

**CITY OF BATAVIA  
COMPREHENSIVE PLAN: TRANSPORTATION AND CIRCULATION  
ELEMENT**

**Introduction**

Safe and efficient transportation plays a key role in building and maintaining a strong community. Past Comprehensive Plans have recognized the unique locational characteristics of the City, especially its position in the Fox Valley's urban corridor. Historic River Street and Batavia Avenue (State Routes 25 and 31) provide north/south routes along the east and west sides of the Fox River, which extend the full length of the region. The newer county routes of Kirk Road on the far east and Randall Road on the far west sides accommodate larger volumes of traffic. Major east and west routes crossing the river are Wilson Street, a city street, and the larger volume Fabyan Parkway, a County highway. Other than Western Avenue and Wilson Street, the City of Batavia's major streets are under the jurisdiction of Kane County or the State of Illinois. In 2010, the City Council adopted a Resolution to identify a location for an additional bridge across the Fox River. The future bridge would connect First and Webster streets.

Effective transportation planning must integrate with land use planning and consider alternatives to vehicle travel on roadways. The Fox Valley's commuter rail service and network of bicycle and multi-use trails provide opportunities for specialized land uses and development designs to best take advantage of such infrastructure. Although there is no commuter rail service in Batavia, it is available in the adjacent cities of Geneva, West Chicago and Aurora. Batavia is well served by bicycle and multi-use trails and use of such trails is growing. The Fox River Trail connects Batavia to downtown Geneva and Aurora where commuter rail stations are located.

This Element of the Comprehensive Plan is designed to guide Batavia decision makers in addressing these and other local and regional transportation issues.

**Background**

**Street Hierarchy**

A street hierarchy establishes the intended function for all streets in the community. Each level in the hierarchy is tied to the type and amount of access that a street is intended to accommodate. Having this hierarchy allows the City to better plan for land uses and access. The Street Hierarchy is presented on map TC A.

**Strategic Regional Arterial (SRA)**

The Chicago Metropolitan Agency for Planning (CMAP) has identified the following roadways as serving an important regional traffic function. These roads serve high volumes of automobiles and trucks on longer distance trips. Access to individual

properties is generally limited on these roadways. The following SRA routes have been identified within the Batavia Planning Area:

- Fabyan Parkway
- Kirk Road
- Orchard Road
- Randall Road

### Arterial Streets

Arterial streets are roadways that serve high volumes of traffic, and provide connectivity to surrounding communities. Generally these roads handle medium- to long- distance trips with some interruptions in traffic flow. The Comprehensive Plan identifies the following routes as Arterial Streets:

- Batavia Avenue / Illinois State Route 31
- Main Street
- Mooseheart Road
- South River Street / Illinois State Route 25
- North Washington Street / Illinois State Route 25
- Wilson Street (East of Randall Road)
- Western Avenue

### Collector Streets

Collector streets are roads that serve a medium volume of traffic. These roads connect arterial roads to local streets and neighborhoods. Traffic flows at a lower speed than on arterial routes. Minor Collectors typically allow further reduced speed but allow a greater amount of access to adjacent properties. Major collectors typically allow higher speeds and less access to surrounding properties.

#### **Major Collector**

- Banbury Road
- Hart Road
- McKee Street
- Nelson Lake Road
- Pine Street
- Raddant Road
- Seavey Road
- Wenmoth Road

#### **Minor Collector**

- Branson Drive
- Deerpath Road
- Giese Road
- Hubbard Avenue
- Pierson Drive
- Suncast Lane
- Louis Bork Drive
- Kingsland Drive
- Swanson Drive
- Lathem Street

#### **Minor Collector**

- Mill Street
- Millview Drive
- Morton Street
- Van Nortwick Avenue
- Wagner Road
- Larkspur Lane
- Prairie Street
- Wind Energy Pass
- Woodland Hills Road

### Local Streets

Local streets provide individual properties direct access to the roadway system. These roads are intended to handle short trips, at a low speed. Local streets may be public or private. Public alleys serve as secondary or alternate connections for properties to these local streets.

### Controlled Intersections

The Transportation Map identifies existing and potential controlled intersection improvements. Most of these are either future improvements already agreed to with existing developments or property annexations, or potential locations for controlled intersections based on future development in conformance with the Comprehensive Plan. The proposed locations take into account potential land uses adjacent to these locations that could benefit from or would necessitate such a change. These locations are indicated on Map TC A.

### Bikeways and Trails

The City of Batavia is served by several bikeways and trails. These bikeways are managed by several government jurisdictions, including the Kane County Forest Preserve, Geneva/Batavia Park Districts and the US Department of Energy.

The City adopted a Bicycle Plan as part of this Comprehensive Plan in 2007.

### Mass Transportation

Batavia has several regional mass transit opportunities available. The City has two bus routes and other point-to-point services provided by the PACE Bus System. Batavia is also in close proximity to three Metra stations in neighboring municipalities.

### Pace

The Pace Bus System is a component of the Regional Transit Authority focused on providing rapid transit to the metropolitan suburbs. Two north south routes travel through the City's west side.

Route 529 (Randall Road – Fifth Street) – This route connects the Kane County Judicial Center to Towne's Crossing in Oswego. The route travels through Batavia along Randall Road.

Route 802 (Aurora- St. Charles) – This route connects the Charlestowne Mall to the Aurora Transportation Center, traveling through Batavia on Batavia Avenue (Route 31) This route also provides an intermodal connection to the Geneva Metra Station.

### Dial-a-Ride

The City of Batavia, in coordination with Batavia and Aurora Townships, offers Pace Dial-A-Ride service. This program is offered to the general public, but is targeted towards serving those unable to drive or without access to automobiles, such as the elderly, disabled or students. The program allows people the ability to arrange transportation to and from designated locations within Aurora and Batavia Township and select facilities outside those geographic limits at a fixed rate. The City cooperates with Aurora and Batavia Township providing financial support for the program.

### Pace Dial-a-Ride Service

Pace Dial-a-Ride service is available in the planning area to serve persons with disabilities and senior citizens. This program provides door-to-door service at specified rates. It is targeted towards individuals who have difficulty using fixed Pace routes by offering additional assistance to and from locations in the PACE system area.

### Metra Rail

The Metra Rail System is a component of the Regional Transit Authority focused on providing commuter rail service to the region. Batavia is located between two commuter rail lines.

The Union Pacific Railroad line provides service to the Ogilvie Transportation Center in Chicago via two nearby stations. The Geneva and West Chicago rail stations are approximately 2 miles and 7 miles, respectively, from downtown Batavia. Pace Route 802 connects the Geneva station to downtown Batavia. There are currently no bus routes that directly connect the West Chicago train station with Batavia.

The Aurora rail station is approximately 7 miles from downtown Batavia. The Aurora station is located on the Burlington Northern Santa Fe (BNSF) Railroad line and provides service to Union Station in Chicago. There are currently no bus routes that directly connect the Aurora train station with Batavia.

### Freight Rail

Batavia has a spur of the Burlington Northern/Santa Fe (BNSF) railroad along the east side. From this line are branches that support facilities within the industrial parks on the City's northeast quadrant. The City has 11 rail crossings. Of these crossings, 3 are fully signalized. All other crossings have passive traffic control systems, such as stop signs, pavement markings and crossing lights.

## **Issues**

Several issues have been identified for the Transportation and Circulation Element to address. They are:

1. **Traffic Levels.** Existing traffic levels cause delays and inhibit movement throughout the City. Traffic delays have been cited in numerous City surveys as a major issue for residents. Traffic is an ongoing local and regional concern, having impacts on commerce and the overall quality of life. The lack of separated left turn lanes on some streets creates safety and traffic flow problems.
2. **Pedestrian Friendly Downtown.** Downtown vehicle traffic discourages the sense of a pedestrian friendly downtown. Wilson Street serves an essential role in the downtown, funneling high levels of traffic across the Fox River. The Wilson Street bridge is the only Fox River vehicle crossing in Batavia, making delivery of emergency services challenging if the road is closed. It also requires heavy truck traffic to mix with non-commercial vehicles. Large numbers of bicyclists and pedestrians also travel through the downtown and across the Wilson Street bridge. Different users often must compete with each other for the same space, detracting from the downtown experience.
3. **Access & Opportunity for Bicyclists and Pedestrians.** There are many opportunities to travel through Batavia on various modes of transport. The City should continue to offer and improve the variety of these routes, by continuing to connect trails and sidewalks. The Batavia Bicycle Plan identifies opportunities for new routes to implement.
4. **Cohesive Roadway Network.** Some streets have been built with a stub extending up to undeveloped property. As development occurs on those parcels the streets will need to be extended to form a cohesive traffic network. The failure to connect streets often causes traffic issues in other areas.
5. **Mass Transit.** While some public transit is available in the City, it is often not well connected to other methods of transport. Mass transit options are also not well publicized leaving the occasional rider ill-informed of their existence. Transit stops are often located in inconvenient places and not connected to sidewalks.
6. **Parking.** Parking strategies are needed that enhance the economic and visual appeal of the City's commercial areas. Parking rules and regulations should be structured to maximize availability of spaces for visitors and customers. Parking areas in the downtown should be well screened, but clearly marked and easy to locate. New and expanded structure parking is needed in each quadrant of the downtown. Within the Randall Road corridor the appearance of parking fields is often bleak and uninviting.
7. **Jurisdictional Issues.** Other than Western Avenue and Wilson Street, all of Batavia's major streets are under the jurisdiction of the State or Kane County. Those entities are the sole decision makers for allowing access to these streets. The City must continue to work collaboratively with these authorities to best plan for development of adjacent properties and roadway improvements.

## **Goals and Policies**

### **Goal 1. Maintain and enhance a cohesive, interconnected transportation network, giving opportunities for multiple routes of travel**

#### Policies

- a. Connect developments to the existing transportation infrastructure, continuing and connecting streets
- b. Promote walking and cycling as alternatives to automobile travel by providing sidewalk and multi-use trail connections to transit, when available, in new development and redevelopment
- c. Avoid one-way traffic circulation on downtown streets
- d. Work with other transportation partners to insure that the implementation of improvement projects complement and expand transportation networks
- e. Interconnect traffic signals in the City to improve traffic flow
- f. Encourage connectivity of new and existing neighborhoods by interconnecting sidewalks and multi-use trails

### **Goal 2. Relieve traffic pressure on the downtown river crossing**

#### Policies

- a. Make land use decisions that can synergize with a future Fox River bridge at the determined location
- b. Continue to explore funding opportunities to improve the Prairie and Wilson Street intersection to a signalized intersection
- c. Refine downtown traffic flows without a redesign of Route 25

### **Goal 3. Provide safe and attractive routes of travel for pedestrians and bicyclists**

#### Policies

- a. Create a pedestrian friendly downtown, using standardized design elements that enhance the pedestrian environment
- b. Introduce pedestrian countdown signals at all signalized intersections, downtown intersections being the first priority
- c. Require sidewalks in all new development and redevelopment of properties
- d. Continue implementation and enhancement of the City sidewalk program, with the immediate goal of interconnecting public places and parks with sidewalks, and an ultimate goal of having sidewalks on both sides of all streets
- e. Create a continuous Fox River Bicycle Trail through the planning area
- f. Develop an interconnected network of bicycle routes to enhance bicycle transportation throughout the community
- g. Provide amenities and accommodations for bicyclists and pedestrians in future improvements and developments/redevelopments, such as bike racks and weather-protected parking, benches, and waste and recycling containers
- h. Provide pedestrian scale lighting along pedestrian and bicycle routes in the downtown

**Goal 4. Develop and support local and regional mass transit options in the planning area**

Policies

- a. Enhance transit stops to better identify their locations and to provide amenities such as shelters and transit system information
- b. Promote mass transit opportunities that connect Batavia with the greater Chicago region
- c. Improve transit stops to ensure access by bicyclists, pedestrians and persons with disabilities

**Goal 5. Determine future projects and funding mechanisms**

Policies

- a. Continue development and use of a Capital Improvement Program outlining future projects
- b. Work with regional, State and Federal partners to provide funding for transportation enhancement projects
- c. Seek grant opportunities for funding of transportation projects

**Goal 6. Ensure that land use and transportation decisions are compatible**

Policies

- a. Support the integration of transportation and land use planning by the City, County and regional planning partners
- b. Ensure that both land use and transportation issues are considered concurrently for all projects
- c. Increase residential density in the downtown to promote pedestrian travel, thereby reducing the use of automobiles
- d. Promote bicycle trails as an economic asset to the downtown area

**Goal 7. Ensure that the community is accessible to persons of all levels of mobility**

Policies

- a. Ensure that persons with disabilities are provided with equal access to homes, employment areas, shopping, recreational areas and other community destinations
- b. Provide opportunities for transportation assistance to the non-driving public
- c. Ensure that all public facilities meet State and Federal accessibility codes

**Goal 8. Manage parking to meet land use, economic development and urban design goals**

Policies

- a. Encourage shared parking arrangements in the downtown to better accommodate parking demands, including the siting of additional structures in each quadrant
- b. Sign parking areas in a consistent and easy to read manner

- c. Develop a wayfinding sign program for the downtown to assist pedestrians and motorists in finding places of interest and parking
- d. Screen off-street parking areas from view from streets and residential areas

**Goal 9. Enhance railroad crossing safety for pedestrians and bicyclists**

Policies

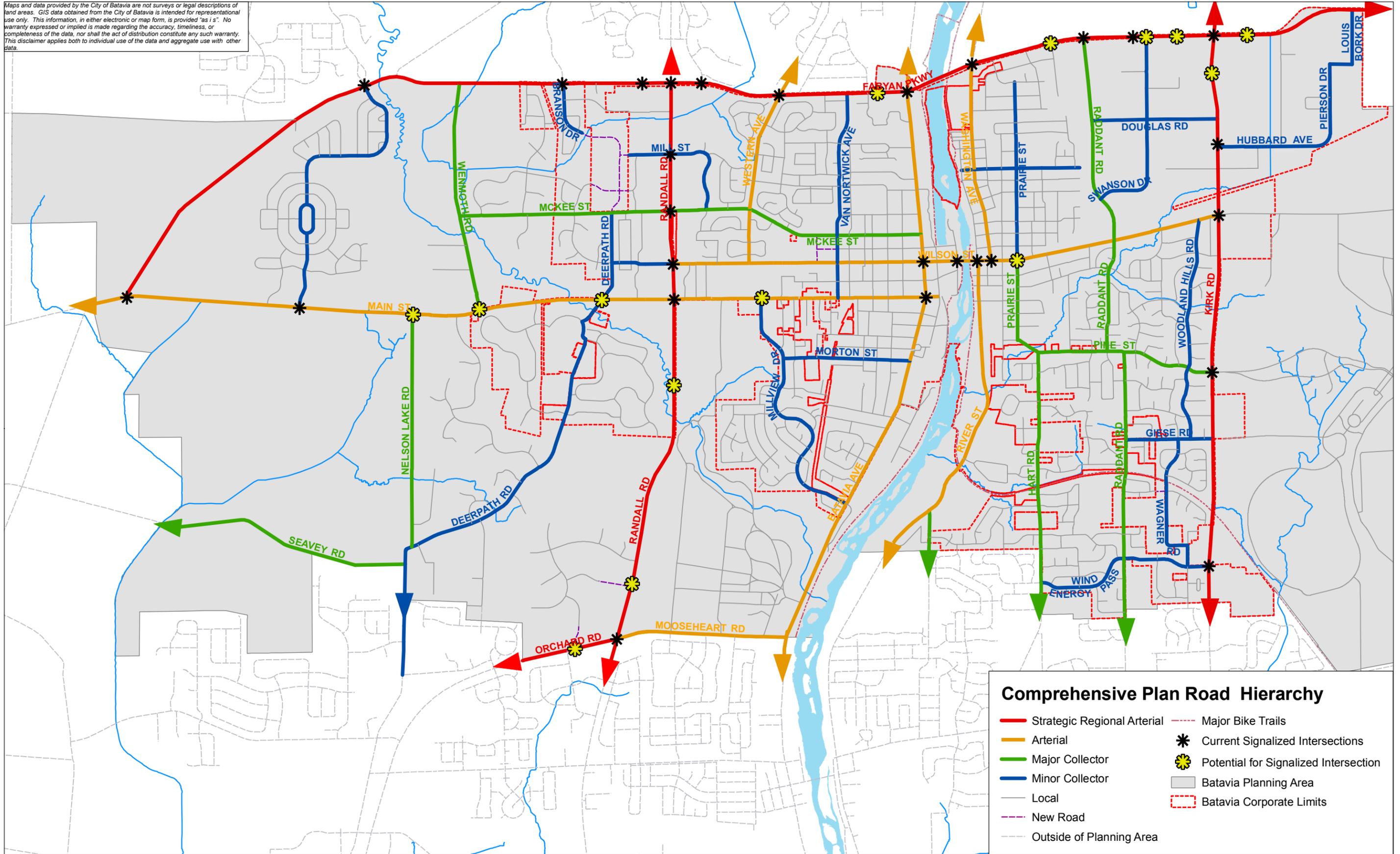
- a. Redesign bicycle crossings at railroad tracks
- b. Provide fully accessible, clearly delineated, and properly identified pedestrian routes at railroad crossings
- c. Coordinate traffic control improvements at the Prairie and Wilson intersection to improve travel and reduce accidents

**Goal 10. Manage downtown and neighborhood traffic**

Policies

- a. Develop truck routes to channel industrial traffic away from the Wilson Street bridge
- b. Increase traffic enforcement activity in neighborhoods, as needed
- c. Implement traffic calming measures, such as textured or raised crosswalks, pedestrian islands and bump-outs to slow traffic in selected locations
- d. Consider the use of roundabouts in place of controlled intersections where feasible to enhance traffic flows

Maps and data provided by the City of Batavia are not surveys or legal descriptions of land areas. GIS data obtained from the City of Batavia is intended for representational use only. This information, in either electronic or map form, is provided "as is". No warranty expressed or implied is made regarding the accuracy, timeliness, or completeness of the data, nor shall the act of distribution constitute any such warranty. This disclaimer applies both to individual use of the data and aggregate use with other data.



### Comprehensive Plan Road Hierarchy

- Strategic Regional Arterial
- Arterial
- Major Collector
- Minor Collector
- Local
- New Road
- Outside of Planning Area
- Major Bike Trails
- \* Current Signalized Intersections
- \* Potential for Signalized Intersection
- Batavia Planning Area
- Batavia Corporate Limits

