

Village of Plainfield Strategic Plan 2021
Action Item Update
August 4, 2017

Transportation, Traffic, & Infrastructure Action Items

Action Item: Continue to foster regular project design and implementation plans in conjunction with other agencies in our region.

Goals and Objectives for 2017-18

Participate in quarterly meetings with representatives from neighboring communities and discuss short-term and long-term transportation planning. Discuss regional transportation challenges with representatives from the Illinois Department of Transportation (IDOT), the Will County Department of Transportation, and the Kendall County Department of Transportation.

Project Summary and History

Three major highways converge within our community (Route 59, Route 30, and Route 126); reducing traffic congestion continues to be a challenge that requires coordination with other jurisdictions. The Village has adopted a comprehensive transportation improvement plan that has been shared with the other jurisdictions in our region.

The Village has been actively involved with Will County as they develop a regional transportation improvement plan. This plan, commonly known as “Will Connects 2040,” is anticipated to address our future needs to improve, expand, and/or extend our major highways within our community. The Village has submitted a copy of our current transportation plan to Will County as the Plainfield plan will be utilized during the development of the “Will Connects 2040” study. This engineering study will also be submitted to IDOT once completed.

On May 17, 2017, the Village hosted an open house for the Will County Freight Study and residents were able to provide input. Will County and the Will County Center for Economic Development (CED) initiated this study that is intended to provide strategies and goals to guide freight policies, programs, projects, and investments throughout the county.

Action Item: Formulate a “Complete Streets” Plan that allows for comfortable and safe pedestrian and bike connections.

Goals and Objectives for 2017-18

Complete a traffic calming study along Meadow Lane in the Liberty Grove Subdivision. We anticipate that the temporary delineators will be utilized to simulate various traffic calming configurations. Public outreach will be an important part of this process. Once this study is completed, the related data will be presented to the Village Board for discussion.

Project Summary and History

The residents, Village Board, Staff, and Teska Associates, Inc. have worked together to create a Complete Streets Policy that includes examples of improvements that could be utilized within our community. This policy was adopted by the Village Board.

In an effort to initiate this plan, on June 24, 2015, the Village facilitated a meeting with residents that live along Meadow Lane, just south of 127th Street. The purpose of this meeting was to outline plans for the installation of temporary traffic calming measures along Meadow Lane. On August 13, the Village installed traffic delineators at the intersection of Pastoral/Meadow (establishing a traffic circle) and Pavilion/Meadow (establishing intersection curb extensions). Additional pavement marking indicating “25 MPH SLOW” was also completed along Meadow Lane. Public comments have been recorded and the traffic study has been completed. All of the temporary traffic calming delineators were removed in September 2015.

At the December 14, 2015 Committee of the Whole Workshop, Staff provided an overview of the traffic study data that was collected in the area with the temporary traffic calming measures. The study indicated that the average vehicle traveled 3-5 miles slower when the calming measures were installed. Additionally, most vehicles traveled at speeds between 25 and 30 miles per hour and excessive speeding did not appear to be an issue within this area.

Based on the feedback that we received from residents within the northern section of Meadow and comments made at the Workshop, funds were not budgeted for permanent traffic calming measures within this section of roadway. However, the need for continued study of the southern section of Meadow was expressed.

During the summer of 2017, Staff is planning on installing temporary delineators along Meadow Lane in the Liberty Grove Subdivision. These delineators will simulate various traffic calming configurations. A traffic study will be completed before, during, and after the delineators are installed. Public outreach will be conducted before this project is started and after the final study is completed.

Action Item: Create transportation alternatives by advocating and participating in the construction of new pedestrian sidewalks and bicycle pathways.

Goals and Objectives for 2017-18

Update the existing “Bicycle, Pedestrian, and Transit Improvement Plan” exhibit to reflect projects that have been completed and identify gaps within our pathway network that need to be addressed. Work closely with the Park District, Forest Preserve District, Will County, Kendall County, and the State supporting the construction of new pathways. Install new pathways along 248th Avenue, 127th Street, and Route 30 in an effort to close the pathway gaps in these areas. (Project #1 on the Village Transportation Plan High Priority Bicycle & Pedestrian Projects list.) Continue to seek grant funding for projects.

Project Summary and History

In 2013, the Village Board adopted a comprehensive transportation plan that addresses the need to interconnect key community facilities, commercial centers, subdivisions, and the river trail bicycle pathway system. Since the adoption of this plan, the Village has completed several projects and partnered with other agencies to assist in expanding our pathway network. The State is currently working on the installation of over a mile of new sidewalk and bike pathway as part of the reconstruction of Route 30. The Forest Preserve District

has shared plans to convert the old Normantown roadway into a paved trail that will facilitate an interconnection with the Naperville pathway system. The Village worked with the Park District to support the expansion of the river trail system and the construction of a new pedestrian bridge that spans the DuPage River.

In late 2016, the Village developed design plans and awarded a contract for the installation of pedestrian improvements at the intersection of 127th Street and 248th Avenue. This project also includes the construction of a new path along 127th Street west of Route 59. While our contractor experienced a setback related to a utility conflict, construction will be completed as soon as possible.

Staff has been working closely with IDOT in an effort to develop design plans and receive the necessary approvals to install pedestrian improvements at the intersection of 143rd Street and Van Dyke Road. Once the design plans have been completed and approved, we will be able to provide an estimated construction schedule.

During the April 10, 2017 Committee of the Whole Workshop, the Village Board reviewed a proposed plan for the construction of a two mile long paved pedestrian trail system that would connect the southwestern section of our community with our downtown core. This trail would generally be located near the DuPage River. While the developer of the Springbank Subdivision has indicated that they will fund the construction of this improvement, coordination between the Village, the Plainfield Park District, and Plainfield Township will be required to secure the necessary easements, approvals, and permits for this project.

Action Item: Continue involvement in the I-55 Interchange Expansion Design.

Goals and Objectives for 2017-18

Continue actively working with IDOT, Bolingbrook, Romeoville, and the Community Advisory Group (CAG) regarding potential options for the expansion of the I-55 Interchanges at Route 126 and at Airport/Lockport Street. Continue to advocate options that ultimately support the well-being of our residents. (Project #33 on the Village Transportation Plan High Priority Roadway Projects list.)

Project Summary and History

The Village has been working with IDOT, Bolingbrook, Romeoville, and the Community Advisory Group (CAG) regarding the potential expansion of the I-55 Interchanges at Route 126 and at Airport/Lockport Street. V3 Engineering developed several designs based on input provided by each agency that has jurisdiction over these projects. V3 Engineering has been directed to complete the Phase 1 Design for the project.

On October 3, 2014, IDOT hosted a meeting with representatives of Romeoville, Bolingbrook, and Plainfield and we collectively reviewed five possible options for the expansion of the I-55 Interchange at Route 126. IDOT expressed concerns related to the project's ability to gain environmental clearances for most of the proposed configurations. IDOT encouraged the group to create plans that avoid the wetlands. V3 will create updated options based on IDOT's comments.

On July 1, 2015, the Village participated in a NEPA (National Environmental Policy Act) 404 Merger Meeting in Chicago. At the meeting, the State and Federal Environmental Agencies provided "concurrence" regarding two alternatives for a future interchange at I-55 and Lockport Street and three alternatives for an expanded full interchange at I-55 and Route 126. V3 will now start on the Phase 1 Engineering Design work.

On December 11, 2015, IDOT hosted a joint meeting with representatives from Bolingbrook, Romeoville, and Plainfield. At the meeting, projected traffic volumes for each interchange alternative were reviewed and discussed. While IDOT forwarded the idea of connecting the Route 126 Interchange to Budler Road, Romeoville was not in favor of this proposal. It was also mentioned that the Lockport Street Bypass could be reconfigured, or eliminated, to save money but we insisted that this bypass must be completed if the Airport Road Interchange is to be constructed. IDOT expressed some general concerns regarding funding availability for both interchanges. V3 Engineering updated the possible interchange options based on comments made at this meeting.

On June 22, 2016, the Village participated in a NEPA (National Environmental Policy Act) 404 Merger Meeting in Chicago. At the meeting, the State and Federal Environmental Agencies were provided an update regarding two alternatives for a future interchange at I-55 and Lockport Street and three alternatives for an expanded full interchange at I-55 and Route 126. Some of the agency members expressed concerns related to the negative impact that will occur to the existing wetlands near Route 126. V3 will address these questions and plans to seek concurrence at the next NEPA meeting.

On September 7, 2016, the Village participated in a National Environmental Policy Act (NEPA) 404 Merger Meeting in Chicago. At the meeting, all of the agencies expressed concurrence with three proposed plans at the Route 126 location and two proposed plans for the Lockport Street location.

The new Intergovernmental Agreement was approved by the Village Board in May 2017.

Action Item: Work closely with IDOT to support the expansion of the existing Route 30 & I-55 ramps and the reconstruction and expansion of the Route 30 turn lanes.

Goals and Objectives for 2017-18

This project is substantially complete. However, the new traffic signals will not be fully integrated with the other Route 30 signals until the reconstruction of Route 30, north of the interchange, is completed. The Village will continue to work with IDOT to integrate both projects and ultimately reduce traffic congestion in this area.

Project Summary and History

The construction of this \$2.6M improvement project started during the summer of 2014 and it was completed in the fall of 2015.

Once the new traffic signals are installed and fully operational along Route 30, Staff will work with IDOT to optimize the signal timing within this corridor in an effort to reduce traffic congestion.

Action Item: Work closely with IDOT to support the utility upgrades, reconstruction, and expansion of Route 30 from Route 59 to I-55.

Goals and Objectives for 2017-18

Work closely with IDOT and “D” Construction regarding the replacement of outdated water and sanitary sewer mains, stormwater upgrades, roadway reconstruction/expansion, traffic signal upgrades, and the installation of

new pedestrian accommodations along Route 30. Achieve project completion by the summer of 2017. (Project #39 on the Village Transportation Plan High Priority Roadway Projects list.)

Project Summary and History

In March 2015, IDOT awarded a \$21M contract for the reconstruction and expansion of Route 30. A new 5-lane section will be constructed between I-55 and Renwick Road and a 3-lane section will be constructed from Renwick Road to Route 59. New pedestrian walkways and transportation safety improvements will be provided within this corridor. These improvements are consistent with the Village's Strategic and Transportation Plans.

During several stages of construction, traffic patterns will change causing added congestion within this area. In 2015, the utility companies completed the relocation of their facilities to make way for an improved drainage system and a wider roadway.

Before this project started, the Village Board expressed concerns to IDOT regarding cut-through traffic that may impact the residents that live along McClellan and along the roadways that feed into the Lily Cache and Frontage Roadway networks. While IDOT has indicated that they will provide additional signage and message boards outside of the construction zone to deter motorists from utilizing Village roadways, the Village Board will continue to be mindful of the concerns expressed by our residents and provide remedies as needed. Concerns related to cut-through traffic have been addressed on an individual basis. Proper detour signage has been provided and enforcement regarding truck traffic/weight limits on Renwick Road continues to be addressed.

During the summer of 2015, D Construction worked diligently on this project. All of the utility relocation/replacement work on the north end of the project limits has been completed. This work included the replacement of the Village's 100-year-old water and sewer mains within the project limits. The roadway, between Route 59 and Renwick, was closed in July and all of the old pavement was removed. The contractor completed the installation of the water, sanitary sewer, storm sewer, and new concrete pavement between Route 59 and Renwick Road. This section of roadway was reopened to traffic in November 2015.

During the spring/summer of 2016, the water and sewer main replacement work was completed within the south half of the project limits. This work included the installation of a new water and sanitary sewer main that will provide service and support the future development of the Boulevard property. All of the new storm sewer mains have been installed. Most of the concrete pavement has been installed.

During the fall/winter of 2016, the installation of the concrete pavement was completed. Most of the pathway and sidewalk installation have been completed.

During the spring of 2017, the traffic signal foundations were installed and most of the grading along the completed sections of sidewalk and pathway was completed. The traffic lanes, near the Lily Cache Bridge, have been shifted because the contractor is making modifications to the bridge to allow for improved pedestrian accommodations. This project is anticipated to be completed by late 2017.

Action Item: 127th Street Reconstruction from Heggs Road to Route 30.

Goals and Objectives for 2017-18

Complete the final design work for the reconstruction of this roadway. Receive all required permits and approvals from outside agencies. Work closely with the other utility companies to insure the proper relocation of utility lines that will be in conflict with proposed roadway improvements. Seek bids for construction and award a contract for this project. Achieve substantial completion of this project by the summer of 2017 and final completion by the end of 2017.

Project Summary and History

This section of roadway is an old rural cross section with deep ditches for drainage and it has an outdated storm sewer structure that conveys water that travels along the Norman Drain. This section also lacks streetlights and pedestrian walkways.

In March 2015, the Village Board directed Baxter & Woodman to start the Phase 1 and Phase 2 Engineering Design work for this project. The proposed improvements will include a new bridge over the Norman Drain, storm sewer improvements with changes to the ditch elevations, an expanded roadway with curb and gutter, streetlights, and pedestrian walkways. The Village was successful in obtaining approval for a \$2M STP Grant for the reconstruction of this roadway.

The Village participated in several design progress meetings with Baxter and Woodman. On May 12, 2015, the Village presented this project to representatives of the Federal Highway Administration and IDOT. Both organizations expressed support for the project and concurrence regarding the \$2M Federal Grant.

On November 18, 2015, the Village held a public meeting to solicit feedback from residents regarding this project. We are pleased that most of the comments expressed support for the project; we also addressed the suggestions and concerns forwarded by our residents. All of the comments were forwarded to IDOT and the Federal Highway Administration.

On February 1, 2016, the Village participated in a project update meeting with IDOT and the Federal Highway Administration. Both agencies expressed continued support for this project.

On July 29, 2016, IDOT facilitated a bid opening for the Village and eight contractors submitted proposals for the reconstruction of 127th Street. The low bidder, D Construction, submitted a total bid price of \$2,673,073.13 for the project. Once the \$2M Federal Grant is utilized, the Village's share of the construction costs will be \$673K.

During the fall of 2016, D Construction closed a section of the roadway with plans to complete the installation of a new bridge before winter. During the excavation process, two large AT&T fiber-optic cables were discovered causing a delay in bridge construction because the lines required relocation. D Construction continued to work in other areas as they installed most of the new storm sewer lines. The roadway was then reopened for the 2016-17 winter season.

In April 2017, D Construction resumed construction. They have completed the excavation and installation of the new concrete foundation and the base slab of the bridge. The old pavement has also been excavated and removed from the site as they prepare to install the gravel roadway base.

Action Item: 119th Street/Route 30 - New Traffic Signal Installation.

Goals and Objectives for 2017-18

Work closely with IDOT to help facilitate the reconstruction of the intersection, installation of new turn lanes, and the installation of a new traffic signal at this location.

Project Summary and History

In 2014, IDOT hosted a meeting with the Village where they provided plans for the installation of new turn lanes and a traffic signal at 119th Street and Route 30. IDOT expressed that this intersection is in need of improvement as several traffic accidents have occurred at this location. It was conveyed that federal funding will be utilized to complete this project and that IDOT is seeking general support from all local agencies regarding this improvement. The Village supports this project as it provides a needed traffic safety improvement.

On November 2, 2015, the Village Board authorized the funding of the Emergency Vehicle Preemption (EVP) equipment for this traffic signal. This equipment will allow Police and Fire Department Personnel to control the signal during an emergency.

In 2016, IDOT completed required property acquisition and final design drawings.

On April 28, 2017, IDOT opened bids for this project. Construction is anticipated to start this summer and final completion is expected to occur in early 2018.

Action Item: Renwick Road Design - Drauden Road to Route 59.

Goals and Objectives for 2017-18

Complete the Phase 1 Engineering Design work for the future reconstruction and expansion of this roadway. Work with the Plainfield Park District and the Plainfield Township Highway Department regarding the development of design plans that include the reconstruction of the roadway and the installation of pedestrian pathways. (Project #32 on the Village Transportation Plan High Priority Roadway Projects list.)

Project Summary and History

The Village directed Baxter & Woodman, Inc. to complete the Phase 1 Engineering Design work for the future reconstruction and expansion of this roadway. In early 2015, Staff met with representatives of the Plainfield Park District and the Plainfield Township Highway Department and plans for the reconstruction of this roadway were discussed. The installation of new pedestrian walkways and streetlights were also discussed. Both agencies have expressed support for the project. The Village was also successful in obtaining approval of a \$1.7M STP Grant to be utilized for the future reconstruction of this roadway.

Progress has been made regarding this project and the design work is on schedule. However, construction will not begin along Renwick until the Route 30 reconstruction project is completed.

In 2016, the Village facilitated several meetings with the Plainfield Park District and the Plainfield Township Highway Commissioner where we exchanged ideas regarding the design of the roadway and how to improve pedestrian access along this corridor.

Additional data was collected and traffic studies were completed in late 2016. A public meeting is planned to occur during the summer of 2017.

Action Item: Plainfield-Naperville Road/Route 59 Intersection Improvements.

Goals and Objectives for 2017-18

Request that IDOT “refresh” the pavement markings within this intersection and install additional signage as needed. Request that IDOT evaluate/study the operation of this intersection and provide recommendations that improve operations.

Project Summary and History

Motorists have expressed traffic congestion concerns at this intersection when traffic volumes are high, during rush hour, and/or when trains temporarily block the railway crossing just east of this intersection. The Village’s concerns, regarding the operation of this intersection, have been forwarded to IDOT. While an IDOT certified contractor has checked the cycle timing of the traffic signal, this intersection will need to be reevaluated after Route 30 north is reopened. Additional signage and pavement marking is also under consideration by IDOT.

In late 2016, IDOT refreshed the pavement marking at this location. We will request that IDOT update the signal timing after all of the regional roadway construction projects are completed during the 2017 construction season.

Action Item: 143rd Street Extension – Phase 2 Design, Funding, & Construction.

Goals and Objectives for 2017-18

Work diligently with the Federal Highway Administration, the Illinois Department of Transportation, the Will County Governmental League, and CMT (the Village’s consultant) to complete the final design for this project. Develop/approve an agreement with ComEd for the utilization of this corridor. Secure federal support and funding for this project. (Project #20 on the Village Transportation Plan High Priority Roadway Projects list.)

Project Summary and History

In December 2014, IDOT provided a letter indicating that the Phase 1 Design Report has been approved. This letter also indicated that the Village will need to receive a formal commitment from ComEd during the Phase 2 Design process. Staff will begin working with IDOT’s Bureau of Land Acquisition in 2015. Staff met with ComEd representatives in February 2015 and discussed the roadway design and how this improvement could coexist with current and future transmission lines. A follow-up meeting is scheduled to occur in the summer of 2015.

On July 20, 2015, the Village Board approved a Phase 2 engineering design contract with Crawford, Murphy & Tilly, Inc. (CMT). As part of this contract, the final design plans and bidding documents will be completed.

On February 1, 2016, the Village Board approved a professional services agreement with Chambers, Conlon & Hartwell, LLC (CC&H) in an effort to help the Village navigate the new Federal Transportation Bill and assemble a TIGER grant application for this project. CC&H has provided updates on a weekly basis and CMT will provide technical support during the grant application process.

New updates are noted in red.

In April 2016, the Village submitted formal applications to the U.S. Department of Transportation for grant funding under the Transportation Investment Generating Economic Recovery (TIGER) Program and the Fostering Advancements in Shipping and Transportation for Long-Term Advancement of National Efficiencies (FASTLANE) Program. The Village was able to garner several letters of support for this project. While we were recently notified that our requests were not approved, we will update our applications and resubmit in the next funding cycle/call for projects.

On October 31, 2016, Mayor Collins and Staff participated in a meeting with representatives of the U.S. Department of Transportation (DOT) in Washington D.C. This meeting was organized by CC&H. At this meeting we were informed that our TIGER and FASTLANE Grant applications were well received and the Department classified our project as “Highly Recommended.” Both grant applications were forwarded to the U.S. DOT Secretary for consideration. While our grant requests were not approved during this round of funding, we were encouraged to reapply in the future as the Department viewed our project as providing an important regional benefit once constructed. Mayor Collins also met with several staff members, who work directly with our elected officials in Washington, to promote the 143rd Street Project.

Action Item: Canadian National (CN) Railway - Reduce Traffic Congestion and Improve Safety.

Goals and Objectives for 2017-18

Continue to communicate our concerns to CN as to how railway movement impacts vehicular congestion. Develop a long-term plan for the funding and construction of new grade separated crossings within our community.

Project Summary and History

The Village Board has publicly expressed concerns regarding the increased number of trains, length of time that trains are stopped thus blocking roadway crossings, the location of parked trains, and safety of train operations.

Staff facilitated a meeting with CN representatives in December 2014 and again in April 2015 regarding the Village Board’s concerns.

On September 15, 2015, the Village hosted a meeting with Canadian National where they agreed to provide improvements to their instrumentation equipment along the railways south of our community.

In December 2015, Canadian National relocated instrumentation equipment (the hot wheel detector) from Renwick Road to a new location south of the area that will reduce the likelihood of trains stopping and blocking intersections within Plainfield. The City of Crest Hill and Canadian National worked with the Village to find the best solution for the region.

Action Item: Work with the City of Joliet and Plainfield Township to install railway crossing improvements and to submit an application to the Federal Railroad Administration (FRA) for a “quiet zone” designation along the Canadian National south spur line.

Goals and Objectives for 2017-18

Assist the Plainfield Township Highway Department with the installation of delineators along the centerline of Renwick Road near the railway crossing. Install delineators along the centerline of Drauden Road near the railway crossing. Complete and submit an updated application to the FRA for a quiet zone designation for the Renwick and Drauden Road crossings. Support Joliet’s application for a quiet zone designation at the Caton Farm Road crossing.

Project Summary and History

Several years ago, the Village facilitated roadway improvements that prevent vehicles from driving around activated railroad crossing gates at most of the roadway locations that intersect Canadian National’s main rail line that extends through Plainfield. After this roadway work was completed, the Village submitted an application to the Federal Railroad Administration (FRA) seeking a quiet zone designation along the main rail line. This request was approved.

As the construction of new homes continues to occur in the southern region of our community, a growing number of residents have expressed concerns about the noise created by train horns along Canadian National’s south spur line. While Staff has completed a preliminary application for the quiet zone designation within this region, the installation of additional delineators will increase the likelihood that our request will be approved by the FRA.

On December 5, 2016, Staff organized a meeting with representatives of IDOT, the FRA, the ICC, Canadian National, Joliet, and Plainfield Township. During the meeting, we reviewed the draft application and discussed the Village’s request for the Quiet Zone designation along the south spur. We were informed that an updated traffic study was required for all crossing locations and the Lockport Street crossing must be included in the Village’s application.

On February 1, 2017, the Village submitted an updated application to the FRA. The required legal notices were published and no negative comments were received during the 60 day comment period. We anticipate that the FRA will respond, by the end of summer, with recommendations for safety improvements before final approval is considered.

Action Item: Lockport Street Traffic Calming.

Goals and Objectives for 2017-18

Work with IDOT to get final design approval for the decorative “mast arm” that will direct truck traffic away from the downtown. Request bids and complete the installation of this sign and related pavement marking.

Project Summary and History

Staff is working on options for traffic calming. The Traffic Committee has reviewed several options and they have recommended that a decorative “mast arm” be installed over Lockport Street, near Countryman Drive,

New updates are noted in red.

displaying signs that direct truck traffic away from our historic downtown. Supplemental pavement marking is also recommended to support this effort.

All of the design drawings and specifications have been submitted to IDOT. Staff met with IDOT in January 2015 regarding the project permit.

IDOT has approved the “mast arm” design plans and pavement marking along Lockport Street. However, the illuminated sign specifications must be approved by IDOT’s electrical division before final approval is granted.

This project was bid out and no bids were received. Most contractors indicated that this project was too small for IDOT prequalified contractors. Staff plans to include this project with the North DesPlaines Street Parking expansion bid. The design plans are complete for both projects and construction is scheduled to be completed by the end of 2017.

Action Item: Improve parking access for people visiting our downtown businesses and restaurants.

Goals and Objectives for 2017-18

Conduct a comprehensive survey identifying how many parking spaces are utilized during various days and times of the week. Complete a report regarding the data collected from this survey and develop cost estimates for future improvements.

Project Summary and History

In 2013, the Village partnered with the Library and facilitated the reconstruction and interconnection of two outdated parking lots. The north DesPlaines Street parking lot was also expanded at that time. This project yielded a total of 186 public parking spaces. New lighting was also installed at all of the parking lots to improve walkability during the evening hours. While this project has improved parking access, some business owners have expressed the desire for additional public parking spaces in/near our downtown.

On August 1, 2016, the Village Board directed Baxter & Woodman Engineering to complete a comprehensive study of parking space utilization and to develop concepts and cost estimates for the construction of additional parking spaces near downtown.

During the summer of 2016, Baxter & Woodman conducted a study of the number of parked vehicles and vacant parking spaces during a seven day period at various times of the day. This study confirmed that while vacant spaces could be found during any day of the week, people prefer to park as close to Lockport Street as possible.

Baxter & Woodman also developed several concept plans to add new parking spaces downtown. The concept of expanding the North DesPlaines Street Parking Lot was created as part of this study. The final design plans for this project have been completed and the construction of this lot is scheduled to be completed by the end of 2017.

One of the conclusions and recommendations of the Baxter & Woodman study was that the public may not be aware of all of the off-street parking options and there are opportunities to enhance directional parking signage to address this issue. For example, the Illinois Street Parking Lot had spaces available even at peak times of

parking demand. Staff will continue working on potential signage improvements to enhance public awareness of the existing parking options.

Action Item: Support current Pace services, investigate options for expansion of public transportation/Pace service, and work with Pace on relocating the existing Park-n-Ride.

Goals and Objectives for 2017-18

Work with Pace to find a location for a permanent Pace Park-n-Ride. Once a location has been selected, work on design plans for the parking lot.

Project Summary and History

The Village has worked with Pace to support and expand the I-55 Bus on Shoulder service. The service has expanded numerous times since it began in 2009. The growth has created the need to relocate the commuter Park-n-Ride located near/at the Village Hall. Pace continues to work on long-term options for the parking lot.

In August, Pace added additional service runs to the city due to overcrowding on the buses. Staff continues to work with Pace on long-term commuter parking lot options. In the interim, Pace is working to relocate one of the bus lines to another site.

Pace negotiated a deal with Larry's Diner to utilize parking at the diner for Pace commuters. Commuters now have access to approximately 70 more parking spaces. This has helped alleviate the parking situation at and around the Village Hall. However, anticipating an uptick in ridership, the Village and Pace continue to work on additional short- and long-term parking options for commuters.

After participating in several meetings with PACE during 2016 and early 2017, the Village drafted an intergovernmental agreement (IGA) whereby the Village would agree to design and construct a new 400-600 space parking lot if PACE was willing to pay the related design and construction costs. Based on this understanding, the IGA was approved by the Village Board on January 9, 2017 and by PACE on February 8, 2017.

The Village has completed a concept plan and 30% percent of the design work for the parking lot. These documents have been submitted to PACE and they made comments related to the proposed concept/design. We are on schedule to bid the construction of this project during the fall of 2017.

Action Item: Public-Private Partnership (Village transportation-related property)

Goals and Objectives for 2017-18

Evaluate potential opportunities for a public-private partnership (P3) to develop the surplus Village-owned property not required for the PACE Park-n-Ride lot. Conduct public outreach and visioning to gather input on the community's vision for development of this property. Potentially develop request for qualifications for private partners and proceed to RFQ/RFP process.

Project Summary and History

In 2006, the Village purchased approximately 58 acres to secure property for a future transportation center. That vision is now being implemented with the upcoming construction of the PACE Park-n-Ride facility discussed above. Now that the land requirements for the transportation project are known, the Village can move forward with strategies for disposition of the surplus acreage. Development strategies were discussed at a Committee of the Whole Workshop in July of 2017. Options include land-banking the property for future development or sale; marketing and selling the raw land at this time; and pursuing a P3 to enhance the value of the property and spur development. There was consensus support at the Committee of the Whole Workshop to evaluate the P3 approach more fully. Staff will continue to work with subject matter experts to establish a more detailed potential scope of the P3 and will also conduct public outreach to determine the community's vision for the property.

Action Item: Continue the replacement of conventional streetlights with LED fixtures.

Goals and Objectives for 2017-18

Research and pursue grant funding opportunities. Replace 150 conventional streetlight bulbs with new LED light bulbs.

Project Summary and History

LED streetlights use only about 30% of the energy of conventional fixtures and new LEDs last four times longer than conventional bulbs; thus the Village has supported this replacement program for many years. The Village plans to continue this program and expand it if additional funds become available.

Over 100 conventional streetlights were replaced with LEDs in 2015. Subdivisions that received new LED lights include: Arbor Creek, The Ponds of Plainfield, The Reserve, and River Ridge.

The Village replaced over 150 conventional streetlight bulbs with new LED light bulbs during the winter of 2015. Subdivisions that received new LED lights include: Eagle Chase, Harvest Glen, Wilding Point, and Winding Creek.

The Village replaced over 150 conventional streetlight bulbs with new LED light bulbs during 2016. Subdivisions that received new LED lights include: Arbor Place, Golden Meadows, Quail Run, and Spring Hill.

The Village Board authorized the purchase of 326 new LED light bulbs in March of 2017. Once received, these lights will be installed as part of our streetlight conversion program.

Action Item: Remove infested/dead parkway Ash Trees and replace them with high-quality, diverse trees.

Goals and Objectives for 2017-18

Complete the removal of the remaining parkway Ash Trees. Complete the removal of all remaining tree stumps. Install approximately 1,000 new parkway trees.

Project Summary and History

During the past five years, the Village has removed over 80% of the 5,000 parkway Ash Trees that have been affected by the Emerald Ash Borer. While our tree replacement program has lagged behind removals, the Village has made good progress by installing over 2,700 new parkway trees during the past four years.

The Village was confronted with a unique challenge in the spring of 2015 as we determined that over 1,800 parkway Ash Trees were infested with the Emerald Ash Borer and required removal. The Village hired additional seasonal employees and rented an additional wood chipper to help remove the dead trees. We are pleased that Staff facilitated the removal of over 1,750 dead Ash Trees during the summer of 2015. The Village installed 881 new high quality parkway trees in 2015.

The Village removed over 500 dead Ash Trees and installed 839 new high-quality parkway trees in 2016. The Village also installed over 200 new parkway trees in early 2017 and we expect to install an additional 800 parkway trees by the end of the year.

Action Item: Work with the Riverfront Foundation and Steering Committee on hardscape improvements.

Goals and Objectives for 2017-18

Work closely with the Plainfield Park District regarding the installation of a new pedestrian bridge that will span the DuPage River. Coordinate roadway and pathway improvements within this area. Discuss possible future improvements with the Plainfield Riverfront Foundation.

Work with the Plainfield Riverfront Foundation to develop goals for the next phase of improvements following construction of the Lockport Street pedestrian bridge, DuPage River Trail path, and DuPage River Trail Bridge. Efforts will include establishing priority improvement projects, developing conceptual plans and estimated costs, and pursuing funding strategies for implementation.

Project Summary and History

The Park District has completed plans for the DuPage River Trail Bridge, a new pedestrian bridge that will cross the DuPage River, just east of the Riverfront Center Building. This project was bid and awarded to “D” Construction in August. The installation of the new bridge occurred in June of 2016. The entire project is scheduled to be completed by September of 2016.

The Plainfield Riverfront Foundation continues its planning efforts. In the spring of 2017, the Foundation worked with an architect on concept plans for the portion of the Riverfront property identified as West Electric Park. The new concept plans incorporate a water feature and a creatively designed seating and gathering area, which lead to an overlook on the west bank of the river. The design has been developed as an alternative to the large pavilion that was identified in the Master Plan, at the foundation of the former Electric Park auditorium. Staff will continue to support the Plainfield Riverfront Foundation to provide assistance and resources as requested.

In addition, the Foundation has been pursuing efforts to incorporate lighting adjacent to the DuPage River Trail path extending south from Lockport Street to enhance safety and visibility for this path segment. The Village Staff and consultants have provided guidance to develop a preliminary plan with 10-15 light poles, which also

include banner arms for the opportunity for decorative and wayfinding signage. As the Foundation pursues this lighting plan, additional considerations will be addressed, including cost to construct and identifying the party responsible for ongoing maintenance.

Action Item: Assist the Riverfront Foundation in coordinating the removal of debris from the area.

Goals and Objectives for 2017-18

Achieve a funding agreement with the Riverfront Foundation. Remove debris and restore property.

Project Summary and History

The Village and the Riverfront Foundation have been working together on plans to remove debris from the Riverfront property, south of Lockport Street. While the Village has been seeking State/Federal grant funding for this project, no commitments have been made regarding funding.

The Foundation hired a private consulting firm to complete a Phase 1 Environmental study of the debris site. This report has been shared with the Village. The Village has offered up to \$20,000 in matching funding, provided that the Riverfront Foundation agrees, to assist with the removal of debris.

Action Item: Design/construct a new facility to support the operations of the Plainfield Emergency Management Agency (PEMA).

Goals and Objectives for 2017-18

Secure a suitable location for the PEMA facility. Complete design drawings and specifications for a building that will include a command center, lunch/training room, and emergency vehicle/equipment storage.

Project Summary and History

The Plainfield Emergency Management Agency headquarters is currently housed in a 2,400 square foot building that previously served as the Village's Public Works facility in the 1980s. Due to the age of the building, it is experiencing structural problems such as a leaky roof and minor electrical problems. Additionally, this building is too small to support the operations of the twenty-five volunteer members. Most of the emergency equipment is stored outside causing the premature aging of these items.

Village Staff initiated the process of developing a conceptual building layout to incorporate the various uses and programming needs of the PEMA facility (e.g., equipment storage, emergency operations center, etc.) to help assess the size and potential cost of such a facility.

The conceptual plans are complete. Village Staff continues to explore possible funding alternatives for construction.

Action Item: Review traffic signal timing along the Village's major highways in an effort to reduce traffic congestion.

Goals and Objectives for 2017-18

Work closely with IDOT, Will County, and Kendall County to study traffic flow in the Route 59, Route 30, and Route 126 corridors. Request that signals are reprogrammed and/or new equipment is installed with the goal of reducing traffic congestion.

Project Summary and History

In 2001, the north section of Route 59 was expanded from a two-lane roadway to a four-lane concrete highway. At that time new traffic signals were installed at 143rd, 135th, 127th, and 119th Streets. As traffic volumes have increased to over 30,000 vehicles per day within this corridor, traffic congestion during rush hour has increased as well.

In 2010, the south section of Route 59 was expanded from a two-lane roadway to a four-lane concrete highway. New traffic signals were installed at Lockport Street, Route 30, Renwick Road, and Fraser Road. These signals are linked via a fiber-optic cable that supports the proper timing of these signals during normal traffic conditions.

Route 30, from Route 59 to the I-55 Interchange, is currently under construction. While the traffic congestion within this corridor has increased, motorists are utilizing other roadways in an effort to avoid this construction zone. Therefore, increased traffic volumes will continue to occur along Route 59 and Route 126 until the Route 30 work is completed.

As the Route 30 (south) reconstruction project, Route 30 (north) roadway resurfacing, and Route 126 roadway resurfacing projects will all be in various stages of completion this summer/fall, the optimization of traffic signal timing will not occur until after the 2017 construction season ends. The Village will work closely with IDOT regarding proper traffic signal timing in the future.

Action Item: Complete an inspection of all homes and businesses that are over 70 years old and develop a list of structures that are served by lead water lines. Report our findings to the IEPA. Develop a multi-year plan for lead service line replacements and funding strategies to support this program.

Goals and Objectives for 2017-18

Inform our residents, that live within the older sections of our community, that a Water Division Employee will need to inspect the water service line in their basement. Complete the required lead service line survey and work with the IT/GIS Division to document this information. Complete and submit this information to the IEPA by the end of 2017.

Project Summary and History

While great steps have been taken during the past two decades to reduce the levels of lead in water, there is concern that lead could still get into water from older lead water service lines and/or lead plumbing. To protect people in Illinois from possible exposure to lead in drinking water, Governor Rauner and the General Assembly *New updates are noted in red.*

passed Senate Bill 550. This new legislation generally requires drinking water providers to submit a detailed report to the IEPA that identifies the location of all lead service lines. Additionally, all schools and daycares are required to undertake an extensive water testing program and report these results to the parents of children that attend these institutions. Many experts in the water industry believe that additional Federal and State Legislation are imminent. The American Water Works Association recommends that all water providers develop and implement a plan to replace all lead service lines.

Action Item: Identify funding sources with the goal to increase the roadway resurfacing budget from its current level of two million dollars per year to a level of four million dollars per year.

Goals and Objectives for 2017-18

Under the ongoing guidance and direction of the Village Board, conduct public outreach regarding the fact that on average our roadway pavement is degrading at a rate that is outpacing our current resurfacing program.

Project Summary and History

In 2011, the Village hired a contractor to inspect all of the roadways within our community and give each section of roadway a pavement condition index (PCI). The range of this index is from zero to one hundred; as sections of roadway in poor condition receive lower numbers and roadway sections in good condition receive higher numbers. Our average PCI in 2011 was 79. In 2016, the Village had the same contractor conduct a new pavement survey and our average PCI number was reduced to 77. If additional funding is not allocated for this program, our average PCI number will continue to decline.

Once a roadway reaches a PCI level under 50 the likelihood of this roadway requiring complete reconstruction increases significantly. The cost of reconstructing a section of roadway is approximately four times higher than the cost of resurfacing a section of roadway.

Action Item: Align vision for Plainfield Riverfront.

Goals and Objectives for 2017-18

Hold joint meeting with the Village and Plainfield Riverfront Foundation to review roles, responsibilities, and vision for development of the Riverfront. Establish schedule for the Plainfield Riverfront Foundation to periodically update the Village Board regarding its activities and initiatives, including financial updates. Formalize any use of Village property by the Plainfield Riverfront Foundation.

Project Summary and History

The Village and the Plainfield Park District adopted the Plainfield Riverfront Master Plan in 2007. In late 2009, the Plainfield Riverfront Foundation was established to serve as the primary fundraising and public awareness organization to promote implementation of the master plan. The Foundation is led by a volunteer Board of Directors and now includes a full-time executive director.

The Village completed the first catalyst project for the Plainfield Riverfront when the grant-funded Lockport Street pedestrian bridge was constructed. Subsequently, the Plainfield Park District has completed two additional grant-funded projects to further advance development of the Riverfront property west of the DuPage

River and south of Lockport Street: a segment of the DuPage River trail extending south from the Lockport Street pedestrian bridge to the ComEd right-of-way crossing of the river; followed by a second pedestrian bridge crossing the river adjacent to the ComEd right-of-way.

Economic Growth & Sustainability

Action Item: Develop a form-based code for the Downtown.

Goals and Objectives for 2017-18

Initiate efforts to develop a Form-Based Code.

Project Summary and History

As part of the Central Area Plan, Staff began a preliminary effort to outline the parameters of a future form-based code for the Downtown which will help guide future development through the zoning process. Form-based codes establish specific guidelines on how buildings should be massed and located on a subject site. The benefit of a form-based code is that it provides the development community with a very specific vision of the form of development that a municipality is looking for.

Action Item: Explore extending downtown TIF District beyond its current expiration.

Goals and Objectives for 2017-18

Coordinate with the other units of local government regarding the status of the downtown TIF and evaluate the potential needs for the TIF beyond its current scheduled expiration. Begin consideration of how existing services currently funded by the TIF district will be provided once the TIF district expires.

Project Summary and History

The Village's downtown TIF district was formed in 1998 and has a life of 23 years. Revenue generated by the TIF district funds the downtown façade rehabilitation grant program. TIF funds are also used to acquire public parking and make additional improvements in the downtown. It may be desirable to continue with a portion of the TIF district beyond its scheduled expiration to continue providing services that are now funded by the TIF. Staff will evaluate the opportunity for extending the TIF district and will also begin the process of planning for its expiration.

Staff has begun the process of alerting stakeholders of the need to plan for the TIF's expiration. The issue was identified at the joint review board meeting. Staff has also introduced the issue to downtown business owners. Staff will continue to research alternatives and maintain ongoing discussions.

During the current fiscal year, Staff will schedule individual meetings with each of the units of government that participate in the TIF District. The meetings will identify the issue of the TIF District expiration on the horizon and will highlight alternative actions, such as extension of the TIF, reduction to a partial-take TIF, or expiration. Separately, Staff will communicate with property owners and businesses that currently benefit from the

services funded by the TIF District. Staff will continue to research and communicate alternative funding approaches, such as a business improvement district and special service area, as TIF alternatives.

Action Item: Hold a Downtown Design Workshop to assist in finalizing the Central Area Plan.

Goals and Objectives for 2017-18

Initiate a public outreach effort similar to the approach used for the “Vision for Division” initiative. This public outreach effort will include a design workshop to gather ideas and establish a consensus for the development of the central area of the Village’s core.

Project Summary and History

The Staff prepared a draft of the Central Area Plan for the Village Board’s consideration. The draft is based on the Teng Plan. A Downtown Design Workshop will be used to gather input on the draft plan.

Staff would like to work with the Plan Commission and Village Board on refining the proposed Central Area Plan and the vision for the expanded Downtown. Since the adoption of the Teng Plan in 2000, there have been questions about the long-term vision of the area west of the DuPage River. Specifically, what type of commercial development can the area sustain, does mixed-use still make sense, and what should the density look like?

The area between Van Dyke Road and Wallin Drive along Lockport Street provides the Village with the rare opportunity to create a new town center west of the Downtown. Plainfield is one of the few communities in the Chicago metro area that has extensive amounts of open land adjacent to its Historic Downtown. How that land will be developed in the future remains an open question. Some would like to see conventional auto-oriented development along Lockport Street. In an alternative scenario, the area would provide the opportunity to create an extension of the Downtown with a pedestrian-friendly design. A design in which the buildings hug the streets and the parking is located on the street or behind the buildings.

In addition, there are a number of other parcels along Lockport Street and Van Dyke Road that have potential to attract new infill development.

Action Item: Study residential and commercial market demand.

Goals and Objectives for 2017-18

Develop a scope of work to identify current housing trends and the potential demand for various housing options in the Village of Plainfield. Identify the demand for other specific commercial uses, such as light industrial development and hotel opportunities.

Project Summary and History

This market research will be valuable in evaluating residential development proposals and pursuing commercial development opportunities. It is common for developers to present a market study to support their own development proposal. These studies are limited in scope and tied to a specific location. Staff believes it would be worthwhile to prepare a comprehensive housing market analysis to identify housing market trends and the types of housing that will be in demand and how they can be accommodated in the Village of Plainfield.

New updates are noted in red.

Staff has identified that one alternative to gather input on current housing trends and future market opportunities is to invite homebuilders, developers, realtors, and consultants to discuss housing market trends, issues, and opportunities. The roundtable discussion would provide a frame of reference and context for the Village Board for future consideration of residential policies, including development proposals and possible updates to the *Comprehensive Plan* and Zoning Code.

Staff has identified a list of retailers for recruitment through a retailer gap analysis to determine the amount of commercial market demand. Staff has also identified other opportunities for commercial/light industrial expansion to fill an industry gap in the Village completing due diligence to recruit developers, e.g. hotel(s). Staff continues to evaluate the ever-changing retail landscape in response to Amazon/online retail as the commercial development world redefines itself.

As part of this evaluation, Staff is considering/researching possible zoning amendments to accommodate the downsizing trends of commercial spaces, e.g. minimum lot size requirements. The Advisory Task Force for Economic Development is also analyzing the new market trends and assisting the Village in determining targeted recruitment efforts for select industries.

Action Item: Work with the developers of Prairie Creek and the Boulevard on unified design visions for both developments.

Goals and Objectives for 2017-18

Develop marketing materials and identify targeted retail businesses to pursue recruitment efforts. Host a development showcase in September 2016 to highlight key development opportunities in the Village, including the Boulevard and Prairie Creek sites.

Project Summary and History

The Village continues to focus on finding commercial end-users for the Prairie Creek and Boulevard sites. The litigation between the partners at the Boulevard site has been resolved and Staff is working with several commercial users who have an interest in opening stores at the subject site. In addition, Staff is working with an end-user who is interested in opening a new location at Prairie Creek.

Staff is working with prospective developers at Prairie Creek and the Boulevard to ensure that these important developments are developed in a unified manner. Consistent with the Village's commercial design standards, these developments will be built using quality materials and extensive landscaping.

Economic Development Staff prepared customized marketing materials for Prairie Creek to supplement the owner's promotional efforts. Staff is also providing guidance regarding lot sizing and subdivision strategies to create multiple outlots with Route 59 frontage to facilitate developer interest. One outlot was purchased and Wash U Car Wash is now open. There is interest in the site from regional/national retailers and food users, and Staff is hopeful that we will see one or more of these users move forward with the development in 2017.

Economic Development Staff has also prepared marketing materials for the Boulevard site and has attracted a major anchor to the site that is large enough to start the project. We are currently waiting on the landowner to commit to the end user. Staff is also working with other possible ancillary users to this site; however, until the major anchor is finalized it will difficult to lock in any prospective retailer at the site.

Both of these sites will be highlighted at RECon.

In addition, Staff is also planning the next annual commercial development showcase as a follow-up to the inaugural event held in the fall of 2016 at the Trolley Barn. Based on feedback from attendees, this year's event may feature a brief presentation followed by a tour of featured development opportunities.

Action Items: Update the Business Plan with a new incentive policy.

Goals and Objectives for 2017-18

Develop an updated incentive policy that identifies all of the economic development tools available to attract and retain businesses and establish criteria for how and when these incentives can be implemented. Have the Advisory Task Force on Economic Development review the policy and provide input prior to consideration by the Village Board.

Project Summary and History

Staff previously developed an Economic Development Incentive Policy which was incorporated into the Villages Business Plan. With the hiring of the Village's new Economic Development Specialist, Staff has initiated efforts to update the Village's economic incentive policy. This process will include an evaluation of the Village's existing policy, a survey of policies and incentives offered by communities in the region, and a review of additional tools and resources available to support economic development, such as the Illinois Department of Commerce, the Will County Center for Economic Development, and the Will Kankakee Regional Development Authority.

Staff worked with the Economic Development Task Force to prepare an update to the incentive policy that is broader in scope but still has established review criteria, i.e. job creation, development impact, sales tax creation, etc. Staff will bring this policy and updates to the business plan to the Village Board this summer.

Action Item: Review the current impact fee schedule for single-family residential developments.

Goals and Objectives for 2017-18

Prepare a summary of permit activity by community in the region, as well as an assessment of the impact fees collected. Prepare a proposal to revise Plainfield's impact fees to provide a portion to the Village of Plainfield, ideally without increasing the overall impact fee total.

Project Summary and History

Staff is working on a new schedule of impact fees for residential developers based on the density that is being proposed. Higher density projects have historically been perceived as having a greater impact on the Village's infrastructure. Based on this fact, a new system of impact fees would be based on the acreage of a proposed development multiplied by the proposed gross density of a property. Developments with a higher gross density would pay a higher impact fee per acre. This type of impact fee schedule would have the added benefit of providing an economic incentive to the development community in seeking relatively low density development to minimize the amount of impact fees owed.

As part of the updated Business Plan, Staff is working with the Plainfield School District on a new impact fee structure. Staff met with District 202 to discuss the current land/cash value and facilities impact fees. Staff has a better understanding of their position and how the current fee structure and magnitude of new home starts affects District 202. Staff will continue to coordinate with District 202 on alternatives that incorporate an equitable land/cash value while minimizing impacts to the district. Staff will also coordinate with other units of government that would be affected by changes to the land/cash value, including District 308, the Plainfield Park District, and the Oswegoland Park District.

Action Item: Explore the possibility of creating a Tax Increment Finance District for Route 30.

Goals and Objectives for 2017-18

Initiate the public meeting process.

Project Summary and History

Staff has been working with SB Friedman on determining the eligibility of the Route 30 corridor being designated a Tax Increment Finance District.

SB Friedman has completed a preliminary eligibility study for the proposed TIF along with proposed boundaries for the TIF. Staff and SB Friedman have been working with Retail Strategies on identifying key parcels that would be eligible for redevelopment. This process has required looking at what types of retailers and uses would find the corridor attractive and which parcels would be appropriate for their use. Currently, Staff is working with several property owners on annexation into the Village so they would potentially qualify for inclusion in the TIF.

In preparation for a Public Hearing regarding the proposed TIF, Staff has been working with several property owners on annexing their properties into the Village. These annexations have been approved by the Village Board. In addition, Staff is working with the owner of the Boulevard regarding the demolition of several farm buildings which is required prior to any public hearing on a TIF.

In January 2016, the Village Board approved an amendment to the contract with SB Friedman to complete the preliminary TIF studies. In March, the Village Board approved a subdivision plat of the Boulevard site, which will facilitate inclusion of the Boulevard in the TIF District. Demolition of the accessory structures at the Boulevard is expected in late March or early April. Staff is compiling building permit and code violation information to support SB Friedman's study efforts.

In February 2016, Baxter & Woodman completed a memo and supporting exhibits demonstrating the flooding impacts within the proposed TIF District. Staff continues to work with the remaining property owners in the proposed district to execute the approved annexation agreements. Completion of the updated TIF eligibility study is on hold, pending the remaining site work and re-platting.

Staff continues to work on the remaining items that must be finished before the completion of the TIF study. *In July of 2017, the property owner of The Boulevard property completed demolition of the ancillary buildings on the property (barn and shed) that are necessary for the site to be vacant and undeveloped for inclusion in the potential TIF District. Separately, recording of the property known as the "Drum Farm" is proceeding after a delay occurred when the bank owning the property was acquired. With the change in property ownership, the new bank needed to review the proposed annexation agreement. The annexation agreement will be scheduled*

New updates are noted in red.

for approval in the fall of 2017, along with the bank's request to rezone the property to B-3 – Highway Business District. With these milestones nearing completion, Staff anticipates beginning the formal TIF designation process in the fall of 2017.

Action Item: Staffing and succession planning.

Goals and Objectives for 2017-18

Develop a strategy and implementation plan for staffing. Develop a succession plan.

Project Summary and History

The Village Board and Staff identified staffing and succession planning as a priority during the Strategic Planning Meeting in June.

Community Life

Action Item: Promote recreation opportunities including parks and trails.

Goals and Objectives for 2017-18

Collaborate with the Plainfield Park District and Forest Preserve District of Will County to promote the existing open space and recreational opportunities in the Village and plan for additional trails.

Project Summary and History

The Village is fortunate to have extensive parks and natural areas to provide recreational opportunities for residents. Examples include Lake Renwick Heron Rookery Nature Preserve, Mather Woods, Renwick Park, Settlers' Park, Northwest Community Park, and the many neighborhood parks maintained by the Park District.

Staff is coordinating with the Forest Preserve District of Will County regarding the District's interest in extending the regional Normantown Trail, into the Village, along Normantown Road. This concept was presented at a Committee of the Whole Workshop in July 2016. The Village Board expressed support pending additional outreach to affected residents. Staff held a community outreach meeting in late August; all of the households in the Century Trace subdivision were invited to attend. There was no resident opposition. In October of 2016, the Village Board approved an Intergovernmental Agreement for this trail conversion. Timing of implementation will depend, in part, on residential development in a nearby Naperville subdivision, which will complete an additional trail segment for connectivity.

Staff has also recruited Naperville Kayak to provide a kayak and paddleboard rental service to the Electric Park West/Riverfront site providing another recreational opportunity and amenity for Village residents and visitors. This recreational opportunity will be possible with support from the Village and the Plainfield Park District. The Village Board recently approved the concession agreement.

Action Item: Continuous improvement to enhance resident services.

Goals and Objectives for 2017-18

Accept credit card payments online and in person. Implement online Board packets. Research live streaming of Board Meetings.

Project Summary and History

One of the key opportunities to create a more interactive approach in addressing the needs of residents is by improving online services. To augment the information we provide online, Staff is exploring options to offer residents the opportunity to pay bills and apply for permits online. Currently, Code Enforcement requests can be made online; however, Staff is also exploring options for expanding online service requests to other departments.

Within the next year, Staff expects to roll out the option for residents to pay bills using credit cards at the counter and online. Staff also anticipates rolling out a more comprehensive online "Resident Request" portal that will allow residents to report a variety of issues rather than just Code Enforcement complaints.

Village Staff has reviewed options to provide Board packets online. A program was selected and training was recently completed. Staff expects to roll out Board packets online this fall.

Complete board packets and live streaming of Village Meetings are now available on the Village web site. The Village will begin accepting credit card payments this fall.

Action Item: Develop a long-term plan for the Farmers Market including access, parking, and visibility.

Goals and Objectives for 2017-18

Coordinate with the existing farmers market host organization on long-range plans for the farmers market.

Project Summary and History

Previously, Staff contacted the French Market to determine whether there would be any interest in establishing a French Market in Plainfield. Currently, they do not have plans for a Plainfield site due to the fact that they are trying to manage a number of other markets in the Chicago area.

Finding a long-term and permanent location for a Downtown Farmers Market is something that Staff continues to work on. In recent years, the Farmers Market has been located at the southwestern corner of Lockport Street and Route 59. In 2016, the Farmers Market relocated to the Plainfield Plaza commercial shopping center at the northwest corner of Route 59 and Fort Beggs Street, as the previous location is now needed by the current property owner for parking. The new site is not a good long-term location. Discussions have taken place regarding moving the Farmers Market to the Riverfront. However, the Riverfront does not have adequate parking for the market and there are concerns about access on Lockport Street.

Staff would like to work with the Village Board on finding a long-term home for the Farmers Market. Potential sites include the Des Plaines Street parking lot, Library parking lot, Village Hall parking lot, or even the proposed Pace Park and Ride lot on Van Dyke Road, once completed. This year, the Farmers Market has moved from Plainfield Plaza to the Library Parking Lot.

Staff would also like to explore the possibility of adding Food Trucks to the market to create a vibrant food market for the community. There has been an explosion in interest in locally grown food and food trucks. A vibrant Farmers Market provides the opportunity to bring more people Downtown and create additional interest in our Downtown.

Action Item: Identify interesting/destination activities and events in Plainfield.

Goals and Objectives for 2017-18

Identify all community events and create a calendar. Identify if any programming gaps exist. Share community events and activities with residents.

Project Summary and History

A number of different community groups and taxing jurisdictions currently plan community events. The Village, specifically the Police and Public Works Departments, provide support for the vast majority of these events.

Action Item: Explore/expand communications regarding local activities and businesses. Expand Village contact database.

Goals and Objectives for 2017-18

Research how other communities/taxing bodies communicate with the public. Compare these methods with what the Village currently does. Identify other communication vehicles/social media outlets that may be beneficial for the Village.

Reach out to the service organizations, homeowners associations, and realtors/realtors groups to increase participation in the Village's current communication methods including E-News, Economic Development E-News, Facebook, and Twitter.

Project Summary and History

The Village currently uses a variety of methods to communicate with the public and residents including: quarterly print newsletters, press releases, water bill inserts, weekly e-news updates, economic development e-news updates, the Village web sites, social media (Facebook and Twitter), digital billboards, and Plainfield Community Television. With the changing news and social media landscape, it is important to be aware of the latest trends and media outlets.

Action Item: Work with the Homeowners Associations.

Goals and Objectives for 2017-18

Share information with Homeowners Associations (HOAs) as projects occur in their subdivisions. Attend HOA meetings as requested.

Project Summary and History

As part of the Village's continuing commitment to reach out to the various homeowners associations, in 2014, the Village held a meeting for homeowners' association presidents and vice-presidents. Staff provided updates on a number of topics and answered resident questions. Staff also attended a number of association meetings throughout the year.

Staff will continue to work with the various associations throughout the Village to maximize communication between the Village and residents.

Village Staff has been invited to attend and present at HOA meetings from multiple subdivisions throughout the year.

The Police Department is offering a new program this summer – Neighborhood Scoops – to reach out to residents.

Action Item: Continue intergovernmental/interagency relations at the Staff level.

Goals and Objectives for 2017-18

Continue to work cooperatively with other jurisdictions on projects to benefit the community.

Project Summary and History

The Village is serviced by seven different road agencies, four different townships, two fire districts, three school districts, two park districts, and two library districts. As a result, intergovernmental relations are a priority in providing seamless service to residents.

The Village is represented by Mayor Collins and Village Staff on the Plainfield Park District's Delphi Committee.

On June 15, 2015, the Village Board adopted an "Intergovernmental Cooperation Agreement" with the Plainfield Township Road District and the Wheatland Township Road District. These documents allow each entity to share equipment and manpower as needed. This will ultimately provide a higher level of service for both the Village residents and the Township residents at no additional cost to the taxpayer. The Village also adopted an Intergovernmental Agreement with Na-Au-Say Township where they will provide snow removal services for the Village within the far southwestern section of our community.

The Village reached an agreement with Plainfield School District 202 advancing the installation of new streetlights along Fort Beggs Drive. We are also sharing the cost for this needed improvement. The installation of the new streetlights is scheduled to occur during the summer of 2016.

Staff teamed with the Plainfield Public Library District, Plainfield School District 202, and Plainfield Area Chamber of Commerce on Hunger Action Month initiatives and activities. In addition, the Village, Plainfield Public Library District, and Plainfield Park District jointly planned the first How-To Fair – 50 free workshops for the community in one weekend in 2015. Planning for Hunger Action Month 2016 and the 2016 How-To Fair are underway.

Additional examples of interagency cooperation include participation by Village Staff in the Kendall County Regional Plan Commission’s annual workshop meeting, as well as planned coordination meetings with District 308 regarding school enrollment and development trends in the Oswego School District portion of Plainfield’s planning area (held in June of 2016).

Staff is working with the Forest Preserve District of Will County on the proposed extension of the Normantown Trail. Staff is also coordinating with Plainfield Township on the potential vacation of a small street segment adjacent to Township-owned property.

Planning is underway for the 2017 How-To Fair with the Plainfield Public Library and Plainfield Park District. Additionally, the Village is coordinating movies in Settlers’ Park with the Park District.

Staff continues to work with the Plainfield Park District and the Springbank developer on the proposal to extend a regional trail south from the Village’s Riverfront property to provide a connection from the Downtown to Springbank and the other developments in the Village’s southwestern quadrant. Staff is also working with the Park District to convey ownership of a handful of Village-owned parcels to the Park District, while the Park District may transfer ownership of a parcel to the Village. These mutual transfers would place the parcels in the hands of the most logical owner for the most efficient use of the property for our mutual constituents. The contemplated property transfers would be authorized by intergovernmental agreement and Staff anticipates presenting a proposed agreement for consideration by both the Park District and Village Board in the summer of 2017.

Action Item: Develop a signage plan for the Village.

Goals and Objectives for 2017-18

Finalize the construction documents for the signs designed by the community with Upland Design. Create an implementation plan for the construction of the signage.

Project Summary and History

Staff prepared the “Uniform Signage Plan” for the Village Board’s review and consideration. There is general support for the Village’s proposed population and wayfinding signage. Staff was directed to continue to refine the gateway signage that is located at Route 59 and Main Street.

Staff is working on revised concepts for the gateway signage at Walgreens, on the corner of Main Street and Route 59. Specifically, in lieu of red face brick, Staff is exploring the possibility of re-skinning the wall with stone and a new lettering design for the Village’s logo, along with new lighting and landscaping.

In June of 2016, the Village Board approved a professional design services contract with Upland Design Ltd. to prepare prototypical signage and landscaping plans for entry/gateway and other prominent locations throughout the Village. This effort will involve extensive public participation and consensus building. The project

team met to review the scope of work, goals, and proposed schedule. The team also identified a group of residents and representatives from local businesses and civic organizations who have been invited to participate in a focus group to help inform the process. The focus group met in September, October, and November of 2016 and selected a monument sign and boundary sign.

The preferred concepts were presented to the Village Board in December 2016. Staff is currently modeling the monument sign and working on an implementation plan to install some of the small boundary signs this fiscal year.