



**NAPERVILLE TRANSPORTATION ADVISORY BOARD
COUNCIL CHAMBERS – MUNICIPAL CENTER
FINAL AGENDA
03/05/2011 - 8:00 a.m.**

CALL TO ORDER:

A. ROLL CALL

B. APPROVAL OF MINUTES

1. Transportation Advisory Board Meeting Minutes

C. PUBLIC FORUM

D. OLD BUSINESS

E. PUBLIC HEARINGS

F. REPORTS AND RECOMMENDATIONS

1. City Council Report
2. BPAC Report
3. Police Department Report
4. Chicago Avenue Multi-Use Loading Zone
5. Evaluation of Accessible Pedestrian Signal (APS) Requests

G. CORRESPONDENCE

1. Agenda Packets and Meeting Minutes
2. Illinois Route 59 Expansion
3. Metra Platform Reconstruction Project
4. IDOT Public Meeting on the Route 34 (Ogden Avenue) and CN/EJ&E Railroad Crossing Improvements

AGENDA
NAPERVILLE TRANSPORTATION ADVISORY BOARD
03/05/2011 - 8:00 a.m. - COUNCIL CHAMBERS
Page 2

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.



Naperville

TRANSPORTATION ADVISORY BOARD AGENDA ITEM

AGENDA DATE: 1/8/2011

SUBJECT: Transportation Advisory Board Meeting Minutes

ACTION REQUESTED: Approve the February 5, 2011 Transportation Advisory Board meeting minutes.

PREPARED BY: Rory Fancler, Project Manager, TED Business Group

ACTION PREVIOUSLY TAKEN:

Date	Item No.	Action

RECOMMENDATION:

Approve the February 5, 2011 Transportation Advisory Board meeting minutes.

ATTACHMENTS:

1. February 5, 2011 Transportation Advisory Board Meeting Minutes



**NAPERVILLE TRANSPORTATION ADVISORY BOARD
MINUTES OF FEBRUARY 5, 2011**

Call to Order

8:00 a.m.

A. Roll Call

Present: Chairman Frost, Jaynes, McIntosh, Perillo, Polites, Wencel, Wilson, Student Representative Vitello
Absent: Chiglo, Collins, Stamm, Student Representative Hinch, Student Representative Sailesh
Staff Present: Project Manager Rory Fancler, Sgt. Lee Martin

B. Minutes

Approve the minutes of December 4, 2010 as amended. Scribner's error noted on page 1 of minutes.

Motion by: McIntosh
Second by: Perillo

Approved
(7 to 0)

C. Public Forum

None

D. Old Business

None

E. Public Hearings

None

F. Reports and Recommendations

F1. City Council Report

Chairman Frost noted the summary of the City Council meetings provided with the December meeting minutes.

F2. BPAC Report

Jaynes noted that the Bicycle and Pedestrian Advisory Committee (BPAC) had not met during the month of December or January. The next BPAC meeting is scheduled for February 21, 2011.

F3. Police Dept. Report

None

F4. Hugo's Frog Bar & Fish House – Request for Daytime Weekend Valet Operation

Project Manager Rory Fancler gave an overview of the request for extended valet service operation to allow for valet parking on Saturday and Sunday from

11 a.m. to 2 a.m. Fancler noted the request is consistent with the permissible hours of valet service defined by the Naperville Municipal Code.

Patrick Houlihan (25933 Campbell Lane, Plainfield), Managing Partner, Hugo’s Frog Bar & Fish House

- Complimentary valet provides parking option for patrons of downtown Naperville and Hugo’s Frog Bar & Fish House
- Daytime weekend valet will provide option for lunch patrons of the restaurant and downtown patrons

Transportation Advisory Board Discussion:

- Confirmed the requested hours of operation are permitted under the Naperville Municipal Code.
- Inquired about Downtown Naperville Alliance (DNA) input.

Public Testimony: None

The Transportation Advisory Board moved to recommend approval of the extended valet parking operation for Hugo’s Frog Bar & Fish House to include Saturday and Sundays from 11 a.m. to 2 a.m. [Note: The valet parking operation will continue to occur Monday through Friday from 5 p.m. to 2 a.m.]

Motion by: Wilson
Seconded by: Wencel

Approved
(7 to 0)

F5. Recommendation for Ford Lane and Baker Lane Neighborhood Speed Limit 25 MPH

Project Manager Rory Fancler gave an overview of the request, and noted that the city conducted speed studies in the Washington Woods Subdivision, consistent with Illinois Department of Transportation (IDOT) policy.

Transportation Advisory Board Discussion:

- Confirmed the speed limit recommendation is internal to Ford Lane/Baker Lane loop only.

Public Testimony: None

The Transportation Advisory Board moved to recommend approval of a speed limit of 25 MPH for Ford Lane from Washington Street to Baker Lane, and a speed limit of 25 MPH for Baker Lane in its entirety.

Motion by: McIntosh
Seconded by: Jaynes

Approved
(7 to 0)

F6. Recommendation for Parking Restrictions on Danlaur Court

Project Manager Rory Fancler gave an overview of the request to revise the No Parking, Stopping or Standing parking restrictions on Danlaur Court to be from Mistflower Lane to the terminus, on both sides, from 7:30 to 8:30 a.m. and 2:30 to 3:30 p.m. Fancler noted that some parents currently use Danlaur Court to drop-off/pick-up students, which creates an unsafe condition as students cross Mistflower Lane at an uncontrolled intersection to access Danlaur Court. Fancler further noted that Danlaur Court residents were notified of the proposed No Parking, Stopping or Standing parking restrictions.

Transportation Advisory Board Discussion:

- Clarified the location of Danlaur Court relative to Scullen Middle School.
- Requested clarification regarding the existing Line-Up Lane.
- Inquired about the potential for some parents to use Rollingridge Road or 103rd Street to pick-up/drop-off students in the event Danlaur Court is designated No Parking, Stopping or Standing.

Public Testimony: None

The Transportation Advisory Board moved to recommend approval of the revised No Parking, Stopping or Standing Parking restrictions on Danlaur Court to be from Mistflower Lane to the terminus, on both sides, from 7:30 to 8:30 a.m. and 2:30 to 3:30 p.m. on school days.

Motion by: McIntosh

Seconded by: Perillo

Approved

(7 to 0)

F7. Removal of the Valet Parking Transfer Zone on the South Side of Chicago Avenue

Project Manager Rory Fancler gave an overview of the request to remove the valet parking transfer zone on the south side of Chicago Avenue. Fancler noted that with removal of the valet transfer zone, the existing multi-use loading zone would remain in place.

Transportation Advisory Board Discussion:

- McIntosh indicated support for the removal of the valet transfer zone; however, questioned the need for two truck loading zone areas on Chicago Avenue. McIntosh noted that Chicago Avenue was recently restriped to allow for loading activity in the center of the road. Requested data regarding frequency of truck loading/unloading activity on Chicago Avenue.

Public Testimony: None

The Transportation Advisory Board moved to recommend approval of removal

of the valet parking transfer zone on the south side of Chicago Avenue.

Motion by: McIntosh
Seconded by: Wencel

Approved
(7 to 0)

The Transportation Advisory Board moved to table the multi-use loading zone and requested empirical data regarding frequency of truck loading/unloading activity on Chicago Avenue.

Motion by: McIntosh
Seconded by: Jaynes

Approved
(7 to 0)

F8. Bicycle and Pedestrian Advisory Committee Appointment

Project Manager Rory Fancier gave an overview of the request to appoint Wesley Wong as an active member of the Bicycle and Pedestrian Advisory Committee through June 30, 2013.

Public Testimony: None

Transportation Advisory Board Discussion: None

The Transportation Advisory Board moved to appoint Wesley Wong to the Bicycle and Pedestrian Advisory Committee through June 30, 2013.

Motion by: Jaynes
Seconded by: Polites

Approved
(7 to 0)

G. Correspondence

G1. MM Item: Daily Fee Parking Machine Installation

G2. MM Item: New Daily Fee Parking Machine Smart Cards Now Available

Project Manager Rory Fancier provided an overview of the new daily fee parking machines recently installed at the Route 59 and Naperville Metra Stations.

H. New Business None

I. Adjournment

8:19 a.m.

Motion by: Wencel
Second by: Jaynes

Approved
(7 to 0)

**Bicycle and Pedestrian Advisory Committee Meeting Summary
December 20, 2010**

Present: Amy Hausman, Mark Jaynes, Lee Nye, Eric Peterson, Todd Stocke, Cindi Swanson

Absent: Tom Craighead, Jeannette DiGiovine-Gehrs, Keith Luhrs

Student Representative: George Waked

City of Naperville Staff: Jennifer Louden

Members of Public: Bob Hoel, Roger Pardon, Nancy Rice, Marla Turek

A. Call to Order

- Jaynes called the meeting to order at 7:04 p.m.

B. Public Forum

C. Approval of Meeting Summary

- Nye made a motion to approve the October 18, 2010 meeting minutes. Hausman provided a second and the motion carried.

D. Correspondence

D1. Trail Crossing at 75th Street and Book Road – BPAC appreciated the timely response from DuPage County and the consideration that was given to the concerns they raised. Nye noted that the letter did not address the request to modify the signal to restrict the westbound left turn movements. It was agreed that the signage and striping improvements proposed by the County should improve motorist awareness of the trail crossing.

E. Old Business

- E1. FY10-11 BIP Work Program – BPAC reviewed the status of projects included on the FY 10-11 Bicycle Implementation Plan Work Program. Louden updated the committee on the following project:
- Bike Path Maintenance Plan – The research and inventory are complete. Staff will be preparing a memorandum to City Council in January 2011 that outlines the program, potential costs, and next steps. BPAC will receive a copy of the memo.

F. New Business

F1. Illinois Route 59 Bikeway – Louden provided an overview of the current status of the Illinois Route 59 Expansion project. IDOT will incorporate a bikeway into the design to meet Complete Streets requirements. Due to the cost participation and maintenance requirements, the local agencies (Naperville and Aurora) will decide if the bicycle path is constructed or if sidewalk is constructed as originally designed. The Committee voted

unanimously to recommend that the bikeway be constructed as part of the Illinois Route 59 Expansion project noting the following:

- Although not included in the City of Naperville Bicycle Implementation Plan, a bikeway along Illinois Route 59 will add a critical north-south spine to the city's bicycle network and will provide connections to many routes included in the plan.
- The parallel on-street routes initially considered are not convenient. A path along Illinois Route 59 will provide bicyclists with direct access to the many businesses along Illinois Route 59 and better access to the adjacent neighborhoods and the Metra station.
- The city should capitalize on the opportunity to construct the bikeway at reduced costs.
- Consideration should be given to including railings between the roadway and path in areas where the parkway will be narrow. These should be installed at the time of initial construction.

F2. Trail Impacts on Real Estate Values – Louden shared an email from Deborah Fagan, Chief Planner and County Trail System Coordinator for DuPage County, requesting that a volunteer research the impact of trails on real estate values. National studies have shown that trails increase home values three to five percent, however there is no local data available. Ms. Turek noted that she researched this topic five to six years ago and the realtors she spoke with indicated that a planned bikeway constructed at the time of neighborhood development could have a positive impact (i.e. Green Trails in Lisle), but that introducing a bikeway into an established neighborhood could have a negative impact. Mr. Hoel noted that the national studies are available on the Rails to Trails Conservancy website. The Committee agreed it would be useful to have local data to see if Naperville follows the national trend. Members will consider volunteering to work on the project.

G. Next Meeting – February 21, 2011

H. Adjournment

- The meeting ended at 7:55 p.m.



Naperville

TRANSPORTATION ADVISORY BOARD AGENDA ITEM

AGENDA DATE: 3/5/2011

SUBJECT: Chicago Avenue Multi-Use Loading Zone

ACTION REQUESTED: Concur with staff and maintain the existing multi-use loading zone on the south side of Chicago Avenue, east of Main Street.

PREPARED BY: Rory Fancler, Project Manager

ACTION PREVIOUSLY TAKEN:

Date	Item No.	Action
2/5/2011	F7	Recommended removal of the valet transfer zone on the south side of Chicago Avenue, east of Main Street (Approved 7-0). Requested additional information regarding frequency of truck loading activity on Chicago Avenue relative to the multi-use loading zone in this location.
9/11/2010	F4	Concurred with 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.

BACKGROUND:

On February 5, 2011, the Transportation Advisory Board (TAB) recommended removal of the valet transfer zone on the south side of Chicago Avenue, east of Main Street (former site of Rosebud Restaurant) (Approved 7-0). City Council subsequently approved removal of the valet transfer zone on February 15.

During the February TAB meeting, it was suggested that the frequency of loading activity on Chicago Avenue does not warrant both the truck loading zone in the center of Chicago Avenue and the multi-use loading zone on the south side of Chicago Avenue. Additional information regarding the frequency of truck loading activity on Chicago Avenue was requested.

DISCUSSION:

The city currently has the following designated loading zones on Chicago Avenue (Attachment 1):

- A. Seasonal Loading Zone on North Side – Between November 12 and March 31, this area is designated a loading zone. This loading zone is there to serve truck deliveries of all the businesses along Chicago Avenue. Between April 1 and November 11, this area is used for motorcycle parking only.

- B. Multi-Use Loading Zone on South Side – This area is designated a multi-use loading zone from 6 a.m. to 5 p.m. After 5 p.m., this area is available for vehicle parking. The multi-use loading zone allows 15-minute parking for passenger vehicles and 30-minute parking for trucks. This multi-use loading zone is there to serve truck deliveries and patrons of all of the businesses along Chicago Avenue.
- C. Center Truck Loading Zone – The Transportation Advisory Board considered the Chicago Avenue loading zone on September 11, 2010. At that time, the truck loading zone was recommended based on the following:
- Consistent with a recommendation from the Downtown Parking Management Study to provide designated truck loading zones in order to promote safe and orderly traffic flow and alleviate double-parking.
 - Effectively utilized by trucks as a loading/unloading area prior to striping modifications.
 - Accommodates preferred loading area for some truck drivers with deliveries to multiple businesses on Chicago Avenue.
 - Eliminates the need to have trucks doubled-parked and thus maintains vehicle traffic flow; vehicles are able to pass in the proper traffic lanes in each direction of travel without crossing the centerline.
 - Provides for additional queuing capacity for left turn lanes on Chicago Avenue at Washington Street and Main Street when not utilized for truck loading/unloading activity.
 - Provides an alternative option to the existing multi-use loading zone on the south side of Chicago Avenue and the seasonal loading zone on the north side of Chicago Avenue at Washington Street.

A summary of the existing Chicago Avenue loading zones is provided in the table below.

Loading Zone	Passenger Loading	Truck Loading (Small Trucks/ Single Destination)	Truck Loading (Large Trucks/ Multiple Destinations)	Vehicle Parking	Motorcycle Parking
A. North		11/12 – 3/31			4/1 – 11/1
B. South				After 5 p.m.	
C. Center					

It should be noted that empirical data regarding the frequency of truck loading activity on Chicago Avenue is not available at this time. Based on current staffing levels, observation of the frequency of truck loading activity on Chicago Avenue is not anticipated to occur during the first or second quarter of FY 2011-2012.

Staff recommends maintaining each loading zone, including the multi-use loading zone on the south side of Chicago Avenue. The existing loading zones provide flexibility for truck deliveries based on 1) the availability of the multi-use loading zone; 2) the size of the truck; and 3) the destination of the delivery. Furthermore, the existing multi-use loading zone on the south side of

*Chicago Avenue (South) Multi-Use Loading Zone
March 5, 2011
Page 3 of 3*

Chicago Avenue is the only loading zoning that accommodates passenger vehicle loading activity, which businesses on Chicago Avenue have requested for their patrons. Finally, when the center loading zone was recommended in the Downtown Parking Management Study, it was due to the fact that the study found that the existing loading zone areas on Chicago Avenue were not sufficient, causing trucks to double park on the street.

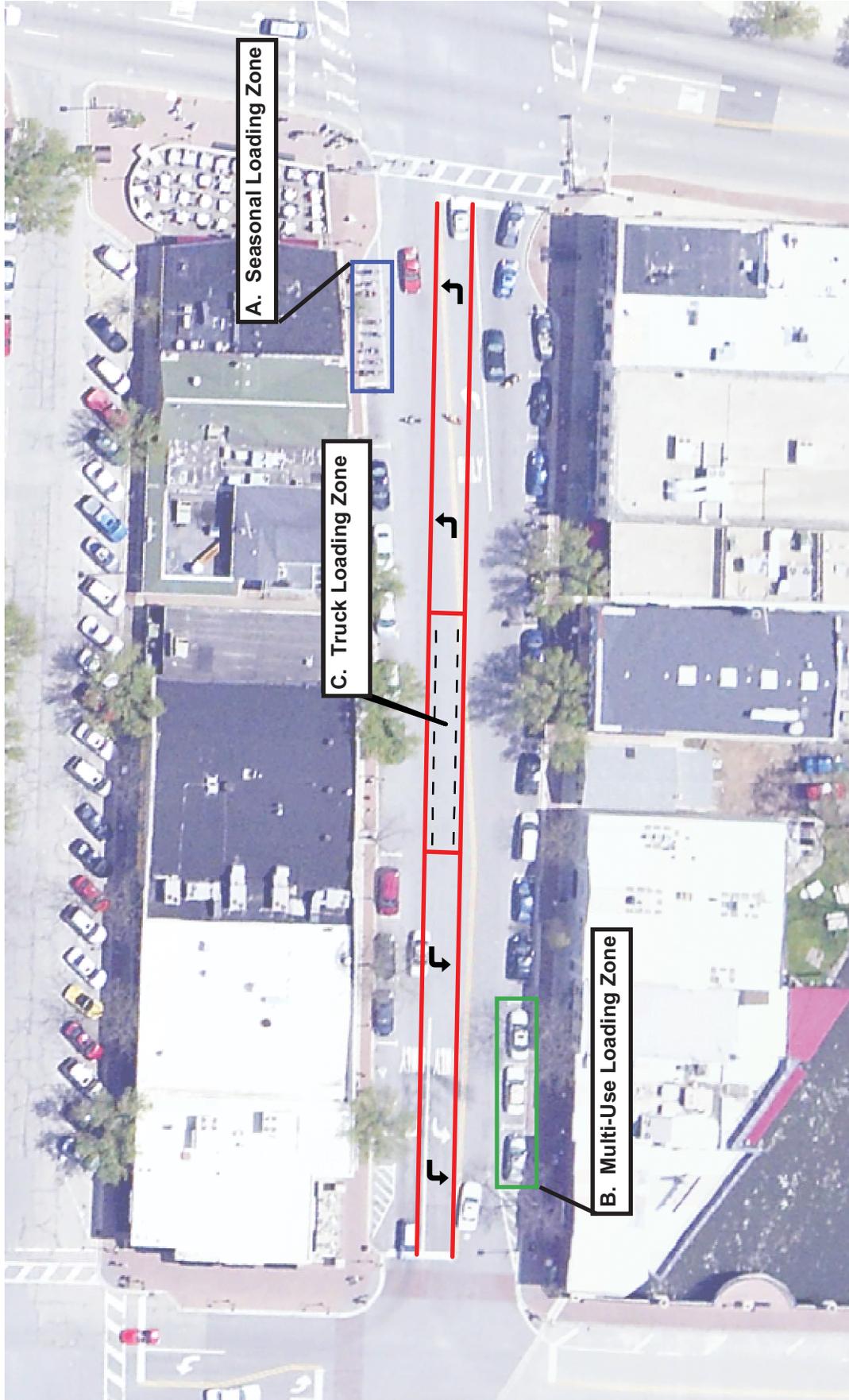
RECOMMENDATION:

Concur with staff and maintain the existing multi-use loading zone on the south side of Chicago Avenue, east of Main Street.

ATTACHMENT:

1. Map of Chicago Avenue Loading Zones

City of Naperville Existing Chicago Avenue Loading Zones



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
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Transportation, Engineering and
Development Business Group
www.naperville.il.us
February 2011





Naperville

TRANSPORTATION ADVISORY BOARD AGENDA ITEM

AGENDA DATE: 3/5/2011

SUBJECT: Evaluation of Accessible Pedestrian Signal (APS) Requests

ACTION REQUESTED: Approve the recommended implementation sequence for the installation of Accessible Pedestrian Signals (APS).

PREPARED BY: Andy Hynes, Project Engineer

ACTION PREVIOUSLY TAKEN:

Date	Item No.	Action

BACKGROUND:

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

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

APS Policy

In August, 2010 TAB approved a policy for prioritizing APS requests. Following this policy, an APS Advisory Committee evaluates requests for APS installation. Using a nationally accepted prioritization tool, the APS Advisory Committee will evaluate the candidate intersections and provide a recommended implementation sequence to TAB. This recommended sequence will be re-evaluated on an annual basis if new APS requests are received. It is anticipated that APS devices would be installed on one to four crosswalks (one intersection) per year pending the availability of funding.

APS Advisory Committee

The APS Advisory Committee is comprised of three individuals:

- a. A member of the Advisory Commission on Persons with Disabilities (ACD)
- b. A member of the Bicycle and Pedestrian Advisory Committee (BPAC)
- c. A TED staff member

Currently, Peter Berg (Chairman of the ACD), Mark Jaynes (Chairman of BPAC), and Andy Hynes (TED Business Group) form this team.

APS Requests

In October, 2010, Ms. Cindi Swanson contacted the City to request installation of APS devices on all crosswalks of the following intersections:

- Washington Street and Benton Avenue
- Washington Street and Chicago Avenue
- Washington Street and Jefferson Avenue
- Washington Street and Ogden Avenue

Ms. Swanson is visually impaired and has the most difficulty crossing the intersection of Benton and Washington. This location provides Ms. Swanson with access to the YMCA, banks, Fifth Avenue Station, a small grocery store and other retail on the east side of Washington. Ms. Swanson has indicated a strong preference for giving the Benton Avenue intersection the top priority for installation of APS.

DISCUSSION:

The intersections of Washington Street at Benton Avenue, Chicago Avenue and Jefferson Avenue are under the jurisdiction of the City of Naperville. The intersection of Washington Street at Ogden Avenue is under the jurisdiction of the Illinois Department of Transportation (IDOT). Per the APS policy, the APS request for Washington and Ogden has been forwarded to IDOT for their consideration. Therefore, the Ogden Avenue intersection has been excluded from further review by the City at this time.

As the sidewalks on Ogden Avenue were primarily installed by permit with the City, IDOT may determine that it is the City's responsibility to install APS devices. Once further direction is provided by IDOT, the Ogden Avenue intersection will be re-evaluated by the City in the future.

Engineering Study of the Candidate Intersections

The Manual on Uniform Traffic Control Devices (MUTCD) states that the installation of accessible pedestrian signals at signalized locations should be based on an engineering study, which should consider the following factors:

- A. Potential demand for accessible pedestrian signals;
- B. A request for accessible pedestrian signals;
- C. Traffic volumes during times when pedestrians might be present, including periods of low traffic volumes or high turn-on-red volumes;
- D. The complexity of traffic signal phasing; and
- E. The complexity of intersection geometry.

Staff conducted a review of the candidate crosswalks/intersections and determined that all locations are suitable for installation of APS. A detailed summary of the engineering study for each location is attached as Attachment 1.

APS Advisory Committee Evaluation

Per the APS policy, each crosswalk at the subject intersections was evaluated using the APS prioritization tool. The prioritization tool is comprised of two forms. One form scores various aspects of an intersection in terms of the benefit an APS device can provide. The other form provides a measure of the challenges involved with crossing a specific crosswalk. The intersection scores are combined with the crosswalk score to provide an overall score for each intersection. A summary of the crosswalk scores is provided in Table 1. The actual scoring sheets for each location are included in Attachment 2.

**Table 1
APS Crosswalk Scoring Summary**

Crosswalk Rank	Intersection	Crosswalk Location	APS Score
1	Chicago Ave and Washington St	East	34
2	Benton Ave and Washington St	West	34
3	Chicago Ave and Washington St	North	33
4	Chicago Ave and Washington St	South	33
5	Benton Ave and Washington St	North	32
6	Benton Ave and Washington St	South	32
7	Jefferson Ave and Washington St	North	31
8	Jefferson Ave and Washington St	South	31
9	Chicago Ave and Washington St	West	28
10	Jefferson Ave and Washington St	East	27
11	Benton Ave and Washington St	East	27
12	Jefferson Ave and Washington St	West	26

Upon review of the crosswalk score results, the APS Advisory Committee decided that implementing APS using an intersection based approach would provide more consistent guidance than a crosswalk based approach. The combined intersection scores (sum of all crosswalk scores at one intersection is provided in Table 2).

**Table 2
APS Combined Intersection
Scoring Summary**

Intersection Rank	Intersection	APS Score
1	Chicago Ave and Washington St	128
2	Benton Ave and Washington St	125
3	Jefferson Ave and Washington St	115

The raw intersection scores give priority to the intersection of Chicago and Washington. However, the Benton and Washington intersection scores only a few points less than the Chicago Avenue location. Considering Ms. Swanson's strong preference to give first priority to the Benton Avenue location based on personal experience and the small difference between the intersection scores, the APS Advisory Committee recommends the adjusted implementation priority shown in Table 3.

**Table 3
Recommended APS
Implementation Sequence**

Recommended APS Implementation Sequence	Intersection
1	Benton Ave and Washington St
2	Chicago Ave and Washington St
3	Jefferson Ave and Washington St

Proposed Implementation

Available funds through the Street Safety Improvement Program (CIP# SC099) should be sufficient to install APS devices on each of the crosswalks at the intersection of Washington Street and Benton Avenue during the 2011 construction season. It is anticipated that APS devices will be installed at one intersection in each of the following years in order of priority.

The estimated cost of installing the APS devices at Washington Street and Benton Avenue is approximately \$12,000. The work will include increasing the number of pedestrian buttons from four to eight. Operation of APS devices requires that each crosswalk has a dedicated pushbutton on each corner. In addition, approximately \$8,000 of sidewalk will be replaced under the Sidewalk Maintenance Program to enhance the accessibility of the intersection.

RECOMMENDATION:

Approve the recommended implementation sequence for the installation of Accessible Pedestrian Signals (APS).

ATTACHMENTS:

1. APS Engineering Study for Candidate Locations
2. APS Prioritization Tool Worksheets

ATTACHMENT #1
ENGINEERING STUDY OF CANDIDATE INTERSECTIONS

The Manual on Uniform Traffic Control Devices (MUTCD) states that the installation of accessible pedestrian signals at signalized locations should be based on an engineering study, which should consider the following factors:

- A. Potential demand for accessible pedestrian signals;
- B. A request for accessible pedestrian signals;
- C. Traffic volumes during times when pedestrians might be present, including periods of low traffic volumes or high turn-on-red volumes;
- D. The complexity of traffic signal phasing; and
- E. The complexity of intersection geometry.

An evaluation of these factors for each of the four intersections that are APS candidates is provided below:

Intersection: Washington Street at Benton Avenue

A.: Potential Demand: The Benton Avenue intersection is located on the north perimeter of downtown Naperville and provides pedestrian access to various business and recreational facilities in the downtown area. During the most recent traffic count, 254 pedestrians were observed traveling through the intersection over a 14 hour period.

B. APS Request: The City has received one request for APS installation at the Benton and Washington intersection.

C. Traffic Volumes: High traffic volumes exist on Washington Street throughout the day. Vehicular volume on Benton Avenue varies with lighter traffic in the early morning and late evening hours. Right turn on red is not allowed on any approach when pedestrians are present.

D. Traffic Signal Phasing: The signal operates using a standard 8 phase configuration with leading left turn phases on all approaches.

E. Intersection Geometry: Travel lanes are aligned. The elevation of Benton Avenue slopes down from east to west. Crosswalk on the west approach is slightly skewed to Washington Street.

Conclusion: The Washington and Benton Avenue intersection is a suitable candidate for APS installation.

Intersection: Washington Street at Chicago Avenue

A.: Potential Demand: The Chicago Avenue intersection is located in the center of downtown Naperville and provides pedestrian access to various business and recreational facilities in the downtown area. During the most recent traffic count, 3,136 pedestrians were observed traveling through the intersection over a 14 hour period.

B. APS Request: The City has received one request for APS installation at the Chicago Avenue and Washington Street intersection.

C. Traffic Volumes: High traffic volumes exist on Washington Street throughout the day. Vehicular volume on Chicago Avenue varies with lighter traffic in the early morning and late evening hours. Right turn on red is not allowed on any approach when pedestrians are present.

D. Traffic Signal Phasing: The signal operates using a standard 8 phase configuration with leading left turn movements on all approaches.

E. Intersection Geometry: Travel lanes on both Chicago Avenue and Washington Street are slightly skewed.

Conclusion: The Washington Street and Chicago Avenue intersection is a suitable candidate for APS installation.

Intersection: Washington Street at Jefferson Avenue

A.: Potential Demand: The Jefferson Avenue intersection is located near the center of downtown Naperville and provides pedestrian access to various business and recreational facilities in the downtown area. During the most recent traffic count, 3,342 pedestrians were observed traveling through the intersection over a 14 hour period.

B. APS Request: The City has received one request for APS installation at the Jefferson and Washington intersection.

C. Traffic Volumes: High traffic volumes exist on Washington Street throughout the day. Vehicular volume on Jefferson Avenue varies with lighter traffic in the early morning and late evening hours. Right turn on red is not allowed on any approach when pedestrians are present.

D. Traffic Signal Phasing: The signal operates using a 7 phase configuration with leading left turn phases on the north, south, and east approaches. North and south left turn movements are prohibited during AM and PM peak travel hours.

E. Intersection Geometry: North and south travel lanes are aligned. Travel lanes on Jefferson Avenue are offset due to the lack of a left turn lane on the west approach.

Conclusion: The Washington Street and Jefferson Avenue intersection is a suitable candidate for APS installation.

ATTACHMENT #2
APS PRIORITIZATION WORKSHEETS

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

Location: <i>Benton & Washington</i>
Evaluator:
Evaluation Date:

Evaluation Summary	
Enter total crosswalk score or N/A	
Crosswalk A Total Score: <i>32</i>	<i>N</i>
Crosswalk B Total Score: <i>27</i>	<i>E</i>
Crosswalk C Total Score: <i>32</i>	<i>S</i>
Crosswalk D Total Score: <i>34</i>	<i>W</i>
Crosswalk E Total Score:	
Crosswalk F Total Score:	
Crosswalk G Total Score:	
Crosswalk H Total Score:	

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

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

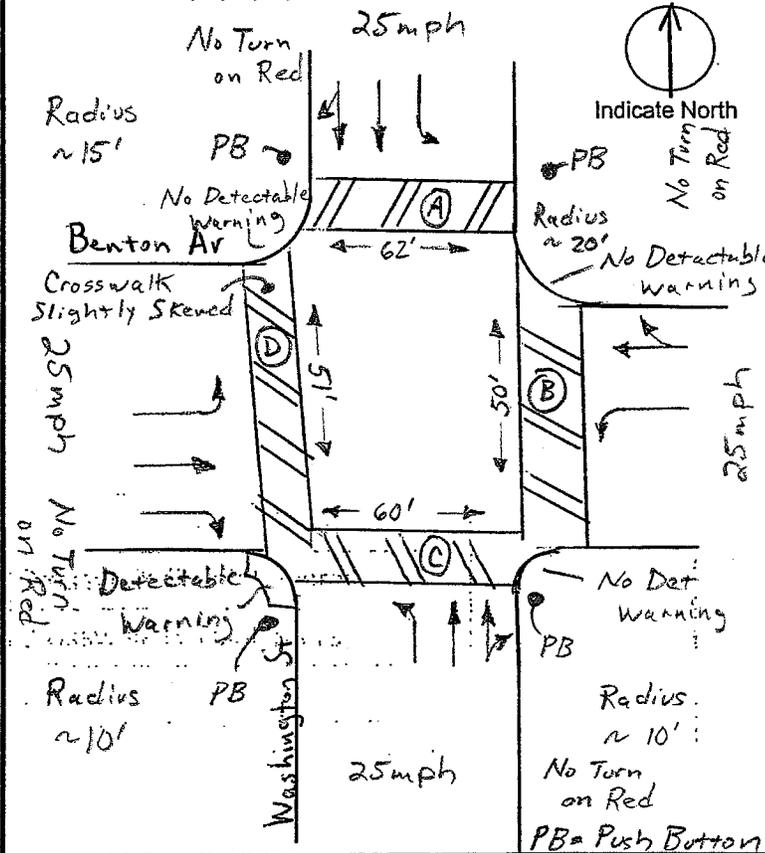
2006

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

Intersection Worksheet

Location: *Benton Avenue and Washington Street*

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



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

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

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

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

Other Intersection Level Issues

Adjacent PACE Bus Routes: 530, 677, 678, 679, 684, 686

Nearest Visually Impaired Facility = Ecumenical Adult Care (305 W. Jackson) (~1,800 Feet)

Major Pedestrian Attraction = Central Park (~250 Feet)

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

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

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

Intersection Worksheet Score: (sum of scores on this page) **14**

Pedestrian Volumes :	Peak Hour	Total
Crosswalk (A)	11	42
(B)	6	22
(C)	7	42
(D)	57	148

Peak Hour Right Turn Volumes	
SB	295
WB	59
NB	40
EB	28

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

Crosswalk Worksheet

(Complete one sheet for each crosswalk)

Location: Crossing Washington St on North Side of Benton Av Crosswalk Label: (A)

Crosswalk Width (select one)	Points	Score	Posted Speed Limit (select one)	Points	Score
< 40 ft	0		< 20 mph	0	
40 - 59 ft	1		25 mph <u>25 mph</u>	1	1
60 - 79 ft <u>62'</u>	2	2	30 mph	2	
80 - 99 ft	3		35 mph	3	
100 - 119 ft	4		40 mph	4	
≥ 120 ft	5		≥ 45 mph	5	

Approach/Crosswalk Geometrics (select all that apply)	Points	Score
Curb radius > 25 ft (either corner)	1	
Islands or medians (painted, raised or cut-through)	1	
Transverse (cross) slope on crosswalk	1	
Apex (diagonal) curb ramp (either corner)	2	
Channelized right turn island	2	
Skewed crosswalk	7	

Pedestrian Signal Control (select all that apply)	Points	Score
Push button actuation required for WALK signal	4	4
Non-concurrent WALK interval	4	
Leading Pedestrian Interval (LPI) with parallel street green	8	
Timed for crossing to median island	8	

Vehicle Signal Control (select all that apply)	Points	Score
Right-Turn-On-Red permitted (on parallel street)	2	
Leading protected left-turn phase (on parallel street)	3	
Protected right turn phase / right turn overlap (on parallel street)	7	
Channelized right turn lane under signal control	8	

Off-Peak Traffic Presence - at least 2 vehicles present on parallel street (select one)	Points	Score
Constant (≥ 90 percent of ten cycles)	1	1
Heavy (70 - 80 percent)	2	
Moderate (50 - 60 percent)	3	
Light (30 - 40 percent)	4	
Occasional (< 30 percent)	5	
None (i.e., no through lanes present to create surge noise - e.g., stem of T-intersection)	6	

Distance to Alternative APS Crosswalk (select one)	Points	Score
< 300 ft	0	
< 650 ft (~ 1/8 mile)	1	
< 1300 ft (~ 1/4 mile)	2	
< 2600 ft (~ 1/2 mile)	3	
≥ 2600 ft (~ 1/2 mile)	4	4

Pedestrian Pushbutton Location - either corner (select all that apply)	Points	Score
Located > 10 ft from curb	3	
Located > 5 ft from the CW extd.	3	

Requests for APS (select one)	Points	Score
No requests	0	
1 or more requests	6	6

Other Crosswalk Level Issues

Crosswalk Worksheet Score: 18
(score from this page)

Intersection Worksheet Score: 14
(score from intersection form)

Total Crosswalk Score: 32
(add the two above scores)

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

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

Crosswalk Worksheet

(Complete one sheet for each crosswalk)

Location: *Crossing Benton Av on East Side of Washington* Crosswalk Label: *(B)*

Crosswalk Width (select one)	Points	Score	Posted Speed Limit (select one)	Points	Score
< 40 ft	0		< 20 mph	0	
→ 40 - 59 ft <i>50'</i>	1	<i>1</i>	25 mph <i>25 mph</i>	1	<i>1</i> ←
60 - 79 ft	2		30 mph	2	
80 - 99 ft	3		35 mph	3	
100 - 119 ft	4		40 mph	4	
≥ 120 ft	5		≥ 45 mph	5	

Approach/Crosswalk Geometrics (select all that apply)	Points	Score
Curb radius > 25 ft (either corner)	1	
Islands or medians (painted, raised or cut-through)	1	
Transverse (cross) slope on crosswalk	1	
Apex (diagonal) curb ramp (either corner)	2	
Channelized right turn island	2	
Skewed crosswalk	7	

Pedestrian Signal Control (select all that apply)	Points	Score
Push button actuation required for WALK signal <i>WALK always comes up w/ Washington</i>	4	
Non-concurrent WALK interval	4	
Leading Pedestrian Interval (LPI) with parallel street green	8	
Timed for crossing to median island	8	

Vehicle Signal Control (select all that apply)	Points	Score
Right-Turn-On-Red permitted (on parallel street)	2	
Leading protected left-turn phase (on parallel street)	3	
Protected right turn phase / right turn overlap (on parallel street)	7	
Channelized right turn lane under signal control	8	

Off-Peak Traffic Presence - at least 2 vehicles present on parallel street (select one)	Points	Score
Constant (≥ 90 percent of ten cycles)	1	<i>1</i> ←
Heavy (70 - 80 percent)	2	
Moderate (50 - 60 percent)	3	
Light (30 - 40 percent)	4	
Occasional (< 30 percent)	5	
None (i.e., no through lanes present to create surge noise - e.g., stem of T-intersection)	6	

Distance to Alternative APS Crosswalk (select one)	Points	Score
< 300 ft	0	
< 650 ft (~ 1/8 mile)	1	
< 1300 ft (~ 1/4 mile)	2	
< 2600 ft (~ 1/2 mile)	3	
→ ≥ 2600 ft (~ 1/2 mile)	4	<i>4</i>

Pedestrian Pushbutton Location - either corner (select all that apply)	Points	Score
Located > 10 ft from curb	3	
Located > 5 ft from the CW extd.	3	

Requests for APS (select one)	Points	Score
No requests	0	
1 or more requests	6	<i>6</i> ←

Other Crosswalk Level Issues

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

Crosswalk Worksheet Score: (score from this page) **13**

Intersection Worksheet Score: (score from intersection form) **14**

Total Crosswalk Score: (add the two above scores) **27**

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

Crosswalk Worksheet

(Complete one sheet for each crosswalk)

Location: *Crossing Washington on the South Side of Benton* Crosswalk Label: *C*

Crosswalk Width (select one)	Points	Score	Posted Speed Limit (select one)	Points	Score
< 40 ft	0		< 20 mph	0	
40 - 59 ft	1		25 mph <i>25mph</i>	1	<i>1</i>
60 - 79 ft <i>60</i>	2	<i>2</i>	30 mph	2	
80 - 99 ft	3		35 mph	3	
100 - 119 ft	4		40 mph	4	
≥ 120 ft	5		≥ 45 mph	5	

Approach/Crosswalk Geometrics (select all that apply)	Points	Score
Curb radius > 25 ft (either corner)	1	
Islands or medians (painted, raised or cut-through)	1	
Transverse (cross) slope on crosswalk	1	
Apex (diagonal) curb ramp (either corner)	2	
Channelized right turn island	2	
Skewed crosswalk	7	

Pedestrian Signal Control (select all that apply)	Points	Score
Push button actuation required for WALK signal	4	<i>4</i>
Non-concurrent WALK interval	4	
Leading Pedestrian Interval (LPI) with parallel street green	8	
Timed for crossing to median island	8	

Vehicle Signal Control (select all that apply)	Points	Score
Right-Turn-On-Red permitted (on parallel street)	2	
Leading protected left-turn phase (on parallel street)	3	
Protected right turn phase / right turn overlap (on parallel street)	7	
Channelized right turn lane under signal control	8	

Off-Peak Traffic Presence - at least 2 vehicles present on parallel street (select one)	Points	Score
Constant (≥ 90 percent of ten cycles)	1	<i>1</i>
Heavy (70 - 80 percent)	2	
Moderate (50 - 60 percent)	3	
Light (30 - 40 percent)	4	
Occasional (< 30 percent)	5	
None (i.e., no through lanes present to create surge noise - e.g., stem of T-intersection)	6	

Distance to Alternative APS Crosswalk (select one)	Points	Score
< 300 ft	0	
< 650 ft (~ 1/8 mile)	1	
< 1300 ft (~ 1/4 mile)	2	
< 2600 ft (~ 1/2 mile)	3	
≥ 2600 ft (~ 1/2 mile)	4	<i>4</i>

Pedestrian Pushbutton Location - either corner (select all that apply)	Points	Score
Located > 10 ft from curb	3	
Located > 5 ft from the CW extd.	3	

Requests for APS (select one)	Points	Score
No requests	0	
1 or more requests	6	<i>6</i>

Other Crosswalk Level Issues

Crosswalk Worksheet Score: (score from this page)	<i>18</i>
Intersection Worksheet Score: (score from intersection form)	<i>14</i>
Total Crosswalk Score: (add the two above scores)	<i>32</i>

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

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

Crosswalk Worksheet

(Complete one sheet for each crosswalk)

Location: Crossing Benton Av on West Side of Washington Crosswalk Label: D

Crosswalk Width (select one)	Points	Score	Posted Speed Limit (select one)	Points	Score
< 40 ft	0		< 20 mph	0	
40 - 59 ft <u>51'</u>	1	<u>1</u>	25 mph <u>25 mph</u>	1	<u>1</u>
60 - 79 ft	2		30 mph	2	
80 - 99 ft	3		35 mph	3	
100- 119 ft	4		40 mph	4	
≥ 120 ft	5		≥ 45 mph	5	

Approach/Crosswalk Geometrics (select all that apply)	Points	Score
Curb radius > 25 ft (either corner)	1	
Islands or medians (painted, raised or cut-through)	1	
Transverse (cross) slope on crosswalk	1	
Apex (diagonal) curb ramp (either corner)	2	
Channelized right turn island	2	
Skewed crosswalk	7	<u>7</u>

Pedestrian Signal Control (select all that apply)	Points	Score
Push button actuation required for WALK signal <u>WALK always comes up w/ Washington</u>	4	
Non-concurrent WALK interval	4	
Leading Pedestrian Interval (LPI) with parallel street green	8	
Timed for crossing to median island	8	

Vehicle Signal Control (select all that apply)	Points	Score
Right-Turn-On-Red permitted (on parallel street)	2	
Leading protected left-turn phase (on parallel street)	3	
Protected right turn phase / right turn overlap (on parallel street)	7	
Channelized right turn lane under signal control	8	

Off-Peak Traffic Presence - at least 2 vehicles present on parallel street (select one)	Points	Score
Constant (≥ 90 percent of ten cycles)	1	<u>1</u>
Heavy (70 - 80 percent)	2	
Moderate (50 - 60 percent)	3	
Light (30 - 40 percent)	4	
Occasional (< 30 percent)	5	
None (i.e., no through lanes present to create surge noise - e.g., stem of T-intersection)	6	

Distance to Alternative APS Crosswalk (select one)	Points	Score
< 300 ft	0	
< 650 ft (~ 1/8 mile)	1	
< 1300 ft (~ 1/4 mile)	2	
< 2600 ft (~ 1/2 mile)	3	
≥ 2600 ft (~ 1/2 mile)	4	<u>4</u>

Pedestrian Pushbutton Location - either corner (select all that apply)	Points	Score
Located > 10 ft from curb	3	
Located > 5 ft from the CW extd.	3	

Requests for APS (select one)	Points	Score
No requests	0	
1 or more requests	6	<u>6</u>

Other Crosswalk Level Issues

Crosswalk Worksheet Score: (score from this page)	<u>20</u>
Intersection Worksheet Score: (score from intersection form)	<u>14</u>
Total Crosswalk Score: (add the two above scores)	<u>34</u>

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

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

Location: Chicago + Washington

Evaluator:

Evaluation Date:

Evaluation Summary	
Enter total crosswalk score or N/A	
Crosswalk A Total Score: <u>33</u>	<u>N</u>
Crosswalk B Total Score: <u>34</u>	<u>E</u>
Crosswalk C Total Score: <u>33</u>	<u>S</u>
Crosswalk D Total Score: <u>28</u>	<u>W</u>
Crosswalk E Total Score:	
Crosswalk F Total Score:	
Crosswalk G Total Score:	
Crosswalk H Total Score:	

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

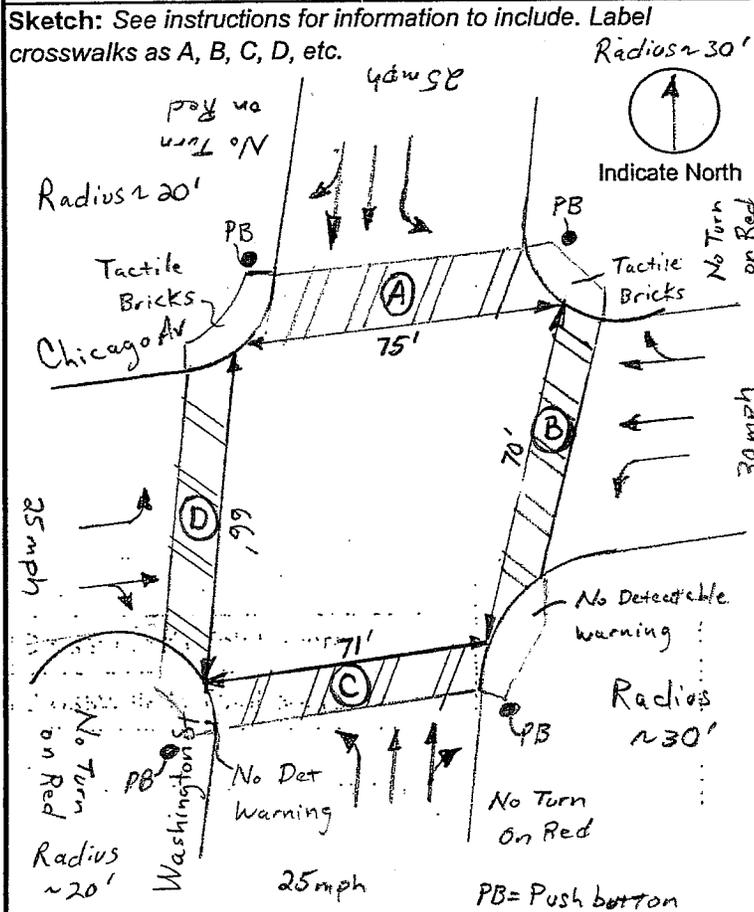
National Cooperative Highway Research Program
Project 3-62: Guidelines for Accessible Pedestrian Signals

2006

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

Intersection Worksheet

Location: Chicago Avenue and Washington Street



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

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

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

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

Other Intersection Level Issues

Adjacent PACE Bus Routes: 530, 677, 678, 680, 684, 686

Nearest Visually Impaired = Ecumenical Adult Care (~1,400 Feet)

Major Pedestrian = Fridenham Park Attraction (~200 Feet)

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

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

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

Intersection Worksheet Score: (sum of scores on this page) **14**

Pedestrian Volumes:	Peak Hour	Total	Peak Hour Right Turn Volume
Crosswalk A	312	1813	SB 75
Crosswalk B	139	882	WB 139
Crosswalk C	47	300	NB 227
Crosswalk D	36	141	EB 43

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

Crosswalk Worksheet

(Complete one sheet for each crosswalk)

Location: Crossing Washington St on the north side of Chicago Crosswalk Label: (A)

Crosswalk Width (select one)	Points	Score	Posted Speed Limit (select one)	Points	Score
< 40 ft	0		< 20 mph	0	
40 - 59 ft	1		25 mph <u>25mph</u>	1	1
→ 60 - 79 ft <u>75'</u>	2	2	30 mph	2	
80 - 99 ft	3		35 mph	3	
100- 119 ft	4		40 mph	4	
≥ 120 ft	5		> 45 mph	5	

Approach/Crosswalk Geometrics (select all that apply)	Points	Score
Curb radius > 25 ft (either corner) <u>NE Corner</u>	1	1
Islands or medians (painted, raised or cut-through)	1	
Transverse (cross) slope on crosswalk	1	
Apex (diagonal) curb ramp (either corner)	2	
Channelized right turn island	2	
Skewed crosswalk	7	

Pedestrian Signal Control (select all that apply)	Points	Score
Push button actuation required for WALK signal	4	4
Non-concurrent WALK interval	4	
Leading Pedestrian Interval (LPI) with parallel street green	8	
Timed for crossing to median island	8	

Vehicle Signal Control (select all that apply)	Points	Score
Right-Turn-On-Red permitted (on parallel street)	2	
Leading protected left-turn phase (on parallel street)	3	
Protected right turn phase / right turn overlap (on parallel street)	7	
Channelized right turn lane under signal control	8	

Off-Peak Traffic Presence - at least 2 vehicles present on parallel street (select one)	Points	Score
Constant (≥ 90 percent of ten cycles)	1	1
Heavy (70 - 80 percent)	2	
Moderate (50 - 60 percent)	3	
Light (30 - 40 percent)	4	
Occasional (< 30 percent)	5	
None (i.e., no through lanes present to create surge noise - e.g., stem of T-intersection)	6	

Distance to Alternative APS Crosswalk (select one)	Points	Score
< 300 ft	0	
< 650 ft (~ 1/8 mile)	1	
< 1300 ft (~ 1/4 mile)	2	
< 2600 ft (~ 1/2 mile)	3	
→ ≥ 2600 ft (~ 1/2 mile)	4	4

Pedestrian Pushbutton Location - either corner (select all that apply)	Points	Score
Located > 10 ft from curb	3	
Located > 5 ft from the CW extd.	3	

Requests for APS (select one)	Points	Score
No requests	0	
1 or more requests	6	6

Other Crosswalk Level Issues

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

Crosswalk Worksheet Score: 19
(score from this page)

Intersection Worksheet Score: 14
(score from intersection form)

Total Crosswalk Score: 33
(add the two above scores)

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

Crosswalk Worksheet

(Complete one sheet for each crosswalk)

Location: Crossing Chicago Av on east side of Washington St Crosswalk Label: (B)

Crosswalk Width (select one)	Points	Score	Posted Speed Limit (select one)	Points	Score
< 40 ft	0		< 20 mph	0	
40 - 59 ft	1		25 mph	1	
→ 60 - 79 ft <u>70'</u>	2	2	30 mph <u>30 mph</u>	2	2
80 - 99 ft	3		35 mph	3	
100- 119 ft	4		40 mph	4	
≥ 120 ft	5		≥ 45 mph	5	

Approach/Crosswalk Geometrics (select all that apply)	Points	Score
Curb radius > 25 ft (either corner) <u>NE + SE Corners</u>	1	1
Islands or medians (painted, raised or cut-through)	1	
Transverse (cross) slope on crosswalk	1	
Apex (diagonal) curb ramp (either corner)	2	
Channelized right turn island	2	
Skewed crosswalk	7	

Pedestrian Signal Control (select all that apply)	Points	Score
Push button actuation required for WALK signal <u>Not required for North/South crosswalks</u>	4	4
Non-concurrent WALK interval	4	
Leading Pedestrian Interval (LPI) with parallel street green	8	
Timed for crossing to median island	8	

Vehicle Signal Control (select all that apply)	Points	Score
Right-Turn-On-Red permitted (on parallel street)	2	
Leading protected left-turn phase (on parallel street)	3	
Protected right turn phase / right turn overlap (on parallel street)	7	
Channelized right turn lane under signal control	8	

Off-Peak Traffic Presence - at least 2 vehicles present on parallel street (select one)	Points	Score
Constant (≥ 90 percent of ten cycles)	1	1
Heavy (70 - 80 percent)	2	
Moderate (50 - 60 percent)	3	
Light (30 - 40 percent)	4	
Occasional (< 30 percent)	5	
None (i.e., no through lanes present to create surge noise - e.g., stem of T-intersection)	6	

Distance to Alternative APS Crosswalk (select one)	Points	Score
< 300 ft	0	
< 650 ft (~ 1/8 mile)	1	
< 1300 ft (~ 1/4 mile)	2	
< 2600 ft (~ 1/2 mile)	3	
→ ≥ 2600 ft (~ 1/2 mile)	4	4

Pedestrian Pushbutton Location - either corner (select all that apply)	Points	Score
Located > 10 ft from curb	3	
Located > 5 ft from the CW extd.	3	

Requests for APS (select one)	Points	Score
No requests	0	
1 or more requests	6	6

Other Crosswalk Level Issues

Crosswalk Worksheet Score: (score from this page)	20
Intersection Worksheet Score: (score from intersection form)	14
Total Crosswalk Score: (add the two above scores)	34

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

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

Crosswalk Worksheet

(Complete one sheet for each crosswalk)

Location: *Crossing Washington St on the south side of Chicago* Crosswalk Label: *(C)*

Crosswalk Width (select one)	Points	Score	Posted Speed Limit (select one)	Points	Score
< 40 ft	0		< 20 mph	0	
40 - 59 ft	1		25 mph	1	1
60 - 79 ft <i>71'</i>	2	2	30 mph	2	
80 - 99 ft	3		35 mph	3	
100 - 119 ft	4		40 mph	4	
≥ 120 ft	5		≥ 45 mph	5	

Approach/Crosswalk Geometrics (select all that apply)	Points	Score
Curb radius > 25 ft (either corner) <i>SE Corner</i>	1	1
Islands or medians (painted, raised or cut-through)	1	
Transverse (cross) slope on crosswalk	1	
Apex (diagonal) curb ramp (either corner)	2	
Channelized right turn island	2	
Skewed crosswalk	7	

Pedestrian Signal Control (select all that apply)	Points	Score
Push button actuation required for WALK signal	4	4
Non-concurrent WALK interval	4	
Leading Pedestrian Interval (LPI) with parallel street green	8	
Timed for crossing to median island	8	

Vehicle Signal Control (select all that apply)	Points	Score
Right-Turn-On-Red permitted (on parallel street)	2	
Leading protected left-turn phase (on parallel street)	3	
Protected right turn phase / right turn overlap (on parallel street)	7	
Channelized right turn lane under signal control	8	

Off-Peak Traffic Presence - at least 2 vehicles present on parallel street (select one)	Points	Score
Constant (≥ 90 percent of ten cycles)	1	1
Heavy (70 - 80 percent)	2	
Moderate (50 - 60 percent)	3	
Light (30 - 40 percent)	4	
Occasional (< 30 percent)	5	
None (i.e., no through lanes present to create surge noise - e.g., stem of T-intersection)	6	

Distance to Alternative APS Crosswalk (select one)	Points	Score
< 300 ft	0	
< 650 ft (~ 1/8 mile)	1	
< 1300 ft (~ 1/4 mile)	2	
< 2600 ft (~ 1/2 mile)	3	
≥ 2600 ft (~ 1/2 mile)	4	4

Pedestrian Pushbutton Location - either corner (select all that apply)	Points	Score
Located > 10 ft from curb	3	
Located > 5 ft from the CW extd.	3	

Requests for APS (select one)	Points	Score
No requests	0	
1 or more requests	6	6

Other Crosswalk Level Issues

Crosswalk Worksheet Score: (score from this page) **19**
 Intersection Worksheet Score: (score from intersection form) **14**
 Total Crosswalk Score: (add the two above scores) **33**

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

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

Crosswalk Worksheet

(Complete one sheet for each crosswalk)

Location: *Crossing Chicago Av on the east side of Washington*

Crosswalk Label: *(D)*

Crosswalk Width (select one)	Points	Score	Posted Speed Limit (select one)	Points	Score
< 40 ft	0		< 20 mph	0	
40 - 59 ft	1		25 mph <i>25mph</i>	1	<i>1</i>
60 - 79 ft <i>66'</i>	2	<i>2</i>	30 mph	2	
80 - 99 ft	3		35 mph	3	
100- 119 ft	4		40 mph	4	
≥ 120 ft	5		≥ 45 mph	5	

Approach/Crosswalk Geometrics (select all that apply)	Points	Score
Curb radius > 25 ft (either corner)	1	
Islands or medians (painted, raised or cut-through)	1	
Transverse (cross) slope on crosswalk	1	
Apex (diagonal) curb ramp (either corner)	2	
Channelized right turn island	2	
Skewed crosswalk	7	

Pedestrian Signal Control (select all that apply)	Points	Score
Push button actuation required for WALK signal <i>Not required for North/South</i>	4	
Non-concurrent WALK interval	4	
Leading Pedestrian Interval (LPI) with parallel street green	8	
Timed for crossing to median island	8	

Vehicle Signal Control (select all that apply)	Points	Score
Right-Turn-On-Red permitted (on parallel street)	2	
Leading protected left-turn phase (on parallel street)	3	
Protected right turn phase / right turn overlap (on parallel street)	7	
Channelized right turn lane under signal control	8	

Off-Peak Traffic Presence - at least 2 vehicles present on parallel street (select one)	Points	Score
Constant (≥ 90 percent of ten cycles)	1	<i>1</i>
Heavy (70 - 80 percent)	2	
Moderate (50 - 60 percent)	3	
Light (30 - 40 percent)	4	
Occasional (< 30 percent)	5	
None (i.e., no through lanes present to create surge noise - e.g., stem of T-intersection)	6	

Distance to Alternative APS Crosswalk (select one)	Points	Score
< 300 ft	0	
< 650 ft (~ 1/8 mile)	1	
< 1300 ft (~ 1/4 mile)	2	
< 2600 ft (~ 1/2 mile)	3	
≥ 2600 ft (~ 1/2 mile)	4	<i>4</i>

Pedestrian Pushbutton Location - either corner (select all that apply)	Points	Score
Located > 10 ft from curb	3	
Located > 5 ft from the CW extd.	3	

Requests for APS (select one)	Points	Score
No requests	0	
1 or more requests	6	<i>6</i>

Other Crosswalk Level Issues

Crosswalk Worksheet Score: (score from this page)	<i>14</i>
Intersection Worksheet Score: (score from intersection form)	<i>14</i>
Total Crosswalk Score: (add the two above scores)	28

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

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

Location:	Jefferson Ave and Washington St
Evaluator:	
Evaluation Date:	

Evaluation Summary	
Enter total crosswalk score or N/A	
Crosswalk A Total Score:	31 N
Crosswalk B Total Score:	27 E
Crosswalk C Total Score:	31 S
Crosswalk D Total Score:	26 W
Crosswalk E Total Score:	
Crosswalk F Total Score:	
Crosswalk G Total Score:	
Crosswalk H Total Score:	

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

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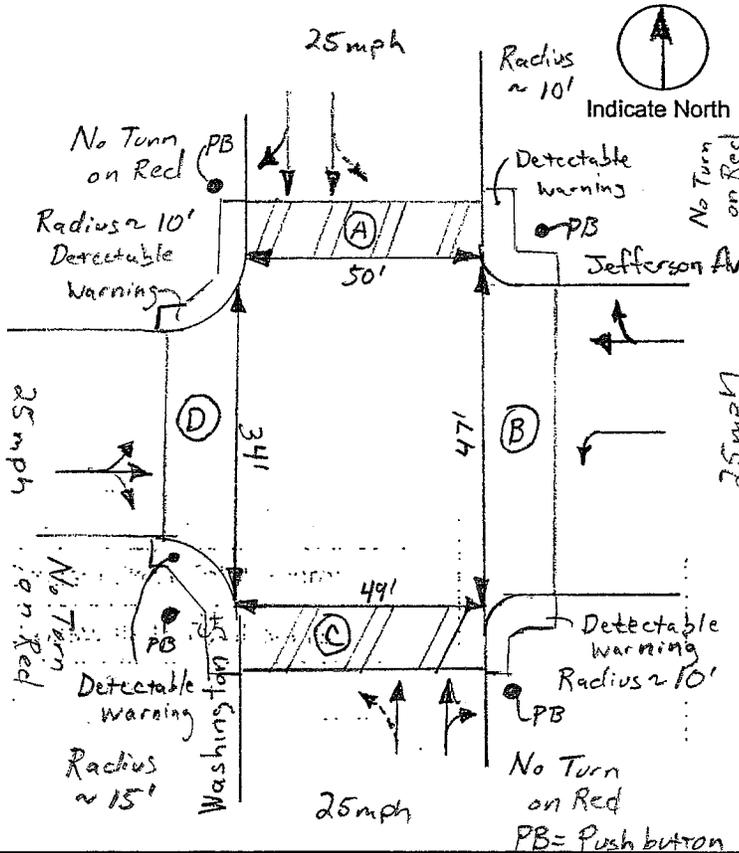
2006

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

Intersection Worksheet

Location: *Jefferson Avenue and Washington Street*

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



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

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

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

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

Other Intersection Level Issues

Adjacent PACE Bus Routes: 530, 677, 678, 680, 684, 686

Nearest Visually Impaired Facility = Ecumenical Adult Care (~1,400 Feet) (305 W. Jackson Ave)

Major Pedestrian Attraction - Central Park (~290 feet)

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

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

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

Intersection Worksheet Score: (sum of scores on this page) **14**

Pedestrian Volumes:	Peak Hour
Crosswalk A	312
Crosswalk B	145
Crosswalk C	235
Crosswalk D	106

Total	Peak Hour Right Turn Volumes
1621	SB 44
737	NB 139
553	NB 117
431	EB 143

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

Crosswalk Worksheet

(Complete one sheet for each crosswalk)

Location: Crossing Washington on the North side of Jefferson

Crosswalk Label: (A)

Crosswalk Width (select one)	Points	Score	Posted Speed Limit (select one)	Points	Score
< 40 ft	0		< 20 mph	0	
40 - 59 ft <u>50'</u>	1	<u>1</u>	25 mph <u>25 mph</u>	1	<u>1</u>
60 - 79 ft	2		30 mph	2	
80 - 99 ft	3		35 mph	3	
100- 119 ft	4		40 mph	4	
> 120 ft	5		> 45 mph	5	

Approach/Crosswalk Geometrics (select all that apply)	Points	Score
Curb radius > 25 ft (either corner)	1	
Islands or medians (painted, raised or cut-through)	1	
Transverse (cross) slope on crosswalk	1	
Apex (diagonal) curb ramp (either corner)	2	
Channelized right turn island	2	
Skewed crosswalk	7	

Pedestrian Signal Control (select all that apply)	Points	Score
Push button actuation required for WALK signal	4	<u>4</u>
Non-concurrent WALK interval	4	
Leading Pedestrian Interval (LPI) with parallel street green	8	
Timed for crossing to median island	8	

Vehicle Signal Control (select all that apply)	Points	Score
Right-Turn-On-Red permitted (on parallel street)	2	
Leading protected left-turn phase (on parallel street)	3	
Protected right turn phase / right turn overlap (on parallel street)	7	
Channelized right turn lane under signal control	8	

Off-Peak Traffic Presence - at least 2 vehicles present on parallel street (select one)	Points	Score
Constant (> 90 percent of ten cycles)	1	<u>1</u>
Heavy (70 - 80 percent)	2	
Moderate (50 - 60 percent)	3	
Light (30 - 40 percent)	4	
Occasional (< 30 percent)	5	
None (i.e., no through lanes present to create surge noise - e.g., stem of T-intersection)	6	

Distance to Alternative APS Crosswalk (select one)	Points	Score
< 300 ft	0	
< 650 ft (~ 1/8 mile)	1	
< 1300 ft (~ 1/4 mile)	2	
< 2600 ft (~ 1/2 mile)	3	
> 2600 ft (~ 1/2 mile)	4	<u>4</u>

Pedestrian Pushbutton Location - either corner (select all that apply)	Points	Score
Located > 10 ft from curb	3	
Located > 5 ft from the CW extd.	3	

Requests for APS (select one)	Points	Score
No requests	0	
1 or more requests	6	<u>6</u>

Other Crosswalk Level Issues

Crosswalk Worksheet Score: (score from this page)	<u>17</u>
Intersection Worksheet Score: (score from intersection form)	<u>14</u>
Total Crosswalk Score: (add the two above scores)	<u>31</u>

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

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

Crosswalk Worksheet

(Complete one sheet for each crosswalk)

Location: Crossing Jefferson on the east side of Washington Crosswalk Label: (B)

Crosswalk Width (select one)	Points	Score	Posted Speed Limit (select one)	Points	Score
< 40 ft	0		< 20 mph	0	
→ 40 - 59 ft <u>47'</u>	1	<u>1</u>	25 mph <u>25 mph</u>	1	<u>1</u>
60 - 79 ft	2		30 mph	2	
80 - 99 ft	3		35 mph	3	
100 - 119 ft	4		40 mph	4	
≥ 120 ft	5		≥ 45 mph	5	

Approach/Crosswalk Geometrics (select all that apply)	Points	Score
Curb radius > 25 ft (either corner)	1	
Islands or medians (painted, raised or cut-through)	1	
Transverse (cross) slope on crosswalk	1	
Apex (diagonal) curb ramp (either corner)	2	
Channelized right turn island	2	
Skewed crosswalk	7	

Pedestrian Signal Control (select all that apply)	Points	Score
Push button actuation required for WALK signal <u>Not required for North/South crosswalks</u>	4	
Non-concurrent WALK interval	4	
Leading Pedestrian Interval (LPI) with parallel street green	8	
Timed for crossing to median island	8	

Vehicle Signal Control (select all that apply)	Points	Score
Right-Turn-On-Red permitted (on parallel street)	2	
Leading protected left-turn phase (on parallel street)	3	
Protected right turn phase / right turn overlap (on parallel street)	7	
Channelized right turn lane under signal control	8	

Off-Peak Traffic Presence - at least 2 vehicles present on parallel street (select one)	Points	Score
Constant (> 90 percent of ten cycles)	1	<u>1</u>
Heavy (70 - 80 percent)	2	
Moderate (50 - 60 percent)	3	
Light (30 - 40 percent)	4	
Occasional (< 30 percent)	5	
None (i.e., no through lanes present to create surge noise - e.g., stem of T-intersection)	6	

Distance to Alternative APS Crosswalk (select one)	Points	Score
< 300 ft	0	
< 650 ft (~ 1/8 mile)	1	
< 1300 ft (~ 1/4 mile)	2	
< 2600 ft (~ 1/2 mile)	3	
→ ≥ 2600 ft (~ 1/2 mile)	4	<u>4</u>

Pedestrian Pushbutton Location - either corner (select all that apply)	Points	Score
Located > 10 ft from curb	3	
Located > 5 ft from the CW extd.	3	

Requests for APS (select one)	Points	Score
No requests	0	
1 or more requests	6	<u>6</u>

Other Crosswalk Level Issues

Crosswalk Worksheet Score: (score from this page)	<u>13</u>
Intersection Worksheet Score: (score from intersection form)	<u>14</u>
Total Crosswalk Score: (add the two above scores)	<u>27</u>

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

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

Crosswalk Worksheet

(Complete one sheet for each crosswalk)

Location: Crossing Washington St on the south side of Jefferson Crosswalk Label: (C)

Crosswalk Width (select one)	Points	Score	Posted Speed Limit (select one)	Points	Score
< 40 ft	0		< 20 mph	0	
→ 40 - 59 ft <u>491</u>	1	<u>1</u>	25 mph <u>25 mph</u>	1	<u>1</u> ←
60 - 79 ft	2		30 mph	2	
80 - 99 ft	3		35 mph	3	
100- 119 ft	4		40 mph	4	
≥ 120 ft	5		≥ 45 mph	5	

Approach/Crosswalk Geometrics (select all that apply)	Points	Score
Curb radius > 25 ft (either corner)	1	
Islands or medians (painted, raised or cut-through)	1	
Transverse (cross) slope on crosswalk	1	
Apex (diagonal) curb ramp (either corner)	2	
Channelized right turn island	2	
Skewed crosswalk	7	

Pedestrian Signal Control (select all that apply)	Points	Score
Push button actuation required for WALK signal	4	<u>4</u> ←
Non-concurrent WALK interval	4	
Leading Pedestrian Interval (LPI) with parallel street green	8	
Timed for crossing to median island	8	

Vehicle Signal Control (select all that apply)	Points	Score
Right-Turn-On-Red permitted (on parallel street)	2	
Leading protected left-turn phase (on parallel street)	3	
Protected right turn phase / right turn overlap (on parallel street)	7	
Channelized right turn lane under signal control	8	

Off-Peak Traffic Presence - at least 2 vehicles present on parallel street (select one)	Points	Score
Constant (≥ 90 percent of ten cycles)	1	<u>1</u> ←
Heavy (70 - 80 percent)	2	
Moderate (50 - 60 percent)	3	
Light (30 - 40 percent)	4	
Occasional (< 30 percent)	5	
None (i.e., no through lanes present to create surge noise - e.g., stem of T-intersection)	6	

Distance to Alternative APS Crosswalk (select one)	Points	Score
< 300 ft	0	
< 650 ft (~ 1/8 mile)	1	
< 1300 ft (~ 1/4 mile)	2	
< 2600 ft (~ 1/2 mile)	3	
→ ≥ 2600 ft (~ 1/2 mile)	4	<u>4</u>

Pedestrian Pushbutton Location - either corner (select all that apply)	Points	Score
Located > 10 ft from curb	3	
Located > 5 ft from the CW extd.	3	

Requests for APS (select one)	Points	Score
No requests	0	
1 or more requests	6	<u>6</u> ←

Other Crosswalk Level Issues

Crosswalk Worksheet Score: (score from this page)	<u>17</u>
Intersection Worksheet Score: (score from intersection form)	<u>14</u>
Total Crosswalk Score: (add the two above scores)	<u>31</u>

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

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

Crosswalk Worksheet

(Complete one sheet for each crosswalk)

Location: *Crossing Jefferson Ave on the west side of Washington* Crosswalk Label: *D*

Crosswalk Width (select one)	Points	Score	Posted Speed Limit (select one)	Points	Score
< 40 ft <i>34'</i>	0	0	< 20 mph	0	
40 - 59 ft	1		25 mph <i>25 mph</i>	1	1
60 - 79 ft	2		30 mph	2	
80 - 99 ft	3		35 mph	3	
100 - 119 ft	4		40 mph	4	
≥ 120 ft	5		> 45 mph	5	

Approach/Crosswalk Geometrics (select all that apply)	Points	Score
Curb radius > 25 ft (either corner)	1	
Islands or medians (painted, raised or cut-through)	1	
Transverse (cross) slope on crosswalk	1	
Apex (diagonal) curb ramp (either corner)	2	
Channelized right turn island	2	
Skewed crosswalk	7	

Pedestrian Signal Control (select all that apply)	Points	Score
Push button actuation required for WALK signal <i>Not required for North/South crosswalks</i>	4	
Non-concurrent WALK interval	4	
Leading Pedestrian Interval (LPI) with parallel street green	8	
Timed for crossing to median island	8	

Vehicle Signal Control (select all that apply)	Points	Score
Right-Turn-On-Red permitted (on parallel street)	2	
Leading protected left-turn phase (on parallel street)	3	
Protected right turn phase / right turn overlap (on parallel street)	7	
Channelized right turn lane under signal control	8	

Off-Peak Traffic Presence - at least 2 vehicles present on parallel street (select one)	Points	Score
Constant (≥ 90 percent of ten cycles)	1	1
Heavy (70 - 80 percent)	2	
Moderate (50 - 60 percent)	3	
Light (30 - 40 percent)	4	
Occasional (< 30 percent)	5	
None (i.e., no through lanes present to create surge noise - e.g., stem of T-intersection)	6	

Distance to Alternative APS Crosswalk (select one)	Points	Score
< 300 ft	0	
< 650 ft (~ 1/8 mile)	1	
< 1300 ft (~ 1/4 mile)	2	
< 2600 ft (~ 1/2 mile)	3	
≥ 2600 ft (~ 1/2 mile)	4	4

Pedestrian Pushbutton Location - either corner (select all that apply)	Points	Score
Located > 10 ft from curb	3	
Located > 5 ft from the CW extd.	3	

Requests for APS (select one)	Points	Score
No requests	0	
1 or more requests	6	6

Other Crosswalk Level Issues

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

Crosswalk Worksheet Score: (score from this page) **12**

Intersection Worksheet Score: (score from intersection form) **14**

Total Crosswalk Score: (add the two above scores) **26**

**CITY OF NAPERVILLE
MEMORANDUM**

DATE: February 22, 2011

TO: Transportation Advisory Board

THROUGH: Karyn Robles, AICP, Transportation and Planning Team Leader – TED Business Group

FROM: Rory Fancler, AICP, Project Manager – TED Business Group

SUBJECT: Correspondence Item – TAB Agenda Packets and Meeting Minutes

PURPOSE:

To provide the Transportation Advisory Board (TAB) with information about changes to the distribution of TAB meeting agenda packets and the format of the meeting minutes.

BACKGROUND:

The City of Naperville introduced e-Agenda for City Council (2008), Plan Commission (2009), and the Transportation Advisory Board (2010). The e-Agenda system provides an electronic process to prepare and distribute board and commission agenda packets, and enhances public access to meeting information. Board and commission agenda packets are now available on the city's website, and the city's Streaming Media Archives provides links to audio, video, podcasts and related documents for City Council, Plan Commission and Transportation Advisory Board meetings and workshops.

DISCUSSION:

Consistent with changes previously implemented for the City Council and Plan Commission, a summary of the changes to the distribution of TAB meeting agenda packets and the format of meeting minutes is provided below.

Agenda Packets

The city implemented the e-Agenda process in part to reduce the cost and time associated with preparation of the agenda packets for the various board and commission meetings. In effort to maximize the e-Agenda process and reduce the cost and time dedicated to TAB agenda packet preparation (e.g., copying, collating, and mailing), the following changes will be made to the distribution of the meeting packets to TAB members. These changes will be implemented for the April 9 TAB meeting.

- As soon as the agenda packet becomes available (typically 9-10 days before the meeting date), an email will be distributed to all TAB members with a link to the city's website to access and review the agenda packet.
- A printed copy of the meeting agenda only (no agenda items) will be on the dais for each TAB member on the day of the meeting.

- Two (2) printed copies of the agenda packet will be available on the dais for the TAB members to reference (as needed) on the day of the meeting.

In the event that a TAB member prefers a printed copy of the agenda packet, please email Project Manager Rory Fancler at fanclerr@naperville.il.us. Arrangements will be made to accommodate those TAB members who express an interest in continuing to receive printed copies of the agenda packets.

Meeting Minutes

In addition to changes to distribution of the agenda packets, changes have also been made to the format of the meeting minutes. Consistent with changes made to the City Council and Plan Commission meeting minutes, the minutes for TAB meetings will now be a more condensed summary (i.e., bullet point) format. A full video record of the TAB meetings is available on the city's website allowing interested residents and/or TAB members to view all testimony and discussion. The summary format minutes will reflect the attendance record, key points raised during discussion of agenda items, motions and votes. The minutes from the February 5, 2011 TAB meeting reflect this revised summary format.

RECOMMENDATION:

Include this correspondence item with the March 5, 2011 TAB agenda packet.

CITY OF NAPERVILLE
MEMORANDUM

DATE: February 24, 2011

TO: Douglas A. Krieger, City Manager
Marcie Schatz, Director of Transportation, Engineering and Development

THROUGH: William J. Novack, City Engineer 

FROM: Jennifer Loudon, Project Engineer 

SUBJECT: Illinois Route 59 Expansion

PURPOSE:

The purpose of this memorandum is to provide the City Council with an update regarding the Illinois Route 59 Expansion Project.

BACKGROUND:

The City of Naperville and the Illinois Department of Transportation (IDOT) have been studying the three-mile stretch of Illinois Route 59 between Ferry Road and Aurora Avenue for several years to identify improvements to address the traffic congestion and safety along the corridor. Through the engineering study, key improvements to Route 59 have been identified, such as widening the roadway to accommodate three lanes in each direction and adding additional turn lanes at intersections and the Interstate 88 interchange.

INFORMATION:

On February 18, 2011 IDOT granted Design Approval to the Illinois Route 59 engineering study, marking the completion of this stage of the project. This is a key step in the project process as Design Approval was required before IDOT could move forward with acquiring the necessary right-of-way and easements and developing detailed construction plans and specifications. IDOT will resume the role of lead agency for the remaining phases of the project and anticipates that construction may begin as early as 2012.

As IDOT moves forward with land acquisition and design engineering, the scope of improvements to the Interstate 88 interchange remains under consideration. IDOT has not yet completed their evaluation of incorporating the diverging diamond interchange into the project. Should the evaluation indicate that the diverging diamond is the preferred improvement, the engineering study will be amended and city staff will partner with IDOT to host a public meeting to present the diverging diamond interchange.

CONCLUSION:

Please include in the Manager's Memorandum for informational purposes.

Cc: Transportation Advisory Board

**CITY OF NAPERVILLE
MEMORANDUM**

DATE: February 25, 2011
TO: Douglas A. Krieger, City Manager
THROUGH: Marcie Schatz, Director of Transportation, Engineering and Development
FROM: Karyn Robles, Transportation and Planning Team Leader *KR*
SUBJECT: Metra Platform Reconstruction Project

PURPOSE:

This purpose of this memorandum is to provide the City Council with information regarding Metra's upcoming platform reconstruction project and planned free ride programs to mitigate anticipated parking challenges at the Naperville Station.

BACKGROUND:

In spring 2011, Metra will initiate a project to reconstruct the platforms at the Naperville Metra Station. This project will involve removing the existing platforms and replacing them with precast concrete panels. The deck of the railroad bridge over Washington Street will also be reconstructed. Walsh Construction has been awarded the project contract and work is anticipated to begin in early April. The project is anticipated to last approximately 8-10 months and will involve multiple phases of construction. A preconstruction meeting is scheduled for March 1 and additional project information including project staging and timeline will be provided as the information becomes available. A map of the proposed construction area is attached.

INFORMATION:

The construction activities involved in the platform replacement will have an impact on commuter access and amenities at the station during various phases of the project. Staff is currently working with Metra to finalize traffic and pedestrian access plans, and is also working to develop plans to address impacts to permit parking spaces, permit and free motorcycle parking and bicycle parking at the Naperville Station.

Permit Parking

As part of the project, up to 90 commuter parking spaces may be taken out of service in order to accommodate construction activities and material staging. Commuters in both the Burlington and Parkview Commuter Lots will be notified of the upcoming work and will be encouraged to make adjustments to their commuting patterns to accommodate the construction project.

In order to help reduce the impacts of the project on commuter parking, staff evaluated several alternatives including leasing additional commuter parking spaces on private property, temporarily suspending the neighborhood parking time restrictions, and allowing permit holders to park in other commuter lots or in daily fee parking spaces. However, these options were found to be too costly, would result in too great of an impact on the surrounding residential areas and would not achieve the

desired result of reducing the demand for parking spaces. As a result, staff is recommending the implementation of a Temporary Transit Package that will leverage and promote the city's existing investment into enhanced transit service to the Metra Stations. The Temporary Transit Package will provide incentives to encourage commuters to utilize the existing Pace bus service to access the train station during construction. As part of the program, commuters would voluntarily sign up to:

- **Temporarily suspend their commuter parking permit.** During construction, the city will offer commuters in affected parking lots the option to voluntarily turn in their parking permit for the duration of the construction project and not be charged any permit fees during construction. Once the project is complete, volunteer's permits will be reinstated.
- **Provide free Pace monthly bus passes.** In order to encourage commuters to utilize the existing Pace bus service, commuters who suspend their permit may also sign up to receive free Pace monthly bus passes for the duration of the project. The City will fund the Pace bus passes from the \$40,000 budgeted for a "Free Rides program" in the FY 12 Burlington Fund budget.
- **Enroll commuters in the Guaranteed Ride Home Program.** Commuters who sign up to receive the Pace monthly bus passes will also be automatically enrolled in the Guaranteed Ride Home program and will receive a total of 12 vouchers which will allow them to be reimbursed for taxi trips taken between the train station and their homes when the buses are not running. This is the same benefit provided for any commuter who enrolls in the Guaranteed Ride Home Program, except that the City will automatically enroll the participating commuter.

The total cost to provide this program including the cost of the monthly Pace bus passes and the temporary suspension of commuter permit fees is anticipated to be less than \$30,000. Staff is currently in the process of finalizing the program details and additional information on the program will be rolled out to commuters in the coming weeks.

Motorcycle Parking

The Metra Platform Reconstruction Project will also impact motorcycle parking, including both the free and permit motorcycle spaces. Once work begins on the southwest portion of the platform, it is likely that several of the motorcycle parking permit spaces will be taken out of service. In order to address the temporary reduction in available motorcycle permit spaces, during the construction, reserved motorcycle permit spaces will be temporarily suspended. Commuters holding a motorcycle parking permit will be able to park in any one of the 40 reserved motorcycle parking spaces regardless of its number. This will allow all of the available motorcycle permit spaces to be fully utilized and will only be for the duration of the construction. Following the completion of construction, motorcycle permit holders will resume parking in their reserved space. Staff will notify the permit holders of this change in policy and will provide advanced notice of construction on that portion of the platform.

In addition to impacting commuter and motorcycle permit parking, it is anticipated that the free motorcycle parking and bicycle parking provided at the Naperville Metra Station will be impacted at different phases of the construction project. Hangtags and posters will be used to notify commuters traveling to the station by motorcycle or bicycle of the upcoming construction project. Efforts will also be made to provide temporary parking areas to accommodate the displaced motorcycles and bicycles.

*Metra Platform Reconstruction Project
February 25, 2010
Page 3 of 3*

Communications

Staff is currently working to finalize a communications plan to notify commuters, businesses, and local residents of the upcoming construction work. Notice of the project will be provided on the city's website, through a Commuter Connection and project specific e-newsletter. A direct mailing will be sent to residents and businesses located in close proximity to the station and also to commuters on the wait list or with an existing permit. Staff will also be working closely with the adjacent Homeowners Associations to distribute information to nearby residents. Additional information will be distributed through the use of press releases and through notices posted at the Naperville Metra Station.

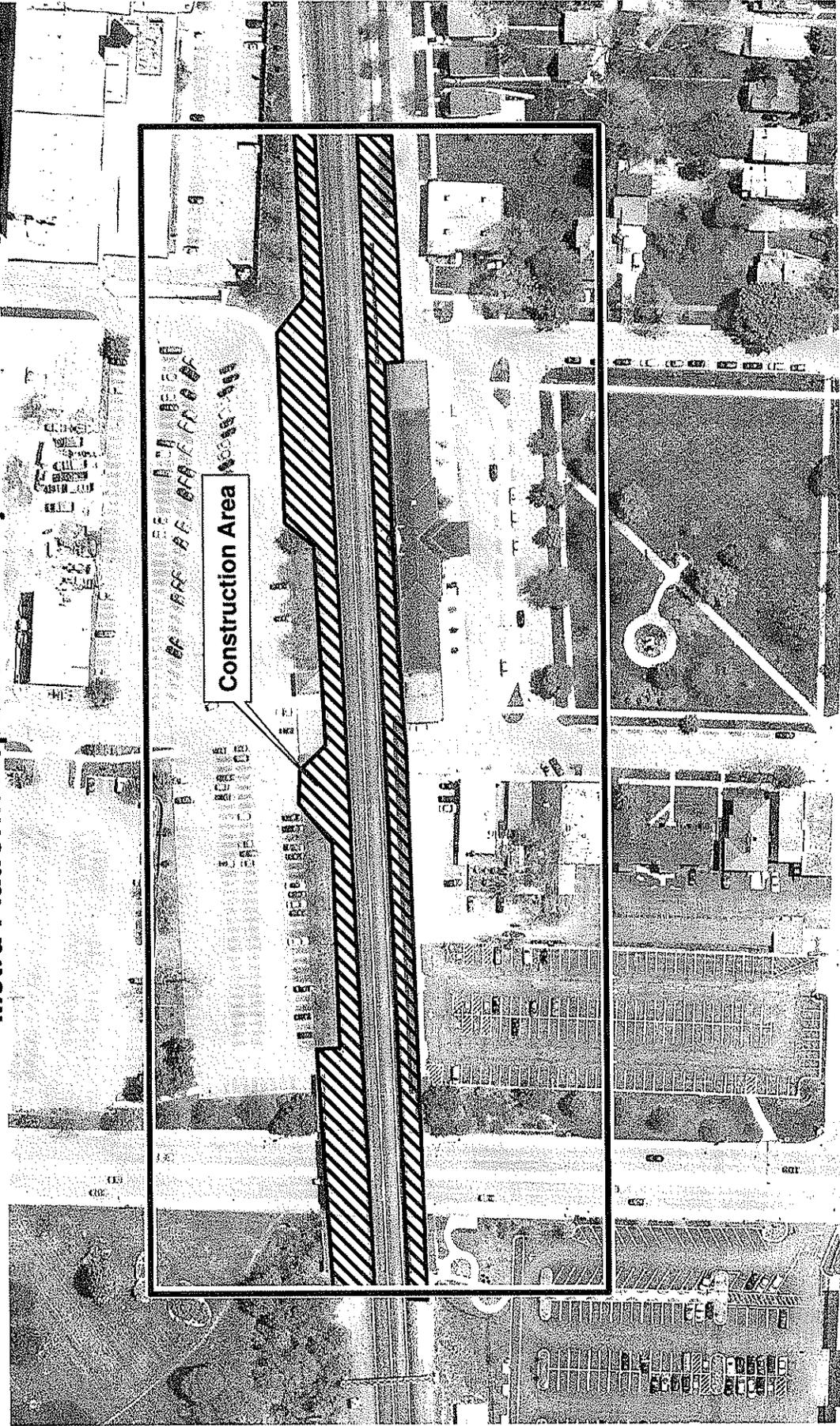
CONCLUSION:

Please include in the February 25, 2011 Manager's Memorandum.

Attachment: Metra Platform Reconstruction Project Map

cc: Transportation Advisory Board

City of Naperville
Metra Platform Replacement Project



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
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Transportation, Engineering and
Development Business Group
www.naperville.il.us
February 2011



CITY OF NAPERVILLE
MEMORANDUM

DATE: March 4, 2011
TO: Douglas A. Krieger, City Manager
THROUGH: Marcie Schatz, Director of Transportation, Engineering and Development
FROM: Karyn Robles, Transportation and Planning Team Leader *KR*
SUBJECT: IDOT Public Meeting on the Route 34 (Ogden Ave.) and CN/EJ&E Railroad Crossing Improvements

PURPOSE:

The purpose of this memorandum is to provide the City Council with information regarding IDOT's upcoming public meeting regarding the Route 34 (Ogden Avenue) and CN/EJ&E Railroad crossing improvements.

BACKGROUND:

The Illinois Department of Transportation (IDOT) is in the process of evaluating potential improvements to the Route 34 (Ogden Avenue) and CN/EJ&E Railroad crossing. Funding for the construction of this project is included in IDOT's Fiscal Year 2011 to 2016 Proposed Highway Improvement Program.

INFORMATION:

IDOT will be hosting a public meeting to seek public input on the proposed improvement of Route 34 (Ogden Avenue) at the crossing with the CN/EJ&E Railroad. The purpose of the meeting is to present the Project Problem Statement, Purpose and Need and details for the grade separation options that have been under study. IDOT will also be soliciting feedback and input from the public on these alternatives. The meeting will be an open house format and include an audio-visual display, project exhibits, and present an opportunity for attendees to meet with representatives from IDOT and the study team.

The public meeting will be held on:

Thursday, March 10, 2011
4:00 to 8:00 pm
Village Baptist Church
515 South Frontenac Street, Aurora, IL 60540

IDOT has published notice of the meeting in the Chicago Tribune and on the project website at www.ogdenRRstudy.com. The city's website has also been updated with information on the public meeting. A city staff member will attend the meeting. Following a review of the alternatives, staff will also provide IDOT with comments directed toward support for the project, an expeditious schedule, committing funding and minimizing impacts to Naperville residents and businesses.

CONCLUSION:

Please include in the March 4, 2011 Manager's Memorandum.

cc: Transportation Advisory Board

