

TRAILS MASTER PLAN

Adopted December 11, 2008

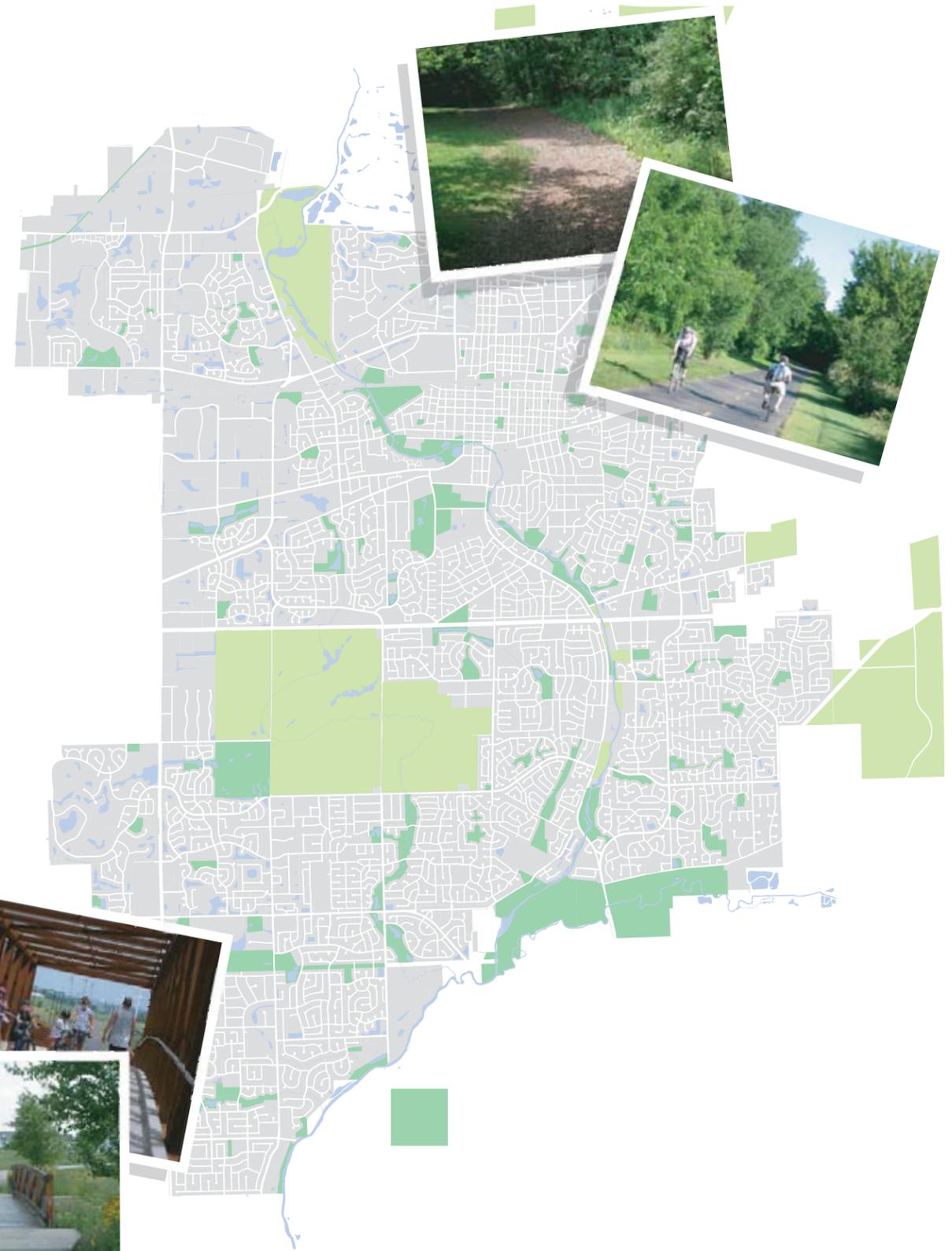


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Introduction

The creation of a Trails Master Plan is a recommendation of the Park District's newly adopted 2007 Open Space and Recreation Master Plan. The purpose of the Trails Master Plan is to create a plan that will help guide the creation of linkages for existing, proposed, and future biking/walking trails within the community. The Trails Master Plan also establishes connectivity throughout Naperville Park District facilities and adjacent attractions and destinations.

The Trails Master Plan is an essential guide for enhancing connectivity for walking and biking throughout the Naperville Park District and adjacent communities. Primary objectives for the Trails Master Plan include:

- Integrating existing studies, plans, and facilities into one document.
- Soliciting and analyzing stakeholder and public feedback.
- Formulating a comprehensive and user-friendly Trails Master Plan.

The Trails Master Plan sets forth recommendations for the enhancement, maintenance, and construction of trails for pedestrians and bicyclists throughout the Naperville Park District. The Trails Master Plan will guide Park District decisions on trails within its jurisdiction and will strive to coordinate their efforts with those of surrounding park districts/departments and municipalities.

By enhancing the connectivity of area trails, the residents of the Naperville Park District, the City of Naperville, and surrounding communities will enjoy an improved trail experience. The Trails Master Plan also aims to coordinate the efforts of the Naperville Park District with

those of neighboring communities. By coordinating with others in the region, a more integrated and better-connected trail system of a regional scale will result.

The Plan is based on input from the public and Park District Staff as well as information from existing plans and studies. The Plan provides a detailed analysis of the existing trails in the Naperville Park District and makes a number of recommendations that will improve the existing trail system.

The Naperville Park District, DuPage County, and Will County provide residents of Naperville and other communities in the region with numerous opportunities to access and utilize trails. At the various community workshops and stakeholder meetings, area residents and other attending stakeholders emphasized the benefits trails bring to a community and their importance to enhancing the overall quality of life in Naperville and surrounding areas.

The Naperville Trails Master Plan provides the Park District with sound reasoning by which budgeting and planning for trail enhancements, improvements, and new construction can begin. This Plan also details trail evaluation criteria that can be used to prioritize future trail development.

The community outreach activities conducted for the Naperville Trails Master Plan and previous community surveys reiterated and confirmed the important role trails play in Naperville. Residents view trails as an alternative mode of transportation to places of work and shopping areas. Trails were also identified as a recreational opportunity open to everyone.

Recommendations within the Trails Master Plan strive to ensure local tax dollars are used efficiently and effectively. To achieve this goal,

the Plan recommends that the Naperville Park District continue to work with the City of Naperville, Forest Preserve Districts, counties, neighboring municipalities and park districts to coordinate trail efforts in an efficient and effective manner.

Finally, state and federal funding and grant programs will become more readily available as a result of the Trails Master Plan. Many grant programs require compliance with a comprehensive plan as a criterion that must be met to obtain funding. These funding sources can reduce the cost of a trails project substantially and make them more easily attainable.



Benefits of Trails

The Park District continues to reach out to the community to survey residents' opinions on parks and recreational issues and opportunities every few years. Time and time again, trails are ranked as one of the most important amenities for residents. Providing well-designed, exciting, and attractive trails in the community creates a number of benefits.

Trails are often used as an alternative mode of transportation that provide area residents with more transportation options and reduce dependence on their personal automobile. Fewer vehicles on the roadways in Naperville will reduce congestion on roads and improve the air quality and overall natural environment of the community. The existence of trails also increases the level of access throughout a community and is a means of bringing residents together. Overall, trails offer more ways to reach destinations in an area and improve the mobility of area residents.

Trails can also be used specifically for exercise purposes. Bicyclists, joggers, walkers, and cross-country skiers often utilize the trail network for exercise purposes. Providing more exercise opportunities in Naperville will help increase the overall health of the community. Trails are also used for stress-relief purposes by offering users a peaceful and natural setting.

The Naperville Park District has a long history of providing trails and trail facilities in the community for both pedestrians and bicyclists. The District also works closely with other agencies to provide trails such as the City of Naperville, as well as DuPage and Will Counties. Trails are an example of a community amenity that can be achieved through partnerships and cost-sharing opportunities for both construction and maintenance. These partnership opportunities represent yet another example of the benefits of trails.

By providing trails as an alternative mode of transportation to area residents, reducing congestion on local streets, improving the air quality and other aspects of the environment, providing health benefits, stress relief, exercise opportunities, and increasing access to community destinations, trails enhance the overall quality of life in a neighborhood.



Section 1: Existing Plans, Studies and Reports

An understanding of existing studies, plans and reports is an important step in beginning the planning process. A review and analysis of existing documents determines:

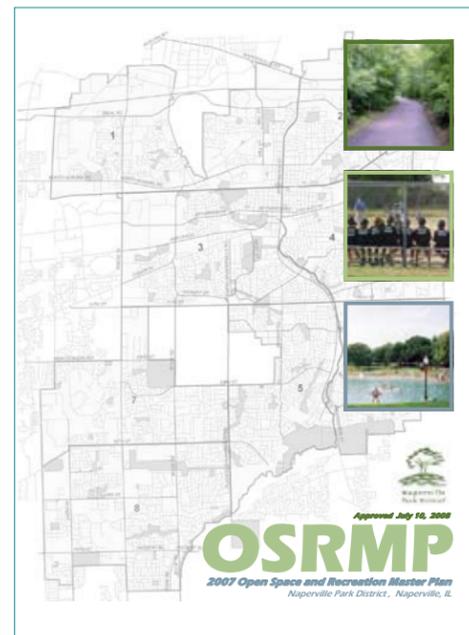
- Recently adopted plans and policies, which need to be reflected in the new Trails Master Plan;
- Changes within the community that have taken place since the previous plans were prepared;
- Inconsistencies between existing plans and reports;
- The relevance of previously collected data; and,
- Gaps in proposed trail routes or segments, which must be corrected as part of this planning process.

Previously prepared studies, plans and reports from the Naperville Park District, the City of Naperville, Will County, DuPage County, and adjacent municipalities have been reviewed and analyzed. Although a detailed summary of Naperville Park District plans is provided in this section, a complete summary of all existing plans, studies and reports that have been reviewed as part of the planning process are included in Appendix A.

The following is a summary of Naperville Park District documents that have a direct influence on trail routes and linkages in Naperville.

Naperville Park District

The Naperville Park District is a prominent organization and key provider of trails in the City of Naperville. The Park District constructs and maintains its own internal trails, and also partners with other agencies such as the City of Naperville, Forest Preserve Districts, and counties, to assist with the future planning and on-going maintenance of larger trails. The following is a summary and analysis of the District's existing plans and studies that affect trail planning.



Naperville Park District Open Space and Recreation Master Plan (2007)

The Park District updated its 2000 Open Space and Recreation Master Plan (OSRMP) in 2007. The purpose of the new Plan is to guide the Naperville Park District as the City of Naperville reaches its “build-out” stage of development. The Plan aims to direct new parks and open space to remain consistent with the established vision, goals, and objectives of the Park District. By combining existing plans, surveys, and data, the Master Plan creates a set of goals, priorities, and recommendations for the Park District to utilize.

The Master Plan balances interrelated initiatives including acquisition, construction, and maintenance of all Park District facilities, which must be undertaken simultaneously according to the plan, with none taking precedence over another.

Recommendations for trails are found in the “District-Wide Amenity Recommendations Snapshot” section of the Master Plan. Key recommendations include:

- Create a new Trails Master Plan.
- Work with and incorporate the City and County trails.
- Identify cost-sharing opportunities.

Community survey results collected in 2002 and 2005 were utilized in the creation of the Master Plan. The results of these community surveys provided the Park District with a wealth of knowledge of what residents desired from the District in terms of parks and recreation. Not surprisingly, residents ranked biking and walking trails as one of their “top five” most important Park District facilities.

In addition to providing the results of these surveys, the Master Plan presents Planning Area

recommendations (Planning Areas 1 through 8) and District-Wide recommendations. These recommendations are categorized by actions that can be completed in the short term (1-5 years) and those that can be completed in the long term (6-10 years).

In general, the Master Plan has trail recommendations for all 8 Planning Areas that promote trail connectivity and linkages to each other and the larger regional trail system. The following are specific recommendations for each implementation category (short term and long term).

The following are “short term” trail recommendations of the Master Plan:

- Add one (1) mile of trail at Nike Sports Complex.
- Connect existing trails in Planning Areas 2,4,5,6 and 7.

The following are “long term” trail recommendations:

- Add connections and one (1) mile of new trail at Southwest Community Park in Planning Area 8.

Relevance to Trails Master Plan:

- The 2007 Open Space and Recreation Master Plan recommended the creation of a Trails Master Plan.
- Summarized community survey results from 2002 and 2005, and included a lengthy public input and review process as part of its adoption process.
- Recommended trail improvements and construction of new trails in District-Wide Plans, Planning Area Plans, and specific park sites.
- Categorized trail recommendations into “short term” and “long term” improvements.

Naperville Park District Recreation Master Plan Summary Report: Achieving Balance in Recreation, January 2006

In 2006, a Recreation Master Plan was prepared for the Naperville Park District to determine the recreational needs and desires of the community and to establish priorities. To address community needs, the Recreation Master Plan made a series of policy and partnership recommendations.

The 2006 Recreation Master Plan, like the 2007 Open Space and Recreation Master Plan, recommended the creation of a Trails Master Plan. It was recommended that a Trails Master Plan would be used by the Park District to guide all future trail decisions. In addition to recommending a Trails Master Plan, the Recreation Master Plan recommended 19 new miles of trails in the community to meet pedestrian demand over the next 10 years.

Although the 2006 Plan presented specific trail recommendations, the analysis and recommendations of this Trails Master Plan will supersede the 2006 Recreation Master Plan trail recommendations due to more current and accurate data.

The Recreation Master Plan also recommended the continuation of partnerships between the Park District, the City of Naperville, Forest Preserve Districts, and Counties.

Relevance to Trails Master Plan:

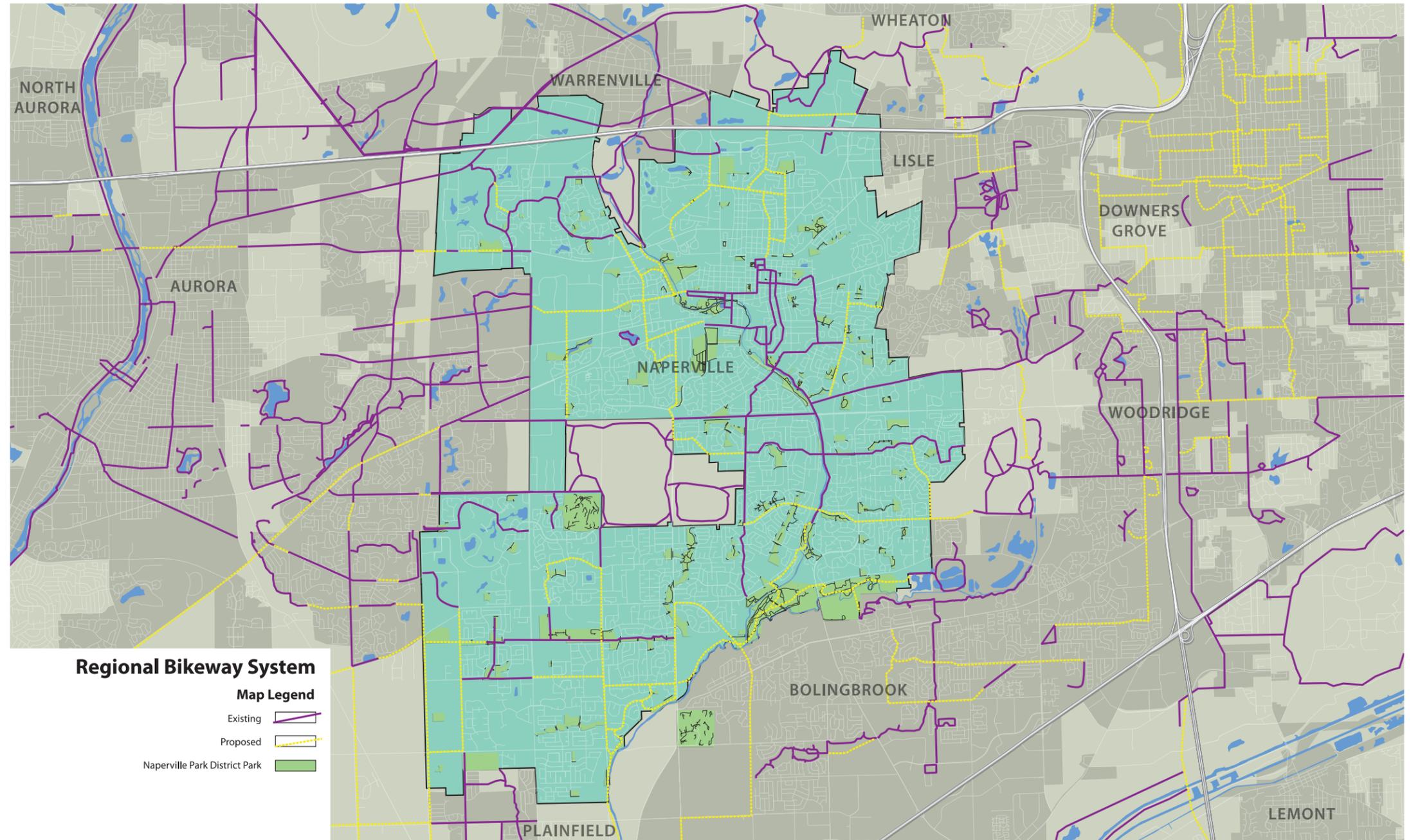
- Recommends a standard based on the assumption of an existing Park District inventory of 19 total miles. New data now shows an inventory of over 59 miles of existing trails within the Park District (including right-of-way).
- Recommends the continuation of partnerships with other agencies to provide trails in the community.
- Provides statistical information that shows a high level of trail usage, interest, and trail ridership not only at Park District facilities but throughout the area.



Regional Bikeway System

Review of the existing plans, studies and reports from all of the governmental agencies within and adjacent to Naperville has allowed for a regional bikeway system map to be created. Throughout the community outreach activities, participants cited the importance of such a map being created and made available to the public. This map should continue to be updated as new regional bikeway system segments are constructed.

The information shown on this map was acquired from other agencies and therefore, the accuracy of the existing and proposed trails identified may change or need to be updated. This map should be reviewed on a regular basis.



Existing Trail System

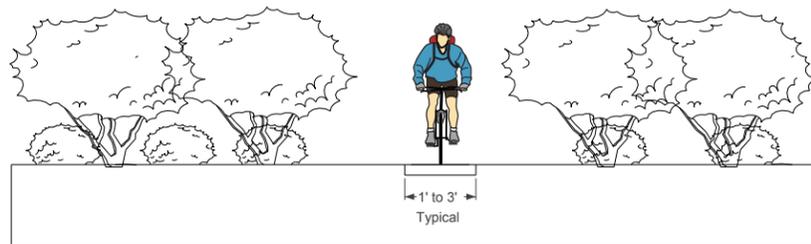
An inventory of the Naperville Park District's existing trail system was undertaken as part of this planning process. This table identifies the amount of trails, by type, in each of the Park District's eight planning areas.

Although the table provides a good understanding of the trails within the Park District, a more detailed analysis for each park site continues to be undertaken and as a result these numbers will continue to be updated.

	Trail Length in Linear Feet											Total LF	Miles
	Asphalt	Brick	Concrete	Dirt	Gravel	Limestone	Mowed	Mulch	POD	ROW			
1A - Country Lakes Park	1192	0	2372	0	0	0	0	0	0	85	3649	0.7	
1B - Fairway Commons Park	0	0	0	0	0	0	0	0	0	342	342	0.1	
1D - Colfax Way	0	0	0	0	0	0	0	0	0	210	210	0.0	
1E - Fox Hill Greens	0	0	541	0	0	0	0	0	0	624	1165	0.2	
1F - Bainbridge Greens	0	0	612	0	0	0	0	0	0	180	792	0.2	
1G - Redfield Commons	0	0	0	0	0	0	0	0	0	822	822	0.2	
1H - Queensbury Greens	0	0	196	0	0	0	0	0	0	1581	1777	0.3	
1I - Forest View Park	0	0	0	0	0	0	0	0	0	410	410	0.1	
1J - Cress Creek Park	0	0	354	0	0	0	0	0	0	409	763	0.1	
1K - Miledje Square	0	0	1121	0	0	0	0	0	0	0	1121	0.2	
1L - Mill Street Park	0	0	270	0	0	0	0	0	0	145	415	0.1	
1M - Heritage Woods	0	0	0	2535	0	0	0	0	0	0	2535	0.5	
1N - Kendall Park	0	0	193	0	0	0	0	0	383	953	1529	0.3	
1O - Nike Sports Complex	0	0	187	0	0	0	0	0	0	2215	2402	0.5	
1Q - Nike Park	0	0	236	0	0	0	0	0	0	142	378	0.1	
1R - Century Farms Park	0	0	348	0	0	0	0	0	0	924	1272	0.2	
2A - Arrowhead Park	0	0	201	0	0	0	0	0	0	2246	2447	0.5	
2B - Kroehler Park	0	0	40	0	0	0	0	0	0	388	428	0.1	
2C - Columbia Estates Park	0	0	911	0	0	0	0	0	0	384	1295	0.2	
2D - Seager Park	450	0	936	129	2617	0	0	231	292	1378	6033	1.1	
2E - Old Plank Park	0	0	0	0	0	0	0	0	0	124	124	0.0	
2F - Springhill Park	0	0	587	0	0	0	0	0	0	345	932	0.2	
2G - Springhill Greenway	0	0	395	0	0	0	0	0	0	364	759	0.1	
2H - Yorkshire Manor Park	0	0	407	0	0	0	0	0	0	139	546	0.1	
3A - Brush Hill Park	0	0	266	0	0	0	0	0	0	315	581	0.1	
3A1 - Firemen's Memorial Park	0	0	0	0	0	0	0	0	0	144	144	0.0	
3B - Wil-O-Way Park	0	0	113	0	0	0	0	0	0	0	113	0.0	
3C - May Watts Park	0	0	0	0	0	0	0	0	0	955	955	0.2	
3D - Buttonwood Park	0	0	106	0	0	0	0	0	0	740	846	0.2	
3E - Hobson West Ponds	0	0	1500	0	0	0	0	0	0	369	1869	0.4	
3F - Wil-O-Way Commons	0	0	130	0	0	0	0	0	0	1115	1245	0.2	
3G - Burlington Park	0	0	0	1540	1072	0	0	0	0	0	2612	0.5	
3H - Riverwalk Park	407	13913	1986	0	0	0	0	0	0	1978	18284	3.5	
3I - West Greens	0	0	146	0	0	0	0	0	0	0	146	0.0	
3J - Alfred Rubin Riverwalk Community Center	0	0	136	0	0	0	0	0	0	622	758	0.1	
3K - Knoch Park	476	0	1282	0	0	0	0	0	0	5660	7418	1.4	
3L - Sportsman's Park	0	0	0	0	651	0	0	0	0	1156	1807	0.3	
3M - Community Garden Plots	0	0	0	0	6553	0	0	0	0	1513	8066	1.5	
3N - Hobson West Park	0	0	0	0	0	0	0	0	0	529	529	0.1	
3O - Broecker Parkway	0	0	0	0	0	0	0	0	0	192	192	0.0	
3P - William Friedrich Memorial Park	0	0	0	0	0	0	0	0	0	1005	1005	0.2	
3Q - Garther Park	0	0	1362	0	0	0	0	0	0	1015	2377	0.5	
3R - Lincoln Greenway	75	0	0	0	0	0	0	0	0	0	75	0.0	
3S - Pioneer Park	4254	0	0	0	0	0	812	193	0	376	5635	1.1	
3T - Harris Fawell Park	0	0	420	0	0	0	0	0	0	1374	1794	0.3	
3U - Wildflower Park	2165	0	185	0	0	0	0	0	0	1849	4199	0.8	
3V - North Maintenance Facility	0	0	0	0	0	0	0	0	0	85	85	0.0	
3W - 425 West Jackson	0	0	33	0	0	0	0	0	0	101	134	0.0	
3X - Centennial Park	0	2045	368	0	0	0	0	0	0	1330	3743	0.7	
3Y - Carol Acres	0	0	0	0	0	0	0	0	0	455	455	0.1	
4A - Central Park	591	0	971	0	0	0	0	0	0	222	1784	0.3	
4B - Burlington Square Park	0	0	755	0	0	0	0	0	0	1200	1955	0.4	
4C - Sally Benton Park	0	117	0	0	0	0	0	0	0	215	332	0.1	
4D - Lincoln Woods	0	0	0	849	0	0	0	0	0	0	849	0.2	
4E - Burr Oak	153	0	196	0	0	0	0	0	0	0	349	0.1	
4F - Veterans Park	930	0	248	0	0	0	1131	0	0	148	2457	0.5	
4G - College Park	0	0	144	0	0	0	0	0	0	291	435	0.1	
4H - East Greens	0	0	293	0	0	0	0	0	0	145	438	0.1	
4I - Kings Park	0	0	0	604	0	0	0	0	0	514	1118	0.2	
4J - Country Commons	0	0	123	0	0	0	0	0	0	25	148	0.0	
4K - Prairie Park	0	0	525	0	0	0	0	0	0	980	1505	0.3	
4L - Pioneer Greenway	0	0	0	1998	355	0	0	0	0	2445	4798	0.9	
4M - Hobson Woods Park	0	0	0	0	0	0	0	0	0	125	125	0.0	
4N - Bailey Hobson Woods Park	0	0	1392	0	0	0	0	0	0	205	1597	0.3	
4O - Hobson Grove	0	0	670	0	952	0	155	0	0	750	2527	0.5	
4P - Pembroke Park	0	0	628	0	0	0	0	0	0	0	628	0.1	
4Q - Olesen Farm Park	0	0	613	0	0	0	0	0	0	420	1033	0.2	
4R - Rock Ridge Park	0	0	198	0	0	0	0	0	0	280	478	0.1	
4S - Huntington Commons	0	0	694	0	0	0	0	0	0	752	1446	0.3	
4T - Olesen Estates	0	0	0	0	0	0	0	0	0	1561	1561	0.3	
4U - Huntington Estates Parkway	0	0	0	0	0	0	0	0	0	310	310	0.1	
4V - Huntington Estates Park	0	0	400	0	0	0	0	0	0	800	1200	0.2	
4W - Huntington Ridge Park	0	0	208	0	0	0	0	100	0	435	743	0.1	
4X - Pembroke Commons	0	0	92	0	0	0	0	0	0	775	867	0.2	
4Y - Goodrich Woods	0	0	0	0	0	0	0	2397	0	0	2397	0.5	
4Z - Three Meadows	0	0	228	0	0	0	0	0	0	1636	1864	0.4	
5A - Brighton Ridge Park	0	0	306	0	0	0	0	0	0	230	536	0.1	
5B - Westglen Commons	0	0	198	0	0	0	0	0	0	777	975	0.2	
5C - Westglen Park	0	0	0	0	0	0	0	0	0	105	105	0.0	
5D - Winding Creek Park	0	0	255	0	0	0	0	0	0	1005	1260	0.2	
5E - West Branch Parkway	1467	0	0	0	0	0	0	0	0	237	1704	0.3	
5F - Spring-Field Park	0	0	2226	0	0	0	0	0	0	418	2644	0.5	
5G - Arbor Way	0	0	2724	0	0	0	0	0	0	350	3074	0.6	
5H - Old Farm Greenway	0	0	0	0	0	0	0	0	0	365	365	0.1	
5I - Old Farm Park	0	0	343	0	0	0	623	0	0	900	1866	0.4	

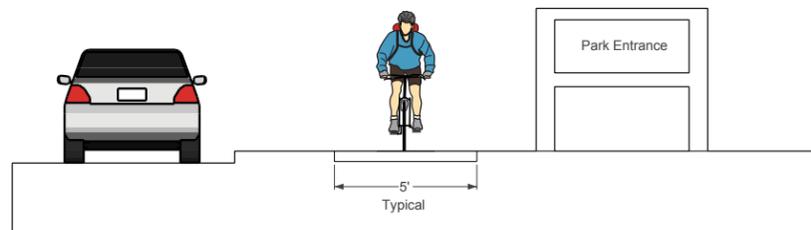
	Trail Length in Linear Feet											Total LF	Miles
	Asphalt	Brick	Concrete	Dirt	Gravel	Limestone	Mowed	Mulch	POD	ROW			
5J - Weigand Riverfront Park	0	0	0	1191	50	0	2821	0	0	200	4262	0.8	
5K - Knoch Knolls Commons	0	0	0	0	0	0	0	0	0	670	670	0.1	
5L - Willowgate Square	0	0	213	0	0	0	0	0	0	649	862	0.2	
5M - Old Sawmill Parkway	0	0	0	0	0	0	0	0	0	165	165	0.0	
5N - Old Sawmill Park	0	0	719	0	0	0	0	0	0	280	999	0.2	
5O - Springbrook Parkway	0	0	0	502	0	0	5819	0	0	2654	8975	1.7	
5P - Knoch Knolls	0	0	111	18328	2776	0	15261	0	0	685	37161	7.0	
5Q - DuPage River Sports Complex (West)	286	0	158	0	429	0	1889	0	0	80	2842	0.5	
5R - Rivercrest Estates Park	0	0	0	0	0	0	488	0	0	0	488	0.1	
5S - Timber Creek Park	0	0	650	0	0	0	0	0	0	230	880	0.2	
5U - Kingsley Prairie	0	0	0	0	0	0	2749	0	0	230	2979	0.6	
6A - Riverwoods Park	0	0	0	4766	0	0	0	0	0	1078	5844	1.1	
6B - Oakridge Parkway	0	0	1152	0	0	0	0	0	0	1505	2657	0.5	
6C - Columbia Commons	0	0	500	0	0	0	0	0	0	714	1214	0.2	
6D - DuPage River Park East	341	0	0	0	2314	0	13443	0	0	57	16155	3.1	
6E - Farmington Commons	0	0	0	0	0	0	0	0	0	990	990	0.2	
6F - Farmington Park	0	0	629	0	0	0	0	0	0	1040	1669	0.3	
6G - Hunters Woods	0	0	0	343	0	0	0	493	0	755	1591	0.3	
6H - Stanford Meadows	2164	0	0	0	0	0	0	0	0	390	2554	0.5	
6I - Eagle Park	0	0	524	0	0	0	0	0	0	910	1434	0.3	
6J - Campus Greens	0	0	1058	0	0	0	0	0	0	538	1596	0.3	
6K - Meadow Glens	0	0	0	0	0	0	0	0	0	1832	1832	0.3	
6L - University Heights Park	0	0	275	0	0	0	0	0	0	390	665	0.1	
6M - Walnut Ridge Park	0	0	403	890	0	0	0	0	0	1040	2333	0.4	
6N - Walnut Ridge Woods	0	0	0	0	0	0	1249	317	0	405	1971	0.4	
6O - Ranchview Park	0	0	540	0	0	0	0	0	0	865	1405	0.3	
6P - Baileywood Park	0	0	0	0	0	0	0	0	0	1835	1835	0.3	
7A - Monarch Park	0	0	513	0	0	0	0	0	0	367	880	0.2	
7B - Kingshill Park	0	0	130	0	0	0	0	0	0	920	1050	0.2	
7C - White Eagle Park	0	0	124	0	0	0	0	0	0	689	813	0.2	
7E - Springbrook Crossings	0	0	0	0	0	0	0	0	0	1265	1265	0.2	
7F - Brook Crossings	0	0	2338	0	0	0	0	0	0	75	2413	0.5	
7G - Cantore Park	0	0	272	0	0	0	0	0	0	1624	1896	0.4	
7H - Summerfield Lake	0	0	432	0	0	0	0	0	0	420	852	0.2	
7I - Heatherstone Park	0	0	305	0	0	0	0	0	0	355	660	0.1	
8B - Ashbury Greenway	3750	0	0	0	0	0	0	0	0	1465	5215	1.0	
8C - Rose Hill Farms Park	0	0	124	0	0</								

Section 2: Existing Trail Types



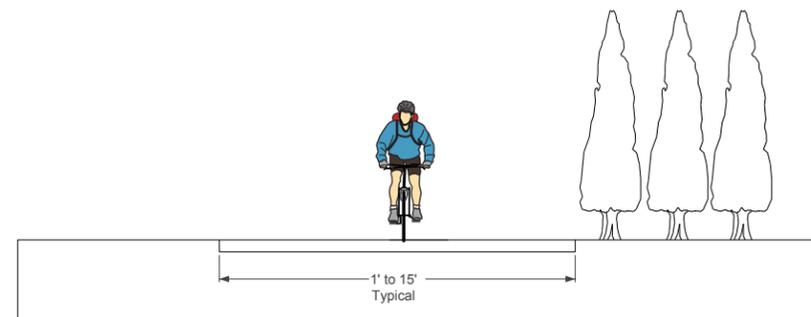
Paths of Desire (POD)

PODs are walking paths 1 to 3 feet that are infrequently used. Currently, many PODs in the Park District have vegetation growing near or into the path. There may be PODs that should be upgraded to a permanent surface and to provide additional linkages between existing trails.



Right-of-Way Trails/Sidewalks

These type of trails are located within the City of Naperville right-of-way. A variety of trail types may fit into this category including: asphalt multi-use trails running parallel to the street; standard concrete City sidewalks; and, designated bicycle lanes on City streets. The width and location of these right-of-way trails varies based upon type and location.



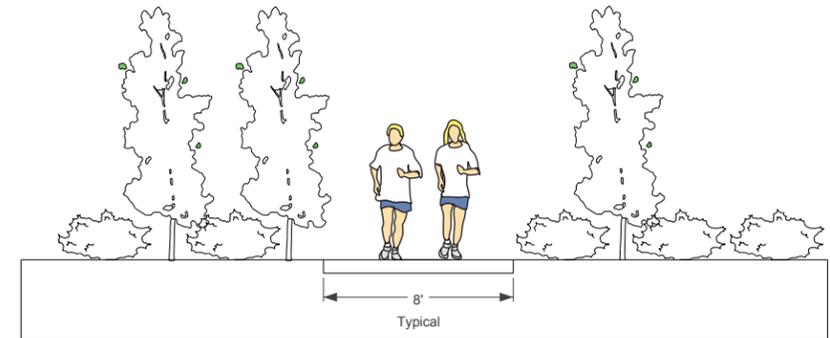
Dirt Paths

Dirt paths are typically found in natural parks. These paths have been created over time from a consistent high-volume of pedestrian and bicycle traffic using them. Many eventually become mulched or possibly even paved. Often, dirt trails are used in heavily wooded or forest-like areas to maintain an aesthetic quality and atmosphere in a particular area. Dirt paths in the Park District generally range between 1 to 15 feet in width.



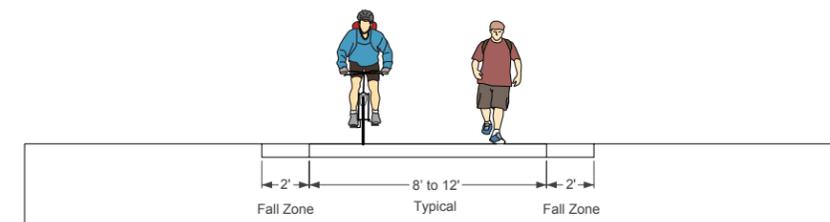
Limestone Trails

Crushed limestone trails are improved service that are typically less expensive to install than paved asphalt trails and require minimal maintenance. There are few limestone trails in the Park District due to the paving of previously constructed limestone trails such as the trail through Brook's Prairie.



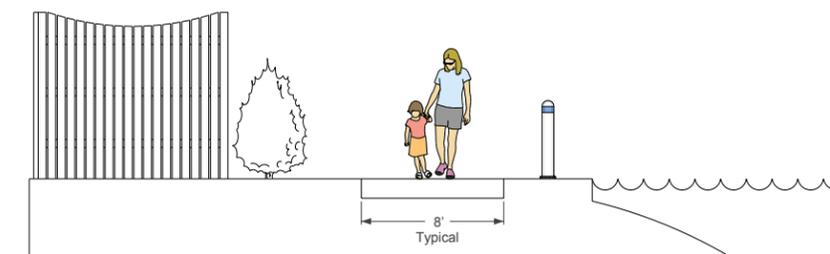
Asphalt Multi-Use Trails

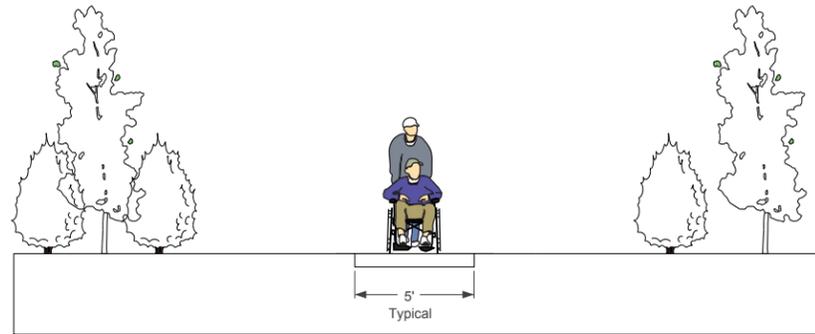
Asphalt Multi-Use Trails are constructed for the use of pedestrians, bicyclists, cross-country skiers, and others. Paved with asphalt, these trails provide a wide-range of services for its users. Asphalt Multi-Use Trails in the Naperville Park District are typically 8 to 12 feet wide and have 2 feet graded shoulders on each side for a total cross-section of 12 to 16 feet.



Brick Pavers (Riverwalk)

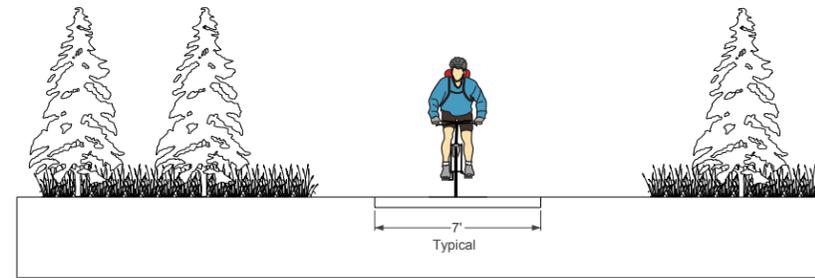
Trails laid in brick are more aesthetically pleasing than all other trails, however, these trails are often more expensive to construct due to the high-quality of the paving materials used to build them. Brick trails are more durable than others and last significantly longer. Brick pavers in Naperville are used on the Riverwalk where only pedestrians are permitted. Bicyclists, in-line skates and skateboards are prohibited on the Riverwalk.





Concrete Trails

Concrete Trails are often found in urban areas and double as sidewalks for a community. Of a higher quality than asphalt trails, concrete trails are more costly to construct. Once constructed, concrete trails will last longer than asphalt ones and are more aesthetically pleasing. In the Naperville Park District, concrete trails are generally found in sports complexes, such as Frontier Sports Complex.



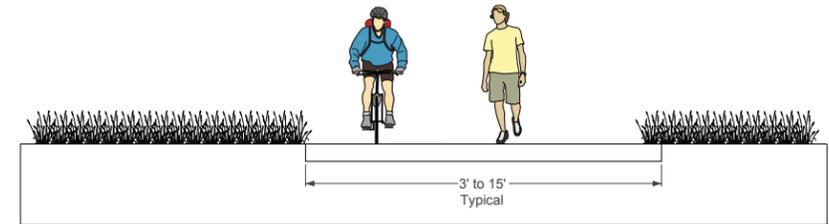
Mulch Trails

Made from wood chips, mulch trails help maintain an atmosphere in forested areas such as Knoch Knolls. Often used by bicyclists and pedestrians, mulch trails are the most environmentally-friendly of all trails due to their all-natural composition. Maintenance is minimal for this type of trail, however, each year these trails typically receive new mulch.



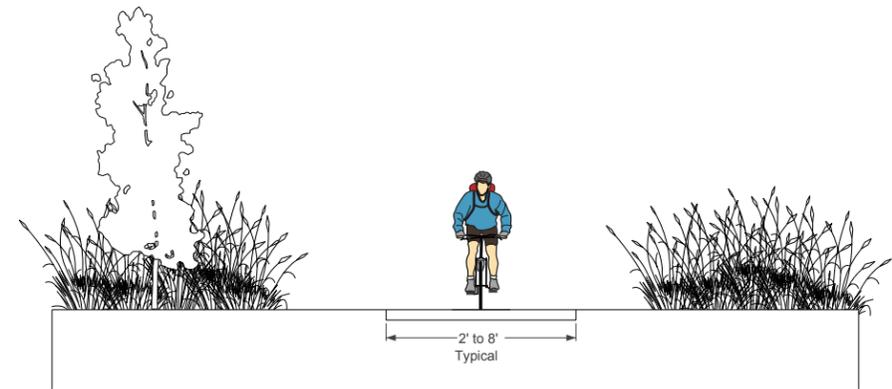
Mowed Trails

Mowed Trails are composed of grass and other vegetation maintained by the Park District. These trails are used by bicyclists, and pedestrians in primarily natural settings such as Knoch Knolls. These trails require only seasonal maintenance (i.e.: mowing) and can typically traverse steep grade changes and meander through tall grasses or wooded areas.



Gravel Trails

Gravel trails in the Naperville Park District are also typically used for vehicular travel in addition to pedestrian and bicycle travel. Seager Park has a gravel trail that connects the parking area with other facilities in the park.



Section 3:

Community Outreach

Several community outreach activities were completed as part of the planning process for the creation of the Trails Master Plan. These outreach activities were designed and used to promote community involvement and encourage citizen participation early and often in the planning process. The following community outreach activities were utilized:

- Government Stakeholders Workshop – Conducted with government representatives, including adjacent municipalities, DuPage and Will Counties, adjacent park districts, the consultant team, and Naperville Park District Staff on September 9, 2008 at the Barn Recreation Center.
- Trail Users Workshop – Conducted with representatives of invited trail users groups, the consultant team, and Park District Staff on September 9, 2008 at the Barn Recreation Center.
- Community Workshop #1 – Conducted on September 13, 2008 in the Park District South Maintenance Facility’s Community Meeting Room.
- Community Workshop #2 – Held with the community on September 16, 2008 at the Barn Recreation Center.
- On-Line Community Workshop Questionnaire – Posted on the Project Website between September 17 and October 15, 2008.
- On-Line Project Website and Feedback – A project website has been active throughout the assignment.
- Public Open House – November 17, 2008 held at the Municipality Center.

Common Themes

The following is a summary of the common themes heard throughout the community outreach activities. Detailed summaries of each activity workshop is included in Appendix A.

Issues and Concerns

Participants identified a number of issues and concerns regarding the current Park District trail system. A prominent issue among workshop participants was their desire to link existing trail segments to one another. Participants noted further linking the existing trail system would make the trails system more practical to use and more functional overall. A more widely-linked system would provide residents with more transportation options and increase their accessibility to destination areas such as employment centers and commercial areas.

Crossing safety was another top issue and concern noted by participants. Many participants mentioned their desire to see improvements to crosswalks and the construction of various overpasses (bridges) or underpasses to increase crossing safety, especially at arterial road crossings. The wider availability of park/trail maps and the development of a car/bicycle education program was another concern of workshop participants. Greater public awareness of maps and the development of an educational program would further enhance the safety of trail users.

Trail types were another issue addressed by participants at the various community workshops. The importance of water trails in the City of Naperville was discussed and the wider use of cost-effective dirt trails was suggested. Mulch trails were the least preferred of the trail types discussed.

Linking trails to transit stations and keeping them a respectful/safe distance away from homes were also critical issues raised by participants. There was a great deal of discussion about what would be considered an appropriate distance from residential properties, and what that distance would be if there was landscaping installed. Members of the community also questioned

whether trails should be constructed in environmentally sensitive areas, or parks designated as passive green space areas. Participants noted linking trails to transit stations would lower the community’s use and dependence on the personal automobile and would improve the environment of the community.

Benefits of Linking to Regional Trail System

Participants cited a number of benefits of linking to a larger regional trail network. Benefits included connecting bicycle trails to surrounding municipalities and key community destinations. Connecting to a greater regional trail network would also provide other commuting options to residents of Naperville and other areas thereby reducing traffic and improving the air quality of the area. Other benefits include providing recreational opportunities and longer rides for bicyclists and enhancing the overall quality of life for residents. Trail users who use trails for long-distance running identified the need for longer trails for training purposes, the need for mileage markers and directional signage, and raised the issue of winter maintenance (snow removal) for certain trails.



Key Corridors

Throughout the community outreach activities and the review of the existing plans, studies, and reports for trails within Naperville, key corridors have been identified. The City of Naperville has previously identified prominent trails in the community. Primary reasons for identifying these key corridors is to aid in the prioritization of trail development and for budgeting purposes. Key corridors are typically found along arterial roads and major water features.

Key corridors include those along Ogden Avenue, Washington Street, and adjacent IL Route 59. Many identified a general need for major north-south, east-west type trail arterials somewhere in the community. Routes through Downtown Naperville, along the Riverwalk, and along rivers and creeks within the community were also identified as key routes. Wildflower and Knoch Knolls were two of the more prominent parks identified as key routes within the trail system. Other workshop attendees expressed the importance of having routes that are linked and clearly marked. More specifically, key routes identified by participants included the Riverwalk to McDowell Grove, McDowell Grove to Cress Creek Commons, Gartner Road to the DuPage River Trail.

From the community outreach activities, several primary key corridors were identified for pedestrians and bicyclists including: the DuPage River Trail (including both future north and south extensions, as well as the river itself for canoeing); Southern DuPage County Regional Trail (including future Washington Street underpass); Commonwealth Edison Easement from 248th Avenue, east over IL Route 59, to Plainfield-Naperville Road; 95th Street from Naperville-Plainfield Road east to a potential Bolingbrook connection; 248th Avenue from 103rd Street south to the Plainfield Connection; and, along IL Route 59.

Key Destinations

In addition to key corridors, the planning process also identified key community destinations. A key destination is an area within a community that attracts residents and visitors. Many key destinations are located throughout Naperville and each is effective at bringing people to the community. A goal of the Trails Master Plan is to link key destinations to the trail system in the community wherever feasible to promote bicycling and walking to travel to the destinations. The destinations listed as “key” below are based upon community outreach and are primarily public uses.

Attendees of the community workshop identified a number of key destinations (i.e. places you would like to walk or ride your bicycle to) to be linked via a trails system. Key destinations included, Downtown Naperville and its Riverwalk areas, libraries, schools, workout facilities, parks, banks, grocery stores, shopping areas and other businesses. Connecting to regional pathways/trails was another key destination participants identified as being important. Connecting to these trails would allow trail users to bicycle/jog/walk to surrounding municipalities and their attractions including the Morton Arboretum, natural areas, and others. Train stations were also identified as key destinations.

In addition to the destinations identified in the community workshops, the following are other key community destinations that the Park District should consider creating trail access for, or encourage appropriate agencies that have property/jurisdiction to make connections:

- All District and Community Parks
- Centennial Beach, Riverwalk, Paddleboat Dock, Rotary Hill
- Schools and Educational Facilities
- Forest Preserves
- Regional Bikeway Systems, such as the Illinois Prairie Path and the Fox River Trail
- Naperville Municipal Center
- Naperville Public Libraries
- Naper Settlement
- Downtown Naperville
- Downtown and IL Route 59 Train Stations
- Park District Main Office, the Barn Recreation Center
- Naperville Community Concert Center
- Century Memorial Chapel
- Martin Mitchell Mansion
- Alfred Rubin Riverwalk Community Center
- U.S. Post Office Locations
- YMCA facilities
- I-88 Corridor
- Shopping Centers, such as Naperville Crossings, Downtown, Fox Valley Mall, and City Gate

Key Components of a Trail System

Participants identified a number of important components for the trail system. Community workshop participants identified various trail surfaces they believe are vital to a desirable trail system including asphalt, concrete, limestone, mowed, and gravel. Often, participants favored a particular trail surface based on activity, cost, or environmental impact. Workshop attendees also recognized the importance of a combination of trail types including on-street, off-street, and multi-use. A number of trail amenities were also identified as being core components of a desirable trail system including drinking fountains, restrooms, directional signage, mileage markers, trash receptacles, parking (for bikes and cars), and areas of shade. Safety and accessibility were two important overriding components of a bicycle and pedestrian trail system. Participants also noted the importance of providing trails and trail amenities for the disabled such as the trail and fitness stations available at Commissioners Park.

Section 4: Trails Master Plan Vision

To assist with the creation of the Trails Master Plan, a Vision has been created based on the expressed needs and desires of the community. The Vision presents a colorful and exciting description of the trail system desired by the Naperville community to establish community support and stewardship for the Trails Master Plan. The Vision will be used as a springboard for the creation of the Trails Master Plan recommendations. The Vision provides important focus and direction for preparing goals, objectives, policies, and recommendations during the next steps of the planning process.

The Trails Master Plan Vision builds upon the Naperville Park District's current Vision Statement which is:

“To be a best in class parks and recreation service provider creating unity and focus in the community.”

Vision

The Trails Master Plan Vision has been created based upon the previous steps of the planning process including a number of community outreach activities. It is written as a retrospective that chronicles the accomplishments and achievements undertaken by the Naperville Park District in the ten years since the Trails Master Plan was completed in 2008.

The Vision incorporates the main ideas and recurring themes discussed at the governmental stakeholder workshop, trail user workshop, community meetings, on-line community feedback, open house, and Park District staff meetings. The Vision does not include all of the specific projects and actions suggested by the various groups and participants as many of these “specifics” have need incorporated into the Trails Master Plan.

In the year 2018...

The Naperville Park District continues to plan for, construct, and cooperate with other agencies to create safe trail opportunities in the community for all modes of travel including pedestrians, joggers, bicyclists, inline skaters, strollers, and wheelchairs.

The Park District's trail system primarily consists of internal park trails that are looped within each park or are connected to the larger regional trail system. Different types of trails have been developed for different user types including varying surface types and trail amenities. Pedestrian amenities have been added along many trails including benches, drinking fountains, and environmental signage. Other signage, such as mileage markers, and directional signage, has been installed along larger trails, and those Park District Trails that connect to regional trail systems.

The Park District continues to coordinate with other governmental agencies and adjacent municipalities to plan for and implement trail construction and maintenance. Through these partnerships, the Park District has been able to construct and maintain trails and trail amenities efficiently, and as a result continues to save taxpayers dollars.

The Park District continues to have representation on intergovernmental groups such as the City of Naperville's Bicycle and Pedestrian Advisory Committee (BPAC). By working with other governmental agencies, the Park District continues to ensure that future right-of-way improvements, signalized intersection improvements, crossings, and bridge replacements within the community include bicycle and pedestrian amenities.

The construction of new trails and trail amenities has been prioritized using the Trail Master Plan's evaluation criteria. By reviewing how each new potential project rates using the evaluation criteria, the Park District has been able to prioritize its trail projects. This allows the District to budget construction and maintenance for the trail system each year. To reduce the costs for taxpayers, the Park District continues to seek alternative funding sources for the development of trails and trail facilities.

Since the adoption of the Trails Master Plan, the Park District has become a leader in promoting and marketing trail locations and trail ridership/walking in the community. The Park District website includes detailed maps of trails within each park, and a larger, regional trail map which was created as part of the Master Plan, has become a popular map for both pedestrians and bicyclists. In addition to communicating trail locations to the public, the Park District continues to promote the benefits of trails, which includes health benefits, environmental benefits, and the strengthening of community and character.



Section 5: Evaluation Criteria

Based upon previous steps of the planning process, evaluation criteria have been designed to assist the Park District in planning for future trail and trail amenities construction and maintenance opportunities. These evaluation criteria have been influenced by the governmental stakeholder workshop, the trail users' workshop, and the community workshops. Although these criteria should be used as a tool to prioritize future trail projects, there is no specific timeline for implementation. Exact implementation will depend on the availability of funds within the Park District's annual budget. The Trails Master Plan recommends listing evaluation criteria, and evaluating individual trail segments according to how well they meet these criteria.

Purpose:

- Will the new trail be a connection between existing or proposed recreational amenities?

Ownership:

- Will the trail be constructed on property currently owned by the Naperville Park District?
- Does land need to be purchased?
- Do easements need to be acquired?

Construction Cost:

- What is the estimated cost to construct the new trail?
- Will the trail be constructed solely by Park District funds?
- Is the trail construction eligible for alternative funding (i.e. State grants)?

Maintenance:

- What is the expected annual maintenance cost for the trail?
- Will the trail require year-round maintenance (i.e. snow removal)?
- How often will it need to be reconstructed?

Connection:

- Does the new trail fill a "gap" in the trail system, either within a specific park or within a larger trail system?

Looped:

- Is the new trail a looped trail within a park site?
- Does it provide access to a park district facility (i.e. playground)?

Surface:

- What type of trail surface is proposed?
- Does the proposed surface type meet with the design guidelines within the Trails Master Plan?

Pedestrian Barriers:

- Will the trail cross or meet with pedestrian barriers (i.e. arterial streets, railways, and rivers)?
- Will major crossing improvements be necessary (i.e. bridges, underpasses, signalized intersections)?

Amenities:

- Is the trail planned to have amenities (i.e. mileage markers, fitness stations, benches, etc...). Although these are desired by the community, most amenities will add to construction and maintenance costs. Proposed amenities are important but are neutral on the proposed scoring system.
- Setbacks from Surrounding Properties: What are the adjacent land uses to the park site? What will be the distance from neighboring residential uses? Is buffering or screening required?

Destinations:

- Does the proposed trail provide connections to community destinations such as district and community parks, recreation centers, or other civic destinations?

Construction:

- Is construction of the trail possible?
- Are permits required?
- Are there floodplain issues or other physical factors affecting the buildability of the trail?



Preliminary Scoring System for Evaluation Criteria

Based upon the Evaluation Criteria previously discussed, the following is a preliminary scoring system for use in the prioritization of future trail and trail facility development. The goal of this scoring system is to help the Park District focus its efforts and funding sources on the highest priority projects.

The Trails Master Plan's scoring system allows the Naperville Park District to determine future project priorities. This scoring system is only one of the tools available to the Park District in determining priorities, there are several other variables that should also be considered including but not limited to, budgets, potential partnerships, intergovernmental agreements, as well as resident, Park District Staff and Park Board of Commissioners input. The scoring system classifies proposed pedestrian and bicycle routes ranging from a score of "very high" to "low". The maximum score for each project is 100-104 points (depending upon if screening is needed).

Scores are given based on the number of criteria as approved by the Naperville Park District Planning and Development Department. A score of very high would be "100-104", high would be "90-99", average would be "75-89", and low would be less than 75 points.

Trails and trail facility prioritization and implementation should continue to be updated and reviewed at any time, especially as part of the annual budgeting process for the next year's capital improvement program budget.

Purpose

Under the purpose category of the evaluation criteria, trails designed for multiple user types would be given a higher score than those not designed for multiple user types. Trails connecting existing or proposed recreational amenities to one another would also receive a higher score. Proposed trail projects connecting trails to one another would promote a more integrated trail network and benefit all users.

Ownership

Proposed trails to be built on property owned by the Naperville Park District are preferred and would receive a higher score from the Trails Scoring System than those owned by other organizations or private landowners. Property already owned by the Naperville Park District would not involve dollars to purchase or negotiate property. If land needs to be purchased or easements need to be acquired to construct a proposed trail or trail amenity, that trail would receive a lower score than one not requiring purchase or easement acquisitions. If, however, the property is planned to be dedicated through a developer's dedication requirement, this property should be considered to be Park District-owned property.

Construction Cost

For financial reasons, a proposed trail or trail amenity with a low construction cost would receive a higher score using the Trails Scoring System than a proposed trail or amenity with a higher construction cost. If a trails project requires no Naperville Park District funds than that project will receive a higher score than those requiring partial or complete funding from the Naperville Park District. A trails project would also receive a higher score on the Trails Scoring System if the project is eligible for alternative

funding sources like State grants. Eligibility for these funds would reduce the financial burden placed on the Park District and should be encouraged.

Maintenance

A proposed trail project requiring less maintenance and fewer reconstruction costs would be preferred to a project requiring more frequent maintenance and higher reconstruction costs using the Trails Scoring System.

Connection

Trail projects would receive a higher score and a greater amount of preference using the Trails Scoring System if they fill in an existing gap in the Park District trail system. A trails system with a high degree of connectivity should be heavily preferred over one with a large number of gaps in it.

Looped

Looping trails provide a community with a number of benefits and are preferred in the criteria of the Trails Scoring System. Trails receive a higher score if they are looped within a park site than if they are not. Providing access to a Park District facility like a playground or athletic field also improves the score of a proposed trail project.

Surface

The surface type of a trail is important in the Scoring System. If a proposed trail project meets the design guidelines within the Trails Master Plan recommended for the specific trail type proposed, then the Trails Scoring System provides additional preference to that trail.

Pedestrian Barriers

Arterial roads, railways, and bodies of water are a few of the many pedestrian barriers that exist. These barriers limit trail use and enjoyment. If a proposed trail crosses or meets with a pedestrian barrier, it would receive a lower score from the Trails Scoring System than one not encountering a barrier. If a proposed trail project would require major crossing improvements like bridges, underpasses, and/or signalized intersections to use, then it would receive a lower score than one not requiring such crossing improvements.

Setbacks from Surrounding Properties

Trails with a greater setback from surrounding residential properties would receive a higher degree of preference and a higher score from the Trails Scoring System than a trail that is closer to neighboring residential uses. The existence of landscaped buffers between residential areas and trails would also increase the score of the proposed trail project. The addition of new buffers between proposed trails and residential properties should increase the score within this category, however this would add costs to the project, which would then lessen the trail's construction costs score.

Destinations

A proposed trail project providing connection to community destinations is beneficial to the trails system and provides a practical use to the system. Therefore, trails linking to community destinations are given a higher score and a higher degree of preference than those not connecting to destination areas.

Construction

Proposed trail projects should be possible. If the project is deemed possible, it receives a higher score from the Trails Scoring System than one deemed impossible or near impossible. If permits are not required for the construction of a trail to occur, then a greater level of preference and a higher score from the Trails Scoring System would result. Trails should not be constructed in a floodplain unless necessary permits are possible. Proposed projects not in floodplains would be preferred under the Trails Scoring System.

Proximity To Residents

In addition to the recommended Trail Scoring System, and other tools available to the District such as budgets, potential partnerships, and staff and resident input, the District should consider the proximity to residents when prioritizing projects. Although much of the Park District is built-out, the southwestern portion of the community is still being developed, mostly with new residential development. In an effort to prioritize new trail projects, the District should utilize Geographic Information Systems (GIS) analysis to estimate potential number of future users within the area of the new trail. It should be noted however, that although this analysis should be used in prioritizing future projects, there are potential issues that could arise with such an analysis. Although the number of residents living near a proposed trail in the southwestern section may currently be a low number, planning for and potential acquisition for future trails should continue to be a priority in this sector of the City. It should also be reiterated that although this analysis will provide a number of residents living within close proximity to the trail project, the NRPA does not recommend a service radius for trails.

**Table 1:
Trails Scoring
System**

Evaluation Criteria	Notes	Possible Score	Actual Score	Scoring From 0 (low) to 5 (high)								
				Notes	Possible Score	Actual Score	Notes	Possible Score	Actual Score	Notes	Possible Score	Actual Score
Purpose												
Will the new trail be a connection between existing or proposed recreational amenities?	No connection	0									Connection	5
Will the trail be designed for multiple users (i.e. pedestrians and bicyclists)?	No	0									Yes	5
Ownership												
Will the trail be constructed on property currently owned by the Naperville Park District?	Not owned by NPD	0									Owned by NPD	5
Does land need to be purchased?	Need to be purchased	0					Does not need purchasing	4				
Do easements need to be acquired?	Need easements	0					No easements necessary	4				
Construction Cost												
What is the estimated cost to construct the new trail?	Over \$100,000	0		50-100,000	3		25-50,000	4			Less than \$25,000	5
Will the trail be constructed solely by Park District funds?	NPD Funds Solely	0		Partial NPD Funds	3						No NPD funds	5
Is the trail construction eligible for alternative funding (i.e. State grants)?	Not eligible	0		50% Eligible +	5							
Maintenance:												
What is the expected annual maintenance cost for the trail?	Over \$20,000	0		10-\$20,000	1		5-\$10,000	2			Under \$5,000	5
Will the trail require year-round maintenance (i.e. snow removal)?	Yes	0		No	1							
How often will it need to be reconstructed?	Annually	0		1-3 years	1		3-5 years	2			More than 5 years	5
Connection:												
Does the new trail fill a "gap" in the trail system, either within a specific park or within a larger trail system?	No	0									Yes	5
Looped:												
Is the new trail a looped trail within a park site?	No	0									Yes	5
Does it provide access to a park district facility (i.e. playground)?	No	0									Yes	5
Surface:												
Does the proposed surface type meet with the design guidelines within the Trails Master Plan?	No	0		Yes	4							
Pedestrian Barriers:												
Will the trail cross or meet with pedestrian barriers (i.e. arterial streets, railways, rivers)?	Yes	0		No	4							
Will major crossing improvements be necessary (i.e. bridges, underpasses, signalized intersections)?	Yes	0									No	5
Setbacks from Surrounding Properties:												
What will be the distance from neighboring residential uses?	Less than 10'	0		10' to 20'	1		20' to 30'	2			More than 30'	5
If proposed within 30' of residential property, will there be landscaping or a buffer?	No screening	0		landscaping	1		landscaping and berm	2			fencing/landscaping	4
Destinations:												
Does the proposed trail provide connections to community destinations?	No	0		Yes	4							
Construction:												
Is construction of the trail possible?	No	0									Yes	5
Are permits required?	Yes	0		No	4							
Are there floodplain issues or other physical factors affecting the buildability of the trail?	Yes	0									No	5
Totals			0				0				0	0

Total Maximum Score 100-104 points 0



Section 6: Facility Design Guidelines and Recommendations

This section presents proposed trails and trail facility design guidelines and trail system recommendations for the Naperville Park District. The Guidelines and Recommendations are based upon the previous steps of the planning process including the public outreach activities and research and analysis of Park District trails and other trails systems within the region.

Types/Definitions of Trails

The Trails Master Plan builds upon the existing trail system in place in the Park District to recommend the following types of trails. As identified early in the process, a clear definition of each type of trail is necessary in order to create an accurate inventory of the trails within the community.

Table 2: *Trail Classifications*, provides a quick reference chart for the various types of trails in the Park District as well as the typical standards. The table illustrates standard treatments for most trails in the Park District and they should be supplemented with other trail design documents, including the American Association of State Highway and Transportation Officials (AASHTO), and the City of Naperville Bicycle and Pedestrian Plan.

Table 2:
Trail Classifications

Trail Types	Definition	Dimensions	Surface	Typical Users	Typical Park Classification/Location*
Mowed Trails	Composed of grass and other vegetation maintained by the Park District. These trails are used by bicyclists, and pedestrians in primarily natural settings. These trails require only seasonal maintenance (i.e.: mowing) and can typically traverse steep grade changes and meander through tall grasses or wooded areas.	Varies from 3' to 15'	Grass	Pedestrians, mountain-biking, joggers, and other non-motorized users	CP, DP, GW, PA
Gravel Trails	Typically used for vehicular travel in addition to pedestrian and bicycle travel.	Varies from 3' to 15'	Gravel	Pedestrians, mountain-biking	CP, DP, GW, PA
Multi-Use Asphalt Trails	Paved with asphalt, and typically regional systems, these trails provide a wide-range of services for its users. It is a flexible pavement and can be installed on virtually any slope. The asphalt trail should be coated with a special sealant, especially where it is exposed to the sun for long periods of time. This trail is designed to accommodate two-way bicycle and pedestrian traffic, typically has its own right-of-way, and can accommodate maintenance and emergency vehicles.	8' to 10' surface 2' graded shoulders (should also include 3' horizontal clearance from edge of pavement for signs, poles, etc...)	Ashpalt	Pedestrians, bicyclists, skaters, wheelchair users, joggers, and other non-motorized users.	NP, CP, DP, GW, PA***, SU
Brick Pavers	Ideal for walking, the rough texture and surface of brick trails is less friendly to bicyclists and other wheeled modes of transportation. Brick pavers in Naperville are used on the Riverwalk where cyclists, skateboards, and inline skaters are not permitted.	Typically 8'	Brick	Pedestrians	Riverwalk
Dirt Paths	These are typically informal trails that have been created over time from a consistent volume of users. Trail width will vary depending on the existing topographic and environmental conditions.	Varies from 1' to 15'	Dirt	Pedestrians, mountain-biking	GW, PA
Limestone Trails	Crushed limestone trails are typically less expensive to install than paved asphalt trails and generally requires minimal maintenance. This is one of the best surface types for greenway trails because it can be densely compacted and is compatible with the natural environment. If properly constructed, they can support bicycle and handicapped accessible trail development.	Typically 8'	Limestone Screenings	Pedestrians, cyclists, wheelchair users, joggers, and other non-motorized users	GW, PA
Right-of-Way Trails	Typically located within the City of Naperville right-of-way. A variety of trail types may fit into this category including: asphalt multi-use trails running parallel to the street; standard concrete City sidewalks; and, designated bicycle lanes on City streets.	Typically 5'	Concrete	Pedestrians, bicyclists, skaters, wheelchair users, joggers, and other non-motorized users.	NP, CP, DP, GW, PA, SU
Concrete Trails (Sidewalks)	Of all surface types, it is the strongest and has the lowest maintenance requirement if it is properly installed. However, the installation of concrete trails may severely impact the natural environment. Sidewalks primarily serve pedestrians with safe and direct connections to park features. Efforts should be made to ensure that at least one ADA accessible trail is available and serves the most desirable parts of the park (i.e., playground equipment, etc.).	Typically 5'	Concrete	Pedestrians, bicyclists, skaters, wheelchair users, joggers, and other non-motorized users. However no bicyclists and skaters in CBD.	All Parks
Mulch Trails	Made from wood chips, mulch trails help maintain an atmosphere in forested areas. Often used by bicyclists and pedestrians, mulch trails are the most environmentally-friendly of all trails due to their all-natural composition. Maintenance is minimal for this type of trail, however, each year these trails typically receive new mulch.	Varies from 5' to 8'	Wood Chip Mulch	Pedestrians, mountain-biking	GW, PA
Paths of Desire	Walking or biking paths. These paths are typically not designed and/or maintained by the Park District. Although this is one of the trail types within the District, Paths of Desire do not count towards maintenance costs. If volume increases they may become dirt or converted to another surface type.	Varies	Dirt	Varies	Varies

* Park Classification System: NP - Neighborhood Park, CP - Community Park, DP - District Park, SU - Special Use, GW - Greenway, and PA - Preservation Area

** Central Business District CBD

*** Best Management Practices (BMPs) should be utilized when feasible to maintain natural setting and environmental quality



Trail Amenities

Adding appropriate trail amenities to a local or regional trail system enhances the experience of the trail user. As identified during the community workshops, the public desires a variety of trail amenities at appropriate locations. The following is a summary of the key trail amenities that should be considered along the Naperville Park District trail system. The following examples of trail amenities, and any other potential amenities not included in this section, should be carefully reviewed and considered based upon a number of factors. The Park District should consider construction costs and maintenance cost, uniqueness of the specific park, comparable amenities nearby, and overall recreation and programming goals.

Informational Signage

Informational signage often describes the history of a trail or provides facts about the wildlife one is likely to encounter while utilizing a trail. Informational signage enhances the experience of the walker, hiker, and bird-watcher and provides interesting information for all to enjoy. The Park District should work with other agencies wherever feasible, to create historical and/or environmental signage to place along trails.



Drinking Fountains

Strategically placed water fountains were highly preferred among community workshop participants. Where feasible, drinking fountains should be located at each trailhead and near Park District restrooms.

Bicycle Parking

Parking for bicycles along the trail system and at key destinations in the region was seen as an essential trail amenity to community workshop participants. While the existing trail system provides access to Downtown Naperville and other destinations, there are few bicycle racks. Because bicycles are not permitted on the Riverwalk, bicycle parking should be considered at Riverwalk entrances. To plan for future bicycle racks, the Park District should continue to evaluate potential Bike Parking Studies to better determine actual need.

Automobile Parking

Parking for automobiles should be provided at regional trail entrances wherever appropriate. Bicyclists often transport their bicycle to a trail entrance with their car. Automobile parking at trail entrances is convenient for those living further from the trail network and provides trail enthusiasts with greater access to the regional trail system.



Rest Areas

Community workshop participants noted rest areas as an important trail amenity. Rest areas should be relaxing places containing shelter, shading, benches, and other places to sit. These areas often contain other trail amenities including restrooms, scenic views, drinking fountains, and even informational signage. Rest areas should be strategically located to make trails more usable for all user groups.

Trash Receptacles

Trash receptacles play an essential role in maintaining the cleanliness of a trail system. Trash receptacles allow trail users to dispose of any trash or other refuse generated while utilizing the trail system. Trash receptacles improve the overall aesthetics of a trail and are an important amenity.

Pet Amenities

Where appropriate, the Park District should consider adding pet amenities along trails. Examples include "Mutt Mitts", and drinking fountains with lower levels designed for dogs to drink water. The Park District should also continue to display signage regarding leash laws, as well as communicate the location of dog parks in the community.



Vistas/Views

Trails often run through heavily wooded, natural areas containing a number of potential scenic views/vistas. Trails should make the most of these views/vistas and allow users to enjoy them.

Restrooms

Restrooms should be placed at trail entrances and rest areas along multi-use trails, primarily along regional bikeway systems. Restrooms are a necessary trail amenity and are highly valued by trail users. Providing restrooms at trail entrances is convenient and essential, however, due to their costs, careful consideration for their location at only specific, key locations is recommended.

Directional Signage/Maps/Kiosk

To assist users in navigating the trail system, directional signage, maps, and/or a kiosk should be provided with important trail information. Directional signage, maps, and/or a kiosk inform trail users of their location on the map, how long the trail is, where certain trail amenities are located, and what to expect in general from the trail. The Park District should also encourage the City of Naperville to install non-traditional signalized intersection crossing amenities where trails cross arterial streets such as the use of Braille and sound notification systems.

Mileage Markers

Mileage markers inform trail users of their distance traveled. Bicyclists, joggers, and others often utilize trails for many miles and desire to know their distance traveled. Mileage markers allow users to determine if their goals for the day have been reached and/or how much further they must travel to obtain those goals.

Fitness Stations

Mileage markers inform trail users of their distance traveled. Bicyclists, joggers, and others often utilize trails for many miles and desire to know their distance traveled. Mileage markers allow users to determine if their goals for the day have been reached and/or how much further they must travel to obtain those goals.

Boat Launch Site/Canoe/Kayak

Water trails require a boat launch site and a canoe or kayak to utilize them. Providing accessible boat launch sites and rental facilities are essential trail amenities for the proper use of these trails.

Multi-Use Trail Striping

A centerline stripe of approximately 4 inches in width should be painted on regional trails, and trails over 12' in width that are designed for multi-use or that connect to regional trails.



This striping would improve both pedestrian and bicycle flow and movements in opposite directions.

Accessible Trails

The Park District should make every effort to provide ADA accessibility, especially for asphalt and sidewalk trails. For example, slopes on these types of trails should not exceed 5% to prevent the need for handrails and landings, as well as to minimize maintenance issues. Surfaces should be sufficient to accommodate wheelchair use and typically be constructed 5 feet wide (minimum 3 feet wide) to accommodate a wheelchair. The Park District should consult current published ADA Standards prior to trail development.

As outlined in the definition of an accessible trail from the National Center on Accessibility (NCA), many park districts and agencies have trails that provide a unique outdoor experience while having a minimal impact on environmental features. These trails at times may be difficult to make accessible while maintaining the natural environmental features. According to the NCA, there are circumstances that allow deviation from the technical provisions.

The following are the four specific conditions for departure from the NCA:

- 1) Where compliance would cause substantial harm to cultural, historic, religious, or significant natural features or characteristics.
- 2) Where compliance would substantially alter the nature of the setting or the purpose of the facility, or portion of the facility.
- 3) Where compliance would require construction methods or materials that are prohibited by government regulations.
- 4) Where compliance would not be feasible due to terrain or the prevailing construction practices.

(Source: www.ncaonline.org)

Safe Routes/Eliminate Potential Hazards

The Park District should continue to ensure that the City of Naperville use standard street storm grates that meet AASHTO standards for on-street bicycle routes. These types of storm grates are not the long parallel types that may present potential hazards for bicyclists. The Park District should also continue to work with the City to ensure that they continue to review each street before making it an on-street route.

Trail Recommendations

Although previous Park District studies have recommended trail length standards, this Trails Master Plan does not recommend a trail standard for the Park District. This is based upon the fact that the National Recreation and Parks Association (NRPA) recommends a standard of one trail system per region. Therefore, based upon the NRPA standard, a standard for trail miles per 1,000 residents is not an appropriate method for determining user demand or need. As shown in this Plan, the Park District has a substantial trail system already in place, and the recommendations of this Plan are presented to contribute and improve the existing trail system through not only Park District efforts, but through partnerships, and agreements with other agencies.

In addition to future proposals that may be brought forth and evaluated under the Trails Master Plan Scoring System, the following are specific trail recommendations for improving the Naperville trail system. As identified in the Existing Conditions Report, the Park District already has a well-established Park District trail system that connects to trails owned and/or operated by other entities such as the City of Naperville, and both counties.

It should be noted that, although not specifically

calculated in this report, the City of Naperville's sidewalk system is an integral part of the community's trail system. Currently, within the City of Naperville pedestrians and bicyclists are permitted to use City sidewalks, except in the Central Business District, where bicycling is not permitted.

As identified throughout the planning process, a number of improvement suggestions were cited by residents including trail extensions, crossings, and amenities. Several recommendations discussed during public workshops were outside of the Naperville Park Districts control/ownership and involved primarily the City of Naperville. These recommendations are still included in this section as items that the Park District should continue to work with the City of Naperville to either promote, coordinate, or implement. An example of a recent successful partnership for trail improvements was the IL Route 59 pedestrian bridge. The Park District and the City worked cooperatively to construct the bridge. Many future trail crossings will most likely require similar cooperative efforts to implement, especially those requiring significant funds.

The following is a list of specific park site improvements and trail improvements that should be undertaken, promoted, or encouraged by the Park District. In addition to these specific park

site improvements, the District has a 10-Year Capital Improvement Plan (CIP) which deals with trail enhancements (Appendix D). Items on the CIP change annually based upon the budgeting process and should be updated to include the recommendations within this Plan :

Sportsman's Park

The recently completed Caroline Martin Mitchell Master Campus Plan identifies the opportunity to expand the existing Sportsman's Park trail system to possibly include connections to the Community Garden Plots, Green Acres Drive, and an internal loop trail system. Once completed, the Park District should promote public trail awareness in this area.

Wildflower Park

The Park District should continue to work with residents of the Wildflower subdivision to design and construct a looped trail system that is appropriate for Wildflower Park. A looped trail is a desirable amenity within a park site from a planning perspective; however, the trail should be designed to be an appropriate distance from residential properties. Where the trail is proposed within close proximity to homes, as identified in the Trails Master Plan Scoring System, the Park District should consider a combination



of landscaping or buffering such as berming and/or fencing. The Park District should continue to work towards constructing an appropriate trail system in this park within the time frame as recommended in the 2007 OSRMP.

Nike Park

In 2007, the Naperville Park District purchased 20 acres to expand Nike Park for outdoor/indoor use. As the District revises its site plan for the park, they should consider a looped trail system connecting with the City's sidewalk system.

Southwest Community Park

As recommended in the Park District's 2007 Open Space and Recreation Master Plan, future trails should be constructed within the future Southwest Community Park. In addition to internal trails, connections with the larger regional trail system should be made from this park.

DuPage River Trail

The DuPage River Trail through Naperville actually consists of three separate trail plans: the East Branch of the DuPage River Trail, the West Branch of the DuPage River Trail, and the DuPage River Trail itself where the two branches join near the southern portion of Naperville. Considered "the spine" of the Naperville multi-use system, the Park District should continue

to work with the City of Naperville, Will and DuPage County's along with the Forest Preserve Districts to continue to plan for, construct and maintain the DuPage River Trail through their respective jurisdictions.

DuPage River Trail Segment 5

The Trails Master Plan illustrates the recommended DuPage River Trail alignment as identified by the City of Naperville's Bicycle Implementation Plan (approved June 20, 2006). As identified in the Plan, there are alternative routes through the River Run residential subdivision. Residents should continue to be included in the ongoing planning and future implementation of the DuPage River Trail through this segment of the trail.

DuPage River Water Trail

The DuPage River Water Trail as identified in the Northeastern Illinois Water Trails Map Summary (February 2007), is a major north-south water route through the region. The map identifies existing and proposed canoe launches in Naperville. Three existing canoe launches are identified at Pioneer Park, Wiegand Riverfront Park, and Knoch Knolls Park. A proposed launch is shown at Centennial Park, and an unimproved launch is shown at DuPage

River Park. The Park District should continue partnerships with coordinating agencies wherever feasible. The DuPage River provides many unique recreational opportunities such as canoeing and the Park District should continue to ensure that this activity is supported.

Southern DuPage County Regional Trail

The Park District should continue to support DuPage County's efforts to construct this regional trail. This trail will be the major east-west regional trail through the Park District.

Hobson West Ponds

Future site improvement may include right of way trails, mowed trails, etc. The future improvements timing of the future improvements will be based on the priorities as identified in the 10-year Capital Planning process.

95th Street Extension

The Forest Preserve District of DuPage County and the Will County Highway Department have an intergovernmental agreement for the 95th Street extension through the DuPage River Confluence Preserve. The agreement states that as part of the new bridge, the Highway Department will provide a bicycle trail along 95th Street, a trail connection under 95th Street and a trail connection from 95th Street to the DuPage

River Trail. The Park District should continue to work with the Forest Preserve District and the City of Naperville (as outlined in their own intergovernmental agreement) to construct the DuPage River Trail through this area.

Underpass at 75th Street and Washington Street

The City of Naperville is currently working towards major improvements to the Washington Street and 75th Street intersection. Pedestrian improvements will include two enhancements to the project that will improve pedestrian and bicycle safety. The first enhancement is the inclusion of a pedestrian underpass beneath 75th Street that will allow the DuPage River Trail to pass beneath 75th Street. The second enhancement is the construction of a tunnel beneath Washington Street to connect the DuPage River Trail with the Southern DuPage County Regional Trail along 75th Street. This underpass will allow bicycles and pedestrians to move from east to west without the need to cross Washington Street. According to the City, if a pedestrian chooses not to use the underpasses, they may still cross the intersection at the surface and countdown pedestrian signals will be added to all legs of the intersection.

West Branch DuPage River Trail/ BNSF Railway Underpass

The Park District should continue to work with the City of Naperville and the Forest Preserve District of DuPage County to construct a pedestrian underpass beneath the Burlington Northern Santa Fe (BNSF) railway along the DuPage River. This is a very important link in the local and regional pedestrian and bicycle trail system. The West Branch Riverway Trail will run west along the DuPage River from McDowell Grove Forest Preserve District and turn south towards Ogden Avenue. At Ogden Avenue either an underpass or a trail running parallel to Ogden Avenue will connect to the existing signal at Fifth Avenue, and then south on Forest Preserve District property, beneath the BNSF railway, and through Wil-O-Way Commons Park.



Mill Street

The opportunity exists for implementing trail improvements to the existing environment along Mill Street between Shuman Boulevard and Warrenville/Ferry Road to the north. Currently, within this approximately one-mile stretch of Mill Street, there are three separate trails that are not connected. The Park District should encourage the City of Naperville and the City of Warrenville to work together to plan for and implement a coordinated Mill Street trail over I-88.

A Variety of Trail Types

The Park District should continue to cooperate with trail user groups to provide trails designed to meet their specific needs. Throughout the community outreach process, unique trail user groups, such as off-road bicyclists, and cross-country runners, expressed their desire to continue to work with the Park District to ensure that trails suited for their activities are provided.

City of Aurora Connections

The Naperville Park District should continue to work with the City of Naperville and the City of Aurora and the Fox Valley Park District to coordinate future trail connections between Naperville and Aurora. The following are future access points that should be explored and if appropriate, coordinated: Wolf's Road, Haffenrichter Road, 87th Street, White Eagle Drive, 75th Street, Audrey Lane, Liberty Street/West Jefferson Avenue, Meridian Parkway/Glacier Park, Fairway Drive, the Illinois Prairie Path, and Ferry Road.

Bolingbrook Connections

The Park District should work with the Village of Bolingbrook and the Bolingbrook Park District to explore the potential of coordinating trail access between the two communities utilizing the future 95th Street bridge extension over the DuPage River. The Park District should continue to work with Bolingbrook to ensure that the two trail systems connect south of the river. The Village has proposed a new pedestrian bridge south of the Naperville Park District's DuPage River Park. The proposed pedestrian bridge would cross the river to the south where a trail would connect with the Bolingbrook Park District's Indian Boundary Park. The Naperville Park District should continue to explore the opportunity for a new bridge, being mindful of potential engineering, construction, and maintenance costs.

Plainfield Connections

The Park District should continue to promote the Forest Preserve District of Will County's construction of its new trail along the vacated Normantown Road through South Naperville. The future trail will run from Vermont Cemetery, south to Wolf Creek Preserve and then onto 119th Street, providing access to the Village of Plainfield.



**Figure 2:
Northern Section Recommendations**

Open Space

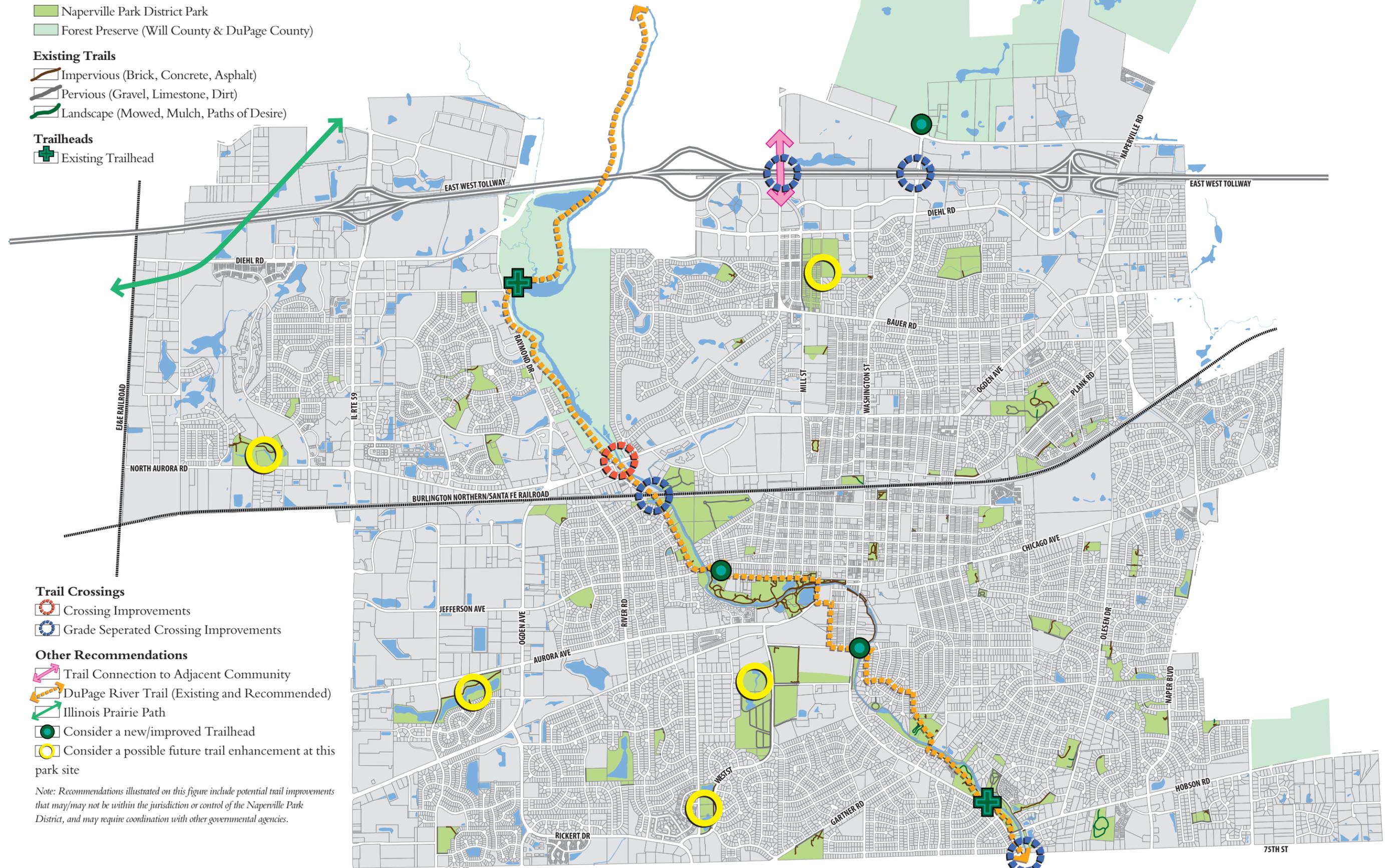
- Naperville Park District Park
- Forest Preserve (Will County & DuPage County)

Existing Trails

- Impervious (Brick, Concrete, Asphalt)
- Pervious (Gravel, Limestone, Dirt)
- Landscape (Mowed, Mulch, Paths of Desire)

Trailheads

- + Existing Trailhead



Trail Crossings

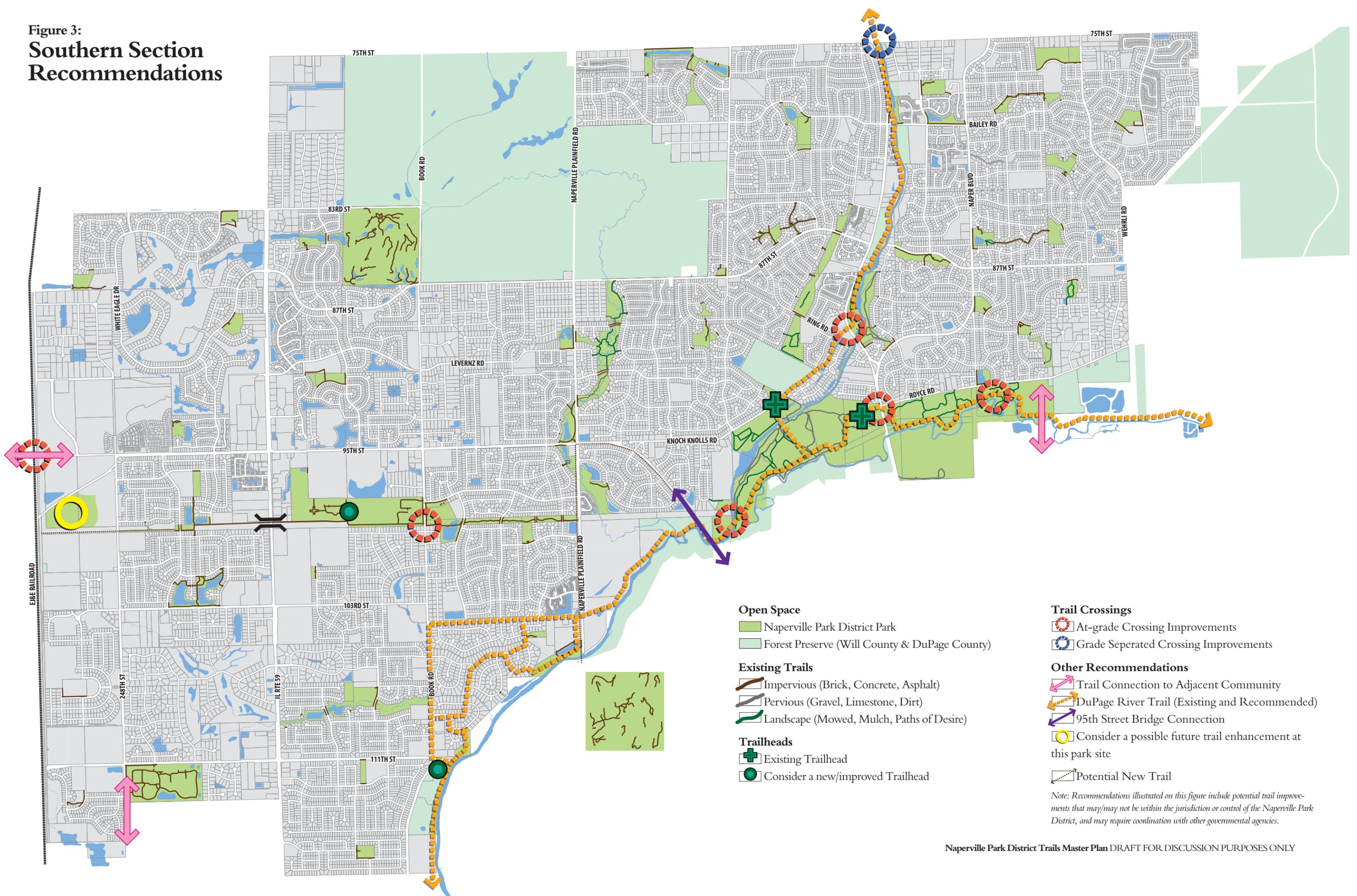
- Crossing Improvements
- Grade Separated Crossing Improvements

Other Recommendations

- Trail Connection to Adjacent Community
- DuPage River Trail (Existing and Recommended)
- Illinois Prairie Path
- Consider a new/improved Trailhead
- Consider a possible future trail enhancement at this park site

Note: Recommendations illustrated on this figure include potential trail improvements that may/may not be within the jurisdiction or control of the Naperville Park District, and may require coordination with other governmental agencies.

**Figure 3:
Southern Section
Recommendations**



Open Space

- Naperville Park District Park
- Forest Preserve (Will County & DuPage County)

Existing Trails

- Impervious (Brick, Concrete, Asphalt)
- Pervious (Gravel, Limestone, Dirt)
- Landscape (Mowed, Mulch, Paths of Desire)

Trailheads

- + Existing Trailhead
- Consider a new/improved Trailhead

Trail Crossings

- At-grade Crossing Improvements
- Grade Separated Crossing Improvements

Other Recommendations

- Trail Connection to Adjacent Community
- DuPage River Trail (Existing and Recommended)
- 95th Street Bridge Connection
- Consider a possible future trail enhancement at this park site
- Potential New Trail

Note: Recommendations illustrated on this figure include potential trail improvements that may/may not be within the jurisdiction or control of the Naperville Park District, and may require coordination with other governmental agencies.

Section 7: General Cost Estimates

Existing Trail Maintenance

The Park District should conduct an internal analysis of their maintenance costs estimated for trails. This information will be very useful in future budgeting for trail development and maintenance. A potential outcome could be a trail maintenance classification (from high to low).

Currently, depending on the type of trail, different levels of maintenance are required. For example, mulch trails typically require new wood chips installed annually, while asphalt multi-use trails require more frequent higher-level maintenance. Asphalt trails typically require annual, five-year, and potential ten-to-fifteen year maintenance and life cycle replacements. Maintenance for mowed, dirt, gravel, and limestone trails is minimal and is primarily an operational cost associated with employee hourly rates.

The following provides the Naperville Park District with an estimate, in 2008 dollars, of the expected costs for both trail and trail amenity construction and estimated maintenance costs. These estimates are for budgeting purposes only and should be updated annually to reflect the most current and accurate figures.

Estimated Construction Costs

Trails and trail facility construction costs vary widely depending on trail and facility type. A list of typical unit construction costs in 2008 dollars is shown in the following table. Though useful for preliminary cost estimates, they do not reflect special circumstances such as potential major construction projects including possible overpasses or underpasses, or bridges. Additionally, the cost estimates do not account for detailed design development requirements (including architecture, engineering and utility fees) for each trail or trail facility. The following sections provide generalized costs per mile for each type of trail and trail facility. These cost estimates are based upon recent construction bids obtained by the Naperville Park District, construction projects within the Chicago region, the OSRMP, and maintenance estimates from Park District Staff.

Construction Cost per Trail Type

- Asphalt - \$35 per linear foot (10' wide)
- Concrete - \$30 per linear foot (sidewalks are typically replaced every 15 years)
- Brick - \$90 per linear foot.
- Mowed – no construction costs
- Dirt – no construction costs
- Mulch - \$5 per linear foot
- Gravel - \$20 per linear foot (10' wide)
- Limestone - \$15 per linear foot (8' wide)
- Boardwalk - \$45 per linear foot (12' wide)

Signage

- Informational/Educational - \$1,250.00
- Directional - \$400.00
- Mile Markers - \$300.00
- Entry Sign - \$750.00

Furniture/Amenities

- Benches - \$600.00
- Picnic Tables - \$1,000.00
- Trash Receptacles - \$700.00
- Drinking Fountains - \$4,000.00 (without utilities)
- Bollards - \$1,500.00
- Bicycle Racks - \$750.00
- Fitness Stations - \$2,000 - \$3,000 per station depending on design.
- Landscaping - Depends upon variety and amount of landscaping.
- Screening/Fencing - Depends upon material types, height of fence, and proposed length.

Facilities/Buildings/Parking

- Restrooms - Typically, \$40,000.00 without utilities, \$175,000.00 with utilities. Also depend upon distance of existing infrastructure.
- Shelter - \$50,000.00 to \$100,000.00
- Paved Parking Space - \$2,000.00 per space

Maintenance Costs

The following maintenance costs are provided as a guide to establish a budget for the maintenance of each type of trail identified in the Trails Master Plan. It will be possible to substantially lower the cost of maintaining one mile of paved trail through the development of an Adopt-a-Trail Program or other volunteer efforts. Volunteers have proven to be effective in performing some of the routine maintenance activities that are listed below.

- Bike Trail per mile (Paved/Routine Maintenance) - \$5,250.00*
- Parking Lots - \$745.00*
- Mowing - Operational expense based upon hourly rates, equipment costs, and fuel.
- Bridges and Piers - \$880.00*
- Restrooms - \$4,735.00 (Pioneer to Park Support Style) *

**as stated in the 2007 Open Space and Recreation Master Plan (OSRMP).*

Operational/Promotional Costs

In addition to expected construction and maintenance costs, the Park District should consider, and budget for, operational and promotional costs. These costs could include the creation and distribution of marketing materials, such as a trail map. Other costs could include conducting trail user counts to monitor specific trail usage. This could be helpful information for considering trail improvements and including in grant applications.



Section 8: Implementation Strategy

The Trails Master Plan presents an agreed upon “road map” for trails within the Naperville Park District for both pedestrians and cyclists. The recommendations of the Plan are meant to provide the needed trails for the current and future population of the Park District. This section outlines the next steps, and the long-term strategies that should be undertaken by the Park District to begin implementing this Plan’s recommendations.

Adopt and use the Plan on a Daily Basis

The Trails Master Plan should become the Park District’s official guide to the development of trails within the Park District. To be effective, the Plan must be adopted by the Naperville Park District Board of Commissioners and then used by the Park District. The Plan’s recommendations should be incorporated into the Park District’s annual budgeting process.

Use the Evaluation Criteria

The Park District should review future trails and trail amenity improvements based upon the Evaluation Criteria presented in the Trails Master Plan. The purpose of the Evaluation Criteria is to assist the Park District staff and Board of Commissioners in prioritizing future trail developments. This will assist with budgeting purposes as well as ensuring that the District is being as efficient and effective as possible with tax dollars. The Park District should continue to revisit the Evaluation Criteria every three to five years to ensure that they are as up-to-date as possible and reflective of community desires.

Coordinate Plans and Connections with other Governmental Agencies

The Park District should continue to communicate with other governmental agencies, including the City’s BPAC, both counties, and the adjacent municipalities to ensure that the trail systems are coordinated as efficiently and effectively as possible. The Park District should work with adjacent communities to ensure that connections and linkages are planned and acceptable by both the Park District and other agencies.

Early in the planning process for this document, a Governmental Stakeholder Workshop was held. Representatives from all adjacent communities and park districts participated in the process and a very good exchange of ideas and thoughts were expressed at this meeting. The Park District should continue to remain involved with these Governmental Stakeholders to ensure that future trails projects are coordinated.

Continue to Follow Government Standards

The Park District should continue to work towards a well-maintained and safe trail system. In order to provide such a system, the Park District should continue to follow Federal, State, and local standards depending on the type of pedestrian and/or bicycle route.

Budgeting

Appropriate recommendations that require funds should be included in the Park District’s Capital Improvements Program (CIP). As part of the CIP, trails and trail facilities can be budgeted for and prioritized when funding is available or planned to be available. Although other sources of funds are available to the Park District, the main vehicle for implementing the Trail Master Plan recommendations will be the Park District’s annual budget. As part of the annual budget process, the CIP should be managed within available budget resources.

Alternative Funding Sources

In addition to the City’s Annual Budget, the Park District should explore all available funding sources when implementing the recommendations of this Plan. Some possible alternative funding sources include grants, donations and volunteer efforts.

Grants

There are several grants administered by the State of Illinois and Federal government for park development and land acquisition such as the Illinois Department of Natural Resource’s Open Space Lands Acquisition and Development (OSLAD) grant program, the Illinois Bicycle Path Program, and the Illinois Transportation Enhancement Program.

- Open Space Lands Acquisition and Development (OSLAD) Program - The Park District has a long and successful history of obtaining OSLAD funds for park development. The OSLAD program is a state-financed grant program that provides funding assistance to local government agencies for acquisition and/or development of land for public parks and open space. The federal Land & Water Conservation Fund program

is a similar program with similar objectives. Both are managed in Illinois by the Department of Natural Resources (IDNR) with concurrent application due dates, equal grant maximums and similar general rules. Under both programs, funding assistance up to 50% of approved project costs can be obtained. Grant awards up to \$750,000 are available for acquisition projects, while development/renovation projects are limited to a \$400,000 grant maximum.

- Illinois Bicycle Path Program - The Illinois Bicycle Path Program was created in 1990 by the Illinois Department of Natural Resources to aid local governments with non-motorized bicycle path construction, rehabilitation, or land acquisition. Up to 50% of approved project costs are available through the Illinois Bicycle Path Program. A limit of \$200,000 per year for development projects exists. Projects qualifying for grants from this program include land acquisition costs for land where a bicycle path is to be constructed, renovation projects, and the construction of bike path “support facilities” like restrooms and drinking fountains.
- Illinois Transportation Enhancement Program - The Illinois Transportation Enhancement Program (ITEP) provides funding to municipalities pursuing a project that expands the transportation choices of pedestrians. Projects qualifying for funding include the “provision of facilities for pedestrians and bicycles”. Project sponsors may receive up to 80% of the project costs from the ITEP program. The sponsor must pay for the other 20%.
- Sponsorship of Events/Naming Rights and Advertising - The Naperville Park District OSRMP also suggests getting local events sponsored to “defray event costs”. Attracting event sponsors would provide the Naperville Park District with additional revenue for trails programs. Allowing a local trail to be named after a person or company could also provide the Naperville



Park District with the funds needed to implement the Trails Master Plan.

- Donations/Concession Revenue - The OSRMP suggests the Naperville Park District establish an active program seeking donations from area businesses to help fund and implement the OSRMP. The OSRMP also suggests enhancement and expansion of concession stands and their revenue to fund the implementation portion of the project. Similar means could be taken to implement the Trails Master Plan as well.
- Sales Tax Increment earmarked for Naperville Park District - As suggested in the Naperville Park District OSRMP, adopting a sales tax increment to be reserved for the Naperville Park District trails program may also provide needed revenue to implement the Trails Master Plan.
- Partnerships - The OSRMP also suggests partnering with affiliate organizations to further ease the cost of improving and maintaining Naperville Park District facilities while still maintaining control of the facilities. The Park District should consider similar actions to fund the construction, maintenance, and improvement of its trail system.
- Non-Referendum Bonding - Another implementation technique proposed by the OSRMP was Non-Referendum Bonding. Non-Referendum Bonding would allow the Naperville Park District to make general obligation bonds available for purchase. Funds gained from the sale of these bonds can help the Park District pay for any implementation costs for this Trails Master Plan.
- Donations and Volunteer Efforts - Donations and volunteering efforts are considered part of the alternative funding sources that should be pursued by the Park District. Donations may be from private businesses, and corporations, or private individuals. Volunteer groups often look for community

projects such as the maintenance of parks and open space. This also creates a sense of community and a pride of ownership for the residents who volunteer.

Promote Cooperation, Partnerships, and Participation

The Park District should continue to strengthen and develop community partnerships, which will maximize resources available to plan for, construct, and maintain trail facilities. Cooperation with the School Districts, DuPage County, Will County, and the City of Naperville are important wherever feasible. The Park District should continue to pursue any potential partnerships and to explore possible joint operation and maintenance opportunities.

Fencing and Landscaping Screening Policy

The Naperville Park District Board of Commissioners should consider the adoption or the amendment of existing policies to address potential screening and landscaping issues with adjacent residential homeowners where a trail is proposed within close proximity to the property line. The policy should also define “close proximity” in units of measurable distance. If the Park District creates such a policy, the District should work with adjacent residential landowners on an individual basis to determine if fencing and screening/landscaping may be required and appropriate. The Naperville Park District may agree to fund the installation of a fence or landscaping, however, it should be the responsibility of the adjacent property owner to maintain the fence or landscaping in perpetuity, including the full replacement of such fence or landscaping in the event of failure or deterioration. Another approach used by communities is the use of a stipend to install appropriate landscaping up to a maximum dollar amount.

Monitor Trail Usage

Multi-use trails in the Naperville Park District system should be monitored regarding the number of trail users for single-day counts during the summer. The Chicago Metropolitan Agency for Planning (CMAP) has a program to undertake annual counts along multi-use trails. This program was recently used by DuPage County for links along the Southern DuPage County Regional Trail. The City of Naperville performed a similar pedestrian and bicycle count on the DuPage River Trail Segment # 1 at two locations (north of Gartner Rd and north of Hobson Rd). The counts were for twelve hours (8 am to 8 pm) on Saturday August 16. Based upon the city’s review of the counts, there was a twenty percent increase in cyclists counted. Monitoring trail usage may be important in providing a means to justify future capital improvements, such as signalized trail crossings, as well as data to include in grant applications. This type of data may be extremely useful in justifying new trails/trail amenities when seeking grant funding.

Promote the Plan

The Park District should keep a copy of the Plan on file at the Park District Administration Building and at the libraries for residents to view. The Park District should also post an electronic version of the Plan on the Park District’s web site.

Throughout the community outreach activities, residents were not aware of what trails existed in the community and desired the trail plans be made available to the public to promote trail usage.

Update the Trails Master Plan on a Regular Basis

The Park District should continue to update the Plan on a regular basis. This helps ensure that the Plan does not become outdated. Routine review and updates of the Plan will help ensure that the recommendations remain relevant to the community. Individual park plans identifying existing trail segments are included in the Existing Conditions Report, on file under separate cover at the Park District.

**Appendix A:
Existing Plans,
Studies and Reports**



Existing Studies, Plans and Reports

Previously prepared studies, plans and reports from the Naperville Park District, the City of Naperville, Will County, DuPage County, and adjacent municipalities have been reviewed and analyzed. The following is a summary of each existing document having a direct influence or impact on trail routes and linkages in Naperville.

City of Naperville

The City of Naperville is a key provider of bicycle and pedestrian facilities in the community. The City has a long history of partnering with the Park District and the Forest Preserve District to provide both on-street and off-street paths. Naperville strives to be a city where bicycling is a viable transportation option. In addition to the specific plans that are summarized below, the City also uses a variety of groups and events to promote pedestrians and cyclists including committees, bicycle patrol units, special events, and marketing.

Bicycle and Pedestrian Advisory Committee (BPAC)

The formation of the BPAC was a recommendation of the City's 1997 Bicycle and Pedestrian Plan. The BPAC guides, supports and advises the City of Naperville on bicycle and pedestrian concerns and issues. The BPAC is a subcommittee of the Transportation Advisory Board (TAB) and is comprised of nine members with representatives from the community, City and Park District.

Relevance to Trails Master Plan:

- Provides an opportunity for the BPAC to be involved in the planning process of the Trail Master Plan as a group invited to participate in the Trail Users Workshop.
- Communicates to the BPAC the future trail plans of the Park District.

The City of Naperville Bicycle and Pedestrian Plan (1997)

The purpose of the Bicycle and Pedestrian Plan is to identify the needs of the City for improvements for bicycling and walking. The Plan recommends the creation of specific trail corridors,

improvements, and other strategies to meet the needs of the community. A goal of the Plan is to coordinate City and Park District efforts to establish a bicycle and pedestrian improvement program that creates a complete, non-motorized transportation system. The planning process for the Bicycle and Pedestrian Plan included an analysis of existing conditions and needs, local and area facilities, land uses, traffic volumes, accident patterns, and local and national community surveys.

The vision statement for the Bicycle and Pedestrian Plan includes the following goals:

- Maximize transportation choices within the community.
- Increase recreational opportunities.
- Contribute to the health and safety of residents.
- Interconnect neighborhoods and activity centers.
- Connect Naperville to neighboring communities and regional trail systems.
- Implement policies that encourage the integration of bicycle and pedestrian access in development and transportation planning.

The Bicycle and Pedestrian Plan presents a corridor identification and development process for future trail improvements. Important corridors were identified based upon connections, destinations, and user preferences. Nine priority corridors were selected throughout the community. Connection to community facilities, such as the Naperville Park District's park system, was one of the factors in the identification of these priority corridors. Since the adoption of this plan in 1997, the City has implemented several recommendations of the Plan. Currently, the City continues to implement improvements

to these priority corridors such as the installation of new traffic signals, trail signage, and new pedestrian bridges.

The Plan also contains trail system design guidelines. These Design Guidelines assist the City in the design and construction of roadways and multi-use trails that can accommodate the operating characteristics of both bicycles and pedestrians. The Plan discusses varying techniques to provide safe and efficient trails including the use of paved shoulders, or shared bicycle/vehicle lanes along existing streets. In addition to on-street improvements, specific Design Guidelines for off-street trails are included in the Plan. Off-street improvements in the Plan include the preferred width and slopes of off-street trails, directional signage, trailheads, and trail parking areas.

The Bicycle and Pedestrian Plan provides a number of public policy changes to implement and operate the non-vehicular transportation system. Policies are provided for the construction of new on-street and off-street trails as part of new developments, upgrades in existing developments, and a list of procedures and programs to implement trail construction. Existing City policies such as the Sidewalk Policy, the Local Street Policy, and the Neighborhood 25 Program have been successfully used to create the pedestrian/bicycle environment that exists in the City today. One of the policy recommendations was the establishment of the Bicycle and Pedestrian Advisory Committee.

Relevance to Trails Master Plan:

- Created a Key Corridor identification system within the City of Naperville.
- Recommended a trail development process for improving existing trails and developing new trails.

- Recommended Trail Design Guidelines, including on-street and off-street improvements consisting of trail design, signage, trailheads, and parking.
- Provided examples of policies and programs for guiding decision-making and implementation of trails in the community.
- Recommended the creation of the Bicycle and Pedestrian Advisory Committee (BPAC), which has since been created and is very active in trail planning in the City.

The City of Naperville Bicycle Implementation Plan (2006)

The City's Bicycle Implementation Plan was created in 2006 to establish a plan for the expansion of bicycle trails/routes through the community. Criteria for prioritizing the implementation and improvement of proposed routes were recommended in the Plan. The Plan's scoring system allows the City to determine trail priorities.

The Plan's scoring system classifies proposed bicycle routes ranging from a score of "very high" to "low". Scores are given based on a number of criteria as approved by the Bicycle and Pedestrian Advisory Committee. Scoring system criteria include the following:

- 'B' rider usability
- Existence of "constructible logical termini"
- Project cost
- Staff time required to implement project
- Connection or service to popular destination(s)
- Service to an elementary or middle school
- Creation of conflicts with homeowners and/or business owners



- Existence of major implementation barriers
- Ability of bicyclists to cross major barriers is improved
- External Funding (received or applied for)
- Improves crossing one of the 19 “Dirty Dozen” intersections
- Part of a “spine” of the bicycle system
- Links to Metra stations or Pace routes
- Proximity to homes, roads, or businesses
- Materials used
- Requirement of variances
- Time of implementation
- Part of another roadway or other project
- Located on a priority snow removal route
- Coordination with new construction
- Presence of trail lighting
- Maintenance costs

In addition to creating the above scoring system, the Bicycle Implementation Plan classified three types of bicycle riders; A, B, and C.

‘A’ riders are advanced bicyclists who have experience riding and prefer a more direct route instead of a comfortable route. These bicyclists can ride in most conditions and are more likely to ride on street.

‘B’ riders have less experience biking than ‘A’ riders and prefer off-street bicycle paths.

‘C’ riders are typically children that often have ‘A’ or ‘B’ riders accompanying them. These bicyclists have the least amount of experience and need to be separated from traffic. The Plan

categories three types of bicycle riders to allow for certain paths to be designed to meet certain design characteristics often desired or needed for each level of pedestrians and cyclists.

Relevance to Trails Master Plan:

- Created “scoring system” for prioritizing trail development.
- Created bicycle rider classifications; “A” most experienced, “B” experienced, and “C” least experienced.

The City of Naperville Comprehensive Transportation Plan (December 2002)

The Comprehensive Transportation Plan serves as a guide for the City to address transportation issues as well as a resource for residents. In addition to vehicular and public transit improvements, specific plans related to the improvement of pedestrian and bicycle systems in the City are provided. The Plan reiterates the importance of providing a safe bicycle environment that is appropriate for cyclists, pedestrians, and motorists.

In order to develop additional bicycle infrastructure, the Transportation Plan recommends the creation of a classification/hierarchical system, which focuses on establishing connections to key destinations and regional trails. This system allows the City to prioritize bikeway projects and provide consistent linkages with other communities. The Plan also discusses the importance of recognizing that different types of trail users have different needs and expectations for trails. Some users may require different surface materials (i.e.: asphalt for multi-use, and dirt for mountain biking).

The Implementation section of the Transportation Plan presents projects that are needed to realize the Plans’ recommendations by 2012. Recommendations in this section included the

creation of an annual work program for timing and budgeting purposes; the importance of intergovernmental cooperation in the construction, maintenance, and marketing of the bicycle system in the community; and, the continuation of public/private partnerships.

Relevance to Trails Master Plan:

- Recommended a classification/hierarchical system for trails.
- Focused on connections to key destinations and regional trails.
- Recommended a transportation system that is safe for pedestrians, cyclists, and motorists.
- Identified the importance of providing different types of trails for different intended user groups.
- Provided an implementation section that includes trail improvements to complete by 2012, as well as other programs and policies to construct and maintain trails.

City of Naperville Downtown Plan (2000)

Although the City’s Downtown Plan focuses on the Downtown Study Area and its unique opportunities, the Downtown Plan includes a section on traffic and parking that recommends the creation of primarily on-street trails. The section includes a plan to improve access, traffic circulation, and parking conditions within the Downtown. The creation of on-street bike paths was a critical component of the Downtown Plan. These paths were planned to run along Mill Street to the west, Spring Avenue to the north, Webster Street to the east, and Jackson Avenue to the south. Additional trails were called for along Main Street, south of Jackson, and along Benton Avenue east of Webster Street. The Downtown Plan also recommends that

the City of Naperville designate specific streets within the downtown as “bike routes”.

Relevance to Trails Master Plan:

- Recommended designated bike routes within and through Downtown Naperville.

City of Naperville Subdivision Ordinance

When subdividing land, developers must dedicate a portion of that land within their proposed development as park, recreational, or school land or pay a cash contribution in lieu of actual land dedication to obtain approval from the City Council. The amount of land to be dedicated is determined by the increase in population a development will add. The total requirement for parkland to the Park District amounts to the dedication of 8.6 acres of land for every 1,000 new residents.

Instead of a land dedication, developers may pay cash contributions in lieu of actual land dedication for new subdivision developments. Contributions for parkland in the City are currently \$323,600 per acre.

Relevance to Trails Master Plan:

- Provides a funding source for the construction of trail segments within the service area of new residential developments.
- Provides the opportunity to work with private developers to establish trails in their developments.

City of Naperville Sidewalk Ordinance/School Walk Routes

Improvements to sidewalks are required for all new subdivisions. Developers are required to provide sidewalks on each side of new streets and cul-de-sacs to separate pedestrians from vehicles. Many sidewalks are constructed in older neighborhoods as part of the City of Naperville’s

“Safe School Walk Routes” program. The School Walk Routes program identifies specific routes for students. These routes were identified through a cooperative effort between the City of Naperville, School Districts #203 and #204, and the Naperville Police Department.

The City of Naperville permits the use of bicycles on all of its sidewalks except those located in the Downtown area. The high volume of pedestrian traffic, outdoor cafes, streetscape and landscape elements, and minimal building setbacks in the Downtown are the primary reasons for the exclusion of bicycles from the sidewalks in this area. Bicycles are permitted on all roads in Naperville except for Interstate Highways.

Relevance to Trails Master Plan:

- Requires sidewalks in all new subdivisions.
- Creates “school walk routes” within the community that are designed to provide safe connections between schools and residential areas.
- Prohibits the use of bicycles on sidewalks within the Central Business District.

City of Naperville Planned Unit Developments (PUD) Requirements

Planned Unit Developments (PUDs) require pedestrian and bicycle circulation systems to be incorporated into the design of the development. The goal of these circulation systems is to connect commercial uses and public facilities within the proposed development to one another. Possible public facilities include schools, recreational facilities, transit facilities, and parks. According to the PUD requirements, the circulation systems should link to existing or proposed trail systems outside of the PUD when and where possible.

Relevance to Trails Master Plan:

- Requires non-vehicular circulation and routes within new developments.
- PUDs provide for creativity and high-quality designs that are not typically allowed under straight zoning requirements. This allows for the potential to create improved trail and path designs within the development.

DuPage County

According to the County's website, there are 282 miles of routes, trails, paths, and lanes for bicycles and pedestrians within the County. To add new trails to their system, DuPage County has created a Regional Bikeway Plan that presents their plans for providing a linked multi-purpose trail system through the County. The proposed trail system includes local and regional, on-street and off-street trails and paths.

DuPage County Regional Bikeway Plan (updated in 1996)

The DuPage County Regional Bikeway Plan is the result of a joint effort between the DuPage Mayors and Managers Conference (DMMC) and DuPage County to promote non-motorized travel countywide. According to the County, since the Plan's last update in 1996, the number of bicycle route miles within DuPage County has almost tripled and the number of off-road trails and paths within DuPage County has more than doubled.

Promoting bicycle use and educating the public on the availability of bicycle routes in local communities are goals of the DuPage County Regional Bikeway Plan. The Plan also hopes to increase intermodal planning on a countywide scale to further promote non-motorized transportation.

The DuPage County Regional Bikeway Plan presents a number of bicycle improvement projects throughout the county, assigns each of them a priority ranking and suggests which agency should sponsor the improvement.

Relevance to Trails Master Plan:

- Provides an example of a long-range trail plan that focuses on connectivity with existing trails.

West Branch of the DuPage River Trail

The West Branch DuPage River Trail is part of an intergovernmental effort led by the Forest Preserve District of DuPage County and includes municipalities, park districts, and other agencies such as the DuPage County Division of Transportation. The Forest Preserve District of DuPage County is considered the lead contact agency for the trail. The Trail is currently 6.0 miles in length and when completed, will extend to over 23 miles through Naperville, West Chicago, Winfield, Warrenville, and Carol Stream.

The Trail begins at the intersection of Butterfield and Batavia Roads in Warrenville and is planned to extend south to Canal Road just south of Shorewood. While much of the trail is either under construction or proposed, large segments of the trail have also been completed. Naperville, Warrenville, Hawk Hollow Forest Preserve, and West Branch Forest Preserve have substantially completed their respective sections.

In Naperville, the DuPage River Trail is a multi-use trail for non-motorized public use that runs parallel to the DuPage River. The trail is paved for year-round use by pedestrians and cyclists. Naperville's portion of the trail will be nine miles long when all five segments are complete.

Relevance to Trails Master Plan:

- Considered the "spine" of the Naperville multi-use trail system, the West Branch of the DuPage River provides a successful example of intergovernmental cooperation.
- Creates a major north-south trail through the community that provides many oppor-

tunities for connections within Naperville and adjacent communities.

- Provides examples of existing trailheads, signage, and parking areas.
- Plans for the construction of future trail segments in Naperville to complete the trail.
- Provides opportunities for local Park District trails and City sidewalks to link with this regional trail.
- Demonstrates a successful intergovernmental cooperation in trail implementation, maintenance, and security.

Tri-Party Intergovernmental Agreement (updated in 2002)

Formed in 1992 and most recently updated in 2002, the Tri-Party Intergovernmental Agreement was entered into by the Naperville Park District, the City of Naperville, and DuPage County. The purpose of the agreement was to construct and maintain a regional bicycle trail along the West Branch of the DuPage River. The trail will eventually extend from the DuPage County Forest Preserve north of the McDowell Grove Forest Preserve southward through Downtown Naperville to reconnect with the DuPage River Trail.

All trail responsibilities, including engineering, construction, maintenance, and security are divided among the three parties. Bicycles will be permitted on the trail north of Jefferson Avenue. Pedestrians will be the only users of the trail south of Jefferson Avenue near the Naperville Riverwalk.

Relevance to Trails Master Plan:

- Provides an example of a successful intergovernmental agreement for trail construction and maintenance responsibility.

- Prohibits bicycles and skateboards on the Riverwalk.
- Provides an already established agreement that could be updated and amended to include new segments.

Southern DuPage County Regional Trail (2001)

DuPage County completed a feasibility study in 2001 to establish the Southern DuPage County Regional Trail. Since that time the County has been working with other agencies such as the Forest Preserve District of DuPage County, local municipalities and park districts to construct the trail. According to the County, the Trail is approximately 70% complete and is planned to be a 46-mile regional trail connecting 6 forest preserves and 11 communities.

The Southern DuPage County Regional Trail is a combination of off-road and on-street segments. The main route is planned to run from Aurora (US Route 34 and the EJ&E Tracks) to Woodridge. Through Naperville, the trail runs parallel to 75th Street and along Hobson Road. Once in Woodridge, the trail continues along the Main Stem and north along the Woodridge Municipal System. The trail continues south through the Greene Valley Spur and Waterfall Glen Spur. The Trail is designed to be a multi-purpose system for walkers, joggers, bicyclists, equestrians and cross-country skiers. Areas most suitable for equestrians are the forest preserves and the Hobson Road segment. Parking locations for the Trail in Naperville are located at Springbrook Prairie Forest Preserve and Pioneer Park.

Relevance to Trails Master Plan:

- Represents a major east-west regional trail planned through the central portion of Naperville.



- Provides a plan to run the trail through a grade-separated crossing beneath the intersection of 75th Street and Washington Street.
- Provides a regional trail connection with the DuPage River Trail.
- Provides a successful example of constructing a regional trail system in Naperville.
- Creates opportunities for the local Park District trails and City sidewalks to connect with the regional trail system.
- Provides examples of trailheads, signage, and parking.

Illinois Prairie Path

In the 1960's, local volunteers formed a non-profit corporation called the Illinois Prairie Path, Inc. to begin to convert the abandoned Chicago, Aurora, and Elgin Railway into a recreational nature trail. During this time, DuPage County acquired the right-of-way and leased it to the corporation to construct the trail. In 1986, the County assumed maintenance and expansion responsibility of the Illinois Prairie Path.

Today, the Illinois Prairie Path is a 40-mile trail that travels from the Village of Bellwood west to the City of Wheaton where it connects to the Great Western Trail and the Aurora Branch. The trail runs just outside the most north-western boundary of Naperville. Although it is outside of the City of Naperville, the trail is very popular, especially for Naperville residents living and working in the northern portions of the City.

Relevance to Trails Master Plan:

- Serves as a successful example of a regional trail that was implemented by local volunteers, a non-profit corporation, and the County.

- Provides examples of trailheads, directional and mileage marker signage and parking areas.
- Provides examples of several pedestrian bridges that provide safe grade-separated crossings over highly traveled regional roads.
- Creates opportunities for connections between this regional trail and Naperville.

The Great Western Trail

During the 1980's, DuPage County acquired the right-of-way of the former Chicago and Great Western rail line. The County has since created a 12-mile trail, which runs in an east-west direction from Villa Park to West Chicago, north of the City of Naperville.

Relevance to Trails Master Plan:

- Serves as a successful example of a regional trail system.

DuPage Technology Conceptual Corridor Trail (2003)

This conceptual 16-mile trail was designed in 2003 to create a new north-south trail in western DuPage County. The concept plan was coordinated by the DuPage County Department of Economic Development and Planning. This conceptual trail would connect the Elgin and Batavia Spur branches of the Illinois Prairie Path with the newly developing DuPage Technology Park. According to the County, the next step of the planning process is to undertake the engineering to define the specific trail route locations. The conceptual trail was a factor in the decision to widen Freedom Drive, as it travels beneath I-88 to allow for a pedestrian/bicycle trail.

Relevance to Trails Master Plan:

- Provides an example of a conceptual trail that would link existing trails and communities with growing employment centers.
- Basis for widening Freedom Drive beneath I-88 to include a trail.

Forest Preserve District of DuPage County

According to the Forest Preserve District of DuPage County, the District maintains over 100 miles of trails designed for a variety of user groups including cyclists, joggers, walkers, cross-country skiers, and horseback riders. Multi-purpose trails in the Forest Preserves are generally eight feet wide and are constructed of limestone screenings. The following is a summary of the Forest Preserve District land holdings within the Naperville Park District boundaries or adjacent to Naperville that contains multi-use trails:

Springbrook Prairie

The preserve, located in the heart of Naperville, has 10 miles of trails that have been constructed within the last five years. Approximately eight miles are multi-use trails and over two miles are mowed trails designed specifically for walking.

McDowell Grove Forest Preserve

The preserve, located between Naperville and Warrenville, has approximately six miles of multi-use trails that consist of both mowed and limestone surfaces.

Herrick Lake Forest Preserve

The preserve, located between Naperville and Wheaton, contains a variety of multi-use trails designed for walking, cycling, horseback riding and skiing. Four different trail systems create the approximate seven miles of trails. Herrick

Lake Forest Preserve is connected to both the Danada Forest Preserve and the Illinois Prairie Path.

Danada Forest Preserve and Equestrian Center

The preserve, located between Naperville and Wheaton, has approximately three miles of multi-use trails that connect to the Herrick Lake trail system.

Egermann Woods

The preserve, located in Lisle, contains 1.3 miles of mowed turf trail.

Greene Valley Forest Preserve

The preserve, located between Naperville and Lisle, has approximately 10 miles of marked multi-use trails. The Greene Valley Forest Preserve contains a unique trail for the region, called the Tricky-Tree-Key trail which is a self-guided nature trail designed as an educational game. Bicycling is allowed on the eight-foot wide gravel or mowed grass multi-use trail system.

Relevance to Trails Master Plan:

- Provides an example of a successful multi-use trail system that consists of different trail types, surfaces, and amenities.
- Creates opportunities for connections between local trails and the Forest Preserve District trail system.
- Includes examples of trailheads, signage, parking, trail types, and trail surfaces.

Forest Preserve District of Will County

The Forest Preserve District of Will County contains the following trail systems: Hickory Creek Bikeway, Rock Run Trail, Lake Renwick Trail, Wauponsee Glacial Trail, I&M Canal Trails, Hammel Woods Bikeway, and the Joliet Junction Trail. Within the City of Naperville, the Forest Preserve District of Will County has two trails. One is located at Whalon Lake, off of Royce Road, and the other is at Riverview Farmstead, just south of 111th Street.

Intergovernmental Agreement (2007)

In 2007, the Park District entered into an intergovernmental agreement with the Forest Preserve District of Will County and the City of Naperville for the design, operation, maintenance, and funding of a segment of the DuPage River Trail. The agreement covers the portion of the Trail through the City of Naperville from the Will County border, south along the DuPage River to the southern border of the City of Naperville. The project covers 1.2 miles of shared use trail to be constructed at an estimated cost of \$450,000. The agreement includes a number of items that each agency is responsible for, including obtaining funding, as well as designing, constructing, and maintaining the trail.

Whalon Lake

The Whalon Lake main entrance is at the intersection of Lisson Road and Royce Road. Recently completed in 2007, Whalon Lake will border the DuPage River and will eventually link to the DuPage River Trail along the Commerce Edison Right-of-Way.

The construction of a new trail around Whalton Lake is planned for in the future. Similar to the DuPage River Trail, this future trail will accommodate pedestrians, hikers, bicyclists, and cross-country skiers.

Riverview Farmstead

Riverview Homestead is a future park containing trails yet to be built. Much of the asphalt trail will parallel Old Book Road and the DuPage River. The trail will be 10 feet wide and will connect to 111th Street. Amenities along the trail will include a picnic shelter, washroom facility, and a canoe launch.

Normantown Road

A new trail along Normantown Road will connect the Wolf Creek Preserve north along Normantown Road and the Commerce Edison Right-of-Way to the intersection of Wolf's Crossing Road and Normantown Road near the Vermont Cemetery.

Relevance to Trails Master Plan:

- Provides the opportunity to confirm the Forest Preserve District's long-range plans for providing trails in Naperville.
- Creates the opportunity to link future Forest Preserve trails with local Naperville trails.
- The Intergovernmental Agreement creates a partnership in the creation and maintenance of a DuPage River Trail segment.

DuPage County Regional Bikeway Plan (2008)

The DuPage County Regional Bikeway Plan visually displays the existing and proposed regional bikeways throughout DuPage County. The Plan encompasses all agencies that plan and implement bicycle and pedestrian improve-

ments in DuPage County. According to the County, 64 percent of planned regional trails are constructed and 57 percent of planned local network bikeways exist today. Trails running through Naperville including the West Branch of the DuPage River Trail, the Southern DuPage County Regional Trail, and a number of proposed and existing local bikeways which are displayed on the Regional Bikeway Plan.

Will County Land Resource Management Plan – Open Space Element

According to Will County's Land Resource Management Plan, protecting environmentally sensitive lands and ecosystems are important Open Space goals. Within the Open Space section of the Management Plan, there are a number of goals related to trails. The Plan presents Initiative #4, which states that the County "formally designate trail corridors and loops throughout the County to provide clear, safe connections among Will County's existing and future open spaces."

Two types of trails are recommended in the Management Plan; the first called "spines" are major trails through the County, and the second, called "loop trails", are local connections to the major trails.

A planned trail is the "Naperville Loop", which will follow the DuPage River from DuPage River Park, south into the Village of Plainfield, and then return along the E.J.& E. rail corridor north into Naperville.

Relevance to Trails Master Plan:

- Creates the opportunity to coordinate access points with the "Naperville Loop", the E.J.& E rail corridor, and the DuPage River Trail.

Other Agencies, Municipalities

A goal of the Trails Master Plan should be to communicate with and coordinate trail plans with other agencies and municipalities wherever feasible. In addition to the Park District, City of Naperville, Forest Preserves, Counties, and other agencies with facilities within the boundaries of the Naperville Park District, the following agencies and municipalities provide trails adjacent to, or within proximity of the Park District:

- Village of Plainfield
- Virgil L. Gilman Trail
- Wheaton Park District
- Lisle Park District
- Fox Valley Park District
- City of Aurora
- City of Warrenville
- Village of Woodridge
- Woodridge Park District
- Bolingbrook Park District

Village of Plainfield Parks Plan Map (2002 and updated in 2008)

Various kinds of trails are depicted in the Village of Plainfield Parks Plan Map. These various trail types include shared use paths, side paths, bike lanes, bike routes, and trails running alongside railroads. The most notable trail runs along the Elgin, Joliet, and Eastern Railroad line. This trail begins at the DuPage River and heads north-northwest along the Elgin, Joliet, and Eastern Railroad line and ends at 111th Street.

Many of the trails run through residential

subdivisions and provide residents the option of using these trails as alternative modes of transportation. These trails typically run through neighborhood parks, connecting to recreational amenities such as playgrounds. Many of the trails also run along prominent arterial roads in the community as well in the form of on-street bike lanes.

Additional paths are labeled on the map as "To Be Determined" and may be the sites of trails the Village of Plainfield and the Plainfield Park District are planning for in the future. Existing connection points with the City of Naperville and the Naperville Park District include a trail along 248th Avenue, and a trail at Glenbrook Circle (the southeast corner of Commissioners Park). Other proposed trail connections with Naperville include a trail along Normantown Road and connections with the DuPage River Trail.

Relevance to Trails Master Plan:

- Identifies a need to coordinate potential access points with the Village of Plainfield trail system at Normantown Road, Commissioners Park, and DuPage River Trail.

Virgil L. Gilman Trail/Southern DuPage County Regional Trail

The Virgil L. Gilman Trail begins at Wabaunsee Community College in Sugar Grove and extends southeast to Business Route 30 near Montgomery Road. The trail is currently 11.2 miles in length and services the communities of Sugar Grove, Aurora, and Montgomery. The Trail features two abandoned railroad right-of-ways and a truss bridge crossing the Fox River.

The Southern DuPage County Regional Trail plans to connect to the Virgil L. Gilman Trail by extending its trail southwest along Ogden Avenue. The City of Naperville plans on creating

a connection to the Southern DuPage County Regional Trail significantly south of that location. DuPage County and the City of Naperville should coordinate this trail connection.

Relevance to Trails Master Plan:

- Provides the opportunity to coordinate access points to align the Virgil L. Gilman Trail with the Southern DuPage County Regional Trail.
- Serves to provide the Naperville Park District an opportunity to review potential connections or new segments of trail that could connect with the Southern DuPage County Regional Trail.
- Provides examples of trailheads, directional signage, and parking.

Wheaton Park District Bikeway/Pedestrian Plan

The Wheaton Park District's Bikeway/Pedestrian Plan illustrates long-range plans for the District to construct trails for bicycling and walking. In addition to physical improvements, the Plan discusses the overall benefits of bicycling and walking such as better health and community interaction. Trails identified in the Plan include the Illinois Prairie Path, the East Branch Trail, and other smaller trails. Specific improvements called for in the plan include the construction of additional bike paths throughout the City of Wheaton and the creation of on-street bike lanes. At this time, no trails directly connect Wheaton to the City of Naperville and the Naperville Park District.

Relevance to Trails Master Plan:

- Creates the opportunity to work with the Wheaton Park District to discuss the possibility for future trail connections.



Lisle Park District Master Plan

The Lisle Park District Master Plan was adopted to assist the District in guiding decisions pertaining to parks, open space, and recreation opportunities within their jurisdiction, including trails and bikeways. According to the Park District, the District currently maintains 14.8 miles of trails. In addition to these miles, another 19.1 miles of trails exist within their jurisdiction but are maintained by others, including the Village and County.

The majority of trails in the community run parallel to major arterial roads within Lisle. Arterials with trails include Maple Avenue, Lincoln Avenue, Yackley Avenue, and Warrenville Road. The Maple Avenue Bike Trail extends west to connect with the City of Naperville.

Relevance to Trails Master Plan:

- Identifies the need to create a trail access point at Maple Avenue.
- Provides the opportunity to work with the Lisle Park District to identify future trail access points.

Northeastern Illinois Water Trails Plan

The Northeastern Illinois Water Trails Plan was adopted in 1999. Since its inception, approximately 500 miles of waterways have been designated as official water trails. The location of water trails in Northeastern Illinois are tracked by Openlands, the Northeastern Illinois Planning Commission, and the Illinois Paddling Council. Water trails in this area include: Dupage River, Nippersink Creek, Kishwaukee River, Fox River, Des Plaines River, Salt Creek, Chicago River, Calumet Area, and the Kankakee River. Currently, there are three boat launch sites within Naperville including designated launches at Pioneer Park, Knoch Knolls Park, and Weigand Riverfront Park.

Relevance to Trails Master Plan:

- Water trails attract eco-tourists to an area and can enhance the eco-tourism industry of a community. As more picnic areas, campsites, and other services establish themselves along water trails, economic, health, environmental, educational, and recreational benefits result in communities.

Fox Valley Park District

The Fox Valley Park District is the second largest park district in Illinois (Chicago has the largest). The Park District serves the City of Aurora, the Villages of Montgomery and North Aurora and some unincorporated areas. Its facilities are located in Kane, DuPage, Kendall and Will counties. According to their website, the Fox Valley Park District oversees 36 miles of trails. These trails include portions of the Fox River Trail East and West, the Virgil L. Gilman Nature Trail, the Waubensee Creek Trail, and the segment of the Illinois Prairie Path within Aurora.

As described earlier in this report, the Illinois Prairie Path is an off-street trail that enters into the City of Naperville from the City of Aurora south of Diehl Road and proceeds in a northeast direction. Two other off-street trails leading into Naperville from Aurora are located along the south side of 75th Street and along the north side of Ferry Road.

In addition to these larger off-street trails, the Park District owns or maintains smaller, local bike paths. Many of these smaller paths along the eastern boundary of the Park District currently link, or are planned to link, into the Naperville Park District. In general, these local connections are shown between neighborhood subdivisions in Aurora and Naperville.

Relevance to Trails Master Plan:

- Creates the opportunity to coordinate access points along the Naperville and Aurora boundary.

City of Aurora Bicycle Map

The City of Aurora and the League of Illinois Bicyclists worked cooperatively to create the City of Aurora Bicycle Map. The Bicycle Map identifies both off-street and on-street trails for bicycle travel throughout the City.

The Plan creates a rating system for evaluating roads into a three-level classification system that is based upon cyclist comfort. Generally, roads with lower traffic volume, speed, and appropriate width, as well as fewer stop signs are identified as preferred routes. The Map also identifies which of the City's highly traveled streets have sidewalks, or "sidepath" trails. Difficult intersections, typically those without signals, are also identified on the Map.

The Bicycle Map shows many connection points with Naperville from the City of Aurora at several locations along the Naperville/Aurora boundary including: Wolf's Road, Haffenrichter Road, 87th Street, White Eagle Drive, 75th Street, Audrey Lane, Liberty Street/West Jefferson Avenue, Meridian Parkway/Glacier Park, Fairway Drive, the Illinois Prairie Path, and Ferry Road.

Relevance to Trails Master Plan:

- Creates the opportunity to coordinate access points along the Naperville and Aurora boundary.
- Provides an example of a trail plan that consists of a road rating system for bicycles in terms of comfort of use.

City of Warrenville

Warrenville contains many trails that extend southward into the City of Naperville or run within close proximity to Naperville Park District boundaries. These trails include the Illinois Prairie Path, two bikeways along Eola Road, the West Branch of the DuPage River Trail, and a trail paralleling Winfield Road.

Relevance to Trails Master Plan:

- Creates the opportunity to coordinate trail access points between Naperville and Warrenville.

Village of Woodridge Comprehensive Plan (2007) and the Woodridge Park District

The Village of Woodridge contains over 21 miles of trails within its jurisdiction. According to the Village, these 21 miles of trails connect Woodridge to over 100 miles of additional trails in surrounding communities.

Currently, no trails connect directly with the City of Naperville or the Naperville Park District. A trail connecting the Village of Woodridge to Naperville along Hobson Road has been proposed by DuPage County. The Village's Comprehensive Plan identifies this future trail as a collaborative project between the Village and the Woodridge Park District.

Relevance to Trails Master Plan:

- Identifies the need to coordinate a trail access point at 75th Street with the Village of Woodridge.
- Creates the opportunity to coordinate access points between Naperville and Woodridge.

Bolingbrook Park District Bike Trail Map

The Bolingbrook Park District's Bike Trail Map details the existing and proposed trails within the Village of Bolingbrook and the Bolingbrook Park District's boundary. According to the Bolingbrook Park District, they currently maintain 11 miles of trails.

Over the last several years, the areas of Bolingbrook adjacent to the City of Naperville have experienced significant growth. Although the sagging residential market has slowed development, future trails within subdivisions and along arterials in this area should be planned. Trail connections between Bolingbrook and Naperville are limited at this time; however, there are plans to create a future extension of a Bolingbrook trail north along Kings Road to link with the DuPage River Trail.

Relevance to Trails Master Plan:

- Identifies the need to coordinate access points between Kings Road and the DuPage River Trail.
- Creates the opportunity to coordinate access points between Naperville and Bolingbrook.
- A new pedestrian bridge has been proposed south of DuPage River Park, across the river, connecting to the Bolingbrook Park District's Indian Boundary Park.

**Appendix B:
Community
Workshop
Summaries**



Government Stakeholder Workshop Summary

Meeting Date: September 9, 2008

A Government Stakeholder Workshop was conducted with representatives of government representatives, including adjacent municipalities, DuPage and Will County, adjacent park districts, the consultant team, and Naperville Park District Staff on September 9, 2008 at the Barn Recreation Center. The workshop was conducted to obtain government stakeholders opinions, comments, and concerns about the Naperville Park District trail system and the larger regional trail network. Fifteen (15) representatives from adjacent communities attended the meeting and participated in the workshop.

This report provides a summary of the results of the Government Stakeholder Workshop. The summary reflects the opinions and comments stated during workshop dialogue and include a summary of participants' responses to the workshop questionnaire.

1. What do you believe are the primary benefits of trails to your community?

Representatives from various governmental bodies assembled to discuss the trails system on a regional level. The representative stakeholders identified a series of benefits they believe trails bring to their communities. Trail systems increase mobility, give residents options and opportunities to explore alternate transportation options and to use an alternative mode of transportation. Using trails for this purpose re-

duces vehicle congestion and air pollution. Trail systems also provide bicyclists, joggers, walkers, and others with opportunities to recreate and appreciate nature. Numerous health benefits result from the presence of trails in communities as well. Trails can be used for stress relief (mental health) as well as exercise (physical health) and to enhance the overall quality of life for residents.

2. How important are non-linking trails (i.e. loop trails within a single park) and what are their benefits?

Government representatives found non-linking trails (i.e. loop trails within a single park) to be "important" and "very important" for the numerous benefits they bring to a community. Non-linking trails allow new users to familiarize themselves with and learn to use paths. These paths also provide a place for local area residents to exercise and recreate in. Looped trails can often become destinations for their unique attributes, quality, and the more intimate experience they provide. Linking these trails to the existing trail system should take place wherever feasible, however, to allow greater access to these sites and to connect amenities.

3. What do you believe are the primary benefits of creating or linking to a greater regional trail network?

The primary benefits of creating or linking to a greater regional trail network identified by the government representatives were many. Connections to greater regional trail networks provide users with the opportunity to travel beyond a particular park or trail and increases their choices and mobility. Connecting to a greater regional trail network also increases access to others to the parks and trails within a community. Additionally, linking local trails to a greater regional network provides a viable alternative

to motor vehicles and gives a user an alternative mode of commuting to work, school, dinner, etc. all while spending less money on expensive gasoline. Numerous health and economic development benefits were also cited by the government stakeholders as benefits of linking to a greater regional trail network.

4. In regards to your community, what do you feel are the primary benefits of connecting a trail system/network into Naperville?

Connecting residents to the future Metra STAR Line Station is one of many benefits of connecting a trail system/network into Naperville identified by attendees. Others cited increasing travel choices between surrounding communities, using the trail network to commute to and from work and other destinations, and providing opportunities to connect the trail to employment centers. Connecting a trail system/network into Naperville also provides long distance riding/jogging/walking opportunities and makes the network available to more users. Connecting a trail system/network to Naperville will also bring federal funding opportunities to the project and lessen the burden on taxpayers.

5. In regards to Naperville, what do you believe are the primary benefits of connecting a trail system/network into your community?

The primary benefits of connecting a trail system/network from Naperville to other surrounding communities identified by government and stakeholder representatives are the multiple opportunities for businesses to make the most of the increase in trail users. The recreational attractions and various shopping areas would also benefit from the trail connection. Connecting the regional network of trails to

Naperville would also increase tourism and provide employment opportunities for the residents of surrounding communities. Safer routes to access various destinations throughout Naperville would also result from the connection of a regional trail system into Naperville.

6. What do you believe are the largest obstacles that would prevent linkages with Naperville or a greater regional network?

A potential lack of funding and various environmental constraints were some of the largest obstacles identified by governmental representatives preventing linkages with Naperville or a greater regional network. Floodplains and wetlands were the environmental constraints specifically listed by representatives. Other obstacles include major roadways like Interstate 88 and Route 59 and providing a safe means to pass over/under them. One of the most prominent obstacles identified by representatives was the process of land acquisition and the owners of the land. These residents are also known as NIMBYs or "Not In My Back Yard". Convincing these land owners of the regional trail project and compensating them for it as well are two major obstacles Naperville and other municipalities must overcome to create trail linkages. Lastly, coordination between governments must take place for regional trails to link with one another. All municipalities in the area must know what others around them are planning and building so that coordinated and cost-effective linkages can be made.

7. What tools or techniques would you suggest the Naperville Park District utilize to attain its vision for the community's trails?

Continued coordination among governments and stakeholders at the local and regional levels (ex: sharing GIS Trail Data) was emphasized

by the governmental representatives at this meeting as a technique to help the Naperville Park District attain its vision for the community's trails. The idea of hosting an annual trail conference was suggested by one representative to maintain coordination as administrations and leaders change in various communities. Increasing marketing and community and user outreach efforts (website, public meetings, etc.) would also be effective tools to help the Naperville Park District attain its vision for the community's trails. Providing a variety of trails for the various groups using the trails would help the Naperville Park District gain a broad base of support throughout its community and would help attain its vision for the community's trails as well.

8. What do you believe are the key ingredients or core components of a desirable trail system?

The stakeholder government representatives found many elements they believed to be "key ingredients" or core components of a desirable trail system. A large variety of surface types were identified including asphalt, limestone, mowed, and gravel. Each of these surface types is beneficial to users in a unique way. On-street, off-street, multi-use, lighted, and shaded trails were acknowledged as core components of a desirable trail system. The high degree of diversity in answers highlights the varying opinions of what "key" ingredients of a desirable trail system are. Other amenities identified by the stakeholder government representatives include drinking fountains, restrooms, looped trails, connections to a regional trail and key destinations, directional signage (maps), mileage markers, parking, benches/areas to rest, education elements (informational signage), and trash cans/recycling bins.



Trail User Workshop Summary

Meeting Date: September 9, 2008

A Trail Users Workshop was conducted with representatives of invited trail users groups, the consultant team, and Park District on September 9, 2008 at the Barn Recreation Center. The workshop was conducted to obtain trail users' opinions, comments, and concerns about the Naperville Park District trail system and the larger regional trail network. Four (4) representatives attended the meeting and participated in the workshop.

This report provides a summary of the results of the Trail Users Workshop. The summary reflects the opinions and comments stated during workshop dialogue and includes a summary of participants' responses to the workshop questionnaire.

1. What are the primary benefits of trails in the community?

Trail users identified many benefits trails bring to the community. Attendees responded that trails provide affordable recreational opportunities for area residents and added that no membership or special equipment is required to use and enjoy the trail system. Users also mentioned exercise opportunities, social interaction, and community integration as other benefits trail systems bring to a community. Given the recent phenomenon of high gas prices, using trails as a way to commute to work or as an alternative mode of transportation in general was a popular benefit mentioned by the users. Other benefits identified by users include exposing residents to nature, reducing stress, providing a relaxing atmosphere, and preventing urban decay. Trail users found each of their stated benefits to enhance the overall quality of life in a community.

2. How important are non-linking trails (i.e. loop trails within a single park) and what are their benefits?

The general consensus of trail users was that non-linking looped trails (i.e. loop trails within a single park) and the benefits they provide a community are very important. These types of trails provide recreational, relaxation, and exercise opportunities for people of different abilities. Looped trails are typically easier to access than others and provide users with a smaller-scale trail option. When trails loop, there are no property rights issues because they are located within a single parcel of land, and are therefore under one ownership. For handicapped users, a level of certainty is provided by non-linking/loop trails and these users can come to know what to expect. Trail users also found looped trails to be convenient for and heavily used by older residents and "stay-at-home parents" watching

their children. Each of these benefits further enhances the quality of life in a neighborhood.

3. What are the primary benefits of creating or linking to a greater regional trail network?

By creating or linking to a greater regional trail network, trail users have found safer commuting routes have been created. Linking to or creating a greater regional trail network also provides the opportunity for destination biking/jogging/walking/etc. Specifically, trail users at the meeting liked the idea of having the ability to use trails to go to the store, to go out for dinner, or to go to work. Linking to a greater regional trail network also provides long distance use opportunities for users. These opportunities include for recreational and commuting purposes. Another benefit identified by trail users is the reduction in automobile congestion/traffic creating or linking to a greater regional trail network provides to a community.

4. Identify five (5) issues or concerns with the Naperville Park District's trail system.

A main issue trail users had with the Naperville Park District's trail system was the difficulty of crossing major roads throughout Naperville, especially at the intersection of Gateshead Drive and 95th Street. Trail users would like to see the installation of an underpass or other means of crossing at this intersection. Another issue identified by trail users included separating trail users from automobiles and busy roadways. Users would like to see more off-street trails throughout Naperville. Trail users would also like to see more mile markers along trails to better orient themselves with distance. Many of the existing trails in Naperville do not have them in place. A lack of publicity/marketing of trails was another issue identified by trail users. Upon reviewing

maps of the regional trail network, trail users were amazed at how many of the trails in Naperville they were currently unaware of. Trail users had also recognized issues with amenities along trails. Bathrooms, water fountains, bicycle parking areas, and other amenities are lacking in some areas along certain trails. A representative from the Mayors Commission on Disabilities identified how some trails are difficult for those with disabilities to use, especially in the winter season. Providing visual markers for non-readers and accessible and usable trails should be a priority for the Naperville Park District.

5. What are key destinations for the trail system (i.e. places you would like to walk or ride your bicycle to)?

Key destinations identified by trail users included Downtown Naperville, shopping areas, dining areas, and major areas of employment. Other destinations include Mass Transit Stations for Metra or PACE and schools. Providing trails to these areas would allow all residents of Naperville to utilize the trail network in at least one aspect of daily life. Trail users also advocated for the creation of a trail system paralleling major north-south/east-west arterial roads such as 75th Street, Book Road, and Naperville/Plainfield Road. These trails would allow users to get in and around Naperville using major thoroughfares.

6. What are key routes within the trail system (i.e. sidewalks, off-street trails, on-street trails through specific parks or along streets)?

Trail users focused on major east-west/north-south routes when identifying key routes within the trail system. In particular were routes along Ogden Avenue, 75th Street, Route 59, Washington Street, Diehl Road, and Mill Street.

Another existing trail within the trail system identified by users was a trail spanning from Downtown Lisle to Benedictine University.

7. What do you believe are the key ingredients or core components of a desirable trail system?

Trail users identified a number of "key ingredients" of a desirable trail system. Limestone, asphalt, and concrete surfaces were identified as being the preferred surface types for walking, jogging, and bicycling purposes. Multi-use, shaded, lighted, off-street and on-street trails were also seen as core components of a desirable trails system. Each of these elements provides preferred amenities for various user groups. Intersection crossings, mileage markers, bathrooms, drinking fountains, and directional signage (maps) were also recognized as core components of a desirable trail system. These amenities make the use of trails much more user-/pedestrian-friendly and enhance the quality of the trail system as well.

Community Workshop #1 Summary

Meeting Date: September 13, 2008

The first of two Community Workshops was conducted on September 13, 2008 at the South Maintenance Facility's Community Meeting Room. The workshop was conducted to obtain resident opinions, comments, and concerns about the Naperville Park District trail system and the larger regional trail network. Eight (8) residents attended the meeting and participated in the workshop. This report provides a summary of the results of the Workshop and reflects the opinions and comments stated during workshop dialogue with a summary of participants' responses to the workshop questionnaire.

Residents were asked to identify where they lived and/or worked in the community. The responses showed that there was representation across the community, with the majority living south of 75th Street.

1. Identify five (5) issues or concerns with the Naperville Park District's trail system.

Attendees identified a number of issues and concerns they had with regard to the Naperville Park District's trail system. Trail users would like to see an increase in the number of bicycle parking spaces in Downtown Naperville and would like to have the ability to bike on the Riverwalk. Others mentioned their desire to maintain and protect the natural environment by keeping trails out of preserve and natural areas. Maintaining a balance between providing trails in a cost-effective and low-tax manner is another issue/concern for users. Homeowners in attendance were concerned about the impact trails have/will have on the privacy of their home, area aesthetics, safety, and their home value. Informational signage was another key concern/issue of many workshop attendees. Many desire to see better identification of cross streets and signs informing/reminding drivers of bicycle lanes. Resident concerns also included the maintenance and upkeep of trails, providing rest areas and restroom facilities, and connecting trails to key destinations such as shopping areas.

2. List, in order of importance, the three (3) most important issues discussed thus far.

Following the initial discussion of issues/concerns, workshop attendees identified the most important issues discussed at the workshop. The proximity of trails and their impact on nearby residences was one of the most frequently cited concerns/issues attendees identified. The impact trails have on the natural environment also was listed as a top concern. Many residents wanted only dirt or other natural materials used when constructing trails through preserves and other natural areas. Bicycling opportunities in Downtown Naperville was another issue

commonly cited by workshop attendees. The need for additional bicycle parking spaces and bicycle routes downtown were cited multiple times by residents. Financing the construction and maintenance of trails was another important issue identified by attendees. Safety through the use of additional signage, the construction of off-street trails, and improvements to bridges was also a top concern of workshop attendees.

3. How important are non-linking trails (i.e. loop trails within a single park) and what are their benefits?

Non-linking trails (i.e. loop trails within a single park) are viewed by residents as anywhere from "very important" to "not very important". Residents believing non-linking trails to be important noted that such trails are easy to get in and out of, and "wonderful" for walking, running, and bicycling. Non-linking trails were also seen as being good for kids and family walks. Those finding non-linking trails to be "not very important" thought that linking trails should take priority over non-linking/looped trails.

4. What do you believe are the primary benefits of creating or linking to a greater regional trail network?

When asked to list the primary benefits of creating or linking to a greater regional trail network, workshop attendees identified the commuting and recreational benefits brought to connected communities. Workers wanting to bicycle to work are provided with a greater ability to do so and recreational trail users are provided with the ability to take longer and "more interesting" rides as well. Workshop attendees indicated that by linking to or creating a greater regional trail network, trail users would have much greater access to destinations throughout the region.

5. What do you believe are key destinations for the trail system (i.e. places you would like to walk or ride your bicycle to)?

Community parks, Downtown Naperville, the DuPage River, and surrounding communities were some of the key destinations identified by workshop attendees. Other destinations mentioned included area schools, shopping areas (especially those along Route 59), churches, City Hall, and major areas of employment. Connecting trails to public transit stations such as Metra and Pace was also suggested.

6. What do you believe are key routes within the trail system (i.e. sidewalks, off-street trails, on-street trails through specific parks or along streets)?

Key routes within the trail system identified by community workshop attendees included on-street and off-street trails, sidewalks in Downtown Naperville, natural surface trails, and local trails connecting to regional trails. Trails through parks and those along the DuPage River were also cited by attendees as key routes within the trail system. 75th Street was often stated as a key route, also. Providing safe paths across 75th Street at the Washington Street intersection and the soon-to-be constructed underpass beneath 75th Street were specifically identified by workshop attendees.

7. What do you believe are the key ingredients or core components of a desirable trail system?

Residents at the workshop found a number of trail features to be key ingredients or core components of a desirable trail system. Asphalt, limestone, concrete, dirt, and gravel surfaced trails were all determined to be appropriate or desirable depending on the situation. Dirt and other natural surfaces were deemed more

environmentally sensitive to forest preserve areas than asphalt-surfaced trails. A mix of on-street, off-street, and multi-use trails was also identified as a core component of a desirable trail system. Each of these trail types was preferred when convenient and safe for riders and their construction and maintenance was cost-effective for taxpayers. Other trail amenities identified as key ingredients to a desirable trail system included mileage markers, drinking fountains, restrooms, areas to park, connection to a regional trail, lighting, shading, and looped format. A trail system combining these amenities was deemed very desirable by community workshop attendees.



Community Workshop #2 Summary

Meeting Date: September 16, 2008

The second of two initial Community Workshops was conducted with the community on September 16, 2008 at the Barn Recreation Center. The workshop was conducted to hear resident opinions, comments, and concerns about the Naperville Park District trail system and the larger regional trail network. Twenty-nine (29) residents attended the meeting and participated in the workshop. This report provides a summary of the results of the workshop and reflects the opinions and comments stated during workshop dialogue with a summary of participants' responses to the workshop questionnaire. Residents were asked to identify where they lived and/or worked in the community. The responses showed that there was good representation from the north, east and west with a relatively small number of attendees living south of 75th Street.

1. Identify five (5) issues or concerns with the Naperville Park District's trail system.

At the second community workshop, participants were asked to identify five issues or concerns they had with regard to the Naperville Park District's trail system. Many attendees expressed a desire to link the existing trail segments together to make them more functional and more practical to use. It was discussed that linking existing trail segments will make longer routes (15 miles or more) more accessible and will provide a more unified transportation system throughout Naperville. Community members also expressed a desire to improve both off-street and on-street trails in terms of signage, width, and clarity. To aid in this effort, community members suggested increasing public awareness through improved signage, a wider availability of park/trail maps, and a car/bicycle education program. Making crossing areas safer, especially on arterial roads, was also an issue identified by workshop attendees. Specifically, participants wanted to see the construction of additional crosswalks, bridges, or underpasses to increase crossing safety. A lack of certain trail amenities was another issue identified by workshop participants, and examples cited were bicycle parking, rest and refreshment areas along trails, and trail maps at entrances to trails.

One resident submitted with his questionnaire a document that outlined his goal to have an integrated trail system within one-half mile of all Naperville residences by 2015. The approach suggested tying the Park District Plan to other existing ones, educating taxpayers and trail users about trails, assigning responsibilities, and committing resources to achieve this goal.

Workshop attendees also addressed various trail types including mulch and dirt trails with a discussion about the importance of the DuPage

River as a "water trail" running through the community. Participants want to see more access points along water trails and the wider use of cost-effective dirt trails. Mulch trails were much less preferred among workshop participants. Providing more trails within subdivisions was another issue identified by workshop attendees. These types of trails are preferred for their convenience and their user-friendly characteristics for all ages. Supporting the creation of a more integrated and connected trail system on a community-wide scale was a critical issue identified by attendees. A few attendees stated that an appropriate portion of the City of Naperville and Park District's budgets should be committed to the creation and implementation of the Trails Master Plan to make the necessary improvements to the regional trail network. Various areas/roads were identified as being in need of trails including a continuous bikeway along Ogden Avenue, 75th Street and other roads, as well as through Downtown Naperville. A number of attendees also desired to see trails linked to transit stations and keeping them a safe/respectful distance from homes. Making trails more usable at night and constructing more multi-use trails throughout the City of Naperville were also critical issues raised by participants.

Some residents also brought up very specific engineering and design issues for trails throughout the community. Low hanging signs, the location of storm drain cut-outs (running perpendicular to tires), and the need for improved signalization at major intersections (signage, handicap amenities) were cited.

2. List, in order of importance, the three (3) most important issues discussed thus far.

After the group discussed all of the issues presented in the first question, attendees were then asked to list in order of importance the three most important issues discussed thus far. The top issues for the group were to create a unified transportation system incorporating trails with roadways, a need for linked trails, to commit to a budget for the trail system, and improving on-street signage and intersection crossings. While the other issues received fewer votes, their importance and relevance is in no way discounted. All are important and will be discussed and addressed throughout the planning process.

3. How important are non-linking trails (i.e. loop trails within a single park) and what are their benefits?

Opinions on the importance of non-linking trails (i.e. loop trails within a single park) ranged from "very important" to "not important"/"not high". Though many listed them as relatively unimportant, almost all respondents listed some potential benefits of non-linking trails. Identified benefits include their access to natural areas, the exercise and recreational opportunities they provide, safety, slower pace, accessibility to all, child-friendly amenities, and their ability to build a sense of community in areas. Each of these benefits can enhance the overall trail system within a community.

4. What do you believe are the primary benefits of creating or linking to a greater regional trail network?

The community workshop participants identified a number of primary benefits to creating or linking to a greater regional trail network. These benefits included connecting bicycle trails to surrounding municipalities and other key destinations such as the grocery store, other shopping areas, and visiting friends. Connecting to a greater regional trail network would also provide other transportation options to residents of Naperville and other areas thereby reducing traffic and improving the air quality of the area. Connections to greater regional trails would also provide recreational opportunities and longer rides for bicyclists and enhance the overall quality of life for residents. It should be noted that during this portion of the workshop, a resident asked for an informal vote to be taken. The vote showed that the majority of residents in attendance were more focused upon the regional trail system than internal Park District trails.

5. What do you believe are key destinations for the trail system (i.e. places you would like to walk or ride your bicycle to)?

Attendees of the community workshop identified a number of key destinations (i.e. places you would like to walk or ride your bicycle to) to be linked via a trail system. Key destinations included Downtown Naperville and its Riverwalk areas, libraries, schools, workout facilities, parks, banks, grocery stores, shopping areas and other businesses. Connecting to regional pathways/trails was another key destination participants identified as being important. Connecting to these trails would allow trail users to bicycle/jog/walk to surrounding municipalities and their attractions including the Morton Arboretum, natural areas, and others. Train stations and other transit hubs were also identified as key destinations along a trail system.

6. What do you believe are key routes within the trail system (i.e. sidewalks, off-street trails, on-street trails through specific parks or along streets)?

Key routes within the trail system were identified by community workshop participants. These routes included those along Ogden Avenue, Washington Street, and behind Route 59. Many identified a general need for major north-south, east-west type trail arterials somewhere in the community. Routes through Downtown Naperville, along the Riverwalk, and along rivers and creeks within the community were also identified as key routes. Wildflower and Knoch Knolls were two of the more prominent parks identified as key routes within the trail system. Other workshop attendees expressed the importance of having routes that are linked and clearly marked. More specific key routes identified by participants included the Riverwalk to McDowell Grove, McDowell Grove to Cress Creek Commons, Gartner Road to the DuPage River Trail, and routes behind the malls along Route 59, Diehl Road, and Ogden Avenue, as well as through their parking lots.

7. What do you believe are the key ingredients or core components of a desirable trail system?

Community workshop participants identified a number of key ingredients or core components of a desirable trail system. Participants identified various trail surfaces they believe are key to a desirable trail system including asphalt, concrete (though expensive), limestone, mowed, and gravel. Often participants favored a particular trail surface based on activity, cost, or environmental impact. Workshop attendees also recognized the importance of a combination of trail types including on-street, off-street, and multi-use. A number of trail amenities were also identified as being core components of a desirable trail system including drinking fountains, restrooms, directional signage, mileage markers, trash receptacles, parking (for bikes and cars), and areas of shade. These amenities make trails more enjoyable places for pedestrians to utilize. Providing bike lanes on roads, rental facilities, and bicycle-friendly curb cuts will help make a trail system more accessible and safe to use. Safety and accessibility are two essential components of a bicycle system. Finally, to raise awareness about trails and their uses, one participant suggested the creation of an annual event in celebration of the trail system. This event would provide the Naperville Park District with an opportunity to better educate drivers and bikers about utilizing the trail system, and enhance safety throughout the trail system.



**Appendix C:
Email
Communication**



Email Communication

Collected from September 1 – November 1, 2008

In addition to the feedback received through the community meetings and workshops, residents were also encouraged to email their comments and concerns directly to the Naperville Park District. The following is a summary of the emails received regarding this project in no particular order.

- Allow the Chicago Area Mountain BikeR (CAMBR) to add more single track bike paths in Knoch Knolls and other Park District areas that accommodate a large trail area.
- Complete the link from McDowell Grove to Burlington Park and the Riverwalk.
- Link trails with both Will County Whalen Woods, DuPage River Park, and Knoch Knolls.
- Please try not to use bark as a trail cover.
- Construct a trail in the greenway that follows Springbrook Creek between Plainfield-Naperville and Modaff.
- Information was provided of a proposed trail within Sportsman Park to create a looped trail.
- One other thing I value as a cyclist: on roads where the bike trail hugs a curb, please be sure the storm drain cut-outs are perpendicular to the bicycle tire. Parallel cut-outs may allow a tire to drop in, a potential hazard.
- As a dog walker I value the availability of Mutt Mitts and dog-level drinking fountains along trails.
- As a dog walker and hiker and biker I value enforcement of the leash law. Perhaps the signage in our parks can include information about the off-leash parks.
- Please consider using this type of signage at traffic signals, it identifies the street - also in Braille, and you know which way you will be able to cross
- If you added 5-7 water fountains scattered across the networks of parks, this could provide a safety amenity to recreational users. Runners & long-distance walkers, in particular, could have access to hydration without having to carry it on their person or having manned stations.
- For the longer trails especially, adding mile markers would be a plus. Whether you're training for a particular event, want to gauge your turnaround time, or you're just curious about the length of your journey, mile markers help to make the trip more fun & safe.
- With bicycle usage as a form of transportation on the increase, adding bike parking anywhere in the city will be helpful to bikers...and may help to increase ridership even more through greater awareness. As someone who frequently rides to parks/preserves to take a walk, I suggest adding parking to trail heads. (Parking at the smaller parks is not necessary, as you can just lay down your bike & keep it in viewing distance.)
- The concession stand on the Riverwalk is terrific. Adding another such facility in another part of town would be ideal. This would provide long-distance runners, walkers & bikers alike a place of respite & refreshment.
- Imagine a spoke & wheel trail system in Naperville...perhaps a circle trail with an X or / through the middle. Imagine adding signage throughout the trail & giving it a nickname that everyone in town would begin to use. Imagine addressing trouble intersections along the trail with an emphasis on pedestrians & cyclists (blue or green painted crosswalks, sharrows or bike lanes) so motorists continue to control most of the network, but they are more alert & looking for cyclists & pedestrians when driving on this trail. Imagine motorists beginning to ride the trail and starting to embrace the alternate way to get around. Imagine the possibilities.
- Build the connector from Jefferson to Ogden.
- A bridge over to Burlington woods would be nice.
- Why not extend the trail further east from Ashbury directly under the Power lines all the way down until you hit the intersection of the DuPage River and Knoch Knolls park? The benefits are: It is a logical extension of the trail that goes all the way to Tall Grass: An informal trail already exists that is used by occasional bikers and runners when the weeds aren't too high: An easement already exists with the utility company, so you don't have any landowner issues (all the houses are set further back like Ashbury): Is a direct route to already existing trails in Knoch Knolls right across the river which then connect to much broader availability of trails that go further north and east.
- We desperately need a pedestrian sidewalk on Naperville-Wheaton Rd between Burlington Ave and Plank Rd. Not only is there no sidewalk, there are no lights. People are forced to walk on the street or down in the trenches on the side of the road. Without a sidewalk, this is a real dangerous area. This area is heavily used to get to the Iriquois and Ogden Malls where people need to go for their shopping needs. Creating a pedestrian sidewalk and or bicycle trail for this area would help the subdivisions of Yorkshire, Springhill, and Columbia Estates tremendously.
- If the Park District decides to go ahead to build that trail in Wildflower Park, I would like to learn more about the rationales behind it and give you my opinions how this trail can affect our house values and potentially creates unsafe environment for us. As before, we support the park district effort and appreciate your excellent work so far, however, we still think the original south side trail extension at Wildflower Park is a bad idea and we strongly oppose that plan.
- I have serious concerns regarding the construction of the Wildflower walkway alongside the pond for a couple of reasons: 1. the proximity of the walkway to our backyard, as most of the backyards are not fenced; 2. our privacy would be at high risk; 3. the

safety of our young kids; 4. encouragement to non-residents as well which would increase the traffic and also for people who come and do fishing in the pond; 5. trespassing (this has been an issue before). Due to these concerns, I strongly oppose the construction of this walkway.



**Appendix D:
Naperville Park
District
10-Year Capital
Overview**

(Trail Projects)



Naperville Park District 10-Year Capital Overview

The following is the Park District's current 10-Year Capital Overview for trail improvements within the District. This Overview changes regularly based upon the budgetary process. Projects are evaluated and prioritized each year.

**Naperville Park District
2009 - 2018 Capital Projects - Multi-Year Overview (DRAFT)**

Park ID	Park Name	CIP Group	Description
			<i>Last Updated: 11/02/2008</i>
1H	Queensbury Greens	Sidewalks/Trails	Renovate Sidewalk
1J	Cress Creek Park	Sidewalks/Trails	Renovate Sidewalk
1K	Miledje Square	Sidewalks/Trails	Renovate Sidewalk
1L	Mill Street Park	Sidewalks/Trails	Renovate Sidewalk
1O	Nike Sports Complex	Sidewalks/Trails	Renovate Sidewalk (along Mill St.), concrete plaza
2A	Arrowhead Park	Sidewalks/Trails	Renovate Sidewalk, concrete collar
2B	Kroehler Park	Sidewalks/Trails	Renovate Sidewalk
2D	Seager Park	Sidewalks/Trails	Renovate Sidewalk
2G	Springhill Greenway	Sidewalks/Trails	Renovate Internal Sidewalks
3B	Wil-O-Way Park	Sidewalks/Trails	Renovate Sidewalk
3C	May Watts Park	Sidewalks/Trails	Renovate Internal Sidewalks
3F	Wil-O-Way Commons	Sidewalks/Trails	Renovate Sidewalk
3H	Riverwalk Park	Sidewalks/Trails	Paver Renovation
3K	Knoch Park	Sidewalks/Trails	Renovate Sidewalk
3N	Hobson West Park	Sidewalks/Trails	Renovate Sidewalk
3Z	May Watts Commons	Sidewalks/Trails	Renovate Sidewalk
4A	Central Park	Sidewalks/Trails	Renovate Sidewalk
4A	Central Park	Sidewalks/Trails	Renovate Sidewalk
4E	Burr Oak Park	Sidewalks/Trails	Renovate Sidewalk
4F	Veterans Park	Sidewalks/Trails	Renovate Sidewalk
4H	East Greens Park	Sidewalks/Trails	Renovate Sidewalk
4N	Bailey Hobson Woods Park	Sidewalks/Trails	Renovate Sidewalk
4O	Hobson Grove	Sidewalks/Trails	Renovate Sidewalk
4P	Pembroke Park	Sidewalks/Trails	New Sidewalk to Ballfield
4P	Pembroke Park	Sidewalks/Trails	Renovate Sidewalk to Chicago Avenue
4Q	Olesen Farm Park	Sidewalks/Trails	Renovate Sidewalk
4V	Huntington Estates Park	Sidewalks/Trails	Renovate Sidewalk
4W	Huntington Ridge Park	Sidewalks/Trails	Renovate Sidewalk
5D	Winding Creek Park	Sidewalks/Trails	New Sidewalk/Trail, Extend to Ballfields
5H	Old Farm Greenway	Sidewalks/Trails	Renovate Internal Sidewalks
5J	Weigand Riverfront Community Park	Sidewalks/Trails	New Sidewalk
5K	Knoch Knolls Commons	Sidewalks/Trails	Renovate Internal Sidewalks
5N	Old Sawmill Park	Sidewalks/Trails	Renovate Sidewalks
5U	Kingsley Prairie	Sidewalks/Trails	Renovate Sidewalks
6A	Riverwoods Park	Sidewalks/Trails	Renovate Sidewalks
6B	Oakridge Parkway	Sidewalks/Trails	Renovate Sidewalks
6G	Hunter Woods	Sidewalks/Trails	Renovate Sidewalks
6I	Eagle Park	Sidewalks/Trails	Renovate Sidewalks
6J	Campus Greens	Sidewalks/Trails	Renovate Sidewalks
6L	University Heights Woods	Sidewalks/Trails	Renovate Sidewalks
7B	Kingshill Park	Sidewalks/Trails	Renovate Sidewalks
7C	White Eagle Park	Sidewalks/Trails	Renovate Internal Sidewalks
7E	Springbrook Crossings	Sidewalks/Trails	Renovate Sidewalks
7F	Brook Crossings	Sidewalks/Trails	Renovate Internal Sidewalks
7H	Summerfield Lake Park	Sidewalks/Trails	New Concrete Path (East side to playground)

**Naperville Park District
2009 - 2018 Capital Projects - Multi-Year Overview (DRAFT)**

Park ID	Park Name	CIP Group	Description
			<i>Last Updated: 11/02/2008</i>
8D	Ashbury Park	Sidewalks/Trails	New Sidewalk to Ballfield
8S	Southwest Community Park	Sidewalks/Trails	New Sidewalk
1D	Cofax Way	Sidewalks/Trails	Renovate Sidewalk
1O	Nike Sports Complex	Sidewalks/Trails	New Trail
2D	Seager Park	Sidewalks/Trails	New Internal Trail System, Exercise Path
3H	Riverwalk Park	Sidewalks/Trails	Walkway Curb Replacement (funding by others)
3M	Garden Plots	Sidewalks/Trails	Multi-use trail
3U	Wildflower Park	Sidewalks/Trails	New Trail (South Side)
4F	Veterans Park	Sidewalks/Trails	New Development
4K	Prairie Park/School	Sidewalks/Trails	Renovate Internal Sidewalks
4M	Hobson Woods Park	Sidewalks/Trails	Renovate Sidewalk
4N	Baily Hobson Woods Park	Sidewalks/Trails	Renovate Trail
4Y	Goodrich Woods	Sidewalks/Trails	New Trail
5G	Arbor Way	Sidewalks/Trails	Renovate Sidewalk
5I	Old Farm Park	Sidewalks/Trails	Renovate Sidewalk
5J	Weigand Riverfront Community Park	Sidewalks/Trails	Renovate Internal Walks
5P	Knoch Knolls	Sidewalks/Trails	Trail Plaza
6D	DuPage River Park	Sidewalks/Trails	New Trail and A/E services
6G	Hunter Woods	Sidewalks/Trails	Renovate Trail
6K	Meadow Glens	Sidewalks/Trails	New Trail connection, per master plan
8E	Frontier Park	Sidewalks/Trails	Renovate trail, west of Book Rd.
8S	Southwest Community Park	Sidewalks/Trails	New Trail



**Appendix E:
Open House
Summary and Draft
Plan Feedback**



Open House Summary and Draft Plan Feedback

Collected until November 25, 2008

Open House Comments Summary

The following is a summary of the various comments provided during the open house held at the Municipal Center, Meeting Rooms B and C on November 17, 2008 from 5pm to 8pm. Six presentation boards were on display and each presentation board had a comment sheet for attendees to provide their thoughts about the contents of each board.

Although these are only summaries, the actual hand written sheets are on file with the Park District.

Presentation Board One: Regional Bikeway System

- Update Wildflower (3U)
- Wildflower Park needs "Missing Link" trails completed to provide safe access from southeast park entry on Feldott Lane to Azalea Court playground.

Presentation Board Two and Three: Existing North & South

- Bike trails through Will-o-way Park north of Jefferson should follow on the west side next to the river and not close to houses.
- Remove the asphalt from the west end of the Riverwalk and replace with RW bricks. The asphalt is cracking and may contribute

to bicycles thinking it is okay to ride on.

- Use trail –user activated signals that are clearly and permanently marked as to what street will be crossed. Use the name of the street .
- Connect Jefferson to Ogden (McDowell) ASAP. *Might be helpful (efficient) to construct the trail nearest Jefferson Avenue. When the Jefferson Avenue bridge is being replaced. Build the trail closed to the river.
- Construct the trail between Jefferson & Stauffer. When the RR issues are resolved, construct the rest of the trail along the west bank of the river to McDowell.

Presentation Board Four and Five: Trail Scoring System

- Thank you for "proximity to residential" consideration in the scoring system. Because of concerns raised by others and ourselves at several meetings, please add an evaluation criteria for environmentally sensitive areas.
- Build a more trail user friendly connection from Knoch Knolls gravel road onto the sidewalk of Knoch Knolls Road.
- Include in ownership criteria: Do agreements need to be entered into?
- Make Rt 59 more trail friendly. Buttons to push to cross it.
- As per the above scoring system, many desirable goals would be attained. If the Wildflower park "missing link" trails from Feldott Lane in north to east path and west to Azalea court playground were to be constructed.
- We and the majority of our neighbors in the wildflower subdivision want a complete loop trail around the retention pond south of Aurora Avenue.

Presentation Board Six: Northern and Southern Trail Recommendations

- Do an informal trail under Ogden at the DuPage River
- Please consider a phased approach to some segment proposals (i.e. Build Jefferson to Stauffer(See other note)) Include the best of going under Ogden so it isn't lost and someday when the Ogden Bridge is replaced.
- Recommend to the city, county and state signaling departments that a standard street naming device is on the signal for pedestrians or trails users to push whether or not the signal is on the dedicated trail or not.
- Current Wildflower Park (3U) we need the "Missing links" built for safety as we are surrounded by US34, IL59 and Aurora Ave. Feldott Lane carries heavy cut through traffic at high speeds. We have many pedestrian children and senior citizens who do not drive.
- Connecting trails are ideal but the second bridge at Knoch Knolls road entrance to Knoch Knoll could be done with a 5% grade access (disabled ramp) to the existing bridge. A bridge would be more beneficial.
- The Clearwater route through River Run is sensible because it is the widest road through the subdivision (and most direct) rather than other narrower streets that have been proposed in River Run and near homes.
- Would be good to have more single tracks in Knoch Knolls or the new DuPage River joining Knoch to Green Valley via grass or gravel trail would be good.
- Please look into connection of McDowell trail at Diehl Road, west side of DuPage River.

- Allow trail users to go from Ring Road across the bridge to reach Royce Road and Whalen Lake and the DuPage River Sports Complex to Knoch Knolls.

Draft Trails Master Plan Comments

The following is a summary of the comments received regarding the Draft Trails Master Plan as provided at the Park District's Planning and Development Office as well as on the Park District's website. These summaries have been shortened to capture the key points and issues regarding the Draft Trails Master Plan.

- I have been riding at Knoch Knolls for over 15 years. I have enjoyed the twists and turns of the single track, riding along the river, and participating in the mountain bike races in the past.
- The Majority of MTB riders and CAMBR members as a whole want to continue to use the legal trails in the City of Naperville and surrounding areas as a whole.
- Thank you for trying to keep the Naperville area as green as possible. I am always for more bike and walking paths throughout the whole area. The streets are getting more and more congestive and dangerous.
- Knoch Knolls overall flatness is the reason it attracts beginner and intermediate riders and this single track system will work for many users like cyclists, families out for a stroll in the woods, dog walkers etc.
- We would like to propose some small extensions to the existing single track in Knoch Knolls that adheres to the existing standard of user accessibility.
- Is a trail planned from Walnut Ridge Park through to Walnut Ridge Woods?

- We would like to see the "PA" (Preserve Area) classification removed from the type of area that asphalt is appropriate for. Existing prairie areas that have trails have natural/limestone trails, which are more conducive to the type of area they are in.
- Will there be a new trail through Colfax Way (1D)?

