



**NAPERVILLE TRANSPORTATION ADVISORY BOARD
COUNCIL CHAMBERS – MUNICIPAL CENTER
FINAL AGENDA
08/07/2010 - 8:00 AM**

CALL TO ORDER:

A. ROLL CALL

B. APPROVAL OF MINUTES

C. PUBLIC FORUM

D. OLD BUSINESS

1. Jackson Avenue and Chicago Avenue Parking Recommendation

E. PUBLIC HEARINGS

F. REPORTS AND RECOMMENDATIONS

1. City Council Report
2. BPAC Report
3. Police Department Report
4. Accessible Pedestrian Signal (APS) Survey Results and Recommendation to Establish a Prioritization Policy for Future Installations
5. Recommendation to Establish a Valet Transfer Zone on Jefferson Avenue for BlackFinn American Saloon.
6. Centennial Court No Parking Recommendation
7. Scullen Middle School Traffic Control Revisions

G. CORRESPONDENCE

1. Letter to CMAP regarding Go To 2040 and the STAR Line.

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



**CITY OF NAPERVILLE
TRANSPORTATION ADVISORY BOARD
MINUTES OF MEETING – JULY 10, 2010**

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

ROLL CALL:

Members Present: Dan Bauer, Jay Chiglo, Stephen Frost, Mark Jaynes, Pam Perillo, Eva Polites, Myron Sawyer, Dennis Wencel, and James Wilson.

Members Absent: Joe Gryczkowski, Deborah Stamm and Student Representatives Ryan Cap and Elizabeth Lass.

Staff Present: Steve Cope and Jen Ebel of TED and Lee Martin of PD

APPROVAL OF THE MINUTES: Minutes of June 5, 2010 were approved as written.

Motion by Jim Wilson, seconded by Myron Sawyer. Ayes: Dan Bauer, Jay Chiglo, Stephen Frost, Mark Jaynes, Pam Perillo, Eva Polites, Myron Sawyer, Dennis Wencel, and James Wilson. Minutes were approved 9 to 0.

PUBLIC FORUM: No one from the public spoke.

OLD BUSINESS:

Jackson Avenue Parking Update-Steve Cope: Repaving, striping and signage of one-way Jackson between Washington and Main has been completed with improved parking configurations for both the businesses and truck traffic.

- Prior it was parallel parking on the north side and angle parking on the south side with a 23 foot through lane with trucks double parking to unload goods to the adjacent businesses.
- To eliminate trucks in the through lane and double parking, loading zones were created with specific hours of 8 am through 4 pm Monday through Friday and 8 am to noon on Saturday as per the choice of the businesses.
- TAB and Council approved the new configuration which allows angle parking on both sides of the street and truck loading zones with two on the east end (one on the north side and one on the south side) and one at the west end of Jackson on the south side.
- Traffic volume remains the same as before with about 1 vehicle every 2 minutes. Turn over is good. Another truck loading zone on Chicago Avenue is anticipated to be presented to TAB in August making a total of four established loading zones.

PUBLIC HEARINGS: No one spoke at the public hearing.

REPORTS AND RECOMMENDATIONS:

City Council Report – June 15 – Stephen Frost: No report.

BPAC Report – Mark Jaynes: No report.

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Police Department Report-Sgt. Lee Martin: City Council on July 20 will be revisiting the issue of right turn on red for the Automated Red Light Enforcement Program. Crashes are down at all 3 of the intersections that are currently being monitored by the systems which are meeting the goals of the program at this time. TAB thanked the Police Department for a herculean effort for making Rib Fest a success this year.

Recommendation to Amend Title 11, Chapter 2-Municipal Parking Lots-Steve Cope: Need to convert spaces on the ground level of the Van Buren Parking facility to short term spaces due to the closure of the post office parking lot and the need for patrons to use this facility to access the Post Office. The Drop-Off Boxes have been relocated to Burlington Square on 4th Avenue in front of the train station.

The Naperville Area Homeowners Confederation recommended creating a series of short term parking spaces near the entrance of the Van Buren Deck off of Benton along the east wall. The Downtown Naperville Alliance requested one hour parking to serve the needs of the businesses in that area such as the Barber Shop and Beauty Salon.

TAB suggested 15 minute parking spaces be created until the Post Office moves to a new location. Now trying to put one fix for two issues. The Post Office needs short term parking. Could establish the short term parking in conjunction with the hours the post office is open. Could create 10 spaces with 5 being 15 minute and 5 one hour spaces. Adequate signage should get the message across.

Motion: The Transportation Advisory Board recommends a motion in substitution of the Staff recommendation including the conversion of seven 3-Hour Parking spaces to 15 Minute Parking spaces during post office business hours on the ground level of the Van Buren Parking Facility until the Post Office relocates. **Motion by Dennis Wencel, seconded by Jim Wilson. Voting Aye: Jaynes, Perillo, Sawyer, Wencel, Wilson. Voting Nay: Bauer, Chiglo, Frost, and Polites. Motion approved 5 to 4.**

Recommendation to Approve the Removal of On-Street Parking Modifications on 5th Avenue and North Avenue in Conjunction with the 5th Avenue Study Implementation – Jen Ebel: Council approved the study in December of 2009. Included were two short term items to improve the visibility between Pedestrians Cyclists, and Motorists. The parking space elimination will increase the sight distance for vehicles stopped on Ellsworth at 5th Avenue and help motorists evaluate the gaps when turning onto 5th Avenue from Ellsworth Street. The increased sight distance is expected to enhance pedestrian comfort and safety for those crossing 5th Avenue at Ellsworth Street.

TAB: Need marked crosswalks at 5th and Center and 5th and Brainard. Need to get motorists to pay attention to pedestrians in the area.

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Motion: The Transportation Advisory Board concurs with the Department of Transportation Engineering, and Development to eliminate the 2 daily fee commuter parking spaces on the north side of 5th Avenue, east of Ellsworth Street; 2 daily fee commuter parking spaces on the south side of 5th Avenue east of Ellsworth Street; and 1 space on the south side of North Avenue east of Center Street. **Motion by Dennis Wencel, seconded by Dan Bauer.** Ayes: **Dan Bauer, Jay Chiglo, Stephen Frost, Mark Jaynes, Pam Perillo, Eva Polites, Dennis Wencel, and James Wilson.** Nay: **Sawyer.** **Motion was approved 8 to 1.**

Recommendation to Rescind No Parking Restriction on Basswood Drive-Steve Cope: School District now owns the house across from Knox Presbyterian Church at 212 Basswood Drive as a reconstruction Property. The No Parking Zone is no longer needed.

Motion: The Transportation Advisory Board concurs with the Department of Transportation Engineering, and Development to rescind ordinance 94-201 which established No Parking on the south side of Basswood Drive at 212 Basswood Drive. **Motion by Mark Jaynes, seconded by Jay Chiglo.** Ayes: **Dan Bauer, Jay Chiglo, Stephen Frost, Mark Jaynes, Pam Perillo, Eva Polites, Myron Sawyer, Dennis Wencel, and James Wilson.** **Motion was approved 9 to 0.**

Establish Visitor Temporary Parking Passes for Downtown Naperville-Steve Cope: Naperville Development Partnership requested the city consider a program for issuance of temporary parking passes to visitors that attend longer-term meetings and conferences in restaurants and in the Chamber of Commerce offices where the existing parking regulations in the downtown will not meet their temporary parking needs.

A Visitor Temporary Parking Pass Program would meet the needs of those who will be attending all day meetings. The program will be administered by the Naperville Development Partnership who will make the hang tags available to businesses for a one week period. It is not expected to impact the parking in the downtown area.

MOTION: Motion: The Transportation Advisory Board concurs with the Department of Transportation Engineering, and Development to amend Title 11, Chapter 2 to establish Visitor Temporary Parking Passes for Downtown Naperville provided there is flexibility to amend the ordinance if the need arises to do so. **Motion by Dan Bauer, seconded by Dennis Wencel.** Ayes: **Dan Bauer, Jay Chiglo, Stephen Frost, Mark Jaynes, Pam Perillo, Eva Polites, Myron Sawyer, Dennis Wencel, and James Wilson.** **Motion was approved 9 to 0.**

CORRESPONDENCE:

Illinois Route 59 Expansion Public Meeting-Jen Ebel: Meeting will be held on Wednesday, July 14 from 5 to 7 in the Council Chambers to provide an opportunity to learn about an innovative interchange configuration known as diverging diamond interchange for Interstate 88/Illinois Route 59 Interchange.

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Recommendation for FY 2010-2011, Second Quarter Commuter Permit Issuance and Space Utilization Report TAB acknowledged the document.

Downtown Parking Management Study Implementation Update-Steve Cope: Update on short term work items from the study. Survey will be conducted on vehicle overnight parking in the decks to determine if the vehicles do leave in the morning in order for customers to use the decks the following day. The volume of overnight parking has ranged from 60-65. Staff anticipates data will be available for the TAB meeting in August.

NEW BUSINESS: There were no items of new business.

Motion to adjourn by Dan Bauer, seconded by Pam Perillo with unanimous approval. Meeting was adjourned at 8:38 a.m. Next TAB Meeting will be August 7 at 8 a.m. in the Council Chambers.

Respectfully submitted,

Marjorie McIntosh, Secretary



Naperville

TRANSPORTATION ADVISORY BOARD AGENDA ITEM

AGENDA DATE: 8/7/2010

SUBJECT: Jackson Avenue and Chicago Avenue Parking Recommendation

ACTION REQUESTED: Approve the recommendation to amend and establish parking restrictions in support of the revised Jackson Avenue parking design and relocate two ADA compliant parking spaces to the Riverwalk Parking Lot.

PREPARED BY: Steve Cope, Project Manager

ACTION PREVIOUSLY TAKEN:

Date	Item No.	Action
2/6/2010	E-6	TAB reviewed the initial parking design options and provided support to install angle parking on both sides of Jackson Avenue.
3/6/2010	D-2	TAB voted 6 to 2 to approve staff’s recommendation to establish angle parking on both sides of Jackson Avenue with a 6-month evaluation period.
5/4/2010	N-2	City Council passed the ordinance to establish temporary parking regulations in support of the trial Jackson Avenue Parking Design and directed staff to report on traffic and parking operational effectiveness within 6 months of the implementation of the plan.

BACKGROUND:

Given the pavement resurfacing project and in conjunction with the Downtown Parking Management Study recommendations, staff considered a variety of parking design options for Jackson Avenue between Washington Street and Main Street. The goal was to better serve the downtown business needs and to optimize parking in the area while maintaining traffic safety and efficiency. With City Council’s approval, a revised parking design layout that includes angle parking on both sides of Jackson Avenue was implemented in early June 2010. The parking and traffic management plan is to be evaluated to determine operational effectiveness over the next 6 months.

DISCUSSION:

Although only two months have passed since implementation of the revised parking plan, a final decision on the parking configuration must be made before the weather changes in order to install permanent pavement markings on the north side of Jackson Avenue. Staff directed the

roadway contractor to install temporary pavement markings along the north side of Jackson Avenue in consideration that the trial parking configuration might prove to be ineffective. Pavement markings are generally completed by October of each year.

Previous Parking Layout (Total Spaces – 37)

The parking design consisted of parallel parking on the north side of the street and angle parking on the south side. It provided 35 parking spaces and two ADA accessible spaces. Double-parking took place daily to accomplish the delivery of goods.

Current Trial Parking Layout (Total Spaces – 43)

This parking design consists of angle parking on both sides of the street except for the first three spaces on the north side nearest Washington Street. It provides 42 parking spaces and one ADA accessible space. This plan calls for the ADA accessible space previously adjacent to Sullivan's to be relocated to the Riverwalk Parking Lot.

Truck loading zones are established at each end of the block and utilize 13 of the total angle parking during the hours of 8 a.m. to 4 p.m. Monday through Friday and 8 a.m. to noon on Saturday. Public parking is permissible in these spaces outside of the hours they are restricted to truck deliveries.

The 15-foot travel lane is insufficient in width for a vehicle to pass around a parked truck if they are not in the designated truck loading zones or double parked. Staff was clear when presenting this proposal that the current parking configuration can only be a viable solution if trucks are prohibited from double-parking and only use the designated loading zones. The support of the business owners by managing their delivery schedules and motorists' compliance with the truck loading zone regulations remain essential.

Traffic Investigations

Staff initiated a traffic investigation on February 23 to gain a first-hand perspective on traffic, parking and loading conditions on Jackson Avenue in order to establish benchmark data and to assist in developing a recommendation for future parking designs. Staff concluded the three-day traffic investigation, which determined:

- The subject street segment experiences very low traffic volume during normal truck delivery periods and that through-traffic is approximately 6 vehicles every 15-minutes.
- Parking occupancy rises significantly after 10 a.m. averaging 92% occupancy, as opposed to 68% before 10 a.m.
- Almost 70% of all deliveries were to Sullivan's. Delivery times ranged from 1 minute to 35 minutes with the average delivery time of 14.2 minutes.

Three post-implementation field studies were performed on Thursday, June 24, Wednesday, June 30 and Tuesday, July 6. The three-day traffic investigation determined:

Jackson Avenue and Chicago Avenue Parking Recommendation

August 7, 2010

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- The subject street segment continues to experience very low traffic volume during normal truck delivery periods and that through-traffic is approximately 6.8 vehicles every 15-minutes.
- Parking occupancy is up from the February studies, after 10 a.m. is averaging 97% occupancy and 75% before 10 a.m. This is likely related to the decrease in parking spaces during the period of 8 a.m. to 4 p.m. The truck loading zones hours of restriction conflict with the heavy noon to 2 PM hours of parking demand, but the configuration still provides 6 additional on-street parking spaces during our heaviest demand period of 6 PM to 10 PM.
- 50% of all deliveries were to Sullivan's, 30% to Jimmy's Grill and 9% to Beidelman's. Delivery times ranged from 1 minute to 48 minutes with the average delivery time remaining at 14 minutes.

Other Observations and Considerations

- Staff observed a number of business employees parking on Jackson Avenue instead of parking in the CBD employees' designated parking areas.
- Parking and loading compliance improved as we implemented corrective measures, such as red flags on the parking signage to highlight the loading zone regulations. When the parking system was first implemented, compliance with the truck loading zones was inadequate and we experienced occasional traffic jams and irritated motorists.
- During the lunch hours, we see 100% occupancy of the spaces, but good turn over. One car leaves and another is parking quickly thereafter.
- In general the parking system is working well. We have received only one complaint from adjacent businesses and that came prior to the corrective measures taken to improve motorist compliance with the posted regulations.

Jackson Avenue Property and Business Owners' Input

The majority of the Jackson Avenue businesses and property owners supported the current parking and traffic management plan from the outset and believes it best serves their collective needs. A letter was sent on July 22 seeking their input on how the parking and traffic management system is working. Staff requested that they respond by July 28 in order to have their input inserted into this recommendation or they may attend the August 7 TAB meeting. One business owner has provided his verbal support for the current configuration.

Other Stakeholder Input

The Downtown Naperville Alliance (DNA) and the Naperville Development Partnership continue to support the current parking configuration. They report that they have received no complaints related to the new parking system.

Chicago Avenue ADA Accessible Parking Space Relocation

While this recommendation is mainly related to the revised parking configuration on Jackson Avenue, the relocation of an ADA accessible space from Jackson Avenue to the Riverwalk Parking Lot should be done simultaneously with the relocation of the ADA parking space on Chicago Avenue.

When the City Council approved Sullivan's valet parking permit the ADA parking spaces along the north side of Chicago Avenue were relocated. One was moved to Jackson Avenue where the truck loading zone is now situated and the other was moved two spaces to the east along the north side of Chicago Avenue. This space is now inconveniently located away from the sidewalk ramp at the corner of Main Street and Chicago Avenue.

Through the process of addressing a variety of special on-street parking uses with the DNA and in accordance with the Downtown Parking Management Study (DPMS) short-term work items, a recommendation to relocate the Chicago Avenue ADA parking space to the Riverwalk Parking Lot was approved by the DNA. With the Chicago Avenue and Jackson Avenue ADA spaces relocated to the Riverwalk Parking Lot, this essentially reserves the eastern-most line of parking within lot for persons with disabilities and brings the parking spaces into compliance with ADA design standards. The distances to travel from the Riverwalk Parking Lot to Sullivan's entrance is approximately 180 feet, which is approximately the same distance from the Chicago Avenue ADA space to the entrance.

Further, the DPMS consultant recommends providing ADA accessible spaces in the surface parking lots where they can be installed with an 8-foot accessible aisle. If they are provided on-street, they should be located adjacent to an accessible sidewalk ramp. Staff concurs with the DNA and recommends the Chicago Avenue ADA parking space be relocated to the Riverwalk Parking Lot.

RECOMMENDATION:

Approve the recommendation to amend and establish parking restrictions in support of the revised Jackson Avenue parking design and relocate two ADA compliant parking spaces to the Riverwalk Parking Lot.

ATTACHMENTS:

1. July 22 Notification Letter
2. Previous Jackson Avenue Parking Layout
3. Current Trial Parking Layout
4. Draft Ordinance



Naperville

July 22, 2010

Dear Jackson Avenue Business/Property Owner,

As you know, the City of Naperville altered the parking configuration on Jackson Avenue from Main Street to Washington Street in attempt to better meet the needs of the Jackson Avenue businesses and to address truck deliveries on the street. With the new configuration, it is critical that truck deliveries are made within the designated truck loading zones so as not to impede traffic flow. The current parking layout is still considered temporary as we evaluate its appropriateness and effectiveness in parking and traffic management. City staff did recognize areas for improvement in communicating and enhancing the parking/truck loading regulations and once we completed those traffic sign and pavement marking improvements, we've witnessed and recorded better compliance and traffic operations on Jackson Avenue.

An important part of the evaluation of this parking and traffic management system is the input of the affected business and property owners. At this time I ask that you share your observations and thoughts with me regarding this project. Your input will become part of the final recommendation to the Transportation Advisory Board and the City Council. Specifically, please provide your thoughts on the following topics:

- Is the trial parking and traffic management system an improvement from the previous system? Would you like this parking configuration to be permanently installed?
- Are truck drivers using the truck loading zones correctly? If not, how might we improve compliance with the loading zone operations?
- Are passenger-vehicle motorists respecting the truck loading zones regulations?
- How is through-traffic affected now as compared to the previous parking configuration?
- What comments have you heard from your patrons?
- Any other thoughts you might want to share?

I will be taking a report to the Transportation Advisory Board at their August 7, 2010 meeting. TAB meets at 8 a.m. in the City Council Chambers on the first Saturday of each month. If you prefer, you may attend the meeting and sign up to speak directly to the board. Otherwise, I will include your comments in the recommendation, if received by July 28, 2010. Please let me know if you prefer to remain anonymous. As usual, if you have any questions or would like to provide input directly to me, please call (630) 420-6066 or email me at copese@naperville.il.us. Thank you for your time and attention to this matter.

Sincerely,

Steve Cope
Project Manager
City of Naperville

C: Transportation Advisory Board
Downtown Naperville Alliance



Previous Jackson Avenue Parking Layout

ORDINANCE NO. 10 -

AN ORDINANCE ESTABLISHING PARKING RESTRICTIONS FOR JACKSON AVENUE, CHICAGO AVENUE AND RIVERWALK PARKING LOT

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

SECTION 1: Section XXI, Handicapped Parking: of the Naperville Traffic Schedule Manual is hereby amended by adding the underlined and deleting the stricken language as follows:

Street	Area of Restriction	Side	Ord.
<u>Jackson Avenue</u>	<u>From a point 158' west of Washington Street to a point 182' west of Washington Street.</u>	<u>North</u>	
Jackson Avenue	From a point 82' west of Washington Street to a point 112' west of Washington Street.	South	92-210
Chicago Avenue	From a point 95' east of Main Street to a point 135' west of Washington Street.	North	01-154
Riverwalk Lot	<u>24</u> spaces as marked		92-184

SECTION 2: Section XIII, Loading Zones, of the Naperville Traffic Schedule Manual is hereby amended by adding the underlined and deleting the stricken language as follows:

Street	Area of Restriction	Side	Ord.
JACKSON AVE.	From a point 65' east of Main St. to a point 123' east of Main St. (15-minute passenger vehicles/30-minute commercial vehicles)	North	07-112

Jackson Avenue From a point 90' west of Washington Street to a point 177' west of Washington Street. Truck Loading Only, 8 a.m. to 4 p.m., Monday thru Friday, 8 a.m. to 12 p.m. Saturday. (7 parking stalls) South

Jackson Avenue From a point 83' east of Main Street to a point 137' east of Main Street. Truck Loading Only, 8 a.m. to 4 p.m., Monday thru Friday, 8 a.m. to 12 p.m. Saturday. (6 parking stalls) South

SECTION 3: 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



Naperville

TRANSPORTATION ADVISORY BOARD AGENDA ITEM

AGENDA DATE: 8/7/2010

SUBJECT: Accessible Pedestrian Signal (APS) Survey Results and Recommendation to Establish a Prioritization Policy for Future Installations

ACTION REQUESTED: Receive the survey results from the pilot Accessible Pedestrian Signal (APS) installation and approve the recommended policy for the consideration of future APS installations.

PREPARED BY: Andy Hynes, TED Project Engineer

ACTION PREVIOUSLY TAKEN:

Date	Item No.	Action
8/3/2008	F3	Recommendation to Evaluate Accessible Pedestrian Signals

BACKGROUND:

What are Accessible Pedestrian Signals?

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

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

Need for APS Devices

As described in the The Federal Highway Administration's *Manual of Uniform Traffic Control Devices (MUTCD)*:

The primary technique that pedestrians who have visual disabilities use to cross streets at signalized locations is to initiate their crossing when they hear the traffic in front of them stop

and the traffic alongside them begin to move, which often corresponds to the onset of the green interval. The existing environment is often not sufficient to provide the information that pedestrians who have visual disabilities need to cross a roadway at a signalized location.

The factors that make crossing at a signalized location difficult for pedestrians who have visual disabilities include: increasingly quiet cars, right turn on red (which masks the beginning of the through phase), continuous right-turn movements, complex signal operations, traffic circles, and wide streets. Furthermore, low traffic volumes might make it difficult for pedestrians who have visual disabilities to discern signal phase changes.

Where are APS Required?

Accessible Pedestrian Signal requirements are governed by both the Federal Americans with Disabilities Act (ADA) of 1990 and the Reconstruction Act of 1973. Guidance and enforcement authority under these laws is provided by the Department of Justice, Department of Transportation, and the US Access Board.

The MUTCD provides the most specific direction regarding the need to install APS units:

If a particular signalized location presents difficulties for pedestrians who have visual disabilities to cross the roadway, an engineering study should be conducted that considers the needs of pedestrians in general, as well as the information needs of pedestrians with visual disabilities. The engineering study should consider the following factors:

- A. Potential demand for accessible pedestrian signals;*
- B. A request for accessible pedestrian signals;*
- C. Traffic volumes during times when pedestrians might be present, including periods of low traffic volumes or high turn-on-red volumes;*
- D. The complexity of traffic signal phasing (such as split phases, protected turn phases, leading pedestrian intervals, and exclusive pedestrian phases); and*
- E. The complexity of intersection geometry.*

The MUTCD also provides specific guidance on the location of APS equipment relative to the intersections crosswalks and operational characteristics (volume levels, type of locator tone, button location, etc.).

Cost

Based upon the pilot installation, the minimum cost to purchase and install APS equipment is approximately \$2,400 per crosswalk. However, many signalized intersections in Naperville have only 4 pedestrian pushbuttons (1 button to cross two directions). APS equipment requires that these intersections be retrofitted for an 8 button configuration (one button per direction/crosswalk). As a result, the cost of many APS installations could approach or exceed \$4,000 per crosswalk if additional conduit, wiring, or posts are necessary.

The APS equipment will also increase traffic signal maintenance costs because they are significantly more complex than a standard pedestrian pushbutton. For example, the circuit board that controls the APS unit had to be replaced due to damage from condensation during the

pilot installation. In addition, the APS buttons had to be replaced as the vibration feature caused internal screws to come loose. This resulted in excessive vibration that made the verbal messages inaudible. Design modifications corrected both of these issues. Repairs were made by the manufacturer at no cost to the city. These instances do indicate that the APS devices will require more maintenance resources than a standard pushbutton.

Pilot Installation at the Intersection of Chicago Avenue and Ellsworth Street

In 2008, the Transportation Advisory Board (TAB), Bicycle and Pedestrian Advisory Committee (BPAC), and the Advisory Commission on Disabilities endorsed a plan to install a pilot APS installation and conduct a follow up survey to evaluate their effectiveness.

In December 2008, APS units were installed at the intersection of Chicago Avenue and Ellsworth Street. This location was selected because of its high pedestrian volume and the ability to coordinate with the signal modifications already planned with the North Central College Fine Arts Center construction. The APS units continue to operate at this location to date. The cost to install the six APS devices was \$7,200 (\$1,200 per unit). As a comparison, the cost to install a standard push button is approximately \$250 per unit.

DISCUSSION:

APS Survey Results

An online survey regarding the pilot APS installation was conducted between September 15th and November 30th, 2009. The survey was advertised through the project website, a sign at the intersection, multiple press releases, and letters soliciting input from local organizations for people with disabilities (Spectrios Institute for Low Vision at Deicke House, Wheaton Eye Clinic, and Ecumenical Adult Care). A total of 16 individuals participated in the survey.

The results of the APS survey are provided in Attachment #1. A summary of the results is provided below:

- 63% (10) of the participants have used the APS units at Chicago Avenue and Ellsworth Street
- 50% (8) have a disability or know someone with a disability
- 62% (10) indicated that APS devices are beneficial for persons with disabilities
- 69% (11) indicated that the APS devices provided clear instructions
- 44% (7) indicated that the volume of the locator tone was adequate
- 63% (10) supported near commuter routes and commercial areas
- 31% (5) opposed any APS installation
- 44% (7) supported APS devices at high pedestrian volume locations
- 50% (8) opposed retrofitting any existing traffic signals with APS units
- Three comments suggested consideration of APS units in the downtown area at signals on Washington Street.

Recommended Policy for Consideration of Additional APS Installations

Staff recommends the following policy be adopted for consideration of future APS installations. This policy is based largely upon the guidance provided by the National Cooperative Highway

Research Program Project (NCHRP) 3-62, Guidelines for Accessible Pedestrian Signals (available through the project website: <http://www.apsguide.org>) as well as from the survey results.

- A. APS devices will be considered if the city receives a request for their installation at a specific city-maintained signalized intersection from a disabled individual. The request should identify the intersection approaches that are most difficult to cross as APS units may only be a priority for particular crosswalks. Requests for APS devices at IDOT or DuPage County signalized intersections should be forwarded to the appropriate agency for their consideration.
- B. After the city receives the request, the Transportation, Engineering, and Development Business Group (TED) staff will conduct an engineering study that includes the information outlined in the MUTCD (evaluate potential demand, intersection volume, signal phasing, and complexity of the geometry).
- C. Upon completion of the engineering study, the request will be added to a list of other potential candidate APS locations.
- D. Each year, the potential list of intersections/crosswalks will be provided to an APS Advisory Committee (AAC). This Committee will be comprised of three individuals:
 - a. A member of the Advisory Commission on Persons with Disabilities
 - b. A member of the Bicycle and Pedestrian Advisory Committee
 - c. A TED staff member
- E. The AAC will score each of the candidate intersections/crosswalks using the prioritization tool developed through NCHRP 3-62. See Attachment #2. Member scores for each location will be averaged and ranked from highest to lowest. The AAC will provide a recommendation for the installation of the top one or two candidate crosswalks/intersections for APS installation depending upon the availability of funding and the complexity of the work.
- F. The AAC should present its annual recommendation to the Transportation Advisory Board for approval. If funding thresholds warrant, this recommendation should also be forwarded to the City Council for their consideration. If approved, the APS devices would be designed and installed in order of priority as funding permits.

New traffic signal installations should be designed to accommodate APS devices to the maximum extent possible. The actual installation of APS units should follow the same prioritization process outlined above.

NCHRP Prioritization Tool

The NCHRP APS Prioritization Tool provides traffic engineers and other technical practitioners with the means to take measurable characteristics of a pedestrian crosswalk and produce a rating that reflects the relative crossing difficulty for pedestrians who are blind. The system of scoring is based on the premise that it is the individual crosswalk that is critical, as opposed to the

intersection as a whole. The crosswalks with the highest ratings will have the highest priority for APS installation.

Many agencies (San Diego, Los Angeles, and Portland, as well as the state of Maryland) have developed other prioritization systems to determine the order in which specific locations will be equipped with APS in response to individual requests. Although these rating scales included many relevant factors, the point values assigned to these factors were not thoroughly tested in a field validation.

The NCHRP APS Prioritization Tool underwent validation through comparison with expert opinion from orientation and mobility specialists and blind pedestrians. Crosswalks in three cities (Cambridge, MA; Tucson, AZ; and Charlotte, NC) were rated by each team. The two sets of rankings were compared and adjustments were made to the point system to calibrate the results. This process produced a tool that was validated by comparison to expert opinion in real-world situations.

Funding

Funding for the APS installations is proposed through the Street Safety Improvement Program – CIP# SC099. This recurring project funds a variety of small annual safety improvements. Each year, potential projects are evaluated to determine the most effective allocation of these funds.

Bicycle and Pedestrian Advisory Committee (BPAC) Review

BPAC reviewed the draft policy for future APS installations at their May 17, 2010 meeting. The Committee approved the APS recommendation by a vote of 8-0.

Advisory Commission on Disabilities Review

The Advisory Commission on Disabilities members have reviewed the draft APS policy and are supportive of staff's recommendation.

RECOMMENDATION:

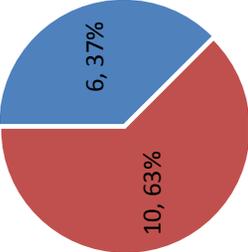
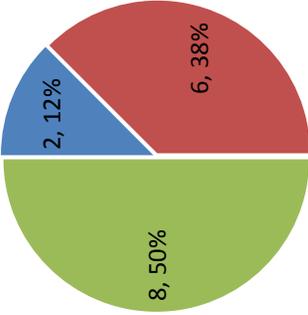
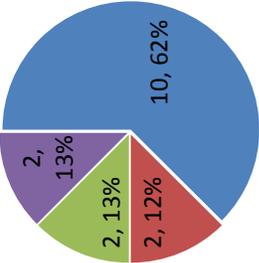
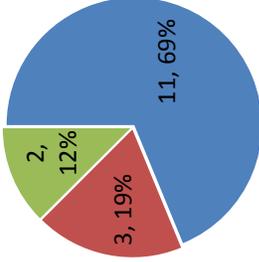
Receive the survey results from the pilot APS installation and approve the recommended policy for the consideration of future APS installations.

ATTACHMENTS:

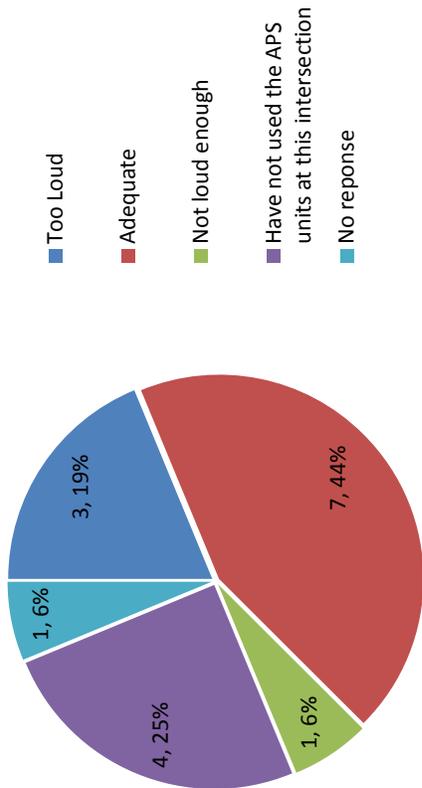
1. APS Survey Results
2. NCHRP APS Prioritization Tool

ATTACHMENT # 1
APS SURVEY RESULTS

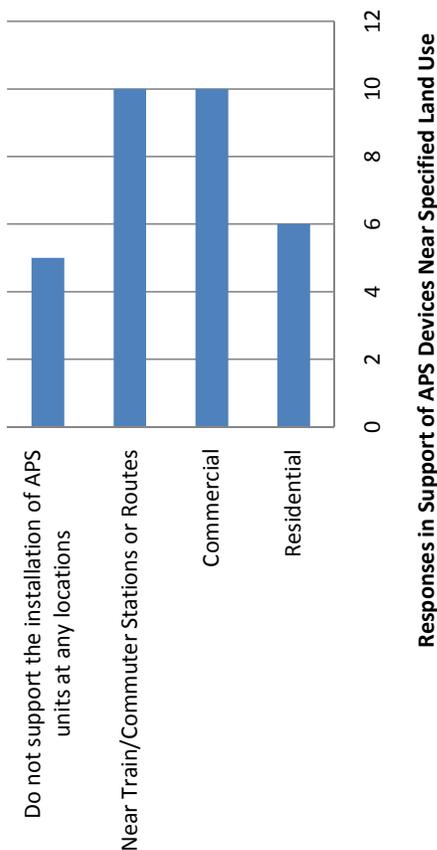
Accessible Pedestrian Signal (APS) Survey Results

<p>1. Have you utilized the APS devices at the intersection of Chicago Avenue and Ellsworth Street?</p>  <table border="1"> <thead> <tr> <th>Response</th> <th>Count</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Yes</td> <td>10</td> <td>63%</td> </tr> <tr> <td>No</td> <td>6</td> <td>37%</td> </tr> </tbody> </table>	Response	Count	Percentage	Yes	10	63%	No	6	37%	<p>2. Please indicate which group is closest to your situation:</p>  <table border="1"> <thead> <tr> <th>Response</th> <th>Count</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Have a disability</td> <td>2</td> <td>12%</td> </tr> <tr> <td>Do not have a disability, but do know or assist someone with a disability</td> <td>6</td> <td>38%</td> </tr> <tr> <td>Do not have a disability and do not know anyone with a disability</td> <td>8</td> <td>50%</td> </tr> </tbody> </table>	Response	Count	Percentage	Have a disability	2	12%	Do not have a disability, but do know or assist someone with a disability	6	38%	Do not have a disability and do not know anyone with a disability	8	50%			
Response	Count	Percentage																							
Yes	10	63%																							
No	6	37%																							
Response	Count	Percentage																							
Have a disability	2	12%																							
Do not have a disability, but do know or assist someone with a disability	6	38%																							
Do not have a disability and do not know anyone with a disability	8	50%																							
<p>3. Do you believe that APS devices are beneficial in assisting persons with disabilities cross the street?</p>  <table border="1"> <thead> <tr> <th>Response</th> <th>Count</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Yes</td> <td>10</td> <td>62%</td> </tr> <tr> <td>No</td> <td>2</td> <td>12%</td> </tr> <tr> <td>No experience with disabled individuals or APS devices</td> <td>2</td> <td>13%</td> </tr> </tbody> </table>	Response	Count	Percentage	Yes	10	62%	No	2	12%	No experience with disabled individuals or APS devices	2	13%	<p>4. Do you feel that the APS units provided clear instruction regarding when to wait or cross the street?</p>  <table border="1"> <thead> <tr> <th>Response</th> <th>Count</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Yes</td> <td>11</td> <td>69%</td> </tr> <tr> <td>No</td> <td>3</td> <td>19%</td> </tr> <tr> <td>No response</td> <td>2</td> <td>12%</td> </tr> </tbody> </table>	Response	Count	Percentage	Yes	11	69%	No	3	19%	No response	2	12%
Response	Count	Percentage																							
Yes	10	62%																							
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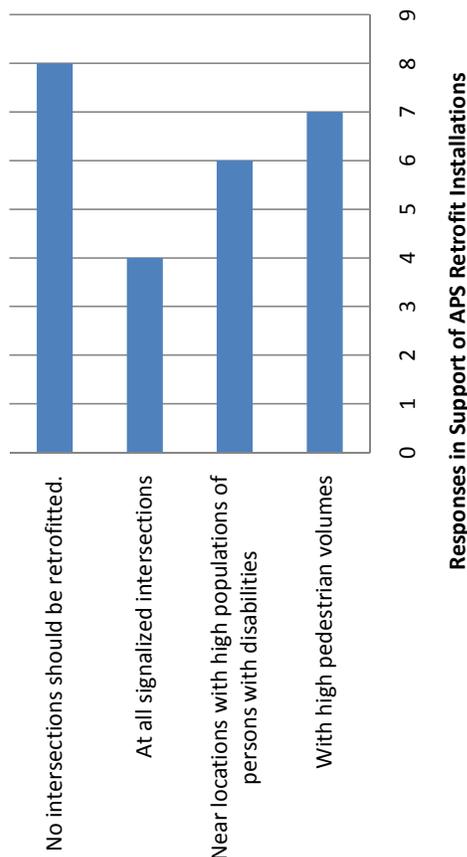
5. Was the locator tone/chirp at the intersection of Chicago Avenue and Ellsworth Street:



6. Would you support the installation of APS units at traffic signals adjacent to/near the following types of land uses:



7. Do you think that the City should retrofit existing pedestrian signals?



8. Are there any specific signalized intersections where you feel that APS devices would be beneficial?

- Naper @ Culpepper
- Perhaps crossing Washington st, in the downtown area.
- Chicago and Washington
- Aurora, Chicago, Jefferson, Van Buren at Washington intersections as well as Eagle and Aurora.

9. Do you have any additional comments or experiences that you would like to share regarding the use of Accessible Pedestrian Signals?

- Great idea.
- I walk past the Chicago/Ellsworth intersection multiple times per day. I have NEVER seen a handicapped person at this intersection. The incessant "chirping" is simply noise pollution. Adding more of these devices to additional intersections -- though "politically correct" -- represents an intrusion on everyone, for the benefit of few -- if any -- individuals. I cannot imagine having one of these devices, with its constant chirping, located in a residential neighborhood or in downtown Naperville. Perhaps they could work in more commercial areas like Route 59 (yeah, like there are tons of blind individuals crossing Route 59!!). If the City Council feels they must kowtow to whatever special interest group is pushing this agenda, why don't we simply construct tunnels or pedestrian bridges at every intersection in Naperville. Our community will receive accolades from every special interest group that supports this cause, our taxes will be increased to install and maintain the devices and the three people who actually benefit from these devices will be happy! What are you people thinking??
- Put them everywhere. Anything less than that is discriminatory.
- It is a reasonable assumption that visually impaired people who are confident enough in their ability to walk around unassisted have already learned a way to determine when it is or isn't safe to cross roads at intersection without this device, so unless you receive an overwhelming demand from the disabled community retrofitting any other intersections seems an unnecessary expense. (and if it isn't helping people the locator chirp seems like an unnecessary bit of very annoying noise pollution. if it is helping people then it's worth it.....)
- Listen to those who are asking for aps signals, but temper with cost and effectiveness.

ATTACHMENT # 2
NCHRP APS PRIORITIZATION TOOL

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

Location:
Evaluator:
Evaluation Date:

Evaluation Summary
Enter total crosswalk score or N/A
Crosswalk A Total Score:
Crosswalk B Total Score:
Crosswalk C Total Score:
Crosswalk D Total Score:
Crosswalk E Total Score:
Crosswalk F Total Score:
Crosswalk G Total Score:
Crosswalk H Total Score:

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

National Cooperative Highway Research Program
Project 3-62: Guidelines for Accessible Pedestrian Signals

2006

Prioritization Tool for Installation of Accessible Pedestrian Signals, NCHRP 3-62, 2006

Intersection Worksheet

Location:

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



Indicate North

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

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

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

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

Other Intersection Level Issues

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

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

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

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

Prioritization Tool for Installation of Accessible Pedestrian Signals, NCHRP 3-62, 2006

Crosswalk Worksheet

(Complete one sheet for each crosswalk)

Location:			Crosswalk Label:		
Crosswalk Width (select one)	Points	Score	Posted Speed Limit (select one)	Points	Score
< 40 ft	0		< 20 mph	0	
40 - 59 ft	1		25 mph	1	
60 - 79 ft	2		30 mph	2	
80 - 99 ft	3		35 mph	3	
100- 119 ft	4		40 mph	4	
≥ 120 ft	5		≥ 45 mph	5	
Approach/Crosswalk Geometrics (select all that apply)				Points	Score
Curb radius > 25 ft (either corner)				1	
Islands or medians (painted, raised or cut-through)				1	
Transverse (cross) slope on crosswalk				1	
Apex (diagonal) curb ramp (either corner)				2	
Channelized right turn island				2	
Skewed crosswalk				7	
Pedestrian Signal Control (select all that apply)				Points	Score
Push button actuation required for WALK signal				4	
Non-concurrent WALK interval				4	
Leading Pedestrian Interval (LPI) with parallel street green				8	
Timed for crossing to median island				8	
Vehicle Signal Control (select all that apply)				Points	Score
Right-Turn-On-Red permitted (on parallel street)				2	
Leading protected left-turn phase (on parallel street)				3	
Protected right turn phase / right turn overlap (on parallel street)				7	
Channelized right turn lane under signal control				8	
Off-Peak Traffic Presence - at least 2 vehicles present on parallel street (select one)				Points	Score
Constant (≥ 90 percent of ten cycles)				1	
Heavy (70 - 80 percent)				2	
Moderate (50 - 60 percent)				3	
Light (30 - 40 percent)				4	
Occasional (< 30 percent)				5	
None (i.e., no through lanes present to create surge noise - e.g., stem of T-intersection)				6	
Distance to Alternative APS Crosswalk (select one)			Points	Score	
< 300 ft			0		
< 650 ft (~ 1/8 mile)			1		
< 1300 ft (~ 1/4 mile)			2		
< 2600 ft (~ 1/2 mile)			3		
≥ 2600 ft (~ 1/2 mile)			4		
Other Crosswalk Level Issues					
** The accompanying instructions are essential for accurate completion of this form **					
Pedestrian Pushbutton Location - either corner (select all that apply)				Points	Score
Located > 10 ft from curb				3	
Located > 5 ft from the CW extd.				3	
Requests for APS (select one)				Points	Score
No requests				0	
1 or more requests				6	
Crosswalk Worksheet Score: (score from this page)				<input style="width: 100px; height: 30px;" type="text"/>	
Intersection Worksheet Score: (score from intersection form)				<input style="width: 100px; height: 30px;" type="text"/>	
Total Crosswalk Score: (add the two above scores)				<input style="width: 100px; height: 30px;" type="text"/>	

Prioritization Tool for Installation of Accessible Pedestrian Signals, NCHRP 3-62, 2006

Supplemental Worksheet

Location:

Supplemental Sketch

Supplemental Notes



Naperville

TRANSPORTATION ADVISORY BOARD AGENDA ITEM

AGENDA DATE: 8/7/2010

SUBJECT: Recommendation to Establish a Valet Transfer Zone on Jefferson Avenue for BlackFinn American Saloon.

ACTION REQUESTED: Approve the recommendation to establish a valet transfer zone on the north side of Jefferson Avenue from a point 180 feet west of Washington Street to a point 243 feet west of Washington Street (3 parking spaces).

PREPARED BY: Steve Cope, Project Manager

ACTION PREVIOUSLY TAKEN:

Date	Item No.	Action

BACKGROUND:

City Council approved Ordinance #03-178 in August 2003 establishing regulations to provide for safe operation of valet parking services in the Central Business District. The Downtown Naperville Alliance (DNA) partnered with the City to develop rules and processes for downtown businesses to obtain valet parking permits for the orderly operation of valet parking services. Together with the Naperville Police Department (NPD) and the DNA, the Transportation, Engineering and Development Business Group (TED) coordinates monitoring and communication efforts with valet service providers and makes recommendations to TAB and City Council to establish valet transfer zones and to approve permits for valet services.

The Transportation Advisory Board’s role is to review all valet parking permit applications and staff’s recommendations establishing appropriate transfer zones. In addition, TAB is to make recommendations regarding the establishment of valet transfer zones to the City Council as these requests arise. The City Council may, in its sole discretion, revoke or move a transfer zone at any time if it determines that the transfer zone, or its location, has increased traffic congestion or traffic hazards in the public streets, or otherwise has impaired the public health, safety or welfare. Ongoing monitoring and evaluation of valet operations along with communications with the restaurants and valet service providers are measures that serve to ensure that valet services continue to be a convenient parking option for downtown patrons.

BlackFinn American Saloon, located at 16 W. Jefferson Avenue, submitted a permit application for all weeknight valet parking operations under the terms of the ordinance.

DISCUSSION:

Based upon site investigation, a valet parking transfer zone is recommended on the north side of Jefferson Avenue from a point 180 feet west of Washington Street to a point 243 feet west of Washington Street. Staff recommends that the valet transfer zone be established on the north side of Jefferson Avenue across from BlackFinn. BlackFinn approves of this location. Staff had originally considered utilizing the multi-use loading zone adjacent to BlackFinn as the valet transfer zone. Based on staff's observations, eastbound traffic during the evening peak period is congested to the point of stacking nearly to Main Street on occasion. This is a result of the signalization and heavy pedestrian volume at Jefferson Avenue and Washington Street. Westbound traffic does not experience the same congestion as eastbound traffic, as it is controlled by an all-way stop at Jefferson Avenue and Main Street. Further, staff witnessed several westbound vehicles stop at the crosswalk adjacent to the proposed valet transfer zone and drop off passengers. Most of those passengers crossed Jefferson Avenue to BlackFinn or other adjacent restaurants.

The valet transfer zone will occupy the equivalent of 3 parallel parking spaces, but these spaces will remain 2-Hour public parking during the period of 6 a.m. to 5 p.m. daily. They will only be valet parking after 5 p.m. According to the ordinance, these parking spaces may be utilized by the valet parking service between the hours of 11 a.m. to 2 a.m. all weekdays; however the BlackFinn application states they will be providing valet service from 5 p.m. to 2 a.m. on a normal basis.

A letter was sent notifying all affected businesses of this recommendation. Attached is a copy of the notification letter. Due to the limited advance notice to the affected businesses, staff may have input from the affected businesses to report at the August 2010 TAB meeting or speakers may be present at the meeting to provide input directly.

RECOMMENDATION:

Approve the recommendation to establish a valet transfer zone on the north side of Jefferson Avenue from a point 180 feet west of Washington Street to a point 243 feet west of Washington Street (3 parking spaces).

ATTACHMENTS:

1. Valet Parking Permit Application
2. Notification Letter to Affected Business/Property Owners
3. Jefferson Avenue Proposed Valet Transfer Zone Map

City of Naperville
Jefferson Avenue Proposed Valet Transfer Zone



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



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RECEIVED FEB 03 2010

CITY OF NAPERVILLE
VALET PARKING PERMIT APPLICATION

Silver Crown Valet 26-4441095
Valet Company Name Illinois Business License Number

16766 Winding Creek Rd Plainfield IL 60586
Valet Company Address City, State, Zip

773-905-3231 815-556-8927
Valet Company Telephone Number Valet Company Facsimile Number

Texas Commercial Insurance Specialists LG BGC63518
Name of Insurance Company Policy Number

BLACKFINN AMERICAN SALOON
Name of Business Using Valet Service

16 W. Jefferson Naperville IL 60540
Business Address City, State, Zip

630 717 0400 630 717 0404
Business Phone Number Business Facsimile Number

Randy DeGuzman 630 717 0400 - work
630 770 7586 - cell
Business Manager's Name Manager's Phone Number

DESCRIPTION OF VALET OPERATION:

Where will cars be stored? Van Buren Parking Deck

Where is the proposed transfer zone? _____

What days of the week will Valet service be offered? Thursday, Friday, Saturday
Generally 5 p.m. to 2 a.m., Seven days a week.

Please Attach Copies of:

- Lease Agreement (If private property is used for parking)
- Contract Between the Business and Valet Operator
- Proof of Valet Operator's Insurance-City of Naperville as Additional Named Insured
- FEE: \$100 per year - Friday & Saturday
- \$250 per year - More than two nights per week

TAB/T.E.D. Approval Date

City Council Approval Date



Naperville

July 21, 2010

Dear Jefferson Avenue Business/Property Owner,

BlackFinn American Saloon has submitted an application to the City of Naperville for a valet parking permit to better serve their customers. The proposed location for their valet transfer zone is to occupy three parking stalls on the north side of Jefferson Avenue just west of the mid-block crosswalk at 19 W. Jefferson Avenue. These parking stalls are across the street from BlackFinn American Saloon. The valet permit application is for all weekdays from 5 p.m. to 2 a.m. The three parking spaces of the valet transfer zone will serve as 2-hour limited parking during daytime business hours, which is consistent with their current parking restriction. A map is attached illustrating the proposed valet transfer zone.

In this case, city staff proposes the use of the north side of Jefferson Avenue instead of directly in front of the applicant business, BlackFinn, for the following reasons:

- Our on-site traffic study concluded that eastbound Jefferson Avenue traffic during the evening peak traffic period backs up significantly, occasionally almost back to Main Street. Staff also witnessed motorists trying to exit the parking spaces on the south side of Jefferson Avenue with difficulty and delay. This would make a valet transfer zone directly in front of BlackFinn inefficient and it might add to the traffic congestion.
- Staff noted that several westbound vehicles would stop and drop off passengers at the proposed transfer location, then go find parking elsewhere. Those passengers would often cross to the restaurants on the opposite side of the street. This observation makes the proposed transfer zone a logical location.
- Westbound traffic does not experience the traffic delays and congestion that is the reality for eastbound traffic.
- A westbound valet transfer zone located on Jefferson Avenue would benefit from a convenient vehicle storage location at the Van Buren Parking Facility as well as a convenient vehicle return route (all right-hand turns to and from the parking storage area).

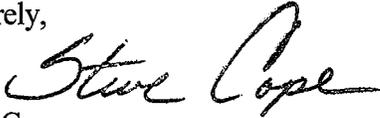
Valet Parking Ordinance #03-178 was developed to allow downtown businesses the opportunity to provide valet services in an organized and responsible manner. One of the benefits of valet parking is to transfer patrons' vehicles to under-utilized areas of downtown parking decks, as defined in the ordinance, which provides more on-street parking in the immediate area of the downtown businesses.

A transfer zone is a pickup and discharge point for valet parking, which may serve one or more businesses and may use up to three parallel parking spaces. The city may require transfer zones to be shared by one or more permit holders and there shall be no more than one valet parking transfer zone on the same side of each city block. Valet parking transfer zones shall be established for either Friday and Saturday operations only or 7 days a week operation, depending upon the request of the operator.

Transfer zones may be in effect from 11:00 a.m. until 2:00 a.m. The city takes into consideration motorists' and pedestrians' safety and a transfer zone's impact on traffic flow.

The City of Naperville presents this information to all Jefferson Avenue businesses and property owners located between Washington Street and Main Street as notification of intent to establish, and to solicit your input on, the proposed valet parking transfer zone. This recommendation is to be presented to the Transportation Advisory Board at the August 7, 2010 meeting at 8:00 a.m. in the City Council Chambers. If you have any comments pertaining to this recommendation, you may attend the meeting or forward your comments to me prior to the meeting. Please contact me at (630) 420-6066 or by email at copes@naperville.il.us. Thank you for your attention to this matter.

Sincerely,



Steve Cope
Project Manager
City of Naperville

C: Transportation Advisory Board
Downtown Naperville Alliance



Naperville

TRANSPORTATION ADVISORY BOARD AGENDA ITEM

AGENDA DATE: 8/7/2010

SUBJECT: Centennial Court No Parking Recommendation

ACTION REQUESTED: Approve the recommendation to establish No Parking Anytime on the west side of Centennial Court from Jackson Avenue south for a distance of 475 feet (northeast lot line of 324 Centennial Court).

PREPARED BY: Steve Cope, Project Manager

ACTION PREVIOUSLY TAKEN:

Date	Item No.	Action

BACKGROUND:

A resident, who is also the developer of Centennial Court properties, contacted the City of Naperville to request corrective action be taken to alleviate parking congestion occurring on Centennial Court.

DISCUSSION:

Centennial Court is just west and adjacent to the VFW Post 3873. Given the proximity to the VFW entrance, Centennial Court fills up with vehicles during popular VFW events. These events occur day and night. Staff witnessed vehicles parked along the complete curb line of Centennial Court and at that time a passenger vehicle could barely enter or exit the cul-de-sac. Emergency services to any of the Centennial Court properties would have been severely hampered during this time.

Staff proposes to establish No Parking Anytime along the west curb line of Centennial Court, allowing parking only on the east side adjacent to the VFW. This would allow public parking nearest the VFW while maintaining ingress and egress of Centennial Court. The resident requestor agrees with this proposal. At this time, there are no other occupants of homes that are under construction on Centennial Court.

Page: 36 - Agenda Item: F.6.

Centennial Court No Parking Recommendation

August 7, 2010

Page 2 of 2

RECOMMENDATION:

Approve the recommendation to establish No Parking Anytime on the west side of Centennial Court from Jackson Avenue south for a distance of 475 feet (northeast lot line of 324 Centennial Court).

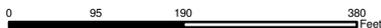
ATTACHMENTS:

1. Centennial Court Site Map
2. Draft Ordinance

City of Naperville
CENTENNIAL CT
Proposed No Parking Anytime Zone



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



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ORDINANCE NO. 10 -

AN ORDINANCE ESTABLISHING A PARKING RESTRICTION
ON CENTENNIAL COURT

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

SECTION 1: Section VIA, No Parking Zones of the Naperville Traffic Schedule Manual is hereby amended by adding the underlined language as follows:

Street	Area of Restriction	Side	Ord.
<u>Centennial Court</u>	<u>From the centerline of Jackson Avenue south for a distance of 475 feet (terminating at the northeast lot line of 324 Centennial Court).</u>	<u>West</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:

Pam LaFeber
City Clerk

A. George Pradel
Mayor



Naperville

TRANSPORTATION ADVISORY BOARD AGENDA ITEM

AGENDA DATE: 8/7/2010

SUBJECT: Scullen Middle School Traffic Control Revisions

ACTION Approve the recommendation to:

REQUESTED:

1. Establish No Parking, 7:30 a.m. to 8:30 a.m. and 2:30 p.m. to 3:30 p.m., Line Up Lane Only, School Days on the east side of Mistflower Lane from 50 feet north of the center line of Danlaur Court a point 270 feet north of the center line of Danlaur Court.
 2. Establish the hours of existing parking and turn restrictions to be effective 7:30 a.m. to 8:30 a.m. and 2:30 p.m. to 3:30 p.m., School Days.
-

PREPARED BY: Steve Cope, Project Manager

ACTION PREVIOUSLY TAKEN:

Date	Item No.	Action

BACKGROUND:

Scullen Middle School is located at the northeast corner of 103rd Street and Mistflower Lane. At the request of the Principal of Scullen Middle School, city staff monitored traffic and developed a plan to address traffic congestion and student pedestrian safety concerns.

DISCUSSION:

The school’s location coupled with the traffic patterns developed for student passenger vehicle boarding and bus boarding zones create unique challenges in developing a traffic control plan to meet the needs of all forms of school related traffic and transportation. Most traffic comes from the north of the school and has to enter and exit the north parking lot while crossing student walk routes. There is traffic congestion, just as experienced at other Naperville schools, but after much consideration and discussion between the school Principal and city staff, we are addressing three primary issues.

Student Boarding Passenger Vehicles

The Principal is concerned for students boarding vehicles on Mistflower Lane rather than in the north parking lot circle drive according to the school traffic plan. To address this issue, staff recommends posting the east side of Mistflower Lane as “No Parking, Line Up Lane for Parking Lot Entry, Do Not Leave Vehicle Unattended, Pull Forward When Possible.” This is a common sign used for queue lines at various Naperville schools. We will add a supplemental informational placard “Not a Student Boarding Zone” beneath the regulatory queue lane signs.

This signing change along with communications prepared by the school and disseminated to parents that provides the traffic flow and student boarding expectations should improve compliance with the school traffic control plan.

School District 204 New Hours of Operation

Traffic related to student drop-off and pick-up times are now defined as 7:30 a.m. to 8:30 a.m. and 2:30 p.m. to 3:30 p.m. All regulatory signs with the previous hours of 7:30 a.m. to 8:15 a.m. and 2:30 p.m. to 3:15 p.m. need to be revised to the new hours in effect. The necessary changes are reflected in the attached draft ordinance.

Improve Compliance with Posted Regulations

Vehicles exiting the north parking lot must exit to the north, right turn only, in order to alleviate traffic congestion in the area and maintain orderly traffic flow. Staff recommends installing an additional No Left Turn sign on the far left of the exit lane at Mistflower Lane with the new effective hours posted by a supplemental placard beneath the No Left Turn sign.

RECOMMENDATION:

Approve the recommendation to:

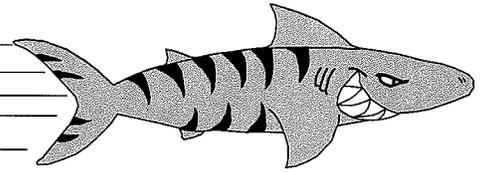
1. Establish No Parking, 7:30 a.m. to 8:30 a.m. and 2:30 p.m. to 3:30 p.m., Line Up Lane Only, School Days on the east side of Mistflower Lane from 50 feet north of the center line of Danlaur Court a point 270 feet north of the center line of Danlaur Court.
2. Establish the hours of existing parking and turn restrictions to be 7:30 a.m. to 8:30 a.m. and 2:30 p.m. to 3:30 p.m., School Days.

ATTACHMENTS:

1. Letter from Principal of Scullen Middle School
2. Site Map
3. Draft Ordinance

Scullen

Middle School



2815 Mistflower Lane
Naperville, IL 60564
630/428-7000 * Fax 630/428-7001

Kathleen Kosteck, Principal
Erica Crescio, Assistant Principal
Sarah Waddell, Assistant Principal

March 18th, 2010

Deb Kreider
Engineering Technician
City of Naperville
400 South Eagle Street
Naperville, IL 60540

Ms. Kreider,

Thank you for considering my request to assist us in adjusting the signs along Mistflower lane. I have received many complaints this year from parents and residents regarding the manner in which parents drop off and pick up their students. Although the school driveway has ample signage and adults directing traffic in the parking lot, this has done little to dispel some of the dangerous actions of the drivers on and Mistflower lane. I have also worked with Tom Sindelar, the School Resource Officer to address the traffic congestion and student pedestrian safety concerns.

One of the concerns is that parents often turn left in front of students as they are in the cross walk. Even though the left turn restriction is currently in place from 7:30 -8:15 and from 2:30 to 3:15, many drivers ignore that restriction. On Wednesday morning our start time is also adjusted to accommodate a late start. This will continue for the 2010-2011 school year. The sign will need to read from 7:30 AM to 8:30 AM rather than its current time.

Another concern of the school and many residents is the traffic back-ups that occur in both the morning and afternoon. There is a 4-way stop, just north of the school exit at Mistflower and Rolling ridge. Although the sign in the school driveway prohibits left turns, drivers will often choose to ignore the signage and turn left to avoid the traffic back up. They have also begun stopping along Mistflower and students are now exiting and entering vehicles while they are on Mistflower Lane. Many are not waiting until the vehicle is in the driveway to have the students exit/enter the vehicle.

I would also like to revise the No Parking, Stopping, Standing, 7:30 to 8:15 am and 2:30 to 3:15 pm along southbound Mistflower Lane to be from 7:30 to 8:30 am and 2:30 to 3:30 pm. Additionally I would like to extend the No Parking, Stopping, Standing along northbound Mistflower Lane from 103rd Street to

Mission Statement

The Scullen Middle School Community empowers and challenges its members to grow socially,

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Rollingridge Road to help alleviate congestion for vehicles waiting to turn into visitor parking to drop-off and pick-up children and improve safety.

Once these changes are made, this information will be sent to parents via a list serve. We can also include in a mailing which will go home to parents in late April or early May. I can also schedule a telephone call directing parents to access the information on the school's website where all information, including a map of the expected routes, is posted.

Please let me know if any additional information is needed. I am hopeful that the above actions can assist us in keeping our students safe and provide relief to the traffic congestion residents surrounding the school face.

Respectfully,

A handwritten signature in black ink, appearing to read "Kathleen Kosteck", written in a cursive style.

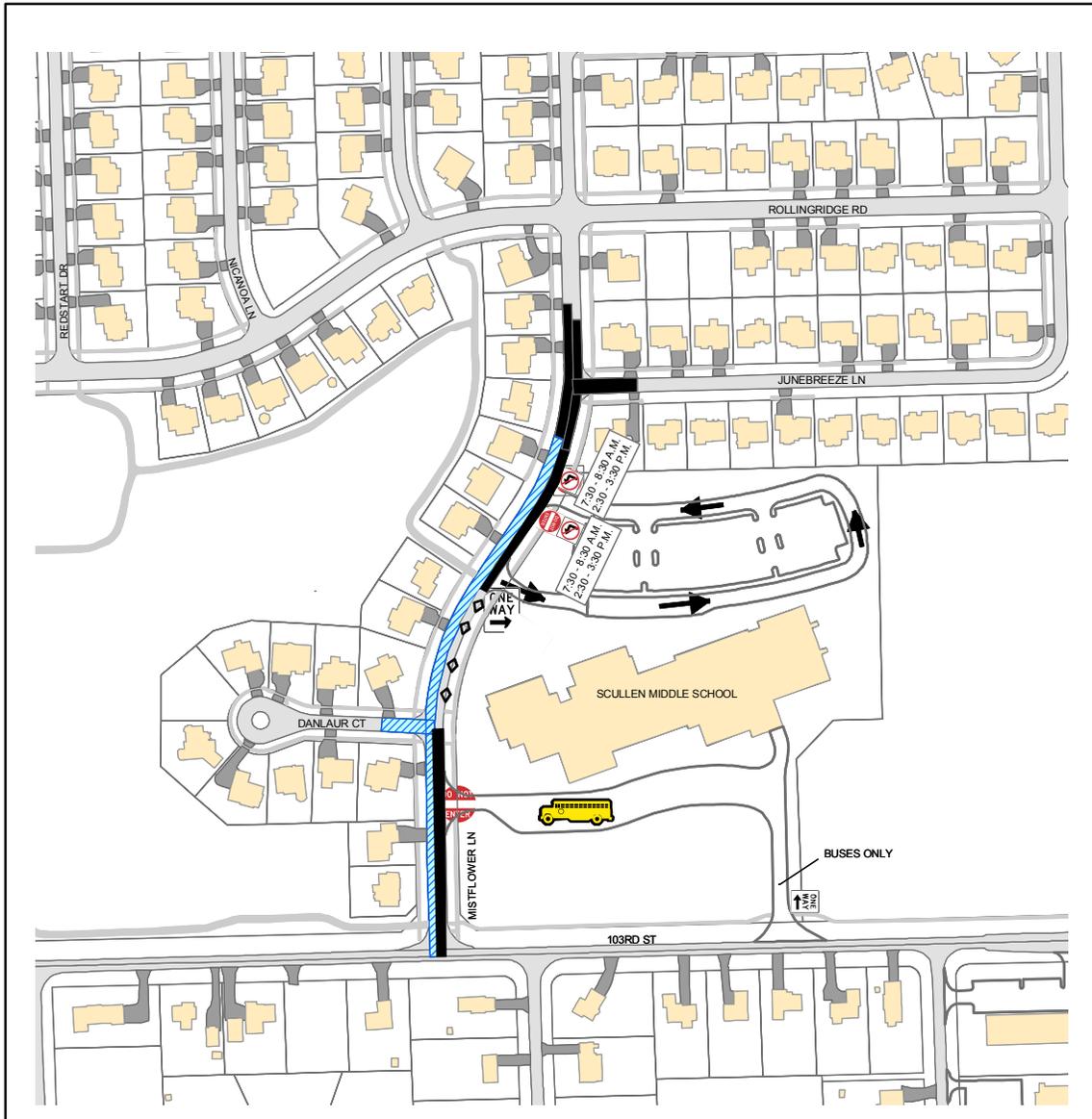
Kathleen Kosteck

Principal

Scullen Middle School

2815 Mistflower Lane

Naperville, IL 60451



Parking Restrictions

Per Naperville City Ordinance:

It shall be unlawful at any time to permit any vehicle to stand in any of the following places, except when necessary to avoid conflict with other traffic or in compliance with the directions of a policeman or traffic control device:

1. In any intersection
2. In a crosswalk
3. Within thirty feet (30') of a traffic signal, beacon, or sign on the approaching side.
4. Within twenty feet (20') of any intersection or crosswalk
5. At any place where standing of a vehicle will reduce the usable width of the roadway for moving traffic to less than eighteen feet (18')

Legend

Restriction

	No Parking, Stopping, Standing		Line Up Lane for Parking Lot, No Parking, Not a Student Boarding Zone
	No Parking, Stopping, Standing 7:30-8:30am, 2:30-3:30pm		No Left Turn
	Do Not Enter		Buses Only
	Student Loading Zone		

6. Within fifteen feet (15') of a fire hydrant
7. At any place where the vehicle would block the use of a driveway.
8. On any sidewalk
9. At any place where official signs prohibit parking. (Ord. 75-44, approved 5-5-75)

Please keep these ordinances in mind when parking at or near the school site.
Your attention to these rules will make it safer for all. Thank You.

Transportation, Engineering, &
Development Business Group
City of Naperville
www.naperville.il.us

SCULLEN MIDDLE SCHOOL
PARKING RESTRICTIONS



July 2010

ORDINANCE NO. 10 - ____

AN ORDINANCE AMENDING THE NAPERVILLE TRAFFIC SCHEDULE TO ESTABLISH TURNING RESTRICTIONS AND PARKING RESTRICTIONS ON MISTFLOWER LANE FOR SCULLEN MIDDLE 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: Schedule VI/No Parking Zones B. No Parking, Stopping Or Standing Zones: of the Naperville Traffic Schedule Manual is hereby amended by adding the underlined language and deleting the stricken language as follows:

Street	Area of Restriction	Direction	Ord. #
MISTFLOWER LN.	From a point 100' north of the center line of the south parking lot of Scullen Middle School driveway to a <u>point 100' south of the center line of south parking lot of Scullen Middle School driveway</u> the center line of 103 rd Street.	East	01-136
MISTFLOWER LN.	From a point 100' north of the north parking lot of Scullen Middle School - north driveway to a <u>point 100' south of the center line of the north parking lot of Scullen Middle School - south driveway</u>	East	01-136

SECTION 2: Schedule VII/Limited Parking H. Miscellaneous: Parking limited for specific days, specific periods of time during specific hours of the day, and in specific areas: of the Naperville Traffic Schedule Manual is hereby amended by adding the underlined language and deleting the stricken language as follows:

Street	Area of Restriction	Direction	Ord. #
DANLAUR CT.	No parking, stopping or standing from the center line of Mistflower Lane to a point 100' west of the center line of Mistflower Lane	Both sides/ 7:30 a.m. – 8:15 <u>8:30</u> a.m. and 2:30 p.m. – 3:15 <u>3:30</u> p.m.	03-84

MISTFLOWER LN. No parking, stopping or standing West side/7:30 a.m. – 03-84
 from a point 120’ south of the ~~8:15~~ 8:30 a.m. and
 center line of Junebreeze Lane 2:30 p.m. – ~~3:15~~ 3:30
 to the center line of 103rd Street p.m.

MISTFLOWER LN. No Parking, Line Up Lane Only, 7:30 a.m. to 8:30 a.m.
School Days on the east side of and 2:30 p.m. to 3:30 p.m.
Mistflower Lane from 50 feet
north of the center line of Danlaur
Court a point 270 feet north of the
center line of Danlaur Court.

SECTION 3: Schedule XVII/Turns Prohibited A. Left Turns Prohibited: of the Naperville Traffic Schedule Manual is hereby amended by adding the underlined language and deleting the stricken language as follows:

Street	Area of Restriction	Direction	Ord. #
MISTFLOWER LN.	Scullen Middle School north parking lot - north drive, no left turn onto southbound Mistflower Ln. from 7:30 a.m. - 8:15 <u>8:30</u> a.m. and from 2:30 p.m. - 3:15 <u>3:30</u> p.m.		01-136

SECTION 4: 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

**CITY OF NAPERVILLE
MEMORANDUM**

DATE: July 29, 2010

TO: Doug Krieger, City Manager

THROUGH: Marcie Schatz, Director of Transportation, Engineering, and Development

FROM: Karyn Robles, Transportation and Planning Team Leader

SUBJECT: Letter to CMAP regarding Go To 2040 and the STAR Line.

PURPOSE:

This memorandum provides the City Council with a copy of the letter sent to the CMAP regarding the STAR Line's inclusion as part of the Go To 2040 Plan.

INFORMATION:

As part of the Chicago Metropolitan Agency for Planning's (CMAP) Go To 2040 Plan, the region's long-range transportation plan includes major capital transportation projects anticipated to move forward between now and 2040. Because there are far more potential projects than the regional is able to fund, projects are evaluated using regional indicators and are categorized either as fiscally constrained or fiscally unconstrained. The fiscally constrained list is limited because there must be sufficient revenues available to implement all of the projects included on the list. Many federal processes require projects to be included on the constrained list in order to continue moving through the process and in order to be eligible for federal dollars. Major capital projects not included on the constrained list are placed on the fiscally unconstrained list and are not required to have an identified funding source.

As part of the Go To 2040 Plan, the STAR Line has been placed on the fiscally unconstrained list because funding has not yet been secured for the project. In response to their request for public comment on the draft Go To 2040 comprehensive regional plan, the attached letter was sent to the CMAP providing comments regarding the STAR Line's inclusion on the unconstrained list. While it is appropriate for the STAR Line to be included on the unconstrained list, the letter requests that at such time that funding for the STAR Line is secured, that CMAP be open to an amendment to the plan in order to move the project to the fiscally constrained list enabling the project to continue moving forward.

CONCLUSION:

Please include this in the July 30, 2010 Manager's Memorandum.

Attachment

CC: Transportation Advisory Board



Naperville

Mr. Randy Blankenhorn, Executive Director
Chicago Metropolitan Agency for Planning
Willis Tower, 8th Floor
233 S Wacker Drive
Chicago, Illinois 60606

July 26, 2010

Dear Mr. Blankenhorn,

As one of the first commuter rail proposals in the nation to address the need for large scale suburb to suburb service rather than just suburb to city service, the STAR Line represents a valuable transportation option for the Chicagoland region. The City of Naperville has long been a major supporter of the STAR Line as an active member of the STAR Line Steering Committee and Municipal Task Force. Additionally, the city has made significant investments towards the STAR Line, including the purchase of over 45 acres of property for two future STAR Line stations.

In reviewing the Chicago Metropolitan Agency for Planning's Go To 2040 Plan, we recognize the limited resources available to fund major transportation projects in our region, and also acknowledge that all major capital projects cannot be placed on the constrained funding list. While we understand these limitations, the STAR Line represents a significant and innovative regional transit project, and the city wants to make certain that the STAR Line's placement on the unconstrained list will not prohibit the project from moving forward. Additionally, we would like to ensure that CMAP will be open to an amendment to the plan in the future once funding for the STAR Line is secured, so that the project can be placed on the constrained list and continue to move forward in the planning process.

Thank you for your consideration and for allowing us to comment on CMAP's Go To 2040 Plan. If you have any questions or concerns, please feel free to contact me at (630) 548-1133 or roblesk@naperville.il.us.

Sincerely,

A handwritten signature in black ink that reads "Karyn Robles". The signature is written in a cursive, flowing style.

Karyn Robles, AICP
Transportation and Planning Team Leader
City of Naperville

CC: Naperville City Council