



**NAPERVILLE TRANSPORTATION ADVISORY BOARD
COUNCIL CHAMBERS – MUNICIPAL CENTER
FINAL AGENDA
03/06/2010 - 8:00 AM**

CALL TO ORDER:

A. ROLL CALL

B. APPROVAL OF MINUTES

1. Approval of February 6, 2010 Minutes

C. PUBLIC FORUM

D. OLD BUSINESS

1. South Downtown Traffic Management Study Recommendations
2. Jackson Avenue Parking Update

E. PUBLIC HEARINGS

F. REPORTS AND RECOMMENDATIONS

1. City Council Report - February 16 Eva Polites March 2 - Myron Sawyer
2. BPAC Report
 - a. January 18, 2010 BPAC Meeting Minutes - Mark Jaynes
3. Police Department Report
4. FY 10-11 Transportation Work Program
5. 2010 New Sidwalk Program Locations
6. FY10-11 Bicycle Implementation Work Program
7. Transit Benchmarking - Performance Measure Recommendation

AGENDA
NAPERVILLE TRANSPORTATION ADVISORY BOARD
03/06/2010 - 8:00 AM - COUNCIL CHAMBERS
Page 2

8. Bicycle Rack Fundraising Program
9. Parking Restrictions on Auburn Avenue at Ranchview School

G. CORRESPONDENCE

1. 95th Street Park-n-Ride Useage Request
2. Plank Road Study - Plan Commission Review in March

H. NEW BUSINESS

I. ADJOURNMENT

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 – FEBRUARY 6, 2010**

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

ROLL CALL:

Members Present: Dan Bauer, Jay Chiglo Stephen Frost, Joe Gryczkowski, Eva Polites, Myron Sawyer, Deborah Stamm, and Student Representatives Ryan Cap and Elizabeth Lass

Members Absent: Mark Jaynes, Pam Perillo, Dennis Wencel and Jim Wilson

Staff Present: Steve Cope, Jen Ebel, Andy Hynes, and Ahmad Muntasir of TED, Consultant Mike Rechterik of V3, and Lee Martin of PD

APPROVAL OF THE MINUTES: Minutes of January 9, 2010 were approved as written. **Motion by Dan Bauer, seconded by Deborah Stamm. Ayes: Bauer, Chiglo, Frost, Gryczkowski, Polites, Sawyer, and Stamm. Motion approved 7 to 0.**

PUBLIC FORUM: No one from the public spoke.

OLD BUSINESS: There were no items of Old Business.

PUBLIC HEARINGS: There were no public hearings.

REPORTS AND RECOMMENDATIONS

City Council Meeting of February 3-Jay Chiglo: Approved an Intergovernmental Agreement with IDOT for the Route 59 improvements engineering study; Approved the 2010 Annual Sidewalk Program including the deletion of Douglas Avenue and Porter Avenue and the addition of portions of Columbia and Bauer; Temporary over-night parking was established at designated downtown locations in the parking decks for a six months trial period.

Report of Bicycle and Pedestrian Advisory Committee Meeting of December 14 – Jen Ebel:

BPAC discussed accessibility coordination with the Mayors Disabilities Commission to insure that all projects include accessible features that are required; Motion was made to modify the Route 59 project to include bicycle signal actuation at the intersection of Jefferson Avenue and Liberty Street and Brookdale Road and Bruce Lane with motion not being approved; Are in favor of the Jefferson Avenue Bridge Project which includes a barrier separating the sidewalk and the bike lane.

Police Department Report-Sgt. Martin: City Council approved the reduction of the late fee for the Red Light Running Program to fifty dollars from one hundred dollars, effective February 2. The study conducted to determine where the violators live indicated 23% of the violators lived in Naperville zip codes with the remaining offenders living outside the boundaries of the city.

Bicycle and Pedestrian Advisory Committee Appointment-Jen Ebel: Due to a resignation, BPAC is recommending the appointment of Todd Stocke for a term through June 30, 2012.

MOTION: The Transportation Advisory Board approves the appointment of Todd Stocke to the Bicycle and Pedestrian Advisory Committee. **Motion by Stamm, seconded by Polites. Ayes: Bauer, Chiglo, Frost, Gryczkowski, Polites, Sawyer, and Stamm. Motion approved 7 to 0.**

South Downtown Traffic Management Study Recommendations–Andy Hynes – Mike Rechterik

Andy Hynes: Purpose of the study was to evaluate the transportation network around the southern perimeter of the downtown which was needed because of the redevelopment projects in the area anticipated over the next several years including the Water Street District Development, Naperville Central High School Renovation, Naper Settlement Expansion and Riverfront Development. With the 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. The study then focused on identifying short term and long term traffic management and operational strategies that do not require major capacity improvements or land acquisition. The strategies include the addition of a traffic signal at Webster and Aurora, removal of existing traffic signals, turn restrictions, turn lanes, pavement markings and signage.

Mike Rechterik: Traffic signals with unacceptable operating conditions are at the intersections of Aurora and West and Aurora and Washington. A traffic signal at Aurora and Webster would help pedestrian safety and provide connectivity between Naper Settlement and the neighborhood to Downtown Naperville. Converting Aurora Avenue and Hillside Road to one-way pair streets was another alternative along with a four-way stop at Porter and Webster.

Resident Toby Hayer-124 Aurora Avenue: Opposes the traffic light at Aurora and Webster as Webster only goes 3 blocks, 2 to the south and 1 to the north. Other things can be done to assist pedestrians. Perhaps stripping crosswalks on both sides would help. The traffic signal should not be implemented until traffic warrants on Webster are met.

Questions and Answers: Right Turn Only restrictions would lead to more circuitous traffic in the area. The High Priority items add up to approximately \$32,000 but would probably be spread over several years in various maintenance programs including the pedestrian countdown signals which are now a Federal requirement. The LED signals are to be replaced in several years due to their age. Some priorities are tied to the Water Street Development.

Pedestrian crossing at Water and Main maybe eliminated in favor of a pedestrian crossing at the 4-way stop at Main and Chicago. Will depend on pedestrian traffic generated by Water Street. Recommendation was Alternate 1 including the new traffic signal at Aurora and Webster, leaving the access as it exists today. Traffic light at Webster is not warranted at this time and will not be installed until the Water Street Development warrants it.

A pedestrian overpass would require significant amounts of land acquisition. A pedestrian tunnel would have issues of rock due to the closeness to the river and also security issues making it very costly as well as having engineering challenges. Changing the signage on Aurora suggesting cars exiting driveways on the south side of Aurora have the right-of-way instead of the sign “do not block driveways”.

Alternate 2 would allow people to cross to the settlement while making Main Street a right-in and right-out. Put a 4-way stop sign at Porter and Webster to slow down traffic. Bus drop off for Naperville Center remains on Porter Avenue with the long term access to be off Hillside when Naper Settlement reclaims the land they own on Porter Avenue which will be after they complete their build out in the future.

The on-street parking on Hillside would be eliminated after the new proposed driveways are in place. Site distance requirements would cause some Hillside on-street parking to be removed.

A revised recommendation will be brought to TAB in March

Jackson Avenue Parking – Steve Cope-Ahmad Muntasir: Jackson Avenue from Washington to Main will be resurfaced in May which will provide an opportunity to redesign the parking. This one block one-way street has many truck deliveries with cars being blocked occasionally by the deliveries. Most deliveries are on the south side of the street so put several loading zones from 7 to 11am, one on the east end, one on the west end of Main Street.

TAB favored Option 3, (total spaces of 44) with angle parking on both sides and truck loading zones on the north side for Beidelman's and one on each end of Jackson for the restaurants. TAB also suggested one all day loading zone from 8 to 5 on the south side instead of 2 loading zones. Another TAB suggestion was 2 loading zones with staggered times of 7 to 11 and noon to 5.

Staff likes Option 3 but wants to hear from the property owners/managers. Double parking is an issue which needs to be corrected. Jackson Avenue because it is one-way has lower volume, lower speed. Staff plans to have a recommendation for this item on the March TAB Agenda. The Stake Holders will be notified.

CORRESPONDENCE

Proposed Traffic Signalization of West Street at Osler Drive: TAB acknowledged the document.

Recommendation for FY 2009-2010, Fourth Quarter Commuter Permit Issuance and Space Utilization Report: TAB acknowledged the report.

NEW BUSINESS

Attendance at forthcoming meetings was noted.

ADJOURNMENT

Motion to adjourn by Bauer, seconded by Stamm with unanimous approval. Meeting adjourned at 8:52 am. Next TAB Meeting will be March 6th at 8 am in the City Council Chambers.

Respectfully submitted,

Marjorie McIntosh, Secretary



Naperville

TRANSPORTATION ADVISORY BOARD AGENDA ITEM

AGENDA DATE: 3/6/2010

SUBJECT: South Downtown Traffic Management Study Recommendations

ACTION REQUESTED: Endorse the proposed implementation plan for the South Downtown Traffic Management Study.

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.
2/6/2010	E5	Receive study report and provide input.

Staff requests that TAB members save the South Downtown Traffic Management Study report provided at February 6th meeting.

BACKGROUND:

The South Downtown Traffic Management Study report was presented at the February 6, 2010 meeting. Several comments were received from a resident and TAB members. A copy of the written comments received at the meeting included as Attachment 2. Staff has prepared a response to each of these comments.

DISCUSSION:

A summary of the comments received at the February 6th meeting and the staff response is provided below:

Comment #1 – Why was the Aurora Avenue/Hillside Road one-way couplet alternative included in the study?

Response – The Aurora Avenue/Hillside Road one-way couplet alternative was requested by two project stakeholders during the input phase of the study. After further analysis, this option was found to have significant negative impacts on the operation of certain intersections and provide

access challenges for numerous properties. As a result, the one-way couplet option was not recommended.

Comment #2

Include a southbound right turn lane at the intersection of Main Street and Aurora Avenue.

Response – The southbound lane configuration at the intersection of Main Street and Aurora Avenue currently consists of a dedicated left turn lane and a shared through/right turn lane. Most southbound traffic coming from the downtown area turns left or right on to Aurora Avenue instead of proceeding south on Main Street into the residential area. Under the future conditions, southbound through vehicles are projected to range from 7 vehicles per hour (vph) to 93 vph depending upon the time of day. Southbound right turning traffic ranges from 39 to 200 vph.

Staff performed a capacity analysis with the addition of a dedicated southbound right turn lane on Main Street at Aurora Avenue. This analysis indicated that the additional lane would only provide a relatively small improvement in the operation of the intersection (overall vehicle delay was reduced by less than 1 second during the AM peak hour and approximately 8 seconds in the PM peak hour). This is because the relatively low volume of through traffic is only a slight impediment to right turning vehicles. The right turn lane would also have some benefit in reducing the length of the queue on Main Street.

A southbound right turn lane would require right of way acquisition from the property on the northwest corner of the intersection. From a construction perspective, the additional pavement and associated sidewalk construction would impact the building's character, pedestrian access, and possibly the structure itself.

Staff does not recommend including a southbound right turn lane at the intersection of Main Street and Aurora Avenue in the plan because its limited operational benefit, impacts to the adjacent property, and the associated construction and maintenance costs.

Comment #3

The study should include the intersection of Main Street and Jackson Avenue because of its close proximity to the intersection of Main Street and Chicago Avenue. The eastbound traffic queue on Chicago Avenue extends from Washington Street to Main Street.

Main Street and Jackson Avenue Intersection

The original project boundary was selected because it captures the traffic routes that would be most significantly impacted by the proposed future developments. The majority of new trips generated by the Water Street District are expected to access the site from Washington Street (via Chicago Avenue and Main Street) and Aurora Avenue (via Main Street and Webster Street). A smaller portion of the new trips are expected to come through the downtown area because of the additional stop controls, travel distance and time.

The close proximity of the intersections of Jackson Avenue and Chicago Avenue with Main Street does influence the operation of both of these stop-controlled locations. As a follow up to this comment, staff performed a capacity analysis of the intersection and found no change in the

level of service under the existing and proposed traffic conditions. In addition, staff reviewed a queue study that was performed at both of these intersections prior to the reconstruction of the Main Street Bridge (2001). Though an older study, a comparison with more recent traffic count indicates that the data in this queue study is a reasonable estimate of current conditions. That study found that the average queue length during peak hours was less than two vehicles for all of the intersection approaches.

Using these two data points, the operation of Main Street and Jackson Avenue should not change significantly in the future. Average vehicle delay and queue length are expected to increase slightly. In addition, the existing stop control, adjacent structures, and right-of-way width, limit the feasible improvement options. Staff recommends no changes at this intersection.

Eastbound Chicago Avenue at Washington Street Queue Concerns

Existing eastbound traffic from the intersection of Chicago Avenue and Washington Street can extend back to Main Street during the PM peak hour as confirmed by the field observations depicted in Figure 12 – Maximum Queue Length Comparison – of the South Downtown Traffic Management Study. (Note that queue lengths were only recorded only at signalized intersections for this study.) This queue occurs because of the capacity limitations at the intersection of Chicago Avenue and Washington Street. The higher priority assigned to the coordinated movement of southbound traffic on Washington Street during the PM peak hours also limit the available green time for Chicago Avenue.

As noted above, queues on Main Street/Jackson Avenue to the north of Chicago Avenue are not expected to increase significantly. The northbound queue at the intersection of Main Street and Chicago Avenue is expected to increase, but should generally be able to be accommodated on the pavement north of Water Street.

The queues on Main Street and Chicago Avenue will have to be monitored closely during peak hours as activity from Water Street Development increases. The recommended management strategies should sustain traffic flow in the area. However, the influence of some variables on traffic operations is not completely predictable. One of these variables is increased pedestrian traffic, particularly at the unsignalized intersections. Additional pedestrians will have some reduction on the efficiency of intersection operations and may create occasional spikes in queue lengths. If undesirable queue lengths do occur on Main Street or Chicago Avenue, additional management strategies may need to be implemented. These may include adjusting the signal at Washington Street to provide additional green time for Chicago Avenue or restriping Chicago Avenue to provide additional vehicle storage area.

Comment #4

The crosswalk at Main Street and Water Street should not be removed.

Response

Staff desires to maintain the existing crosswalk on the north side of Main Street and Water Street as long as possible. An interim improvement is recommended to provide additional signage as pedestrian traffic increases. Once the Water Street District reaches build out, traffic on Main Street may increase to the point where traffic gaps become very limited. At that time, this

crosswalk should be re-evaluated. It may be desirable to remove the crosswalk and encourage pedestrians to cross Main Street at Chicago Avenue where the stop control provides a guaranteed gap.

Comment #5

The proposed “Do Not Block Driveway” signage on Aurora Avenue will be ineffective. A “Yield to Driveway” sign should be considered.

During peak evening traffic hours, driveway access to the three residential driveways located on south side of Aurora Avenue between Webster Street and Main Street can be challenging under existing conditions and limits vehicles to primarily right-in/right-out movements. Similar situations can be found at other locations in the city near signalized intersections with adjacent residential driveways (Washington Street and Gartner Road, 87th and Plainfield Naperville Road, 103rd/104th Street and Book Road).

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.

Options to improve access to these driveways without major changes to the affected properties are very limited. 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. While overall compliance with the signs may be low, they should provide some benefit over existing conditions. A fluorescent border could be added to the signs to enhance visibility.

The suggestion to require Aurora Avenue traffic to yield to a residential driveway would not be consistent with the guidance provided in the Manual of Uniform Traffic Control Devices (MUTCD) or driver expectations. Yield control is intended for use at intersections of two public roads or a public road with a higher volume commercial driveway. The MUTCD also indicates that the yield control should be applied on the roadway with the lower traffic volume. Based upon this guidance, yield control of an arterial roadway would not be an appropriate method to address residential driveway access concerns.

Comment #6

A traffic signal at the intersection of Aurora Avenue and Webster Street is unnecessary and should only be installed when warrants are met.

The Water Street District Development and the proposed 550 spaces parking deck will need a second signalized full access point on Aurora Avenue to improve traffic circulation and avoid oversaturating Main Street. In addition, a signal at the intersection of Aurora Avenue and Webster Street will enhance the pedestrian connection between Naperville Settlement and the Riverwalk/Downtown. This improved pedestrian connectivity is consistent with the goals stated

in the Water Street Vision Statement and the feedback received nearly all of the project stakeholders.

Increased pedestrian traffic is anticipated at this intersection is anticipated in the future. Naperville Settlement's expansion plans include the construction of an entire new block of buildings within their site. A major element of this expansion will include a large banquet facility. While the Settlement does not have a detailed parking plan for this development at this time, it is anticipated that some portion of their parking needs will be accommodated in the proposed Water Street District parking garage. Patrons that park in the Water Street Deck will need to cross Aurora Avenue at Webster Street to reach the Settlement grounds.

Staff concurs that the proposed traffic signal at the intersection of Aurora Avenue and Webster Street should not be installed until the Manual of Uniform Traffic Control Devices warrants are satisfied. This is not anticipated to occur until the Water Street District Development becomes active.

Comment #7

Could a pedestrian overpass or underpass be constructed at the Aurora Avenue and Webster Street intersection?

Providing a grade separated crossing at the intersection of Aurora Avenue and Webster Street would be extremely challenging from an engineering and financial perspective. A pedestrian overpass requires a minimum vertical clearance of 17 feet from the roadway surface. To meet this clearance height and Americans with Disabilities Act slope requirements, the approach ramps on either side of Aurora Avenue would have to extend over 200 feet to match the existing grade. The structure will require additional right-of-way from some adjacent properties. Stakeholders concerns regarding the aesthetics and context of a structure this large would also be anticipated.

A pedestrian underpass would have some different challenges. The shallow rock in the area, various utilities under Aurora Avenue, and drainage of the underpass would present many construction obstacles. Approach ramps would also extend for a few hundred feet away from the intersection. Finally, some people avoid using underpasses because of the limited visibility and associated personal safety concerns.

The total cost for a pedestrian grade separation at this location is estimated to range between \$2 million and \$2.5 million. Based upon the engineering, functional, and financial considerations as well as the projected pedestrian traffic volume, an underpass/overpass is not recommended at this location.

RECOMMENDATION:

Endorse the proposed implementation plan for the South Downtown Traffic Management Study.

ATTACHMENTS:

1. February 6th TAB Agenda Item
2. Comments provided by Toby Hayer



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

You probably will say this is a well done report. I have reservations. I question how well traffic flow is understood with a proposal of a one way couplet of Aurora and Hillside between Washington and West, though it was rejected. When it was decided not to build a bridge over the river to connect Mill with West, the north south axis became Mill to Jackson to Eagle to Aurora to West. From the start the couplet doesn't make sense.

There are some good proposals, but I would have looked at a right turn only lane for southbound Main at Aurora.

Anticipated traffic from the proposed parking deck in the Water St area, seems to all comes from the south, either off Aurora Ave or across Aurora. Traffic will increase from the north down Main, east off Chicago and some west off Jackson, all passing through the Main/Chicago intersection. Eastbound traffic now on Chicago in evening peak hours is stacked from Washington all the way to Main. There are problems in this area. You can't look at the Main/Chicago without looking at Main/Jackson. These two intersections are in close proximity and work in tandem.

As a pedestrian, the removal of the crossing of Main at Water and moving it to Chicago doesn't work. A crosswalk south of the river is still needed from Water to a destination like Walgreens.

The "do not block driveway" signs on Aurora for the ingress/egress issues, is nothing but window dressing. The signs only add to streetscape clutter.

Two of the three properties between Webster and Main have solved egress issues by pulling out forward rather than backing out onto the street. They still have to rely on gaps in traffic, a traffic signal at Webster only exacerbate this by encouraging more turning movements off Webster onto Aurora.

Lastly I oppose a traffic light at Aurora and Webster. It seems absurd to place a traffic light on a street that only goes three blocks two to the south and one to the north, plus to the north it goes to another street that only goes one block. There must be other things that can be done to assist pedestrians. This seems an extreme measure.

I've been crossing Aurora at Webster since first grade. It has changed considerably, but I don't I need a light to cross. I think that it is easier to cross on the eastside of the intersection than the west. Perhaps stripping crosswalks on both sides would help and you continue looking for some other solution to aid pedestrians. .

The light encourages more traffic on Webster south of Aurora. With the recommendation, traffic exit the deck toward Webster, if headed southbound, I'd continue south on Webster to Hillside to get to Washington or West St. missing 2 to 3 traffic lights. This negates the goal to minimize traffic in the neighborhood south of Aurora.

I don't expect to dissuade you from the recommended traffic signal, but ask not to implement until traffic warrants on Webster are met.

I have other issues but can't cover it in the time allowed.

Thank you.

Toby Hayer
124 AURORA AVE
Naperville, IL



Naperville

TRANSPORTATION ADVISORY BOARD AGENDA ITEM

AGENDA DATE: 3/6/2010

SUBJECT: Jackson Avenue Parking Update

ACTION REQUESTED: Receive the report and a verbal project update from staff.

PREPARED BY: Steve Cope, Project Manager

Correspondence Reports New Business Old Business Public Hearing

ACTION PREVIOUSLY TAKEN:

Date	Item No.	Action
2/6/10	F6	Received the report and provided input on the parking design options.

BACKGROUND:

Street pavement resurfacing will take place on Jackson Avenue from Washington Street to Main Street in May 2010. 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 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 approximately 23 feet of travel lane.

DISCUSSION:

Many businesses on Jackson Avenue receive their goods by truck delivery utilizing Jackson Avenue as their loading area. 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. At times, parked vehicles 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 35 parking spaces and two ADA accessible spaces. 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. or as determined by local business needs. 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 deliveries without double parking of trucks. The ADA parking space would be relocated adjacent to and west of the north side loading zone. There is a sidewalk ramp in this location to serve the ADA parking space.

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 – 43)

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 42 parking spaces and one ADA accessible space. Staff is further considering the impacts of a 15-foot travel lane for one-way traffic. This option maximizes parking and store window exposure to visitor parking.

A difficulty with this option 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.

Abbreviated Title
Agenda Item Date
Page 3 of 3

This may be achieved with the support of the business owners by managing their delivery schedules and through 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.

TAB Action and Staff Follow Up

At the February 6, 2010 meeting, the Transportation Advisory Board provided input on the design options and expressed support for parking Option 3 with Option 2 being the alternate. Informational packets containing a survey were sent to each Jackson Avenue business and property owner on February 10, 2010. The letter provided them with the results of the TAB meeting and requested more specific input through a survey. While it was the intent of staff to make a final recommendation at the March 6 TAB meeting, at the time of this report a final recommendation would be premature. As of now, staff has not gained adequate input from property and business owners. Staff also initiated a traffic investigation on Tuesday, February 23 to gain a first-hand perspective on traffic, parking and loading conditions on this segment of Jackson Avenue. Staff will conclude the traffic investigation on Thursday, February 25 and continue to pursue input from the Jackson Avenue businesses and property owners. By the March 6 TAB meeting staff should have a final assessment and will provide a verbal update to the board at the meeting.

Staff's goal is to develop a parking design plan that best serves the Jackson Avenue businesses, the downtown and the city. While angle parking on both sides of Jackson Avenue increases valuable parking and addresses certain business concerns, it may not be practicable if double-parking of trucks cannot be eliminated. Staff will continue to provide information to all stakeholders as this project progresses.

RECOMMENDATION:

Receive the report and a verbal project update from staff.

ATTACHMENTS:

1. Parking Option 1
2. Parking Option 2
3. Parking Option 3
4. February 10 Letter to Business/Property Owners and Survey



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

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

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Jackson Ave. Parking Option 3



February 10, 2010

Dear Jackson Avenue Property/Business Owner,

The city recently sent you information related to a plan to resurface downtown streets in May 2010, including Jackson Avenue. We provided options for redesign of the parking spaces to better meet the needs of the businesses located along 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 to businesses. There are other special business needs to consider as well.

The City of Naperville presented this information to the Transportation Advisory Board (TAB) at their February 6, 2010 meeting. TAB largely expressed support for Option 3, which is angle parking on both sides of Jackson Avenue. One thing that is essential to making this option viable is that truck loading zones must be established to accommodate deliveries, as double parking of trucks will impede traffic flow completely. Therefore, the city needs the participation and input of the local business and property owners to determine the number of truck loading zones and the time restrictions applied to these zones. Only you can best describe your delivery operations and your ability to control your shipments of goods. The city needs this information to develop a traffic and parking control plan that can support the Option 3 recommendation.

The Option 3 attachment depicts three potential loading zone locations with one of them being an extension of an existing loading zone on the north side of Jackson Avenue at 239 S. Washington Street. Using this proposed loading zone as an example, what hours of the day would these spaces need to be restricted to truck deliveries only? There is flexibility in the hours these spaces can be reserved for trucks, such as 7 a.m. to 11 a.m., 10 a.m. to 2 p.m., all day, etc. The hours are essentially established to meet your specific business needs. We need to know whether the other two truck loading zones along the south side of the street are adequate or necessary and the hours that they should be reserved for trucks. Do you need the restrictions to apply to all seven days of the week?

TAB expressed support for parking design Option 2 as their second selection. We need the same type of information regarding truck loading zones to implement this option, if this is the direction chosen. If the Jackson Avenue property and business owners elect to maintain the current parking design, there are still opportunities to improve truck loading operations and now is the right time to get that accomplished. At this point, I have only received the input of two affected businesses. It is imperative that the city understands each business perspective on this parking issue so that your interests are appropriately represented.

Our intent is to take this item back to TAB at their March 6, 2010 meeting for final approval, then onto City Council for their support. It is most important that we gain your input prior to February 23, 2010 in order to include it in the TAB recommendation. Please fill out the attached Jackson Avenue Parking Survey and return it to:

City of Naperville
400 S. Eagle Street
Naperville, IL 60540
Attn: Steve Cope

I can be reached by phone at (630) 420-6066 or by email at copes@naperville.il.us. I am also happy to meet with you in person at your place of business to go over these questions and/or to pick up the survey so that you don't have to mail it back. I appreciate your time and attention to this matter. I look forward to your response. Thank you.

Sincerely,

Steve Cope
Project Manager
City of Naperville

Attachments:

- Option 1 Parking Design
- Option 2 Parking Design
- Option 3 Parking Design

C: Transportation Advisory Board
Downtown Naperville Alliance

Jackson Avenue Parking Survey

Please consider the following questions and provide a response for each that best represents your business needs and is based on your experience and vision of Jackson Avenue traffic and parking:

1. Which parking option do you believe is most appropriate for Jackson Avenue?
 - Option 1 – Keep the parking spaces as they are currently configured.
 - Option 2 – Reverse the current parking arrangement, angle parking north side, parallel parking on the south side of the street.
 - Option 3 – Angle parking on both sides of the street.

Comments:

2. How many truck loading zones are needed? The loading zones depicted are 80-feet long to accommodate a semi-trailer.
 - One – north side of Jackson Avenue adjacent to Washington Street.
 - Two – north and south sides of Jackson Avenue closest to Washington Street.
 - Three – one on the north side and two on the south side of Jackson Avenue.

Comments:

3. What hours of the day should the loading zones be restricted to truck loading only?
 - Loading zone on north side of Jackson Avenue: _____
 - Loading zone on the south side at Washington Street: _____
 - Loading zone on the south side at Main Street: _____

4. What hours of the day does your business receive or ship goods?

5. What days of the week does your business receive or ship goods?

6. Would you like your goods and service providers (delivery companies) to provide us with their thoughts? If so, please have them contact me, or you may provide me with their contact information and I will seek their input. Please provide contact information below:

7. Please share any other thoughts you might have regarding the Jackson Avenue parking proposals:



**CITY COUNCIL MEETING OF FEBRUARY 16, 2010
UNOFFICIAL PRIOR TO CITY COUNCIL APPROVAL
APPROVED BY THE CITY COUNCIL ON
AS WRITTEN.**

CALL TO ORDER:

5:00 P.M.

- A** Mayor A. George Pradel
Councilman James Boyajian – Teleconference at 5:05 p.m.
Councilman Judy Brodhead
Councilman Robert Fieseler
Councilman Richard R. Furstenau
Councilman Paul Hinterlong
Councilman Douglas Krause – Arrived at 5:23 p.m.
Councilman Kenn Miller
Councilman Grant Wehrli

Furstenau moved to approve Councilman Boyajian's attendance of the meeting by teleconference. Second, Miller.

VOICE VOTE: Motion declared carried.

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
FEBRUARY 16, 2010
PAGE 7

L2 City Council Meeting Schedule

Miller moved to approve the City Council meeting schedule for February, March, and April 2010. Second, Krause.

VOICE VOTE: Motion declared carried.

CITY COUNCIL MEETING
SCHEDULE

L3 Pedicab Regulations for Downtown Naperville

Brett Dingeldein, 823 N. Center Street, stated that he was not able to keep three pedicabs busy all season however during special events the pedicabs were more busy.

Council questioned how pedicab locations would be assigned, what is the rationale behind not allowing one vendor, and whether pedicabs can travel outside of the downtown.

Robles stated that three pedicabs were approved for a trial period, that each pedicab or pedicab company will not be assigned a specific area, rather the pedicabs will wait in designated loading zones similar to taxis.

Dingeldein explained that the pedicabs will service the neighborhoods surrounding the downtown but will not travel to other parts of Naperville.

Council clarified that the current pedicab company does not charge for rides and works on tips only.

Council discussed questions regarding enforcement of violations, the vendor cancellation process, the application procedure, and limiting the number of pedicabs to three.

Council stated that there needs to be more discussion on this topic.

Boyajian moved to table to the March 2, 2010 Council meeting. Second, Miller.

VOICE VOTE: Motion declared carried.

PEDICAB REGULATIONS-
DOWNTOWN
NAPERVILLE

BREAK: 8:42 P.M.

Mayor Pradel called the meeting back to order at 8:56 p.m.

M PUBLIC HEARING:

N ORDINANCES AND RESOLUTIONS:

N1 First Reading of Ordinances amending the Naperville Municipal Code related to revenues

AMEND MUNICIPAL
CODE RELATED TO
REVENUES

N1a First Reading of the Ordinance amending the Naperville Municipal Code related to Residential Refuse Fee

RESIDENTIAL REFUSE
FEE

Bicycle and Pedestrian Advisory Committee Meeting Summary
January 18, 2010

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

Absent: Tom Craighead

City of Naperville Staff: Jen Ebel

Members of public: Bryan Bos, Brett Dingeldein, Duncan Hughes, Roy Linthcum, Todd Stocke, Cindi Swanson, Lori Tucker, Wesley Wong

A. Call to Order

- Jaynes called the meeting to order at 7:00 p.m.

B. Public Forum

- Prospective committee members and guests were welcomed; introductions were exchanged.

C. Approval of Meeting Summary

- Wencel made a motion to approve the December 14, 2009 meeting with a revision to the motion requesting that Jefferson Avenue/Liberty Street and Brookdale Road/Bruce Lane be included in a citywide review for the use of sharrows and signal activation to a motion of 6-2. Hausman provided a second and the motion carried.

D. Correspondence

- D1. Ebel updated the committee on the 2010 Sidewalk Program that was approved by the Transportation Advisory Board on January 9, 2010.

E. Old Business

- E1. The committee reviewed the existing bicycle parking locations in downtown Naperville and identified the following locations as potential sites for additional bike racks:

1. Parking lots, locate near businesses
2. 4 corners of Jefferson/Main to be visible
3. Convert parking space to bicycle parking
4. Jefferson, south of Central Park and north of Central Parking Deck
5. Near the Apple store
6. At bump outs
7. Van Buren and Webster
8. Jefferson Avenue Alley – near walkway to Washington and by Ted's
9. Locations where existing racks can accommodate another rack

Discussions also supported including bike parking locations on the Downtown Naperville information kiosk maps. Staff will further research the right of way available and may bring additional information to BPAC in the future.

- E2. BPAC discussed the Task List. There were no updates or additions.

F. New Business

- F1. Before beginning discussions regarding the vacant membership position, BPAC thanked Jan Wencel for her four years of dedication as a member. Ebel then summarized the role of BPAC and recent project of the committee for prospective members. Jaynes encouraged each

prospective member to share their interests and experiences related to bicycle and pedestrian initiatives with the committee. BPAC thanked each resident for their interest and expressed that their continued involvement is important to further progressing bicycle and pedestrian projects in the community. BPAC requested a closed session to continue discussing the needs of the committee and complete their recommendation. BPAC recommended to the Transportation Advisory Board that Todd Stocke be appointed to fill the vacant position through a silent ballot vote. Staff reiterated that BPAC is a committee that benefits from resident participation regardless of voting status and encouraged all attendees to continue participation.

F2. BPAC reviewed the first draft of the Bike to Metra brochure for the Naperville Station. Feedback will be incorporated into an update by the League of Illinois Bicyclists and a second draft will be provided for review in the coming months.

H. Next Meeting – February 22, 2010

I. Adjournment

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



Naperville

TRANSPORTATION ADVISORY BOARD AGENDA ITEM

AGENDA DATE: 3/6/2010

SUBJECT: FY 10-11 Transportation Work Program

ACTION REQUESTED: Approve the FY 10-11 Work Program for the Comprehensive Transportation Plan

PREPARED BY: Karyn Robles, Transportation and Planning Team Leader

Correspondence Reports New Business Old Business Public Hearing

ACTION PREVIOUSLY TAKEN:

Date	Item No.	Action

BACKGROUND:

As a method to guide the implementation of the Comprehensive Transportation Plan, each year staff develops a Work Program that identifies specific implementation tasks to be completed within a year timeframe.

DISCUSSION:

The proposed Work Program for Fiscal Year 10-11 (May 2010-April 2011) contains a wide variety of transportation-related projects touching on multiple modes of transportation. In particular, the Work Program for this year shows a focus on implementing downtown parking management strategies, improving public transit service, promoting pedestrian, bicycle and transit travel, and mitigating local traffic issues.

Projects included in the FY 10-11 Work Program include initiating an update to the Comprehensive Transportation Plan, partnering with Pace to identify and implement transit efficiencies, promoting downtown parking, and the evaluation of the outsourcing of commuter parking permit operations.

RECOMMENDATION:

Approve the FY 10-11 Work Program for the Comprehensive Transportation Plan

ATTACHMENTS:

1. FY 10-11 Transportation Work Program

**Comprehensive Transportation Plan
Proposed Implementation Work Program for FY 10-11
Approved _____**

ASSOCIATED IMPLEMENTATION STRATEGIES	PROJECT TASKS (May 2010 – April 2011)	PROJECT DESCRIPTION	REQUIRED RESOURCES (STAFF, FUNDING)	EXTERNAL PARTIES TO BE INVOLVED**
Integrate land use and transportation planning	Implement recommended improvements from the 5th Avenue Study.	Approved in 2009, the 5th Avenue Study evaluated future land use, commuter parking, and multi-modal circulation in the vicinity of the Naperville Metra Station. This project involves implementing several of the study recommendations including conducting a bus depot feasibility study, modifying on-street parking to improve sight distance, and improving pedestrian and bicycle access to the Metra Station.	TED staff will lead this project. Funding for the implementation projects is included in the CIP and operating budgets.	Bicycle and Pedestrian Advisory Commission, Pace, Metra, BNSF, general public
	Implement recommendations from various long range studies including the South Downtown Traffic Study, Ogden Avenue Corridor Enhancement Initiative, and the Downtown Plan Update.	Following the completion of several studies over the past year, this project involves implementing the recommendations that resulted from the South Downtown Traffic Study, Ogden Avenue Corridor Enhancement Initiative, and the Downtown Plan Update. Implementation projects for FY 10-11 include the construction of sidewalk and pedestrian countdown signals on Ogden Avenue, installation of additional signage and lane striping and conducting a crosswalk evaluation for the Downtown.	TED staff will lead this project. Funding for the implementation projects is included in the CIP and operating budgets.	Bicycle and Pedestrian Advisory Commission, Pace, Metra, BNSF, Downtown Naperville Alliance, Downtown Advisory Commission, Ogden Ave. Oversight Advisory Commission, general public
	Initiate an update to the Comprehensive Transportation Plan.	The Comprehensive Transportation Plan was approved in 2002 and serves as a policy document designed to guide decisions addressing local transportation issues. Developed as a ten year long range document, this project will initiate an update to the Comprehensive Transportation Plan which will be completed in FY 11-12.	TED staff will lead this project. No special funding needs are anticipated.	Bicycle and Pedestrian Advisory Commission, Metra, Pace, Downtown Naperville Alliance, Naperville Development Partnership, Naperville Chamber of Commerce, Advisory Commission on Disabilities, School District 203 and 204, Park District, Naperville Homeowner's Confederation, general public
Improve public transit service	Implement and monitor transit benchmarks.	The city will implement performance benchmarks in order to monitor the success and return on investment for transit in Naperville.	TED staff will lead this project. No special funding needs are anticipated.	Pace, general public
	Pursue additional park-n-ride sites and investigate barriers to the establishment of new park-n-rides.	This project will continue to identify and evaluate park-n-ride sites at strategic locations throughout the city focusing on locations along existing commuter routes. Additionally, staff will work to identify what barriers exist that prevent the establishment of park-n-rides and develop potential solutions to address those barriers.	TED staff will lead this project. No special funding needs are anticipated.	Pace, Metra, property owners, Chamber of Commerce, Naperville Development Partnership, general public

ASSOCIATED IMPLEMENTATION STRATEGIES	PROJECT TASKS (May 2010 – April 2011)	PROJECT DESCRIPTION	REQUIRED RESOURCES (STAFF, FUNDING)	EXTERNAL PARTIES TO BE INVOLVED**
	Partner with Pace to identify and implement transit improvements to improve transit efficiency and reduce transit costs.	As part of this project, staff will work with Pace to select three bus routes to be evaluated for potential route efficiencies that may result in decreased operating expenses and increased ridership. Additional work will also be done to identify other cost saving measures to reduce the cost of transit in Naperville.	TED staff will lead this project with assistance from Pace. No special funding needs are anticipated.	Pace, Metra, Homeowners Associations, Naperville Development Partnership, general public
	Aggressively support the STAR line as the Canadian National Railroad continues operating on the EJ&E rail line.	Following the Canadian National Railroad acquisition of the EJ&E Railroad, the city will continue to aggressively advocate for the STAR Line.	TED staff is responsible for this project. No special funding needs are anticipated.	Naperville Chamber of Commerce, Village of Plainfield, City of Aurora, Metra, DuPage Mayors and Managers Conference, TRAC, general public
Implement commuter and downtown parking management strategies	Continue to promote various options for commuter access to the Metra Stations.	Since the development of the 2004 Commuter Parking Assessment Report, the city has been working to improve commuter access to the Metra train stations. Initiatives in FY 10-11 will include promoting bicycle and pedestrian routes to the Metra Stations as well as outreach to local homeowner's associations and realtors to provide comprehensive information related to commuting in Naperville.	TED staff will lead this project with the assistance of Community Relations. This program will be funded through the Commuter Parking Fund.	Metra, Pace, Bicycle and Pedestrian Advisory Commission, Homeowner's Associations, local realtors, general public
	Implement recommended improvements from the Downtown Parking Management Study.	The Downtown Parking Management Study was approved in 2009 and included recommendations to improve the city's parking management practices. In FY 10-11, implementation projects include improvements to downtown parking signage, evaluation of special on-street parking uses, and increased marketing of downtown parking.	TED staff will lead this project with assistance from the Downtown Naperville Alliance. Funding for the implementation projects is included in the operating budget.	Downtown Naperville Alliance, Downtown Advisory Commission, local businesses, general public
	Conduct the Continuous Improvement Model.	The model will monitor parking conditions within the downtown by conducting Customer Satisfaction Surveys, Parking Occupancy, and Development Projections resulting in an annual report used to make parking policy recommendations.	TED will conduct this project internally. No special funding needs are anticipated.	Downtown Advisory Commission, Downtown Naperville Alliance, local businesses, general public
	Partner with the Downtown Naperville Alliance to promote parking options in the downtown.	As part of this project, city staff will work with the Downtown Naperville Alliance to improve and promote parking options in the downtown that were recommended as part of the Downtown Parking Management Study and as a result of feedback received as part of the Continuous Improvement Model. Projects in FY 10-11 include an overnight parking trial program, installation of a parking guidance system, evaluation of the employee parking program, and marketing the municipal center parking deck.	TED staff will lead this project with assistance from the Downtown Naperville Alliance. No special funding needs are anticipated.	Downtown Naperville Alliance, local businesses, general public

ASSOCIATED IMPLEMENTATION STRATEGIES	PROJECT TASKS (May 2010 – April 2011)	PROJECT DESCRIPTION	REQUIRED RESOURCES (STAFF, FUNDING)	EXTERNAL PARTIES TO BE INVOLVED**
	Evaluate the outsourcing of commuter permit operations.	The city will evaluate the benefits and potential impacts of outsourcing commuter permit operations to an outside vendor.	TED will conduct this project internally with assistance from the Finance Department, Police Department and Department of Public Works. No special funding needs are anticipated.	General public
Promote pedestrian, bicycle, and transit travel	Complete the FY 10-11 Bicycle Implementation Work Program.	The Bicycle Implementation Work Program is developed annually and is used to prioritize and implement bikeways throughout the city. Projects included in this years Work Program include, but are not limited to, the development of a bicycle path maintenance program, completion of DuPage River Trail Segments 2 and 4, and an update to the Naperville Biking Map and Guide.	TED staff will conduct this project internally. Tasks within this program are included in the FY 10-11 CIP and TED operating budget.	Bicycle and Pedestrian Advisory Committee, general public
	Implement the Annual Sidewalk Program.	This project involves the installation of sidewalk in locations identified through the city's Comprehensive Sidewalk Policy.	TED staff will lead this project. This project is included in the FY 10-11 CIP.	Bicycle and Pedestrian Advisory Committee
Mitigate local traffic issues	Develop an installation policy for accessible pedestrian signals.	An accessible pedestrian signal is a device that communicates information about pedestrian timing in a non-visual format such as audible tones, verbal messages, and/or vibrating surfaces. This project involves evaluating the existing accessible pedestrian signal located at Chicago Avenue and Ellsworth St. and establishing a final policy for installing accessible pedestrian signals in the community.	TED staff will lead the project. No special funding needs are anticipated. Any future locations would be funded through the CIP.	Bicycle and Pedestrian Advisory Committee, Advisory Commission on Disabilities, general public
	Evaluate the Red Light Enforcement Program.	This project involves evaluating the operation of the red light installations and providing the City Council with a report on the status of the program and recommendations for future installations and program improvements. The program is aimed at increasing intersection safety by reducing violations and angle collisions.	TED will be involved in the project evaluation, with the Police Department, Finance Department, and Legal Department handling operations. No special funding needs are anticipated.	Illinois Department of Transportation, DuPage County, Will County

ASSOCIATED IMPLEMENTATION STRATEGIES	PROJECT TASKS (May 2010 – April 2011)	PROJECT DESCRIPTION	REQUIRED RESOURCES (STAFF, FUNDING)	EXTERNAL PARTIES TO BE INVOLVED**
	EJ&E Freight Traffic Mitigation	Identify and pursue funding options related to mitigating the negative impacts of legal challenges and negotiations of noise, safety, and intersection mitigation costs increased by freight traffic on the Elgin, Joliet and Eastern Railroad.	TED staff will lead this project. No special funding needs are anticipated.	Illinois Department of Transportation, Illinois Commerce Commission, Federal Legislators, State Legislators, City of Aurora, TRAC, general public
	Evaluate the impacts of the new I-88 interchanges on traffic patterns in Naperville.	This project will use traffic data to evaluate the impact of the new I-88 interchanges at Freedom Drive and Eola Road on traffic patterns in Naperville.	TED staff will lead this project. No special funding needs are anticipated.	Illinois Tollway Authority, DuPage County, City of Aurora
	Assist IDOT with the Route 59 Expansion Project.	As the Route 59 Expansion Project moves forward, the city will partner with IDOT to complete Phase I Engineering and to conduct Phase 2 Engineering and land acquisition.	TED staff will assist IDOT with this project. No special funding needs are anticipated.	Illinois Department of Transportation, City of Aurora, Naperville Township, general public

** City Council and the Transportation Advisory Board are assumed to be involved in all of these projects.



Naperville

TRANSPORTATION ADVISORY BOARD AGENDA ITEM

SUBJECT: 2010 Annual Sidewalk Program

OLD BUSINESSS
 PUBLIC HEARINGS

REPORTS AND RECOMMENDATIONS
 CORRESPONDENCE

ACTION REQUESTED:

Approve 2010 Annual Sidewalk Program.

TAB ACTION PREVIOUSLY TAKEN:

Date of Action	Item No.	Action
1/9/2010		10-0 Approved

SUBMITTED BY: Sean Marquez, Project Engineer

BACKGROUND:

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

The policy established the Annual Sidewalk Program, which is to include the installation of sidewalk in locations that benefit the community as a whole. There are many locations along public streets where sidewalk has not been installed for various reasons. Sidewalk should be installed at these locations to provide safe and accessible pedestrian walkways for all users. Based upon prioritization, coordination with other projects, and resident requests, staff prepares a list of locations to be presented to TAB each year to be included in the following year's construction program.

DISCUSSION:

Staff presented a recommendation for sidewalk construction on January 9, 2010, which was unanimously approved by TAB. The recommendation was submitted to the City Council on January 19, 2010, where discussion of the Douglas Avenue location led the recommendation to be tabled until the next City Council meeting. At the February 3, 2010, meeting the City Council approved a new recommendation to seek input from residents for sidewalk placement on Columbia Street in lieu of the Douglas Avenue location that was previously approved by TAB.

Staff's 2010 Annual Sidewalk Program recommendation now includes six sidewalk construction locations, five of which were approved by TAB at their January 9, 2010 meeting. The only change from the original recommendation is to construct the Columbia Street sidewalk instead of the Douglas Avenue sidewalk.

The 2010 sidewalk construction locations include:

1. 11th Avenue – South side, 116 11th Street
2. Raymond Drive – East Side, Redfield Road to Forest View Court
3. Sunset Drive – West side, Hillside Road to Maple Lane
4. Porter Avenue – South side, Julian Street to Loomis Street
5. Fremont Street – East side, Douglas Avenue to Stevens Street
6. Columbia Street - East side, 708 Columbia Street to 610 Columbia Street

Affected residents and property owners have been notified of the City's intent to construct sidewalk at these locations in accordance with the Comprehensive Sidewalk Policy. Affected residents are defined as *all* property owners along the side of the roadway segment where sidewalk construction is proposed, whether their residence currently has sidewalk or not.

Columbia Street residents have been notified by letter on February 17, 2010 of the city's intent to construct sidewalk in the public right-of-way fronting their property and of this item being on the March 6, 2010 TAB agenda. There have been no comments to date from any residents.

RECOMMENDATION:

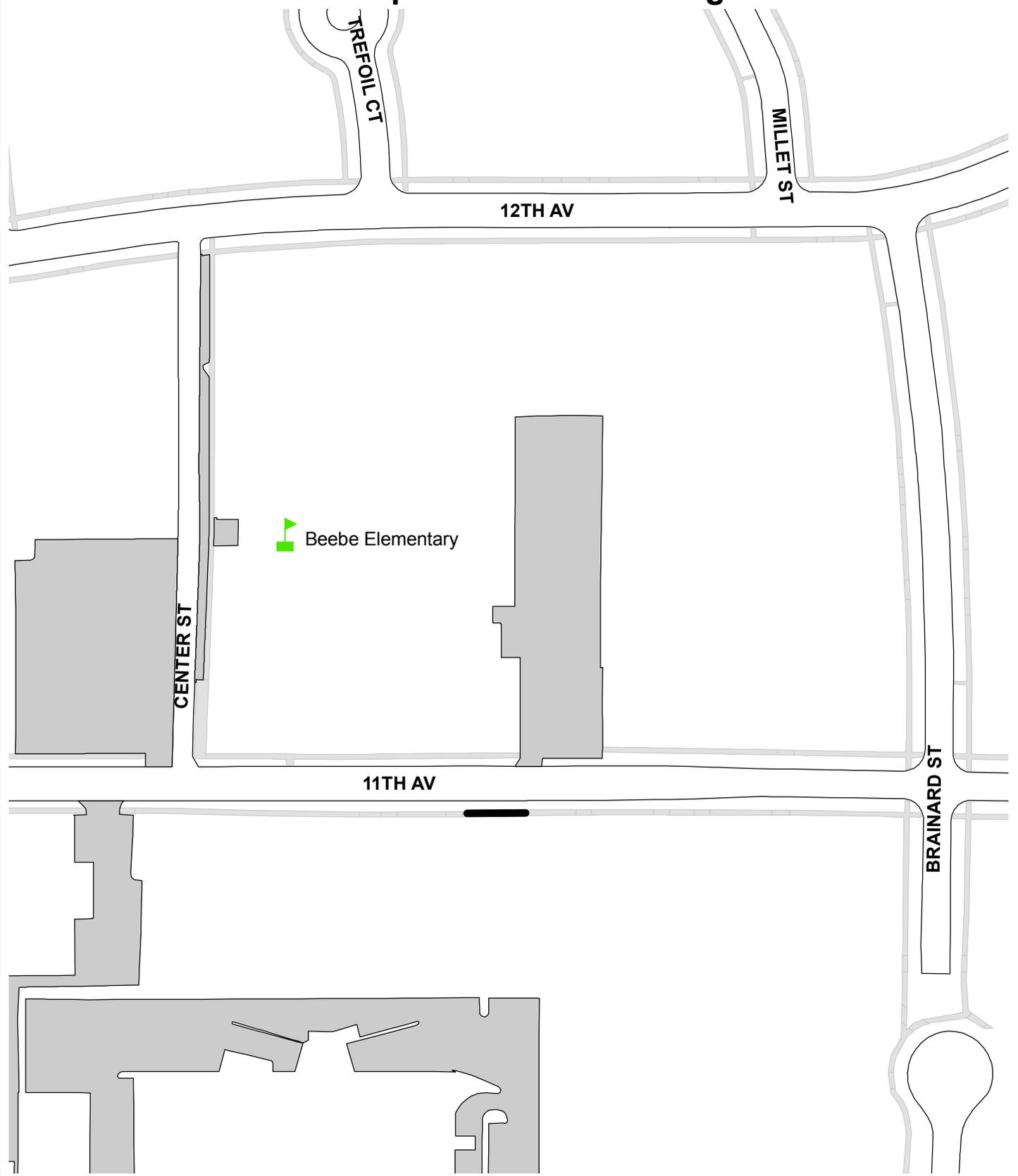
Approve the 2010 Annual Sidewalk Program.

ATTACHMENTS:

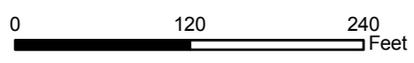
1. Location Maps
2. Columbia Street Residents Letter of Notification

C: Bicycle and Pedestrian Advisory Committee (BPAC)

City of Naperville 2010 Proposed Sidewalk Program

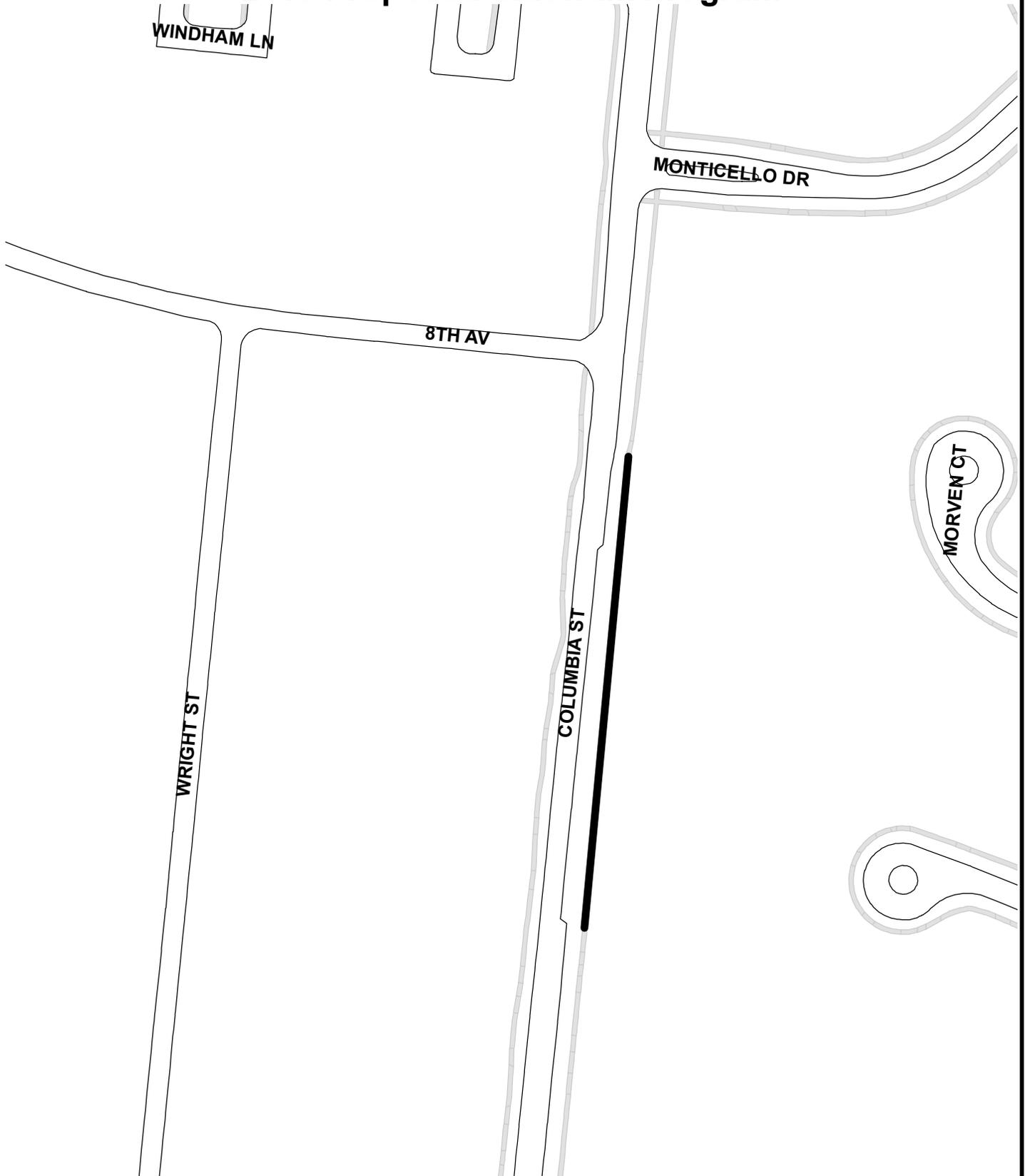


Transportation, Engineering and
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December 2009

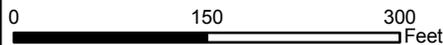


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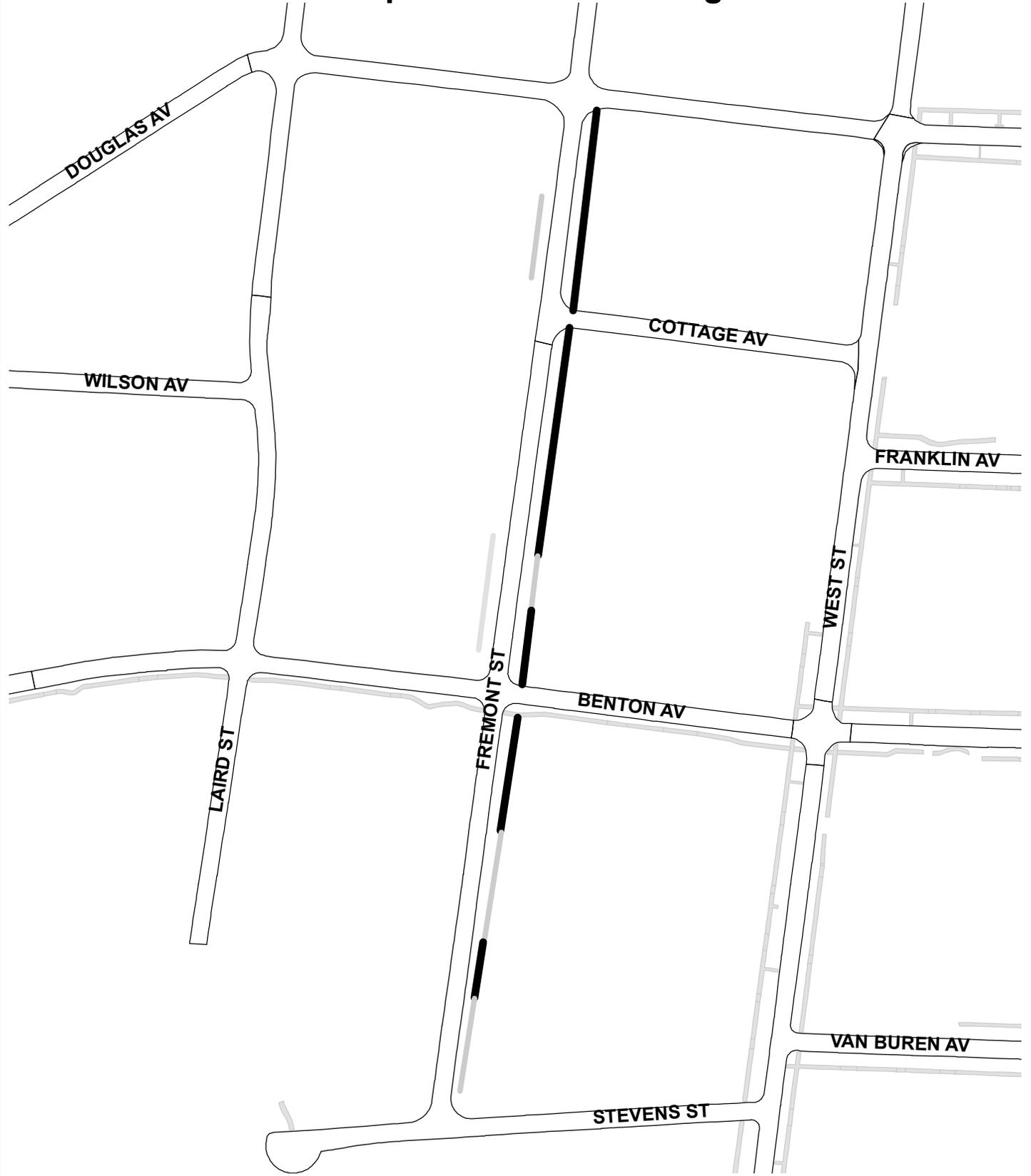


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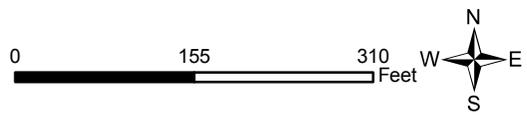


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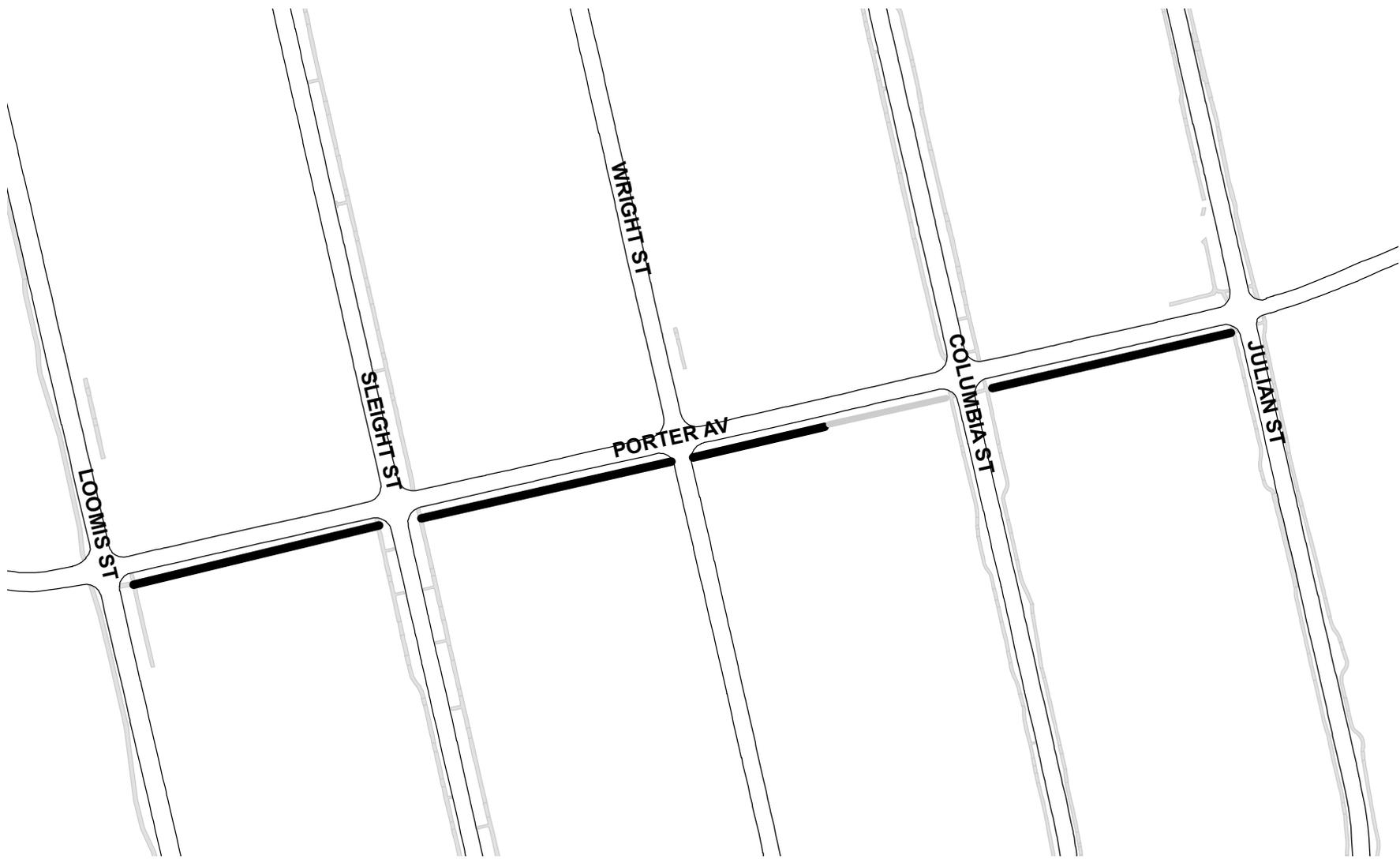



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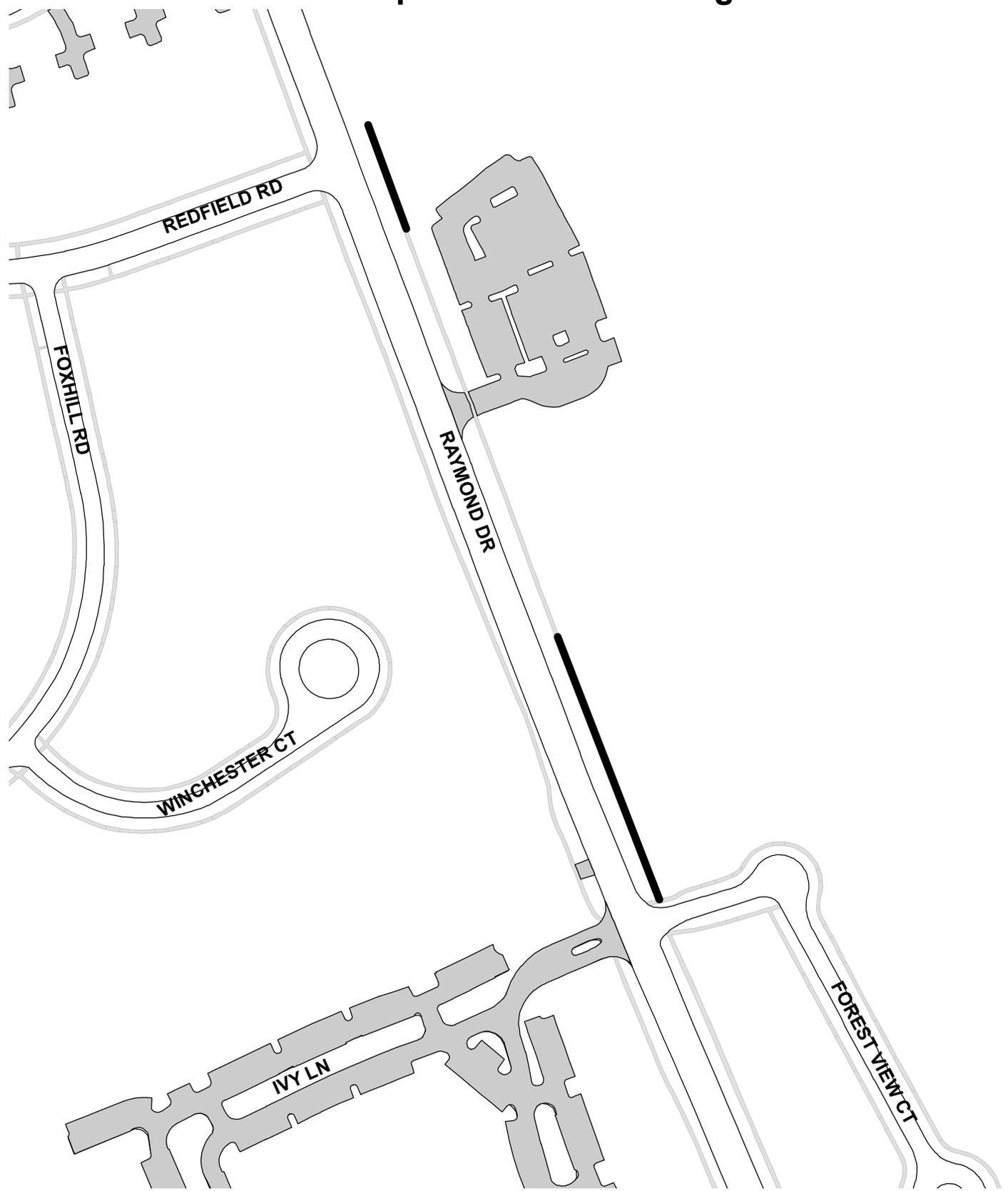


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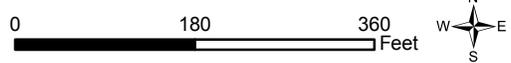


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City of Naperville 2010 Proposed Sidewalk Program



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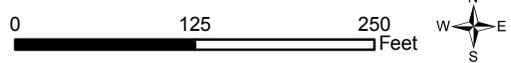


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City of Naperville 2010 Proposed Sidewalk Program



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Date

Current Resident
400 S Eagle Street
Naperville, IL 60540

Regarding Property: New Sidewalk Construction

Dear Property Owner:

The purpose of this letter is to inform you of the City's proposal to install sidewalk in the public right-of-way adjacent to your property. The proposed sidewalk installations for the 2010 construction season will follow the City of Naperville's Comprehensive Sidewalk Policy. The recommended locations for the 2010 Annual Sidewalk Program are:

1. 11th Avenue – South side, 116 11th Street
2. Raymond Drive – East Side, Redfield Road to Forest View Court
3. Sunset Drive – West side, Hillside Road to Maple Lane
4. Porter Avenue – South side, Julian Street to Loomis Street
5. Fremont Street – East side, Douglas Avenue to Stevens Street
6. Columbia – East side, 610 Columbia Street to 708 Columbia Street

The 2010 Annual Sidewalk Program will be presented to the Transportation Advisory Board (TAB) at their March 6, 2010 meeting. You may attend this public meeting to offer your comments regarding the recommendation. TAB will meet at 8:00 AM in the City Council Chambers at the Municipal Center, which is located at 400 South Eagle Street. If you have any questions regarding this recommendation, or would like to provide comment, but cannot attend the public meeting, please contact me at (630) 305-5203 or via e-mail at marquezs@naperville.il.us. Thank you for your attention to this matter.

Respectfully,



Sean Marquez, PE
Project Engineer
Transportation, Engineering, and Development Business Group
City of Naperville

P:\DATA\CIP Projects\CS006- New Sidewalk Program\2010 Sidewalk Program\304 Correspondence\Letter-owners(2010).DOC



Naperville

TRANSPORTATION ADVISORY BOARD AGENDA ITEM

AGENDA DATE: 3/6/2010

SUBJECT: FY10-11 Bicycle Implementation Work Program

ACTION REQUESTED: Approve the FY09-10 Work Program for the Bicycle Implementation Plan.

PREPARED BY: Jen Ebel, Transportation Planner

Correspondence Reports New Business Old Business Public Hearing

ACTION PREVIOUSLY TAKEN:

Date	Item No.	Action
None		

BACKGROUND:

The Bicycle Implementation Plan (BIP) was adopted by City Council on June 20, 2006. In order to implement the projects included in the plan, a work program is developed each fiscal year that outlines tasks to be accomplished during that year. The work program for FY10-11 is attached.

DISCUSSION:

The first three projects included in the proposed work program are capital projects and construction will be complete in 2010 under the FY10-11 Capital Improvement Program. The location of each of these projects is included on the attached FY09-10 Work Program map.

In addition to the capital projects, five special projects related to bicycle and pedestrian activities have been included in the FY10-11 work program. The Bike Path Maintenance plan will include creating an inventory of trail ownerships, partnership contracts, and trail completion dates to develop a maintenance plan. The development of this plan will allow staff to allocate Capital Improvement Program funds in future years to ensure the condition of the off-street trails does not deteriorate. The Bike Rack Grant Program will outline the logistics that will enable local clubs to fundraise and donate bicycle racks in select locations in the downtown and near the Riverwalk to expand overall bicycle parking. The On-street Route Implementation project will initiate the identification of additional on-street routes to be incorporated in the FY11-12 work program for implementation. The Naperville Biking Map and Guide project includes an electronic map update following the completion of the 75th and Washington project and DuPage

River Trail Segment 4. The final special project is the Bike Education and Encouragement project includes Bike to Metra, Bike Month, and other education and safety promotion activities of BPAC and the city. This project continues to confirm support of bicycle activities throughout the city. The proposed FY10-11 Bicycle Implementation Plan Work Program was reviewed and approved by the Bicycle and Pedestrian Advisory Committee on February 22, 2010 (7-0).

RECOMMENDATION:

Approve the FY10-11 Work Program for the Bicycle Implementation Plan.

ATTACHMENTS:

1. FY10-11 Work Program for the Bicycle Implementation Plan
2. Bicycle Implementation Plan FY10-11 Work Program Location Map

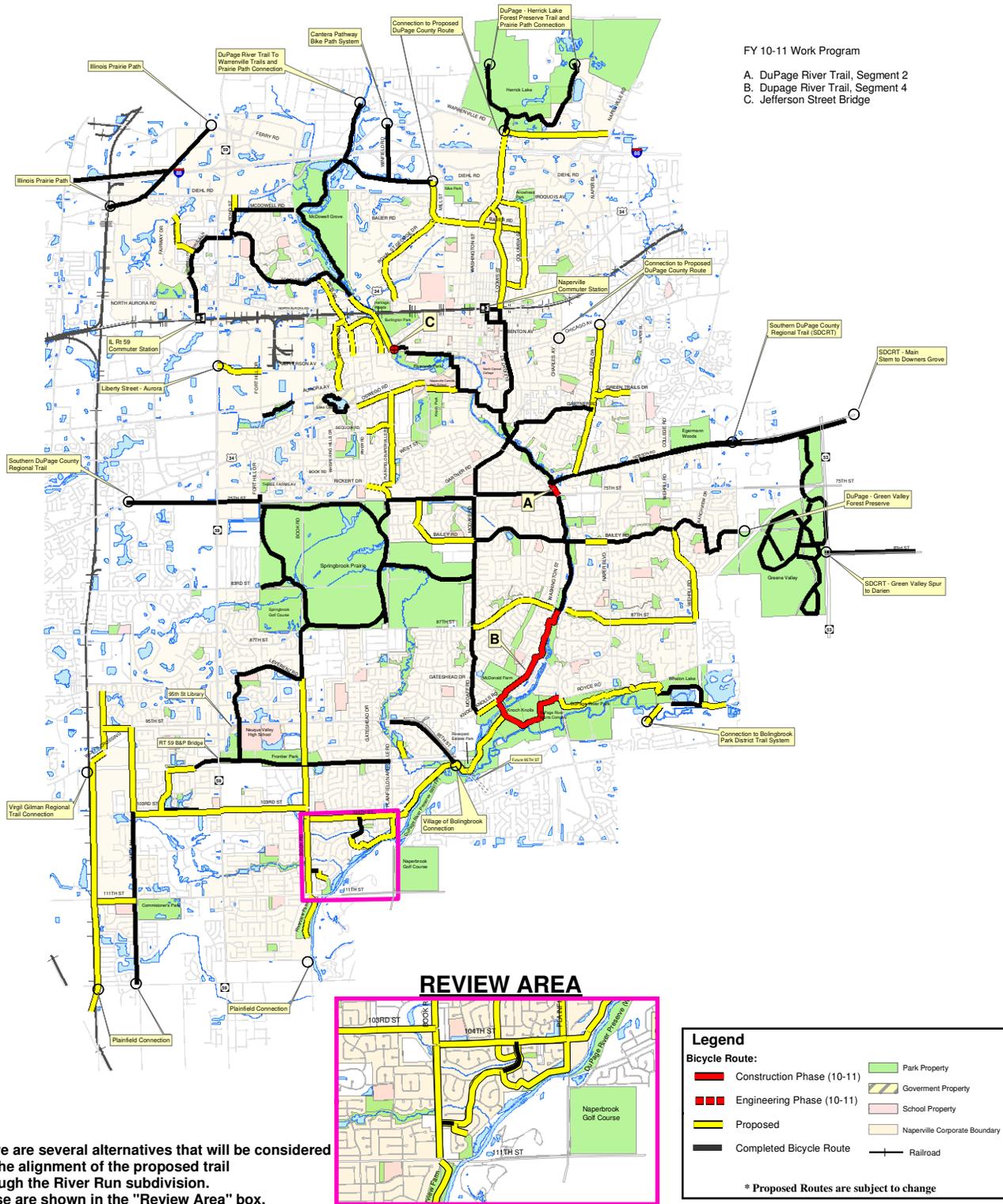
Cc: Bicycle and Pedestrian Advisory Committee (No attachments)

**DRAFT Bicycle Implementation Plan
Work Program for FY10-11**

ROUTE	PROJECT NAME	DESCRIPTION	PROJECT TASKS (May 2010-April 2011)	DELIVERABLES
A	DuPage River Trail, Segment 2 (75 th Street and Washington Street pedestrian underpasses)	Off-street connection and bicycle/pedestrian tunnel between Segments 1 and 3 of DuPage River Trail	Construct path and tunnel in coordination with the 75 th and Washington improvements	Construction is scheduled for completion in Fall 2010.
B	DuPage River Trail, Segment 4	Off-street extension of DuPage River Trail from 87 th to Knoch Knolls Park	Construct off-street path	Construction is scheduled for completion in Summer 2010.
C	Jefferson Street Bridge	Bridge improvements will incorporate bicycle and pedestrian accommodations	Bridge re-construction	Construction is scheduled for completion in Summer 2010.
	Bike Path Maintenance Plan	Develop a plan and timeline for including trail maintenance in the CIP	Inventory trail ownership, partnership contracts, and trail implementation dates to develop a maintenance plan	Proposed maintenance plan will be available for 2011 CIP development.
	Bike Rack Grant Program	Develop and implement fundraising program for bicycle racks to be added in the Downtown and near the Riverwalk	Coordinate with BPAC, the Riverwalk Commission, and the Park District to approve logistics and distribute program details to local clubs	Implementation of bike racks in Downtown and near the Riverwalk.
	On-street Route Implementation	On-street bike route designation	Identify proposed routes from the BIP to be incorporated into the FY 11-12 Work Program	Evaluate 1-2 routes for on-street implementation.
	Naperville Biking Map & Guide	Provide bike map electronically	Promote availability through e-notices and postcard distribution; improve printability	Provide an electronic map update following the completion of the 75 th and Washington and DuPage River Trail projects.
	Bike Education and Encouragement	Pursue opportunities to educate residents, encourage bicycling, and promote safety	Coordinate with DuPage County on Bike to Metra events, promote Bike Month in June, work with BPAC to promote biking and walking through educational messages	Promote Bike to Metra, Bike Month, and distribute educational messages.

Approved by the City Council _____
 Approved by the Transportation Advisory Board _____
 Approved by the Bicycle and Pedestrian Advisory Committee - February 22, 2010

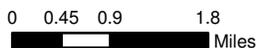
City of Naperville BICYCLE IMPLEMENTATION MAP FY 10-11 Work Program *



There are several alternatives that will be considered for the alignment of the proposed trail through the River Run subdivision. These are shown in the "Review Area" box.

* The Bicycle Implementation Plan was approved by City Council on June 20, 2006

Transportation, Engineering and Development Business Group
Questions Contact (630) 420-6100
www.naperville.il.us
February 2010



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Naperville

TRANSPORTATION ADVISORY BOARD AGENDA ITEM

AGENDA DATE: 3/6/2010

SUBJECT: Transit Benchmarking – Performance Measure Recommendation

ACTION REQUESTED: Concur with proposed transit performance measures and thresholds.

PREPARED BY: Jen Ebel, Transportation Planner
Kim Grabow, Project Engineer

Correspondence Reports New Business Old Business Public Hearing

ACTION PREVIOUSLY TAKEN:

Date	Item No.	Action
9/12/2009	F4	Accept public comment and provide feedback on draft performance measures.

BACKGROUND:

At the December 2008 Transportation Workshop, the City Council and Transportation Advisory Board (TAB) directed staff to identify performance measures that will be used to evaluate the success of existing transit services, serve as a guideline for determining the investment benefit of proposed transit projects, and be used to make decisions related to maintaining, expanding, and/or reducing transit services. Upon completion of this project, the City Council and TAB will be able to objectively consider new and existing transit services by using the performance measures as a tool to track the effectiveness of transit in Naperville.

DISCUSSION:

Following much discussion with the staff leadership team and considering feedback provided by TAB in September 2009, the 23 potential performance measures initially reviewed have been refined to two proposed measures that will allow the city to consistently evaluate the effectiveness of transit services. The following information provides details on how the performance measures were refined as well as the recommended thresholds for the performance measures of cost per passenger trip and recovery ratio.

Refinement of Performance Measures

At the September 12, 2009 Transportation Advisory Board meeting, staff gave a presentation that detailed the history of the project, the development of the potential measures, described each measure considered, and requested feedback from TAB on the list of draft performance measures for Naperville transit services.

The TAB meeting was advertised to commuters and the community as a public meeting for the project, however there were no public comments received. Members of TAB provided specific feedback for staff consideration including the following:

- Consider the importance of evaluating the cost of parking and total costs of transit service
- Consider adding measures that incorporate total vehicle miles and hours of travel instead of only revenue based measures
- Consider evaluating the percent of the bus occupied

TAB members also provided general comments on the availability of data, staff time, and importance of ensuring consistent calculations over time for the measures. Overall, TAB members expressed concurrence with the direction of the project and the proposed draft measures. In addition, TAB members expressed an understanding that Naperville neighborhood feeder services operate with passengers 50% of the time and that the final performance measures may need to be adjusted and will evolve over time.

As suggested by TAB, staff further evaluated the cost of parking, the cost per revenue mile, and the percent of the bus occupied. However, these measures were determined to be future data points that could be calculated rather than measures to continually monitor. The cost of parking, while important to transit conversations, was determined to not provide an appropriate comparison because the costs of land acquisition greatly inflated all comparisons. Staff also calculated the cost per revenue mile traveled (which includes miles traveled only when providing service to passengers and does not include travel time to and from the bus garage), cost per total vehicle mile traveled, and the cost per passenger mile. Based on the data, cost per passenger was determined to be the most appropriate measure to be used in future conversations because it directly relates to two of the most important factors that determine effective transit, cost and ridership. Finally, staff re-considered the performance measure of percent of bus occupied. However, the change in the percent of bus occupied when Pace replaced the school buses with the new, smaller blue buses did not significantly increase or decrease so staff determined that average ridership can be used to evaluate the appropriateness of equipment.

After further consideration of the performance measures, the draft list of measures was refined to focus on cost per passenger trip. Cost per passenger trip remains the most important measure because the measure is tracked as a dollar value, which is user friendly for discussions, and is easily understood as a measure of effectiveness. The other measures, while still beneficial to transit conversations, were determined to be data points and will be tracked by staff but are no longer proposed as performance measures.

Additionally, in order to establish a tool that will allow the city and staff to proactively address transit changes going forward, it is important for the Naperville transit measures to directly relate to the Pace measures of service. One of the most important measures used by Pace to determine

route success is recovery ratio, which is a percentage expressing the total route costs that are paid for by the fares collected from passengers. Recovery ratio is also a valuable measure to the city because it incorporates the ridership, cost per ride, and service costs for each route into one measure.

Recovery ratio was initially considered by staff early in the project but it was unclear how the percentages would relate to conversations about the effectiveness. Since this measure is considered to be one of most important measures reviewed by Pace when considering the continuation of services, staff has developed performance measure thresholds for recovery ratio so that they directly link to cost per passenger trip.

Proposed Performance Measures

The proposed transit performance measures are cost per passenger trip and recovery ratio. The value of each measure is briefly described below. Staff is confident that the proposed measures of cost per passenger trip and recovery ratio incorporate the most important data points, including cost, ridership, and fare, to provide an objective review of transit efficiency and translate easily for discussion. Additionally, these measures, and the thresholds established for each measure, will enable the city to make decisions based on what is best for the city while knowing how the decisions fit into the evaluations used by the service provider.

Cost Per Passenger Trip

Cost per passenger trip expresses the cost of transit services per person and is calculated by dividing the total average daily cost by the total average daily ridership. This measure is important because it expresses as a dollar value the cost of transit. Cost per passenger trip is easy to discuss and understand because routes with lower costs per passenger trip are considered to be the most effective while routes with a higher cost per passenger are less effective. Fluctuations in ridership and total cost will also be captured in this measure. Additionally, cost per passenger trip is important to the service providers when making service operation decisions, such as route elimination.

Recovery Ratio

Recovery ratio represents the percentage of the total costs that are recovered from the fares paid by the passengers and is calculated by multiplying the average daily ridership by the fare, then dividing the result by the total average daily cost. This measure is important because it expresses how much of the total cost of the bus service is paid for by the passengers. Due to its nature, transit service will never experience a profit; however, the higher the recovery ratio, the lower the expense for the funding partners. As with cost per passenger trip, the service providers consider recovery ratio to be an essential measure of transit effectiveness and also evaluate this measure when making operational decisions.

Recommended Thresholds

In order to develop a tool that will allow the city and staff to proactively address transit service changes going forward, quarterly historical data from 2007 to 2009 was evaluated for all performance measures reviewed. Staff considered the historical trends for Naperville routes and also evaluated the thresholds used by Pace and the Regional Transportation Authority (RTA) as

indicators of effective transit to determine the threshold ranges that would be most appropriate for transit in Naperville. Each of the service providers have established average minimum and maximum values for their performance measures that are used to evaluate the whole Chicago area transit system. These values are also used to make decisions based on service continuation, expansion, and modification. Since Naperville services will also be evaluated by Pace and the RTA, staff agreed that the thresholds established for Naperville services must have a relationship with the measures already established at the regional level.

By incorporating an understanding of the regional measures into our local thresholds, use of the recommended threshold ranges, as detailed on Attachments 1 and 2, is anticipated to bring increased stability to transit in Naperville and put the city in a position to make transit related decisions before the service providers propose changes, such as elimination, in the future. The proposed thresholds will also be a useful tool in evaluating the funding that the City of Naperville is currently providing for enhanced transit service and making sure the funding is being used efficiently. The four routes that the City of Naperville currently provides funding towards are identified in bold in the attachments.

The recommended threshold ranges for the measures of cost per passenger trip and recovery ratio, while expressed in different values, are directly correlated to each other as well as the regional measures. For example, as shown on Attachments 1 and 2, if a route is achieving a 36% recovery ratio, the correlating cost per passenger trip will be less than \$5.00, it will meet the Pace average standard, and will be operating as an effective Naperville route.

The ranges proposed were determined by considering what threshold value is attainable for suburban transit services, since 17 of our 19 routes are designed as neighborhood Metra feeder routes and travel empty 50% of the time, while meeting the average standards established by the service providers. For each range recommended, there is also an evaluation that directs staff to take various actions in an effort to make the route more effective. The ranges established will also be used to evaluate the impact of marketing initiatives. Attachment 3 has been provided as background information for each Naperville route.

Applying the Thresholds

Once approved, staff will apply the thresholds to identify routes for further evaluation. This evaluation will allow staff to work closely with Pace staff to further evaluate the routes and consider options for improvement. Staff has identified three routes that are recommended for further evaluation in FY 10-11. According to the recommended thresholds, Routes 676 and 689 are considered to be inefficient in both cost per passenger trip and recovery ratio. In addition, the ridership on Route 689 is low and both routes were proposed for elimination by Pace in October 2009. Based on the proposed thresholds, the recommended evaluation of these routes directs staff to coordinate with Pace to review the routes.

The third route staff proposes for evaluation is Route 682. While this route is currently considered to meet average standards, one of the churches along the route has been discussing the possibility of a park-n-ride with staff since early 2009. Staff is finalizing the park-n-ride details with the church, Pace, and Metra in anticipation of having a park-n-ride in operation by

Spring 2010. The initiation of a park-n-ride would increase overall effectiveness of this route and will provide a new opportunity for residents to access the Naperville Metra Station. Staff has recently established a renewed sense of partnership with the service providers and is confident that acceptance of the proposed performance measures and thresholds will allow an objective review of transit efficiencies. Following the approval of the transit performance measures by TAB and the City Council, staff will provide biannual updates of Naperville services.

RECOMMENDATION:

Concur with proposed transit performance measures and thresholds.

ATTACHMENTS:

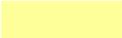
1. Proposed Transit Threshold – Cost Per Passenger Trip
2. Proposed Transit Threshold – Recovery Ratio
3. Transit Background

Transit Threshold – Cost Per Passenger Trip

Pace Route Number	Route Type	Neighborhood	Cost per Passenger Trip	Threshold Status
680	Feeder	Knoch Knolls	\$3.53	
686	Feeder	Old Farm	\$3.86	
675	Park-n-Ride	Wheatland Salem Park-n-Ride	\$3.92	
678	Feeder	Carriage Hills	\$3.94	
672	Park-n-Ride	95th Street Park-n-Ride	\$4.49	
682	Feeder	Brookdale	\$4.54	
530	All Day	West Galena-Fox Valley-Naperville	\$4.70	
683	Feeder	Ashbury	\$4.70	
673	Park-n-Ride	Community Christian Park-n-Ride	\$4.78	
688	Feeder	Huntington	\$5.03	
684	Feeder	Maplebrook	\$5.06	
681	Feeder	Saybrook	\$5.13	
687	Feeder	Farmstead	\$5.52	
685	Feeder	West Wind Estates	\$5.61	
676	Feeder/Reverse	Cress Creek	\$6.20	
677	Feeder	West Glens	\$6.22	
689	Feeder	Hobson Village	\$6.22	
714	All Day	College of DuPage Connector	\$8.63	
781 *	Reverse	I-88 and Diehl Road Offices	\$10.88	

*Service elimination of Route 781 went into effect 2/8/2010. Route 781 serves as an example of how the proposed benchmarks will identify routes with low efficiencies.

Threshold Status Key:

Symbol	Range	Evaluation
	< \$5.00	Route is considered to meet Pace's average standards. Staff monitors the route and provides marketing.
	\$5.00 to \$7.00	Route is considered to be inefficient and does not meet average Pace standards. Staff evaluates the route by reviewing stop by stop ridership data, and considers marketing campaigns and/or surveys commuters.
	> \$7.00	Route does not meet minimum Pace standards. Staff coordinates with Pace for service level changes including route re-alignment, service area changes, schedule changes, and consideration of park-n-rides or other alternatives.

Notes:

1. Pace Routes with a financial contribution from the City of Naperville are identified in **BOLD**.
2. Cost per Passenger Trip is calculated by dividing the total average daily cost by the total average daily ridership.
3. The threshold ranges for Cost per Passenger Trip relate directly to the primary threshold used by Pace to determine the success and value of a route, called Recovery Ratio. Recovery Ratio is calculated by (ridership* fare)/total daily cost and is generally expressed as a percentage. Since the conversations related to Naperville transit services are based on dollar amounts, the Cost per Passenger Trip and the ranges proposed will have a greater impact to conversations than the percentages but will still correlate to how Pace evaluates the routes.
4. Quarterly data from 2007 to 2009 was evaluated to determine the Average Cost per Passenger Trip as calculated. The exception is for routes that have had recent service changes, including Routes 672, 673, 675, and 714; these routes were evaluated based on data from the past four quarters (2008 Quarter 4 through 2009 Quarter 3). Quarters are based on the calendar year with Quarter 1 including January-March, Quarter 2 including April-June, Quarter 3 including July-September, and Quarter 4 including October-December.

Transit Threshold – Recovery Ratio

Pace Route Number	Route Type	Neighborhood	Recovery Ratio	Threshold Status
680	Feeder	Knoch Knolls	50 %	
686	Feeder	Old Farm	45 %	
675	Park-n-Ride	Wheatland Salem Park-n-Ride	45 %	
678	Feeder	Carriage Hills	44 %	
672	Park-n-Ride	95th Street Park-n-Ride	39 %	
682	Feeder	Brookdale	39 %	
530	All Day	West Galena-Fox Valley-Naperville	37 %	
683	Feeder	Ashbury	37 %	
673	Park-n-Ride	Community Christian Park-n-Ride	37 %	
688	Feeder	Huntington	35 %	
684	Feeder	Maplebrook	35 %	
681	Feeder	Saybrook	34 %	
687	Feeder	Farmstead	32 %	
685	Feeder	West Wind Estates	31 %	
676	Feeder/Reverse	Cress Creek	28 %	
677	Feeder	West Glens	28 %	
689	Feeder	Hobson Village	28 %	
714	All Day	College of DuPage Connector	20 %	
781 *	Reverse	I-88 and Diehl Road Offices	11 %	

*Service elimination of Route 781 went into effect 2/8/2010. Route 781 serves as an example of how the proposed benchmarks will identify routes with low efficiencies.

Threshold Status Key:

Symbol	Range	Evaluation
	> 36%	Route is considered to meet Pace's average standards. Staff monitors the route and provides marketing.
	18% to 36%	Route is considered to be inefficient and does not meet average Pace standards. Staff evaluates the route by reviewing stop by stop ridership data, and considers marketing campaigns and/or surveys commuters.
	< 18%	Route does not meet minimum Pace standards. Staff coordinates with Pace for service level changes including route re-alignment, service area changes, schedule changes, and consideration of park-n-rides or other alternatives.

Notes:

1. Pace Routes with a financial contribution from the City of Naperville are identified in **BOLD**.
2. Average Recovery Ratio is calculated by (total average daily ridership* fare)/total average daily cost. Recovery Ratio expresses the percentage of the total route costs that are paid for by the fares collected from passengers.
3. Quarterly data from 2007 to 2009 was evaluated to determine the Average Recovery Ratio as calculated. The exception is for routes that have had recent service changes, including Routes 672, 673, 675, and 714; these routes were evaluated based on data from the past four quarters (2008 Quarter 4 through 2009 Quarter 3). Quarters are based on the calendar year with Quarter 1 including January-March, Quarter 2 including April-June, Quarter 3 including July-September, and Quarter 4 including October-December.

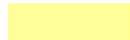
Transit Background

Pace Route Number	Route Type	Neighborhood	Average Number of Daily Riders	Daily Average Cost	Naperville Average Daily Contribution
530	All Day	West Galena-Fox Valley-Naperville	405	\$3,804.54	
714	All Day	College of DuPage Connector	155	\$2,667.45	\$120.38
675	Park-n-Ride 2001	Wheatland Salem Park-n-Ride	85	\$661.78	\$390.00
672	Park-n-Ride 2008	95 th Street Park-n-Ride	76	\$677.33	\$426.19
673	Park-n-Ride 2001	Community Christian Park-n-Ride	74	\$701.89	\$196.97
678	Feeder	Carriage Hills	56	\$437.07	
680	Feeder	Knoch Knolls	55	\$382.90	
683	Feeder	Ashbury	52	\$484.31	
676	Feeder/Reverse	Cress Creek	48	\$592.50	
686	Feeder	Old Farm	47	\$361.46	
682	Feeder, Park-n-Ride anticipated 2010	Brookdale	40	\$358.64	
684	Feeder	Maplebrook	38	\$376.74	
688	Feeder	Huntington	37	\$373.50	
685	Feeder	West Wind Estates	35	\$387.44	
687	Feeder	Farmstead	33	\$359.05	
677	Feeder	West Glens	29	\$358.41	
689	Feeder	Hobson Village	29	\$352.32	
681	Feeder	Saybrook	26	\$261.85	
781 *	Reverse	I-88 and Diehl Road Offices	14	\$308.23	

*Service elimination of Route 781 went into effect 2/8/2010. Route 781 serves as an example of how the proposed benchmarks will identify routes with low efficiencies.

*Symbol**Evaluation*

Route is considered to meet Pace's average standards. Staff monitors the route and provides marketing.



Route is considered to be inefficient and does not meet average Pace standards. Staff evaluates the route by reviewing stop by stop ridership data, and considers marketing campaigns and/or surveys commuters.



Route does not meet minimum Pace standards. Staff coordinates with Pace for service level changes including route re-alignment, service area changes, schedule changes, and consideration of park-n-rides or other alternatives.

Notes:

1. The symbols shown above were determined by using the Cost per Passenger Trip thresholds.
2. Pace Routes with a financial contribution from the City of Naperville are identified in **BOLD**.
3. Quarterly data from 2007 to 2009 was evaluated to determine the Average Recovery Ratio as calculated. The exception is for routes that have had recent service changes, including Routes 672, 673, 675, and 714; these routes were evaluated based on data from the past four quarters (2008 Quarter 4 through 2009 Quarter 3). Quarters are based on the calendar year with Quarter 1 including January-March, Quarter 2 including April-June, Quarter 3 including July-September, and Quarter 4 including October-December.



Naperville

TRANSPORTATION ADVISORY BOARD AGENDA ITEM

AGENDA DATE: 3/6/2010

SUBJECT: Bicycle Rack Fundraising Program

ACTION REQUESTED: Approve the bicycle rack fundraising program for bicycle rack placement in Downtown Naperville and near the Riverwalk in designated locations

PREPARED BY: Jen Ebel, Transportation Planner

Correspondence Reports New Business Old Business Public Hearing

ACTION PREVIOUSLY TAKEN:

Date	Item No.	Action
None		

BACKGROUND:

In Fall 2009 staff was contacted by a community organization that had an interest in developing a bicycle rack fundraising program. The intent of the proposal is to develop the logistics for a program that will allow local clubs to raise funds to cover the costs of purchasing and installing bicycle racks in select downtown locations and near the Riverwalk. The initial program concept proposed the use of sculptural, whimsical bike rack designs and a plaque to recognize the organization that provided the bike rack.

In recent years, the expansion of bicycle parking has received continued support from the city. The city's efforts to provide bicycle facilities are apparent in the requirement for new developments to include bicycle parking and the recent completion of new covered bicycle shelters at the two Metra stations. The addition of the proposed bicycle fundraising program will enable local clubs to participate in further expanding the number of bicycle parking locations and will recognize their community involvement.

DISCUSSION:

Staff has coordinated with the Bicycle and Pedestrian Advisory Committee (BPAC), Naperville Park District, Department of Public Works, and Riverwalk Commission to discuss the goal of providing additional bicycle parking in the downtown and near the Riverwalk. All departments have been supportive of the program concept.

In November 2009, the Riverwalk Commission considered a proposal from BPAC to incorporate bicycle parking at key entry points to the Naperville Riverwalk. While BPAC understands that

the Riverwalk has been designed for pedestrian use, the Riverwalk also serves as a major destination and connection to the downtown. As such, BPAC proposed coordinating with the Riverwalk Commission to identify locations for bicycle parking that would encourage cyclists who travel to the Riverwalk to easily transition to pedestrian mode on the Riverwalk. The addition of bicycle parking at the entry points listed below, coupled with signage, would reinforce that the intended purpose of the Riverwalk is for pedestrian use. The following locations were considered to be suitable by the Riverwalk Commission as part of the bicycle rack fundraising program:

- Jefferson Avenue Gateway
- Adjacent to the Jaycee Playground
- Riverwalk Parking Lot (Main Street and Jackson Avenue)
- South of the Webster Street Bridge
- Rotary Hill
- North Central College Gateway

Additionally, BPAC has been working to identify potential locations in the downtown with sufficient public right of way that could be used as new bicycle parking locations. Staff is evaluating the areas identified by BPAC to determine the feasibility for each location. Staff will continue to work with BPAC to create a list of specific locations considered to be appropriate for the program.

After reviewing the various costs and many designs for the more sculptural bike racks, staff proposes that bicycle fundraising program will offer one standard bicycle rack design. Staff and the appropriate commissions will approve all requests for bike racks. Should a local club desire a unique bicycle rack design, color, or location the request will be evaluated at that time. The estimated cost for one standard "U" shape bike rack is \$600.00. This estimate includes the bike rack, concrete pad, installation, and logo plaque.

Following TAB and City Council approval of the bicycle rack fundraising program, staff will develop the final logistics of the program with city departments, BPAC, and the Riverwalk Commission. It is anticipated that local clubs will be notified of the bicycle rack fundraising program as an outreach opportunity to support the community and encourage cycling in Spring 2010. Staff will also coordinate with the Downtown Naperville Alliance and the Downtown Advisory Commission to inform them of the program and the potential bicycle rack locations selected in the downtown.

RECOMMENDATION:

Approve the bicycle rack fundraising program for bicycle rack placement in Downtown Naperville and near the Riverwalk in designated locations.



Naperville

TRANSPORTATION ADVISORY BOARD AGENDA ITEM

AGENDA DATE: 3/6/2010

SUBJECT: Parking Restrictions on Auburn Avenue at Ranchview School

ACTION REQUESTED: Approve the recommendation to establish No Parking Stopping or Standing 7:45 AM-8:15 AM and 2:15-2:45 PM.

PREPARED BY: James Lawlor, Technical Team Supervisor

Correspondence Reports New Business Old Business Public Hearing

ACTION PREVIOUSLY TAKEN:

Date	Item No.	Action

BACKGROUND:

Ranch View Elementary School representatives and city staff have been monitoring traffic patterns and motorist behaviors at the school since implementation of a new traffic plan in the fall of 2009. The part of Auburn Avenue in question has never been subject to parking restrictions.

DISCUSSION:

Ranch View representatives have noted the increased use of Auburn Avenue adjacent to the bus loading area as a quasi-parent pick up location at dismissal time. Parents are queuing on Auburn Avenue between the driveways utilized by the school buses, and in some cases are calling for their children to cross the congested bus loading area to meet them. Ranch View representatives feel this is a dangerous situation and city staff concurs.

RECOMMENDATION:

Approve the recommendation to establish a No Parking Stopping or Standing 7:45-8:15 AM and 2:15-2:45 PM zone on the north side of Auburn Avenue from 150' west of Ranchview Drive to 200' east of Iona Avenue.

ATTACHMENTS:

Draft Ordinance
Location Map

DRAFT

ORDINANCE NO. 10 - ____

**AN ORDINANCE AMENDING THE NAPERVILLE TRAFFIC SCHEDULE MANUAL
TO ESTABLISH PARKING RESTRICTIONS FOR
RANCHVIEW ELEMENTARY SCHOOL**

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF NAPERVILLE, ILLINOIS, DuPAGE AND WILL COUNTIES, in exercise of its home rule authority as follows:

SECTION 1: Section VIB, No Parking, Stopping or Standing Zones of the Naperville Traffic Schedule Manual is hereby amended by adding the underlined language the stricken language as follows:

Street	Area of Restriction	Side	Ord.#
<u>Auburn Avenue</u>	<u>From a point 150' west of Ranchview Drive to a point 200' east of Iona Avenue, No Parking Stopping or Standing 7:45-8:15 AM and 2:15-2:45 PM.</u>	<u>North</u>	

SECTION 2: This Ordinance shall be in full force and effect after its passage and approval.

PASSED this ____ day of _____, 2010.

AYES:

NAYS:

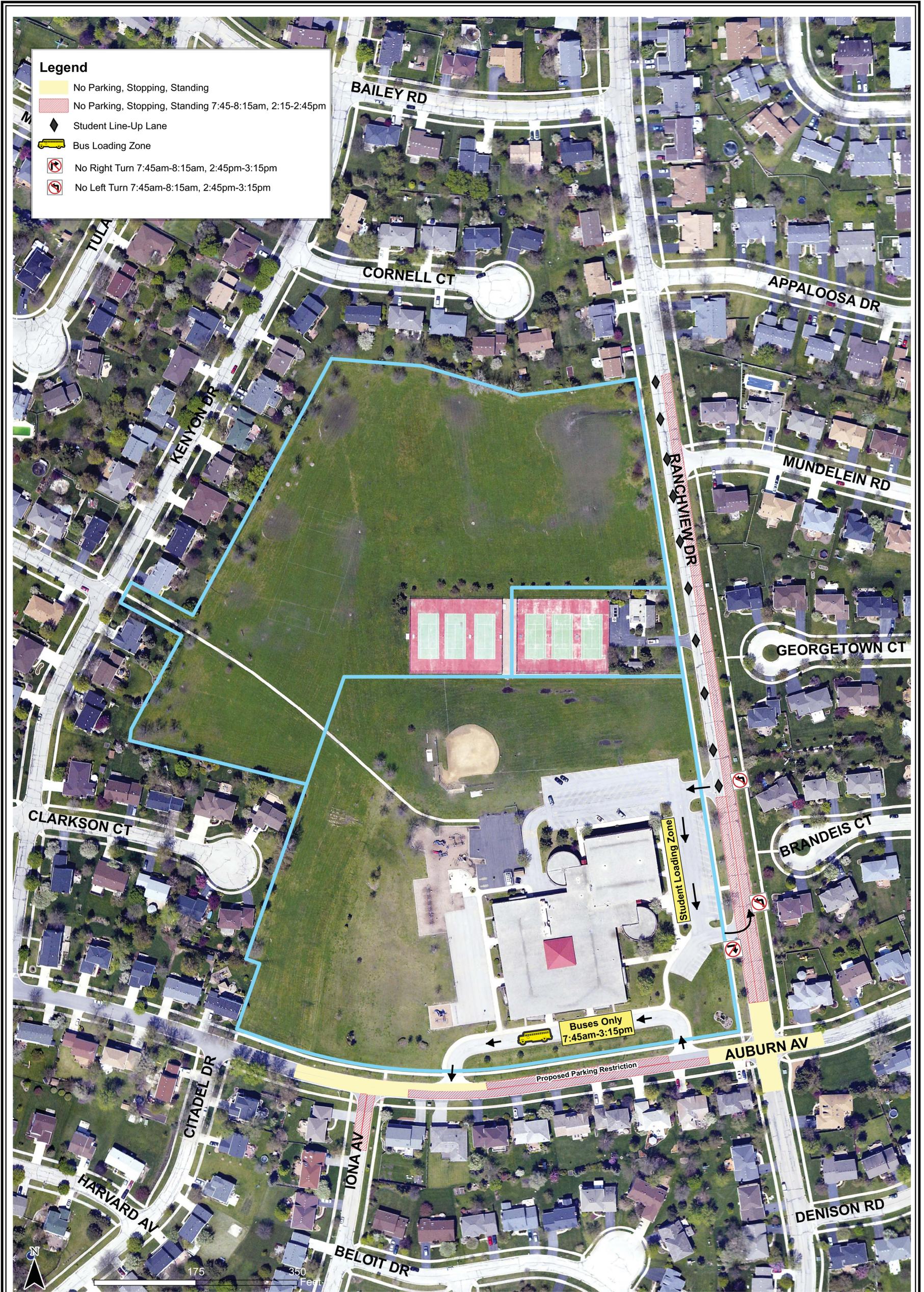
ABSENT:

APPROVED this ____ day of _____, 2010.

ATTEST:

A. George Pradel
Mayor

Pam LaFeber
City Clerk



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

Ranchview School 2009 Updated Traffic Plan

This map should be used for reference only. The data is subject to change without notice. City of Naperville assumes no liability in the use or application of the data. Reproduction or redistribution is forbidden without expressed written consent from the City of Naperville.

**CITY OF NAPERVILLE
MEMORANDUM**

DATE: January 28, 2010

TO: Douglas A. Krieger, City Manager

THROUGH: Marcie Schatz, Director of Transportation, Engineering and Development
Karyn Robles, Transportation and Planning Team Leader

FROM: Jen Ebel, Transportation Planner

SUBJECT: 95th Street Park-n-Ride Usage Request

PURPOSE:

The purpose of this memorandum is to inform the City Council of a request by the Fry Family YMCA to operate a shuttle from the 95th Street Park-n-Ride.

BACKGROUND:

In 2008, the City of Naperville constructed a park-n-ride at the future STAR Line station located at the southwest corner of 91st Street and Wolf's Crossing Road. The park-n-ride provides over 200 vehicle parking spaces and is served by a Pace Route 675 which operates weekday commuter express bus service to the Route 59 Metra Station.

The Fry Family YMCA first contacted the city in late 2008 and expressed interest in using the 95th Street Park-n-Ride for off-site, overflow parking. The YMCA requested the use of the park-n-ride lot in order to offer shuttle service from the park-n-ride to their field house facility located approximately one mile north of the park-n-ride at 31W290 Schoger Drive.

INFORMATION:

Two weeks ago the YMCA contacted the city to re-initiate their request to use the park-n-ride as an offsite shuttle location. Additional details regarding their request were provided to the city on Thursday, January 28, 2010.

The YMCA has requested use of the park-n-ride lot beginning on Saturday, January 30, 2010 for basketball tournaments. It is anticipated that approximately 100 parking spaces will be used by families and athletes who are then transported via shuttle to the field house. The shuttle service has been advertised to visiting teams and coaches and the YMCA has arranged transportation through Laidlaw during the tournaments.

Since the park-n-ride is not currently being used for city events on the weekends and because the YMCA has already advertised its availability, staff has agreed to allow the YMCA to use the park-n-ride lot on January 30 and 31, 2010. The YMCA has provided the city with a Letter of Request and a Certificate of Insurance from the YMCA outlining their request and indemnifying the city for this use of the lot.

At the Wednesday, February 3, 2010 City Council meeting an agenda item regarding the proposed use of the 95th Street Park-n-Ride by the YMCA will provide additional details

regarding the YMCA's request, and will recommend approval for Saturday and Sunday use of the 95th Street Park-n-Ride by the YMCA through April 2010.

CONCLUSION:

Please include in the January 29, 2010 Manager's Memorandum.

C: Transportation Advisory Board

**CITY OF NAPERVILLE
MEMORANDUM**

DATE: February 23, 2010

TO: Doug Krieger, City Manager
Marcie Schatz, Director, Director – TED Business Group

FROM: Katie Forystek, AICP, Community Planner – TED Business Group

SUBJECT: Information Only Item: **Plank Road Study – PC # 10-1-021**

Purpose:

To consider an amendment to the 1998 East Sector Plan within the city's Comprehensive Master Plan for the Plank Road Study Area.

Background:

The City of Naperville is updating the 1998 East Sector Plan within the city's Comprehensive Master Plan to provide guidance and policy direction in the future development within certain areas of the East Sector. The Plank Road Study is the third small area study to be initiated within the East Sector planning area. The study boundaries are unincorporated properties near Naper Boulevard and Plank Road and unincorporated properties fronting Plank Road from Columbia Street to the city's planning area boundary, east of Naper Boulevard.

The Plank Road Study focuses on land use recommendations and primarily addresses the topics of redevelopment and infill within the study area. The transportation network serving the area, natural features (e.g. slope, landscaping and trees), historic land use and zoning patterns and projected development trends were examined as part of the study.

Status:

This case will go before the Plan Commission for public hearing, review and recommendation during their March 2010 meeting schedule.

Cc: Bicycle and Pedestrian Advisory Committee
Transportation Advisory Board

