



# Main Street Subarea Plan



### Main Street Subarea Plan

The Main Street subarea connects many of the City's most prominent areas or amenities. At its western end are a variety of uses clustered near the intersection with Randall Road. Just over one mile west on Main Street, Downtown St. Charles and the Fox River mark the heart of the community. East of Downtown, the Main Street corridor is home to traditional lots hosting small commercial developments that serve local needs. Further east, Main Street provides access to regional shopping and industrial activities. One of the inherent challenges in improving Main Street is the fact that it includes such a diverse spectrum of lot types, block configurations, land uses and contexts. Fortunately, several specific issues along Main Street related to land use and development are already addressed in the other subarea plans within this document. As a result, the Main Street Subarea Plan focuses specifically on local transportation and accessibility issues. By addressing these issues, the Main Street Subarea Plan, other subarea plans, and City-wide plans that are all parts of the Comprehensive Plan document will present a holistic set of improvement recommendations to maximize Main Street's potential as both a cross-town connector and local commercial corridor.

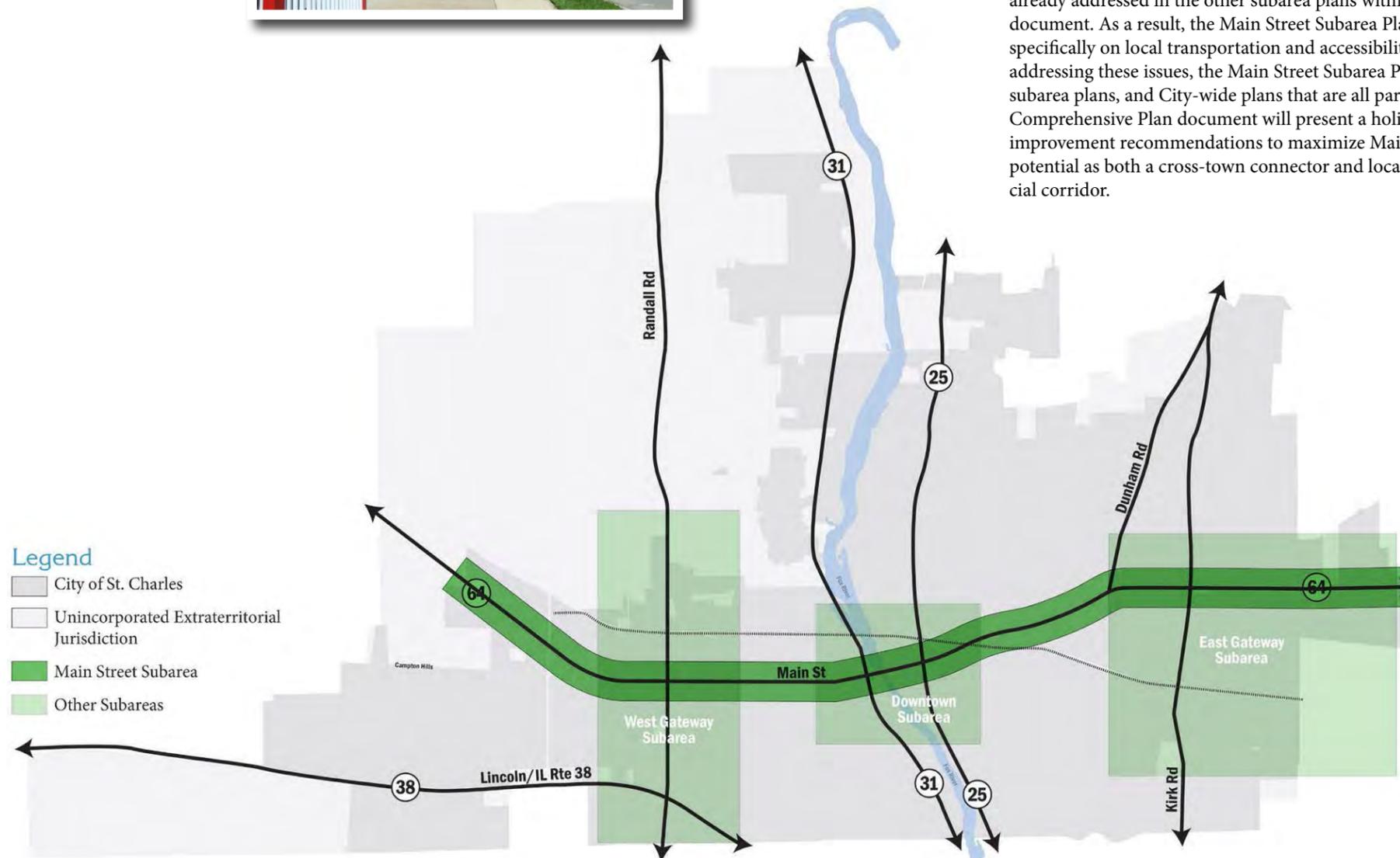
### Subarea Vision

The Main Street subarea represents an opportunity to create a corridor that enhances the character of the community as whole. The overall vision for the subarea includes the following elements:

- » A corridor that presents a unified image and identity for St. Charles, but recognizes the individual character of the areas through which it passes.
- » Optimal access to uses and destinations throughout the full length the City.
- » Access and traffic management at the individual site level in order to create a more efficient corridor at the City-wide level.

### Subarea Goals

- » Enhanced traffic management and site access through improvements such as curb cut reductions, on-site circulation and cross-access between adjacent lots, and signage and wayfinding.
- » Accommodation of multi-modal transportation infrastructure, including sidewalks and bicycle paths, to enhance local access for non-motorists.
- » Greater connectivity to adjacent neighborhoods so that residents have more direct access to basic goods and services provided along the corridor.
- » Improved community and corridor character through the use of gateways, streetscaping improvements, landscaping, and other elements.



#### Legend

- City of St. Charles
- Unincorporated Extraterritorial Jurisdiction
- Main Street Subarea
- Other Subareas

## Main Street Subarea Improvement Plan

The Main Street corridor faces many challenges as local and City-wide mobility become more critical to providing access to necessary goods and services. The following is a menu of potential improvements that, collectively, can create a more efficient and safer corridor for multiple modes of movement. Some of the improvements are on-going or already planned, while others represent new concepts designed to take advantage of other investment in the local transportation network. It is important to note that, while some recommended improvements on their own seem minor, their incremental benefit is amplified as other recommendations are implemented.

The following pages illustrate where these improvements may be applicable along the entire length of the Main Street corridor in St. Charles.

 **Existing Traffic Signal.** Traffic controls currently in place in order to manage flow along the corridor, provide appropriate opportunities for entry from intersecting streets, and control the speed of vehicular traffic in the community.

 **Proposed Traffic Signal.** Potential new traffic signals that would provide controlled access to key destinations, eliminate extended stretches of high-speed traffic flow, and ensure that the larger transportation network operates efficiently.

 **Roadway Connection.** Proposed new street segments that would create greater access between Main Street and surrounding areas, and/or alleviate traffic volumes and congestion on other segments of the roadway network.

 **Intersection Realignment.** Proposed improvements to intersection geometries that could include new dedicated turning lanes, reconfiguration of side streets to create more logical intersections, the minor relocation of Main Street to enhance traffic flow or visibility and safety, etc.

 **IDOT Capital Improvement Area.** Segments of roadway identified in IDOT's capital improvement program to undergo widening, signalization improvements, crosswalk enhancements, etc.

 **Roadway Widening (Under Construction).** On-going roadway widening to either five or six lanes as part of IDOT's capital improvement program.

 **Extend Landscape Median.** Proposed extension of a center landscaped median into other portions of the Main Street corridor in order to improve corridor character and aesthetics, yet provide minimal impacts to turning movements and roadway operations.

 **Curb Cut Reduction/Consolidation.** Proposed removal of excessive curb cuts through consolidation or management of on-site circulation in order to minimize conflict points on Main Street while maintaining on-site circulation and parking capacity.

 **Proposed Cross-Access.** Proposed cross-access between the parking areas of adjacent development lots in order to enhance on-site circulation and foster the removal or consolidation of curb cuts as described above.

 **Sidewalk Infill.** Proposed new public sidewalk segments that would result in a comprehensive sidewalk network providing for a safe and well-connected pedestrian network along Main Street and to adjacent neighborhoods and destinations.

 **On-site Pedestrian Connection.** Proposed pedestrian connections on private development lots that provide safe and direct access through parking or landscaped areas from the public sidewalk to the entry point of uses along the Main Street corridor.

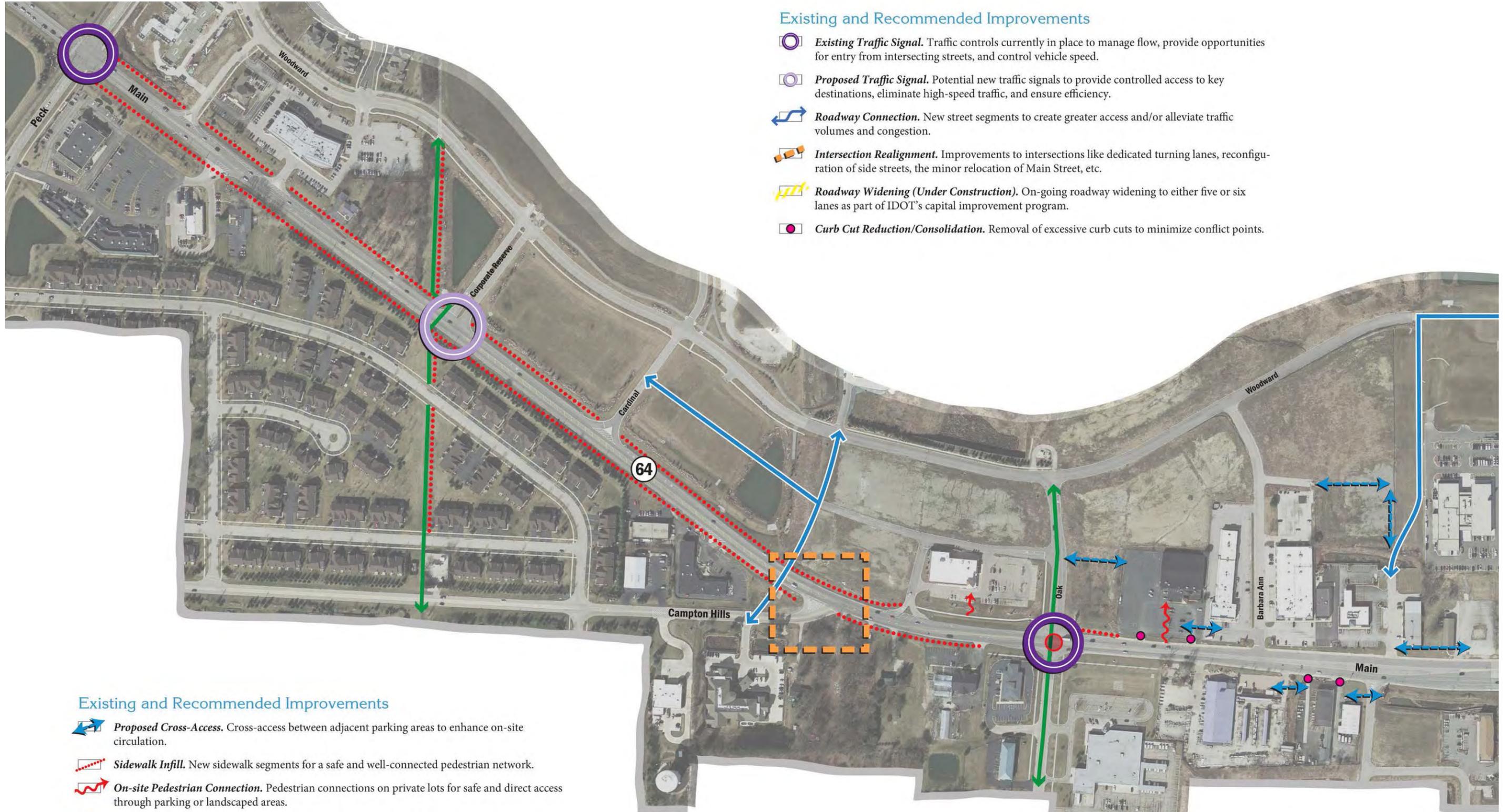
 **Enhanced Pedestrian Crossing.** Proposed improvements to pedestrian crosswalks, including more visible crosswalk striping, pedestrian crossing and countdown signals, lighting, push-button phasing, etc.

 **Existing/Future Trail or Bikeway.** Existing or proposed trail segments intended to enhance non-motorized mobility by providing access to regional trail segments, key destinations in the community, or sidewalks and bike paths in the public right-of-way.

 **Roadway Surface Diamond Grind.** Proposed diamond grind of roadway surface in order to maintain the safety of the roadway while reducing noise associated with traffic flow through Downtown St. Charles.

 **Parking Lot/Site Screening.** Proposed installation of decorative landscaping and/or fencing in order to enhance the character of the corridor by mitigating the negative impacts of large parking areas or unsightly activities, while maintaining visibility for uses dependent upon visual access to signage or structures.

 **Transit Activity Node.** Specific areas or uses that should be given special consideration in terms of access to transit services in order to capitalize on their intensity and proximity to the Main Street corridor.

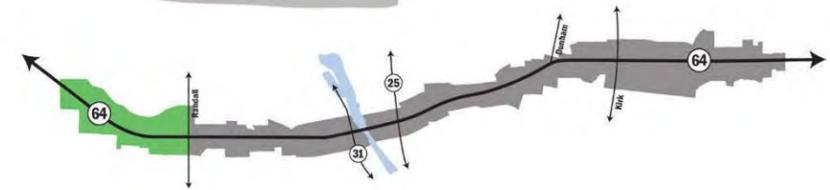


Existing and Recommended Improvements

-  **Existing Traffic Signal.** Traffic controls currently in place to manage flow, provide opportunities for entry from intersecting streets, and control vehicle speed.
-  **Proposed Traffic Signal.** Potential new traffic signals to provide controlled access to key destinations, eliminate high-speed traffic, and ensure efficiency.
-  **Roadway Connection.** New street segments to create greater access and/or alleviate traffic volumes and congestion.
-  **Intersection Realignment.** Improvements to intersections like dedicated turning lanes, reconfiguration of side streets, the minor relocation of Main Street, etc.
-  **Roadway Widening (Under Construction).** On-going roadway widening to either five or six lanes as part of IDOT's capital improvement program.
-  **Curb Cut Reduction/Consolidation.** Removal of excessive curb cuts to minimize conflict points.

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-  **Proposed Cross-Access.** Cross-access between adjacent parking areas to enhance on-site circulation.
-  **Sidewalk Infill.** New sidewalk segments for a safe and well-connected pedestrian network.
-  **On-site Pedestrian Connection.** Pedestrian connections on private lots for safe and direct access through parking or landscaped areas.
-  **Enhanced Pedestrian Crossing.** Improvements to crosswalks including striping, crossing and countdown signals, lighting, push-button phasing, etc.
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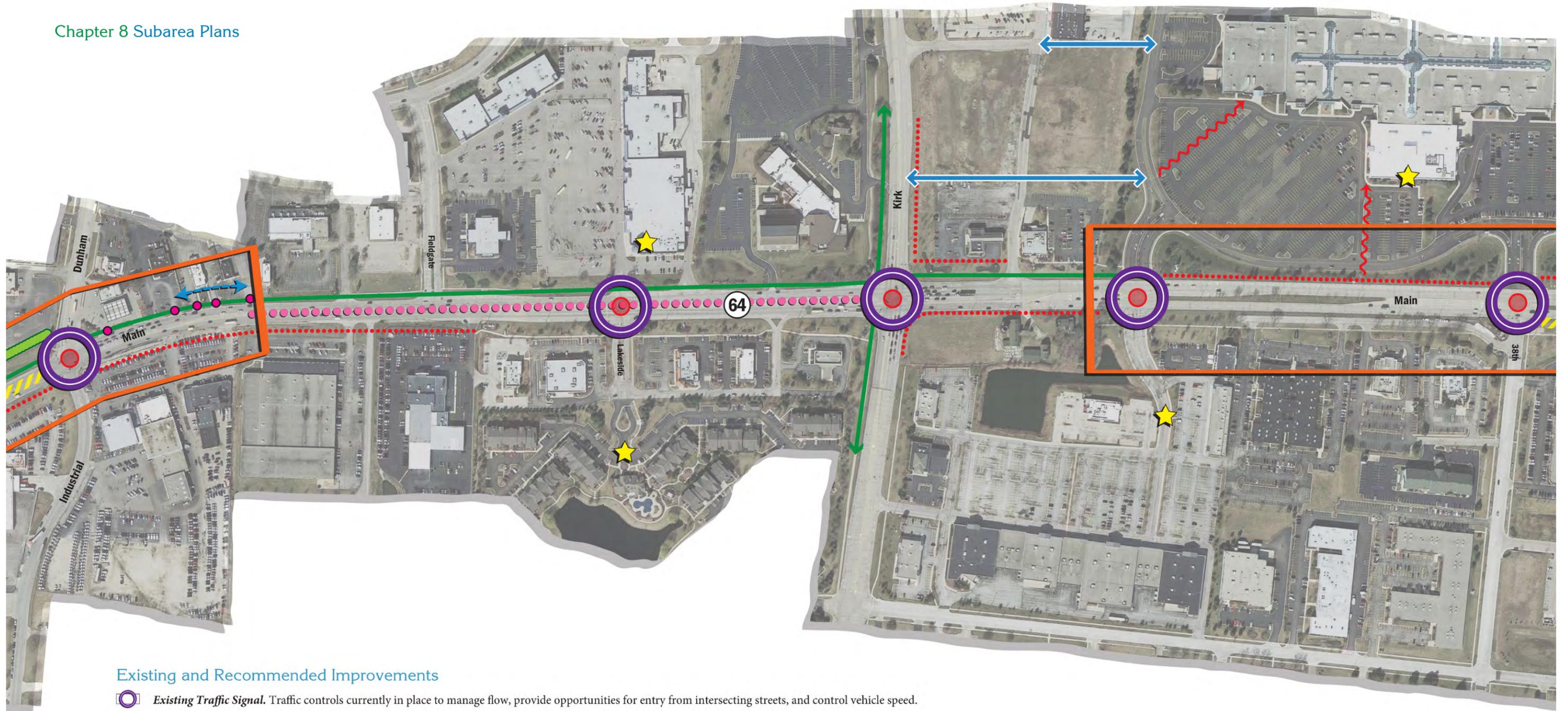
## Chapter 8 Subarea Plans

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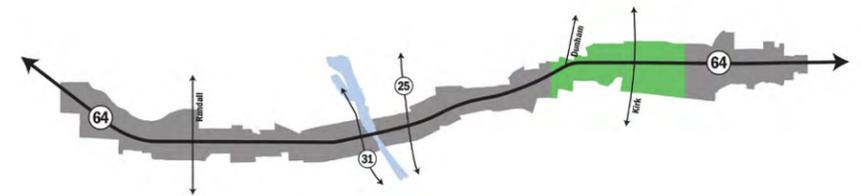


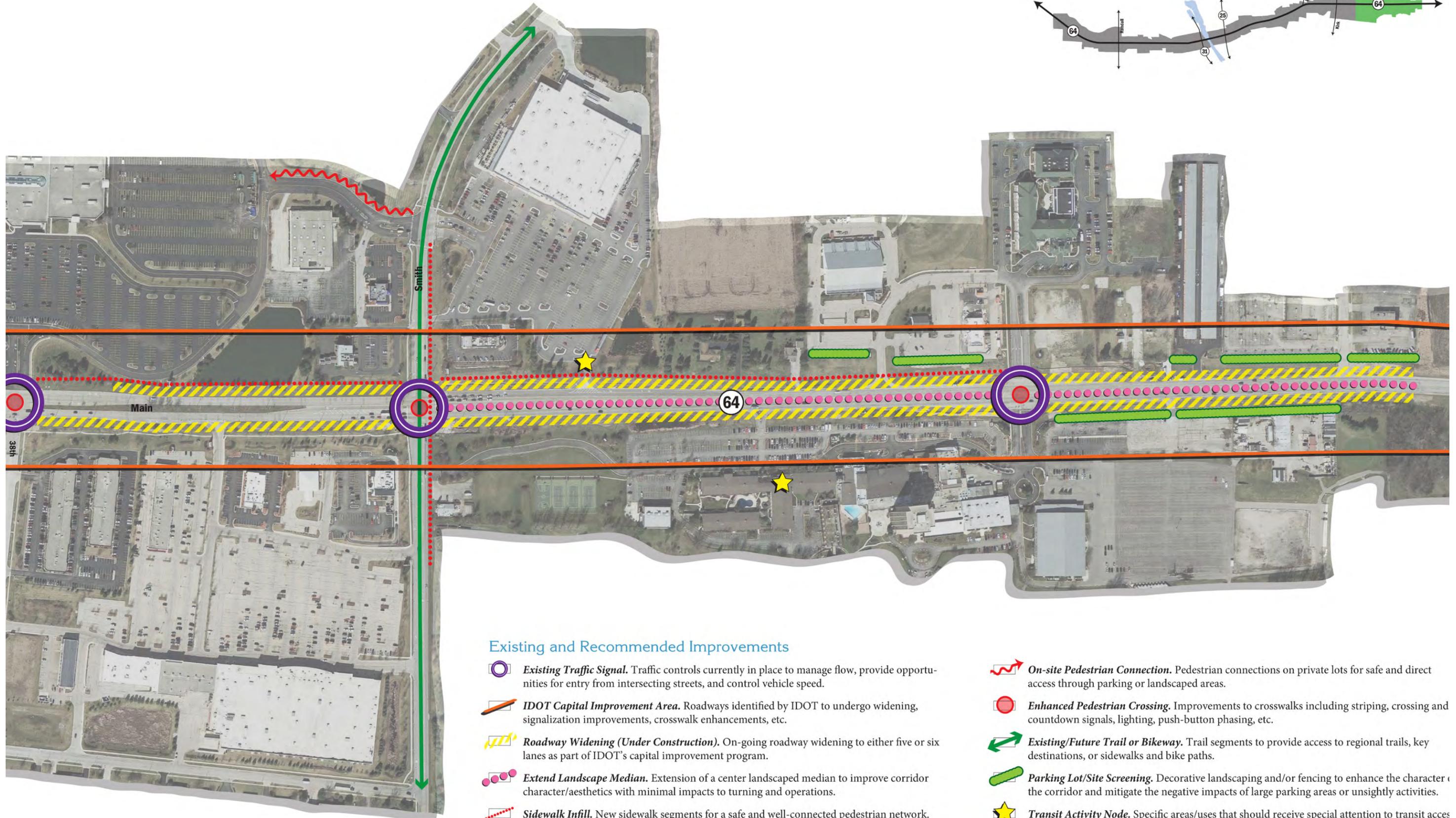




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