

CHAPTER 6 - PLAN OF IMPLEMENTATION

The most important part of the ITP study is the implementation. This document explains several critical elements for the long-term development, financing, and implementation of this project. It outlines the priority corridors and associated action items and estimated costs. Potential funding opportunities are provided, and a suggested monitoring method is recommended. The plan also appeals to partners and the public (citizen-based groups) to provide oversight and to be actively involved in implementing the plan. Residents, local government, the school district, law enforcement, local businesses, developers, and other agencies will need to work together to accomplish the overall vision and goals. Successful implementation will require a conscientious effort over many years. Following approval of the plan, implementation steps and action items could be followed in order to ensure this plan comes to fruition.

ITP Approval and Implementation Steps/Action Items

Implementation Team

Appoint or accept volunteers to create an implementation team that will meet regularly and track progress and effectiveness.

On-going Communication and Education

Promote constant cooperation and communication between all interested parties during and after completion of this study. Provide a copy of the final plan to all surrounding municipalities, as well as to property owners and key stakeholders within the study area.

Intergovernmental Coordination and/or Agreements

Pursue and approve intergovernmental coordination and/or agreements between the City of Yorkville and surrounding municipalities, including Kendall County. Focus on connecting trails between the entities and partnering in regards to construction or completion of important regional trails.

Modify Key Documents

The ITP recommends the City continues to review and modify key documents, as needed, such as Section 8 "Pathways and Trail Standards," Comprehensive Land Use Plan, Subdivision Regulations, and Zoning Ordinances.

Specific implementation ideas for the Shared Use Trail Plan and Downtown Streetscape Plan are outlined in this section of the report:

6.1 SHARED USE TRAIL IMPLEMENTATION

6.1.1 IMPLEMENTATION AND STRATEGY PLAN

The ITP recommends an Implementation and Strategy Plan, with specific steps and action items for the Shared Use Trail Plan. More importantly, continued communication and involvement by multiple individuals, organizations and agencies is critical to the success of this project. The stakeholders in the immediate region will need to work closely together to take this ITP study from paper to reality.

A goal of the ITP Plan is to use the approved Shared Use Trail Plan to determine appropriate phasing of projects, in order to be most effective and efficient with the funding allocated to this effort. A consensus regarding final trail locations and priority areas was reached. Overall, the plan identifies routes of high priority and medium priority.

ITP Recommendation # 16: Implement the Trail Master Plan and Focus on Identified High Priority Corridors

A priority list of trail projects (high, medium, and low) has been created (see Exhibit 'K'-Shared Use Trail Master Plan – Priority Corridors). Priority routes indicated on the plan only specifically identify high and medium priority routes. The remaining routes shown on the plans not specifically assigned a high or medium priority are of low priority. The following factors dictated and guided decisions when assigning trail priority;

- Potential connections linking to constructed trail segments (see connection opportunity locations as shown on Exhibit 'K' - Priority Corridors)
- Responsive to community input and needs
- Direct routes and connections to key destinations (shopping areas, schools, and residential areas)
- Potential funding and feasibility
- Safety factors
- Potential user volumes
- Equal geographic distribution to residents in the study area (loop system north and south of the Fox River)
- Land availability and easements that may be needed
- Potential connections with other municipalities and regional trail systems
- Pleasant environmental riding surroundings for various levels of riders
- Minimal or environmentally sensitive crossings of natural features (i.e. Fox River, Blackberry Creek, existing drainage ways)

Some segments in currently undeveloped sections of the study area are likely to be constructed as residential and commercial developments occur, as part of the improvements for that project, thus, the timing will be dictated by the location of development activity. Therefore, it is difficult to prioritize and predict the timing of these segments, as it depends on many factors, such as progress and location of development activity.

List of High Priority Corridors

1. IL Route 47 (Cannonball Trail to IL Route 71 - Excludes Section from IL Route 126 to Somonauk Street)
2. Kennedy Road (IL Route 47 to Mill Road)
3. Cannonball Trail (IL Route 47 to US Route 34)
4. Cannonball Trail (US Route 34 to Carly Circle-Blackberry Woods Development - Option A)
5. Beecher Road (US Route 34 to the South Side of Blackberry Woods Development - Option B; Part 1. North-South Leg)
Blackberry Woods Trail (Along Southern Edge of Development - Option B; Part 2. East-West Leg)
6. Route 34 (Center Parkway to Eldamain Road)
7. Blackberry Creek Trail and Bridge (Blackberry Woods Development to Game Farm Road)
8. Game Farm Road/Somonauk Street (US Route 34 to IL Route 47)
9. Somonauk Street (IL Route 47 to McHugh Road)
10. East Main Street (IL Route 47 to McHugh Road)
11. Fox River Trail Crossing and Bridge (Hydraulic Avenue to East Main Street - New Trail and Bridge East of IL Route 47 Existing Bridge)
12. Riverwalk (South Main Street to Riverfront Park)
13. Van Emmon (Downtown to IL Route 71)
14. South Main Street (Elizabeth Street to Hydraulic Avenue)
15. Heustis Street (Orange Street to Riverfront Park)
16. Fox Road (IL Route 47 to Highpoint Road)
17. Route 126 (IL Route 47 to ComEd Trail)
18. ComEd Trail (Van Emmon to Windett Ridge Subdivision)
19. Route 71 (ComEd Trail to Kendall County Fairgrounds - Highpoint Road)
20. Trail Parallel to Dick Young and Lyons Forest Preserves
21. McHugh Road (South of Route 34 Only)



1 - IL Route 47 (Cannonball Trail to IL Route 71 - Excludes Section from IL Route 126 to Somonauk Street)

Trail Type: Asphalt - Separated from Road

Approximate Length: 9,756' (north - Cannonball Trail to Somonauk St.) and 5,622' (south - IL. Rt. 126 to IL. Rt. 71)

Approximate Construction Cost: \$909,000*

***Costs assigned to this route are per the application that has been submitted to CMAQ for grant funding.**

Step	Action	Party Responsible	Estimated Timeline	Done
1	Include trail in engineering documents for IL Route 47 Improvements (Kennedy Road –IL Route 71)	IDOT	0-2 years Currently in Phase II	Yes
2	Secure road construction funding (Kennedy Road –IL Route 71)	IDOT		Yes
3	Apply for grant funding for trail • Applied for 2009 CMAQ funding (Kennedy Road – IL Route 71)	City of Yorkville **	CMAQ grants awarded in November, 2009	Yes
4	Preparation of engineering documents Include trail in engineering documents for IL Route 47 Improvements (north of Kennedy Road)	IDOT	Occurring in 2009 for area north of Kennedy to Route 30 Phase I Engineering	No
5	Secure road construction funding (north of Kennedy Road)	IDOT		No
6	Apply for grant funding for trail	City of Yorkville **	After Phase II documents are in progress	No
7	Trail construction	IDOT ***	2-3 years	No

***This is a cost sharing effort where IDOT pays for 50% of the construction costs and the City pays for the remaining 50%. The City will be pursuing a grant for their portion.*

****City to share in cost of trail construction as required by IDOT.*

2 - Kennedy Road (IL Route 47 to Mill Road)

Trail Type: Asphalt - Separated from Road

Approximate Length: 15,102' (does not include stretch from Mill to Galena)

Approximate Construction Cost: \$1,101,660*

***Costs assigned to this route are per the application that has been submitted to CMAQ for grant funding.**

Step	Action	Party Responsible	Estimated Timeline	Done
1	Acquire trail easements across two private properties	City of Yorkville	2010, minimum of 1 year to secure-In Progress	No
2	Secure ROW for trail along Grand Reserve development	City of Yorkville	In progress	No
3	Apply for grant funding for trail • Applied for 2010 CMAQ funding	City of Yorkville		Yes
4	Preparation of engineering plans and construction documents	City of Yorkville	Phase I complete	No
5	Trail construction as part of Kennedy Road improvements	City of Yorkville & Local Developers	Kennedy Road Improvements along Grande Reserve triggered by building permit issuance**	No
6	Potential for IDNR Recreation Trails Grant Funding (if CMAQ is not received)	City of Yorkville	Need to secure easements across all properties, then can apply to continue Blackberry Creek Trail south to IL Route 47	No

*** Kennedy Road from Bristol Ridge north to railroad crossing: within 1 year of issuance of 500 building permits within neighborhoods 6-16 or sooner, if funds are available. Mill Road & Kennedy Road north of railroad crossing: within 1 year of issuance of 500 building permits within neighborhoods 1-5 or sooner, if funds are available.*

3 - Cannonball Trail (IL Route 47 to US Route 34)

Trail Type: Asphalt - Separated from Road

Approximate Length: 5,161'

Approximate Construction Cost: \$180,635 (does not include purchase of right-of-way, easements or other special field conditions that may exist-see cost assumptions at end of this section)

Step	Action	Party Responsible	Estimated Timeline	Done
1	Determine trail easements necessary for construction in ROW along Cannonball Trail	City of Yorkville		No
2	Acquire trail easements across private properties	City of Yorkville		No
3	Secure additional ROW in areas necessary	City of Yorkville		No
4	Preparation of engineering plans and construction documents	City of Yorkville		Yes
5	Secure funding for trail installation	City of Yorkville	May not be possible to get grant on this section	No
6	Trail construction	City of Yorkville		No

4 - Cannonball Trail (US Route 34 to Carly Circle-Blackberry Woods Development - Option A)

Note: Two options exist (A and B) in this area as alternative routes from US Route 34 to a potential Blackberry Creek crossing. Both routes are considered viable and either route is an acceptable option.

Trail Type: On Road Bike Lane and/or Signed Route

Approximate Length: 2,434'

Approximate Construction Cost: \$7,302 (does not include purchase of right-of-way, easements or other special field conditions that may exist-see cost assumptions at end of this section)

Step	Action	Party Responsible	Estimated Timeline	Done
1	Determine feasibility of line striping or sidewalk replacement for recommended bike lane from Route 34 south to Carly Circle (can be on road bike lane or can choose to replace sidewalk with trail, when sidewalk replacement is necessary)	City of Yorkville		No
2	Stripe bike lane or replace existing sidewalk with trail	City of Yorkville		No



5 - Beecher Road (US Route 34 to the South Side of Blackberry Woods Development - Option B; Part 1. North - South Leg)

Note: Two options exist (A and B) in this area as alternative routes from US Route 34 to a potential Blackberry Creek crossing. Both routes are considered viable and either route is an acceptable option.

Trail Type: Asphalt - Separated from Road

Approximate Length: 2,773'

Approximate Construction Cost: \$97,055 (does not include purchase of right-of-way, easements or other special field conditions that may exist-see cost assumptions at end of this section)

Step	Action	Party Responsible	Estimated Timeline	Done
1	Trail constructed along Rush Copley frontage	Rush Copley Developer	Installed 2008	Yes
2	Road extension to be constructed south from Rush Copley site	Local Developer		No
3	Trail constructed as part of road improvement	Local Developer		No
4	Consider a "temporary" trail constructed in advance of road improvements.	City of Yorkville		No
5	If "temporary" trail preferred, annex property (consider annexing just property necessary for trail)*	City of Yorkville & Property Owner		No
6	Lease agreement for property in order for City to apply for grant funding	City of Yorkville & Property Owner		No
7	Preparation of engineering plans and construction documents	City of Yorkville		No
8	City to apply for funding	City of Yorkville		No
9	Trail construction	City of Yorkville		No

* Not required, but suggested if City to lease

5 - Blackberry Woods Trail (Along Southern Edge of Development - Option B; Part 2. East-West Leg)

Note: Two options exist (A and B) in this area as alternative routes from Route 34 to a potential Blackberry Creek crossing. Both routes are considered viable and either route is an acceptable option.

Trail Type: Asphalt - Separated from Road

Approximate Length: 2,253'

Approximate Construction Cost: \$78,855 (does not include purchase of right of way, easements or other special field conditions that may exist-see cost assumptions at end of this section)

Step	Action	Party Responsible	Estimated Timeline	Done
1	Secure trail easement	City of Yorkville		No
2	Annexation of property may be necessary (consider annexing just property necessary for trail)*	City of Yorkville		No
3	Lease agreement for property in order for City to apply for grant funding	PNA Camp City of Yorkville		No
4	Preparation of engineering plans and construction documents	City of Yorkville		No
5	City to apply for funding	City of Yorkville		No
6	Trail construction	City of Yorkville		No

* Not required, but suggested if City to lease

6 - US Route 34 (Center Parkway to Eldamain Road)

Trail Type: Asphalt - Separated from Road

Approximate Length: 10,806'

Approximate Construction Cost: \$970,975*

***Costs assigned to this route are per the application that has been submitted to CMAQ for grant funding.**

Step	Action	Party Responsible	Estimated Timeline	Done
1	Trail constructed along Rush Copley frontage	Rush Copley Developer	2008	Yes
2	US Route 34 Improvements from IL Route 47 to Center Parkway included in Route 47 Project. Trail will be included in engineering plans	IDOT	Currently in Phase II engineering	In Progress
3	US Route 34 Improvements from Center Parkway to Cannonball Trail. Trail included in engineering plans	IDOT	Phase I engineering	Yes
4	Route 34 Improvements from Cannonball Trail to Eldamain Road. Trail included in engineering plans	City of Yorkville & Local Developers	Phase I engineering	In Progress
5	Apply for grant funding for trail <ul style="list-style-type: none"> Apply for 2010 CMAQ funding (Center Parkway to Eldamain Road) 	City of Yorkville	CMAQ grants awarded in November, 2009	Yes
6	Trail construction	IDOT, City of Yorkville & Local Developers	City to share in cost of trail construction as required by IDOT	No



7 - Blackberry Creek Trail and Bridge (Blackberry Woods Development to Game Farm Road)

Trail Type: Asphalt - Separated from Road

Approximate Length: 1,784'

Approximate Construction Cost: \$62,440 (does not include purchase of right-of-way, easements or other special field conditions that may exist-see cost assumptions at end of this section)

Approximate Blackberry Creek Bridge Construction Cost: \$1,126,000 (560 lineal feet)

Approximate Limestone Loop System Construction Cost: \$606,700

Step	Action	Party Responsible	Estimated Timeline	Done
1	Annex property (woods along Blackberry Creek) *	School District #115 City of Yorkville		No
2	Lease Agreement for property, in order for City to apply for grant funding **	School District #115 City of Yorkville		No
3	Cost Estimate	City of Yorkville		No
4	Apply for grant funding for trail/bridge including engineering, EA/EIS, and Phase I/II engineering, and construction	City of Yorkville	Phase I engineering can be included in grant funding application, but this will also determine feasibility of project and can include the EA/EIS as well.	No
5	Environmental assessment, potentially then an environmental impact statement		Assessment will determine if a full statement is required by the National Environmental Policy Act. EA - 6 months to EIS - 2 years	No
6	Preparation of engineering plans and construction documents	City of Yorkville		No
7	Trail/bridge construction	City of Yorkville		No

* Not required, but suggested if City to lease

** School can only apply for Safe Routes to School Grant for trail/sidewalk development. Lease Agreement allows City to apply for grant funding from other programs.

8 - Game Farm Road/Somonauk Street (Route 34 to Route 47)

Trail Type: Asphalt - Separated from Road

Approximate Length: 4,784'

Approximate Construction Cost: \$738,485 (Cost derived from Estimate of Cost for Game Farm Improvements).

Step	Action	Party Responsible	Estimated Timeline	Done
1	Complete Game Farm Road/Somonauk Street Engineering Plans and construction documents, as trail is included	City of Yorkville & KKCOM	End of 2009	No
2	Grant funding has been applied for this project, trail construction not subject to funding. <ul style="list-style-type: none"> Applied for 2009 CMAQ funding 	City of Yorkville	CMAQ grants awarded in November, 2009	Yes
3	Road and trail construction	City of Yorkville & KKCOM	2010	No

9 - Somonauk Street (IL Route 47 to McHugh Road)

Trail Type: Signed Route Only

Approximate Length: 2,397'

Approximate Construction Cost: \$7,190 (does not include purchase of right-of-way, easements or other special field conditions that may exist-see cost assumptions at end of this section)

Step	Action	Party Responsible	Estimated Timeline	Done
1	On road bike lane (sidewalk exists on both sides of road), determine feasibility of line striping or just bike route signs	City of Yorkville		No
2	Stripe bike lane and/or place bike route signs	City of Yorkville		No

10 - East Main Street (IL Route 47 to McHugh Road)

Trail Type: On Road Bike Lane and/or Signed Route

Approximate Length: 2,254'

Approximate Construction Cost: \$6,762 (does not include purchase of right-of-way, easements or other special field conditions that may exist-see cost assumptions at end of this section)

Step	Action	Party Responsible	Estimated Timeline	Done
1	On road bike lane (sidewalk exists on both sides of road), determine feasibility of line striping or just bike route signs	City of Yorkville		No
2	Stripe bike lane and/or place bike route signs	City of Yorkville		No



11 - Fox River Trail Crossing and Bridge (Hydraulic Avenue to East Main Street - New Trail and Bridge East of IL Route 47 Existing Bridge)

Trail Type: Asphalt - Separated from Road

Approximate Length: 1,000'

Approximate Construction Cost: \$35,000 (does not include purchase of right-of-way, easements or other special field conditions that may exist-see cost assumptions at end of this section)

Approximate Fox River Bridge Construction Cost: \$1,575,000 (750 Lineal Feet)

Step	Action	Party Responsible	Estimated Timeline	Done
1	Conduct a preliminary feasibility study of the Fox River Bridge crossing (east of IL Route 47) to determine permits needed, potential location(s) of bridge, estimated costs, identify needs, potential environmental impacts, funding sources and identify the process required for approval and construction of the bridge	City of Yorkville	6 months	No
2	Phase I Engineering Study including geometry and environmental screenings	City of Yorkville	18 months	No
3	Upon completion of above steps and once the final location of the bridge is determined, pursue easements, lease or land purchase if needed	City of Yorkville		No
4	Apply for grant funding for trail/bridge	City of Yorkville		No
5	Final Cost Estimate	City of Yorkville		No
6	Preparation of final engineering plans and construction documents	City of Yorkville		No
7	Trail/Bridge Construction	City of Yorkville		No

12 - Riverwalk (South Main Street to Riverfront Park)

Trail Type: Riverwalk - Surface TBD

Approximate Length: 1,225'

Approximate Construction Cost: (cost not provided - needs to be studied in more detail and multiple variables exist)

Step	Action	Party Responsible	Estimated Timeline	Done
1	Cost Estimate - for acquisition or for construction	City of Yorkville	6 months	No
2	Acquire trail easements across private properties	City of Yorkville & Property Owners	1-2 Years	No
3	Apply for grant funding for riverwalk	City of Yorkville	6 months	No
4	Environmental assessment – required for Phase I engineering	City of Yorkville & IDNR	1 year	No
5	Preparation of engineering plans and construction documents	City of Yorkville	1-2 years	No
6	Trail construction	City of Yorkville	1-2 years	No

13 - Van Emmon (Downtown to IL Route 71)

Trail Type: On Road Bike Lane or Wider Shoulder

Approximate Length: 8,043'

Approximate Construction Cost: \$24,129 for marking and signage only (does not include purchase of right-of-way, easements, wider shoulder, or other special field conditions that may exist-see cost assumptions at end of this section)

Step	Action	Party Responsible	Estimated Timeline	Done
1	Coordinate efforts between City and Kendall County Highway Department, as road is under both jurisdictions	City of Yorkville K.C. Highway Dept.		No
2	On road bike lane (or wider shoulder)* Determine feasibility of line striping or just bike route signs** A two (2') foot wide trail shoulder currently exists	City of Yorkville K.C. Highway Dept.		No
3	Stripe bike lane and/or place bike route or share the road signs	City of Yorkville K.C. Highway Dept.		No

* A wider shoulder is recommended on Van Emmon from IL Route 71 to Heustis St.

**Van Emmon, from Heustis St. to S. Main St. will require further study to determine the feasibility of an On Road Bike Lane. The City should also consider a potential bike ordinance pertaining to bike use throughout the Downtown area.

#14-South Main Street (Elizabeth Street to Hydraulic Avenue)

Trail Type: On Road Bike Lane and/or Signed Route

Approximate Length: 2,923'

Approximate Construction Cost: \$8,769 (Cost estimate does not reflect, but improvements may require, purchase of right-of-way, easements or other special field conditions that may exist-see cost assumptions at end of this section)

Step	Action	Party Responsible	Estimated Timeline	Done
1	On road bike lane (sidewalk exists on both sides of road in majority of the corridor), determine feasibility of line striping or just bike route signs	City of Yorkville		No
2	Determine if ICC approval is necessary for bike lane striping as within street right-of-way	City of Yorkville & ICC		No
3	Stripe bike lane and/or place bike route signs	City of Yorkville		No



15 - Heustis Street (Orange Street to Riverfront Park)

Trail Type: On Road Bike Lane and/or Signed Route

Approximate Length: 3,496'

Approximate Construction Cost: \$10,488 (does not include purchase of right-of-way, easements or other special field conditions that may exist-see cost assumptions at end of this section)

Step	Action	Party Responsible	Estimated Timeline	Done
1	On road bike lane (sidewalk exists on both sides of road) Determine feasibility of line striping or just bike route signs	City of Yorkville		No
2	Determine if ICC approval is necessary for bike lane striping as within street right-of-way	City of Yorkville & ICC		No
3	Stripe bike lane and/or place bike route signs	City of Yorkville		No

16 - Fox Road (IL Route 47 to Highpoint Road)

Trail Type:

On Road Bike Lane or Wider Shoulder (initially short term)

Off Road Trail (long term)

Approximate Length: 15,290'

Approximate Construction Cost: \$45,870 for marking and signage only (does not include purchase of right-of-way, easements, wider shoulder, or other special field conditions that may exist-see cost assumptions at end of this section)

Step	Action	Party Responsible	Estimated Timeline	Done
1	Coordinate efforts between City and Kendall County Highway Department, as road is under both jurisdictions	City of Yorkville K.C. Highway Dept.		No
2	Determine feasibility of line striping, bike route signs, or share the road signs.	City of Yorkville K.C. Highway Dept.		No
3.	A detached off-road trail is desired ultimately. Pursue grant and funding options.	City of Yorkville K.C. Highway Dept.		

*May be separated path west of Hoover and a bike lane east of Hoover to IL Route 47

** Sidewalk existing on both sides of street (majority) from Route 47 to Morgan Street

17 - IL Route 126 (IL Route 47 to ComEd Trail)

Trail Type: Asphalt - Separated from Road

Approximate Length: 2,332'

Approximate Construction Cost: \$81,620 (does not include purchase of right-of-way, easements or other special field conditions that may exist-see cost assumptions at end of this section)

Step	Action	Party Responsible	Estimated Timeline	Done
1	Portion of IL Route 126 trail (from IL Route 47 to School District Property) included trail in engineering documents for IL Route 47 Improvements (Kennedy Road –Route 71)	IDOT		Yes
2	Secure road construction funding	IDOT		Yes
3	Apply for grant funding for trail Applied for 2009 CMAQ funding (for IL Route 47 trail)	City of Yorkville	CMAQ grants awarded in November, 2009	Yes
4	Trail Construction	IDOT		No
5	Verify desired trail can be accommodated in ROW along IL Route 126	City of Yorkville		No
6	If not, acquire trail easements	City of Yorkville and property owners		No
7	Secure additional ROW in areas, if necessary	City of Yorkville		No
8	Secure funding for trail installation (from School District property to ComEd Trail)	City of Yorkville		No
9	Preparation of engineering plans and construction documents (from School District property to ComEd Trail)	City of Yorkville		No
10	Trail construction	City of Yorkville		No



18 - ComEd Trail (Van Emmon to Windett Ridge Subdivision)

Trail Type: Asphalt - Separated from Road

Approximate Length: 8,963'

Approximate Construction Cost: \$1,600,000* in 2007 dollars

***Costs assigned to this route are per the application that has been submitted to CMAQ for grant funding.**

Step	Action	Party Responsible	Estimated Timeline	Done
1	Complete preliminary engineering documents for IDOT and ComEd to review	City of Yorkville		Yes
2	Obtain permission from IDOT for trail crossing at Route 126 and Route 71	City of Yorkville IDOT		Yes
3	Acquire easement from Raintree Village Homeowners Association and YBSD for trail around ComEd substation	City of Yorkville Raintree Village HOA YBSD		Yes
4	Lease agreement with ComEd to construct trail	City of Yorkville ComEd		Yes
5a	Apply for grant funding for trail Applied for 2007 ITEP Grant	City of Yorkville	Awaiting award notice for ITEP	No
5b	If grant is not awarded to Yorkville pursue the next grant cycle and work to secure funding			No
6	Preparation of final engineering documents and construction documents	City of Yorkville	Phase I complete	No
7	Trail construction	City of Yorkville		No

19 - Route 71 (ComEd Trail to Kendall County Fairgrounds - Highpoint Road)

Trail Type: Asphalt - Separated from Road

Approximate Length: 6,857'

Approximate Construction Cost: \$239,995 (does not include purchase of right-of-way, easements or other special field conditions that may exist-see cost assumptions at end of this section)

Step	Action	Party Responsible	Estimated Timeline	Done
1	Preparation of engineering documents. Include trail in engineering documents for IL Route 71 Improvements	IDOT		No
2	Secure road construction funding	IDOT		No
3	Apply for grant funding for trail	City of Yorkville		No
4	Trail construction	IDOT		No

20 - Trail Parallel to Dick Young and Lyons Forest Preserves

Trail Type: Asphalt - Separated from Road

Approximate Length: 9,023'

Approximate Construction Cost: \$315,805 (does not include purchase of right-of-way, easements or other special field conditions that may exist-see cost assumptions at end of this section)

Step	Action	Party Responsible	Estimated Timeline	Done
1	Begin discussion with Kendall County Forest Preserve Board about trail connections to (and potentially through) forest preserve property	City of Yorkville & K.C. Forest Preserve		No
2	Determine ownership and maintenance structure for trail along western edge of forest preserves	City of Yorkville & K.C. Forest Preserve		No
3	Joint grant funding application for trail construction	City of Yorkville & K.C. Forest Preserve		No
4	Preparation of engineering plans and construction documents	City of Yorkville & K.C. Forest Preserve		No
5	Trail Construction	City of Yorkville & K.C. Forest Preserve		No
6	If City is unable to use Forest Preserve property, consider securing trail easements from property owners immediately west of Forest Preserve (Option A)	City of Yorkville		No
7	Apply for funding for trail construction	City of Yorkville		No
8	Preparation of engineering plans and construction documents	City of Yorkville		No
9	Trail Construction	City of Yorkville		No
10	If City is unable to secure trail easements, await potential Penman Road extension and/or development plan (Option B)	City of Yorkville & Local Developer(s)		No
11	Include trail in engineering and construction documents for road extension	City of Yorkville & Local Developer(s)		No
12	Trail construction	Local Developer(s)		No

21 - McHugh Road (South of US Route 34 Only)

Trail Type: On Road Bike Lane and/or Signed Route

Approximate Length: 9,370'

Approximate Construction Cost: \$28,110 (does not include purchase of right-of-way, easements or other special field conditions that may exist-see cost assumptions at end of this section)

Step	Action	Party Responsible	Estimated Timeline	Done
1	On road bike lane (sidewalk exists on both sides of road), determine feasibility of line striping or just bike route signs	City of Yorkville		No
2	Stripe bike lane and/or place bike route signs	City of Yorkville		No
3	Intersection of McHugh and US Route 34 Needs to be studied in more detail	City of Yorkville		No
4	North of Route 34 the trail may be separated from the road Needs to be studied in more detail	City of Yorkville		No



Cost estimate assumptions and exclusions:

Note: Each trail corridor and specific project will result in various ranges of cost per linear foot. Additionally, the exclusions listed below can greatly impact the cost of each trail segment. Therefore \$35 per linear foot is provided for the aggregate base course and surface.

Assumptions;

- Costs are approximate and for budgetary purposes only
- All costs are based upon 2009 numbers
- Costs are for the aggregate base course and trail surface only (all other items excluded are listed below)
- Cost ranges will depend on project size (smaller sized projects will incur higher costs per linear foot as compared to larger projects)
- Bridge crossing estimates (i.e. Blackberry Creek and Fox River)- \$175 per square foot of deck at a width of twelve (12') feet. This is a rough constructed cost and does not include engineering, environmental studies, etc.
- 15% Contingency is added to all costs

Exclusions;

- Costs for land acquisitions, land purchases and easements
- Excavation and grading, retaining walls, stormwater drainage, geotextile fabric, tree removal, restoration
- Fences, gates, bollards and lighting
- Preliminary and final engineering
- Construction administration and management
- Insurance, legal, permits, review fees
- Surveying
- Testing, inspection, and other potential environmental fees
- Bridges
- Maintenance costs
- Trail heads, parking lots, etc.
- Trail signage (directional, educational and informational)

Surface material and signing/bike lane cost assumptions

Bituminous Path (i.e. Asphalt)

- \$35 per linear foot (ten (10') foot wide trail)
- 3" Bituminous surface material over eight (8") inch aggregate base course

Limestone Aggregate Path (Assumes eight (8") inch thick)

- \$13 per linear foot (ten (10') foot wide trail)

Striping and Signing for bike lanes

- \$3 per linear foot

Signing only for bike lanes

- \$0.30 per linear foot

ITP Recommendation # 17:
Consider Bike Lanes and/or Shared Use
Roadway Designations on Selected Routes

Potential Bike Lane/Shared Roadway Routes
(On Road Facility)

In order to realize some immediate improvements to the trail system, and to explore cost saving techniques, bike lane (on road) facilities were examined on selected corridors. In some cases, bike lanes make the most sense, given the location and low traffic volumes. Below are some advantages and justifications for bike lanes and on road trail facilities:

- Collector roads or arterial roads do not typically have parking and have minimal driveways, therefore reducing the cross conflict areas.
- Avid or more experienced riders prefer being on the road and are comfortable in a bike lane.
- Bike lanes and adding signage and markings are fairly cost-effective, especially as part of a road re-surfacing program or re-construction project.

The project team examined multiple corridors that may be good candidates for these types of trail facilities. The “type” A, B, C, D or E is a designation intended to categorize the various situations and potential trail facilities that may be feasible. For a graphic representation of the proposed corridors (see Exhibit ‘L’ – Potential Bike Lane/Shared Roadway Routes).

A: Striped/Marked Bike Lane (On-Street)
Recommended

Few impacts or minimal cost implications. Short-term improvement can result in immediate benefits, with minimal cost.

B: Wide Shoulder Recommended

At time of re-surfacing or improvements, widened shoulder should be added by making the road wider.

C: Striped/Marked Bike Lane (On-Street)

Possible

May incur higher costs or impacts, due to existing constraints. May need road re-work, right-of-way/easements acquired, or parking eliminated on at least one side.

D: Striped/Marked Bike Lane Not Recommended

Provide signing and/or shared roadway pavement markings until road is improved/widened or modified in some way, to accommodate bike lane.

E: Striped/Marked Bike Lane Not Recommended

Consider detached shared use trail. Pursue additional right-of-way/easement acquisition, if needed.



Type	Street	From	To	Comments
E	McHugh	Kennedy	U.S. Route 34	Collector of newer construction-no parking but travel lanes are not very wide - potential to add to replace walk with trail when improvements are needed.
E	McHugh	U.S. Route 34	Marketplace Drive	Narrow lane widths and turn lanes exist at US Route 34 – Between Farmstead and Marketplace Road -has not been improved and would need significant rework to accommodate a bike lane. Existing trees exist in r.o.w. on east side as well. Easements or land purchases may be needed.
D	McHugh	Marketplace Drive	Spring	Narrow lanes exist - may have to be a signed shared roadway route or roadway needs to be widened to accommodate.
A	McHugh	Spring	E. Main St	Wide lanes exist in this section - bike lane recommended
C	E. Main	McHugh	Church St	May be able to achieve side path or detached trail, but significant existing trees and other constraints exist.
B/C	Van Emmon	IL Route 47	IL Route 71	When resurfacing occurs, widen shoulder to 5' if possible from IL Route 71 to Heustis St. Van Emmon, from Heustis St. to S. Main St. will require further study to determine the feasibility of an on road bike lane. The City should also consider a potential bike ordinance pertaining to bike use throughout the Downtown area.
D	Heustis	Hydraulic	Van Emmon	May be more difficult, due to parking being utilized by restaurant and businesses. Railroad crossing needed, slope is steep.
A	Heustis	Van Emmon	Orange St	Through residential area, parking could be eliminated on one side, to accommodate space for bike lanes.
A	S. Main	IL Route 126	Fox St	Bike lane or signed route is possible - needs detailed study.
C	S. Main	Fox St	Hydraulic	Angled parking exists on the east side of S. Main St between Fox St. and Madison St. that is often utilized - would need to be modified. Steep slopes exist north of the courthouse on S. Main. Needs detailed study.
B	Fox	Heustis St	City Limits	Bike route often utilized currently due to Silver Springs destination and scenic nature of the route-narrow lanes exist. Widen shoulder to five (5') feet if possible.
A	Cannonball	U.S. Route 34	John Street	Pursue bike lane, since further south a bike lane is feasible. Parking needs to be examined.
A	Cannonball	John Street	Cul De Sac	Parking currently not allowed for most of the corridor – bike lane very feasible.
E	Somonauk	IL Route 47	McHugh	Minimal right-of-way available, and constraints at IL Route 47 area are significant - may have to do a Signed Shared Roadway facility for this corridor.
B	River Road	IL Route 47	Eldamain Rd	Scenic route used significantly by bicyclists -pursue widened shoulder - five (5') if possible.
A	Spring	IL Route 47	Birchwood Dr	Wide pavement exists through most of the corridor. May be an alternative east-west route to the Somonauk corridor between McHugh and IL Route 47.
B	Lisbon/Highpoint Rd	Fox Rd	South Study Area Limits	North/south corridor, as Lisbon Road continues south past Caton Farm Road. Public comment preferred this regional route. No shoulders currently exist.


Type	Street	From	To	Comments
B	Legion Rd.	IL Route 47	Harris Forest Preserve	Narrow lanes – extremely aesthetic route and potential to connect to Immanuel. Need wider shoulder - three (3') minimum
B	Immanuel Rd.	Forest Preserve	Caton Farm Rd	Possible to complete a large regional route, if Legion, Caton Farm and Lisbon bike routes can be achieved.
B	Penman Rd.	IL Route 71	Caton Farm Rd	May be able to have detached shared use trail on new constructed segments – If Pennman not feasible, pursue Ashley Road with widened shoulders as the north/south trail corridor.
B	Caton Farm	Lisbon	East study Area	Caton Farm has a widened shoulder east of IL Route 47 (2.5' +/-) – pursue wider shoulder west of IL Route 47 connecting to Lisbon Road
C	Route 71	Highpoint	Oswego Village Limits	Key east/west corridor to be completed at time of road re-work or resurfacing
A	Faxon Rd.	IL Route 47	Beecher	Collector with wide pavement in recently constructed areas. Accommodate bike lanes as improvements occur to Eldamain.
B	Bristol Ridge Rd	Kennedy Rd	Cannonball Trail	Narrow lanes - Route provides excellent opportunities for regional connection. Widen shoulder to five (5') if possible.
C	Center St	Cemetery	IL Rt 47	Existing conditions include various types of curb cross sections. Existing curb and gutter located on both sides of the street between IL Route 47 and King St., the south side only between King St. and West St., and no curb west of West St. A recommended bike lane should be incorporated into any future improvements to Center St.

Many of the corridors are proposed as future on-street bike routes that will supplement existing and proposed off-street paths and serve to interconnect Yorkville to the greater region (see section below on *Potential Bike Lane / Shared Roadway Routes*).

Education, Awareness, Safety and Security

An important aspect of a Shared Use Trail Plan is the implementation of education, awareness, safety and security programs throughout the community. The issues of bicycle safety cannot be fully addressed without mentioning the importance of educational programs.

ITP Recommendation # 18:
Continue Current Programs and Implement Additional Education, Awareness, Safety and Security Programs



Bike collisions typically involve improper actions on the part of bicyclists, motorists, or both. Therefore, crash reduction efforts need to include educational programs to increase awareness of improper motorist and cyclist actions that are known to contribute

to crashes, and to promote correct actions for both. It is very critical to educate children and young adults about the importance of bicycle safety.

Yorkville currently holds Safety Town at Green's Filling Station Park, and it is recommended that the City further establish programs through the City police department, to educate children and the general public. The police department could sponsor a bicycle education program for elementary and high school students throughout the community. When requested, officers regularly visit local schools to teach students about bicycle safety. This instruction includes bicycle maintenance, safety precautions, riding tips, and defensive cycling techniques and serve cyclists of all ages and riding abilities. As part of the safety and encouragement programs discussed below, a bicycle safety brochure would include safety tips and can be distributed through the schools and local businesses. The brochure could contain information regarding bicycle maintenance, safety precautions, riding tips, and rules of the road.

The following objectives and programs are recommendations for Yorkville to implement, as part of a successful long-term program.

Potential Safety and/or Encouragement Programs

Programs regarding safety and encouragement should be implemented as part of this ITP study. Some programs exist (i.e. Safety Town) however, increased awareness and additional programs are recommended, to increase bicycle and pedestrian safety in Yorkville. Additionally, recommendations may be made to the City Council to adapt and amend ordinances for the purpose of promoting and enforcing a safe environment for bicycling and walking.

Yorkville Bicycling Ambassador

The Yorkville Bicycling Ambassador educates and encourages the public to bike and walk more often and more safely. The main goal will be to improve skills, knowledge and the road-sharing behaviors of cyclists, motorists and pedestrians.

The Ambassador hosts demonstrations for kids, teens and adults by participating in community events and running special programs. The Ambassador works with partners in the community to identify and address local transportation safety concerns. The program would run over the summer months. The Ambassador will increase the offerings of bicycle education classes through the Parks and Recreation Department. The Ambassador will begin offering bicycle safety and encouragement programming to Yorkville schools, and will be available for block parties and other local festivals. The ambassador should also consider organizing 'International Walk to School Day USA' for the community, and be a leader in organizing Safe Routes to School events.

Bicycle Advisory Committee

A Bicycle Advisory Committee and the designated Bicycling Ambassador would work to ensure the implementation of the education and encouragement programs described below, and also address bicycling concerns and needs in the future. The mayor could appoint a committee to review plan progress and catalyze next steps and implementation. This group could be an extension of the Task Force created for the ITP project.

Education Campaign

Many bicyclists and motorists do not know or understand the rules of the road for bicyclists. Educating people in the community of Yorkville will create a safer environment for bicyclists and should cover:

- Benefits of bicycling and walking
- How to take care of bicycles

- Rules of the road for bicyclists, and illegal motorist behaviors that endanger bicyclists
- Bicycling behaviors that are dangerous and common causes of bicycle crashes
- How to prevent bicycle theft

Additionally, residents and visitors to Yorkville will become more aware of bicycle safety and awareness if “*Share the Road*” signs can be posted throughout Yorkville, to spread the message that motorists must share the road with cyclists.

High School Programs

High School Education Programs gives teens an understanding of how to travel by walking or biking safely. Additionally, programs can educate new drivers on the importance of respecting people walking or biking. The Yorkville Bicycle Advisory Committee could work with the Driver's Education Departments, to integrate programs and curriculum into the existing class structure. Topics, as described above in the Education Campaign, could be addressed.

Creating Safe Trails and Walkways to Schools

Safe Routes to School

The purpose of Safe Routes to School (SRTS) is to increase the number of children who walk or bicycle to school, by funding improvement projects that remove the barriers that currently prevent them from doing so. Those barriers include lack of trails and walkways, unsafe crossings, and lack of programs that promote walking and bicycling through education/encouragement programs, aimed at children, parents and the community. New sidewalks need to be constructed immediately surrounding schools that are safe and ADA accessible.

In August of 2009, the City was awarded two grants to help improve existing sidewalk conditions in the Downtown residential area. The City should continue to work with the Yorkville School District to determine which routes need improvements, and apply for grants, as appropriate.



Area near major school crossing at Yorkville Freshman Campus

Regarding Safe Routes to School (SRTS), the Yorkville School District should take the lead (with the City's support) to promote education and encouragement projects such as:

- Walk and Bike to School Week celebration
- Pedestrian and bicycle safety skills in relevant physical

education and extracurricular programs

- Sustainable transportation benefits of walking and bicycling in relevant health, environmental and academic classes
- Crossing Guard Day should be recognized by the School District and Police Department to honor the crossing guards that help keep the kids safe

Note: See the Implementation section of this report regarding grant and funding options, for a more detailed description of SRTS. Organize volunteer groups to assist with the programs.

School Zones

To create a truly walkable and bikeable community for children, well-designed and signed school zones should be a high priority. This ITP study recommends additional discussion and action items be developed, in order to improve school zones and the environment for children traveling to school by bike or foot. For example, as a result of the ITP study discussions with IDOT that occurred regarding the future IL Route 47 improvements, additional crosswalk markings at intersections will be provided. The City should continue to focus on school zones and working with the school district on these issues. Additionally, safety programs and education programs are discussed later in this report, to further address the importance of safe crossings within school zones and education of young people.

- Implement pedestrian safety programs such as the “Orange Flag” program and Adopt-A-Crosswalk
- Install Pedestrian Countdown Timers and Overhead Crosswalk Warning Lights, where possible

Bicycle Competitions and Challenges

A competition could be held between grades, organizations, or high schools, to encourage students to bike to school. Various clubs and the Physical Education Departments could organize competitions and “challenges” to encourage students to bike to school. For example a punch card could be created and based on miles traveled by bike students could receive awards in order to motivate them to participate. The Yorkville Bicycling Ambassador could also offer bicycle skill trainings and rules of the road classes for all students who plan to participate.

Law Enforcement

Law Enforcement helps to improve the safety of bicycling and walking around Yorkville. As Yorkville continues to grow, the Yorkville Police Department may need to adjust for a higher volume of traffic on

the shared use trails. For example the Department may need to have a bicycle enforcement officer who periodically travels the trails. Also, the Department may provide introductory and ongoing training in the community, regarding enforcement of the traffic laws that create a safe bicycling environment, as outlined above. The League of Illinois Bicyclists and the Chicagoland Bicycle Federation can provide training and resource materials.

6.1.2 GENERAL MAINTENANCE PROGRAM

Maintenance of Existing Trails

All of the existing paths in Yorkville are relatively new, and have not yet experienced significant deterioration. However, the importance of maintaining bicyclist safety and enjoyment through a proactive trail maintenance plan cannot be understated. Therefore, a trail maintenance component should be included within Yorkville’s Capital Improvement Program Budget, in order to keep the trail system operating at maximum effectiveness.

Typical trail maintenance includes:

- Shoulder maintenance
- Re-painting striping and markings
- Crack filling, seal coating
- Pavement patching
- Resurfacing
- Replacement

Note: for on-street bike lanes and routes, maintenance should be part of the annual Public Works Department budget program

Yorkville should keep track of user complaints and results from inspections, and then complete maintenance on an “as-needed” basis. It is important to identify and prioritize system maintenance needs often, and make sure a portion of the City’s Capital Improvement Budget is allocated to trail maintenance. An estimated timeline of routine maintenance are outlined below;

Maintenance Item and Approximate Timeframe

Shoulder maintenance	annually
Re-painting pavement markings	3 years
Bituminous (asphalt) seal coating	3 years
Crack filling	5 years
Pavement patching (bituminous-asphalt)	5-8 years
Pavement patching (concrete)	7-10 years
Re-painting pavement markings (if thermoplastic)	10 years
Pavement resurfacing	12-15 years
New trail construction / reconstruction	20-25 years

**ITP Recommendation # 19:
Pursue Multiple Forms of Funding Options in
Order to Execute the Shared Use Trail Plan
and to Provide Financial Means for Short and
Long-Term Maintenance of Trail Facilities**

6.1.3 FUNDING STRATEGIES (LOCAL, STATE, FEDERAL, OTHER)

Many trails are planned and implemented with funding assistance from the state or federal level. A variety of programs are available to assist local units of government with the development of trails and greenways. These programs differ in the amount of funding assistance, requirements of the local units of government and administration methodology. Funding for projects may come from a combination of Federal grant funds, State grant funds, City fee programs, TIF districts, special service areas or other community financing districts, gas tax, and transportation sales tax. The following funding strategies are recommended and described in detail below:

Note: Funding programs through state and federal funding change periodically and the latest information should be obtained when pursuing.

Federal Funding

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and its successor, the Transportation Equity Act

For the 21st Century (TEA-21), provided eligibility for pedestrian and bicycle transportation facilities, including trails. After 2003, new legislation, titled the Safe, Accountable, Flexible and Efficient Transportation Equity Act of 2003 (SAFETEA), would continue to provide funding for such projects.

The Federal-Aid Highway Program

This program provides financial assistance to the states to construct and improve the National Highway System, other major roads, bridges, bicycle and pedestrian facilities, and trails. Trail projects have to compete for funding with other eligible transportation projects.

The Surface Transportation Program (STP)

This program provides funding for all types of transportation projects, including pedestrian and bicycle facilities. Within STP funding, there are several unique funding programs:

- Safety: 10% of STP funds are available only for safety programs, such as railway-highway crossing projects and hazard elimination.
- Transportation Enhancements: 10% of STP funds are available for projects that include pedestrian and bicycle facilities, educational programs, landscaping, and historic preservation, among other factors.
- The Congestion Mitigation and Air Quality Improvement Program (CMAQ) provides funding for greenways and trails projects, if they can demonstrate an air quality benefit.
- The Illinois Department of Natural Resources Recreational Trails Program (RTP) provides funds to the states to develop and maintain recreational trails for motorized and non-motorized trails and trail-related projects.
- The Public Lands Highways Discretionary Program (PLH) provides assistance to improve access to, and within, federal lands.
- The National Scenic Byways Program provides funding for state scenic byways programs and improvements.
- The Community Development Block Grant (CDBG) Program, through the Department of Housing and Urban Development, offers grants to communities for neighborhood revitalization, economic development, and improvements to community facilities and services, which can include trails.
- The Land and Water Conservation Fund (LWCF) Grants are used by federal agencies to acquire additions to national parks, forests, and wildlife refuges. They are also available for communities.

State funding

IDOT Participation in State Highway Projects

Four IDOT-maintained highways are located in the City of Yorkville: US 34, IL 47, IL 71 and IL 126. Under IDOT's 3R or reconstruction policies, IDOT will pay 100% removal and replacement costs for adjacent sidewalk or multi-use trail damaged or removed by construction of an IDOT highway project. In addition, IDOT will participate on a 50% state/50% municipal basis for elective additions to the sidewalk or multi-use trail system along the highway, or replacement of adjacent sidewalk or trail, that is otherwise not affected by the IDOT highway project. The municipality is responsible for 100% cost of removal of existing sidewalk or trail where elective replacement work is performed. New or replacement highway bridge structures (such as IL 47 over the Fox River or US 34 over Blackberry Creek), when constructed by IDOT, typically will be designed and constructed to accommodate existing or planned sidewalks or trails at no cost to the

municipality.

Illinois Bicycle Path Grant Program - Illinois Department of Natural Resources

The primary purpose of the Illinois Bicycle Path grant program is to provide financial assistance to eligible, local units of government, to assist them with the acquisition, construction, and rehabilitation of public, non-motorized bicycle paths and directly-related support facilities. Agencies that apply for projects that accommodate additional trail users, such as equestrians, will receive special consideration in the review of grant applications. Project applications are limited to land acquisition or trail development along a single trail corridor. Bicycle routes sharing existing roadway surfaces are not eligible for funding consideration under this program.

The Bicycle Path grant program provides up to a maximum of 50 percent funding assistance on approved local project costs. Maximum grant assistance for development (construction) projects is limited to \$200,000 per annual request. No maximum grant amount limit exists for acquisition projects, other than the established annual state appropriation level for the program.

Grant assistance may be obtained for, but not limited to, the following items:

- Bicycle path development or renovation costs including, but not necessarily limited to, site clearing and grading, drainage, surfacing, bridging, fencing, access control devices, signage, and associated support facilities/ amenities, such as access parking areas and roads, shelters, lighting, benches and restrooms - including necessary professional design or engineering services.
- Land acquisition costs (fee simple title, permanent easement, long term lease), including associated appraisal costs approved by the IDNR for securing a linear corridor/right-of-way to be used for bicycle path development. Agencies contemplating the acquisition of a linear corridor should always consider allowing multiple uses. The width of the future bike trail, or parallel unpaved paths within the bike trail corridor, may be guided by the types of trail use allowed. Trail corridor width approved for grant funding generally does not exceed 100'. Reimbursement is based upon 50 percent of the approved certified fair market value (CFMV) of the land and associated costs.

Congestion Mitigation and Air Quality (CMAQ)– Chicago Metropolitan Agency for Planning (CMAP)

This program supplies federal funds to local units of government through CMAP. These funds are to be used for projects that alleviate vehicular congestion or improve air quality. Eligible programs include, but are not limited to: transit improvements, commuter parking facilities, traffic flow improvements, bicycle and pedestrian facility projects, bicycle parking and bicycle encouragement projects, and diesel emissions reduction projects.

Greenways and Trails Planning Assistance Program – Illinois Department of Natural Resources (IDNR)

The IDNR's Division of Planning offers assistance for greenways and trails through the Planning Assistance Program. This program is designed to assist communities, counties and multi-county coalitions with greenway and trail planning. The program is an extension of successful IDNR-assisted greenway and trail planning for northeastern Illinois and downstate metro-areas. The goal of the program is to encourage and facilitate comprehensive, cooperative and coordinated planning, to protect high priority greenways and, where appropriate, provide public access to them by developing trails.

Illinois Transportation Enhancement Program (ITEP) Illinois

The goal of ITEP is to allocate resources to well-planned projects that provide and support alternate modes of transportation, enhance the transportation system through preservation of visual and cultural resources, and improve the quality of life for members of the communities. ITEP requires communities to coordinate efforts, to develop and build worthwhile projects in a timely manner.

Federal funds will provide reimbursement up to 50 percent for right-of-way and easement acquisition costs, and up to 80 percent for preliminary engineering, utility relocations, construction engineering and construction costs. The 20% or 50% sponsor participation must come from a local government or state agency.

IDOT accepts project applications for ITEP funding in the following twelve categories:

- Provision of facilities for pedestrians and bicycles
- Scenic or historic highway programs (including the provision of tourist and welcome center facilities)
- Landscaping and other scenic beautification
- Historic preservation



- Rehabilitation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals)
- Provision of safety and educational activities for pedestrians and bicyclists
- Acquisition of scenic easements and scenic or historic sites
- Preservation of abandoned railway corridors, for the conversion and use thereof, for pedestrian and bicycle trails
- Control and removal of outdoor advertising
- Establishment of transportation museums
- Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity
- Archeological planning and research

Illinois Tomorrow Corridor Planning Grant Program – Illinois Department of Transportation (IDOT)

The program will support planning activities that promote the integration of land use, transportation and infrastructure facility planning in transportation corridors in Illinois. The goals of the program are to:

Promote land use and transportation options, to reduce the growth of traffic congestion:

- Connect infrastructure and development decisions
- Promote balanced economic development to reduce infrastructure costs
- Promote intergovernmental cooperation

In addition, the program strives to:

- Promote public-private partnerships and coalitions
- Promote collaboration among local governments, the development of industry, labor and environmental organizations
- Minimize the cost to taxpayers for infrastructure and maximize the use of existing infrastructure

Examples of projects that qualify include:

- Creation of transit oriented/mixed use development plans, to increase transportation options, improve walkability and enhance access to transit
- Development of intergovernmental agreements that provide for multi-jurisdictional planning of land use, zoning and developmental decisions
- Development of public-private plans and agreements that provide for, and encourage, affordable housing for workers that is convenient to employment centers
- Creation of multi-community corridor plans to develop efficient transportation facilities and land uses

Open Space Lands Acquisition and Development (OSLAD) – Illinois Department of Natural Resources

This program can provide up to 50 percent funding assistance to eligible units of local government for the acquisition and/or development of land for public outdoor recreation. Actual funding assistance for approved projects is provided on a reimbursement basis, after satisfactory project completion. OSLAD grants are awarded through a competitive application process, which are due no sooner than May 1 and no later than July 1 of each year. Proposed bike paths and snowmobile paths eligible under IDNR's Bike Path Grant Program are not eligible for OSLAD consideration.

Eligible projects include, but are not limited to: playgrounds, walking/hiking/jogging trails (excluding bike trails), sports fields, nature observation and sightseeing facilities, camping, fishing and hunting facilities, construction of a Safety Town, and development of dog park areas.

Illinois Green Streets Initiative – IDOT

The Governor's new Illinois Green Streets Initiative is part of the Replanting the Prairie State Initiative to further reduce greenhouse emissions in the state. Although funded through the ITEP program, applications for the Illinois Green Streets Initiative will utilize a separate application unique to that program. Project sponsors may receive up to 80% reimbursement for project costs. The remaining 20% is the responsibility of the project sponsor. Funds for this program can only be used for planting of trees or prairie grasses.

Local Funding Sources

- Sales taxes can be used to raise funds for trails acquisition and development
- "Trail Bank" - Impact fees are one-time charges levied by a local government on new development that can be used to finance trails and other projects located outside the boundary of development
- Require developers to provide public trails as part of development
- General obligation bonds can be used to fund greenways and trails projects, but many require referenda. Referendum is an opportunity to educate the public and build support for trail programs
- The local Capital Improvements Program can have a yearly trails appropriation

Private Sector Funding Sources

- Local businesses can donate funds for specific trail segments or amenities, donate services to reduce the cost of developing trails, reduce the costs of materials for trail construction, and/or contribute employee volunteer time to work on trail projects.
- A land trust is typically a private, nonprofit organization that is engaged in the protection and conservation of real estate, which can include trail corridors. Local organizations can play a key role in trail development and construction.
- Local and national foundations can be solicited for trail funding; local foundations are more likely to fund local interests than national foundations.
- Service clubs can hold fund-raisers for greenways and trails projects.
- Individual sponsors can contribute to greenways and trails projects by sponsoring the purchase of facilities or parts of a trail.
- Volunteer work can decrease construction costs of trail projects.
- “Buy-a-Foot” programs raise funds and promote awareness of trail projects. Public-private partnerships have been deemed the most successful way to raise funding for greenways and trails projects.

“To be truly successful, implementation of a trail project should not become the sole responsibility of local government, but a collective pursuit.” – Trails

6.2 DOWNTOWN STREETScape IMPLEMENTATION PLAN

6.2.1 IMPLEMENTATION

The process and recommendations described in the previous section seeks to achieve the vision set forth by residents and City leaders. This Implementation Plan outlines actions steps the City can focus on such as:

- Priority and timing
- Policy orientation
- Regulatory Action including potential code changes
- Funding options

**ITP Recommendation # 20:
Pursue Multiple Forms of Funding Options
and Pursue Policy Orientation and Regulatory
Action in Order to Implement the Downtown
Streetscape Plan**

Priority, Timing and Coordination Between the City and Downtown Business Owners



Priority and timing of projects is dependent on the availability of funds as well as the relative importance of the element. To understand and prioritize the future improvements, conversations between the City and local business owners need to occur. As part of this ITP study coordination and communication is already occurring and the efforts should continue in the future. It will take the combined effort of City leaders and the business community to implement this plan and future endeavors. The earliest actions might be initiating discussions among business owners to address parking concerns in regards to the IL Route 47 widening project. For the long term, the City could convene the discussions, serve as a facilitator, and manage implementation of the vision and ultimate plan. A committee (i.e. Streetscape Committee or Riverwalk Committee) could be formed that would work on the priority, funding and timing of various downtown improvements. To start, the committee may decide to focus on one streetscape element such as street lighting. The group could investigate grants and funding for various amenities and finalize the selection of lighting type (manufacturer, model, and preferred phasing). Or the committee could work with the City to further develop a priority list of projects for implementation. Some potential priority projects may be;

1. Work with IDOT on future IL Route 47 improvements
2. Develop a detailed Downtown Streetscape Plan for phase one improvements (Van Emmon, Hydraulic)
3. Building and facade improvements

Policy Orientation

The City should take a strong, proactive stance toward downtown improvements for pedestrians and bicycles. While the City does not hold the sole responsibility for implementation, community leaders can energize the private sector to become the steward for, and developer of, the downtown. This plan requires a greater commitment



by the City to support, act, demonstrate, and to fund coordinated downtown improvements affecting non-vehicular travel. The key here is to have the City, like all the downtown stakeholders, maintain a continuous and consistent commitment to the implementation.

Regulatory Action

Many of the components of this plan require regulatory action. Probably the most significant is modification of the street standards for downtown. However, there are also other regulatory issues to be addressed, such as how the City will structure its general improvements, in response to the dictation of the plan. Additionally, there may need to be changes in ordinances such as;

- Building massing/setbacks (Form Based Codes)
- Landscaping and screening
- Regulating hours of operation
- Signage
- Shared parking
- Loading area and mechanical equipment
- Property maintenance and code enforcement

Funding options

There are a variety of funding sources that may have potential to fund various recommendations found within this ITP report including:

- TIF (Tax Increment Financing)
- SSA (Special Service Area Financing)
- BID (Business Improvement District)
- CIP (Capital Improvement Programming)

Tax Increment Financing

TIFs have been implemented for the core downtown Yorkville area. This method of financing should be reviewed, to determine whether changes are needed to the boundaries, objectives, projects and budget.

Special Service Area

An SSA is a state authorized financing program that can be administered by the City that provides financing resources for a specific area. It is funded through a special tax assessment paid by property owners in a designated area. An SSA is initiated by property and business owners wanting certain services above those already provided by the Village or other services not provided such as advertising, marketing, parking, loan programs, capital improvements, and maintenance. A group of contiguous property owners vote to form an SSA consisting of all properties that will benefit from the services, and elect to levy an additional property tax to pay for the services. If approved by the City Council, the tax will be levied and distributed to the SSA on an annual basis.

Business Improvement District

A BID is a tool to coordinate, manage and redevelop downtown as it allows a host of strong municipal powers for bonding, condemnation, and the like. There are many benefits of BID's. For example they are very versatile in using its powers and funds for a wider range of initiatives and activities than are available under an SSA. A BID may be an effective tool for the City and should be further investigated.

Capital Improvement Programming

Funding sources through the Capital Improvement budget should be pursued to finance the Downtown Plan and Streetscape Plan. Since capital improvements will likely need to be phased based on funding availability, the City should develop a list of projects and prioritize them as mentioned previously. Some forms of financing improvements for the downtown have been put in place and additional revenue streams will be necessary in the future.

In general, the most successful street improvement projects result from cooperative public/private effort. Direct benefits of the street improvements will fall to the downtown business community, therefore sharing of organizational and fiscal responsibility is recommended. The overall successfully upgrading of downtown Yorkville's streetscape will require significant funds and directing the appropriate resources that will achieve the greatest impact. A list of grant sources is included in the appendix, however, competition for funding is high, and grant sources are limited. The most effective funding means for most projects will be a combination of grants substantially matched by City funds and business and/or property owner contributions. The City and Economic Development Corporation should review the feasibility of these programs as well as State and Federal funding.

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