

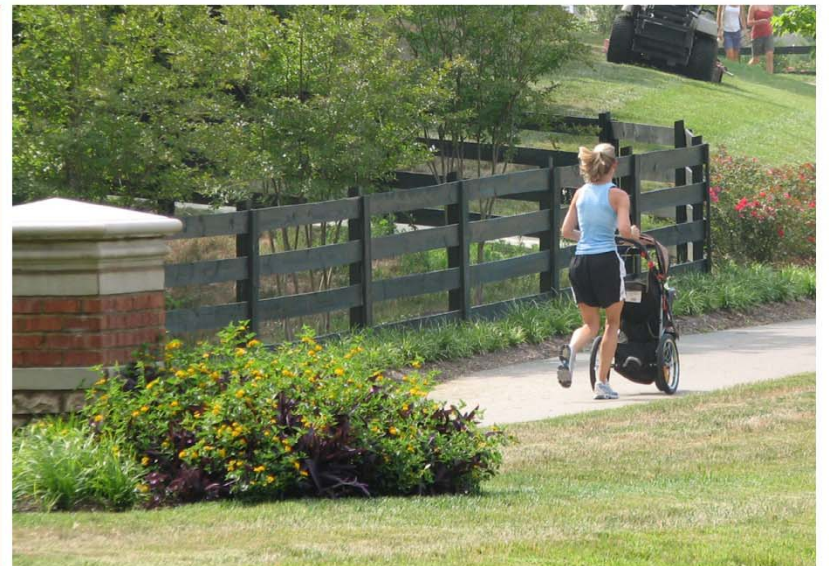


YORKVILLE INTEGRATED TRANSPORTATION PLAN

PUBLIC WORKSHOP
MAY 14, 2009

DOWNTOWN STREETScape
PLAN

SHARED USE TRAIL
PLAN



OUTLINE

- Overview and purpose of the I.T.P. project
- Shared Use Trail Master Plan
- Downtown Streetscape Plan



INTEGRATED TRANSPORTATION PLAN OVERVIEW

In 2004 the Illinois Department of Transportation awarded the United City of Yorkville funds through the Illinois Tomorrow Corridor Grant Program to complete a study to guide the United City of Yorkville in planning future transportation facilities.

Per the grant program this plan is to consider:

- Non-vehicular transportation
- Protecting natural resources
- Providing improved public access and mobility
- Impacts on economic opportunities

There are two main parts of the ITP

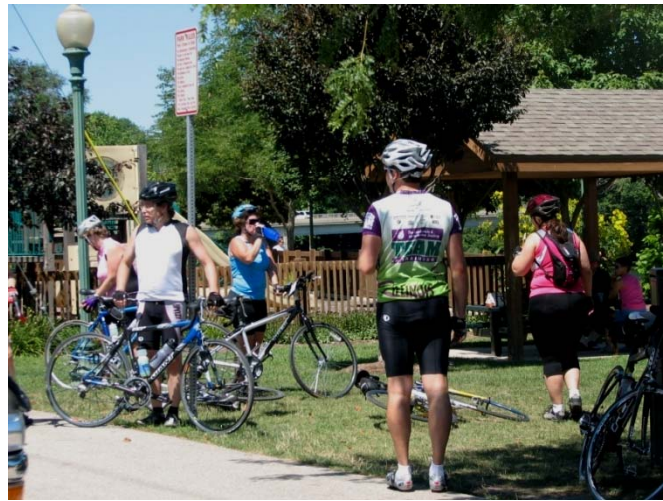
- 1. Shared Use Trail Plan**
- 2. Downtown Streetscape Plan**



SHARED USE TRAIL MASTER PLAN

2007 Yorkville Parks and Recreation Department Survey

83% of residents felt that bike and pedestrian trails were a very important offering of the Parks and Recreation Department.



Bicyclists gather at Riverfront Park – Downtown Yorkville



SHARED USE TRAIL MASTER PLAN

PURPOSE

The purpose of Yorkville's Shared Use Trail Plan is to improve the network so people can travel easily and safely to locations in which they live, work and play.



**Route 47 Bridge
(existing condition)**

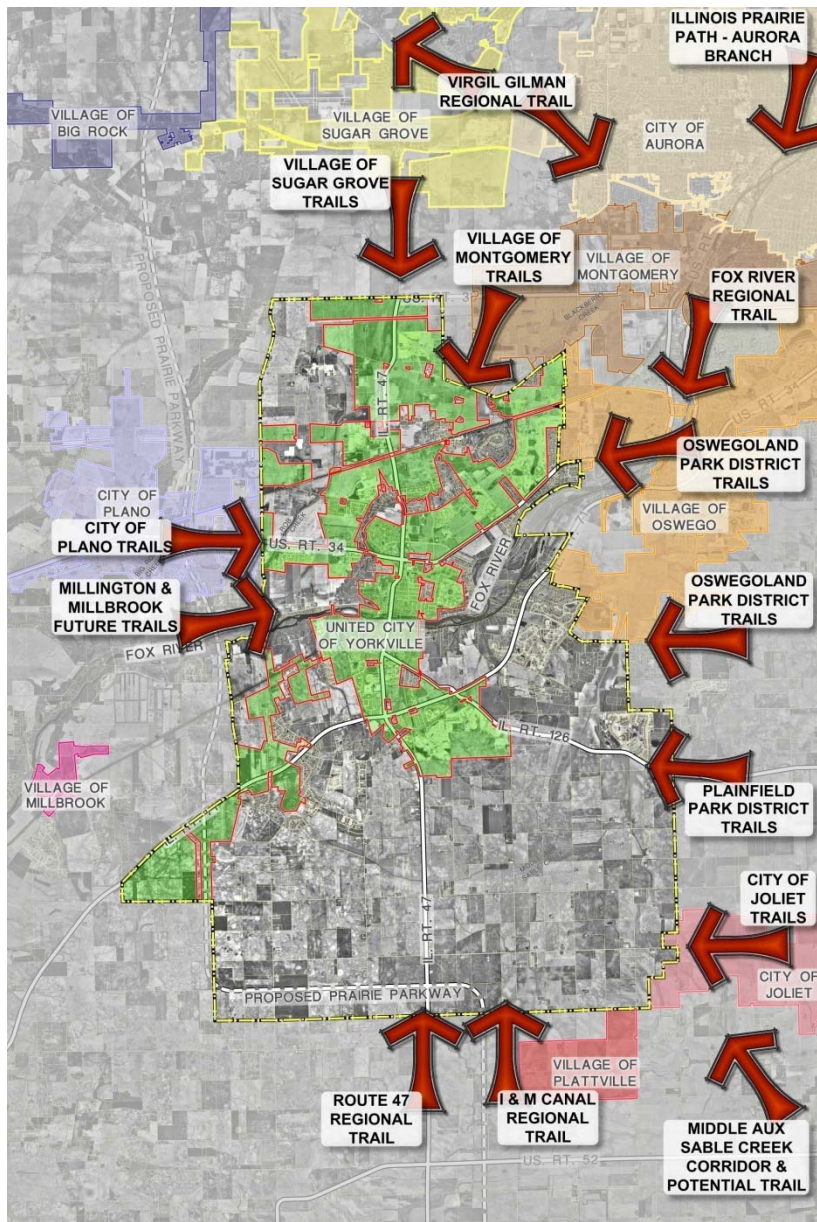


**Main Street by the Courthouse
(existing condition)**

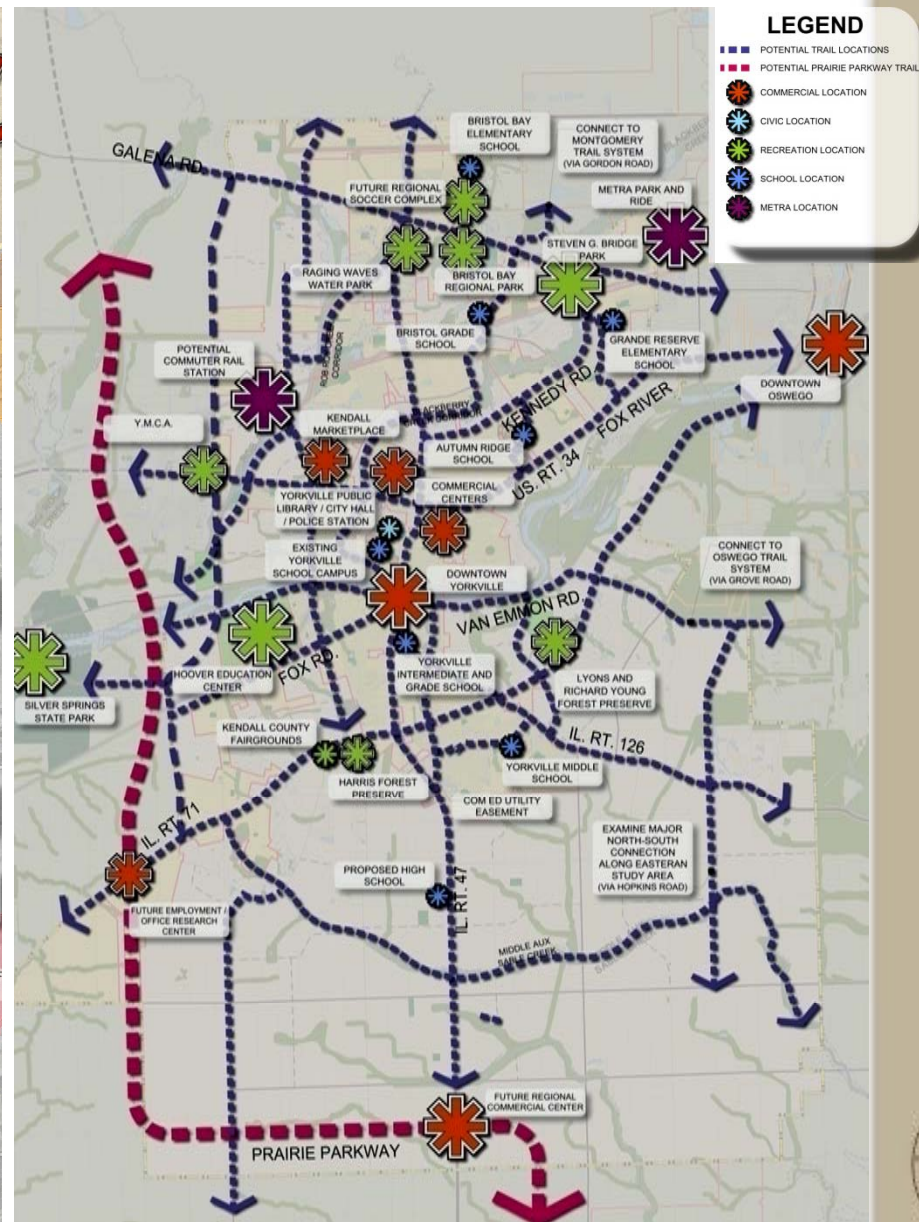


SHARED USE TRAIL MASTER PLAN



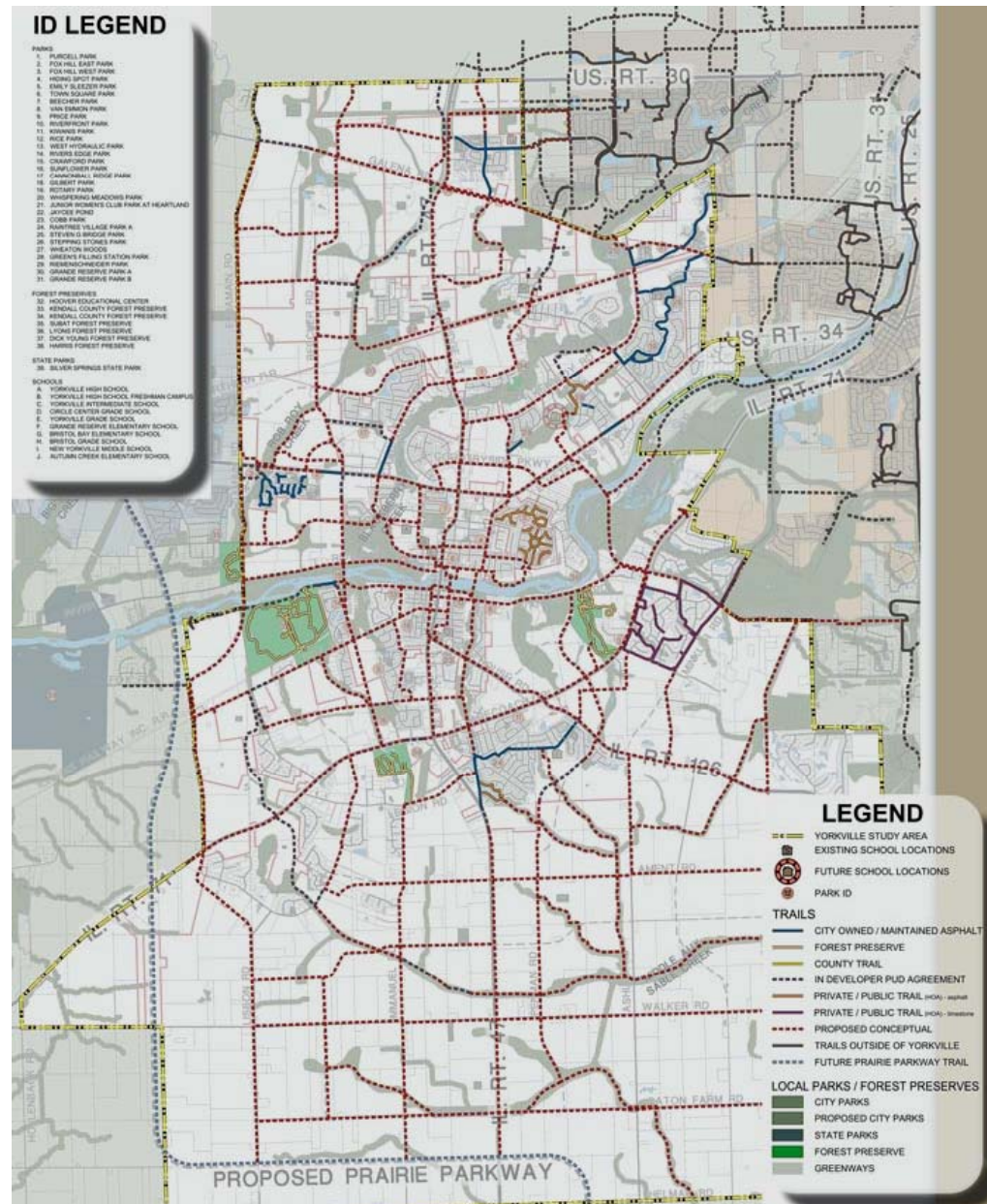


REGIONAL TRAILS



KEY NODES/CONNECTIONS





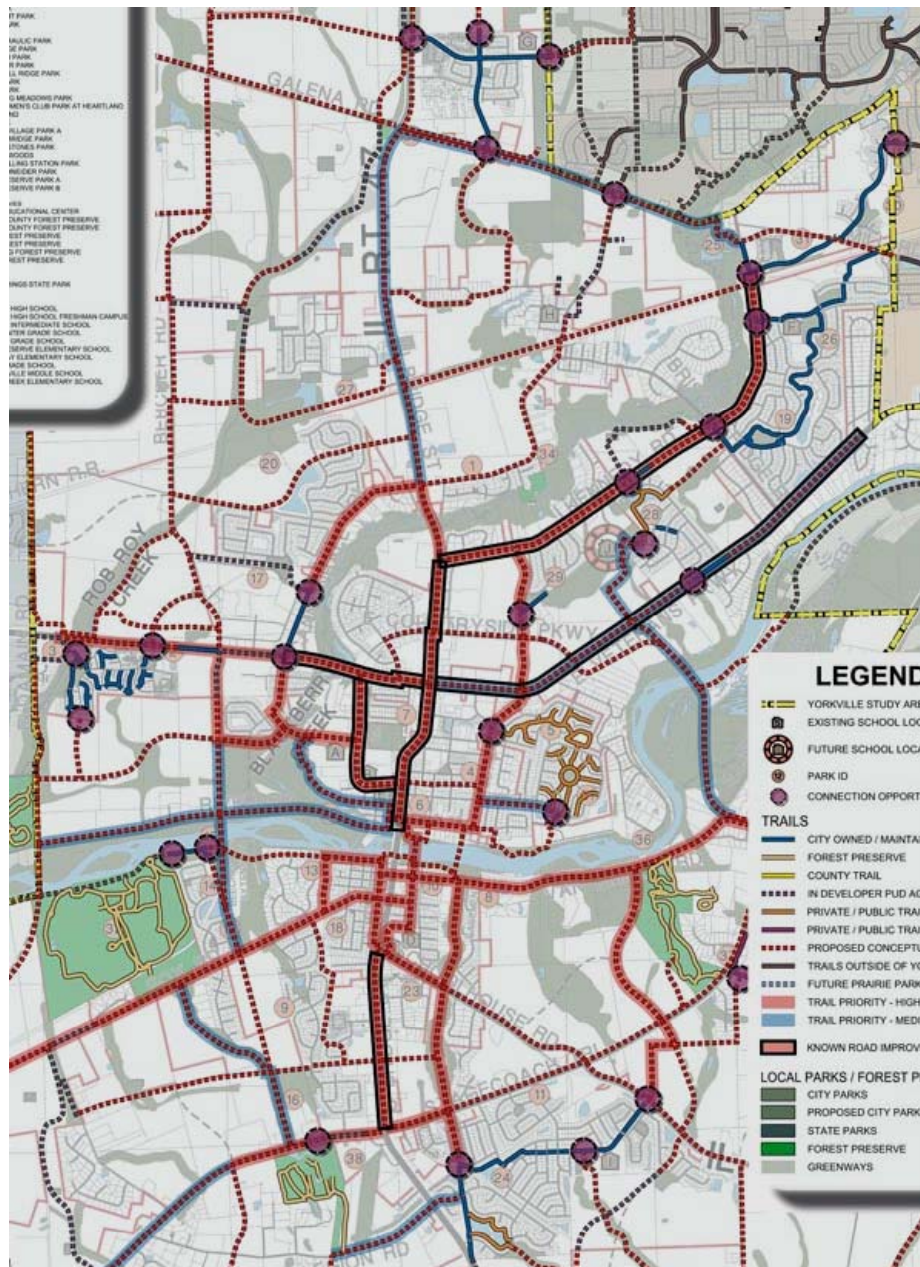
SHARED USE TRAIL MASTERPLAN

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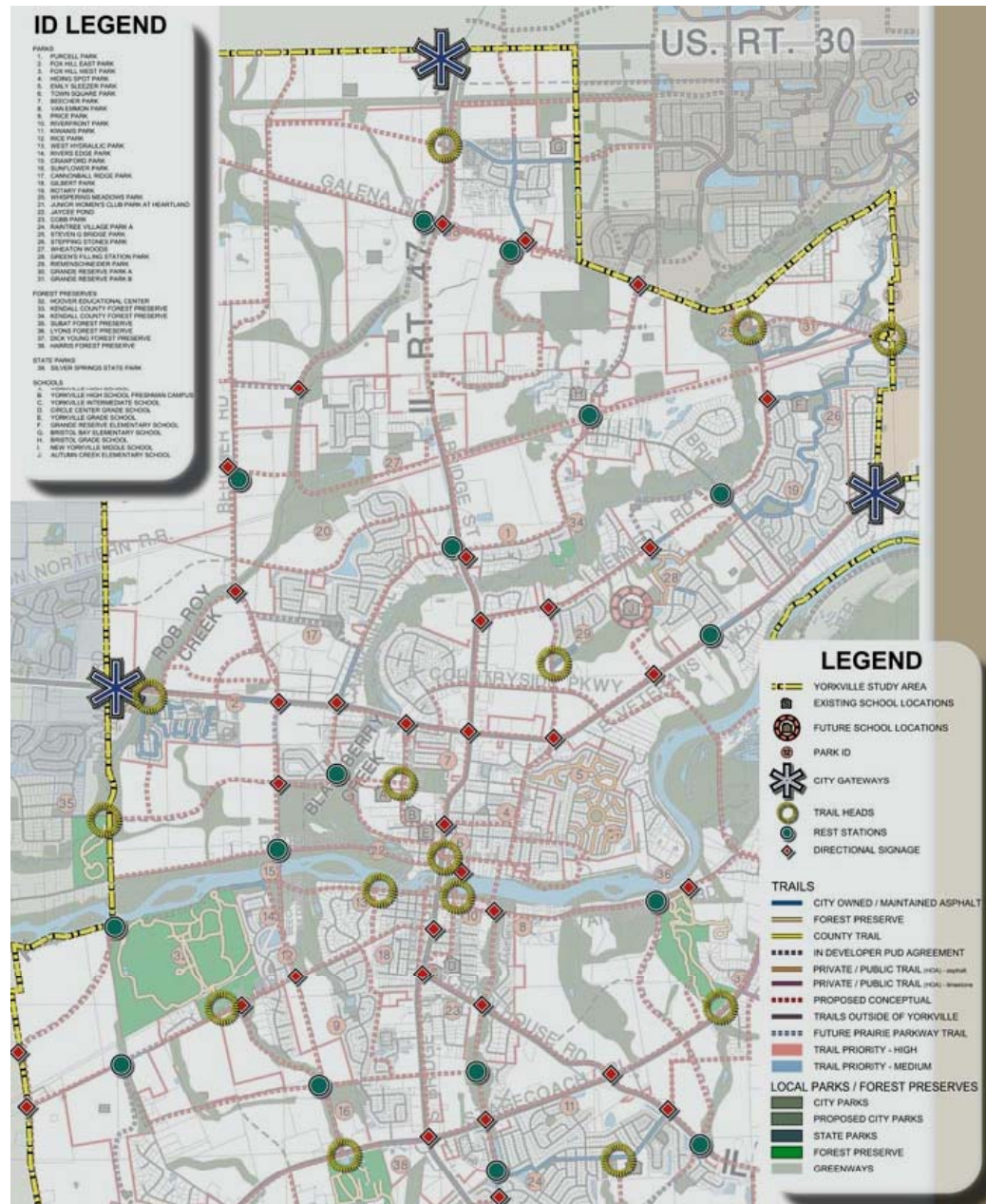
PRIORITY CORRIDORS

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WAYFINDING AND SIGNAGE



SHARED USE TRAIL MASTER PLAN

IMPLEMENTATION PLAN

MANY FACTORS WILL BE CONSIDERED TO IMPLEMENT THE TRAIL PLAN

- DESIGNATE BIKE ROUTE LOCATIONS
- DETERMINE PRIORITY
(HIGH, MEDIUM AND LOW)
- ON OR OFF STREET TRAIL LOCATIONS
- ESTIMATE COSTS
- EXPLORE FUNDING OPTIONS
- CREATE PHASING OF HIGH PRIORITY CORRIDORS



DOWNTOWN STREETSCAPE PLAN

The Downtown Streetscape Plan will build upon the Vision Plan already established in 2005



DOWNTOWN STREETSCAPE PLAN PURPOSE

The purpose of Yorkville's Downtown Streetscape Plan is to address issues in the core area of downtown through a Pedestrian Analysis Study and creation of Streetscape Design Standards.



**Hydraulic and Route 47
(existing condition)**



**Route 47 – Downtown
(existing condition)**



DOWNTOWN STREETScape PLAN

Bicycle and pedestrian safety improvements are needed in Downtown Yorkville and the surrounding area



Safe crossings should be implemented at important intersections or crossings



Pedestrian walkway and landscape areas should be provided



DOWNTOWN STREETSCAPE PLAN




Example street corner plaza

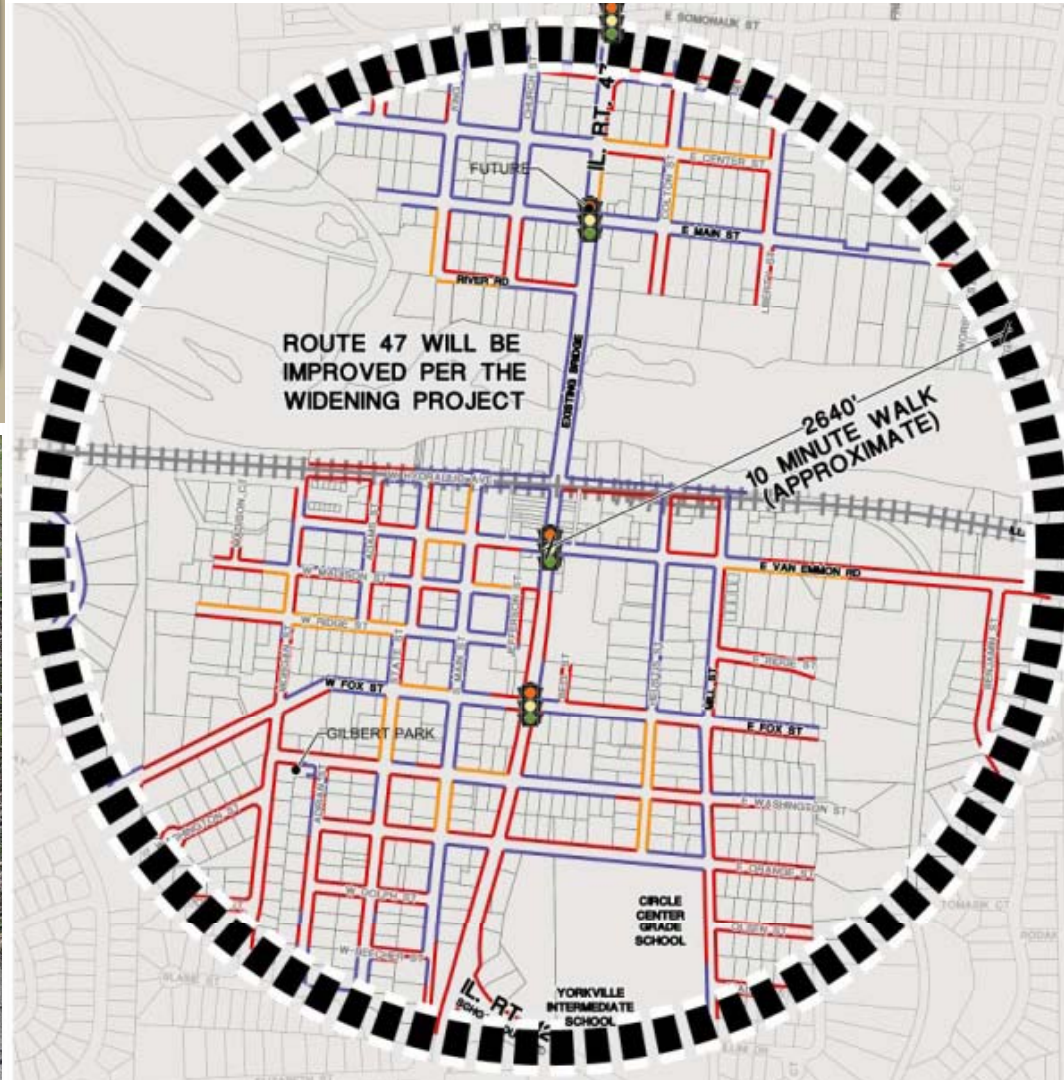


Example streetscape environment



LEGEND

- ROUTE 47 IMPROVEMENT CORRIDOR
 - PRIORITY CORRIDORS
 - PRIORITY SIDEWALK IMPROVEMENTS
 - PROPOSED TRAIL
 - STEEP SLOPES
 - 10 MINUTE WALK RADIUS (APPROXIMATE)
 - PROPERTY LINES
 -  RAILROAD CROSSING (FOR SIDEWALK TRAIL)
 - EXISTING SIDEWALKS - GOOD/FAIR 44,859 LF.*
 - EXISTING SIDEWALKS - POOR 8,521 LF.*
 - NO SIDEWALK 48,956 LF.*
- Good/Fair: New sidewalks or those in acceptable, safe, and travelable condition
Shown on a block by block basis
- Poor: Unsatisfactory sidewalks showing signs of damage due to cracking, deterioration, tree uprooting, etc.
Shown on a block by block basis (some small segments may be in good condition)
- Proposed: Recommended improvements where slope and existing conditions permit
- *All sidewalk linear footages are approximate
- **Route 47 will be improved per the widening project



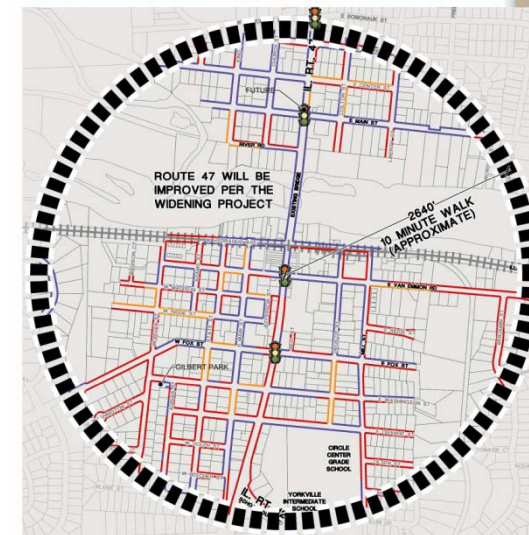
SIDEWALK INVENTORY



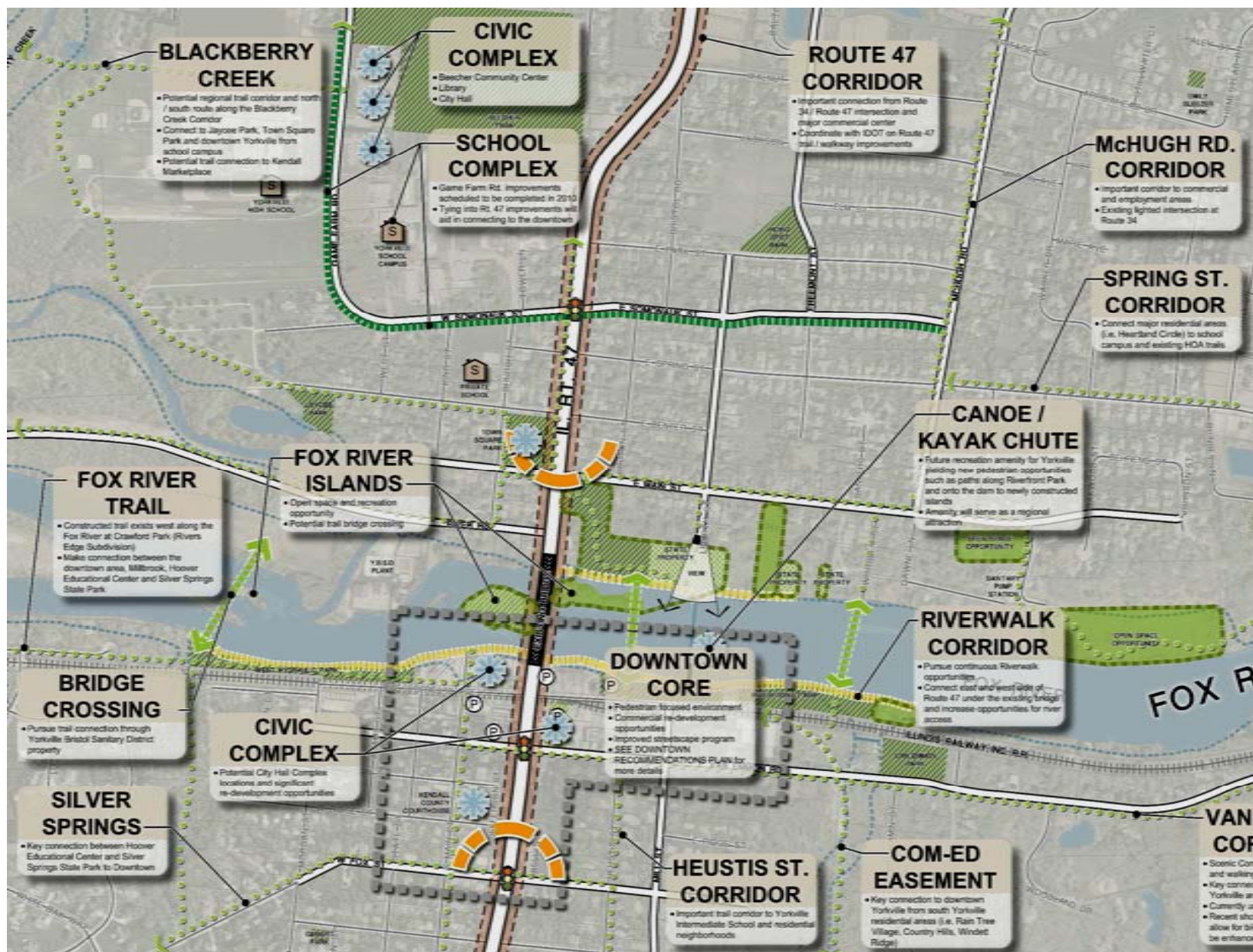
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INSET - DOWNTOWN AREA SIDEWALK INVENTORY

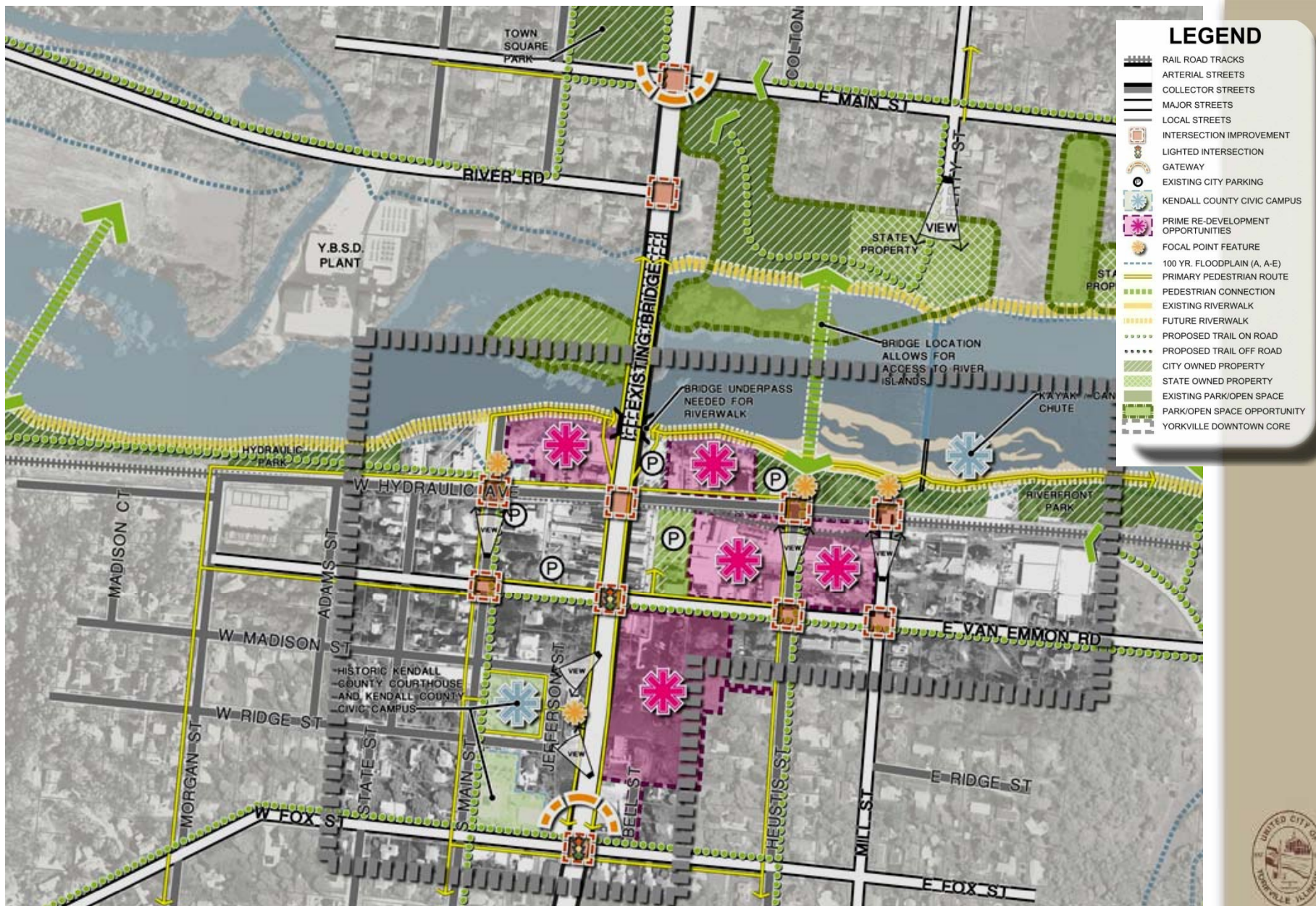


SIDEWALK INVENTORY



DOWNTOWN ANALYSIS





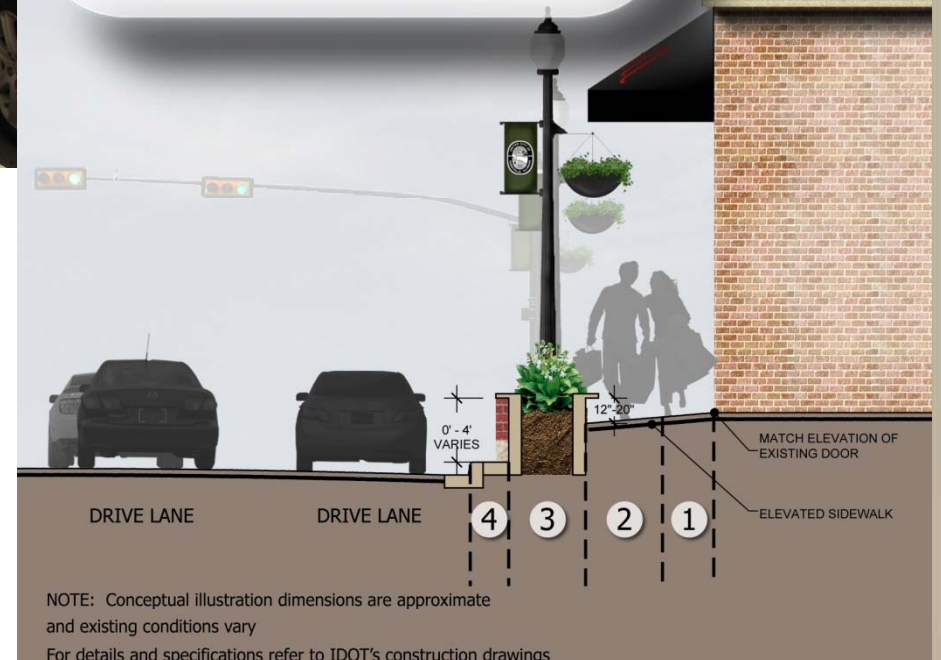
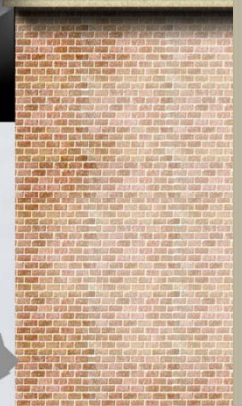
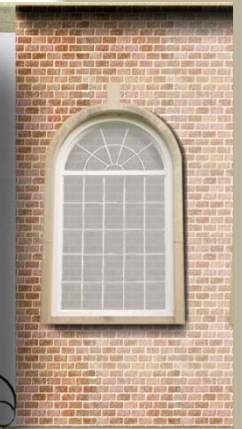
DOWNTOWN RECOMMENDATIONS





ROUTE 47 (WEST SIDE)

1. Frontage Zone 0' - 2'
2. Pedestrian Zone 3' Min.
3. Planting/Amenity Zone 2' - 4'-6"
4. Obstruction Free Zone 1'-6"

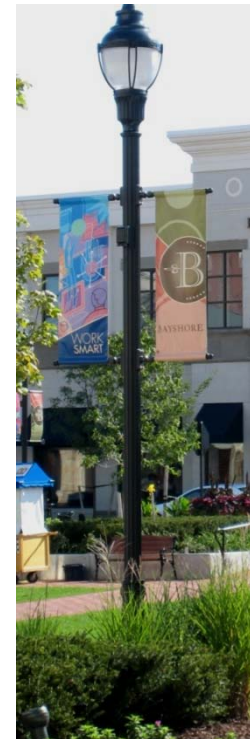
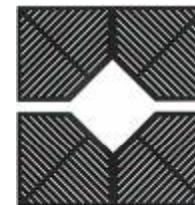




THEME AND IDENTITY

Establishing a strong theme to improve the aesthetic quality and overall “look” of Yorkville is important.

- Landscaping
- Paving and Hardscape
- Planters and Tree Grates
- Benches
- Trash Receptacles
- Signage and Wayfinding
- Posts and Bollards
- Lighting



YORKVILLE

IN THE EARLY 1830'S A WILD UNTOUCHED LANDSCAPE OF PRAIRIE GRASS AND WILDFLOWERS STRETCHED AS FAR AS THE EYE COULD SEE. WILDLIFE WAS ABUNDANT AND TRACES OF HUMAN PRESENCE SCARCE AS EARLY PIONEERS WERE JUST BEGINNING TO SETTLE THE AREA. NATURAL LIMESTONE OUTCROPPINGS LINED THE FOX RIVER VALLEY AND EARLY PIONEERS SKILLED IN MASONRY BEGAN TO IMPLEMENT THIS AS A BUILDING MATERIAL. BY 1836 RULIEF DURYEA HAD ESTABLISHED YORKVILLE NAMING IT AFTER HIS NATIVE STATE OF NEW YORK. OVER THE YEARS THE CITY BEGAN TO FLOURISH AND THE DOWNTOWN BECAME ALIVE WITH ACTIVITY; A PLACE WHERE PEOPLE CAME TO SHOP AND VISIT. IN 1845 THE COUNTY SEAT WAS MOVED TO OSWEGO BUT SHORTLY AFTER, IN 1862, IT WAS RETURNED TO YORKVILLE WITH THE REALIZATION THAT THIS WAS THE MORE SUITABLE LOCATION, CENTRAL TO THE ENTIRE COUNTY. THE KENDALL COUNTY COURTHOUSE WAS THEN BUILT IN 1864 MADE PREDOMINANTLY WITH NATIVE CLAY BRICKS FROM A LOCAL BRICKYARD. THE SCHOOL WAS LATER BUILT IN 1887. SIMILAR IN STYLE TO THE COURTHOUSE, THE SCHOOL WAS BUILT OUT OF BRICK AND NATIVE LIMESTONE.

TODAY, FROM THE HEART OF DOWNTOWN YORKVILLE AN ICONIC IMAGE STILL STANDS TALL ABOVE THE ROOFTOPS AND CITY BELOW. THE CUPOLA OF THE KENDALL COUNTY COURTHOUSE EXEMPLIFIES THE ITALIANATE ARCHITECTURE THAT ONCE DOMINATED THE UNITED STATES DURING THE MID TO LATE 1800'S. THE BRICK AND LIMESTONE FACADES AND ORNATELY DETAILED CORNICES AND BRACKETS ON BUILDINGS THROUGHOUT THE DOWNTOWN INCLUDING THE INGEMUNSON BUILDING AND MUELLNER BUILDING REVERBERATE THESE HISTORICAL ELEMENTS OF YORKVILLE'S PAST.

THE DOWNTOWN STREETScape PLAN (AS PART OF THE ITP) WILL ESTABLISH AN IDENTIFIABLE THEME FOR THE DOWNTOWN AREA, IMPROVING ITS AESTHETIC QUALITY WHILE PRESERVING THE CHARACTER AND HERITAGE OF THE CITY. ORNATE DETAILS OF STREETScape ELEMENTS WILL REFLECT THE UNIQUE HISTORICAL CHARACTER OF THE DOWNTOWN. OLD-FASHIONED ACORN LIGHTING WILL RESONATE A BYGONE PERIOD. THE WELCOMING ENTRANCES INTO THE CITY AND GATEWAYS TO THE DOWNTOWN WILL RESEMBLE THE ARCHITECTURE OF THESE ICONIC BUILDINGS FABRICATED OUT OF BRICK, LIMESTONE AND IRONWORK. AS EACH ELEMENT COMPLEMENTS ONE ANOTHER IT WILL STRENGTHEN THE COMMUNITY'S IDENTITY AND FURTHER CREATE A STRONG SENSE OF PLACE.



PARKVIEW CHRISTIAN



1930's

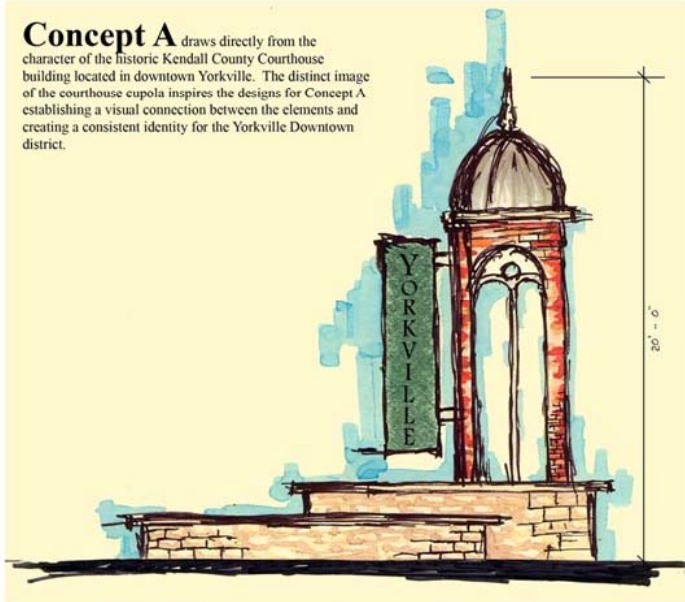


INGEMUNSON BUILDING



KENDALL COUNTY COURTHOUSE

Concept A draws directly from the character of the historic Kendall County Courthouse building located in downtown Yorkville. The distinct image of the courthouse cupola inspires the designs for Concept A establishing a visual connection between the elements and creating a consistent identity for the Yorkville Downtown district.



Concept A - Major Downtown Gateway Feature

Scale: Not to Scale



Concept A - Vehicular Directional Signage

Scale: Not to Scale



Concept A - Informational Kiosk

Scale: Not to Scale



Concept A - Key Focal Point Feature / Riverwalk Gateway

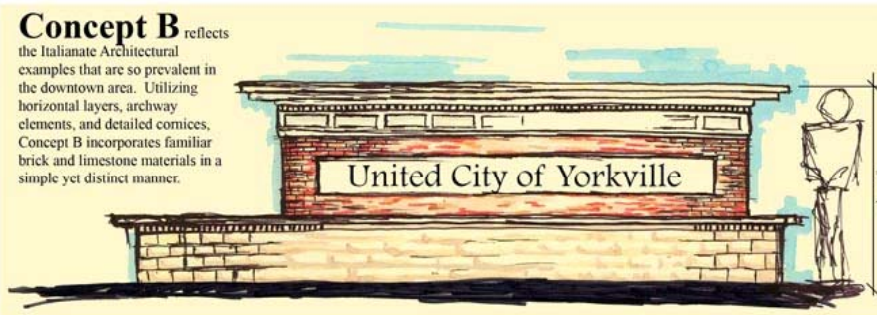
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THEME CONCEPT – CONCEPT A

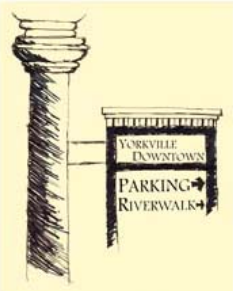
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Concept B reflects the Italianate Architectural examples that are so prevalent in the downtown area. Utilizing horizontal layers, archway elements, and detailed cornices, Concept B incorporates familiar brick and limestone materials in a simple yet distinct manner.



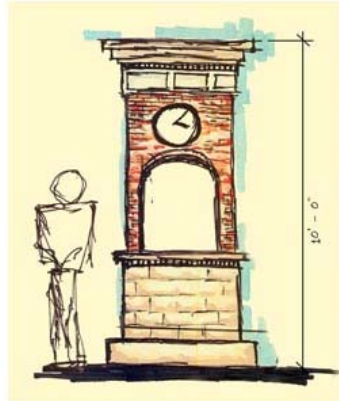
Concept B - Major Downtown Gateway Feature

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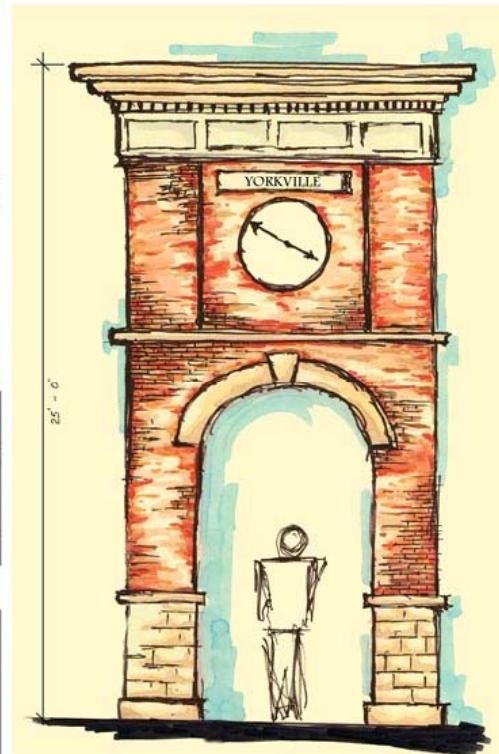
Concept B - Vehicular Directional Signage

Scale: Not to Scale



Concept B - Informational Kiosk

Scale: Not to Scale

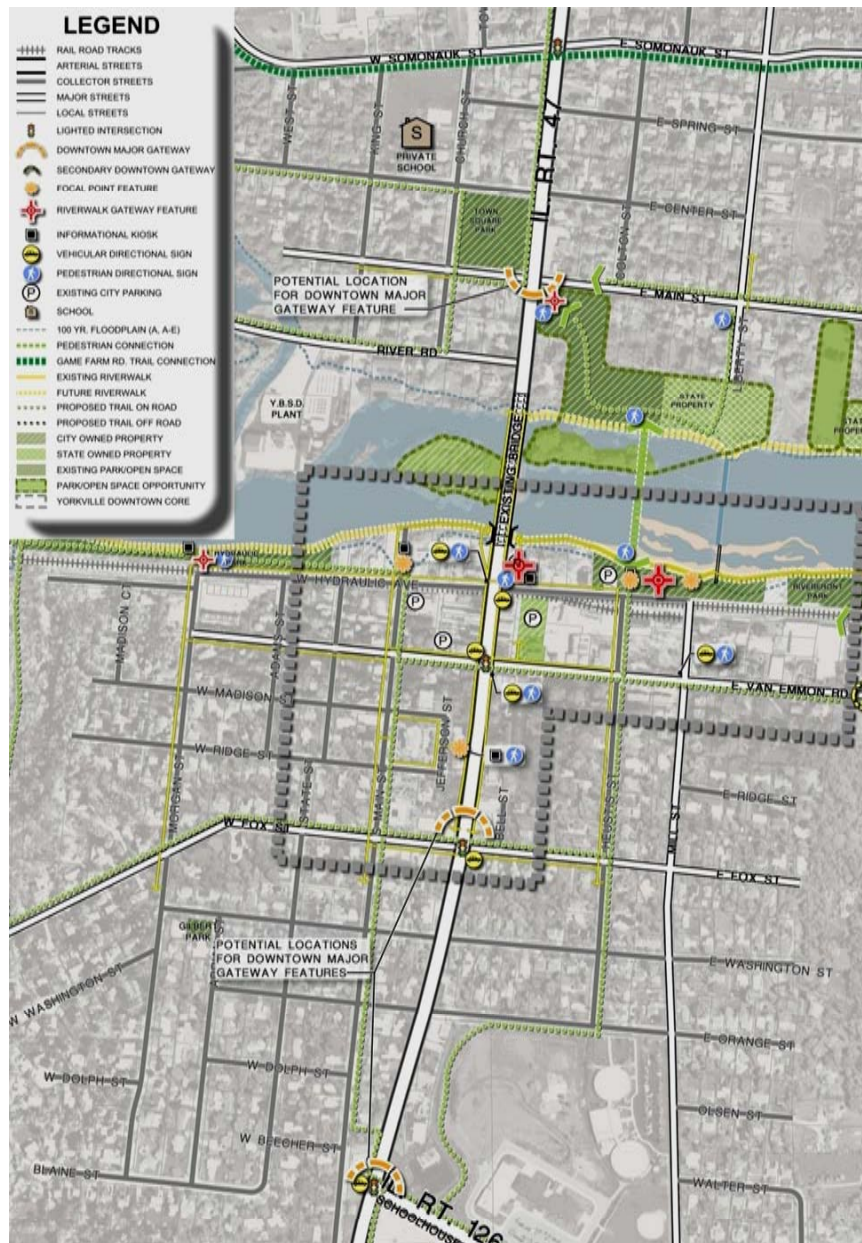


Concept B - Key Focal Point Feature / Riverwalk Gateway

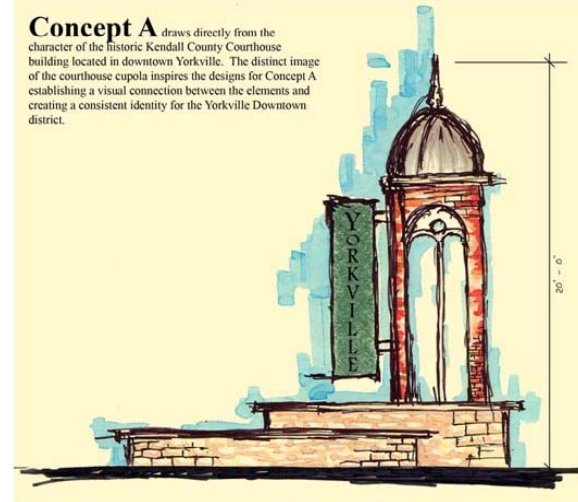
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THEME CONCEPT – CONCEPT B



Concept A draws directly from the character of the historic Kendall County Courthouse building located in downtown Yorkville. The distinct image of the courthouse cupola inspires the designs for Concept A establishing a visual connection between the elements and creating a consistent identity for the Yorkville Downtown district.



Concept A - Major Downtown Gateway Feature

Scale: Not to Scale



Concept A - Vehicular Directional Signage

Scale: Not to Scale



Concept A - Informational Kiosk

Scale: Not to Scale

WAYFINDING AND SIGNAGE



DOWNTOWN STREETSCAPE PLAN

IMPLEMENTATION PLAN

The following factors will be studied to implement the downtown streetscape plan

- PEDESTRIAN ANALYSIS – KEY CORRIDORS AND CONNECTIONS
- PRIMARY ACTIVITY ZONES
- CROSSWALK TREATMENTS
- STREET SECTIONS
- WALKWAY WIDTHS AND MATERIALS
- THEME / IDENTITY



THANK YOU!



SEC Group, Inc.

Engineering • Surveying • Planning • Landscape Architecture



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