

## Kendall County Transportation Plans and Land Resource Management Plan 2010 Update

### Speakers:

6:59 PM – 7:02 PM

Anne Lucietto welcomed all guests to the Kendall County Historic Courthouse. Tonight's Kendall County Planning Consortium topic is on county long-term and short-term transportation plans and the results of a recent countywide community survey related to planning issues. She introduced guest speakers: Mike Hoffman, Vice President with Teska Associates, Inc. in Plainfield and Fran Klaas, Director of the Kendall County Highway Department. Ms. Lucietto also noted that all Planning Consortium sessions are free and open to the public.

7:02 PM – 7:35 PM

### **Mr. Mike Hoffman – Vice President, Teska Associates, Inc.**

Mr. Hoffman is a member of the American Institute of Certified Planners (AICP) and a Registered Landscape Architect (RLA). He currently serves as the Vice President and Principal for Teska Associates, Inc., a private firm specializing in community planning, landscape architecture, site design and development economics.

Mr. Hoffman began his PowerPoint presentation entitled “2010 Land Resource Management Plan (L.R.M.P.) Survey Summary Results – September 18<sup>th</sup> 2010” by explaining the goals of the survey, which were:

- Understand current planning issues and concerns
- Identify area of the L.R.M.P. that need refinement

He discussed that the survey is a follow-up to similar surveys conducted by the county in 1990 and 2000; and explained how the survey was conducted. The methodology used was to conduct two (2) parallel surveys; an on-line survey with an optional printed version available at public places throughout the County; and a more scientific random sample mailed survey sent to approximately 2,000 Kendall County households.

Mr. Hoffman explained they received a good response rate from the random sample mail survey of 32%, producing a 4 to 5% margin of error. There was a similar response rate for the on-line survey, too. Residents from the United City of Yorkville and the Village of Oswego had the highest response rate. He went on provide a demographic breakdown of the survey respondents, such as:

- *Age of Respondents:* Majority were between the ages of 30 to 69 years old, with 40 to 49 year olds having the highest percentage of respondents (23.7%). There were no respondents 19 years old or younger. More outreach will be done at the high-school level in the future.
- *Principal Occupation:* Most respondents listed their occupation as “professional” (38%) or “retired” (20.9%). This is a significant shift in occupation since 2000,

where most residents listed “business owner or manager” (21%) as their primary occupation.

- *Homeownership Status:* All random sample mail survey respondents owned property in Kendall County, as opposed to 93.7% of on-line respondents.
- *Prior Residence (County):* Most respondents previously lived in DuPage County prior to relocating to Kendall County (28.9%).
- *Reason for Relocating to Kendall County:* Less congestion and more open space was the primary reason the respondents gave for moving to Kendall County (67.8%). Reasonable cost of living was the next most popular response (51.8%).

There was discussion about the responses to what type of new growth desired by residents, with most indicating a relative split between protecting agricultural lands (40%) and attracting manufacturing (32%), commercial/retail (36%) and office (36%) developments. Little priority was given to promoting residential growth (11%). With regards to the desired level of planning effort; Mr. Hoffman stated that most respondents wanted to see more effort made to educate the public on growth issues (82-85%) which is an increase from 66% in 1990. Other areas of discussion concentrated on survey responses were related to: traffic congestion; public transit (commuter rail); increase in taxes; economic development; desired type of future residential development; and crime/public safety.

In conclusion, Mr. Hoffman noted that the County is pretty much on-track with the guidance of the L.R.M.P., but noted that the relationship between land use and transportation is critical. He stated that the updated L.R.M.P. will concentrate on economic development, agricultural protections and will continue to promote intergovernmental cooperation.

Mr. Hoffman concluded his presentation with an announcement that a full data set of the survey responses is available to the public from the county via email. Those interested should contact Kendall County’s Planning, Building & Zoning department at 630.553.4141. There were no questions from the audience.

7:35 PM – 8:15 PM

**Mr. Frank Klaas – Director, Kendall County Highway Department**

Mr. Klaas is the Director of the Kendall County Highway Department. He is the lead staff person involved with drafting the Long Range Transportation Plan 2010-2030 and the 5-Year Surface Transportation Program for 2011-2015.

Mr. Klaas’ PowerPoint presentation focused primarily on the planning and implementation of Kendall County transportation projects. He explained that although the county is not required to have a 20-year transportation plan because its population is below 185,000 residents, they do meet the criteria for having a long-range plan since they have a transportation tax. Due to a major increase in population growth beginning in

1990, the county's Motor Fuel Taxes (MFT) receipts have exponentially increased between the years of 1995-2009. In his presentation, Mr. Klaas indicated there may be another 10% increase in MFTs due to the recent passing of the Illinois Jobs Now legislation which will distribute \$500 billion to all MFT recipients. MFT funds are generated from a ½ cent tax on all transportation sales taxes which can be used for transportation related services. Kendall County has dedicated all MFT funds to be used for capital improvements for road projects only, such as the Orchard Road project. The county has taken in an average of approximately \$7 million in MFT funds since 2007, and used these funds for such projects as:

- Intersection improvements
- Capacity issues
- Roadway connectivity

The highest rate in the county's portion of the real estate tax assessment for the highway fund was in 1987. Although the rate has decreased over the years, the revenue collected for the highway fund has increased because of the increase in population. Using the funds the county anticipates it will receive in MFT and real estate tax revenue over the next 20 years, they expect to complete approximately 80% of the projects listed in its Long Range Transportation Plan 2010-2030.

Mr. Klaas then transitioned to his discussion of the shorter term 5-year transportation plan. He noted that the long range plan was a utilitarian plan, with broader goals and no dedicated funding amount for each project listed; the 5-year plan is much more specific with 90% of the listed projects having a specified dollar amount allocated to them. Some of these projects include:

- Eldamain Corridor reconstruction, expansion and bridge project
  - \$5 million estimated for construction (\$4 million Federal/\$1 million County)
  - Still in Phase I
  - Purpose and Need Report recently approved with preferred alignment
- Prairie Parkway Road
  - \$35 million estimated for construction costs
  - Will require additional State and Federal funding
  - County bonding limits will not cover the entire cost of construction
- WIKADUKE Trail
  - \$5 million estimated for construction (project is approx. 1-mile)
  - Possible ready for letting in Spring 2011
  - 2-year construction plan
- Ridge Road
  - Part of WIKADUKE Trail
  - Anticipated construction in Fall 2012

- Recorded centerline for project back in 1993.
- Grove Point in Oswego
  - Grove Point south to ½ mile separation on IL 126
  - Consolidation of road to re-engineer curves.
  - Moved up in priority in the 5-year plan
  - Potential start in 2012
- Eldamain Road
  - Eldamain Road north from Menards to Galena Road
  - County took over road 5 years ago
  - Currently posted at 15 tons, but could not accommodate that weight
  - Proposed for concrete pavement with a raised median
- Orchard to Minkler to Collins to Grove Road connection in Oswego
  - Oswego Metra Station
  - Programmed Pre-Phase 1 to do preliminary research.

Mr. Klaas also listed some proposed intersection improvement projects in the 5-year plan, such as: an Emmon Street at IL 71; Millbrook Road at Fox River Road; Walker Road at IL 71; Caton Farm Road at Ridge Road; Galena Road at Black Hawk; and River Road at IL 47. He also mentioned several bridge improvement projects and basic road re-surfacing proposed in the 5-year plan as well.

In closing, Mr. Klaas answered a few questions from an audience member regarding the status of the Prairie Parkway project and a potential connection to the Indiana Tollway.

The meeting was adjourned at 8:20 PM.

*A copy of Mr. Hoffman's and Mr. Klaas' PowerPoint presentations are available on the United City of Yorkville's website [www.yorkville.il.us](http://www.yorkville.il.us).*