

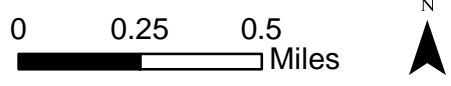
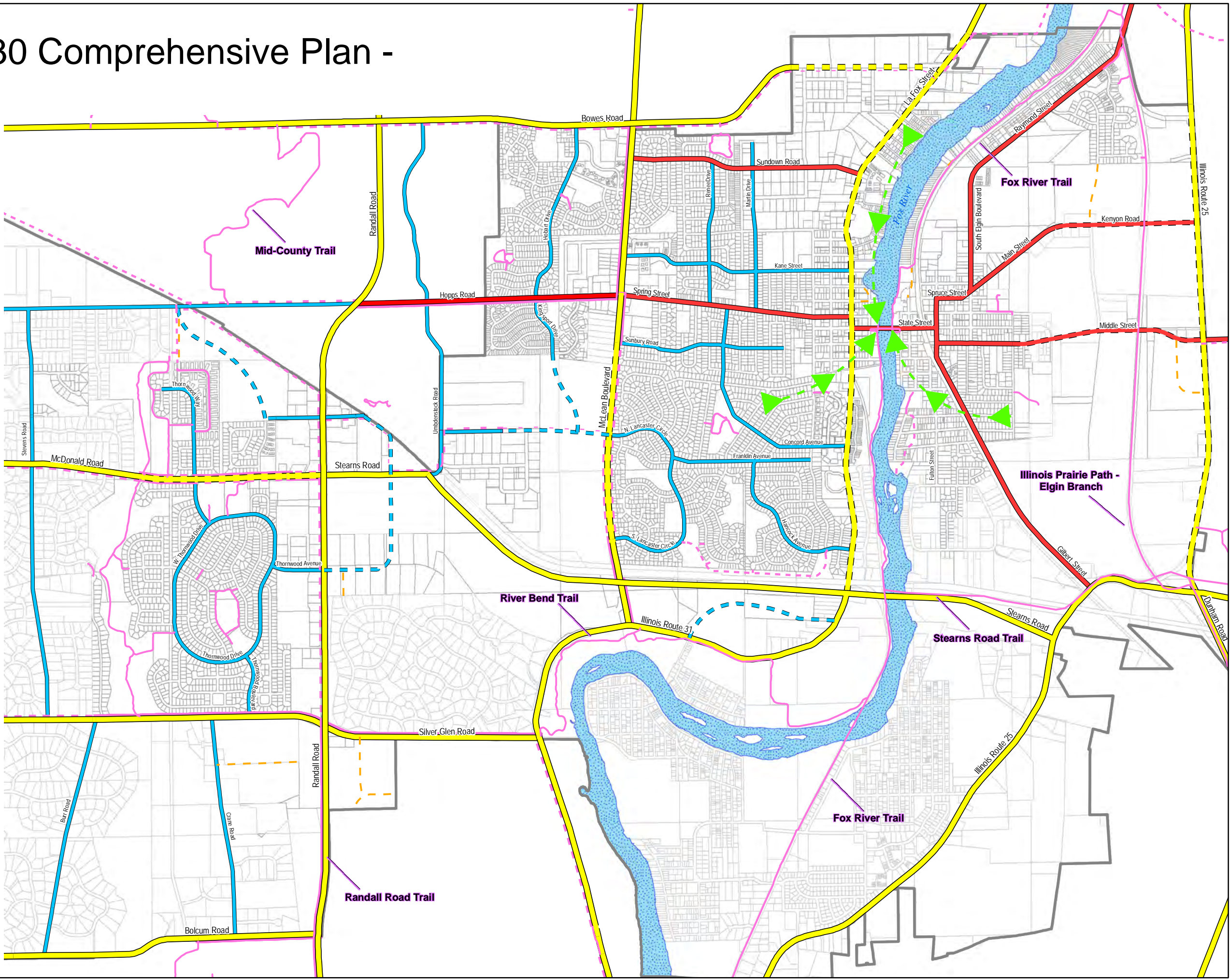
South Elgin 2030 Comprehensive Plan - Exhibit 6.1

2030 Framework Plan Map

Legend

- Planning Area
- Fox River
- Pedestrian Connection

	Complete	Incomplete	Proposed
Arterial			
Major Collector			
Minor Collector			
Local			
Bike Paths			



mwm July 2012 source: KaneGIS, VoSE GIS

Chapter 6: 2030 Vision

The following plans, the Framework Plan and the Land Use Plan set the Vision for South Elgin in 2030. These plans are based on the proceeding chapters, which identified what South Elgin is today, what capacity South Elgin has for growth, and what are the existing needs of the community. The 2030 Vision was further developed by the formation of detailed goals and objectives that will guide overall development and planning efforts for the next 20 years. When developing the Framework and Land Use Plans care was given to planning for the residents, business and neighborhoods of today, while identifying new areas for development that benefit the community as a whole.

A. Framework Plan

The Framework Plan identifies key improvements to the mobility network to be made over the next 20 years in conjunction with the Land Use Plan. The Framework Plan provides detailed improvements to the road network, walking and bicycle facilities and public transit. It is intended to provide a backbone to decisions on land use and development. The following sections outline improvements specified in the Framework Plan.

Core Framework Concepts

When creating the 2030 Framework Plan, several concepts facilitated development of the plan and goals of the future mobility network. These included:

- All new development must provide appropriate collector and local roads, including bicycle accommodations where appropriate.
- Existing roadways should be improved to a modern standard, as necessary.
- Bicycle connections should be made along arterials, critical collectors and to regional trails.
- Pedestrian connections are needed to the Village Center.

Roadway Improvements

Several roadway improvements are indicated on the Framework Plan. These improvements are separated by roadway type (local, major/minor collector and arterial) and by current level of development (complete, incomplete and proposed). Roads that are listed as complete have adequate right-of-way, are appropriately sized for traffic counts and are built to modern design standards. Roads may be listed as incomplete for variety of reasons, including limited right-of-way, underbuilt sections, rural design and/or lack of walking and bicycling facilities. Proposed roads are also indicated by the standard they should be constructed to.

Incomplete arterial and major collector roadways include:

- Portions of McDonald Road
- McLean Boulevard, south of Sunbury Road, north of South Lancaster Circle.
- Illinois Route 31
- Illinois Route 25
- Portions of Kenyon Road
- Portions of Middle Street

Proposed arterial and major collector roadways include:

- Bowes Road (from Village limits to Illinois Route 31)

Improvements to minor collectors and local roads are dependent on future development and are included in the following discussion of the Land Use Plan.

Walking & Bicycling Facilities

Bike paths are also included in the Framework Plan. These paths are separated into two categories, complete and proposed. Proposed bike paths intend to connect neighborhoods and existing regional paths. Significant bike path connections are planned along:

- McDonald Road
- Randall Road
- McLean Boulevard
- Bowes Road
- Gyorr Avenue/Stearns Road
- Umbdenstock Road/North Lancaster Road

Additional connections are detailed in the Land Use Plan.

There are also other options for bicycle accommodations. When feasible and appropriate, bike routes and dedicated bike lanes should be considered. Key connections identified in the Framework Plan are connecting areas to the Village Center, including the near east side, areas neighboring the North La Fox Corridor, and near west residential developments. These connections have a variety of potential solutions, such as bike routes, bike paths or sidewalks (either along streets or through parks and open space) or bike lanes.

Public Transit

Public transit is another critical component to the 2030 Mobility Network. Transit options, including the Pace Route 801 and the Randall Road Bus Rapid Transit, are detailed in the Land Use Plan. Additional plans regarding the Public Transit System in South Elgin are in Appendix B – Transit Improvement Plan.