



**NAPERVILLE TRANSPORTATION ADVISORY BOARD
COUNCIL CHAMBERS – MUNICIPAL CENTER
FINAL AGENDA
09/11/2010 - 8:00 a.m.**

CALL TO ORDER:

A. ROLL CALL

B. APPROVAL OF MINUTES

1. Approval of Minutes from August 7, 2010 TAB Meeting.

C. PUBLIC FORUM

D. OLD BUSINESS

1. Valet Transfer Zone for BlackFinn American Saloon

E. PUBLIC HEARINGS

F. REPORTS AND RECOMMENDATIONS

1. City Council Report
2. BPAC Report
3. Police Department Report
4. Chicago Avenue Truck Loading Zone
5. Naperville Downtown2030 Plan
6. Chicago Avenue Parking Recommendation - Brainard to Sleight
7. 5th Avenue Study Implementation – On-Street Parking Removal on 5th Avenue between Washington Street and Center Street and Rescind Existing Parking Meter Ordinances.
8. Proposed Multi-Use Parking/Loading Zone for Jackson Avenue

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9. Weekend Overnight Parking in Downtown Naperville

G. CORRESPONDENCE

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 – AUGUST 7, 2010**

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

ROLL CALL:

Members Present: Stephen Frost, Joe Gryczkowski, Mark Jaynes, Pam Perillo, Eva Polites, Myron Sawyer, Deborah Stamm, Dennis Wencel, and James Wilson.

Members Absent: Dan Bauer, Jay Chiglo, and Student Representatives Ryan Cap and Elizabeth Lass.

Staff Present: Kim Grabow and Andy Hynes of TED and Lee Martin of PD

APPROVAL OF THE MINUTES: Minutes of July 11, 2010 were approved as written.

Motion by Jim Wilson, seconded by Myron Sawyer. Ayes: Stephen Frost, Joe Gryczkowski, Mark Jaynes, Pam Perillo, Eva Polites, Myron Sawyer, Deborah Stamm, Dennis Wencel, and James Wilson. Minutes were approved 9 to 0.

PUBLIC FORUM: Cindy Swanson spoke on Accessible Pedestrian Signals; Jodi Dirth spoke on Valet Transfer Zone on Jefferson for BlackFinn American Saloon; Kathy Benson spoke on Centennial Court No Parking Recommendation.

OLD BUSINESS:

Jackson Avenue and Chicago Avenue Parking – Kim Grabow: A recommendation to establish new parking restrictions in support of the revised Jackson Avenue Parking Design and to relocate two handicapped parking spaces, one on Jackson Avenue and one on Chicago Avenue to the River Walk Parking Lot. Striping is working very well with good compliance. Staff would like to put permanent striping on the north side where there is now temporary striping before the winter sets in.

TAB: Questioned the moving of the ADA spots, which are now a much greater distance from the restaurants.

Motion: The Transportation Advisory Board concurs with the recommendation of the Transportation, Engineering and Development Business Group 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. **Motion by Sawyer, seconded by Polites. Ayes: Stephen Frost, Joe Gryczkowski, Mark Jaynes, Pam Perillo, Eva Polites, Myron Sawyer, Dennis Wencel, and James Wilson. Nay: Stamm. Motion approved 8 to 1.**

**Transportation Advisory Board
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REPORTS AND RECOMMENDATIONS

City Council Report – July 20 – Joe Gryczkowski:

- Passed ordinance to revise parking restrictions on 5th Ave. between Ellsworth & Loomis and on North Avenue between Center and Ellsworth.
- Passed ordinance to amend Title 11, Chapter 3 of Truck Routes for City of Naperville
- Held first reading for converting 7 3-hour Parking Spaces to 1-hour in Van Buren Facility
- Held first reading for establishing Visitor Temporary CBD Parking Passes in Downtown Naperville
- Passed ordinance to rescind Ordinance 94-201 which established No Parking on south side of Basswood Drive at 212 Basswood Drive
- Approved award of bid for 2010 New Sidewalk Construction to Triggs Construction

BPAC Report – Mark Jaynes: No report. BPAC did not meet in July.

Police Department Report-Sgt. Lee Martin: City Council at their July 20th meeting approved changing the program to no longer enforce the right turn on red violations except for the North Aurora/Route 59 with enforcement to continue for no right turn on red with signage in place for No Right Turn during any part of the day for eastbound North Aurora Road at Route 59.

Council prefers enforcement of No Right Turn on Red by a Police Office rather than a camera other than the North Aurora Road/Route 59 intersection eastbound.

Accessible Pedestrian Signal Survey Results and Recommendation to Establish a Prioritization Policy for Future Installations – Andy Hynes:

Cindy Swanson-519 North Webster: Had some disappointment with the comments from the Survey. Son who has Downs Syndrome uses the Ellsworth and Chicago Intersection to get to his job at North Central College. Is a great benefit to her family. As new traffic lights are installed they should have the same accessible pedestrian signal equipment including the 75th and Washington Street traffic lights. TAB and the City should look at this program aggressively and not as an afterthought or if there is any money left over. Nashville, Champaign, and Toyko have audible crossing devices and Peoria had these devices in the 1960's.

Andy Hynes: This is a recommendation to establish a policy regarding future APS installations which is a device that communicates information about pedestrian timing with a non-visual format such as audible tones, vibrating surfaces, and verbal messages to assist pedestrians that are visually impaired.

A majority of the returned surveys concerning the Pilot Program of installing the Audible Pedestrian Signal at Ellsworth and Chicago were favorable indicating clear instructions were given for people with visual disabilities. A panel of three consisting of a member of BPAC, the Advisory Committee on Disabilities and a Staff Member will review and score requests for this program at future intersection using guidance from the National Cooperative Highway Program.

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All new signalized intersections must now meet all ADA requirements in terms of positions of push buttons, etc. The thought is to use available resources for APS devices where they are most needed first.

A request needs to be made for the installation of the Audible Pedestrian Signal at a given location. Retrofitting can be a challenge including right-of-way constraints and utilities. The Ellsworth/Chicago system was about \$7200 with additional cost for maintenance in these type of signals. The infrastructure would be in place for the Audible Signal if new signals were installed.

DuPage County maintains the signal at 75th and Washington so requests for the Audible Signal would need to be made to the County. The City has a web site on Accessible Pedestrian Signals and information can be added suggesting residents share their concerns if they think a certain location needs this program. The City has about 80 traffic signals at locations within the city limits which does not include signals on Ogden Avenue, Route 59 and 75th Street.

Motion: The Transportation Advisory Board concurs with the recommendation of the Transportation, Engineering and Development Business Group to receive the survey results from the pilot APS installation and approve the recommended policy for the consideration of future APS installations. **Motion by Jaynes, seconded by Stamm. Ayes: Stephen Frost, Joe Gryczkowski, Mark Jaynes, Pam Perillo, Eva Polites, Myron Sawyer, Deborah Stamm, Dennis Wencel, & James Wilson. Motion approved 9 to 0.**

Recommendation to Establish a Valet Transfer Zone on Jefferson Avenue for BlackFinn American Saloon-Kim Grabow:

Jodi Dirth-410 DiLorenzo Drive: Representing a Jefferson business that will be impacted by the proposed Valet Parking. They want to put the loading area on the north side of the street in front of Jimmie John's, Coldstone, Lululemon, and the Wine Business Establishment.

- This valet parking is to take up three parking spots. Jefferson is really congested and will directly impact the businesses on Jefferson because the stand will be in front of these businesses on the north side of the street.
- Sidewalk space and three spots is a lot.
- Catch 35 on Van Buren is only taking up one parking space.
- Of all the businesses on Jefferson, no one has requested Valet previously.
- LeSorella has been on Jefferson for over 10 years, Rizzo's for 5, Potters and Front Street Cantino are over 10 years, Ted's Montana Grill for 5 years with all never requesting Valet Parking.
- Not sure why BlackFinn needs 3 spots for their business.
- There is the Van Buren Garage which has been expanded. There is more than enough room and everybody else seems to use the deck.
- Our position is that it would be detrimental to the rest of the businesses on Jefferson Avenue to have Valet Parking.

TAB: The BlackFinn Valet issue is tabled until the September TAB Meeting at the request of Staff. The businesses are welcome to return to the Sept. TAB meeting for further testimony.

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Centennial Court No Parking Recommendation-Kim Grabow:

Kathy Benson-51 Forest: In favor of the request for No Parking on the west side of Centennial Court and questioned if no parking on one side of Jackson Avenue was considered.

Staff: The request is to establish a no parking zone on the west side of the cul-de-sac for Centennial Court which is located just to the west of the VFW off of Jackson Avenue. This request comes from the one resident who lives on Centennial Court as he has difficulty getting in and out of his cul-de-sac when there are events at the VFW as the patrons park on both sides of the street which is also a concern for emergency vehicles who may want to access the cul-de-sac. The recommendation is for half of the cul-de-sac to be no parking which the resident is in favor of. If the residents on Jackson Avenue have concerns this could be investigated.

The VFW did not have concerns about this request. They do have a parking lot south of their building but the distance to walk to the front door of the VFW is much greater.

Motion: The Transportation Advisory Board concurs with the recommendation of the Transportation, Engineering and Development Business Group to establish No Parking Anytime on the west side of Centennial Court from Jackson Avenue south for a distance of 475 feet. **Motion by Wencel, seconded by Stamm. Ayes: Stephen Frost, Joe Gryczkowski, Mark Jaynes, Pam Perillo, Eva Polites, Myron Sawyer, Deborah Stamm, Dennis Wencel, and James Wilson. Motion approved 9 to 0.**

Scullen Middle School Traffic Control Revisions-Kim Grabow: A recommendation to make modifications to the existing signage at Scullen Middle School as requested by the school to make changes to the traffic flow around the school.

Motion: The Transportation Advisory Board concurs with the recommendation of the Transportation, Engineering and Development Business Group to establish No Parking zones and to establish the hours of existing parking and turn restrictions on school days. **Motion by Gryczkowski, seconded by Stamm. Ayes: Stephen Frost, Joe Gryczkowski, Mark Jaynes, Pam Perillo, Eva Polites, Myron Sawyer, Deborah Stamm, Dennis Wencel, and James Wilson. Motion approved 9 to 0.**

CORRESPONDENCE

Letter To CMAP Regarding Go To 2040 and the STAR Line-Kim Grabow: Letter to CMAP acknowledging the Star Line is on the unconstrained list with no funding but when funding does become available the City requests it be put on the constrained list which will enable the project to continue moving forward.

NEW BUSINESS

Attendance at forthcoming City Council meetings was noted. Meeting adjourned at 8:30 with a motion by Pam Perillo, seconded by Eva Polites with unanimous approval. Next TAB Meeting will be September 11, 2010 at 8 am in the City Council Chambers. Respectfully submitted

Marjorie McIntosh, Secretary



Naperville

TRANSPORTATION ADVISORY BOARD AGENDA ITEM

AGENDA DATE: 9/11/2010

SUBJECT: Valet Transfer Zone for BlackFinn American Saloon

ACTION REQUESTED: Remove the BlackFinn American Saloon application for a valet parking permit from the agenda as a pending item.

PREPARED BY: Steve Cope, Project Manager

ACTION PREVIOUSLY TAKEN:

Date	Item No.	Action
08/07/2010	F-5	Item tabled to the September 11, 2010 TAB meeting at the request of staff in order to correct our notification to the affected business and property owners.

BACKGROUND:

BlackFinn American Saloon, located at 16 W. Jefferson Avenue, submitted a permit application for all weeknight valet parking operations in accordance with the terms of the ordinance. Staff submitted a recommendation to the Transportation Advisory Board to establish a valet transfer zone on the north side of Jackson Avenue on the opposite side of the street from BlackFinn due to the eastbound traffic congestion experienced on during most evenings. Staff discovered that some business and property owners were not provided notification. Staff requested that the item be tabled to the September 2010 TAB meeting and TAB acted accordingly.

DISCUSSION:

Based on the unfavorable feedback received from several Jefferson Avenue business and property owners, BlackFinn American Saloon’s valet company provided a verbal report that they are putting their application for a valet parking permit on hold indefinitely. As such, staff has prepared a letter to BlackFinn requesting they provide either a written withdrawal of their application or a document stating that they are postponing their application for a specific time period not to exceed 90 days. Until staff receives a formal written response from BlackFinn, this item should be removed from future TAB agendas.

RECOMMENDATION:

Remove the BlackFinn American Saloon application for a valet parking permit from the agenda as a pending item.

ATTACHMENTS:

1. Letter to BlackFinn American Saloon



Naperville

September 1, 2010

BlackFinn American Saloon
16 W. Jefferson Avenue
Naperville, IL 60540

Mr. Randy DeGuzman,

BlackFinn American Saloon submitted an application to the City of Naperville for a valet parking permit on February 3, 2010. While the process has taken quite some time, the appropriate steps have been taken to submit your application to the Transportation Advisory Board (TAB). The item was placed on the August 7, 2010 agenda, but was tabled to the September 11, 2010 meeting due to problems the city discovered with proper notification to the affected business and property owners of the 0 to 100 block of West Jefferson Avenue.

Based on unfavorable feedback received from several Jefferson Avenue business and property owners, your valet service provider, Silver Crown Valet, provided a verbal report that you are putting your application for a valet parking permit on hold. Inasmuch, the city will need a letter from you formally indicating your intent to either:

1. Postpone your application for a valet parking permit, but no longer than 90 days, or
2. Withdraw your application for a valet parking permit, which may be resubmitted at a later date.

Either way, the city needs to understand your intent in writing in order to manage the application properly. Since TAB specifically tabled the item to the September 11, 2010 meeting, I must address the item at that meeting. The action requested of TAB is to "Remove the BlackFinn American Saloon application for a valet parking permit from the agenda as a pending item." This letter is an attachment to that agenda item. TAB should then remove your current application from any of their future meeting agendas. A new application may be reintroduced to TAB in the future based on your decision to either postpone or withdraw your current application.

If you have any questions pertaining to this issue, please contact me at (630) 420-6066 or by email at copes@naperville.il.us. Thank you for your attention to this matter.

Sincerely,

A handwritten signature in black ink that reads "Steve Cope". The signature is written in a cursive style.

Steve Cope
Project Manager
City of Naperville

C: Silver Crown Valet
Transportation Advisory Board
Downtown Naperville Alliance



Naperville

TRANSPORTATION ADVISORY BOARD AGENDA ITEM

AGENDA DATE: 9/11/2010

SUBJECT: Chicago Avenue Truck Loading Zone

ACTION REQUESTED: Receive the memorandum and provide input regarding changes to the pavement markings on Chicago Avenue between Washington Street and Main Street to create a truck loading zone in the middle of Chicago Avenue.

PREPARED BY: Kim Grabow, Project Engineer

ACTION PREVIOUSLY TAKEN:

Date	Item No.	Action
N/A		

BACKGROUND:

In March 2009, the City completed the Downtown Parking Management Study, which involved evaluating the operation and management of the public parking in downtown Naperville. Since then, the City of Naperville has been working with the Downtown Naperville Alliance to address work items generated by the study. One of the study recommendations was to provide designated truck loading zones, such as the zones the city recently established on Jackson Avenue in the block just west of Washington Street. Providing these designated truck loading areas promotes safe and orderly traffic flow and alleviates double-parking.

DISCUSSION:

One common practice that city staff has recognized is that delivery trucks are often parked in the middle of Chicago Avenue between Washington Street and Main Street to unload goods even though there is a multi-use loading zone on the south side of Chicago Avenue at Main Street and a seasonal loading zone on the north side of Chicago Avenue at Washington Street. The loading zone on the north is seasonal because it is located in the same space as the seasonal motorcycle parking. The area is a loading zone between November 12 and March 31 and motorcycle parking between April 1 and November 11. Truck drivers prefer parking in the middle of Chicago because they often have deliveries to multiple businesses on Chicago Avenue.

This led city staff to consider defining this area in the middle of the road for truck deliveries, to promote this practice and make it a legitimate option. While carting goods across a travel lane is not the most ideal practice, it is currently happening without any recorded problems. Further, trucks parked in the middle of the road allow traffic to pass in their proper traffic lanes in each

direction of travel without crossing the centerline, which they sometimes must do when trucks are double-parked.

This proposed truck loading zone combined with the existing multi-use loading zone along the south side of Chicago Avenue at Main Street and the seasonal loading zone on the north side of Chicago Avenue at Washington Street supports a variety of options for truck deliveries in the immediate area. Implementing this proposal would bring the total truck loading zones on Chicago Avenue and Jackson Avenue between Washington Street and Main Street to six locations.

Attachment 1 is a map, which indicates how city staff proposes this area to be marked on the pavement. The proposed truck loading zone will not impede traffic from the turn lanes in either direction and at times when there is no truck parked in the zone, vehicles may use the lane to queue up as if the loading zone is an extension of the turn lanes in either direction.

Chicago Avenue Property and Business Owner Input

A letter was sent to the property owners and businesses on Chicago Avenue between Washington Street and Main Street on July 30, 2010 asking for feedback regarding the proposed striping changes. One business has contacted the city with a positive response, indicating that they would prefer that the loading zone be made larger to accommodate two trucks. No other property owners or businesses have contacted the city.

Staff considered the request for a longer truck loading zone and decided to increase the loading area from 80 feet to 100 feet. The additional length was not seen to negatively impact the storage in the left turn lanes since the loading zone can be used by vehicles to queue up for the turn lane if a truck is not present.

Other Stakeholder Input

The Downtown Naperville Alliance (DNA) supports the creation of a center truck loading zone on Chicago Avenue between Washington Street and Main Street.

Next Steps

When Chicago Avenue was resurfaced earlier this summer, the centerline pavement striping was installed with temporary pavement markings in case changes were made to the pavement markings with this project. Staff will have the temporary pavement markings removed and install permanent pavement markings prior to the end of the construction season. A memorandum will also be sent to the City Council prior to implementation.

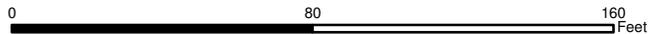
RECOMMENDATION:

Receive the memorandum and provide input regarding changes to the pavement markings on Chicago Avenue between Washington Street and Main Street to create a truck loading zone in the middle of Chicago Avenue.

ATTACHMENTS:

1. Proposed Striping Plan
2. Letter to Businesses

City of Naperville
Potential Truck Delivery Area Striping 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.



Naperville

July 30, 2010

Dear Chicago Avenue Business/Property Owner:

The City of Naperville has been working with the Downtown Naperville Alliance to address work items generated by the March 2009 Downtown Parking Management Study. One of the study recommendations is to provide designated truck loading zones, such as the zones we recently established on Jackson Avenue in the block just west of Washington Street. Providing these designated truck loading areas promotes safe and orderly traffic flow and alleviates double-parking.

One common practice that city staff has recognized is that delivery trucks are often parked in the middle of Chicago Avenue to unload goods. This led us to consider defining this area in the middle of the road for truck deliveries, to promote this practice and make it a legitimate option. While carting goods across a travel lane is not the most ideal practice, it is currently happening without any recorded problems. Further, trucks parked in the middle of the road allow traffic to pass in their proper traffic lanes in each direction of travel without crossing the centerline, which they sometimes must do when trucks are double-parked.

Enclosed with this letter is a map which indicates how city staff proposes this area to be marked on the pavement. As you can see, the proposed truck loading zone will not impede traffic from the turn lanes in either direction and at times when there is no truck parked in the zone, vehicles may use the lane to queue up as if the loading zone is an extension of the turn lanes in either direction.

This proposed truck loading zone combined with the existing multi-use loading zone along the south side of Chicago Avenue at Main Street and the seasonal loading zone on the north side of Chicago Avenue at Washington Street supports a variety of options for truck deliveries in the immediate area. Implementing this proposal would bring the total truck loading zones on Chicago Avenue and Jackson Avenue between Washington Street and Main Street to six locations.

The city is very interested in your thoughts regarding this proposal. Your support for the plan is requested prior to the city proceeding with the plan. Please contact me at (630)420-6066 or by email at copese@naperville.il.us. Thank you for your attention to this matter.

Sincerely,

A handwritten signature in cursive script that reads "Steve Cope".

Steve Cope
Project Manager
City of Naperville



Naperville

TRANSPORTATION ADVISORY BOARD AGENDA ITEM

AGENDA DATE: 9/11/2010

SUBJECT: Naperville Downtown2030 Plan

ACTION REQUESTED: Review and provide a recommendation relative to Section 4
Transportation of the *Naperville Downtown2030 Plan*.

PREPARED BY: Amy Emery, AICP, Community Planner, TED Business Group

ACTION PREVIOUSLY TAKEN:

Date	Item No.	Action

BACKGROUND:

It has been ten years since the plan for Downtown Naperville was adopted. To continue serving as an effective and reliable planning tool guide, the Naperville Downtown Plan needs to be updated. In accordance with the 2009-2010 Strategic Plan Goal approved by the Naperville City Council, the Downtown Advisory Commission (DAC) has been facilitating the process for updating the plan since June 18, 2009.

The DRAFT *Naperville Downtown2030: Planning the Downtown Experience* defines policies and offers recommendations related to land use, height, parking, urban design and architecture. The foundation for the plan is a vision statement and definition of the downtown culture. These two plan elements provide a basis for appreciating desired conditions in 2030 and beyond.

Public involvement has been integrated throughout the 2030 Plan development process. To date, monthly DAC meetings and four public workshops have been held. This month, in addition to TAB review of the Transportation Section, the Plan Commission will initiate review of the Land Use and Building Design Sections on September 15, 2010. It is anticipated the entire plan will be forwarded to City Council for action later this year or in early 2011.

DISCUSSION:

The DRAFT *Naperville Downtown2030* includes an entire section dedicated to the topic of transportation (refer to Attachment 1). The section begins with a vision expressing desired conditions in 2030, following by information about pedestrian, bicycle, and alternative transportation modes. The chapter also spotlights past transportation plans with outcomes that impact downtown. While pedestrian movement continues to be a major principal emphasized in

the plan draft (consistent with the 2000 Downtown Plan), biking to and around the downtown is a new focus introduced to the current draft plan. Key recommendations from the DRAFT *Naperville Downtown2030* Transportation Section include:

- Maintain a safe and convenient transportation network that serves the needs of pedestrians, bicyclists, motorists, and alternative modes of transportation;
- Maintain pedestrian and bicycle travel routes that are well connected, safe, and comfortable throughout the downtown;
- Enhance the wayfinding system in order to help people arrive at and navigate through the downtown; and
- Utilize development in the downtown to enhance the downtown transportation network.

To support the ideas presented in the draft plan, the Transportation Action Agenda has been developed (see Attachment 2). In addition to action agendas related to land use, parking, urban design, and building design, the Transportation Action Agenda identifies transportation related implementation items that will be pursued over a 20-year timeframe through the annual Transportation Work Program. The priorities and timing of individual actions will be finalized by DAC once all sections have been reviewed and necessary action steps identified.

TAB feedback is being requested only on the transportation portions of the DRAFT *Naperville Downtown2030 Plan*. To view key ideas and recommendations from each of the plan chapters as presented at the August 26, 2010 public open house visit www.naperville.il.us/napervilledowntown2030.aspx . To view the DRAFT Land Use Section presented to the Plan Commission visit <http://naperville.granicus.com/> The entire draft plan document, with elements recommended by TAB and the Plan Commission, will be posted on-line in November at: www.naperville.il.us/napervilledowntown2030.aspx.

RECOMMENDATION:

Recommend approval of Section 4 Transportation and the Transportation Action Agenda of the DRAFT *Naperville Downtown2030 Plan*.

ATTACHMENTS:

1. DRAFT *Naperville Downtown2030* Plan Section 4 Transportation
2. DRAFT *Naperville Downtown2030* Transportation Action Agenda

Naperville Downtown2030

Planning the Downtown Experience

SECTION 4 TRANSPORTATION



Washington Street
Photo by City of Naperville

Section 4.1 Introduction	Pg. 39
Section 4.2 Moving Forward to 2030	Pg. 39
Section 4.3 Pedestrian Access	Pg. 42
Section 4.4 Bicycle Access	Pg. 48
Section 4.5 Alternative Forms of Transportation	Pg. 50
Section 4.6 Development Impacts on the Transportation Network	Pg. 56

The vision below expresses the desired transportation environment for downtown Naperville in 2030.

Whether traveling by foot, bicycle, car, train or bus, residents, employees, and visitors find Downtown Naperville is easy to access and explore. The pedestrian experience is exceptional and supports downtown’s status as a multi-generational gathering place. A complete bicycle network provides convenient access to the downtown. Wayfinding and streetscape improvements provide strong guidance while navigating through the downtown.



4.1 INTRODUCTION

Downtown Naperville is served by a variety of transportation modes that provide residents, employees and visitors access to the downtown. The downtown transportation network includes roadways, sidewalks, bike routes, and commuter rail and bus access, all of which are critical to the continued success and economic viability of the downtown. This section of *Naperville Downtown2030* outlines practices and recommendations that will maintain and enhance the downtown transportation network and support the transportation vision for 2030.

4.2 MOVING FORWARD TO 2030

People arriving in Downtown Naperville do so using a comprehensive transportation network that provides convenient and safe access for its residents, visitors and employees. The unique features that make the downtown stand out as a key destination in Naperville also introduce challenges that must be considered as improvements to the transportation network are planned. Narrow sidewalks, high pedestrian activity and limited right-of-way all contribute to the compact nature and unique environment of the downtown. Vehicular, bicycle and pedestrian access and mobility, and alternative transportation options are critical components essential to sustaining the success and vibrancy of the downtown.

The following principles shall guide the decisions and recommendations provided in this section:

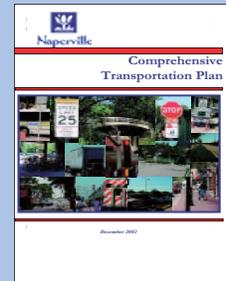
- Serve the needs of pedestrians, bicyclists, and motorists;
- Provide connections that are convenient, safe, and comfortable throughout the downtown;
- Help people arrive at and navigate through the downtown; and
- Enhance the downtown transportation network as development occurs.

NAPERVILLE DOWNTOWN2030 SPOTLIGHT: System of Transportation Studies and Plans

As noted in Section 1.3 Study Area, *Naperville Downtown2030* provides a context for understanding the larger system of plans that relate to the downtown. A sustainable and accessible transportation network is critical to the ongoing success of the downtown; therefore, the city has taken an active role in evaluating and managing the downtown transportation network. Since the *Downtown Naperville Plan (2000)*, a significant number of transportation studies and plans which address the downtown transportation network have been completed. The transportation recommendations contained in each document are considered current and serve as the primary guide for future improvements to each respective transportation corridor. Additional information on these studies can be found on the City of Naperville website at www.naperville.il.us.

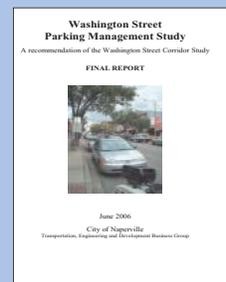
City of Naperville Comprehensive Transportation Plan: This plan serves as the city's policy document to enhance **mobility** and to guide decisions regarding local transportation issues throughout the entire city. A work program is developed annually to set the implementation priorities for the year. Previous projects completed as part of the annual work program impacting the downtown have included:

- Installation of a parking guidance system;
- Evaluation of the modification of parking spaces from angled to parallel; and
- Completion of a parking management study for the downtown.



Washington Street Corridor and Parking Management Studies: These studies evaluated transportation opportunities to increase and improve mobility along Washington Street and to evaluate the influence of on-street parking on Washington Street in downtown Naperville. As recommended by these studies, the following projects have been completed:

- Removal of several parking spaces along Washington Street to reduce delays due to left turning vehicles;
- Removal of parking spaces to improve the bus stops along Washington Street; and
- Establishment of parking time limits along Washington Street and installation of improved signage to better manage the parking spaces during **peak hours**.



Naperville Circulator Study: The overall goal of the Naperville **Circulator** Study was to evaluate current public transportation options within the City of Naperville, analyze potential markets for local bus service, and to design such a service. The study recommended:

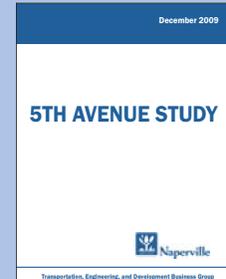
- Creation of a new circulator route that would operate from the Naperville Metra Station and connect the downtown to the southwest area of the city; and
- Establishment of the Naperville Metra Station as a transportation hub, due to its connectivity to other transportation modes (i.e., Pace Suburban Bus, Metra Commuter Rail, and Amtrak) and its proximity to downtown Naperville.



NAPERVILLE DOWNTOWN2030 SPOTLIGHT: System of Transportation Studies and Plans

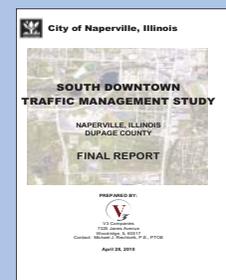
5th Avenue Study: The 5th Avenue Study provides guidelines for future redevelopment, transportation and streetscape improvements in the vicinity of the Naperville Metra Station. Recommendations from the study included:

- **Multi-modal** improvements to address concerns related to vehicle, pedestrian and bicycle visibility;
- Improvements to increase **accessibility** between the Metra Station and downtown Naperville; and
- Development of a cohesive and inviting streetscape for Washington Street between Ogden Avenue and Benton Avenue.



South Downtown Traffic Management Study: A traffic management study was conducted for the area generally bounded by Chicago Avenue/Aurora Avenue, West Street, Martin Avenue, and Washington Street in order to evaluate smaller scale improvements that will maximize the efficiency and mobility of vehicular, pedestrian, and bicycle movement throughout the area. Improvements recommended in the study included:

- Installation of a signal at Aurora Avenue and Webster Street in order to improve connectivity between the downtown and Naper Settlement;
- Pedestrian enhancements including the completion of sidewalk gaps, installation of pedestrian countdown signals, and crossing improvements; and
- Installation of wayfinding signage to direct people to key downtown destinations.



Terms Used in this Spotlight

Mobility refers to the movement of people and vehicles.

Peak hour is the one-hour period during which traffic volumes are highest. During the weekday, the peak hour occurs once in the morning (AM peak hour) and once in the evening (PM peak hour), reflective of school and commuter traffic patterns.

Circulator is a type of transportation service that serves local trips. They bring people to local destinations and to places to connect to other regional transit services.

Multi-modal is a term used to describe various modes of transportation, including vehicle, transit, bicycle, and pedestrian activity.

Accessibility refers to the ease of reaching destinations. In pedestrian planning it refers to Accessible Design or Universal Design, which refers to facilities designed to accommodate people with special needs, including those with disabilities.

4.3 PEDESTRIAN ACCESS

Downtown Naperville is the most popular and compact pedestrian destination in Naperville. One of the major accomplishments of the previous downtown plans was the establishment of the pedestrian as the primary focus of the downtown environment and the introduction of pedestrian amenities (i.e., pedestrian-scale landscaping and lighting, benches, waste receptacles, information kiosks, and banners). These previous plans have been successful in maintaining and expanding the pedestrian orientation of the downtown, and through 2030, enhancing the pedestrian experience should continue to be a primary goal of transportation improvements in the downtown.

Establishing a successful pedestrian environment includes maintaining a compact, walkable area with buildings designed with the pedestrian in mind, and access to a variety of amenities and destinations. This section specifically addresses the infrastructure that provides for pedestrian accessibility in the downtown including such features as sidewalk and pedestrian routes, ease of access for users of varying ability, sidewalk width, interruptions in the pedestrian flow, and crosswalks.

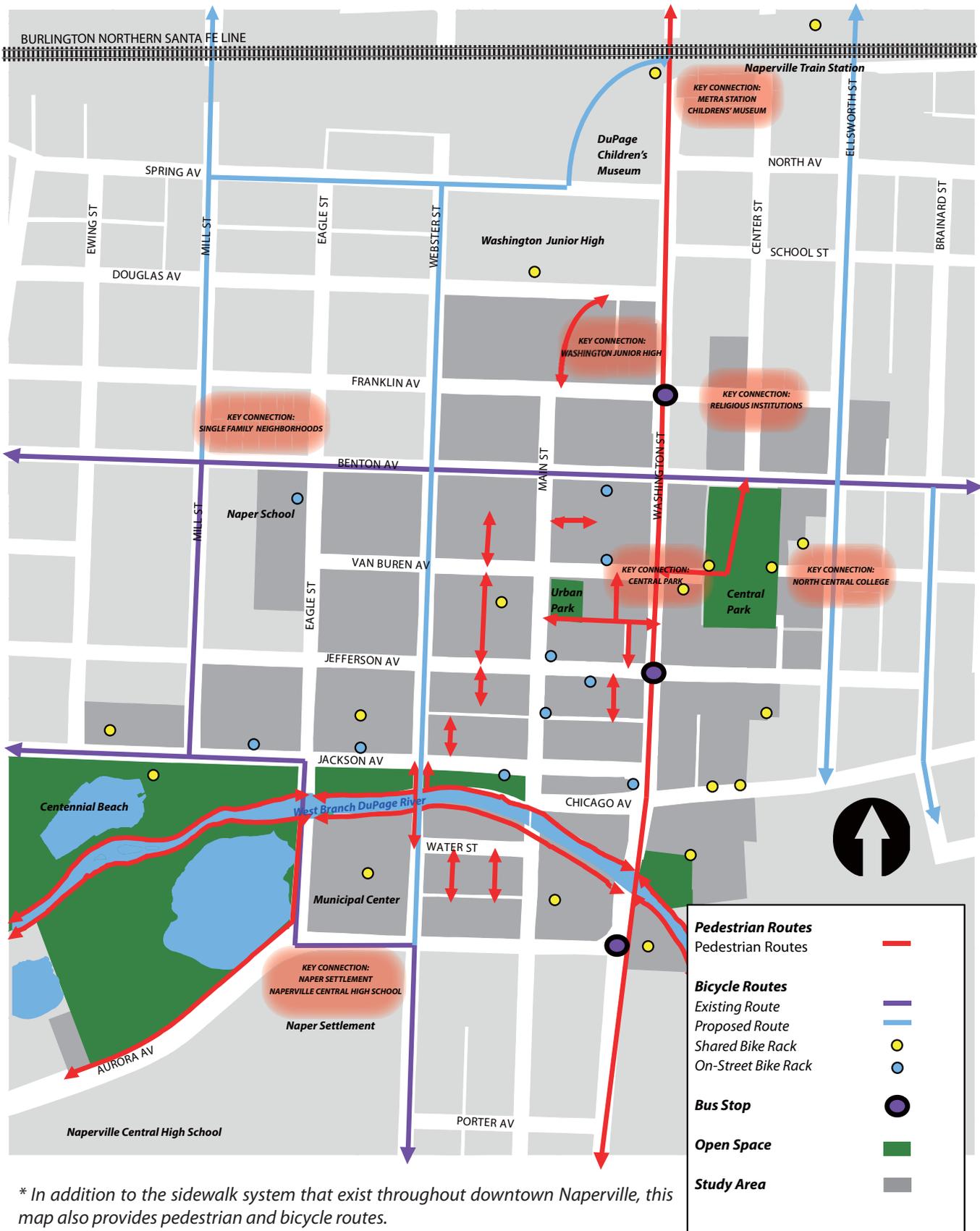
Sidewalk Width The sidewalks are alive with activity in downtown Naperville, and providing adequate sidewalk widths is key to maintaining a pedestrian friendly environment. Wide sidewalks and well defined pedestrian spaces are key elements that establish the pedestrian as a primary downtown user. Some existing sidewalks in the downtown are too narrow to provide a comfortable pedestrian walking zone, and through 2030, it should be a priority to increase the width of these sidewalks so that they meet the streetscape profile established for the downtown. Adjustments may need to be made in order to achieve these wider sidewalks through improvements such as replacing angled parking with parallel parking, limiting streetscape elements in certain areas, and as redevelopment occurs by shifting the building footprint away from the street to provide additional sidewalk width.

Connectivity Pedestrian connectivity between the downtown and the surrounding areas is critical to maintaining a complete transportation network. Downtown Naperville's proximity to residential neighborhoods and other major destinations (e.g., Naperville Metra Station, DuPage Children's Museum, Naper Settlement, and North Central College) contribute to its position as an attractive and distinct destination. As shown on *Map 7: Naperville Downtown 2030 Routes and Connections*, pedestrian connections should be enhanced to the surrounding areas in order to strengthen the link between the downtown and the adjacent attractions. These enhancements may include improved crossings, signage, wider sidewalks, and eliminating gaps in the sidewalk network.

Improving pedestrian connectivity has been emphasized as part of several other studies.

- The *South Downtown Traffic Management Study* includes improvements to the intersection of Webster Street and Aurora Avenue in order to better connect the downtown to Naper Settlement and Naperville Central High School.
- The *5th Avenue Study* recommends enhancing the Washington Street streetscape and connections to the DuPage Children's Museum, Washington Elementary School and the Naperville Metra Station.
- The *Central Park Master Plan* recommends improving the link between Central Park and the downtown.
- The *Pedestrian Gap Analysis*, referenced on pages 44-45, also noted that the commercial core lacks fluid pedestrian connections to adjacent residential areas and cultural destinations.

Map 7: Naperville Downtown2030 Routes and Connections*



TRANSPORTATION

* In addition to the sidewalk system that exist throughout downtown Naperville, this map also provides pedestrian and bicycle routes.

NAPERVILLE DOWNTOWN2030 SPOTLIGHT: Pedestrian Gap Analysis

In 2009, the City of Naperville retained the architecture and planning firm, Solomon Cordwell Buenz (SCB), to conduct a pedestrian gap analysis*. SCB evaluated the existing built environment in the downtown area to identify existing **pedestrian flow** and **storefront gaps** that create “**pedestrian dead zones**”, thus detracting from the overall downtown pedestrian experience.

How were properties scored? SCB developed a tool to “score” each downtown property based on 14 individual criteria. The criteria, which include pedestrian flow (accommodations for parking, biking, and pedestrians, **visitability**, connectivity) and storefront impacts (building appearance and maintenance, setbacks, **streetscape**, lighting, type of business, proximity to other uses, hours of operation), were included based on the influence that each has on the overall downtown atmosphere.

What do the scores mean? The purpose of the scoring tool is to determine a property’s strength in each individual criterion, as well as establish a composite score noting the property’s overall contribution to the downtown pedestrian environment. A high composite score signifies that a property’s overall characteristics contribute strongly to pedestrian flow in the downtown. However, even properties with high composite scores may have individual components that need to be improved (i.e. low lighting, limited hours of operation); likewise, many properties with low composite scores rank high in certain criterion. As a result, when reviewing specific properties, the scoring tool is most effectively applied by reviewing the individual scores for each of the 14 criteria to determine strengths and areas for improvement.

What are the results? The SCB analysis provides a snapshot of the overall strengths and weaknesses of the existing downtown pedestrian environment. The strongest pedestrian areas within downtown Naperville (shaded in light purple in the to the right) generally exhibit the following positive characteristics:

- High quality building facades (materials, architectural details and design) with consistent setbacks.
- Concentrations of complementary commercial uses.
- Proximity to cultural and recreational destinations.
- Continuous sidewalks which support a cohesive downtown pedestrian network.
- Access to public parking facilities.

* The Pedestrian Gap Analysis is available under a separate cover and can be reviewed at the City of Naperville Department of Transportation, Engineering and Development.



Pedestrian Gap Analysis
Solomon Cordwell Buenz

NAPERVILLE DOWNTOWN2030 SPOTLIGHT: Pedestrian Gap Analysis (continued)

Improvements that can further enhance the downtown Naperville pedestrian environment include:

- Enhancing the streetscape conditions at transitions between adjacent uses and the residential zones of downtown.
- Eliminating barriers that may limit accessibility and visitability for downtown buildings.
- Maintaining consistent hours of operation in order to prevent or eliminate disconnected pockets of activity during certain business hours.
- Providing additional lighting in select areas to improve the atmosphere of the street.
- Establishing consistent streetscape conditions, including maintenance and continuity, for the downtown.

How will the results be implemented? Using the findings of the Pedestrian Gap Analysis, along with other relevant *Downtown Naperville2030* recommendations, capital improvement planning, and best practices research, the city can target and prioritize future improvements which further enhance the downtown pedestrian experience. Such recommendations are reflected throughout *Naperville Downtown2030*; for example, Section 3 Land Use and Development recommends promoting first floor uses which provide a clear customer focus to avoid breaks in the shopping experience, Section 4 Transportation recommends the installation of additional bicycle parking facilities, and Section 6 Urban Environment recommends dual entrances to allow for pedestrian activity on both sides of a building.

To easily identify the *Naperville Downtown2030* recommendations resulting from the Pedestrian Gap Analysis look for the following symbol: **PED GAP**

As individual property owners propose to redevelop their properties, city staff and property owners should refer to the pedestrian gap analysis to determine additional private improvements that can be made to enhance previously low scoring criterion.

How will this scoring tool be used moving forward? The scoring tool created by SCB not only provides a snapshot of downtown Naperville in 2010, but can continue to be updated to determine the impact that improvements have had on the downtown Naperville pedestrian environment.

Did you know? The Pedestrian Gap Analysis completed by Solomon Cordwell Buenz received the 2010 Award from the Illinois Chapter of the American Planning Association (APA-IL) for Best Practice.

Terms Used in this Spotlight

Pedestrian Flow refers to the ability for walking routes to support comfortable and safe pedestrian movement throughout the downtown district.

Storefront Gaps refer to spaces or “gaps” between buildings and storefronts that do not generate pedestrian activity or help to sustain the vitality of downtown. Gaps may include physical spaces (such as parking lots or alleys), inappropriate storefront conversions, “blank” windowless walls, or uses which do not generate walk-by customer interest.

Pedestrian Dead Zones typically lack the appropriate land uses, as well as, safe and interesting pedestrian walking routes that connect them to the rest of the downtown and make them attractive destinations for pedestrians. Locations in need of the greatest attention are identified by a low score calculated in the pedestrian gap analysis.

Streetscape includes the elements that contribute to a street’s aesthetics and functions. Streetscape elements include sidewalks, lighting, landscaping, signage, benches, trash receptacles, bus stops, and other pedestrian amenities.

Visitability is the practice of employing design approaches that create places that are accessible for persons with mobility challenges.

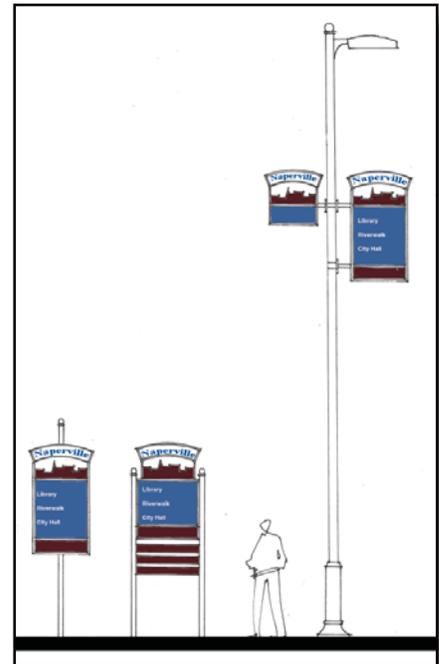
Wayfinding A complete transportation network must also include a wayfinding system that helps people navigate to and through the downtown. Several transportation studies, including the *5th Avenue Study*, *South Downtown Traffic Management Study* and *Downtown Parking Management Study*, addressed the importance of wayfinding signage in and around the downtown. A coordinated system of signs along major roadways in Naperville (i.e., I-88, 75th Street, Route 59) and on the periphery of the downtown (i.e., Washington Street, Aurora Avenue, Chicago Avenue) is critical to helping direct people to the downtown. Additionally, wayfinding signage throughout the downtown is needed in order to direct motorists, pedestrians and bicyclists to key destinations once they arrive in the downtown. This coordinated system of signage also helps to reduce sign clutter, enhances the ambiance of downtown, and makes the downtown more customer friendly.

Pedestrian Crossings People enjoy walking in the downtown due in part to the well defined crossings that establish the pedestrian's right-of-way. It is important to provide safe and clearly marked pedestrian crossings at intersections and high volume mid-block locations. Various crossing treatments are currently provided throughout the downtown; all existing crosswalks in the downtown meet minimum standards with most crossings providing at least a 5' wide, marked crosswalk. As recommended in the *Downtown Plan (2000)*, some crosswalks have been upgraded to include wider crossings, colored pavement or special pavement markings to make the crossings more prominent and more visible to vehicles. In order to provide safer and more visible crossings, crosswalks at high volume locations (as shown on *Map 8: Pedestrian Improvement Areas*), should be evaluated for potential enhancements and a uniform application of any enhanced treatments should be pursued.

As a busy arterial roadway, Washington Street can intimidate pedestrians and act as a barrier, dividing the east and west sides of the downtown. Overcoming this perception can expand the perceived limits of the downtown for customers and visitors, thereby inviting them to explore additional downtown destinations.

To date enhancements to Washington Street have been made with the installation of crosswalks and pedestrian countdown signals which have greatly improved the safety of these crossings. However, the crossings along Washington Street should be further evaluated to identify additional improvements to more effectively unite these two areas of the downtown. Any improvements along Washington Street will need to balance the desire for a cohesive downtown with the need to maintain traffic flow.

The Riverwalk in the vicinity of Washington Street currently lacks the amenities to serve as a major downtown pedestrian crossing. This crossing should be improved to serve as a safe, grade separated crossing for pedestrians in the downtown as well as to provide a more continuous Riverwalk. When the Washington Street Bridge over the river is reconstructed, it should be a priority to upgrade the bridge so that the Riverwalk pedestrian connection under Washington Street becomes a safe and attractive walkway for pedestrians.



Wayfinding Signage (5th Avenue Study)
Illustration by Hitchcock Design Group

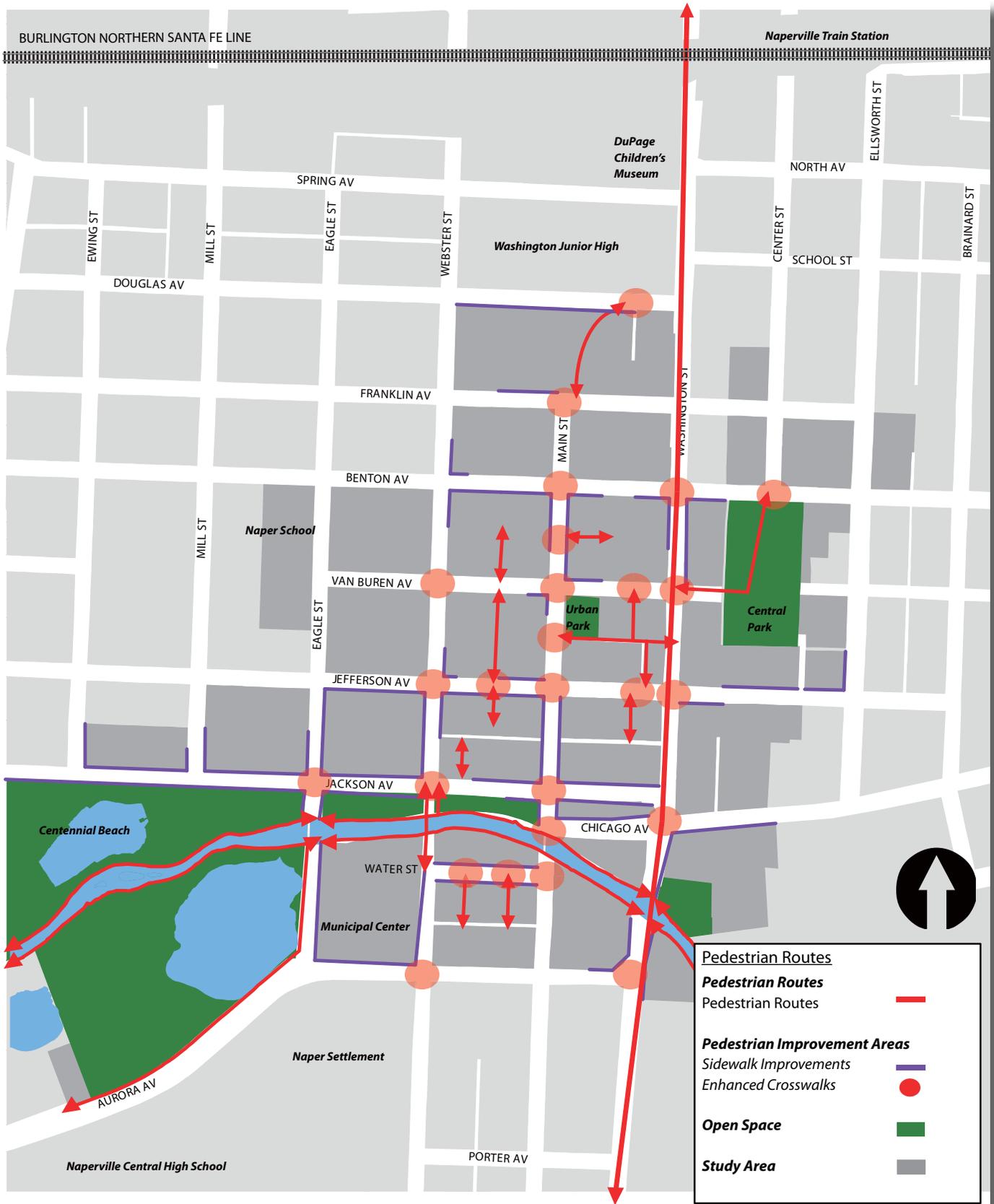


Jefferson Mid-Block Crossing
Photo by City of Naperville

Map 8: Pedestrian Improvement Areas

Naperville
Downtown2030

Planning the Downtown Experience



TRANSPORTATION



Accessibility A major consideration of mobility in the downtown is accessibility. Improving the sidewalks and pedestrian routes in the downtown to better address the Americans with Disabilities Act (ADA) requirements is critical to making the downtown accessible to all users. There are barriers which may impede mobility in the downtown, including sidewalk gaps, reduced sidewalk widths, traffic signals, and crossing locations. It is critical that as the pedestrian network is expanded or enhanced through development or capital improvement projects, that accessibility be evaluated, and any obstacles that may impact pedestrian mobility be mitigated. These improvements may include increasing the sidewalk width, completing gaps in the network, establishing new pedestrian routes and paseos (Please refer to *Section 6 Urban Environment*) and relocating streetscape elements. The *Pedestrian Gap Analysis* also identified areas with limited accessibility, and the data collected through this analysis should be used to help identify these barriers.

In summary, the following policy recommendations should be used to maintain and enhance pedestrian access and mobility in the downtown:

- Establish new comfortable, direct walking routes in the downtown through development and capital improvement projects;
- Improve the synergy between downtown and adjacent uses through enhanced pedestrian connections;
- Provide improvements (e.g., enhanced crosswalks, and pedestrian bump-outs) to protect pedestrian spaces from vehicular traffic;
- Mitigate obstacles that impact pedestrian mobility such as reduced sidewalk widths, gaps in the sidewalk network; and
- Evaluate crosswalk enhancements at high pedestrian locations in order to establish clear and safe connections.

4.4 BICYCLE ACCESS

Downtown Naperville is already known as a great place for pedestrians. *Naperville Downtown2030* seeks to also improve downtown's status as a bicycle friendly destination by offering cyclists better access to needed facilities (i.e., bike routes, bicycle racks) in the downtown. As bicycle amenities are provided in the downtown, it is important that they be marketed to the public so that they are fully utilized. Increased signage designating bicycle facilities, the establishment of a bicycle resource map for the downtown, information on the city and other downtown websites and the inclusion of bicycle facilities on downtown marketing materials will encourage the use of bicycle facilities in the downtown.

Bike route is typically a network of signed on-street facilities. Bicycle routes in Naperville are traditionally designated on wide, low speed neighborhood streets but may include any and all types of bikeways, including marked on-street bicycle lanes, shared on-street lanes, and shared use pathways.

Bike lane is a part of a roadway lane marked off or separated for the exclusive use of bicyclists.

Bike path is an off-street facility that is physically separated from motorists by open space or a barrier. Bicycle paths generally allow two-way travel and may be shared by bicyclists, pedestrians, runners, or other users.

Bicycle Routes The *City of Naperville Bicycle Implementation Plan* guides the establishment of new bicycle facilities throughout the city. As shown on *Map 7: Naperville Downtown 2030 Routes and Connections* (pg. 43), several bicycle corridors have been established to provide connections to Downtown Naperville, and additional connections to the downtown are planned for future years. Bike routes should establish the bicyclist as the primary user and should take advantage of existing facilities such as railroad underpasses, existing **bike lanes, paths and routes**, and low volume roadways that will provide a safe and enjoyable experience for the user. Establishing these areas as bicycle facilities may be accomplished through the construction of new facilities, modification of existing facilities to better incorporate bicycles, and the installation of signage and pavement markings. Where space constraints may restrict the establishment of a full bicycle facility, innovative practices such as the “**sharrow**” should be used to reinforce the shared use of a facility by bicyclists and vehicles or pedestrians.

A **sharrow** is a shared-lane marking used to designate facilities used by both cars and bicycles when a bike lane is not feasible due to limited right-of-way. The special arrow markings are used to help alert cars to take caution and allow cyclists to safely travel in these lanes.



Bicycles and the Riverwalk As a key destination in the downtown, opportunities exist to allow bicycle use on the Riverwalk as it is expanded or reconstructed. Going forward, a collaborative effort between the Downtown Advisory Commission, the Riverwalk Commission and the Bicycle and Pedestrian Advisory Commission should be undertaken in order to develop, prioritize and construct bicycle facilities as part of the Riverwalk experience. These facilities may include bicycle parking, shared use locations where the existing facilities can accommodate both pedestrians and bicyclists, and where space permits, the construction of separate but parallel paths which would allow both bicyclists and pedestrians to safely enjoy the Riverwalk.

Bicycle Parking Without a convenient place to park, bicyclists will either pass thru or avoid downtown entirely. Therefore, a complete network of conveniently located bicycle parking facilities needs to be provided. While the Municipal Code requires that commercial uses provide bicycle parking based on the required amount of vehicle parking, a large portion of the study area is exempt from vehicle parking requirements, as shown on the Downtown Parking Map (see *Section 5 Parking* for details). Historically, bicycle parking in the downtown has been provided in shared locations such as the municipal parking decks.

Existing bicycle parking areas in the downtown are shown on *Map 7 Naperville Downtown 2030 Routes and Connections* (pg. 43). A significant number of these bicycle parking spaces are currently provided in shared parking locations such as the municipal parking decks which provide longer term parking areas for bicyclists who plan to stay in the downtown for extended periods of time or who intend to stop at multiple destinations. Increased marketing and signage of these locations would make these bike parking areas more accessible and better utilized by bicyclists. Shared bicycle parking should continue to be integrated within any new parking facilities constructed in the downtown.



Bicycle Rack, Nichols Library
Photo by City of Naperville

Going forward, additional emphasis needs to be placed on providing bicycle parking as a component of the downtown streetscape in order to better serve bicyclists who are making quick trips or plan to only stop at one destination and prefer to park near their destination. In order to provide bicycle parking throughout the downtown, where feasible, a minimum of two bicycle racks should be provided on each block face. These bicycle parking locations should be selected so that they are convenient for users but also so that they do not conflict with business operations, sidewalk access, and vehicular traffic. Improvements to the existing system of bicycle facilities should be pursued through the evaluation of current and new bicycle rack locations, and opportunities to enhance signage, Municipal Code bicycle parking requirements, and public education resources for biking to the downtown.



Bicycle Rack, Naperville Train Station
Photo by City of Naperville

The following recommendations should be used to guide the development of a more complete bicycle network to the downtown by 2030:

- Develop a bicycle network that provides bicycle connections to the downtown from all areas of the city;
- Promote bicycling to the downtown through public education resources, including information on how to get downtown, where to park, and connections to other bicycle facilities;
- Use innovative treatments (e.g., sharrows, bike lanes) to designate streets in the downtown for bicycles;
- Expand bicycle parking locations throughout the downtown, and clearly promote and designate those locations with signage and maps;
- Evaluate the current policy for providing bicycle parking in the downtown; and
- Provide convenient, shared use locations for bicycle parking in the downtown.

4.5: ALTERNATIVE FORMS OF TRANSPORTATION

Over the years, the City of Naperville has recognized the importance of providing its residents with multiple modes of transportation to access the downtown. Alternate forms of travel such as commuter rail and bus, trolleys, **pedicabs**, and holiday shuttles make downtown Naperville an accessible, engaging destination for residents and visitors.

A **pedicab** is a three-wheeled bicycle operated by an individual with an attached seat for one or two passengers.

Downtown Naperville is served by Metra commuter train service and Pace bus service. The Naperville Metra Station is located one-half mile from the downtown and provides commuter train service between Naperville, downtown Chicago, and the suburbs in between. Pace bus service also currently operates through the downtown and provides connectivity between the downtown and the rest of the community. The Naperville Circulator Study recommended opportunities for the expansion of transit throughout Naperville, and included several routes that would further enhance transit connectivity to the downtown.

As well as providing transportation options for people traveling to the downtown, alternative modes of transportation contribute to decreased demand on the roadways and parking in the downtown. Furthermore, alternative modes of transportation make downtown Naperville accessible to all residents, employees and visitors, including those who may not have access to more traditional modes of travel.

Downtown Naperville thrives as a result of its access to many different forms of transportation and it is important that these transportation options be promoted in order to encourage people to consider accessing the downtown through non-traditional modes of transportation. These **non-traditional modes of transportation** are an asset to the downtown, and as new and innovative forms of transportation are developed, they should continue to be incorporated into the downtown transportation network.

In addition to traditional transit services, shuttles are often provided as part of special events and festivals that occur in the downtown (i.e., Ribfest, Hometown Holidays, Last Fling). Shuttles provide convenient access to the downtown and help to relieve the traffic and parking demands that result from these popular events. Historically, special event shuttles have been well used by the public, but have only been provided by the individual organizers of the larger special events such as Ribfest and Last Fling. The downtown continues to see additional special events being offered, often with several occurring in the same weekend. As additional special events are offered in the downtown, opportunities to bring organizers from multiple events together in order to provide joint shuttle service to the downtown for special events should be encouraged.

The following measures are recommended in order to enhance multi-modal access to the downtown:

- Expand the transportation modes available for accessing the downtown;
- Explore new and innovative transportation modes for the downtown;
- Evaluate options for expanding alternative transportation options for special events in the downtown;
- Market alternative modes of transportation for accessing the downtown; and
- Maintain and promote a variety of unique transportation options that contribute to downtown Naperville's distinct atmosphere.



Naperville Metra Station
Photo by City of Naperville

Non-traditional modes of transportation

options help to set downtown Naperville apart and add to the distinctive feel of the downtown. Downtown Naperville is served by a variety of transportation options that provide an entertainment value in addition to their transportation functions, including pedicabs, trolleys, and holiday shuttles. Many of these services are provided on a seasonal basis and are used as an opportunity to further promote activities occurring in the downtown. (i.e., Ribfest, Hometown Holidays, Last Fling). While they may serve an entertainment function, these non-traditional transportation options provide additional transportation options for people who wish to travel around the downtown but may be unable or choose not to do so by foot. Additionally, they also have the benefit of decreasing parking demand during special events by providing an additional transportation option to people in adjacent areas such as the surrounding neighborhoods or those arriving by train at the Metra Station.

4.6 DEVELOPMENT IMPACTS ON THE TRANSPORTATION NETWORK -

Development in the downtown presents an opportunity to improve the transportation network, and more specifically enhance downtown pedestrian connectivity, sidewalk widths, bicycle parking and streetscape treatments. Consistent with current practices, all future downtown development proposals should be evaluated to ensure pedestrian and bicycle access and amenities are incorporated into the site design and connectivity to the existing downtown transportation network is provided, in keeping with the *Naperville Downtown2030* vision. Additionally, future developments will need to preserve the existing balance between vehicular mobility and maintaining the vibrant downtown environment.

Two areas are currently being considered for development and both have the potential to result in significant changes to the transportation network. The *South Downtown Traffic Management Study* was completed as part of the Water Street Development in order to better identify and mitigate the impacts to the transportation network as a result of the proposed development. As highlighted in Water Street District Spotlight in *Section 3 Land Use*, the study recommended improvements that will maximize the efficiency and mobility of vehicular, pedestrian and bicycle movement throughout the area.

As proposed, the North Downtown Special Planning Area could also result in significant changes to the downtown transportation network. Development in the North Downtown Special Planning Area may require an additional traffic signal on Washington Street. The installation of a new traffic signal on Washington Street will improve connectivity between the downtown, the residential areas to the east, and North Central College, but will also impact traffic flow on Washington Street. Any development in this area will need to provide pedestrian and bicycle amenities as well as to establish connections to the existing pedestrian and bicycle facilities in the downtown.

In addition to development in the downtown, construction projects outside the downtown can have an impact on the transportation network in the downtown. As major construction projects are undertaken, impacts to the downtown should be evaluated and appropriate mitigation measures should be taken in order to preserve the safe downtown environment. These measures may include providing alternate or detour routes outside of the downtown and providing additional safety measures such as increased police presence, additional signage and pavement markings in order to remind drivers that they are entering a downtown environment.

The following recommendations should be used to improve the transportation network as development occurs in the downtown through 2030:

- Evaluate future development proposals and pursue improvements that meet the transportation goals of the downtown;
- Consider impacts of construction projects in the vicinity of the downtown and develop measures to mitigate identified impacts.



Naperville Central Renovation
Photo by City of Naperville



Detour Signage (Jefferson Avenue Bridge Rehabilitation)
Photo by City of Naperville

TRANSPORTATION Action Items			Level of Effort High, Med, Low	Time Frame to Initiate
<i>Wayfinding and Directional Signage</i>				
13	Evaluate and update the existing wayfinding signage program to ensure that provides succinct information, reduces sign clutter and limits the amount of “re-circulating” traffic within downtown.		High ^s	Ongoing
14	Expand the existing wayfinding signage program to include directional signage to direct people to the downtown.		Medium ^s	Medium
<i>Pedestrian Access</i>				
15	Update the pedestrian gap analysis scoring tool developed by Solomon Cordwell Buenz in 5-year increments (beginning in 2015) to monitor the pedestrian environment in Downtown Naperville to identify priorities for improvement.		Medium ^s	Ongoing
16	Identify and develop a plan to mitigate barriers (such as a lack of ADA ramps, narrow sidewalks, sidewalk obstructions) to accessibility and visitability in the downtown.		Medium	Short
17	Identify and prioritize locations in the downtown where pedestrian capacity on sidewalks can be expanded		Low	Short
18	Evaluate improvements that can be made to provide better connectivity between the downtown and adjacent uses through streetscape improvements, physical connections, and signage.		Low ^s	Medium
19	Evaluate the length of the pedestrian signal walk times on Washington Street given the various walking speeds and group of pedestrians within the downtown.		Low	Ongoing
20	Evaluate additional traffic calming and pedestrian comfort improvements (such as the construction of curb extensions on side streets throughout downtown to provide more “storage area” for pedestrians at key intersections, and the utilization of bollards and special pavement markings to enhance the feeling of safety for pedestrians throughout downtown).		Medium	Medium
21	Establish a comprehensive pedestrian crosswalk plan to define preferred crosswalk markings and prioritize implementation at key intersections in order to facilitate pedestrian safety and mobility in downtown Naperville.		Medium	Short
<i>Alternative Modes of Transportation</i>				
22	Evaluate new modes of alternative transportation in the downtown based on factors such as safety and impacts on the existing transportation network, as opportunities arise.		Low	Ongoing
23	Promote use of alternative transit options in the downtown.		Low	Ongoing
24	Evaluate local codes and ordinances to determine if any barriers exist to alternative transportation options.		Low	Short
25	Encourage the use of shuttle services for special events in the downtown as a way to reduce parking and traffic congestion.		Low	Ongoing
26	Implement recommendations from the Bicycle Improvement Program to construct additional bicycle routes to the downtown.		High ^s	Medium
27	Evaluate local codes and ordinances to ensure consistency with the bicycle parking recommendations of Downtown2030. Upon review, update the ordinance as necessary. Possible amendments may include bicycle parking requirement calculations and the consideration of a fee-in-lieu program.		Low	Short
28	Establish bicycle rack standards for the downtown.		Low	Short
29	Identify and prioritize appropriate bicycle parking locations throughout downtown.		Low	Short
30	Work in partnership with community organizations to develop a program to allow organizations to sponsor the installation of bicycle racks throughout the downtown.		Medium	Short



Naperville

TRANSPORTATION ADVISORY BOARD AGENDA ITEM

AGENDA DATE: 9/11/2010

SUBJECT: Chicago Avenue Parking Recommendation – Brainard to Sleight

ACTION REQUESTED: Approve the recommendation to establish “Four-Hour Limited Parking 6 AM – 6 PM, Monday – Friday” on both sides of Chicago Avenue from Brainard Street to Sleight Street, as posted and marked.

PREPARED BY: Kim Grabow, Project Engineer

ACTION PREVIOUSLY TAKEN:

Date	Item No.	Action
N/A		

BACKGROUND:

Chicago Avenue between Brainard Street and Sleight Street is designated as a minor arterial in the city’s Master Thoroughfare Plan. It is a two-lane (one lane in each direction) roadway with a speed limit of 30 mph. Traffic control along this segment includes an all-way stop at Brainard Street, one-way stop for Loomis and an all-way stop at Sleight Street. The adjacent land use is residential and institutional (North Central College). There are six residential driveways on the south side of Chicago Avenue between Brainard Street and Sleight Street; there are no driveways on the north side of the street. On-street parking is allowed on both sides of the street between Brainard Street and Sleight Street; there are no time restrictions associated with this parking.

In January 2010, City staff met with residents from four of the six homes located on the south side of Chicago Avenue between Brainard Street and Sleight Street with driveways on Chicago Avenue. This meeting was conducted because a number of the residents had contacted the city with concerns about parking and traffic on Chicago Avenue between Brainard Street and Sleight Street. The following paragraphs provide a summary of the discussion with the residents.

Resident Concerns

The discussion began with the residents sharing their concerns regarding the parking and traffic conditions on Chicago Avenue. Residents on the south side of Chicago Avenue have difficulty getting out of their driveways. The reasons cited for having difficulty leaving their driveways are as follows:

- Cannot see past parked vehicles adjacent to the driveways. This is especially true for vans and trucks that are parked near the driveways.
 - Required to wait in advance of the sidewalk to see moving vehicles on Chicago Avenue as well as pedestrians and bikes on the sidewalk.
 - AM and PM peak traffic conditions are the worst
 - College activities cause increased traffic
 - Landscaping causes sight distance concerns
 - At most residences a vehicle can exit onto Chicago Avenue facing forward but one property can only back out.
 - Vehicles are not always parked within the marked parking boxes.
- Motorists are not stopping or performing rolling stops at Sleight Street in the morning or when no one is on the side street
- Motorists are not stopping or performing rolling stops at Brainard when no one is on the side street.
- Speeds on Chicago Avenue are too high.

Possible Solutions

After discussing the concerns, the residents brainstormed ideas for mitigating the traffic and parking concerns. The bullets below provide a summary of the possible solutions that were identified.

Parked Vehicles

- Resident only parking
- No truck parking
- Parking time restrictions/limited time parking
- No parking
- Move the parking boxes 10 feet further back from the driveways.

Traffic

- Driver feedback signs
- Stop sign at Chicago/Wright
- Bike lane on south side
- Traffic circles
- Stop lights/traffic signals
- Enforcement
- Reduce the speed limit

DISCUSSION:

As a result of the discussion with the residents, TED staff completed the following data collection and analysis:

- Speed Study
- Stop Sign Compliance Study
- Parking Supply and Turnover Study
- Landscaping Assessment
- Municipal Code Compliance
- Chicago and Loomis Accident Analysis

The study found that the difficulty for motorists to perform the exit maneuver from the driveways on the south side of Chicago Avenue is caused by two main factors:

*Chicago Avenue Parking – Brainard to Sleight
September 11, 2010
Page 3 of 5*

- A lack of adequate vehicle gaps in the traffic stream on Chicago Avenue to allow the vehicles to enter into the roadway.
- Inadequate sight distance caused by the vehicles parked adjacent to the driveways.

If one of the two factors was improved, motorists leaving the driveways would be better equipped to enter onto Chicago Avenue.

The compliance study has demonstrated that the all-way stops at Brainard Street and Sleight Street are not creating the vehicle gaps necessary to allow for the exit maneuver from the driveways. In order to create the appropriate gaps, traffic signals would need to be installed at Brainard Street and Sleight Street. However, staff is concerned that installing traffic signals along Chicago Avenue will create other adverse conditions such as increased traffic volume and higher traffic speeds caused by improved traffic flow. The traffic signals also change the residential character of the roadway in this section and could only be considered as a possible long-term solution based on the cost associated with signalization.

If the vehicle gaps cannot be improved, then sight distance should be improved for motorists exiting the driveways and for Chicago Avenue motorists to see those vehicles exiting the driveways. The studies found that the parked vehicles, not landscaping, are the main impediment to visibility. Staff considered the following options in part or combination:

- Restrict the hours of parking
- Restrict the types of parked vehicles
- Restrict the location of parking

This segment of Chicago Avenue is the only location adjacent to the college area that does not include time restrictions for on-street parking. The other streets in the area have four-hour time limits. Applying a parking time limit has been an effective approach in other areas of the City toward maintaining parking for specific users (e.g. controlling commuter parking in residential areas). While it is not the city's practice to reserve parking spaces on public streets to specific users, the four-hour parking time restriction will eliminate all-day parking which occurs on Chicago Avenue to serve people other than the residents.

The residents suggested during the initial meeting to restrict the types of vehicles, meaning that trucks and other tall vehicles would not be allowed to park on the south side of Chicago Avenue. However, staff does not consider this as a necessary measure. Some of the taller vehicles parking on Chicago Avenue are there for home construction currently taking place, which is a temporary condition.

Finally, staff considered further restricting the location of parking on the south side of Chicago Avenue. Currently, vehicles are allowed to park within 10 feet of the driveways. This distance does not provide sufficient sight distance for the exiting motorists to see the cross traffic or for the cross traffic motorists to see vehicles trying to enter Chicago Avenue. In a field visit, staff determined that 50 feet on either side of the driveway would improve sight distance for all directions of travel. When this distance is applied to each of the seven driveways along the south

side of Chicago Avenue, it results in almost all of the parking being removed between Brainard and Sleigh. Only two spaces remain near the intersection with Brainard Street.

Preliminary Recommendation - Resident Responses

City staff sent a letter to the residences on the south side of Chicago Avenue between Brainard Street and Sleigh Street with the following preliminary recommendation:

- Remove all of the parking on the south side of Chicago Avenue.
- Restrict parking on the north side of Chicago Avenue to 4-hour parking between 6am and 6pm Monday through Friday to control all-day commuter and college parking.

Five out six of the affected residences responded to the letter. None of the responding residences had concerns with the time restrictions for the north side of the street. Two of the residences were in support of the recommendation to remove parking on the south side of the street and three were opposed.

The reasons cited for being opposed to removal of parking on the south side are summarized below. Attachment 1 is the letter sent to the residents and the resident responses are provided in Attachment 2.

- Visitors would rather park their vehicles on-street than in the driveways.
- Residents would rather park their vehicles on-street than in the driveways.
- Removal of parking will lead to increased traffic speeds.
- Parking is needed for the college and downtown.
- Pedestrians will jaywalk across Chicago Avenue if they have to park on the north side of the street.

The city also contacted North Central College to obtain the college's response to the recommendation. The college did not have any concerns with the time restrictions for the north side of the street but was opposed to the removal of the parking spaces on the south side of the street.

Revised Recommendation – Resident Responses

After reviewing all of the comments, city staff developed a compromise solution for the south side and sent an email to the residences with the following proposal:

1. Reconfigure the parking so that the parking is located 20 feet from the edge of each driveway in both directions.
2. Restrict parking to 4-hour parking between 6am and 6pm Monday through Friday to limit all day commuter and college parking.
3. Revise the parking boxes to delineate individual spaces.

*Chicago Avenue Parking – Brainard to Sleight
September 11, 2010
Page 5 of 5*

Two of the six residences responded to the email. One residence was in favor of the compromise solution and one was against. A copy of the email sent to the residents is provided in Attachment 3 and copies of the resident responses are provided in Attachment 4.

Final Recommendation

Staff recommends restriping the parking boxes on the north and south side of the street to delineate individual parking spaces. This will direct motorists to park within specific parking spaces rather than somewhere within the parking box, which leads to vehicles partially parked outside the parking box limits and encroaching into the driveway areas.

In addition to striping the parking boxes, staff recommends restricting the parking to four-hour between 6am and 6pm Monday through Friday on both sides of the street. This will limit the use of the parking by all day commuter and college visitors. The time restriction is consistent with the time restrictions on other streets within the neighborhood/college area.

Finally, staff recommends reconfiguring the parking on the south side of the street to provide greater sight distance for motorists in all directions. Currently, the parking is located 10 feet away from the driveways on either side. City staff will work with the residents to relocate the parking so that it is at least 20 feet from the driveway on either side. There are currently 18 parking spaces on the south side of Chicago Avenue. It is anticipated that the modifications would result in 14 parking spaces remaining.

RECOMMENDATION:

Approve the recommendation to establish “Four-Hour Limited Parking 6 AM – 6 PM, Monday – Friday” on both sides of Chicago Avenue from Brainard Street to Sleight Street, as posted and marked.

ATTACHMENTS:

1. Letter to Residents – July
2. Resident Responses to July Letter
3. Email to Residents – August
4. Resident Responses to August Email
5. Draft Ordinance



Naperville

June 30, 2010

RE: Chicago Avenue Parking and Traffic Study Recommendation

Dear Resident:

The purpose of this letter is to inform you that city staff completed the data collection and analysis related to resident concerns of parking and traffic on Chicago Avenue between Brainard Street and Sleight Street. Based upon the analysis, staff recommends the following actions:

- Remove all of the parking on the south side of Chicago Avenue between Brainard Street and Sleight Street (15 parking spaces). The parking on the north side of Chicago Avenue would remain (21 parking spaces).
- Implement 4 hour time restrictions for the parking on the north side of Chicago Avenue.

Attached to this letter is a summary of the data collection and analysis that was completed to reach this recommendation.

Prior to sending the recommendation to the Transportation Advisory Board and City Council, city staff would like your feedback regarding the recommendation. Please provide any comments regarding the recommendation by Friday, July 16, 2010. If a response is not received from a household, it will be considered as agreement with the recommendation. Correspondence can be sent via mail or email to:

Kimberly Grabow
City of Naperville – TED Business Group
400 S. Eagle Street
Naperville, IL 60540
grabowk@naperville.il.us

The comments will be used by city staff to refine the recommendation before it is presented to the Transportation Advisory Board (TAB) and City Council. It is anticipated that the recommendation will be presented to TAB either Saturday, August 7 or Saturday, September 11 depending upon the comments that are received. The recommendation would then be presented to the City Council following TAB's consideration. A copy of the data collection and analysis has also been provided to North Central College to make them aware of the proposed recommendations.

Chicago Avenue Parking and Traffic Study

June 30, 2010

Page 2

Please contact me at (630) 548-1199 or via email at grabowk@naperville.il.us if you have any questions about this information.

Sincerely,



Kimberly A. Grabow, PE, PTOE

Project Engineer

TED Business Group

Cc: File

Grabow, Kimberly

From: Kelly M. Douglas [REDACTED]
Sent: Friday, July 02, 2010 12:54 PM
To: Grabow, Kimberly
Cc: Brian A. Douglas
Subject: Chicago ave

Hi Kimberly,
I agree with your findings and recommendation. Thank you!
Kelly.

Sent from my iPhone

Grabow, Kimberly

From: Kelly M. Douglas
Sent: Friday, July 23, 2010 11:06 AM
To: Grabow, Kimberly
Cc: 'Davis, Pamela Meyer'
Subject: RE: Chicago Avenue - Brainard to Sleight

Hi Kimberly,
My mom, Pam Davis, at 402 E. Chicago Ave agrees with the city's recommendations to remove parking on the South side of Chicago, Ave.
Kelly

Kelly Douglas
Itzy Ritzy | www.itzyritzy.com
630.839.9830 | 312.208.5742 mobile

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From: Grabow, Kimberly [mailto:GrabowK@naperville.il.us]
Sent: Friday, July 23, 2010 7:06 AM
To: [Redacted]
Cc: Cope, Steve
Subject: Chicago Avenue - Brainard to Sleight

Dear Residents,

We have received a number of comments for and against the proposed changes to the on-street parking on the south side of Chicago Avenue. We are going through all of the comments and will be in contact with you at the beginning of August with follow up information regarding the recommendation. In the letter that was sent previously, we had stated that a recommendation would likely go to the Transportation Advisory Board (TAB) in August or September. The recommendation will not be sent to the August TAB meeting.

I will be out of the office the week of July 26-30. If you have questions about the project while I am out, please contact Steve Cope. He is copied on this email.

Thanks,
Kim

Kimberly A. Grabow, PE, PTOE
City of Naperville
Transportation, Engineering and Development Business Group

Grabow, Kimberly

From: Oken, Jeffrey - Asst Med Dir OP Physician Svcs [REDACTED]
Sent: Wednesday, July 14, 2010 10:55 PM
To: Grabow, Kimberly
Subject: RE: Chicago Ave parking

Dear Kim,

Thank you for the info on the cost of the study. We have reviewed the information provided by the city staff. We have lived on Chicago Avenue since 1991. Our 2 children have grown up and are now teenagers. Our first daughter learned to back out of the driveway while in high school at Naperville North. She learned patience and the ability to wait until there was a gap in the traffic before backing out. We have 2 driveways that exit onto Chicago Ave, and neither has a turn around on it. This means that we always have to back out.

We are strongly AGAINST the proposal to remove parking on the south side of the street on Chicago Ave between Brainard and Sleight for the following reasons:

- The accident data do not show there is a problem
- When we have guests over they would have to cross a busy street to get to their cars. If they could find a parking space! If they couldn't they would have to park 1-2 blocks away.
- We believe the risk of pedestrians crossing the Chicago Ave to get to their parked cars on the North side poses a greater risk than pulling out of the driveway with your car.
- With no cars parked on the south side, eastbound traffic goes faster. (Right now there is no traffic because college is not in session- the cars are racing by. They go much faster when there are no parked cars.)
- We believe the study does not accurately reflect conditions as they normally exist. It was conducted when there was anywhere from 5-10 additional vehicles parked on the street because of the construction at 402 East Chicago Ave. This home has been under construction since October and it has significantly worsened the parking situation.
- During the summer months there are no students and therefore there are fewer parked cars. This lasts 3 months plus another 6 weeks during the school year.
- The residents of Chicago Ave, their guests, college students, their families and visitors who attend the events in the downtown need more places to park and should not have their access to the parking spaces on Chicago Ave. removed.

We propose keeping parking on the south side of Chicago Ave.

Giving 15 feet on each side of a driveway.

Marking out specific parking spaces instead of boxes.

Encouraging residents on the South side of Chicago Ave to only pull out and go East.

Enforcement of parking restrictions by Naperville Police or arrange to have the College security enforcement if the police are too busy.

Please call or email if you don't understand any of this email.

Sincerely,

Jeff and Todra Oken
400 East Chicago Ave.
[REDACTED]

From: Grabow, Kimberly [mailto:GrabowK@naperville.il.us]
Sent: Wednesday, July 07, 2010 8:40 AM
To: Oken, Jeffrey - Asst Med Dir OP Physician Svcs
Subject: RE: Chicago Ave parking

400 E. Chicago Ave.
Naperville, IL 60540
July 2, 2010

Ms. Kimberly Grabow
City of Naperville - TED Buisness Group
400 S. Eagle Street
Naperville, IL 60540

To whomever it may concern,

As a resident of the south side of Chicago Avenue, I oppose the city's recommendation concerning parking between Brainard Street and Sleight Street. At times, it is difficult to back out of our driveway. However, removing the parking spaces from the south side of the street would do more harm than good.

If the spaces were removed from the south side of Chicago Avenue, this means that those who live on the south side of the street, such as myself, won't be able to have guests over. Last year, I celebrated my graduation. Since no one likes pulling out of our driveways, because there are always too many cars on Chicago Avenue, they opted to park on the street. If those parking spaces were removed, family and friends would have limited options on where to park. Depending on the time of the year, they might be able to park across the street. If they wanted to stay more than four hours though, they simply would not be able to do so, since there would be four-hour parking limit imposed on the north side.

As a driver, I have learned the traffic patterns for our street. When there are cars parked on the street, such as when North Central College is in session, drivers tend to drive slower to avoid hitting the cars. When there are few or no cars on the street however, such as at nighttime or during the summer, drivers go a lot faster down Chicago Avenue. There is nothing that imposes them from going fast, since they have no fear of sideswiping another car.

When I was first learning how to drive, I was hesitant about pulling down our driveway, so my mother or father would park the car in front of our house, so I could easily leave. My younger sister will be driving soon. I don't want her to have to learn how to back down the driveway when she is just starting to drive, just because she has no other option.

Living so close to downtown Naperville has it perks. It also has its drawbacks, such as the amount of time it takes to pull out of our driveway. In comparison though, the positives outweigh this one negative. Removing parking would not benefit the residents of Chicago Avenue or the city of Naperville and I am adamantly opposed to this proposal by the city.

Sincerely,

Alicia Oken

Grabow, Kimberly

From: joycehoward1 [REDACTED]
Sent: Sunday, July 11, 2010 10:21 PM
To: Grabow, Kimberly
Subject: Parking on Chicago Ave.

Dear Ms. Grabow,

I am Dr. Jeffrey Oken's mother-in-law, and I also live in Naperville. I understand that 15 parking spots on the south side of Chicago Ave. may be removed because one of the neighbors requested it. My daughter and son-in-law live in the 400 block, and I am definitely opposed to removing the parking.

I often visit my daughter and son-in-law and sometimes stay with their daughters if their parents are out of town. It would not be safe for me to park on the north side (if there were even a space available). I have no problem backing out of their driveway when I'm going east and just wait till traffic clears. I realize that it is difficult to back into traffic in order to head west, so I just head east to the first cross street.

Those parking spots are also used by patrons of the Wentz auditorium, and students who attend North Central College. People also park there when going to downtown restaurants and stores. To lose 15 spots during busy times and special events would just add to the big problem of parking in downtown Naperville.

It seems to me that a worse situation would result from the loss of 15 valuable parking spots.

Thank you for your consideration in this matter.

Yours truly,

Joyce E. Trier
1197 Stonebriar Drive.
Naperville, IL 60540

Grabow, Kimberly

From: [REDACTED]
Sent: Sunday, July 18, 2010 10:37 PM
To: Grabow, Kimberly
Subject: Re: Chicago Avenue Parking and Traffic Study Recommendation

Kimberly,

I hope this is not too late to reply. I was out of town for a month and I needed to speak with my neighbor, Jeff Oken about the staff proposal.

I want to thank the city staff for all their work and I see from the study what the cause is for my immediate location, i.e. people coming off the stop sign too fast, but your solution does not address that issue directly.

I am not in agreement with the staff proposal. I do not support the "no parking" ban on the south side of Chicago Avenue from Brainard to Loomis. I believe that no parking would cause vehicles to move even faster down our street. Your study was taken during the school year, but probably should have also included a study when school was not in session.

My suggestion is this:

1) To keep parking on the south side at least until Loomis Street. Give more room to the 2nd driveway past Brainard by taking away one parking space on either side. Take away one space to the west of my driveway, to allow a better line of vision right at the driveway, as small trucks and vans like to park there and vehicles approaching my driveway cannot see me if the larger vehicles are parked there. I do have visitors and would like them to be able to park on this side of the street and not have to cross such a busy street. The above suggestions take the parking in front of 308 E Chicago from three to two and from four to three in front of my house, 320 E Chicago, and from four to three in front of 400 E Chicago.

I have a wider apron on my driveway, but Jeff Oken does not, so he would need more visibility to the west and more room to back out. I have a turn around in the back of my driveway, so most vehicles do not back out of my driveway. I usually pull out and turn right.

2) Also, limited time parking should not be later than 6 p.m., as I believe some people do park and go to the train during the day on some occasions.

After talking with my neighbors, it is clear that those nearer to Sleight St, i.e. after Loomis would like to have no parking. Their issues of backing out and pulling out are different as the stop sign does not create a traffic hazard in the lane closest to their driveways. They do have another problem which is a long back up in front of their drives, which adds to decreased visibility of the driveways for those traveling on Chicago Avenue.

3) Enforcement of vehicles that do not park within the lines. When the college has outside activities at the field house, such as, soccer or football tournaments, people not used to parking here seem to think that the lines are drawn for them and sometimes park into the aprons of the driveways. I would like to see those vehicles ticketed and possibly towed.

Thank you for looking into this matter. Please, let me know that you received this reply from me.

Sincerely,
Mary Ellen Burchfield
[REDACTED]

Grabow, Kimberly

From: Grabow, Kimberly
Sent: Friday, August 13, 2010 11:23 AM
To: [REDACTED]
[REDACTED]
[REDACTED]
Cc: Robles, Karyn; Cope, Steve
Subject: Chicago Avenue Parking - Revised Recommendation

Dear Residents:

This email is intended to provide you with an update regarding the recommendation related to the parking on the south side of Chicago Avenue between Brainard Street and Slight Street.

The recommendation to remove all parking from the south side of Chicago Avenue, which was a result of studies and previous resident input, was presented to the affected residents with a request for feedback in July 2010. Based upon the resident responses, three households are in favor of removing the parking and three households are not in favor of removing the parking. The reasons cited for not being in favor of the removal of parking are as follows:

- Visitors would rather park their vehicles on-street than in the driveways
- Residents would rather park their vehicles on-street than in the driveways
- Removal of parking will lead to increased traffic speeds
- Parking is needed for the college and downtown
- Pedestrians will jaywalk across Chicago Avenue if they have to park on the north side of the street

In addition to contacting the residents, city staff contacted North Central College, which also is not in favor of removing any on-street parking located in close proximity to the college.

A number of alternate options were proposed by the residents and College. A summary of the common options are provided below:

- Restrict parking to 4 hours from 6am to 6pm
- Move the parking farther away from the driveways
- Enforce parking violations, including those parked outside the defined parking areas
- Create specific parking spaces rather than boxes
- Encourage residents to only drive eastbound when leaving their driveways
- Keep the parking west of Loomis and remove parking east of Loomis

A revised recommendation has been developed incorporating the most recent feedback.

- Reconfigure the remaining parking so that the parking is located 20 feet from the edge of each driveway in both directions.
- Restrict parking to 4 hour parking between 6am and 6pm Monday through Friday to limit all day commuter and college parking.

- Revise the parking boxes to delineate individual spaces.

These changes will result in 12 parking spaces remaining. The modifications are as follows:

- Between 320 and 400 E Chicago Avenue: Remove 1 space
- Between 402 and 410 E Chicago Avenue: Remove 1 space
- Between 410 and 416 E Chicago Avenue: Remove 1 space
- East of 424 E Chicago Avenue: Relocate 1 space to the east

The recommendation will result in the following improvements: The four-hour parking restriction will bring this segment of Chicago Avenue into conformance with the rest of the College area, which has 4-hour on-street parking on the other streets and limit the use of the parking spaces by long term users such as college students and commuters. The individual parking stalls will reduce the number of vehicles that park outside the parking boxes and encroach into the driveways. Relocating the parking stalls so that they are 20 feet from the driveways will improve sight distance for motorists exiting their driveways.

We request your feedback on the revised recommendation above. We need this feedback by Tuesday, August 24 in order to complete any pavement marking revisions before winter. The recommendation will be presented to the Transportation Advisory Board (TAB) on Saturday, September 11, 2010 and to the City Council following TAB consideration. We are also sharing this information with North Central College.

If you need any clarification regarding the revised recommendation, please contact me at (630) 548-1199 or via email at grabowk@naperville.il.us. Please send comments regarding the recommendation via email or mail so that they can be provided to TAB and City Council for their consideration.

Cordially,
Kim Grabow

Kimberly A. Grabow, PE, PTOE
City of Naperville
Transportation, Engineering and Development Business Group
400 S. Eagle Street
Naperville, IL 60564
P - (630) 548-1199
F - (630) 305-5986
grabowk@naperville.il.us



Please consider the environment before printing this e-mail.

Grabow, Kimberly

From: [REDACTED]
Sent: Monday, August 16, 2010 2:52 PM
To: Grabow, Kimberly
Subject: Recent parking update

Dear Ms. Grabow,
Thank you for the update on the revised parking issue. I totally agree with the compromise and would be happy if this is what is finally decided.
Thank you.
Sandy and Mike Giovannini
416 E. Chicago Avenue

Grabow, Kimberly

From: Kelly M. Douglas [mailto:kelly.douglas@itzyritzy.com]
Sent: Friday, August 13, 2010 11:37 AM
To: Grabow, Kimberly
Cc: Robles, Karyn; Cope, Steve; 'Brian A. Douglas'
Subject: RE: Chicago Avenue Parking - Revised Recommendation

Kim,
I absolutely disagree with the new proposal. Why are you guys backing down from your recommendations?!
Kelly

Kelly Douglas
Itzy Ritzy | www.itzyritzy.com
630.839.9830 | 312.208.5742 mobile

2010 ABC Kids Expo Booth # 3237

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Grabow, Kimberly

From: Brian A. Douglas [brian@itzyrityzy.com]
Sent: Friday, August 13, 2010 12:00 PM
To: Grabow, Kimberly
Cc: 'Kelly M. Douglas'; Robles, Karyn; Cope, Steve
Subject: RE: Chicago Avenue Parking - Revised Recommendation

Hi, Kimberly,

Thank you for the follow-up. I appreciate your work and efforts to take in all comments. Unfortunately, I don't think that the new proposal addresses any of the safety concerns with exiting driveways during peak traffic periods in several ways, including but not limited to:

1. As you and Steve saw and pointed out, 20' of sight off of each driveway is insufficient to create appropriate sight lines to ensure enough time to safely exit driveways. As such, some residents will be forced to continue the same process of "inching" out into traffic blindly, hoping any unseen oncoming traffic stops and then proceed. The issue seems to be present irrespective of how long a driver waits in their driveway. Unfortunately, 20' is ineffectual.
2. Restricted times do not impact peak traffic periods. Cars will still be able to park overnight and in the spaces during the morning rush hours, the times when exiting driveways is most dangerous. I am fine with allowing parking but I believe that it needs to address the peak traffic times. Again, I don't feel this has any impact on improving safety.

Unfortunately, I believe the new proposals lack any substantive changes. I believe that the safety of the town's residents should be paramount to all other "wishes" or "nice-to-haves". There are no other options when exiting driveways versus other changes (i.e. people don't have to J walk, there is an option to cross at the crosswalks, residents have driveways and garages for a reason, they and their guests don't have to park in the street, the college has parking decks, residential parking and Naperville parking, students have options to park in many other locations, et al.). Likewise, it seems to me that no studies have been done on the hypothesized increased speeds of traffic, that it is only conjecture and, again, there are options to controlling speeds of motorists.

I don't think that all parking needs to be removed and there can be restricted parking. That said, I believe that more needs to be done than the new proposal. Maybe my assumptions are incorrect, let me ask, shouldn't safety be at the top of the list of considerations by a significant amount? We've already seen the accidents from vehicles entering Chicago Ave. from Loomis caused by the same limited sight distance. It will be shame when it happens to a resident exiting their driveway during rush hour and even worse if it is one of the young children who live on the street.

I am happy to further discuss with you. I appreciate that this is difficult and that you have several constituents to address; however, I don't think that you are doing justice to real problem at hand.

Brian

Brian A. Douglas
Chief Executive Officer
Quintessential Tots, LLC
Itzy Ritzy
630.839.9830
www.itzyritzy.com

ORDINANCE NO. 10-_____

AN ORDINANCE AMENDING THE NAPERVILLE TRAFFIC SCHEDULE MANUAL REGARDING PARKING RESTRICTIONS ON BOTH SIDES OF CHICAGO AVENUE

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 VIA, No Parking Zones, of the Naperville Traffic Schedule Manual is hereby amended by adding the underlined language and deleting the stricken language:

<u>Street</u>	<u>Area of Restriction</u>	<u>Side</u>	<u>Ord. #</u>
CHICAGO AVE.	Brainard St. to Naper Blvd. <u>Sleight Street to Huffman Street</u>	Both	95-212

SECTION 2: Schedule VIIA, Four-Hour Limited Parking, 6:00 a.m. to 6:00 p.m., of the Naperville Traffic Schedule Manual is hereby amended by adding the underlined language:

<u>Street</u>	<u>Area of Restriction</u>	<u>Side</u>	<u>Ord. #</u>
<u>CHICAGO AVE.</u>	<u>From the centerline of Brainard Street to the centerline of Sleight Street.</u>	<u>Both</u>	

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.

A. George Pradel
Mayor

ATTEST:

Pam LaFeber
City Clerk

DRAFT



Naperville

TRANSPORTATION ADVISORY BOARD AGENDA ITEM

AGENDA DATE: 9/11/2010

SUBJECT: 5th Avenue Study Implementation – On-Street Parking Removal on 5th Avenue between Washington Street and Center Street and rescind all existing parking meter ordinances.

ACTION REQUESTED: Approve the recommendation to eliminate five (5) daily fee commuter parking spaces located on the north side of 5th Avenue, between Washington Street and Center Street.

Approve the recommendation to rescind all existing parking meter ordinances.

PREPARED BY: Rory Fancler, Project Manager

ACTION PREVIOUSLY TAKEN:

Date	Item No.	Action
7/10/2010	F5	Recommended elimination of four (4) daily fee spaces near the intersection of 5th Avenue/Ellsworth Street and one (1) space near North Avenue/Center Street to improve sight distance (8-1).
7/11/2009	E1	Recommended approval of the multi-modal transportation and commuter parking components of the 5th Avenue Study, subject to one condition regarding bus routes (9-1).
6/6/2009	E2	Considered the 5th Avenue Study recommendations for multi-modal improvements and commuter parking; public hearing continued to July 11, 2009 meeting.

BACKGROUND:

On December 1, 2009, the City Council approved the *5th Avenue Study*, which includes recommendations for future land use, commuter parking and multi-modal improvements for the study area, and streetscape enhancements for Washington Street (between Ogden Avenue and Benton Avenue). Multi-modal improvements were identified to address concerns related to vehicle, pedestrian and bicycle visibility and accessibility at key locations; enhance access to multi-modal transportation options; and improve the interconnectivity of the various travel modes in the vicinity of the Naperville Metra Station.

DISCUSSION:

Based on an evaluation of existing conditions and public input received through the 5th Avenue Study planning process, the following short-term action item, implementation in 1-3 years, (page 47 of the 5th Avenue Study, Action Item No. 16) was identified to improve traffic flow at the intersection of Washington Street/5th Avenue.

- Eliminate on-street parking on the north side of 5th Avenue, between Washington Street and Center Street, to increase vehicle queuing capacity (Attachment 1).

On July 20, 2010, prior to their approval of an ordinance to eliminate daily fee spaces near the intersections of 5th Avenue/Ellsworth Street and North Avenue/Center Street, City Council directed staff to evaluate implementation of Action Item No. 16 in the near term in order to improve traffic flow at the intersection of Washington Street/5th Avenue.

Staff Recommendation

Staff completed a vehicle queuing study for the east leg of the intersection of Washington Street/5th Avenue. As shown in Attachment 3, the vehicles parked on the north side of 5th Avenue (between Washington Street and Center Street) conflict with the existing peak-hour vehicle queue. Vehicles are consistently parked in these spaces beyond 4:00 p.m., resulting in the following conditions during the peak commuter departure period (Attachment 2):

- Limited two-lane queuing available due to vehicles parked on north side of the street; therefore, the queue of vehicles consistently extends east of Center Street; and
- Parked vehicles, in combination with the queue for the southbound left-turn movement, limit northbound right-turn on red opportunities.

Staff recommends removal of the five spaces in order to provide additional queuing capacity and improve traffic flow at the intersection of Washington Street/5th Avenue. With removal of the parking spaces, adequate width is available for two travel lanes; therefore, additional queuing capacity is expected for southbound left-turn movements and northbound right-turn movements.

Commuter Parking at the Naperville Metra Station

Although the proposed elimination of five (5) daily fee commuter parking spaces would result in a net decrease in total commuter parking at the train station, the city has recently implemented the following options for commuter parking serving the Naperville Metra Station:

- March 2009 – Addition of 19 daily fee commuter parking spaces on the east side of Water Tower West
- July 2009 – Addition of 96 daily fee commuter parking spaces on the west side of Water Tower West
- June 7, 2010 – Addition of 75 parking spaces at the St. Thomas the Apostle Park-n-Ride

As part of implementation of the 5th Avenue Study, the city will continue to explore commuter parking opportunities for the Naperville Metra Station.

5th Avenue Study Implementation – On-Street Parking Removal on 5th Avenue between Washington Street and Center Street

September 11, 2010

Page 3 of 3

Implementation Schedule

Should the City Council approve the recommendation to eliminate five (5) daily fee commuter parking spaces, the Department of Public Works (DPW) will coordinate their removal through the city's pavement marking contractor. Concurrent with this work, staff will evaluate potential restriping opportunities to maximize queuing capacity on the east leg of the intersection of Washington Street/5th Avenue. Completion of this project is anticipated to occur this fall. Residents, commuters and other interested stakeholders will be notified of the changes through the city's website and e-newsletter service.

Parking Meter Ordinance

Section 4, Schedule VIIIA, Parking Meter Zones of the Naperville Traffic Schedule was used to identify and enforce parking meter zones in the city. Staff is recommending that this section of the code be rescinded since parking meters are no longer used by the city. This issue was identified while staff was reviewing ordinances in the Naperville Traffic Schedule which require an amendment or deletion as a result of the on-street parking removal related to the 5th Avenue Study Implementation.

RECOMMENDATION:

- 1) Approve the recommendation to eliminate five (5) daily fee commuter parking spaces located on the north side of 5th Avenue, between Washington Street and Center Street.
- 2) Approve the recommendation to rescind all existing parking meter ordinances.

ATTACHMENTS:

1. Map of Proposed 5th Avenue On-Street Parking Removal
2. Summary of Vehicle Queuing Study – East Leg of Washington Street/5th Avenue
3. Draft Ordinance

City of Naperville
5th Avenue Study Implementation
Proposed 5th Avenue On-Street Parking Removal



Washington Street

Center Street

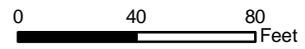
5th Avenue

Proposed removal of five (5) spaces.

Burlington Lot



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



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or application of the data. Reproduction or redistribution is
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**Washington Street/5th Avenue – East Leg
Vehicle Queuing Study
August 18, 2010**

Time	Number of Vehicles Queued for Southbound Left-Turn Movement	Number of Vehicles Queued for Northbound Right-Turn Movement	Total Number of Vehicles Parked on 5th Ave. (between Washington St. and Center St.)
4:00 p.m.	45	15	5
4:15	31	12	4
4:30	37	13	4
4:45	50	26	4
5:00	26	18	4
5:15	63	41	4
5:30	100	32	3
5:45	105	19	1
6:00	80	35	1
6:15 p.m.	110	31	1

PREPARED BY:

**CITY OF NAPERVILLE
LEGAL DEPARTMENT
630/420-4170**

RETURN TO:

**CITY OF NAPERVILLE
CITY CLERK'S OFFICE
P.O. BOX 3020
400 SOUTH EAGLE STREET
NAPERVILLE, IL 60566-7020**

ORDINANCE NO. 10 -

**AN ORDINANCE AMENDING THE NAPERVILLE
TRAFFIC SCHEDULE MANUAL REGARDING PARKING RESTRICTIONS ON
FIFTH AVENUE**

NOW, THEREFORE, 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: Schedule VIA, No Parking Zones, of the Naperville Traffic Schedule Manual is hereby amended by adding the underlined language and deleting the stricken language:

Street	Area of Restriction	Side	Ord. #
FIFTH AVE.	Washington St. to Center St.	South	86-38
<u>FIFTH AVE.</u>	<u>Washington St. to Center St</u>	<u>Both</u>	

SECTION 2: Schedule VIIA, Four-Hour Limited Parking, 6:00 A.M. – 6:00 P.M., of the Naperville Traffic Schedule Manual is hereby amended by adding the underlined language and deleting the stricken language:

Street	Area of Restriction	Side	Ord. #
<u>FIFTH AVE.</u>	<u>Washington St. to Center St.</u>	<u>North</u>	72-77

SECTION 3: Schedule VIIC-1, Two-Hour Limited Parking During Any Four-Hour Period, 6:00 A.M. – 6:00 P.M. on all Weekdays, Except Holidays, of the Naperville Traffic Schedule Manual is hereby amended by adding the underlined language and deleting the stricken language:

Street	Area of Restriction	Side	Ord. #
<u>FIFTH AVE.</u>	<u>Washington St. to Ellsworth St.</u>	<u>North</u>	73-37

SECTION 4: Schedule VIIIA, Parking Meter Zones, of the Naperville Traffic Schedule Manual is hereby amended by deleting all ordinances within Schedule VIIIA, Parking Meter Zones and leaving Schedule VIIIA intentionally blank for future use.

SECTION 5: Schedule VIIIB, Daily Fee Parking Zones, of the Naperville Traffic Schedule Manual is hereby amended by adding the underlined language and deleting the stricken language:

Street	Parking Meter Zone Description	Side	Ord. #
<u>FIFTH AVE.</u>	<u>Center Street to Ellsworth Street as marked</u>	<u>North</u>	

SECTION 6: This Ordinance shall be in full force and effect upon its passage and approval as required by law.

PASSED this ____ day of _____, 2010.

AYES:

NAYS:

ABSENT:

APPROVED this ____ day of _____, 2010.

A. George Pradel
Mayor

ATTEST:

Pam LaFeber, PhD
City Clerk

DRAFT



Naperville

TRANSPORTATION ADVISORY BOARD AGENDA ITEM

AGENDA DATE: 9/11/2010

SUBJECT: Proposed Multi-Use Parking/Loading Zone for Jackson Avenue

ACTION REQUESTED: Approve the recommendation to establish a 30-Minute 6:00 a.m. to 6:00 p.m. parking/loading zone on the north side of Jackson Avenue from a point 95 feet from the centerline of Main Street to a point 140 feet west of the centerline of Main Street (2 parking spaces).

PREPARED BY: Steve Cope, Project Manager

ACTION PREVIOUSLY TAKEN:

Date	Item No.	Action

BACKGROUND:

The City of Naperville received a request from Henczels Barber Shop, located at 109 Jackson Avenue, to install a multi-use parking/loading zone on the north side of Jackson Avenue just west of Main Street.

DISCUSSION:

The requested multi-use loading zone is proposed to serve short-term parking needs for passenger vehicles and trucks deliveries. The request is to establish the first two parking spaces west of Main Street as 30-minute parking from 6 a.m. to 6 p.m., Monday through Saturday.

The City of Naperville and the Downtown Naperville Alliance (DNA) established a policy for the installation of multi-use loading zones, which includes:

- Installed at the end of a block.
- Installed at request of DNA businesses on a specific block with 60% approval of the affected property owners.
- No more than one multi-use parking space on a given block face.
- Will be of consistent design and placement for better recognition by the public.

The proposed parking/loading zone meets the requirements of the policy and both the city and the DNA support the request.

A letter of notification to convert two 2-Hour parking spaces to 30-minute parking/loading from 6 a.m. to 6 p.m., Monday through Saturday was submitted to all affected property and business owners along the north side of Jackson Avenue from Main Street to Webster Street on August 19, 2010. The letter provided notification of the date that this proposal would be submitted to the Transportation Advisory Board and stated that if the city does not receive a response from an affected property owner, that property is considered in support for the proposed parking/loading zone. The city has not received any feedback related to this recommendation except from the requestor and the DNA.

RECOMMENDATION:

Approve the recommendation to establish a 30-Minute 6:00 a.m. to 6:00 p.m. parking/loading zone on the north side of Jackson Avenue from a point 95 feet from the centerline of Main Street to a point 140 feet west of the centerline of Main Street (2 parking spaces).

ATTACHMENTS:

1. Notification Letter to Business/Property Owners
2. Site Map
3. Draft Ordinance



Naperville

August 19, 2010

Dear Jackson Avenue Business/Property Owner:

The City of Naperville received a request from Henczels Barber Shop, located at 109 Jackson Avenue, to install a multi-use loading zone on the north side of Jackson Avenue just west of Main Street. This multi-use loading zone is proposed to serve short-term parking needs for passenger vehicles and trucks deliveries. The request is to establish the first two parking spaces west of Main Street as 30-minute parking from 6 a.m. to 6 p.m., Monday through Saturday. Enclosed with this letter is a map, which depicts the location of the proposed multi-use loading zone.

The City of Naperville and the Downtown Naperville Alliance established a policy for the installation of multi-use loading zones, which includes:

- Installed at the end of a block.
- Installed at request of DNA businesses on a specific block with 60% approval of the affected property owners.
- No more than one multi-use parking space on a given block face.
- Will be of consistent design and placement for better recognition by the public.

This notification of proposal to convert two 2-Hour parking spaces to 30-minute parking/loading from 6 a.m. to 6 p.m., Monday through Saturday is submitted to all affected property and business owners along the north side of Jackson Avenue from Main Street to Webster Street, as required by the policy. The proposal meets the requirements of the policy and both the city and the DNA support the request. The city is requesting your input regarding this proposal by September 3, 2010. If the city does not receive a response from an affected property owner, that property is considered in support for the proposed parking/loading zone.

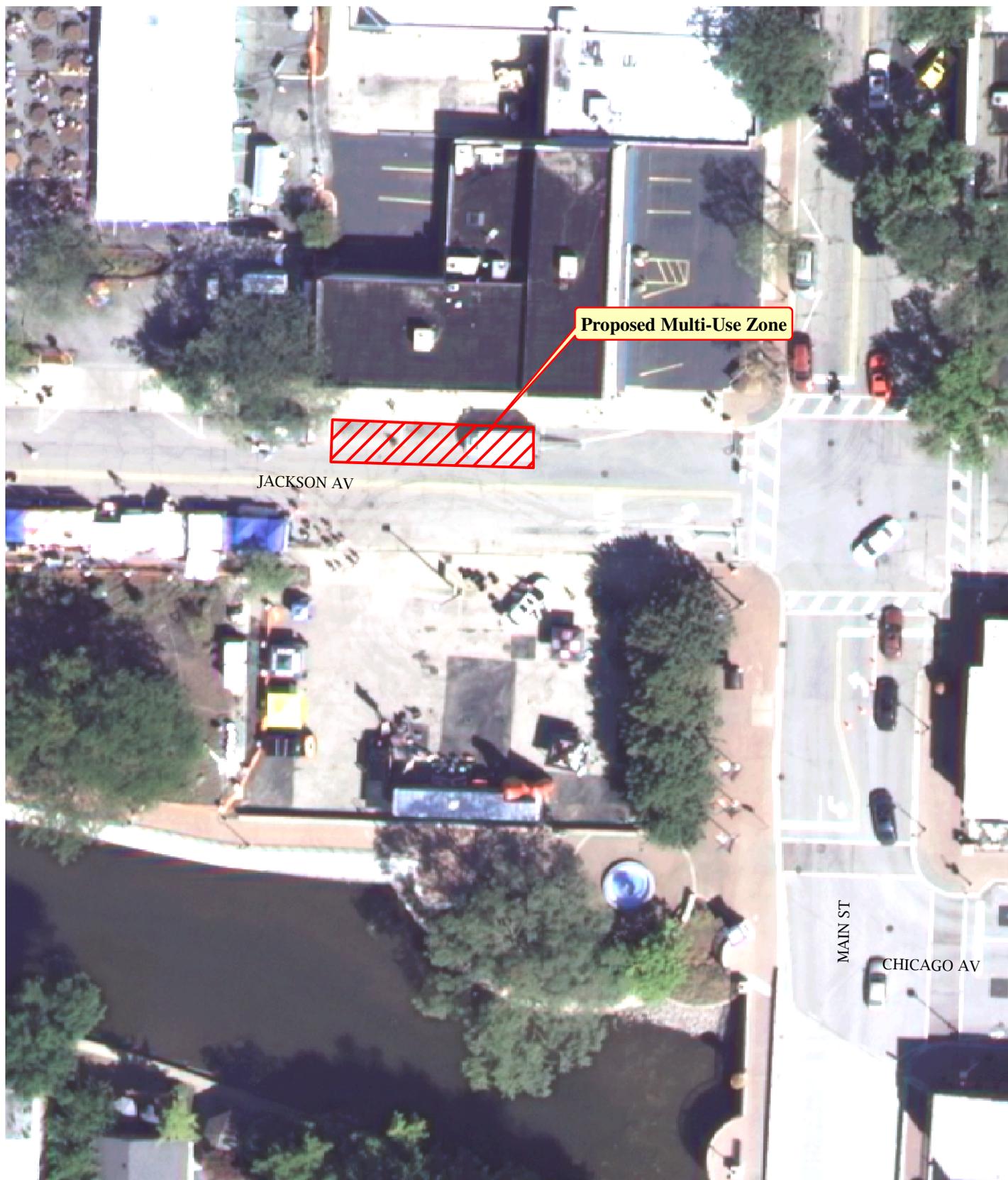
The city intends to submit this recommendation to the Transportation Advisory Board at their September 11, 2010 meeting. Please contact me to provide your input at (630) 420-6066, by email at copes@naperville.il.us or by mail at City of Naperville, 400 S. Eagle Street, Naperville, IL 60540. Thank you for your attention to this matter.

Sincerely,

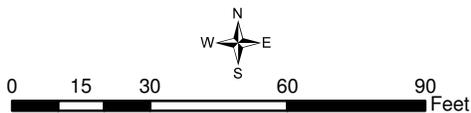
Steve Cope
Project Manager
City of Naperville

C: Downtown Naperville Alliance

City of Naperville
Proposed Jackson Avenue Multi-Use Loading Zone



Transportation, Engineering and
Development Business Group
Steve Cope
Questions Contact (630) 420-6066
August 2010



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ORDINANCE NO. 10 -

AN ORDINANCE ESTABLISHING PARKING RESTRICTIONS FOR
JACKSON AVENUE

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 XIII, Loading Zones, of the Naperville Traffic Schedule Manual is hereby amended by adding the underlined language as follows:

Street	Area of Restriction	Side	Ord.
<u>Jackson Avenue</u>	<u>From a point 95' west of Main Street to a point 140' west of Main Street. 30-minute parking/loading, 6 a.m. to 6 p.m., Monday through Saturday. (2 parking stalls)</u>	<u>North</u>	

SECTION 2: Section VI, No Parking 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 Avenue	From Main St. to a point 68' west of Main St. <u>From the centerline of Main Street to a point 95' west of Main Street.</u>	North	92-210

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: 9/11/2010

SUBJECT: Weekend Overnight Parking in Downtown Naperville

ACTION REQUESTED: Approve the recommendation to establish weekend overnight parking at designated locations in downtown Naperville.

PREPARED BY: Steve Cope, Project Manager

ACTION PREVIOUSLY TAKEN:

Date	Item No.	Action
01/09/2010	E-5	At the January 9, 2010 meeting, the Transportation Advisory Board voted 10 to 0 in favor of establishing weekend overnight parking in downtown Naperville for a 6-month trial period.

BACKGROUND:

The City Council directed staff to identify a solution for downtown patrons to leave their vehicles parked overnight, on occasion, without receiving a parking ticket. Staff presented a recommendation to the Transportation Advisory Board in January 2010 to establish a trial overnight parking program in downtown Naperville, which was approved 10 to 0. At the February 3, 2010 meeting, City Council approved a recommendation to establish a temporary weekend overnight parking program and directed staff to prepare the ordinance that was passed at the March 2, 2010 meeting. The temporary ordinance is for a 6-month evaluation period.

DISCUSSION:

Weekend overnight parking is allowed in the interior levels of the three parking decks; Central Parking Facility, Van Buren Parking Deck and the Municipal Center. Informational signage was provided at the parking facilities and the program was marketed to educate downtown patrons of this parking option.

Prior to implementing the trial program, staff investigated and inventoried the use of parking spaces between the hours of 2 a.m. and 5 p.m. at the designated parking facilities to establish a baseline level of overnight parking.

Overnight parking volumes were recorded as follows:

Location	Weekend Beginning Date	Friday Night	Saturday Night
Van Buren Parking Deck	January 22	37	29
	January 29	46	31
	February 12	10	26
Van Buren Parking Deck	Pre-implementation Average	31	29

Location	Weekend Beginning Date	Friday Night	Saturday Night
Central Parking Facility	January 22	11	36
	January 29	25	54
	February 12	30	42
Central Parking Facility	Pre-implementation Average	22	44

Following implementation of the program, studies have resulted in the following overnight parking volumes:

Location	Weekend Beginning Date	Friday Night	Saturday Night
Van Buren Parking Deck	March 12	17	N/A
	March 27	N/A	14
	April 10	N/A	27
	April 23	25	36
	May 7	34	37
	May 21	N/A	53
	June 4	N/A	59
	June 18	42	63
	July 2	66	39
	July 16	43	N/A
Van Buren Parking Deck	Post-implementation Average	38	41

Location	Weekend Beginning Date	Friday Night	Saturday Night
Central Parking Facility	March 12	49	N/A
	March 27	N/A	54
	April 10	N/A	40
	April 23	41	51
	May 7	65	62
	May 21	N/A	70
	June 4	N/A	77
	June 18	43	48
	July 2	50	51
	July 16	38	N/A
Central Parking Facility	Post-implementation Average	48	57

*Weekend Overnight Parking in Downtown Naperville
September 11, 2010
Page 3 of 3*

The studies conclude that the Van Buren Parking Facility's overnight parking level has increased from approximately 30 vehicles per weekend night to about 40, as recorded before the program was implemented and afterward. The Central Parking Facility has experienced an increase from an average of 44 vehicles before the program implementation and 57 vehicles now, or a 29.5% increase. The Municipal Center is consistent at approximately 3 vehicles per night.

One concern is that if these overnight parked vehicles remain until later in the day, they are taking up valuable parking for downtown visitors and customers. To better understand the longevity of stay for overnight parking, staff performed a license survey on Saturday, July 10 to determine how many vehicles that parked overnight leave by 9 a.m. The Naperville Police Department recorded license numbers of vehicles parked in the three parking decks between the hours of 2 a.m. and 5 a.m. TED staff then recorded license numbers the same day at 9 a.m. We did not include vehicles with a CBD Employee Parking Permit.

The results of the study are:

- Municipal Center – 3 vehicles recorded by NPD and all 3 remained at 9 a.m.
- Central Parking Facility – 46 vehicles recorded by NPD and 21 remained at 9 a.m.
- Van Buren Parking Facility – 55 vehicles recorded by NPD and 27 remained at 9 a.m.

Downtown Naperville Alliance Input

Staff requested input from the DNA as to how the overnight parking program is working and to share what they have heard about the program. In general, the request for input from the DNA did not raise much interest or a call to discontinue the program. Comments received include:

- Some people have commented that they were very happy it was available.
- There is concern that we could be encouraging people to excessive consumption of alcohol.
- There is concern for overnight parking crowding out shoppers on a Saturday or Sunday.

Given the data and the input received, staff makes a recommendation to continue the program, but not to expand it to weekdays. Staff will perform a license survey on an annual basis so that we may quantify the impacts of the weekend overnight parking program.

RECOMMENDATION:

Approve the recommendation to establish weekend overnight parking at designated locations in downtown Naperville.

ATTACHMENTS:

1. Draft Ordinance

ORDINANCE NO. 10 - __

**AN ORDINANCE TO AMEND THE MUNICIPAL CODE
TO ESTABLISH WEEKEND OVERNIGHT PARKING
AT DESIGNATED LOCATIONS IN DOWNTOWN NAPERVILLE**

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: Article B (Municipal Parking Lots and Parking Regulations) of Chapter 2 (Parking) of Title 11 (Motor Vehicles and Traffic) of the Naperville Municipal Code is hereby amended by adding the underlined language and by deleting the stricken language as follows

11-2B-2, MUNICIPAL PARKING LOTS:

* * *

(See Revised *TABLE 11-2B-2 Municipal Parking Lots*, attached as Exhibit A to this Ordinance)

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

TABLE 11-2B-2 MUNICIPAL PARKING LOTS

Location	30 Minute Parking	1 Hour Parking	2 Hour Parking	3 Hour Parking	All Day Parking ¹	Handicapped Parking	Reserved Parking	Subtotal By Location
Court Place/Concert Lane ²			81			4		85
Central Park Road			24			2		26
Nichols Library	6	35		78		5	7	131
Van Buren Lot 1	16			87		5		108
Paw Paw Parking Lot				121		8		129
Riverview Parking Lot				48		2		50
Riverwalk Parking Lot				23		2		25
Central Parking Facility								
Level 1 ¹				156		10		166
Level 2 ^{2*}				28-149	121	2	57	180
Level 3 ²⁻³					179			179
Van Buren Parking Facility								
—Outside Surface Parking ³				49		4		50
Ground Level ³				45		1		46
Second Level ¹					95	3		98
Third Level ¹⁻²					101	4		105
Fourth Level ¹⁻²					99	3		102
Fifth Level ¹⁻²					110			110
Roof Level ³					66			66
Off-Street Total Spaces	22	35	105	625	771	52	64	1,684

Notes-Exceptions:

1. All Day Parking after 9:00 A.M. **No Parking 2 A.M. to 9:00 A.M. Monday through Friday.**
2. Unlimited CBD permit parking.
- * January 1 to April 15 only.
3. —3-hour parking 5:00 A.M. to 2:00 A.M.— All Day Parking after 9:00 A.M. No Parking 2 A.M. to 9:00 A.M.

Parking time restrictions are based on the Table 11-2B-2 and as posted.

No parking 2:00 A.M. to 5:00 A.M. in municipal parking lots **unless otherwise posted. No Parking 2:00 a.m. to 5:00 a.m. Monday through Friday in Levels 1 and 2 of the Central Parking Facility and the Ground Level of the Van Buren Parking Facility.**

All handicapped stalls have no time restrictions associated with them.

EXHIBIT A

