtown Chicago market, this rail line would most likely serve suburb-to-suburb market, as well as, some of the traditional downtown Chicago market via transfer to existing Metra lines. Although the rail line, itself, is not located in Kane County, its corridor is close to Kane County's eastern border. While the proposed STAR line corridor is not within Kane County, its potential influence on travel behavior and land development in the surrounding area would be appreciable. The north-south segment of the STAR line parallel to IL 59 in Dupage County would intersect several of the commuting rail line radiating out from the downtown Chicago. These connection points would provide many opportunities for suburb-to-suburb trips to be served by commuter rail. A map of the STAR Line is shown in Figure 10-3.

10.2.2 Transit Areas

Kane County is divided into five transit areas, Greater Elgin, Greater Aurora, Tri-Cities, Upper Fox, and Rural Villages, each with unique transit requirements and needs. Each transit area has the following general objectives:

- Apply TOD and TCP where applicable
- Support Pace's Vision 2020 planning concepts

- Promote transit system expansion, including Metra commuter rail service at new stations
- Establish express bus service to high demand travel destinations in the Chicago region
- Provide flexible paratransit service for the elderly and other special needs to users
- Provide and promote the development of park-n-ride lots, and include shuttle service to Metra stations

For more detailed information about the transit areas within Kane County refer to the Transit Opportunity Assessment Study.

10.2.2.1 Greater Elgin Transit Area

The Greater Elgin Transit Area encompasses the City of Elgin, the Village of South Elgin and the surrounding areas. This area has some existing transit services including Metra and Pace. The focus for this area would be to enhance transit services to Schaumburg, Hoffman Estates, Bartlett, St. Charles, and O'Hare Airport. The objectives and recommendations for this area include the following:

- Grand Victoria Foundation to provide low-income residents transportation to employment centers in Elgin and elsewhere.
- Enhance the existing transportation hub in Elgin to provide improved and increased services.

10.2.2.2 Greater Aurora Transit Area

The Greater Aurora Transit Area includes the City of Aurora, Village of North Aurora, Village of Montgomery, Village of Sugar Grove, and the surrounding areas. Similar to Elgin, this area has some existing transit services provided by Metra and Pace. The focus for transit improvements would be to enhance services to the I-88 corridor, Tri-Cities, Joliet, and O'Hare Airport, and to work directly with the East-West Corporate Corridor Association (EWCCA). The objectives and recommendations for the Elgin Area include the following:

- Develop park-n-ride facilities in Sugar Grove and Montgomery with shuttle services to existing Metra stations
- Extend the BNSF Metra line south into Kendall County with a station at U.S. 30 in Montgomery, named the Avaya Station and into Sugar grove with a Station at Gordon Road.
- Promote TOD around the park-n-ride facilities and future Metra Stations.
- Develop a local community shuttle to serve the employment and retail centers of the area and provides connections to neighboring areas.
- Provide a transit connection between Orchard Road and the Aurora Transportation Hub
- Restructure the transit service in the Greater Aurora area
- Enhance the existing transportation hub in Aurora to provided improved and increased services.

10.2.2.3 Tri-Cities Transit Area

The Tri-Cities Transit Area includes the Cities of Batavia, Geneva, and St. Charles and the surrounding areas. This area has some Pace and Metra service. The focus for this area would be to enhance connections to the West Chicago, Aurora, and O'Hare Airport. The objectives and recommendations for the Tri-Cities Area includes the following:

- Develop and promote the Geneva Metra station as a transportation hub
- Promote the expansion of the UP-W line to Elburn
- Promote TOD near the Kirk Road employment center and near the Geneva Metra Station.
- Develop a local community shuttle should between Randall Road and the downtown areas of the local communities and the neighboring areas

10.2.2.4 Upper Fox Transit Area

The Upper Fox Transit Area includes the Villages of Carpentersville, East Dundee, West Dundee, Sleepy Hollow, Gilberts, Pingree Grove, and surrounding areas. This area has some Pace service on the east side of the area. The focus for this area would be to provide connections to Elgin, the I-90 corridor, IL 72 corridor, and O'Hare Airport. The objectives and recommendations for the Upper Fox Transit Area include the following:

- Develop a local community shuttle to serve the retail and employment centers, connect Randall Road with the downtowns of the various communities, and surrounding communities.

10.2.2.5 Rural Villages Transit Communities

The Rural Villages Transit Communities includes the Villages of Elburn, Hampshire, Huntley, Lily Lake, Virgil, Burlington, Maple Park, Pingree Grove, Plato Center, and the surrounding areas. Currently this area has no service provided by Metra or Pace fixed route bus. The focus of this area would be to provide transit services to the eastern portions of Kane County and major travel destinations in the Chicago region. The objectives and recommendations for this area include the following:

- Promote Metra service expansion to Elburn, Hampshire, and Huntley
- Establish park-n-ride locations within local communities for access to existing or proposed Metra stations.
- Promote TOD near all park-n-ride and Metra stations
- Develop a corridor plan for IL 47 maintaining the rural character of the area.

10.2.2.6 Bus Rapid Transit

BRT as describe in Section 8 is promoted throughout the eastern half of Kane County. BRT would provide expedited services along the following corridors.

- Randall Road
- Kirk Road

- IL 25
- I-90
- I-88

10.2.3 Transportation Hubs and Centers

Transportation hubs are comprehensive and full-service centers that provide a full range of transportation opportunities. They serve as a convergence point for the entire transportation system in Kane County and provide direct transit links to the larger transportation systems in the Chicago region. The transportation hub is accessible from different modes of transportation including commuter rail, bus, car, carpool, bike, and by foot. Kane County currently has two transportation hubs, one in downtown Elgin and the other in downtown Aurora. The two existing hubs are recommended to be improved by enhancing and adding services. A third transportation hub is proposed in Geneva at the existing Geneva Metra station.

A transportation center is a smaller facility with more limited transportation services than a transportation hub and is generally considered to be a connection between park-n-ride lots in smaller outlying local communities and transportation hubs. The following locations have a planned transportation center:

- LaFox
- Sugar Grove
- Montgomery
- Hampshire
- South Elgin
- St. Charles
- One or two strategic locations in the Upper Fox Transit Area

It should be noted that a major deterrent to riding transit is high wait times at transfer locations. When at all possible, coordinated transfers should be provided minimizing wait times. Retail and service centers should also be planned for and provided at transfer locations.

10.2.4 Park-n-ride

Park-n-ride lots are planned throughout Kane County. These lots should be developed in areas of medium density residential development located next to a heavily traveled arterial. The park-n-ride lots should be accessible by pedestrians, bicyclists, and motorists, and can be located at shopping centers, churches, and other locations where daytime parking is available. Park-n-ride lots may also provide remote parking for Metra stations. For more information on park-n-ride, refer to the Kane County Transit Opportunity Assessment Study.

10.2.5 Paratransit

Paratransit services provide transportation options for the elderly and people with disabilities. The following recommended approaches are provided to coordinate the existing services.

Continuation of a KCPCC. The KCPCC was established in October 2003. Membership is open to representatives of organizations that provide or interested in providing paratransit service for the elderly, disabled and poor in Kane County, all municipalities and townships, and a limited number of citizens. The Council meets every other month to share information, expand awareness of transportation issues, and identify opportunities for better coordination and operation of paratransit service. The KCPCC also provides a forum for identifying best practices among paratransit providers.

Development of a Coordinated Marketing Program. In summer of 2004, the KCPCC developed and approved the *Kane County Transportation Guide for Seniors and People With Disabilities*. This guide identified existing transportation options, both public and private services, for seniors and people with disabilities. Information about each of the services was listed, including service areas, eligibility requirements, service hours, and costs, are listed for each municipality and township.

Implementation of a User-Side Taxi Subsidy Program. The creation of a user-side taxi subsidy program - where the customer receives a subsidy for transportation. The provider would be paid the market rate for the trip - would be an easy and inexpensive way to address gaps in service as taxis are available 24 hours a day, 7 days a week.

Eastern Kane County Regional Dial-A-Ride Service. The analysis of existing paratransit services resulted in findings that indicate the potential for increased service efficiencies and improved mobility through integration of existing local Dial-A-Ride services into a larger, regional operation. Since the implementation of a regional Dial-A-Ride system would be challenging, as well as costly, it was recommended to phase in several strategies over a longer period of time:

- Adoption of uniform dial-a-ride operating and service policies, including consistent advance notice and eligibility requirements
- Provision of dial-a-ride services for Pace ADA customers
- Integration of dial-a-ride and Pace ADA services

Additionally, there are potential actions that would increase the usefulness of transit and paratransit services in the county regardless of whether other coordination strategies were implemented. These include a countywide transportation information and marketing campaign, and the provision of centralized driver training and possibly vehicle maintenance services, offered by Pace.

10.3 Non-Motorized

The non-motorized recommended plan identifies all existing and proposed bikeways, develops best practice policies, provides design guidance, and proposes policy and physical recommendations to expand the bikeway network. Non-motorized improvements are illustrated in Figure 10-4.

10.3.1 Regional Bikeways

The Kane County Bicycle and Pedestrian Plan identifies policies to incorporate bikeways into county and local planning initiatives. The policy suggests that bikeways be included in development and roadway projects. The improvements should consider wider paved shoulders and bicycle-friendly features. New developments should incorporate a trail plan to link to nearby local and regional trails. A minimum BLOS should be considered when designing roadway improvements. Coordination should be sought between local, regional, and state agencies to maximize the use of the trail system.

The second part of the regional bikeway plan is the physical plan, which includes the following objectives:

- Link bicycle and pedestrian destinations
- Improve the on-street bikeway network
- Increase pedestrian and bicyclist safety
- Improve trail network connectivity
- Support multi-modal transportation
- Develop future bikeway corridors
- Break barriers which prevent bicycle trips
- Encourage bikeway use

The regional bikeway considerations were made for three sub-sections of Kane County; North Kane County, South Kane County, and West Kane County. The regional bikeway considerations were also broken down into three categories:

BLOS Improvements - Improve the existing BLOS to provide a safer environment for bicycles that elect to ride on the street. Roadway improvements should improve a BLOS grade, include wide outside lanes, bike lanes, and paved shoulders.

Completion of Bikeway Gaps - Provide bikeways between two existing facilities to promote the creation of a regional network.

Conceptual Bikeway Corridors - Utilize greenways, open spaces, roadways, utility rights-of-way, and forest preserves to identify desirable corridors to develop the regional bikeway network.

North Kane County

The North Kane County area is defined as the north urban area of Kane County. The proposed bikeway projects for the North Kane County Area are described in Table 10-3.

TABLE 10-3
North Kane County Regional Bikeway Considerations
BLOS Improvements

Project	Location	Description
Randall Road	Silver Glen Road to Longmeadow Parkway	Improved with a paved shoulder and linking several communities and other bike trails.
Longmeadow Parkway Bikeway Corridor	Huntley Road to Algonquin Road	Ideally, an off-system segment connecting an existing path on Longmeadow Parkway to the Fox River Trail.

TABLE 10-3
North Kane County Regional Bikeway Considerations
BLOS Improvements

Project	Location	Description
Helm Road	Elgin Road eastward	Improve on street facilities
Forest Drive	Elgin neighborhoods to Fox River Trail	Improve on-street segments
Shoe Factory Road	Shoe Factory Road to Fox River Trail	Provide improved connectivity between Poplar Creek system and Fox River Trail
Higgins Road	West Dundee to Hampshire	Improve on street facilities
South Elgin Connector	South Elgin and Elgin Branch of the Illinois Prairie Path	On-street and off-street connection
Completion of Bikeway Gaps		
IL 64	St. Charles to Charlestown Mall	Additional connectivity along existing roadways
Elgin Connector	Elgin Community College to Fox River Trail	Provide additional connectivity along greenways and public spaces to connect trails, major trip attractions, and neighborhoods
Conceptual Bikeway Corridors		
Stearns Road Bridge Corridor	New Fox River Crossing	Utilizing a proposed new corridor and Forest Preserve District trails
Union Pacific (UP) Rail Trail	Elgin to Gilberts	Developed along active and abandoned rail corridors.
Mid-County Trail	IL 20 and Nesler Road to IL 56 and Virgil Gilman Trail	Link existing trails, forest preserves, parks, and greenways.
IL 68	Cook County to Fox River Trail	Improvements along existing facilities

South Kane County

The South Kane County area is defined as the South/Central urban area of Kane County. The proposed projects for the South Kane County Area are described in Table 10-4.

TABLE 10-4
South Kane County Regional Bikeway Considerations
BLOS Improvements

Project	Location	Description
Randall Road	IL 64 to Fabyan Parkway	Improved with a paved shoulder and linking several communities and other bike trails.
Main Street, Batavia	Rural Kane County to Mid-County Trail and Fox River Trail	On-street improvements such as adequate paved shoulders.
Kirk Road	Fabyan Parkway to IL 38	Improved sidepaths, enhanced connectivity to activity centers

TABLE 10-4
 South Kane County Regional Bikeway Considerations
BLOS Improvements

Project	Location	Description
Completions of Bikeway Gaps		
Fox River Trail	Downtown Aurora	Improve connectivity in Fox River Trail and connections to the Virgil Gilman Trail
Gilman Trail	To Waubensee Creek Trail	Provide a connection between the Gilman Trail and the Waubensee Creek Trail
Fabyan Connector	Kaneville Road to Kirk Road	Complete gaps including Fox River Bridge Crossing and between Viking Drive and Bent Tree Drive connecting the proposed Mid-County Trail, Fox River Trail, and Kirk Road Sidepath.
Indian Trail	To Fox River Trail	Complete connection to Fox River Trail and possibly to the Illinois Prairie Path's Aurora Branch
Johnson's Mound		Complete connection between Kaneville Road/Fabyan Parkway intersection to Johnson Mound Forest Preserve.
Conceptual Bikeway Corridors		
UP or Keslinger Road	Elburn to Geneva	Provide a connection between Elburn and Geneva along existing corridors or along the UP Railroad. Possible connections to Johnson's Mound Forest Preserve or Mill Creek System
North Aurora/Aurora Utility Trail	Mid-County Trail to Fox River Trail	Develop new corridor along utility easements with a possible connection to the Prairie Path.
Mid-County Trail	IL 20 and Nesler Road to IL 56 and Virgil Gilman Trail	Link existing trails, forest preserves, parks, and greenways.
Indian Trail	Extension to Mid-County Trail	Provide an connection between the Indian Trail Sidepath and the Mid-County Trail
Indian Trail	Gilman Connector	Provide a connection between the Indian Trail Sidepath and the Virgil Gilman Trail through public lands
Stuart Sports Complex Path		Connect neighborhoods and the proposed Mid-County Trail to the sports complex.
Virgil Gilman Trail Extension		Eastward into DuPage County and westward to planned open spaces and Blackberry Creek
Orchard Road		Connect the Mid-County Trail, Virgil Gilman Trail, Fox River Trail, and Indian Trail Sidepath.

West Kane County

The West Kane County area is defined as the western rural sections of Kane County. The proposed projects for the West Kane County Area are described in Table 10-5.

TABLE 10-5
West Kane County Regional Bikeway Considerations
Completion of Bikeway Gaps

Project	Location	Description
IL 47	Silver Glenn Road to Lees Road	Connect the Lees Road facilities with the Silver Glen Road facilities.
Conceptual Bikeway Corridors		
West Kane County Bikeway Corridor	Full length of the county	Develop a regional trail along the full length of County in the west.

10.3.2 Planning a Safe and Desirable Non-Motorized System

To develop a safe and desirable non-motorized system, best practices, adequate design, and effective way-finding are all important. The best practices for policies and programs to promote safe bicycle and pedestrian travel are listed below. For detailed information on each of the best practices, and design guidelines refer to the Kane County Bicycle and Pedestrian Plan.

- Commit to designing bicycle and pedestrian friendly cities
- Identify a governmental bicycle and pedestrian coordinator
- Plan for bicycle and pedestrian facilities
- Promote citizen participation in the planning process
- Provide sufficient public information on bicycle and pedestrian issues
- Construct facilities according to recognized standards
- Incorporate bicycle and pedestrian facilities into new developments
- Plan for multi-model transportation access
- Design walkable communities
- Create safe routes to school
- Educate the public on safe bicycling and walking practices
- Establish enforcement policies promoting public safety
- Ensure accessible design of all facilities

Way-finding signage is an important amenity for trail users. Signage aids in guiding, warning, and navigating the users through the trail system. Way-finding can also direct users to off-system attractions. The objectives of the way-finding system are to:

- Get people to the paths and trails
- Warn motorist that there may be pedestrians or bicycles on the roadway
- Inform people how to navigate the network

For more information on way-finding refer to the Kane County Bicycle and Pedestrian Plan.

10.4 Operational Performance of Plan

Implementation of roadway projects included in the Kane County 2030 Recommended Transportation Plan would result in improved operational performance. All operational

improvements are based on the completion of the arterial and freeway projects as shown on Figure 10-1. The projects do not include the Prairie Parkway as the alignment and facility type is currently being studied. The arterial and freeway projects would add 520 new lane miles to the Kane County transportation system. As shown in Figure 10-5 the VMT increases 55 percent from 2003 to 2030 on roadways in Kane County. With the arterial and freeway projects in place the VMT increased 1 percent. This slight increase is a result of congestion on the roadway decreasing and travel in the area is more desirable. While VMT increases, VHD decreases with the addition of the freeway and arterial projects by 51 percent; see Figure 10-6. The percentage of congested lane miles also decreases by 16 percent with the addition of the arterial and freeway projects as shown in Figure 10-7. Kane County roadways that would still remain congested even after development of the arterial road projects (except the Prairie Parkway) are shown in Figure 10-8.

Provision of collector road networks will further relieve congestion on the Kane County roadway system. The effect of a collector road is localized to the area in its immediate vicinity. This localized effect results because collector roads are not intended to carry regional trips, but provide alternative routes to the arterial system for local trips. The planning area studies within Kane County illustrated that collector roads may reduce congestion by as much as 10 percent. This level of reduction would be realized in areas where a complete and efficient collector road system is in place.

10.5 Alternative Transportation Strategies

The alternative transportation strategies of TSM and TDM would be complementary to the development of the overall transportation systems in Kane County.

TSM is the concept of more efficiently using existing transportation systems by means other than large-scale construction. It is recommended that roadway improvements in Kane County would be accompanied by TSM actions. For example, traffic operations might be improved by interconnection of signals. Kane County has several locations where traffic signal interconnects are already operating, as shown below.

- Randall Road
- Orchard Road
- Fabyan Parkway
- IL 64
- IL 83

An additional TSM strategy already in use in Kane County is the Tollway's I-Pass electronic toll system. Both I-90 and I-88 have I-Pass express lanes along the mainline at the Elgin and Aurora Toll Plazas, respectively.

As traffic volumes increase, TSM strategies will be increasingly important in improving traffic operations by better managing the flow of traffic. The County should continue to identify locations where signal interconnects are appropriate. Ultimately, as further monitoring of Kane County roads occurs, consideration should be given to implementation of a county-wide coordinated Intelligent Transportation Systems (ITS) that would relay information to the County for evaluation and management of traffic operations.

Just as TSM strategies are aimed at managing the transportation *system*, TDM strategies are directed at managing transportation *demand*. The following TDM strategies are from the *Kane County Transit Opportunity Assessment Study*. Examples of TDM strategies that would reduce the demand for peak-period single-occupant vehicle travel are:

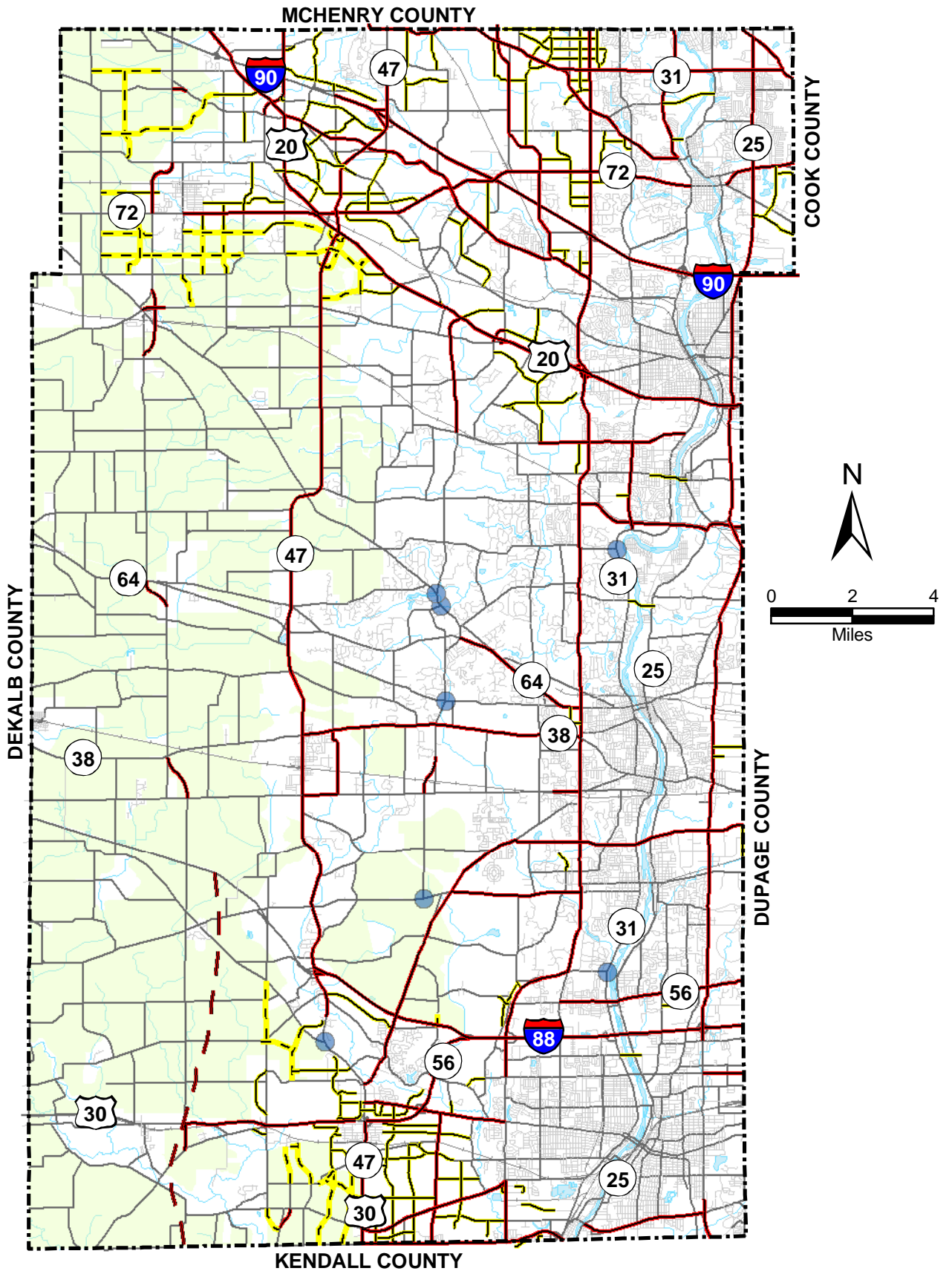
- Staggering work hours
- Providing preferential parking for carpools/vanpools
- Offering flextime
- Lowering or eliminating parking rates for carpools/vanpools
- Providing bicycle racks, lockers, and associated facilities
- Allowing telecommuting and hoteling at the place of work

The success of these TDM strategies in reducing peak period traffic congestion will depend on the level of employer participation or encouragement. Experience elsewhere has indicated that rideshare programs may reasonably be expected to reduce vehicle trips by approximately 2 percent to 5 percent for a particular traffic generator, and given a moderate degree of outside support.

One form of TDM, which has been considered in the past in Kane County, is the TMA. This is an organization that provides a structure for developers, employers and public officials to cooperate in promoting alternatives to the single occupant vehicle.

The goal of most TMAs is to reduce congestion and increase mobility. In Kane County, areas to investigate the potential implementation of TMAs would be transportation corridors that would have high travel demand and sustained congestion over time. In comparing the patterns of travel demand between the 2003 and 2030, Figure 7-8 shows a prominent North-South growth trend in travel desires in the eastern portion of the county. To further examine the effect of future travel growth, Figure 10-8 shows that even with the implementation of the roadway component of the Transportation Plan, there would be congestion on north-south roadways paralleling the Fox River along Randall Road, IL 31, IL 25 and Kirk/Dunham Road. The transportation performance analysis supports the recommendation of the *Transit Opportunity Assessment Study* that suggests creation of TMAs in the Randall/Orchard Road and Kirk Road corridors. Furthermore, the opportunity to implement TMAs in this area, can bring together land use planning and transportation improvements that would benefit mobility within the Urban Corridor.

Section 10
Figures



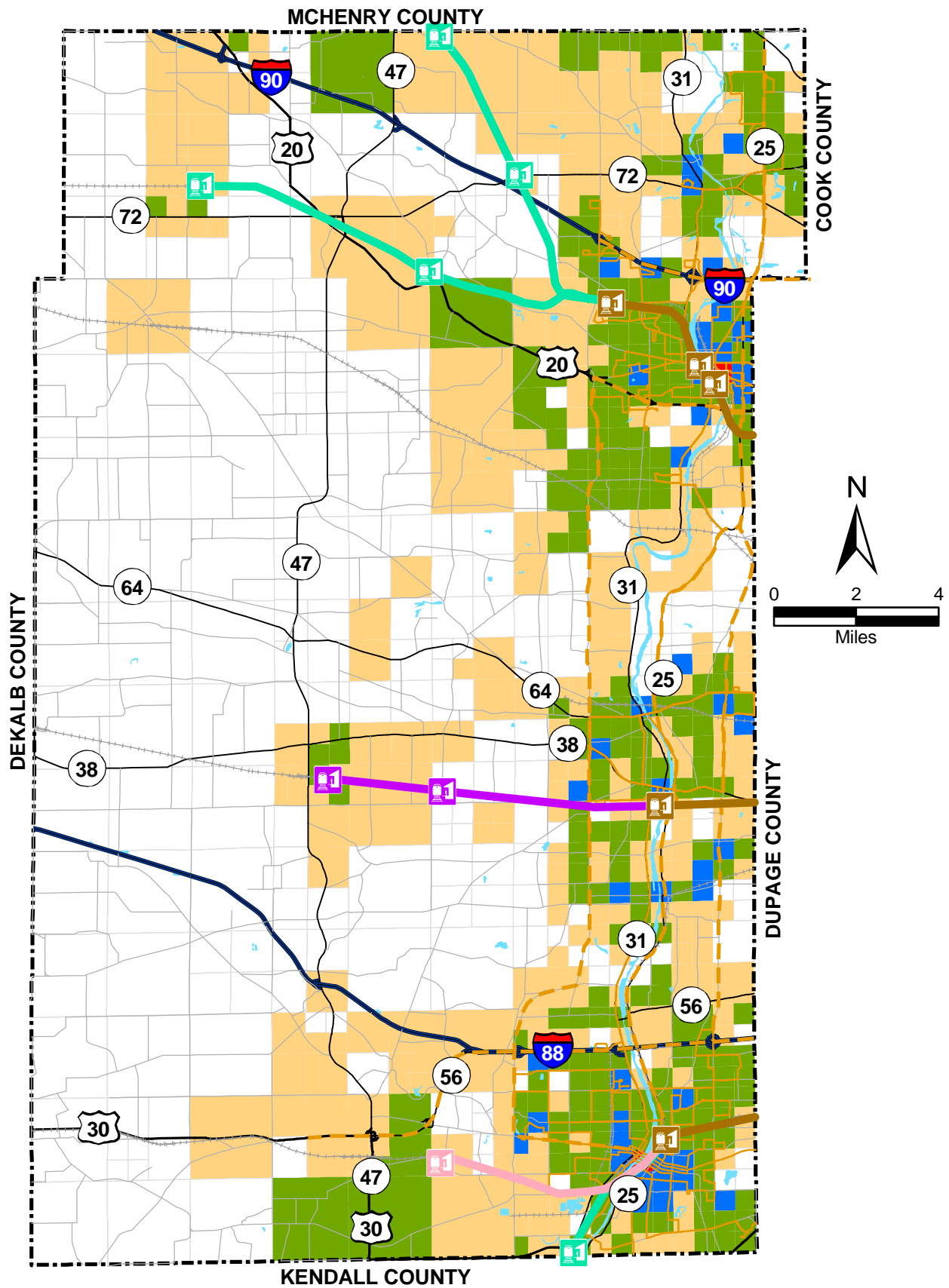
* Prairie Parkway alignment under study - alignment as shown in CATS 2030 Regional Transportation Plan
 The study area includes southwest Kane County, west of Orchard Road and south of I-88



- Freeway/Arterial Improvement
- Collector Improvement
- - - Collector Improvement (Locally Planned)
- - - Prairie Parkway Study*
- Isolated Intersection Improvement
- Proposed Agriculture Preservation (2030 Land Use Plan)

2030 Recommended Transportation Plan Roadway

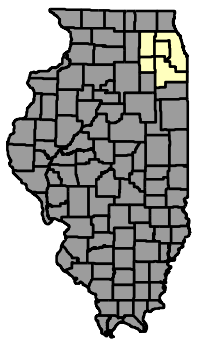
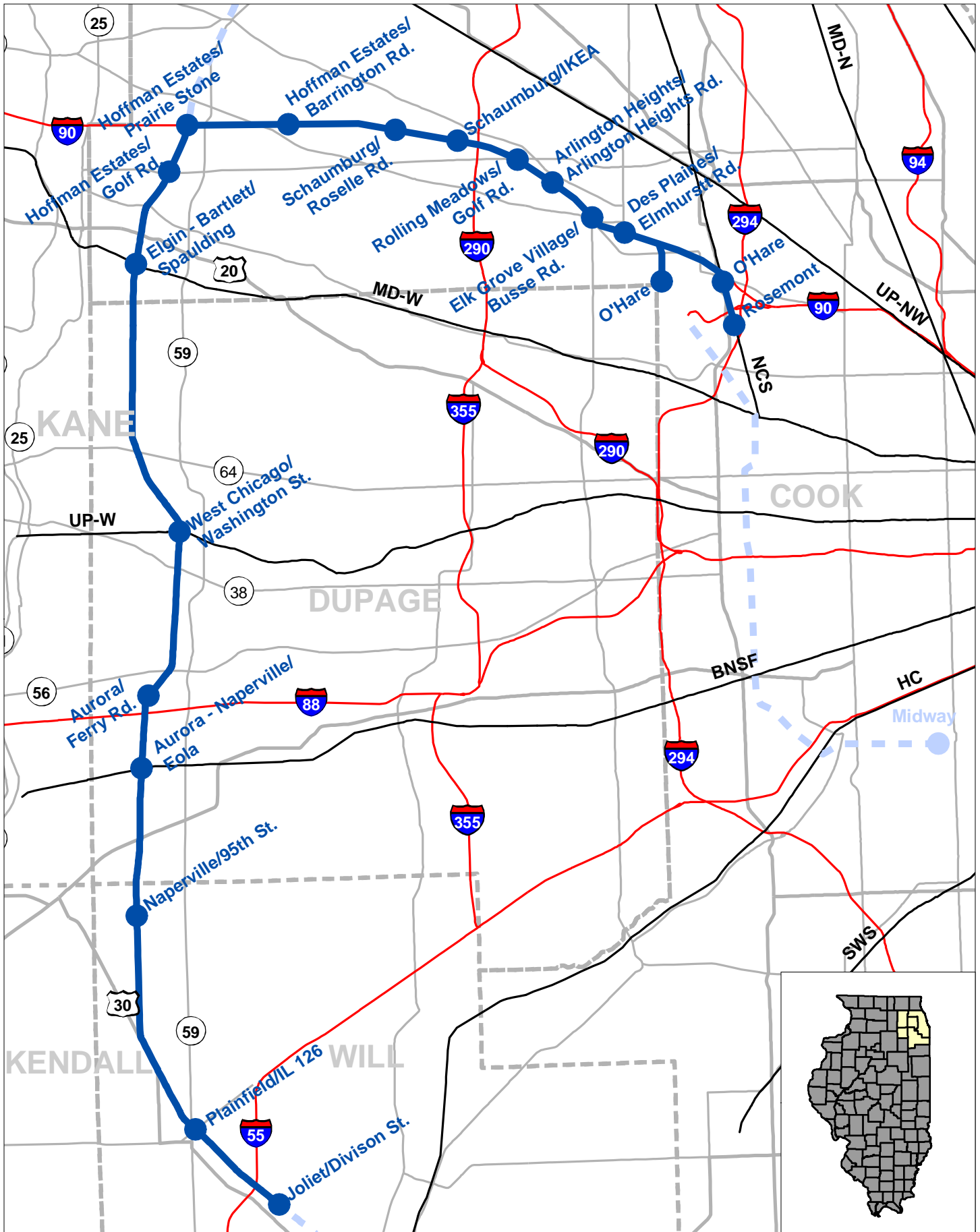
Figure 10-1
Kane County 2030 Transportation Plan



- Existing Rail Service Lines
- Existing Station
- Committed Extension
- Planned Extension
- Conceptual Extension
- Committed Station
- Planned Station
- Conceptual Station
- Existing Pace Bus Service
- Express Pace Bus Service

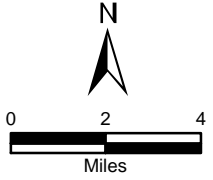
- Population & Employment per square mile
- < 1,000
 - 1,001 - 4,000
 - 4,001 - 10,000
 - 10,001 - 30,000
 - > 30,000

2030 Recommended
 Transportation Plan
 Transit
 Figure 10-2
 Kane County 2030 Transportation Plan

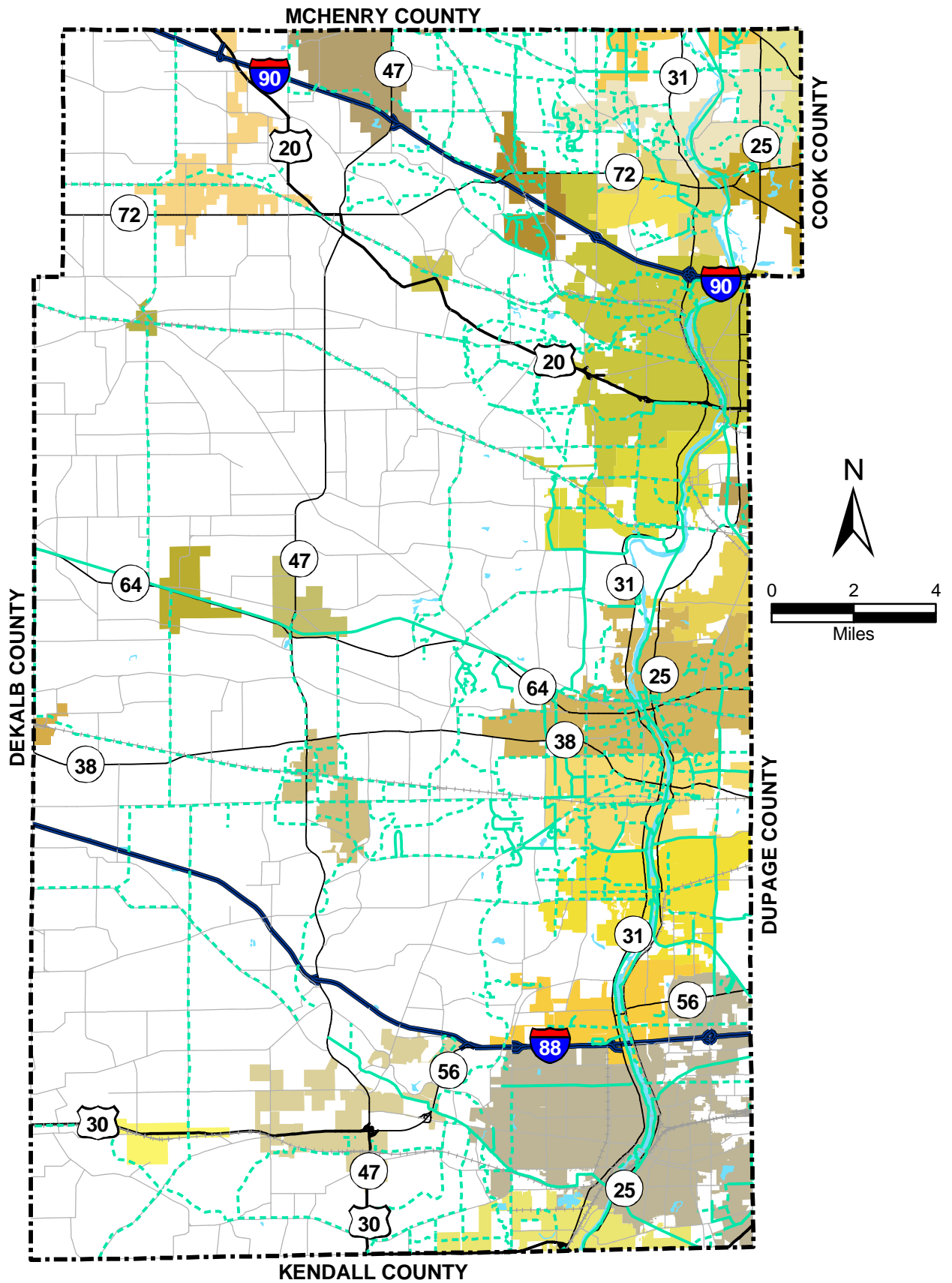


STAR Line

Figure 10-3
Kane County 2030 Transportation Plan



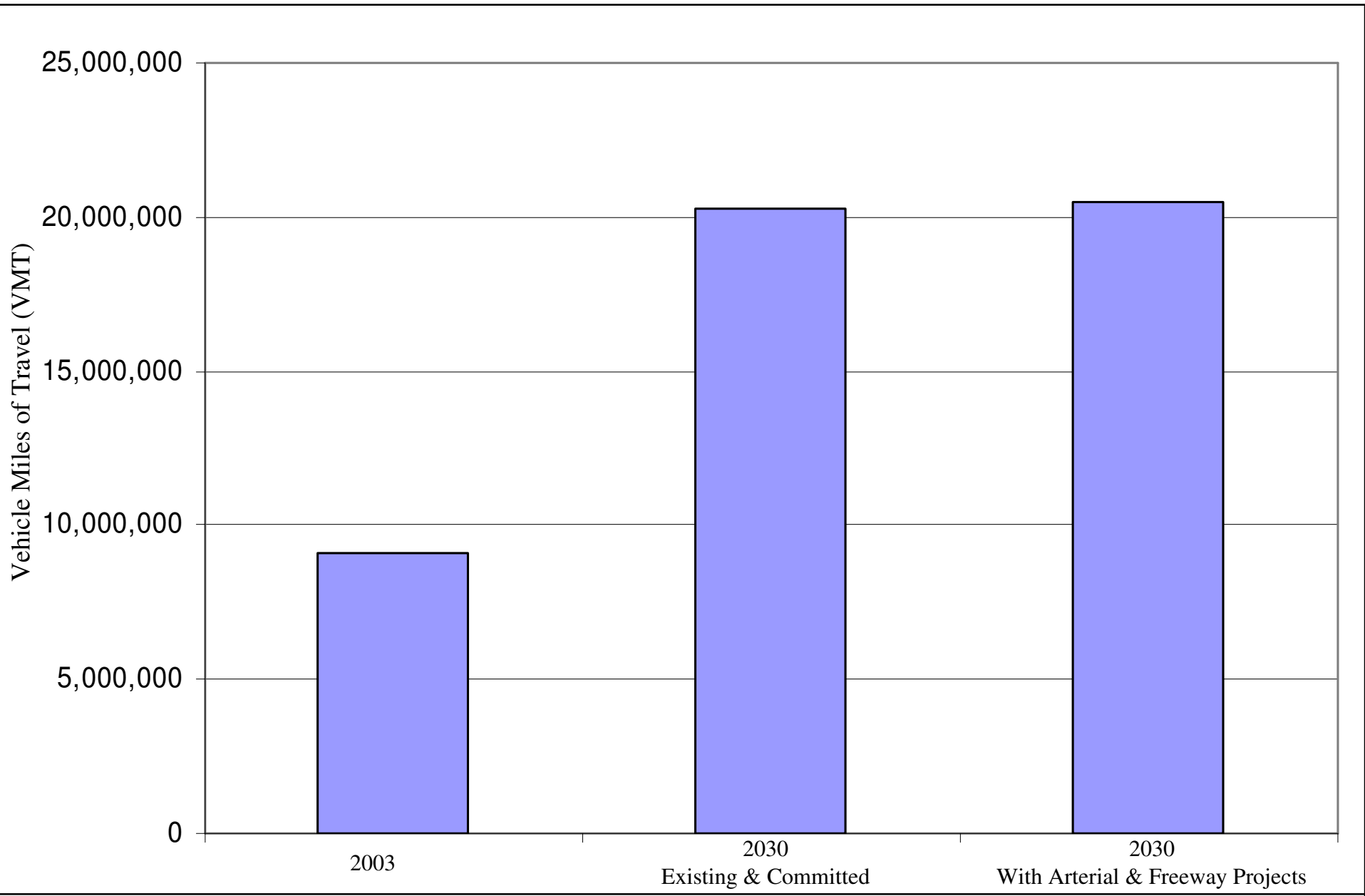
- Existing STAR Line
- - - STAR Line Under Study
- Existing STAR Station
- STAR Station Under Study
- Existing Metra
- Interstate
- U.S. Highway
- State Highway



- Existing Bike/Pedestrian Trail
- - - Proposed/Conceptual Bike/Pedestrian Trail

2030 Recommended Transportation
Bike/Pedestrian Trails

Figure 10-4
Kane County 2030 Transportation Plan

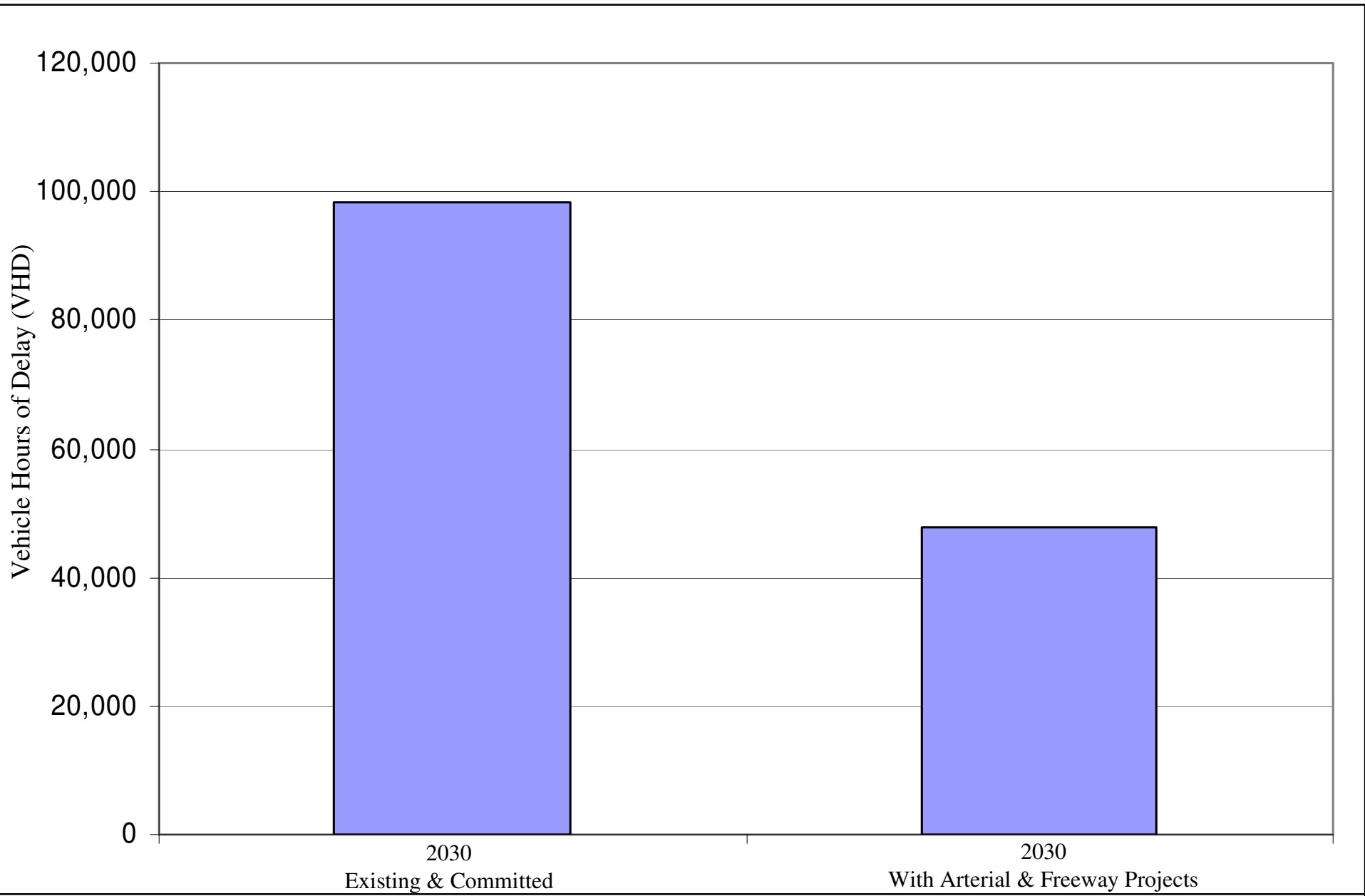


**Comparison of Transportation Performance
Vehicle Miles of Travel**

Figure 10-5

Kane County 2030 Transportation Plan

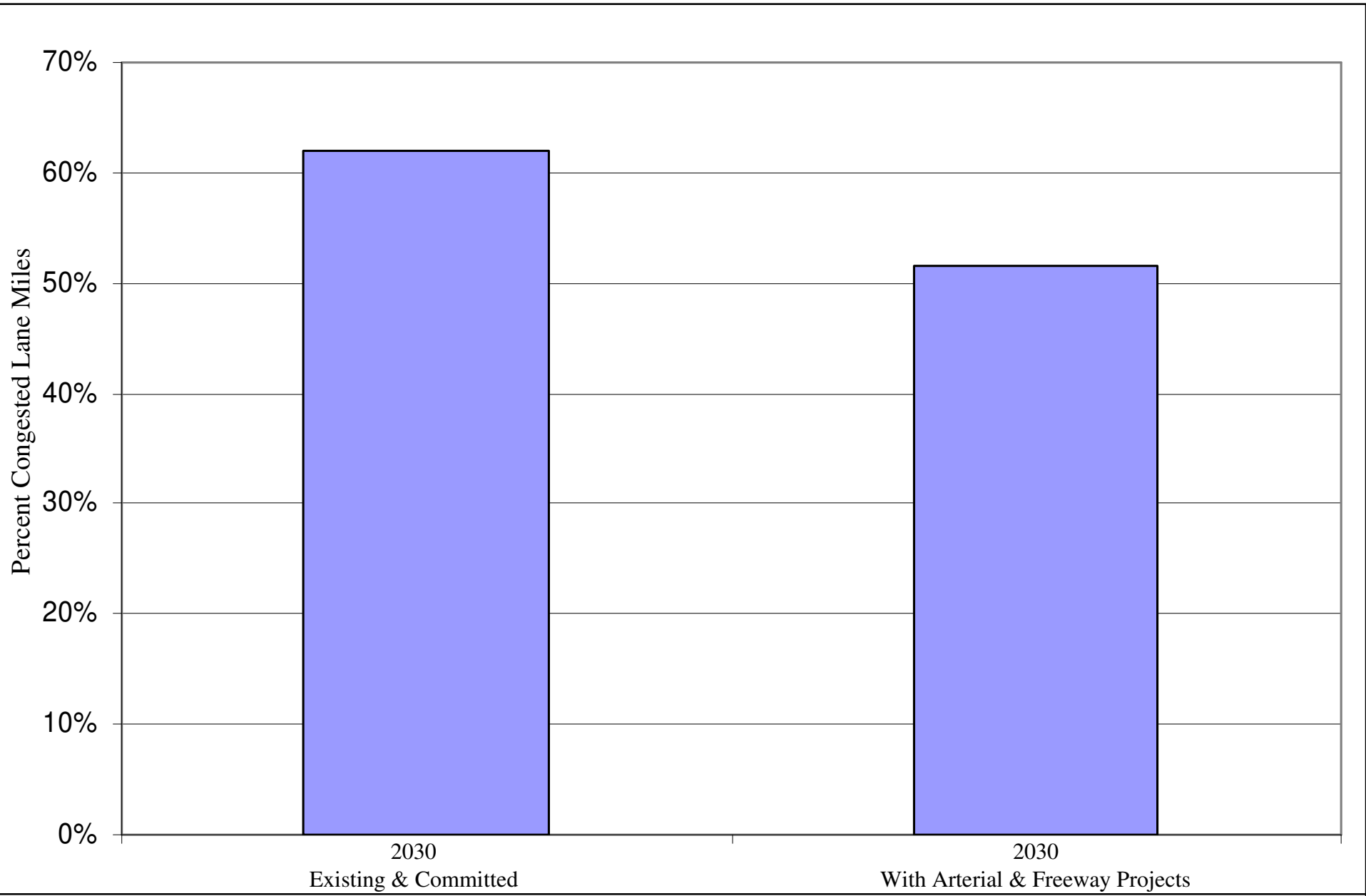




**Comparison of Transportation Performance
Vehicle Hours of Delay**



Figure 10-6

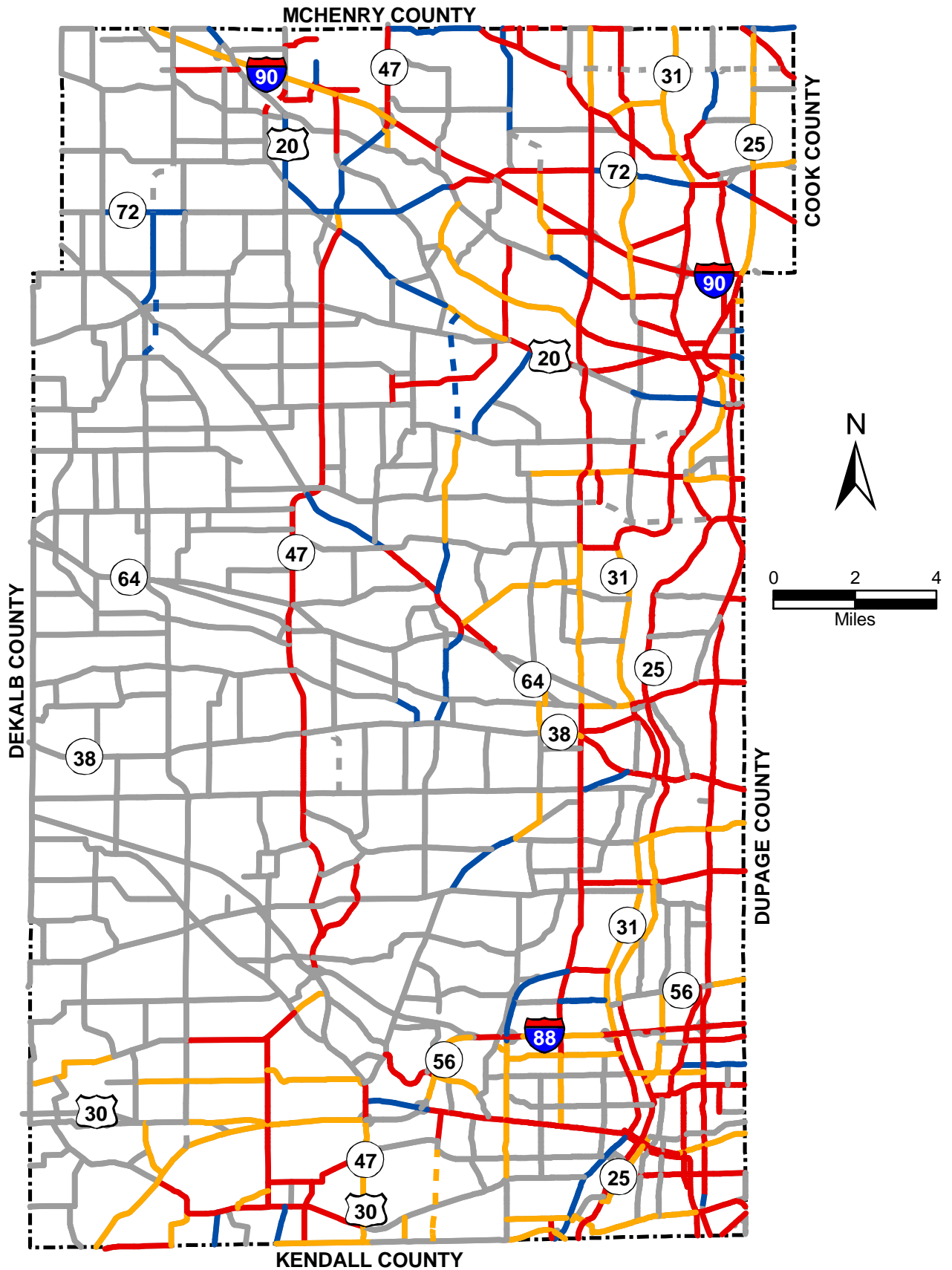


**Comparison of Transportation Performance
Percent Congested Lane Miles**

Figure 10-7

Kane County 2030 Transportation Plan





- No Congestion
- Moderate Congestion
- Severe Congestion
- Extreme Congestion
- - - - - Dashed = Potential New Road

**2030 Congested Roadway Segments
with Freeway/Arterial Road Projects**
Based on Average Daily Traffic

Figure 10-8
Kane County 2030 Transportation Plan

