



Legislation Details (With Text)

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Title: Approve the recommendation establishing the 2020 and 2021 Annual New Sidewalk Program.

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Attachments: 1. Neighborhood Gap Property Owner Survey, 2. Neighborhood Gap Property Owner Feedback, 3. Arterial Gap - Notification Letter, 4. Washington Gap Support, 5. Sidewalk Map - Neighborhood Gaps Support, 6. Sidewalk Map - Neighborhood Gaps Program, 7. Sidewalk Map - Arterial Gaps, 8. Neighborhood Gap - Notification Letter

Date	Ver.	Action By	Action	Result
10/3/2019	1	Transportation Advisory Board		

TRANSPORTATION ADVISORY BOARD AGENDA ITEM

ACTION REQUESTED:

Approve the recommendation establishing the 2020 and 2021 Annual New Sidewalk Program.

DEPARTMENT: Transportation, Engineering and Development

SUBMITTED BY: Kelly Dunne, Project Manager

BACKGROUND:

The New Sidewalk Program was established in 2004 following the adoption of the Comprehensive Sidewalk Policy, a guiding document that defines the policies and programs for implementation of the pedestrian component of Naperville's Comprehensive Transportation Plan. The New Sidewalk Program annually installs new public sidewalk in locations that are lacking sidewalk along the roadway (sidewalk gaps). To date, the program has installed 13 miles of sidewalk in 111 gap locations.

Gap locations are prioritized using a scoring system that takes into account numerous factors such as roadway classification, proximity to schools, connectivity to the existing sidewalk network, presence of sidewalk on the opposite side of the roadway, and constructability. The highest scoring sidewalk gaps are selected as top candidate locations for construction. Each year, the proposed locations are reviewed by the Transportation Advisory Board (TAB) and City Council for approval.

As the program progressed, its success started to become an obstacle. Nearly every top scoring gap location has been filled. Of the remaining gap locations, the original scoring criteria fails to distinguish top candidates because dozens of locations score equally. The scoring criteria originally created for the New Sidewalk Program was no longer able to effectively prioritize the remaining locations.

On August 1, 2019, staff presented a revised selection process to TAB for approval. To help differentiate non-arterial gap locations, a filter will be added to the process. During consideration of the 2018 New Sidewalk Program, City Council expressed support for locations that are beneficial to students and locations that are within the City's corporate boundaries. Therefore, a filtered approach that first removes sidewalk gaps that are not located along a school walk route and not within the City's jurisdiction is applied to non-arterial gaps. These Neighborhood gaps are then scored using the existing scoring system.

Additionally, to provide greater opportunity for resident input, property owners who live along high-scoring gap locations will be surveyed in advance of those locations being proposed to TAB. Locations with a high level of opposition will be removed from near-term consideration, and locations with the highest levels of support will receive priority for near-term sidewalk installation.

Modifications were also made to the selection of gaps along arterial roadways to account for improved pedestrian safety and connectivity. Sidewalk gaps located along high volume and high-speed roadways will be prioritized over lower speed, lower volume roadways.

DISCUSSION:

NEIGHBORHOOD GAP LOCATIONS

In preparation for the upcoming Annual New Sidewalk Program, City staff identified 27 Neighborhood gaps (locations that are along school walk routes and within the City's jurisdiction) that scored the highest based on the prioritization factors.

Surveys (attached) were mailed to all 183 properties along these segments, requesting that property owners provide a response expressing either their support or opposition for sidewalk to be constructed along the proposed location. The following table denotes the gap locations and the responses received:

Gap Location	Support		Oppose		Non-Response
Sleight St from Ogden Av to Dead End - East*	100%	6	0%	0	4
Eagle St from 13th Av to 14th Av - East	100%	3	0%	0	4
Porter Av from Julian St to White Oak Dr - North	100%	1	0%	0	0
Wehrli Dr from Hillside Rd to Wright St - East	86%	6	14%	1	6
Willow Rd from Hillside Rd to Maple Ln - West	80%	4	20%	1	5
Wellner Rd from Loomis St to View Ct - East	75%	6	25%	2	10
Webster St from Ogden Av to 10th Av - West	67%	2	33%	1	4
Sleight St from Ogden Av to Dead End - West*	67%	2	33%	1	6
Sleight St from Highland Av to Porter Av - West	63%	5	38%	3	2
Wellner Rd from View Ct to Sleight St - East	57%	4	43%	3	4
Sleight St from Prairie Av to Hillside Rd - West	50%	2	50%	2	0
Webster St from 10th Av to 11th Av - East	43%	3	57%	4	1
Wright St from 12th Av to 14th Av - East	33%	2	67%	4	1
Brainard St from Prairie Av to Hillside Rd - East	33%	1	67%	2	1

Prairie Av from Sleight St to Wright St - South	33%	1	67%	2	1
Prairie Av from Wright St to Julian St - South	33%	2	67%	4	2
Victoria Ct from Prairie Av to Cul-De-Sac - West*	33%	1	67%	2	1
Webster St from 14th Av to Bauer Rd - East	20%	1	80%	4	4
Eagle St from 14th Av to Bauer Rd - East	0%	0	100%	3	7
Prairie Av from Brainard St to Victoria Ct - South	0%	0	100%	2	3
Prairie Av from Victoria Ct to Sleight St - South	0%	0	100%	1	2
West St from Douglas Av to Spring Av - East	0%	0	100%	2	0
Maple Ln from Melody Ln to Cul-De-Sac - South	0%	0	100%	2	3
Victoria Ct from Prairie Av to Cul-De-Sac - East*	0%	0	100%	4	3
Sleight St from Wellner Rd to Hillside Rd - East	0%	0	100%	1	1
Benton Av from Fremont St to West St - North	0%	0	0%	0	2
Cottage Av from Fremont St to West St - South	0%	0	0%	0	3

*These gap locations do not have sidewalk on either side of the street and are a top scoring location for that reason. Property owners were notified in the survey letter that sidewalk was only being considered for the side of the street that received the highest level of support.

The revised selection process ranks the locations by percentage of resident support, discounts locations that are opposed by two-thirds of the adjacent properties, and considers non-responses as support in order to break a tie. The final results are:

Gap Location	Support
Sleight St from Ogden Av to Dead End - East	100%
Eagle St from 13th Av to 14th Av - East	100%
Porter Av from Julian St to White Oak Dr - North	100%
Wehrli Dr from Hillside Rd to Wright St - East	86%
Willow Rd from Hillside Rd to Maple Ln - West	80%
Wellner Rd from Loomis St to View Ct - East	75%
Webster St from Ogden Av to 10th Av - West	67%
Sleight St from Highland Av to Porter Av - West	63%
Wellner Rd from View Ct to Sleight St - East	57%
Sleight St from Prairie Av to Hillside Rd - West	50%
Webster St from 10th Av to 11th Av - East	43%
Benton Av from Fremont St to West St - North	0%
Cottage Av from Fremont St to West St - South	0%

Notification letters (attached) were sent to the properties located along these 13 locations, informing residents that their block is still under consideration for near-term sidewalk installation and inviting them to attend the upcoming TAB meeting to provide additional feedback. Input from residents who could not attend the meeting is attached.

ARTERIAL GAP LOCATIONS

Staff identified three arterial gap locations that fall into the high-priority category which is defined as a posted speed limit of 40 mph or greater and an Average Daily Traffic (ADT) of 20,000 vehicles per

day or greater.

Gap Location	Speed Limit	ADT
Washington St from Gartner Rd to Pioneer Park - East	40	58,400
Book Rd from Douglas Rd to Leverenz Rd - East	40	34,000
Aurora Av from Route 59 to Westridge Ct - South	45	64,600

Notification letters (attached) were sent to the properties located along these locations, informing property owners that this gap segment was under consideration for near-term sidewalk installation and inviting them to attend the upcoming TAB meeting to provide feedback. Staff received feedback from one adjacent property in support of the Washington Street gap, and no feedback expressing opposition to any of these locations.

Staff finds that these locations will provide beneficial pedestrian links to generators such as parks, transit, retail, and other key pedestrian destinations, as well as improving pedestrian safety. TAB had previously approved the Book Road segment as part of the 2018 Annual New Sidewalk Program. The Washington Street segment has received significant support from nearby residents and business owners (attached) who would benefit from the construction of sidewalk in this location.

RECOMMENDED PROGRAM

To estimate the funding level required, a cost of \$65 per linear foot of new sidewalk is used. This is the average cost from the most recent New Sidewalk Programs and includes costs from concrete, earthwork, driveway adjustments, retaining walls, parkway restoration, and other construction elements.

Historically, \$300,000 is budgeted annually through the Capital Improvement Program (CIP) for new sidewalk installation; however, the budget amount is subject to City Council approval.

The following table shows the estimated cost for the Neighborhood and Arterial gaps:

Gap Location	Cost
Sleight St from Ogden Av to Dead End - East	\$29,250
Eagle St from 13th Av to 14th Av - East	\$24,050
Porter Av from Julian St to White Oak Dr - North	\$30,225
Wehrli Dr from Hillside Rd to Wright St - East	\$43,940
Willow Rd from Hillside Rd to Maple Ln - West	\$33,800
Wellner Rd from Loomis St to View Ct - East	\$44,850
Webster St from Ogden Av to 10th Av - West	\$9,750
Sleight St from Highland Av to Porter Av - West	\$43,550
Wellner Rd from View Ct to Sleight St - East	\$24,050
Sleight St from Prairie Av to Hillside Rd - West	\$18,850
Webster St from 10th Av to 11th Av - East	\$24,700
Benton Av from Fremont St to West St - North	\$11,700
Cottage Av from Fremont St to West St - South	\$22,750
Washington St from Gartner Rd to Pioneer Park - East	\$63,050

Book Rd from Douglas Rd to Leverenz Rd - East	\$94,575
Aurora Av from Route 59 to Westridge Ct - South	\$76,050

The estimated cost for these 16 locations totals \$595,140, therefore these locations can be constructed within a two-year program. Based on property owner support and annual funding levels, staff proposes the following construction timeline:

2020 Program	Cost
Washington St from Gartner Rd to Pioneer Park - East	\$63,050
Sleight St from Ogden Av to Dead End - East	\$29,250
Eagle St from 13th Av to 14th Av - East	\$24,050
Porter Av from Julian St to White Oak Dr - North	\$30,225
Wehrli Dr from Hillside Rd to Wright St - East	\$43,940
Willow Rd from Hillside Rd to Maple Ln - West	\$33,800
Wellner Rd from Loomis St to View Ct - East	\$44,850
Webster St from Ogden Av to 10th Av - West	\$9,750
Total	\$278,915

2021 Program	Cost
Book Rd from Douglas Rd to Leverenz Rd - East	\$94,575
Aurora Av from Route 59 to Westridge Ct - South	\$76,050
Sleight St from Highland Av to Porter Av - West	\$43,550
Wellner Rd from View Ct to Sleight St - East	\$24,050
Sleight St from Prairie Av to Hillside Rd - West	\$18,850
Total	\$257,075

Contingency Locations	Cost
Webster St from 10th Av to 11th Av - East	\$24,700
Benton Av from Fremont St to West St - North	\$11,700
Cottage Av from Fremont St to West St - South	\$22,750

This programming allows for locations that have not been identified by staff, but may be brought to TAB by future resident petition and demonstrated support, to be constructed in 2020 or 2021 while keeping the annual funding below the \$300,000 budget amount.

The three contingency locations are the gap segments that received the lowest levels (less than 50%) of resident support. If no future resident requests are approved by TAB, or if bid prices are favorable, the contingency locations can be included in the recommendation for award.

Next Steps

Following TAB consideration, the 2020 and 2021 Annual New Sidewalk Program will be scheduled for a City Council meeting. The Transportation Advisory Board recommendation, TAB meeting minutes, and all public correspondence will be provided to the City Council when they consider this matter.

