



**NAPERVILLE TRANSPORTATION ADVISORY BOARD
COUNCIL CHAMBERS – MUNICIPAL CENTER
FINAL AGENDA
12/04/2010 - 8:00 a.m.**

CALL TO ORDER:

A. ROLL CALL

B. APPROVAL OF MINUTES

1. Transportation Advisory Board Meeting Minutes

C. PUBLIC FORUM

D. OLD BUSINESS

1. Resident Request to Establish Forest Avenue as a no-build area for Sidewalk Construction
2. 2011 Annual New Sidewalk Program

E. PUBLIC HEARINGS

F. REPORTS AND RECOMMENDATIONS

1. City Council Report
2. BPAC Report
3. Police Department Report

G. CORRESPONDENCE

1. Letter to Pace Regarding their FY 2011 Budget Process

H. NEW BUSINESS

I. ADJOURNMENT

AGENDA
NAPERVILLE TRANSPORTATION ADVISORY BOARD
12/04/2010 - 8:00 a.m. - COUNCIL CHAMBERS
Page 2

Any individual with a disability requesting a reasonable accommodation in order to participate in a public meeting should contact the Accessibility Coordinator at least 48 hours in advance of the scheduled meeting. The Accessibility Coordinator can be reached in person at 400 S. Eagle Street, Naperville, IL., via telephone at 630-420-6725 or 630-305-5205 (TDD) or via e-mail at manningm@naperville.il.us. Every effort will be made to allow for meeting participation.



Naperville

TRANSPORTATION ADVISORY BOARD AGENDA ITEM

AGENDA DATE: 12/4/2010

SUBJECT: Transportation Advisory Board Meeting Minutes

ACTION REQUESTED: Approve the November 6, 2010 Transportation Advisory Board meeting minutes.

PREPARED BY: Sue Bertino

ACTION PREVIOUSLY TAKEN:

Date	Item No.	Action
N/A		

RECOMMENDATION:
Approve the November 6, 2010 TAB Meeting Minutes

ATTACHMENTS:
November 6, 2010 TAB Meeting Minutes



**CITY OF NAPERVILLE
TRANSPORTATION ADVISORY BOARD
MINUTES OF MEETING – NOVEMBER 6, 2010**

CALLED TO ORDER: By Chairman Stephen Frost at 8:00 am

ROLL CALL:

Members Present: Stephen Frost, Joe Gryczkowski, Mark Jaynes, Pam Perillo, Eva Polites, Myron Sawyer, Deborah Stamm, Dennis Wencel, Jim Wilson and Student Representative Dominic Vitello

Members Absent: Dan Bauer, Jay Chiglo, Student Representatives Alex Hinch and Anirudh Sailesh

Staff Present: Steve Cope, Rory Fancler, Kim Grabow, Sean Marquez and Sgt. Lee Martin

Student Representatives Alex Hinch, Anirudh Sailesh, and Dominic Vitello were welcomed and TAB looks forward to working with the Student Members in the coming years.

APPROVAL OF THE MINUTES: Minutes of September 11, 2010 were approved as written. **Motion by Jim Wilson, seconded by Myron Sawyer. Ayes: Stephen Frost, Joe Gryczkowski, Mark Jaynes, Pam Perillo, Eva Polites, Myron Sawyer, Deborah Stamm, Dennis Wencel and Jim Wilson. Minutes were approved 9 to 0.**

PUBLIC FORUM

OLD BUSINESS:

Certificates of appreciation were presented to Steve Cope for his 10 years of Staff Leadership to the Transportation Advisory Board sharing his Professionalism, Loyalty and a Great Deal of Perseverance. Due to the time limit statute, Certificates of Appreciation were also presented to Dan Bauer, Joe Gryczkowski, and Myron Sawyer for their 7 years of Service to the City on the Transportation Advisory Board. Their insights were valuable contributions to the community.

REPORTS AND RECOMMENDATIONS

City Council Report – Eva Polites-September 21: Approved elimination of 5 daily fee parking spaces along 5th Avenue; rescinded all existing parking meter ordinances; approved established four-hour limited parking from 6 am to 6 pm Monday-Friday on both sides of Chicago Avenue from Brainard Street to Sleight Street.

City Council Report – Myron Sawyer-October 5: Approved the establishment of a loading zone on the north side of Jackson Avenue from Main Street to 140 feet west of Main Street; The vote on continuing to allow overnight parking in the Van Buren and Chicago Avenue parking decks on weekends ended in a tie. It may be brought up again at a future Council Meeting.

**TRANSPORTATION ADVISORY BOARD
MINUTES OF MEETING
NOVEMBER 7, 2010 – Page 2**

City Council Report – Jim Wilson-October 19: Council approved the establishment of parking restrictions in support of the revised Jackson Avenue parking design including relocating one handicapped parking space to the Riverwalk Parking Lot & 1 space to the south side of Jackson.

City Council Report – Dennis Wencel-November 3: No TAB items were on the agenda.

BPAC Report – Mark Jaynes: Audible pedestrian signals were discussed. A Committee will be established to determine high priority areas throughout the City for these audible signal installations.

- Bike rack funding program was discussed for putting bike racks around the perimeter of downtown Naperville.
- A very beautiful DuPage River Trail Segment 4 is officially open.
- Have been requests for biking map guides. Looking to get hard copies printed. Is on the Web Site but residents are asking for copies of the prior bike map guides.
- Conducted a successful Bike to Metra program on June 14 with discussions of safety for bike riders and pedestrians.

Police Department Report-Sgt. Lee Martin: Have received funding from IDOT to conduct special enforcement for occupant restraints in vehicles. Will be out at peak holiday times during the next 12 months for this enforcement.

Hillside Road Parking Recommendation-Kim Grabow: This is to revise parking locations due to modifications at Naperville Central High School to driveway relocations and additions. With the evaluation of site distance, some parking spaces needed to be removed.

Motion: The Transportation Advisory Board concurs with the Transportation, Engineering and Development Business Groups recommendation to amend the “No Parking” zones on the north side of Hillside Road between West Street and Webster Street. **Motion by Deborah Stamm, seconded by Myron Sawyer. Ayes: Stephen Frost, Joe Gryczkowski, Mark Jaynes, Pam Perillo, Eva Polites, Myron Sawyer, Deborah Stamm, and Dennis Wencel and Jim Wilson. Motion was approved 9 to 0.**

Proposed 2011 Transportation Advisory Board Meeting Schedule-Rory Fancler:

TAB acknowledged the dates and noted no conflicts.

Motion: The Transportation Advisory Board concurs with the Transportation, Engineering and Development Business Groups’ recommendation to establish the TAB 2011 Meeting dates as January 8, February 5, March 5, April 9, May 7, June 4, July 9, August 6, September 10, October 1, November 5, and December 3. **Motion by Eva Polites, seconded by Pam Perillo. Ayes: Stephen Frost, Joe Gryczkowski, Mark Jaynes, Pam Perillo, Eva Polites, Myron Sawyer, Deborah Stamm, and Dennis Wencel and Jim Wilson. Motion was approved 9 to 0.**

**TRANSPORTATION ADVISORY BOARD
MINUTES OF MEETING
NOVEMBER 7, 2010 – PAGE 3**

2011 Annual New Sidewalk Program-Rory Fancier:

Two locations are listed for Naperville Heights:

- Bauer Road on north side of the street from Mill Street to west of Apache Drive;
- Main Street on the east side of the street from 11th Avenue to 12th Avenue.

Two locations are listed for East Highlands:

- Sunset Drive on south side of street from Santa Maria Drive to Loomis Street
- Sunset Drive on west side of street from Maple Lane to Santa Maria Drive

Two locations are listed for Lairds Woods

- West Street on east side from Franklin Avenue to Douglas Avenue
- Ewing Street on west side of street from Benton Avenue to Franklin Avenue

Knoch Knolls Road on south side of street from Seiler Drive to Bluestem Court

Book Road on west side of street from Snow Creek Road to Wicklow Road

Affected residents and property owners were notified of the city's intent to construct sidewalks in the listed locations.

The city has 381 sidewalk gaps throughout the city totaling 65 miles which will be installed incrementally in coming years based upon annual budget allocations for the sidewalk program.

Lynn Morgan-1035 North Main Street

Represents the residents in Naper Heights in support of building the sidewalks. Appreciates the sidewalks that have been constructed in the past. Sidewalks on Bauer Road that connect to Niki Park do not solve the safety issues of Naper Heights. Hoping for a comprehensive plan to complete sidewalks in Naper Heights within five years in order to have sidewalks on both sides of every street in Naper Heights so people can walk safely throughout the neighborhood.

TAB asked Staff to make sure to give consideration in coming years to finishing the sidewalk gaps in Naper Heights and to communicate with the residents prior to the beginning of the budget process in future years of selecting sidewalks for the Annual New Sidewalk Program.

TAB's Comments:

Large allocation for sidewalks on Bauer Road which is for the new construction in Niki Park. This is not on a safe school walk route. Consideration should be given to moving the Bauer Road sidewalk money to sidewalks in Naper Heights along 12th or 13th or 14th Avenues. Should sign or stripe the walk beside the house indicating that is the safe walk route to Mill Street School from Eagle Street.

MOTION: The Transportation Advisory Board concurs with the Transportation, Engineering and Development Business Group's recommendation to establish the 2011 Annual New Sidewalk Program with the direction of reallocating the Bauer Road portion of the program back into Naper Heights to the interior east-west streets. **Motion by Dennis Wencel, seconded by Joe Gryczkowski. Ayes: Stephen Frost, Joe Gryczkowski, Mark Jaynes, Pam Perillo, Eva Polites, Myron Sawyer, Deborah Stamm, and Dennis Wencel and Jim Wilson. Motion was approved 9 to 0.**

**TRANSPORTATION ADVISORY BOARD
MINUTES OF MEETING
NOVEMBER 7, 2010 – PAGE 4**

Bicycle and Pedestrian Advisory Committee Appointment – Mark Jaynes: TAB acknowledged the resignation of a BPAC committee member and the need to fill the vacancy which has been advertised, applications received and a selection made by BPAC.

MOTION: The Transportation Advisory Board recommends the appointment of Cindy Swanson to the Bicycle and Pedestrian Advisory Committee through June 30, 2013. **Motion by Mark Jaynes, seconded by Dennis Wencel. Ayes: Stephen Frost, Joe Gryczkowski, Mark Jaynes, Pam Perillo, Eva Polites, Myron Sawyer, Deborah Stamm, and Dennis Wencel and Jim Wilson. Motion was approved 9 to 0.**

Request to Establish Forest Avenue as a No-Build Area for Sidewalk Construction-Rory Fancler:

Kathy Benson-51 Forest: Forest is proposed to be outside of the sidewalk construction area.

- In 2002 neighborhood was redone with new street lights, and curbs and street surface.
- In 2004 residents had the opportunity to turn down sidewalks if there were none in front of their property.
- If a child lived on Forest Avenue which was visually impaired or hearing impaired or a resident was in a wheel chair there would be sidewalks on Forest Avenue. Many cars park on Forest Avenue including 10 last night at 11 pm.
- Sidewalks are a public resource which is reason enough to not approve the no sidewalk request.
- Statement on the petition that homes are not connected to the storm sewer is incorrect as one or possibly two are not connected. With storm sewers there is no standing water on the street now.
- Several newly built homes do not have occupancy permits until the sidewalk issue is resolved and do not have parkway trees either.
- Sidewalk policy now adopted by Council is for sidewalks on at least one side of the street which totally overrides the request for this area to be no-build sidewalks.

Jodi Kautz-21 Forest:

- Put together the petition – whether there are sidewalks or not the children will be playing in the street.
- One of the oldest trees in Naperville is in front of 21 Forest; the street built in 2002 was built around the tree.
- If sidewalks were constructed the sidewalk at 21 Forest would be at their front door.
- Houses built in 2006 and 2007 were told they did not need sidewalks.
- In 2008 engineer was told another house did not need a sidewalk; in 2009 a Landscaper for the house was told a sidewalk was not needed but when the owner went to get an occupancy permit they were told a sidewalk is needed so clarity is an issue in this area.
- City memo says no sidewalks anticipated for Forest Avenue in next 10 years.
- City is asking for fee in lieu for new homes on Forest Avenue to provide for future sidewalk installation.

MINUTES OF MEETING

NOVEMBER 7, 2010 – PAGE 5

- Residents feel street is safe; kids are well versed in what traffic means, to be careful and everybody that comes down the street knows that the kids are there.
- If sidewalks come in ten years, neighbors would be happy to work with the City but paying into the fund at this time is hard to digest.
- The people who signed the petition are requesting no sidewalks, a no build designation.
- Residents feel strongly sidewalks are not needed.

Janet Lang – 50 Forest:

- Was at the meeting in 2002 with City Staff Member John Verzal.
- Residents noted that Forest Avenue had a country atmosphere and they wanted to keep it that way.
- City Staff was accommodating to this request including curving the street to save the tree which the resident's called Verzal's curve.
- The residents did not want sidewalks even though they would have been free in the 2002 plans. The residents were also assured sidewalks would not be needed.
- It was agreed sidewalks would take away from the country atmosphere.
- An occupancy for 50 Forest was approved without sidewalks based on the 2002 agreement which a City Staff Lady remembered. Unfortunately the agreement does not seem to be written down.
- Request the City honor this 2002 agreement rather than penalize the residents now by installing sidewalks.

City Staff:

- Residents are correct. City Staff worked with the residents 10 years ago on the curb issues, placing of street lights, protecting the trees and road alignment.
- City has no documentation that there was an agreement that this area should be included on the "no build list".
- Forest Avenue is not included in the 2004 Comprehensive Sidewalk Policy on the no build list so at this time sidewalks on Forest Avenue are included in the existing sidewalk gap locations.
- It is not on the high priority list so sidewalks would not be installed in this area in the near future.
- Staff's recommendation is to keep this Forest Avenue location on the sidewalk gap list rather than put it on the Comprehensive Sidewalk Plan "no build list" as it does not meet the no build characteristics including unimproved streets, heavily wooded area with no curb and gutter and no logical link to destinations to serve the community as a whole.
- Dead end streets are not included in the "no build" policy.
- Staff is proposing for any new home construction along Forest Avenue the builder/developer contribute a fee-in-lieu which would go into a fund that could be used in forthcoming years to construct sidewalks on Forest Avenue.
- Fee-in-lieu would also apply to existing homes without occupancy permits but not to homes in the area that do have occupancy permits with residents now living in them.
- All city sidewalk gaps in the city qualify and the ultimate goal is for all sidewalk gaps in the city to be filled. The criteria helps the city to determine which gaps are filled first and Forest Avenue does not rank high in the priority system.

**TRANSPORTATION ADVISORY BOARD
MINUTES OF MEETING
NOVEMBER 7, 2010 – PAGE 6**

- The two homes in question have temporary occupancy. Not certain if the sidewalk issue is the only outstanding issue for these homes. The temporary occupancy can be extended.

TAB:

- It will not be determined on which side of the street sidewalks will be built in this area until the time comes when the area actually is in a new sidewalk construction program.
- Putting this area in a “No Build Area” is overstepping the bounds as the area does not qualify according to the current Comprehensive Sidewalk Policy.
- Fee-in-lieu puts the City in a better position than choosing “No Build”.
- Sidewalks are important but it could be years before Forest Avenue appears in the New Sidewalk Construction Program.
- Should be resolution on where the City stands with the 2002 verbal agreement.
- Staff is requested to notify the residents of the information forthcoming from Staff.

Motion: The Transportation Advisory Board recommends tabling the issue of establishing a “No Build Area” for Forest Avenue to the December TAB meeting until Staff has had time to review the issue. **Motion by Dennis Wencel, seconded by Deborah Stamm. Ayes: Stephen Frost, Joe Gryczkowski, Mark Jaynes, Pam Perillo, Eva Polites, Myron Sawyer, Deborah Stamm, Dennis Wencel and Jim Wilson. Motion was approved 9 to 0.**

Motion: The Transportation Advisory Board recommends the tabling of the fee-in-lieu contribution issue except for the two homes waiting for occupancy. **Motion by Joe Gryczkowski, seconded by Deborah Stamm. Ayes: Stephen Frost, Joe Gryczkowski, Mark Jaynes, Pam Perillo, Eva Polites, Myron Sawyer, Deborah Stamm, Dennis Wencel and Jim Wilson. Motion was approved 9 to 0.**

Recommendation for FY 2010-2011, Third Quarter Commuter Permit Issuance and Space Utilization Report – Rory Fancler TAB acknowledged the report and noted when the economy returns need to be careful with the recommendations and to anticipate growth in jobs.

DuPage Children’s Museum Guardrail-Kim Grabow: The guardrail presented a site distance issue, the Museum Staff did not like the guard rail; there is no crash history to show a need.

2011 Guaranteed Ride Home Program-Rory Fancler: Minor modifications have been made to provide flexibility for the program including the time line for voucher submittal, reimbursement checks will be issued monthly, and E-News has been created for the program participants.

RTA Grant Application for Naperville Metra Station Bus Depot Feasibility Study-Rory Fancler: This study is included in the RTA’s program of projects with 80% grant contribution from the RTA with 20% from the City. The RTA Grant Funding Budget approval should be in December. TAB will be kept informed as the project hopefully moves forward.

The next TAB meeting will be December 4th at 8 am in the City Council Chambers. Motion to adjourn by Perillo, seconded by Jaynes with unanimous approval. Meeting adjourned at 9:04 am.

Respectfully submitted,

Marjorie McIntosh, Secretary



Naperville

TRANSPORTATION ADVISORY BOARD AGENDA ITEM

AGENDA DATE: 12/4/2010

SUBJECT: Resident Request to Establish Forest Avenue as a no-build area for Sidewalk Construction

ACTION REQUESTED:

1. Deny the request to establish Forest Avenue as a no-build area for sidewalk construction; and
2. Implement a fee-in-lieu contribution for construction of new homes on Forest Avenue to provide for future sidewalk installation.

PREPARED BY: Rory Fancler, Project Manager, TED

ACTION PREVIOUSLY TAKEN:

Date	Item No.	Action
11/6/2010	F8	Initial consideration of the request. Following public testimony and TAB discussion, the agenda item was continued to the December 4, 2010 meeting (Approved, 9-0).

BACKGROUND:

On November 6, 2010 the Transportation Advisory Board (TAB) considered a request submitted to the city to establish Forest Avenue as a no-build area for sidewalk construction. During the meeting three (3) people provided testimony (see Agenda Item B, Minutes of November 6, 2011). Following the public testimony, TAB discussed the following:

- The anticipated timeline for installation of sidewalk on Forest Avenue based on the priority system used to establish the Annual New Sidewalk Program. Forest Avenue is not a high priority segment; therefore, sidewalk is not anticipated to be installed for at least 10 years.
- The recommended fee-in-lieu contribution relative to establishing Forest Avenue as “No Build”.
- Potential agreement between the city and existing and former residents regarding sidewalk on Forest Avenue.

At the conclusion of their discussion, TAB requested city staff provide a legal interpretation of the potential agreement between the city and existing and former residents of Forest Avenue and continued this matter to the December 4, 2010 meeting. The Transportation Advisory Board also noted that the continuance of the agenda item should not preclude the two homes with temporary occupancy permits (i.e., 21 and 30 S. Forest Avenue) from obtaining final occupancy.

DISCUSSION:

Based on the TAB discussion at the November 6 meeting, staff offers the following information for review.

Previous Agreement Regarding Sidewalk on Forest Avenue

Since the November 6 Transportation Advisory Board meeting, city staff contacted former Project Engineer John Verzal to discuss sidewalk on Forest Avenue. Mr. Verzal completed the Forest Avenue roadway improvements in 2001-2002 as part of an overall improvement in the Laird Woods Subdivision, and confirmed that the street was not designated a “no-build” area.

As part of the 2001-2002 road improvement project the city solicited resident feedback on the plans, including the street width, type of curb, location and type of street lights, parkway trees, and sidewalk installation. Based on input received at the time, Forest Avenue sidewalk was not included in the roadway improvement project (otherwise known as the Fremont Laird’s Subdivision Improvement Project). This was a project-specific decision, and was not intended to preclude future installation of sidewalk on Forest Avenue.

There is no legally binding agreement between the City of Naperville and current and/or former residents of Forest Avenue regarding installation of sidewalk. While residents of Forest Avenue assert that Forest Avenue was designated a no-build area in 2002, it is important to note that the term “no-build” and list of no-build areas was not defined until 2003-2004 as part of the Comprehensive Sidewalk Policy. The Comprehensive Sidewalk Policy was approved in January 2004 (Attachment 1) after a public planning process that began in June 2003 (Attachment 2). The policy includes a list of the no-build areas known at that time; Forest Avenue is not included on the list of no-build areas. It should also be noted that the delineation of certain properties as no-build areas in the Comprehensive Sidewalk Policy does not impose any legal obligations on the part of the City.

No-Build Area Designation

The Comprehensive Sidewalk Policy establishes certain areas as no-build areas due to the characteristics of a given neighborhood or a specific street. The Comprehensive Sidewalk Policy defines no-build areas as “locations that do not warrant the installation of pedestrian facilities, or as designated by City Council. Such locations may include segments that lead pedestrians to unsafe locations such as a bridge with no sidewalk or in locations where County/State officials have indicated that they will not allow a sidewalk.”

The no-build designation is not intended to be a temporary measure to delay sidewalk installation; the existing no-build areas are not anticipated to have sidewalk in perpetuity due to unique characteristics. The few existing no-build areas include streets that are unimproved, heavily wooded without curb and gutter, or have no logical link to destinations to serve the community as a whole. Staff finds the character of Forest Avenue (e.g., improved street with curb and gutter) is consistent with the character of surrounding streets which have sidewalk or will have sidewalk installed; the surrounding streets are not designated no-build areas.

Resident Request to Establish Forest Avenue as a No-Build Area for Sidewalk Construction

December 4, 2010

Page 3 of 4

Annual New Sidewalk Program

Construction of sidewalk on Forest Avenue is not anticipated to occur within the next ten years.

The city currently has approximately 380 sidewalk gaps located throughout the city. Through the Annual New Sidewalk Program the city programmatically installs sidewalk in identified gap locations. Each year, a list of selected gap locations is presented to TAB and City Council for inclusion in the following year's construction program. Based on the priority system used to identify locations for the annual program, installation of sidewalk on Forest Avenue is not expected to occur in the near-term, if ever (depends on annual budget for Annual New Sidewalk Program).

Temporary Occupancy Permit

At the November 6 meeting, TAB noted that final occupancy permits for two properties on Forest Avenue should not be delayed as a result of TAB continuing the no-build request to the December meeting. The Transportation Advisory motioned to allow those property owners to move forward with final occupancy in advance of the December meeting (Approved 9-0).

Following the TAB meeting, a final occupancy permit was requested by the owner of 21 S. Forest Avenue.

The property owner was presented with two options: 1) continue to occupy the home under a temporary occupancy permit; or 2) pursue a final occupancy permit. For the city to proceed with issuance of a final occupancy permit prior to City Council consideration of the Forest Avenue no-build request (anticipated December 21, 2010), the property owner or developer would need to submit to the city financial surety for the cost to install sidewalk along the property frontage.

The surety would be held until such time that City Council makes their final determination; the surety protects the city in the event that Council Council does not approve the no-build request and requires installation of the sidewalk or payment of a fee-in-lieu. The financial surety would be released back to the property owner or developer in the event City Council 1) approves the Forest Avenue no-build request; or 2) denies the no-build request and establishes a fee-in-lieu payment but excludes the two properties currently under temporary occupancy permits from such payment. To date, the owner of 21 S. Forest Avenue has decided not to proceed with the final occupancy permit at this time.

Summary of Staff Recommendation

Following a review of the request and field observations, staff finds that Forest Avenue should not be designated a no-build area based on the following factors:

- Cul-de-sacs and dead end streets are not exempt from the city's policy to provide continuous sidewalk on at least one side of the street (except for primary walk routes, where sidewalks on both sides of the street are preferred).
- The character of Forest Avenue (e.g., improved street with curb and gutter) is consistent with the character of surrounding streets which have sidewalk or will have sidewalk installed; the surrounding streets are not designated no-build areas.
- Installation of sidewalk would provide connectivity to the existing sidewalk on the south side of Benton Avenue, thereby providing safe off-street pedestrian access to adjacent residential streets, neighborhood destinations (e.g., church or daycare), and downtown Naperville.

- There is the potential for future development of two vacant lots at the south end of Forest Avenue, and pedestrian connectivity to Jefferson Avenue. The existing vacant lot fronting Jefferson Avenue has a number of unimproved footpaths providing connectivity to Jefferson Avenue. These footpaths indicate existing pedestrian activity between Forest Avenue and Jefferson Avenue. If development of this property is considered in the future, an opportunity may exist to provide a pedestrian connection between Forest Avenue and Jefferson Avenue; this opportunity would be further evaluated with a development proposal.
- Existing right-of-way can accommodate sidewalk.¹ With future installation of sidewalk on Forest Avenue, the city will work to preserve the existing mature trees.

While staff recommends Forest Avenue not be designated a no-build area, contribution of a fee-in-lieu of sidewalk installation is recommended for all new construction on Forest Avenue. Consistent with Section 9-1H-3 (Sidewalk Construction, Replacement and Repair) of the Naperville Municipal Code, all developers or builders would be required to contribute a fee-in-lieu of sidewalk installation prior to the city's issuance of an occupancy permit. The fee-in-lieu would be calculated based on the parcel's linear feet of right-of-way frontage. The fee-in-lieu provides the city with the funds to construct sidewalk on Forest Avenue in the future as part of the Annual New Sidewalk Program.

RECOMMENDATION:

1. Deny the request to establish Forest Avenue as a no-build area for sidewalk construction; and
2. Implement a fee-in-lieu contribution for construction of new homes on Forest Avenue to provide for future sidewalk installation.

Attachments:

1. November 18, 2003 City Council Agenda Item (J4) – Recommendation to Approve the Comprehensive Sidewalk Policy
2. January 6, 2004 City Council Agenda Item (H1) – Recommendation to Approve the Comprehensive Sidewalk Policy

¹ Street light pole relocation potentially required.



Naperville

OFFICE OF THE CITY MANAGER

CITY COUNCIL
11-18-03
AGENDA ITEM JH

COUNCIL AGENDA ITEM SUMMARY SHEET

TITLE Recommendation to Approve the Comprehensive Sidewalk Policy

SUBMISSION DATE 11/4/03 REQUESTED AGENDA DATE 11/18/03

SYNOPSIS A recommendation is made to approve the new Comprehensive Sidewalk Policy

PAPERWORK Attached

COUNCIL ACTION PREVIOUSLY TAKEN

Date of Action _____ Action _____

Item No _____

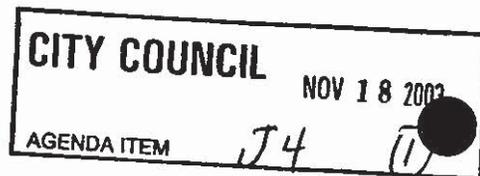
COUNCIL ACTION REQUESTED/RECOMMENDED THIS MEETING

Approve the policy

Submitted by: *Marcus Sch...* T E D Business Group
Department

AGENDA ITEM NOTES

CITY OF NAPERVILLE
MEMORANDUM



DATE: November 4, 2003

TO: Peter T. Burchard, City Manager
Brendan McLaughlin, T E D Business Group Leader

FROM: Steve Cope, Transportation & Traffic Services Operations Manager *Steve Cope*

SUBJECT: Recommendation to Approve the Comprehensive Sidewalk Policy

PURPOSE:

This memorandum recommends approving the new Comprehensive Sidewalk Policy

BACKGROUND:

City Council is occasionally faced with difficult decisions regarding recommendations for sidewalk installations. The difficulty is derived from the absence of a clearly defined city policy toward completing the entire pedestrian network within our corporate boundaries. Sidewalk installations are often very emotional issues for residents whether in favor or opposed. Most recently, City Council was faced with a decision to install sidewalk on Benton Avenue west of Mill Street. Current practices and policies offered little assistance in the decision-making. At the April 2, 2003 City Council meeting, staff was directed to complete a comprehensive evaluation of the city's current sidewalk program and to clearly outline a policy and guidelines for sidewalk installation so that City Council, Transportation Advisory Board (TAB), staff and residents are working under the same defined policy.

The Transportation, Engineering and Development Business Group (TED) assembled a team and initiated the evaluation process the week of April 28, 2003. The team developed an action plan that includes staff's work schedule, public meetings to gain residents' input, and presentations at TAB meetings to facilitate a November 18, 2003 recommendation to City Council.

EXISTING GUIDANCE:

When sidewalk installation issues arise, city staff has various code requirements, policy, programs and practices to take into consideration. This section summarizes the current guidance staff follows.

Code Requirements:

City Council has established municipal code defining where sidewalk is required and how it will be funded under various conditions. The following are summaries of existing municipal code.

5-2B-5 Sidewalk Required (Teardowns)

Sidewalk is required to be installed or a comparable fee paid for any new single-family home teardown or addition in which the square footage of the existing building is increased by 50%.

7-3-3 Right of Way Improvements

Relative to any property to be subdivided, a 5-foot sidewalk shall be required on both sides of all streets and cul-de-sacs.

9-1H-3 Sidewalk Construction, Replacement, and Repair

City Council may make a recommendation to construct, replace, or repair sidewalks. Residents may initiate sidewalk improvements with a petition by more than 50% of persons owning property adjacent to the area to be improved in that city block.

9-1H-5 Finance Schedule

This section outlines the finance schedule for sidewalk improvements. The Finance Schedule includes, but is not limited to, the following summary.

- For single-family zones or uses, sidewalk improvements are primarily financed 60% by the City and 40% by the owner.
- For properties subdivided, but unimproved, sidewalk improvements are financed completely by the owner.
- All other zones and land uses are financed 50% by the City and 50% by the owner.

9-1H-7 Standard Specifications for Design and Construction

This section provides the design requirements for the construction, replacement, and repair of sidewalks in the City of Naperville.

Policies:

The Pedestrian Plan component of the Comprehensive Transportation Plan includes many policy statements that support the provision of pedestrian facilities, such as sidewalks, including

- Require the installation of pedestrian facilities (e.g., sidewalks, shared-use paths, crosswalks, etc.) through various development processes (building permit process, subdivision requirements, and the Planned Unit Development ordinance) and in accordance with City ordinances.
- Foster intergovernmental cooperation and communication as a method of addressing pedestrian issues (e.g., filling in sidewalk gaps, sharing costs, etc.).
- Balance, as appropriate, issues such as safety, cost, aesthetics, accessibility, intended use, etc.
- Encourage public/private partnerships to provide and promote the use of pedestrian facilities.
- Coordinate the installation of pedestrian facilities with capital improvement projects, as appropriate.

Programs:

The City of Naperville currently has two programs that assist property owners in maintaining existing sidewalk and installing new sidewalk segments.

Sidewalk Replacement Program (CIP #MP-004)

It is the responsibility of individual property owners to maintain public sidewalks in front of their property. To assist property owners in maintaining sidewalks, the City has established a Sidewalk Replacement Program within the Capital Improvement Program. For eligible sidewalks, the City of Naperville repairs and replaces sidewalks on a cost-sharing basis. For residential public sidewalks, the City pays 60 percent and the resident pays 40 percent. For non-residential public sidewalks, the cost is split between the City and the property owner.

New Sidewalk Segment Program (CIP #CS006)

The City established the New Sidewalk Segment Program within the Capital Improvement Program to fund the construction of sidewalk segments that have been determined to be a priority. Each year, when updating and approving the Capital Improvement Program, the City reviews the need to dedicate funds for constructing new sidewalk segments. The focus of the program is generally to fill gaps along arterial and collector roadways and on primary walk routes.

Practices:

Future Roadway Improvements (Annexation)

For properties with substandard roadways, which are being annexed into the City, the property owners are required to pay the City a fee to cover the cost of future roadway improvements to the City standard. The fee schedule, based on the established road classification, includes the installation of curb and gutter, storm sewers, and sidewalk along the property frontage. The fee is due prior to recording the annexation agreement. Upon payment, the owner has no further obligation to construct the site-specific roadway improvements; rather, the City shall construct the site-specific roadway improvements at the discretion of the City (i.e., the timing of the roadway improvements is determined by the City).

Neighborhood Surveys

When residents request sidewalk to be installed along streets in established neighborhoods, staff's practice is as follows:

1. Staff meets with concerned residents to explain process and define area of concern
2. Staff develops a survey with input of concerned residents. The survey is sent to affected residents only (those properties where proposed sidewalk would be installed)
3. The survey results are presented to TAB where residents may speak on the agenda item. If the survey results indicate a 60% or greater approval rate by the affected residents, city staff will make a recommendation to TAB to install sidewalk accordingly. If a 60% approval rating is not achieved, staff simply provides a report to TAB without a recommendation to install sidewalk. TAB established this 60% approval rating in 2000, although it is contradictory to 9-1H-3. *Sidewalk Construction, Replacement, and Repair*. TAB may, by their determination, recommend to City Council that the sidewalk be installed.
4. City Council acts on the TAB recommendation.

PUBLIC INVOLVEMENT IN THE DEVELOPMENT OF THE SIDEWALK POLICY:

Public information meetings were held on June 17, June 18 and August 18, 2003. The purpose of these public meetings was to solicit input from stakeholders and the general public on the current sidewalk policies and programs, and what a revised comprehensive sidewalk program should include. From the June meetings, staff gained input on

1. The use of resident preference surveys to determine the installation of sidewalk
2. How sidewalk installation should be funded
3. What factors should be considered for prioritizing sidewalk construction

General comments were received as well. Appendix A provides a summary of the input received from the 16 respondents

Appendix B provides a summary of the input received from the August meeting. There were 14 respondents. Staff provided those present with a draft proposal for changes to current policy, programs and practices. We received input on the following policy categories.

- 1 Sidewalk installation requirements and practices
- 2 Resident preference surveys.
- 3 Sidewalk construction costs to residents

The input received from the August meeting indicated fairly strong support for staff's proposals, but all of the public meetings combined only produced a total of 30 respondents to the surveys provided. The residents' interest level toward this sidewalk program evaluation process has been minimal, and generally by the same residents who had recently been involved in the pursuit of sidewalk construction in their neighborhoods. With this very limited input, staff developed a recommendation primarily based on problems city staff and subsequently TAB and City Council encounter in addressing sidewalk installation.

POLICY REVISIONS:

The following is a synopsis of policy statements in the proposed Comprehensive Sidewalk Policy differing or absent from current policy.

- 1 Under the proposed policy, the City's position clearly states that all public roads shall have public sidewalk or similar pathway along both sides of the street. The City recognizes that, under certain circumstances, installation of sidewalk may not be necessary. If compelling circumstances exist, residents may petition against proposed sidewalk construction through a defined appeal process.

Under the current policy, the City's position on sidewalk installations is not firmly established.

- 2 Under the proposed policy, the City will prepare an Annual Sidewalk Program for the purpose of installing new public sidewalk in locations where it is currently not installed. Installations will be in substantial conformance with the program's priority system. Notification of the City's intent to construct sidewalk shall be sent to all affected residents and commercial properties. Further, the Annual Sidewalk Program will be publicly advertised with sufficient time for community input. Residents' input may assist staff in developing the Annual Sidewalk Program priorities.

Under the current policy, there is no formalized annual program defining the City's sidewalk installations intent and priorities.

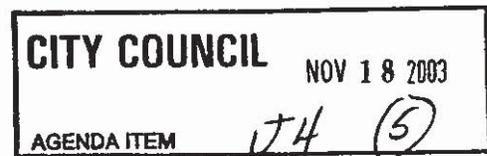
- 3 Under the proposed policy, the City will pay all associated costs (100%) of sidewalk installation under this program for existing residential and commercial properties.

To Peter T Burchard

Page 5

November 4, 2003

Re Recommendation to Approve the Comprehensive Sidewalk Policy



New developments, teardowns, annexations, and public rights-of-way within the City's corporate boundaries under the jurisdiction of other government agencies shall share costs of sidewalk installation in accordance with current municipal codes and agreements

Under the current policy, the City requires sharing of construction costs between existing property owners and the City unless otherwise directed by City Council.

- 4. Under the proposed policy, for newer subdivisions, property owners (developers) that have not completed construction on their lot(s) shall be required to install sidewalk according to the following, which ever occurs first:
 - a. Within three (3) years of the final plat of approval, as contained in the development agreement (SIA), or
 - b. Within one (1) year of 90% build out of the defined subdivision

Under the current policy, property owners are required to install sidewalk on vacant lots within three years of the final plat of approval.

TAB CONSIDERATION:

A draft Comprehensive Sidewalk Policy was presented at the October 4, 2003 TAB meeting for review and input. One public speaker offered general support of the draft document and offered some suggestions. Staff considered those suggestions and made amendments to the draft based on the resident's input and additional thoughts of city staff following the meeting. The revised Comprehensive Sidewalk Policy was presented to TAB at the November 1, 2003 meeting and was approved by a vote of 9 - 0

RECOMMENDATION:

Approve the Comprehensive Sidewalk Policy. Any ordinance amendments necessary as a result of this policy approval will be presented at the December 2, 2003 City Council meeting

- Attachments Comprehensive Sidewalk Policy
 - Attachment A, June Public Survey Summary
 - Attachment B, August Public Survey Summary

- C Bicycle and Pedestrian Advisory Committee (BPAC)
 - Marcie Schatz, Transportation & Traffic Services Team Leader

COMPREHENSIVE SIDEWALK POLICY
NOVEMBER 18, 2003

CITY COUNCIL	NOV 18 2003
AGENDA ITEM	J4 (6)

GUIDANCE

The Comprehensive Sidewalk Policy has been developed in accordance with Component #4 of Naperville's Comprehensive Transportation Plan. The Comprehensive Transportation Plan was developed with the overall goal of enhancing transportation mobility. The plan defines the city's philosophy towards transportation related decision making and is intended to be a guide for decision-makers as they address transportation issues. The plan was developed through an active public involvement process in which the general public and private and public agencies participated in the development of the plan. The plan contains fourteen plan components, including Plan Component #4 – Pedestrian Plan that discusses the needs and goals of pedestrian mobility.

Needs Identification.

- Pedestrian travel provides many benefits to the community and to individuals
- Pedestrian facilities help to improve accessibility for all population groups
- A pedestrian-friendly environment is a critical element in making walking viable, safe, and a mode of choice
- A pedestrian-friendly environment helps reduce vehicular trips

Naperville strives to be a community in which walking is a vital component of the transportation system. Ideally, a pedestrian-friendly environment is

- Safe
- Includes pedestrian facilities (e.g., sidewalks or paths, crossings)
- Is accessible for all users
- Provides continuity throughout the community
- Provides connections within and between various types of land uses
- Is aesthetically pleasing, and may include amenities such as benches and water fountains

A pedestrian-friendly environment is desired throughout the community, but is particularly important within and near residential areas, commercial areas, and community facilities such as schools, parks, and libraries. Trips to these types of destinations have the potential of being short trips and therefore hold great potential for pedestrian travel.

Creating a pedestrian-friendly community involves

- Complex issues of land use patterns and site design
- Challenges to make already developed areas of the City more walkable
- Differing and emotional opinions regarding the preferred type of facility or whether or not a pedestrian facility, such as a sidewalk, is even necessary

A clear understanding of all of these issues will assist decision makers in seeking compromise and balance in the spirit of the public good.

POLICIES

The following policies are established to meet the goals of the Comprehensive Transportation Plan with respect to public sidewalk or pathway installation:

- 1 All public roads shall have public sidewalk or similar pathway along both sides of the street
- 2 The City will prepare an Annual Sidewalk Program for the purpose of installing new public sidewalk in locations where it is currently not installed. The City will pay all (100%) associated costs of sidewalk installation under this program for existing residential and commercial properties. New developments, teardowns, annexations, and public rights-of-way within the City's corporate boundaries under the jurisdiction of other government agencies shall share costs of sidewalk installation in accordance with current municipal codes and agreements
- 3 For newer subdivisions, property owners (developers) that have not completed construction on their lot(s) shall be required to install sidewalk according to the following, which ever occurs first:
 - a. Within three (3) years of the final plat of approval, as contained in the development agreement (SIA), or
 - b. Within one (1) year of 90% build out of the defined subdivision

PROGRAMS

The City will prepare an Annual Sidewalk Program to include the installation of sidewalk in locations that serve to benefit the community as a whole. There are many locations along public streets where sidewalk has not been installed for various reasons. Sidewalk should be installed at these locations to provide safe and accessible pedestrian walkways for all users. The process for installing sidewalk at these locations is as follows:

Inventory & Classification

The City will develop and maintain an inventory of sidewalk and trail system within its planning boundaries and identify public right-of-way lacking sidewalk (sidewalk gaps) throughout the City. With this information, city staff can identify the location and number of sidewalk gaps in the community, classify each type, prioritize installations, and estimate the number of years needed to complete the program.

The sidewalk inventory will be classified as follows:

- Local Streets - Primary walk routes
- Local Streets - Secondary walk routes
- Through Streets – Primary walk routes (City jurisdiction)
- Through Streets – Secondary walk routes (City jurisdiction)
- Through Streets - Under the jurisdiction of another agency
- Challenged Installation Area
- No-Build Areas

Sidewalk will be constructed in the identified gaps based on a priority system. The priority system considers first and foremost public safety, but links to key destinations, roadway classification and available funding are also factors in establishing the Annual Sidewalk Program. Sidewalk construction required to create a complete sidewalk network throughout the city will take many years to accomplish. As such, it is critical to follow a methodology for prioritizing installations. Residents' input may assist staff in developing the Annual Sidewalk Program priorities, but installations will be in substantial conformance with the following prioritization list:

- 1 Through Street – Primary walk route (City jurisdiction)
- 2 Local Street – Primary walk route
- 3 Local Street – Primary walk route (less than 30% of parcels have not annexed to the City)
- 4 Through Street – Secondary walk routes (City jurisdiction)
- 5 Through Street – Under the jurisdiction of another agency
- 6 Local Street – Secondary walk route
7. Through Street – in coordination with a related road improvement project
- 8 Challenged Installation Area

Definitions

Local Street – Any roadway designated on the approved Master Thoroughfare Plan as Local/Residential.

Through Street - Any roadway designated on the approved Master Thoroughfare Plan as a Strategic Regional Arterial, Major or Minor Arterial, Collector, or Neighborhood Connector

Primary Walk Route – Those routes determined by the Transportation, Engineering and Development Business Group to be primary links to schools, libraries, parks, retail, and other key pedestrian destinations

Secondary Walk Routes – Any local street or easement not designated as a Primary Walk Route. These locations are typically segments along streets with low traffic volume that would not attract pedestrians from any other areas

Challenged Installation Area – Any areas along roadways that city staff has determined to be difficult and expensive installations due to topography, vegetation, lack of right-of-way/easements, etc. These challenged areas may require the expenditure of over four times the cost of a simple installation

No-Build Area – Specific locations that do not warrant the installation of pedestrian facilities. Such locations may include segments that lead pedestrians to unsafe locations such as a bridge with no sidewalk or in locations where County/State officials have indicated that they will not allow a sidewalk

Additional factors may also affect the prioritization of certain locations. These factors include locations that experience unusually high or low pedestrian traffic, locations with a history of safety concerns, locations where sidewalk is already installed on one side of the street, locations where a portion of the homes have yet to annex to the city, and locations designated as Challenged Installation Areas

Program Implementation

Based upon prioritization, coordination with other projects, and resident requests, staff will prepare a list of locations to be presented to the Transportation Advisory Board (TAB) in June of each year to be included in the following year's program. Funding for the installations shall be through the Capital Improvements Program (CS-006). Of course, City Council may alter the Annual Sidewalk Program at its discretion.

Appeal Process

Notification of the City's intent to construct sidewalk shall be sent to all affected residents and commercial properties. Affected residents are defined as *all* property owners along the side of the roadway segment where sidewalk construction is proposed, whether their residence currently has sidewalk or not. Further, the Annual Sidewalk Program will be publicly advertised with sufficient time for community input.

While it is policy to install and maintain sidewalk on both sides of our public streets, the City recognizes that, under certain circumstances, installation of sidewalk may not be necessary. An example may be a neighborhood with primarily low traffic volume and speeds, *and* without a designated school walk route, *and* where sidewalks provide no logical links to other pedestrian facilities. If these or other compelling conditions exist, residents may petition against proposed sidewalk construction established in the Annual Sidewalk Program.

TAB will hear Annual Sidewalk Program appeals. TAB may refer the issue to the Bicycle and Pedestrian Advisory Committee (BPAC) for advisement. TAB will make a recommendation in response to the request for variance or installation schedule adjustments to the City Council. City Council will determine if the Annual Sidewalk Program will include the construction of contested sidewalk segments.

TAB reserves the right to recommend construction of contested sidewalk, or TAB may, at its discretion, initiate a survey of affected residents to determine a resident approval rating. TAB reserves the right to expand the survey area if, in its determination, the proposed sidewalk construction serves a greater area of the community. Only those affected residents who respond to the survey shall determine the resident approval rating.

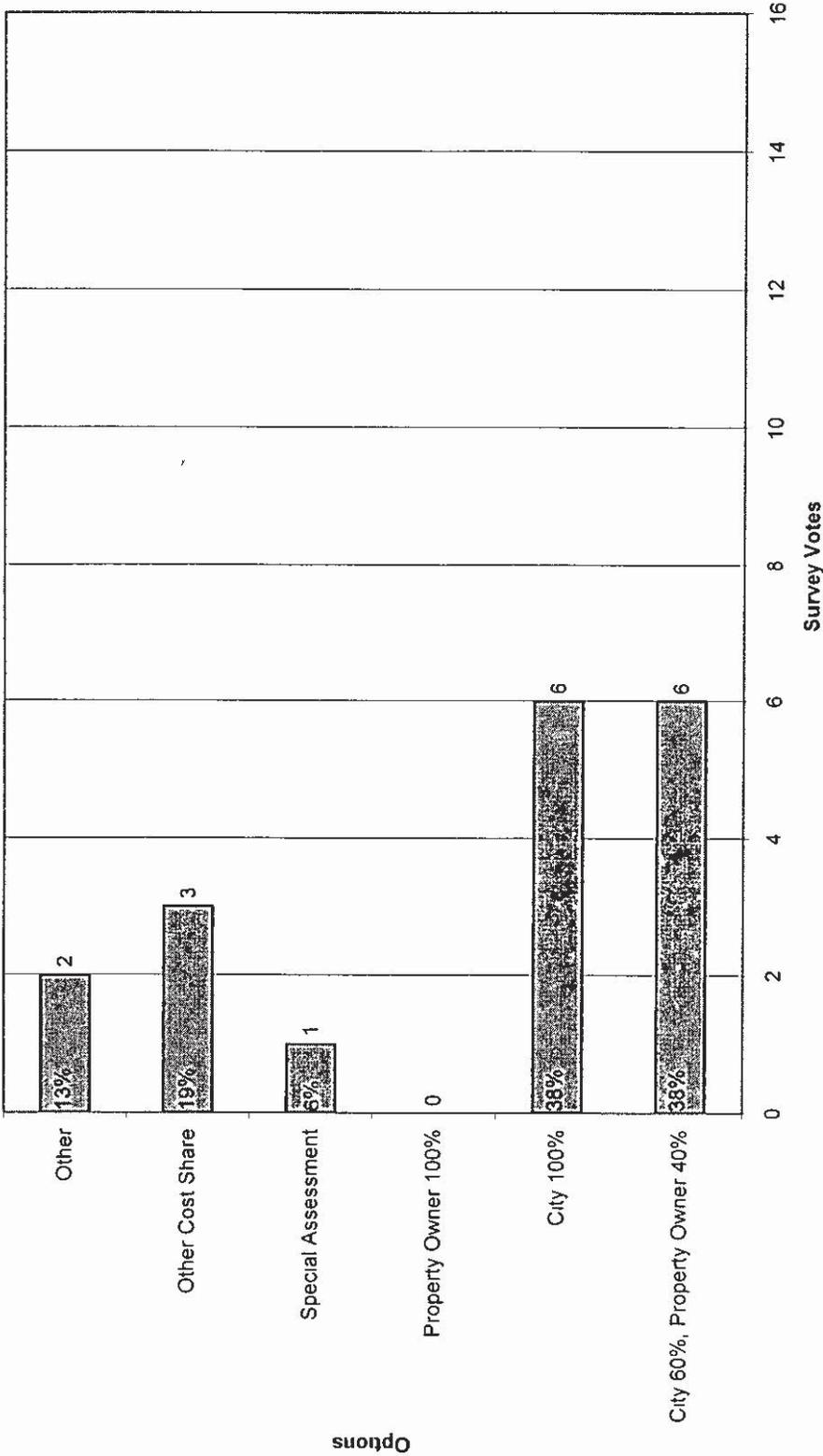
Special Resident Requests (Not part of the Annual Sidewalk Program)

The City occasionally receives requests to install sidewalk adjacent to only the requesting resident's property. In these situations, if the length of the installation is relatively short, and there is existing sidewalk on one or both of the adjacent properties, the resident's sidewalk request may be granted. Funding for these installations may be provided through the Capital Improvement Program as Project MP004, Sidewalk and Curb Replacement, but only if budget permits. Each year the City dedicates funds, advertises and promotes the program. Interested residents may contact the City, and the City will determine if their request is eligible for funding under this program. If sufficient funds are available, the sidewalk segment may be installed at 100% city cost. If sufficient MP004 funds are not available to satisfy the request, the resident may request to participate in a cost-sharing option with the City, or install the sidewalk at 100% resident cost.

CITY COUNCIL NOV 18 2003
 AGENDA ITEM J4 10

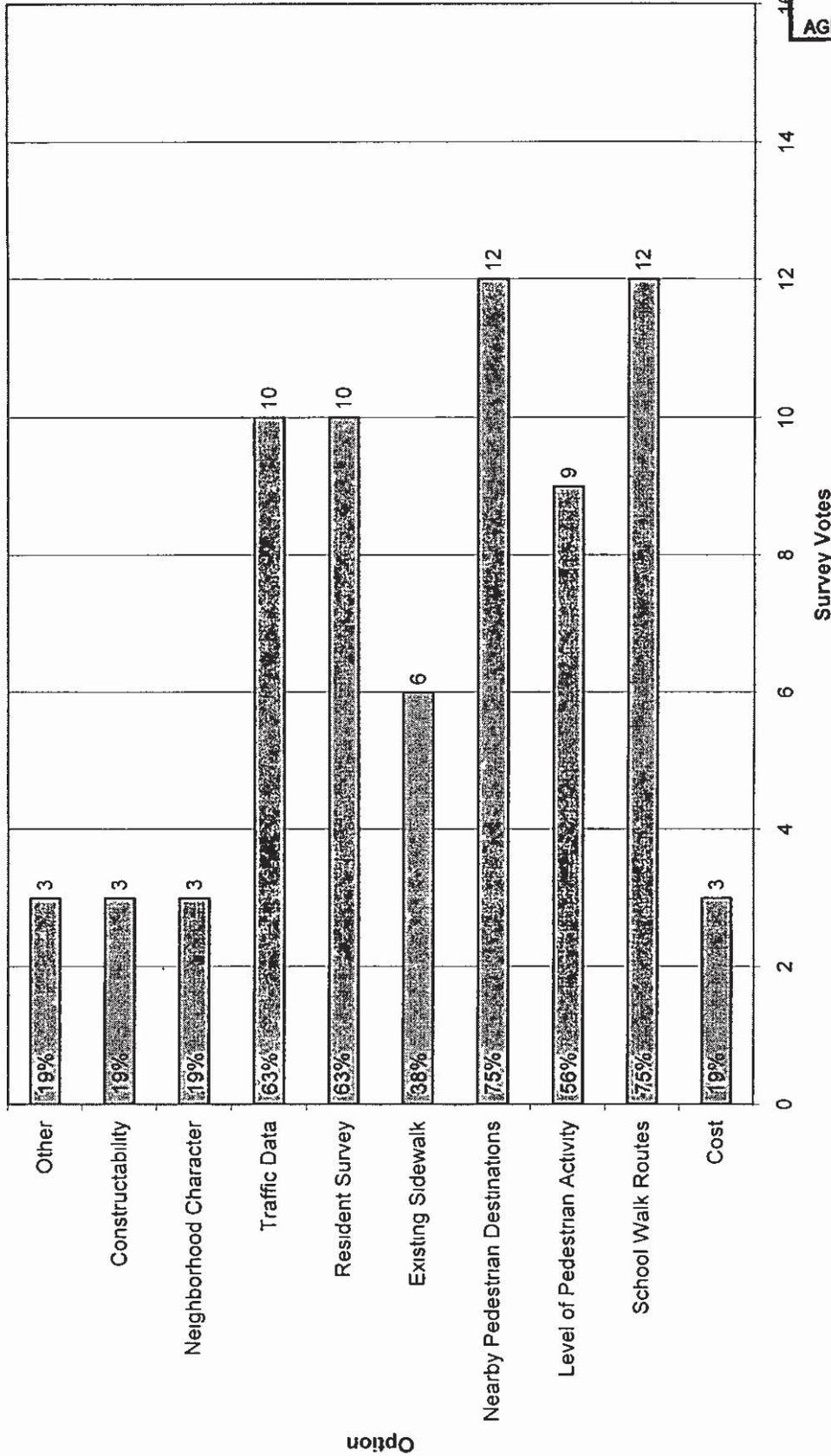
Attachment A

How Cost of Existing Sidewalk Should be Funded



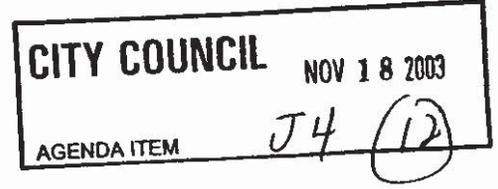
Comments regarding finances and payments
 Consider financial assistance for those who truly cannot afford extra expense
 City should pay 100% for existing areas without sidewalk City should pay for sidewalk installations on school walk routes
 Require an escrow for sidewalks in new construction areas To provide for installation when builder doesn't install the sidewalk
 Need more intergovernmental agreements with county and township to fill gaps
 Working needed in annexation agreements to prevent sidewalk gaps for many years
 Include unincorporated areas, if needed for connection to neighborhoods, schools, commercial areas and for safety reasons
 Replace only those sections that are really bad

Factors to use when Prioritizing Sidewalk

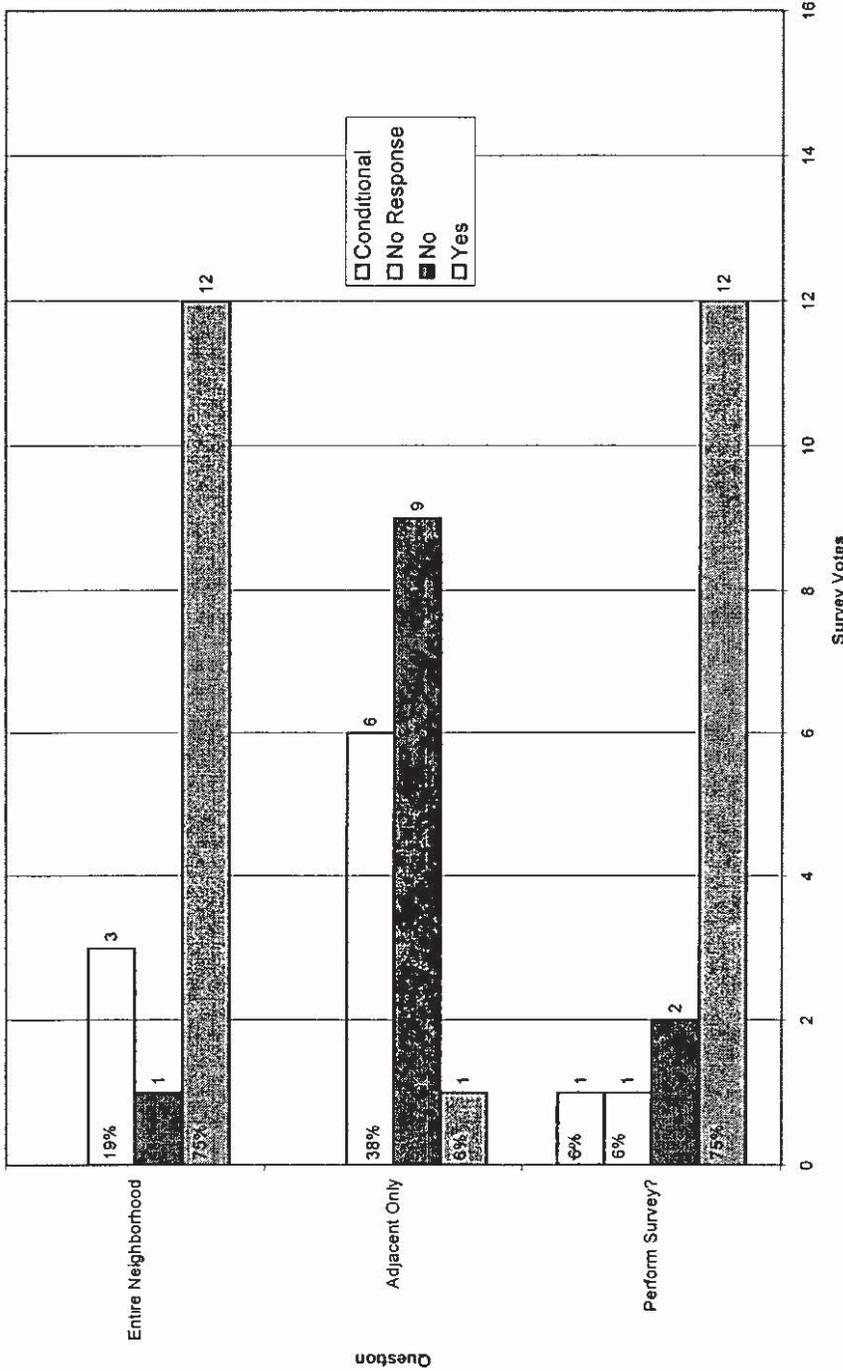


CITY COUNCIL NOV 18 2003
 AGENDA ITEM 74

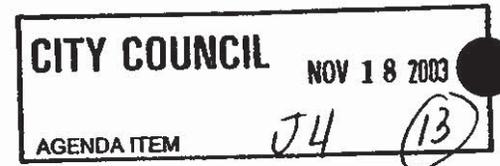
Comments regarding prioritization and locations for sidewalk installation:
 Neighborhood Connectors should be a priority
 School Walk Routes should be a priority
 Establish relative priority for all areas without sidewalk
 Sidewalk should be considered mandatory in new subdivisions
 City should have a predetermined ordinance for School Walk Route
 City should not force areas without schools to have sidewalk
 Any building permit should require missing sidewalk links, like smoke alarms



Preference on Surveys



Comments regarding Surveys
 If you can't install sidewalk everywhere, survey all residents, and install them for individuals who want them
 Surveys should be used as one piece of input only Consider other factors such as nature of street, traffic and BCI
 Decisions may have to be made regardless of survey results
 No response should not be counted Only returned surveys should count
 If 60% - 80% want the sidewalk it should be installed Should not be overruled by Council or Committees
 Residents should be surveyed every three years, once >50% agree, sidewalk should be installed on cost share
 Neighborhood wishes should count more than property owner
 Sidewalk needed for safety, school routes, and heavy pedestrian traffic should just be installed, no survey required



General Comments

Sidewalk policy should reflect the views of the CTP

Need to streamline process

Review teardown policy in regard to sidewalk May affect those the ordinance didn't intend to

Install sidewalk instead of paying for other projects, such as Fredenhagen Park and Band Shell

Sidewalk gaps along parks should be on 60/40 cost share program

Topics for next public meeting:

Installing sidewalks for all homes

Sidewalks on vacant lots

Costs associated with new sidewalk

Costs to install sidewalk on all Neighborhood Connectors

Perspective of school districts How to involve school districts

Prioritization of sidewalks on school walk route

Possible funding for sidewalks installation

Plan to fill gaps

Procedure to get gap filled - what residents need to do

Brick sidewalks

Questions for next public meeting:

What is appeal process for areas the city determines unsuitable?

How do sidewalks affect the Dupage River Trail?

Why no sidewalk ordinance for School Walk Routes?

Of those areas requesting sidewalk what type of street do they live on?

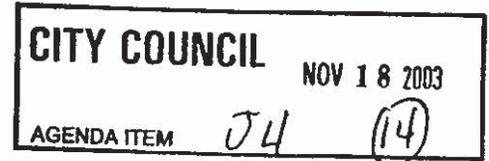
What triggers sidewalk installation fronting teardowns once owner pays for it

When and where will sidewalks be installed and at what cost?

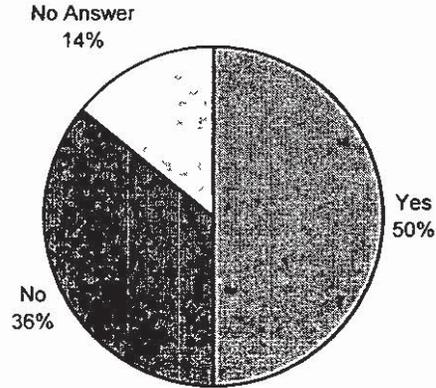
Where are dollars to pay?

How many times can the same neighborhood bring up the sidewalk issue?

Costs to Residents
Total survey respondents 14



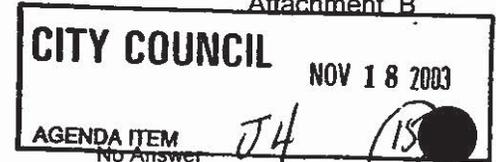
Residents' share of costs for sidewalk installation shall remain as outlined in existing municipal code with the following exceptions As determined by City Council for special cases For instances where neighborhood-wide sidewalk is supported by local residents, the residents' share of associated costs, according to the existing Finance Schedule, shall be divided equally among all residents that don't currently have sidewalk on their property throughout the defined neighborhood These costs may be paid in full or through a special assessment tax Do you support this proposal?



	Number	Percent
Yes	7	50.00%
No	5	35.71%
No Answer	2	14.29%

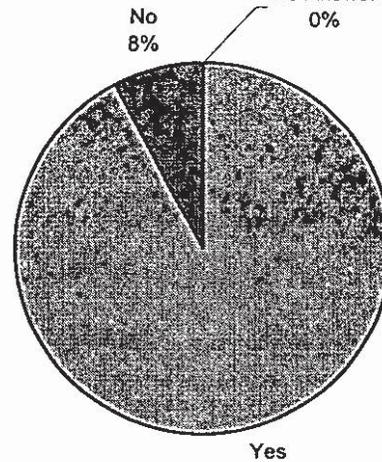
Resident Surveys
Total survey respondents 13

Attachment B



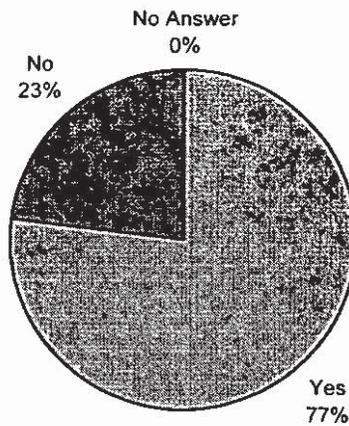
Q1 As the city values a pedestrian friendly environment, staff will propose an annual sidewalk program based on resident requests, street classifications, links to key destinations, and other important factors. Residents may still petition the city for sidewalk installations under the terms of 9-1H-3 for areas not proposed by staff or to expedite sidewalk installation in their neighborhood. Do you support this proposal?

	Number	Percent
Yes	12	92.31%
No	1	7.69%
No Answer	0	0.00%



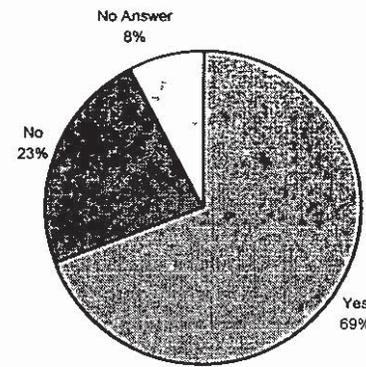
Q2 In lieu of surveys for approval of proposed sidewalk, the city will provide an appeal process, or allow residents to petition against staff recommendations. The Transportation Advisory Board (TAB) would hear appeals. Do you support this proposal?

	Number	Percent
Yes	10	76.92%
No	3	23.08%
No Answer	0	0.00%



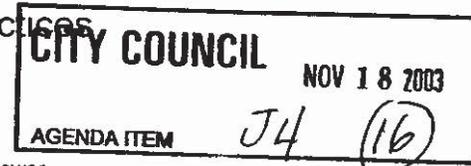
Q3 In any event, if the appeal process involves a majority vote (by survey of residents) to be considered by TAB, a non-response or non-participation by an affected property owner shall not be viewed as a "No vote," but shall be excluded from the approval rating altogether. All affected property owners along a designated link, including those that may already have a sidewalk segment fronting their property, must be considered in the appeal process. Do you support this proposal?

	Number	Percent
Yes	9	69.23%
No	3	23.08%
No Answer	1	7.69%



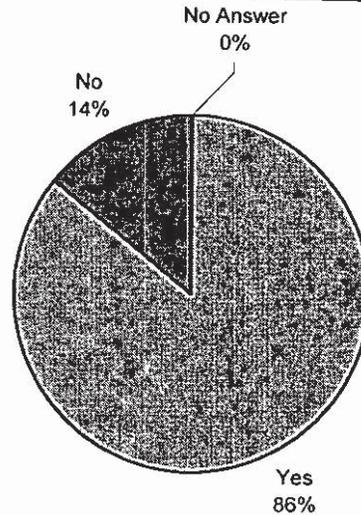
Sidewalk Installation Requirements and Practices

Total survey respondents 14



Q1 All public streets shall have public sidewalk or similar pathway along at least one side of the street Do you support this proposal?

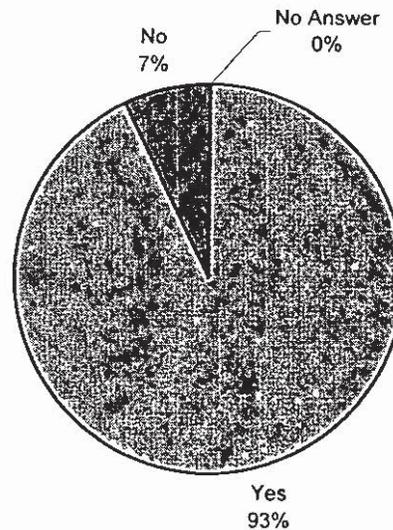
	Number	Percent
Yes	12	85.71%
No	2	14.29%
No Answer	0	0.00%



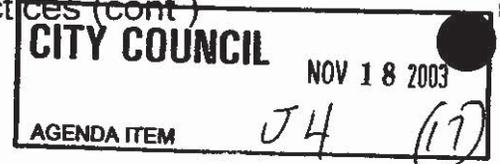
Q2 City staff will develop a systematic approach for prioritizing sidewalk installations This approach will include

- 1 Filling sidewalk gaps on Through Streets (Major and Minor Arterials, Collectors and Neighborhood Connectors) prioritized by higher road classification according to the Master Thoroughfare Plan, cost and constructability
- 2 Filling sidewalk gaps on Local/Residential Streets prioritized by links to key destinations, uncommon safety implications, cost, constructability, and order of neighborhood request received
- 3 Filling sidewalk gaps on Local/Residential Streets that currently have sidewalk along one side of the street Do you support this proposal?

	Number	Percent
Yes	13	92.86%
No	1	7.14%
No Answer	0	0.00%

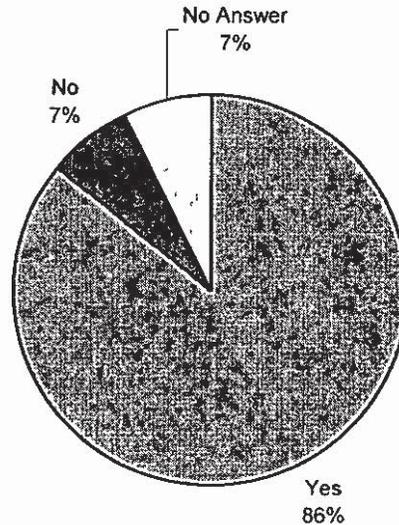


Sidewalk Installation Requirements and Practices (cont)



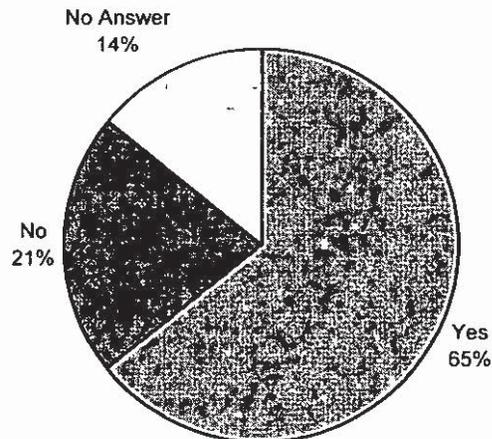
Q3 Staff will prepare an Annual Sidewalk Installation Plan Advance public notification will be provided to all residents and presented to the Transportation Advisory Board for consideration and public comment This public notification will allow residents opposed to the plan an opportunity to file their appeal to TAB Do you support this proposal?

	Number	Percent
Yes	12	85 71%
No	1	7 14%
No Answer	1	7 14%



Q4 For newer subdivisions, property owners (developers) that have not built on their lot(s) shall be required to install sidewalk according to the following rules, which ever occurs first within 3 years of the final plat of approval, as contained in the development agreement (SIA), or within 1 year of 90% build out in the subdivision Do you support this proposal?

	Number	Percent
Yes	9	64 29%
No	3	21 43%
No Answer	2	14 29%





Naperville

OFFICE OF THE CITY MANAGER

CITY COUNCIL
1-6-04
AGENDA ITEM H1

**COUNCIL AGENDA ITEM
SUMMARY SHEET**

TITLE Recommendation to Approve the Comprehensive Sidewalk Policy

SUBMISSION DATE 12/19/03 REQUESTED AGENDA DATE 1/6/04

SYNOPSIS A recommendation is made to approve the new Comprehensive Sidewalk Policy

PAPERWORK Attached

COUNCIL ACTION PREVIOUSLY TAKEN

Date of Action 11/18/03 Action Directed staff to make revisions to the proposed policy

Item No J-4

COUNCIL ACTION REQUESTED/RECOMMENDED THIS MEETING

Approve the policy

Submitted by *Maureen Schatz* T E D. Business Group
Department

AGENDA ITEM NOTES

CITY OF NAPERVILLE
MEMORANDUM

CITY COUNCIL	JAN - 6 2004
AGENDA ITEM	H1 ①

DATE: December 19, 2003

TO: Peter T Burchard, City Manager
Brendan McLaughlin, T E D Business Group Leader

FROM: Steve Cope, Transportation & Traffic Services Operations Manager

SUBJECT: Recommendation to Approve the Comprehensive Sidewalk Policy

PURPOSE:

This memorandum recommends approving the new Comprehensive Sidewalk Policy

BACKGROUND:

At the April 2, 2003 City Council meeting, staff was directed to complete a comprehensive evaluation of the city's current sidewalk program and to clearly outline a policy and guidelines for sidewalk installation so that City Council, Transportation Advisory Board (TAB), staff and residents are working under the same defined policy. City Council received the policy recommendation at the November 18, 2003 City Council meeting and directed staff to develop a revised sidewalk policy for recommendation at the January 6, 2004 City Council meeting

POLICY REVISIONS:

The following is a synopsis of revisions made to the Comprehensive Sidewalk Policy submitted to City Council on November 18, 2003

- 1 The general policy statement was revised to read "All public roads shall have public sidewalk or similar pathway along at least one side of the street unless designated as a no-build area by City Council For primary walk routes, sidewalks on both sides of the street are preferred "
- 2 The description of the Annual Sidewalk Program now reads, "The City will prepare an Annual Sidewalk Program for the purpose of installing new public sidewalk in locations where it is currently not installed, unless designated as a no-build area " The Annual Sidewalk Program will be based upon an inventory and classification of the City sidewalk system This inventory and classification effort is anticipated to take approximately one year to complete
- 3 A statement was added to include how Primary School Walk Routes are established in the definition of a Primary Walk Route, "Primary school walk routes are generally those streets classified as Through Streets per the Master Thoroughfare Plan and usually collect student pedestrians from more than one intersecting residential street Streets directly adjacent to an elementary or middle school, or connecting a primary school crossing may be designated as a primary school walk route Other factors such as traffic volumes and right-of-way controls will be considered "
- 4 The definition of a No-Build Area now includes, "Specific locations that do not warrant the installation of pedestrian facilities, or as designated by City Council

Such locations may include segments that lead pedestrians to unsafe locations such as a bridge with no sidewalk or in locations where County/State officials have indicated that they will not allow a sidewalk Current no-build areas include

- a Walnut Woods Unit 1
- b Walnut Woods Unit 2
- c Sylvan Circle
- d Sobolewski Estates

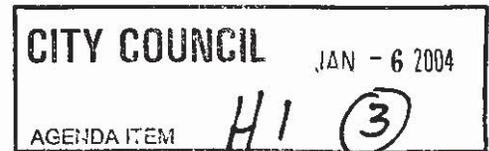
ANNUAL SIDEWALK PROGRAM FUNDING:

Funding responsibility for sidewalk installations for new developments, teardowns, annexations, and public rights-of-way within the City's corporate boundaries under the jurisdiction of other government agencies remain in accordance with current municipal codes and agreements. The repair and replacement of sidewalk will remain a 60/40 cost share for all Naperville residents. The Comprehensive Sidewalk Policy pertains only to filling sidewalk gaps in established residential and commercial areas. The proposed funding for the Annual Sidewalk Program as outlined in the policy is 100% City cost. Staff strongly believes funding this program at the City's expense will accomplish the goal of eventually filling all of the permissible sidewalk gaps. Additionally, by eliminating the cost issue, the City is better positioned to discuss the merits of sidewalk installation in specific areas rather than adding costs to the emotional arguments, which often come with the deliberations of whether or not to install sidewalks in an established neighborhood.

The City values pedestrian mobility and promotes children walking to school. Without question, safety is enhanced for children walking to school when sidewalks are provided on their walk route. For example, a street likely to be designated as a primary school walk route would be Eagle Street from Ogden Avenue to Bauer Road. The Mill Street Elementary School walk route map developed by the City of Naperville directs all student pedestrians living in the Naperville Heights Subdivision to the intersection of Eagle Street and 13th Avenue, the location of the primary school crossing and school access walkway. Staff would propose installation of sidewalk on one side of Eagle Street first, the east side, as the majority of residents in the neighborhood reside east of this north/south neighborhood connector. This sidewalk would serve at least 71 students as reported by Mill Street Elementary School in September 2001.

The length of Eagle Street from Ogden Avenue to Bauer Road is approximately 3,075 feet. There are 46 parcels on the east side of the street and only 4 have sidewalk (9%) totaling 343 feet of existing sidewalk. To complete sidewalk installation on the east side of this road segment, it would require 2,732 feet of sidewalk with an estimated installation cost of \$81,960 at the current \$30 per lineal foot installation price. About \$32,784 would be the residents' share using the existing 60/40 cost share policy. This is about \$780 per resident divided evenly among the 42 parcels needing sidewalk. Of course, parcels vary in size so some residents would pay more, some less. The City's average cost per parcel would be \$1,170. Based on staff experience in working under the 60/40 cost share policy, the discussions with the residents are focused on the resident share of costs as opposed to being focused on the pros and cons of installing the sidewalk in the area.

To Peter T Burchard
Page 3
December 19, 2003
Re Recommendation to Approve the Comprehensive Sidewalk Policy



It is recommended that the City Council simplify the process of completing sidewalk installations by establishing 100% City funding policy for the Annual Sidewalk Program. Under this policy, the City formulates the plan and defines the need for sidewalk in established areas

Staff's experience is that affected property owners typically disapprove of being charged for sidewalk even in the instances where they support or are neutral regarding its installation. Property owners affected by this program and opposed to sidewalk on their property certainly take great exception to having sidewalk imposed on them, then forced to finance it as well. Additionally, residents will argue that the City has financed 100% of the installation costs of sidewalk at other locations within the city. City Council has made the decision to install sidewalk at 100% City cost on several streets that will be defined as primary school walk routes in the new policy.

There are several administrative costs that are eliminated with the annual sidewalk program being funded at 100% city cost. These administrative costs include:

- Multiple meetings with residents to discuss the sidewalk request and develop the survey requesting residents preference on the installation of sidewalk
- Development and distribution of the survey
- Analysis of survey results
- Presentations to TAB and City Council

In addition to administrative costs, the survey process creates friction among neighbors. In the Benton Avenue experience earlier this year, some neighbors felt harassed by other neighbors once again initiating the pursuit of sidewalk after it had been voted down previously. In this instance, the survey results showed that there was not a majority of affected property owners in favor of sidewalk. Staff could not recommend installation of the sidewalk without the majority support, but the Transportation Advisory Board (TAB) made a recommendation to City Council to install sidewalk at 100% City cost. TAB expressed that opposition reasoning was outweighed by the element of safety provided by sidewalk to the children walking to school. City Council made the decision to install the sidewalk at 100% City cost despite the lack of majority support by affected residents. The entire process started in November 2002 and was approved by City Council in April 2003. The establishment of the proposed Comprehensive Sidewalk Policy virtually eliminates the resident conflict often realized by the current processes by firmly establishing the City's position on providing a reasonable sidewalk network for its residents. A visit to observe the completed Benton Avenue sidewalk segment should prove that the new sidewalk doesn't detract from the neighborhood character and provides a direct link to key pedestrian destinations.

RECOMMENDATION:

Approve the Comprehensive Sidewalk Policy. Any ordinance amendments necessary as a result of this policy approval will be presented at the February 17, 2004 City Council meeting.

- Attachments: Comprehensive Sidewalk Policy
C Transportation Advisory Board (TAB)
Bicycle and Pedestrian Advisory Committee (BPAC)
Marcie Schatz, Transportation & Traffic Services Team Leader

COMPREHENSIVE SIDEWALK POLICY
JANUARY 6, 2004

CITY COUNCIL	JAN - 6 2004
AGENDA ITEM	H1 (4)

GUIDANCE

The Comprehensive Sidewalk Policy has been developed in accordance with Component #4 of Naperville's Comprehensive Transportation Plan. The Comprehensive Transportation Plan was developed with the overall goal of enhancing transportation mobility. The plan defines the city's philosophy towards transportation related decision making and is intended to be a guide for decision-makers as they address transportation issues. The plan was developed through an active public involvement process in which the general public and private and public agencies participated in the development of the plan. The plan contains fourteen plan components, including Plan Component #4 – Pedestrian Plan that discusses the needs and goals of pedestrian mobility.

Needs Identification

- Pedestrian travel provides many benefits to the community and to individuals
- Pedestrian facilities help to improve accessibility for all population groups
- A pedestrian-friendly environment is a critical element in making walking viable, safe, and a mode of choice
- A pedestrian-friendly environment helps reduce vehicular trips

Naperville strives to be a community in which walking is a vital component of the transportation system. Ideally, a pedestrian-friendly environment is

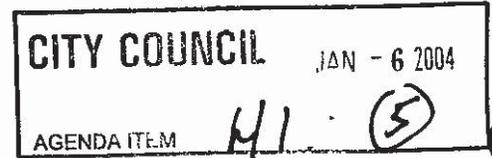
- Safe
- Includes pedestrian facilities (e.g., sidewalks or paths, crossings)
- Is accessible for all users
- Provides continuity throughout the community
- Provides connections within and between various types of land uses
- Is aesthetically pleasing, and may include amenities such as benches and water fountains

A pedestrian-friendly environment is desired throughout the community, but is particularly important within and near residential areas, commercial areas, and community facilities such as schools, parks, and libraries. Trips to these types of destinations have the potential of being short trips and therefore hold great potential for pedestrian travel.

Creating a pedestrian-friendly community involves

- Complex issues of land use patterns and site design
- Challenges to make already developed areas of the City more walkable
- Differing and emotional opinions regarding the preferred type of facility or whether or not a pedestrian facility, such as a sidewalk, is even necessary

A clear understanding of all of these issues will assist decision makers in seeking compromise and balance in the spirit of the public good.



POLICIES

The following policies are established to meet the goals of the Comprehensive Transportation Plan with respect to public sidewalk or pathway installation

- 1 All public roads shall have public sidewalk or similar pathway along at least one side of the street unless designated as a no-build area by City Council For primary walk routes, sidewalks on both sides of the street are preferred.
- 2 The City will prepare an Annual Sidewalk Program for the purpose of installing new public sidewalk in locations where it is currently not installed, unless designated as a no-build area. The City will pay all (100%) associated costs of sidewalk installation under this program for existing residential and commercial properties New developments, teardowns, annexations, and public rights-of-way within the City's corporate boundaries under the jurisdiction of other government agencies shall share costs of sidewalk installation in accordance with current municipal codes and agreements
- 3 For newer subdivisions, property owners (developers) that have not completed construction on their lot(s) shall be required to install sidewalk according to the following, which ever occurs first:
 - a Within three (3) years of the final plat of approval, as contained in the development agreement (SIA), or
 - b Within one (1) year of 90% build out of the defined subdivision by phase or unit

PROGRAMS

The City will prepare an Annual Sidewalk Program to include the installation of sidewalk in locations that serve to benefit the community as a whole. There are many locations along public streets where sidewalk has not been installed for various reasons Sidewalk should be installed at these locations to provide safe and accessible pedestrian walkways for all users The process for installing sidewalk at these locations is as follows

Inventory & Classification

The City will develop and maintain an inventory of sidewalk and trail system within its planning boundaries and identify public right-of-way lacking sidewalk (sidewalk gaps) throughout the City With this information, city staff can identify the location and number of sidewalk gaps in the community, classify each type, prioritize installations, and estimate the number of years needed to complete to program

The sidewalk inventory will be classified as follows

- Local Streets - Primary walk routes
- Local Streets - Secondary walk routes
- Through Streets – Primary walk routes (City jurisdiction)
- Through Streets – Secondary walk routes (City jurisdiction)
- Through Streets - Under the jurisdiction of another agency
- Challenged Installation Area
- No-Build Areas

Sidewalk will be constructed in the identified gaps based on a priority system. The priority system considers first and foremost public safety, but links to key destinations, roadway classification and available funding are also factors in establishing the Annual Sidewalk Program. Sidewalk construction required to create a complete sidewalk network throughout the city will take many years to accomplish. As such, it is critical to follow a methodology for prioritizing installations. Residents' input may assist staff in developing the Annual Sidewalk Program priorities, but installations will be in substantial conformance with the following prioritization list:

- 1 Through Street – Primary walk route (City jurisdiction)
- 2 Local Street – Primary walk route
- 3 Local Street – Primary walk route (70% or more of parcels have annexed to the City)
- 4 Through Street – Secondary walk routes (City jurisdiction)
- 5 Through Street – Under the jurisdiction of another agency
- 6 Local Street – Secondary walk route
- 7 Through Street – in coordination with a related road improvement project
- 8 Challenged Installation Area

Additional factors may also affect the prioritization of certain locations. These factors include locations that experience unusually high or low pedestrian traffic, locations with a history of safety concerns, locations where sidewalk is already installed on one side of the street, locations where a portion of the homes have yet to annex to the city, and locations designated as Challenged Installation Areas.

Definitions

Local Street – Any roadway designated on the approved Master Thoroughfare Plan as Local/Residential.

Through Street - Any roadway designated on the approved Master Thoroughfare Plan as a Strategic Regional Arterial, Major or Minor Arterial, Collector, or Neighborhood Connector

Primary Walk Route – Those routes determined by the Transportation, Engineering and Development Business Group to be primary links to schools, libraries, parks, retail, and other key pedestrian destinations. Primary school walk routes are generally those streets classified as Through Streets per the Master Thoroughfare Plan and usually collect student pedestrians from more than one intersecting residential street. Streets directly adjacent to an elementary or middle school, or connecting a primary school crossing may be designated as a primary school walk route. Other factors such as traffic volumes and right-of-way controls will be considered.

Secondary Walk Routes – Any local street or easement not designated as a Primary Walk Route. These locations are typically segments along streets with low traffic volume that would not attract pedestrians from any other areas.



Challenged Installation Area – Any areas along roadways that city staff has determined to be difficult and expensive installations due to topography, vegetation, lack of right-of-way/easements, etc. These challenged areas may require the expenditure of over four times the cost of a simple installation.

No-Build Area – Specific locations that do not warrant the installation of pedestrian facilities, or as designated by City Council. Such locations may include segments that lead pedestrians to unsafe locations such as a bridge with no sidewalk or in locations where County/State officials have indicated that they will not allow a sidewalk. Requests for designation as a no-build area should be addressed to City staff who will evaluate the request and present a recommendation to TAB and the City Council. Current no-build areas include:

- Walnut Woods Unit 1
- Walnut Woods Unit 2
- Sylvan Circle
- Sobolewski Estates

Program Implementation

Based upon prioritization, coordination with other projects, and resident requests, staff will prepare a list of locations to be presented to the Transportation Advisory Board (TAB) in June of each year to be included in the following year's program. Funding for the installations shall be through the Capital Improvements Program (CS-006). City Council may adjust the Annual Sidewalk Program at its discretion.

Appeal Process

Notification of the City's intent to construct sidewalk shall be sent to all affected residents and commercial properties. Affected residents are defined as *all* property owners along the side of the roadway segment where sidewalk construction is proposed, whether their residence currently has sidewalk or not. Further, the Annual Sidewalk Program will be publicly advertised with sufficient time for community input.

TAB will hear Annual Sidewalk Program appeals at the meeting when the Annual Sidewalk Program is presented. Appeals may be made in person at that meeting or in writing prior to the meeting. TAB may refer the issue to the Bicycle and Pedestrian Advisory Committee (BPAC) for advisement. TAB will make a recommendation in response to the request for variance or installation schedule adjustments to the City Council. City Council will determine if the Annual Sidewalk Program will include the construction of contested sidewalk segments.

TAB reserves the right to recommend construction of contested sidewalk, or TAB may, at its discretion, initiate a survey of affected residents to determine a resident approval rating. TAB reserves the right to expand the survey area if, in its determination, the proposed sidewalk construction serves a greater area of the community. Only those affected residents who respond to the survey shall determine the resident approval rating.

H1 8

Special Resident Requests (Not part of the Annual Sidewalk Program)

The City occasionally receives requests to install sidewalk adjacent to only the requesting resident's property. In these situations, if the length of the installation is relatively short, and there is existing sidewalk on one or both of the adjacent properties, the resident's sidewalk request may be granted.

Funding for these installations may be provided through the Capital Improvement Program as Project MP004, Sidewalk and Curb Replacement, but only if budget permits. Each year the City dedicates funds, advertises and promotes the program. Interested residents may contact the City, and the City will determine if their request is eligible for funding under this program. If sufficient funds are available, the sidewalk segment may be installed at 100% city cost. If sufficient MP004 funds are not available to satisfy the request, the resident may request to participate in a cost-sharing option with the City, or install the sidewalk at 100% resident cost.



Naperville

TRANSPORTATION ADVISORY BOARD AGENDA ITEM

AGENDA DATE: 12/4/2010

SUBJECT: 2011 Annual New Sidewalk Program

ACTION REQUESTED: Approve the recommendation establishing the 2011 Annual New Sidewalk Program.

PREPARED BY: Rory Fancier, Project Manager, TED
Sean Marquez, Project Engineer, TED

ACTION PREVIOUSLY TAKEN:

Date	Item No.	Action
11/6/2010	F6	Recommended approval of the 2011 Annual New Sidewalk Program, subject to the condition that the FY 2011-2012 budget allocation for Naperville Heights Subdivision be reallocated to alternate east-west gap segments (Approved 9-0).

BACKGROUND:

On November 6, 2010, the Transportation Advisory Board (TAB) considered the 2011 Annual New Sidewalk Program. During the meeting, a resident of Naperville Heights Subdivision provided testimony on behalf of those in support of sidewalk in the subdivision. As part of her testimony, the resident expressed concern about the prioritization of Bauer Road for FY 2011-2012 as opposed to east-west local streets that provide access to Mill Street Elementary School (see Agenda Item B, Minutes of November 6, 2011).

At the conclusion of the meeting, TAB recommended approval of the 2011 Annual New Sidewalk Program, subject to the condition that the FY 2011-2012 funding allocated to sidewalk gap segments in Naperville Heights Subdivision be reallocated from Bauer Road to alternate east-west gap segments (Approved 9-0).

DISCUSSION:

Based on the public testimony received at the November TAB meeting, recent discussions with DuPage County regarding sidewalk connectivity to the Prairie Path, and recent information obtained regarding a cost share opportunity with Naperville Township, a revised 2011 Annual New Sidewalk Program has been developed for TAB review. The revised program includes modifications to the Naperville Heights gap segments, further information on the Bauer Road segment, and the addition of a connection to the Prairie Path as described on the following page.

Following TAB consideration, the 2011 Annual New Sidewalk Program will be scheduled for a City Council meeting (anticipated December 21, 2010).

Naperville Heights

Following the November TAB meeting, city staff discussed preferred gap segments with the residents of Naperville Heights. Based on discussions with residents and a review of the budget for the 2011 Annual Sidewalk Program, the following segment has been added to the program recommendation:

- 12th Avenue (south side), between Washington Street and Eagle Street

Public input is one factor in the priority system used to phase installation of the sidewalk gaps identified throughout the city. In addition to the public input received, this sidewalk gap is prioritized for installation in FY 2011-2012 to provide for enhanced mobility and safety based on the following factors:

- Provides access to Mill Street Elementary School.
- A parallel route is not currently available (i.e., continuous sidewalk is not present on the north side of the street)
- Connects to the existing sidewalk network.

In addition, Naperville Heights residents indicated a preference for 12th Avenue as this roadway is located centrally within the subdivision, thereby providing access for a number of residents. It should be noted that based on input received from Naperville Heights residents, 10th Avenue (between Washington Street and Eagle Street) has been added to the list of future sidewalk gap installations (page 4); this segment will be further evaluated for potential inclusion in the 2012 Annual New Sidewalk Program.

Bauer Road

At the November meeting, TAB recommended reallocation of the funds budgeted for the Bauer Road gap segment to alternate sidewalk gaps in Naperville Heights. Staff is subsequently recommending inclusion of 12th Avenue (between Washington Street and Eagle Street), in addition to Main Street (between 11th Avenue and 12th Avenue) as part of the 2011 Annual New Sidewalk Program. In lieu of reallocating the funds budgeted for the Bauer Road gap segment, staff recommends including the Book Road segment as an alternate bid only (see following page). Staff finds the Bauer Road segment is a priority for the 2011 Annual New Sidewalk Program based on the following considerations.

- This segment will be an important link to Nike Park, which is expected to be open to the public in 2011. Nike Park will provide an eight-foot (8') wide multi-use path (i.e., pedestrian and bicycle path) parallel to Mill Street, from Bauer Road to the existing sidewalk at the southeast corner of Diehl Road and Mill Street. The Bauer Road segment is a critical link between Nike Park and residents of Naperville Heights Subdivision, Knights Subdivision and Indian Hill Subdivision.
- Since the November TAB meeting, Naperville Township approached the city to discuss a cost share opportunity for installation of sidewalk on Bauer Road between Eagle Street and west of Apache Drive; this segment is currently under Naperville Township

2011 Annual New Sidewalk Program

December 4, 2010

Page 3 of 5

jurisdiction. While details of the cost share agreement will be negotiated over the coming weeks, staff finds the Bauer Road segment should be prioritized for implementation in FY 2011-2012 in order to take advantage of the cost share opportunity.

- Naperville Township has indicated residents of Knights Subdivision (north side of Bauer Road at Eagle Street) use the north side of Bauer Road to access Jefferson Jr. High School located at the northeast corner of Washington Street and Bauer Road. Unimproved footpaths along the north side of Bauer Road indicate existing pedestrian activity along this street segment.

Book Road

In order to move forward with sidewalk installation on 12th Avenue and Bauer Road as part of the 2011 Annual New Sidewalk Program, staff recommends including Book Road as an alternate bid only. As an alternate bid, the city may have an opportunity to install sidewalk on the Book Road segment in the event the cost proposals submitted through the construction bidding process provide for installation of this segment within the \$150,000 budgeted for the 2011 Annual New Sidewalk Program. It should be noted that the other gap segments included in the Program would be given first priority for installation in FY 2011-2012; the Book Road sidewalk segment would only be installed if the budget permits. In the event that the Book Road segment is not constructed in 2011 it will be considered for the 2012 Annual New Sidewalk Program.

The Book Road segment is recommended as an alternate bid as it is the first of three segments needed to complete the sidewalk network on the west side of the street. While sidewalk on the west side of Book Road remains a priority, consistent with the city's policy to provide sidewalk on both sides of an arterial roadway, staff finds the existing sidewalk on the east side of the street will provide for interim off-street pedestrian and bicyclist access along the section of Book Road under consideration.

Prairie Path Connectivity

Since the November TAB meeting, city staff met with DuPage County to discuss changes to the Prairie Path. As part of these discussions, DuPage County has requested that the city provide for sidewalk connectivity on Frontenac Road (between the Prairie Path and Diehl Road) for purposes of an interim relocation. An intergovernmental agreement between the city and DuPage County will outline the city's role and responsibilities for the Prairie Path interim relocation; the agreement is subject to City Council approval. In advance of City Council's consideration of the intergovernmental agreement, the sidewalk gap on Frontenac Road (between the Prairie Path and south of Diehl Road) has been added to the 2011 Annual New Sidewalk Program as an alternate bid. In the event the city does not enter into an agreement with DuPage County, the Frontenac Road sidewalk gap will not be installed as part of the 2011 Annual New Sidewalk Program.

Summary of 2011 Annual New Sidewalk Program Recommendation

Based on the priority system, funding distribution for the sidewalk gap program, resident input, and cost share opportunities, the 2011 Annual New Sidewalk Program recommendation includes the following locations (Attachment 1):

No.	Location	Street Name	Side of Street	Gap Segment
1.	Naperville Heights	Bauer Road	North	Mill Street to west of Apache Dr
2.	Naperville Heights	12th Avenue	South	Washington St. to Eagle St.
3.	Naperville Heights	Main St	East	11th Av to 12th Av
4.	East Highlands	Sunset Dr	South	Santa Maria Dr to Loomis St
5.	East Highlands	Sunset Dr	West	Maple Ln to Santa Maria Dr
6.	Laird Woods	West St	East	Franklin Av to Douglas Av
7.	Laird Woods	Ewing St	West	Benton Av to Franklin Av
8.	Other Non-Arterial Roadways	Knoch Knolls Rd	South	Seiler Dr to Bluestem Ct

The following locations are included in the 2011 Annual New Sidewalk Program as alternates. The aforementioned gap segments will be given first priority for installation in FY 2011-2012. The following segments will be installed if the budget permits. In the event these segments are not installed in FY 2011-2012, these locations will be considered as part of the 2012 Annual new Sidewalk Program.

No.	Location	Street Name	Side of Street	Gap Segment
A1.	Arterial Roadways	Book Rd	West	Snow Creek Rd to Wicklow Rd
A2.	Other Non-Arterial Roadways	Frontenac Rd	East	Prairie Path to just south of Diehl Rd

In advance of the TAB meeting, affected residents and property owners were notified of the city's intent to construct sidewalk on 12th Avenue and Frontenac Road. Notification for the other locations was issued in advance of the November TAB meeting. Affected residents are defined as all property owners along the side of the roadway segment where sidewalk construction is proposed, whether their residence currently has sidewalk or not. Notice was also published in the Naperville Sun and on the city's website.

Future Sidewalk Gap Installations

The following sidewalk gaps have been identified as the next priorities for installation through future construction programs (Attachment 1). These locations will be further evaluated to develop the 2012 Annual New Sidewalk Program.

No.	Location	Street Name	Side of Street	Gap Segment
1.	Naperville Heights	14th Av	North	Eagle St to Washington St
2.	Naperville Heights	13th Av	South	Eagle St to Washington St
3.	Naperville Heights	10th Av	South	Eagle St to Washington St
4.	Naperville Heights	Webster St	West	13th Av to 14th Av
5.	East Highlands	Willow Rd	East	Maple Ln to Hillside Rd
6.	East Highlands	Wright St	West	Prairie Av to Wehrli Dr
7.	East Highlands	Melody Ln	West	Hillside Rd to Maple Ln
8.	Laird Woods	Ewing St	West	Van Buren Av to Benton Av
9.	Laird Woods	West St	West	Douglas Av to Spring Av
10.	Other Non-Arterial Roadways	Worthing Dr	North	Washington St to south of Townsend Cr
11.	Other Non-Arterial Roadways	Franklin Av	North	Julian St to Columbia St
12.	Other Non-Arterial Roadways	Huffman St	East	Benton Av to Chicago Av
13.	Other Non-Arterial Roadways	Burlington Av	South	East Av to approx. 225' east of East Av
14.	Other Non-Arterial Roadways	East Av	East	Burlington Av to Murdstone Dr
15.	Arterial Roadways	Book Rd	West	Wicklow Rd to 104th St
16.	Arterial Roadways	Book Rd	West	Engle Rd to Snow Creek Rd
17.	Arterial Roadways	Aurora Av	South	River Rd to Wild Cherry Rd

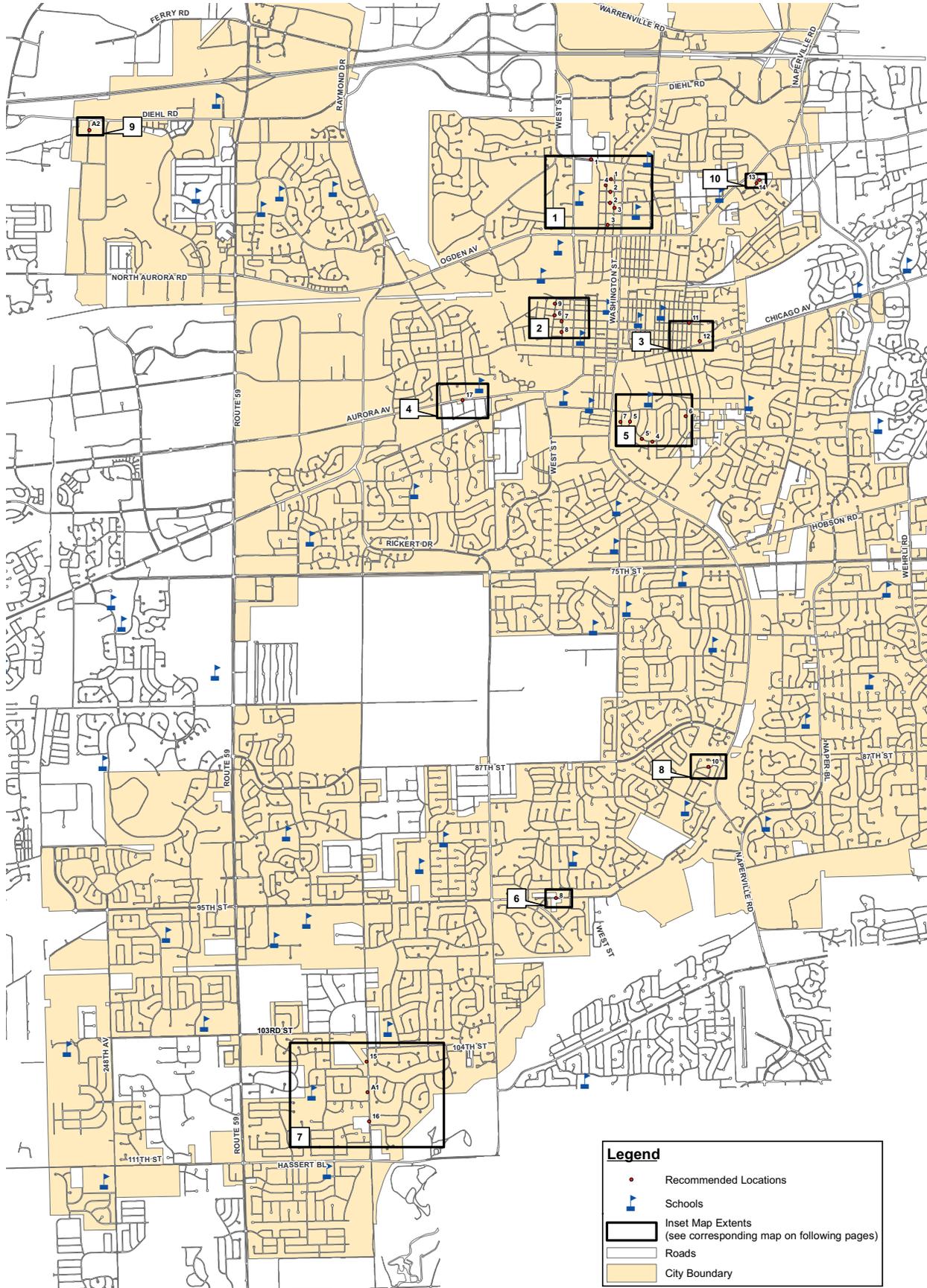
RECOMMENDATION:

Approve the recommendation establishing the 2011 Annual New Sidewalk Program.

ATTACHMENTS:

1. Map of Recommended Locations for the Annual New Sidewalk Program

City of Naperville Annual Sidewalk Program Recommended Locations



Legend

- Recommended Locations
- ▄ Schools
- Inset Map Extents (see corresponding map on following pages)
- Roads
- City Boundary

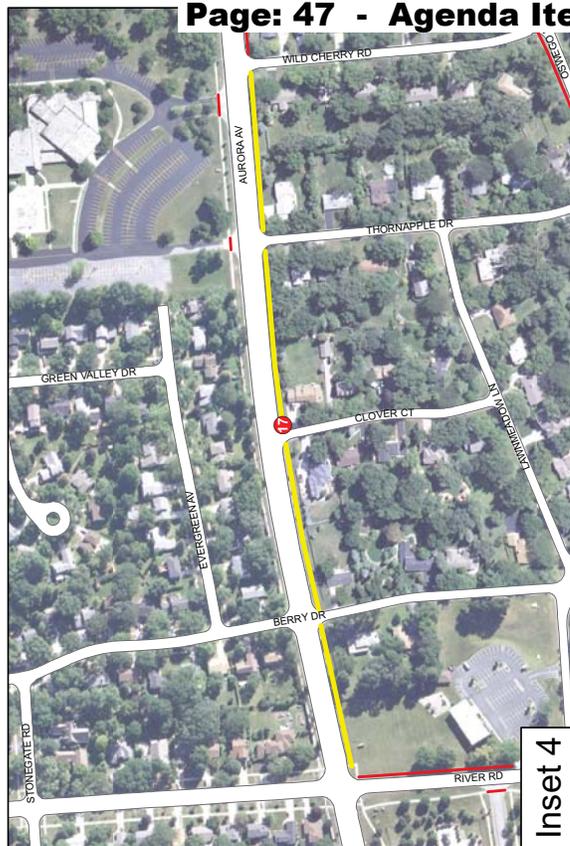


Transportation, Engineering and
Development Business Group
www.naperville.il.us
November 2010

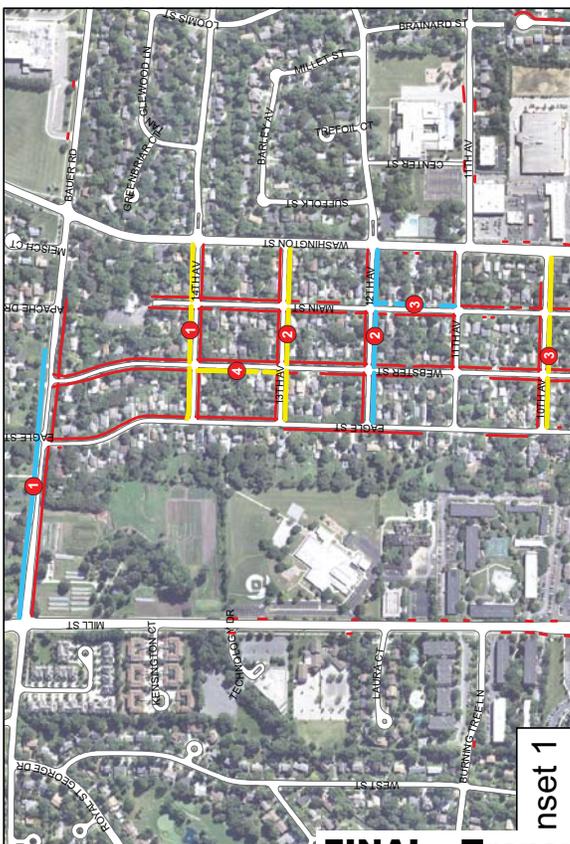


This map should be used for reference only.
The data is subject to change without notice.
City of Naperville assumes no liability in the use
or application of the data. Reproduction or redistribution is
forbidden without expressed written consent from the City of Naperville.

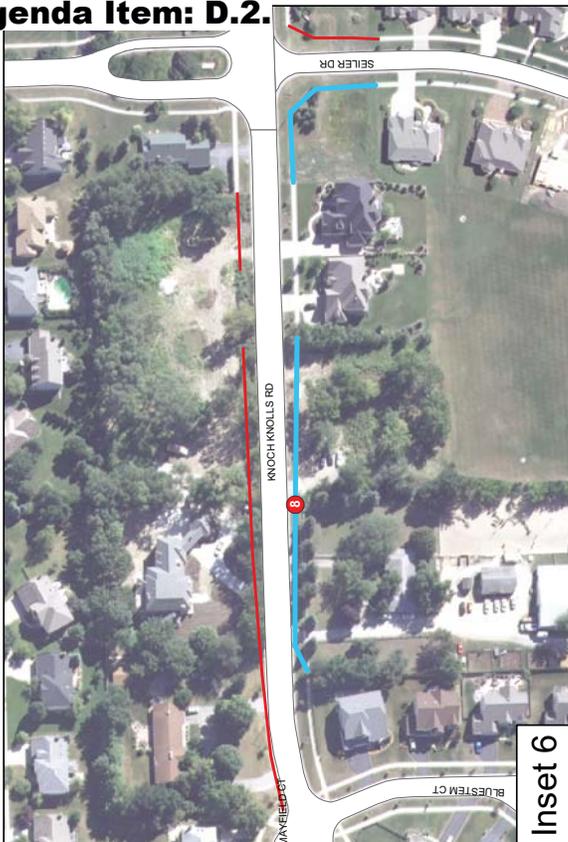
Annual Sidewalk Program
Recommended Locations
Inset Maps 1 - 4



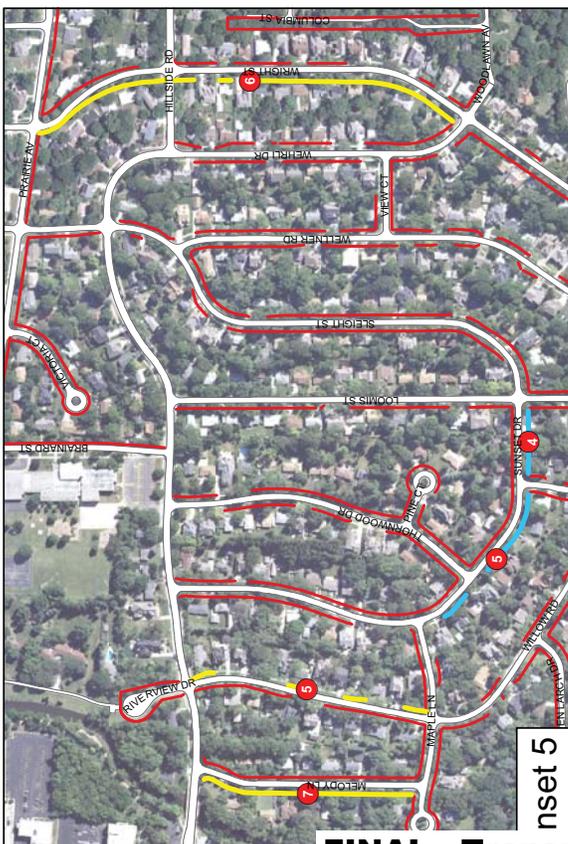
- 2011 Installation
- 2011 Alternate Installation
- Future Installation
- Sidewalk Gap



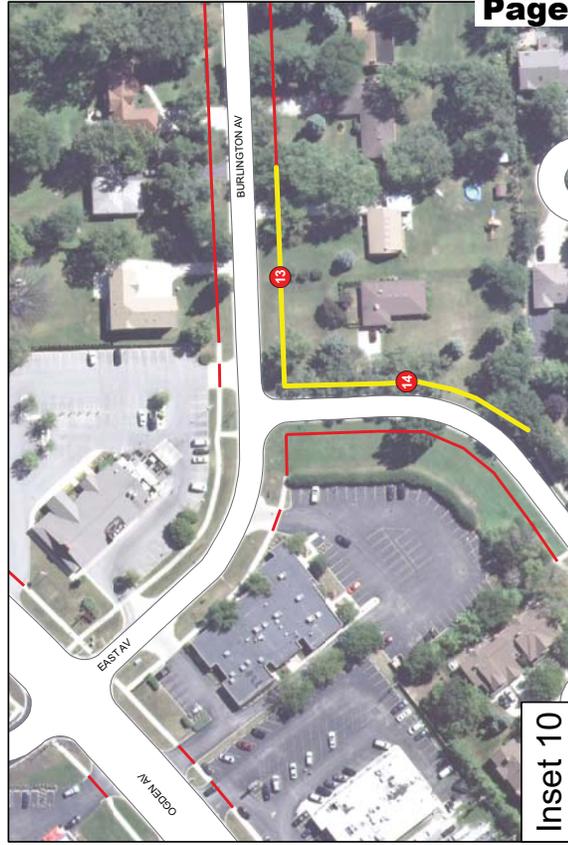
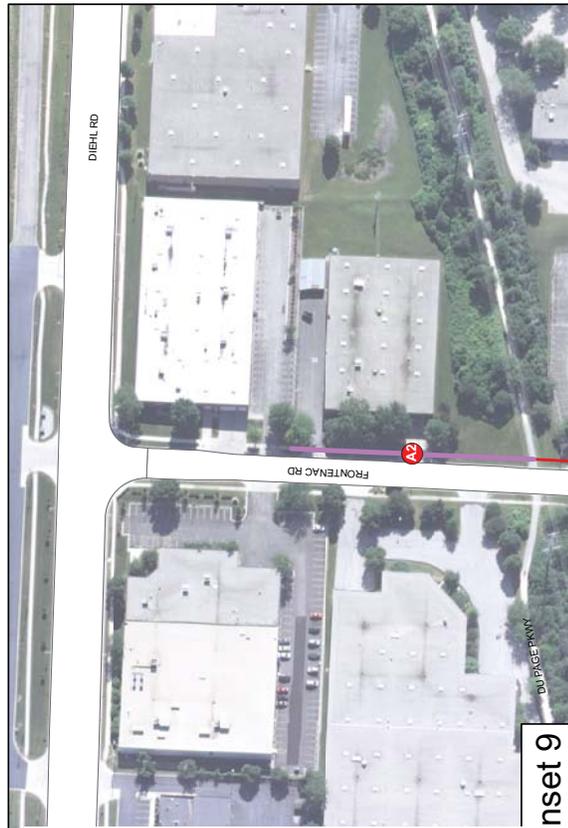
Annual Sidewalk Program
Recommended Locations
Inset Maps 5 - 8



- 2011 Installation
- 2011 Alternate Installation
- Future Installation
- Sidewalk Gap



**Annual Sidewalk Program
Recommended Locations
Inset Maps 9 - 10**





Naperville

October 25, 2010

Board of Directors
Pace Suburban Bus
550 West Algonquin Road
Arlington Heights, IL 60005-4412

Dear Pace Board,

Pace and the City of Naperville have worked together to proactively implement transit services that make a variety of transportation options available to residents and visitors in Naperville. The City of Naperville is appreciative of the cooperation and support offered by Pace, and the city is committed to continuing to be an active partner with Pace and an advocate for improved transit services within our community and the region.

In FY 2011, the City of Naperville would like to request that Pace:

- **Resume the role of grant administrator for Pace run programs.**
Pace successfully administered a New Freedoms Initiative grant for the first two years of the Ride DuPage to Work Program. This year the City of Naperville has had to take on the grant administration duties that were previously handled by Pace. The city is not as familiar with, or as well prepared as Pace to handle the grant administration. Additionally, as an administrator, Pace was able to directly access the grant funds whereas the city and its partners are required to pay for the services and then seek reimbursement. The result is a less efficient and more cumbersome process for everyone. Going forward, the city would like to work with Pace on future grant applications and would like to request that you reconsider administering future grants for Pace run programs.
- **Assume the funding of existing transit services.**
The city continues to make considerable contributions and looks forward to continuing to partner with Pace to fund transit improvements for Naperville. However, going forward we would like to see Pace direct additional funding to maintaining the established transit services within Naperville, so that the city may focus its resources towards providing new and expanded transit services for our community.

The City of Naperville and Pace have worked well together over the past year to improve transit service and improve route efficiencies in Naperville. Going forward, we would like to continue our proactive partnership so that we can ensure a successful and sustainable transit system going forward. This proactive collaboration has produced great results including service changes to Route 682 that established new express service to the St. Thomas the Apostle Park-n-Ride while reducing route costs for Pace. It is our hope

Pace Board
Naperville Transit Services
October 25, 2010

that we can continue to work together to make improvements to our bus routes that will ensure that these routes are serving the needs of our residents and remain financially sustainable in the future.

In addition to the changes to the commuter bus routes, we would also like to take this opportunity to thank Pace for your ongoing support of Route 714, the College of DuPage Connector and Ride DuPage. These two services have been essential in improving the mobility of our residents and in making important transit connections throughout the region. Route 714 is significant to the City of Naperville because it provides all-day service, offers connectivity between Naperville, Wheaton, and the College of DuPage, functions as an important north-south route in DuPage County, and has continued to experience successful, sustainable ridership increases. As ridership on Route 714 continues to grow, the City of Naperville would like to encourage the Pace Board to continue its funding commitment to Route 714.

The Ride DuPage Program is a highly utilized service in Naperville that provides transportation services to a population that relies on public transportation. Without the continued support and partnership of Pace, this program would not be nearly as innovative, effective, or highly regarded by participants. As this program continues to grow in popularity, funding from Pace is necessary in order to ensure the continued success of the Ride DuPage Program. Please continue to include the Ride DuPage Program in your budget so that this invaluable service can continue to be offered to our residents without restrictions.

Thank you for considering the City of Naperville as you prepare the FY 2011 budget. We feel that continued funding support from Pace is vital to the future transit services in Naperville. The City of Naperville is appreciative of the cooperation and support offered by Pace and we look forward to future collaboration in an effort to provide the most effective transit services to our residents. Please feel free to contact me at (630) 548-1133 or by email at roblesk@naperville.il.us should you have any questions or comments regarding Naperville services.

Sincerely,



Karyn Robles, AICP
Transportation and Planning Team Leader
Transportation, Engineering and Development Business Group

C: Michael Bolton, Pace
Lorraine Snorden, Pace
Marcie Schatz, City of Naperville