

## Chapter IV, Transportation

### Introduction

**Figure IV-1, Transportation Plan**, identifies and classifies the existing roadway network in Hampshire, and presents a conceptual layout of new major roadways that are necessary to provide an adequate transportation system for the Village. The exact alignments of the proposed roadways are not set. As development parcels are identified and projects are designed, the final network of roadways will be constructed. However, all new developments will be required to work in concert to create a roadway system that provides an appropriate interconnecting hierarchy of roadways that will seamlessly link the community.

The existing and proposed roadways are classified into a hierarchy of street types as follows:

- **State Arterials** — State arterial streets are major highways that provide pass-through routes through the Village and provide major linkages with other communities. These roadways support the majority of the commercial traffic in a community and are typically the location of a substantial amount of non-residential development.
- **County Arterials** — County arterial streets provide major connections throughout Hampshire, linking commercial centers, major highways and geographic areas of the Village. These roadways are the most important part of the transportation system as they serve both the local community and the region as a means to easily traverse the community.
- **Local Collectors** — Local collector roadways provide important linkages from residential development to the arterial highways, with limited numbers of direct access to provide uninterrupted traffic movements. These roads often run through residential developments and provide connections between developments.
- **Local Streets** — Local streets provide the neighborhood transportation network of interconnected streets that serve the residential community and the Village commercial district. These streets link up with local collectors to move people in and out of their living environment.

### Transportation Recommendations

The Transportation Plan identifies numerous recommendations for extension of roadways and development of new roadways that will provide the infrastructure framework necessary to accommodate increased traffic that will come as result of community growth. Future transportation projects should consider the character and image of Hampshire while ensuring safe and adequate linkages throughout the community. Descriptions of several recommended improvements are provided below.

#### French Road Extension:

The French Road to Harmony Road connection will provide a continuous north/south arterial just west of the downtown area and will allow more direct access to Interstate 90 from the south and west side of the Village. The connection is proposed as a Kane County improvement and is incorporated into plans for future development just south of the Allen Road/Harmony Road intersection.

**Figure IV-1, Transportation Plan**

### **Brier Hill – Ketchum – Romke Connection:**

The connection of Brier Hill, Ketchum and Romke Roads will provide a continuous north/south arterial just east of the downtown area and will allow more direct access to Interstate 90 from the south central area of the Village. While other north/south alternatives were considered, this connection provides the best alternative for ease of movement and avoids environmental issues associated with the alternatives.

### **Route 72 / 47 Intersection:**

The existing traffic delays during the commuting hours already cause a need to consider improvements to this intersection. IDOT is currently conducting a Phase I Design Study of this intersection. As development progresses, the Village can impose transportation fees (see Policy Recommendations below) on development to assist in funding a joint project with IDOT to redesign the intersection in a manner that will allow a higher level of service and provide safe passage through the area.

### **Local Collector Recommendations:**

The local collector network shown on the Transportation Plan provides a general framework for collector development. As previously described, final alignments and locations of this infrastructure will be developed as a part of site development plans as they are developed.

### **Existing Highway Widening / Intersection Improvements:**

As growth occurs in Hampshire, improvements to existing County, State and federal highways will occur. Through the collection of transportation fees, the Village could elect to provide a local share toward improvements by IDOT and Kane County. Potential joint projects could occur at the intersection of US 20 and Big Timber and Allen roads as well as numerous other locations. The County is currently initiating a transportation planning effort that will address many of the County's future needs for highway improvement.



### **I & M Railroad (Soo Line)**

The presence of the I & M Railroad through Hampshire provides significant opportunity to encourage commerce and industry. As a freight line, sidings can be developed in industrial corridors to provide rail transport of raw materials and goods in and out of Hampshire. As a commuter line, the expansion of Metra service to Hampshire will allow residents easy access to more employment opportunities and, with the proposed development of a transit-oriented development, can provide a center of activity for recreation and cultural activities. The Village of Hampshire

should work with Kane County, IDOT and Metra to develop future plans for increased rail use for the community, including the potential for a commuter rail station west of the present Village boundaries.

### **Prairie View Parkway / Outer Belt:**

The extension of Prairie View Parkway north to Interstate 90 is a proposed future project that is not likely to be constructed in the near term. The highway, proposed as a means to provide another north/south link through the western-most Chicago metro area, is currently planned as a conceptual highway on the west side of the Village of Hampshire (see **Figure II-4**,

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**Transportation** in Chapter II.) Hampshire should encourage IDOT and Kane County to consider a far western location that will moderate impacts on the community. These include increased traffic, sprawl, and conversion of agricultural lands to non-farm land uses.



### Policy Recommendations

To ensure that the transportation system in Hampshire is developed in a manner that provides satisfactory levels of service for the community, a series of policy recommendations have been developed to provide a framework for implementation of the plan. These recommendations include guidelines that address the safety, recreation, commerce and infrastructure needs of the Village of Hampshire.

- **Maintain a system of roadway hierarchy in all new development.** As land development projects are proposed for Hampshire, it is imperative that new developments include local streets and collectors to move residents in and out of their neighborhoods, and linkages to arterial streets where appropriate. A hierarchy of streets should be developed to ensure safe and easy access to residences by residents and visitors to the community. As such, driveway access will primarily be limited to local streets.
- **Require new right-of-way to be provided with proposed development.** As projects are proposed, developers will be required to set aside right-of-way for future roadway improvements, including widening, new streets and connecting roadways. This will ensure that the interconnecting system of streets, designed with the capacity required to serve planned land uses, is achieved. A developer seeking to build a residential or non-residential development in an area where planned transportation improvements are illustrated on Figure IV-1 or as otherwise may be determined necessary by the Village may be asked to:
  - Build a section of roadway illustrated on the transportation map as part of a specific project.
  - Add pavement to an existing road to increase the width.
  - Contribute dollars to planned improvements.
- **Provide an interconnected, easily negotiated circulation pattern system that accommodates motor vehicles, pedestrians and bicycles.** The design of future land development projects must consider the relationship of adjoining land parcels and their place in the entire community. Collectors and arterials must transcend neighborhood boundaries to provide a seamless network of streets and pedestrian ways that meet the future needs of the Village residents.

- **Minimize curb cuts and require cross-access with new developments.** Frequent curb cuts along a collector or arterial street can create traffic conflicts as cars attempt to enter and leave the flow of traffic, often at relatively high speeds of 35 to 45 mph. Also, the efficiency of the roadway diminishes as cars slow to turn or allow vehicles from adjacent properties to access the roadway. For these reasons, the number of points of access to or from a collector or arterial roadway should be kept to a minimum. New subdivisions should be designed to provide driveway access from local roadways instead of collector or arterial streets. Cross-access between adjacent non-residential properties also should be required. Cross-access provides an alternative to re-entering the flow of traffic on an adjacent arterial or collector street, thereby helping to maintain the flow of traffic.

- **Encourage use of landscape corridors along major highways and collector streets.** Increasing setbacks from highways allows the creation of landscaped corridors that will provide a sense of open space and separation between roadways and development. As open space and rural character are important to the Village of Hampshire, developing a theme for landscaped edges that enhances the Village character and image is important.



- **Require bike trails along collectors and within open spaces.** Creating a system of trails provides opportunities for recreation and allows an alternative means of commuting between homes, work places, schools, shopping and other community amenities. As the design of land development projects takes place, it is important to create these linkages just as collector and arterial roadways are linked. Landscape corridors along collector roads should be utilized as locations for trails as well, providing the major linkages between neighborhoods and districts.
- **Encourage land use patterns that reduce motor vehicle trips and encourage public transportation.** Creating neighborhoods that allow residents to live, work, shop and play within walking distances is a way to decrease the reliance on the automobile and remove unnecessary traffic from the roadways. As development takes place, creating multi-use areas and linkages between adjacent land uses will play a key role in providing these alternative modes.

- **Provide safe streets by applying various traffic calming features.** It is essential that design features and planning techniques be introduced in high-pedestrian traffic areas that will allow safety to take precedence over speed and efficiency. This is particularly important in residential neighborhoods, along roadways next to schools, and in parks and commercial areas.



Design standards should be developed to ensure safety for pedestrians, bicyclists and drivers alike. Examples include: traffic circles, raised cross-walks, textured pavements, chokers, median barriers, etc.

- **Encourage transportation system improvements that directly benefit job creation and retention and commerce.** Providing direct, safe and simple patterns of roadway infrastructure that link non-residential areas to both the residents of the Village and to the region is important in the development of commerce. Linkages and proximity between neighborhoods and places of work provides employers with easy access to a worker base. These same linkages allow residents to patronize local businesses. Linkages with major transportation systems such as the interstate highway and rail lines provide regional access to and from Hampshire, and encourage the development of business enterprises with a more regional or global outlook.
- **Encourage collection of transportation fees as part of future annexation agreements.** Improvements to the existing highway network are inevitable as development proceeds in any community. Each and every development project will have some effect on the road network capacity and the function of key intersections, and as such should contribute to future improvements.