

## *Section 6:*

### *Transportation Plan*

The primary purpose of the Transportation Plan is to establish the basis for a long-range system of roadways that efficiently supports existing and anticipated development. The Village should use the transportation plan to achieve the desired goals and objectives of the community, and to:

- a) Secure the rights-of-way for new roadways and trail systems prior to or concurrent with land development;
- b) Determine the impact of proposed developments on the area-wide transportation system;
- c) Work with land developers to provide the transportation improvements required to serve new development;
- d) Establish design standards for the various types of new roadways and pathways to be provided within the planning jurisdiction; and
- e) Anticipate the long-range financial requirements for transportation system improvements and establish the basis for funding support and assistance.

The transportation plan is illustrated on Figure 4.

#### ***Functional Classification System:***

The Village of Sugar Grove is served by a system of roadways under the jurisdiction of the State of Illinois (IDOT), Kane County (KDOT), Sugar Grove Township, and the Village of Sugar Grove. Classifying the various roadways according to their function is an important element in the planning process. Not all roadways within Sugar Grove's Planning Area are intended to serve the same purpose, and, therefore, should not have the same design characteristics.

The two major considerations in functionally classifying roadways are: a) the level of access, and b) the mobility which they provide. There is an inherent conflict in

addressing the need for a roadway to provide mobility, while allowing for adequate access to abutting properties.

Regulating the number of driveways and side streets is necessary on arterials to enhance their primary function of mobility. Conversely, the primary function of local roadways is to provide access, the implementation of which causes a limitation on mobility. Therefore, the extent and degree of access control is a significant factor in defining the functional category of a roadway.

Four functional classifications are recommended for public streets within Sugar Grove's Planning Area, as discussed below and illustrated in Figure 4.

#### ***Expressways/Limited Access Highways***

Interstate highways provide access to destinations beyond Sugar Grove and the surrounding region. Their limited number of access points and physical design permits travel at higher speeds, and they are generally used for travel over longer distances than are the other classifications. The Federal Highway Administration has jurisdiction over the nation's interstate highway system.

*East West Tollway (I-88)* traverses the northern section of Sugar Grove's Planning Area. The expressway provides convenient access to the regional transportation system. The East-West Tollway is currently the only existing expressway within the Planning Area.

The *Prairie Parkway* is a proposed limited access highway connecting I-88 to I-80. The project is currently in its planning phases. A Corridor Protection Study was completed in 2002, to protect the anticipated right-of-way from development. The Village should be actively involved in the Parkway Study to ensure the best interests of the Village are considered. The Prairie Parkway currently serves as the Planning Area's western boundary.

### ***Arterials***

Principal arterial routes serve the primary centers of activity within the Village. They are generally characterized by the highest traffic volumes and the longest trip lengths. They are roadways which have intercity continuity, regional importance, and provide reasonably continuous routes through the Village. For the purpose of this Plan, major arterials are roads that typically carry traffic volumes greater than 12,000 vehicles per day (vpd), and are usually under the jurisdiction of the state or county governments.

There two arterials within the Village: Illinois Route 56/US Highway 30, and Illinois State Route 47. These principal arterial streets provide convenient access to nearly all points within the community, and help connect Sugar Grove to Interstate 88 and adjacent municipalities.

Although congestion has not been identified as a concern by the community, additional capacity will be needed in terms of widening, left turn lanes and coordinated traffic signals as the community continues to develop. Standards for setbacks and access controls are needed to reduce negative impacts of future development along these major roads.

Improvements are also needed to link these principal arterials to various neighborhoods and activity areas within the Village. The Village should connect principal arterials other arterials and collectors. Improvements to these roads must be approved by the Illinois Department of Transportation.

As improvements are made to arterial roadways, sidewalks and/or bike trails should be installed within the right-of-way along both sides of the streets.

### ***Collectors***

Collector streets provide both property access and traffic circulation within residential neighborhoods and commercial and industrial areas. Collectors differ from arterials in that they penetrate into these land use areas, distributing trips from the arterials throughout the area to their ultimate destination.

Development of a collector street system is critical to moving residents throughout the Village. A collector street system should be developed as a generalized grid throughout the Village, and connect all local streets to arterial roads.

Collector Streets in Sugar Grove should be designed to carry less than 12,000, but should accommodate more vehicles than a local street.

As improvements are made to collector roadways, sidewalks and/or bike trails should be installed within the right-of-way along both sides of the streets.

### ***Local Streets***

Residential or local streets provide a means of access between a property and a collector or arterial street. Local streets are not designed to accommodate high volumes of traffic or traffic traveling at high speeds. Non-local motorists can create problems in neighborhoods along local streets and create concerns for safety.

The Village should discourage cut-through traffic through the development of a collector and arterial street system as identified in Figure 4. Collectors and arterials will provide a faster and more direct route of travel to most destinations and should be the preferred option by motorists. Local streets should be protected from high traffic volumes. Non-local, "cut-through" and commercial traffic on local streets should be minimized.

As local streets are constructed throughout the community, the Village should require developers to install sidewalks on both sides of all local streets. If local streets exist without sidewalks, sidewalks should be installed as part of any major resurfacing or widening project undertaken by the Village.

### *Interchanges*

Interchanges present a way to access and egress expressways, limited access highways and arterial roads. They are necessary to allow vehicles to merge in with traffic at higher speeds. There are 3 existing interchanges within the Village of Sugar Grove.

## **IL 56/US 30 & I-88 Interchange:** a partial interchange that allows eastbound vehicles on IL 56/US 30 to continue east on I-88, and allows westbound vehicles on I-88 to veer southwest into the Village of Sugar Grove.

## **IL 47 & I-88 Interchange:** a partial interchange that allows traffic traveling on IL 47 to travel westbound onto I-88, and allow eastbound traffic on I-88 to head north or south on IL 47.

## **IL 47 & IL 56/US 30 Interchange:** a full interchange that allows east or westbound vehicles to travel either north or south and vice-versa.

The Village should pursue the completion and development of full interchanges at I-88. It is likely that these interchanges will be needed to accommodate future growth and development within the Growth Areas and to provide for convenient access of employment centers within the Corporate Campus areas designated in the Land Use Plan.

The Village should set aside land, and plan for, the development of an interchange at Bliss Road and I-88. Although this is not an immediate priority for either the Tollway Authority or the Village, the

necessary right-of-way could be acquired through the development process as adjacent property develops. The Village can utilize this land as an open space buffer between I-88 and adjacent residential development until the interchange is developed.

If the proposed Prairie Parkway is developed, there will be a full interchange at U.S. 30.

### *Public Transportation*

In general, the residents of Sugar Grove currently have little or no direct access to public transportation. No Metra station is located within the Village. The nearest Metra station is located in Aurora and a station is planned for Elburn. Pace bus service is not provided within the Village.

Currently, Metra, in cooperation with Burlington-Northern Santa-Fe Railroad, is undertaking a study to extend Metra service west towards Plano. The study will determine whether the land uses and projected populations will generate enough riders to warrant Metra stops in Montgomery, Oswego, Yorkville and Plano. The importance of this study is that it indicates that Metra's efforts and intentions are providing service on the BNSF line that does not travel through the Village of Sugar Grove.

The Transportation Plan has identified a 20-acre parcel along the Burlington Northern railway west of the proposed Municipal Drive extension. The site is large enough to accommodate a Metra train station, associated facilities, and Metra's required parking.

The Village of Sugar Grove should work with Metra to acquire, design and develop a Metra Station on this site and operate a separate service line that would ultimately connect to the existing BNSF line.

If establishing this line is not a short-term objective of Metra, the Village of Sugar

should work with RTA, including Metra and PACE Bus Service to establish Park-and-Ride on this site. A parking lot could be constructed and commuters could park and be bussed via Pace Bus service to a Metra Station in a neighboring municipality. When warranted, a Metra Station could be constructed on the site and the facility would transition from a Park-and-Ride to a Metra Station.


















-  Existing Expressway
-  Proposed Expressway
-  Existing Arterial
-  Proposed Arterial
-  Existing Collector
-  Proposed Collector
-  Full Interchange
-  Partial Interchange
-  Existing Trail
-  Proposed Trail
-  Grade Separated Crossing
-  Metra/Park & Ride
-  Airport
-  Stream/Watercourse
-  Floodplain/Floodway
-  Village of Sugar Grove Planning Area
-  Alternate Metra Station

Figure 4:  
**Transportation Plan**

