



**NAPERVILLE TRANSPORTATION ADVISORY BOARD  
COUNCIL CHAMBERS – MUNICIPAL CENTER  
FINAL AGENDA  
06/04/2011 - 8:00 a.m.**

**CALL TO ORDER:**

**A. ROLL CALL**

**B. APPROVAL OF MINUTES**

1. Approval of the May 7, 2011 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
  - a. February 21, 2011 Meeting Summary
3. Police Department Report
4. Rubin Center - Jackson Avenue Handicap Parking Stall
5. 2012 Annual New Sidewalk Program
6. Bicycle and Pedestrian Advisory Committee Appointment
7. Recommendation to Establish a Valet Parking Transfer Zone on Jefferson Avenue for Kuma's

**G. CORRESPONDENCE**

**AGENDA**  
**NAPERVILLE TRANSPORTATION ADVISORY BOARD**  
**06/04/2011 - 8:00 a.m. - COUNCIL CHAMBERS**  
**Page 2**

1. Update on Route 714 Funding and Summer Schedule
2. Correspondence Item - 5th Avenue Study Implementation Update -  
New Signage at Washington Street/School Street
3. Commuter Parking Pay By Phone System
4. Metra Naperville Station Platform Improvement Project Update

**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](mailto:manningm@naperville.il.us). Every effort will be made to allow for meeting participation.**



NAPERVILLE TRANSPORTATION ADVISORY BOARD  
MINUTES OF MAY 7, 2011

<b>Call to Order</b>		<b>8:00 a.m.</b>
<b>A. Roll Call</b>		
Present:	Acting Chairman Wilson, Benson, Chiglo, Collins, Jaynes, McIntosh, Perillo, Polites, Stamm, Wencel, Student Member Vitello	
Absent:	Chairman Frost Stamm, Student Member Hinch	
Staff Present:	Project Engineer Kim Grabow, Sergeant Lee Martin	
<b>B. Minutes</b>	Approve the minutes from the April 9, 2011 Transportation Advisory Board meeting.  Motion to approve.	
	Motion by: Stamm Second by: Jaynes	Approved (10-0)
<b>C. Public Forum</b>	N/A	
<b>D. Old Business</b>	N/A	
<b>E. Public Hearings</b>	N/A	
<b>F. Reports and Recommendations</b>		
<b>F1. City Council Report</b>		
	Collins provided an overview of the April 19, 2011 City Council meeting. Mr. Frost was not present at the meeting. The May 3 meeting will be covered at the June 7, 2011 TAB meeting.	
<b>F2. BPAC Report</b>		
	Jaynes noted that BPAC did not meet during the month of April.	
<b>F3. Police Department Report</b>		
	N/A	
<b>F4. Pfeiffer Hall Loading Zone</b>		
	Project Engineer Kim Grabow provided an overview of the request to establish a loading zone on the east side of Brainard Street adjacent to Pfeiffer Hall on the North Central College campus.	

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Naperville Transportation Advisory Board

May 7, 2011

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	<b>Transportation Advisory Board Discussion:</b> <ul style="list-style-type: none"><li>McIntosh inquired as to whether northbound and southbound vehicles will be permitted to use the loading zone. Grabow clarified that vehicles will follow the Rules of the Road. The loading zone will serve northbound traffic and will be signed accordingly.</li></ul>	
	Approve the recommendation to establish a loading zone on the east side of Brainard Street adjacent to Pfeiffer Hall on the North Central College campus.	
	Motion by: Wencel Seconded by: McIntosh	Approved (10-0)
<b>G. Correspondence</b>		
<b>G1. Illinois Route 59 Expansion Public Meeting</b>		
	No discussion.	
<b>G2. Naperville Metra Station Bus Depot and Commuter Access Feasibility Study Consultant Selection Update</b>		
	No discussion.	
<b>G3. North Aurora Road Underpass Improvements Funding Update</b>		
	No discussion.	
<b>H. New Business</b>		
<b>H1. Transportation Team Project Updates</b>		
	<ul style="list-style-type: none"><li>Grabow provided an overview of the following Transportation Team and Engineering Team projects:<ul style="list-style-type: none"><li>Plainfield/Naperville Road – Resurfacing currently being completed by Will County.</li><li>Mill Street and Commons Road – DuPage County, Naperville Park District and the City of Naperville are adding northbound and southbound left-turn lanes on Mill Street at Commons Road, adjacent to Nike Park.</li><li>Maintenance Improvement Plan – The city’s roadway resurfacing, joint and crackfill, and micro-surfacing, as well as sidewalk improvements were initiated in mid-April.</li><li>Old Plank Park – Construction of a regional stormwater detention area within Old Plank Park to accommodate additional stormwater storage during major storm events.</li></ul></li></ul>	
<b>H2. Forthcoming City Council Meeting Summaries</b>		
	<ul style="list-style-type: none"><li>May 17 – Mark Jaynes</li><li>June 7 – Marj McIntosh</li></ul>	
<b>H3. Other</b>		
	<ul style="list-style-type: none"><li>McIntosh requested clarification on the signage at North Central College’s fire lane and indicated that the signage permits maintenance vehicles only. McIntosh inquired as to whether personal vehicles are permitted to utilize the fire lane as a loading zone.</li></ul>	

- Benson inquired about the traffic at Naperville North High School, expressing concern about the length of the traffic queues, indicating they extend from the School driveways to Ogden Avenue. Sergeant Martin indicated that the Police Department has walked the property with the School Administrators; the School is responsible for traffic management. Benson suggested additional Police enforcement may be needed at the School to address the traffic issues.
- Chiglo requested a review of the intersection of Fort Hill Drive and Three Farms Avenue, noting that it is difficult for pedestrians to cross Fort Hill Drive at this location due to traffic queues extending from 75th Street. Chiglo suggested an opportunity to restrict the Springbrook Prairie Pavilion driveway on Fort Hill Drive to right-turn in/right-turn out only. Grabow indicated that the Transportation Team will review this intersection.

<b>I. Adjournment</b>	Motion by: Benson Seconded by: Stamm	8:22 a.m.
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**Bicycle and Pedestrian Advisory Committee Meeting Summary  
February 21, 2011**

**Present:** Tom Craighead, Mark Jaynes, Keith Luhrs, Eric Peterson, Todd Stocke, Cindi Swanson, Wesley Wong

**Absent:** Jeannette DiGiovine-Gehrs, Lee Nye

**City of Naperville Staff:** Jennifer Louden

**Members of Public:** None

**A. Call to Order**

- Luhrs called the meeting to order at 7:02 p.m.

**B. Public Forum**

- Swanson informed the committee that audible pedestrian signals are being proposed for the intersection of Washington Street and Benton Avenue. Louden noted that the committee will receive a copy of a memorandum to the Transportation Advisory Board related to this project in the April meeting packet. Committee members commented that this would be a good location for the installation. Swanson noted that the city has established a good process and policy that is innovative for the region and should work to promote this.
- Stocke noted that he attended a DuPage County public meeting regarding bicycle accommodations along Warrenville Road between Naperville Road and Interstate 88. BPAC discussed sending collective comments regarding the project, but decided that members should send their individual comments if interested.

**C. Approval of Meeting Summary**

- Stocke made a motion to approve the December 20, 2010 meeting minutes. Wong provided a second and the motion carried.

**D. Correspondence**

D1. Bicycle and Pedestrian Advisory Committee Appointment (February 5, 2011 Transportation Advisory Board Agenda Item) – BPAC members welcomed Wesley Wong to the committee.

**E. Old Business**

E1. FY10-11 BIP Work Program – Louden updated the committee on the following project:

- Naperville Biking Map & Guide – The Biking Map & Guide will be revised and printed by the end of April 2011. Staff anticipates printing 5,000 copies. Committee members suggested charging a small fee for the maps in order to keep them in production but acknowledged that administration could be difficult. The committee suggested partnering with local bike shops to fund future printings. Staff will investigate this.

**F. New Business**

F1. FY11-12 Bicycle and Pedestrian Work Program – Louden presented the FY11-12 Bicycle and Pedestrian Work Program and gave an overview of the included projects. The committee discussed the following projects:

- Bike Education and Encouragement – Jaynes noted that the committee has discussed preparing educational messages for area newspapers. Potential outlets include Patch.com, TribLocal and the Naperville Sun.
- Washington Street Pedestrian Bridge over the DuPage River – Craighead noted the importance of public involvement for this project and suggested using a BPAC meeting as a forum. Louden stated that public input will be sought.

Craighead made a motion to approve the FY11-12 Bicycle and Pedestrian Work Program. Jaynes provided a second and the work program was approved by a 7-0 vote.

F2. Naperville Biking Map & Guide Update – The committee discussed minor changes to the content of the bike map that should be completed before the reprint. Changes suggested include adding more street names, identifying the locations of bike racks on the downtown inset, updating routes that have been completed, upgrading some of the pictures and clarifying the bicycle connections Diehl Road.

**G. Next Meeting** – April 18, 2011

**H. Adjournment**

- The meeting ended at 8:29 p.m.



# Naperville

## TRANSPORTATION ADVISORY BOARD AGENDA ITEM

**AGENDA DATE:** 6/4/2011

**SUBJECT:** Rubin Center - Jackson Avenue Handicapped Parking Stall

**ACTION REQUESTED:** Approve the recommendation to establish a handicapped parking stall on Jackson Avenue in front of the Rubin Center.

**PREPARED BY:** Kim Grabow, Project Engineer

**ACTION PREVIOUSLY TAKEN:**

Date	Item No.	Action
N/A		

**BACKGROUND:**

A handicapped parking stall is located on the north side of Jackson Avenue adjacent to the Rubin Center. At the time the parking stall was created, it was not codified in the city’s Municipal Code.

The city received a request from the Naperville Park District to have the existing handicapped parking stall in front of the Rubin Center on Jackson Avenue codified in the city’s Municipal Code. The Naperville Park District has had issues with non-handicapped motorists using the parking space. Because the parking space is not in the city’s Municipal Code, the Police Department cannot ticket vehicles that are illegally parked in the space.

**DISCUSSION:**

City staff investigated the Park District’s request and determined that it is appropriate to ordinance the handicapped parking stall. The Rubin Center is the location of the Naperville Park District’s senior center. Additionally, there has been a desire by the community to provide on-street handicapped parking spaces in the downtown.

City staff conducted a field visit to verify that the existing handicap parking stall meets the criteria for an ADA parking space. The stall does meet the ADA criteria.

If this recommendation is approved, city staff will retrofit the handicapped parking stall in order to make it more visible to the public. This will include adding the “Handicapped Parking” pavement marking symbol and relocating the sign closer to the parking stall.

**Page: 8 - Agenda Item: F.4.**

*Rubin Center Handicapped Parking Stall*

*June 4, 2011*

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**RECOMMENDATION:**

Approve the recommendation to establish a handicap parking stall on Jackson Avenue in front of the Rubin Center.

**ATTACHMENTS:**

1. Location Map
2. Draft Ordinance

City of Naperville  
**Rubin Center Accessible Parking Stall**

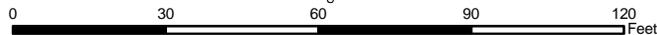


JACKSON AV

EAGLE ST



Transportation, Engineering and  
Development Business Group  
Questions Contact (630) 420-6100  
[www.naperville.il.us](http://www.naperville.il.us)  
May 2011



This map should be used for reference only.  
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ORDINANCE NO. 11 - \_\_\_\_

**AN ORDINANCE AMENDING THE NAPERVILLE TRAFFIC SCHEDULE MANUAL TO REGULATE PARKING ON THE NORTH SIDE OF JACKSON AVENUE BETWEEN EAGLE STREET AND MILL STREET**

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

**SECTION 1:** Section XX1, “Handicapped Parking” of the Naperville Traffic Schedule Manual is hereby amended by adding the underlined language as follows:

<b>Street</b>	<b>Area of Restriction</b>	<b>Side</b>	<b>Ord.#</b>
<u>JACKSON AVE.</u>	<u>From a point 156’ west of the centerline of Eagle St. to a point 176’ west of the centerline of Eagle St.</u>	<u>North</u>	

**SECTION 2:** Section VIIC-2, “Two-Hour Limited Parking 6:00AM to 6:00PM, Monday through Saturday” of the Naperville Traffic Schedule Manual is hereby amended by deleting the stricken language and adding the underlined language as follows:

<b>Street</b>	<b>Area of Restriction</b>	<b>Side</b>	<b>Ord.#</b>
JACKSON AVE.	From a point <del>205</del> <u>176</u> ’ west of the centerline of Eagle St. to a point 144 feet east of the centerline of Mill St.	North	96-222
JACKSON AVE.	From a point 115’ west of the centerline of Eagle St. to a point <del>205</del> <u>156</u> ’ west of the centerline of Eagle St.	North	97-57

**SECTION 3:** This Ordinance shall be in full force and effect after its passage and approval.

PASSED this \_\_\_\_ day of \_\_\_\_\_, 2011.

AYES:

NAYS:

ABSENT:

APPROVED this \_\_\_\_\_ day of \_\_\_\_\_, 2011.

ATTEST:

\_\_\_\_\_  
A. George Pradel  
Mayor

\_\_\_\_\_  
Pamela LaFeber, PhD  
City Clerk





# Naperville

## TRANSPORTATION ADVISORY BOARD AGENDA ITEM

**AGENDA DATE:** 6/4/2011

**SUBJECT:** 2012 Annual New Sidewalk Program

**ACTION REQUESTED:** Approve the recommendation establishing the 2012 Annual New Sidewalk Program.

**PREPARED BY:** Rory Fancier, Project Manager, TED Business Group  
Sean Marquez, Project Engineer, TED Business Group

**ACTION PREVIOUSLY TAKEN:**

Date	Item No.	Action
N/A	N/A	N/A

**BACKGROUND:**

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

The policy established the Annual New Sidewalk Program to programmatically install sidewalk in identified gap locations. Each year, a list of selected gap locations is presented to TAB and City Council for inclusion in the following year’s construction program. Since 2004, sidewalk has been installed in 68 gap locations, totaling approximately 10.2 miles<sup>1</sup>.

Based on an inventory of existing sidewalk gaps throughout the city, the following gaps remain uninstalled and planned for future construction programs.

	Number of Sidewalk Gaps	Total Length of Sidewalk Gaps (approx.)
Arterial Roadways	59	24 miles
Non-Arterial Roadways	309	40 miles
Total	368	64 miles

The approximately 64 miles of sidewalk gaps will be installed incrementally based upon the annual budget allocation for the sidewalk program and a priority system.

<sup>1</sup> Includes locations planned for installation in summer 2011.

**DISCUSSION:**

In preparation for the 2012 Annual New Sidewalk Program, city staff comprehensively evaluated the sidewalk gap inventory based on the priority system. The priority system phases installation of sidewalk based on public safety, proximity to schools, linkages to the existing pedestrian network, roadway classification, project coordination opportunities, and public input. An overview of the priority system used to determine the sidewalk gaps recommended for installation in FY 2012-2013 is provided in Attachment 1.

In addition, the geographic distribution of sidewalk gaps throughout the city was also considered. The highest concentration of sidewalk gaps is located in three subdivisions: Naperville Heights, East Highlands and Laird Woods<sup>2</sup>. In order to programmatically install sidewalk in Naperville Heights, East Highlands and Laird Woods, and address sidewalk gaps throughout the city, a higher percentage of the FY12-13 budget was allocated to the three subdivisions.

**FY 12-13 Annual New Sidewalk Program Budget**

In 2008, the City Council raised the funding level for the Annual New Sidewalk Program to \$300,000 annually. However, due to fiscal constraints, the funding level was reduced to \$150,000 for FY09-10 through FY11-12. The city's Five-Year (2011-2015) Capital Improvements Program (CIP) includes \$300,000 for the Annual New Sidewalk Program for FY12-13. In advance of the City Council's review of the FY12-13 budget, staff recommends the 2012 Annual New Sidewalk Program include sidewalk gap locations totaling \$300,000, listed as Program A and Program B below.

The recommended increased funding level supports the city's Comprehensive Transportation Plan, Comprehensive Sidewalk Policy and the Annual New Sidewalk Program, which seek to enhance transportation mobility throughout the city. Based on a review of the 368 identified sidewalk gaps, it is estimated to cost \$12.6 million to install sidewalk in these locations<sup>3</sup>. As such, staff recommends an annual contribution of \$300,000 for the Annual New Sidewalk Program in order to accelerate the installation of sidewalk and complete the city's pedestrian network in a more efficient manner. In the event \$300,000 is not approved in the FY12-13 budget, staff recommends the sidewalk gap locations identified as Program A below, which total approximately \$164,000.

**2012 Annual New Sidewalk Program Recommendation**

Based on the priority system and funding distribution for the sidewalk gap program, the 2012 Annual New Sidewalk Program recommendation was developed for public review and comment. The recommended 2012 Annual New Sidewalk Program is listed below; a map of the locations is provided as Attachment 2.

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<sup>2</sup> Approximately 75 percent of the sidewalk gaps located within one quarter mile of a school are located in these subdivisions.

<sup>3</sup> The \$12.6 million reflects total cost to install sidewalk on both sides of the street throughout the city.

2012 Annual New Sidewalk Program

June 4, 2011

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No.	Street Name	Side of Street	Gap Segment	Location
<b>Program A</b>				
1.	Ewing St. <sup>4</sup>	West	Van Buren Av. to Benton Av.	Laird Woods
2.	Willow Rd. <sup>4</sup>	East	Maple Ln. to Hillside Rd.	East Highlands
3.	Wright St. <sup>4</sup>	East	Hillside Rd. to Prairie Av.	East Highlands
4.	13th Av. <sup>4</sup>	South	Eagle St. to Washington St.	Naperville Heights
5.	Main St. <sup>4</sup>	East	14th Av. to 12th Av.	Naperville Heights
6.	Main St. <sup>4</sup>	East	14th Av. to Dead End	Naperville Heights
7.	Burlington Av.	South	East Av. to east of East Av.	Other Non-Arterial
8.	East Av.	East	Burlington Av. to Murdstone Dr.	Other Non-Arterial
9.	Book Rd.	East	South of Clearwater Ln. to 111th St.	Arterial
<b>Program B</b>				
1.	West St.	West	Benton Av. to Douglas Av.	Laird Woods
2.	Ewing St.	West	Spring Av. to Douglas Av. alley	Laird Woods
3.	Ewing St.	West	Franklin Av. to Douglas Av.	Laird Woods
4.	Melody Ln. <sup>4</sup>	West	Hillside Rd. to Maple Ln.	East Highlands
5.	Webster St. <sup>4</sup>	West	14th Av. to 13th Av.	Naperville Heights
6.	Webster St. <sup>4</sup>	West	13th Av. to 12th Av.	Naperville Heights
7.	Webster St. <sup>4</sup>	West	12th Av. to 11th Av.	Naperville Heights
8.	10th Av. <sup>4</sup>	South	Eagle St. to Washington St.	Naperville Heights
9.	Eagle St.	East	Franklin Av. to Douglas Av.	Other Non-Arterial
10.	Franklin Av.	North	Julian St. to Columbia St.	Other Non-Arterial
11.	Porter Av.	South	Webster St. to Main St.	Other Non-Arterial
12.	Naperville/Wheaton Rd.	East	Ogden Av. to Naperville Rd.	Arterial

These locations were selected based on the opportunity to provide for enhanced mobility and safety as follows:

- Proximity to a School
- Connectivity to the Sidewalk Network
- Safe Walk Route (no existing parallel route available)

While the segment on Book Road is not a designated school walk route, sidewalk in this location will provide connectivity between residences and the Forest Preserve District of Will County Riverview Farmstead, as well as a proposed future extension of the DuPage River Trail. Although not school walk routes, the sidewalk gaps on Burlington Avenue and East Avenue provide connectivity between residential and commercial uses, and the sidewalk gap on Naperville/Wheaton Road completes the sidewalk network on this minor arterial roadway. The

<sup>4</sup> Indicates this location is eligible for Illinois Safe Routes to School (SRTS) Program funding.

gaps on Burlington Avenue, East Avenue and Naperville/Wheaton account for approximately 5.5 percent of the total project cost of \$300,000.

Illinois Safe Routes to School (SRTS) Program

In December 2010, the City of Naperville submitted an application for the Illinois Safe Routes to School (SRTS) Program. The Safe Routes to School Program supports projects and programs that enable walking and bicycling to and from school. The city is eligible to receive up to \$250,000 for installation of sidewalk along school walk routes. The Safe Routes to School Program provides 100% project funding; no local match is required.

The announcement of the recipients of the SRTS Program funding is expected in mid to late 2011. In the event the city is selected for the SRTS Program, the funds will be used to cover a portion of the total cost of the 2012 Annual New Sidewalk Program (\$300,000). The SRTS Program funds would be allocated to the installation of sidewalk in Naperville Heights and East Highlands, the subdivisions with the highest concentration of sidewalk gaps. The 2012 Annual New Sidewalk Program includes sidewalk gap locations eligible for the SRTS Program, as noted in the table on the previous page.

Future Sidewalk Gap Installations

Based on the priority system, the following sidewalk gaps have been identified as the next priorities for installation through future construction programs (Attachment 2). These locations will be further evaluated to develop the 2013 Annual New Sidewalk Program.

No.	Street Name	Side of Street	Gap Segment	Location
1.	West St.	West	Douglas Av. to Spring Av.	Laird Woods
2.	Cottage Av.	South	Fremont St. to West St.	Laird Woods
3.	Sleight St. <sup>5</sup>	West	Loomis St. to Hillside Rd.	East Highlands
4.	Wellner Rd. <sup>5</sup>	West	Loomis St. to Sleight St.	East Highlands
5.	Wehrli Dr. <sup>5</sup>	West	Hillside Rd. to Wright St.	East Highlands
6.	View Ct. <sup>5</sup>	North	Wellner Rd. to Wehrli Dr.	East Highlands
7.	Webster St. <sup>5</sup>	West	11th Av. to Ogden Av.	Naperville Heights
8.	12th Av. <sup>5</sup>	North	Eagle St. to Washington St.	Naperville Heights
9.	Plainfield/Naperville Rd.	West	Oswego Rd. to Buttonwood Cr.	Other Non-Arterial
10.	Hillside Rd.	South	Webster St. to Knoch Park	Other Non-Arterial
11.	River Rd.	East	Aurora Av. to Oswego Rd.	Other Non-Arterial
12.	Worthing Dr.	North	Washington St. to 2347 Worthing Dr.	Other Non-Arterial
13.	Highland Av.	North	Wright St. to Columbia St.	Other Non-Arterial
14.	Aurora Av.	South	River Rd. to Wild Cherry Rd.	Arterial
15.	Washington St.	East	Gartner Rd. to Pioneer Park	Arterial

<sup>5</sup> Indicates this location is eligible for Illinois Safe Routes to School (SRTS) Program funding.

*2012 Annual New Sidewalk Program*

*June 4, 2011*

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**Public Input**

In advance of the Transportation Advisory Board meeting, affected residents and commercial properties (e.g., Naperville/Wheaton Road) were notified of the city's intent to construct sidewalk at these locations. Affected residents are defined as *all* property owners along the side of the roadway segment where sidewalk construction is proposed, whether their residence currently has sidewalk or not. Notice was also published in the Naperville Sun and on the city's website. A copy of public correspondence regarding the 2012 Annual New Sidewalk Program is provided as Attachment 3.

Residents of the Naperville Heights subdivision have provided a letter outlining sidewalk gap installation priorities (Attachment 3). As part of the annual new sidewalk program, sidewalk will continue to be installed in Naperville Heights incrementally. As noted on the previous pages, seven (7) locations in Naperville Heights were selected for inclusion in the 2012 Annual New Sidewalk Program. In the event the City Council reduces the program budget to \$150,000, three (3) locations in Naperville Heights will be installed.

**Bicycle and Pedestrian Advisory Committee Action**

The Bicycle and Pedestrian Advisory Committee (BPAC) considered the 2012 Annual New Sidewalk Program on May 16, 2011. No members of the public provided testimony during this meeting. The Bicycle and Pedestrian Advisory Committee requested clarification on the sidewalk gaps recommended for the 2012 Annual New Sidewalk Program. Staff clarified the recommended 2012 Annual New Sidewalk Program includes sidewalk gap locations totaling \$300,000, listed as Program A and Program B (Attachment 4). Clarification on the Illinois Safe Routes to School Program was also requested; staff clarified the city is eligible to receive up to \$250,000. At the conclusion of their discussion, BPAC recommended approval of the 2011 Annual New Sidewalk Program (7-0).

**RECOMMENDATION:**

Approve the recommendation establishing the 2012 Annual New Sidewalk Program.

**ATTACHMENTS:**

1. Summary of Sidewalk Gap Inventory Priority System
2. Map of Recommended Locations for the Annual New Sidewalk Program
3. Public Correspondence
4. Draft May 16, 2011 BPAC Meeting Minutes

**Summary of Sidewalk Gap Inventory Priority System**

The priority system is used to phase installation of the 368 sidewalk gaps identified throughout the city. Consistent with the 2004 Comprehensive Sidewalk Policy, the following factors were evaluated to determine phasing for installation of each identified sidewalk gap. The 2012 Annual New Sidewalk Program was developed based on these factors; future year sidewalk programs will also be developed using the priority system.

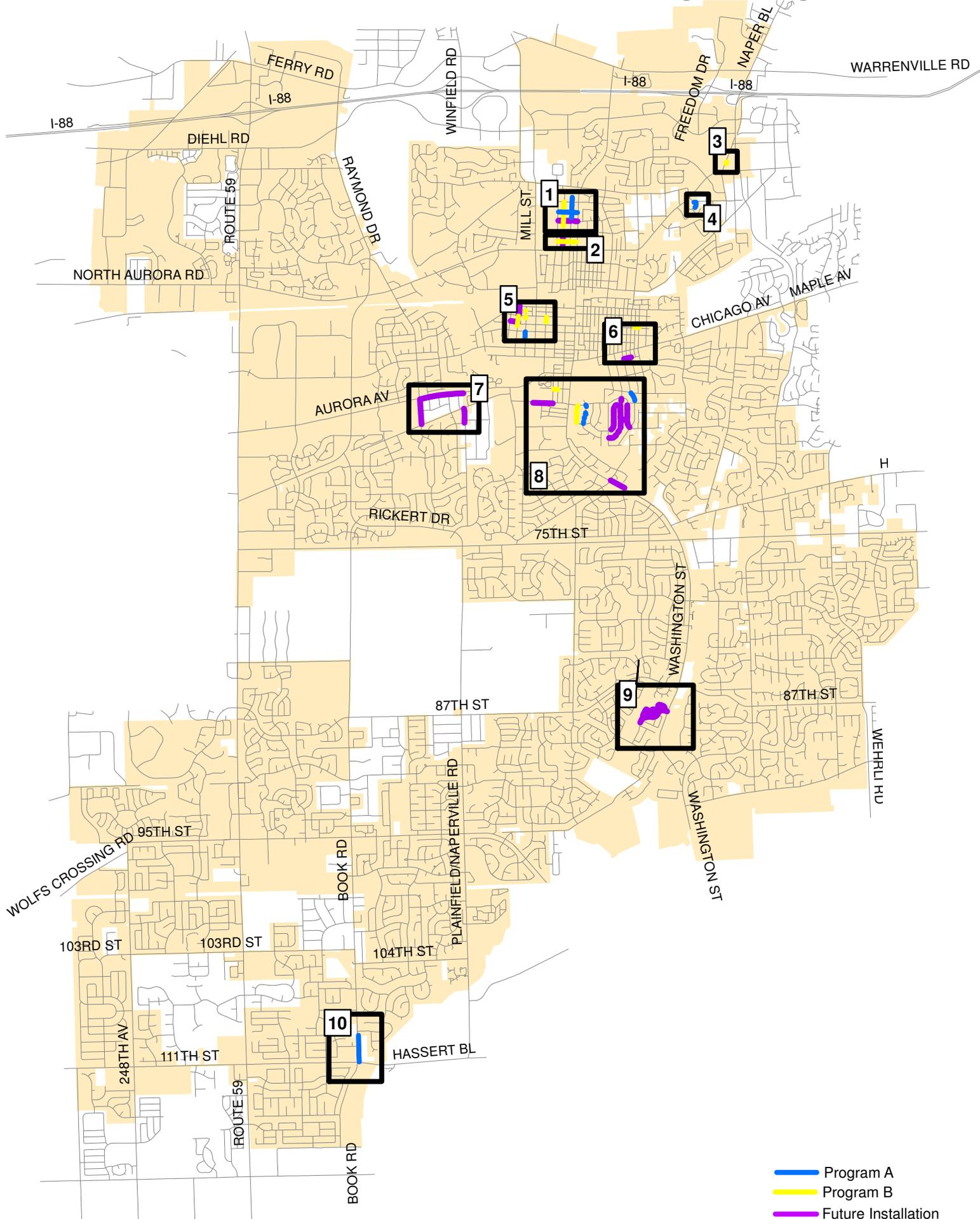
- **Sidewalk Connectivity** – To enhance pedestrian mobility throughout the city, sidewalk gap locations which provide connectivity to the existing sidewalk network were assigned a higher priority than stand alone sidewalk gaps which provide no opportunity for connectivity to the existing network. Sidewalk gaps along a cul-de-sac or dead end street were not prioritized for near-term installation as they do not offer a through travel route for pedestrians.
- **Parallel Routes** – To provide safe pedestrian routes throughout the city, sidewalk gaps located along non-arterial roadways which currently have no sidewalk or discontinuous sidewalk on the opposite side of the street are given higher priority than gap segments which have continuous sidewalk available on the opposite side of the street. Introducing sidewalk in locations which are currently not served or underserved provides for a safe pedestrian route along these roadways.

It should be noted that this factor was not used for arterial roadways as it is the city’s policy to provide for continuous sidewalk along both sides of arterial roadways. Arterial roadways generally experience higher traffic volumes and vehicle speeds; therefore, sidewalk is preferred on both sides of the street in order to provide safe pedestrian routes for all users and reduce the demand for pedestrian crossings.

- **Proximity to a School** – To provide for safe pedestrian access to schools, sidewalk gap locations located within one quarter mile of a school are given priority over those locations not located near a school. As shown in the table below, approximately 41% of all sidewalk gaps identified throughout the city are located within one quarter mile of a school.

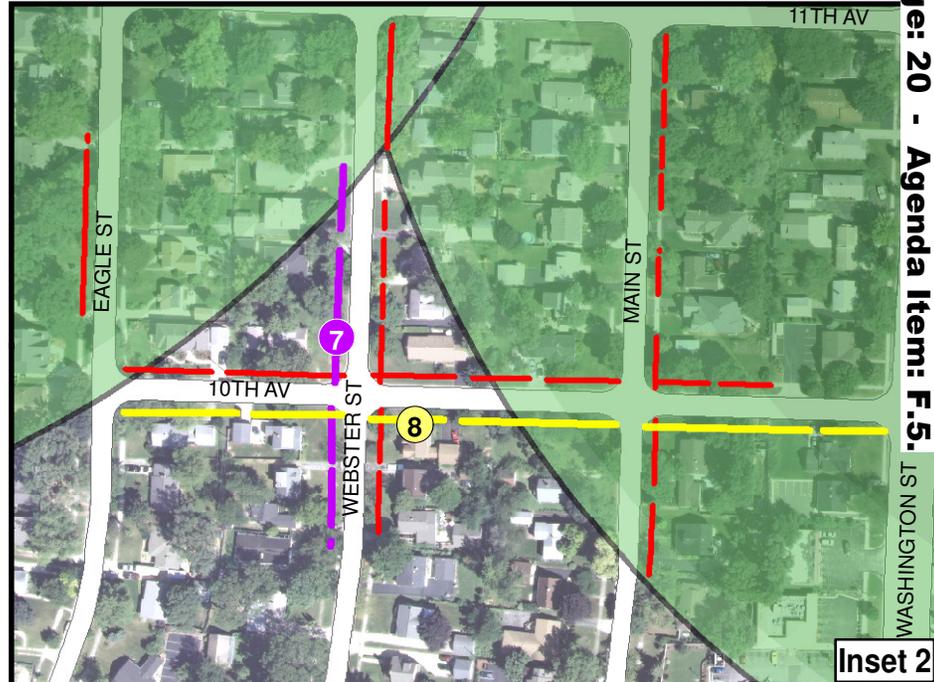
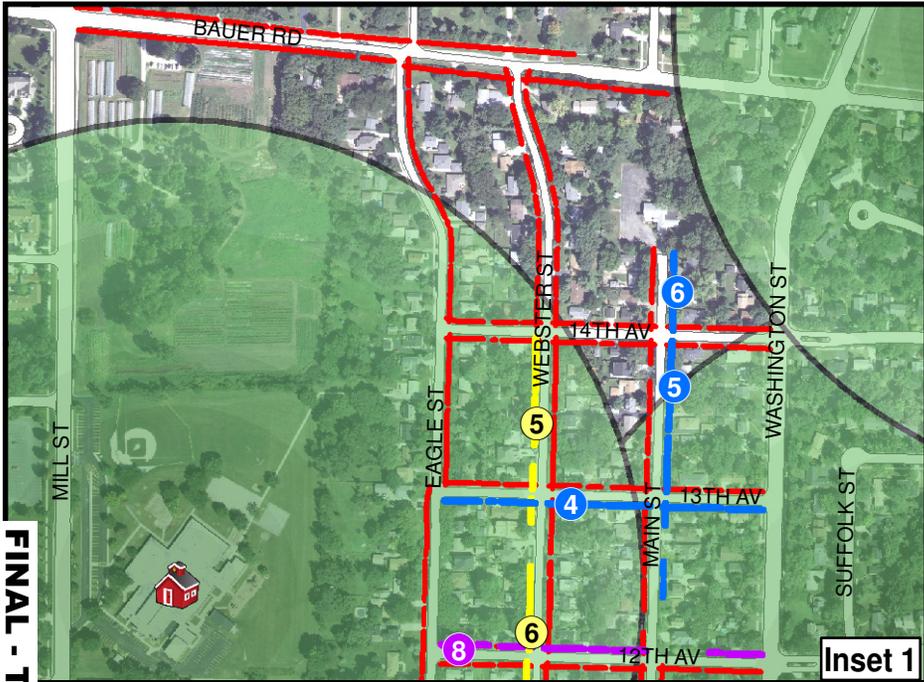
	<b>Number of Sidewalk Gaps within 1/4 mile of a School</b>	<b>Total Length of Sidewalk Gaps within 1/4 mile of a School (approx.)</b>
Arterial Roadways	19	7.5 miles
Non-Arterial Roadways	131	15.8 miles
Total	150	23.3 miles

- **Roadway Classification** – To enhance pedestrian safety along roadways with higher traffic volumes and vehicle speeds, major and minor arterials are given priority over local roadways as defined by the city’s Master Thoroughfare Plan. With the large number of vehicles on these roadways continuous sidewalk is needed on both side of the street. Also arterial sidewalk gaps are often significant barriers to pedestrians due to their traffic volumes.
- **Public Input** – Based on the aforementioned factors, the annual new sidewalk program is developed for public review and comment. The program may be adjusted based on public input received through the public hearing process. Public input submitted throughout the year is evaluated by city staff during the development of the annual new sidewalk program.

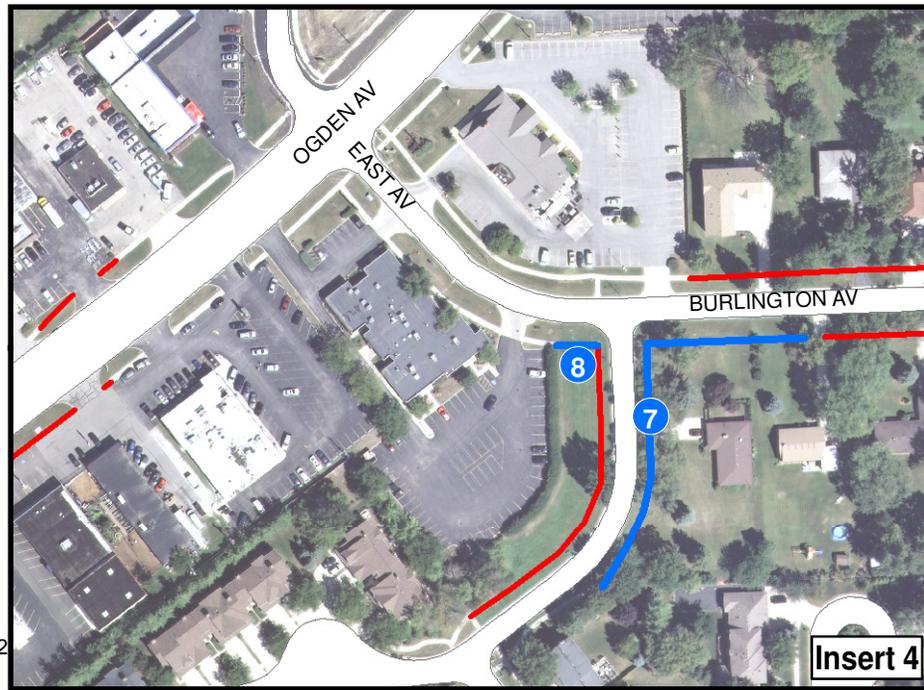


- Program A
- Program B
- Future Installation

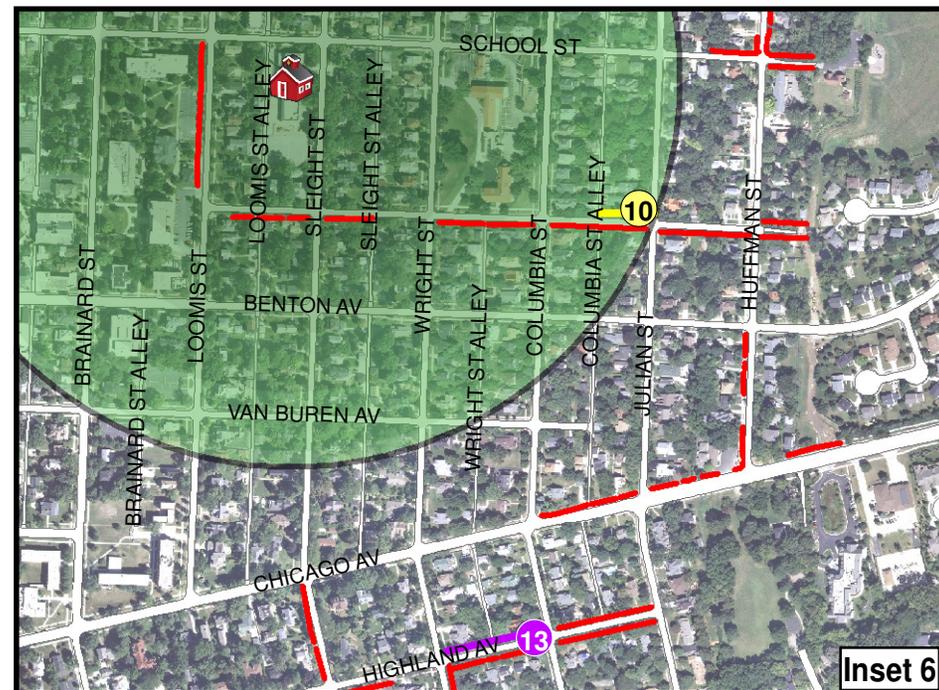
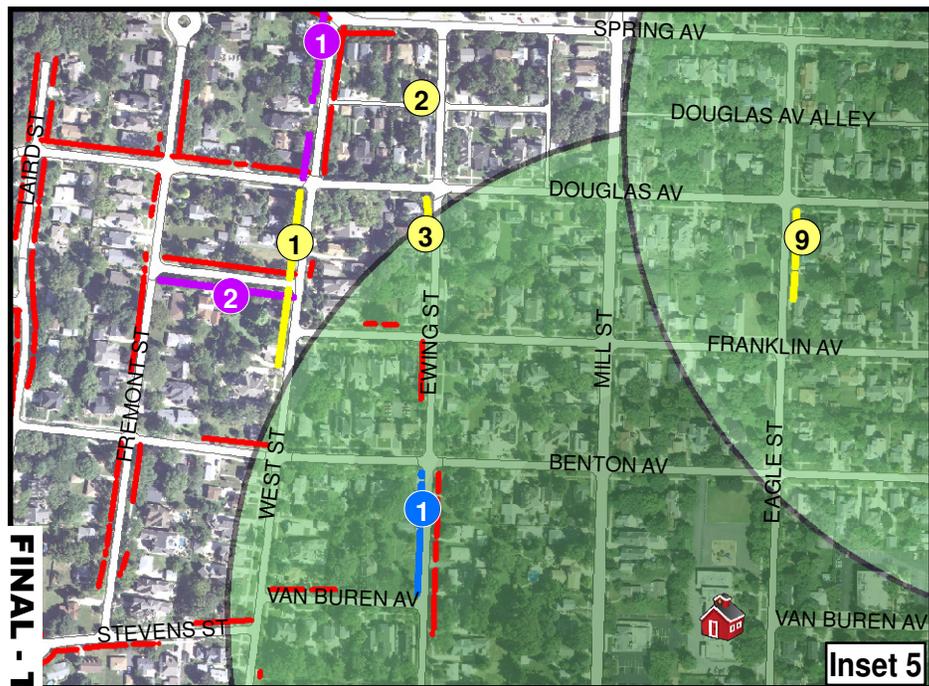
# 2012 Annual New Sidewalk Program (Insets 1-4)



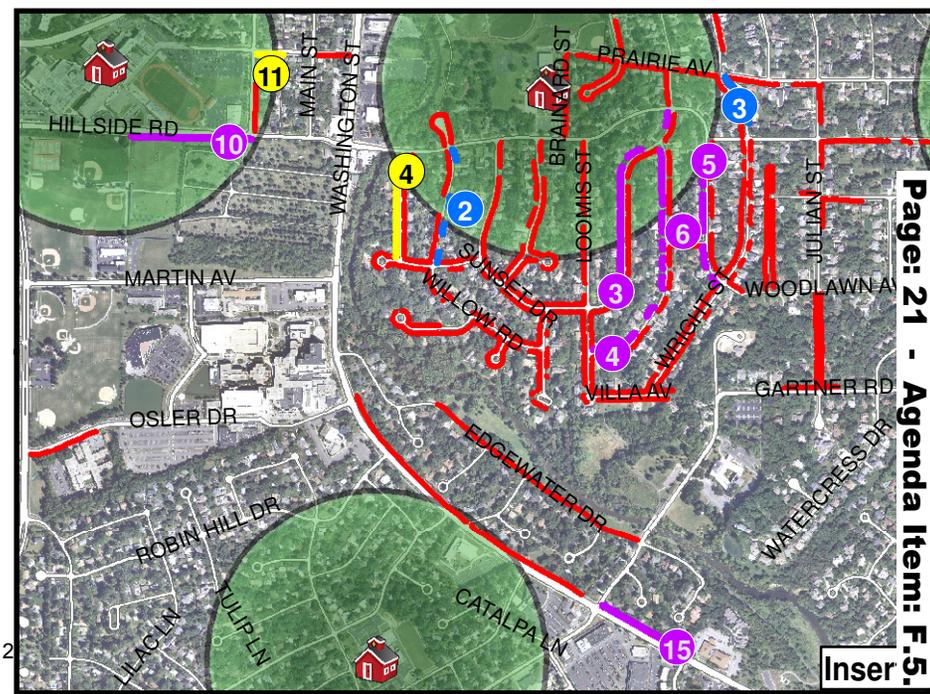
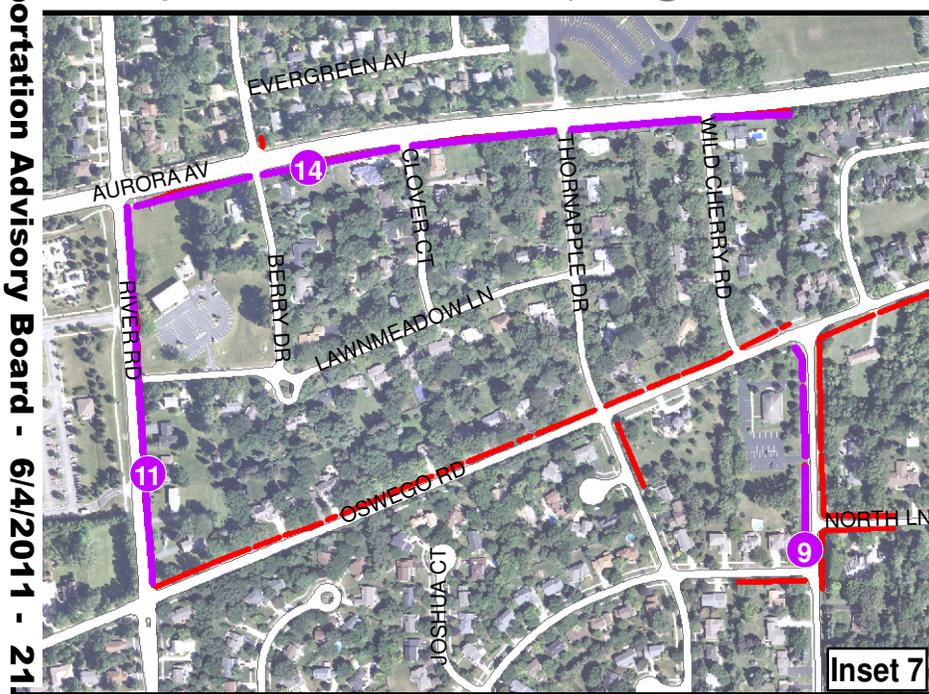
- Program A
- Program B
- Future Installation
- - - Sidewalk Gaps
- School
- 1/4 mile from school



# 2012 Annual New Sidewalk Program (Insets 5-8)

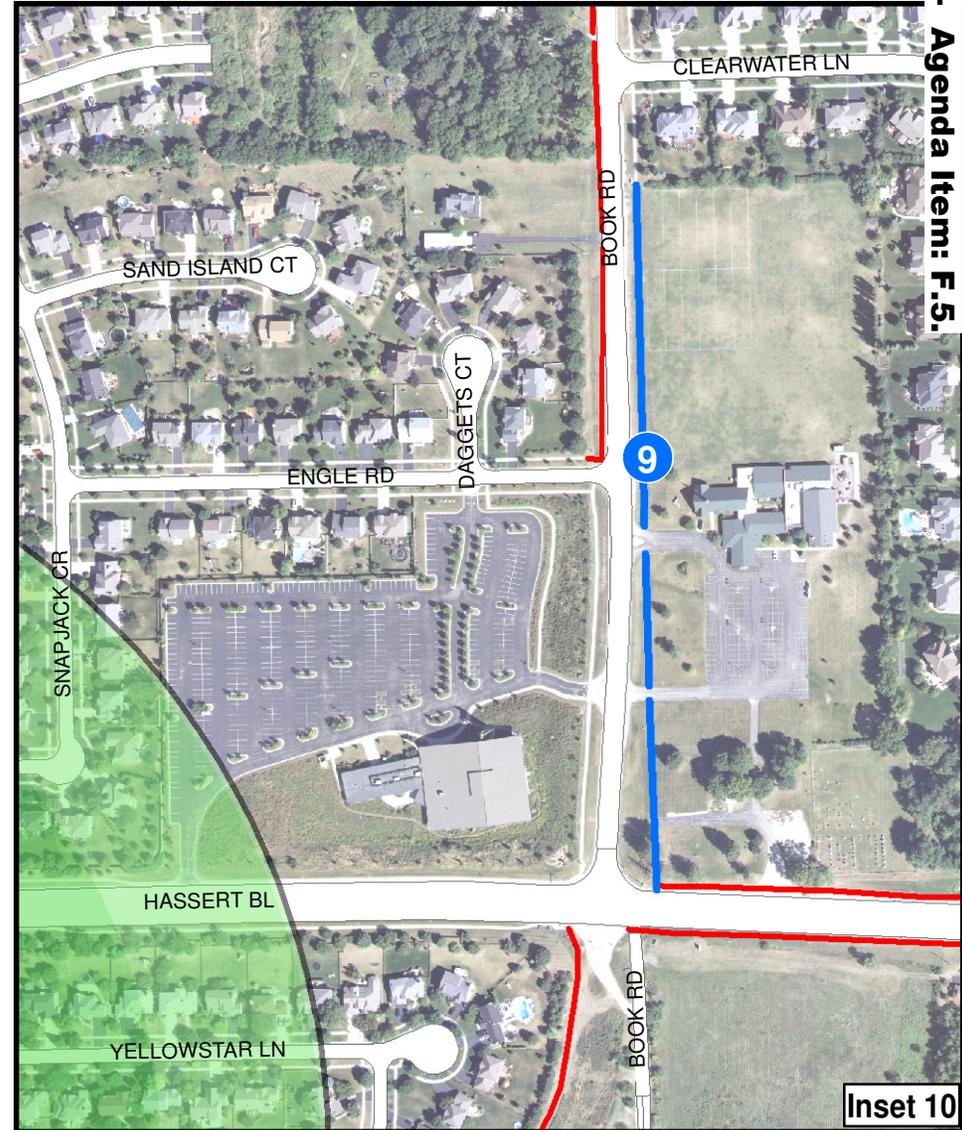
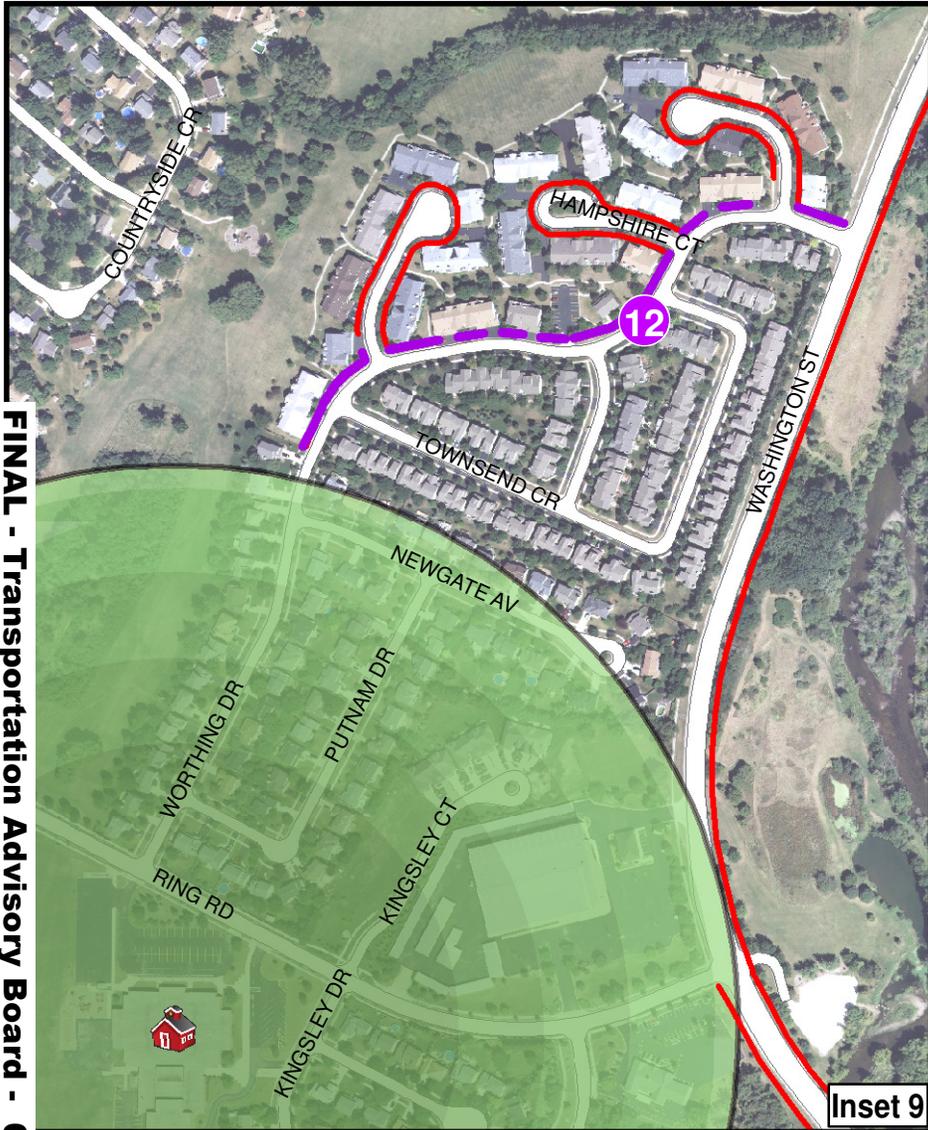


- Program A
- Program B
- Future Installation
- - - Sidewalk Gaps
- School
- 1/4 mile from school



FINAL - Transportation Advisory Board - 6/4/2011 - 211

# 2012 Annual New Sidewalk Program (Insets 9-10)



- Program A
- Future Installation
- Program B
- Sidewalk Gaps
- School
- 1/4 mile from School

Fancler, Rory

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**Subject:** FW: Sidewalks

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**From:** GEORGE FESSLER [<mailto:fess27@sbcglobal.net>]

**Sent:** Wednesday, May 18, 2011 12:27 PM

**To:** Marquez, Sean

**Subject:** Sidewalks

Confirming our telephone conversation on May 17 2011 regarding my concerns about the installation of a sidewalk in front of my home at 27 N. West, St.

1. There is only 29 feet between the curb and my front steps. The house was built in 1834. 177 years ago there where no setbacks or codes to follow. If a sidewalk installed with the usual 15' of parkway and 5' sidewalk, the walk would be only 9' from my home which from a privacy standpoint alone is not acceptable.

2. I would loose 3 or 4 trees.

3. Health problems will make it impossible to maintain 130' of sidewalk in the winter time.

I would like to submit an option. The house has been lived in by the same family since 1834. I will be the last one to live here. I'm in my 70's and in poor health. Sometime in the near future the property will be sold for a tear down.

Why not delay the sidewalk until that time and setbacks and codes can be applied at that time.

Sincerely.

George H. Fessler

**Fancler, Rory**

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**From:** Elaine Conroy [elaineconroy33@hotmail.com]  
**Sent:** Thursday, April 14, 2011 11:51 AM  
**To:** Marquez, Sean; Fancler, Rory  
**Subject:** Naperville Heights Sidewalks 2012

Dear Rory and Sean,

Per your suggestion, the neighbors in Naperville Heights have worked together to prioritize the sidewalk plan for 2012. We have reviewed the map of existing sidewalks and looked at the paths to Mill St. School, as well as the overall flow of sidewalks in the neighborhood. While our ultimate goal remains to have a sidewalk on each side of every street in the neighborhood, we have a suggestion for where to designate our share of the 2012 sidewalk budget.

After the completion of sidewalks in 2011 we will have an east-west sidewalk leading to Eagle Street and the path to Mill St. Elementary School on one side of every street except 10th and 13th. We would like to see one side of 13th street completed in 2012 to accommodate the large number of elementary school age children in the middle of our neighborhood. The completion of 13th street would allow most children in the neighborhood some sidewalk connection to Eagle Street to get to school safely.

The other issue we have with sidewalks is connectivity. Right now there are many sidewalk segments that lead to nowhere. There are also many blocks that exist with connections on the other side of the street. With safety as our main concern, we don't like having to continually cross the street to stay on a sidewalk. For example, Main Street has a sidewalk on the east side between 10th and 11th and (after completion this summer) the west side from 11th to 12th. We feel it would be safer and more logical not to have to zigzag back and forth across the street in order to stay on the sidewalk. Main Street in particular becomes very dangerous with speeding cut-through traffic during rush hour. It is the primary path for the many cut-through drivers we see in our neighborhood. There is also a church at the north end of Main Street that creates a lot of traffic with drivers who are inconsiderate of the families living on this street. Therefore, we would also like to see one entire side of Main Street completed in 2012. Looking at the map of existing sidewalks including what will be completed this summer, we would suggest the east side of Main Street. It seems to us this would be the most cost efficient proposal.

Finally, a question arose during our discussion related to this issue of having to cross the street to walk on a sidewalk regarding 14th street, which is scheduled for completion this summer. Because of the location of the church, there are considerably more houses south of 14th street as opposed to north. Many children live between 13th and 14th streets and would use the sidewalk on 14th street to walk to Mill St. School. We would prefer the south side of 14th street to be completed this summer. Again, it would be safer and easier for them to not have to cross an additional street to walk on a sidewalk. Please let us know if this is possible.

In summary, our suggestions for sidewalk completion in 2012 are: one entire side of 13th street and the completion of the entire east side of Main Street. We think this would be a fair designation of our portion of the City of Naperville sidewalk budget for 2012. This does not take into consideration the possibility that the city may be awarded money from the Safe Routes to School federal grant in 2012. If that money is awarded, we would like to see a much larger portion of sidewalks completed in our neighborhood. Please keep us updated if there is any information on that grant.

Thank you both very much for considering our suggestions and working with us to complete sidewalks in Naperville Heights. Please let us know what your thoughts are on our proposal and what your recommendation to TAB will be. We have an ever growing number of sidewalk supporters in our neighborhood who plan on attending the TAB meeting on June 4th.

Sincerely,

Elaine Conroy  
630-718-1379

**Fancler, Rory**

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**From:** Fancler, Rory  
**Sent:** Thursday, April 07, 2011 4:21 PM  
**To:** 'Elaine Conroy'; 'Lynn Morgan'; 'Paul Hanft'; 'Paul Ferak'; 'Paul & Michelle Neumann'; 'Andrew Bicker'; 'Jen & Scott Weber'; 'Bridget Anderson'; 'Donna Mohn'  
**Cc:** Marquez, Sean  
**Subject:** RE: 2012 Sidewalks Naperville Heights

Elaine,

Thank you for your email. In anticipation of the June 4 Transportation Advisory Board meeting (tentative), we have started the initial planning phase for the 2012 Annual New Sidewalk Program. Input from Naperville Heights residents would be appreciated at this time. In addition, input will be sought during the TAB meeting (same process as last year). We greatly appreciate the residents of Naperville Heights willingness to participate in the planning process, and would appreciate input on the prioritization of sidewalk gaps in your neighborhood. Please know that public input is one of many factors considered to develop the Annual New Sidewalk Program. We will keep you posted on the 2012 Annual New Sidewalk Program planning process progress and will notify you should the TAB meeting date change. In the meantime, please feel free to contact Sean or myself should you have any questions.

Thank you,  
Rory

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Rory Fancler, AICP, PTP  
Project Manager  
Transportation, Engineering, and Development  
City of Naperville  
400 South Eagle Street  
Naperville, Illinois 60540  
phone: (630) 305-3430  
fax: (630) 305-5986  
email: [fanclerr@naperville.il.us](mailto:fanclerr@naperville.il.us)



Please consider the environment before printing this e-mail.

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**From:** Elaine Conroy [<mailto:elaineconroy33@hotmail.com>]  
**Sent:** Monday, April 04, 2011 10:04 AM  
**To:** Marquez, Sean; Fancler, Rory; Lynn Morgan; Paul Hanft; Paul Ferak; Paul & Michelle Neumann; Andrew Bicker; Jen & Scott Weber; Bridget Anderson; Donna Mohn  
**Subject:** 2012 Sidewalks Naperville Heights

Hi Sean and Rory,

I hope you're both doing well. During our last email exchange, you indicated you would begin planning for the June TAB meeting this month. We in Naperville Heights are eager to continue building on the progress we're making with completing the sidewalk program in our neighborhood. We are looking forward to securing a large amount of sidewalks here for construction in 2012, and would like to know what you need from us to make that happen. We can and will plan to attend the June TAB meeting. In preparation for that, we would like to consult with you on the sidewalk plan for our neighborhood. If it would be helpful, we could get

together and map out what we feel are the highest priority streets and gaps. I'm sure the board remembers how passionate we are about getting sidewalks, but if it would help, we can compile more letters/petitions/signatures from residents in our neighborhood in favor of sidewalks.

If you could get back to me with the date of the June TAB meeting and what you would like from us, that would be appreciated.

Thank you very much for all your help and hard work in completing sidewalks in Naperville Heights.

Sincerely,

Elaine Conroy  
630-718-1379



**NAPERVILLE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE  
MINUTES OF MAY 16, 2011**

**A. Call to Order**

**7:00 p.m.**

**Attendance**

Present: Chairman Jaynes, DiGiovine-Gehrs, Luhrs, Peterson, Stocke, Swanson, Wong,  
Student Member Waked

Absent: Craighead, Nye, Student Member Dunk

Staff Present: Project Manager Rory Fancler, Project Engineer Jennifer Louden, Project  
Engineer Sean Marquez

**B. Public Forum**

Students from North Central College were in attendance to observe the meeting  
as part of an assignment for a business communications class.

**C. Minutes**

Approve the minutes from the February 21, 2011 Bicycle and Pedestrian  
Advisory Committee meeting.

Motion by: Stocke  
Second by: Luhrs

Approved  
(7-0)

**D. Correspondence**

**D1. Evaluation of Accessible Pedestrian Signal (APS) Requests (March 5, 2011 TAB Agenda Item)**

Louden noted that the intersection priorities recommendation by the APS  
Advisory Committee was approved by TAB (9-0).

**D2. FY11-12 Bicycle and Pedestrian Work Program (April 9, 2011 TAB Agenda Item)**

Louden noted that the FY11-12 Bicycle and Pedestrian Work Program was  
approved by TAB (10-0).

**E. Old Business**

**E1. Naperville Biking Map & Guide**

ATTACHMENT 4

Louden stated that the city worked with the Naperville Park District to update the Naperville Biking Map & Guide. The city purchased 6,400 copies of the map and will distribute the maps at city and park district offices, libraries and bike shops.

**F. New Business**

**F1. 2012 Annual New Sidewalk Program**

Project Manager Rory Fancier provided an overview of the 2012 Annual New Sidewalk Program. There are currently 368 gaps, totaling 64 miles, in the city's sidewalk network. The purpose of the Annual New Sidewalk Program is to programmatically install sidewalk in the gap locations. Locations for new sidewalk are chosen using a priority system based on a number of criteria. Two programs, A and B, are proposed for 2012 based on different levels of funding. The city is also seeking a Safe Routes to School grant to fund eligible segments within the program.

Bicycle and Pedestrian Advisory Committee Discussion:

- Peterson asked for clarification on proposed Programs A and B. Fancier responded that for the 2012 Annual New Sidewalk Program, staff is recommending an increased level of funding. If approved by City Council, Programs A and B will be implemented at an estimated cost of \$300,000. If the additional funding is not approved, only Program A will be implemented at an estimated cost of \$164,000.
- DiGiovine-Gehrs and Wong requested additional information regarding the Safe Routes to School grant program. Fancier responded that the maximum funding amount possible is \$250,000 and that the selection criteria vary. The city has unsuccessfully applied for this funding in the past. Marquez added that the city's current application is the strongest application submitted to date.
- Swanson requested information regarding the city's practice for providing pedestrian detours when sidewalks are under construction. Marquez responded that the city has a practice of keeping one side of the street open to the extent possible and to provide detour notification at crossing points. Swanson responded that the ideal condition would be to provide a temporary sidewalk in the street so that pedestrians do not have to cross and that the city should improve its practice in the coming years.

The Bicycle and Pedestrian Advisory Committee moved to approve the recommendation establishing the 2012 Annual New Sidewalk Program.

Motion by: Luhrs  
Seconded by: Wong

Approved  
(7-0)

**F2. Bike Month 2011**

Louden provided an overview of the plans for Bike Month 2011, which will take place in June:

- The June utility bill insert will include information regarding Bike Month activities and will promote the availability of the Naperville Biking Map & Guide.
- The city will participate in the Bike to Metra Commuter Challenge with the Active Transportation Alliance and DuPage County. The event will take place at the Naperville Metra Station on June 13 from 6:30 to 8:30 a.m. Any person who commutes by bike to the train station will receive a gift bag.
- A BPAC meeting will be held on June 20, 2011.

Bicycle and Pedestrian Advisory Committee Discussion:

- Luhrs commented that he was recently in Auburn, AL, a bronze-level Bicycle Friendly Community, when they held their annual Bike Bash. The event blocked off streets within their central business district and was geared towards teaching elementary age children about bicycling. Luhrs suggested that the city consider events of this type in the future and questioned if Safety Town could be used.
- Stocke agreed that the city should pursue these types of events in the future and noted that any events could include bicycle recycling/refurbishing activities such as those done by Working Bikes.
- Jaynes agreed that the city should look to increase education and encouragement activities in upcoming years.

### **F3. Green Earth Fair**

Luhrs and Stocke provided an overview of the feedback and questions they received during the Green Earth Fair on May 1, 2011:

- The installation of pedestrian and bicycle accommodations along the south Washington Street bridge over the DuPage River needs to be a priority.
- A direct bicycle connection should be made along Washington Street between Ring Road and Royce Road. Some bicyclists would like to use this as a more direct route than following the DuPage River Trail through Knoch Knolls Park.
- The portion of the DuPage River Trail along Knoch Knolls Road should be continued beyond Knoch Knolls Park to provide a direct connection to 95<sup>th</sup> Street.
- Residents were interested in plans for connections to other towns.
- A greater number of fair attendees biked to the event this year, which can be attributed to the completion of DuPage River Trail Segment 4.

**G. Next Meeting** June 20, 2011

**H. Adjournment** Motion by: DiGiovine-Gehrs 7:45 p.m.  
Seconded by: Stocke



# Naperville

## TRANSPORTATION ADVISORY BOARD AGENDA ITEM

**AGENDA DATE:** 6/4/2011

**SUBJECT:** Bicycle and Pedestrian Advisory Committee Appointment

**ACTION REQUESTED:** Re-appoint Jeannette DiGiovine-Gehrs as a member of the Bicycle and Pedestrian Advisory Committee through June 30, 2013.

**PREPARED BY:** Jennifer Louden, Project Engineer

**ACTION PREVIOUSLY TAKEN:**

Date	Item No.	Action

**BACKGROUND:**

The term of current Bicycle and Pedestrian Advisory Committee (BPAC) member Jeannette DiGiovine-Gehrs will expire on June 30, 2011.

**DISCUSSION:**

Ms. DiGiovine-Gehrs has shown a strong commitment to the committee and provides valuable insight and knowledge of the city’s bicycle and pedestrian network. Staff supports the re-appointment of Jeannette DiGiovine-Gehrs to BPAC for another two-year term.

**RECOMMENDATION:**

Re-appoint Jeannette DiGiovine-Gehrs as a member of the Bicycle and Pedestrian Advisory Committee through June 30, 2013.

Cc: Bicycle and Pedestrian Advisory Committee





# Naperville

## TRANSPORTATION ADVISORY BOARD AGENDA ITEM

**AGENDA DATE:** 6/4/2011

**SUBJECT:** Recommendation to Establish a Valet Parking Transfer Zone on Jefferson Avenue for Kuma's Asian Bistro

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**ACTION REQUESTED:** Approve the recommendation to establish a valet parking transfer zone on the south side of Jefferson Avenue from a point 146 feet east of Washington Street to a point 183 feet east of Washington Street for Kuma's Asian Bistro.

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**PREPARED BY:** Anastasia Urban

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**ACTION PREVIOUSLY TAKEN:**

Date	Item No.	Action
N/A	N/A	N/A

**BACKGROUND:**

City Council approved Ordinance 03-178 in August 2003 establishing regulations to provide for safe operation of valet parking services in the Central Business District. The Transportation Advisory Board's role is to review all valet parking permit applications and staff's recommendation establishing appropriate transfer zones. In addition, TAB is to make recommendations to the City Council as these requests arise. The City Council may, in its sole discretion, revoke or move a transfer zone at any time if it determines that the transfer zone, or its location, has increased traffic congestion or traffic hazards in the public streets, or otherwise has impaired the public health, safety or welfare.

Silver Crown Valet submitted an application, on behalf of Kuma's Asian Bistro located at 216 S. Washington Street, for valet parking permit for Thursday, Friday and Saturday, 5pm to 11pm, under the terms of the ordinance.

**DISCUSSION:**

Valet parking services are not allowed on Washington Street. While Kuma's Asian Bistro fronts Washington Street, they have requested valet parking service on Jefferson Avenue. Based upon site investigation and discussion with the representative, a valet parking transfer zone is recommended for two parallel parking spaces directly east of the existing accessible parking stall on the south side of Jefferson, east of Washington.

*Valet Parking Transfer Zone for Kuma's*

*June 4, 2011*

*Page 2 of 2*

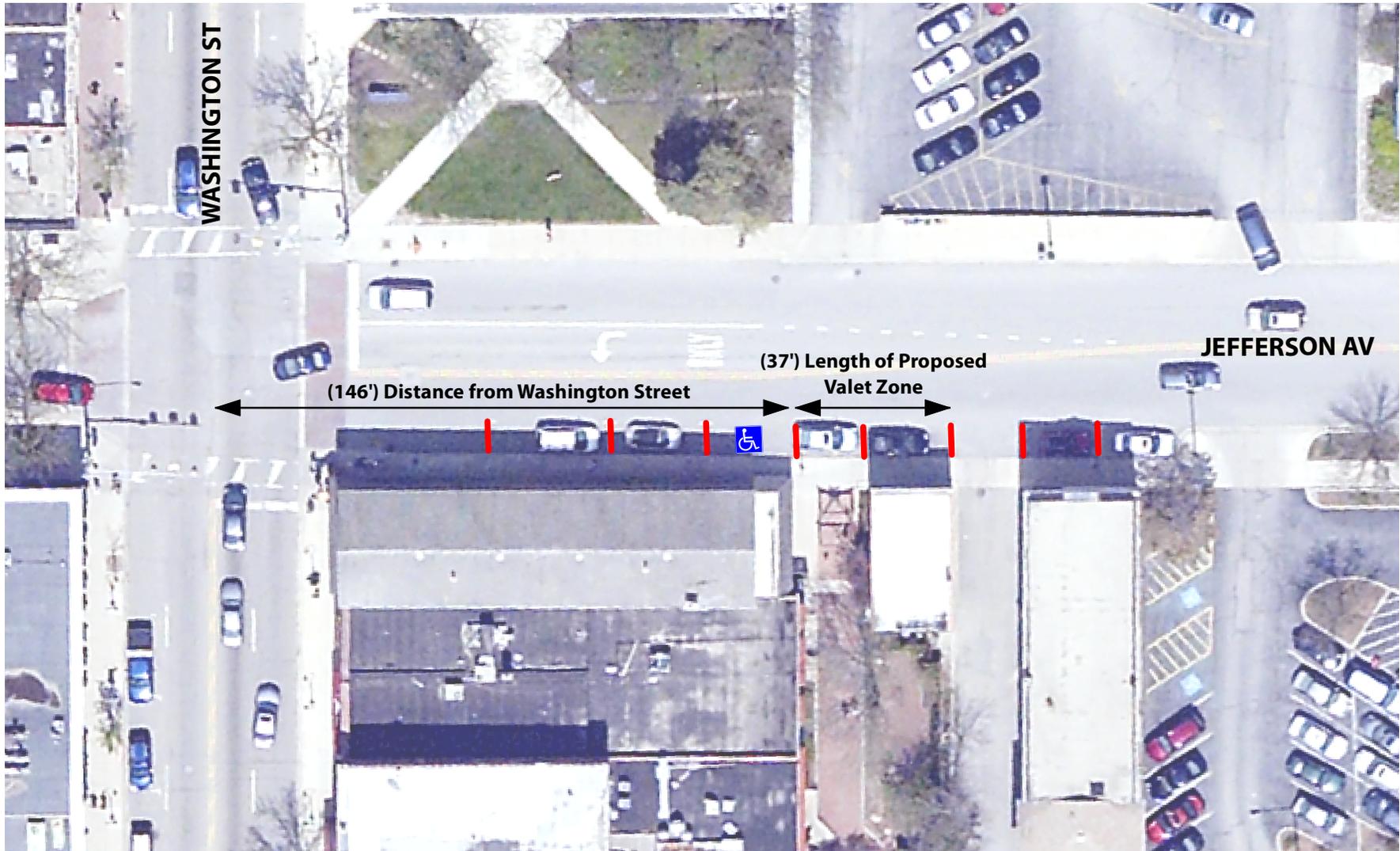
**RECOMMENDATION:**

Approve the recommendation to establish a valet parking transfer zone on the south side of Jefferson Avenue from a point 146 feet east of Washington Street to a point 183 feet east of Washington Street for Kuma's Asian Bistro.

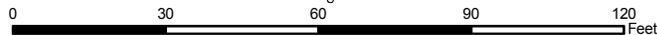
**ATTACHMENTS:**

1. Location Map

City of Naperville  
**Jefferson Avenue Valet**



Transportation, Engineering and  
Development Business Group  
Questions Contact (630) xxx-xxxx  
www.naperville.il.us  
May 2011



This map should be used for reference only.  
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**CITY OF NAPERVILLE  
MEMORANDUM**

**DATE:** May 12, 2011

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

**FROM:** Karyn Robles, Transportation and Planning Team Leader

**SUBJECT:** Update on Route 714 Funding and Summer Schedule

**PURPOSE:**

This memorandum provides the City Council information regarding the continued funding and the upcoming summer schedule of Route 714, the College of DuPage (COD) Connector.

**BACKGROUND:**

Route 714, the COD Connector, began operation in August 2006 and provides service between the City of Naperville, the College of DuPage, and the City of Wheaton. Originally funded through a Congestion Mitigation Air Quality (CMAQ) by the Chicago Metropolitan Agency for Planning (CMAP), the CMAQ grant expired in October 2008. At that time, Pace and several local funding partners began financing the continued of operation of Route 714.

**INFORMATION:**

*Route Funding*

In April 2010, the City Council approved an agreement that provides \$30,000 towards the ongoing operation of Route 714 through November 2011. DuPage County and the College of DuPage have also agreed to provide \$30,000 each towards the continued operation of the route.

In August 2009, the City of Wheaton opted to withdraw their funding from the route. At that time, the City of Wheaton indicated that they would be open to reconsidering funding the operations of Route 714 when the College of DuPage agreed to provide funding for the Route. After the College of DuPage agreed to make a \$30,000 funding commitment, the local funding partners approached the City of Wheaton to see if they would reconsider their funding commitment. On May 9, 2011, the City of Wheaton voted against providing additional funds towards Route 714. While additional funds would have helped to reduce the amount of funding required by the local funding partners, Wheaton's decision not provide funding will not impact the route in the short term since a funding agreement is in place for the route through November 2011.

*Summer Schedule*

Beginning in early June 2011, a reduced schedule will be implemented for Route 714. This summer schedule will be in place through early August. This modification to the Route 714 schedule is not a result of Wheaton's decision, but is the result of the local funding partners working with Pace to evaluate the route and to identify opportunities to make Route 714 more efficient. Since 50% of the Route's ridership comes from the College, the Route 714 schedule is being modified for the summer months in order to better match the reduced ridership and COD's

*Page 2*

*May 13, 2011*

*Route 714 Update*

summer class schedule. This schedule modification will reduce route operating costs and is something that is done on other routes that serve educational facilities in the region.

Staff will work closely with Pace to notify riders of the upcoming schedule change. Notice of the schedule change will be provided through the city's website, e-newsletter, notices posted at the train station and through rider notices posted on the bus.

**CONCLUSION:**

Please include this in the May 13, 2011 Manager's Memorandum.

Cc: Transportation Advisory Board  
Tam Kutzmark, DuPage Mayor's & Manager's Conference

**CITY OF NAPERVILLE  
MEMORANDUM**

**DATE:** May 13, 2011

**TO:** Douglas A. Krieger, City Manager  
Marcie Schatz, Director – TED Business Group

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

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

**SUBJECT:** **MM Item: 5th Avenue Study Implementation Update - New Signage at Washington Street/School Street**

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**PURPOSE:**

To provide the City Council with an update on implementation of an action item identified in the 5th Avenue Study.

**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 in the vicinity of the Naperville Metra Station, and streetscape enhancements for Washington Street (between Ogden Avenue and Benton Avenue).

The 5th Avenue Study Implementation Action Plan includes an evaluation of a leading pedestrian phase on School Street at Washington Street with a pedestrian “walk” signal starting before the vehicular “green” signal<sup>1</sup>. This implementation action item was developed in order to address the conflict between pedestrians and northbound vehicle traffic turning east onto School Street. This conflict was identified as a concern by Washington Junior High School and School District 203 during the 5th Avenue Study planning process.

**DISCUSSION:**

In Fall 2010, with assistance from Delcan, a consulting engineering firm, city staff completed an evaluation of opportunities to minimize the conflict between the pedestrian and northbound vehicular traffic turning east onto School Street. Three options were evaluated for this intersection:

- Leading Pedestrian Phase - Pedestrian “WALK” signal starts before the vehicular “green” signal;
- All Pedestrian Phase - Pedestrian “WALK” signal for Washington Street and School Street while all vehicular traffic is stopped; and
- Pedestrian Overlap Phase – Pedestrian “WALK” signal for School Street overlaps with the vehicular “green” signal on Washington Street. With the pedestrian overlap phase, changes would be needed to the southbound left-turn movement.

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<sup>1</sup>Implementation Action Item No. 18, page 47 of the 5th Avenue Study.

Based on the impacts to pedestrian crossing time, pedestrian awareness of vehicular traffic, and traffic signal operation consistency along the Washington Street corridor, staff determined these three traffic signal modifications were not appropriate for the intersection of Washington Street/School Street at this time.

Instead, in order to increase motorist awareness of pedestrians in the crosswalk, it was determined that activated LED signs were the most appropriate treatment for the intersection of Washington Street/School Street. The signs are activated when the pedestrian "WALK" indication is lit, continues through the flashing "DON'T WALK" and then end when the steady "DON'T WALK" comes up. In April 2011, two LED signs were installed at the intersection notifying "Right Turn Yield to Peds". Washington Junior High School has expressed support for the new signage. Staff will continue to monitor the functionality of the signs and driver compliance.

**RECOMMENDATION:**

Include this report in the May 13, 2011 Manager's Memorandum.

cc: Transportation Advisory Board

**CITY OF NAPERVILLE  
MEMORANDUM**

**DATE:** February 10, 2011

**TO:** Douglas A. Krieger, City Manager

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

**FROM:** Karyn Robles, Transportation and Planning Team Leader

**SUBJECT:** Commuter Parking Pay By Phone System

**PURPOSE:**

This purpose of this memorandum is to provide the City Council with information regarding the new Pay By Phone option that will be offered to commuters at the Naperville and Route 59 Metra Stations.

**INFORMATION:**

In January 2011, new daily fee parking machines were installed at the Naperville and Route 59 Metra Stations. The new daily fee machines currently accept cash, smart card, and credit card payments. As a way to offer commuters an additional form of payment, beginning on Friday, May 20, 2011, the city will begin accepting payments by phone through a Pay By Phone system offered by Verrus.

The Pay by Phone system allows commuters to register a cell phone number and credit card on the Pay By Phone website. After they are registered, the commuters are able to pay for their daily fee parking space by calling a toll free number or by logging in to the website. The city's daily fee system is updated automatically to show that the parking space has been paid for, and the customer receives a receipt of payment via email. There is a \$0.35 transaction fee for using the pay by phone system that is in addition to the standard parking fee. The transaction fee goes to Verrus and covers the cost of providing the service.

Commuters have been notified of the new Pay By Phone system through a variety of methods including the Commuter Connection e-newsletter, notices posted at the daily fee machines, signage at the Metra Stations and through the city's website.

**CONCLUSION:**

Please include in the May 20, 2011 Manager's Memorandum.

Attachment: Pay By Phone brochure (Council only)

cc: Transportation Advisory Board



**CITY OF NAPERVILLE  
MEMORANDUM**

**DATE:** May 13, 2011

**TO:** Doug Krieger, City Manager  
Marcie Schatz, Director of TED

**THROUGH:** Karyn Robles, Transportation & Planning Team Leader

**FROM:** Anastasia Urban, Project Manager - TED

**SUBJECT:** Metra Naperville Station Platform Improvement Project Update

**PURPOSE:**

The purpose of this memorandum is to provide the City Council with an update regarding the Naperville Metra Station Platform Improvement project.

**BACKGROUND:**

The existing platform at the Naperville Metra Station has deteriorated to the point where complete reconstruction is necessary. The Metra project consists of complete removal and replacement of the existing platform adjacent to the railroad tracks. In order to keep commuters, businesses and local residents informed of the upcoming construction work, staff has issued numerous project communications through a variety of methods.

**DISCUSSION:**

Construction of Phase 1 for the Naperville Metra Station Platform Improvements began the week of April 11, 2011. This phase of the project includes the demolition and reconstruction on the western half of the north platform, and the north portion of the railroad bridge over Washington Street. The contractor has completed the demolition for Phase 1 and will begin preparation for reconstruction of this phase over the next few weeks. The project remains on schedule and Phase 2 of the project, which will involve the eastern half of the north platform, is scheduled to begin in July.

Temporary Transit Package

To provide an alternative to commuters and to promote transit, the Temporary Transit Package was created for commuters with a permit for the Burlington or Parkview commuter parking lots. By enrolling in the Temporary Transit Package, permit holders are not charged permit fees during construction, and are eligible to receive free Pace "10-Ride Plus" bus passes for the duration of the construction project and 12 Guaranteed Ride Home Program vouchers. Since the program details were announced in the beginning of April, a total of 73 commuters have registered for the program to date. Commuters participating in the program have been very receptive to the program benefits. To date, the Temporary Transit Package in conjunction with the addition of temporary commuter parking spaces have ensured that there have been no occurrences of the parking lots exceeding capacity during construction which was one of the major goals of the program.

**CONCLUSION:**

Please include this update in the May 13, 2011 Manager's Memorandum.

