



## **Bicycle and Pedestrian Advisory Committee**

Monday, May 16, 2011 – 7 p.m.  
Municipal Center – Room 247  
400 S. Eagle Street

### **AGENDA**

#### **A. Call to Order**

#### **B. Public Forum**

#### **C. Approval of Meeting Summary – February 21, 2011**

#### **D. Correspondence**

1. Evaluation of Accessible Pedestrian Signal (APS) Requests (March 5, 2011 Transportation Advisory Board Agenda Item)
2. FY11-12 Bicycle and Pedestrian Work Program (April 9, 2011 Transportation Advisory Board Agenda Item)

#### **E. Old Business**

1. Naperville Bicycle Map & Guide – 2011 Edition (no attachment)

#### **F. New Business**

1. 2012 Annual New Sidewalk Program
2. Bike Month 2011 (no attachment)
3. Green Earth Fair (no attachment)

#### **G. Next Meeting Date – June 20, 2011**

#### **H. Adjournment**

**If you are unable to attend the meeting, please notify Jennifer Loudon by noon on Friday, May 13, 2011 at (630) 420-4197.**

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

**Bicycle and Pedestrian Advisory Committee Meeting Summary**  
**DRAFT UNTIL APPROVED** February 21, 2011

**Present:** Tom Craighead, Mark Jaynes, Keith Luhrs, Eric Peterson, Todd Stocke, Cindi Swanson, Wesley Wong

**Absent:** Jeannette DiGiovine-Gehrs, Lee Nye

**City of Naperville Staff:** Jennifer Louden

**Members of Public:** None

**A. Call to Order**

- Luhrs called the meeting to order at 7:02 p.m.

**B. Public Forum**

- Swanson informed the committee that audible pedestrian signals are being proposed for the intersection of Washington Street and Benton Avenue. Louden noted that the committee will receive a copy of a memorandum to the Transportation Advisory Board related to this project in the April meeting packet. Committee members commented that this would be a good location for the installation. Swanson noted that the city has established a good process and policy that is innovative for the region and should work to promote this.
- Stocke noted that he attended a DuPage County public meeting regarding bicycle accommodations along Warrenville Road between Naperville Road and Interstate 88. BPAC discussed sending collective comments regarding the project, but decided that members should send their individual comments if interested.

**C. Approval of Meeting Summary**

- Stocke made a motion to approve the December 20, 2010 meeting minutes. Wong provided a second and the motion carried.

**D. Correspondence**

D1. Bicycle and Pedestrian Advisory Committee Appointment (February 5, 2011 Transportation Advisory Board Agenda Item) – BPAC members welcomed Wesley Wong to the committee.

**E. Old Business**

E1. FY10-11 BIP Work Program – Louden updated the committee on the following project:

- Naperville Biking Map & Guide – The Biking Map & Guide will be revised and printed by the end of April 2011. Staff anticipates printing 5,000 copies. Committee members suggested charging a small fee for the maps in order to keep them in production but acknowledged that administration could be difficult. The committee suggested partnering with local bike shops to fund future printings. Staff will investigate this.

## **F. New Business**

F1. FY11-12 Bicycle and Pedestrian Work Program – Louden presented the FY11-12 Bicycle and Pedestrian Work Program and gave an overview of the included projects. The committee discussed the following projects:

- Bike Education and Encouragement – Jaynes noted that the committee has discussed preparing educational messages for area newspapers. Potential outlets include Patch.com, TribLocal and the Naperville Sun.
- Washington Street Pedestrian Bridge over the DuPage River – Craighead noted the importance of public involvement for this project and suggested using a BPAC meeting as a forum. Louden stated that public input will be sought.

Craighead made a motion to approve the FY11-12 Bicycle and Pedestrian Work Program. Jaynes provided a second and the work program was approved by a 7-0 vote.

F2. Naperville Biking Map & Guide Update – The committee discussed minor changes to the content of the bike map that should be completed before the reprint. Changes suggested include adding more street names, identifying the locations of bike racks on the downtown inset, updating routes that have been completed, upgrading some of the pictures and clarifying the bicycle connections Diehl Road.

**G. Next Meeting** – April 18, 2011

## **H. Adjournment**

- The meeting ended at 8:29 p.m.



# Naperville

## TRANSPORTATION ADVISORY BOARD AGENDA ITEM

**AGENDA DATE:** 3/5/2011

**SUBJECT:** Evaluation of Accessible Pedestrian Signal (APS) Requests

**ACTION REQUESTED:** Approve the recommended implementation sequence for the installation of Accessible Pedestrian Signals (APS).

**PREPARED BY:** hynesa

**ACTION PREVIOUSLY TAKEN:**

Date	Item No.	Action

**BACKGROUND:**

An Accessible Pedestrian Signal (APS) is a device that communicates information about pedestrian timing in nonvisual formats such as audible tones, verbal messages, and/or vibrating surfaces to assist pedestrians that are blind or visually impaired. APS can provide information to pedestrians about the existence and location of the pushbutton; when the walk symbol is lit; the direction of the crosswalk and location of the opposite curb; the clearance interval (when the flashing don't walk sign is on); intersection geometry through maps, diagrams, or speech; intersection street names in Braille, raised print, or speech; and intersection signalization.

The devices typically produce a continual chirping locating tone to guide impaired individuals to the pushbutton. Once pushed, the button can vibrate and/or provide verbal guidance on when to cross a particular street. For instance, the button may repeatedly state, "Wait to cross Main Street" in a digital voice until pedestrian walk phase is served.

**APS Policy**

In August, 2010 TAB approved a policy for prioritizing APS requests. Following this policy, an APS Advisory Committee evaluates requests for APS installation. Using a nationally accepted prioritization tool, the APS Advisory Committee will evaluate the candidate intersections and provide a recommended implementation sequence to TAB. This recommended sequence will be re-evaluated on an annual basis if new APS requests are received. It is anticipated that APS devices would be installed on one to four crosswalks (one intersection) per year pending the availability of funding.

### APS Advisory Committee

The APS Advisory Committee is comprised of three individuals:

- a. A member of the Advisory Commission on Persons with Disabilities (ACD)
- b. A member of the Bicycle and Pedestrian Advisory Committee (BPAC)
- c. A TED staff member

Currently, Peter Berg (Chairman of the ACD), Mark Jaynes (Chairman of BPAC), and Andy Hynes (TED Business Group) form this team.

### APS Requests

In October, 2010, Ms. Cindi Swanson contacted the City to request installation of APS devices on all crosswalks of the following intersections:

- Washington Street and Benton Avenue
- Washington Street and Chicago Avenue
- Washington Street and Jefferson Avenue
- Washington Street and Ogden Avenue

Ms. Swanson is visually impaired and has the most difficulty crossing the intersection of Benton and Washington. This location provides Ms. Swanson with access to the YMCA, banks, Fifth Avenue Station, a small grocery store and other retail on the east side of Washington. Ms. Swanson has indicated a strong preference for giving the Benton Avenue intersection the top priority for installation of APS.

### **DISCUSSION:**

The intersections of Washington Street at Benton Avenue, Chicago Avenue and Jefferson Avenue are under the jurisdiction of the City of Naperville. The intersection of Washington Street at Ogden Avenue is under the jurisdiction of the Illinois Department of Transportation (IDOT). Per the APS policy, the APS request for Washington and Ogden has been forwarded to IDOT for their consideration. Therefore, the Ogden Avenue intersection has been excluded from further review by the City at this time.

As the sidewalks on Ogden Avenue were primarily installed by permit with the City, IDOT may determine that it is the City's responsibility to install APS devices. Once further direction is provided by IDOT, the Ogden Avenue intersection will be re-evaluated by the City in the future.

### Engineering Study of the Candidate Intersections

The Manual on Uniform Traffic Control Devices (MUTCD) states that the installation of accessible pedestrian signals at signalized locations should be based on an engineering study, which should consider the following factors:

- A. Potential demand for accessible pedestrian signals;
- B. A request for accessible pedestrian signals;
- C. Traffic volumes during times when pedestrians might be present, including

- periods of low traffic volumes or high turn-on-red volumes;
- D. The complexity of traffic signal phasing; and
- E. The complexity of intersection geometry.

Staff conducted a review of the candidate crosswalks/intersections and determined that all locations are suitable for installation of APS. A detailed summary of the engineering study for each location is attached as Exhibit A.

APS Advisory Committee Evaluation

Per the APS policy, each crosswalk at the subject intersections was evaluated using the APS prioritization tool. The prioritization tool is comprised of two forms. One form scores various aspects of an intersection in terms of the benefit an APS device can provide. The other form provides a measure of the challenges involved with crossing a specific crosswalk. The intersection scores are combined with the crosswalk score to provide an overall score for each intersection. A summary of the crosswalk scores is provided in Table 1. The actual scoring sheets for each location are included in Attachment B.

**Table 1**  
**APS Crosswalk Scoring Summary**

<b>Crosswalk Rank</b>	<b>Intersection</b>	<b>Crosswalk Location</b>	<b>APS Score</b>
1	Chicago Ave and Washington St	East	34
2	Benton Ave and Washington St	West	34
3	Chicago Ave and Washington St	North	33
4	Chicago Ave and Washington St	South	33
5	Benton Ave and Washington St	North	32
6	Benton Ave and Washington St	South	32
7	Jefferson Ave and Washington St	North	31
8	Jefferson Ave and Washington St	South	31
9	Chicago Ave and Washington St	West	28
10	Jefferson Ave and Washington St	East	27
11	Benton Ave and Washington St	East	27
12	Jefferson Ave and Washington St	West	26

Upon review of the crosswalk score results, the APS Advisory Committee decided that implementing APS using an intersection based approach would provide more consistent guidance than a crosswalk based approach. The combined intersection scores (sum of all crosswalk scores at one intersection is provided in Table 2).

**Table 2**  
**APS Combined Intersection**  
**Scoring Summary**

<b>Intersection Rank</b>	<b>Intersection</b>	<b>APS Score</b>
1	Chicago Ave and Washington St	128
2	Benton Ave and Washington St	125
3	Jefferson Ave and Washington St	115

The raw intersection scores give priority to the intersection of Chicago and Washington. However, the Benton and Washington intersection scores only a few points less than the Chicago Avenue location. Considering Ms. Swanson's strong preference to give first priority to the Benton Avenue location based on personal experience and the small difference between the intersection scores, the APS Advisory Committee recommends the adjusted implementation priority shown in Table 3.

**Table 3**  
**Recommended APS**  
**Implementation Sequence**

<b>Recommended APS Implementation Sequence</b>	<b>Intersection</b>
1	Benton Ave and Washington St
2	Chicago Ave and Washington St
3	Jefferson Ave and Washington St

Proposed Implementation

Available funds through the Street Safety Improvement Program (CIP# SC099) should be sufficient to install APS devices on each of the crosswalks at the intersection of Washington Street and Benton Avenue during the 2011 construction season. It is anticipated that APS devices will be installed at one intersection in each of the following years in order of priority.

The estimated cost of installing the APS devices at Washington Street and Benton Avenue is approximately \$12,000. The work will include increasing the number of pedestrian buttons from four to eight. Operation of APS devices requires that each crosswalk has a dedicated pushbutton on each corner. In addition, approximately \$8,000 of sidewalk will be replaced under the Sidewalk Maintenance Program to enhance the accessibility of the intersection.

**RECOMMENDATION:**

Approve the recommended implementation sequence for the installation of Accessible Pedestrian Signals (APS).

**ATTACHMENTS:**

1. APS Engineering Study for Candidate Locations
2. APS Prioritization Tool Worksheets

**ATTACHMENT #1**

**ENGINEERING STUDY OF CANDIDATE INTERSECTIONS**

The Manual on Uniform Traffic Control Devices (MUTCD) states that the installation of accessible pedestrian signals at signalized locations should be based on an engineering study, which should consider the following factors:

- A. Potential demand for accessible pedestrian signals;
- B. A request for accessible pedestrian signals;
- C. Traffic volumes during times when pedestrians might be present, including periods of low traffic volumes or high turn-on-red volumes;
- D. The complexity of traffic signal phasing; and
- E. The complexity of intersection geometry.

An evaluation of these factors for each of the four intersections that are APS candidates is provided below:

**Intersection: Washington Street at Benton Avenue**

A.: Potential Demand: The Benton Avenue intersection is located on the north perimeter of downtown Naperville and provides pedestrian access to various business and recreational facilities in the downtown area. During the most recent traffic count, 254 pedestrians were observed traveling through the intersection over a 14 hour period.

B. APS Request: The City has received one request for APS installation at the Benton and Washington intersection.

C. Traffic Volumes: High traffic volumes exist on Washington Street throughout the day. Vehicular volume on Benton Avenue varies with lighter traffic in the early morning and late evening hours. Right turn on red is not allowed on any approach when pedestrians are present.

D. Traffic Signal Phasing: The signal operates using a standard 8 phase configuration with leading left turn phases on all approaches.

E. Intersection Geometry: Travel lanes are aligned. The elevation of Benton Avenue slopes down from east to west. Crosswalk on the west approach is slightly skewed to Washington Street.

Conclusion: The Washington and Benton Avenue intersection is a suitable candidate for APS installation.

**Intersection: Washington Street at Chicago Avenue**

A.: Potential Demand: The Chicago Avenue intersection is located in the center of downtown Naperville and provides pedestrian access to various business and recreational facilities in the downtown area. During the most recent traffic count, 3,136 pedestrians were observed traveling through the intersection over a 14 hour period.

B. APS Request: The City has received one request for APS installation at the Chicago Avenue and Washington Street intersection.

C. Traffic Volumes: High traffic volumes exist on Washington Street throughout the day. Vehicular volume on Chicago Avenue varies with lighter traffic in the early morning and late evening hours. Right turn on red is not allowed on any approach when pedestrians are present.

D. Traffic Signal Phasing: The signal operates using a standard 8 phase configuration with leading left turn movements on all approaches.

E. Intersection Geometry: Travel lanes on both Chicago Avenue and Washington Street are slightly skewed.

Conclusion: The Washington Street and Chicago Avenue intersection is a suitable candidate for APS installation.

### **Intersection: Washington Street at Jefferson Avenue**

A.: Potential Demand: The Jefferson Avenue intersection is located near the center of downtown Naperville and provides pedestrian access to various business and recreational facilities in the downtown area. During the most recent traffic count, 3,342 pedestrians were observed traveling through the intersection over a 14 hour period.

B. APS Request: The City has received one request for APS installation at the Jefferson and Washington intersection.

C. Traffic Volumes: High traffic volumes exist on Washington Street throughout the day. Vehicular volume on Jefferson Avenue varies with lighter traffic in the early morning and late evening hours. Right turn on red is not allowed on any approach when pedestrians are present.

D. Traffic Signal Phasing: The signal operates using a 7 phase configuration with leading left turn phases on the north, south, and east approaches. North and south left turn movements are prohibited during AM and PM peak travel hours.

E. Intersection Geometry: North and south travel lanes are aligned. Travel lanes on Jefferson Avenue are offset due to the lack of a left turn lane on the west approach.

Conclusion: The Washington Street and Jefferson Avenue intersection is a suitable candidate for APS installation.

**ATTACHMENT #2**  
**APS PRIORITIZATION WORKSHEETS**

**Prioritization Tool for Installation of Accessible Pedestrian Signals  
Cover Sheet**

Location: *Benton & Washington*

Evaluator:

Evaluation Date:

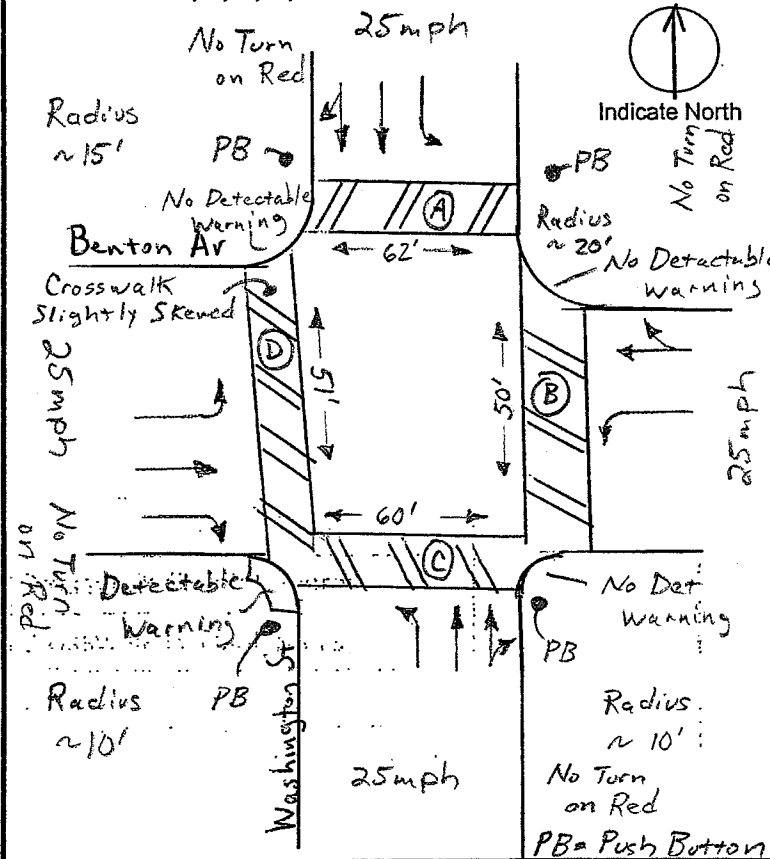
<b>Evaluation Summary</b>	
Enter total crosswalk score or N/A	
Crosswalk A Total Score: <i>32</i>	<i>N</i>
Crosswalk B Total Score: <i>27</i>	<i>E</i>
Crosswalk C Total Score: <i>32</i>	<i>S</i>
Crosswalk D Total Score: <i>34</i>	<i>W</i>
Crosswalk E Total Score:	
Crosswalk F Total Score:	
Crosswalk G Total Score:	
Crosswalk H Total Score:	

For each crosswalk, the total score is the intersection score added to the score from the individual crosswalk worksheet.

### Intersection Worksheet

Location: *Benton Avenue and Washington Street*

Sketch: See instructions for information to include. Label crosswalks as A, B, C, D, etc.



Configuration (select one)	Points	Score
4-leg	0	0
4-leg offset	3	
3-leg (T or Y)	3	
5 or more legs	12	
Midblock location	14	

Signalization* (select one)	Points	Score
Pre-timed	0	
Actuated (semi or fully) <i>Semi</i>	2	2
Split phasing	6	
Exclusive ped phase	8	

Transit Facilities within a block (~1/8 mile) of the intersection - all legs (select one)	Points	Score
No transit facilities	0	
Single bus route	1	
Multiple bus routes	3	3
Transit mall/rail station	5	

Distance to Facility for Visually Impaired (select one)	Points	Score
> 2600 ft (~1/2 mile)	0	
< 2600 ft (~1/2 mile)	4	4
< 1300 ft (~1/4 mile)	6	
< 650 ft (~1/8 mile)	8	
< 300 ft	10	

**Other Intersection Level Issues**

Adjacent PACE Bus Routes: 530, 677, 678, 679, 684, 686

Nearest Visually Impaired Facility = Ecumenical Adult Care (305 W. Jackson) (~1,800 Feet)

Major Pedestrian Attraction = Central Park (~250 Feet)

Distance to Major Pedestrian Attraction (select one)	Points	Score
> 2600 ft (~1/2 mile)	0	
< 2600 ft (~1/2 mile)	2	
< 1300 ft (~1/4 mile)	3	
< 650 ft (~1/8 mile)	4	
< 300 ft	5	5

\*\* Select the option with the highest point value that applies to the situation.

\*\* The accompanying instructions are essential for accurate completion of this form \*\*

Intersection Worksheet Score: (sum of scores on this page) **14**

Pedestrian Volumes :	Peak Hour	Total
Crosswalk (A)	11	42
(B)	6	22
(C)	7	42
(D)	57	148

Peak Hour Right Turn Volumes	
SB	295
WB	59
NB	40
EB	28

## Crosswalk Worksheet

(Complete one sheet for each crosswalk)

Location: Crossing Washington St on North Side of Benton Av Crosswalk Label: (A)

Crosswalk Width (select one)	Points	Score	Posted Speed Limit (select one)	Points	Score
< 40 ft	0		< 20 mph	0	
40 - 59 ft	1		25 mph <u>25 mph</u>	1	1
→ 60 - 79 ft <u>62'</u>	2	2	30 mph	2	
80 - 99 ft	3		35 mph	3	
100 - 119 ft	4		40 mph	4	
≥ 120 ft	5		≥ 45 mph	5	

Approach/Crosswalk Geometrics (select all that apply)	Points	Score
Curb radius > 25 ft (either corner)	1	
Islands or medians (painted, raised or cut-through)	1	
Transverse (cross) slope on crosswalk	1	
Apex (diagonal) curb ramp (either corner)	2	
Channelized right turn island	2	
Skewed crosswalk	7	

Pedestrian Signal Control (select all that apply)	Points	Score
Push button actuation required for WALK signal	4	4
Non-concurrent WALK interval	4	
Leading Pedestrian Interval (LPI) with parallel street green	8	
Timed for crossing to median island	8	

Vehicle Signal Control (select all that apply)	Points	Score
Right-Turn-On-Red permitted (on parallel street)	2	
Leading protected left-turn phase (on parallel street)	3	
Protected right turn phase / right turn overlap (on parallel street)	7	
Channelized right turn lane under signal control	8	

Off-Peak Traffic Presence - at least 2 vehicles present on parallel street (select one)	Points	Score
Constant (≥ 90 percent of ten cycles)	1	1
Heavy (70 - 80 percent)	2	
Moderate (50 - 60 percent)	3	
Light (30 - 40 percent)	4	
Occasional (< 30 percent)	5	
None (i.e., no through lanes present to create surge noise - e.g., stem of T-intersection)	6	

Distance to Alternative APS Crosswalk (select one)	Points	Score
< 300 ft	0	
< 650 ft (~ 1/8 mile)	1	
< 1300 ft (~ 1/4 mile)	2	
< 2600 ft (~ 1/2 mile)	3	
→ ≥ 2600 ft (~ 1/2 mile)	4	4

Pedestrian Pushbutton Location - either corner (select all that apply)	Points	Score
Located > 10 ft from curb	3	
Located > 5 ft from the CW extd.	3	

Requests for APS (select one)	Points	Score
No requests	0	
1 or more requests	6	6

**Other Crosswalk Level Issues**

Crosswalk Worksheet Score: (score from this page)	18
Intersection Worksheet Score: (score from intersection form)	14
<b>Total Crosswalk Score:</b> (add the two above scores)	<b>32</b>

**\*\* The accompanying instructions are essential for accurate completion of this form \*\***

### Crosswalk Worksheet

(Complete one sheet for each crosswalk)

Location: Crossing Benton Av on East Side of Washington Crosswalk Label: (B)

Crosswalk Width (select one)	Points	Score	Posted Speed Limit (select one)	Points	Score
< 40 ft	0		< 20 mph	0	
→ 40 - 59 ft <u>50'</u>	1	<u>1</u>	25 mph <u>25 mph</u>	1	<u>1</u>
60 - 79 ft	2		30 mph	2	
80 - 99 ft	3		35 mph	3	
100 - 119 ft	4		40 mph	4	
≥ 120 ft	5		≥ 45 mph	5	

Approach/Crosswalk Geometrics (select all that apply)	Points	Score
Curb radius > 25 ft (either corner)	1	
Islands or medians (painted, raised or cut-through)	1	
Transverse (cross) slope on crosswalk	1	
Apex (diagonal) curb ramp (either corner)	2	
Channelized right turn island	2	
Skewed crosswalk	7	

Pedestrian Signal Control (select all that apply)	Points	Score
Push button actuation required for WALK signal <u>WALK always comes up w/ Washington</u>	4	
Non-concurrent WALK interval	4	
Leading Pedestrian Interval (LPI) with parallel street green	8	
Timed for crossing to median island	8	

Vehicle Signal Control (select all that apply)	Points	Score
Right-Turn-On-Red permitted (on parallel street)	2	
Leading protected left-turn phase (on parallel street)	3	
Protected right turn phase / right turn overlap (on parallel street)	7	
Channelized right turn lane under signal control	8	

Off-Peak Traffic Presence - at least 2 vehicles present on parallel street (select one)	Points	Score
Constant (≥ 90 percent of ten cycles)	1	<u>1</u>
Heavy (70 - 80 percent)	2	
Moderate (50 - 60 percent)	3	
Light (30 - 40 percent)	4	
Occasional (< 30 percent)	5	
None (i.e., no through lanes present to create surge noise - e.g., stem of T-intersection)	6	

Distance to Alternative APS Crosswalk (select one)	Points	Score
< 300 ft	0	
< 650 ft (~ 1/8 mile)	1	
< 1300 ft (~ 1/4 mile)	2	
< 2600 ft (~ 1/2 mile)	3	
→ ≥ 2600 ft (~ 1/2 mile)	4	<u>4</u>

Pedestrian Pushbutton Location - either corner (select all that apply)	Points	Score
Located > 10 ft from curb	3	
Located > 5 ft from the CW extd.	3	

Requests for APS (select one)	Points	Score
No requests	0	
1 or more requests	6	<u>6</u>

Other Crosswalk Level Issues

**\*\* The accompanying instructions are essential for accurate completion of this form \*\***

Crosswalk Worksheet Score: (score from this page) 13

Intersection Worksheet Score: (score from intersection form) 14

Total Crosswalk Score: (add the two above scores) 27

### Crosswalk Worksheet

(Complete one sheet for each crosswalk)

Location: *Crossing Washington on the South Side of Benton* Crosswalk Label: *C*

Crosswalk Width (select one)	Points	Score	Posted Speed Limit (select one)	Points	Score
< 40 ft	0		< 20 mph	0	
40 - 59 ft	1		25 mph <i>25mph</i>	1	<i>1</i>
60 - 79 ft <i>60</i>	2	<i>2</i>	30 mph	2	
80 - 99 ft	3		35 mph	3	
100 - 119 ft	4		40 mph	4	
≥ 120 ft	5		≥ 45 mph	5	

Approach/Crosswalk Geometrics (select all that apply)	Points	Score
Curb radius > 25 ft (either corner)	1	
Islands or medians (painted, raised or cut-through)	1	
Transverse (cross) slope on crosswalk	1	
Apex (diagonal) curb ramp (either corner)	2	
Channelized right turn island	2	
Skewed crosswalk	7	

Pedestrian Signal Control (select all that apply)	Points	Score
Push button actuation required for WALK signal	4	<i>4</i>
Non-concurrent WALK interval	4	
Leading Pedestrian Interval (LPI) with parallel street green	8	
Timed for crossing to median island	8	

Vehicle Signal Control (select all that apply)	Points	Score
Right-Turn-On-Red permitted (on parallel street)	2	
Leading protected left-turn phase (on parallel street)	3	
Protected right turn phase / right turn overlap (on parallel street)	7	
Channelized right turn lane under signal control	8	

Off-Peak Traffic Presence - at least 2 vehicles present on parallel street (select one)	Points	Score
Constant (≥ 90 percent of ten cycles)	1	<i>1</i>
Heavy (70 - 80 percent)	2	
Moderate (50 - 60 percent)	3	
Light (30 - 40 percent)	4	
Occasional (< 30 percent)	5	
None (i.e., no through lanes present to create surge noise - e.g., stem of T-intersection)	6	

Distance to Alternative APS Crosswalk (select one)	Points	Score
< 300 ft	0	
< 650 ft (~ 1/8 mile)	1	
< 1300 ft (~ 1/4 mile)	2	
< 2600 ft (~ 1/2 mile)	3	
≥ 2600 ft (~ 1/2 mile)	4	<i>4</i>

Pedestrian Pushbutton Location - either corner (select all that apply)	Points	Score
Located > 10 ft from curb	3	
Located > 5 ft from the CW extd.	3	

Requests for APS (select one)	Points	Score
No requests	0	
1 or more requests	6	<i>6</i>

Other Crosswalk Level Issues

Crosswalk Worksheet Score: (score from this page)	<i>18</i>
Intersection Worksheet Score: (score from intersection form)	<i>14</i>
<b>Total Crosswalk Score:</b> (add the two above scores)	<b><i>32</i></b>

\*\* The accompanying instructions are essential for accurate completion of this form \*\*

## Crosswalk Worksheet

(Complete one sheet for each crosswalk)

Location: Crossing Benton Av on West Side of Washington Crosswalk Label: D

Crosswalk Width (select one)	Points	Score	Posted Speed Limit (select one)	Points	Score
< 40 ft	0		< 20 mph	0	
40 - 59 ft <u>51'</u>	1	<u>1</u>	25 mph <u>25 mph</u>	1	<u>1</u>
60 - 79 ft	2		30 mph	2	
80 - 99 ft	3		35 mph	3	
100 - 119 ft	4		40 mph	4	
≥ 120 ft	5		≥ 45 mph	5	

Approach/Crosswalk Geometrics (select all that apply)	Points	Score
Curb radius > 25 ft (either corner)	1	
Islands or medians (painted, raised or cut-through)	1	
Transverse (cross) slope on crosswalk	1	
Apex (diagonal) curb ramp (either corner)	2	
Channelized right turn island	2	
Skewed crosswalk	7	<u>7</u>

Pedestrian Signal Control (select all that apply)	Points	Score
Push button actuation required for WALK signal <u>WALK always comes up w/ Washington</u>	4	
Non-concurrent WALK interval	4	
Leading Pedestrian Interval (LPI) with parallel street green	8	
Timed for crossing to median island	8	

Vehicle Signal Control (select all that apply)	Points	Score
Right-Turn-On-Red permitted (on parallel street)	2	
Leading protected left-turn phase (on parallel street)	3	
Protected right turn phase / right turn overlap (on parallel street)	7	
Channelized right turn lane under signal control	8	

Off-Peak Traffic Presence - at least 2 vehicles present on parallel street (select one)	Points	Score
Constant (≥ 90 percent of ten cycles)	1	<u>1</u>
Heavy (70 - 80 percent)	2	
Moderate (50 - 60 percent)	3	
Light (30 - 40 percent)	4	
Occasional (< 30 percent)	5	
None (i.e., no through lanes present to create surge noise - e.g., stem of T-intersection)	6	

Distance to Alternative APS Crosswalk (select one)	Points	Score
< 300 ft	0	
< 650 ft (~ 1/8 mile)	1	
< 1300 ft (~ 1/4 mile)	2	
< 2600 ft (~ 1/2 mile)	3	
≥ 2600 ft (~ 1/2 mile)	4	<u>4</u>

Pedestrian Pushbutton Location - either corner (select all that apply)	Points	Score
Located > 10 ft from curb	3	
Located > 5 ft from the CW extd.	3	

Requests for APS (select one)	Points	Score
No requests	0	
1 or more requests	6	<u>6</u>

Other Crosswalk Level Issues

Crosswalk Worksheet Score: (score from this page)	<u>20</u>
Intersection Worksheet Score: (score from intersection form)	<u>14</u>
<b>Total Crosswalk Score:</b> (add the two above scores)	<b><u>34</u></b>

**\*\* The accompanying instructions are essential for accurate completion of this form \*\***

**Prioritization Tool for Installation of Accessible Pedestrian Signals  
Cover Sheet**

Location: Chicago + Washington

Evaluator: \_\_\_\_\_

Evaluation Date: \_\_\_\_\_

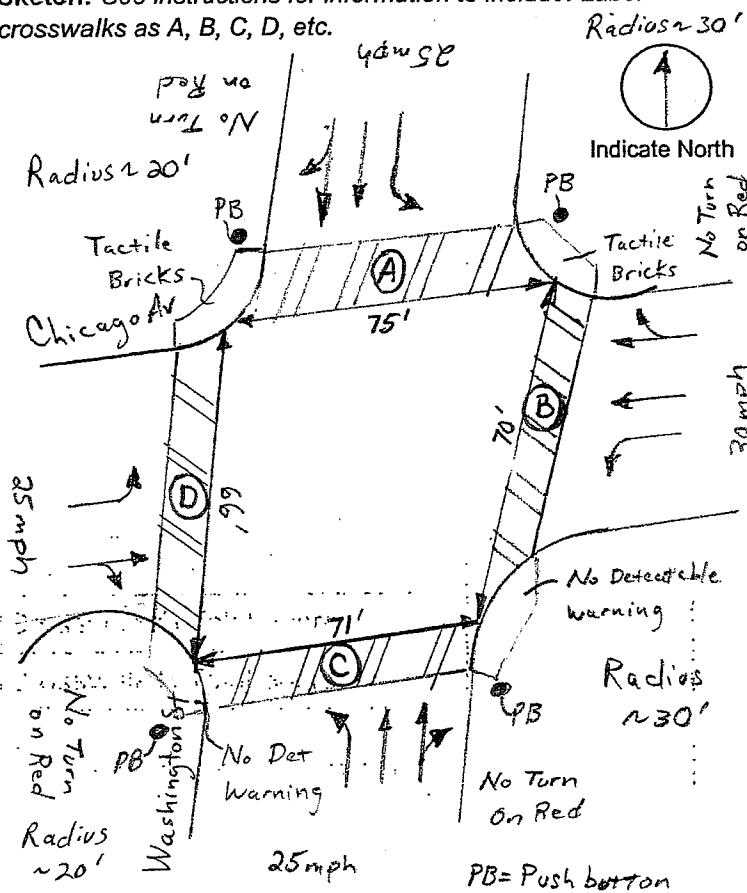
<b>Evaluation Summary</b>	
Enter total crosswalk score or N/A	
Crosswalk A Total Score:	33 N
Crosswalk B Total Score:	34 E
Crosswalk C Total Score:	33 S
Crosswalk D Total Score:	28 W
Crosswalk E Total Score:	
Crosswalk F Total Score:	
Crosswalk G Total Score:	
Crosswalk H Total Score:	

For each crosswalk, the total score is the intersection score added to the score from the individual crosswalk worksheet.

### Intersection Worksheet

**Location:** Chicago Avenue and Washington Street

**Sketch:** See instructions for information to include. Label crosswalks as A, B, C, D, etc.



Configuration (select one)	Points	Score
4-leg	0	0
4-leg offset	3	
3-leg (T or Y)	3	
5 or more legs	12	
Midblock location	14	

Signalization* (select one)	Points	Score
Pre-timed	0	
Actuated (semi or fully)	2	2
Split phasing	6	
Exclusive ped phase	8	

Transit Facilities within a block (~ 1/8 mile) of the intersection - all legs (select one)	Points	Score
No transit facilities	0	
Single bus route	1	
Multiple bus routes	3	3
Transit mall/rail station	5	

Distance to Facility for Visually Impaired (select one)	Points	Score
> 2600 ft (~1/2 mile)	0	
< 2600 ft (~1/2 mile)	4	4
< 1300 ft (~1/4 mile)	6	
< 650 ft (~1/8 mile)	8	
< 300 ft	10	

**Other Intersection Level Issues**

Adjacent PACE Bus Routes: 530, 677, 678, 680, 684, 686

Nearest Visually Impaired = Ecumenical Adult Care (~1,400 Feet)

Major Pedestrian = Fridenbogen Park Attraction (~200 Feet)

Distance to Major Pedestrian Attraction (select one)	Points	Score
> 2600 ft (~1/2 mile)	0	
< 2600 ft (~1/2 mile)	2	
< 1300 ft (~1/4 mile)	3	
< 650 ft (~1/8 mile)	4	
< 300 ft	5	5

\*\* Select the option with the highest point value that applies to the situation.

\*\* The accompanying instructions are essential for accurate completion of this form \*\*

Intersection Worksheet Score: (sum of scores on this page) **14**

Pedestrian Volumes:	Peak Hour	Total	Peak Hour Right Turn Volume
Crosswalk A	312	1813	SB 75
Crosswalk B	139	882	WB 139
Crosswalk C	47	300	NB 227
Crosswalk D	36	141	EB 43

## Crosswalk Worksheet

(Complete one sheet for each crosswalk)

Location: Crossing Washington St on the north side of Chicago Crosswalk Label: (A)

Crosswalk Width (select one)	Points	Score	Posted Speed Limit (select one)	Points	Score
< 40 ft	0		< 20 mph	0	
40 - 59 ft	1		25 mph <u>25mph</u>	1	1
→ 60 - 79 ft <u>75'</u>	2	2	30 mph	2	
80 - 99 ft	3		35 mph	3	
100- 119 ft	4		40 mph	4	
≥ 120 ft	5		> 45 mph	5	

Approach/Crosswalk Geometrics (select all that apply)	Points	Score
Curb radius > 25 ft (either corner) <u>NE Corner</u>	1	1
Islands or medians (painted, raised or cut-through)	1	
Transverse (cross) slope on crosswalk	1	
Apex (diagonal) curb ramp (either corner)	2	
Channelized right turn island	2	
Skewed crosswalk	7	

Pedestrian Signal Control (select all that apply)	Points	Score
Push button actuation required for WALK signal	4	4
Non-concurrent WALK interval	4	
Leading Pedestrian Interval (LPI) with parallel street green	8	
Timed for crossing to median island	8	

Vehicle Signal Control (select all that apply)	Points	Score
Right-Turn-On-Red permitted (on parallel street)	2	
Leading protected left-turn phase (on parallel street)	3	
Protected right turn phase / right turn overlap (on parallel street)	7	
Channelized right turn lane under signal control	8	

Off-Peak Traffic Presence - at least 2 vehicles present on parallel street (select one)	Points	Score
Constant (≥ 90 percent of ten cycles)	1	1
Heavy (70 - 80 percent)	2	
Moderate (50 - 60 percent)	3	
Light (30 - 40 percent)	4	
Occasional (< 30 percent)	5	
None (i.e., no through lanes present to create surge noise - e.g., stem of T-intersection)	6	

Distance to Alternative APS Crosswalk (select one)	Points	Score
< 300 ft	0	
< 650 ft (~ 1/8 mile)	1	
< 1300 ft (~ 1/4 mile)	2	
< 2600 ft (~ 1/2 mile)	3	
→ ≥ 2600 ft (~ 1/2 mile)	4	4

Pedestrian Pushbutton Location - either corner (select all that apply)	Points	Score
Located > 10 ft from curb	3	
Located > 5 ft from the CW extd.	3	

Requests for APS (select one)	Points	Score
No requests	0	
1 or more requests	6	6

Other Crosswalk Level Issues

**\*\* The accompanying instructions are essential for accurate completion of this form \*\***

Crosswalk Worksheet Score: 19  
(score from this page)

Intersection Worksheet Score: 14  
(score from intersection form)

Total Crosswalk Score: 33  
(add the two above scores)

## Crosswalk Worksheet

(Complete one sheet for each crosswalk)

Location: Crossing Chicago Av on east side of Washington St Crosswalk Label: (B)

Crosswalk Width (select one)	Points	Score	Posted Speed Limit (select one)	Points	Score
< 40 ft	0		< 20 mph	0	
40 - 59 ft	1		25 mph	1	
→ 60 - 79 ft <u>70'</u>	2	<u>2</u>	30 mph <u>30 mph</u>	2	<u>2</u>
80 - 99 ft	3		35 mph	3	
100- 119 ft	4		40 mph	4	
≥ 120 ft	5		≥ 45 mph	5	

Approach/Crosswalk Geometrics (select all that apply)	Points	Score
Curb radius > 25 ft (either corner) <u>NE + SE Corners</u>	1	<u>1</u>
Islands or medians (painted, raised or cut-through)	1	
Transverse (cross) slope on crosswalk	1	
Apex (diagonal) curb ramp (either corner)	2	
Channelized right turn island	2	
Skewed crosswalk	7	

Pedestrian Signal Control (select all that apply)	Points	Score
Push button actuation required for WALK signal <u>Not required for North/South crosswalks</u>	4	<u>4</u>
Non-concurrent WALK interval	4	
Leading Pedestrian Interval (LPI) with parallel street green	8	
Timed for crossing to median island	8	

Vehicle Signal Control (select all that apply)	Points	Score
Right-Turn-On-Red permitted (on parallel street)	2	
Leading protected left-turn phase (on parallel street)	3	
Protected right turn phase / right turn overlap (on parallel street)	7	
Channelized right turn lane under signal control	8	

Off-Peak Traffic Presence - at least 2 vehicles present on parallel street (select one)	Points	Score
Constant (≥ 90 percent of ten cycles)	1	<u>1</u>
Heavy (70 - 80 percent)	2	
Moderate (50 - 60 percent)	3	
Light (30 - 40 percent)	4	
Occasional (< 30 percent)	5	
None (i.e., no through lanes present to create surge noise - e.g., stem of T-intersection)	6	

Distance to Alternative APS Crosswalk (select one)	Points	Score
< 300 ft	0	
< 650 ft (~ 1/8 mile)	1	
< 1300 ft (~ 1/4 mile)	2	
< 2600 ft (~ 1/2 mile)	3	
→ ≥ 2600 ft (~ 1/2 mile)	4	<u>4</u>

Pedestrian Pushbutton Location - either corner (select all that apply)	Points	Score
Located > 10 ft from curb	3	
Located > 5 ft from the CW extd.	3	

Requests for APS (select one)	Points	Score
No requests	0	
1 or more requests	6	<u>6</u>

Other Crosswalk Level Issues

Crosswalk Worksheet Score: (score from this page)	<u>20</u>
Intersection Worksheet Score: (score from intersection form)	<u>14</u>
<b>Total Crosswalk Score:</b> (add the two above scores)	<b><u>34</u></b>

**\*\* The accompanying instructions are essential for accurate completion of this form \*\***

## Crosswalk Worksheet

(Complete one sheet for each crosswalk)

Location: Crossing Washington St on the south side of Chicago Crosswalk Label: (C)

Crosswalk Width (select one)	Points	Score	Posted Speed Limit (select one)	Points	Score
< 40 ft	0		< 20 mph	0	
40 - 59 ft	1		25 mph <u>25 mph</u>	1	1
→ 60 - 79 ft <u>71'</u>	2	2	30 mph	2	
80 - 99 ft	3		35 mph	3	
100- 119 ft	4		40 mph	4	
≥ 120 ft	5		≥ 45 mph	5	

Approach/Crosswalk Geometrics (select all that apply)	Points	Score
Curb radius > 25 ft (either corner) <u>SE Corner</u>	1	1
Islands or medians (painted, raised or cut-through)	1	
Transverse (cross) slope on crosswalk	1	
Apex (diagonal) curb ramp (either corner)	2	
Channelized right turn island	2	
Skewed crosswalk	7	

Pedestrian Signal Control (select all that apply)	Points	Score
Push button actuation required for WALK signal	4	4
Non-concurrent WALK interval	4	
Leading Pedestrian Interval (LPI) with parallel street green	8	
Timed for crossing to median island	8	

Vehicle Signal Control (select all that apply)	Points	Score
Right-Turn-On-Red permitted (on parallel street)	2	
Leading protected left-turn phase (on parallel street)	3	
Protected right turn phase / right turn overlap (on parallel street)	7	
Channelized right turn lane under signal control	8	

Off-Peak Traffic Presence - at least 2 vehicles present on parallel street (select one)	Points	Score
Constant (≥ 90 percent of ten cycles)	1	1
Heavy (70 - 80 percent)	2	
Moderate (50 - 60 percent)	3	
Light (30 - 40 percent)	4	
Occasional (< 30 percent)	5	
None (i.e., no through lanes present to create surge noise - e.g., stem of T-intersection)	6	

Distance to Alternative APS Crosswalk (select one)	Points	Score
< 300 ft	0	
< 650 ft (~ 1/8 mile)	1	
< 1300 ft (~ 1/4 mile)	2	
< 2600 ft (~ 1/2 mile)	3	
→ > 2600 ft (~ 1/2 mile)	4	4

Pedestrian Pushbutton Location - either corner (select all that apply)	Points	Score
Located > 10 ft from curb	3	
Located > 5 ft from the CW extd.	3	

Requests for APS (select one)	Points	Score
No requests	0	
1 or more requests	6	6

Other Crosswalk Level Issues

Crosswalk Worksheet Score: (score from this page)	19
Intersection Worksheet Score: (score from intersection form)	14
<b>Total Crosswalk Score:</b> (add the two above scores)	<b>33</b>

**\*\* The accompanying instructions are essential for accurate completion of this form \*\***

## Crosswalk Worksheet

(Complete one sheet for each crosswalk)

Location: Crossing Chicago Av on the east side of Washington Crosswalk Label: (D)

Crosswalk Width (select one)	Points	Score	Posted Speed Limit (select one)	Points	Score
< 40 ft	0		< 20 mph	0	
40 - 59 ft	1		25 mph <u>25 mph</u>	1	1
60 - 79 ft <u>66'</u>	2	2	30 mph	2	
80 - 99 ft	3		35 mph	3	
100 - 119 ft	4		40 mph	4	
≥ 120 ft	5		≥ 45 mph	5	

Approach/Crosswalk Geometrics (select all that apply)	Points	Score
Curb radius > 25 ft (either corner)	1	
Islands or medians (painted, raised or cut-through)	1	
Transverse (cross) slope on crosswalk	1	
Apex (diagonal) curb ramp (either corner)	2	
Channelized right turn island	2	
Skewed crosswalk	7	

Pedestrian Signal Control (select all that apply)	Points	Score
Push button actuation required for WALK signal <u>Not required for North/South</u>	4	
Non-concurrent WALK interval	4	
Leading Pedestrian Interval (LPI) with parallel street green	8	
Timed for crossing to median island	8	

Vehicle Signal Control (select all that apply)	Points	Score
Right-Turn-On-Red permitted (on parallel street)	2	
Leading protected left-turn phase (on parallel street)	3	
Protected right turn phase / right turn overlap (on parallel street)	7	
Channelized right turn lane under signal control	8	

Off-Peak Traffic Presence - at least 2 vehicles present on parallel street (select one)	Points	Score
Constant (≥ 90 percent of ten cycles)	1	1
Heavy (70 - 80 percent)	2	
Moderate (50 - 60 percent)	3	
Light (30 - 40 percent)	4	
Occasional (< 30 percent)	5	
None (i.e., no through lanes present to create surge noise - e.g., stem of T-intersection)	6	

Distance to Alternative APS Crosswalk (select one)	Points	Score
< 300 ft	0	
< 650 ft (~ 1/8 mile)	1	
< 1300 ft (~ 1/4 mile)	2	
< 2600 ft (~ 1/2 mile)	3	
≥ 2600 ft (~ 1/2 mile)	4	4

Pedestrian Pushbutton Location - either corner (select all that apply)	Points	Score
Located > 10 ft from curb	3	
Located > 5 ft from the CW extd.	3	

Requests for APS (select one)	Points	Score
No requests	0	
1 or more requests	6	6

**Other Crosswalk Level Issues**

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**\*\* The accompanying instructions are essential for accurate completion of this form \*\***

**Crosswalk Worksheet Score:**  
 (score from this page) 14

**Intersection Worksheet Score:**  
 (score from intersection form) 14

**Total Crosswalk Score:**  
 (add the two above scores) 28

**Prioritization Tool for Installation of Accessible Pedestrian Signals  
Cover Sheet**

Location: Jefferson Ave and Washington St

Evaluator: \_\_\_\_\_

Evaluation Date: \_\_\_\_\_

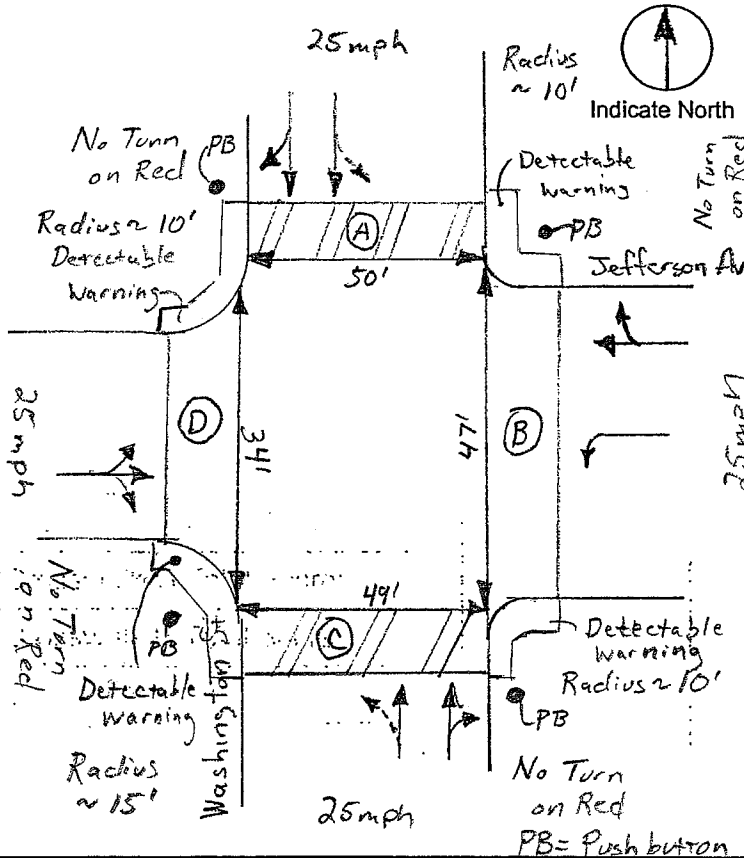
<b>Evaluation Summary</b>	
Enter total crosswalk score or N/A	
Crosswalk A Total Score:	31 N
Crosswalk B Total Score:	27 E
Crosswalk C Total Score:	31 S
Crosswalk D Total Score:	26 W
Crosswalk E Total Score:	
Crosswalk F Total Score:	
Crosswalk G Total Score:	
Crosswalk H Total Score:	

For each crosswalk, the total score is the intersection score added to the score from the individual crosswalk worksheet.

## Intersection Worksheet

**Location:** *Jefferson Avenue and Washington Street*

**Sketch:** See instructions for information to include. Label crosswalks as A, B, C, D, etc.



Configuration (select one)	Points	Score
4-leg	0	0
4-leg offset	3	
3-leg (T or Y)	3	
5 or more legs	12	
Midblock location	14	

Signalization* (select one)	Points	Score
Pre-timed	0	
Actuated (semi or fully) (Semi)	2	2
Split phasing	6	
Exclusive ped phase	8	

Transit Facilities within a block (~ 1/8 mile) of the intersection - all legs (select one)	Points	Score
No transit facilities	0	
Single bus route	1	
Multiple bus routes	3	3
Transit mall/rail station	5	

Distance to Facility for Visually Impaired (select one)	Points	Score
> 2600 ft (~1/2 mile)	0	
< 2600 ft (~1/2 mile)	4	4
< 1300 ft (~1/4 mile)	6	
< 650 ft (~1/8 mile)	8	
< 300 ft	10	

**Other Intersection Level Issues**

Adjacent PACE Bus Routes: 530, 677, 678, 680, 684, 686

Nearest Visually Impaired Facility = Ecumenical Adult Care (~1,400 Feet) (305 W. Jackson Ave)

Major Pedestrian Attraction - Central Park (~290 feet)

Distance to Major Pedestrian Attraction (select one)	Points	Score
> 2600 ft (~1/2 mile)	0	
< 2600 ft (~1/2 mile)	2	
< 1300 ft (~1/4 mile)	3	
< 650 ft (~1/8 mile)	4	
< 300 ft	5	5

\*\* Select the option with the highest point value that applies to the situation.

\*\* The accompanying instructions are essential for accurate completion of this form \*\*

Intersection Worksheet Score: (sum of scores on this page) **14**

Pedestrian Volumes:	Peak Hour
Crosswalk A	312
Crosswalk B	145
Crosswalk C	235
Crosswalk D	106

Total	Peak Hour Right Turn Volumes
1621	SB 44
737	NB 139
553	NB 117
431	EB 143

## Crosswalk Worksheet

(Complete one sheet for each crosswalk)

Location: <u>Crossing Washington on the North side of Jefferson</u>			Crosswalk Label: <u>(A)</u>		
Crosswalk Width (select one)	Points	Score	Posted Speed Limit (select one)	Points	Score
< 40 ft	0		< 20 mph	0	
40 - 59 ft <u>50'</u>	1	<u>1</u>	25 mph <u>25 mph</u>	1	<u>1</u>
60 - 79 ft <u>60'</u>	2		30 mph	2	
80 - 99 ft	3		35 mph	3	
100- 119 ft	4		40 mph	4	
> 120 ft	5		> 45 mph	5	

Approach/Crosswalk Geometrics (select all that apply)	Points	Score
Curb radius > 25 ft (either corner)	1	
Islands or medians (painted, raised or cut-through)	1	
Transverse (cross) slope on crosswalk	1	
Apex (diagonal) curb ramp (either corner)	2	
Channelized right turn island	2	
Skewed crosswalk	7	

Pedestrian Signal Control (select all that apply)	Points	Score
Push button actuation required for WALK signal	4	<u>4</u>
Non-concurrent WALK interval	4	
Leading Pedestrian Interval (LPI) with parallel street green	8	
Timed for crossing to median island	8	

Vehicle Signal Control (select all that apply)	Points	Score
Right-Turn-On-Red permitted (on parallel street)	2	
Leading protected left-turn phase (on parallel street)	3	
Protected right turn phase / right turn overlap (on parallel street)	7	
Channelized right turn lane under signal control	8	

Off-Peak Traffic Presence - at least 2 vehicles present on parallel street (select one)	Points	Score
Constant (≥ 90 percent of ten cycles)	1	<u>1</u>
Heavy (70 - 80 percent)	2	
Moderate (50 - 60 percent)	3	
Light (30 - 40 percent)	4	
Occasional (< 30 percent)	5	
None (i.e., no through lanes present to create surge noise - e.g., stem of T-intersection)	6	

Distance to Alternative APS Crosswalk (select one)	Points	Score
< 300 ft	0	
< 650 ft (~ 1/8 mile)	1	
< 1300 ft (~ 1/4 mile)	2	
< 2600 ft (~ 1/2 mile)	3	
≥ 2600 ft (~ 1/2 mile)	4	<u>4</u>

Pedestrian Pushbutton Location - either corner (select all that apply)	Points	Score
Located > 10 ft from curb	3	
Located > 5 ft from the CW extd.	3	

Requests for APS (select one)	Points	Score
No requests	0	
1 or more requests	6	<u>6</u>

Other Crosswalk Level Issues

Crosswalk Worksheet Score: (score from this page)	<u>17</u>
Intersection Worksheet Score: (score from intersection form)	<u>14</u>
<b>Total Crosswalk Score:</b> (add the two above scores)	<b><u>31</u></b>

**\*\* The accompanying instructions are essential for accurate completion of this form \*\***

## Crosswalk Worksheet

(Complete one sheet for each crosswalk)

Location: Crossing Jefferson on the east side of Washington Crosswalk Label: (B)

Crosswalk Width (select one)	Points	Score	Posted Speed Limit (select one)	Points	Score
< 40 ft	0		< 20 mph	0	
→ 40 - 59 ft <u>47'</u>	1	<u>1</u>	25 mph <u>25 mph</u>	1	<u>1</u>
60 - 79 ft	2		30 mph	2	
80 - 99 ft	3		35 mph	3	
100 - 119 ft	4		40 mph	4	
≥ 120 ft	5		≥ 45 mph	5	

Approach/Crosswalk Geometrics (select all that apply)	Points	Score
Curb radius > 25 ft (either corner)	1	
Islands or medians (painted, raised or cut-through)	1	
Transverse (cross) slope on crosswalk	1	
Apex (diagonal) curb ramp (either corner)	2	
Channelized right turn island	2	
Skewed crosswalk	7	

Pedestrian Signal Control (select all that apply)	Points	Score
Push button actuation required for WALK signal <u>Not required for North/South crosswalks</u>	4	
Non-concurrent WALK interval	4	
Leading Pedestrian Interval (LPI) with parallel street green	8	
Timed for crossing to median island	8	

Vehicle Signal Control (select all that apply)	Points	Score
Right-Turn-On-Red permitted (on parallel street)	2	
Leading protected left-turn phase (on parallel street)	3	
Protected right turn phase / right turn overlap (on parallel street)	7	
Channelized right turn lane under signal control	8	

Off-Peak Traffic Presence - at least 2 vehicles present on parallel street (select one)	Points	Score
Constant (> 90 percent of ten cycles)	1	<u>1</u>
Heavy (70 - 80 percent)	2	
Moderate (50 - 60 percent)	3	
Light (30 - 40 percent)	4	
Occasional (< 30 percent)	5	
None (i.e., no through lanes present to create surge noise - e.g., stem of T-intersection)	6	

Distance to Alternative APS Crosswalk (select one)	Points	Score
< 300 ft	0	
< 650 ft (~ 1/8 mile)	1	
< 1300 ft (~ 1/4 mile)	2	
< 2600 ft (~ 1/2 mile)	3	
→ ≥ 2600 ft (~ 1/2 mile)	4	<u>4</u>

Pedestrian Pushbutton Location - either corner (select all that apply)	Points	Score
Located > 10 ft from curb	3	
Located > 5 ft from the CW extd.	3	

Requests for APS (select one)	Points	Score
No requests	0	
1 or more requests	6	<u>6</u>

Other Crosswalk Level Issues

**\*\* The accompanying instructions are essential for accurate completion of this form \*\***

Crosswalk Worksheet Score: (score from this page)	<u>13</u>
Intersection Worksheet Score: (score from intersection form)	<u>14</u>
<b>Total Crosswalk Score:</b> (add the two above scores)	<b><u>27</u></b>

## Crosswalk Worksheet

(Complete one sheet for each crosswalk)

Location: Crossing Washington St on the south side of Jefferson Crosswalk Label: (C)

Crosswalk Width (select one)	Points	Score	Posted Speed Limit (select one)	Points	Score
< 40 ft	0		< 20 mph	0	
→ 40 - 59 ft <u>491</u>	1	<u>1</u>	25 mph <u>25 mph</u>	1	<u>1</u> ←
60 - 79 ft	2		30 mph	2	
80 - 99 ft	3		35 mph	3	
100- 119 ft	4		40 mph	4	
≥ 120 ft	5		≥ 45 mph	5	

Approach/Crosswalk Geometrics (select all that apply)	Points	Score
Curb radius > 25 ft (either corner)	1	
Islands or medians (painted, raised or cut-through)	1	
Transverse (cross) slope on crosswalk	1	
Apex (diagonal) curb ramp (either corner)	2	
Channelized right turn island	2	
Skewed crosswalk	7	

Pedestrian Signal Control (select all that apply)	Points	Score
Push button actuation required for WALK signal	4	<u>4</u> ←
Non-concurrent WALK interval	4	
Leading Pedestrian Interval (LPI) with parallel street green	8	
Timed for crossing to median island	8	

Vehicle Signal Control (select all that apply)	Points	Score
Right-Turn-On-Red permitted (on parallel street)	2	
Leading protected left-turn phase (on parallel street)	3	
Protected right turn phase / right turn overlap (on parallel street)	7	
Channelized right turn lane under signal control	8	

Off-Peak Traffic Presence - at least 2 vehicles present on parallel street (select one)	Points	Score
Constant (≥ 90 percent of ten cycles)	1	<u>1</u> ←
Heavy (70 - 80 percent)	2	
Moderate (50 - 60 percent)	3	
Light (30 - 40 percent)	4	
Occasional (< 30 percent)	5	
None (i.e., no through lanes present to create surge noise - e.g., stem of T-intersection)	6	

Distance to Alternative APS Crosswalk (select one)	Points	Score
< 300 ft	0	
< 650 ft (~ 1/8 mile)	1	
< 1300 ft (~ 1/4 mile)	2	
< 2600 ft (~ 1/2 mile)	3	
→ ≥ 2600 ft (~ 1/2 mile)	4	<u>4</u>

Pedestrian Pushbutton Location - either corner (select all that apply)	Points	Score
Located > 10 ft from curb	3	
Located > 5 ft from the CW extd.	3	

Requests for APS (select one)	Points	Score
No requests	0	
1 or more requests	6	<u>6</u> ←

Other Crosswalk Level Issues

**\*\* The accompanying instructions are essential for accurate completion of this form \*\***

Crosswalk Worksheet Score: (score from this page)	<u>17</u>
Intersection Worksheet Score: (score from intersection form)	<u>14</u>
<b>Total Crosswalk Score:</b> (add the two above scores)	<b><u>31</u></b>

## Crosswalk Worksheet

(Complete one sheet for each crosswalk)

Location: Crossing Jefferson Ave on the west side of Washington Crosswalk Label: (D)

Crosswalk Width (select one)	Points	Score	Posted Speed Limit (select one)	Points	Score
< 40 ft <span style="margin-left: 50px;"><u>34'</u></span>	0	0	< 20 mph	0	
40 - 59 ft	1		25 mph <span style="margin-left: 20px;"><u>25 mph</u></span>	1	1
60 - 79 ft	2		30 mph	2	
80 - 99 ft	3		35 mph	3	
100 - 119 ft	4		40 mph	4	
≥ 120 ft	5		≥ 45 mph	5	

Approach/Crosswalk Geometrics (select all that apply)	Points	Score
Curb radius > 25 ft (either corner)	1	
Islands or medians (painted, raised or cut-through)	1	
Transverse (cross) slope on crosswalk	1	
Apex (diagonal) curb ramp (either corner)	2	
Channelized right turn island	2	
Skewed crosswalk	7	

Pedestrian Signal Control (select all that apply)	Points	Score
Push button actuation required for WALK signal <span style="margin-left: 20px;"><u>Not required for North/South crosswalks</u></span>	4	
Non-concurrent WALK interval	4	
Leading Pedestrian Interval (LPI) with parallel street green	8	
Timed for crossing to median island	8	

Vehicle Signal Control (select all that apply)	Points	Score
Right-Turn-On-Red permitted (on parallel street)	2	
Leading protected left-turn phase (on parallel street)	3	
Protected right turn phase / right turn overlap (on parallel street)	7	
Channelized right turn lane under signal control	8	

Off-Peak Traffic Presence - at least 2 vehicles present on parallel street (select one)	Points	Score
Constant (≥ 90 percent of ten cycles)	1	1
Heavy (70 - 80 percent)	2	
Moderate (50 - 60 percent)	3	
Light (30 - 40 percent)	4	
Occasional (< 30 percent)	5	
None (i.e., no through lanes present to create surge noise - e.g., stem of T-intersection)	6	

Distance to Alternative APS Crosswalk (select one)	Points	Score
< 300 ft	0	
< 650 ft (~ 1/8 mile)	1	
< 1300 ft (~ 1/4 mile)	2	
< 2600 ft (~ 1/2 mile)	3	
≥ 2600 ft (~ 1/2 mile)	4	4

Pedestrian Pushbutton Location - either corner (select all that apply)	Points	Score
Located > 10 ft from curb	3	
Located > 5 ft from the CW extd.	3	

Requests for APS (select one)	Points	Score
No requests	0	
1 or more requests	6	6

**Other Crosswalk Level Issues**

Crosswalk Worksheet Score: (score from this page)	12
Intersection Worksheet Score: (score from intersection form)	14
<b>Total Crosswalk Score:</b> (add the two above scores)	<b>26</b>

**\*\* The accompanying instructions are essential for accurate completion of this form \*\***



# Naperville

## TRANSPORTATION ADVISORY BOARD AGENDA ITEM

**AGENDA DATE:** 4/9/2011

**SUBJECT:** FY11-12 Bicycle and Pedestrian Work Program

**ACTION REQUESTED:** Approve the FY11-12 Bicycle and Pedestrian Work Program.

**PREPARED BY:** Jennifer Louden, Project Engineer

### **ACTION PREVIOUSLY TAKEN:**

Date	Item No.	Action

### **BACKGROUND:**

The FY11-12 Bicycle and Pedestrian Work Program outlines projects that the Bicycle and Pedestrian Advisory Committee will assist staff with or will be requested to provide input on during the upcoming year.

### **DISCUSSION:**

The following projects and tasks are identified in the FY11-12 Bicycle and Pedestrian Work Program:

#### **Annual Sidewalk Program**

This project is identified as CS006 in the CIP. The purpose of the project is to provide new public sidewalk to fill gaps along arterial and collector roadways and on school walk routes. Each year city staff evaluates the existing gaps and constructs sidewalks in the locations that receive the highest priority.

#### **Bike Education and Encouragement**

Bike Education and Encouragement is an ongoing activity from previous years. City staff and BPAC will pursue opportunities to educate residents and encourage cycling. Promoting safe practices for both bicyclist and motorists will be a focus of the activities. Tasks may include participating in Bike Month events and publishing educational messages.

### Bikeway System Maintenance Plan

The Bikeway System Maintenance Plan project began during FY10-11 to prepare a plan and timeline for conducting pavement maintenance of the city's shared-use paths. Funding for maintenance is included in the Capital Improvement Program (CIP) under project MP016 beginning in FY13-14. During FY10-11 staff created an inventory of all off-street facilities within the Naperville bikeway system to identify segments that are owned and/or maintained by the city, researched pavement maintenance techniques for paths and developed preliminary cost estimates. During FY11-12 city staff will complete the project by developing criteria for assessing the condition of the paths, conducting the assessments, developing detailed cost estimates and establishing the maintenance timeline for each segment.

### Naperville Biking Map & Guide

The Naperville Biking Map & Guide will be reprinted during FY10-11. During FY11-12 the map will be available for distribution and staff will promote the availability of the printed copies.

### Path Crossing Signage and Markings

City staff regularly receives requests from residents to provide enhanced signage and pavement markings at locations where shared-use paths cross roadways at uncontrolled locations, such as mid-block crossings. Staff will develop a practice for the installation of signage and markings at these locations to ensure that the requests are addressed in a consistent manner and that any available resources for signage and markings are implemented appropriately. During FY11-12 all existing crossings will be identified and categorized, existing measures will be inventoried and the practice will be established.

### Washington Street Pedestrian Bridge over the DuPage River

This project is identified as BR007 in the CIP. The existing Washington Street roadway bridge over the DuPage River, located between Ring Road and Naper Boulevard, does not have pedestrian accommodations. The city has received numerous requests from residents to improve this structure to incorporate pedestrian walkways. Possible solutions include widening the existing structure to add sidewalks or constructing a new pedestrian structure adjacent to the existing roadway bridge. City staff will conduct a feasibility study during FY11-12 to determine the scope and funding needs for the project. Following completion of the study, the city will seek federal funding opportunities to complete the project.

The Bicycle and Pedestrian Advisory Committee reviewed and approved the FY11-12 Bicycle and Pedestrian Work Program on February 22, 2011.

### **RECOMMENDATION:**

Approve the FY11-12 Bicycle and Pedestrian Work Program.

### **ATTACHMENTS:**

1. FY11-12 Bicycle and Pedestrian Work Program

Cc: Bicycle and Pedestrian Advisory Committee (no attachment)

**Bicycle and Pedestrian Work Program  
FY11-12**

<b>PROJECT NAME</b>	<b>DESCRIPTION</b>	<b>PROJECT TASKS (May 2011-April 2012)</b>	<b>REQUIRED RESOURCES (STAFF, FUNDING)</b>
Annual Sidewalk Program	Installation of new sidewalk to complete gaps within the sidewalk network.	Prioritize gap locations and install new sidewalk.	TED staff will lead this project.  Funding is included in the CIP under project CS006.
Bike Education and Encouragement	Pursue opportunities to educate residents, encourage bicycling, and promote safety.	Coordinate with DuPage County on Bike to Metra events, promote Bike Month in June, and work with BPAC to promote biking and walking through educational messages.	TED staff will lead this project.  No special funding needs are anticipated.
Bikeway System Maintenance Plan	Develop a plan and timeline for including trail maintenance in the Capital Improvement Program.	Complete system inventory, develop condition assessment criteria, conduct condition assessments, and develop detailed cost estimates and maintenance timeline.	TED staff will lead this project.  The Bikeway System Maintenance Program is included in the CIP as project MP106.
Naperville Biking Map & Guide	Distribute the Naperville Biking Map & Guide.	Distribute map to public and promote availability.	TED staff will lead this project.  No special funding needs are anticipated.
Path Crossing Signage and Markings	Develop a practice for the installation of signage and markings where paths cross roadways.	Identify uncontrolled path crossing locations, inventory existing signage and markings, categorize crossing types, and develop a policy.	TED staff will lead this project.  No special funding needs are anticipated.
Washington Street Pedestrian Bridge over the DuPage River	Installation of pedestrian accommodations along Washington Street over the DuPage River between Naper Boulevard and Ring Road.	Conduct a feasibility study.	TED staff will lead this project.  Funding is included in the CIP under project BR007.

**CITY OF NAPERVILLE  
MEMORANDUM**

**DATE:** May 9, 2010

**TO:** Bicycle and Pedestrian Advisory Committee

**THROUGH:** Bill Novack, Engineering Team Leader  
Karyn Robles, Planning and Transportation Team Leader  
Bob Kozurek, Engineering Services Manager

**FROM:** Rory Fancler, Project Manager  
Sean Marquez, Project Engineer

**SUBJECT:** 2012 Annual New Sidewalk Program

**ACTION REQUESTED:**

Approve the recommendation establishing the 2012 Annual New Sidewalk Program.

**BACKGROUND:**

On January 6, 2004, City Council approved the Comprehensive Sidewalk Policy, a policy and guideline for sidewalk installations and maintenance within Naperville's corporate boundaries. The policy assists City Council, the Transportation Advisory Board (TAB), staff and residents by clearly defining the city's policies and practices for sidewalk installations.

The policy established the Annual New Sidewalk Program to programmatically install sidewalk in identified gap locations. Each year, a list of selected gap locations is presented to TAB and City Council for inclusion in the following year's construction program. Since 2004, sidewalk has been installed in 68 gap locations, totaling approximately 10.2 miles<sup>1</sup>.

Based on an inventory of existing sidewalk gaps throughout the city, the following gaps remain uninstalled and planned for future construction programs.

	<b>Number of Sidewalk Gaps</b>	<b>Total Length of Sidewalk Gaps (approx.)</b>
Arterial Roadways	59	24 miles
Non-Arterial Roadways	309	40 miles
Total	368	64 miles

The approximately 64 miles of sidewalk gaps will be installed incrementally based upon the annual budget allocation for the sidewalk program and a priority system.

**DISCUSSION:**

In preparation for the 2012 Annual New Sidewalk Program, city staff comprehensively evaluated the sidewalk gap inventory based on the priority system. The priority system phases installation of sidewalk based on public safety, proximity to schools, linkages to the existing pedestrian network, roadway classification, project coordination opportunities, and public input. An overview of the priority system used to determine the sidewalk gaps recommended for installation in FY 2012-2013 is provided in Attachment 1.

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<sup>1</sup> Includes locations to be installed summer 2011.

In addition, the geographic distribution of sidewalk gaps throughout the city was also considered. The highest concentration of sidewalk gaps is located in three subdivisions: Naperville Heights, East Highlands and Laird Woods<sup>2</sup>. In order to programmatically install sidewalk in Naperville Heights, East Highlands and Laird Woods, and address sidewalk gaps throughout the city, a higher percentage of the FY12-13 budget was allocated to the three subdivisions.

FY 12-13 Annual New Sidewalk Program Budget

In 2008, the City Council raised the funding level for the Annual New Sidewalk Program to \$300,000 annually. However, due to fiscal constraints, the funding level was reduced to \$150,000 for FY09-10 through FY11-12. The city’s Five-Year (2011-2015) Capital Improvements Program (CIP) includes \$300,000 for the Annual New Sidewalk Program for FY12-13. In advance of the City Council’s review of the FY12-13 budget, staff recommends the 2012 Annual New Sidewalk Program include sidewalk gap locations totaling \$300,000, listed as Program A and Program B below.

The recommended increased funding level supports the city’s Comprehensive Transportation Plan, Comprehensive Sidewalk Policy and the Annual New Sidewalk Program, which seek to enhance transportation mobility throughout the city. Based on a review of the 368 identified sidewalk gaps, it is estimated to cost \$12.6 million to install sidewalk in these locations. With an annual contribution of \$150,000, it would take approximately 84 years to install sidewalk in the 368 identified gap locations. As such, staff recommends an annual contribution of \$300,000 for the Annual New Sidewalk Program in order to accelerate the installation of sidewalk and complete the city’s pedestrian network in a more efficient manner. In the event \$300,000 is not approved in the FY12-13 budget, staff recommends the sidewalk gap locations identified as Program A below, which total approximately \$164,000.

2012 Annual New Sidewalk Program Recommendation

Based on the priority system and funding distribution for the sidewalk gap program, the 2012 Annual New Sidewalk Program recommendation was developed for public review and comment. The recommended 2012 Annual New Sidewalk Program is listed below; a map of the locations is provided as Attachment 2.

No.	Street Name	Side of Street	Gap Segment	Location
<b>Program A</b>				
1.	Ewing St. <sup>3</sup>	West	Van Buren Av. to Benton Av.	Laird Woods
2.	Willow Rd. <sup>3</sup>	East	Maple Ln. to Hillside Rd.	East Highlands
3.	Wright St. <sup>3</sup>	East	Hillside Rd. to Prairie Av.	East Highlands
4.	13th Av. <sup>3</sup>	South	Eagle St. to Washington St.	Naperville Heights
5.	Main St. <sup>3</sup>	East	14th Av. to 12th Av.	Naperville Heights
6.	Main St. <sup>3</sup>	East	14th Av. to Dead End	Naperville Heights
7.	Burlington Av.	South	East Av. to east of East Av.	Other Non-Arterial
8.	East Av.	East	Burlington Av. to Murdstone Dr.	Other Non-Arterial
9.	Book Rd.	East	South of Clearwater Ln. to 111th St.	Arterial

<sup>2</sup> Approximately 75 percent of the sidewalk gaps located within one quarter mile of a school are located in these subdivisions.

<sup>3</sup> Indicates this location is eligible for Illinois Safe Routes to School (SRTS) Program funding.

<b>Program B</b>				
1.	West St.	West	Benton Av. to Douglas Av.	Laird Woods
2.	Ewing St.	West	Spring Av. to Douglas Av. alley	Laird Woods
3.	Ewing St.	West	Franklin Av. to Douglas Av.	Laird Woods
4.	Melody Ln. <sup>3</sup>	West	Franklin Av. to Douglas Av.	East Highlands
5.	Webster St. <sup>3</sup>	West	14th Av. to 13th Av.	Naperville Heights
6.	Webster St. <sup>3</sup>	West	13th Av. to 12th Av.	Naperville Heights
7.	Webster St. <sup>3</sup>	West	12th Av. to 11th Av.	Naperville Heights
8.	10th Av. <sup>3</sup>	South	Eagle St. to Washington St.	Naperville Heights
9.	Eagle St.	East	Franklin Av. to Douglas Av.	Other Non-Arterial
10.	Franklin Av.	North	Julian St. to Columbia St.	Other Non-Arterial
11.	Porter Av.	South	Webster St. to Main St.	Other Non-Arterial
12.	Naperville/Wheaton Rd.	East	Ogden Av. to Naperville Rd.	Arterial

These locations were selected based on the opportunity to provide for enhanced mobility and safety as follows:

- Proximity to a School
- Connectivity to the Sidewalk Network
- Safe Walk Route (no existing parallel route available)

While the segment on Book Road is not a designated school walk route, sidewalk in this location will provide connectivity between residences and the Forest Preserve District of Will County Riverview Farmstead, as well as a proposed future extension of the DuPage River Trail. Although not school walk routes, the sidewalk gaps on Burlington Avenue and East Avenue provide connectivity between residential and commercial uses, and the sidewalk gap on Naperville/Wheaton Road completes the sidewalk network on this minor arterial roadway. The gaps on Burlington Avenue, East Avenue and Naperville/Wheaton account for approximately 5.5 percent of the total project cost of \$300,000.

Illinois Safe Routes to School (SRTS) Program

In December 2010, the City of Naperville submitted an application for the Illinois Safe Routes to School (SRTS) Program. The Safe Routes to School Program supports projects and programs that enable walking and bicycling to and from school. The city is eligible to receive up to \$250,000 for installation of sidewalk along school walk routes. The Safe Routes to School Program provides 100% project funding; no local match is required.

The announcement of the recipients of the SRTS Program funding is expected in mid to late 2011. In the event the city is selected for the SRTS Program, the funds will be used to install sidewalk in Naperville Heights and East Highlands, the subdivisions with the highest concentration of sidewalk gaps. The 2012 Annual New Sidewalk Program includes sidewalk gap locations eligible for the SRTS Program, as noted in the table on the previous page.

Future Sidewalk Gap Installations

Based on the priority system, the following sidewalk gaps have been identified as the next priorities for installation through future construction programs (Attachment 3). These locations will be further evaluated to develop the 2013 Annual New Sidewalk Program.

No.	Street Name	Side of Street	Gap Segment	Location
1.	West St.	West	Douglas Av. to Spring Av.	Laird Woods
2.	Cottage Av.	South	Fremont St. to West St.	Laird Woods
3.	Sleight St. <sup>4</sup>	West	Loomis St. to Hillside Rd.	East Highlands
4.	Wellner Rd. <sup>4</sup>	West	Loomis St. to Sleight St.	East Highlands
5.	Wehrli Dr. <sup>4</sup>	West	Hillside Rd. to Wright St.	East Highlands
6.	View Ct. <sup>4</sup>	North	Wellner Rd. to Wehrli Dr.	East Highlands
7.	Webster St. <sup>4</sup>	West	11th Av. to Ogden Av.	Naperville Heights
8.	12th Av. <sup>4</sup>	North	Eagle St. to Washington St.	Naperville Heights
9.	Plainfield/Naperville Rd.	West	Oswego Rd. to Buttonwood Cr.	Other Non-Arterial
10.	Hillside Rd.	South	Webster St. to Knoch Park	Other Non-Arterial
11.	River Rd.	East	Aurora Av. to Oswego Rd.	Other Non-Arterial
12.	Worthing Dr.	North	Washington St. to 2347 Worthing Dr.	Other Non-Arterial
13.	Highland Av.	North	Wright St. to Columbia St.	Other Non-Arterial
14.	Aurora Av.	South	River Rd. to Wild Cherry Rd.	Arterial
15.	Washington St.	East	Gartner Rd. to Pioneer Park	Arterial

**Public Input**

In advance of the Bicycle and Pedestrian Advisory Committee meeting, residents of the Naperville Heights subdivision have provided a letter outlining sidewalk gap installation priorities (Attachment 4). As part of the annual new sidewalk program, sidewalk will continue to be installed in Naperville Heights incrementally. As noted on the previous pages, seven (7) locations in Naperville Heights were selected for inclusion in the 2012 Annual New Sidewalk Program. In the event the City Council reduces the program budget to \$150,000, three (3) locations in Naperville Heights will be installed.

In advance of the public hearing before TAB (tentatively scheduled for Jun 4, 2011), affected residents and property owners will be notified of the city’s intent to construct sidewalk at these locations. Affected residents are defined as *all* property owners along the side of the roadway segment where sidewalk construction is proposed, whether their residence currently has sidewalk or not. Notice will also be published in the Naperville Sun and on the city’s website. Public testimony regarding the proposed sidewalk gap locations will be accepted during the TAB meeting, as well as during the City Council meeting (meeting date to be determined). The proposed sidewalk program may be adjusted based on public input received through the public hearing process.

**RECOMMENDATION:**

Approve the recommendation establishing the 2012 Annual New Sidewalk Program.

Attachments:

1. Summary of Sidewalk Gap Inventory Priority System
2. Map of 2012 Annual New Sidewalk Program (to be provided during BPAC meeting)
3. Map of Future New Sidewalk Program Locations (to be provided during BPAC meeting)
4. Public Correspondence

<sup>4</sup> Indicates this location is eligible for Illinois Safe Routes to School (SRTS) Program funding.

## Summary of Sidewalk Gap Inventory Priority System

The priority system is used to phase installation of the 368 sidewalk gaps identified throughout the city. Consistent with the 2004 Comprehensive Sidewalk Policy, the following factors were evaluated to determine phasing for installation of each identified sidewalk gap. The 2012 Annual New Sidewalk Program was developed based on these factors; future year sidewalk programs will also be developed using the priority system.

- **Sidewalk Connectivity** – To enhance pedestrian mobility throughout the city, sidewalk gap locations which provide connectivity to the existing sidewalk network were assigned a higher priority than stand alone sidewalk gaps which provide no opportunity for connectivity to the existing network. Sidewalk gaps along a cul-de-sac or dead end street were not prioritized for near-term installation as they do not offer a through travel route for pedestrians.
- **Parallel Routes** – To provide safe pedestrian routes throughout the city, sidewalk gaps located along non-arterial roadways which currently have no sidewalk or discontinuous sidewalk on the opposite side of the street are given higher priority than gap segments which have continuous sidewalk available on the opposite side of the street. Introducing sidewalk in locations which are currently not served or underserved provides for a safe pedestrian route along these roadways.

It should be noted that this factor was not used for arterial roadways as it is the city’s policy to provide for continuous sidewalk along both sides of arterial roadways. Arterial roadways generally experience higher traffic volumes and vehicle speeds; therefore, sidewalk is preferred on both sides of the street in order to provide safe pedestrian routes for all users and reduce the demand for pedestrian crossings.

- **Proximity to a School** – To provide for safe pedestrian access to schools, sidewalk gap locations located within one quarter mile of a school are given priority over those locations not located near a school. As shown in the table below, approximately 41% of all sidewalk gaps identified throughout the city are located within one quarter mile of a school.

	<b>Number of Sidewalk Gaps within 1/4 mile of a School</b>	<b>Total Length of Sidewalk Gaps within 1/4 mile of a School (approx.)</b>
Arterial Roadways	19	7.5 miles
Non-Arterial Roadways	131	15.8 miles
<b>Total</b>	<b>150</b>	<b>23.3 miles</b>

- **Roadway Classification** – To enhance pedestrian safety along roadways with higher traffic volumes and vehicle speeds, major and minor arterials are given priority over local roadways as defined by the city’s Master Thoroughfare Plan. With the large number of vehicles on these roadways continuous sidewalk is needed on both side of the street. Also arterial sidewalk gaps are often significant barriers to pedestrians due to their traffic volumes.
- **Public Input** – Based on the aforementioned factors, the annual new sidewalk program is developed for public review and comment. The program may be adjusted based on public input received through the public hearing process. Public input submitted throughout the year is evaluated by city staff during the development of the annual new sidewalk program.

## Fancler, Rory

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**From:** Elaine Conroy [elaineconroy33@hotmail.com]  
**Sent:** Thursday, April 14, 2011 11:51 AM  
**To:** Marquez, Sean; Fancler, Rory  
**Subject:** Naperville Heights Sidewalks 2012

Dear Rory and Sean,

Per your suggestion, the neighbors in Naperville Heights have worked together to prioritize the sidewalk plan for 2012. We have reviewed the map of existing sidewalks and looked at the paths to Mill St. School, as well as the overall flow of sidewalks in the neighborhood. While our ultimate goal remains to have a sidewalk on each side of every street in the neighborhood, we have a suggestion for where to designate our share of the 2012 sidewalk budget.

After the completion of sidewalks in 2011 we will have an east-west sidewalk leading to Eagle Street and the path to Mill St. Elementary School on one side of every street except 10th and 13th. We would like to see one side of 13th street completed in 2012 to accommodate the large number of elementary school age children in the middle of our neighborhood. The completion of 13th street would allow most children in the neighborhood some sidewalk connection to Eagle Street to get to school safely.

The other issue we have with sidewalks is connectivity. Right now there are many sidewalk segments that lead to nowhere. There are also many blocks that exist with connections on the other side of the street. With safety as our main concern, we don't like having to continually cross the street to stay on a sidewalk. For example, Main Street has a sidewalk on the east side between 10th and 11th and (after completion this summer) the west side from 11th to 12th. We feel it would be safer and more logical not to have to zigzag back and forth across the street in order to stay on the sidewalk. Main Street in particular becomes very dangerous with speeding cut-through traffic during rush hour. It is the primary path for the many cut-through drivers we see in our neighborhood. There is also a church at the north end of Main Street that creates a lot of traffic with drivers who are inconsiderate of the families living on this street. Therefore, we would also like to see one entire side of Main Street completed in 2012. Looking at the map of existing sidewalks including what will be completed this summer, we would suggest the east side of Main Street. It seems to us this would be the most cost efficient proposal.

Finally, a question arose during our discussion related to this issue of having to cross the street to walk on a sidewalk regarding 14th street, which is scheduled for completion this summer. Because of the location of the church, there are considerably more houses south of 14th street as opposed to north. Many children live between 13th and 14th streets and would use the sidewalk on 14th street to walk to Mill St. School. We would prefer the south side of 14th street to be completed this summer. Again, it would be safer and easier for them to not have to cross an additional street to walk on a sidewalk. Please let us know if this is possible.

In summary, our suggestions for sidewalk completion in 2012 are: one entire side of 13th street and the completion of the entire east side of Main Street. We think this would be a fair designation of our portion of the City of Naperville sidewalk budget for 2012. This does not take into consideration the possibility that the city may be awarded money from the Safe Routes to School federal grant in 2012. If that money is awarded, we would like to see a much larger portion of sidewalks completed in our neighborhood. Please keep us updated if there is any information on that grant.

Thank you both very much for considering our suggestions and working with us to complete sidewalks in Naperville Heights. Please let us know what your thoughts are on our proposal and what your recommendation to TAB will be. We have an ever growing number of sidewalk supporters in our neighborhood who plan on attending the TAB meeting on June 4th.

Sincerely,

Elaine Conroy  
630-718-1379

## Fancler, Rory

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**From:** Fancler, Rory  
**Sent:** Thursday, April 07, 2011 4:21 PM  
**To:** 'Elaine Conroy'; 'Lynn Morgan'; 'Paul Hanft'; 'Paul Ferak'; 'Paul & Michelle Neumann'; 'Andrew Bicker'; 'Jen & Scott Weber'; 'Bridget Anderson'; 'Donna Mohn'  
**Cc:** Marquez, Sean  
**Subject:** RE: 2012 Sidewalks Naperville Heights

Elaine,

Thank you for your email. In anticipation of the June 4 Transportation Advisory Board meeting (tentative), we have started the initial planning phase for the 2012 Annual New Sidewalk Program. Input from Naperville Heights residents would be appreciated at this time. In addition, input will be sought during the TAB meeting (same process as last year). We greatly appreciate the residents of Naperville Heights willingness to participate in the planning process, and would appreciate input on the prioritization of sidewalk gaps in your neighborhood. Please know that public input is one of many factors considered to develop the Annual New Sidewalk Program. We will keep you posted on the 2012 Annual New Sidewalk Program planning process progress and will notify you should the TAB meeting date change. In the meantime, please feel free to contact Sean or myself should you have any questions.

Thank you,  
Rory

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Rory Fancler, AICP, PTP  
Project Manager  
Transportation, Engineering, and Development  
City of Naperville  
400 South Eagle Street  
Naperville, Illinois 60540  
phone: (630) 305-3430  
fax: (630) 305-5986  
email: [fanclerr@naperville.il.us](mailto:fanclerr@naperville.il.us)



Please consider the environment before printing this e-mail.

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**From:** Elaine Conroy [<mailto:elaineconroy33@hotmail.com>]  
**Sent:** Monday, April 04, 2011 10:04 AM  
**To:** Marquez, Sean; Fancler, Rory; Lynn Morgan; Paul Hanft; Paul Ferak; Paul & Michelle Neumann; Andrew Bicker; Jen & Scott Weber; Bridget Anderson; Donna Mohn  
**Subject:** 2012 Sidewalks Naperville Heights

Hi Sean and Rory,

I hope you're both doing well. During our last email exchange, you indicated you would begin planning for the June TAB meeting this month. We in Naperville Heights are eager to continue building on the progress we're making with completing the sidewalk program in our neighborhood. We are looking forward to securing a large amount of sidewalks here for construction in 2012, and would like to know what you need from us to make that happen. We can and will plan to attend the June TAB meeting. In preparation for that, we would like to consult with you on the sidewalk plan for our neighborhood. If it would be helpful, we could get

together and map out what we feel are the highest priority streets and gaps. I'm sure the board remembers how passionate we are about getting sidewalks, but if it would help, we can compile more letters/petitions/signatures from residents in our neighborhood in favor of sidewalks.

If you could get back to me with the date of the June TAB meeting and what you would like from us, that would be appreciated.

Thank you very much for all your help and hard work in completing sidewalks in Naperville Heights.

Sincerely,

Elaine Conroy  
630-718-1379