

7 Transportation Plan

Part of St. Charles' "small town" attraction and popularity as a destination is the fact that the City has placed a high priority on developing and maintaining a comprehensive network of multi-modal travel options for its residents. The existing transportation network in St. Charles consists of an integrated system of regional and local roadways, transit service, and a robust trail network for non-motorized travel.

This chapter focuses on strategic improvements to maintain a balanced transportation system through the safe and efficient movement of pedestrians, bicycles, and private vehicles. It follows a Complete Streets approach that accommodates all users. Since it is the design of the street system that affects how people can get around, short blocks, connectivity, and a grid system are recommended to provide multiple choices for bicycles, pedestrians, and automobiles.

The Transportation and Mobility Plan explores city-wide policies and builds upon relevant recommendations in the 1996 Comprehensive Plan, the St. Charles Bike Facilities Map, an existing conditions assessment, and input received during the community outreach process. While each subarea plan provides specific recommendations unique to the development patterns of that area, the plan covers more general policy recommendations related to functional classification, agency coordination, traffic circulation, Complete Streets, trails and bicycle mobility, sidewalks and pedestrian access, parking, and transit.



These four sons of Charlemagne are now represented on the Main Street bridge, monumental guardians of this community.

-Legend of the Fours Sons of Charlemagne



Jurisdictions

There are several jurisdictional interests that govern the St. Charles roadway network, including IDOT, Kane County Division of Transportation, and the City of St. Charles. With several roads and roadway segments on the north and south ends of the St. Charles outside of the City’s jurisdiction, the City’s ability to make improvements, control access, or unify roadway character is limited. In light of this, coordination and cooperation between the governing agencies will be required to accomplish the goals and objectives of the Comprehensive Plan. The City should work closely with these entities to ensure that improvements to roadways are aligned with the City’s plan for a balanced transportation system.

Functional Classification

An important part of a well-planned roadway network is the relationship and hierarchy of roads to land uses. The functional classification of a road describes the character of service intended for the roadway and degrees of travel mobility and land access the roadway provides. Overall, a roadway system should be made up of a balance of mobility and access. In Kane County, the classification groupings include Strategic Regional Arterials (SRA), Principal Arterials, Minor Arterials, Collectors, and Local Streets.

The **Strategic Regional Arterial (SRA)** system has been developed to serve as a sub-tier to the freeway system. It is intended to be a comprehensive network that can handle high volumes of through traffic for long distance regional traffic. SRAs are distinct insofar as they are strategically located and spaced within the regional network. Land access is a low priority exemplified by its special access and design standards. The SRAs serving St. Charles are Main Street, Kirk Road/Dunham Road and Randall Road. Main Street (IL 64) is under the jurisdiction of the Illinois Department of Transportation (IDOT), while both Kirk Road/Dunham Road and Randall Road are under the jurisdiction of Kane County. New corridor elements are subject to the more restrictive SRA criteria in determining the need for and spacing of traffic signals and access points.

Principal Arterials are high volume streets that place a greater emphasis on mobility rather than access to land, and include fully and partially controlled access. These roadways are continuous and regional in nature, connecting to SRAs and other arterials in adjacent communities, as well as important centers of activity in a metropolitan area. The principal arterials serving the City are IL 25, IL 31, and IL 38. Each is under the jurisdiction of IDOT and corridor features are subject to IDOT approvals.

Minor Arterials supplement the principal arterials by accommodating trips of moderate length through the City and distribute travel to areas smaller than those served by a principal arterial. Although its main function is still traffic mobility, a minor arterial performs this function at a somewhat lower level and places more emphasis on land access than a principal arterial does. Bolcum Road and the future extension to Red Gate Road, including the new river crossing, are examples of minor arterial corridors in the City. Smith Road/Kautz Road, Red Gate Road, LaFox Road, and Peck Road are also minor arterials.

Collectors have an even distribution of mobility and access. Residential properties may have direct access to collectors. They can be continuous through a community and their function is to connect arterials to local roadways. Travel on collectors occurs at lower speeds and shorter distances than on arterials. Some examples of collector streets in St. Charles are Country Club Road, Dunham Road, Crane Road, Dean Street, Campton Hills Road, Prairie Street, 7th Avenue, and 3rd Street.

Local Streets are all roadways in the City that do not belong to any of the other functional classifications. Local streets provide direct property access and accommodate shorter, local trips to adjoining collector or arterial streets. Most are narrow with slower speeds and are often residential in nature. Local roads are typically public City roads, although some are private roads constructed by developers and maintained by private property owners.

Traffic Circulation

Primary Travel Corridors

The St. Charles roadway network is its circulatory system in which traffic should flow freely. The City’s arterial roads are the most critical links in the road network, conveying large amounts of traffic to and from local and collector streets, as well as providing access to most of St. Charles’s commercial areas.

East-West

As the primary east-west arterial and river crossing, Main Street is the highest traffic volume corridor through St. Charles by far. Truck and other non-local traffic along Main Street is high because the roadway provides the only arterial river crossing in the community. The primary traffic concern is in Downtown, where trucks aggravate congestion, amplify traffic noise, and generally conflict with the walkable environment. The bridge at Red Gate Road will help alleviate congestion along Main Street, but a lot of truck traffic will remain since Main Street will continue to be a Strategic Regional Arterial and designated truck route. The City should continue to work with IDOT to balance the function of the roadway by enhancing and buffering the pedestrian experience with landscaping, appropriate intersection design, pedestrian amenities, decorative lighting, and wayfinding. The City should also install prominent gateway features at both ends of the corridor to announce arrival into the community and create a positive image for people passing through.

North-South

Randall Road and Kirk Road/Dunham Road, both SRAs, are the primary north-south travel corridors, with IL Route 25 and IL Route 31 acting as secondary routes. Because of their function as arterials, these corridors should provide efficient vehicular mobility but not neglect the pedestrian environment. Considering that traffic projections indicate these arterials will experience increased volumes and capacity deficiencies, future improvements will likely be necessary. The City should coordinate with Kane County and IDOT to ensure improvements follow a context sensitive approach that is aligned with the City’s goals and respects each section of the corridor as unique.

Network Improvements

A complete street network is important for efficient movement of vehicles and pedestrians, and to minimize unnecessary vehicle trips by providing alternate travel routes. There are several possible network connections and modifications that will help improve the safety and efficiency of vehicular circulation. They will provide travel flexibility within the City without encouraging residential neighborhood cut-through movements.

- » Extend Charter One Avenue/King Edward Avenue to provide a connection between Smith Road and Foxfield Road, improving residential access flexibility and reducing through traffic north of Charlestowne Mall.
- » Extend Division Street east to Kautz Road.
- » The City may wish to further study establishing a collector street between IL 25 and 7th Avenue to serve east-west traffic.
- » Extend Gray Street west to 14th Street/IL 38.
- » The City should ensure that the Woodward Drive connection is completed and connects to Randall Road, even extending east to 17th Street.
- » Realign Campton Hills Drive at its intersection with Main Street and extend to Woodward Drive.
- » Create a north-south collector south of Main Street between Randall Road and Peck Road that extends and realigns Oak Street to intersect Lincoln Highway and Bricher Road opposite Fisher Drive.
- » Extend Heritage Street as an east-west collector to connect with Randall Road/Oak Street.
- » Curb cuts and driveways should be consolidated, shared, and generally minimized where possible along commercial corridors such as Main Street, Randall Road, Kirk Road, and IL 38.
- » Create a roadway connecting Tyler Rd. and E. Main Street at 13th Ave. along the railroad right-of-way. Study a potential connection to Illinois Ave at 13th Ave.

Additionally, the City supports these network improvements if pursued by other jurisdictions:

- » Realign Bolcum Road to intersect Crane Road opposite Red Gate Road.
- » Realign Burr Road to intersect Peck Road at Dean Street to create an arterial alternate to Randall Road.

Network Connectivity

Some of the newer subdivisions of St. Charles were developed with excessively long blocks and minimal connectivity, resulting in fewer alternative routes for pedestrian and vehicle travel and increased vehicle speeds. In some cases, it also encourages cut-through traffic on local and residential streets that weren't intended to handle the traffic. This is caused by the arterials becoming overly congested because of the limited route options. A grid pattern, like the older development pattern occurring near Downtown, features more street intersections and shorter blocks, which provide alternative routes for pedestrian and local vehicle travel and tends to slow traffic. The City should ensure new development provides a well connected roadway network with shorter block lengths and a balanced street hierarchy with well-spaced collectors. In addition, the City should plan for roadway connections and modifications that will improve the existing roadway network.

River Crossing

The limited number of river crossings creates an east-west bottleneck in the City, causing a significant amount of non-local traffic on Main Street and delays for local travel. Planned signal modifications in the area will help improve traffic operations, as will the Red Gate Road Bridge. However, Main Street will continue to carry heavy truck volumes. A separate truck bypass along the abandoned railroad river crossing has long been a topic of discussion in the City as relief for the east-west traffic flow issues on Main Street and congestion Downtown. Based on the significant impact to adjacent land and neighborhoods along the right-of-way, however, a truck bypass is not desirable or practically feasible. An opportunity for an additional bridge crossing exists at Division/Grays Streets, along the border with Geneva. A bridge at this location would require further study to determine the potential impacts and benefits.

Traffic Calming

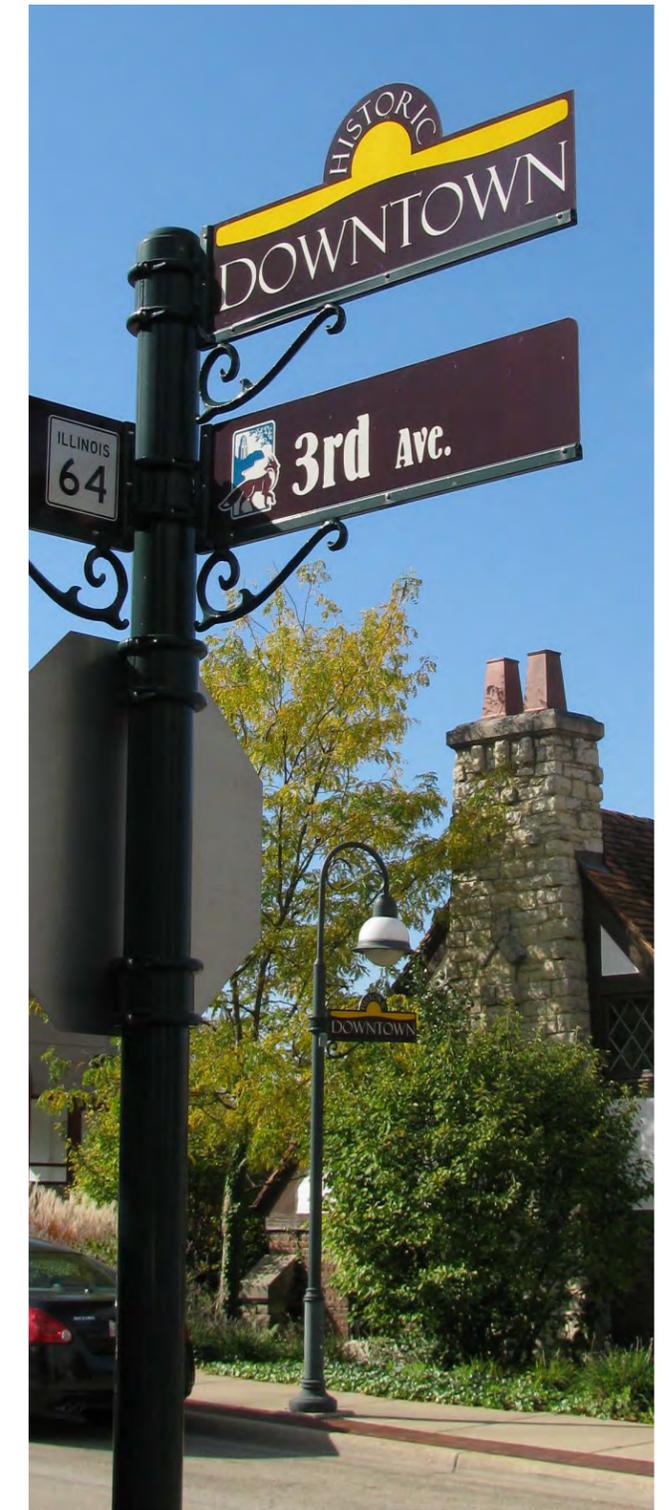
Traffic calming involves the installation of physical measures on the roadway to reduce traffic speeds in the interest of safety and livability. Neighborhood traffic calming could also include changes in street elements and alignments to discourage cut-through traffic and control volumes on local streets. It is important to recognize the difference in objectives when determining appropriate traffic calming techniques. The function of the street is important since arterials (i.e. Main Street) and collectors (i.e. Prairie Street) are designed to handle more traffic and, in doing so, minimize cut-through traffic on local and residential streets.

The City has had a Traffic Calming Policy in place since 2008. The policy applies to local streets and residential collector streets with a speed limit of 30 mph or below. The policy states that traffic calming measures are not to be used to deter people from using certain public streets, but rather are intended to ensure that traffic is traveling at a safe speed.

Examples of traffic calming techniques that may be appropriate for City collector and local streets include narrow streets and lane widths to lower speeds; landscaped curb bump outs; refuge islands to reduce crossing distances; and on-street parking to provide a pedestrian barrier and narrow the roadway. Examples of traffic calming techniques appropriate for most roadway types include reduced lane widths, street trees, textured or otherwise enhanced crosswalks, and pedestrian refuge islands, especially across roadways with landscaped medians.

Truck Noise

Traffic noise along some of the arterial corridors is excessive, especially along Main Street through Downtown, making the pedestrian environment unpleasant for walking and shopping. Heavy truck traffic sounds are intensified by tire and roadway noise from the concrete pavement surface finish. The City should work with IDOT to diamond grind the pavement surface, a common rehabilitation technique that reduces road noise by altering the surface texture.





Intelligent Traffic Systems

Many of the traffic signals along the major arterial corridors are on an interconnect system that allows the signals to be timed together to facilitate efficient traffic flow. During peak periods, real-time phasing adjustments could further minimize impacts. The system is also connected to the emergency “pre-emption” equipment and adjusts accordingly when emergency vehicles prompt the signals along a corridor. Intelligent Traffic Systems (ITS) such as this offer many possibilities to the City, from helping to reduce traffic congestion to improving communication for transit users. The City should expand the synchronized signal interconnect system where possible and work with other jurisdictional agencies to enhance corridors outside the City’s jurisdiction. Additionally, other technologies should be explored such as Traffic Signal Prioritization (TSP) for transit, which will be the foundation of the potential bus rapid transit line along Randall Road.

Driveways & Cross Access

Though new development, along the Randall Road corridor for example, minimizes access points, many of the older commercial driveways are oversized and redundant. Curb cuts and driveways should be consolidated, shared and generally minimized. Internal cross access should be provided wherever possible between commercial properties, connecting adjacent parking areas either in the front or rear of the buildings. Design of the access drive should indicate that the pedestrian is given priority and pedestrian refuge medians should be considered for wider driveways that require more than two lanes. The City should work with area businesses to consolidate curb cuts and require access design to give priority to the pedestrian crossing/sidewalk.

Roadway Maintenance

The City of St. Charles has an Annual Street Rehabilitation Program which ranks existing pavement conditions and prioritizes rehabilitation based on several factors, including costs, user benefits, and future large capital projects. The Public Works Department then recommends a 5-year improvement plan to address patching, crack filling, grinding, and resurfacing, as well as total removal and replacement of the pavement. The City should continue to economically maintain and extend the life of its roadway infrastructure by strategically planning for improvements in this way.

Parking

Downtown Parking

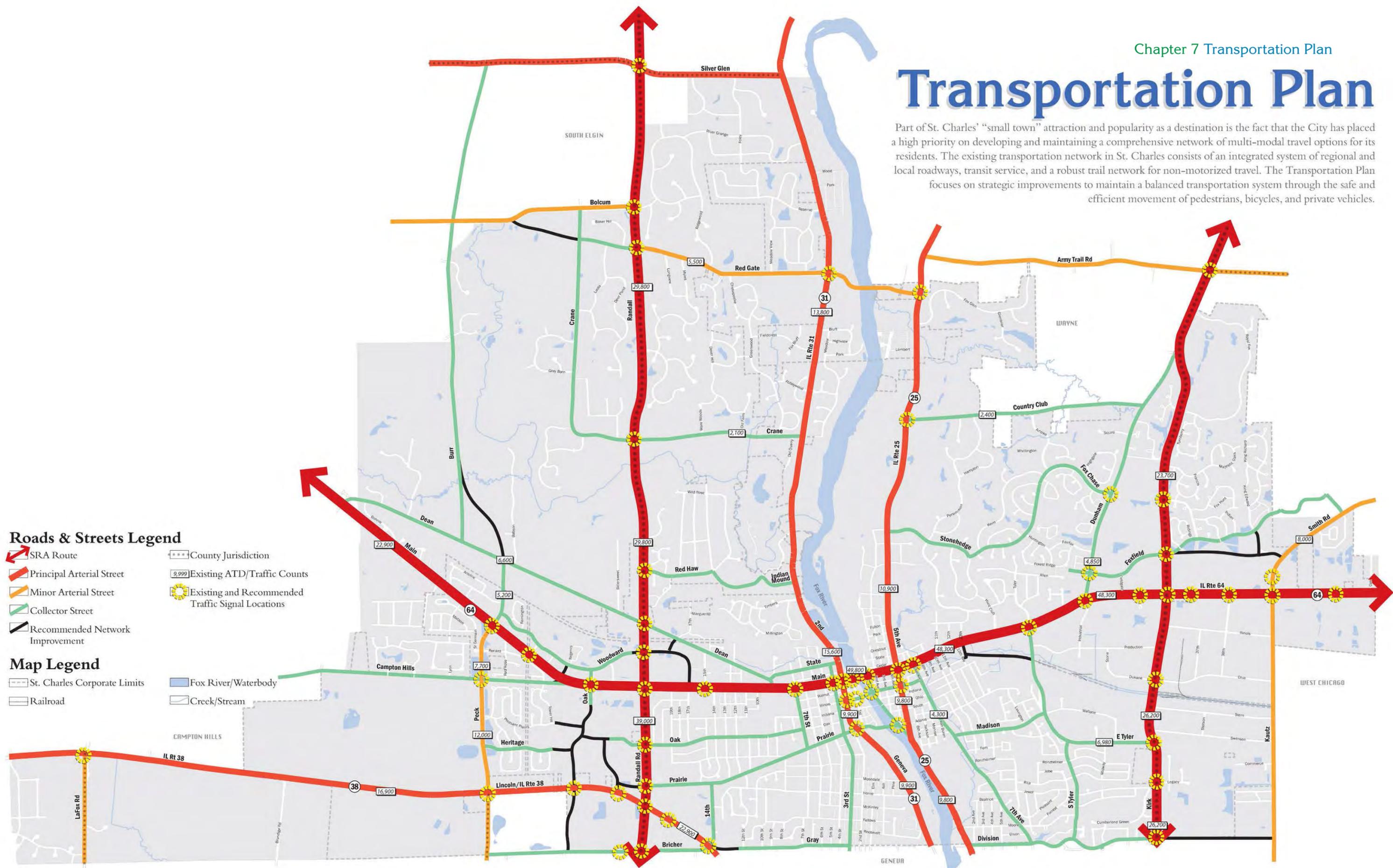
Adequate and convenient parking is essential for the success of Downtown St. Charles. Parking, however, should not be over emphasized at the expense of a walkable, inviting downtown. It should include an interesting and stimulating pedestrian environment where very few downtown trips generate more than one parking action, converting drivers to pedestrians while they are downtown. The City should comprehensively evaluate its existing supply of centralized public parking and identify opportunities for increased on- and off-street parking through modifications to circulation and layout. If further study indicates that additional parking is needed, the City should expand its public parking facilities, possibly through consolidation of surface parking lots into a parking structure. The City should also continue to explore ways to improve the efficiency of the existing public parking supply through time restrictions, enforcement, permitting, wayfinding, real-time signage, and marketing. It should continue to enforce parking time limits and monitor effectiveness to identify adjustment opportunities.

Appearance & Sustainability

Parking along the older portions of commercial corridors is predominantly surface parking located at the front of buildings. Many of the lots were built prior to City regulations that require perimeter and internal landscaping. The City should work with property owners to screen and improve parking fields with pedestrian-scale lighting, perimeter screening, fencing, and landscaped islands. St. Charles should encourage or incentivize the integration of sustainable green infrastructure practices within parking areas, including high-performance permeable pavement systems, reflective pavement and/or increased shading through trees and other elements, bio-retention landscape elements, dark-sky compliant, energy-efficient lighting, recycled content materials, etc. to reduce surface water runoff, improve water quality, and mitigate urban heat islands. The City should also monitor parking demand and adjust minimum parking requirements, or eliminate them altogether, to prevent retailers from oversupplying parking, creating large, unused parking fields. The City should consider providing priority parking spaces for car-share and no- and low-emissions vehicles in its public parking facilities and incentivize the provision of similar spaces in private parking facilities. Additionally, new development should be required to provide convenient on-site bicycle parking.

Transportation Plan

Part of St. Charles' "small town" attraction and popularity as a destination is the fact that the City has placed a high priority on developing and maintaining a comprehensive network of multi-modal travel options for its residents. The existing transportation network in St. Charles consists of an integrated system of regional and local roadways, transit service, and a robust trail network for non-motorized travel. The Transportation Plan focuses on strategic improvements to maintain a balanced transportation system through the safe and efficient movement of pedestrians, bicycles, and private vehicles.



Roads & Streets Legend

- SRA Route
- Principal Arterial Street
- Minor Arterial Street
- Collector Street
- Recommended Network Improvement
- County Jurisdiction
- Existing ATD/Traffic Counts
- Existing and Recommended Traffic Signal Locations

Map Legend

- St. Charles Corporate Limits
- Fox River/Waterbody
- Creek/Stream
- Railroad



Complete, Green Streets

A Complete Streets policy formalizes a community's intent to plan, design, operate, and maintain streets so they are safe for users of all ages and abilities. It directs decision-makers throughout a development process to plan, design, engineer, and construct community streets to accommodate all anticipated users including pedestrians, bicyclists, public transportation users, and motorists. Complete Streets elements vary based on the surrounding context but may include separated sidewalks, bike facilities, accessibility improvements, pedestrian refuge islands, high visibility crosswalks, curb extensions, and transit enhancements. The integration of green infrastructure practices in concert with these Complete Streets elements will yield public space that attracts community investment and contributes to the quality of life in the City. St. Charles should adopt a Complete Streets policy to ensure new road projects and roadway repairs accommodate all users.

Trails and Bicycle Mobility

St. Charles places a high value on its trail system and should continue to be proactive in establishing and expanding its trails and bike facilities. Alternative modes of transportation are important in reducing vehicular traffic as well as providing recreational opportunities for residents and tourists alike. Bicycling and walking are encouraged, and the City is proactive in providing the infrastructure for active transportation which consists of a robust network of trails and off-road shared use paths, as well as on-street bikeways and sidewalks. Currently, the City has an Existing and Future Bikeways Map and Current Bicycle and Pedestrian Ways Map that identify existing trails and future bike facilities and trails. Kane County also has a Bicycle and Pedestrian Plan which builds on the County's extensive regional trail system. The City should continue to coordinate with Kane County and adjacent communities to strategically plan for community bikeway projects that consider the City and surrounding areas as a whole network.

Bicycle Mobility

The Transportation Plans strives to connect residential neighborhoods with Downtown, schools, parks, commercial areas, and other activity nodes. Continuity of bikeways is essential for encouraging bicycle travel and ensuring safety. Where possible, the City should accommodate bicycle/trail crossings on arterials at signalized intersections. These crossings should be priority locations for design features that improve crossing safety. Unnecessary obstacles to efficient mobility should be minimized such as frequent commercial access drives.

River Corridor

The River Corridor Master Plan recommends continuous pedestrian access along the shoreline on both sides of the river in downtown St. Charles. Pedestrian walkways would be provided along the river under each vehicular bridge, and a new pedestrian bridge is suggested crossing the river at Walnut Street. The City should plan accordingly as portions of the shoreline are currently privately owned. The plan focuses on pedestrian access, though the City should incorporate bike facilities in the design, maintaining bike access along the river front.



Trail/Bikeway Gaps

The City should continue to establish and expand its trails and bikeways as identified in the St. Charles Existing and Future Bikeways Map. It should also work with relevant agencies to secure grants and other funding to expand the City's trail network. Public outreach revealed some of the priority concerns related to the network yielding these key focus areas:

- » The City is planning to accommodate bicycle traffic along Main Street from Downtown toward Charlestowne Mall, in which case the sidewalk should be widened and commercial access drives minimized.
- » In conjunction with the Red Gate Road Alignment and Bridge project, a major trail connection will be established between the existing Fox River Trail on the east side of the river and the existing trail on the south side Red Gate Road. Priority should be given to connect the Red Gate Road trail to the Randall Road system.
- » The City should ensure that any planned improvements to the IL 31 corridor incorporate bike facilities between Silver Glen Road and Downtown.
- » Prioritization should be given to implementing bike facility connections to Downtown as it is a key activity node within the City.
- » Bike and pedestrian facility connections are lacking between neighborhoods and should be considered a priority in order to connect residents with their neighbors, schools, and parks.
- » Similar to traffic circulation, the limited number of river crossings in the City limits east-west trail connections. The City should pursue converting the abandoned Union Pacific right-of-way and river crossing to a trail that would function as the primary crosstown bikeway, connecting several north-south trail corridors and extending a key segment of the regional trail network, the Great Western Trail.

On-Street Bike Facilities

There are several existing roadways in the City where pavement widths would allow for on-street bike facilities which include marked bike lanes, marked shared lanes, unmarked shared lanes, and paved shoulders. On-street bike facilities are identified as part of the St. Charles Existing and Future Bikeways Map and should continue to be considered a key part of the overall bikeway network. The City should conduct an on-street bike lane feasibility analysis that further identifies appropriate on-street facility types and expands on the current plan.

Bike Parking

While a connected network of trails, bike facilities, and sidewalks can support an active population, other facilities such as bicycle racks, bicycle lockers, public restrooms, and benches are necessary secondary amenities. A lack of convenient and secure bicycle parking is a leading factor preventing people from cycling to their destination. The City should continue to provide public bicycle racks at key activity nodes such as parks, Downtown, and other commercial areas. The City should continually locate and strategically plan for additional areas of bike parking. Not only should the City provide public bike parking, it should establish a minimum bike parking requirement for all new commercial and institutional development.



Sidewalks and Pedestrian Access

The City's key commercial corridors do not prioritize pedestrian circulation since they were developed catering to the automobile, often leaving the pedestrian experience hostile and uninviting. These areas have an incomplete and fragmented sidewalk network. While this reflects a past development practice in suburban communities, today's best practices promote healthy communities and walkability. St. Charles has liberally invested in capital improvements, infrastructure updates, and grant programs to enhance pedestrian mobility and should continue the efforts to improve transportation mode choice through enhanced pedestrian mobility.

Pedestrian Experience

Improvements should be promoted that create a pleasant pedestrian experience, especially along commercial corridors and near schools and parks. Improvements include closing gaps in the sidewalk network, providing a physical separation from traffic, landscaping, minimizing access drives, and streetscape enhancements like benches, transit shelters, lighting, and wayfinding. The pedestrian experience also includes site design elements which should always include on-site pedestrian networks that connect the building entries with the public right-of-way and adjacent sites.

Sidewalk Connections

The City of St. Charles has a program to fill existing sidewalk gaps in the system, sharing the costs of the construction with residents. The City should continue this program to expand its sidewalk network and provide better connections throughout the community. The City should prioritize sidewalk installation near schools, parks, churches, transit, commercial areas, and along arterial and collector roadways where sidewalk should be provided on both sides of the street.

A continuous sidewalk system is the first step to a complete pedestrian network, and the City should continue to require new development to provide sidewalk installation and any associated right-of-way. Furthermore, site design should always include on-site pedestrian networks that connect the building entries with the public right-of-way and adjacent sites.

Pedestrian Crossing Enhancements

It is important for the City to recognize that signalized intersections along the arterials and some collector streets will accommodate not only large vehicles such as buses and trucks, but also pedestrian and bicycle crossings, since signalized intersections are the safest place to cross. Design features should be implemented where possible to improve safety with slower turning speeds and shortened pedestrian crossing distances. Elements to consider include minimized curb radii, narrow travel lanes, high-visibility crosswalks, pedestrian signal heads with countdown timers, raised right-turn lanes, and pedestrian refuge medians. The outreach process revealed that residents consider the length of time given to the pedestrian signal phase to be too short at many locations. The City should implement longer pedestrian phases, working with IDOT and Kane County where appropriate. St. Charles has utilized some of these features Downtown, but should work with other governing agencies to make sure intersection design is as pedestrian friendly as possible outside of its jurisdiction.

Access Drives

Many older commercial driveways in the City are oversized and redundant. Wherever possible, curb cuts and driveways should be consolidated, shared, and generally minimized along commercial corridors. Design of the access drives is also important. Appearance of the sidewalk and level elevation should be maintained across the driveway to indicate that the pedestrian is given priority. Pedestrian refuge medians should be considered for wider driveways that require more than two lanes. The City should work with area businesses to consolidate curb cuts and require access design to give priority to the pedestrian crossings and sidewalk.



Public Transit

Transit service in the City is provided by Pace Route 801 fixed bus service, Pace Route 592 Call-n-Ride shared-ride service, and Ride in Kane Dial-a-Ride. The nearest commuter rail service is provided by the Metra Union Pacific West Line via the Geneva station south of St. Charles. The Union Pacific West (UPW) Line links Elburn with downtown Chicago at Ogilvie Transportation Center.

The Tri Cities Transit Area

St. Charles is grouped within a transit subarea by Kane County, which includes the Cities of Batavia, Geneva, and St. Charles, the Village of Wayne, and unincorporated areas of Kane County. The subarea, called the Tri Cities Transit Area, is primarily served by the Metra station in Geneva and the Kirk Road, Randall Road, and IL 25 transit corridors. The grouping was established to formulate transit ideas for municipalities contiguous with one another, and to offer opportunities for the communities to pool ideas and resources to lessen their reliance on the automobile. The City should continue to take advantage of this grouping and take the lead in organizing member municipalities and agencies.

Transit Facility Plans

Kane County identifies St. Charles as a planned transportation center that, as planned, will connect to larger transportation hubs such as downtown Elgin and downtown Aurora, as well as the Geneva Metra station. The City should work closely with the transit agencies to promote a Park-n-Ride facility in St. Charles and shuttle service that would connect to the Geneva Metra station. The Plan also promotes Bus Rapid Transit (BRT) along the Randall Road, Kirk Road, and IL Route 25 transit corridors, which may involve providing dedicated right-of-way for bus service and traffic signal preemption capabilities. The City should pursue implementation of these plans and coordinate with Kane County and Pace to understand the long-term impacts of BRT, especially along the Randall Road corridor, including unique facilities, rights-of-way, and technologies. Furthermore, development site plans along existing and future transit corridors should be submitted to Pace for review.

Pace Route Restructuring

In 2011, Pace made significant reductions to the fixed route bus service through St. Charles, including both routes that previously operated east-west through the community along Main Street. Currently, only one fixed route operates through St. Charles along Randall Road, serving just the very western part of the City. Predictable east-west public transportation service is essential to connect the community with key activity nodes and employment centers. The City should work closely with Pace to understand the long-term feasibility of reintroducing fixed route service throughout the City. Land use policies should be coordinated with Pace service plans to provide the greatest possible level of access to existing and future areas served by bus transit.

The Route 592 St. Charles-Geneva Call-n-Ride service was initiated in part to offset the adverse effects of the reduced fixed route service. This is a curbside-to-curbside transportation service based on advance reservations. The City should keep an open dialog with riders and Pace to understand opportunities for service improvements.

Activity Generators

Commercial areas and employment centers are key activity generators that centralize a lot of potential transit riders. Increasing transit use in these areas would translate into reduced traffic congestions. The City should work closely with Pace to explore all possible ways to provide transit access from the Geneva Metra station to major commercial and employment centers, including fixed route restructuring and the Vanpool Incentive Program (VIP). The City should work with local employers and businesses to identify locally-sponsored services that supplement the public transit service, including carpools and shuttles. Also, employers should be encouraged to offer incentives for transit use by employees.

Transit Circulator

In 2010, the City of St. Charles initiated a public outreach process to gauge the public's interest in a transit circulator that would allow for an alternative to personal automobile transportation throughout the City. Public input as part of the Comprehensive Plan indicates that City residents are very interested, especially since the Pace route restructuring that eliminated the vast majority of their fixed route service. Key focus areas for a circulator identified in the outreach process included the Main Street corridor, Downtown, and the Geneva Metra station. A frequent suggestion was for a streetcar/shuttle bus to be introduced between 1st Street and the Geneva Metra station as means for both residents and tourists to access Downtown St. Charles from Metra. The City should further study the feasibility of a local circulator or shuttle system with service to key activity nodes and build on the study to create a Comprehensive Transportation Plan.

Pedestrian Mobility & Transit Plan

St. Charles places a high value on its trail system and should continue to be proactive in establishing and expanding its trails and bike facilities. Alternative modes of transportation are important in reducing vehicular traffic as well as providing recreational opportunities for residents and tourists alike. Bicycling and walking are encouraged, and the City is proactive in providing the infrastructure for active transportation which consists of a robust network of trails and off-road shared use paths, as well as on-street bikeways and sidewalks.

Trail/Bike Route Legend

- Existing Trail or Route
- Proposed and/or Planned Bike Route
- Existing On-Street Bike Route

Pace Bus Route Legend

- Pace 801
- Future BRT Corridor
- Pace 529
- Pace Call-N-Ride

Map Legend

- St. Charles Corporate Limits
- Fox River/Waterbody
- Railroad
- Parks/Open Space
- Creek/Stream

