



**NAPERVILLE TRANSPORTATION ADVISORY BOARD
COUNCIL CHAMBERS – MUNICIPAL CENTER
FINAL AGENDA
02/06/2010 - 8:00 AM**

CALL TO ORDER:

A. ROLL CALL

B. APPROVAL OF MINUTES

1. January 9, 2010 Meeting Minutes

C. OLD BUSINESS

D. PUBLIC HEARINGS

E. REPORTS AND RECOMMENDATIONS

1. City Council Report
 - a. City Council Minutes of 1-19-10 - Mark Jaynes
City Council Meeting of 2-2-10 - Jay Chiglo
2. BPAC Report
 - a. December 14, 2009 BPAC Meeting Minutes-Mark Jaynes
3. Police Department Report-Sgt. Lee Martin
4. Bicycle and Pedestrian Advisory Committee Appointment-Jen Ebel
5. South Downtown Traffic Management Study Recommendations-Andy Hynes
6. Jackson Avenue Parking-Steve Cope

F. CORRESPONDENCE

1. Traffic Signalization of Osler Drive and West Street-Steve Cope

AGENDA
NAPERVILLE TRANSPORTATION ADVISORY BOARD
02/06/2010 - 8:00 AM - COUNCIL CHAMBERS
Page 2

2. Recommendation for FY 2009 - 2010, Fourth Quarter Commuter Permit Issuance and Space Utilization Report-Jen Ebel

G. NEW BUSINESS

1. 1. Attendance at Forthcoming City Council Meetings
Feb. 16 - Eva Polites March 2 - Myron Sawyer March 16 -
Deborah Stamm
April 6 - Dennis Wencel April 20 - Jim Wilson
May 4 - Elizabeth Lass and Ryan Cap

H. ADJOURNMENT

**NEXT TAB MEETING IS SCHEDULED FOR MARCH 6,
2010 AT 8 AM IN THE CITY COUNCIL CHAMBERS.**

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 1350 Aurora Avenue, Naperville, IL., via telephone at 630-420-6725 or 630-305-5205 (TDD) or via e-mail at manningm@naperville.il.us. Every effort will be made to allow for meeting participation.



**CITY OF NAPERVILLE
TRANSPORTATION ADVISORY BOARD
MINUTES OF MEETING – JANUARY 9, 2010**

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

ROLL CALL:

Members Present: Dan Bauer, Jay Chiglo Stephen Frost, Joe Gryczkowski, Mark Jaynes, Pam Perillo, Eva Polites, Myron Sawyer, Deborah Stamm, Dennis Wencel, and Jim Wilson and Student Representative Elizabeth Lass.

Members Absent: Joe Gryczkowski, and Student Representatives Ryan Cap

Staff Present: Steve Cope, Karen Robles, Jennifer Loudon, and Sean Marquez of TED and Lee Martin of PD

APPROVAL OF THE MINUTES: Minutes of November 7, 2009 were approved as written. **Motion by Jim Wilson, seconded by Deborah Stamm. Ayes: Bauer, Chiglo, Frost, Jaynes, Perillo, Polites, Sawyer, Stamm, Wencel and Wilson. Motion approved 10 to 0.**

PUBLIC FORUM: No one from the public spoke.

OLD BUSINESS: There were no items of Old Business.

PUBLIC HEARINGS: 2010 Annual Sidewalk Program – Sean Marquez

Robert Hennessy – 829 West Douglas: No need for a sidewalk on north side of Douglas. Doesn't go anywhere. Put the sidewalk on Laird or finish Benton which is where the foot traffic goes.

Jim Cannon-857 W. Douglas: Been in neighborhood for 37 years. Are sidewalks on the south side. No specific need to put sidewalks on the north side. Are partial owners of two other properties on the block. Feel there is no need for sidewalks in this area at this time. A Developer has put a new sidewalk at Wilson and Douglas which goes to Jefferson and all the way to Washington.

Don Orchard-510 East Porter Street: TAB and the City two years ago granted a postponement of installing a sidewalk from Julian to Sleight Street on the south side of Porter. Little has changed in the last two years. New sidewalk would allow foot traffic only a few feet (8 feet) from their home which affects privacy and property usage. Another sidewalk will create an additional burden as Senior Citizens. Are a number of east and west sidewalks on the north and south side streets that provide ample foot traffic operations.

Installation of sidewalks would endanger the mature flowering trees in the parkway with a sidewalk curving around the trees the sidewalk would be closer to the front door. A curved sidewalk would not be aseptically pleasing. As tax payers this project doesn't really reached the level of need versus want, and the money could be best spent elsewhere or not at all. As citizens it would be better to save some ones job rather than a convenience of walking around the neighborhood. Again asking for a postponement for a few years.

Staff-Sean Marquez: Sidewalks are an important goal for the city with the desire to put in sidewalks on school walk routes so pedestrians can walk on sidewalks and not on the street. In school walk route areas sidewalks are desired on both sides of the street. Project was funded at \$300,000 but has been reduced to \$150,000. Policy of city to build sidewalks hasn't changed, it remains a question of where and when and how quickly as/the budget constraints. North side of Douglas is a school walk route area, thus the reason for suggesting the completion of the walk as well as the completion of the network.

Delay on Porter was due to the proposed tear downs in the area. With tear downs not occurring, or taking a greater length of time, Staff decided to go ahead with sidewalks on Porter.

TAB asked about the status of removing snow from sidewalks so students can walk to the schools. If a report is provided of unshoveled snow on sidewalks, Code Enforcement will respond. TAB requested Staff reach out to the 3 people who spoke against sidewalk installation to assure the residents TAB and Staff heard what they said.

Public hearing was closed.

2010 Annual Sidewalk Program:

Motion: The Transportation Advisory Board concurs with the recommendation of the Transportation, Engineering and Development Staff to approve the 2010 Annual Sidewalk Program for sidewalks on portions of 11th Avenue, Raymond Drive, Sunset Drive, Porter Avenue, Fremont Street and Douglas Avenue. **Motion by Bauer, seconded by Chiglo. Ayes: Bauer, Chiglo, Frost, Jaynes, Perillo, Polites, Sawyer, Stamm, Wencel and Wilson. Motion approved 10 to 0.**

REPORTS AND RECOMMENDATIONS:

Report of City Council Meeting of November 17-Dan Bauer: Reduction of speed limit was approved for Book Road from Wicklow Road to 111th from 45 mph to 40 mph; Wolf's Crossing Speed limit was reduced from 55 mph to 45 mph from 248th to the railroad tracks; left turn prohibition was established for eastbound 5th Avenue at Washington Street and no right turn on red for eastbound North Avenue at Washington Street.

City Council Meeting of December 1-Stephen Frost: Council approved the purchase of Parking Guidance Systems for Parking Decks. Several parking spaces in the Van Buren Parking Lot will be used for consolidated refuse compactors. Fifth Avenue Study was adopted with the desire for additional Park n' Ride sites to be acquired and strong support for the Bus Depot.

Report of Bicycle and Pedestrian Advisory Committee Meeting of October 19 and November 16 Mark Jaynes: Obtaining a higher level designation (Silver or Gold) in the Bicycle Friendly Community Program is related to how the city reaches out to the community to engage residents and how the city goes beyond planning to promote cycling.

BPAC met with PD to discuss accessibility challenges for visually impaired people in the downtown and crossing zones needing indicators near the parking garages.

Putting bike routes on all streets will be further discussed at the December BPAC meeting.

Police Department Report-Sgt. Martin: Results for the Red Light Program at North Aurora and Route 59 for the first 11 months of 2009 indicated a reduction in total crashes at that intersection of 14%; a reduction in angle turning crashes of 31% with injury crashes reduced by 20%. Rear end crashes have decreased by 9%. In February 32 to 33 tickets were issued daily. Now it is 21 to 23 tickets daily. FINAL - Transportation Advisory Board - 2/6/2010 - 2

TRANSPORTATION ADVISORY BOARD-MINUTES OF MEETING-1/9/10 – P. 3

Bicycle Friendly Community Designation-Jennifer Louden: Have received a significant list of feedback items from our application to the League of American Bicyclists and League of Illinois Bicyclists. Will have to reapply for designation with the expectation that the City will have acted on the feedback items provided to maintain our designation or move to the next level.

Will be completing the DuPage River Trail and Bike Ped underpasses at 75th and Washington. Will continue to expand the on-road system following the bicycle implementation plan that was approved in 2006. Will be completing a Bike to Metra Brochure for the Naperville Station. Staff is request TAB concur with BPAC's recommendations.

Motion: The Transportation Advisory Board concurs with the Transportation, Engineering and Development Business Group's recommended priorities for implementation of Bicycle Friendly Community feedback items. **Motion by Jaynes, seconded by Stamm. Ayes: Bauer, Chiglo, Frost, Jaynes, Perillo, Polites, Sawyer, Stamm, Wencel and Wilson. Motion approved 10 to 0.**

Overnight Parking-Downtown Naperville-Steve Cope: Recommendation to establish overnight weekend parking in downtown Naperville which involves the inside levels of the Parking Decks including the Van Buren Deck, Central Parking Facility and Municipal Center. Recommending a six month pilot program to measure the usage and impacts of overnight parking. City Council has expressed interest. Downtown Management Parking Study recommended this program. The Chamber of Commerce and the DNA are studying this program. Staff has no alternatives to suggest to people who have weekend guests and want a place to park their cars overnight.

MOTION: The Transportation Advisory Board concurs with the Transportation, Engineering and Development Business Group's recommendation to establish weekend overnight parking in Downtown Naperville at designated locations, revising the current ordinance prohibiting parking from 2 am to 5 am and 2 am to 9 am to Monday through Friday only instead of all days of the week. **Motion by Perillo, seconded by Wencel. Ayes: Bauer, Chiglo, Frost, Jaynes, Perillo, Polites, Sawyer, Stamm, Wencel and Wilson. Motion approved 10 to 0.**

Request for All-Way Stop Controls at West Street and Benton Avenue – Steve Cope: This intersection does not meet warrants for an all-way stop control. TAB acknowledged the report.

Pilgrim's Addition Traffic Concerns Update-Steve Cope: All tasks within the work list have been completed or addressed to the extent appropriate at this time which is a result of Staff's efforts to address the concerns. TAB noted the amount of work completed in a short amount of time and expressed appreciation for the Staff's efforts.

Pedicab Regulations for Downtown Naperville-Steve Cope: Recommendation to establish a permanent pedicab ordinance to regulate pedicabs in downtown Naperville. Current ordinance is temporary to allow one year of service by Green Street Pedicabs. Input received from Downtown Businesses and Naperville Alliance was positive. Police Department has no reports of any incidents in the trial period. Ordinance would be for six licenses with one Business having 5 licenses and 1 available for another company. Using six licenses for the number of streets in downtown Naperville. Licenses will be for one year. Ordinance will allow removal of the licenses if there were accidents or public safety issues with the pedicabs.

MOTION: : The Transportation Advisory Board concurs with the Transportation, Engineering and Development Business Group's recommendation to establish Pedicab Regulations for
FINAL - Transportation Advisory Board - 2/6/2010 - 3

TRANSPORTATION ADVISORY BOARD-MINUTES OF MEETING-1/9/10 – P. 4

Guaranteed Ride Home Program Update and Survey-Karyn Robles: Have renewed the program after a successful first year. Have extended the time people have to submit their vouchers from 10 to 21 days following the time people have taken the cab home. Have also extended the program eligible hours from 7-11 pm to 7 – 12 am to allow commuters on the late train from Chicago to use the program. Registration began in December 2009. Staff will initiate an extensive marketing campaign targeted at current program users, all transit users and other commuters. Have increased the reimbursement rate to be closer to the amount being charged by the taxi cabs.

Potential Park-n-Ride Location Update-Karyn Robles: Hoping in early 2010 to have an additional Park-n-Ride site before TAB for approval. Park-n-Rides are successful because they are express routes to the station. Staff has not heard from anyone wishing to board the bus along the Park-n-Ride express route to the Route 59 Station.

Pace Service Cuts Decision and Metra Budget Update-Karyn Robles: Originally 5 routes and 1 additional route that impacted Naperville were proposed for elimination. The Pace eliminations include Route 781, the reverse commuter route which will be eliminated on Feb. 7. The route has had a decrease in ridership due to the businesses in the area having private shuttles. Working with the businesses to provide information on Van Pools and Car Pools that might work for their impacted employees. Route 535 runs all day on an hourly basis along Route 59 with service to the Route 59 Train Station will also be eliminated. All other routes will remain intact. Reduction in service for Route 685 has been put on hold pending additional park-n-ride discussions.

Motorcycle Parking Update-Karyn Robles: Staff has opted to leave the program as it is. The program was expanded to Commuters who hold a parking permit in one of the lots can park their motorcycle in a commuter parking vehicular space. The six month trial program had 10 people sign up with no issues resulting from the motorcycle parking in the Commuter Lots. The program will be continued on a permanent basis. Outsourcing of the Commuter Parking Program is being considered so no further changes in the Motorcycle Parking Program is considered for the year 2010. A TAB opinion was expressed against Outsourcing the Commuter Parking Program.

FY 08-09 Ride DuPage Annual report and FY 09-10 Budget Update-Karyn Robles: Had another successful year with Ride DuPage as well as the Ride DuPage to Work Program which receives a 50% Federal Grant which helps to reduce costs. Came in under Budget for 2009.

Motion to adjourn by Stamm, seconded by Wencel with unanimous approval. Meeting adjourned at 8:49 am. Next TAB meeting will be February 6, 2010 at 8 am.

Respectfully submitted,

Marjorie McIntosh, Secretary



**CITY COUNCIL MEETING OF JANUARY 19, 2010
UNOFFICIAL PRIOR TO CITY COUNCIL APPROVAL
APPROVED BY THE CITY COUNCIL ON
_____AS WRITTEN.**

CALL TO ORDER:

7:02 P.M.

- A** Mayor A. George Pradel
Councilman James Boyajian
Councilman Judy Brodhead
Councilman Robert Fieseler
Councilman Richard R. Furstenau
Councilman Paul Hinterlong
Councilman Douglas Krause
Councilman Kenn Miller
Councilman Grant Wehrli

Absent

Also Present

- City Manager, Doug Krieger
Assistant City Manager, Robert Marshall
Records Management Team Leader, Pam LaFeber
City Attorney, Margo Ely
Fire Chief, Mark Puknaitis
Police Chief, David Dial
Director of Public Utilities, Allan Poole
Director of Public Works, David Van Vooren
Information Technology Dept. Team Leader, Larry Gunderson
Director of T.E.D. Business Group, Marcie Schatz
T.E.D. Operations Manager, Allison Laff
T.E.D. Engineering Team Leader, Bill Novack
T.E.D. Transportation Team Leader, Karyn Robles
T.E.D. Development Team Leader, Dick Dublinski

Press

- Chicago Sun Times, Daily Herald, Naperville Sun

**FINAL AGENDA
CITY COUNCIL MEETING
JANUARY 19, 2010
PAGE 2**

B. CLOSED SESSION

OPEN SESSION

C. PLEDGE TO THE FLAG:

D AWARDS AND RECOGNITIONS:

D1 January Employee of the Month

EMPLOYEE OF THE
MONTH - JANUARY

Councilman Miller recognized Jim Steffen as January's Employee of the Month.

E PUBLIC FORUM:

E1 Police Layoffs & Position Cuts

Tamara Cummings, 5600 S. Wolf Road #120, Western Springs, attorney for the Fraternal Order of Police (FOP), discussed the lay-offs of Naperville officers and several civilian employees over the past two years, and stated that the cut backs will affect public safety. She stated that the union was not asked to participate in discussions about finding solutions for the budget shortfall and that municipalities less affluent than Naperville have found ways to avoid lay-offs.

Kathy Wrobel, 290 Cassin Road, believes that the safety of the community is at risk because of the recent lay-offs and urged the Council to keep the police department properly staffed.

Krieger clarified that of the 12 officer positions that were eliminated ten were vacant and that public input was gathered via the Council.

Lisa Grek, 1210 Oakton, asked Council to reconsider their decision to eliminate officers and increase staff to the level recommended by the FBI.

John Driscoll, 1240 Marls Court, stated that in times of economic downturn crime rate increases and urged Council to reconsider their decisions to close the front desk during certain hours and to reduce staffing.

Robert Provancher, Sr., 481 Stillwater Court, reviewed the hiring timeline of the two eliminated officer positions and estimated the cost to hire, train and outfit the officers and asked why two officers were needed last year but not now.

William Kuta, 435 West Glen Drive, stated that the Council has lost sight of the true mission of government, asked if they have exhausted all solutions to close the budget gap, and to put themselves in need of emergency assistance.

**FINAL AGENDA
CITY COUNCIL MEETING
JANUARY 19, 2010
PAGE 3**

E1 Police Layoffs & Position Cuts **Continued**

Vince Clark, 1113 E. Ogden and President of the Fraternal Order of Police Lodge #42, wants to educate the public on priorities, discussed the recent ads published by the FOP, explained that the FBI recommends 2.3 officers/1,000 residents, that the city is stating that the ratio should be 1.8/1,000 but the actual ratio is 1.1 and this number does not include the individuals that work or pass through Naperville. He discussed the amount of money spent on the two recruits and how another municipality will not have to pay for the training that Naperville provided. He stated that all three divisions of the police department are nationally accredited and that loss of manpower will affect the respect that the department has earned.

Council asked how the current negotiations are proceeding, if the FOP is agreeing with what the city has proposed, urged the union to begin working with the city, and not to mislead the public with statistics.

Clark stated that decisions are still pending from the most recent meeting, that the parties have agreed on several issues up to this point, and that the FOP has several suggestions to raise revenue.

Council questioned if the crime rate of Naperville dictates a smaller police force, stated that relying on a statistic to determine staffing is archaic, and that because of the officers' hard work and dedication Naperville can be protected with a lesser number.

Michael Caruso, 1163 E. Ogden and Vice President of the FOP, agrees with Chief Dial's article stating that Naperville has always been proactive and that the recent position eliminations will cause the police department to be reactive.

Daniel Fisher, 1163 E. Ogden, announced the new hours of the police front desk which start in April, stated that nights and weekends are busy hours, and that closing the desk is a short-term solution for a long-term problem. He gave examples of services that will not be met because of the closure and urged Council to reconsider the decision to eliminate officers.

Jeffrey Havel, 725 N. Center, stated that he would pay more in property taxes to keep the level of service the same because property taxes are deductible. He also stated that he moved back to Naperville because of the level of service.

Council volunteered to meet with Clark and Caruso to discuss revenue suggestions and urged them to come prepared to discuss methods to control costs.

Dial explained how the statistics are generated by FBI and that generally western states have lower ratios and the number increases through the Midwest and to the east. He stated that the statistics don't include crime rates and demographics. Dial also stated that no positions were eliminated in the patrol division and that the front desk will be closed during certain hours.

**FINAL AGENDA
CITY COUNCIL MEETING
JANUARY 19, 2010
PAGE 4**

E1 Police Layoffs & Position Cuts **Continued**

Council stated that eliminating positions is difficult and that they would not have supported the decision if it affected safety, that all departments will need to become reactive, that the budget gap cannot be solved with revenue alone and that sales tax cannot be added because the public won't allow it.

Krieger stated the city adhered to the FOP's 15-day notice requirement for position terminations.

Mayor thanked the FOP for being in attendance and urged them to talk to the city manager or any member of Council about ways to cut costs or raise revenue.

E2 Wildlife Issue

Chris Martin, 728 Clovetree Court, stated that she is proud of the police department and urges Council to not lower staffing. She discussed the presence of a coyote on her property and asked Council to help because she is concerned about safety.

Mary Gorecki, 737 Clovetree Court, explained that three coyotes came after her dog and that over the years she has called the city with concerns about safety.

BREAK: 8:26 P.M.
Mayor Pradel called the meeting back to order at 8:39 p.m.

F **HOLDOVER ITEMS:**

G **PETITIONS AND COMMUNICATIONS TO THE COUNCIL:**

H **CONSIDERATION OF MOTION TO USE OMNIBUS
METHOD FOR REMAINING ITEMS:**

Miller moved to use the Omnibus method to approve the Consent Agenda. Second, Krause.

VOICE VOTE: Motion declared carried.

I **CONSENT AGENDA:**

Miller moved to approve the Consent Agenda with the exception of items I9 and I13. Second, Krause.

ROLL CALL:

Ayes: Pradel, Boyajian, Brodhead, Fieseler, Furstenuau,
 Hinterlong, Krause, Miller, Wehrli

Nays: None
 Motion declared carried.

II Cash Disbursements – 12/22/09

Council moved to approve the cash disbursements for 12/22/09 in the amount of \$15,886,533.20.

CASH DISBURSEMENTS –
12/22/09

**FINAL AGENDA
CITY COUNCIL MEETING
JANUARY 19, 2010
PAGE 5**

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| I2 | <u>Cash Disbursements – 01/06/10</u>
Council moved to approve the cash disbursements for 1/6/10 in the amount of \$6,893,175.52. | CASH DISBURSEMENTS –
01/06/10 |
| I3 | <u>Regular City Council Meeting Minutes of December 15, 2009</u>
Council moved to approve the Regular City Council Meeting Minutes of December 15, 2009 | REGULAR CITY COUNCIL
MEETING MINUTES –
12/15/09 |
| I4 | <u>Extension to Contract 07-158, Multi-Functional Copiers – Phase IV</u>
Council moved to approve the extension of Contract 07-158, multi-functional copiers – Phase IV to IKON Office Solutions for an amount not to exceed \$32,368.08 (\$8,092.02/per year) for the next four years. | TO CONTRACT 07-158,
MULTI-FUNCTIONAL
COPIERS – PHASE IV |
| I5 | <u>Bid 10-131, Disposal of Retired Transformers</u>
Council moved to approve the award of Bid 10-131, disposal of retired transformers to B&B Transformer, Inc., for the unit sale price of \$5.23 per KVA. | BID 10-131, DISPOSAL OF
RETIRED
TRANSFORMERS |
| I6 | <u>RFP 10-082, Naperville Asset Management System (NAMS)</u>
Council moved to approve the award of RFP 10-082, Naperville Asset Management System (NAMS) to Woolpert, Inc. for an amount of \$149,728.00. | RFP 10-082, NAPERVILLE
ASSET MANAGEMENT
SYSTEM (NAMS) |
| I7 | <u>Bid 10-116, Liquid Cationic Emulsion Polymer</u>
Council moved to approve the award of Bid 10-116, liquid cationic emulsion polymer, to Polydyne, Inc., for an amount not to exceed \$299,183.68 for the 28-month contract period. | BID 10-116, LIQUID
CATIONIC EMULSION
POLYMER |
| I8 | <u>Bid 10-132, Naper Settlement Pre-Emption House HVAC Phase IV</u>
Council moved to approve the award of Bid 10-132, Naper Settlement Pre-Emption House HVAC Phase IV, to Amber Mechanical Contractors, Inc., for an amount not to exceed \$173,520.00, plus a 5% contingency. | BID 10-132, NAPER
SETTLEMENT PRE-
EMPTION HOUSE HVAC
PHASE IV |
| I10 | <u>Resolution No. 10-001, Dental Roots, ZBA Case #09-1-184</u>
Council moved to adopt Resolution No. 10-001, granting two variances from Section 5-4-5:3.2 (commercial signs, awnings and canopy signs) of the Naperville Municipal Code to increase the allowed signage on two awnings from 12 square feet (per elevation) to 27.1 square feet (per elevation) for Dental Roots, 4015 Plainfield/Naperville road, Unit #106 – ZBA Case #09-1-184. | RESOLUTION NO. 10-001,
DENTAL ROOTS, ZBA
CASE #09-1-184 |
| I11 | <u>Grant Agreements between the Illinois Emergency Management Agency and the City of Naperville</u> | |
| I11a | <u>Resolution No. 10-002, grant agreement between the Illinois Emergency Management Agency and the City of Naperville for the 2010 Emergency Management Performance Grant</u>
Council moved to adopt Resolution No. 10-002, authorizing the grant agreement between the Illinois Emergency Management Agency and the City of Naperville for the 2010 Emergency Management Performance Grant for the amount of \$43,264.19. | RESOLUTION NO. 10-002,
2010 EMERGENCY
MANAGEMENT
PERFORMANCE GRANT |

**FINAL AGENDA
CITY COUNCIL MEETING
JANUARY 19, 2010
PAGE 6**

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| I11b | <p><u>Resolution No. 10-003, Citizen Corps Grant Agreement</u></p> <p>Council moved to adopt Resolution No. 10-003, authorizing the Citizen Corps grant agreement between the Illinois Emergency Management Agency and the City of Naperville for the amount of \$5,500.00.</p> | <p>RESOLUTION NO. 10-003,
CITIZEN CORPS GRANT
AGREEMENT</p> |
| I12 | <p><u>Resolution No. 10-004, Regional Household Hazardous Waste Facility</u></p> <p>Council moved to adopt Resolution No. 10-004, authorizing the City Manager to execute the third amendment to the Intergovernmental Agreement between the City of Naperville and DuPage County for the operation of the Household Hazardous Waste Facility.</p> | <p>RESOLUTION NO. 10-004,
REGIONAL HOUSEHOLD
HAZARDOUS WASTE
FACILITY</p> |
| I14 | <p><u>Ordinance No. 10-001, City of Naperville – Recovery Zone</u></p> <p>Council moved to pass Ordinance No. 10-001, designating the City of Naperville, a Recovery Zone.</p> | <p>ORDINANCE NO. 10-001,
CITY OF NAPERVILLE –
RECOVERY ZONE</p> |
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- 19** Proposed Locations for 2010 New Sidewalk Program
- Robert Hennessy, 829 W. Douglas, opposes the proposed Douglas and Fremont locations, stated that the first priority should be streets with no sidewalks, and that money can be saved by not installing these sidewalks.
- Council accepted the written statement from Donald Orchard, 510 E. Porter, opposing the installation of sidewalks at this location.
- Council questioned if there is a sense of urgency to install the sidewalks and if not could the money be used somewhere else. Council also asked how locations are determined, discussed eliminating the program for this year, and asked why sidewalks are not being installed in East Highlands teardown development projects.
- Novack explained that per the Comprehensive Sidewalk Program all property owners adjacent to proposed locations are notified, the location recommendations are then reviewed by the Transportation Advisory Board (TAB) and then Council. Novack said the CIP was reduced to \$150,000 which would build approximately one mile of sidewalk, that TED recommends continuing these projects, however eliminations could be suggested.
- Novack will provide information regarding the East Highland development progress and clarified that staff attempts to avoid tree removal at all locations.
- Boyajian moved to table to February 3, have staff provide the rationale for the selection of streets, discuss the next five to six recommended locations, list where residents would prefer to have sidewalks installed, and discuss if any sidewalks are necessary around schools or similar institutions. Second, Wehrli.
- VOICE VOTE:** Motion declared carried.

**FINAL AGENDA
CITY COUNCIL MEETING
JANUARY 19, 2010
PAGE 7**

I13 Club Homes of White Eagle, PC 09-1-171

CLUB HOMES OF WHITE
EAGLE, PC 09-1-171

Patricia Fee, 1530 White Eagle Drive, urged Council to continue this item because the residents were not aware of the proposed zoning change. She invited Council to view the property and would like time to get resident input.

Laff explained that proper notification and signage occurred and stated that up to 12 homes can be built at the proposed location.

Council stated that this is exactly the type of housing stock that Naperville needs.

Len Monson, 552 S. Washington, explained that petitioner made efforts above and beyond required notification by including notice in the homeowner newsletter. Monson stated that the proposed homes on the 5th fairway are further from the fairway than existing homes, that placing homes closer together on the street side will allow for more space in the rear lots, and that the proposed development has lower density than what is allowed. Monson also directed Council to the letter from the Homeowner’s Association, included in the agenda item, concurring with the proposal.

Council stated that the sign was placed far from club house, the club house was closed during the notification period, that there are significant variances in the development, and that the neighbors need to be properly notified.

Furstenau invoked Council rules and requested a letter from country club.

Boyajian objected to council rules.

ROLL CALL to overrule Motion to invoke Council Rules:

Ayes: Boyajian, Brodhead, Miller, Wehrli, Pradel

Nays: Fieseler, Furstenau, Hinterlong, Krause

Motion declared **not** carried.

Clerk’s Note Item to be placed on February 3 agenda.

J **OLD BUSINESS:**

J1 Ordinance No. 10-002, Reduce the Red Light Violation Late Fee

ORDINANCE NO. 10-002,
REDUCE THE RED LIGHT
VIOLATION LATE FEE

Miller moved to pass Ordinance No. 10-002, amending 11-1-9:5.5 to reduce the late payment penalty for a red light violation from \$100.00 to \$50.00. Second, Fieseler.

Furstenau made a motion in substitution to pass Ordinance No. 10-002, amending 11-1-9:5.5 to reduce the late payment penalty for a red light violation from \$100 to \$25. Second, Krause.

Council discussed that the program is about revenue not safety, straight-through traffic on a red light is dangerous and residents/visitors need to change their driving habits. Council supports technology to address serious problem that may continue to stretch police department staff.

**FINAL AGENDA
CITY COUNCIL MEETING
JANUARY 19, 2010
PAGE 8**

- J1** Ordinance No. 10-002, Reduce the Red Light Violation Late Fee
Continued ORDINANCE NO. 10-002,
REDUCE THE RED LIGHT
VIOLATION LATE FEE
- Schatz stated that vast majority of complaints is not about the ticket but the doubling of the fine for a late fee.
- Council stated that cameras may continue to change driving habits, that reducing a moving violation fine to less than a parking violation is not prudent, and that the zip code study shows 23% of violators are Naperville residents.
- ROLL CALL on Motion of Substitution:**
Ayes: Furstenau, Hinterlong, Krause
Nays: Brodhead, Fieseler, Miller, Wehrli, Pradel, Boyajian
Motion declared **not** carried.
- ROLL CALL on Main Motion:**
Ayes: Fieseler, Furstenau, Hinterlong, Krause, Miller, Pradel
Nays: Wehrli, Boyajian
Motion declared carried.
- K** **AWARD OF BIDS AND OTHER ITEMS OF EXPENDITURE:**
- L** **REPORTS AND RECOMMENDATIONS:**
- L1** City Council Meeting Schedule CITY COUNCIL MEETING
SCHEDULE
- Miller moved to approve the City Council meeting schedule for January, February, and March 2010 and scheduled the following workshops: Pension Reform on February 22, CIP/Budget #1 on March 1 and SECA on March 22. Second, Wehrli.
- VOICE VOTE:** Motion declared carried.
- L2** 2009 Continuous Improvement Model for Downtown Parking CONTINUOUS
IMPROVEMENT MODEL
FOR DOWNTOWN
PARKING
- Council discussed allowing commuters to utilize open parking opportunities.
- Schatz doesn't recommend using the vacancy statistics during the winter months but suggests relying on the spring, summer and December numbers.
- Boyajian moved to receive the report and endorse recommendations 1-5 from the 2009 Continuous Improvement Model for Downtown Parking. Second, Furstenau.
- VOICE VOTE:** Motion declared carried.

FINAL AGENDA
CITY COUNCIL MEETING
JANUARY 19, 2010
PAGE 9

L3 DynaCom Management, Inc. – ZBA 09-1-185

DYNACOM
MANAGEMENT, INC.,
ZBA -9-1-185

Option A

Concur with the Zoning Board of Appeals and deny a variance for a message-change rate of once every three (3) seconds for an electronic-message center and direct staff to prepare resolution paperwork approving a variance for a v-shaped monument sign that is not oriented perpendicular to the public roadway.

Option B

Concur with staff and deny a variance for a message-change rate of once every three (3) seconds for an electronic-message center and deny a variance for a v-shaped monument sign that is not oriented perpendicular to the public roadway.

Ali Setork, representing Dynacom, made a brief presentation on the project, requested messages be allowed to change in three to five-second intervals and for approval of a v-shaped monument sign.

Council discussed installing a non-changeable message sign instead and questioned why changeable copy is necessary for this type of development. Council also questioned the location of the sign given the utilities, traffic patterns and development entrance.

Staff stated that to be in compliance with the code the sign must be placed perpendicular to 75th Street, it cannot be in the v-shape as proposed because this in essence creates two signs and adds bulk and clutter, and the copy must change not less than every ten seconds.

Kathleen DiBacco from Dynacom stated that a v-shaped sign will allow both eastbound and westbound drivers to see the information and that the sign is intended to be used for community information as well.

Furstenau moved to allow a perpendicular sign with changeable copy at ten-second intervals. Second, Boyajian.

Council discussed other changeable copy message signs and questioned their change intervals.

Staff stated that if the interval is different it was approved prior to the current code.

Wehrli made a motion in Substitution to approve Option B to concur with staff and deny a variance for a message-change rate of once every three (3) seconds for an electronic message center and deny a variance for a v-shaped monument sign that is not oriented perpendicular to the public roadway. Second, Miller.

VOICE VOTE: Motion declared carried.

**FINAL AGENDA
CITY COUNCIL MEETING
JANUARY 19, 2010
PAGE 10**

M PUBLIC HEARING:

M1 FY 11 CDBG and Social Services Grant Allocation

FY 11 CDBG AND SOCIAL
SERVICES GRANT
ALLOCATION

M1a Conduct a public hearing for the Fiscal Year 2011 Community Development Block Grant allocation

Pradel opened public hearing at 10:14 p.m.

Tiffany Stephens, 424 Fort Hill Drive, wanted to better communicate the benefits of the Kids Teen Rider program did not receive CDBG funding.

Krieger left the dais at 10:19 p.m.

Marshall assumed the dais at 10:19 p.m.

Krieger returned at 10:26 p.m.

Council stated that although this is a compelling case, it is not fair to reconsider one proposal when the offer has not been made to other organizations to present at a Council meeting, that the school district should be supporting this, that by providing a public form people will hear about the program and make donations, and suggested considering this project during SECA workshop discussions.

Boyajian moved to close the public hearing at 10:36 p.m. Second, Krause

VOICE VOTE: Motion declared carried.

M1b Funding Amounts for the Fiscal Year 2011 Community Development Block Grant, and Social Service Grant awards.

Boyajian moved to approve the funding amounts for the Fiscal Year 2011 Community Development Block Grant allocation. Second, Krause.

ROLL CALL:

Ayes: Furstenuau, Hinterlong, Krause, Miller, Wehrli, Pradel, Boyajian, Brodhead, Fieseler

Nays: None
Motion declared carried.

FINAL AGENDA
CITY COUNCIL MEETING
JANUARY 19, 2010
PAGE 11

M2 Centennial Beach Bath House Improvements

CENTENNIAL BEACH
BATH HOUSE
IMPROVEMENTS

Conduct a public hearing for the Naperville Park District's Centennial Beach Bath House Improvements and then direct staff to prepare ordinances granting a variance from the DuPage Countywide Stormwater Ordinance to allow the substantial improvements to the Centennial Beach Bath House while allowing the lowest floor of the structure to remain below the base flood elevation.

Pradel opened public hearing at 10:37 p.m.

Boyajian moved to close the public hearing at 10:37 p.m. Second, Krause

VOICE VOTE: Motion declared carried.

Miller moved to direct staff to prepare ordinances grating a variance from the DuPage Countywide Stormwater Ordinance to allow the substantial improvements to the Centennial Beach Bath House while allowing the lowest floor of the structure to remain below the base flood elevation. Second, Krause

ROLL CALL:

Ayes: Hinterlong, Krause, Miller, Wehrli, Pradel, Boyajian, Brodhead, Fieseler, Furstenau

Nays: None
Motion declared carried.

N **ORDINANCES AND RESOLUTIONS:**

N1 Van Buren Consolidated Refuse Program and Enclosure

VAN BUREN
CONSOLIDATED REFUSE
PROGRAM AND
ENCLOSURE

N1a Resolution No. 10-005, Van Buren Consolidated Refuse Program, and providing for a Consolidated Refuse Enclosure, including an Agreement between the city of Naperville and Waste Management, Inc.

RESOLUTION NO. 10-005,
VAN BUREN
CONSOLIDATED REFUSE
PROGRAM

**FINAL AGENDA
CITY COUNCIL MEETING
JANUARY 19, 2010
PAGE 12**

N1b Commercial refuse pertaining to the Van Buren Consolidated Refuse Program

ORDINANCE NO. 10-003,
VAN BUREN
CONSOLIDATED REFUSE
PROGRAM

Boyajian moved to adopt Resolution No. 10-005, establishing the Van Buren Consolidated Refuse Program, and providing for a consolidated refuse enclosure, including an Agreement between the City of Naperville and Waste Management, Inc. and moved to waive first reading and pass Ordinance No. 10-003, amending Sections 4-2-4 and 4-2-5 of Chapter 2 of Title 4 of the Naperville Municipal Code relative to commercial refuse pertaining to the Van Buren Consolidated Refuse Program. Second, Miller.

ROLL CALL:

Ayes: Krause, Miller, Wehrli, Pradel, Boyajian, Brodhead,
 Fieseler, Furstenau, Hinterlong

Nays: None

 Motion declared carried.

O **NEW BUSINESS:**

Krause moved to extend the meeting to 11:15 p.m. Second, Furstenau.

VOICE VOTE: Motion declared carried.

P **CLOSED SESSION:**

Boyajian moved to recess to Closed Session to discuss the appointment, employment, compensation, discipline, performance, or dismissal of specific employees of the public body or legal counsel for the public body, 5 ILCS 120/2(c)(1); and collective negotiating, 5 ILCS 120/2(c)(2). Second, Furstenau.

ROLL CALL:

Ayes: Pradel, Boyajian, Brodhead, Fieseler, Furstenau,
 Hinterlong, Krause, Miller, Wehrli

Nays: None

 Motion declared carried.

THE MEETING RECESSED TO CLOSED SESSION AT 10:43

P.M.

CLOSED SESSION ENDED AT 11:03 P.M.

Q **ADJOURNMENT:**

ADJOURNMENT – 11:03
P.M.

Furstenau moved to adjourn the Regular City Council meeting of January 19, 2010 at 11:03 p.m. Second, Hinterlong.

VOICE VOTE: Motion declared carried.

The Regular City Council Meeting of January 19, 2010 officially adjourned at 11:03 p.m.

PAM LAFEVER, Ph.D.
CITY CLERK

PL:BK

Bicycle and Pedestrian Advisory Committee Meeting Summary
December 14, 2009

Present: Tom Buffington, Tom Craighead, Jeannette DiGiovine-Gehrs, Amy Hausman, Keith Luhrs, Lee Nye, Eric Peterson, Jan Wencel

Absent: Mark Jaynes

Student Representatives: Dorothy Cygan

City of Naperville Staff: Jen Ebel, Jen Louden

Members of public: Pamela Brookstein, Jeff Cagle, Duncan Hughes, Marita Manning, Cindi Swanson

A. Call to Order

- Craighead called the meeting to order at approximately 7:00 p.m.
- Members of the public were welcomed and introductions were exchanged. Ebel stated that the committee is currently accepting membership applications and explained the activities of BPAC. Craighead added that the committee often discusses bicycle related topics and emphasized an interest in pedestrian initiatives.

B. ADA Coordination

- Marita Manning, Accessibility Coordinator and liaison to the Advisory Commission for Disabilities, shared background information about her position and involvement with the Advisory Commission for Disabilities. Through her role in ensuring that all elements of city services, policies, programs, and procedures are accessible, Manning offered to share examples, review, and consult on any projects, including those with bicycle and pedestrian elements. Manning also noted that there is a Citizen's Survey available until mid-December that will help identify top priorities related to accessibility.

C. Public Forum

- Cindi Swanson shared personal experiences related to accessibility in Naperville. Swanson highlighted challenges for the visually impaired that include the lack of indicators at the parking garages in downtown, difficulty determining direction at corners where the truncated domes span the whole arch, and an interest in establishing a standard for sidewalk closures that can be understood by those who cannot see. Manning and Swanson briefly discussed the grievance procedure for residents to document formal comments regarding accessibility. BPAC members further discussed the interactions between drivers and pedestrians, need for actuation near parking garages, and potential use of educational messages that could be used to increase pedestrian comfort.

Brookstein, of the Active Transportation Alliance (ATA), added that many of the initiatives discussed at the meeting are current projects of the ATA. Craighead noted an interest in creating standards for crossing zones, establishing pedestrian provision requirements for closed sidewalks, and maintaining directionality at corners.

- Peterson provided a summary of the Route 59 Expansion Project discussion that took place at the November 16, 2009 BPAC meeting and expressed interest in formally requesting that the Route 59 Expansion Project incorporate bicycles by adding signal actuation and sharrows at the intersections of Jefferson Avenue/Liberty Street and Brookdale Road/Bruce Lane. There was much discussion regarding whether the accommodations could be installed at a later date, the cost and impact to the current Route 59 Project timeline, and timing of project feedback provided by BPAC in relation to actual project construction. Louden confirmed that signal actuation and sharrows could be added at a later date and commented that staff

continues to review application methods and priority intersections on a citywide scale. Staff anticipates the inclusion of signal activation information at a BPAC meeting in early 2010.

Ebel provided a table of recent projects completed by the city that considered and included bicycle and pedestrian accommodations as an example of how the committee and staff have successfully worked to incorporate accommodations into most recent projects. The committee briefly discussed a list of city studies provided by Peterson, including Plank Road, 111th Street, 95th Street Extension, Book Road Extension, Ogden Avenue Enhancement, and the South Downtown Traffic Plan.

Following the overall discussions, Peterson made a motion requesting that the Transportation Advisory Board make a recommendation to the City Council to incorporate bicycle accommodations (signal activation and sharrows) at the intersections of Jefferson Avenue/Liberty Street and Brookdale Road/Bruce Lane into the Route 59 Expansion Project. Nye made a motion to amend Peterson's statement by requesting the most expeditious staff action to incorporate signal activation and sharrows citywide at priority intersections, including Jefferson Avenue/Liberty Street and Brookdale Road/Bruce Lane. BPAC approved the amended motion 6-2. BPAC also approved a motion for staff to provide monthly reports 7-1.

D. Approval of Meeting Summary

- Nye made a motion to approve the revised BPAC summary from the November 16, 2009, meeting. Wencil provided a second and the motion carried.

E. Correspondence - None

F. Old Business

F1. Discussion of Bicycle Rack Location was postponed until the January meeting.

F2. BPAC discussed the Jefferson Avenue Bridge project on Action Item Task List. Wencil stated that, with this project going to construction, there is an interest to know more details about what the finished project will look like. Ebel will provide the committee with design details showing the barrier separating the sidewalk and the bike lane via email.

Ebel provided the committee with the agenda minutes from July 2008 and the list of priority intersections discussed at that meeting. The intersections identified will be incorporated into the next update of the Bicycle Implementation Plan.

G. New Business

G1. Discussion of Complete Streets was postponed until the January meeting.

H. Next Meeting – January 18, 2009

I. Adjournment

- Craighead made a motion to adjourn the meeting at 8:30 p.m. Wencil provided a second and the motion carried.



Naperville

TRANSPORTATION ADVISORY BOARD AGENDA ITEM

SUBJECT: Bicycle and Pedestrian Advisory Committee Appointment

OLD BUSINESS
 PUBLIC HEARINGS

REPORTS AND RECOMMENDATIONS
 CORRESPONDENCE

ACTION REQUESTED:

Appoint Todd Stocke as an active member of the Bicycle and Pedestrian Advisory Committee through June 30, 2012.

TAB ACTION PREVIOUSLY TAKEN:

Date of Action	Item No.	Action
None		

SUBMITTED BY: Jen Ebel, Transportation Planner

BACKGROUND:

One current member of the Bicycle and Pedestrian Advisory Committee (BPAC) has resigned from the committee. In order to fill this vacancy, staff advertised the open position and encouraged any interested residents to attend the monthly committee meetings.

DISCUSSION:

Several residents attended the December meeting to learn more about BPAC, the role of the members, and the commitment that is required of the members. Seven candidates submitted applications to formally request appointment to the committee, which are attached for review.

The current members of BPAC reviewed the applications and met the candidates to learn about their interests in bicycle and pedestrian issues within the City of Naperville. In order to recommend a candidate to TAB, the committee discussed what needs should be filled by the new member in order to maintain diversity within the committee with respect to bicycle and pedestrian interests. While BPAC believes that each of the candidates would be a valuable addition, the committee recommends that Todd Stocke be appointed by TAB.

RECOMMENDATION:

Appoint Todd Stocke as an active member of the Bicycle and Pedestrian Advisory Committee through June 30, 2012.

ATTACHMENTS:

1. Bryan Bos	5. Todd Stocke
2. Duncan Hughes	6. Cindi Swanson
3. Roy Linthcum	7. Wesley Wong
4. Lori Tucker	

Cc: Bicycle and Pedestrian Advisory Committee (No attachments)



Naperville

Bicycle and Pedestrian Advisory Committee (BPAC) Application

Thank you for your interest in serving the City of Naperville as a volunteer on the Bicycle and Pedestrian Advisory Committee (BPAC)! The volunteer spirit of Naperville is an essential part of what makes our city so wonderful. We are pleased that you are interested in making a commitment to the city and its residents.

BPAC is a subcommittee of the Transportation Advisory Board (TAB) established to inform and advise TAB on matters pertaining to bicycle and pedestrian activities in the City of Naperville. Please be aware that the Municipal Code requires you to be a resident of incorporated Naperville to serve on BPAC. Please see the attached BPAC By-Laws for further details about the responsibilities of committee members.

Bryan Bos 1/8/10
 Name Date

220 N. Whispering Hills
 Address Apt./Suite Number

355-4590 630-605-3750 bbos@stam.com
 Home Phone Work or Cell Phone E-mail

How long have you been a resident of Naperville? 10 years

Are you available to meet the time requirements of BPAC? (Meetings are scheduled for 7:00 pm the third Monday of each month; support at additional events may be requested).
 YES NO

Have you previously attended any BPAC meetings? YES NO

Please indicate why you are interested BPAC, and how you feel you can help the City of Naperville.

I have a deep interest in cycling and the environmental and social benefits associated by replacing auto trips with riding and walking. I also want to create a safe and inviting environment for the youth of Naperville, including my two daughters, to walk and ride in.

Bicycle and Pedestrian Advisory Committee Application

Please describe any other interests or expertise that you hope to contribute to BPAC.

Global experience with multi-use transit systems. 5 years of commuting by bike to Rt. 59 Metra Station, 2 years to 5th Ave Station.

Please list any community activities or organizational memberships related to bicycle and pedestrian activities.

Looking at BPAC as a means to be more involved with my community

Please return the completed BPAC application for review by city staff, current BPAC members, and TAB members via email to:

Jen Ebel
Transportation Planner
ebelj@naperville.il.us

For more information on BPAC, or if you have any questions, please contact:

Jen Ebel
Transportation Planner
(630) 305-5315

Jennifer Loudon
Project Engineer
(630) 420-4197

Updated September 2008



Naperville

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DUNCAN I. HUGHES 5/25/2009
 Name Date

916 ROYAL BLACKHEATH CT _____
 Address Apt./Suite Number

630-420-4233 _____ duncan.hughes@yahoo.com
 Home Phone Work or Cell Phone E-mail

How long have you been a resident of Naperville? 20 YEARS

Are you available to meet the time requirements of BPAC? (Meetings are scheduled for 7:00 pm ~~the~~ third Monday of each month; support at additional events may be requested).

YES NO

Have you previously attended any BPAC meetings? ^{10/09} YES NO

Please indicate why you are interested BPAC, and how you feel you can help the City of Naperville.

I AM A FREQUENT PEDESTRIAN AND BICYCLIST IN NAPERVILLE, PREFERRING THESE MODES FOR TRIPS OF UP TO 3-4 MILES. I AM AWARE OF DIFFICULTIES EXPERIENCED BY WALKERS AND CYCLISTS, ESPECIALLY ALONG BUSY STREETS: NARROW SHOULDER LANES, SIGNAL DETECTORS THAT CAN'T DETECT CYCLISTS, ILL-MARKED PED SIGNAL ACTUATORS.

I ALSO RIDE FOR RECREATION, USUALLY OFF-STREET, AND WOULD SEEK TO EXPAND CONNECTIONS AMONG TRAILS, INCLUDING CITY, PARK DISTRICT, AND COUNTY FOREST PRESERVE TRAILS.

Bicycle and Pedestrian Advisory Committee Application

Please describe any other interests or expertise that you hope to contribute to BPAC.

I HAVE RECENTLY RETIRED FROM A 40-YEAR CAREER IN CIVIL ENGINEERING AND URBAN PLANNING, HAVING SPECIALIZED IN PLANNING, DESIGN, AND CONSTRUCTION MANAGEMENT FOR ALL MODES OF TRANSPORTATION, INCLUDING RECREATION TRAILS AND TRAFFIC FACILITIES. I HAVE DESIGNED TRAILS FOR THE FOREST PRESERVES OF DUPAGE, COOK, AND LAKE COUNTIES.

I AM A REGISTERED PROFESSIONAL ENGINEER IN ILLINOIS.

Please list any community activities or organizational memberships related to bicycle and pedestrian activities.

NONE

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ebelj@naperville.il.us

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Jennifer Loudon
Project Engineer
(630) 420-4197

Updated September 2008



Naperville

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Roy Linthicum 12/1/09
 Name Date

135 N Ellsworth St, Naperville, IL 60540
 Address Apt./Suite Number

630-428-4662 630-926-3034 rlinthicum@
 Home Phone Work or Cell Phone E-mail rlinthic@sbcglobal.net

How long have you been a resident of Naperville? 12 years

Are you available to meet the time requirements of BPAC? (Meetings are scheduled for 7:00 pm the third Monday of each month; support at additional events may be requested).
 YES NO

Have you previously attended any BPAC meetings? YES NO

Please indicate why you are interested BPAC, and how you feel you can help the City of Naperville.

I am a resident of downtown Naperville. My primary mode of transportation is via bicycle and my wife's is walking. We both spend a significant amount of time engaged in bicycle and pedestrian activities, and as such, are aware of issues faced by bicyclists, pedestrians and motorists.

Bicycle and Pedestrian Advisory Committee Application

Please describe any other interests or expertise that you hope to contribute to BPAC.

I am interested in improving bicycle routes/bike lanes through Naperville.

Please list any community activities or organizational memberships related to bicycle and pedestrian activities.

Member Naperville Bike Club

Please return the completed BPAC application for review by city staff, current BPAC members, and TAB members via email to:

Jen Ebel
Transportation Planner
ebelj@naperville.il.us

For more information on BPAC, or if you have any questions, please contact:

Jen Ebel
Transportation Planner
(630) 305-5315

Jennifer Loudon
Project Engineer
(630) 420-4197

Updated September 2008.



Naperville

Bicycle and Pedestrian Advisory Committee (BPAC) Application

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Lori Tucker

1/07/10

Name

Date

61 Bluebird Lane, Naperville, IL 60565

Address

Apt./Suite Number

630-428-0561

630-853-9155

lori@inil.com

Home Phone

Work or Cell Phone

E-mail

How long have you been a resident of Naperville? 13 years

Are you available to meet the time requirements of BPAC? (Meetings are scheduled for 7:00 pm the third Monday of each month; support at additional events may be requested).

YES NO

Have you previously attended any BPAC meetings? YES NO

Please indicate why you are interested BPAC, and how you feel you can help the City of Naperville.

I am an avid bike rider. I like to ride on streets, sidewalks as well as the area's trails. I have been volunteering in the schools and neighborhood pool, and would like to expand any input I might have to City. No complaints - but would like to see a great place even more improved.

Bicycle and Pedestrian Advisory Committee Application

Please describe any other interests or expertise that you hope to contribute to BPAC.

I am computer savvy and have marketing skills and ideas.
I have participated in organized runs and the Women's Triathlon.

Please list any community activities or organizational memberships related to bicycle and pedestrian activities.

Volunteer at Ribfest through NCHS Band programs and have participated numerous Women's Triathlons in Naperville.

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Transportation Planner
ebelj@naperville.il.us

For more information on BPAC, or if you have any questions, please contact:

Jen Ebel
Transportation Planner
(630) 305-5315

Jennifer Loudon
Project Engineer
(630) 420-4197

Updated September 2008



Naperville

Bicycle and Pedestrian Advisory Committee (BPAC) Application

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BPAC is a subcommittee of the Transportation Advisory Board (TAB) established to inform and advise TAB on matters pertaining to bicycle and pedestrian activities in the City of Naperville. Please be aware that the Municipal Code requires you to be a resident of incorporated Naperville to serve on BPAC. Please see the attached BPAC By-Laws for further details about the responsibilities of committee members.

Todd Stocke _____ 11-22-2009
Name Date

1341 Brush Hill Circle _____
Address Apt./Suite Number

630-983-4142 630-624-6239 tastocke@wowway.com /
Home Phone Work or Cell Phone E-mail
todd.stocke@sourcebooks.com

How long have you been a resident of Naperville? 1994-1997; 2003-current

Are you available to meet the time requirements of BPAC? (Meetings are scheduled for 7:00 pm the third Monday of each month; support at additional events may be requested).
YES NO

Have you previously attended any BPAC meetings? YES NO

Please indicate why you are interested BPAC, and how you feel you can help the City of Naperville.

I've worked in Naperville for 15 years at Sourcebooks, once a very small company near downtown, now one of the country's largest and most influential independent book publishers, located in Naperville's northwest corner. For much of that time I've also lived in Naperville. I consider myself an avid, though not fanatic, cyclist. I love long rides through the suburbs on the weekends and have done the occasional organized event and some touring. During the week I ride mostly at night through Naperville. On two wheels over the past several years I've found myself exploring sections of Naperville I'd never really considered before, seeking connections and better ride routes. So by this point, I've ridden most of the city and I believe all of our designated routes.

Bicycle and Pedestrian Advisory Committee Application

Trail developments in Naperville over the past few years caught my interest and I'm impressed by the advancements the city and park district have made with trails and designated on-street routes. I'd like to help continue those developments, be they seemingly simply or ambitiously complex. I am a strong believer in on-street route signage and on-road bicycle lanes for one simple reason - I believe the regular reminder helps car drivers share the road better. I do find Naperville to be bicycle friendly, especially if you know the right routes. We have lots of routes with ample shoulders and low speed limits (and I haven't been yelled or honked at in a long time!). Finally, I believe the soon-to-be-completed DuPage River Trail can be a marketable showpiece for the city and am eager to see it promoted as such.

Please describe any other interests or expertise that you hope to contribute to BPAC.

I have two main interests: I make books and I cycle. So I'm not over-committed and can offer BPAC my attention outside work. As noted above, I've helped grow my publishing company from 7 people when I started to our current staff of 70. I'm familiar with effectively using both grassroots efforts and larger, procedural structures. Though I'm an editor first, I offer the committee strong writing ability, attention to detail and organizational skills. I'm also a strong believer in proactively communicating through the media and am comfortable doing so. Perhaps more critically, though, my current management position requires me to find consensus within the company and use it to generate enthusiasm for our books. In other words, I play well with others and can work to develop ideas that will benefit the most people possible.

Please list any community activities or organizational memberships related to bicycle and pedestrian activities.

You've seen me at most of the BPAC meetings over the past year or so. I am a recently-joined member of LIB and I participate in the annual Prairie Path cleanup. I have several active Google maps of trails and routes for myself that I've made publicly searchable.

Please return the completed BPAC application for review by city staff, current BPAC members, and TAB members via email to:

Jen Ebel
Transportation Planner
ebelj@naperville.il.us

For more information on BPAC, or if you have any questions, please contact:

Jen Ebel
Transportation Planner
(630) 305-5315

Jennifer Loudon
Project Engineer
(630) 420-4197

Updated September 2008



Bicycle and Pedestrian Advisory Committee (BPAC) Application

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Cindi Swanson

Name

519 North Webster Street Naperville 60563

Address

630-357-6370

Home

Cell: 630-947-3582

Phone Work or Cell Phone

January 6, 2010

Date

N/A

Apt./Suite Number

cbswanson@juno.com

E-mail

How long have you been a resident of Naperville? Since 1989

Are you available to meet the time requirements of BPAC? (Meetings are scheduled for 7:00 pm the third Monday of each month; support at additional events may be requested). YES NO

Have you previously attended any BPAC meetings? YES NO

Please indicate why you are interested BPAC, and how you feel you can help the City of Naperville.

I am committed to helping enhance alternative forms of transportation. Our community is experiencing time consuming / gas guzzling grid lock. If our community took a closer look at helping people walk, they may be willing to leave their cars behind. Amazingly I am aware of people parking at one downtown location and getting back in their car to drive a few blocks to another business. Walking is healthy, safer for the environment, and a sign of a vibrant active community. I have walked to destinations all my life.

Bicycle and Pedestrian Advisory Committee Application

Please describe any other interests or expertise that you hope to contribute to BPAC.

In 1995 I was permanently stopped from driving the car when I lost my vision. I have been active with Ride DuPage, a para transit service Naperville supports. But there are trips we can all make without a car, cab or bus. Since I have been forced to take a different look at moving about the community, my lack of sight gives me a bird's eye view of safety concerns that impact this community's walkers and very specifically those walkers challenged with disabilities. I have become the proud owner of a Guide Dog from Guide Dogs for the Blind in San Rafael, California. The dog is uniquely bred and trained to assist a blind person in walking/traveling safely. I had an intensive three week training with the dog this summer and have access to on going training for blind pedestrian through GDB and its regional manager.

Please list any community activities or organizational memberships related to bicycle and pedestrian activities.

I believe my experience and knowledge is an asset to the city's pedestrian and bike committee. I have been involved with the DuPage Inter Agency para transit coordinating council. In 2009 I was named the chair of the council's advocacy committee. I have been a member of the Mayor's Circulator Transit System and on the mayor's task force for public transportation. I am currently involved in the DuPage Work Group, Naperville Works, and the DuPage Family Disability Network, all organizations designed to help people with disabilities access the community.

Please return the completed BPAC application for review by city staff, current BPAC members, and TAB members via email to:

Jen Ebel
Transportation Planner
ebelj@naperville.il.us

For more information on BPAC, or if you have any questions, please contact:

Jen Ebel
Transportation Planner
(630) 305-5315

Jennifer Loudon
Project Engineer
(630) 420-4197

Updated September 2008



Naperville

Bicycle and Pedestrian Advisory Committee (BPAC) Application

Thank you for your interest in serving the City of Naperville as a volunteer on the Bicycle and Pedestrian Advisory Committee (BPAC)! The volunteer spirit of Naperville is an essential part of what makes our city so wonderful. We are pleased that you are interested in making a commitment to the city and its residents.

BPAC is a subcommittee of the Transportation Advisory Board (TAB) established to inform and advise TAB on matters pertaining to bicycle and pedestrian activities in the City of Naperville. Please be aware that the Municipal Code requires you to be a resident of incorporated Naperville to serve on BPAC. Please see the attached BPAC By-Laws for further details about the responsibilities of committee members.

Wesley Wong

Name

01/06/2010

Date

708 Spindletree Ave _____
Address

Apt./Suite Number

630-355-9344 _____
Home Phone

847-605-6450 _____
Work or Cell Phone

wwong34@hotmail.com _____
E-mail

How long have you been a resident of Naperville? 10+ years

Are you available to meet the time requirements of BPAC? (Meetings are scheduled for 7:00 pm the third Monday of each month; support at additional events may be requested).

YES NO

Have you previously attended any BPAC meetings? YES NO, not yet but have read the minutes of the past couple of meetings.

Please indicate why you are interested BPAC, and how you feel you can help the City of Naperville.

I am both a runner and cyclist. I have enjoyed riding on most of Naperville's bike trails except for the ones on the north part of town which I haven't tried yet. On my weekly rides, I have noticed some upgrades and deficiencies in signs and markings across town. The Dupage River Trail connection to Whalen Lake is very nice as well as the Rt 50 Ped/Bike bridge. I have also ridden through many other communities such as Lisle, Aurora, Wheaton, Woodridge, Downers Grove, Bolingbrook, Bloomingdale, Schaumburg, Chicago, etc. and can report back on what some of these communities has done on their bike trails.

In addition, I try to walk when I can within Naperville when distances are less than a couple of miles when possible. I have found that Naperville is a fairly good walking community with sidewalks available but some areas are spotty. In general, sidewalk conditions are fairly good.

I have also run through both Green Valley Forest Preserve and Springbrook Forest Preserve, as well as other areas, and can report back on conditions.

Bicycle and Pedestrian Advisory Committee Application

Please describe any other interests or expertise that you hope to contribute to BPAC.

I would like to help promote more fitness in Naperville through both walking, riding and running. I have observed what some other communities have done to promote riding such as Bike Valets in Chicago downtown area to discounts for bikers that show their helmets in some neighborhood in Chicago. Even though there is no bike path to the Prairie Path, I ride to the Prairie Path through Herrick Lake Forest Preserve and report back on that experience.

Please list any community activities or organizational memberships related to bicycle and pedestrian activities:

Assistant coach for St Raphael Football
Assistant Coach for YMCA Youth Spirit League Basketball

Please return the completed BPAC application for review by city staff, current BPAC members, and TAB members via email to:

Jen Ebel
Transportation Planner
ebelj@naperville.il.us

For more information on BPAC, or if you have any questions, please contact:

Jen Ebel
Transportation Planner
(630) 305-5315

Jennifer Loudon
Project Engineer
(630) 420-4197

Updated September 2008



Naperville

TRANSPORTATION ADVISORY BOARD AGENDA ITEM

AGENDA DATE: 2/6/2010

SUBJECT: South Downtown Traffic Management Study Recommendations

ACTION REQUESTED: Receive the South Downtown Traffic Management Report; provide input on the consultant's recommendations; and endorse the proposed implementation plan.

PREPARED BY: Andy Hynes, Project Engineer

Correspondence Reports New Business Old Business Public Hearing

ACTION PREVIOUSLY TAKEN:

Date	Item No.	Action
4/18/2009	G2	Introduction to the project. No action was requested.

BACKGROUND:

Study Purpose and Need

Several major new projects are proposed or underway for the area along the southern perimeter of the Downtown. Specifically, the start of construction of the following developments is already in progress or anticipated within the next few years:

- Water Street District Development
- Naperville Central High School Renovation
- Naper Settlement Expansion
- Riverfront Development (NE Corner of Washington Street and Aurora Avenue)

Each of these projects will have an impact on the transportation network in the area.

In addition, the Water Street Vision Statement included several transportation related goals. A few of these elements are described below:

- Upgrade Webster Street to create a pedestrian link between the Downtown and Naper Settlement.
- Improve the intersection of Aurora Avenue and Webster Street to provide a better

pedestrian connection between the areas south of Aurora Avenue and the Riverwalk.

- Encourage multiple pedestrian connections from the Riverwalk and Naper Settlement into the Water Street Study Area.
- Provide road network improvements which improve the current traffic flow within and surrounding the Water Street Study Area, particularly through the improvement of various intersections, Main Street Bridge, the existing alley, addition of turning lanes/traffic signals, and the removal of on-street parking conflicts.
- Undertake a traffic study to determine the impacts of a proposed redevelopment on the existing road network within and adjacent to the Water Street Study Area.
- Ensure that the impact of increased traffic related to the proposed redevelopment is minimized, particularly in the residential neighborhood located to the south of the Water Street Study Area, along Webster, Main, and Porter Streets (south of Aurora Avenue).

With the number of significant development projects proposed within a relatively small area and the goals outlined in the Water Street Vision Statement, a more comprehensive evaluation of the transportation network along the southern perimeter of Downtown that built upon the traffic studies for the individual projects was needed. In early 2009, the City hired V3 Companies, a pre-qualified traffic engineering firm, to conduct this study.

Study Limits & Focus

The limits of the study area are depicted Attachment 1 and generally bounded by the following streets: Aurora Avenue/Chicago Avenue, Washington Street, Martin Avenue, and West Street. This area contains the primary routes used to access the developing or redeveloping properties along the south perimeter of the downtown core.

With the relatively small width of the public right-of-way in the study area and the close proximity of adjacent building structures, there are limited opportunities for any major expansion of roadways or intersections. As a result, this study focused on identifying short term and long term traffic management and operational strategies that do not require major capacity improvements or land acquisition. These strategies include items such as the addition of traffic signals, removal of existing traffic signals, turn restrictions, turn lanes, pavement markings and signage.

DISCUSSION:

Study Document

The complete South Downtown Traffic Management Study prepared by V3 Companies is attached to this cover memorandum. This report includes detailed discussion of existing conditions, alternatives, the public and stakeholder involvement, traffic analyses, and recommendations. A brief synopsis of each of these study elements follows:

Existing Conditions

At the beginning of the study, a detailed survey of the characteristics of the transportation system within the study area was conducted. This data collection effort included conducting turning movement counts at numerous intersections; measuring turn bay lengths; field observation of

traffic queue lengths; review of crash history, and an inventory of traffic controls, speed limits, bike lanes, bus routes, etc. Various planning documents and studies applicable to the area were also reviewed. See pages 4 – 10 of the attached study document for a more detailed description of existing conditions.

Preliminary Stakeholder Meetings & Alternatives

Stakeholder involvement was a key element of the study. Staff and representatives from V3 conducted preliminary interviews with representatives of the key stakeholders within the study area including the Downtown Advisory Committee, Naperville Central High School, Naperville Park District, Naperville Settlement, and the Water Street District Developer.

The purpose of these stakeholder meetings was to introduce the study and seek input regarding their traffic and pedestrian related experiences, concerns, future plans, and suggestions with respect to the study area. In an effort to explore options that could achieve one or more of the study goals along Aurora Avenue, four preliminary alternatives were presented to the stakeholders during the initial input process for their feedback. All of these alternatives are variations of potential modifications to the intersections of Main Street and/or Webster Street with Aurora Avenue. A fifth alternative that involved changing Aurora Avenue and Hillside Road to one-way streets was added at the request of two stakeholders. A description of each of these alternatives can be found below and on page 11 and Figures 6 to 10 of the attached study.

Alternative #1 - Install a traffic signal at the intersection of Aurora Avenue and Webster Street.

Alternative #2 - Install a traffic signal at the intersection of Aurora Avenue and Webster Street and remove the existing traffic signal at Aurora Avenue and Main Street. Convert the north and south approaches of Aurora Avenue and Main Street to right-in/right out access only.

Alternative #3 - Install a traffic signal at the intersection of Aurora Avenue and Webster Street. Convert only the south approach of both Aurora Avenue at Main Street and Webster Street to right-in/right-out access.

Alternative #4 - Convert only the south approach of both Aurora Avenue at Main Street and Webster Street to right-in/right-out access.

Alternative #5- Convert Aurora Avenue and Hillside Road into a one-way pair (stakeholder suggestion)

The interviewed stakeholders generally agreed that some kind of traffic control at the intersection of Aurora Avenue and Webster Street would help pedestrian safety and provide connectivity between Naper Settlement and the neighborhood to Downtown Naperville. The consensus was that Alternative 1 (installation of traffic signal at the Aurora Avenue and Webster Street intersection) was the preferred alternative even though there would likely be some negative impact to traffic flow on Aurora Avenue.

An initial public meeting was also held on May 27, 2009 primarily to gain the input of the neighborhood between of Aurora Avenue and Hillside Road just west of Washington Street. Ten people were in attendance. Similar to the stakeholder interviews, an overview of the project and the preliminary alternatives was presented. A majority of the public in attendance was in favor

of some kind of traffic control at the intersection of Aurora Avenue and Webster Street to improve pedestrian safety.

One comment was raised regarding the possibility of changing the intersection of Porter Avenue and Webster Street to an all-way stop condition. A written comment was also received that requested that the study limits be expanded further north. In addition, concern was expressed regarding access to their driveway on Aurora Avenue if a traffic signal was installed at the Aurora Avenue and Webster Street intersection. A response to these comments is provided in a later section of this report.

Traffic Analyses

Using the traffic data collected at the various intersections, traffic signal timings, and roadway geometrics, a detailed computer model of the study area was created. This model was calibrated based upon field observations. New trips associated with the proposed Water Street Development and the associated 550 space parking garage were added and distributed to the model.

Following the initial public meeting and stakeholder interviews, capacity analyses of the various alternatives were conducted utilizing the calibrated traffic model. For each alternative, the A.M. weekday peak hour, mid day peak hour, P.M peak hour, and Saturday peak hour, the intersection Level of Service (LOS) was evaluated. Intersection LOS is defined by the average vehicle delay and ranges between grades of A (small vehicle delay) to F (high vehicle delay). The detailed LOS for each intersection by time period and alternative can be found in the tables on pages 16-19 of the attached report.

A review of the tables indicates that overall, the LOS within the study area is similar between the existing conditions and Alternatives 1 to 4 except for the intersections along Aurora Avenue from Eagle Street to Washington Street. Converting Aurora Avenue and Hillside Road to one-way pairs improves the LOS along these roadways but creates additional and somewhat excessive delays at the intersections of Washington Street/Hillside Road, West Street/Hillside Road, and Aurora Avenue/West Street.

Recommended Improvements & Implementation

Based on comments and feedback received from staff, the stakeholders, the public, and the alternative analysis, a series of 33 recommendations were developed for the study area roadway network to address traffic flow and mobility. The improvements have been separated into short, medium, or long term categories and each improvement, where necessary, has been classified as low, medium, or high priority to assist in developing an implementation plan. The classification of each recommended improvement was dependent on the objective the improvement served (i.e. a safety related improvement was considered a higher priority over one that improved flow or mobility).

It is important to emphasize that the timeframe and classification associated with each recommendation is intended to serve as an initial guide for the prioritization of projects. Particularly for the medium and long term categories, the scope and implementation of the proposed improvements should be re-evaluated based upon future conditions.

The complete list of recommendations with a detailed description of the scope and cost of the individual projects can be found on pages 21-29 of the attached report. In addition, Figure 13 provides a graphic representation of the location of these recommended improvements. A brief summary of the three improvement categories follows:

Short Term Improvements

These are relatively low cost/low complexity projects that could generally be considered in over a 1 to 3 year timeframe. Projects primarily involve minor signage, pavement striping, sidewalk, or traffic signal work that could be incorporated into existing annual maintenance contracts.

Medium Term Improvements

These are projects that should be considered over the next 2 to 5 years. Many of the medium term projects involve significant cost and may be dependent upon the progress of the Water Street District implementation or the completion of the Naperville Central High School Renovations.

The most significant medium term project involves the installation of a new traffic signal at the intersection of Aurora Avenue and Webster Street (Alternative #1). This signal would achieve the goals of enhancing pedestrian connectivity between Naper Settlement and the Riverwalk/Downtown core as well as provide improved access/egress to the proposed Water Street District. Even though this proposed traffic signal will be interconnected and coordinated with adjacent signals, its close proximity to other intersections will result in some increased delays and queues on Aurora Avenue during peak travel periods. However, the downtown environment makes a closer balance between traffic flow, pedestrian mobility, and access appropriate at this location.

Long Term Improvements

The long term improvement projects should generally be considered for implementation within the 5 to 20 year timeframe. Two of the four long term projects are complex and require significant funding. Both of these larger projects are intersection capacity improvements along Aurora Avenue at West Street and Washington Street that are already included in the City's Road Improvement Plan. The other two smaller projects are dependent upon the progress of adjacent developments. Some improvements can be coordinated with other projects in the Capital Improvement Plan or adjacent developments.

To further assist the development of an implementation plan and to get a general understanding of potential costs for each category, the study recommendations were summarized and are provided in Table 1. The summary matrix depicts the combined total estimated cost of each type of improvement at each priority level.

Table 1
Recommendation Matrix

	Short Term	Medium Term	Long Term
Low Priority	\$19,600	\$242,500	\$207,500
Medium Priority	\$3,200	\$292,000	\$1,800,000
High Priority	\$4,250	\$12,300	\$15,000
Totals:	\$27,050	\$546,800	\$2,022,500

2027 Traffic Analysis

A future 2027 analyses was conducted during the p.m. peak hour with all the recommended roadway and intersection improvements (short, medium, and long term) as described above incorporated into the traffic model. The 2027 traffic volumes were based on projections from the citywide transportation model developed in 2007 for the Road Improvement Plan. This model includes numerous future land use assumptions and future roadway improvements on arterial roads throughout the Naperville area. The traffic generated by the Water Street Redevelopment, Riverfront Plaza, and Naper Settlement was also added to the roadway network

A comparison of the capacity analyses between the existing and future conditions during the p.m. peak hour indicates that the majority of the intersections in the study area show an improved LOS, reduced approach delay, or a LOS D or better. The projected reduction in delay can be attributed to the proposed improvements as well as several modeling assumptions including traffic volume redistribution due to future regional roadway improvements outside of the study area (as discussed in the previous paragraph) and unconstrained signal timing parameters.

The modeled queue lengths for the future analyses were also reviewed and compared to the existing conditions. At most of the signalized intersections, there is not an appreciable increase in queue lengths under future conditions. The most significant increase in queue lengths occurs on Aurora Avenue between Eagle Street and Washington Street. This is attributed to the addition of a new traffic signal at Webster Street and increased traffic volumes on the roadways.

Follow-Up Public Meeting

A final public meeting was held on November 16, 2009 to present the results of the study and the recommended improvements to all stakeholders. There were 13 people who attended the meeting. Two public comments were made at the meeting. The first comment suggested that the study area limits should have included Jackson Street from Washington Street to Eagle Street and Eagle Street from Jackson Street to Aurora Avenue. The second comment requested all-way stop control at the intersection of Porter Avenue and Main Street. The City also received one written comment that pertained to the study area limits as noted above.

Response to Public Comments

Requests for all-way stop controls at the intersections of Porter Avenue at Webster Street and Main Street were received at the public meetings. All-way stop studies were conducted at the

intersection of Porter Avenue and Main Street in the year 2007 and at the intersection of Porter Avenue and Webster Street in the years 2004 and 2007. Neither intersection was close to meeting the all way stop requirements at the time that the studies were conducted. The City has a three year policy for conducting a new study. Based upon resident feedback, it is recommended that these intersections be re-evaluated after the Water Street development opens based upon resident feedback. It is important to note that the future closure of Porter Avenue, west of Webster Street will reduce vehicular conflicts at these intersections.

Another comment was received that requested expanding the project limits further north to include Jackson Avenue. Staff reviewed this request but believes that the original project boundary reasonably captures the traffic routes that would be most significantly impacted by the proposed future developments. The adverse travel distance and stop controls do not make using Jackson Avenue a particularly attractive alternate route. The volume of vehicles that may choose an alternate path is anticipated to be small and not have a significant impact on the operation of the intersections adjacent to the study area. In addition, traffic north of the West Branch of the DuPage River disperses throughout the downtown street grid.

Staff also received a comment about the difficulty of driveway access from the three residential driveways located on south side of Aurora Avenue between Webster Street and Main Street. During peak evening traffic hours, driveway access to these properties can be challenging under existing conditions and limits vehicles to primarily right-in/right-out movements during these times of the day. The additional trips from the proposed developments and general traffic growth will increase the number of vehicles on this segment of Aurora Avenue in the future. Based upon analysis of the future conditions, a new traffic signal at the intersection of Aurora Avenue and Webster Street may be able to create some additional short gaps in traffic. However, driveway access in this portion of Aurora Avenue is likely to continue to be difficult during peak times. A recommendation is included in the study to install “Do Not Block Driveway” signs at each end of the block to attempt to increase motorist’s awareness of these access points and provision of courtesy gaps for vehicles coming from these properties.

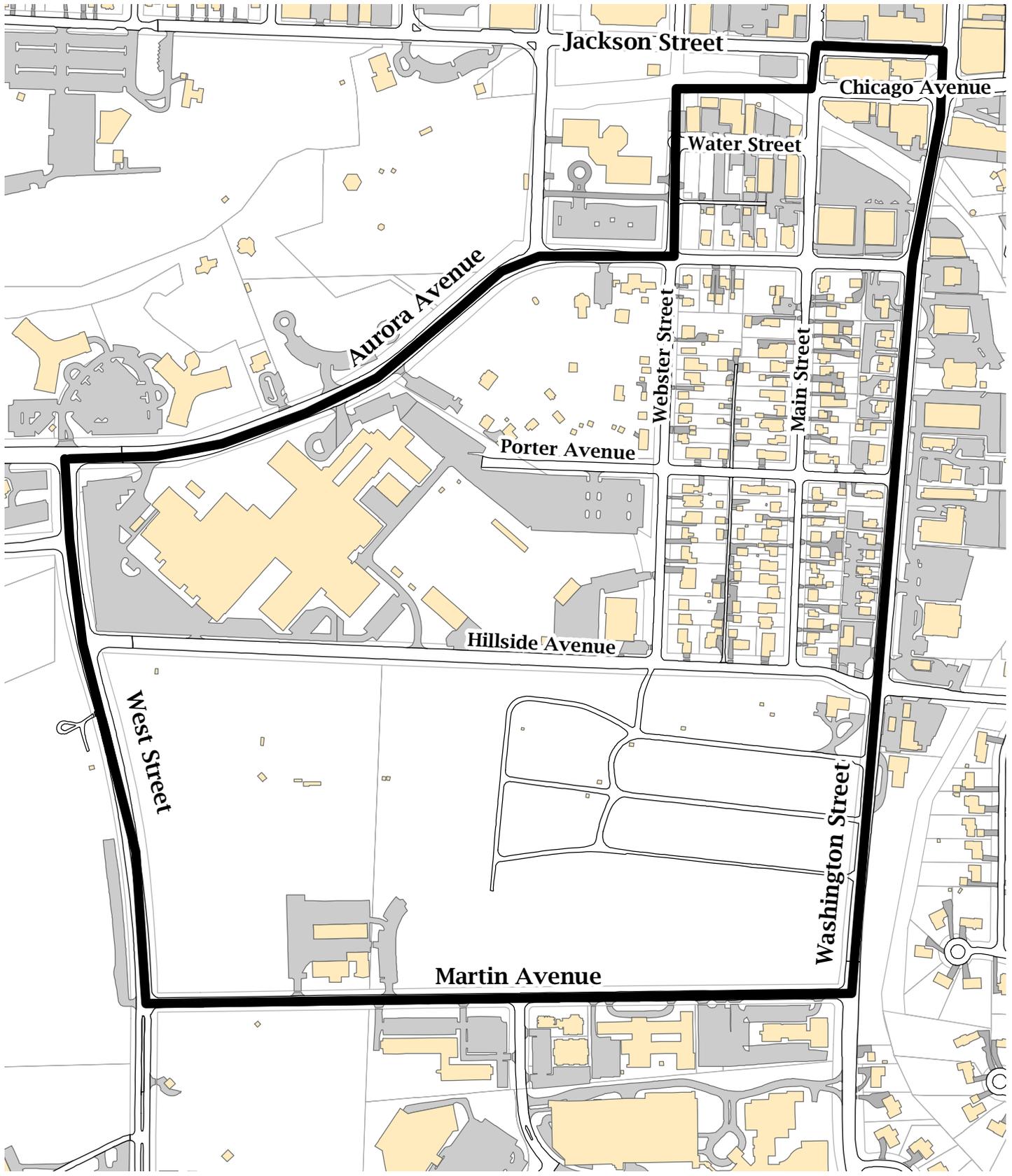
RECOMMENDATION:

Receive the South Downtown Traffic Management Report; provide input on the consultant’s recommendations; and endorse the proposed implementation plan.

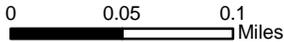
ATTACHMENTS:

1. Study Boundary
2. South Downtown Traffic Management Study Report

City of Naperville Study Area



Transportation, Engineering and
Development Business Group
www.naperville.il.us
April 2009



This map should be used for reference only.
The data is subject to change without notice.
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ATTACHMENT 1



City of Naperville, Illinois

SOUTH DOWNTOWN TRAFFIC MANAGEMENT STUDY

**NAPERVILLE, ILLINOIS
DUPAGE COUNTY**

FINAL REPORT

PREPARED BY:



V3 Companies
7325 Janes Avenue
Woodridge, IL 60517
Contact: Michael J. Rechterik, P.E., PTOE

December 8, 2009

SOUTH DOWNTOWN TRAFFIC MANAGEMENT STUDY

TABLE OF CONTENTS

EXECUTIVE SUMMARY 1

I. INTRODUCTION 3

II. EXISTING CONDITIONS 4
Land Uses
Area Roadways
Traffic Volumes
Traffic Operations
Storage Lengths
Crash Data

III. DESCRIPTION OF ALTERNATIVES..... 11

IV. PUBLIC INVOLVEMENT PROCESS 12
Stakeholder Interviews
Web Page
Public Meeting

V. TRAFFIC ANALYSES..... 13
Traffic Volumes
Capacity Analyses
Water Street Development
Naperville Central High School Expansion

VI. RECOMMENDATIONS 21
Short Term Improvements
Medium Term Improvements
Long Term Improvements
Future 2027 Analyses

VII. CONCLUSION 32

TABLES

Table 1 Available vs. Observed Existing Turn Lane Queue Lengths..... 8

Table 2 Crash Summary (Years 2005 – 2007)..... 10

Table 3 Level of Service Summary – A.M. Peak Hour 16

Table 4 Level of Service Summary – Mid Day Peak Hour 17

Table 5 Level of Service Summary – P.M. Peak Hour..... 18

Table 6 Level of Service Summary – Saturday Peak Hour..... 19

Table 7 Trip Generation Estimate – Water Street Development..... 20

Table 8 Recommendation Matrix 29

Table 9 Level of Service Summary – Existing vs. Future 2027 31

SOUTH DOWNTOWN TRAFFIC MANAGEMENT STUDY

TABLE OF CONTENTS (CONT.)

FIGURES

Figure 1	Study Area Location Map
Figure 2	Existing Roadway and Area Characteristics
Figure 3	Existing Traffic Control
Figure 4	Existing Lane Configurations
Figure 5	Maximum Approach Queue Lengths
Figure 6	Alternative 1
Figure 7	Alternative 2
Figure 8	Alternative 3
Figure 9	Alternative 4
Figure 10	Alternative 5
Figure 11	Future (2027) Traffic Volumes (P.M. Peak Hour)
Figure 12	Existing vs. Future (2027) Maximum Approach Queue Lengths
Figure 13	Recommended Improvements

APPENDICES

Appendix A	Summary of Stakeholder Meetings
Appendix B	Traffic Volumes – Existing and Alternatives 1 to 5

SOUTH DOWNTOWN TRAFFIC MANAGEMENT STUDY

EXECUTIVE SUMMARY

V3 Companies conducted a traffic management study for the south downtown area of Naperville. Due to development/redevelopment projects anticipated to begin construction in the south downtown area within the next few years, the City desires to evaluate smaller scale traffic management approaches and/or minor capital improvements that will maximize the efficiency and mobility of vehicular, pedestrian, and bicycle movement throughout the area. The study area included the roadways and intersections bounded by Aurora Avenue/Water Street/Chicago Avenue to the north, Martin Avenue to the South, Washington Street to the east and West Street to the west.

The following objectives were to be achieved with this study and are consistent the City's Water Street Study Area Vision Statement:

- Maximize traffic flow within the study area;
- Minimize the potential for increased traffic in the neighborhood south of Aurora Avenue and east of Webster Street;
- Encourage multiple alternatives for pedestrian mobility and connections between the Riverwalk and Naper Settlement;
- Encourage pedestrian access between office, commercial, and residential uses;
- Ensure that pedestrian access ways are designated as such through signage and pavement markings; and
- Improve the intersection of Aurora Avenue and Webster Street to provide a better pedestrian connection between the areas south of Aurora Avenue and the Riverwalk.
- Enhance bicycle connectivity from the downtown portion of the DuPage River Trail to the Water Street District.

Four initial alternatives were developed by the City for the project utilizing various combinations of access control, traffic flow changes, and traffic control devices along Aurora Avenue. After conducting stakeholder and public meetings, one additional alternative was added for analysis which included making one-way streets with Aurora Avenue (eastbound) and Hillside Road (westbound). The general consensus was that a new traffic signal at the intersection of Aurora Avenue and Webster Street was the preferred alternative but it was also recognized that this signal would negatively impact traffic operations on Aurora Avenue.

An extensive field reconnaissance was conducted by V3 to obtain and observe existing roadway and traffic characteristics within the study area that included queue lengths and turn bay lengths, number of lanes, traffic signal timings, traffic control, speed limits, bus stop locations, bike lanes, and land uses. Existing traffic volume data at the intersections and base Synchro model files within the study area was obtained from the City and other traffic studies associated with the development/redevelopment projects. The volumes and models were adjusted to develop weekday a.m., mid day, and p.m. peak hours and Saturday peak hour traffic volumes. The Synchro models were calibrated for each time period to reflect observed conditions in the field. Traffic generated by the development/redevelopment projects was then added to the roadway network to develop traffic volumes for the analyses.

SOUTH DOWNTOWN TRAFFIC MANAGEMENT STUDY

A capacity analysis was performed using Synchro during the four peak time periods for the existing roadway conditions (development traffic volumes with no modifications to access, traffic flow, and intersection operation) and five alternatives within the study area. Based on comments and feedback received from the City, the stakeholders, and the public, recommendations were developed for the study area roadway network to address traffic flow and mobility and meet the objectives of the study. In the Water Street area, many of the recommendations depend heavily upon the completion of the proposed parking deck and development.

The recommended improvements have been separated into short, medium, and long term categories and classified as low, medium, and high priorities to assist the City in developing an implementation plan. The total cost of the recommended improvements combined is approximately \$2.6 million. The majority of these costs are associated with capital improvement projects already included in the City's Road Improvement Plan and budget.

A future 2027 analyses was conducted during the p.m. peak hour with all roadway and intersection improvements (short, medium, and long term) incorporated into the Synchro model. Future 2027 traffic volumes were obtained from the City for the major signalized intersections along Aurora Avenue and Washington Street. Traffic volumes for the signalized and unsignalized intersections that were not included were estimated. The traffic generated by the Water Street Redevelopment, Riverfront Plaza, and Naper Settlement was also added to the roadway network. In general, by comparing the capacity analyses between the existing and future conditions during the p.m. peak hour, the majority of the intersections in the study area show an improved LOS, reduced approach delay, or a LOS D or better.

In addition, the modeled queue lengths for the future analyses showed no appreciable increase in queue lengths at most of the signalized intersections when compared to the existing conditions. There are several locations where the queue lengths are shorter than the observed queue. The most significant increase in queue lengths occurs on Aurora Avenue between Eagle Street and Washington Street. This is attributed to the addition of a new traffic signal at Webster Street and increased traffic volumes on the roadways. It has been noted that a new traffic signal at this location will have negative impact traffic flow on Aurora Avenue resulting in increased intersection delays and longer queues. However, the signal will significantly enhance pedestrian mobility and access from Webster Street.

SOUTH DOWNTOWN TRAFFIC MANAGEMENT STUDY

I. INTRODUCTION

V3 Companies was retained by the City of Naperville (City) to conduct a traffic management study for the south downtown area of Naperville. Since there are several major development/redevelopment projects anticipated to begin construction in the south downtown area within the next few years, the City desires to evaluate smaller scale traffic management approaches and/or minor capital improvements that will maximize the efficiency and mobility of vehicular, pedestrian, and bicycle movement throughout the area. The study area included the roadways and intersections bounded by Aurora Avenue/Water Street/Chicago Avenue to the north, Martin Avenue to the South, Washington Street to the east and West Street to the west. Provided in Figure 1 is an aerial view of the study area.

The development/redevelopment projects currently include: the Water Street District, renovation of Naperville Central High School (NCHS), expansion of the Naper Settlement grounds and the Riverfront Development. In addition, the Naperville Park District has future expansion/enhancement plans for Knoch Park. Each of these projects (which are either at a construction, design or conceptual level) will either add new trips or redistribute existing trips on the local street network. Widening arterial roadways such as Aurora Avenue and Washington Street to accommodate the existing and future traffic demand is generally considered infeasible due to existing right-of-way and building setback constraints. Therefore, the following objectives were to be achieved with this study:

- Maximize traffic flow within the study area;
- Minimize the potential for increased traffic in the neighborhood south of Aurora Avenue and east of Webster Street;
- Encourage multiple alternatives for pedestrian mobility and connections between the Riverwalk and Naper Settlement;
- Encourage pedestrian access between office, commercial, and residential uses;
- Ensure that pedestrian access ways are designated as such through signage and pavement markings; and
- Improve the intersection of Aurora Avenue and Webster Street to provide a better pedestrian connection between the areas south of Aurora Avenue and the Riverwalk.
- Enhance bicycle connectivity from the downtown portion of the DuPage River Trail to the Water Street District.

These objectives are consistent with the City's Water Street Study Area Vision Statement: *An Opportunity to Proactively and Comprehensively Plan for the Redevelopment of the Water Street Area.*

Five alternatives were developed utilizing various combinations of access control, traffic flow changes, and traffic control devices along Aurora Avenue and analyzed under existing (2009) traffic conditions. The time periods chosen for this analysis coincided with the peak periods of the high school and the surrounding roadway system and included the weekday a.m., mid day and p.m. peak hours. The Saturday peak hour was also included in this study due to the anticipated peak period of the proposed retail development and the existing retail in the

SOUTH DOWNTOWN TRAFFIC MANAGEMENT STUDY

downtown area. This study, however, did not address major weekday and weekend planned events such Ribfest, the Last Fling, sporting events at NCHS and special events at Naper Settlement to name a few. Finally, the recommended alternative along Aurora Avenue and other recommended improvements developed in the study were analyzed under future (2027) weekday p.m. peak hour to get a general understanding of the impacts that the improvements will have on the area. (The 2027 p.m. peak hour was analyzed using the 20 year traffic projections generated by the 2007 Road Improvement Plan/Impact Fee Study. The p.m. peak hour typically represents the worst case traffic conditions (highest volumes and congestion) at intersections throughout the city.)

Several completed studies and documents were reviewed as part of this study. The purpose for reviewing these documents was to ensure that the methodologies, goals, and objectives for this study did not negatively impact the goals and objectives of those studies. In addition, information from these documents was used to assist in the analyses and developing recommendations for the South Downtown Traffic Management Study. The following documents were reviewed:

- Downtown Plan
- Water Street Study Area Vision Statement
- Caroline Martin Mitchell Master Campus Plan
- Washington – Hillside Small Area Study
- Downtown Naperville DuPage River Trail Study
- Naperville Central High School Expansion Traffic Impact Analysis
- Water Street District Development Traffic Impact Analysis
- The City's 2027 Road Improvement Program

II. EXISTING CONDITIONS

An extensive field reconnaissance was conducted to collect current roadway characteristics and observe the roadway and traffic conditions within the study area. Field observations were made in February 2009 and reevaluated in May 2009 during the weekday a.m., mid day, and p.m. peak hours and the Saturday peak hour. The existing roadway and traffic data included: queue lengths and turn bay lengths, number of lanes, traffic control, speed limits, bus stop locations, bike lanes, and land uses.

Land Uses

A variety of land uses exist in the study area. Along the northern boundary, there is a mix of residential, commercial, institutional, and educational land uses. The eastern boundary primarily consists of office and residential land uses. The southern boundary includes office, open space, a park, and a cemetery. Finally, education, open space, and a park exist along the western boundary. Provided in Figure 2 is a graphical illustration of the types and locations of land uses.

SOUTH DOWNTOWN TRAFFIC MANAGEMENT STUDY

Area Roadways

The characteristics of the roadways within the study area are described in detail below. Also illustrated in Figure 2 are roadway classifications and number of through lanes. The traffic control, speed limits, and bus stop locations are provided in Figure 3. Existing intersection geometries are provided in Figure 4.

Aurora Avenue is a minor arterial with one lane in each direction east of Eagle Street and two lanes in each direction west of Eagle Street. It carries approximately 18,000 vehicles per day and serves as a major access point to downtown Naperville for vehicles approaching from the west as well as providing connectivity to adjacent local streets, businesses, residential properties, and the high school. The roadway runs primarily east-west and is under the City's jurisdiction. There are Pace bus routes (Route 530) along Aurora Avenue with stops on the northwest and southwest corners of Aurora Avenue and West Street. The speed limit between West Street and Washington Street is 30 miles per hour and 40 miles per hour west of West Street. Striped on-street bike lanes currently exist on Eagle Street north of Aurora Avenue with a crossing at the signalized intersection of Eagle Street. A separated bike trail runs on the south side of Aurora Avenue from Eagle Street to Webster Street. At Webster Street, the bike trail ends and the bike route is shared with vehicular traffic on Webster Street to the south.

Washington Street is a major arterial with two lanes in each direction with approximately 28,000 vehicles per day. This is a north-south roadway under the City's jurisdiction that serves as a major access point to the downtown area from the north and south. In addition, Washington Street is heavily utilized by commuter traffic traveling to and from I-88, I-355 and other major arterials during the weekday a.m. and p.m. peak hours. Within the study area, it has signalized intersections with Chicago Avenue, Aurora Avenue, Hillside Road, and Martin Avenue. Washington Street is a public bus stop route but there are no designated stops. The speed limit along Washington Street ranges from 25 to 35 miles per hour. Between Aurora Avenue and Hillside Road, there is a two-way left-turn lane to access the various properties.

West Street is a minor arterial with approximately 16,000 vehicles per day. It has two lanes in each direction and a raised median from Hillside Road to the south. West Street is under the jurisdiction of the City and the posted speed limit is 30 miles per hour. It has signalized intersections with Aurora Avenue, Hillside Road and Martin Avenue.

Chicago Avenue, between Main Street and Washington Street, is a local street under the jurisdiction of the City of Naperville. It has a posted speed limit of 25 miles per hour and on street parking is permitted. The intersection of Chicago Avenue and Main Street is all-way stop controlled.

Water Street is an east-west local street under the jurisdiction of the City of Naperville. It has a posted speed limit of 25 miles per hour and extends from Webster Street to Main Street. On street parking is permitted and it primarily serves access to the local business on the north and south side of Water Street.

Porter Avenue is an east-west local street with one lane in each direction extending east from NCHS to Washington Street. From Webster Street to the east, it is under the jurisdiction of the City and to the west, it is a private road. Porter Avenue has a posted speed limit of 25 miles

SOUTH DOWNTOWN TRAFFIC MANAGEMENT STUDY

per hour and on street parking is permitted. The east and west approaches are stop controlled at the intersections with Webster Street and Main Street.

Hillside Road is an east-west collector street under the City's jurisdiction. It has one lane in each direction and on street parking is permitted on both sides of the street from West Street to Webster Street. The posted speed limit is 25 miles per hour. There is a mid block pedestrian crossing east of West Street for access from NCHS to the athletic fields.

Martin Avenue has one lane in each direction, is an east-west collector roadway, and under the City's jurisdiction. On street parking is permitted on both sides of the street from West Street to Washington Street. The posted speed limit is 30 miles per hour. There is an existing Pace bus stop on the south side of Martin Avenue west of Brom Court.

Oswego Road is an east-west collector street with one lane in each direction and carries approximately 2,500 vehicles per day. It is under the jurisdiction of the City of Naperville and has a posted speed limit of 30 miles per hour. At its intersection with West Street, the eastbound approach is stop controlled.

Webster Street is a north-south local street with one lane in each direction extending from Hillside Road north to Water Street. It is the primary access road to Naper Settlement and is the easternmost border of NCHS. It is under the jurisdiction of the City and has a speed limit of 25 miles per hour. On street parking is permitted and there is a designated shared on street bike route from Aurora Avenue to Hillside Road.

Main Street is a north-south local street with one lane in each direction. It is under the jurisdiction of the city of Naperville and has a speed limit of 25 miles per hour. Parking is permitted along the roadway.

Traffic Volumes

Traffic volumes were provided by the City of Naperville (2008) at the intersections within the study area during the weekday a.m., mid day, and p.m. peak hours and Saturday peak hour. In addition, traffic volumes in the NCHS Expansion Traffic Impact Analysis Study (2006 and 2008) and the Water Street District Redevelopment Traffic Impact Analysis (2008) were obtained and reviewed.

Utilizing the traffic volumes from all three sources and the increase in traffic from the years 2006 and 2008, base year (existing) 2009 traffic volumes were developed for the study area network roadways and intersections. Modifications to the traffic volumes were necessary at those intersections where there were large discrepancies between the three sources. These modifications also allowed for better balancing of traffic volumes between the major intersections.

Traffic Operations

Synchro software has the capability of analyzing several intersections (signalized and unsignalized) at the same time. In addition, it is useful in analyzing traffic progression and can optimize signal timings, phasing and offsets to improve intersection operation and coordination. The operation of each intersection in the network directly affects the others.

SOUTH DOWNTOWN TRAFFIC MANAGEMENT STUDY

Existing Synchro models for the weekday a.m., mid day, and p.m. peak hours and Saturday peak hour existing conditions were also provided by the City of Naperville for use in the study. The existing models only included the signalized intersections within the study area. Unsignalized intersections for the neighborhood streets adjacent to NCHS (Porter Avenue, Main Street, and Webster Street) and the Water Street Redevelopment (Water Street and the Alley) were then added to the models.

The Synchro models were updated to reflect the existing traffic volumes as described in the previous section. Existing signal timings were obtained in the field and compared to the timings in the models. Adjustments were also made to the Synchro models in regards to signal timings and cycle lengths. The models for each time period were then calibrated to reflect existing conditions to the extent possible within the limits of the software program. It is important to note that the software is a planning tool that utilizes constant variable inputs and does not take into account varying driver behavior and other outside influences that might affect traffic flow and intersection operations.

The calibrated models for each time period were then used as a basis for the traffic analyses throughout the study.

Storage Lengths

The available storage lengths for all existing exclusive left and right turn lanes at both the unsignalized and signalized intersections within the study area were field measured and are provided in Table 1. It should be noted that the storage lengths provided in the table do not include the turn lane taper lengths.

In February 2009, the queue lengths (length of vehicles waiting to turn) of each exclusive turn lane in Table 1 were field observed and measured during the four time periods. Also provided in Table 1 are the queue lengths observed for each time period for each exclusive turn lane. A review of the table indicates that the observed queue length exceeded the available storage at some of the intersections resulting in vehicle spill over into the adjacent lanes. These locations have been shaded in the table.

In addition, the maximum vehicle queue lengths for the through movements for each approach were field measured in February 2009 during the weekday a.m., mid day, and p.m. peak hour hours. For the vast majority of the intersections, the worst case for vehicles queuing occurred during the p.m. peak hour.

Provided in Figure 5 is the observed worst case maximum queue for each approach during the p.m. peak hour at the signalized intersections in the study area. The maximum queues illustrated in Figure 5 are primarily the through movement queues as noted above.

Finally, the observed queue lengths during each time period were also compared to the calculated queue lengths from the Synchro models to further validate the calibrated models.

SOUTH DOWNTOWN TRAFFIC MANAGEMENT STUDY

Table 1
Available vs. Observed Existing Turn Lane Queue Lengths

Intersection	Approach Lane	Available Queue Length	A.M. Peak Queue Length	Mid Day Queue Length	P.M. Peak Queue Length	Sat. P.M. Queue Length
Aurora Avenue and West Street	EB LT	210'	25'	25'	25'	25'
	WB LT	380'	190'	245'	600'	250'
	NB LT	200'	150'	140'	200'	170'
	NB RT	200'	910'	135'	115'	850'
Aurora Avenue and Rotary Hill/NCHS Driveway	EB LT	100'	25'	25'	25'	25'
	WB LT	100'	60'	220'	25'	50'
Aurora Avenue and Eagle Street	EB LT	340'	450'	240'	215'	420'
	SB LT	100'	165'	175'	210'	225'
	SB RT	100'	90'	370'	450'	200'
Aurora Avenue and Webster Street	EB LT	80'	25'	25'	25'	25'
	WB LT	110'	25'	25'	25'	50'
	NB LT	50'	25'	25'	25'	50'
	SB LT	100'	25'	25'	25'	25'
Aurora Avenue and Main Street	NB LT	50'	50'	45'	45'	65'
	SB LT	110'	25'	65'	85'	100'
Washington Street and Chicago Avenue	EB LT	110'	65'	60'	65'	65'
	WB LT	150'	275'	235'	350'	175'
	WB RT	180'	45'	185'	110'	45'
	NB LT	50'	25'	65'	80'	25'
	SB LT	50'	25'	65'	70'	25'
Washington Street and Aurora Avenue	NB LT	100'	150'	290'	295'	245'
Washington Street and Porter Avenue	NB LT	50'	25'	25'	50'	75'
	SB LT	50'	25'	50'	25'	25'
Washington Street and Hillside Avenue	EB LT	50'	60'	25'	45'	75'
	EB RT	50'	85'	75'	95'	75'
	WB LT	90'	65'	60'	165'	95'
	NB LT	230'	200'	145'	175'	225'
	SB LT	110'	45'	25'	50'	50'
Washington Street and Martin Avenue	EB LT	100'	330'	220'	310'	255'
	NB LT	110'	75'	70'	165'	100'
West Street and Oswego Avenue	EB LT	150'	25'	25'	25'	125'
	NB LT	60'	25'	25'	50'	50'
West Street and Hillside Avenue	WB LT	60'	75'	80'	150'	110'
	SB LT	110'	60'	35'	50'	25'
West Street and Martin Avenue	WB LT	60'	75'	95'	110'	115'
	NB LT	100'	50'	25'	25'	50'
	SB LT	150'	200'	195'	55'	200'
Main Street and Chicago Avenue	WB LT	120'	50'	25'	100'	75'
	SB LT	110'	25'	50'	50'	25'

Note: Shaded areas indicate that observed queue lengths exceeded available turn lane storage.

SOUTH DOWNTOWN TRAFFIC MANAGEMENT STUDY

Crash Data

Crash data was provided by the City for the roadways and intersections within the study area. These statistics covered all reported crashes from January 1, 2005 through December 31, 2007.

A summary of the crash data is provided in Table 2 on the following page. The crashes were summarized by location, type, injuries, and time of day. During the three-year period, there were a total of 541 reported crashes within the study area which averages approximately 180 per year. Of the 541 crashes, 57 of them were personal injury and there were zero fatalities.

A review of Table 2 indicates that the predominant crash types were rear end (43.3%), turning movement (19.0%), and sideswipe collisions (12.9%). These three types accounted for more than 75% of the reported crashes within the study area. Rear end crashes are the most common type at signalized intersections. It was also found that 82.3% of the crashes occurred during the day, indicating that visibility at night was not a major contributing cause.

Along Hillside Avenue, from West Street to Washington Street, there were 18 reported sideswipe crashes (25.7% of all sideswipe crashes). This is likely contributed to the inexperienced student driver population in the area and on street parallel parking along West Street for students attending NCHS.

Over the three-year period, there were 22 reported crashes involving pedestrians or bicyclist (4.0%) within the study area. The highest number of crashes (7 – all pedestrian related) occurred at the intersection of Washington Street and Chicago Avenue. The crash data does not indicate a pattern since these occurrences happened at various locations of the intersection. It is important to note that all but one crash occurred prior to 2007. The City did make pedestrian improvements to this intersection after 2006.

Within the Water Street District (Water Street/Webster Street/Main Street), there were 65 reported crashes of which 17 and 48 occurred at the Aurora Avenue/Webster Street intersection and Aurora Avenue/Main Street intersection, respectively. There were no reported crashes at the intersection of Main Street and Water Street. The 3 pedestrian/bicycle crashes at the intersection of Aurora Avenue and Webster Street involved turning vehicular traffic.

SOUTH DOWNTOWN TRAFFIC MANAGEMENT STUDY

**Table 2
Crash Summary (Years 2005 to 2007)**

Intersection	Crash Type										Injury Type			Time		Total
	Pedestrian	Bicycle	Animal	Fixed Object	Parked Vehicle	Rear End	Head On	Side Swipe	Angle	Turn	Unknown	Fatal	Injury	Day	Night	
Aurora Avenue and West Street	0	1	0	2	0	32	0	3	1	13	1	0	10	39	13	53
Aurora Avenue and Rotary Hill/INCHS Driveway	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Aurora Avenue and Eagle Street	0	0	0	4	2	21	0	5	4	12	0	0	7	39	9	48
Aurora Avenue and Webster Street	1	2	0	0	1	8	0	1	1	3	0	0	0	17	0	17
Aurora Avenue and Main Street	0	0	1	0	2	27	0	7	4	7	0	0	11	39	9	48
Washington Street and Chicago Avenue	7	0	0	1	9	31	2	11	2	26	2	0	5	70	21	91
Washington Street and Aurora Avenue	0	1	0	2	0	22	3	16	2	20	0	0	5	55	11	66
Washington Street and Porter Avenue	0	1	0	0	1	10	0	1	8	0	0	0	5	19	2	21
Washington Street and Hillside Avenue	0	0	0	1	0	27	0	8	14	0	0	0	5	44	6	50
Washington Street and Martin Avenue	0	2	0	4	5	26	1	6	3	6	0	0	2	45	8	53
West Street and Oswego Avenue	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West Street and Hillside Avenue	2	2	1	2	2	11	0	4	2	5	1	0	2	23	8	32
West Street and Martin Avenue	0	2	0	1	1	9	0	1	0	6	0	0	3	18	2	20
Main Street and Chicago Avenue	1	0	0	2	2	0	1	1	1	0	0	0	1	6	2	8
Main Street and Water Street	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Main Street and Porter Avenue	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	2
Porter Avenue and Webster Avenue	0	0	0	0	2	0	0	0	0	2	1	0	0	4	1	5
Hillside Avenue and Webster Avenue	0	0	0	0	5	6	0	6	1	2	0	0	1	19	1	20
Hillside Avenue and Main Street	0	0	0	0	2	4	0	0	0	1	0	0	0	6	1	7
Totals:	11	11	2	19	34	234	7	70	45	103	5	0	57	445	94	541
% of Total:	2.0%	2.0%	0.4%	3.5%	6.3%	43.3%	1.3%	12.9%	8.3%	19.0%	0.9%	0.0%	10.5%	82.3%	17.4%	100.0%

SOUTH DOWNTOWN TRAFFIC MANAGEMENT STUDY

III. DESCRIPTION OF ALTERNATIVES

Four initial alternatives were developed by the City for analysis. One additional alternative was added for analysis based on feedback from the public involvement process which is described in the next section. The five alternatives are graphically illustrated in Figures 6 through 10 and summarized below:

Alternative 1 – Figure 6

- Install a new traffic signal at the intersection of Aurora Avenue and Webster Street.

Alternative 2 – Figure 7

- Install a new traffic signal at the intersection of Aurora Avenue and Webster Street.
- Remove the existing traffic signal at the intersection of Aurora Avenue and Main Street.
- Convert the north and south approaches at the intersection of Aurora Avenue and Main Street to Right-in/Right-out access.

Alternative 3 – Figure 8

- Install a new traffic signal at the intersection of Aurora Avenue and Webster Street.
- Convert the south approach at the intersection of Aurora Avenue and Main Street to Right-in/Right-out access.
- Convert the south approach at the intersection of Aurora Avenue and Webster Street to Right-in/Right-out access.

Alternative 4 – Figure 9

- Convert the south approach at the intersection of Aurora Avenue and Main Street to Right-in/Right-out access.
- Convert the south approach at the intersection of Aurora Avenue and Webster Street to Right-in/Right-out access.

Alternative 5 – Figure 10

- Convert Aurora Avenue to a one-way street in the eastbound direction.
- Convert Hillside Avenue to a one-way street in the westbound direction.

SOUTH DOWNTOWN TRAFFIC MANAGEMENT STUDY

IV. PUBLIC INVOLVEMENT PROCESS**Stakeholder Interviews**

The first step in evaluating the alternatives was presenting the four initial alternatives to the various stakeholders. The purpose of these interviews was to give an overview of the City's South Downtown Traffic Management Study, present the initial alternatives that were being evaluated, get an understanding of their observations of traffic operations in the area, and obtain stakeholder input regarding the presented alternatives. Individual stakeholder meetings were conducted between March 20, 2009 and April 2, 2009 with the following organizations; Water Street Development represented by Moser Enterprises, Naperville Central High School, Naper Settlement, Downtown Advisory Committee, and the Naperville Park District. A summary of the stakeholder meetings is provided in Appendix A.

Generally speaking, all of the stakeholders agreed that some kind of traffic control at the intersection of Aurora Avenue and Webster Street would help pedestrian safety and provide connectivity between Naper Settlement and the neighborhood to Downtown Naperville. The stakeholders also recognized and generally accepted that a new signal at Webster Street would negatively impact traffic operations on Aurora Avenue. The general consensus was that Alternative 1 was the preferred alternative among the interviewed stakeholders. As stated above, a fifth alternative was discussed with two of the stakeholders which included making one-way streets with Aurora Avenue (eastbound) and Hillside Road (westbound). This alternative was added for analyses.

Web Page

The City created a web page to provide the public with information about the South Downtown Traffic Management Study. The website includes:

- An overall aerial map of the study area
- Graphics of the four initial alternatives
- The Water Street Vision Statement
- Public comment form

In addition, a copy of the final report and technical appendices will be posted on the website. All of the above listed documents can be found at <http://www.naperville.il.us/sdtms.aspx>.

Public Meeting

A public meeting was held on May 27, 2009 to introduce the study, provide background information, and gain initial community input regarding concerns and potential opportunities. Public comment forms were available for citizens to complete to add any additional comments and/or ideas to the project. There were 10 people who attended this meeting. One comment was made in regards to making the intersection of Porter Avenue and Webster Street an all-way stop controlled intersection. The City did not receive any written comments at the meeting or follow-up comments after the meeting. Similar to the stakeholder, a majority of the public in

SOUTH DOWNTOWN TRAFFIC MANAGEMENT STUDY

attendance was in favor of some kind of traffic control at the intersection of Aurora Avenue and Webster Street to improve pedestrian safety.

A final public meeting was held on November 16, 2009 to present the results of the study and the recommended improvements. There were 13 people who attended the meeting. Two public comments were made at the meeting. First, the study area limits should have included Jackson Street from Washington Street to Eagle Street and Eagle Street from Jackson Street to Aurora Avenue. The second comment was regarding making the intersection of Porter Avenue and Main Street an all-way stop controlled intersection. The City did receive one written comment that pertained to the study area limits as noted above.

The study is tentatively scheduled to be presented to the City's Transportation Advisory Board in February 2010.

V. TRAFFIC ANALYSES

Traffic Volumes

As previously mentioned, V3 obtained traffic volume data related to the study area from City traffic counts, the NCHS Expansion Traffic Impact Analysis Study, and the Water Street District Redevelopment Traffic Impact Analysis. The volumes were adjusted to develop existing traffic volumes for the weekday a.m., mid day, and p.m. peak hours and Saturday peak hour. Provided in Appendix B are the existing traffic volumes.

The proposed traffic volumes generated by the Water Street Redevelopment (and non Water Street Redevelopment related traffic that will utilize the public parking spaces on site) and the Riverfront Development were then added to the roadway network to develop traffic volumes that will be utilized for the analyses.

The existing traffic volumes were modified under each alternative to account for changes in access, traffic flow, and intersection operation. Additional traffic generation that would be generated by NCHS and Naper Settlement was not included in the initial analysis of the alternatives since they are considered to be long term improvements. Although NCHS has recently started the first phase of improvements, the final phase of improvements (closing the Porter Avenue access and relocating the bus drop off/pick up access to Hillside Avenue) will most likely not occur until Naper Settlement constructs their improvements. The schedule for constructing the improvements at Naper Settlement has not been determined and they are not currently funded.

The traffic volumes for each alternative during the weekday a.m., mid day, and p.m. peak hours and Saturday peak hour are also provided in Appendix B.

Capacity Analysis

The operation of a facility is based on level of service (LOS) calculations using analytical methods defined in the Transportation Research Board's Highway Capacity Manual (HCM), 2000 Edition. The concept of LOS is defined as a qualitative measure describing operational conditions within a traffic stream and the perception of motorists. There are six LOS letter

 SOUTH DOWNTOWN TRAFFIC MANAGEMENT STUDY

designations, from A to F, with LOS A representing the best operating conditions and LOS F the worst. In general, the various LOS are defined as follows:

- LOS A represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high. The general level of comfort and convenience provided to the motorist, passenger, or pedestrian is excellent.
- LOS B is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speed is relatively unaffected, but there is a slight decline in the freedom to maneuver within the traffic stream from LOS A. The level of comfort and convenience provided is somewhat less than at LOS A, because the presence of others in the traffic stream begins to affect individual behavior.
- LOS C is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream. The selection of speed is now affected by the presence of others, and maneuvering within the traffic stream requires vigilance on the part of the user. The general level of comfort and convenience declines at this level.
- LOS D represents high-density, but stable flow. Speed and freedom to maneuver are restricted and the driver or pedestrian experiences a generally poor level of comfort and convenience. Small increases in traffic flow will generally cause operational problems at this level.
- LOS E represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Freedom to maneuver within the traffic stream is difficult, and it is generally accomplished by forcing a vehicle or pedestrian to "give way" to accommodate such maneuvers. Comfort and convenience levels are poor, and driver or pedestrian frustration is generally high. Operations at this level are usually unstable, because small increases in flow or minor disturbances within the traffic stream will cause breakdowns.
- LOS F is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount, which can traverse the point. Queues form behind such locations. Operations within the queue are characterized by stop-and-go waves, and they are extremely unstable. Vehicles may progress at reasonable speeds for several hundred feet or more and then be required to stop in a cyclic fashion. LOS F is used to describe the operating conditions within the queue, as well as the point of breakdown. It should be noted, however, that in many cases operating conditions of vehicles or pedestrians discharged from the queue may be quite good. Nevertheless, it is the point at which arrival flow exceeds discharge flow, which causes the queue to form.

The LOS of an intersection is based on the average control delay per vehicle. For a signalized intersection, the delay is calculated for each lane group and then aggregated for each approach and for the intersection as a whole. Generally, the LOS is reported for the intersection as a whole. For an unsignalized intersection, the delay is only calculated and reported for each minor movement. An overall intersection LOS is not calculated.

There are different LOS criteria for signalized and unsignalized intersections primarily due to driver perceptions of transportation facilities. The perception is that a signalized intersection is

 SOUTH DOWNTOWN TRAFFIC MANAGEMENT STUDY

expected to carry higher traffic volumes and experience a greater average delay than an unsignalized intersection. The LOS criteria for signalized and unsignalized intersections are provided below.

LOS	Average Control Delay (sec/veh)	
	Signalized	Unsignalized
A	≤ 10.0	≤ 10.0
B	> 10.0 and ≤ 20.0	> 10.0 and ≤ 15.0
C	> 20.0 and ≤ 35.0	> 15.0 and ≤ 25.0
D	> 35.0 and ≤ 55.0	> 25.0 and ≤ 35.0
E	> 55.0 and ≤ 80.0	> 35.0 and ≤ 50.0
F	> 80.0	> 50.0

A capacity analysis was performed for the existing roadway conditions (development traffic volumes with no modifications to access, traffic flow, and intersection operation) and Alternatives 1 to 5 the intersections within the study area. Due to the spacing of the driveways and the existing signalized and unsignalized intersections, Synchro (Version 7) was utilized. The Synchro software utilizes methodologies in the HCM and has the capability of analyzing several intersections (signalized and unsignalized) at the same time. In addition, it is useful in analyzing traffic progression and can optimize signal timings, phasing and offsets to improve intersection operation and coordination. The operation of each intersection in the network directly affects the others.

Provided in Tables 3, 4, 5, and 6 are the capacity analyses results during the weekday a.m., mid day, and p.m. peak hour and Saturday peak hour, respectively, for the existing roadway conditions and each alternative. The existing calibrated models were utilized and the same traffic signal cycle lengths and green times remained consistent among the various alternatives to the extent possible. Adjustments were needed in the models to reflect access changes, traffic flow, and intersection operation. Supporting Synchro analysis worksheets are provided in the South Downtown Traffic Management Study Technical Appendix as a separate document.

A review of the tables indicates that overall, the LOS within the study area is similar between the existing conditions and Alternatives 1 to 4 except for the intersections along Aurora Avenue from Eagle Street to Washington Street. Converting Aurora Avenue and Hillside Road to one-way pairs improves the LOS along these roadways but creates additional and somewhat excessive delays at the intersections of Washington Street/Hillside Road, West Street/Hillside Road, and Aurora Avenue/West Street.

It is important to note that that a new signal at the intersection of Aurora Avenue and Webster Street will negatively impact traffic flow on Aurora Avenue resulting in increased intersection delays, longer queues, and occasional instances where left turning vehicles may not be able to get into the queue. There is a balance of mobility among vehicles, bicyclist, and pedestrians that must be taken into account in a downtown situation. In areas where a major arterial's (like an IL Route 59) main purpose is to move traffic along, having closely spaced traffic signals may not be preferred.

SOUTH DOWNTOWN TRAFFIC MANAGEMENT STUDY

Table 3
Level of Service Summary – A.M. Peak Hour

INTERSECTION	APPROACH	EXISTING		ALTERNATIVE 1		ALTERNATIVE 2		ALTERNATIVE 3		ALTERNATIVE 4		ALTERNATIVE 5	
		LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY
West Street and Aurora Avenue	NB	F	80.4	F	80.4	F	80.4	F	82.8	F	82.8	F	488.9
	SB	D	45.8	D	45.8	D	45.8	D	45.8	D	45.8	E	74.9
	EB	D	40.4	D	40.4	D	40.4	D	40.4	D	40.4	C	22.2
	WB	B	15.9	B	15.9	B	15.9	B	17.4	B	17.4	-	-
West Street & Oswego Road	NB	-	-	-	-	-	-	-	-	-	-	-	-
	SB	-	-	-	-	-	-	-	-	-	-	-	-
	EB	B	12.5	B	12.5	B	12.5	B	12.9	C	12.9	B	11.7
	WB	-	-	-	-	-	-	-	-	-	-	-	-
West Street & Hillside Avenue	NB	B	10.1	B	10.1	B	10.1	A	8.4	A	8.4	B	13.2
	SB	A	4.7	A	4.7	A	4.7	A	4.5	A	4.5	A	3.0
	EB	-	-	-	-	-	-	-	-	-	-	-	-
	WB	D	40.4	D	40.4	D	40.7	D	43.2	D	43.2	F	106.2
West Street & Martin Avenue/Driveway	NB	B	19.0	B	19.0	B	19.0	B	19.0	B	19.0	C	20.7
	SB	C	23.7	C	23.6	C	23.6	C	23.5	C	23.5	C	21.6
	EB	E	67.3	E	67.3	E	67.3	E	67.3	E	67.3	D	47.5
	WB	C	25.1	C	25.1	C	25.1	C	25.1	C	25.1	B	19.2
Aurora Avenue & Rotary Hill/NCHS Driveway	NB	C	23.4	C	26.3	C	26.3	C	26.3	C	26.3	-	-
	SB	C	28.8	C	30.4	C	30.4	C	30.4	C	30.4	D	38.5
	EB	B	15.4	B	14.5	B	14.5	B	14.6	B	14.6	A	5.3
	WB	A	7.7	A	7.1	A	7.1	A	7.2	A	7.2	-	-
Aurora Avenue & Eagle Street	NB	-	-	-	-	-	-	-	-	-	-	-	-
	SB	C	34.6	C	34.6	C	34.6	C	34.6	C	34.6	E	57.6
	EB	B	11.0	B	11.0	B	11.0	B	10.7	B	10.7	A	6.4
	WB	A	6.8	A	4.8	A	8.6	A	4.1	A	5.9	-	-
Aurora Avenue & Webster Street	NB	F	51.9	D	52.4	E	55.3	-	-	C	15.6	D	29.7
	SB	C	18.4	C	25.9	D	52.7	-	-	C	16.4	E	37.8
	EB	-	-	A	5.6	A	4.7	A	3.5	-	-	-	-
	WB	-	-	A	4.0	A	5.7	A	4.6	-	-	-	-
Aurora Avenue & Main Street	NB	D	49.8	D	49.8	-	-	-	-	-	-	D	43.3
	SB	C	23.3	C	26.5	-	-	-	-	-	-	D	44.1
	EB	A	3.6	A	4.4	-	-	A	2.7	A	2.5	A	3.5
	WB	A	4.6	A	5.7	-	-	A	4.1	A	4.1	-	-
Washington Street & Chicago Avenue	NB	F	91.4	E	76.1	F	82.5	E	76.3	E	76.3	E	79.9
	SB	B	14.6	B	14.6	B	14.9	B	14.6	B	14.6	B	14.6
	EB	E	55.9	E	55.9	E	59.8	E	55.9	E	55.9	E	55.9
	WB	E	58.8	E	58.8	E	59.3	E	58.8	E	58.8	E	58.8
Washington Street & Aurora Avenue	NB	D	40.1	D	39.9	D	43.3	D	43.0	D	43.0	F	179.1
	SB	B	16.7	B	16.7	B	16.5	B	16.9	B	16.9	B	11.2
	EB	F	125.7	F	125.7	F	108.6	F	130.8	F	130.8	F	94.8
	WB	D	36.2	D	36.2	D	36.2	D	36.2	D	36.2	D	36.9
Washington Street & Porter Avenue	NB	-	-	-	-	-	-	-	-	-	-	-	-
	SB	-	-	-	-	-	-	-	-	-	-	-	-
	EB	A	9.9	A	9.9	A	9.7	B	12.1	B	12.1	B	11.1
	WB	D	30.1	D	30.1	D	27.7	D	30.3	D	30.3	C	20.6
Washington Street & Hillside Avenue	NB	C	22.1	C	22.1	C	22.1	C	22.1	C	22.1	D	50.9
	SB	B	19.0	B	19.0	B	19.4	B	18.9	B	18.9	C	31.9
	EB	D	35.7	D	35.6	D	35.6	D	36.8	D	36.8	-	-
	WB	E	57.1	E	57.1	E	57.1	E	57.1	E	57.1	D	42.6
Washington Street & Martin Avenue	NB	A	9.4	A	8.9	A	8.9	A	8.9	A	8.9	A	9.4
	SB	B	10.2	A	9.9	A	9.9	A	9.9	A	9.9	B	10.1
	EB	E	66.0	E	65.3	E	65.3	E	65.3	E	65.3	F	81.7
	WB	-	-	-	-	-	-	-	-	-	-	-	-
Webster Street & Alley	NB	-	-	-	-	-	-	-	-	-	-	-	-
	SB	-	-	-	-	-	-	-	-	-	-	-	-
	EB	A	9.1	A	9.1	A	9.4	A	9.1	A	9.1	A	9.1
	WB	A	10.0	B	10.1	B	10.7	A	10.0	A	10.0	B	10.0
Webster Street & Hillside Avenue	NB	-	-	-	-	-	-	-	-	-	-	-	-
	SB	C	22.6	C	22.6	C	23.3	C	21.9	C	21.9	C	16.2
	EB	-	-	-	-	-	-	-	-	-	-	-	-
	WB	-	-	-	-	-	-	-	-	-	-	-	-
Main Street & Chicago Avenue	NB	A	8.4	A	8.4	A	8.9	A	8.4	A	8.4	A	8.4
	SB	A	7.7	A	7.7	A	8.0	A	7.7	A	7.7	A	7.7
	EB	-	-	-	-	-	-	-	-	-	-	-	-
	WB	A	7.6	A	7.6	A	7.9	A	7.6	A	7.6	A	7.6
Main Street & Water Street	NB	-	-	-	-	-	-	-	-	-	-	-	-
	SB	-	-	-	-	-	-	-	-	-	-	-	-
	EB	B	10.4	B	10.4	B	10.5	B	10.3	B	10.3	B	10.3
	WB	-	-	-	-	-	-	-	-	-	-	-	-
Main Street & Alley	NB	-	-	-	-	-	-	-	-	-	-	-	-
	SB	-	-	-	-	-	-	-	-	-	-	-	-
	EB	A	10.0	B	10.1	A	9.9	B	10.0	B	10.0	A	10.0
	WB	-	-	-	-	-	-	-	-	-	-	-	-
Main Street & Hillside Avenue	NB	-	-	-	-	-	-	-	-	-	-	-	-
	SB	C	15.9	C	15.9	C	16.2	C	16.0	C	16.0	B	11.9
	EB	-	-	-	-	-	-	-	-	-	-	-	-
	WB	-	-	-	-	-	-	-	-	-	-	-	-

SOUTH DOWNTOWN TRAFFIC MANAGEMENT STUDY

Table 4
Level of Service Summary – Mid Day Peak Hour

INTERSECTION	APPROACH	EXISTING		ALTERNATIVE 1		ALTERNATIVE 2		ALTERNATIVE 3		ALTERNATIVE 4		ALTERNATIVE 5	
		LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY
West Street and Aurora Avenue	NB	C	21.9	C	26.8	C	25.7	C	27.6	C	27.0	D	42.8
	SB	D	43.6	D	43.6	D	43.6	D	43.6	D	43.6	D	49.0
	EB	C	23.9	C	23.9	C	23.9	C	26.9	C	26.9	C	26.5
	WB	B	11.6	B	15.1	B	15.0	B	19.7	C	20.1	-	-
West Street & Oswego Road	NB	-	-	-	-	-	-	-	-	-	-	-	-
	SB	-	-	-	-	-	-	-	-	-	-	-	-
	EB	B	13.7	B	13.8	B	12.5	B	14.6	B	14.6	B	11.6
	WB	-	-	-	-	-	-	-	-	-	-	-	-
West Street & Hillside Avenue	NB	B	11.0	A	6.1	A	9.1	A	7.5	A	8.6	C	21.2
	SB	A	4.1	A	4.5	A	4.8	A	4.6	A	4.5	A	6.7
	EB	-	-	-	-	-	-	-	-	-	-	-	-
	WB	C	26.6	C	26.7	C	27.1	C	21.1	C	21.1	D	45.4
West Street & Martin Avenue/Driveway	NB	A	8.4	A	8.4	A	8.4	A	8.4	A	8.4	A	8.2
	SB	A	8.9	A	6.5	A	7.5	A	7.2	A	8.1	A	5.6
	EB	-	-	-	-	-	-	-	-	-	-	-	-
	WB	C	25.9	C	25.9	C	25.9	C	25.9	C	25.9	C	25.9
Aurora Avenue & Rotary Hill/NCHS Driveway	NB	A	6.3	B	11.5	B	11.5	B	11.5	B	11.5	-	-
	SB	C	20.7	C	34.7	C	34.7	C	34.7	C	34.7	D	50.3
	EB	A	3.5	A	1.0	A	0.8	A	0.9	A	1.5	A	2.4
	WB	A	3.9	A	3.7	A	3.6	A	3.4	A	3.5	-	-
Aurora Avenue & Eagle Street	NB	-	-	-	-	-	-	-	-	-	-	-	-
	SB	D	41.5	D	41.5	D	41.5	D	40.5	D	40.5	E	64.2
	EB	B	12.6	B	16.9	B	17.2	B	19.7	B	19.3	A	5.4
	WB	B	12.6	B	13.3	B	13.3	B	14.5	B	13.5	-	-
Aurora Avenue & Webster Street	NB	F	121.5	D	49.9	D	50.6	-	-	B	12.6	C	17.3
	SB	C	21.2	B	15.1	B	17.9	-	-	C	17.6	E	44.0
	EB	-	-	B	10.3	B	11.1	A	5.4	-	-	-	-
	WB	-	-	B	11.6	B	11.9	A	6.2	-	-	-	-
Aurora Avenue & Main Street	NB	D	40.4	D	40.7	-	-	-	-	-	-	D	38.0
	SB	D	35.6	D	36.0	-	-	-	-	-	-	D	35.5
	EB	A	4.5	A	2.9	-	-	A	3.9	A	4.4	A	6.9
	WB	A	8.3	A	8.3	-	-	A	8.9	A	8.9	-	-
Washington Street & Chicago Avenue	NB	C	25.3	C	25.3	C	27.0	C	25.3	C	25.3	C	25.3
	SB	C	21.4	C	21.4	C	22.7	C	21.4	C	21.4	C	21.4
	EB	D	50.2	D	50.2	E	61.0	D	50.2	D	50.2	D	50.2
	WB	E	57.8	E	57.8	E	61.6	E	57.8	E	57.8	E	57.8
Washington Street & Aurora Avenue	NB	D	36.7	D	36.7	C	32.2	E	58.7	E	58.7	B	14.7
	SB	C	29.3	C	29.3	C	30.8	C	29.2	C	29.2	B	16.1
	EB	F	82.0	F	82.0	E	63.8	F	108.4	F	108.4	F	145.2
	WB	E	56.2	E	56.2	E	56.2	E	56.2	E	56.2	E	55.8
Washington Street & Porter Avenue	NB	-	-	-	-	-	-	-	-	-	-	-	-
	SB	-	-	-	-	-	-	-	-	-	-	-	-
	EB	B	10.5	A	9.9	A	9.7	C	17.1	C	17.1	C	18.0
	WB	B	13.5	D	30.1	D	27.7	B	13.5	C	13.5	C	17.0
Washington Street & Hillside Avenue	NB	B	10.5	B	10.5	B	10.5	B	10.8	B	10.8	F	125.3
	SB	B	11.7	B	11.7	B	12.0	B	12.0	B	12.0	C	20.8
	EB	C	32.2	C	29.0	C	29.9	C	33.6	C	33.8	-	-
	WB	D	43.1	D	43.1	D	43.1	D	44.0	D	44.0	D	43.2
Washington Street & Martin Avenue	NB	A	5.2	A	5.2	A	5.2	A	5.2	A	5.2	A	5.3
	SB	A	8.9	A	8.9	A	8.9	A	8.9	A	8.9	A	9.0
	EB	D	48.5	D	48.5	D	48.5	D	48.5	D	48.5	D	50.8
	WB	-	-	-	-	-	-	-	-	-	-	-	-
Webster Street & Alley	NB	-	-	-	-	-	-	-	-	-	-	-	-
	SB	-	-	-	-	-	-	-	-	-	-	-	-
	EB	A	9.4	A	9.1	A	9.4	A	9.4	A	9.4	A	9.4
	WB	A	11.4	B	10.1	B	10.7	B	11.4	B	11.4	B	11.4
Webster Street & Hillside Avenue	NB	-	-	-	-	-	-	-	-	-	-	-	-
	SB	B	12.4	B	12.4	C	23.3	B	12.0	B	12.0	C	19.7
	EB	-	-	-	-	-	-	-	-	-	-	-	-
	WB	-	-	-	-	-	-	-	-	-	-	-	-
Main Street & Chicago Avenue	NB	B	12.8	A	8.4	A	8.9	B	12.8	B	12.8	B	12.8
	SB	B	12.0	A	7.7	A	8.0	B	12.0	B	12.0	B	12.0
	EB	-	-	-	-	-	-	-	-	-	-	-	-
	WB	B	10.4	A	7.6	A	7.9	B	10.4	B	10.4	B	10.4
Main Street & Water Street	NB	-	-	-	-	-	-	-	-	-	-	-	-
	SB	-	-	-	-	-	-	-	-	-	-	-	-
	EB	C	17.0	B	12.8	B	10.5	C	17.0	C	17.0	C	17.0
	WB	-	-	-	-	-	-	-	-	-	-	-	-
Main Street & Alley	NB	-	-	-	-	-	-	-	-	-	-	-	-
	SB	-	-	-	-	-	-	-	-	-	-	-	-
	EB	B	13.8	B	10.1	A	9.9	B	11.7	B	11.7	B	13.7
	WB	-	-	-	-	-	-	-	-	-	-	-	-
Main Street & Hillside Avenue	NB	-	-	-	-	-	-	-	-	-	-	-	-
	SB	B	11.2	C	12.0	B	16.2	B	11.2	B	11.2	B	12.5
	EB	-	-	-	-	-	-	-	-	-	-	-	-
	WB	-	-	-	-	-	-	-	-	-	-	-	-

SOUTH DOWNTOWN TRAFFIC MANAGEMENT STUDY

Table 5
Level of Service Summary – P.M. Peak Hour

INTERSECTION	APPROACH	EXISTING		ALTERNATIVE 1		ALTERNATIVE 2		ALTERNATIVE 3		ALTERNATIVE 4		ALTERNATIVE 5	
		LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY
West Street and Aurora Avenue	NB	C	27.8	C	26.0	C	32.8	E	58.5	C	28.5	F	115.5
	SB	D	52.4	D	52.4	D	52.4	E	74.6	D	52.4	D	52.4
	EB	D	38.9	D	38.3	D	38.3	E	74.8	D	39.2	C	29.6
	WB	E	71.6	E	68.9	E	68.9	D	50.5	F	94.5	-	-
West Street & Oswego Road	NB	-	-	-	-	-	-	-	-	-	-	-	-
	SB	-	-	-	-	-	-	-	-	-	-	-	-
	EB	C	21.0	C	21.0	C	21.0	C	22.3	C	22.3	B	11.1
	WB	-	-	-	-	-	-	-	-	-	-	-	-
West Street & Hillside Avenue	NB	B	10.0	B	10.0	B	10.0	A	9.5	A	9.5	B	12.5
	SB	B	17.0	B	10.6	A	8.8	A	6.6	B	18.9	A	5.1
	EB	-	-	-	-	-	-	-	-	-	-	-	-
	WB	D	35.8	D	35.8	D	35.8	C	32.1	C	32.1	F	550.8
West Street & Martin Avenue/Driveway	NB	B	10.2	B	10.2	B	10.2	B	10.2	B	10.2	A	9.3
	SB	A	7.6	A	7.6	A	7.6	A	7.6	A	7.6	A	7.6
	EB	D	52.0	D	55.0	D	52.0	D	52.0	D	52.0	D	52.0
	WB	B	19.3	B	19.3	B	19.3	B	19.3	B	19.3	B	19.1
Aurora Avenue & Rotary Hill/NCHS Driveway	NB	A	8.9	B	13.4	B	13.4	B	13.4	B	13.4	-	-
	SB	A	0.1	A	0.1	A	0.1	A	0.1	A	0.1	-	-
	EB	A	1.9	A	2.7	A	2.7	A	2.7	A	2.7	A	1.0
	WB	A	3.0	A	3.2	A	3.2	A	3.3	A	3.3	-	-
Aurora Avenue & Eagle Street	NB	-	-	-	-	-	-	-	-	-	-	-	-
	SB	E	60.0	E	60.0	E	60.0	E	60.0	E	60.0	F	113.5
	EB	B	19.5	B	19.5	B	19.5	C	20.1	C	20.1	A	6.9
	WB	B	16.1	B	19.1	B	19.1	B	19.6	B	16.3	-	-
Aurora Avenue & Webster Street	NB	F	71.4	D	36.7	E	79.7	-	-	B	12.7	B	15.0
	SB	F	50.6	C	20.1	D	39.8	-	-	D	29.6	F	156.1
	EB	-	-	A	8.0	B	10.9	A	6.0	-	-	-	-
	WB	-	-	B	14.7	B	16.7	A	9.8	-	-	-	-
Aurora Avenue & Main Street	NB	D	40.5	D	40.5	-	-	-	-	-	-	F	88.1
	SB	D	51.2	D	52.4	-	-	-	-	-	-	E	71.5
	EB	A	5.2	A	4.4	-	-	A	3.5	A	5.2	A	4.7
	WB	B	15.9	B	15.8	-	-	B	16.5	B	16.5	-	-
Washington Street & Chicago Avenue	NB	C	23.4	C	23.2	C	24.9	C	23.3	C	23.5	C	21.1
	SB	F	118.0	F	118.0	F	159.2	F	118.0	F	118.0	D	38.0
	EB	F	110.4	F	110.4	F	269.2	F	110.4	F	110.4	F	110.4
	WB	E	74.6	E	74.6	E	72.3	E	74.6	E	74.6	E	74.6
Washington Street & Aurora Avenue	NB	D	48.8	D	48.8	C	26.1	F	83.2	F	83.2	B	12.1
	SB	F	94.8	F	94.8	F	123.6	F	94.8	F	94.8	E	76.4
	EB	F	111.2	F	111.2	F	82.4	F	171.2	F	186.0	F	156.9
	WB	E	72.4	E	72.4	E	72.4	E	72.4	E	72.4	E	72.4
Washington Street & Porter Avenue	NB	-	-	-	-	-	-	-	-	-	-	-	-
	SB	-	-	-	-	-	-	-	-	-	-	-	-
	EB	B	12.4	B	12.4	B	12.6	C	20.0	C	20.0	C	15.9
	WB	B	10.6	B	10.6	B	10.6	B	10.6	B	10.6	C	15.2
Washington Street & Hillside Avenue	NB	C	24.3	C	24.1	C	27.2	C	25.3	C	25.3	F	197.0
	SB	C	30.9	C	30.9	C	32.6	C	30.7	C	30.3	F	255.1
	EB	D	54.1	E	55.9	D	53.8	D	50.9	D	50.9	-	-
	WB	E	63.5	E	64.0	E	57.8	E	63.7	E	63.7	E	69.9
Washington Street & Martin Avenue	NB	B	12.2	B	12.2	B	12.2	B	12.2	B	12.2	B	12.7
	SB	C	31.0	C	31.0	C	31.0	C	31.0	C	31.0	C	32.2
	EB	E	65.8	E	65.8	E	65.8	E	65.8	E	65.8	E	75.8
	WB	-	-	-	-	-	-	-	-	-	-	-	-
Webster Street & Alley	NB	-	-	-	-	-	-	-	-	-	-	-	-
	SB	-	-	-	-	-	-	-	-	-	-	-	-
	EB	A	9.7	A	9.7	B	10.1	A	9.7	A	9.7	A	9.7
	WB	B	11.5	B	11.6	B	13.1	B	11.5	B	11.5	B	11.5
Webster Street & Hillside Avenue	NB	-	-	-	-	-	-	-	-	-	-	-	-
	SB	C	17.5	C	17.5	C	19.5	C	16.3	C	16.3	F	71.1
	EB	-	-	-	-	-	-	-	-	-	-	-	-
	WB	-	-	-	-	-	-	-	-	-	-	-	-
Main Street & Chicago Avenue	NB	B	12.6	B	12.6	B	12.7	B	12.6	B	12.6	B	12.6
	SB	B	11.6	B	11.6	B	12.5	B	11.6	B	11.6	B	11.6
	EB	-	-	-	-	-	-	-	-	-	-	-	-
	WB	B	11.1	B	11.1	B	11.2	B	11.1	B	11.1	B	11.1
Main Street & Water Street	NB	-	-	-	-	-	-	-	-	-	-	-	-
	SB	-	-	-	-	-	-	-	-	-	-	-	-
	EB	B	17.0	C	17.3	B	15.8	C	17.0	C	17.0	C	17.0
	WB	-	-	-	-	-	-	-	-	-	-	-	-
Main Street & Alley	NB	-	-	-	-	-	-	-	-	-	-	-	-
	SB	-	-	-	-	-	-	-	-	-	-	-	-
	EB	B	14.0	B	14.5	B	13.7	B	14.0	B	14.0	B	13.9
	WB	-	-	-	-	-	-	-	-	-	-	-	-
Main Street & Hillside Avenue	NB	-	-	-	-	-	-	-	-	-	-	-	-
	SB	C	15.6	C	15.6	C	19.9	C	15.3	C	15.3	D	26.6
	EB	-	-	-	-	-	-	-	-	-	-	-	-
	WB	-	-	-	-	-	-	-	-	-	-	-	-

SOUTH DOWNTOWN TRAFFIC MANAGEMENT STUDY

**Table 6
Level of Service Summary – Saturday Peak Hour**

INTERSECTION	APPROACH	EXISTING		ALTERNATIVE 1		ALTERNATIVE 2		ALTERNATIVE 3		ALTERNATIVE 4		ALTERNATIVE 5	
		LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY
West Street and Aurora Avenue	NB	E	76.2	E	71.7	E	74.3	E	76.4	E	76.7	F	211.0
	SB	D	47.9	D	47.9	D	47.9	D	47.9	D	47.9	D	47.9
	EB	D	46.4	D	46.4	D	46.4	D	46.4	D	46.4	D	46.7
	WB	B	18.2	B	19.6	B	18.8	C	25.1	C	26.0	-	-
West Street & Oswego Road	NB	-	-	-	-	-	-	-	-	-	-	-	-
	SB	-	-	-	-	-	-	-	-	-	-	-	-
	EB	C	24.7	C	24.7	C	24.7	D	29.8	D	29.8	C	19.3
	WB	-	-	-	-	-	-	-	-	-	-	-	-
West Street & Hillside Avenue	NB	A	1.7	B	18.3	B	19.2	A	1.5	A	1.1	A	5.5
	SB	A	2.4	A	5.4	A	4.7	A	2.2	A	3.5	A	1.0
	EB	-	-	-	-	-	-	-	-	-	-	-	-
	WB	C	28.3	D	44.2	D	44.2	C	34.5	C	25.4	E	57.8
West Street & Martin Avenue/Driveway	NB	B	17.7	B	17.7	B	17.7	B	17.7	B	17.7	B	17.8
	SB	B	18.5	B	17.9	C	20.1	B	19.7	B	19.7	C	21.8
	EB	E	59.8	E	59.8	E	59.8	E	59.8	E	59.8	E	59.8
	WB	C	24.5	C	24.8	C	24.6	C	24.1	C	22.1	C	20.4
Aurora Avenue & Rotary Hill/NCHS Driveway	NB	C	27.4	C	31.7	C	31.7	C	31.8	C	31.8	-	-
	SB	D	35.5	D	38.6	D	38.6	D	38.6	D	38.6	D	42.6
	EB	B	14.3	A	6.9	A	6.9	B	14.1	B	15.0	A	8.9
	WB	A	6.6	A	7.4	A	7.3	A	7.3	A	7.6	-	-
Aurora Avenue & Eagle Street	NB	-	-	-	-	-	-	-	-	-	-	-	-
	SB	D	36.1	D	36.1	D	36.1	D	36.3	D	36.3	E	69.9
	EB	C	22.1	C	27.4	C	27.2	C	25.8	C	25.6	A	7.3
	WB	C	26.1	C	22.7	B	20.0	C	20.5	B	15.5	-	-
Aurora Avenue & Webster Street	NB	F	173.1	E	58.3	E	67.0	-	-	B	14.3	F	71.0
	SB	E	45.0	C	24.5	C	24.9	-	-	C	23.5	F	907.7
	EB	-	-	B	10.5	B	10.4	A	4.9	-	-	-	-
	WB	-	-	A	7.0	B	12.0	A	6.9	-	-	-	-
Aurora Avenue & Main Street	NB	E	59.8	E	59.6	-	-	-	-	-	-	E	59.0
	SB	D	42.2	D	42.6	-	-	-	-	-	-	D	46.5
	EB	A	6.8	A	6.7	-	-	A	3.8	A	4.8	A	9.6
	WB	C	32.3	B	12.4	-	-	A	8.2	A	8.0	-	-
Washington Street & Chicago Avenue	NB	B	19.4	B	19.4	C	20.8	B	19.5	B	19.5	C	21.0
	SB	B	18.7	B	18.7	B	18.8	B	18.7	B	18.7	B	18.9
	EB	F	100.1	F	100.1	F	213.6	F	100.1	F	100.1	F	100.1
	WB	D	46.0	D	46.0	D	52.0	D	46.0	D	46.0	D	46.0
Washington Street & Aurora Avenue	NB	C	27.5	C	25.0	C	22.8	D	38.9	D	39.0	C	24.5
	SB	C	31.6	C	29.9	C	31.4	C	30.3	C	30.3	B	12.1
	EB	F	89.8	F	100.3	F	90.3	F	118.5	F	116.8	F	87.1
	WB	F	93.5	D	54.0	D	53.2	D	53.2	D	53.2	D	53.5
Washington Street & Porter Avenue	NB	-	-	-	-	-	-	-	-	-	-	-	-
	SB	-	-	-	-	-	-	-	-	-	-	-	-
	EB	B	10.6	B	10.7	B	10.0	B	12.3	B	12.3	C	15.7
	WB	D	26.5	D	26.6	C	19.0	C	19.4	C	19.4	D	25.8
Washington Street & Hillside Avenue	NB	B	19.8	B	19.8	B	20.0	C	20.5	C	20.6	E	56.5
	SB	C	34.7	C	34.6	D	38.5	D	35.5	D	35.5	C	31.4
	EB	C	23.5	C	31.8	D	38.7	C	27.1	C	26.4	-	-
	WB	E	55.2	E	55.2	E	55.2	E	55.1	E	55.1	D	49.5
Washington Street & Martin Avenue	NB	B	12.6	B	12.6	B	12.6	B	12.6	B	12.6	B	17.3
	SB	B	14.1	B	13.8	B	16.4	B	13.7	B	14.5	B	16.2
	EB	D	49.7	D	49.9	D	50.2	D	47.4	E	58.7	D	43.5
	WB	-	-	-	-	-	-	-	-	-	-	-	-
Webster Street & Alley	NB	-	-	-	-	-	-	-	-	-	-	-	-
	SB	-	-	-	-	-	-	-	-	-	-	-	-
	EB	B	10.4	B	10.5	B	11.2	B	10.4	B	10.4	B	10.5
	WB	B	11.7	B	11.8	B	13.2	B	11.7	B	11.7	B	11.8
Webster Street & Hillside Avenue	NB	-	-	-	-	-	-	-	-	-	-	-	-
	SB	C	19.1	C	19.1	C	21.5	C	18.7	C	18.7	C	17.0
	EB	-	-	-	-	-	-	-	-	-	-	-	-
	WB	-	-	-	-	-	-	-	-	-	-	-	-
Main Street & Chicago Avenue	NB	C	17.3	C	17.3	C	17.2	C	17.3	C	17.3	C	17.6
	SB	C	15.2	C	15.2	B	14.3	C	15.2	C	15.2	C	15.5
	EB	-	-	-	-	-	-	-	-	-	-	-	-
	WB	B	12.7	B	12.7	B	12.7	B	12.7	B	12.7	B	13.3
Main Street & Water Street	NB	-	-	-	-	-	-	-	-	-	-	-	-
	SB	-	-	-	-	-	-	-	-	-	-	-	-
	EB	C	17.5	C	17.8	C	16.8	C	17.5	C	17.5	C	17.7
	WB	-	-	-	-	-	-	-	-	-	-	-	-
Main Street & Alley	NB	-	-	-	-	-	-	-	-	-	-	-	-
	SB	-	-	-	-	-	-	-	-	-	-	-	-
	EB	B	14.7	C	15.1	B	13.7	B	14.7	B	14.7	B	14.7
	WB	-	-	-	-	-	-	-	-	-	-	-	-
Main Street & Hillside Avenue	NB	-	-	-	-	-	-	-	-	-	-	-	-
	SB	C	16.6	C	16.6	C	16.3	C	16.4	C	16.4	B	12.8
	EB	-	-	-	-	-	-	-	-	-	-	-	-
	WB	-	-	-	-	-	-	-	-	-	-	-	-

SOUTH DOWNTOWN TRAFFIC MANAGEMENT STUDY

Water Street Development

With the addition of the Water Street Development, Main Street between Aurora Avenue and Chicago Avenue will experience higher traffic volumes and congestion. Provided in Table 7 is the trip generation estimate as provided in the Water Street District Development Traffic Impact Analysis. Additional trips not associated with the development but with the parking deck were not included in the Traffic Impact Analysis. These additional trips were estimated for each peak period and accounted for in this study.

**Table 7
Trip Generation Estimate – Water Street Development**

Land Use	Size	AM Peak Hour		Mid Day Peak Hour		PM Peak Hour		Saturday Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit
Specialty Retail	19,724 sq. ft.	0	0	35	35	30	38	45	29
General Office Building	21,403 sq. ft.	44	6	28	34	13	62	2	2
Residential Condo/Townhouse	63 units	6	30	17	21	28	13	33	28
Theater	60 seats	0	0	0	0	3	1	16	12
Restaurant	9,743 sq.ft.	8	0	36	36	49	24	62	43
	Total:	58	36	116	126	123	138	158	114
	Assumed Internal Capture Rate of 10%:	6	4	12	13	12	14	16	11
	Total External Trips:	52	32	104	113	111	124	142	103

As a result, various traffic management strategies will need to be implemented on Main Street once the Water Street parking deck is opened and the development comes online. These strategies will help to maintain traffic flow, local circulation, safety, and pedestrian mobility. As the development reaches build out, additional measures should be evaluated. Preliminary medium and long term traffic management strategies are identified in the Recommendations section of this report.

The Water Street District will create the need for improved access for vehicles, pedestrians and bicycles at the Aurora Avenue and Webster Street intersection. Based upon the trips generated from the proposed development and the adjacent 550 space parking deck, V3 projects that this intersection will meet traffic volume warrant for consideration of the installation of a traffic signal as identified in the Manual for Uniform Traffic Control Devices (MUTCD). The City should closely monitor the progress of the development and traffic volumes at this location to identify the appropriate time to move forward with the installation of a traffic signal.

Traffic queues on Aurora Avenue are anticipated to increase with or without the installation of a signal at Webster Street. Access to the residential properties with driveways on Aurora Avenue will become more reliant on gaps in queued traffic when entering or exiting during peak travel hours (as noted in one of the resident's comments). To facilitate access to these properties, "Do Not Block Driveway" signs should be posted in the Aurora Avenue right of way, east of Webster Street.

Naperville Central High School Expansion

The planned renovations to the NCHS campus include improvements to the school building, reconfiguring parking areas, modifying site access and internal circulation patterns, creating a dedicated bus pick-up/drop-off area, improving the existing student pick-up/drop-off area, and ultimately closing the access on Porter Avenue. The campus renovations will not accommodate additional students as student enrollment is expected to remain stable or

SOUTH DOWNTOWN TRAFFIC MANAGEMENT STUDY

decrease slightly in the future according to Naperville Central High School Traffic Impact Analysis.

The new east driveway on Hillside Road will be for student parking and pick-up/drop off. When the Porter Avenue access is closed, buses will also utilize this driveway. An additional driveway is also proposed on Hillside Road to access parking making the total number of driveways on Hillside Road for NCHS to four. A new right-in/right-out driveway is proposed on West Street opposite Oswego Road. The existing two driveways along Aurora Avenue will remain.

VI. RECOMMENDATIONS

Based on comments and feedback received from the City, the stakeholders, and the public, recommendations were developed for the study area roadway network to address traffic flow and mobility. The following provides the recommendations and approximate costs associated with each. The improvements have been separated into short, medium, or long term categories and each improvement, where necessary, has been classified as low, medium, or high priority to assist the City in developing an implementation plan. The level at which each recommended improvement was classified as was dependent on the objective the improvement served (i.e. a safety related improvement was considered a higher priority over one that improved flow or mobility). The objective of each recommendation is also provided in parenthesis.

In the Water Street area, many of the recommendations depend heavily upon the completion of the proposed parking deck and development. Should portions of this project be delayed or accelerated, the implementation of the proposed improvements should be revised accordingly.

Short Term Improvements – These are relatively low cost/low complexity projects that could generally be considered in over a 1 to 3 year timeframe.

Washington Street

- At the Porter Avenue intersection, increase the northbound and southbound left-turn lane storage lengths. This improvement could be accommodated with the existing pavement by restriping and modifying the limits of the two-way left-turn lane. The northbound and southbound left-turn lanes each could be increased by approximately 50'.
Estimated Cost = \$2,000
Medium priority
(Improve traffic flow)
- At the Porter Avenue intersection, stripe a stop bar and a north/south crosswalk on the eastbound approach at Washington Street.
Estimated Cost = \$750
High priority
(Enhance pedestrian mobility and visibility)
- At the signalized intersections of Aurora Avenue, Hillside Road and Martin Avenue, upgrade the existing pedestrian signals to countdown signals.

 SOUTH DOWNTOWN TRAFFIC MANAGEMENT STUDY

Estimated Cost = \$6,500 – Can be coordinated with the citywide LED traffic signal lamp replacement in FY 11-12.

Low priority

(Improve pedestrian mobility)

Webster Street

- At the Porter Avenue intersection, stripe stop bars for the east and west approaches and stripe north/south crosswalks on the east and west sides of Webster Street. The recommended striping is consistent with the intersection striping at Main Street and Porter Avenue.

Estimated Cost = \$1,500

High priority

(Enhance pedestrian mobility and visibility, improve vehicular compliance)

West Street

- At the Hillside Road intersection, evaluate the need to increase the westbound green time during school departure time at NCHS. Currently, there is a 30 minute time period when vehicles queue excessively along Hillside Road. This condition may worsen when the NCHS's renovation is completed. Under the future improvements, there will be a total of four access points to the school along Hillside Road.

Estimated Cost = \$0 (Can be completed by City staff)

(Improve vehicular side street access)

- At the signalized intersections of Hillside Road and Martin Avenue, upgrade the existing pedestrian signals to countdown signals.

Estimated Cost = \$3,000 – Can be coordinated with the citywide LED traffic signal lamp replacement in FY 11-12.

Low priority

(Improve pedestrian mobility)

Aurora Avenue

- For the residents along Aurora Avenue between Webster Street and Main Street, add "Do Not Block Driveway" signs.

Estimated Cost = \$600

Low priority

(Improve local access)

- At the signalized intersections of Main Street, Eagle Street, NCHS access and West Street, upgrade pedestrian signals to countdown signals.

Estimated Cost = \$9,500 – Can be coordinated with the citywide LED traffic signal lamp replacement in FY 11-12.

Low priority

(Improve pedestrian mobility)

SOUTH DOWNTOWN TRAFFIC MANAGEMENT STUDY

Hillside Road

- Improve the existing mid-block pedestrian crossing at NCHS West Access by providing additional signing and striping. Install advanced warning signs, "Yield Here to Pedestrians" signs, and "sharks tooth" pavement markings.
Estimated Cost = \$2,000
High priority
(Enhance pedestrian safety)
- At the Webster Street intersection, stripe an east/west crosswalk on the north side of Hillside Road.
Estimated Cost = \$600
Medium priority
(Enhance pedestrian mobility and visibility)
- At the Main Street intersection, stripe an east/west crosswalk on the north side of Hillside Road.
Estimated Cost = \$600
Medium priority
(Enhance pedestrian mobility and visibility)

Medium Term Improvements – These are projects that should be considered over the next 2 to 5 years. Many of the medium term projects involve significant cost and may be dependent upon the progress of the Water Street District implementation.

Washington Street

- At the Chicago Avenue intersection, as the Water Street development and Riverfront Plaza development reach build out, consider retiming the traffic signal to improve traffic flow through the intersection.
Estimated Cost = \$0 (Can be completed by City staff)
(Enhance traffic flow, access, and circulation)
- At the Hillside Road intersection, the need to increase the eastbound green time during school departure was evaluated when the NCHS's renovation is completed. Under the future conditions, buses to and from the east will enter and exit the school on Hillside Road as opposed to Porter Avenue under today's conditions. An eastbound protected right-turn phase was evaluated to reduce delays and queuing for this approach. With the alignment of Hillside Road around the cemetery, it is not possible to increase the storage length (currently at 50') for the right-turn lane. Therefore, either the queuing of the left and through movements would block vehicles wanting to turn right or the right-turn queue will spill into the through lane (which was mostly the case based on our field observation). Allowing right-turns on red would allow vehicles to turn during left-turn protected phases on Washington Street to reduce queues in the right-turn lane. However, the cost to implement this improvement may not justify the benefit of clearing 1 to 2 vehicles each cycle only during peak times when the queue spills over into the through lane. As such, a right-turn overlap phase is not recommended at this time.

West Street

- At the Hillside Road intersection, provide a new east/west pedestrian crossing along the south leg of the intersection. This improvement will require a new ADA ramp on the

 SOUTH DOWNTOWN TRAFFIC MANAGEMENT STUDY

southwest corner and modifications to the existing ADA ramp on the southeast corner. In addition, modifications to the traffic signal will be required and include pedestrian countdown signals.

Estimated Cost = \$4,000

Medium priority

(Enhance pedestrian mobility – encourage students to cross West Street with pedestrian signals)

- At the Hillside Road intersection, consider providing an exclusive northbound right-turn lane after the NCHS renovations are complete. The a.m. peak hour traffic period overlaps with the arrival period at NCHS. Under current conditions, a significant queue develops in the outer northbound lane on West Street for a 30 minute period. A right-turn lane would help alleviate this short duration condition. However, the NCHS renovation includes the addition of a new right-in/right-out access point north of Hillside Road that may reduce the queue on West Street. Traffic conditions should be re-evaluated at this intersection after the NCHS renovation is complete to determine if an exclusive right-turn lane is still warranted and analyze the benefit to cost.

Estimated Cost = \$150,000

Low priority

(Improve traffic flow)

- At the Martin Avenue intersection, provide a new east/west pedestrian crossing along the south leg of the intersection. This will require a new ADA ramp on the southwest corner and modifications to the existing ADA ramp on the southeast corner. In addition, modifications to the traffic signal will be required and include pedestrian countdown signals.

Estimated Cost = \$4,000

Medium priority

(Enhance pedestrian mobility – encourage students to cross West Street with pedestrian signals)

Aurora Avenue

- At the Webster Street intersection, install a new traffic signal with pedestrian countdown signals when warranted. Adjust programming to coordinate with the existing traffic signals along the Aurora Avenue corridor to optimize performance to the extent possible. As portions of the Water Street Development become occupied or the Water Street Parking Deck becomes operational, traffic volumes at the Aurora Avenue and Webster Street intersection should be closely monitored to determine when signal warrants will be met.

This recommendation is consistent with Alternative 1. Based upon stakeholder feedback, Alternatives 2 to 5 were determined to overly restrict access to adjacent land uses. If the operation of the intersection of Aurora Avenue and Washington Street degrades to unacceptable levels, access restrictions at the intersection of Aurora Avenue and Main Street should be re-evaluated in the future.

It is important to note that that a new signal at the intersection of Aurora Avenue and Webster Street will negatively impact traffic flow on Aurora Avenue resulting in increased intersection delays, longer queues, and occasional instances where left turning vehicles may not be able to get into the queue. There is a balance of mobility among vehicles,

SOUTH DOWNTOWN TRAFFIC MANAGEMENT STUDY

bicyclist, and pedestrians that must be taken into account in a downtown situation. In areas where a major arterial's (like an IL Route 59) main purpose is to move traffic along, having closely spaced traffic signals may not be preferred.

Estimated Cost = \$280,000 (\$30,000 for engineering design and \$250,000 for construction)

Medium priority

(Enhance pedestrian connectivity between the Riverwalk, Naper Settlement, and the Water Street District; Enhance bicycle connectivity from the DuPage River Trail and the Water Street District; Enhance vehicular access to the Water Street District from Aurora Avenue)

Hillside Road

- Maintain the existing on-street parallel parking. Modifications (striping and signing) to the on-street parallel parking areas will be needed when NCHS's renovation is completed. Under the future improvements, there will be two new access points along Hillside Road.

Reverse angle parking was considered but determined to be cost prohibitive since the road would require widening. In addition, NCHS will continue to use Hillside Road for bus loading for some after school activities that would not be compatible with reverse angle parking.

Estimated Cost = \$2,500 (To be completed with the NCHS improvements)

High priority

- Install a new concrete sidewalk on the south side from the NCHS East Access to Webster Street (approximately 925 feet in length). At the Webster Street intersection, provide at least one north/south crossing with ADA ramps. Modifications to the existing ADA ramps will be required on the north side. In addition, further evaluation will be needed for placement of the sidewalk due to the grading on the south side of Hillside Road. Note that this may occur with the expansion of the cemetery.

Estimated Cost = \$32,500

Low priority

(Enhance pedestrian mobility and accessibility)

- Evaluate the need for the steps at the NCHS East Access on the south side of Hillside Road. Currently, it does not meet ADA standards and adequate clearances are not provided with the on-street parking. With the NCHS's renovation and NPD's future plans at Knoch Park, this crossing may not be needed.

Estimated Cost = \$2,000

Medium priority

(Enhance pedestrian safety)

Webster Street

- An approximately 325 foot sidewalk gap exists on the east side of Webster Street between Porter Avenue and Hillside Road. Sidewalk installation will require some grading and careful layout due to the many mature trees in the area. Note that continuous sidewalk is available on the west side of Webster Street. This work could potentially be coordinated with other future unknown modifications to the property or with the City's sidewalk program.

 SOUTH DOWNTOWN TRAFFIC MANAGEMENT STUDY

There are also areas of sidewalk on Webster Street and other streets in the study area that are constructed of brick pavers. Some of the pavers may need to be reset to address settlement issues or reconstructed with concrete.

Estimated cost = \$20,000

Low priority

(Enhance pedestrian mobility)

Porter Avenue

- Two gaps in the sidewalk exist on the south side of Porter Avenue between Webster Street and Washington Street. Mature trees in the parkway limit the ability to install sidewalk through a portion of this area at the present time. Elimination of these sidewalk gaps should be considered if conditions change. This work could potentially be coordinated with other future unknown modifications to the property or with the City's sidewalk program.

Estimated cost = \$20,000

Low priority

(Enhance pedestrian mobility)

- Based on public comments at both the May 27, 2009 and November 16, 2009 public meetings, all-way stop controlled intersections are desired at the intersections of Porter Avenue and Webster Street and Porter Avenue and Main Street. All-way stop studies were conducted by the City at the intersection of Porter Avenue and Main Street in the year 2007 and at the intersection of Porter Avenue and Webster Street in the years 2004 and 2007. The City has a three year policy for conducting a new study. It is recommended that these intersections be re-evaluated after the Water Street development opens based upon resident feedback. It is important to note that the future closure of Porter Avenue, west of Webster Street will reduce vehicular conflicts at these intersections.

Estimated Cost = \$0 (Can be completed by City staff)

(Improve vehicular safety)

Water Street/Webster Street/Main Street (Water Street District)

- Encourage vehicles entering/exiting the parking garage to access Aurora Avenue from Webster Street (once a signal is warranted and activated). Wayfinding signs could be installed on Aurora Avenue for entering vehicles and at the parking garage for exiting vehicles. Supplemental signing could be added on Webster Street at the alley. Utilizing Webster Street will reduce the potential of northbound vehicles queuing on Main Street at the alley.

Estimated Cost = \$8,000

High priority

(Improve traffic flow and circulation around the Water Street District; provide enhanced traveler information)

- Add signing to prohibit eastbound and northbound left-turn movements on Main Street at the alley during the a.m. and p.m. peak hours.

Estimated Cost = \$600

High priority

(Improve traffic flow, circulation, and safety around the Water Street District)

- Eliminate the on-street parallel parking on the west side of Main Street between the alley and Water Street. This will improve the sight distance at Water Street and the alley. Also,

SOUTH DOWNTOWN TRAFFIC MANAGEMENT STUDY

this will provide additional stacking for southbound right and left turning vehicles at Aurora Avenue.

Estimated Cost = \$2,000

Medium priority

(Improve traffic flow, circulation, and safety around the Water Street District)

- Provide “Do Not Block Intersection” signs on Main Street at Water Street and the alley. This will allow turning traffic to maneuver when vehicles queue from Chicago Avenue and Aurora Avenue.

Estimated Cost = \$600

High priority

(Improve traffic flow, circulation, and safety around the Water Street District)

- As traffic around the garage/development initially picks up, consider adding an in-street “yield to pedestrian” sign near the Main Street and Water Street intersection to assist pedestrians crossing Main Street.

Estimated Cost = \$600

High priority

(Enhance pedestrian safety)

- Evaluate the use of wayfinding signs in the south downtown area to assist vehicles, pedestrians and bicyclist to major destinations such as Naper Settlement, Centennial Beach, Riverwalk, etc. In addition, evaluate the need for signing to direct vehicles to public parking garages/lots (compatible with parking guidance system signage proposed for the Van Buren Parking Deck and Central Parking facilities).

Estimated Cost = \$20,000

Low priority

(Provide enhanced traveler information; reduce traffic circulation)

Long Term Improvements – These are projects that are complex and require significant funding. Implementation should generally be considered for implementation within the 5 to 20 year timeframe. Some improvements can be coordinated with other projects in the Capital Improvement Plan or adjacent developments.

Washington Street

- At the Aurora Avenue intersection, provide an exclusive eastbound and southbound right-turn lane. These improvements are currently identified in the City’s 2027 Road Improvement Program. The feasibility of an eastbound right-turn lane would need to be evaluated to address grading along Aurora Avenue with the business on the southwest corner of the intersection, available right-of-way, and existing utilities. Further engineering to accommodate this improvement is required. It has been discussed with the City that the Washington Street Bridge will need to be replaced within the next 10 to 15 years. The southbound right-turn lane improvement may be best suited to occur during that time.

Estimated Cost = \$1.2 million (includes right-of-way and traffic signal modifications)

Medium priority

(Improve traffic flow and reduce congestion)

 SOUTH DOWNTOWN TRAFFIC MANAGEMENT STUDY

Aurora Avenue

- At the West Street intersection, provide westbound dual left-turn lanes. This improvement is currently identified in the City's 2027 Road Improvement Program. Right-of-way acquisition will most likely be required on the north and side of Aurora Avenue. The City has already obtained 12' from NCHS on the south side east of West Street. The existing traffic signal would need to be replaced due to the roadway widening. The next step is to perform an Intersection Design Study (IDS) at this intersection to determine the right-of-way impacts and alignment options.

Estimated Cost = \$600,000 (does not include right-of-way acquisition)

Medium priority

(Improve traffic flow and reduce congestion)

- At the West Street intersection, provide northbound dual-right turn lanes. Further investigation would be required to determine right-of-way impacts. Reconstruction of the southeast corner would be required to accommodate the required pavement width for the receiving lanes on Aurora Avenue. This improvement could be included in the IDS for the westbound dual left-turn lanes.

Estimated Cost = \$200,000 (includes traffic signal controller modifications; does not include right-of-way acquisition)

Low priority

(Improve traffic flow and reduce congestion)

- At the West Street intersection, an exclusive eastbound right-turn lane was considered. Although the traffic volumes warrant an exclusive right-turn lane, it is anticipated that right-of-way will not be available due to the westbound dual left-turn improvements at this intersection. Obtaining additional right-of-way on the southwest corner is not feasible due to the impacts this would have on the adjacent property. Therefore, this improvement is not recommended.

(Improve traffic flow and reduce congestion)

Martin Avenue

- With the NPD's future plans for Knoch Park, a new mid-block pedestrian crossing is proposed. For consistency in the south downtown area, the signing and striping of this crossing should be similar to the mid-block pedestrian crossing on Hillside Road (if the Park District project moves forward).

Estimated Cost = \$7,500

Low priority

(Enhance pedestrian safety and mobility)

Water Street/Webster Street/Main Street (Water Street District)

- As the development reaches full build-out, vehicular and pedestrian conflicts at Main Street and Water Street may increase significantly. To address this situation, consider removing the east/west crosswalk on the north side of Main Street at Water Street. Extend a pedestrian railing from the traffic barrier wall on the east side of the Main Street Bridge through the existing crosswalk. Direct pedestrians to the Main Street and Chicago Avenue intersection so that they can cross at an all way stop. Wayfinding signs could be utilized to direct pedestrians on Water Street and Main Street.

Estimated Cost = \$15,000

 SOUTH DOWNTOWN TRAFFIC MANAGEMENT STUDY

**High priority
(Enhance pedestrian safety)**

- An all way stop was considered at the intersection of Main Street and Water Street. However, congestion would increase significantly due to the proximity of the Chicago Avenue, alley, and Aurora Avenue intersections. In addition, this would result in three closely spaced all way stop controlled intersections (Water Street, Chicago Avenue and Jackson Avenue) that would negatively impact the traffic flow along Main Street. This option is not recommended.

To further assist the City in developing an implementation plan and to get a general understanding of potential costs for each category, the recommendations presented above were summarized and are provided in Table 8. The summary matrix depicts the total estimated dollars of each type of improvement at each priority level. The implementation of any improvement is at the discretion of the City.

**Table 8
Recommendation Matrix**

	Short Term	Medium Term	Long Term
Low Priority	\$19,600	\$242,500	\$207,500
Medium Priority	\$3,200	\$292,000	\$1,800,000
High Priority	\$4,250	\$12,300	\$15,000
Totals:	\$27,050	\$546,800	\$2,022,500

Future 2027 Analyses

A future 2027 analyses was conducted during the p.m. peak hour with all roadway and intersection improvements (short, medium, and long term) as described above incorporated into the Synchro model. Future 2027 traffic volumes were obtained from the City for the major signalized intersections along Aurora Avenue and Washington Street. The 2027 traffic volumes were based on projections from the citywide transportation model developed in 2007 for the Road Improvement Plan. This model includes numerous future land use assumptions and future roadway improvements on arterial roads throughout the Naperville area. Traffic volumes for the signalized and unsignalized intersections that were not included were estimated by extrapolating traffic volumes as necessary utilizing the future traffic volumes in the NCHS TIA and using a conservative 1% per year growth rate. The traffic generated by the Water Street Redevelopment, Riverfront Plaza, and Naper Settlement was also added to the roadway network. Finally, traffic volumes at the intersections were adjusted, as needed, to balance volumes between intersections similar to the existing analyses. The estimated 2027 p.m. peak hour volumes are provided in Figure 11.

The results of the 2027 analyses are provided in Table 9. Also provided in Table 9 are the existing conditions analyses results for comparison purposes. The 2027 Synchro analysis worksheets are provided in the South Downtown Traffic Management Study Technical Appendix as a separate document. In general, by comparing the capacity analyses between the existing and future conditions during the p.m. peak hour, the majority of the intersections in the study area show an improved LOS, reduced approach delay, or a LOS D or better. The projected reduction in delay can be attributed to the proposed improvements as well as several

SOUTH DOWNTOWN TRAFFIC MANAGEMENT STUDY

modeling assumptions including traffic volume redistribution due to future regional roadway improvements outside of the study area (as discussed in the previous paragraph) and unconstrained signal timing parameters.

The modeled queue lengths for the future analyses were also reviewed and compared to the existing conditions. The existing and future p.m. peak hour queues for each approach at the signalized intersections in the study area are provided in Figure 12. At most of the signalized intersections, there is not an appreciable increase in queue lengths under future conditions. There are several locations where the queue lengths are shorter than the observed queue. The most significant increase in queue lengths occurs on Aurora Avenue between Eagle Street and Washington Street. This is attributed to the addition of a new traffic signal at Webster Street and increased traffic volumes on the roadways. It has been noted that a new traffic signal at this location will negatively impact traffic flow on Aurora Avenue resulting in increased intersection delays and longer queues.

As previously discussed, the existing queues were field observed and that queues vary from day to day. In addition, this study does not address special event traffic. It is highly likely that there will be significantly longer queues than what is shown in Figure 12 during those events.

SOUTH DOWNTOWN TRAFFIC MANAGEMENT STUDY

**Table 9
Level of Service Summary – Existing vs. Future 2027**

INTERSECTION	APPROACH	EXISTING		FUTURE (2027)	
		LOS	DELAY	LOS	DELAY
West Street and Aurora Avenue	NB	C	27.8	B	18.7
	SB	D	52.4	D	51.3
	EB	D	38.9	C	27.4
	WB	E	71.6	C	24.1
West Street & Oswego Road	NB	-	-	-	-
	SB	-	-	-	-
	EB	C	21.0	B	10.4
	WB	-	-	C	18.3
West Street & Hillside Avenue	NB	B	10.0	B	10.6
	SB	B	17.0	B	12.2
	EB	-	-	-	-
	WB	D	35.8	D	43.6
West Street & Martin Avenue/Driveway	NB	B	10.2	B	15.3
	SB	A	7.6	B	7.9
	EB	D	52.0	-	-
	WB	B	19.3	B	19.1
Aurora Avenue & Rotary Hill/NCHS Driveway	NB	A	8.9	B	19.8
	SB	A	0.1	A	0.3
	EB	A	1.9	A	2.0
	WB	A	3.0	A	1.4
Aurora Avenue & Eagle Street	NB	-	-	-	-
	SB	E	60.0	D	39.9
	EB	B	19.5	C	26.6
	WB	B	16.1	D	54.0
Aurora Avenue & Webster Street	NB	F	71.4	D	39.8
	SB	F	50.6	C	21.1
	EB	-	-	A	9.4
	WB	-	-	C	31.8
Aurora Avenue & Main Street	NB	D	40.5	D	41.6
	SB	D	51.2	C	23.4
	EB	A	5.2	A	6.8
	WB	B	15.9	B	14.6
Washington Street & Chicago Avenue	NB	C	23.4	C	29.2
	SB	F	118.0	D	51.5
	EB	F	110.4	F	90.4
	WB	E	74.6	E	72.4
Washington Street & Aurora Avenue	NB	D	48.8	C	20.8
	SB	F	94.8	B	19.4
	EB	F	111.2	E	57.9
	WB	E	72.4	E	72.4
Washington Street & Porter Avenue	NB	-	-	-	-
	SB	-	-	-	-
	EB	B	12.4	-	-
	WB	B	10.6	B	14.1
Washington Street & Hillside Avenue	NB	C	24.3	C	20.9
	SB	C	30.9	C	22.5
	EB	D	54.1	D	50.1
	WB	E	63.5	E	70.8
Washington Street & Martin Avenue	NB	B	12.2	B	11.2
	SB	C	31.0	C	20.6
	EB	E	65.8	E	62.5
	WB	-	-	-	-
Webster Street & Alley	NB	-	-	-	-
	SB	-	-	-	-
	EB	A	9.7	B	13.0
	WB	B	11.5	C	18.9
Webster Street & Hillside Avenue	NB	-	-	-	-
	SB	C	17.5	C	17.8
	EB	-	-	-	-
	WB	-	-	-	-
Main Street & Chicago Avenue	NB	B	12.6	C	15.8
	SB	B	11.6	B	14.4
	EB	-	-	-	-
	WB	B	11.1	B	12.7
Main Street & Water Street	NB	-	-	-	-
	SB	-	-	-	-
	EB	B	17.0	D	27.2
	WB	-	-	-	-
Main Street & Alley	NB	-	-	-	-
	SB	-	-	-	-
	EB	B	14.0	B	11.2
	WB	-	-	-	-
Main Street & Hillside Avenue	NB	-	-	-	-
	SB	C	15.6	C	17.9
	EB	-	-	-	-
	WB	-	-	-	-

SOUTH DOWNTOWN TRAFFIC MANAGEMENT STUDY

VII. CONCLUSION

A traffic management study was conducted for the south downtown area of Naperville to evaluate smaller scale traffic management approaches and/or minor capital improvements that will maximize the efficiency and mobility of vehicular, pedestrian, and bicycle movement throughout the area. The objectives of the study were consistent with the City's Water Street Study Area Vision Statement. Due to existing right-of-way and building setback constraints, widening arterial roadways such as Aurora Avenue and Washington Street to accommodate future traffic demand is considered infeasible. The study area included the roadways and intersections bounded by Aurora Avenue/Water Street/Chicago Avenue to the north, Martin Avenue to the South, Washington Street to the east and West Street to the west.

Five alternatives were developed utilizing various combinations of access control, traffic flow changes and traffic control devices along Aurora Avenue and analyzed under existing (2009) traffic conditions. The time periods chosen for this study included the weekday a.m., mid day and p.m. peak hours and Saturday peak hour. This study does not address major weekday and weekend planned events such as Ribfest, the Last Fling, sporting events at NCHS and special events at Naper Settlement to name a few.

Alternative 1 (a new traffic signal at the intersection of Aurora Avenue and Webster Street) was the preferred alternative in the study. Although a new a traffic signal is the recommended alternative, a new signal at the intersection will negatively impact traffic flow on Aurora Avenue resulting in increased intersection delays, longer queues, and occasional instances where left turning vehicles may not be able to get into the queue. However, this type of condition is more tolerable in a downtown setting as opposed to other arterials carrying large traffic volumes. There is a balance of mobility among vehicles, bicyclist, and pedestrians that must be taken into account in a downtown situation.

Recommendations within the study area were developed and categorized as short, medium, or long term improvements and classified as low, medium, and high priorities to assist the City in developing an implementation plan. Provided in Figure 13 is a graphical illustration of the proposed improvements.

FIGURES



**FIGURE 1:
STUDY AREA
LOCATION MAP**

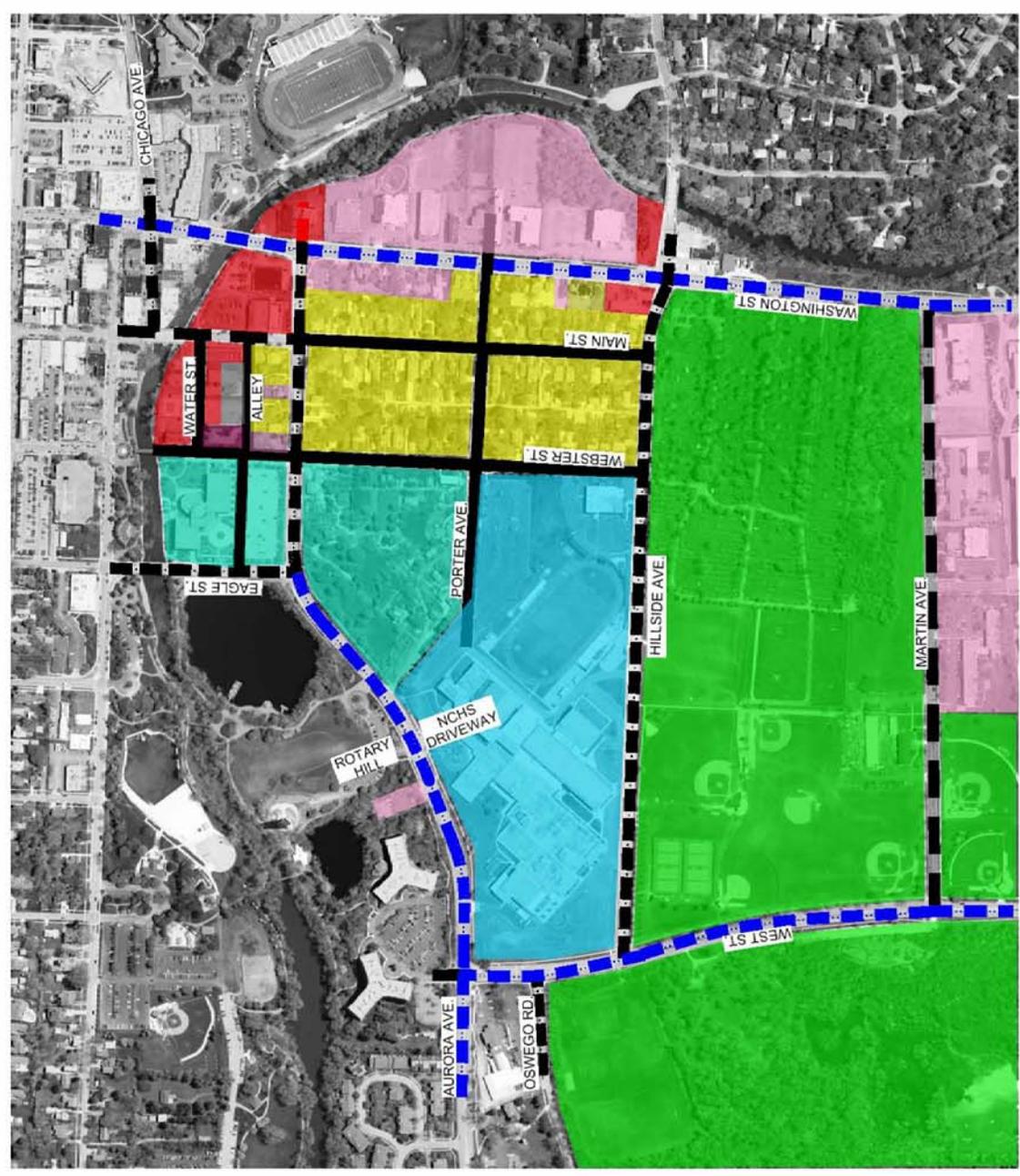
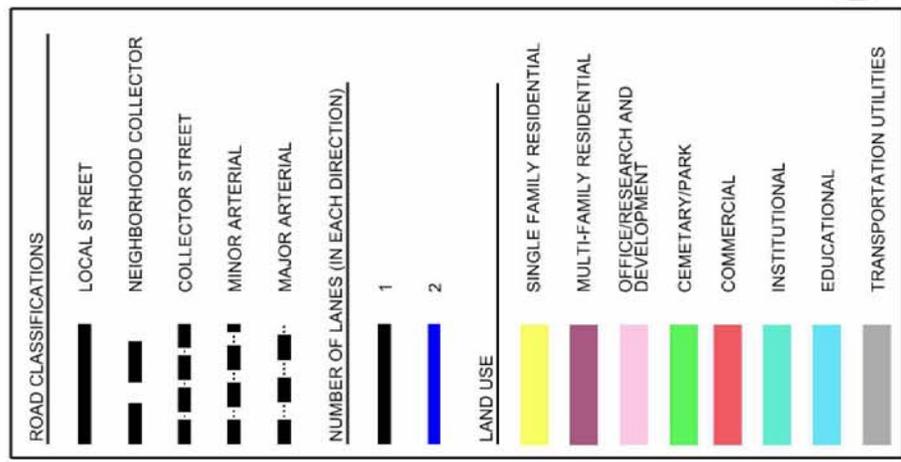




**FIGURE 2:
EXISTING ROADWAY & AREA
CHARACTERISTICS**



LEGEND





**FIGURE 3:
EXISTING TRAFFIC CONTROL**



LEGEND

	BUS STOP
	UNSIGNALIZED INTERSECTION
	SIGNALIZED INTERSECTION
	POSTED SPEED LIMIT

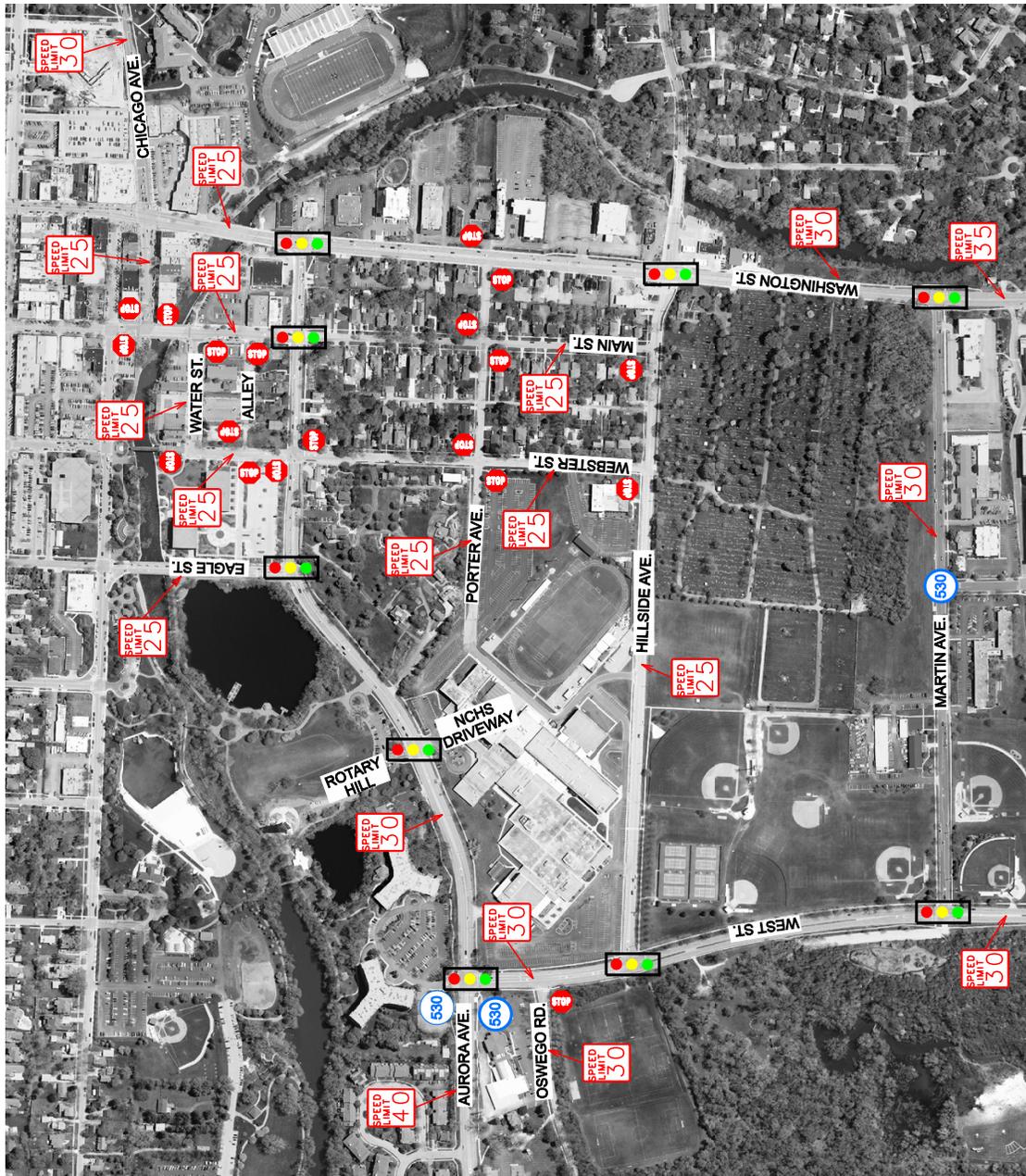
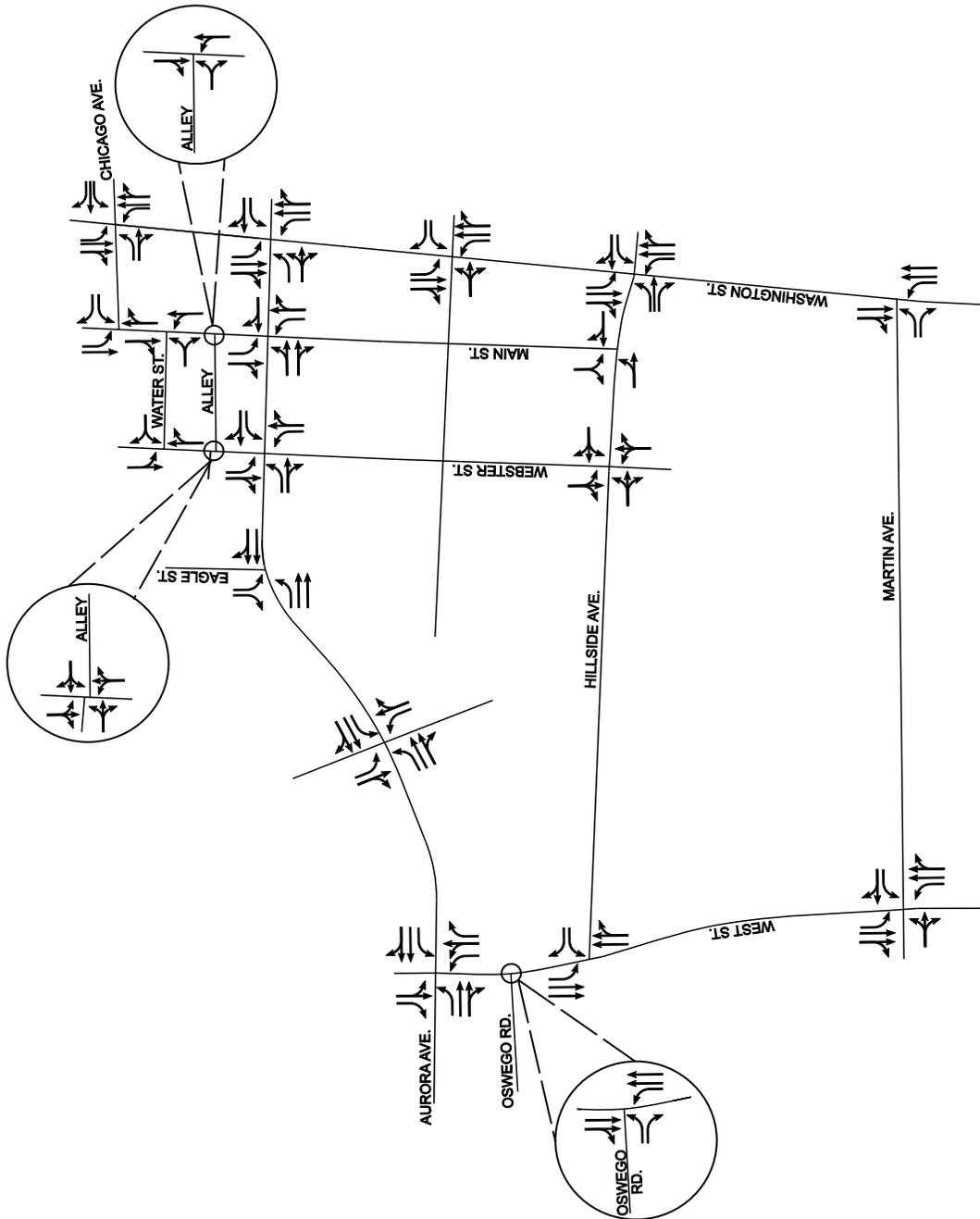




FIGURE 4:

EXISTING LANE CONFIGURATIONS





**FIGURE 5:
MAXIMUM APPROACH
QUEUE LENGTHS
(P.M. PEAK HOUR)**

**NOTE: MAXIMUM QUEUE SHOWN IS BASED UPON
FIELD OBSERVATION. QUEUE LENGTHS MAY VARY
ON A DAILY BASIS.**

LEGEND

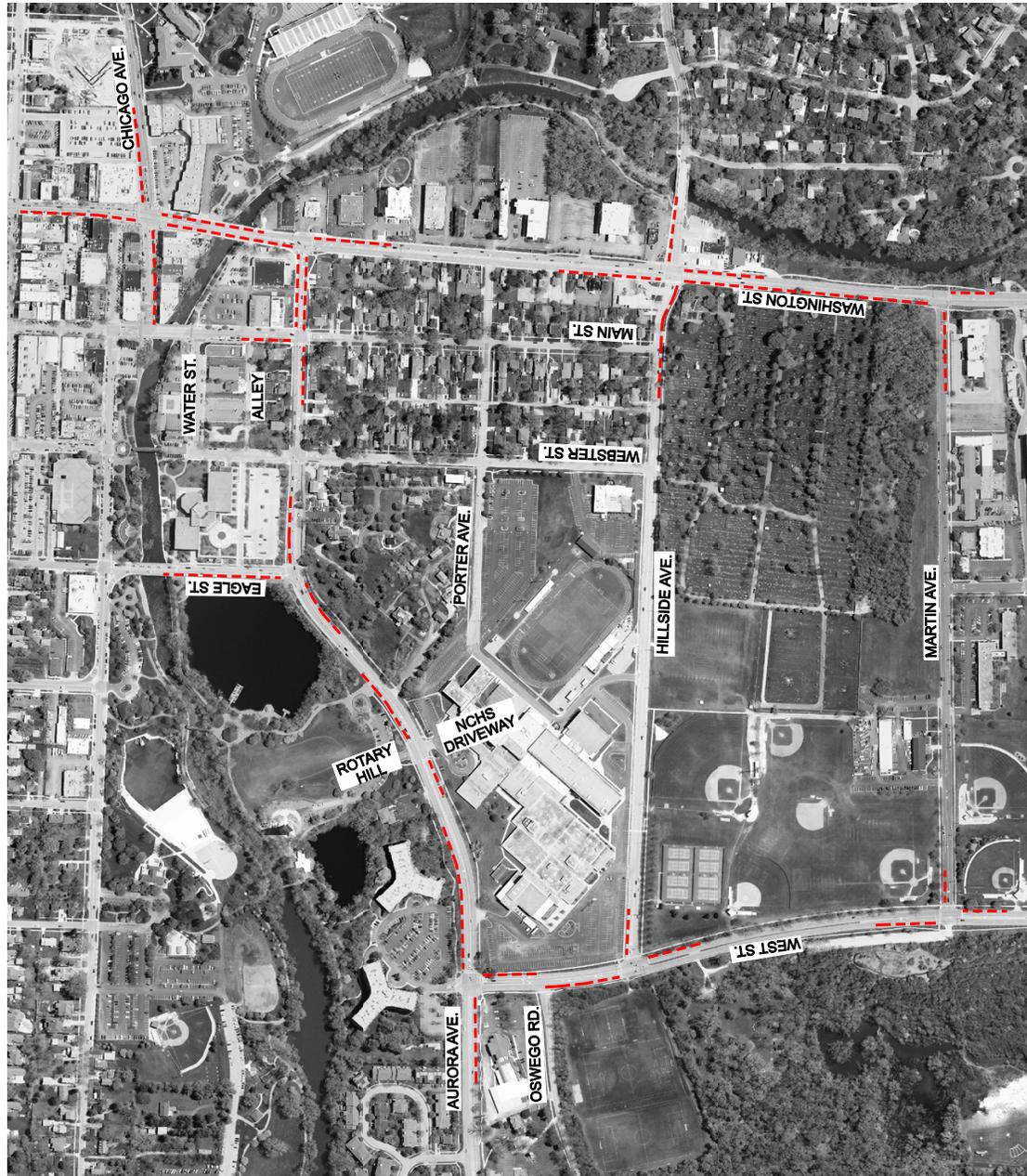




FIGURE 6:
ALTERNATIVE 1



LEGEND



PROPOSED TRAFFIC SIGNAL



EXISTING TRAFFIC SIGNAL



FIGURE 7:
ALTERNATIVE 2



LEGEND

	PROPOSED TRAFFIC SIGNAL
	EXISTING TRAFFIC SIGNAL



FIGURE 8:
ALTERNATIVE 3



LEGEND

-  PROPOSED TRAFFIC SIGNAL
-  EXISTING TRAFFIC SIGNAL



FIGURE 9:
ALTERNATIVE 4



LEGEND



PROPOSED TRAFFIC SIGNAL



EXISTING TRAFFIC SIGNAL



FIGURE 10:
ALTERNATIVE 5



LEGEND



PROPOSED TRAFFIC SIGNAL

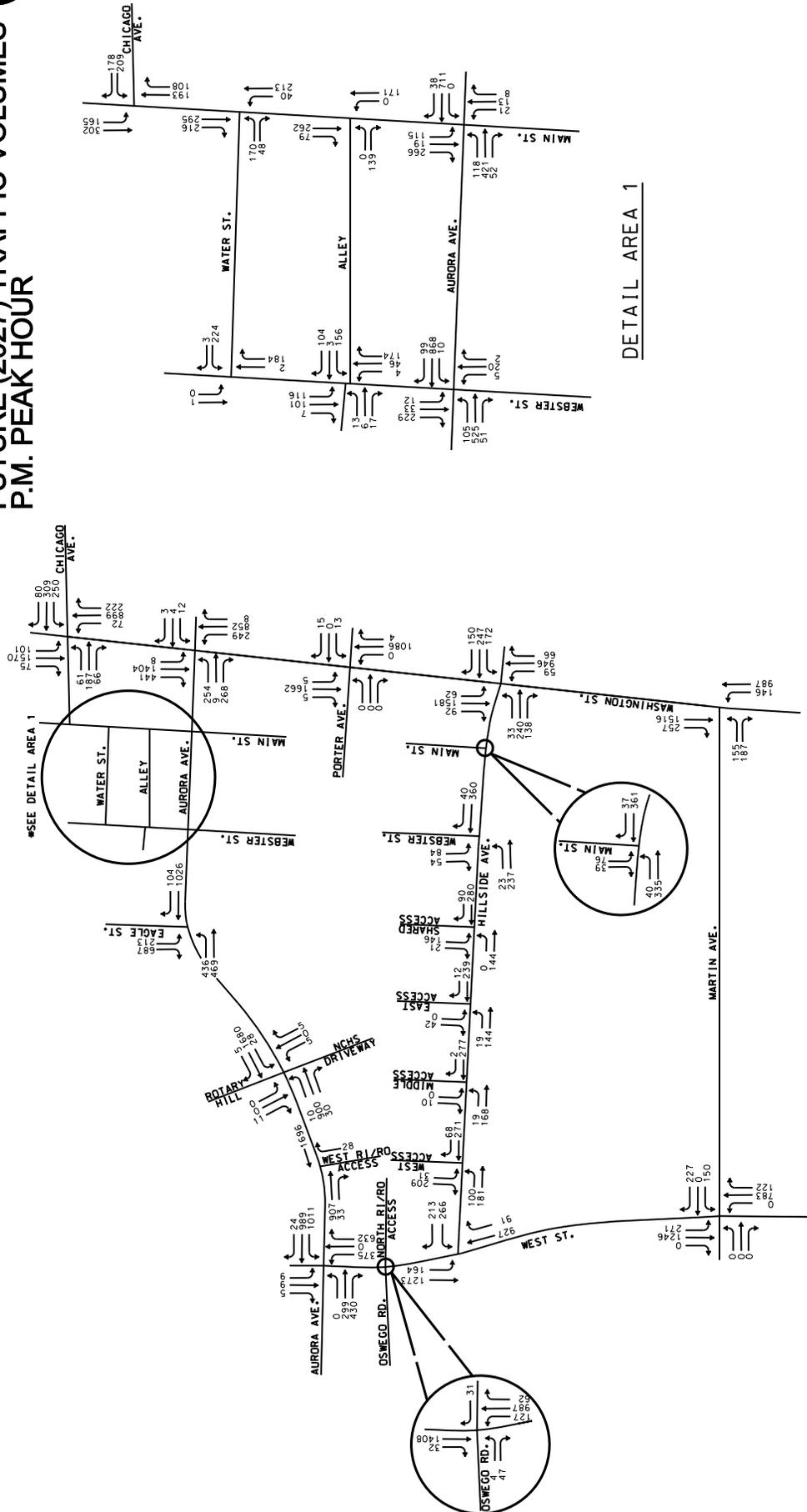


EXISTING TRAFFIC SIGNAL



N.T.S.

**FIGURE 11:
FUTURE (2027) TRAFFIC VOLUMES
P.M. PEAK HOUR**





**FIGURE 12:
EXISTING VS. FUTURE (2027)
MAXIMUM APPROACH
QUEUE LENGTHS
(P.M. PEAK HOUR)**

LEGEND



NOTE: FUTURE QUEUE LENGTHS SHOWN INCLUDE PROPOSED IMPROVEMENTS.



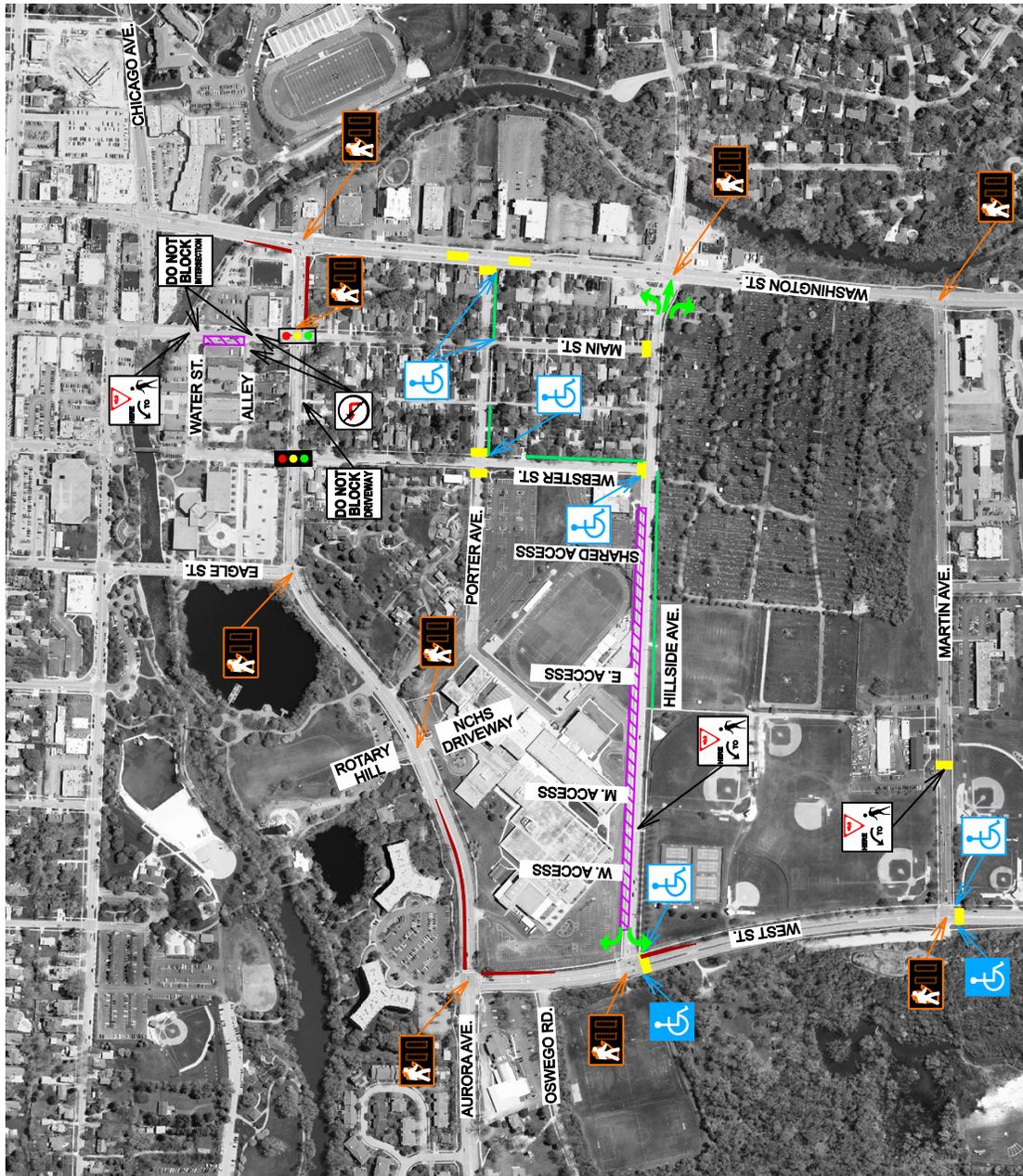


**FIGURE 13:
RECOMMENDED IMPROVEMENTS**



LEGEND

	ADDED EXCLUSIVE TURN LANE
	MODIFICATION TO ON-STREET PARALLEL PARKING
	NEW SIDEWALK
	PEDESTRIAN CROSSING SIGNAGE
	PROHIBITED TURNING MOVEMENT (DURING A.M. & P.M. PEAK HOURS)
	UPGRADE PED. SIGNALS TO COUNTDOWN SIGNALS
	GREEN TIME IMPROVEMENTS
	PAVEMENT MARKING STRIPING IMPROVEMENTS
	NEW ADA RAMP IMPROVEMENT
	MODIFIED ADA RAMP IMPROVEMENT
	NEW TRAFFIC SIGNAL
	MODIFIED TRAFFIC SIGNAL OFFSET



APPENDIX A

**SUMMARY OF STAKEHOLDER
MEETINGS**



MEETING MINUTES

Date: March 18, 2009
 Place: Naper Settlement (523 S. Webster Street)
 Time: 11:00 a.m.
 Purpose: South Downtown Traffic Management Study
 City of Naperville
 Du Page County
 CIP SC-099

Attendees: Mike Rechterik, V3 mrechterik@v3co.com
 Andy Hynes, City of Naperville hynesa@naperville.il.us
 Peggy Frank, Naper Settlement frankp@naperville.il.us
 Debbie Grinnell, Naper Settlement grinnelld@naperville.il.us

The purpose of the meeting was to give an overview of the City's South Downtown Traffic Management Study, discuss the initial alternatives that are being evaluated and obtain stakeholder input. The following is a summary of the meeting.

Item Discussion

1. Mr. Hynes gave an overview and reasoning for the project. The project will include a comprehensive review of the Water Street development, Naper Settlement, Naperville Central High School and Naperville Riverfront projects. This project will be consistent with the Water Street Vision Statement.
2. Mr. Rechterik discussed the study area and presented the 4 initial alternatives.
 - Install a traffic signal at the intersection of Aurora Avenue and Webster Street.
 - Install a traffic signal at the intersection of Aurora Avenue and Webster Street and remove the existing traffic signal at Aurora Avenue and Main Street. Convert the north and south approaches of Aurora Avenue and Main Street to right-in/right out access only.
 - Install a traffic signal at the intersection of Aurora Avenue and Webster Street. Convert only the south approach of both Aurora Avenue at Main Street and Webster Street to right-in/right-out access.
 - Convert only the south approach of both Aurora Avenue at Main Street and Webster Street to right-in/right-out access.
3. The Settlement's administrative staff is regularly on site Monday through Friday from 8:00 a.m. and 5:00 p.m. The main office hours are from 8:30 a.m. to 4:30 p.m. Monday through Friday.
4. The museum's open public hours are Monday through Saturday from 10:00 a.m. to 4:00 p.m. and Sunday from 1:00 p.m. to 4:00 p.m. during the months of April through October. During the months of November through March, the museum's open public hours are Monday through Friday from 10:00 a.m. to 4:00 p.m. with some weekend hours for special events.

5. During the academic year, school field trips are concentrated between the hours of 9:30 a.m. and 2:30 p.m.
6. There is currently a City ordinance with the parking lot between the Settlement and NCHS that after 8:00 a.m., it becomes a public parking lot. Parking for the Settlement is not usually a problem except during the days that NCHS has late arrival.
7. Some of the Settlement's future plans will include reclaiming the portion of Porter Avenue, west of Webster Street, relocating an existing building, installing an underground tunnel system between the buildings, stormwater vaults, replacing the internal roads and adding greenspace. Ms. Grinnell and Ms. Frank provided a rendering of the future plan.
8. The internal roads are currently included in the City's CIP for 2012. The stormwater vaults are not currently planned but if the Settlement gets funding, they will construct them.
9. Ms. Frank and Ms. Grinnell discussed their general observations of existing traffic operations in the area that included the following:
 - Traffic backs up southbound on Main Street at Hillside Avenue and eastbound on Hillside Avenue at Washington Street. This traffic is primarily associated with NCHS and the Settlement. The hours of the back up are usually between 3:00 p.m. and 5:00 p.m. However, depending on school activity, the back ups may extend beyond this time.
 - For southbound left-turning vehicles at the intersection of Main Street and Hillside Avenue, visibility is a problem due to the parked cars, hill and trees. This same movement is not so much a problem at the intersection of Webster Street and Hillside Avenue.
 - The peak hours on Aurora Avenue and Washington Street affect traffic circulation to the Settlement. There is more vehicle conflict in the afternoon than the morning – first with the school traffic then it moves into the p.m. commuter rush.
 - Pedestrians, residents, city employees and children all use the intersection of Aurora Avenue and Webster Street.
10. Ms. Frank and Ms. Grinnell also discussed the existing travel patterns for the Settlement that included the following:
 - Buses, deliveries and catering vehicles currently enter the Settlement west on Aurora Avenue and turn left on Webster Street.
 - After dropping off passengers, the buses park on Porter Avenue. After the passengers are reloaded, the buses exit onto Hillside Road similar to the Naperville Central High School bus routes.
 - Guests, employees, visitors and volunteers travel from all directions. The existing signage directs vehicles to the intersection of Washington Street and Aurora Avenue.
 - The existing parking lot to the west of the main building is heavily used and people turn left and right in and out of the parking lot from Aurora Avenue.
 - There are a group of older volunteers that park and enter at the mansion but will use the Water Street parking structure in the future. Ms. Frank indicated that this timeframe could be as much as 10 years in the future.
 - The younger volunteers are currently dropped off on Porter Avenue but will most likely use the bus drop off area in the future.



South Downtown Traffic Management Study
Meeting Minutes
March 18, 2009
Page 3 of 3

11. Bicycle traffic comes down Eagle Street, across Aurora Avenue on the south side and then travels down Webster Street. The Settlement has bike racks to encourage use.
12. In the months of May through October, there is a Settlement and/or rental event almost every weekend that amounts to a few thousand people concentrated in this area. Mr. Hynes and Mr. Rechterik agreed that event traffic is a concern and mentioned that analyzing event traffic management is outside the scope of this project.
13. In the Settlement's long term plan, buses will drop off on Webster Street, travel southbound and turn right on Hillside Avenue, travel west to West Street and turn left, travel south on West Street to a designated Naperville Park District paved parking area. For bus pick up, the buses will travel north on West Street, turn right on Aurora Avenue and travel east to Webster Street and then turn right on Webster Street to the pick up area.
14. The Settlement's drop off area is a proposed stop for the pedicab.
15. Ms. Frank views Webster Street as being the main focal point due to the Riverwalk Bridge directly to the north.
16. Ms. Frank mentioned that only right-turns at the intersection of Aurora Avenue and Main Street are good but also sees the need to allow for the through movements across Aurora Avenue.
17. Naper Settlement concerns:
 - The Settlement is not in favor of alternatives 3 and 4 since Webster Street is the main entrance and they do not want the westbound left turn from Aurora Avenue onto Webster Street restricted, especially for the school buses with the bus drop off zone on Webster Street.
 - The Settlement is anticipating that patrons and employees will use the Water Street parking structure. Therefore, they are concerned with pedestrian safety at the intersection of Aurora Avenue and Webster Street.

The above represents my understanding of the items discussed. If there are any comments or changes needed, please contact me within seven days.

Sincerely,
V3 Companies

Michael J. Rechterik, P.E., PTOE
Project Manager

Cc: All attendees





MEETING MINUTES

Date: March 18, 2009
Place: City Hall (400 S. Eagle Street)
Time: 10:00 a.m.
Purpose: South Downtown Traffic Management Study
City of Naperville
Du Page County
CIP SC-099

Attendees: Mike Rechterik, V3
Andy Hynes, City of Naperville
Anastasia Urban, City of Naperville
Mike Krause, Moser Enterprises

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hynesa@naperville.il.us
urbana@naperville.il.us
mkrause@moserenterprises.com

The purpose of the meeting was to give an overview of the City's South Downtown Traffic Management Study, discuss the initial alternatives that are being evaluated and obtain stakeholder input. The following is a summary of the meeting.

Item Discussion

1. Mr. Hynes gave an overview and reasoning for the project. The project will include a comprehensive review of the Water Street development, Naper Settlement, Naperville Central High School and Naperville Riverfront projects. This project will be consistent with the Water Street Vision Statement.
2. Mr. Rechterik discussed the study area and presented the 4 initial alternatives.
 - Install a traffic signal at the intersection of Aurora Avenue and Webster Street.
 - Install a traffic signal at the intersection of Aurora Avenue and Webster Street and remove the existing traffic signal at Aurora Avenue and Main Street. Convert the north and south approaches of Aurora Avenue and Main Street to right-in/right out access only.
 - Install a traffic signal at the intersection of Aurora Avenue and Webster Street. Convert only the south approach of both Aurora Avenue at Main Street and Webster Street to right-in/right-out access.
 - Convert only the south approach of both Aurora Avenue at Main Street and Webster Street to right-in/right-out access.
3. A parking structure will be constructed with the Water Street development on the north side of Aurora Avenue between Webster Street and Main Street. Mr. Krause does not anticipate a backup at the parking deck since the land uses for the development will not create a large influx of traffic at a given time.
4. Mr. Krause would prefer to keep full access on the north side of Aurora Avenue at Main Street and not restrict the movement to right-in/right-out access.
5. Mr. Krause asked if the City ever considered making Main Street a dead-end on the south side of Aurora Avenue. Also, he mentioned the idea of converting Aurora Avenue and

South Downtown Traffic Management Study
Meeting Minutes
March 18, 2009
Page 2 of 2

Hillside Avenue to one-way pairs from West Street to Washington Street.

6. Ms. Urban discussed the possibility of changing the configuration at Water Street and Main Street to a 3-way stop if it was warranted in the future.
7. Water Street development concerns:
 - Would like to see better pedestrian connectivity between the areas north and south of Aurora Avenue and understands that a grade separated pedestrian crossing is not feasible.
 - If a traffic signal does not get installed at Aurora Avenue and Webster Street, would like to see some kind of actuated pedestrian crossing.
8. General timeline for Water Street project: start demo – July 2010, complete parking deck – May 2011, building shell completed – June 2012, ready for occupancy – June 2013.

The above represents my understanding of the items discussed. If there are any comments or changes needed, please contact me within seven days.

Sincerely,
V3 Companies

Michael J. Rechterik, P.E., PTOE
Project Manager

Cc: All attendees





MEETING MINUTES

Date: March 23, 2009
Place: City Hall (400 S. Eagle Street)
Time: 1:00 p.m.
Purpose: South Downtown Traffic Management Study
City of Naperville
Du Page County
CIP SC-099

Attendees: Mike Rechterik, V3
Andy Hynes, City of Naperville
Mary Ann Junkroski, Downtown Advisory Committee

mrechterik@v3co.com
hynesa@naperville.il.us
maryannjunk@sbcglobal.net

The purpose of the meeting was to give an overview of the City's South Downtown Traffic Management Study, discuss the initial alternatives that are being evaluated and obtain stakeholder input. The following is a summary of the meeting.

Item Discussion

1. Mr. Hynes gave an overview and reasoning for the project. The project will include a comprehensive review of the Water Street development, Naper Settlement, Naperville Central High School and Naperville Riverfront projects. This project will be consistent with the Water Street Vision Statement.
2. Mr. Rechterik discussed the study area and presented the 4 initial alternatives.
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 - Install a traffic signal at the intersection of Aurora Avenue and Webster Street. Convert only the south approach of both Aurora Avenue at Main Street and Webster Street to right-in/right-out access.
 - Convert only the south approach of both Aurora Avenue at Main Street and Webster Street to right-in/right-out access.
3. Mr. Hynes stated that the intersection of Aurora Avenue and Washington Street is a main constraint.
4. Ms. Junkroski discussed her general observations of existing traffic operations in the area that included the following:
 - Vehicles traveling southbound on Washington Street will back up to Chicago Avenue from the Aurora Avenue intersection.
 - The southbound to westbound movement at the intersection of Washington Street and Aurora Avenue is a problem. Traffic backs on Aurora Avenue from the Main Street intersection.

South Downtown Traffic Management Study
Meeting Minutes
March 18, 2009
Page 2 of 2

- Beer and other delivery trucks park and unload on Washington Street at various hours throughout the day which causes traffic backups.
5. Ms. Junkroski stated that a new traffic signal at Aurora Avenue and Webster Street would help connect Naper Settlement to the downtown area.
 6. Ms. Junkroski believes that right-in/right-out access at the intersection of Aurora Avenue and Webster Street would not help Naper Settlement and connect them to the downtown area since turning movements will be limited and they would seem to be “cut-off” from the downtown.
 7. If alternative 2 is chosen, Ms. Junkroski would like to see a safer pedestrian crossing at the intersection of Aurora Avenue and Main Street.
 8. Event days were discussed and that it would bring a lot of pedestrian and vehicle traffic in the area. Mr. Hynes and Mr. Rechterik agreed and indicated that reviewing event traffic is outside the scope of this study.
 9. Ms. Junkroski thinks that making Aurora Avenue and Hillside Avenue one-way pairs is worth exploring. One-way direction on Hillside Avenue maybe safer for the school children in her opinion.

The above represents my understanding of the items discussed. If there are any comments or changes needed, please contact me within seven days.

Sincerely,
V3 Companies

Michael J. Rechterik, P.E., PTOE
Project Manager

Cc: All attendees





MEETING MINUTES

Date: March 23, 2009
Place: 131 W. Jefferson Avenue
Time: 3:00 p.m.
Purpose: South Downtown Traffic Management Study
City of Naperville
Du Page County
CIP SC-099

Attendees: Mike Rechterik, V3
Andy Hynes, City of Naperville
Jason Zawila, City of Naperville
Steve Rubin, Downtown Advisory Committee

mrechterik@v3co.com
hynesa@naperville.il.us
zawilaj@naperville.il.us
s.rubin@prodigy.net

The purpose of the meeting was to give an overview of the City's South Downtown Traffic Management Study, discuss the initial alternatives that are being evaluated and obtain stakeholder input. The following is a summary of the meeting.

Item Discussion

1. Mr. Hynes gave an overview and reasoning for the project. The project will include a comprehensive review of the Water Street development, Naper Settlement, Naperville Central High School and Naperville Riverfront projects. This project will be consistent with the Water Street Vision Statement.
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 - Install a traffic signal at the intersection of Aurora Avenue and Webster Street and remove the existing traffic signal at Aurora Avenue and Main Street. Convert the north and south approaches of Aurora Avenue and Main Street to right-in/right out access only.
 - Install a traffic signal at the intersection of Aurora Avenue and Webster Street. Convert only the south approach of both Aurora Avenue at Main Street and Webster Street to right-in/right-out access.
 - Convert only the south approach of both Aurora Avenue at Main Street and Webster Street to right-in/right-out access.
3. Mr. Rubin suggested that the City hold off all improvements on Aurora Avenue at Webster Street and Main Street and wait until Water Street development is constructed. He believes that the Water Street development will only add to the existing traffic problems.
4. Mr. Rubin discussed his general observations of existing traffic operations in the area that included the following:
 - He understands the traffic signal timings along Washington Street and utilizes Main Street and Webster Street when traffic backs up along Washington Street when traveling in the area.

South Downtown Traffic Management Study
Meeting Minutes
March 18, 2009
Page 2 of 2

- He believes that Main Street is used more than some people realize to get through town. Vehicles will turn off Washington Street at Benton Avenue and travel on Main Street through town.
5. There was a discussion regarding the need to educate the motoring public on the fact that I-355 can be accessed by 75th Street, Hobson Road and Chicago Avenue. People don't necessarily have to travel on Washington Street to access I-88/I-355. This in turn could reduce traffic on Washington Street.
 6. Mr. Rubin prefers alternative 1 and believes this improvement would increase safety along Aurora Avenue and enhance the link between Naper Settlement/neighborhood and the downtown area.
 7. Mr. Rubin does not think right-in/right-out access at the intersection of Aurora Avenue and Main Street in the southbound direction will work. This type of access will increase the number of movements a person would be required to make and increase the time spent in the area.
 8. There was a discussion regarding Martin Avenue and that it seems to be a good road to get people who are not visiting downtown around town so they would not have to travel on Washington Street. Mr. Rechterik and Mr. Hynes stated that they will further explore this option.

The above represents my understanding of the items discussed. If there are any comments or changes needed, please contact me within seven days.

Sincerely,
V3 Companies

Michael J. Rechterik, P.E., PTOE
Project Manager

Cc: All attendees





MEETING MINUTES

Date: March 25, 2009
Place: Administrative Center (203 Hillside Road)
Time: 2:00 p.m.
Purpose: South Downtown Traffic Management Study
City of Naperville
Du Page County
CIP SC-099

Attendees: Mike Rechterik, V3 mrechterik@v3co.com
Andy Hynes, City of Naperville hynesa@naperville.il.us
Jim Caudill, School District 203 jcaudill@naperville203.org
Marty Bee, School District 203 mbee@naperville203.org
Craig Williams, School District 203 cwilliams@naperville203.org
Ralph Weaver, School District 203 rweaver@naperville203.org

The purpose of the meeting was to give an overview of the City's South Downtown Traffic Management Study, discuss the initial alternatives that are being evaluated and obtain stakeholder input. The following is a summary of the meeting.

Item Discussion

1. Mr. Hynes gave an overview and reasoning for the project. The project will include a comprehensive review of the Water Street development, Naper Settlement, Naperville Central High School and Naperville Riverfront projects. This project will be consistent with the Water Street Vision Statement.
2. Mr. Rechterik discussed the study area and presented the 4 initial alternatives.
 - Install a traffic signal at the intersection of Aurora Avenue and Webster Street.
 - Install a traffic signal at the intersection of Aurora Avenue and Webster Street and remove the existing traffic signal at Aurora Avenue and Main Street. Convert the north and south approaches of Aurora Avenue and Main Street to right-in/right out access only.
 - Install a traffic signal at the intersection of Aurora Avenue and Webster Street. Convert only the south approach of both Aurora Avenue at Main Street and Webster Street to right-in/right-out access.
 - Convert only the south approach of both Aurora Avenue at Main Street and Webster Street to right-in/right-out access.
3. NCHS attendees discussed their general observations of existing traffic operations in the area and travel patterns for students, buses and deliveries that included the following:
 - The morning rush of buses and students is from 7:25 a.m. to 7:45 a.m. The afternoon rush is from 3:10 p.m. to 3:30 p.m. If there are after school activities and events, there is school traffic beyond 3:30 p.m.
 - For both drop-off and pick-up operations, buses currently enter on Porter Avenue and leave on Hillside Road. Buses travel west to West Street and east to

Washington Street.

- Students driving to/from school and drop-off/pick-ups come from all directions.
 - When leaving school, most students turn right on Hillside Road from Webster Street. During lunchtime, seniors head north on Webster Street and Main Street to the city.
 - There are approximately 30 buses that go to Hillside Road. The intersection of Webster Avenue and Porter Avenue can get busy during these times.
 - Deliveries currently enter and exit on Porter Avenue. When Porter Avenue is closed, they will use the east driveway on Hillside Road.
4. School events were discussed and the fact that these events would result in more traffic in the area. Mr. Hynes and Mr. Rechterik agreed and indicated that reviewing event traffic is outside the scope of this study.
 5. The school usually does not have problems with pedestrians crossing Aurora Avenue since the students generally utilize the crosswalks.
 6. Mr. Williams displayed the school's revised site plan on the overhead projector and indicated that he will provide Mr. Hynes and Mr. Rechterik a copy of the revised site plan and updated traffic study. The following is a summary of the discussions regarding the site plan.
 - The new east driveway on Hillside Road will be for student parking and drop-off/pick-up. When the Porter Avenue access is removed, buses will also utilize this driveway. Approximately 20 parking spaces will be removed on the north side of Hillside between the driveway and Webster Street.
 - Parking for the administration building will be separate from the high school and continue to access on Webster Street.
 - The proposed plan will eliminate the ability to connect from the bus drop-off area through the loading zone area onto Aurora Avenue.
 - There is a proposed right-in/right-out driveway on West Street.
 - The two existing driveways on Aurora Avenue will remain.
 - This summer (2009), NCHS will construct the bus turn around/drop-off area. The school buses will continue to use Porter Avenue. They would like to leave the Porter Avenue access open as long as possible.
 - In the summer of 2010, the majority of the site work will be completed.
 - In the summer of 2011, the west lot will be completed.
 7. The existing crosswalk on Hillside Road is in the preferred location for the facilities to the south. This crosswalk area also serves as a bus loading area for sporting events. Mr. Bee indicated that there is a lack of signing and would like this issue to be addressed with the project.
 8. The northbound to westbound left-turn movement from Washington Street to Hillside Road does not have enough storage. This is also an issue with the northbound left-turn movement at the Washington Street and Porter Avenue intersection. NCHS would like these issues addressed with the project.
 9. The eastbound movement on Hillside Road at Washington Street is not so much of a problem in the afternoon when school lets out and does not experience major backups.
 10. During the afternoon rush, NCHS would like to see more green time for Hillside Road at the



South Downtown Traffic Management Study
Meeting Minutes
March 25, 2009
Page 3 of 3

West Street intersection.

11. Mr. Caudill prefers alternative 1 and believes that this alternative will meet the needs of everyone in the area.
12. Mr. Williams indicated that the right-in/right-out alternatives at Main Street and Webster Street will affect school traffic during the lunchtime hour and school events.
13. NCHS would like to further explore angled parking on Hillside Road.

The above represents my understanding of the items discussed. If there are any comments or changes needed, please contact me within seven days.

Sincerely,
V3 Companies

Michael J. Rechterik, P.E., PTOE
Project Manager

Cc: All attendees

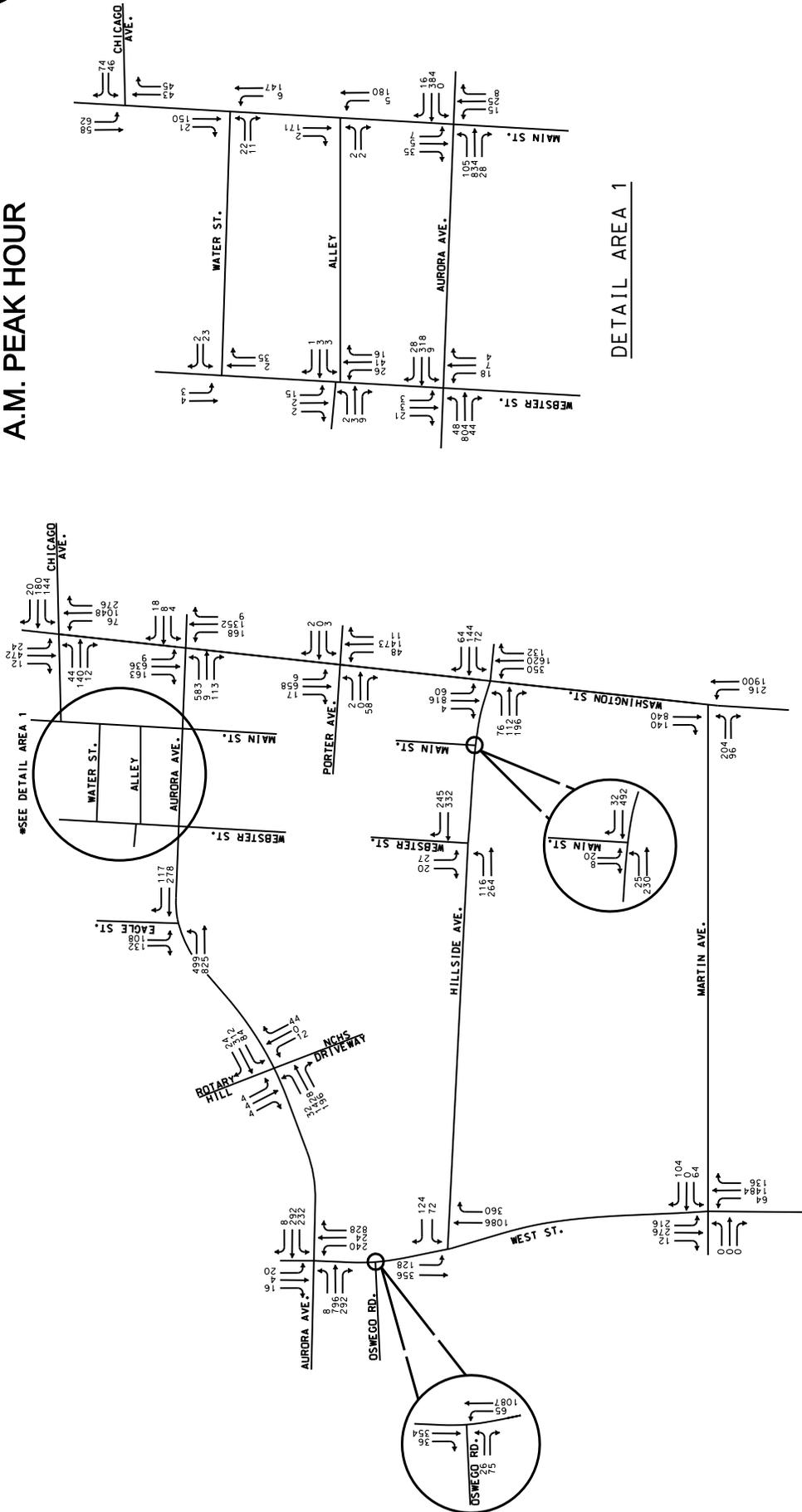


APPENDIX B

TRAFFIC VOLUMES
EXISTING AND ALTERNATIVES 1 TO 5



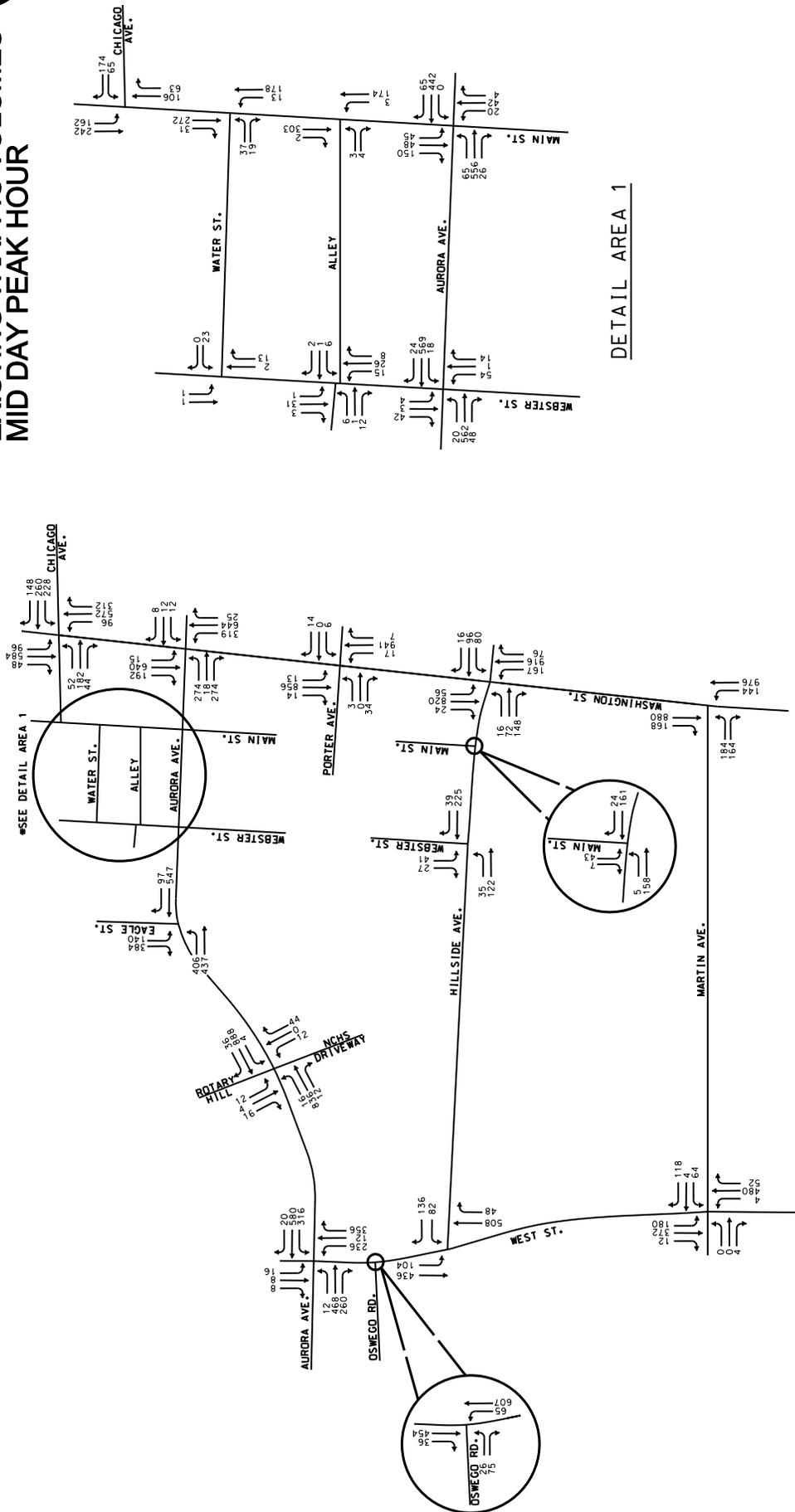
**APPENDIX:
EXISTING TRAFFIC VOLUMES
A.M. PEAK HOUR**



DETAIL AREA 1



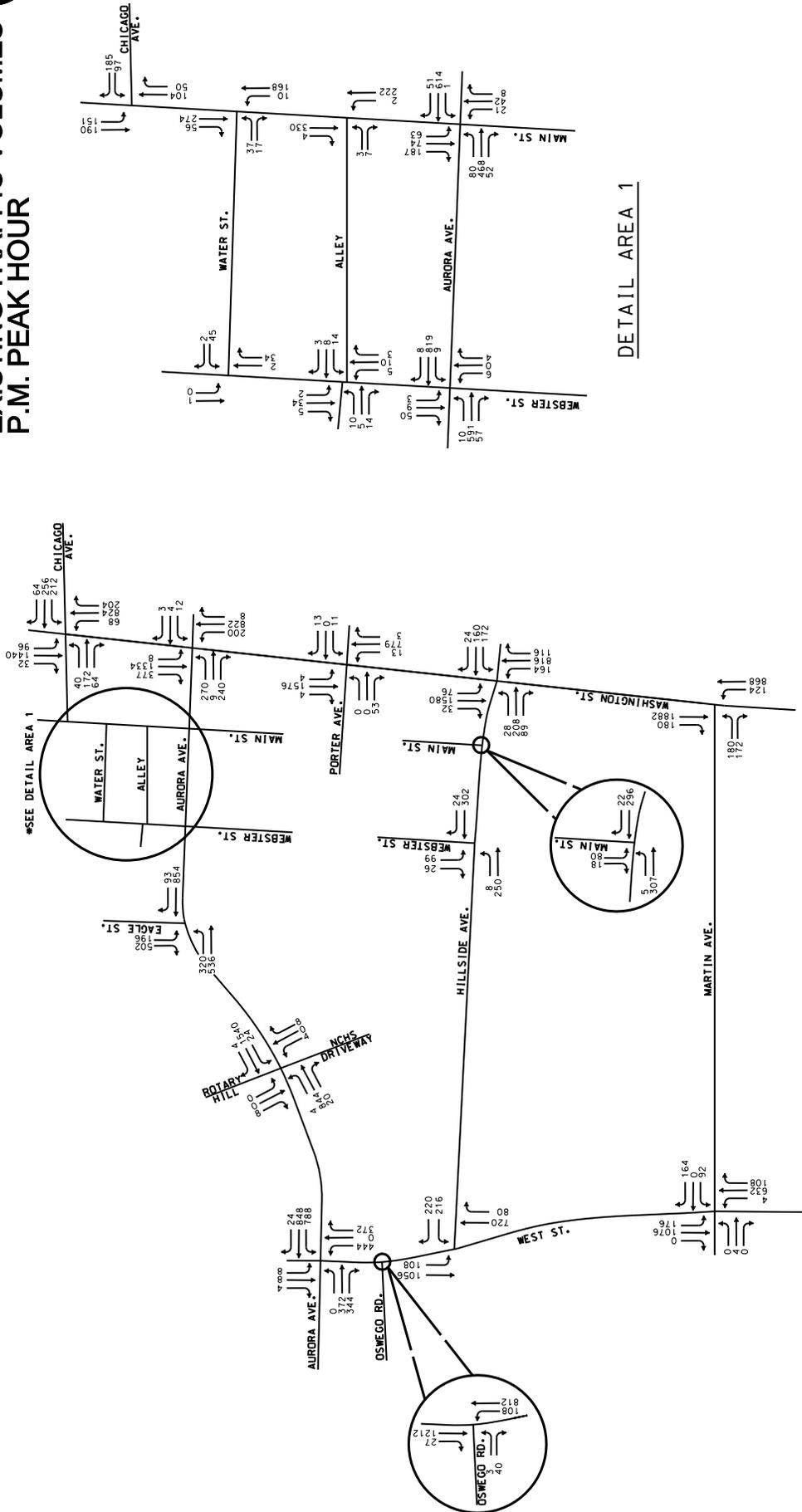
**APPENDIX:
EXISTING TRAFFIC VOLUMES
MID DAY PEAK HOUR**



DETAIL AREA 1

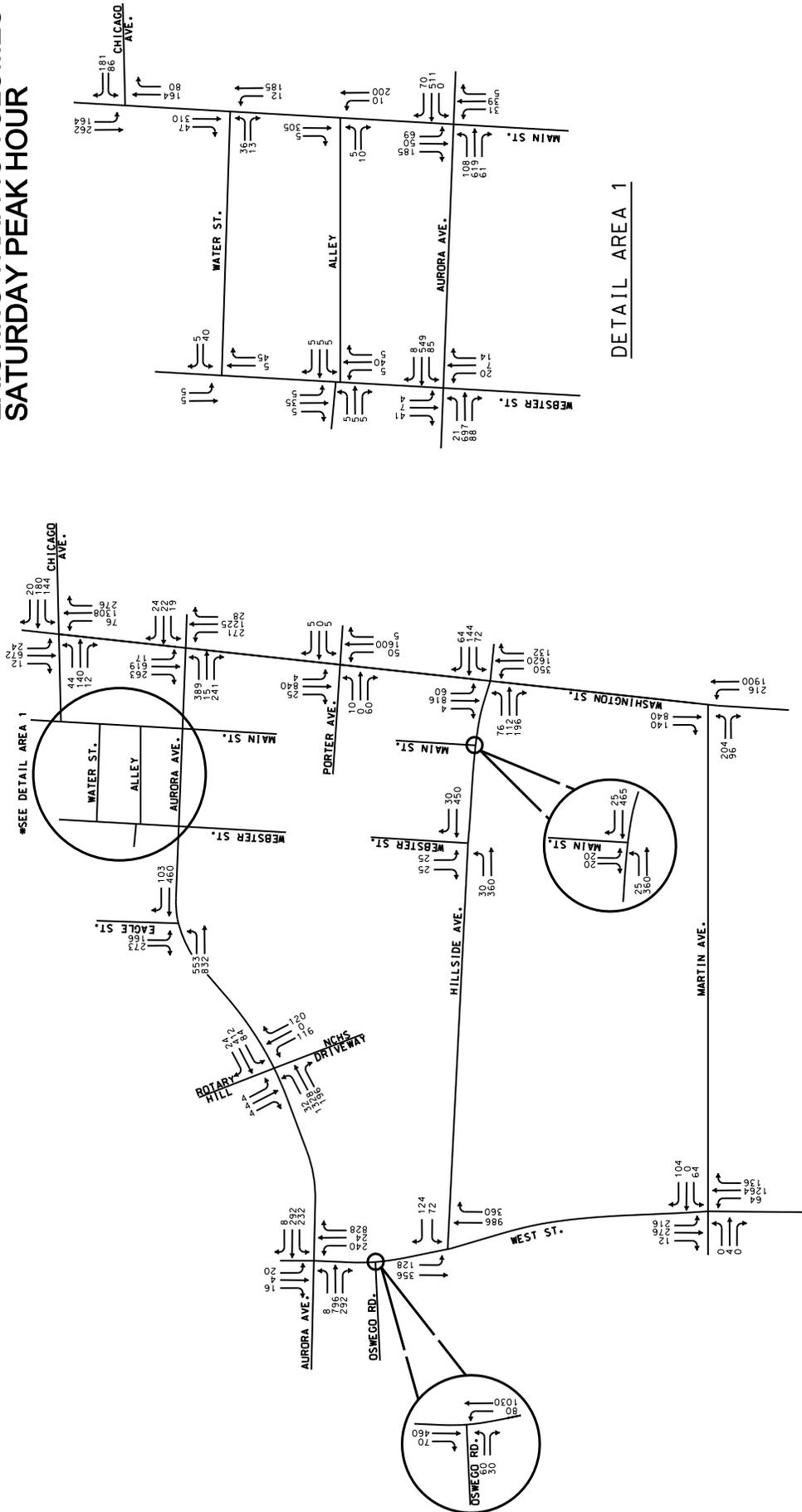


**APPENDIX:
EXISTING TRAFFIC VOLUMES
P.M. PEAK HOUR**





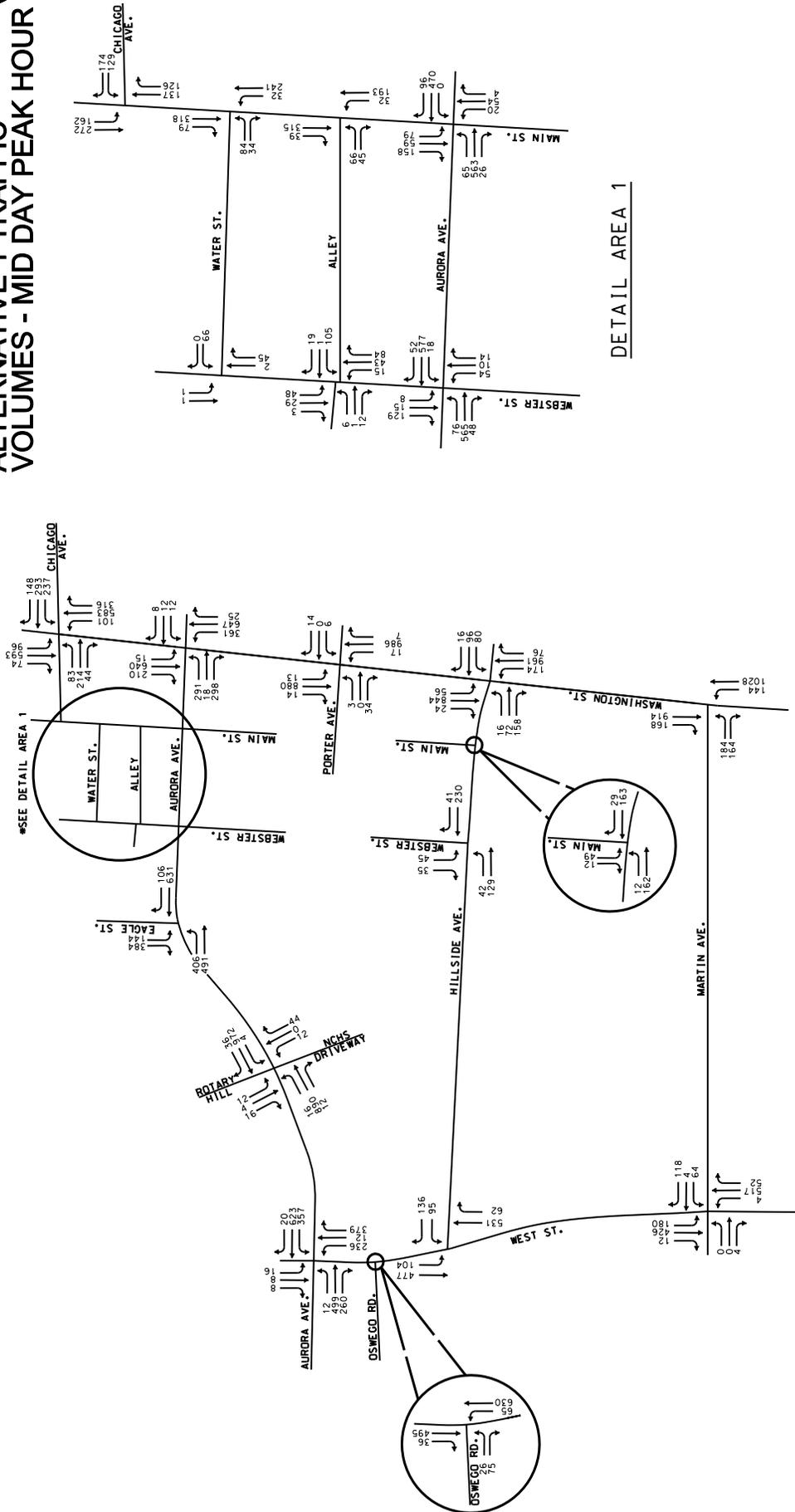
**APPENDIX:
EXISTING TRAFFIC VOLUMES
SATURDAY PEAK HOUR**





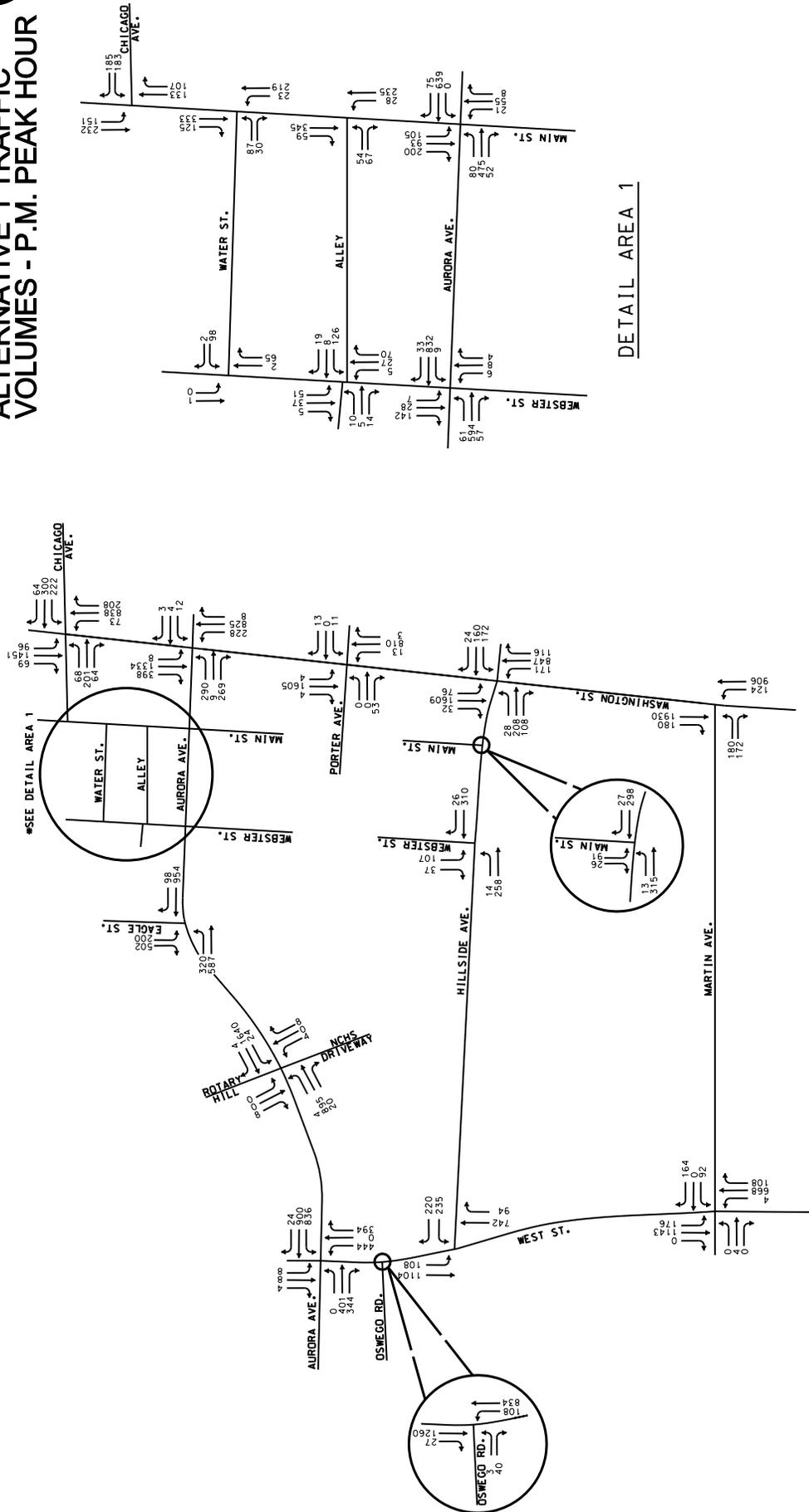
APPENDIX:

ALTERNATIVE 1 TRAFFIC VOLUMES - MID DAY PEAK HOUR



DETAIL AREA 1

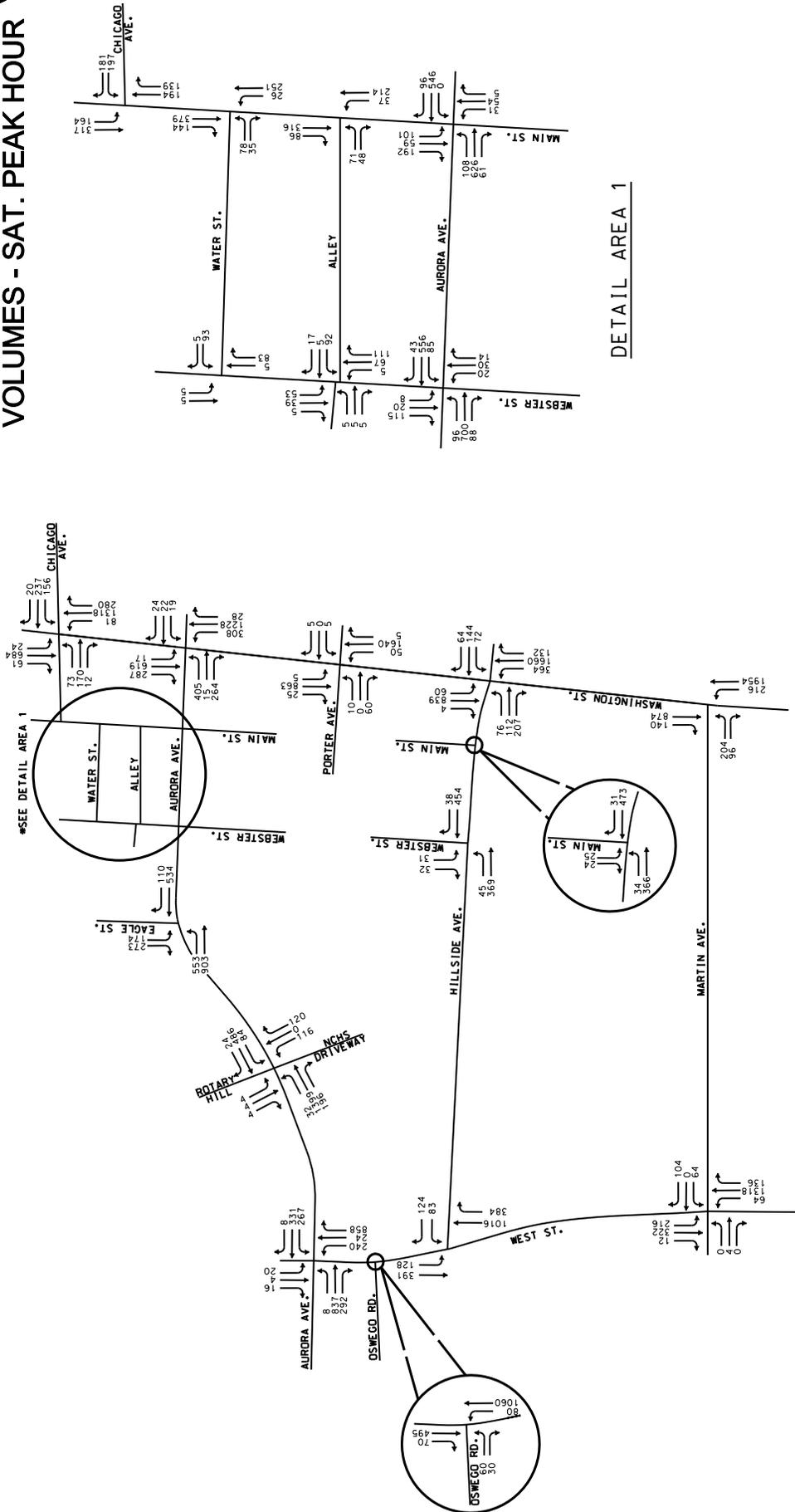
**APPENDIX:
ALTERNATIVE 1 TRAFFIC
VOLUMES - P.M. PEAK HOUR**





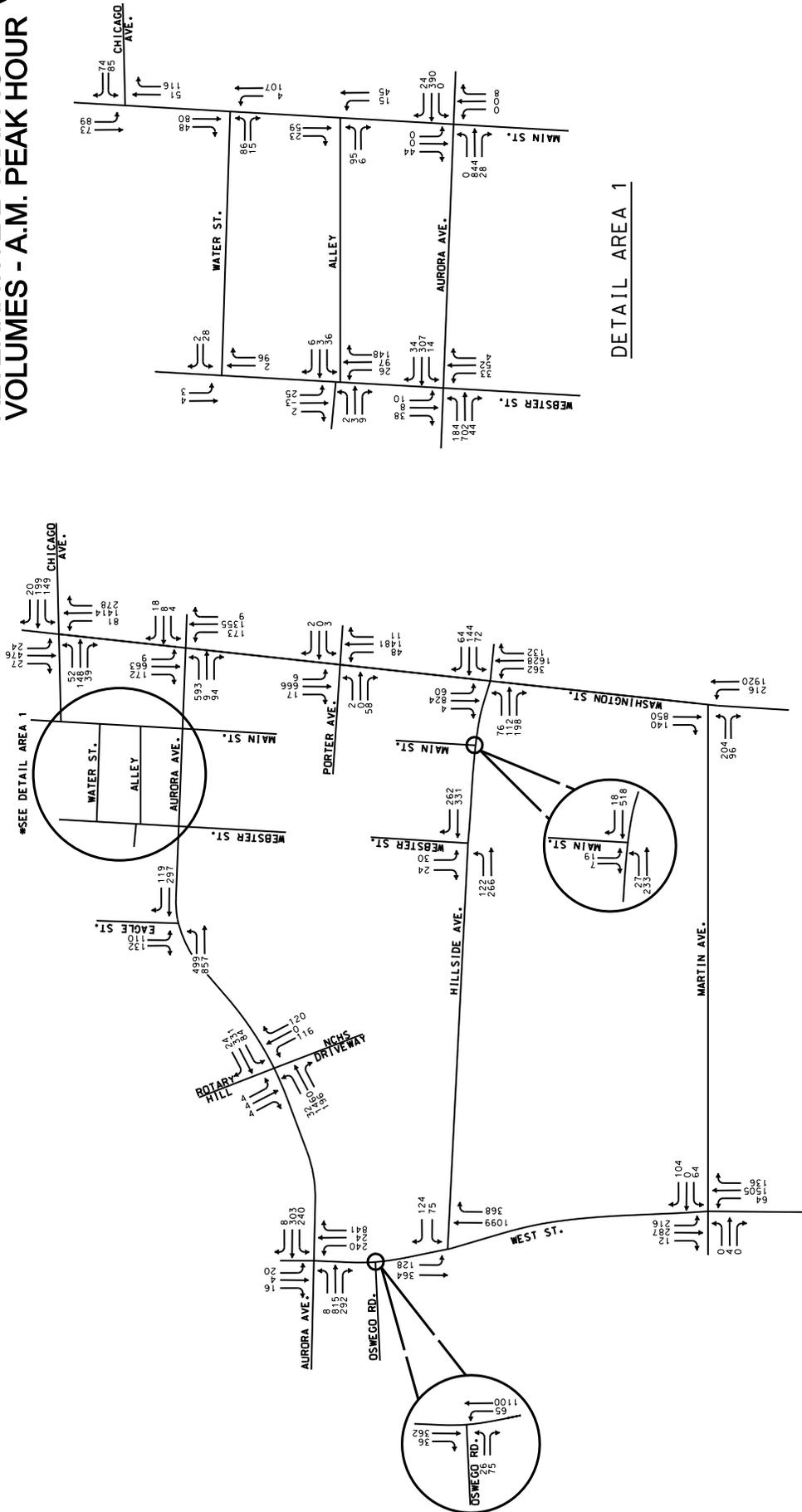
APPENDIX:

ALTERNATIVE 1 TRAFFIC VOLUMES - SAT. PEAK HOUR



DETAIL AREA 1

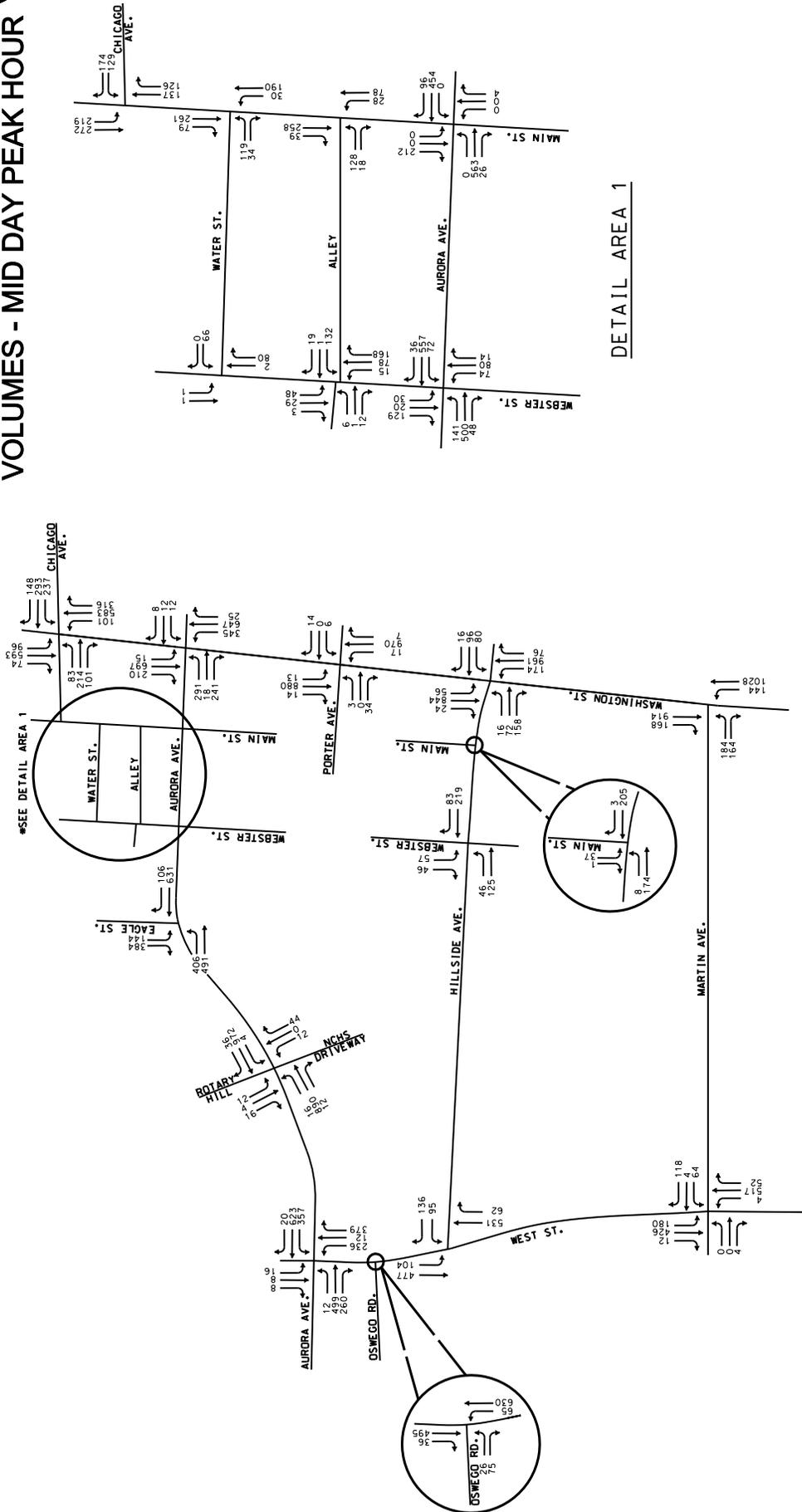
**APPENDIX:
ALTERNATIVE 2 TRAFFIC
VOLUMES - A.M. PEAK HOUR**





APPENDIX:

ALTERNATIVE 2 TRAFFIC VOLUMES - MID DAY PEAK HOUR

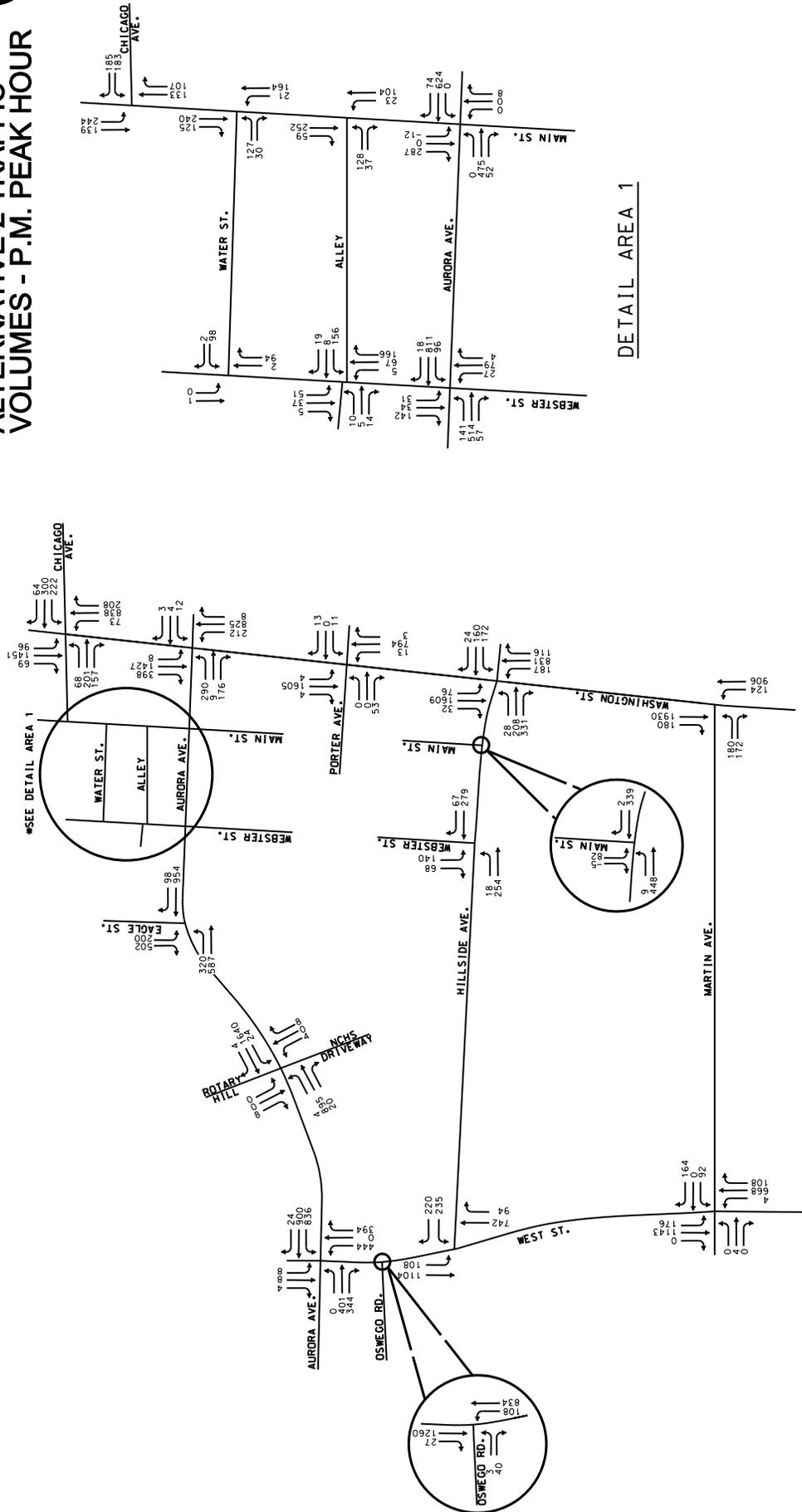


DETAIL AREA 1



APPENDIX:

ALTERNATIVE 2 TRAFFIC VOLUMES - P.M. PEAK HOUR

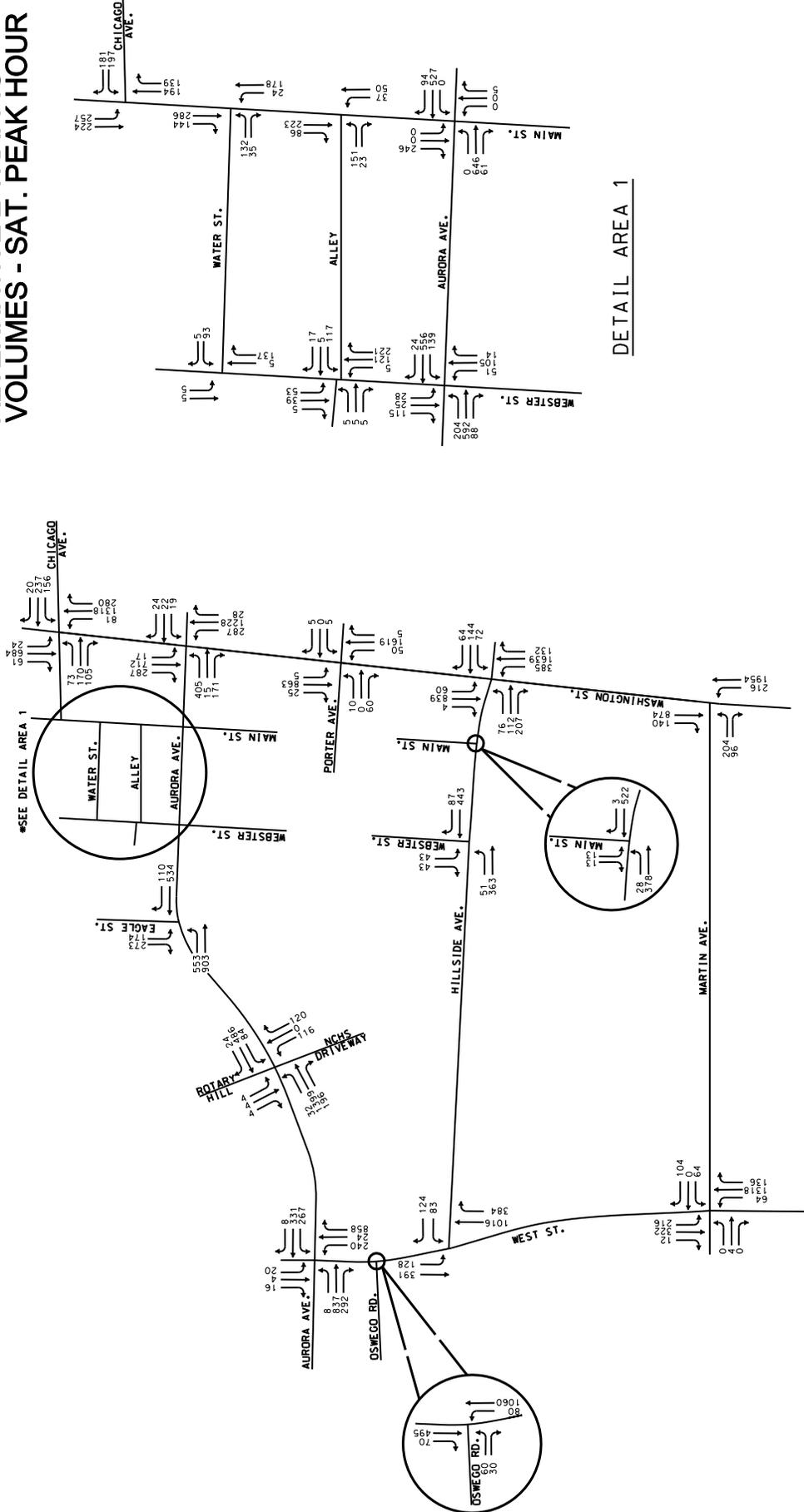


DETAIL AREA 1



APPENDIX:

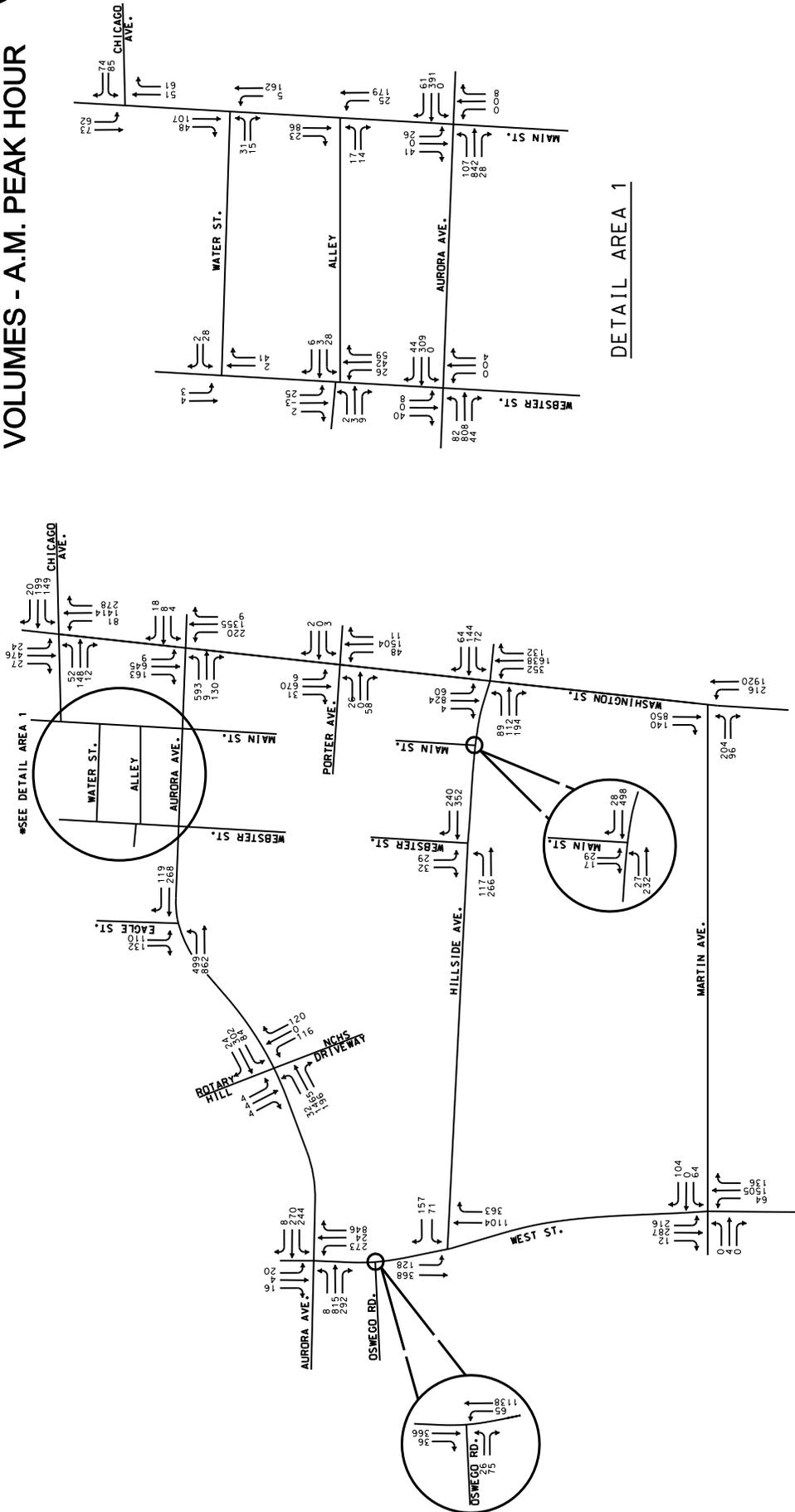
ALTERNATIVE 2 TRAFFIC VOLUMES - SAT. PEAK HOUR



DETAIL AREA 1



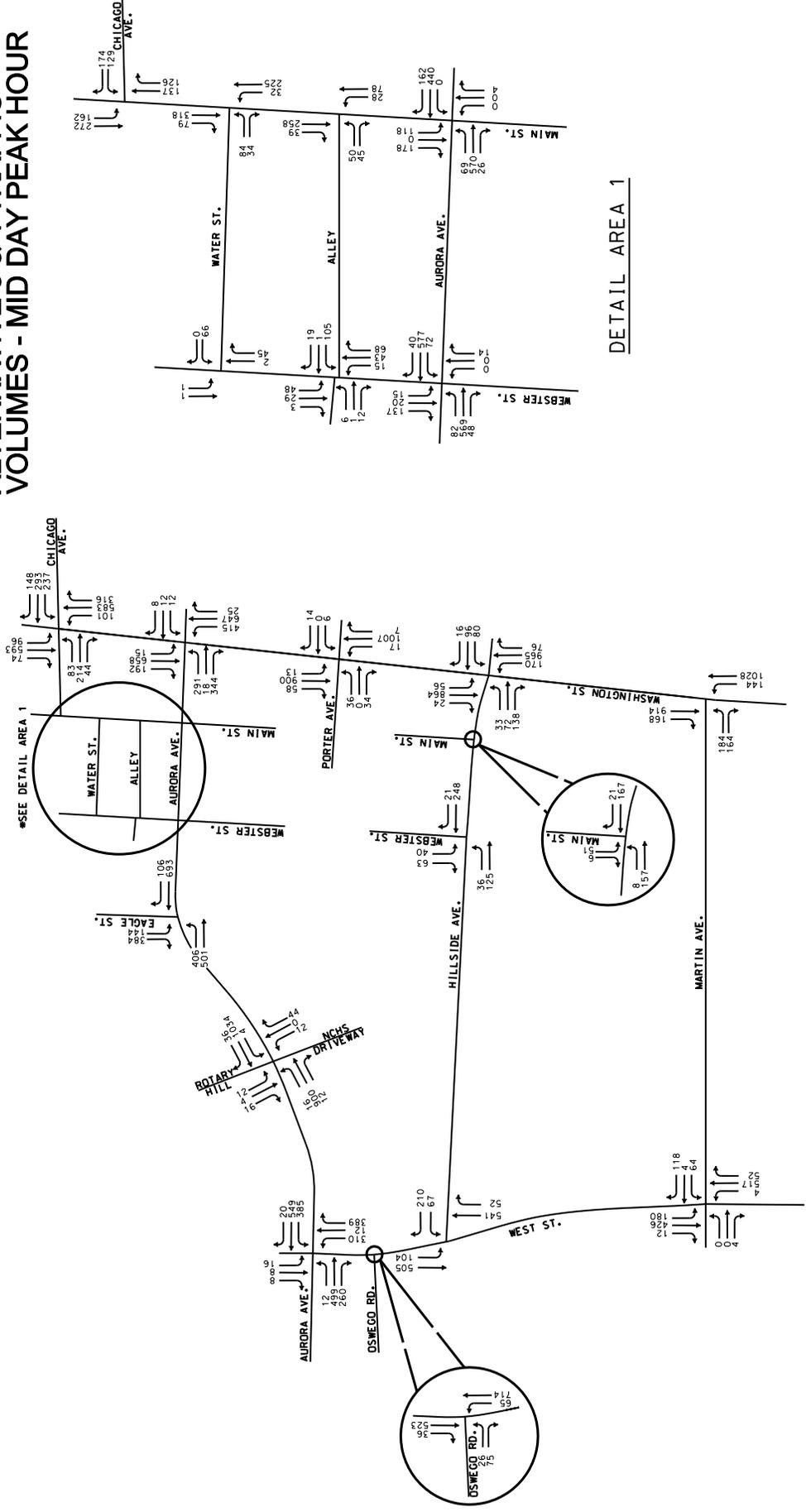
**APPENDIX:
ALTERNATIVE 3 & 4 TRAFFIC
VOLUMES - A.M. PEAK HOUR**





**APPENDIX:
ALTERNATIVE 3 & 4 TRAFFIC
VOLUMES - MID DAY PEAK HOUR**

N.T.S.

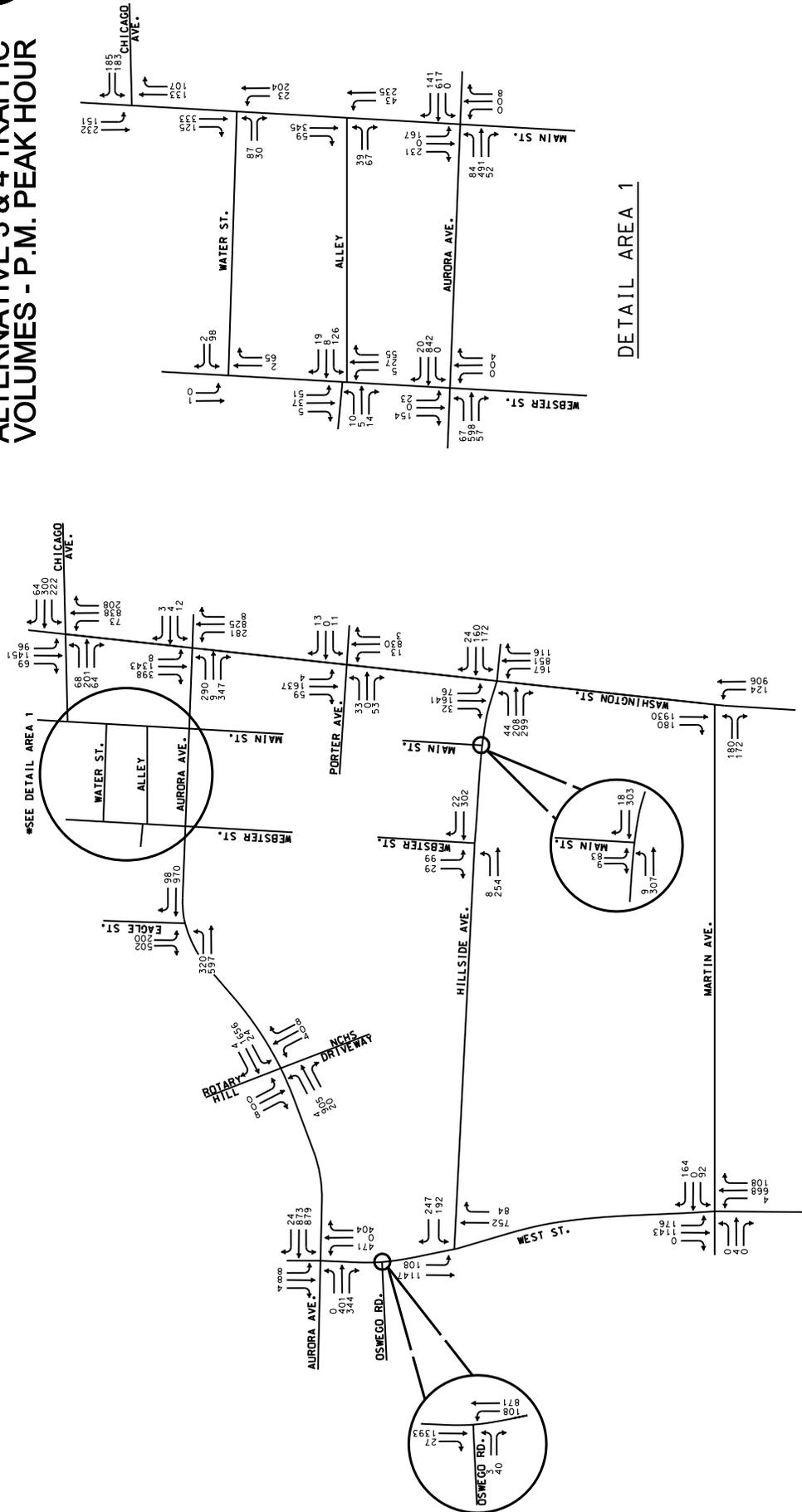


DETAIL AREA 1



APPENDIX:

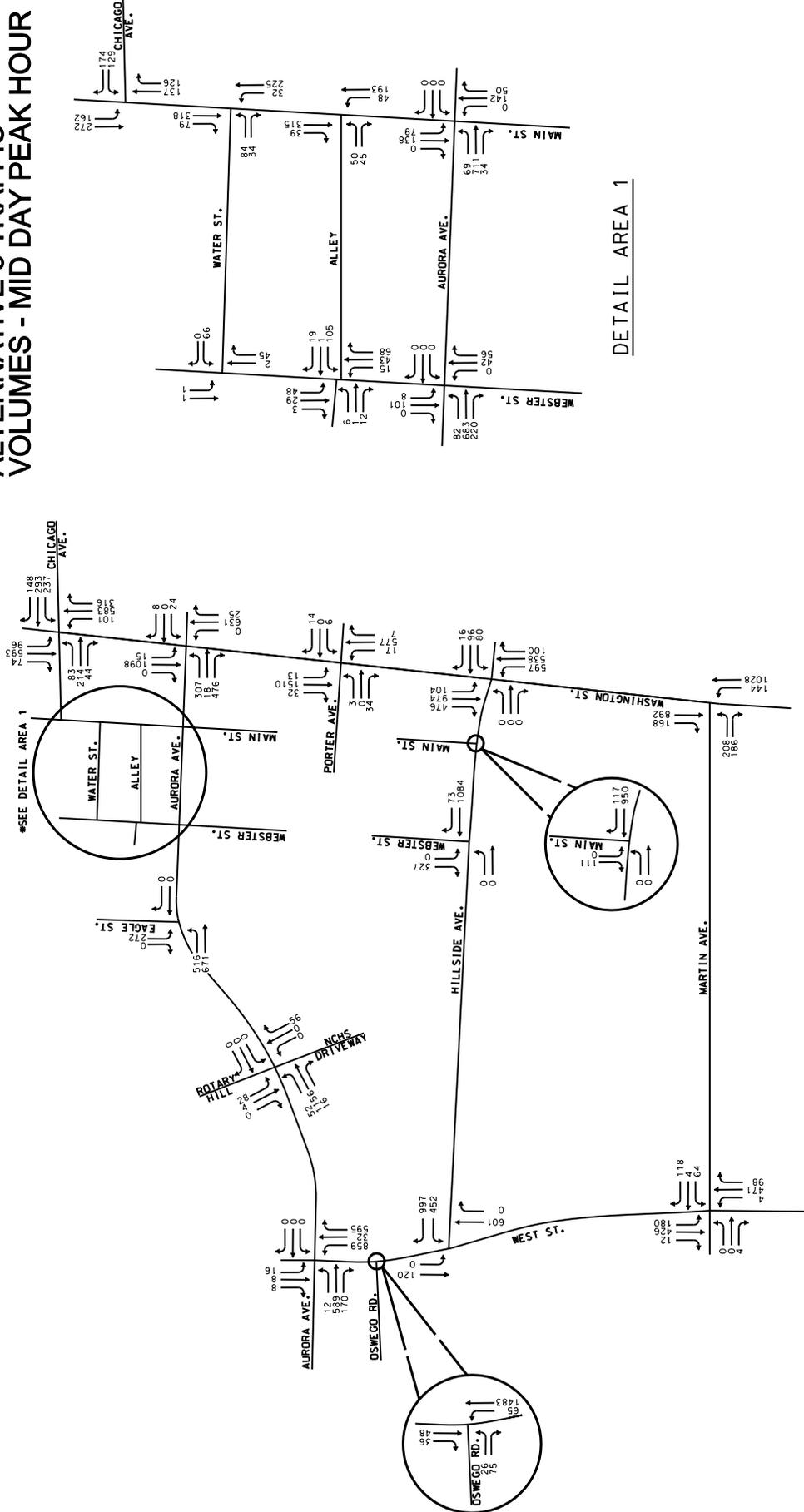
ALTERNATIVE 3 & 4 TRAFFIC VOLUMES - P.M. PEAK HOUR





APPENDIX:

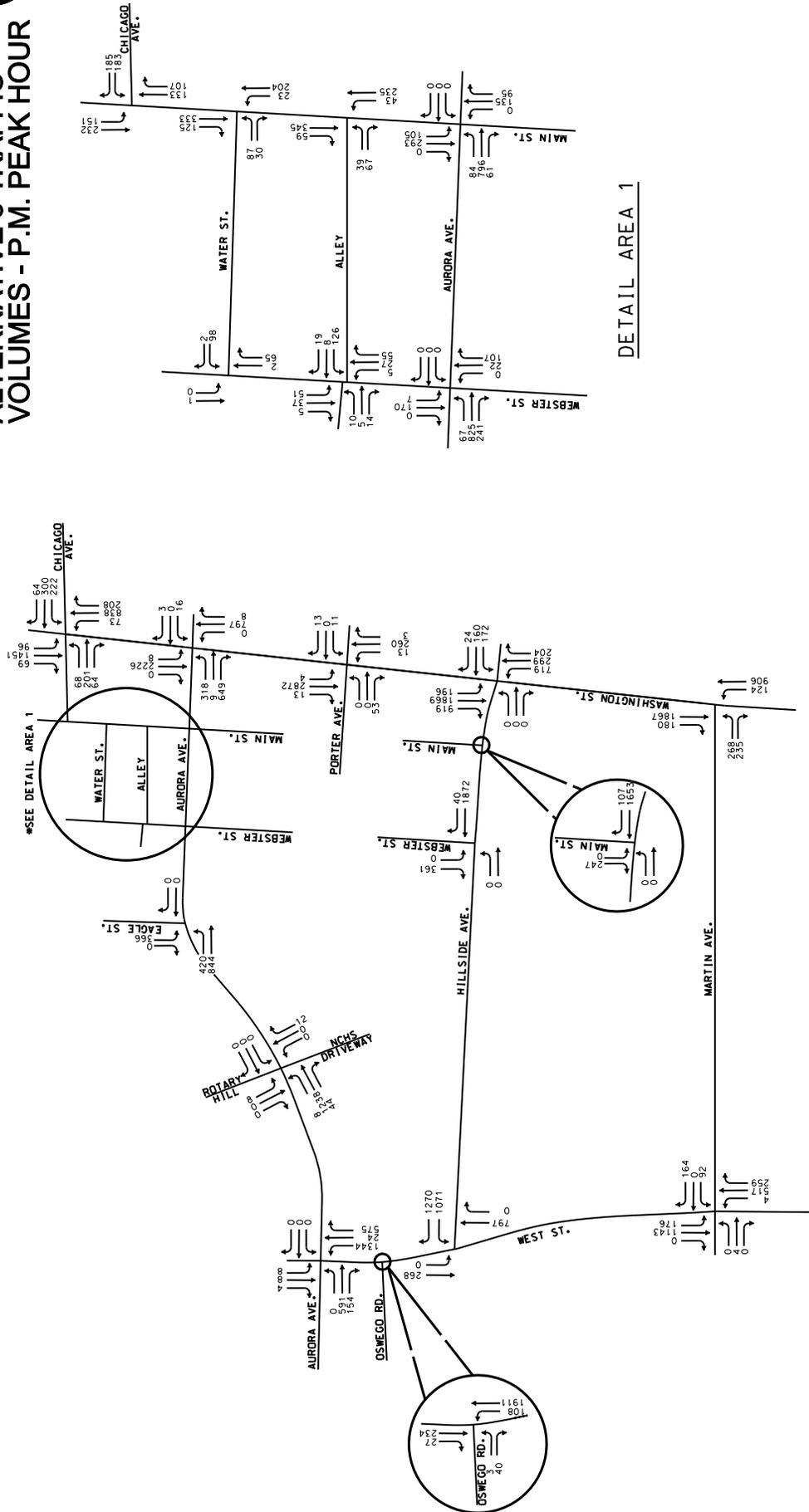
ALTERNATIVE 5 TRAFFIC VOLUMES - MID DAY PEAK HOUR





APPENDIX:

ALTERNATIVE 5 TRAFFIC VOLUMES - P.M. PEAK HOUR

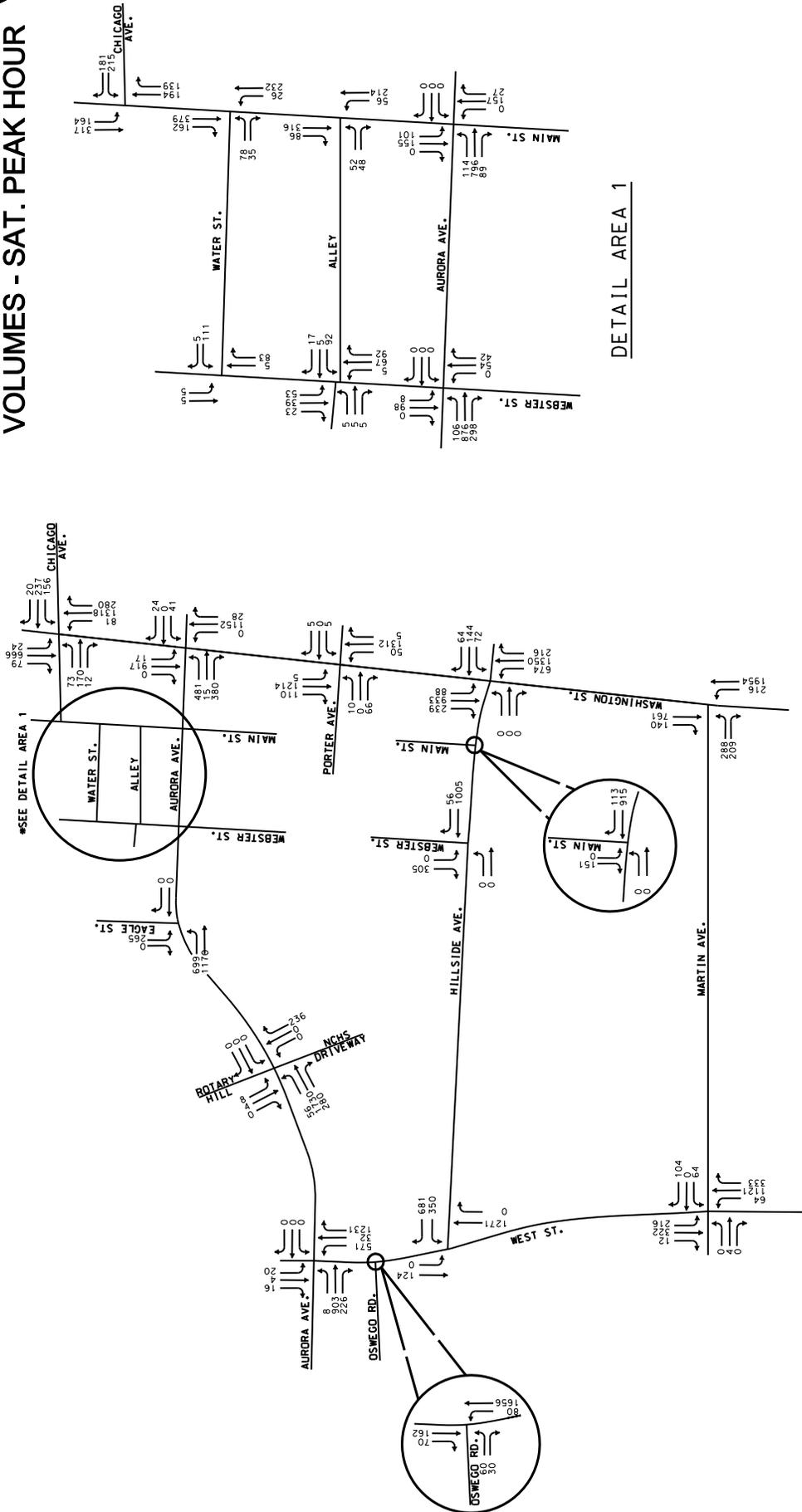


DETAIL AREA 1



APPENDIX:

ALTERNATIVE 5 TRAFFIC VOLUMES - SAT. PEAK HOUR





Naperville

TRANSPORTATION ADVISORY BOARD AGENDA ITEM

AGENDA DATE: 2/6/2010

SUBJECT: Jackson Avenue Parking

ACTION REQUESTED: Receive the report and provide input on the parking design options.

PREPARED BY: Steve Cope, Project Manager

Correspondence Reports New Business Old Business Public Hearing

ACTION PREVIOUSLY TAKEN:

Date	Item No.	Action

BACKGROUND:

Street pavement resurfacing will take place on Jackson Avenue from Washington Street to Main Street in May 2010. This one-block street segment is home to a variety of businesses and it serves their customer parking and goods-delivery needs. Given the upcoming resurfacing project, and in conjunction with the Downtown Parking Management Study (DPMS) recommendations, staff is considering different parking design options to better serve the downtown business needs, to optimize parking in the area while maintaining traffic safety and efficiency.

Jackson Avenue businesses include retail furniture, housewares, clothing and food/beverage. Jackson Avenue from Washington Street to Main Street is a one-way westbound street segment with access from southbound Washington Street only. With a street width of 48 feet, there is currently parallel parking on the north side of the street and angle parking on the south side. Parking requires just over 50% of the street width leaving about 23 feet of travel lane.

DISCUSSION:

Roughly 73% of the businesses on Jackson Avenue receive their goods by truck delivery utilizing Jackson Avenue as their loading area, as only three of the businesses fronting Jackson Avenue have alley access for loading purposes. Delivery trucks as large as semi-trailers double park on a daily basis to get shipments of goods to the local businesses.

The 23-foot wide travel lane allows for trucks to double-park alongside parallel parking stalls or behind the angle parking stalls to unload goods without full obstruction of traffic flow. It is a common occurrence that vehicles parked in parking stalls are blocked in during deliveries. Delivery truck drivers pull out of the way for blocked vehicles to let them out, then back up to continue unloading.

A component of the DPMS was to address truck deliveries. A recommendation by the consultant included designating parking spaces as truck loading zones only from 7:00 a.m. to 11:00 a.m. with some flexibility in those hours of restriction based on business need. The current truck delivery practices and the DPMS truck loading zones recommendation are taken into consideration in the parking design options provided herein by staff.

Other considerations in the parking design options include maximizing parking, ADA accessible parking, valet services and storefront exposure. The options and the factors associated with each are as follows:

Parking Option 1 (Total Spaces – 37)

This option is to retain the parking design layout as it is currently configured with parallel parking on the north side of the street and angle parking on the south side. It provides 36 parking spaces and one ADA accessible space. Truck loading zones have been created, but do not support semi-trailers. Double-parking takes place daily to accomplish the delivery of goods.

The multi-use loading zone on the north side of the street at Main Street should be upgraded to the city's new standard design to improve motorist recognition and compliance with the loading zones' purpose.

Parking Option 2 (Total Spaces – 35)

This option involves rotating the parallel parking from the north side to the south side of Jackson Avenue and placing angle parking on the north side of the street. It provides 34 parking spaces and one ADA accessible space. Truck loading zones would be designated in spaces at each end of the block for the hours of 7 a.m. to 11 a.m. The first three parking spaces on the north side of Jackson nearest Washington Street would remain parallel parking to alleviate congestion at the Jackson Avenue ingress. These parallel spaces coupled with and adjacent to an existing loading zone provides another opportunity for morning deliveries without double parking of trucks. The ADA parking space would be relocated adjacent to and west of the north side loading zone to also serve as the required access aisle. There is a sidewalk ramp in this location in compliance with ADA parking requirements.

This configuration better addresses truck deliveries, parked vehicles being blocked in by delivery trucks and therefore; through traffic. There would be a net loss of 2 parking spaces and while store window fronts on the north side of the street would benefit from visibility by the head-in parking, businesses on the south side of the street would lose that exposure.

Parking Option 3 (Total Spaces – 44)

This option provides angle parking on both sides of the street except for first three spaces adjacent to the existing loading zone on the north side nearest Washington Street. It provides 43 parking spaces and one ADA accessible space.

*Jackson Avenue Parking
February 6, 2010
Page 3 of 3*

The 18-foot travel lane is acceptable for one-way traffic and this parking configuration. This option maximizes parking and store window exposure to visitor parking.

A difficulty is that truck deliveries could not be done by double-parking, as the travel lane would be insufficient for a vehicle to pass around a parked truck. The only way this option can be a viable solution is if trucks were strictly prohibited from double-parking and only used the designated loading zones. This may be achieved with the support of the business owners in strictly managing their deliveries and visitors' compliance with the truck loading zone regulations to maintain truck access.

Stakeholder Input

Staff met with the Downtown Naperville Alliance (DNA) and the Naperville Development Partnership (NDP) to gain their perspective on the three parking design options. The DNA and NDP prefer Option 3, but understand the potential problems in managing truck deliveries and maintaining traffic flow. Option 2 is their second preference as it better addresses actual delivery needs.

The purpose of this recommendation is to gain the Transportation Advisory Board's input on the design options and to provide business and property owners a formal venue to share their concerns and support for the city's proposals. Informational packets have been sent to each Jackson Avenue business and property owner to seek their input. Staff will continue to communicate our efforts to these stakeholders until we have developed a parking design plan that best serves the Jackson Avenue businesses, the downtown and the city. A final recommendation will be provided to TAB at the March 6, 2010 meeting and then to the City Council in April 2010.

RECOMMENDATION:

Receive the report and provide input on the parking design options.

ATTACHMENTS:

1. Parking Option 1
2. Parking Option 2
3. Parking Option 3
4. Example Letter to Business/Property Owners



0 20 40
 Feet

**Reorientation of
 Jackson Avenue Parking
 Option 1**

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



Reorientation of Jackson Avenue Parking Option 2



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

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

Reorientation of Jackson Avenue Parking Option 3

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January 27, 2010

Dear Jackson Avenue Property/Business Owner,

The city will be resurfacing Jackson Avenue in May 2010. As such, there is an opportunity to consider alternatives to the current parking configuration of Jackson Avenue between Washington Street and Main Street. This block of Jackson Avenue is unique in that it is a one-way street segment that is impacted by truck deliveries more than most downtown streets due to the lack of alley access. There are other business needs to consider as well.

The City of Naperville presents this information to all Jackson Avenue businesses and property owners located between Washington Street and Main Street as notification and to solicit your input on the proposed parking design options. The enclosed agenda item and attachments are to be presented to the Transportation Advisory Board (TAB) at their February 6, 2010 meeting at 8:00 a.m. in the City Council Chambers. The city's intent is for TAB to approve a final design and in order to provide you with ample time to consider the parking design options, staff will continue to collect feedback from the Jackson Avenue businesses and property owners through February 17, 2010. The item will then go back to TAB at their March 6, 2010 meeting for final approval.

I urge you to share all of your thoughts on Jackson Avenue parking with us, including handicapped accessible parking, loading zones, valet parking, etc. You may provide input by attending the TAB meeting on February 6 or contact me at (630) 420-6066 or by email at copes@naperville.il.us. Thank you for your attention to this matter.

Sincerely,

Steve Cope
Project Manager
City of Naperville

C: Transportation Advisory Board
Downtown Naperville Alliance



Naperville

12-18-09

December 17, 2009

Ms. Pamela Meyer Davis
President & CEO
Edward Hospital
801 S. Washington Street
Naperville, IL 60540

Mr. Ray McGury
Executive Director
Naperville Park District
320 W. Jackson Avenue
Naperville, IL 60540

Dr. Mark A. Mitrovich
Superintendent
Naperville CUSD 203
203 W. Hillside Road
Naperville, IL 60540

Re: Proposed Traffic Signalization of West Street at Osler Drive

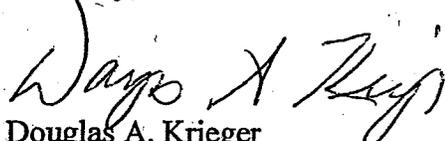
Dear Pam, Ray and Mark:

At their November 3rd and December 15th meetings, the Naperville City Council discussed the potential for future signalization of West Street at Osler Drive. The final action taken by the Naperville City Council was to program this project as a place holder in the city's Capital Improvement Program with no city cost participation. Traffic signalization at Osler Drive provides a benefit to all of your adjacent properties who operate facilities at this location. The City of Naperville has consistently required the benefitting parties to fully fund the cost of private benefit traffic signals.

Our data indicates that the intersection is operating safely under the current conditions. As the adjacent properties are improved and the uses intensify, we will likely start to experience degradation of traffic flow and access in this area. The city is more than willing to sit down with all of your agencies to discuss future signalization if and when the need exists. In the meantime we will continue to program this project as a placeholder in the outer years of our Capital Improvement Program.

Thanks to all of you for the contributions that your agencies make to the Naperville community. It is only through our cooperative efforts that we are able to build such an outstanding community.

Sincerely,


Douglas A. Krieger
City Manager

cc: Mayor and City Council
Marcie Schatz, Director of T.E.D. Business Group
William Novack, City Engineer

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**CITY OF NAPERVILLE
MEMORANDUM**

DATE: December 18, 2009

TO: Tim Burkhalter, Billing and Collection Manager

THROUGH: Karyn Robles, Transportation Team Leader

FROM: Deb Kreider, Transportation & Traffic Services Team

SUBJECT: Recommendation for FY 2009 – 2010, Fourth Quarter Commuter Permit Issuance and Space Utilization Report

PURPOSE:

This recommendation forwards information on utilization of commuter parking for the months of October, November and December 2009. The information is being used to make a recommendation to the Finance Department for the issuance of new parking permits from the waiting lists. A recommendation is made for each permit lot.

INFORMATION:

In order to assist the Finance Department in adjusting the number of permits for the commuter lots, the Transportation and Traffic Services Team surveyed the lots October 15, November 19, and December 17, 2009. The usage versus capacity for each lot is detailed in the attached spreadsheets.

The Transportation, Engineering and Development Business Group (TED) continues to be aggressive in the recommendation to Finance to issue commuter parking permits in an effort to maintain a high occupancy rate in the commuter parking lots. TED coordinates with the Police Department to have reports of 100% capacity, per lot, reported to TED in order to better track the daily usage of the lots. No reports of 100% occupancy were reported for the three survey months.

As a summary of the 175 offer letters that were sent to commuters on the Route 59 wait list for last quarter, 94 commuters (54%) accepted a permit. Twenty-six commuters rejected a permit even though they were on the wait list, 9 asked that they remain on a downtown wait list while refusing the Route 59 permit offer and 55 commuters did not respond at all to the offer letter that was sent to their address. Daily fee parking at Route 59 is now consistently less than 100% occupied, the last time daily fee parking was 100% filled was in January 2009. On December 17, 2009 there were 103 open daily fee spaces. Aurora is also experiencing open permit and daily fee commuter parking spaces with 40 open permit spaces and 94 open daily fee spaces on December 17, 2009.

Responses to the 60 Kroehler offer letters yielded 27 commuters (45%) who accepted a permit. Fourteen commuters rejected the permit offer and 19 commuters did not respond to the offer letter. Twelve commuters asked that they remain on the Burlington/Parkview wait list while refusing the Kroehler permit offer.

Twenty offer letters were sent to commuters on the wait list for the Burlington lot. Twelve commuters (60%) accepted the permits. Eight commuters did not respond to the offer letter. Ten of the commuters to accept the permit were upgrades from the Kroehler parking lot and two were upgrades from the Route 59 parking lot.

TED continues to use two methods of calculating the number of parking permits which are recommended that the Finance Department offer to commuters; the traditional method of actual acceptance and usage and a statistical analysis which is based on historical data and allows for flexibility based on the number of desired overflow days per year. By applying an anticipated acceptable number of potential parking space overflow days in the quarter, the number of permits that the lot would be able to support is calculated.

Staff recommendations for permit issuance, based on the previous quarter actual acceptance rates for permits that went into effect on November 1, 2009, the monthly usage and the statistical analysis are shown in the following tables. Recommendations are based on an acceptable overflow rate for the year. Seasonal variations have been taken into account through the adjustment of the number of desired vacancies.

The following tables summarize both the traditional methodology and statistical base methodology used to recommend permit issuance.

Permit Offers for the Fourth Quarter FY 09 – 10

Permits Effective February 1, 2010

Traditional Methodology for Permit Offers

Commuter Lot (# of spaces)	3rd Quarter Actual Acceptance Rates FY 09 - 10	4th Quarter Assumed Acceptance Rates FY 09 - 10	Lowest Number of Vacancies Observed (Oct. – Dec.)	Desired Number of Vacancies	Offer Letters to be Extended (rounded to nearest factor of 5)
Burlington (544)	60%	60%	29	25	5
Route 59 (1163)	54%	55%	101	10	130
Parkview (129)	N/A	100%	22	10	10
Kroehler (281)	45%	45%	39	10	45

Summary of Statistical Analysis Based on Historical Data, Target Number of Permits and Potential Days of Annual Overflow

Commuter Lot (# of spaces)	Target Number of Permits	Current Number of Permits	4th Quarter Assumed Acceptance Rates FY 09 - 10	Potential Days of Annual Overflow	Offer Letters to be Extended (rounded to nearest factor of 5)
Burlington (544)	940	923	60%	3	20
Route 59 (1163)	1740	1699	55%	3	60
Parkview (129)	185	191	100%	0	0
Kroehler (281)	490	468	45%	5	35

In addition to the actual usage and the previous quarter actual acceptance rates used to make this quarter's recommendation, construction work on the platforms scheduled for 2010 will affect the number of available parking spaces in the Burlington and Parkview lots. Metra will utilize spaces to stage equipment and for access to both the north and south platforms during platform replacement.

Adjustments have also been made based on an anticipated number of commuters who do not use their permits on a regular basis and seasonal adjustments. TED has and will continue to work closely with Finance to determine how many permits may become available due to commuters who chose to not renew their permits, possibly due to permit fee rates or current job markets.

RECOMMENDATION:

Based upon the factors listed above and in an effort to increase occupancy, TED is recommending that the number of commuter offer letters be sent to persons on the waiting lists as follows.

Burlington 0
 Route 59 95
 Parkview 0
 Kroehler 40

C: Transportation Advisory Board
 S. Sharp-Lawson, Finance

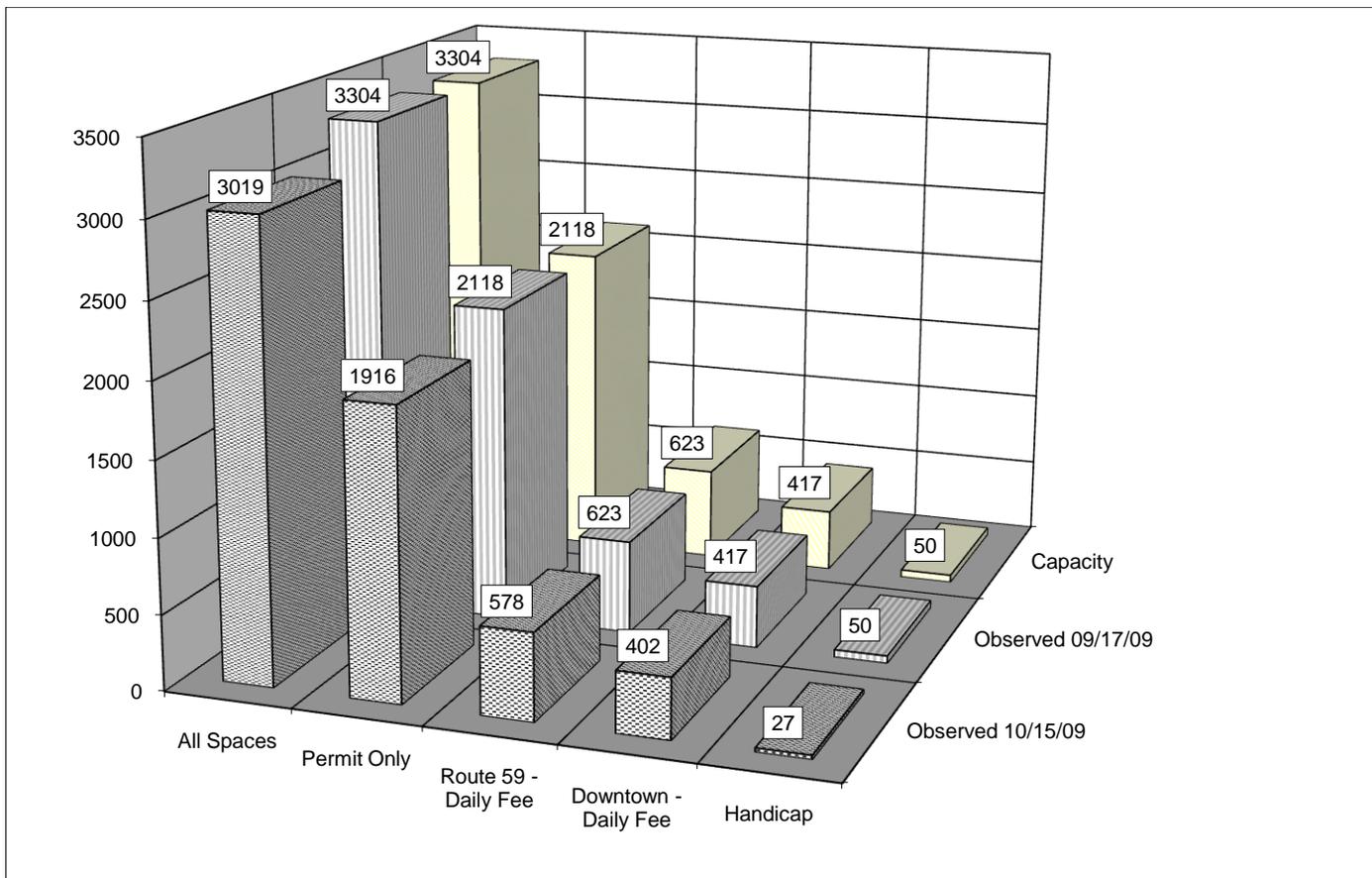
Naperville Monthly Commuter Parking Survey

LOCATION	CAPACITY	OBSERVED	VACANT	% OCCUPIED
Burlington Northern Lot				
Permit Only	544	515	29	95%
Handicap	13	6	7	46%
Rt. 59 Station Lot				
Permit Only	1164	1063	101	91%
Daily Fee	623	578	45	93%
Handicap	27	11	16	41%
Parkview Lot				
Permit Only	129	107	22	83%
Handicap	8	8	0	100%
Kroehler Lot				
Permit Only	281	231	50	82%
Daily Fee	44	39	5	89%
5th Avenue (on street)				
Washington to Main - Daily Fee	23	23	0	100%
Washington to Columbia - Daily Fee	93	91	2	98%
WTW Temporary Parking Lots				
East Lot - Daily Fee	19	14	5	74%
West Lot - Daily Fee	96	96	0	100%
4th Avenue (Serpentine)				
Daily Fee	132	132	0	100%
6th Avenue				
Daily Fee	10	8	2	80%
North Avenue				
Daily Fee	30	30	0	100%
Spring Avenue				
Daily Fee	21	21	0	100%
Center Street				
Daily Fee	9	9	0	100%
Ellsworth Street (North)				
Daily Fee	6	6	0	100%
4th Avenue (at station)				
Daily Fee	20	19	1	95%
Handicap	2	2	0	100%
Ellsworth Street (south)				
Daily Fee	10	10	0	100%
Totals				
All Spaces	3304	3019	285	91%
Permit Only	2118	1916	202	90%
Route 59 - Daily Fee	623	578	45	93%
Downtown - Daily Fee	417	402	15	96%
Handicap	50	27	23	54%

CLOUDY - 39⁰

October 15, 2009

Naperville Monthly Commuter Parking Survey



	Observed 09/17/09	Observed 10/15/09	Capacity
All Spaces	3304	3019	3304
Permit Only	2118	1916	2118
Route 59 - Daily Fee	623	578	623
Downtown - Daily Fee	417	402	417
Handicap	50	27	50

Location	Capacity	Observed
Bicycle - Downtown		
North Side	X	14
South Side	X	39
Motorcycle - Downtown		
North Side (no permit required)	25	5
South (covered, permit required)	40	5
Children's Museum Lot		
Bicycle	X	10
Motorcycle / Scooters	X	0

Location	Capacity	Observed
Bicycle - Route 59		
Naperville Side	X	18
Scooters - Route 59		
Naperville Side	X	2
Motorcycle - Route 59		
East Side (no permit required)	15	0
Aurora - Open Daily Fee & Permit Spaces		
Daily Fee	1645	43 Open
Permit	770	11 Open
Motorcycle \$2 fee (Observed)		0
Scooters @ bike racks (Observed)		1

CLOUDY - 39⁰

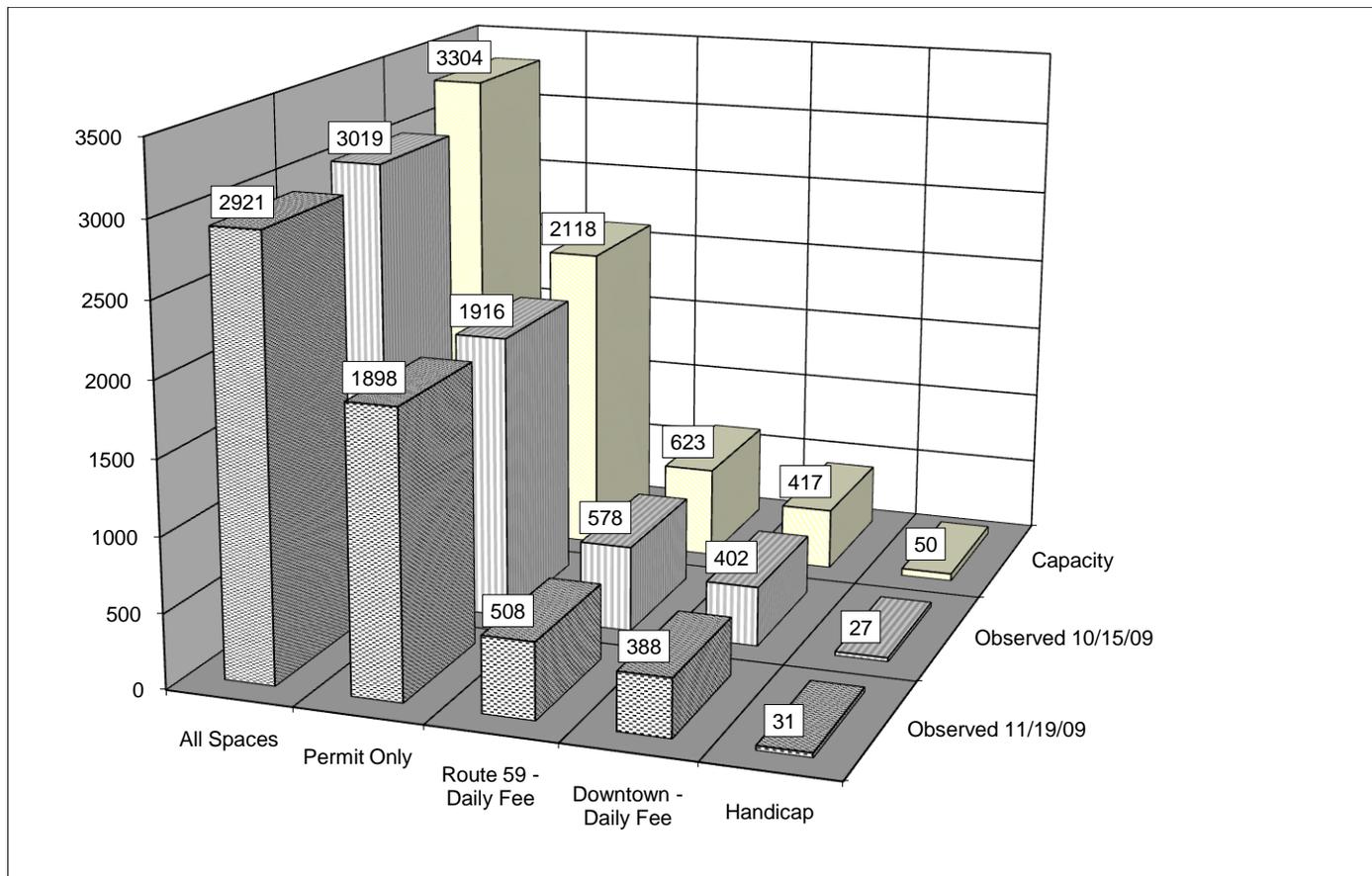
Naperville Monthly Commuter Parking Survey

LOCATION	CAPACITY	OBSERVED	VACANT	% OCCUPIED
Burlington Northern Lot				
Permit Only	544	506	38	93%
Handicap	13	9	4	69%
Rt. 59 Station Lot				
Permit Only	1164	1046	118	90%
Daily Fee	623	508	115	82%
Handicap	27	12	15	44%
Parkview Lot				
Permit Only	129	104	25	81%
Handicap	8	8	0	100%
Kroehler Lot				
Permit Only	281	242	39	86%
Daily Fee	44	36	8	82%
5th Avenue (on street)				
Washington to Main - Daily Fee	23	23	0	100%
Washington to Columbia - Daily Fee	93	93	0	100%
WTW Temporary Parking Lots				
East Lot - Daily Fee	19	3	16	16%
West Lot - Daily Fee	96	96	0	100%
4th Avenue (Serpentine)				
Daily Fee	132	131	1	99%
6th Avenue				
Daily Fee	10	6	4	60%
North Avenue				
Daily Fee	30	30	0	100%
Spring Avenue				
Daily Fee	21	21	0	100%
Center Street				
Daily Fee	9	9	0	100%
Ellsworth Street (North)				
Daily Fee	6	6	0	100%
4th Avenue (at station)				
Daily Fee	20	20	0	100%
Handicap	2	2	0	100%
Ellsworth Street (south)				
Daily Fee	10	10	0	100%
Totals				
All Spaces	3304	2921	383	88%
Permit Only	2118	1898	220	90%
Route 59 - Daily Fee	623	508	115	82%
Downtown - Daily Fee	417	388	29	93%
Handicap	50	31	19	62%

LIGHT RAIN - 40⁰

November 19, 2009

Naperville Monthly Commuter Parking Survey



	Observed 10/15/09	Observed 11/19/09	Capacity
All Spaces	3019	2921	3304
Permit Only	1916	1898	2118
Route 59 - Daily Fee	578	508	623
Downtown - Daily Fee	402	388	417
Handicap	27	31	50

Location	Capacity	Observed
Bicycle - Downtown		
North Side	X	10
South Side	X	43
Motorcycle - Downtown		
North Side (no permit required)	25	7
South (covered, permit required)	40	6
Children's Museum Lot		
Bicycle	X	9
Motorcycle / Scooters	X	0

Location	Capacity	Observed
Bicycle - Route 59		
Naperville Side	X	25
Scooters - Route 59		
Naperville Side	X	2
Motorcycle - Route 59		
East Side (no permit required)	15	1
Aurora - Open Daily Fee & Permit Spaces		
Daily Fee	1645	49 open
Permit	770	0 open
Motorcycle \$2 fee (Observed)		0
Scooters @ bike racks (Observed)		8

LIGHT RAIN - 40°

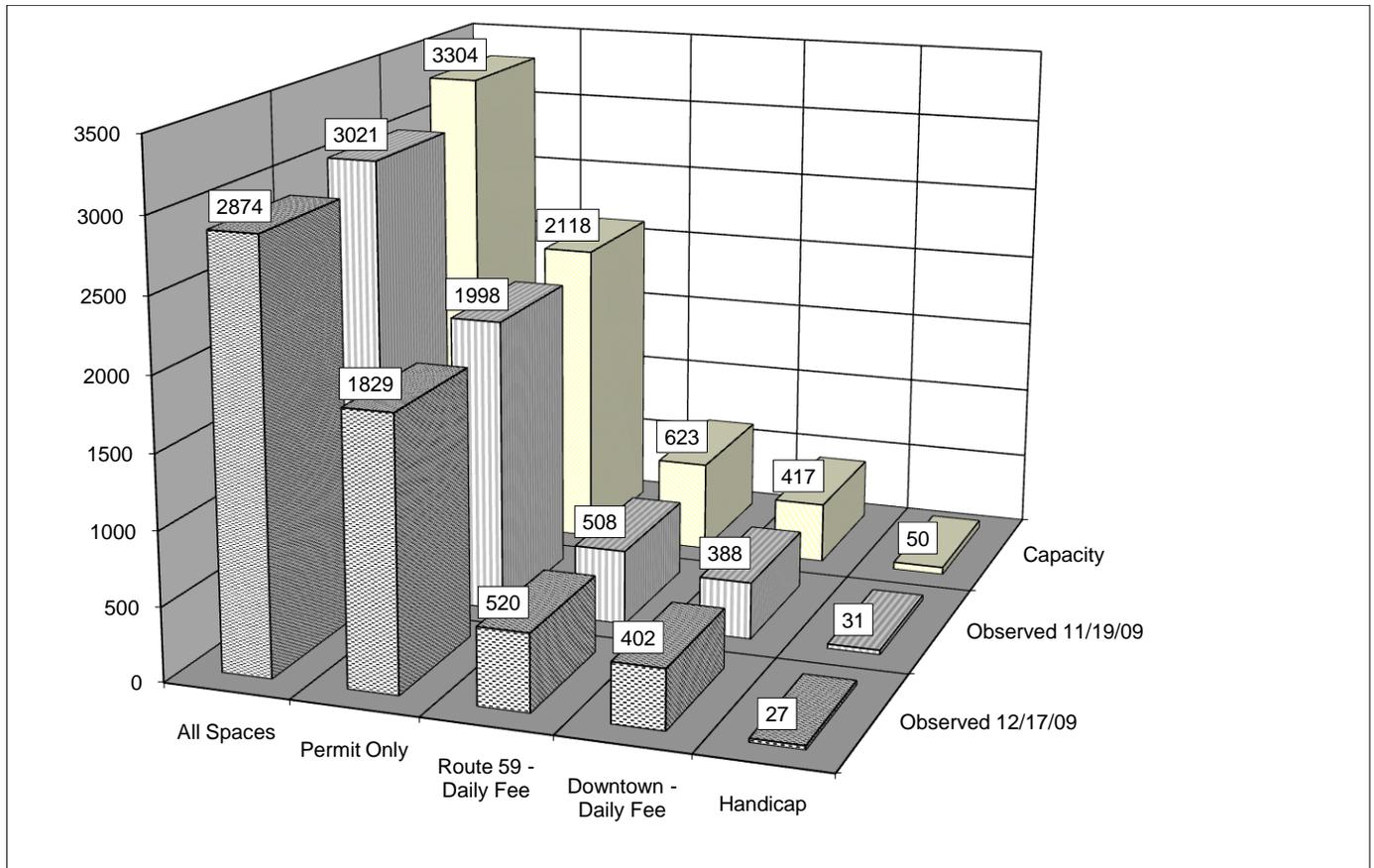
Naperville Monthly Commuter Parking Survey

LOCATION	CAPACITY	OBSERVED	VACANT	% OCCUPIED
Burlington Northern Lot				
Permit Only	544	504	40	93%
Handicap	13	9	4	69%
Rt. 59 Station Lot				
Permit Only	1164	1008	156	87%
Daily Fee	623	520	103	83%
Handicap	27	10	17	37%
Parkview Lot				
Permit Only	129	98	31	76%
Handicap	8	6	2	75%
Kroehler Lot				
Permit Only	281	219	62	78%
Daily Fee	44	41	3	93%
5th Avenue (on street)				
Washington to Main - Daily Fee	23	23	0	100%
Washington to Columbia - Daily Fee	93	91	2	98%
WTW Temporary Parking Lots				
East Lot - Daily Fee	19	13	6	68%
West Lot - Daily Fee	96	96	0	100%
4th Avenue (Serpentine)				
Daily Fee	132	132	0	100%
6th Avenue				
Daily Fee	10	6	4	60%
North Avenue				
Daily Fee	30	30	0	100%
Spring Avenue				
Daily Fee	21	21	0	100%
Center Street				
Daily Fee	9	9	0	100%
Ellsworth Street (North)				
Daily Fee	6	6	0	100%
4th Avenue (at station)				
Daily Fee	20	20	0	100%
Handicap	2	2	0	100%
Ellsworth Street (south)				
Daily Fee	10	10	0	100%
Totals				
All Spaces	3304	2874	430	87%
Permit Only	2118	1829	289	86%
Route 59 - Daily Fee	623	520	103	83%
Downtown - Daily Fee	417	402	15	96%
Handicap	50	27	23	54%

FAIR - 21⁰

December 17, 2009

Naperville Monthly Commuter Parking Survey



	Observed 11/19/09	Observed 12/17/09	Capacity
All Spaces	3021	2874	3304
Permit Only	1998	1829	2118
Route 59 - Daily Fee	508	520	623
Downtown - Daily Fee	388	402	417
Handicap	31	27	50

Location	Capacity	Observed
Bicycle - Downtown		
North Side	X	6
South Side	X	23
Motorcycle - Downtown		
North Side (no permit required)	25	0
South (covered, permit required)	40	1
Children's Museum Lot		
Bicycle	X	7
Motorcycle / Scooters	X	0

Location	Capacity	Observed
Bicycle - Route 59		
Naperville Side	X	17
Motorcycle - Route 59		
East Side (no permit required)	15	0
Aurora - Open Daily Fee & Permit Spaces		
Daily Fee	1645	94 open
Permit	770	40 open
Motorcycle \$2 fee (Observed)		0
Scooters @ bike racks (Observed)		0

FAIR - 21⁰

