

070483

August 6, 2007

Dear Village of Lombard,

Last June my husband and I bought the new construction house at 276 N. La Londe in Lombard. We were in the process of relocating from the Washington DC area to the greater Chicago area. We were not familiar with the Chicago suburbs, and went by the advice of our realtor, research that we did on the suburbs that included schools, crime rates, etc. and basic appearance of neighborhoods and villages. On our last of 6 home search trips we settled on and purchased the house in Lombard, which was still under construction at the time.

Our builder painted a picture of the completed house for us, which included sidewalks. When we noticed that there were not "continuous" sidewalks on N. La Londe Ave., we were told that they were in the process of updating this area and sidewalks would be added. The builder advised that he had to install the sidewalk as part of new construction ordinances. We were told that our neighbor at 270 N. La Londe had a bond for their sidewalk and would have to put in the sidewalk when the rest of the street was being updated. We were under the impression that this would be happening in the following year.

I have inquired several times to the Village about sidewalks being put in and have been told several different stories.....

1. Back in the 90's when this part of Lombard was incorporated, the residents were given the option to vote if they wanted sidewalks and street lights. The residents declined the expense and voted NO to sidewalks and streetlights.
2. Sidewalks are in the master plan for Lombard to complete in the next 2 years.
3. Sidewalks will be mandatory once 65% of the houses have them.
4. When the streets are updated sidewalks will be added.

I have 2 small children, ages 4 and 2. On the 200 block of N. La Londe Ave. there are 10 children under the age of 10 years old. There are 2 residents who utilize motorized wheel chairs for mobility. Yet, there are not continuous sidewalks. Is the lack of sidewalks on N. La Londe Ave. on the 200 block, where 2 disabled individuals reside, a direct violation of the American with Disabilities Act, denying them access to sidewalks?

If story # 1 is true, and residents voted over 15 + years ago to not install sidewalks because it would be an expense to them directly, how can Lombard allow residents to make a decision that would impact the health and safety of its residents? How can the Village allow a small minority of people to jeopardize the health and safety of children? If this is true, the Village of Lombard has adversely affected the health and safety of numerous residents. How often do residents get to vote on this issue?

I can not safely walk on a continuous sidewalk from my house to Grace Street. I can not safely walk on a continuous sidewalk from my house to the park on Edgewood Ave. I

must walk with my children in the street. One of our attractions to Lombard and the house we purchased was the proximity to all the facilities and services, like the post office, swimming pool, train station, down town, Edgewood Park, that we could access walking or riding bikes. We wanted to be in a safe neighborhood where we could enjoy all that was offered. Without sidewalks and street lights, we are not in a safe neighborhood, and we can't SAFELY enjoy all that Lombard has to offer.

My 4 year old child cries when the sidewalk ends. He tells me that he is told at school to stay on the sidewalk. I tell him that he must stay on the sidewalk. However, in order for us to walk down our street, we must walk in the street.

The 200 block of N. La Londe has at least 2 cars parked on the street 75% of the time. The house 268 N. La Londe has 2 teen age boys, who have frequent guests that drive to the house and park in the street.

On Prairie Ave. between N. La Londe and N. Grace St. there is a white construction van that is parked close to the corner of N. La Londe which forces drivers going East to go around the van in the opposite lane into the intersection of E. Prairie and N. La Londe. There is usually a car parked on the street just after you turn off Grace St. onto E. Prairie Ave. before you reach #405 E. Prairie Ave. This makes cars swerve into the opposite lane as they take the corner from Grace. The sidewalk does not turn from Grace onto Prairie going East. If you are walking and take the corner from the sidewalk on N. Grace St. to E. Prairie Ave. you are forced to step from the sidewalk into the street, and you too, must go around the various cars parked on the street, and then cross the street.

I requested and was given various traffic studies done in this area by the Village. The traffic studies were done in 2001. I can not reference these studies, as they are not current, nor do the document the "near misses", weather it be cars versus cars or cars versus pedestrians, that happen daily due to the current lack of sidewalks and parking ordinances.

Since 1990 when the "alleged" vote was made not to install sidewalks in this area and the 2001 traffic studies...there as clearly been:

1. Increase in density of people / residents
2. Increase in vehicles on the roads
3. Increase in persons speeding
4. More teen drivers
5. More distractions for drivers
  - A. smoking
  - B. cell phones
  - C. I-pods
  - D. cd changers

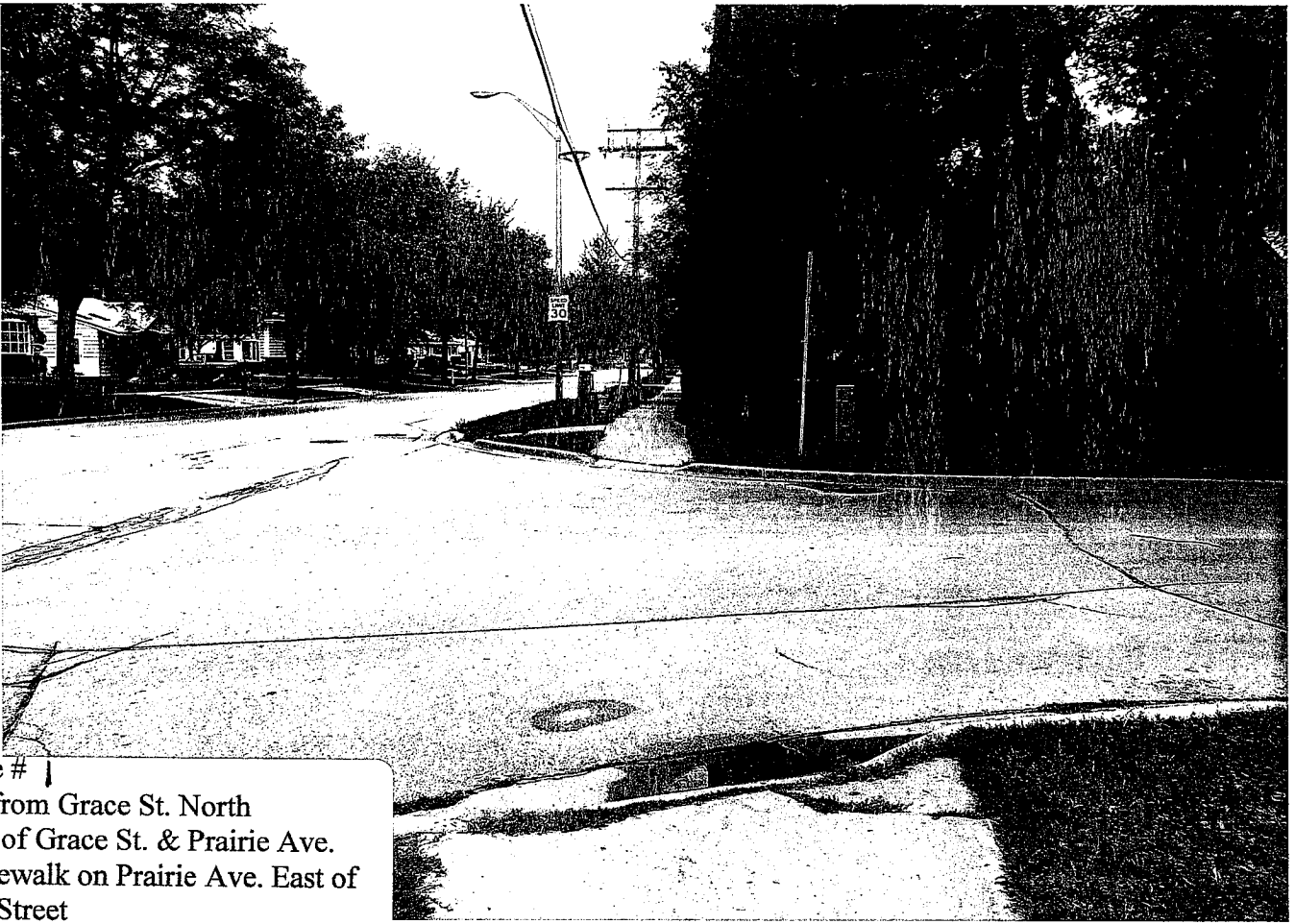
Surely the demographics of this little neighborhood in Lombard have changed over the past 15 years.

At the very minimum, the Village of Lombard should establish the cost to complete continuous sidewalks in this area. A traffic engineer should complete a study to identify the danger to the residents of Lombard to determine the danger of not having continuous sidewalks.

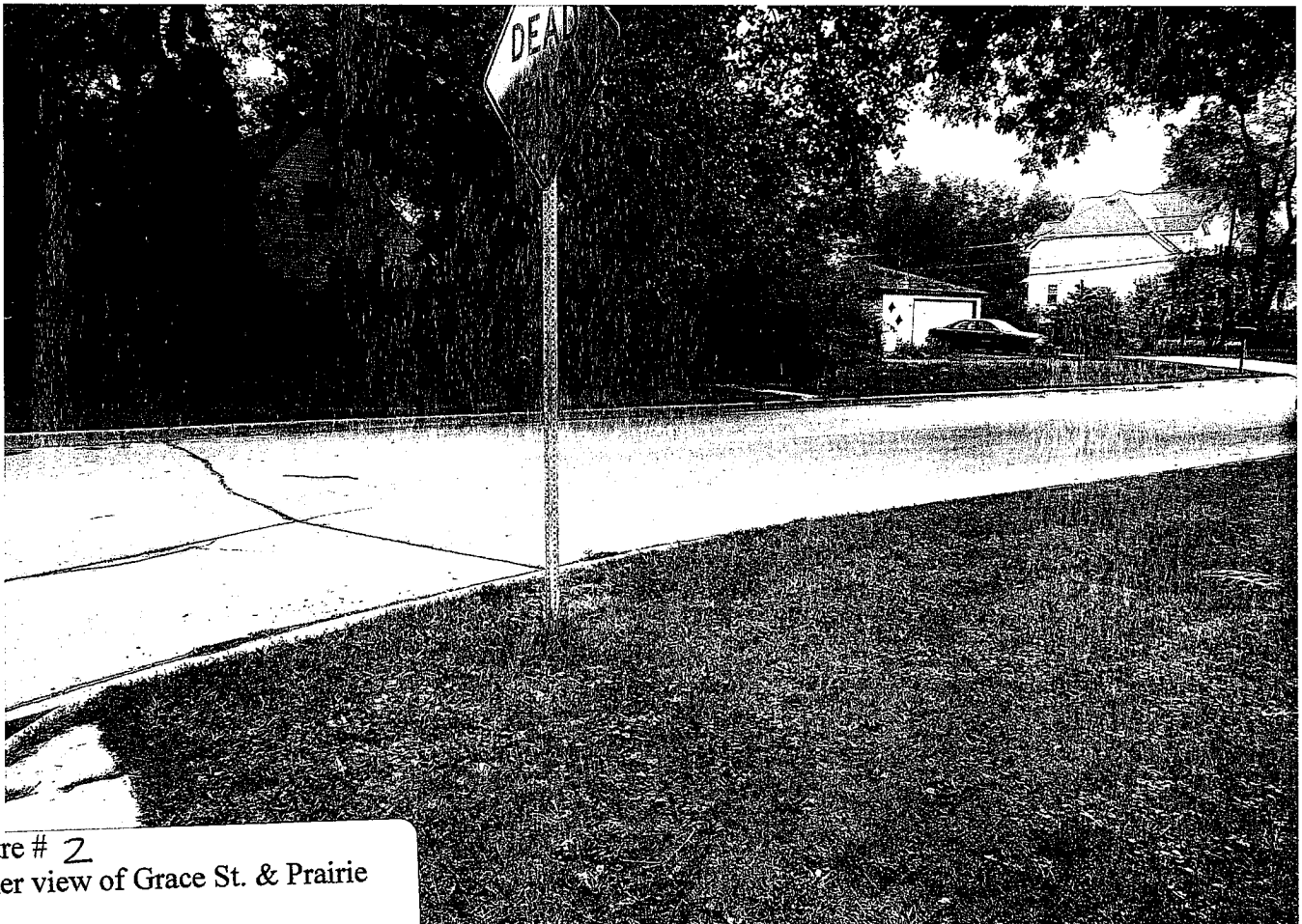
How can the Village of Lombard have a "sound public policy" and exclude the safety of the residents of a small section of the Village by not having continuous sidewalks.

Sincerely,

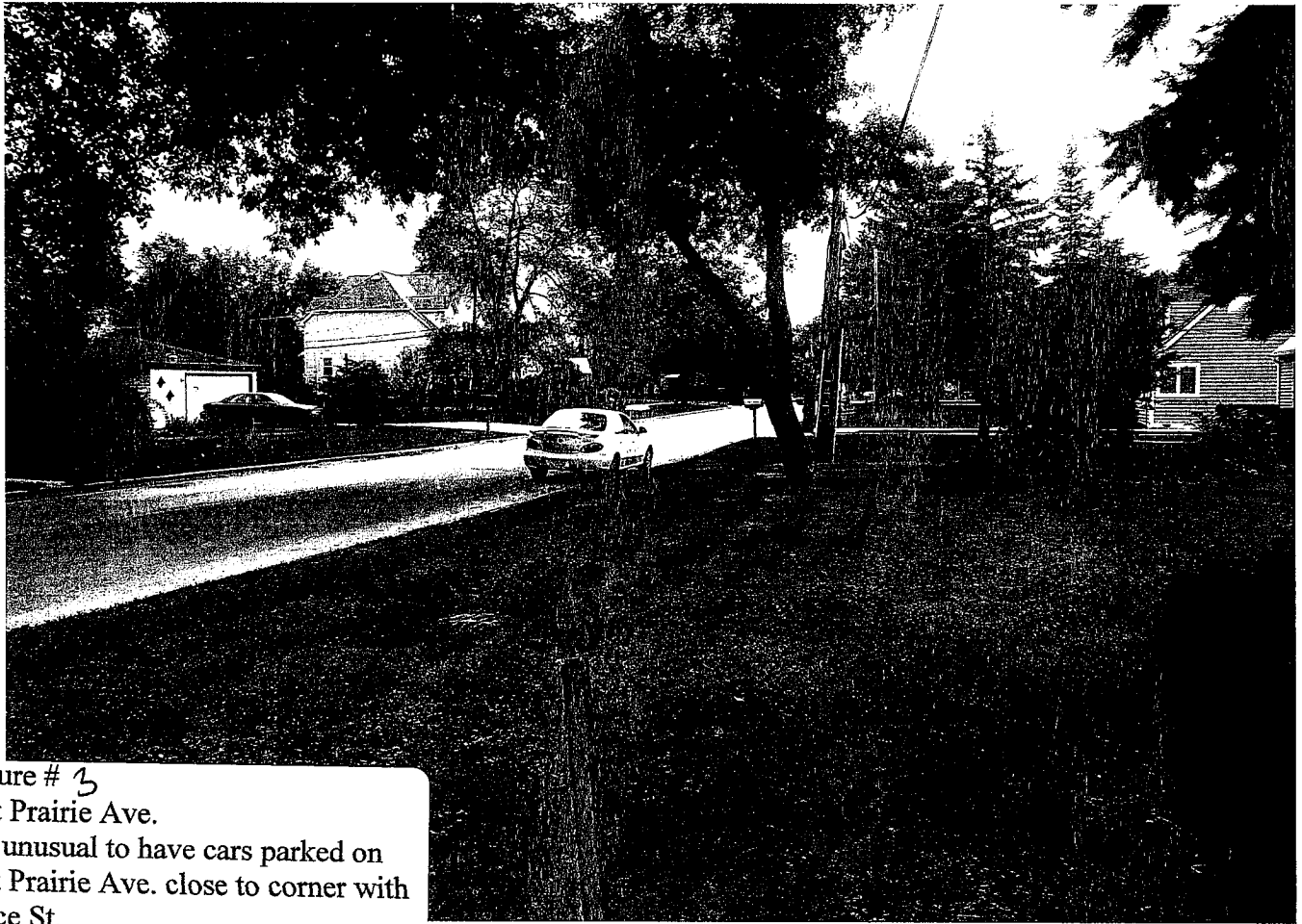
Teresa Robert  
276 N. La Londe Ave.



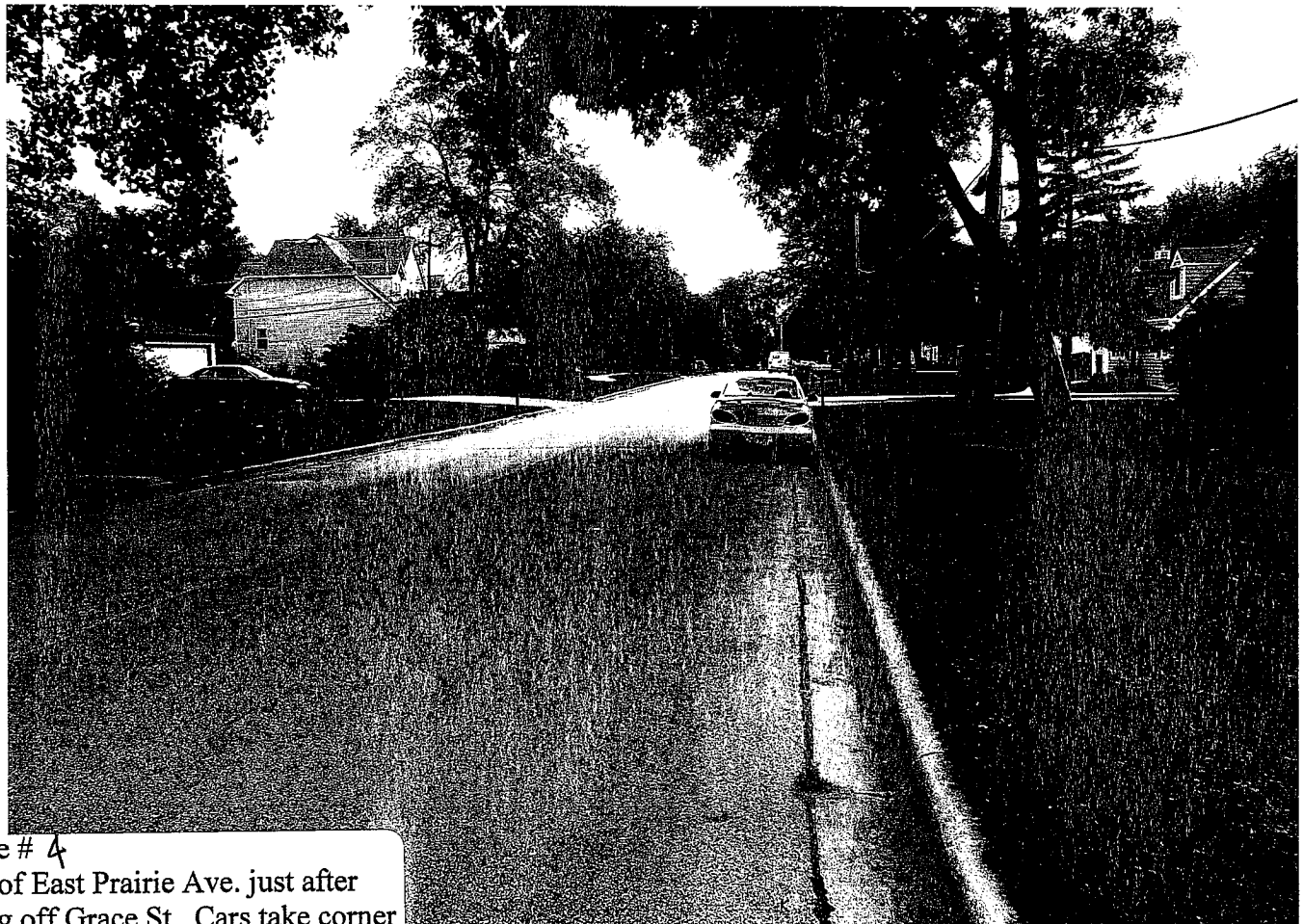
Picture # 1  
View from Grace St. North  
corner of Grace St. & Prairie Ave.  
No sidewalk on Prairie Ave. East of  
Grace Street



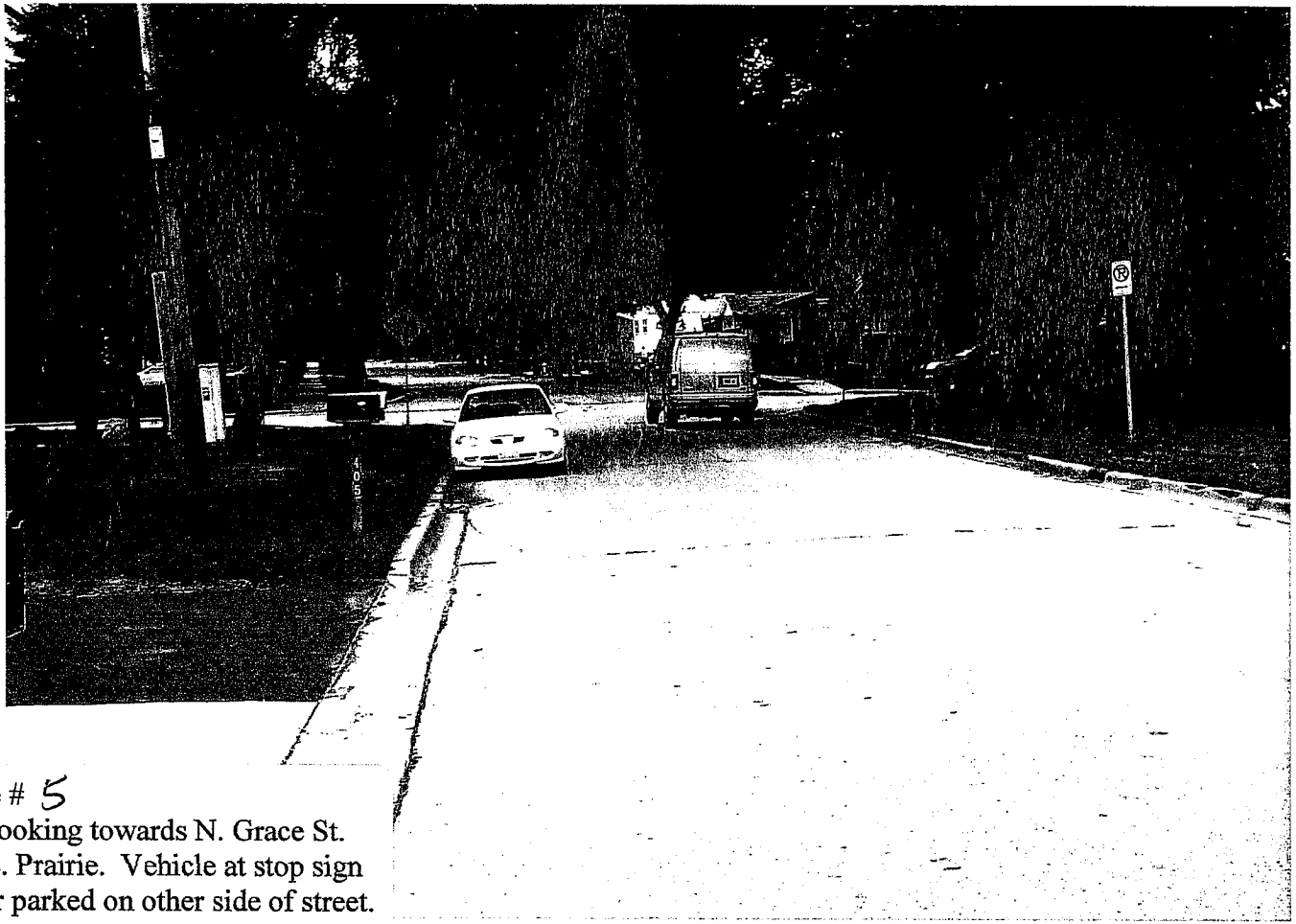
Picture # 2  
Corner view of Grace St. & Prairie  
Ave.  
No sidewalk on either side of East  
Prairie Ave.



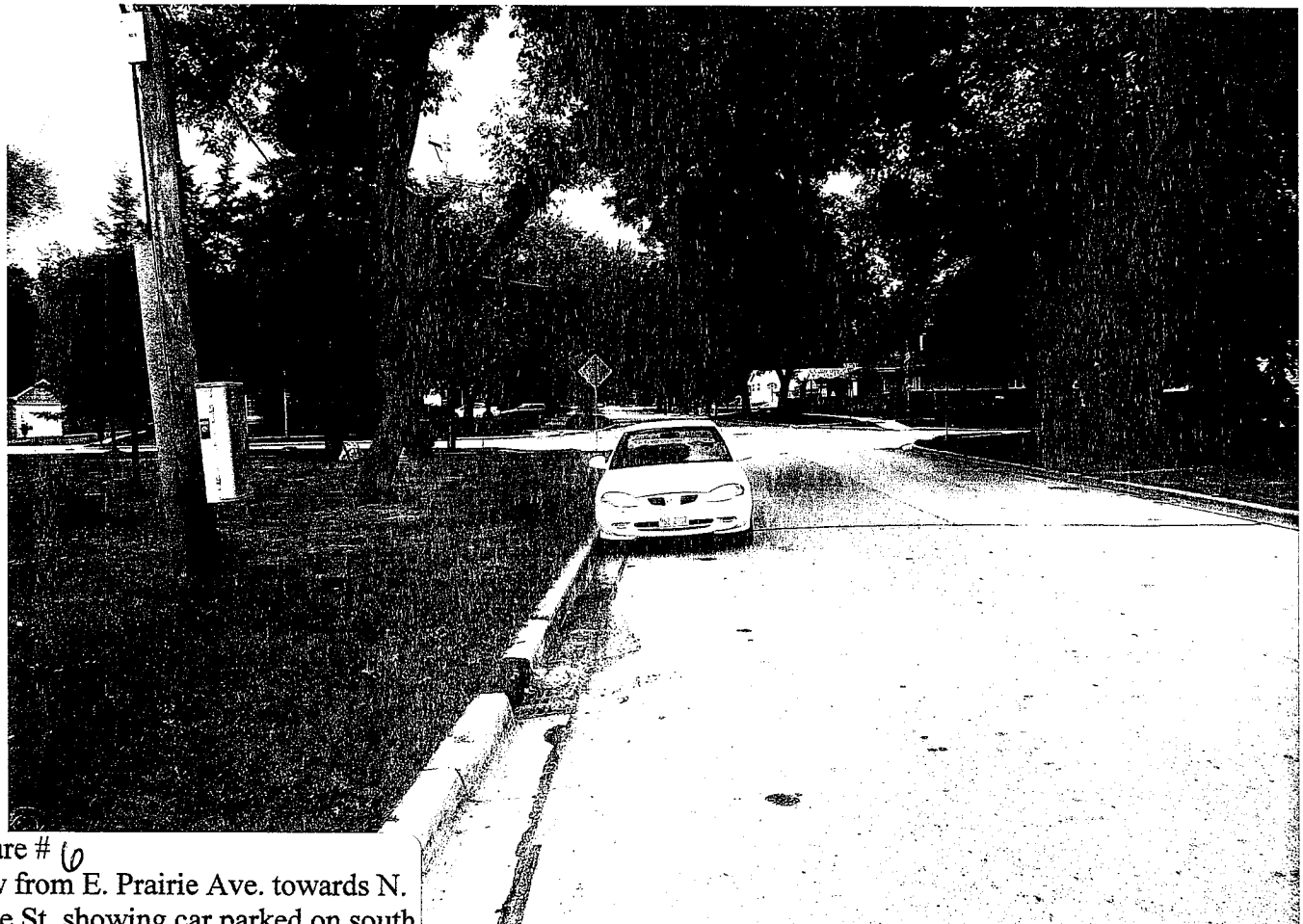
Picture # 3  
East Prairie Ave.  
Not unusual to have cars parked on  
East Prairie Ave. close to corner with  
Grace St.



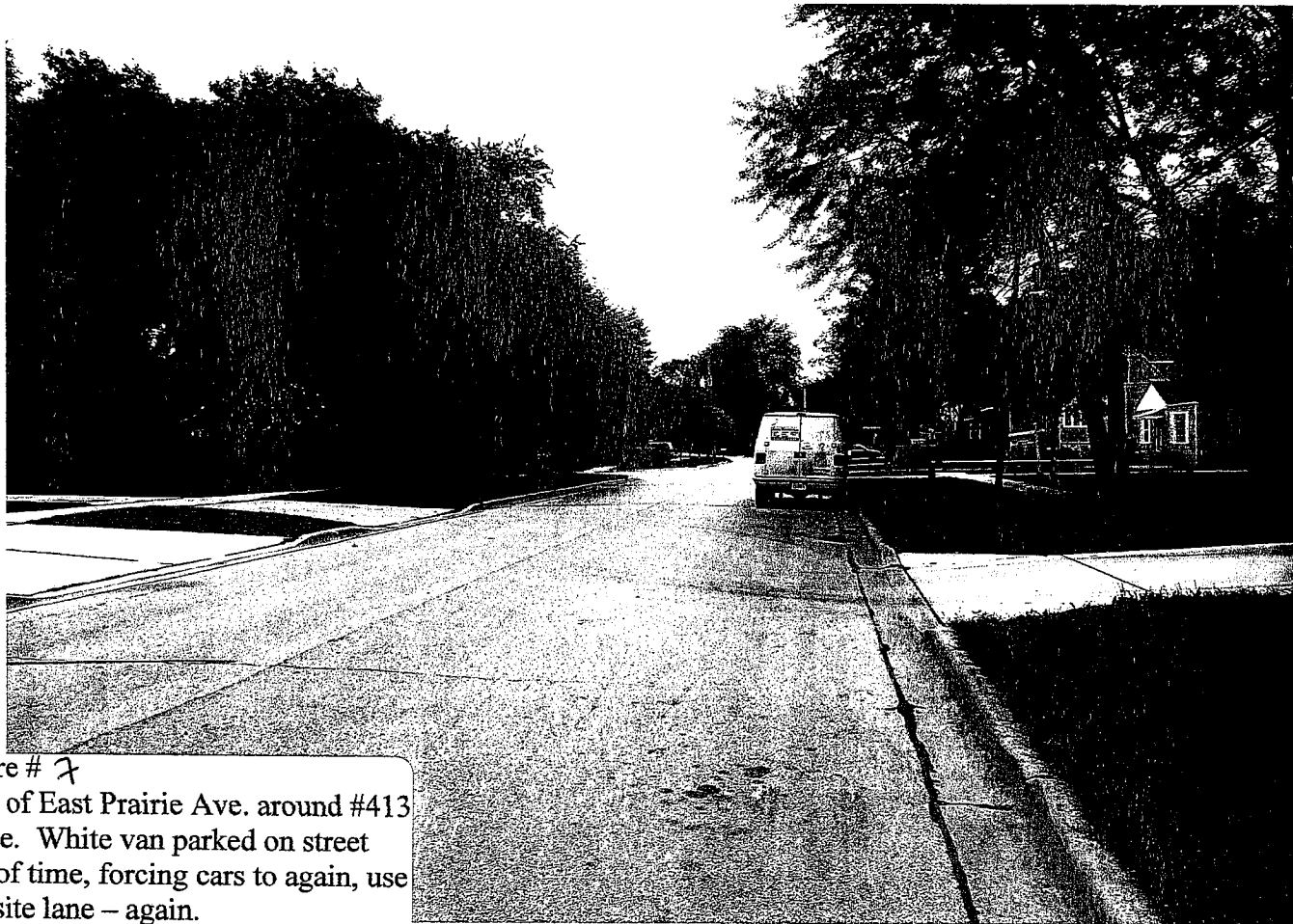
Picture # 4  
View of East Prairie Ave. just after  
turning off Grace St. Cars take corner  
quickly and must veer into opposite  
lane when turning.



Picture # 5  
View looking towards N. Grace St.  
from E. Prairie. Vehicle at stop sign  
and car parked on other side of street.



Picture # 6  
View from E. Prairie Ave. towards N.  
Grace St. showing car parked on south  
side of street. A car is parked here  
approx. 50% of day hours.

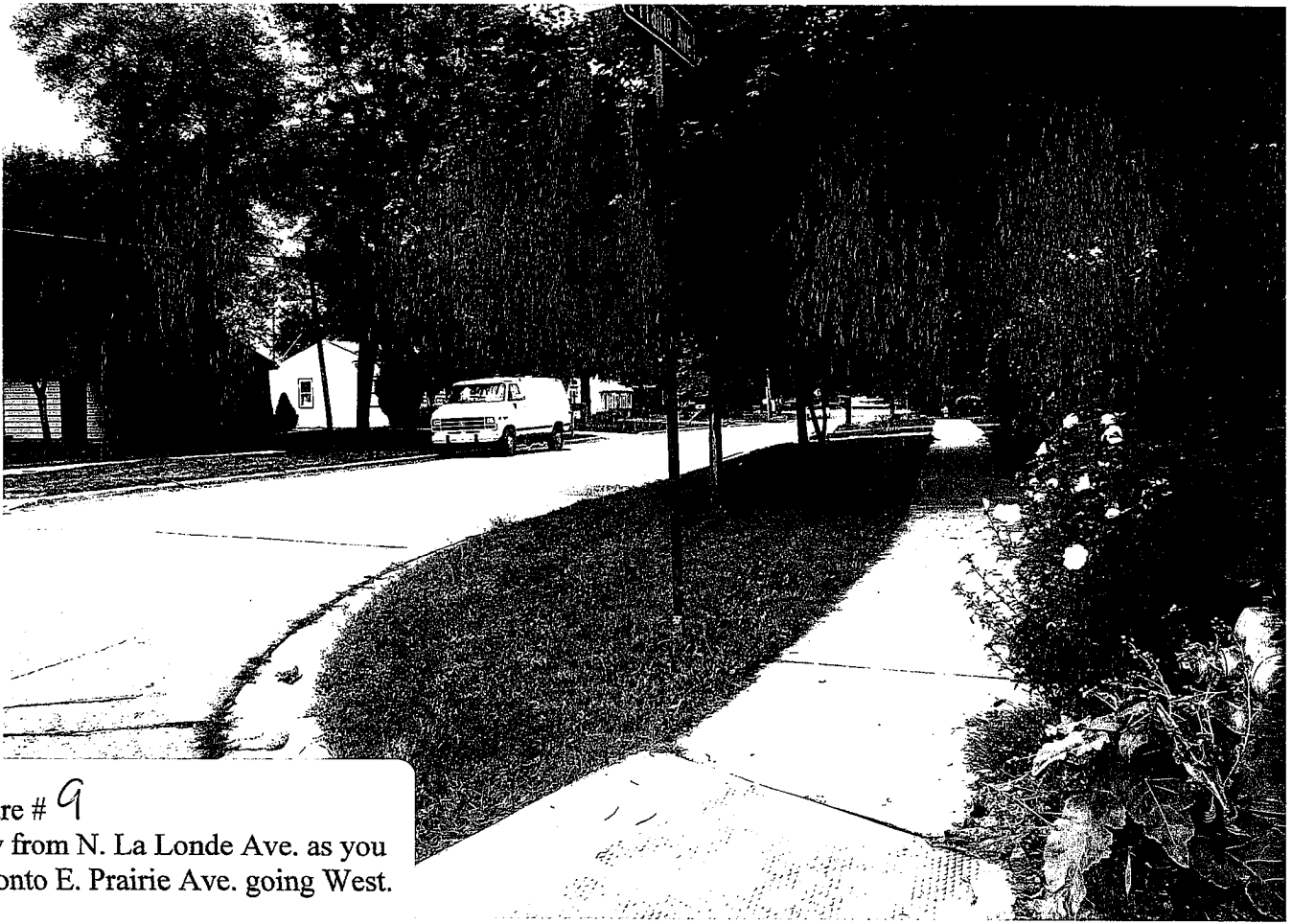


Picture # 7  
View of East Prairie Ave. around #413  
Prairie. White van parked on street  
15% of time, forcing cars to again, use  
opposite lane – again.



Picture # 8  
View of E Prairie Ave. proximity of  
white van to corner of N. La Londe  
Ave. Van belongs to 250 E. Prairie  
Ave.



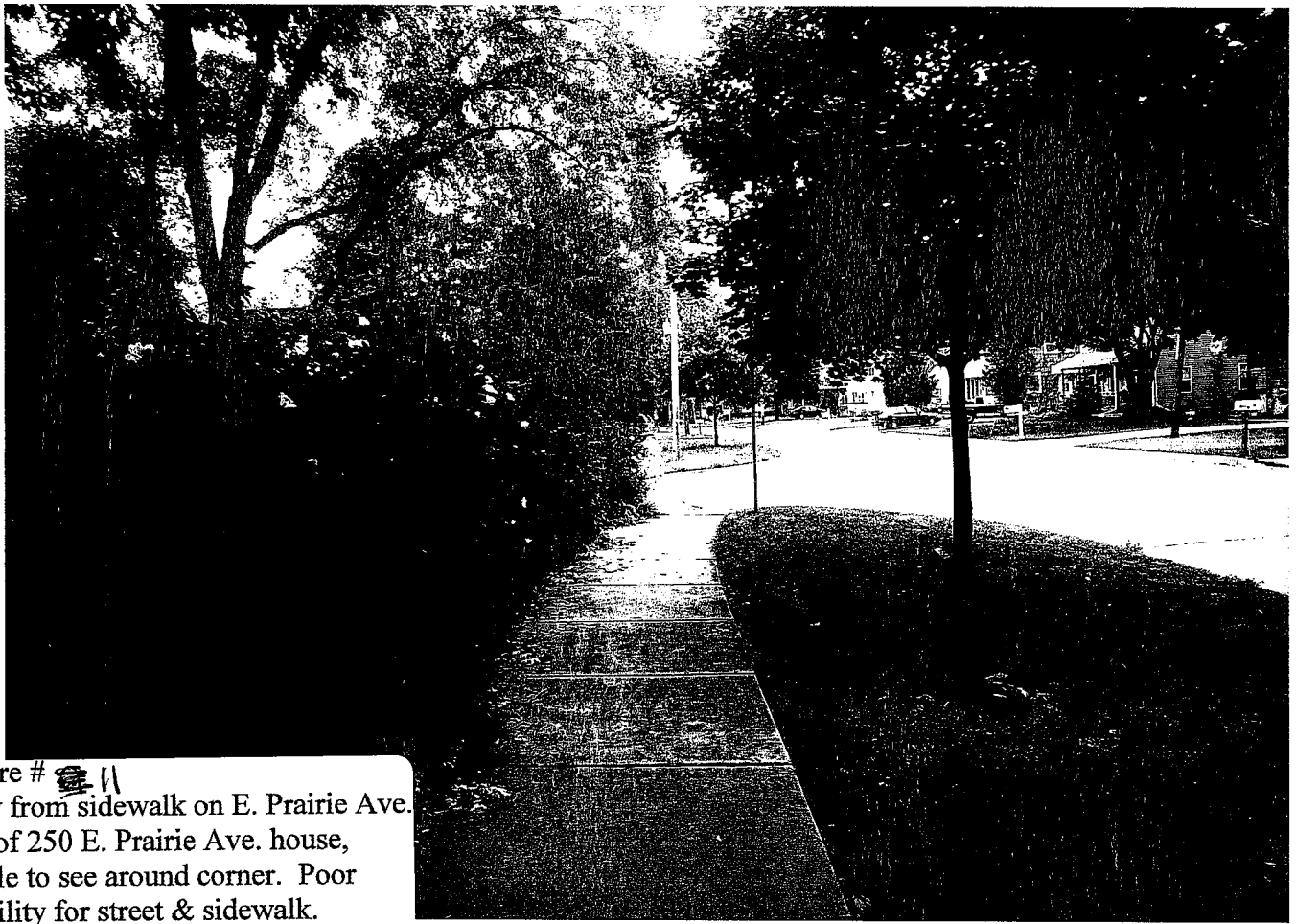


Picture # 9  
View from N. La Londe Ave. as you  
turn onto E. Prairie Ave. going West.

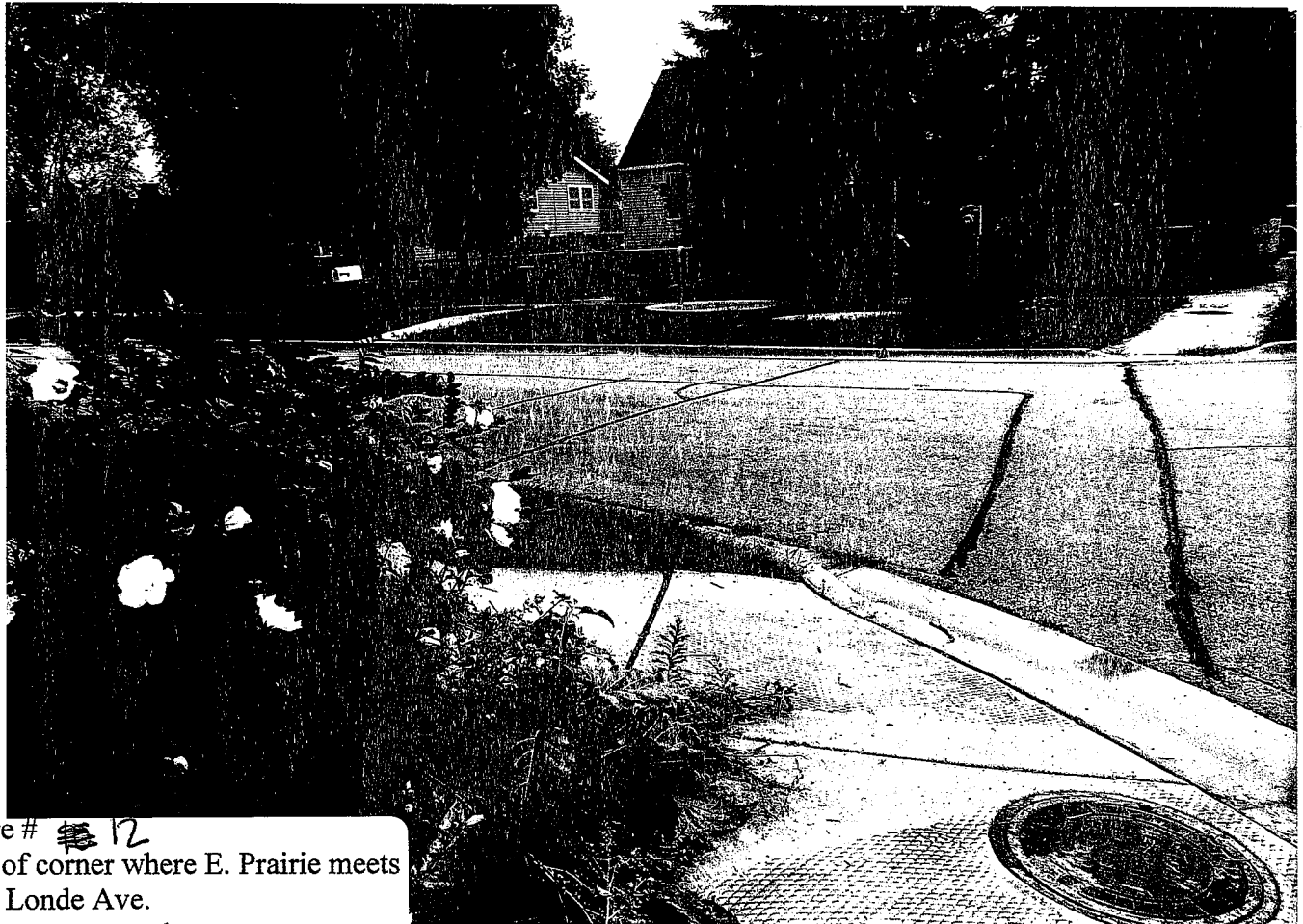


Picture # 10  
View of car turning onto E. Prairie off  
of N. Grace St. navigating between car  
turning onto Grace St. and car parked  
close to corner.





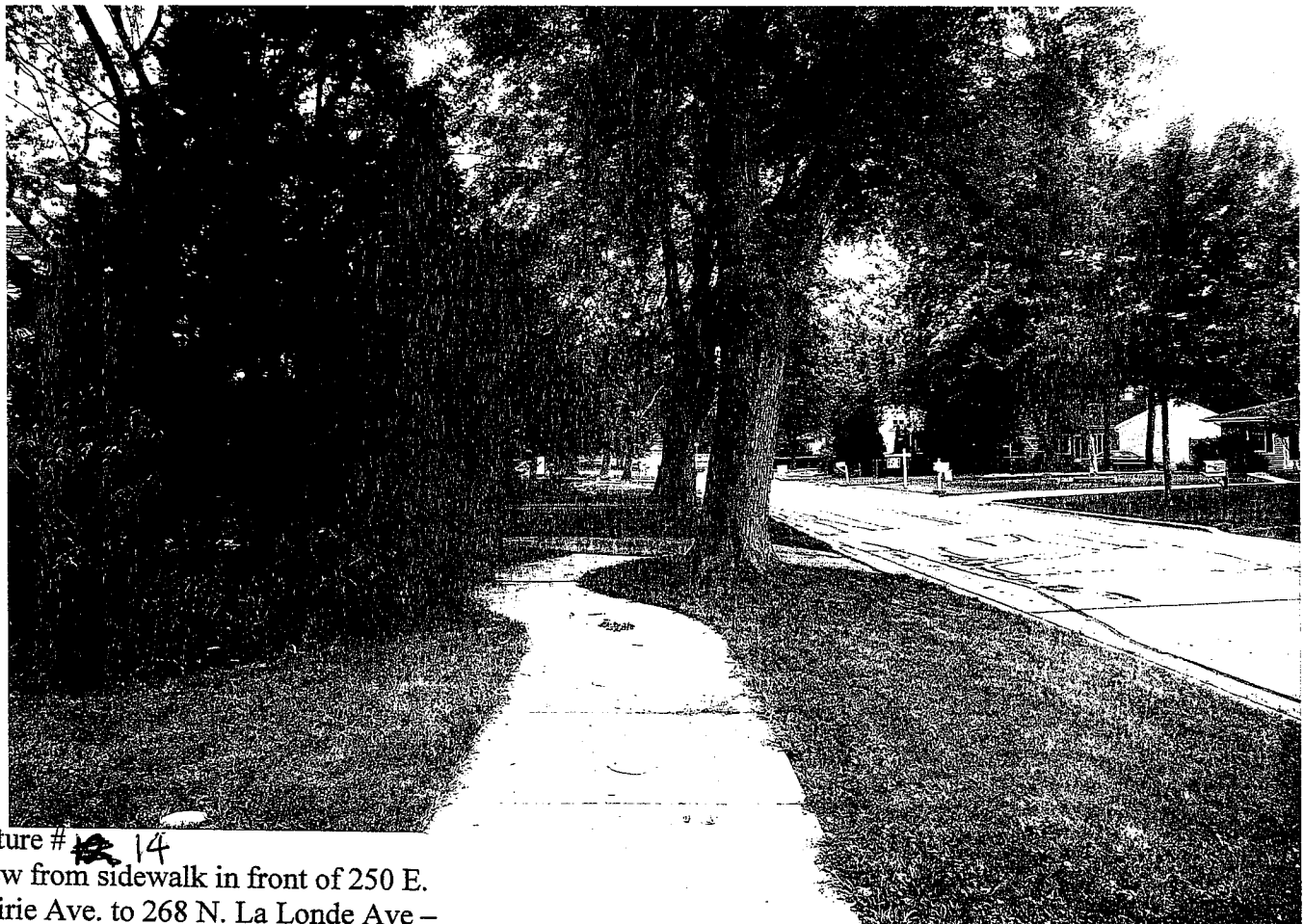
Picture # 11  
View from sidewalk on E. Prairie Ave.  
side of 250 E. Prairie Ave. house,  
unable to see around corner. Poor  
visibility for street & sidewalk.



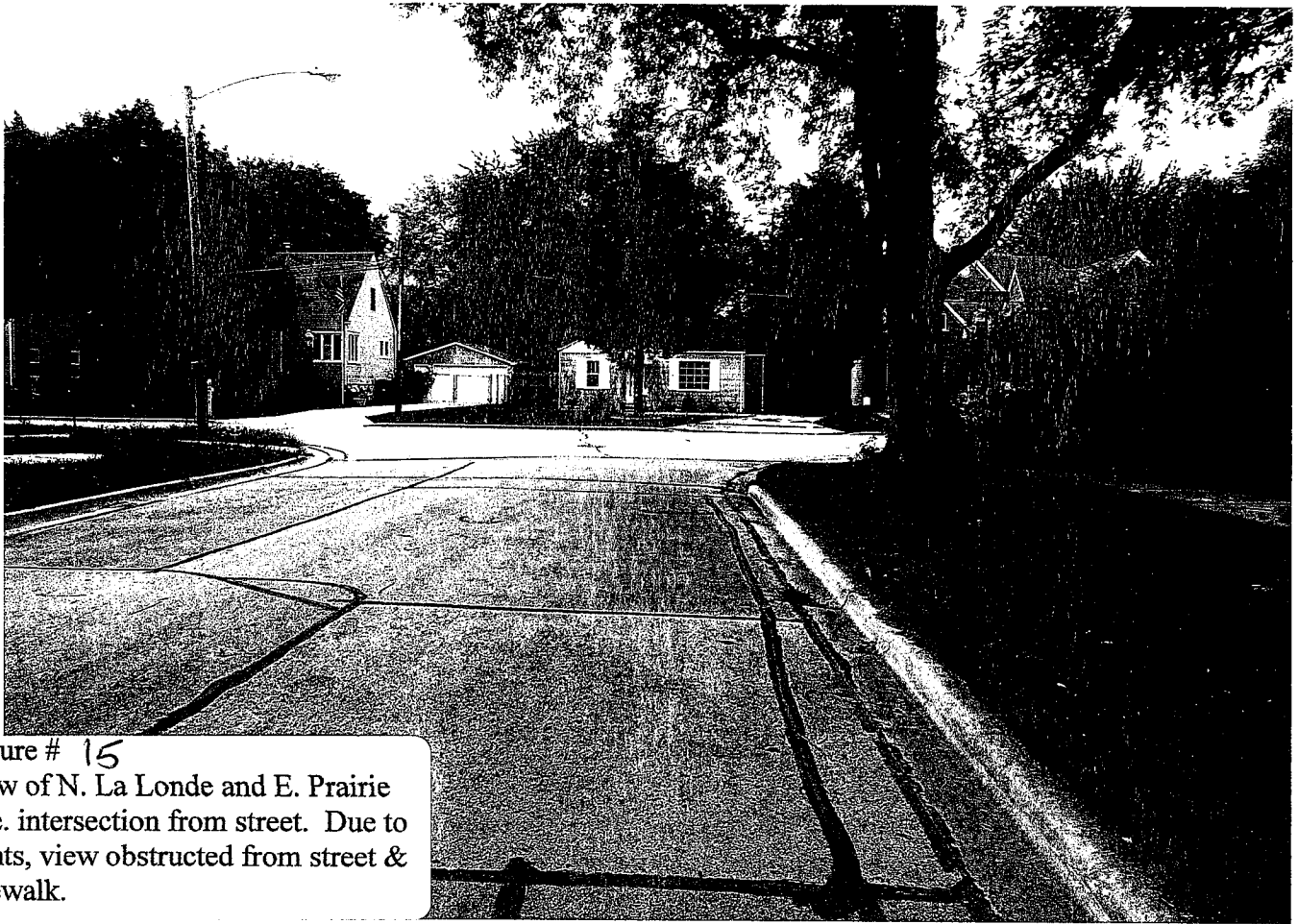
Picture # 12  
View of corner where E. Prairie meets  
N. La Londe Ave.  
Dangerous corner due to over grown  
plants.



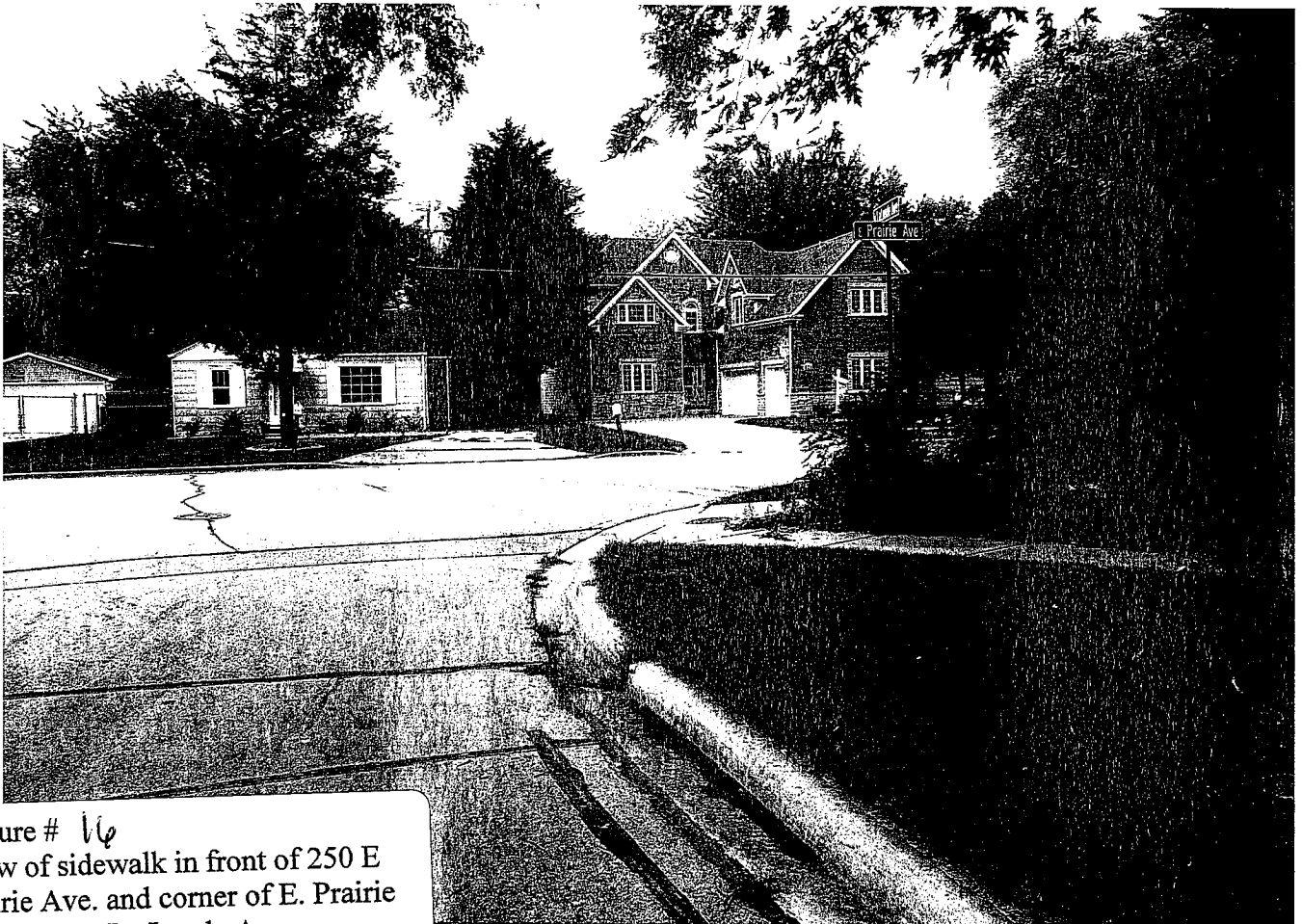
Picture # 13  
View from 250 E. Prairie sidewalk at  
corner of E. Prairie and N. La Londe



Picture # ~~12~~ 14  
View from sidewalk in front of 250 E.  
Prairie Ave. to 268 N. La Londe Ave -  
where side walk abruptly ends.



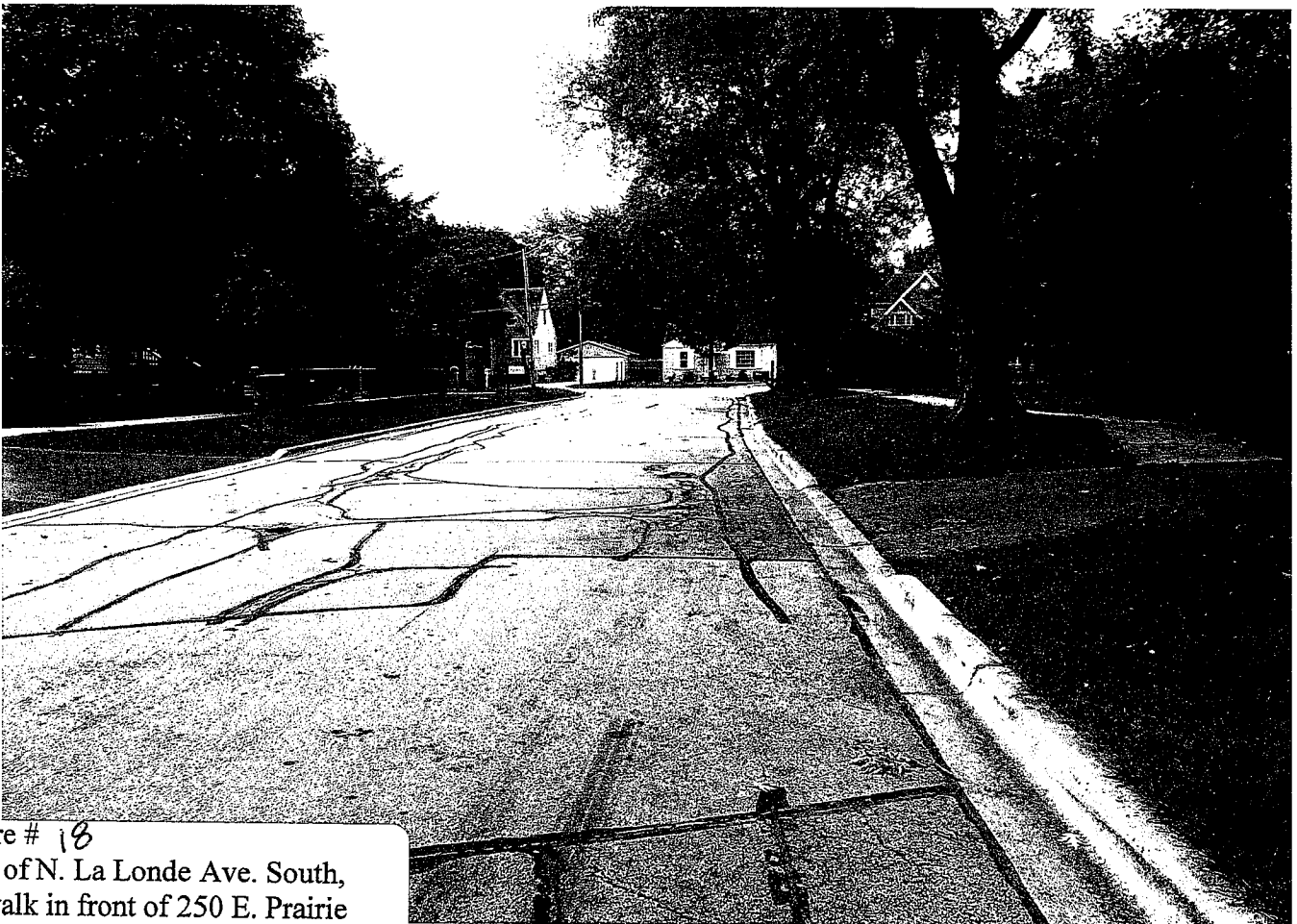
Picture # 15  
View of N. La Londe and E. Prairie  
Ave. intersection from street. Due to  
plants, view obstructed from street &  
sidewalk.



Picture # 16  
View of sidewalk in front of 250 E  
Prairie Ave. and corner of E. Prairie  
Ave. and N. La Londe Ave.



Picture # 17  
View of N. La Londe Ave. North,  
sidewalk from 281 to 287 N. La Londe  
on East side of street.



Picture # 18  
View of N. La Londe Ave. South,  
sidewalk in front of 250 E. Prairie  
Ave. & 253 N. La Londe and 249 E.  
Prairie Ave.



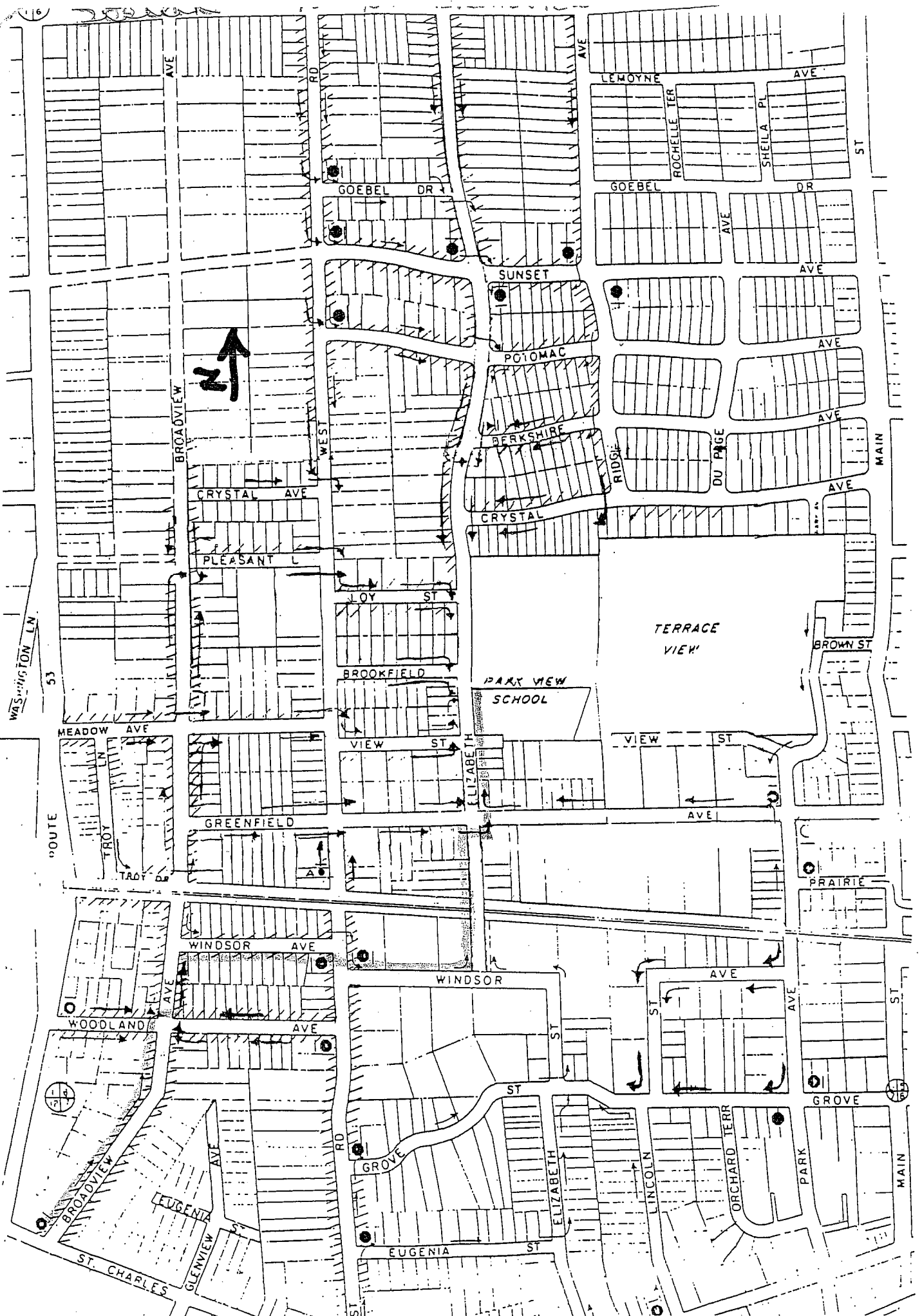


Picture # 19  
View from 276 N. La Londe  
driveway of sidewalk that ends  
going North towards View St.



Picture # 20  
View from 276 N. La Londe  
driveway of sidewalk that ends  
going South towards E Prairie

# PARKVIEW SCHOOL - PREFERRED PEDESTRIAN ROUTE PLAN



**VILLAGE OF LOMBARD**  
**VILLAGE BOARD POLICY MEMORANDUM**

**Subject:        SIDEWALK POLICY**

Number:        **05-1**  
Date:            **1/20/05**

**I.        Purpose**

To establish the sidewalk installation, maintenance, and replacement programs in the Village of Lombard. This policy replaces all previous versions.

**II.       Procedures/Guidelines**

**A. SCHOOLS** – Program presently completed.

1. **3-Block, 1-Side Rule:** All schools are entitled to sidewalks on one side of the street within three (3) blocks of the school property.
  
2. **Preferred Pedestrian School Route Plan (PPSRP):** School safety committees, the Village Transportation and Safety Committee, and Public Works staff developed the PPSRP in the early 1990s. Detailed studies were performed to determine the student walking routes to schools. The Village incorporated crucial segments of sidewalk into the Capital Improvement Plan and installed the necessary sidewalks.

**B. FILL THE GAP**

On improved residential streets sidewalks will be installed in up to three (3) lots in a city block at 100% Village cost to complete the block. The installation of the sidewalks must complete a continuous walkway around a city block to qualify for this program. Irregular-shaped lots and blocks will be considered on a case by case basis. Funding cap is determined annually during the Capital Improvement Program development process. (Board decision May 20, 1999)

**C. STREET CONSTRUCTION PROJECTS**

1. **Unimproved Streets & Special Assessments:** Sidewalks are a component of the street improvement program. Basic improvement costs, including sidewalks, are split 70% Village, 30% adjacent owner. Occasionally, corner lots on the special assessment roll are adjacent to an improved street on one side and an unimproved street on the other. The basic improvement shall include the installation of sidewalk on both sides of the lot. Cost of the sidewalk on the improved street side of the lot shall also be split 70% Village, 30% adjacent owner.
  
2. **Reconstruction of Improved Streets:** The Village will install ADA ramps, replace trip hazards, replace construction damage, and replace all deteriorated sidewalks during street reconstruction projects at no cost to the owner. The Village provides 100% funding for the construction of new sidewalks adjacent to all streets under reconstruction where sidewalks did not previously exist. (Board decision January 6, 2000)



**3. Subdivisions:** The Subdivision Ordinance requires sidewalks on both sides for the full length of right-of-way in all cases of plat approvals and developments. Exceptions are rare. Whenever public sidewalk is required as part of the subdivision ordinance, sidewalk replacement is required in the event that broken or out of proper grade sidewalk is encountered.

**4. Downtown Tax Increment Financing District:** Brick pavers are the standard sidewalk construction material for downtown streets or sections of streets in the downtown area.

**5. Annexation agreements:** Construction of sidewalks as part of any unimproved street, special assessment project or as a stand alone project will be planned and scheduled in accordance with the annexation agreement.

#### **D. TRIP HAZARDS & DETERIORATED SIDEWALK**

**Sidewalk Management:** This program is 100% funded by the Village. The purpose of this program is to have a system that responds to both resident calls for trip hazards in sidewalks and to support a systemic program that inspects the condition of the community's sidewalks on a recurring basis and funds the corrections.

Resident reported trip hazards: Sidewalks with a 1 and 1/4 inch difference in elevation is a trip hazard. The Village will temporarily ramp the location within 48 hours of being notified and will have the hazard corrected in 1 year. (Board decision June 17, 1999)

Inspection program: A systemic program similar to the existing pavement management system. The Village sidewalks are managed based on their age. Older neighborhoods are inspected first. The inspection determines repairs that are required. The annual inspection stops at the point when the estimate for the amount of repairs is equal to the dollars in that year's program. The inspection resumes where it was left off the next fiscal year. Identified trip hazards will be temporarily repaired within 48 hours. After the community has been completed the process will repeat

**Deteriorated sidewalk :** An annual program funded at 10% of Lombard's sidewalk budget with a not to exceed of \$15,000 per year. If 10% of the sidewalk program is over \$15,000 then the difference is split based on the Budgets funding ration for the two elements of the sidewalk management program. The purpose of the program is to support Lombard residents' efforts to maintain their homes. It is a first-come first-served program and applications for the current fiscal year will no longer be accepted once the funds are expended. The resident must pay for 50% of the cost of the work.

The program is based on Lombard's fiscal year (June– May). Residents can submit requests beginning 15 April but must submit requests NLT 15 Dec to be considered for the current fiscal year. Any request accepted but not funded will not automatically be carried over from one fiscal year to the next. Residents who were accepted but not funded must notify Public Works beginning 15 April but NLT 1 May that they want to participate in the upcoming fiscal year's program.

#### **E. SPECIAL SERVICE AREA (SSA)**

Occasionally, a SSA is used to finance the installation of sidewalks in an area not part of another construction project such as the recent Roosevelt Rd. project.

## SUMMARY OF SIDEWALK POLICIES

### **1. Installation at 100% Village cost**

- a. Near schools – 3 block, 1 side rule; PPSRP
- b. Near Prairie Path or Great Western Trail (trail connections)
- c. Construction damage, ADA, after regrading (during a construction project)
- d. Trip hazards of 1 ¼"
- e. Gaps of 3 lots or less in a continuous walkway around city block
- f. All gaps in an improved street construction area
- g. Major trail or pedways (such as South Finley pedway)
- h. State or Federal assistance (STP, TCM or CMAQ)

### **2. Installation at 70% Village cost; 30% resident cost**

Special Assessment street improvement (part of basic improvement)

### **3. Installation at 50% Village cost; 50% owner cost**

Deteriorated sidewalk program

### **4. Installation at 100% owner cost**

- a. Special Service Areas (such as Roosevelt Road sidewalks)
- b. New subdivisions
- c. New "in-fill" home construction

## **III. Legislation/Documentation**

- A. Minutes Board of Trustees meeting January 20, 2005
- B. Minutes Board of Trustees meeting January 6, 2000
- C. Minutes Board of Trustees meeting June 17, 1999
- D. Minutes Board of Trustees meeting June 8, 1999
- E. Minutes Board of Trustees meeting May 20, 1999