



**NAPERVILLE TRANSPORTATION ADVISORY BOARD
COUNCIL CHAMBERS – MUNICIPAL CENTER
FINAL AGENDA
11/05/2011 - 8:00 a.m.**

CALL TO ORDER:

A. ROLL CALL

B. APPROVAL OF MINUTES

1. Approve the minutes of the October 1, 2011 Transportation Advisory Board Minutes.

C. PUBLIC FORUM

D. OLD BUSINESS

E. PUBLIC HEARINGS

F. REPORTS AND RECOMMENDATIONS

1. City Council Report
2. BPAC Report
 - a. Minutes of the June 20, 2011 BPAC meeting.
3. Police Department Report
4. Proposed 2012 Transportation Advisory Board Meeting Schedule
5. Recommendation to Establish Parking Restrictions on Mill Street between Spring Avenue and Jefferson Avenue.

G. CORRESPONDENCE

1. Correspondence Item - Parking Management Application
2. Correspondence Item - Paw Paw & Van Buren Parking Lot Pedestrian Connections

AGENDA
NAPERVILLE TRANSPORTATION ADVISORY BOARD
11/05/2011 - 8:00 a.m. - COUNCIL CHAMBERS
Page 2

3. Correspondence Item - Metra Platform Improvement Project - Phase 4 Start
4. Correspondence Item - Automated Red Light Photo Enforcement Program
5. Recommendation for FY 2011 – 2012, Third Quarter Commuter Permit Issuance and Space Utilization Report
6. Correspondence Item - 95th Street Extension and Bridge 1999 Position Paper

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
MINUTES OF OCTOBER 1, 2011**

Call to Order

8:00 a.m.

A. Roll Call

Present: Amberg, Benson, Chiglo, Collins, Chairman Frost, McIntosh, Perillo, Polites, Wencel, Student Member Vitello

Absent: Jaynes, Stamm

Staff Present: Project Manager Rory Fancler, Sergeant Lee Martin

B. Minutes

Approve the minutes from the September 10, 2011 Transportation Advisory Board meeting.

Motion to approve.

Motion by: Collins
Second by: McIntosh

Approved
(9-0)

C. Public Forum

N/A

D. Old Business

N/A

E. Public Hearings

N/A

F. Reports and Recommendations

F1. City Council Report

Amberg provided an overview of the September 20, 2011 City Council meeting.

F2. BPAC Report

N/A

F3. Police Department Report

Sergeant Lee Martin noted that the Public Safety Open House is open to the public today, Saturday, October 1.

F4. Recommendation to Establish a Valet Parking Transfer Zone for Wentz Concert Hall in the Off-Street Loading Area on Ellsworth Street

Project Manager Rory Fancler provided an overview of the request, noting:

- The proposed valet service would be provided on limited Saturday evenings and Sunday afternoons;
- Hours of operation are permitted by the city's valet parking ordinance; and
- Vehicles will be parked in private lots owned by the North Central College, in addition to the third floor of the Central Parking Facility, as permitted by

the city's valet parking ordinance.

Jim Shanchuk, Silver Crown Valet, 16766 Winding Creek Rd, Plainfield, petitioner, was available for questions.

Transportation Advisory Board Discussion:

- Amberg requested information regarding the seating capacity for Wentz Concert Hall and the number of parking spaces in the private lots proposed for use by the valet operator.
- Amberg inquired as to how many people have used the valet parking service at Wentz Concert Hall in the past. Chairman Frost indicated that this would be a new service; visitors are currently permitted to park in the city's parking facilities.
- Benson inquired about the occupancy of the third floor of Central Parking Facility.
- Benson asked about the existing agreement between the city and Wentz Concert Hall relative to visitor parking.
- McIntosh questioned the staffing levels for the proposed valet transfer zone and plans for the period of time during the concert. Jim Shanchuk indicated that approximately six to eight employees are expected. As Silver Crown Valet has existing locations downtown Naperville, employees may have the option to transfer to alternate valet transfer zones during concert events.
- McIntosh asked whether the valet operator plans to hire Naperville residents. Jim Shanchuk indicated that some employees are Naperville residents and some are North Central College students.

Approve the recommendation to establish a valet parking transfer zone for Wentz Concert Hall in the off-street loading area on Ellsworth Street.

Motion by: Amberg
Seconded by: Wencel

Approved
(9-0)

G. Correspondence

G1. Temporary On-Street Parking Restrictions for Naperville Running Company Nike Shoe Customization Event

No discussion.

H. New Business

- Chairman Frost asked about the construction activity and corresponding traffic control plan at 75th Street and Naper Boulevard, noting significant traffic congestion in this location. Fancier indicated that this is a DuPage County project.
- Chairman Frost requested an update on the Naperville Metra Station Platform Improvement Project. Fancier provided an update on Phase 3 of the project, noting that it is expected to be completed at the end of October at which time Metra's contractor would switch to Phase 4. Fancier also noted that the south platform on the bridge over Washington Street is expected to be poured on Tuesday, October 4 which would involve periodic traffic stoppages on

Naperville Transportation Advisory Board
October 1, 2011
Page 3 of 3

Washington Street between 9 a.m. and 3 p.m.

H1. Forthcoming City Council Meeting Summaries

- October 4 – Kathy Benson
- October 18 – Jay Chiglo
- November 1 – Bill Collins

I. Adjournment

Motion by: McIntosh
Seconded by: Perillo

8:23 a.m.



**NAPERVILLE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE
MINUTES OF JUNE 20, 2011**

A. Call to Order

7:02 p.m.

Attendance

Present: Chairman Jaynes (arrived 7:10 p.m.), DiGiovine-Gehrs, Luhrs, Nye, Peterson, Stocke

Absent: Craighead, Swanson, Wong, Student Member Dunk, Student Member Waked

Staff Present: Project Engineer Jennifer Louden

B. Public Forum Rich Cullen and Walt Rittle attended the meeting after learning about it through the utility billing insert.

C. Minutes Approve the minutes from the May 16, 2011 Bicycle and Pedestrian Advisory Committee meeting.

Motion by: Luhrs

Second by: DiGiovine-Gehrs

Approved
(5-0)

D. Correspondence – None

E. Old Business

E1. FY11-12 Bicycle and Pedestrian Work Program

Louden stated that the FY11-12 Bicycle and Pedestrian Work Program was approved by City Council on May 17, 2011.

E2. Bicycle Friendly Community Priority List

Louden provided an update on the tasks included in the feedback list:

- The pedestrian underpasses at the intersection of 75th Street and Washington Street and the extension of the DuPage River Trail (Segment 4) are complete. These were opened in 2010.
- Enforcement of the city's bicycle parking ordinance and installation of community bicycle parking are ongoing. Recent bicycle parking installations include the downtown racks funded by the Rotary Club and the racks at the north entrance to the Riverwalk near the Jefferson Avenue bridge.
- The Naperville Bike to Metra brochure has been completed.

- Providing opportunities for bicycle related training for engineering, planning and law enforcement staff is an ongoing activity. The city now has a membership to the Association of Pedestrian and Bicycle Professionals.
- Encouragement efforts are ongoing. BPAC members recently participated in the Green Earth Fair and City Council proclaimed June as Naperville Bike Month.
- Work to integrate the development of the cycling network into larger land use planning and development projects and plans is ongoing. City staff works with developers to complete the installation of routes identified in the approved City of Naperville Bicycle Implementation Plan as opportunities arise.
- Consideration of bicycle signal actuation is ongoing. During 2010 staff provided educational information on signal actuation to BPAC, researched different technologies, and installed bicycle signal actuation at a test location.

Bicycle and Pedestrian Advisory Committee Discussion:

- In reference to bicycle parking at new developments, Peterson noted that the new Staples on Ogden Avenue does not have bicycle parking. Louden responded that this will be looked into.
- Peterson asked if there are any plans to install additional bicycle parking at the Naperville Metra Station as the racks are full early in the morning. Louden noted that there have been a number of additions in recent years in response to additional demand. Recently added parking includes the shelter at the northeast side of the platform, racks in Kendall and Burlington Park, and racks at the DuPage Children's Museum parking lot, near the platform. There are no plans to add additional parking at this time.
- Stocke asked about the timing of the next update to the bicycle plan. Louden noted that staff is not discussing an update at this time and it will not occur before the Bicycle Friendly Community renewal in 2013.
- The committee expressed concern that several approved routes have not been signed yet.
- Jaynes noted that education is an area where the committee should focus its efforts. The committee agreed that members should begin writing education pieces that can be issued. Possible media includes Patch, Naperville Magazine, The Glancer, Positively Naperville, handouts for special events such as the Sunrise Rotary Ride, and possibly the Park District program guide. The following topics were discussed:
 - Crosswalk use and clarification on the state law
 - How to share the road, including the 3-foot law
 - Intersection safety
 - General rules of the road – bicycles are vehicles and have the same responsibilities and rights
 - Rider safety, including helmet use and reflective equipment
 - Trail etiquette

Naperville Bicycle and Pedestrian Advisory Committee
June 20, 2011
Page 3 of 3

F. New Business

F1. Path Crossing Signage and Markings

Louden provided an overview of the Path Crossing Signage and Markings project included in the FY11-12 work program. The project will result in the establishment of a practice for the installation of enhanced signage and pavement markings where shared-use paths cross roadways at uncontrolled locations, such as mid-block crossings. The project just began, with the first step being a comprehensive inventory of the signage and markings currently in place at existing crossings.

Bicycle and Pedestrian Advisory Committee Discussion:

- The committee indicated that this appears to be a useful project and looks forward to learning more.

G. Next Meeting August 15, 2011

H. Adjournment Motion by: Nye
Seconded by: Luhrs

8:10 p.m.



Naperville

TRANSPORTATION ADVISORY BOARD AGENDA ITEM

AGENDA DATE: 11/5/2011

SUBJECT: Proposed 2012 Transportation Advisory Board Meeting Schedule

ACTION REQUESTED: Approve the 2012 meeting dates for the Transportation Advisory Board.

PREPARED BY: Rory Fancler, Project Manager

ACTION PREVIOUSLY TAKEN:

Date	Item No.	Action

DISCUSSION:

Below are the 2012 proposed meeting dates for the Transportation Advisory Board (TAB). TAB meets on the first Saturday of each month; however in 2012 two meeting dates have been moved to the second Saturday of the month due to conflicts with holidays. Once approved, these meeting dates will be published as part of the City of Naperville’s meeting calendar.

Proposed 2012 Transportation Advisory Board meeting dates:

- January 7
- February 4
- March 3
- April 14 – Second Saturday due to Passover and Easter
- May 5
- June 2
- July 7
- August 4
- September 8 – Second Saturday due to Labor Day Weekend
- October 6
- November 3
- December 1

RECOMMENDATION:

Approve the 2012 meeting dates for the Transportation Advisory Board.



Naperville

TRANSPORTATION ADVISORY BOARD AGENDA ITEM

AGENDA DATE: 11/5/2011

SUBJECT: Recommendation to Establish Parking Restrictions on Mill Street between Spring Avenue and Jefferson Avenue

ACTION REQUESTED: Approve the recommendation to establish 4-hour parking regulations on Mill Street between Spring Avenue and Jefferson Avenue.

PREPARED BY: Kim Grabow, Project Engineer

ACTION PREVIOUSLY TAKEN:

Date	Item No.	Action
N/A		

BACKGROUND:

In September 2011, the City of Naperville received a request from a resident to establish parking restrictions on Mill Street between Spring Avenue and Jefferson Avenue. The purpose of the request was to restrict Metra commuters from parking on Mill Street between Spring Avenue and Jefferson Avenue all day. A location map is provided as Attachment 1.

City staff conducted an initial investigation of the request. A recommendation was prepared for the Transportation Advisory Board consideration based upon the following:

- Mill Street is designated as a Neighborhood Connector roadway in the city’s Master Thoroughfare Plan. As a Neighborhood Connector, it carries a higher volume of traffic than other streets in the neighborhood. Commuter vehicles parked on Mill Street may create additional congestion and limit available parking for the homes and businesses on Mill Street.
- There is precedence for restricting commuter parking in the Westside Homeowners Association (WHOA) neighborhood. Time restrictions have been implemented on the residential streets east of Mill Street between the railroad tracks and downtown to restrict Metra commuters.

Prior to recommending parking restrictions in a residential area, the city’s policy is to survey the impacted residents to determine if there is agreement for the proposed recommendation. If 60%

Mill Street (Spring to Jefferson) Parking Restrictions

November 5, 2011

Page 2 of 2

or more of the residents are in agreement with the proposal, a recommendation is sent to the Transportation Advisory Board (TAB) and City Council for their consideration.

DISCUSSION:

The city sent a letter to the 56 property owners and tenants with properties adjacent to Mill Street between Spring Avenue and Jefferson Avenue informing them of the request for parking restrictions on Mill Street. The letter included a survey asking whether or not they agreed with the recommendation. A total of 22 responses were received; 12 responses were in favor of the recommendation and 10 responses were in disagreement with the recommendation. Another 34 people did not respond to the letter. Per the city's procedures, non-responses are considered to be in favor of the recommendation. Therefore, there were 46 in favor of the recommendation and 10 against.

Respondents were also provided an opportunity to provide any written comments in order to explain why they were in favor or against the recommendation. A summary of the comments is provided in Attachment 2.

Of the 22 people who responded to the survey, the results show that people are fairly evenly split as to whether or not they want the parking restrictions. Respondents were more likely to agree with the recommendation if they lived north of Benton Avenue and more likely to be against the recommendation if they lived south of Benton Avenue.

Since receiving the request, staff has observed the parked vehicles on Mill Street. Staff typically observed one or two vehicles parked for an entire day and the vehicles were typically parked north of Benton Avenue.

Proposed Restrictions

This recommendation involves establishing and enforcing 4-hour time regulations on Mill Street between Spring Avenue and Jefferson Avenue. The restrictions would be enforced Monday through Saturday from 6:00 a.m. to 6:00 p.m. Signs would be installed at both ends of each block face (16 signs).

The area would be enforced in the same manner that the residential streets to the east with time restrictions are enforced, meaning that enforcement is conducted by a Community Service Officer (CSO). The CSO may patrol the area when a resident calls to complain about someone parking illegally or if they have extra time between other responsibilities.

RECOMMENDATION:

Approve the recommendation to establish 4-hour parking regulations on Mill Street between Spring Avenue and Jefferson Avenue.

ATTACHMENTS:

1. Location Map
2. Disposition of Survey Comments

Mill Street Parking

Survey Respondent Comments

1. My husband and I live on Mill Street, next to Friedrich Jones Funeral Home. Normally the only time we see cars parked on the street is during funeral visitations. However, recently there has been a car that has parked all day in front of our property. We SUPPORT the City's proposal to restrict parking on Mill Street, allowing only the 4 hour time limit from 6AM to 6PM, except on days during Ribfest and the Last Fling or similar events when downtown parking is at a premium. Thank you for your attention to this matter.
2. Thanks for taking on this survey responsibility. We SUPPORT restrictions to parking on Mill Street. I just feel a bit sorry for the commuter folks and hope there is adequate alternative parking options.
3. We live on the corner of Mill Street and W. Franklin Avenue. Our address is 340 W. Franklin Avenue. We would support parking restrictions on Mill Street. As you know, it is a busy street. When people park on Mill Street, traffic has to "dodge" around these cars. Also, visibility is an issue pulling out of our driveway onto Mill Street. It can actually be challenging pulling in and out of our driveway. Anything (parked cars) that further restricts traffic is a nuisance. We would prefer that cars are not allowed to park anytime on this stretch of Mill Street. It is too busy a street.
4. I would support a ban on commuter parking on Mill Street, but I have another favor for you to consider. We just moved into our new home on the corner of Mill and Spring in the later summer. While we absolutely love the City, and everything downtown, I am disturbed by the amount of trash that ends up in our yard on the parkway. If new signs go up is there a "don't litter sign"? Also, as we are the gateway to downtown after the railroad overpass, cars headed south down Mill are usually speeding (we have three young children) and don't slow down until the next intersection where the "stop for pedestrians in walkway" sign is located. Anyway to get one of those at the pedestrian intersection at Spring and Mill? Thank you.
5. Kim and I would vote to reduce the parking time down to the 4 hour window. Question: Would this increase the activity of enforcement required? Is that within the city's budget?
6. I support the parking restriction on Mill between Spring and Jefferson. Six hour parking is ok too. We all can park (and do) on the side streets anyway. I am concerned with the cars that park on the west side of Mill St. just south of Spring Street. They slow the traffic

down. I always thought that was a bad spot for them to park (speeding is another thing on Mill). I really do not like the sign part either, but we will get them. Can you keep the signs to the property lines? Not smack dab in front of a home? Thank you.

7. I think the city should build a four to five story parking structure on Fifth Ave parking lot or at the Children Museum Parking Lot. Get commuters off the street. If you do that and charge two dollars apiece in about seven years you'd be making money instead of wasting it.
8. Parked cars on Mill Street help to slow down traffic. However, having commuters parked all day is not appropriate and stop signs need to be visible – especially at the crosswalks (Mill and Benton). We often hear cars coming to a screeching halt. The trees have grown and partially cover the stop signs. Maybe a blinking red light is called for. Cars barely stop and this is where my children cross throughout the day on weekends and evenings.
9. Parking any time on Mill Street slows the traffic from the dangerous speeds cars travel both Northbound and Southbound. I could not support a new rule imposed by the city until the current rule (speed limit law) 25 mph is enforced. We see no traffic control by the NPD on the residential section of Mill Street south of the railroad bridge. Furthermore; if the parking restrictions are passed and enacted, will they be enforced as the speed limits are? Or, are we spending money on more signs? Two separate issues go hand in hand when discussing Mill Street improvements. I assume this will go in front of TAB before a decision is made. What is the date of the meeting this issue will be addressed?
10. People need to be able to park on Mill Street during the day for more than four hours. I myself need to park on it a lot because the cars go too fast to allow me to get out of my driveway.
11. We have lived at our current address for 25 years and have not observed a problem with commuter parking on either Mill Street or Benton Ave. Our house is greater than a 10 minute walk (7 ½ miles) from the train station. I would hate to see permanent parking restrictions placed in areas that are realistically too far away for most to park and walk.
12. I haven't noticed any cars on Mill between Benton and Jefferson during the day being parked. We periodically have people park on Mill Street when we're going to a Chicago Cemetery. We encourage parking in our lot, but there are times that it is full.
13. I received a letter regarding the request for restricted on-street parking on Mill between Spring and Jefferson. I STRONGLY DISAGREE with this petition as I do not feel that

there is a serious problem with commuters parking on our street. As a parent of three kids all under three, from time to time I require the assistance of my parents. Living on a busy street, my 60+ year old parents have a hard time pulling their cars out into the street, so they usually park in front of my house during the hours of 6a-6p, and for more than four hours at a time. My neighbors often have friends over as well. They park in front of my house, their house, and his neighbor's house. It has never been a problem to me.

14. We DISAGREE with the City's proposal to restrict parking on Mill Street between Spring Ave and Jefferson Ave to 4-hour time limit Monday-Friday from 6am to 6pm. We disagree for two reasons:

1. With a narrow drive we often need to park one of our cars on the street in front of our house (we live between Jefferson and Benton) for more than four hours. (A solution would be to provide us with a "resident" sticker authorizing us to park on Mill Street for more than four hours).
2. We seldom see cars parked along Mill Street for more than four hours. In our immediate block the only cars we see on the street for any length of time are those of residents or their guests.

We also feel parking along Mill Street reduces the speed of traffic, which often exceeds the posted speed limit.

15. We are totally AGAINST the proposal to restrict parking to four hours on Mill Street. Putting restrictions on our south Mill Street homeowners to prevent Metra commuters from parking here is really kind of ridiculous. They don't park here. Most families on Mill Street live in original neighborhood homes, have at least two cars and a one car driveway. We need to retain the option to park on the street in front of our home when we wish to do so. We'll add too, cars parked on Mill Street serve to increase safety by reducing speeding by that high volume of traffic Mill Street collects. We know – we live here. Don't take away another homeowner liberty.

16. I am responding to the letter we received concerning time restrictions for parking in Mill Street. We have lived on Mill Street for 11 years now and have never had issues with cars parking on Mill Street. Mill Street is wide enough to accommodate parked cars and traffic can still navigate on Mill. I have been on many streets in Naperville where it is so narrow with cars parked that it makes it difficult for cars to pass. I think it is unfair that one person complaining will cost all homeowners on Mill to have anyone that comes to their home park on a side street and walk back to the home they are visiting. We firmly disagree with the proposal for time restrictions for Mill Street.

17.

Factors Which Do Not Justify Public Benefit of Proposed 4-Hour Parking Regulations

- **Cost of Signage**.....**\$1,800**
 material and installation = \$150/sign minimum
 # of signs required – 6 southbound + 6 northbound = 12
 Future replacement cost not considered. Decisions on every new sign should be made with an understanding of the replacement cost of current sign inventory...\$7,500,000+ would be a good guess. Does the Council know?
- **Cost of Enforcement by Police**.....**Increases Costs and Limits Public Safety Service Levels**
 Description of service level and performance cost vs. public benefit need to be clearly demonstrated by TED.
- **Neighborhood Aesthetics**.....**Detrimental**
 Traffic control signage is visual pollution, detracts from historic character of neighborhood.
- **No Significant Problems From Commuter Parking on Mill St**.....**No Measurement of Current Situation**
 Statement “may create additional congestion and limit parking available to residents and business” needs to be backed up by facts. Presently Mill St. has one lane northbound and 1 lane southbound with parking along each side of street. How would a marginal reduction in number of cars parked along street increase congestion? The City has made a significant investment in the Benton/Van Buren parking deck that is not fully utilized now. Planned capacity should have already provided for business expansion in the future.
- **Potential Risk to Public Safety**.....**Increased by Any Reduction in Parking Along Mill St.**
 Any increase in “free” space along curb line would increase unsafe traffic movements (i.e. motorists passing on the right then having to move back into existing lane to avoid parked cars).
- **Current Risk to Public Safety**.....**City Ordinance – No Parking Within 10’ of Driveways Not Enforced**
 Frequency of vehicles parked less than 10’ away from driveways limits line of sight and increases risk of vehicle collision accidents. I feel that the City should provide adequate resources to enforce current traffic ordinance code before we expect our police department to enforce even more regulations.

I ask that all comments received be provided as an attachment to TAB and City Council reports. Thank you.

Fax: → (630) 305-5986

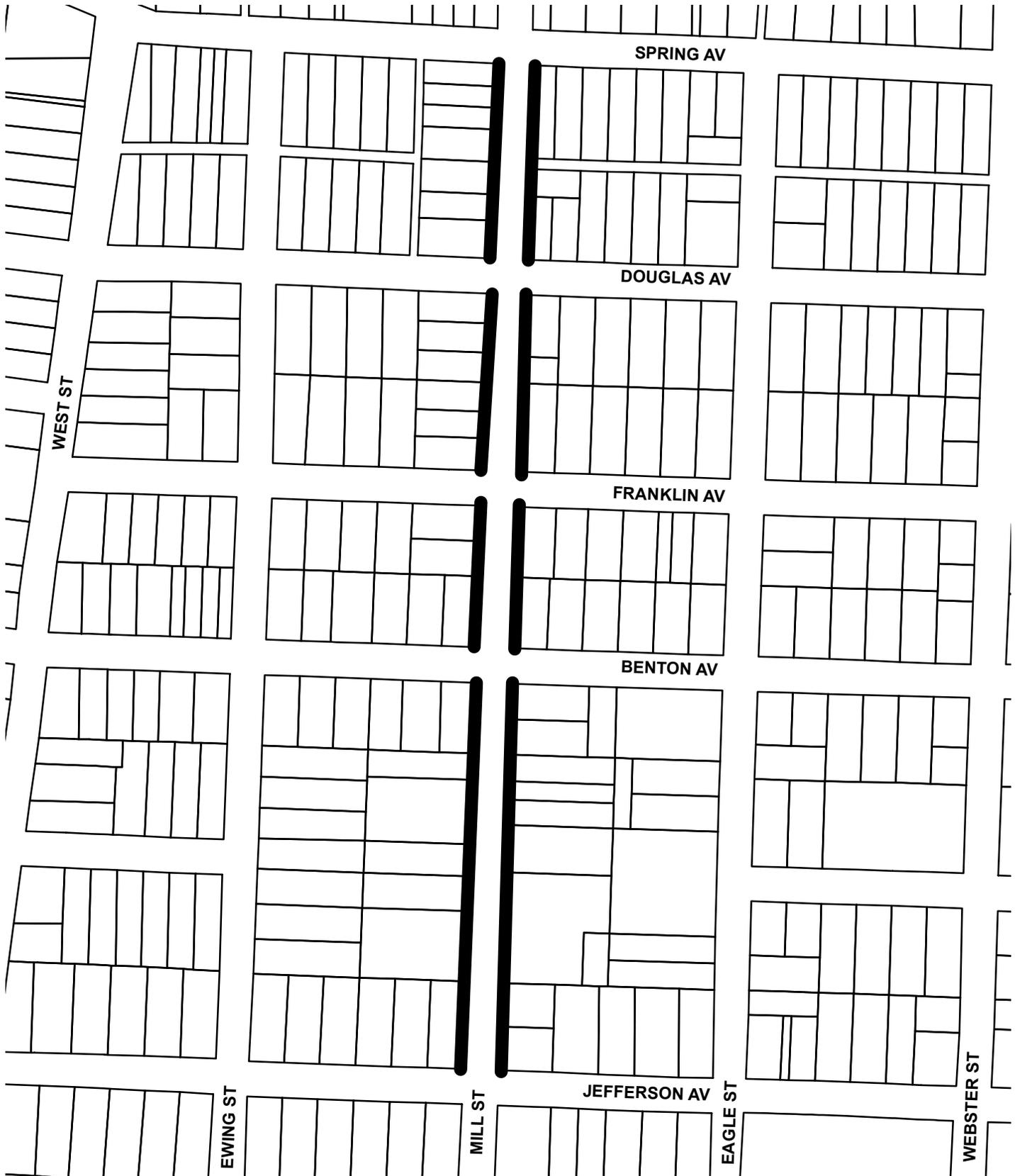
18.

COMMENTS ON OCTOBER 6, 2011 LETTER TO RESIDENTS

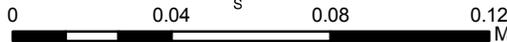
- **“A resident request to implement time restrictions for the on-street parking on Mill Street between Spring Avenue and Jefferson Avenue”**.....**Action Taken by City of Naperville TED Business Group INAPPROPRIATE.**
 With all due respect I feel that it’s SOP to devote this much time (read as cost to taxpayers) to a request from just one resident the City Council and professional staff are lacking in judgment.
 Would it not be more reasonable to start with asking the resident to go door to door with a petition to gather opinions’ from other “stakeholders” and present back to City staff? Obviously staff should provide guidance on petition question (ie. no bias). I would also expect staff to clarify “survey pool” ...then if justified staff would consider formal survey. Speaking of resident survey design/verbiage...
- **Survey Results**.....**Questionable, May Not Be Valid**
“Fifty-six letters were sent to property owners and tenants”...
I assumed one survey was sent to each property, each property having one address. How did staff come up with 56?
 - Did not think my spouse (owners of property in joint tenancy) needed to sign...if signature was added would it have been counted as two votes?
 - Did survey give equal standing to response from any and all tenants as well as the owner of that property?
- I spoke with Veronica Porter, Westside Homeowners Association President about a week after I received the October 6th letter from staff. She had no knowledge of Resident Survey in September and had not received the letter of October 6, 2011...letter noted cc to Assn President.

James Reed Bateman, Jr. 495 MILL ST.
Signature and Address of Property Owner

City of Naperville MILL STREET PARKING RESTRICTIONS LOCATION MAP



Transportation, Engineering and
Development Business Group
Questions Contact (630) 420-6100
www.naperville.il.us
October 2011



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



Naperville

TRANSPORTATION ADVISORY BOARD AGENDA ITEM

AGENDA DATE: 11/5/2011

SUBJECT: Correspondence Item - Parking Management Application

**ACTION
REQUESTED:** For information only.

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

ACTION PREVIOUSLY TAKEN:

Date	Item No.	Action

BACKGROUND:

DISCUSSION:

RECOMMENDATION:

ATTACHMENTS:

MM# 5
10-14-11

**CITY OF NAPERVILLE
MEMORANDUM**

DATE: October 14, 2011

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

THROUGH: Karyn Robles, Transportation and Planning Team Leader – TED Business Group
Kim Grabow, Project Engineer – TED Business Group

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

SUBJECT: **MM Item: Parking Management Application**

PURPOSE:

To provide the City Council with information regarding the procurement process for a Parking Management Application (RFP 12-047).

BACKGROUND:

As part of the 2009 Clerestory Report, an opportunity to outsource commuter parking and provide an e-billing option for commuter parking permits was identified. Subsequently in 2010, the City of Naperville issued a Request for Proposals (RFP) to transition the management of commuter parking for the Naperville and Route 59 Metra Stations to an external management company (RFP 11-001 Commuter Parking Management). Following an evaluation of the outsourcing proposals and the associated costs, the city chose not to move forward with outsourcing commuter parking operations because of the associated costs and concerns regarding the level of customer service that would be provided by an outside management company.

Although the city chose not to outsource the management of commuter parking, the RFP process identified an alternative option for the city to utilize a software/application package to enhance and increase the efficiency of the city’s management of commuter parking for the Route 59 and Naperville Metra Stations.

INFORMATION:

On August 22, 2011, the City of Naperville issued RFP 12-047 for the purpose of selecting a parking management application from a qualified and experienced vendor in order to enhance the city’s management of commuter parking as follows:

- Enhance commuter parking permit issuance, billing and revenue collection processes;
- Enhance the efficiency of refunds and enforcement of non-payments;
- Improve communication with commuters;
- Provide a convenient alternative to Naperville Municipal Center office hours by allowing commuters to apply for permits, pay quarterly fees, and access account information online;
- Improve commuter parking permit waitlist management; and
- Generate reports for analysis, problem resolution and overall efficiency.

Parking Management Application

October 14, 2011

Page 2 of 2

Two proposals were received in response to the RFP. Interviews with the vendors are anticipated to occur in the coming weeks. Staff will continue to update the City Council on the Parking Management Application procurement process through the Manager's Memorandum.

RECOMMENDATION:

Include this report in the October 14, 2011 Manager's Memorandum.

cc: Transportation Advisory Board



Naperville

TRANSPORTATION ADVISORY BOARD AGENDA ITEM

AGENDA DATE: 11/5/2011

SUBJECT: Correspondence Item - Paw Paw & Van Buren Parking Lot Pedestrian Connections

ACTION REQUESTED: For information only.

PREPARED BY: Andy Hynes, Project Engineer, TED Business Group

ACTION PREVIOUSLY TAKEN:

Date	Item No.	Action

BACKGROUND:

DISCUSSION:

RECOMMENDATION:

ATTACHMENTS:

CITY OF NAPERVILLE
MEMORANDUM

MM# 6
10-14-11

DATE: October 14, 2011
TO: Doug Krieger, City Manager
Marcie Schatz, Director of TED
FROM: Andrew Hynes, Project Engineer – TED *ah*
SUBJECT: Paw Paw and Van Buren Parking Lot Pedestrian Connections

PURPOSE:

The purpose of this memorandum is to provide the City Council with information regarding proposed pedestrian enhancements to the Paw Paw and Van Buren parking lots.

BACKGROUND:

The addition of a north/south pedestrian walkway to the Paw Paw parking lot was originally contemplated in the 2000 version of the Downtown Plan. Construction of this new pedestrian connection was deferred in 2006 until the next parking lot maintenance cycle due to the review of the site as a potential parking facility/redevelopment site. The concept for a pedestrian walkway in the Van Buren lot was originally contemplated in 2001/2002. Segments of this walkway have been installed as properties have redeveloped, and the city plans to complete the walkway at the time parking lot maintenance occurs.

More recently, the Naperville Downtown 2030 Plan identified the need for enhanced pedestrian walkways in public parking lots and the establishment of dual entrances along the rear property lines of specific properties in the downtown area. The Plan included both of these walkways as important pedestrian connections in the downtown. Both of the Paw Paw and Van Buren parking lots are scheduled for resurfacing in the near future. Combining the pavement maintenance work with the installation of the proposed pedestrian walkways will provide an integrated design with a focus on pedestrian safety, reduce disruption to the public, and minimize cost.

DISCUSSION:

Paw Paw Parking Lot

The Downtown 2030 Plan recognized that many pedestrians currently travel in a north/south direction through the Paw Paw parking lot between Van Buren Avenue and Jefferson Avenue. As there is no defined walkway through the lot, people generally walk behind the rows of parked vehicles on either side of the drive aisle, which poses a concern for pedestrian safety. The pedestrian lot links the entrance to Main Street Promenade on the north to Jefferson Street and the walkway through Main Place on the south. The proposed project will provide a dedicated pedestrian route in this lot, increase overall pedestrian safety, and will be coordinated with the resurfacing work scheduled in 2012.

Van Buren Parking Lot

The Downtown 2030 Plan also highlighted a desire to provide a new pedestrian walkway along the southern edge of the Van Buren surface parking lot along the rear property lines of the Jefferson Avenue businesses. Portions of this walkway are already constructed. This walkway would improve pedestrian access and safety and it creates a second entrance to the properties on Jefferson Avenue between Washington Street and Main Street allowing shoppers another convenient way to access local businesses in the downtown area. Staff is proposing that the construction of this walkway be scheduled for 2013 with the resurfacing of the parking lot. The City will need to secure easements

Paw Paw and Van Buren Parking Lot Pedestrian Connections

October 14, 2011

Page 2 of 2

from several properties adjacent to the Van Buren parking lot to complete this work as well as coordinate the adjustment of multiple utility facilities in the area.

Next Steps

Two new projects for these walkway improvements will be included in the upcoming FY13-17 Capital Improvement Program for the City Council's consideration. Since the resurfacing of Paw Paw lot is scheduled for 2012 and time is needed to design these parking lot modifications, staff is planning on holding two public viewings of the potential alignments for these projects in advance of the City Council's review (CIP workshop in January 2012). These meetings will be used to notify stakeholders of the city's potential plans and to receive feedback on the proposed alignments so that any concerns can be addressed in advance of the scheduled parking lot maintenance. If the City Council chooses not to move forward with the installation of the walkways at this time, the parking lot maintenance will still be able to be completed as planned.

Two identical public meetings will be held in an open house format primarily geared toward businesses and property owners in the immediate vicinity of the improvements. The meetings will occur at the following dates and times in rooms B & C of the Municipal Center:

- Tuesday, November 15th, 2011 – 8 to 10 A.M.
- Thursday, November 17th, 2011 – 6 to 8 P.M.

CONCLUSION:

Please include this report with the October 14, 2011 Manager's Memorandum.



Naperville

TRANSPORTATION ADVISORY BOARD AGENDA ITEM

AGENDA DATE: 11/5/2011

SUBJECT: Correspondence Item - Metra Platform Improvement Project - Phase 4

**ACTION
REQUESTED:** For information only.

PREPARED BY: Andy Hynes, Project Engineer, TED Business Group

ACTION PREVIOUSLY TAKEN:

Date	Item No.	Action

BACKGROUND:

DISCUSSION:

RECOMMENDATION:

ATTACHMENTS:

MM#9
10-7-11

**CITY OF NAPERVILLE
MEMORANDUM**

DATE: October 7, 2011
TO: Doug Krieger, City Manager
Marcie Schatz, Director of TED
FROM: Andrew Hynes, Project Engineer – TED
SUBJECT: Metra Naperville Station Platform Improvement Project Update
Start of Phase 4

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 had deteriorated to the point where complete reconstruction was necessary. The Metra project consists of complete removal and replacement of the existing platform adjacent to the railroad tracks. Construction for the Naperville Metra Station Platform Improvements began the week of April 11, 2011. The project remains on schedule and completion of all phases of the project is anticipated in late 2011 dependent upon weather and the progress of construction.

DISCUSSION:

Phase 3 of the Metra Platform Improvement Project is substantially complete and work on Phase 4 of the project is anticipated to begin on Thursday, October 20. Phase 4 of the project includes the demolition and reconstruction of the southeast portion of the platform.

During this phase of the project, 4th Avenue at Ellsworth Street will be closed in order to accommodate construction staging (see attached map). The limited access points to the station platform in this area leave no other viable options for the staging area. To allow for this closure, 4th Avenue will be temporarily converted from one-way eastbound to two-way traffic in order to maintain access for residents of 4th Avenue during Phase 4 of the project. A letter outlining the changes to traffic in the area will be sent to all businesses and residences located along 4th Avenue between Ellsworth Street and Loomis Street. Staff has also coordinated this temporary road closure with the Police and Fire Departments and Pace. Following the completion of Phase 4, 4th Avenue will be restored to one-way eastbound traffic flow.

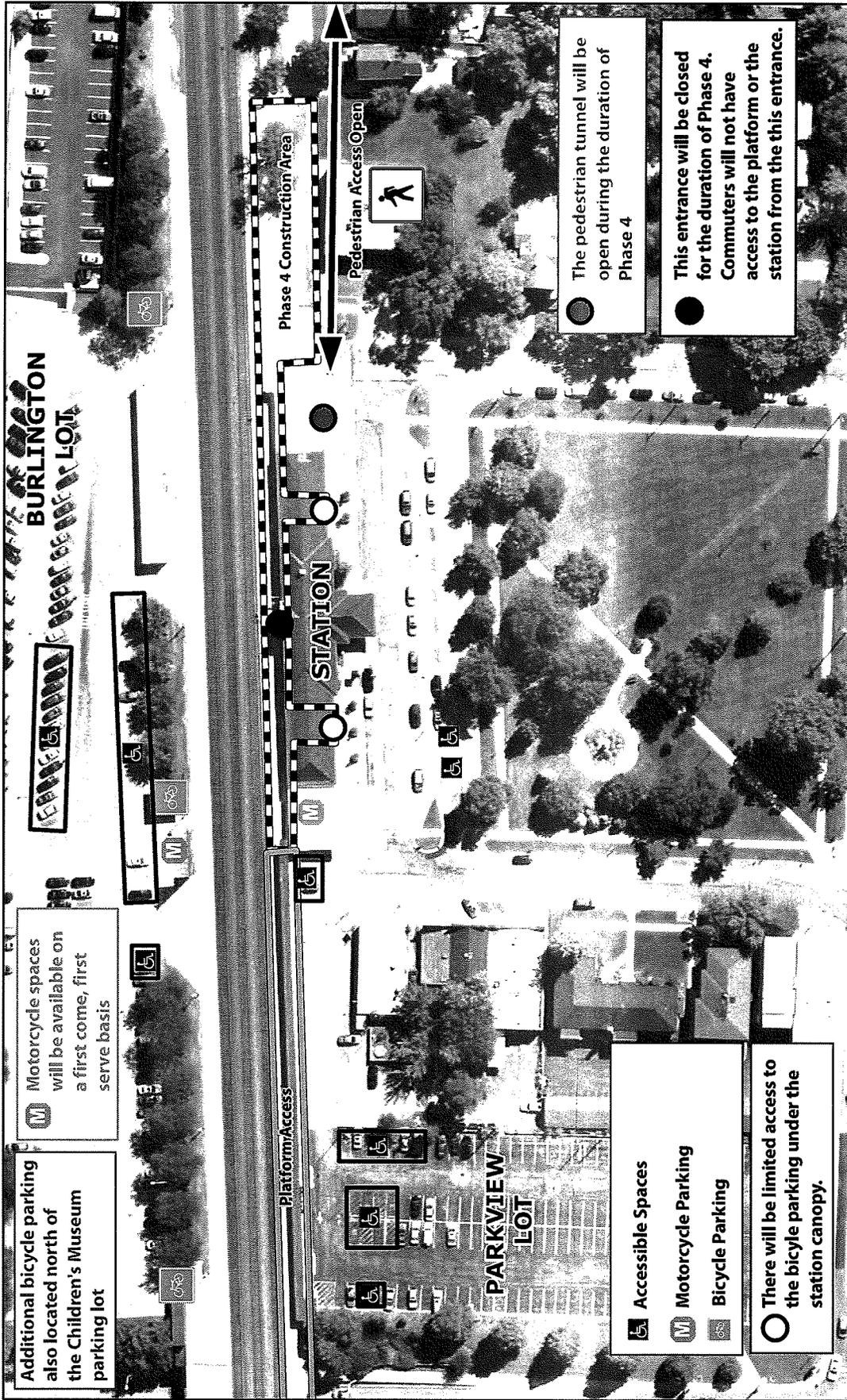
In addition to the road closure, during Phase 4 a portion of the bicycle parking located on the south side of the train tracks will be unavailable. Bicyclists will be directed to utilize the bicycle parking located in other areas around the station. The sidewalk located on the south side of 4th Avenue and the pedestrian tunnel under the tracks will be open throughout this next phase.

A press release, web updates, notices to transit providers, and temporary signage at the station are being utilized to communicate these changes to Metra commuters. An exhibit illustrating the Phase 4 work area is attached and will be made available on the project website.

CONCLUSION:

Please include this report with the October 7, 2011 Manager's Memorandum.

Phase 4 - Impacted Commuter Parking Spaces



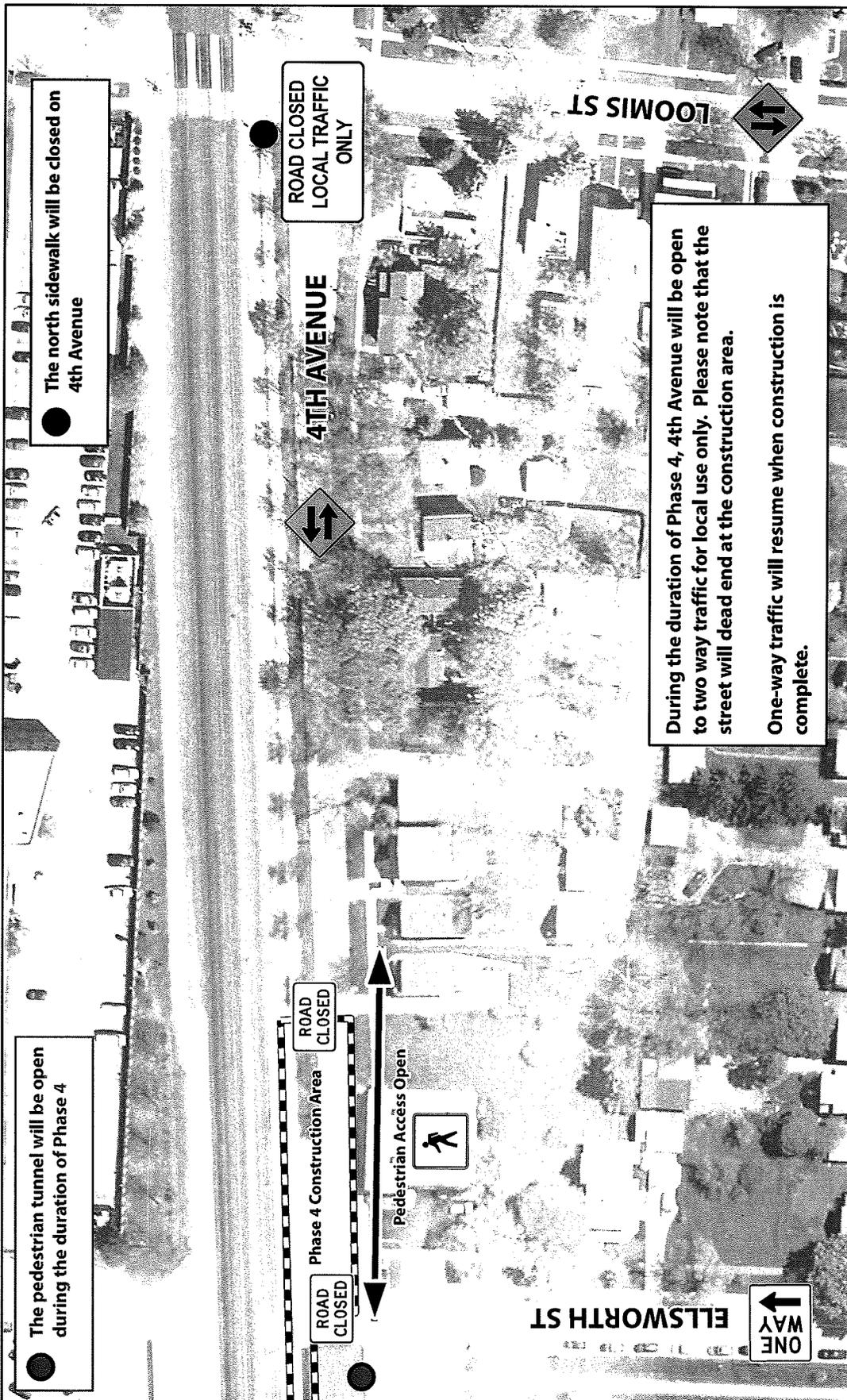
This map should be used for reference only. The data is subject to change without notice. City of Naperville assumes no liability in the use or application of the data. Reproduction or redistribution is forbidden without expressed written consent from the City of Naperville.



Transportation, Engineering and Development Business Group
 Questions Contact (630) 420-6100
www.naperville.il.us
 October 2011



Phase 4 - 4th Avenue Traffic Plan



● The pedestrian tunnel will be open during the duration of Phase 4

● The north sidewalk will be closed on 4th Avenue

ROAD CLOSED LOCAL TRAFFIC ONLY

4TH AVENUE

ROAD CLOSED

Phase 4 Construction Area

Pedestrian Access Open

ELLSWORTH ST

ONE WAY

LOOMIS ST

During the duration of Phase 4, 4th Avenue will be open to two way traffic for local use only. Please note that the street will dead end at the construction area.

One-way traffic will resume when construction is complete.



Transportation, Engineering and Development Business Group
 Questions Contact: (630) 420-6100
www.naperville.il.us
 October, 2011



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



Naperville

TRANSPORTATION ADVISORY BOARD AGENDA ITEM

AGENDA DATE: 11/5/2011

SUBJECT: Correspondence Item - Automated Red Light Photo Enforcement Program

ACTION REQUESTED: For information only.

PREPARED BY: Andy Hynes, Project Engineer, TED Busines Group

ACTION PREVIOUSLY TAKEN:

Date	Item No.	Action

BACKGROUND:

DISCUSSION:

RECOMMENDATION:

ATTACHMENTS:

MM# 10
10-7-11

**CITY OF NAPERVILLE
MEMORANDUM**

DATE: October 7, 2011
TO: Doug Krieger, City Manager
David Dial, Chief of Police
Marcie Schatz, Director of TED
FROM: Sgt. Lee Martin, Police
Andrew Hynes, Project Engineer – TED
SUBJECT: Automated Red Light Photo Enforcement Program Update

PURPOSE:

The purpose of this memorandum is to provide the City Council with the quarterly update on the program’s performance.

BACKGROUND:

On February 20, 2007, the City Council endorsed the following goals for the Automated Red Light Photo Enforcement Program:

- Reduce the number of injury crashes through the reduction of right angle and turning crashes at selected intersections
- Reduce the number of total crashes at selected intersections
- Reduce instances of red light running violations at selected intersections

In July, 2008 the City entered into a contract with Redflex Traffic Systems, Inc. for the installation and operation of automated red light photo enforcement systems. The red light photo enforcement cameras at Illinois Route 59 and North Aurora Road became operational on January 1, 2009. The City Council approved the second phase of the project on July 21, 2009. Automated red light enforcement systems were subsequently installed at the intersections of US 34/Ogden Avenue at Aurora Avenue and Illinois Route 59 at Diehl Road and became operational October 30, 2009.

On July 20, 2010, the City Council voted to cease automated enforcement of right turn on red violations at the three intersections with red light cameras. The eastbound prohibited right turn movement for eastbound Route 59 at North Aurora Road is still photo enforced.

DISCUSSION:

Evaluation of Phases I and II

Table 1 provides a summary evaluation of the crash and violation data at the three automated red light enforced intersections in a graphic format.

Doug Krieger, City Manager
 Automated Red Light Photo Enforcement Program
 October 7, 2011
 Page 2 of 5

Table 1

Automated Red Light Enforcement Program Evaluation Summary

		Intersection		
		IL Route 59 and North Aurora Road	IL Route 59 and Diehl Road	US 34/Ogden Avenue and Aurora Avenue
Months in Operation		33	24	24
Program Goals (A)	Reduce the number of total crashes			
	Reduce the number of injury crashes			
	Reduce the number of right angle and turning crashes			
	Reduce instances of red light running violations (B & C)			
Other Measures	Change in Rear End Crashes			
	Change in Other Crashes (Sideswipe and Fixed Object Crashes)			

- A. Crash comparisons represent the cumulative sum of quarterly pre- and post- automated enforcement conditions converted to an annual average. See Attachments 1 to 3 for detailed data.
- B. At the intersection of North Aurora Road and Route 59, the comparison represents the difference between the July to August period of 2009 and the July to August period of 2011 for left turn and through movements only.
- C. At the Route 59 and Diehl Road & Ogden Avenue and Aurora Avenue intersection, the comparison represents the difference between the July to August period of 2010 and 2011 for left turn and through movements only.

- 0% to 20% Reduction
- More than 20% Reduction
- Increase

*Doug Krieger, City Manager
Automated Red Light Photo Enforcement Program
October 7, 2011
Page 3 of 5*

The initial red light location, Illinois Route 59 and North Aurora Road, is meeting all of the program goals and showing reductions in all crash types when compared with the three year average of the pre and post photo enforcement periods. Average daily violation rates for left turn and through movements have decreased by 38.1% when comparing July to August period for 2009 and 2011.

The data from the Illinois Route 59 at Diehl Road intersection indicates a reduction in angle/turning (slight), rear end, and total crashes. Average injury and other (sideswipe/fixed object) crashes were higher in the post enforcement period. Average daily violation rates for left turn and through movements have decreased by 36.6% when comparing the July to August period for 2010 and 2011.

At the US 34/Ogden Avenue and Aurora Avenue intersection, the average annual number of angle/turning, rear end, injury, and total crashes has declined in the post-automated enforcement period. Other (sideswipe and fixed object) type crashes increased. Average daily violation rates for left turn and through movements have decreased by 48.5% when comparing the July to August period for 2010 and 2011. The violation rate has been lower at this intersection than at other red light enforcement installations in the City. Some of the contributing factors may include awareness of the City's red light program, changes in driver behavior, and overall design of the intersection with shared right/through lanes and several driveway conflicts at the intersection which slow approaching traffic.

Detailed crash, violation and traffic tables for each location are provided in Attachments 1, 2, and 3. Three important points about the data presented in these tables:

- Violations at the three intersections dropped significantly in July, 2010 with the elimination of automated enforcement of right turn on red violations.
- The severity of reported injuries is not differentiated in the crash data provided. Injury data includes crashes where people were incapacitated as well as injuries that were reported, but not evident (headache, stiff neck, etc.).
- A review of the last 3-5 months indicates that the number average daily violations may be beginning to reach a plateau at all three intersections (as expected).

Administrative Hearing Process

Monthly administrative hearings sessions for contested red light photo enforcement violations are being conducted in Meeting Rooms A, B, and C of the Municipal Center. Red Light citations can be contested in person or in writing. In total, 1,270 of the 31,257 citations (4.1%) issued through September 2011 have been challenged through the administrative hearing process. A summary of the number contested citations and default hearings by month is provided in Table 2. Data regarding the number of contested violations since the elimination of right turn on red enforcement (July 2010) and the \$25 administrative hearing fee (January 2011) is also provided.

Each person that contested their violation in person was offered the opportunity to view a video of their violation and present their defense. After a review of these contested violations, the administrative hearing officer has ruled in the motorist's favor in 56 cases.

Default hearings are scheduled for individuals that do not respond to the initial violation notice within 37 days (30 day response plus 7 day grace period). Approximately 27 percent of these

Doug Krieger, City Manager
 Automated Red Light Photo Enforcement Program
 October 7, 2011
 Page 4 of 5

violations are paid prior to the hearing date. If no response is provided, the administrative hearing officer makes a final ruling on the violation. A final notice with the hearing determination and the associated late/hearing fee is sent to violators that are found liable. If the violator still provides no response to this final notice, the red light citation is turned over to the City's collection agency.

Table 2
Summary of Contested Violations/Default Hearings

	Contested In Person	Contested By Mail	Default Hearings	Percent of Violations Challenged
Total Number of Contested Violations (2009 -2011)	790	480	6,224	4.1%
Contested Violations Since August 2010 (1)	265	196	3243	5.3%
Contested Violations Since January 2011 (2)	140	109	1547	2.8%

- (1) Photo enforcement of RTOR Violations eliminated July 21, 2010.
- (2) \$25 administrative hearing fee eliminated January 1, 2011.

Upcoming City Council Action on Reflex Contract

The initial three year term of the City's red light photo enforcement contract will expire on December 31, 2011. Staff is currently discussing an extension of the contract with our vendor and will provide the City Council with a recommendation on the future of the program and the contract extension in November 2011.

Construction of the upcoming improvements to Route 59 between Aurora Avenue and Ferry Road is anticipated to begin in late 2012. Once this work starts, IDOT will require removal of the photo enforcement cameras at the North Aurora Road and Diehl Road intersections.

The goals of the Route 59 project are to improve traffic safety and reduce congestion. Staff is optimistic that the future road widening, intersection modifications and operational changes along the Route 59 corridor will eliminate the need for photo enforcement at the current camera locations. In addition, IDOT policy requires the evaluation of at least 3 years of post-construction crash data prior to considering the re-installation of red light cameras. As a result, the existing photo enforcement cameras at the North Aurora Road and Diehl Road intersections will not be replaced following the completion of the Route 59 improvements.

*Doug Krieger, City Manager
Automated Red Light Photo Enforcement Program
October 7, 2011
Page 5 of 5*

CONCLUSION:

A review of the crash and violation data from three intersections with automated red light photo enforcement found:

Illinois Route 59 and North Aurora Road

- Reduction in total, angle/turning, rear-end and injury crashes
- Reduction in average daily violations

Illinois Route 59 and Diehl Road

- Reduction in total, angle/turning, and rear-end crashes
- Increase in injury, sideswipe and fixed object crashes (other crash category)
- Reduction in average daily violations

US 34/Ogden Avenue and Aurora Avenue

- Reduction in total, angle/turning, rear end and injury crashes
- Increase in sideswipe and fixed object crashes (other crash category)
- Reduction in average daily violations

Staff will continue to monitor the program and present a recommendation of the future of the program to City Council in November 2011.

Please include this report with the October 7, 2011 Manager's Memorandum.

Attachment #1

**Illinois Route 59 and North Aurora Road
Crash and Violation Data**

Table 3
Crash Summary for 2006 - 2011
Illinois Route 59 and North Aurora Road

Crash Type	2006				2007				2008				2009				2010				2011		Post Red Light Enforcement Annual Average*	Percent Change to Post Red Light Enforcement
	Q1	Q2	Q3	Q4	Q1	Q2																		
	23	16	21	24	18	26	17	16	21	21	17	27	15	18	19	20	16	11	6	15	14	8		
Total Crashes	4	4	1	3	5	5	2	2	3	2	3	3	1	1	5	1	0	4	1	2	2	2	56.8	-31.0%
Angle/Turning Crashes	16	11	17	18	9	18	11	12	13	18	14	20	10	16	14	15	14	5	3	11	12	4	7.6	-41.5%
Rear End Crashes	3	1	3	3	4	3	1	2	6	0	1	4	4	1	0	4	2	2	2	2	2	0	41.6	-29.5%
Other Crashes	1	2	0	2	4	6	3	4	4	1	2	3	2	2	3	1	0	4	3	1	3	0	7.6	-26.5%
Injury Crashes	1	2	0	2	4	6	3	4	4	1	2	3	2	2	3	1	0	4	3	1	3	0	7.6	-28.8%

* Annual Average is the cumulative sum of quarterly data converted to yearly basis.

** Other crashes include sideswipe and fixed object crashes

*** The severity of reported injuries is not differentiated in the crash data provided. Injury data includes crashes where people were incapacitated as well as injuries that were reported, but not evident (headache, stiff neck, etc.). Injury data also includes all crash types (angle/turning, rear end, and other).

Table 4
2009/2010 Red Light Violation Summary at
Illinois Route 59 and North Aurora Road

Year	Month	Northbound Rt 59		Eastbound N Aurora Rd		Total	Average Per Day
		Left Turn & Through	Right Turn	Left Turn & Through	Right Turn**		
2009	January*	50	175	155	433	813	26.23
	February	112	246	240	315	913	32.61
	March	123	248	282	340	993	32.03
	April	122	159	231	338	850	28.33
	May	142	271	266	318	997	32.16
	June	198	183	253	383	1017	33.90
	July	165	175	226	322	888	28.65
	August	128	168	113	300	709	22.87
	September	125	153	189	351	818	27.27
	October	102	51	126	400	679	21.90
	November***	84	82	125	304	595	19.83
	December	35	69	126	306	536	17.29
2010	January	35	395	82	198	710	22.90
	February	61	290	124	273	748	26.71
	March	87	153	109	516	865	27.90
	April	88	167	161	379	795	26.50
	May	80	215	139	583	1017	32.81
	June	95	200	150	583	1028	34.27
	July	110	136	141	533	920	29.68
	August	89	0	125	438	652	21.03
	September	78	0	87	411	576	19.20
	October	84	0	101	357	542	17.48
	November	39	0	81	327	447	14.90
	December	54	0	62	328	444	14.32
2011	January	68	0	58	256	382	12.32
	February	52	0	54	224	330	11.79
	March	65	0	90	279	434	14.00
	April	81	0	84	305	470	15.67
	May	100	0	121	347	568	18.32
	June	99	0	115	363	577	19.23
	July	76	0	112	189	377	12.16
	August	86	0	117	208	411	13.26
2009- 2011 Total		2,913	3,536	4,445	11,207	22,101	22.71

- A Warning Period
 B Eastbound Right Turns On Red Prohibited
 C Eastbound camera system were not active for 9 days in November due to an equipment malfunction

- D Increase in northbound right turn violations in January, 2010 due to change in system thresholds. Original settings restored in February, 2010.
- E Eastbound right turn pavement sensors replaced in February, 2010 due to reduced signal strength.
- F Automated enforcement of right turn on red violations at this intersection ceased on July 20, 2010 per City Council direction. Eastbound prohibited right turn movement still enforced.

Table 5
Illinois Route 59 and North
Aurora Road
Average Daily Traffic

Year	Illinois Route 59	North Aurora Road
2006	57,800	27,900
2007	47,500	23,000
2009	70,300	35,000
2010	64,000	28,700

Attachment #2
Illinois Route 59 and Diehl Road
Crash and Violation Data

Table 6
Crash Summary for 2006 - 2011
Illinois Route 59 and Diehl Road

Crash Type	2006				2007				2008				2009				2010				2011		Pre-Red Light Enforcement Annual Average*	Post Red Light Enforcement Annual Average*	Percent Change to Post Red Light Enforcement				
	Q4	Q1	Q2	Q3	Q4	Q1				Q2	Q3																		
	17	18	13	20	17	10	7	12	18	13	6	4	18	13	6	4	17	10	7	12	18	13				6	4		
Total Crashes	2	2	5	3	3	2	2	1	3	3	0	2	2	0	6	0	3	2	2	3	2	0	6	0	3	2	3	45.1	-12.6%
Angle/Turning Crashes	10	12	6	14	9	7	4	6	13	10	6	2	9	6	6	4	8	4	8	4	7	9.1	-2.0%						
Rear End Crashes	5	4	2	3	5	1	1	5	2	0	0	0	2	1	2	2	4	5	3	3	25.1	-23.8%							
Other Crashes**	1	4	0	3	2	2	1	0	1	1	0	2	3	0	3	1	1	2	1	1	6.3	10.9%							
Injury Crashes																													

* Annual Average is the cumulative sum of quarterly data converted to yearly basis.

** Other crashes include sideswipe and fixed object crashes

*** The severity of reported injuries is not differentiated in the crash data provided. Injury data includes crashes where people were incapacitated as well as injuries that were reported, but not evident (headache, stiff neck, etc.). Injury data also includes all crash types (angle/turning, rear end, and other).

Table 7
2009/2011 Red Light Violation Summary at
Illinois Route 59 and Diehl Road

Year	Month	Northbound Rt 59		Southbound Rt 59		Total	Average Per Day
		All Movements		All Movements			
2009	October*	132		258		390	12.58
	November	106		350		456	14.71
	December	114		294		408	13.16
	2009 Total	352		902		1,254	13.48
		Northbound Rt 59 Left Turn & Through Movements	Right Turn On Red Movements Only	Southbound Rt 59 Left Turn & Through Movements	Right Turn On Red Movements Only	Total	Average Per Day
2010	January	75	17	106	136	334	10.77
	February	74	19	82	264	439	15.68
	March	68	26	131	269	494	15.94
	April	66	31	168	418	683	22.77
	May	83	23	172	305	583	18.80
	June**	117	**	461	**	578	19.27
	July	80	8	203	62	353	11.39
	August	85	0	58	0	143	4.61
	September	87	0	72	0	159	5.30
	October	87	0	65	0	152	4.90
	November	61	0	53	0	114	3.80
	December	73	0	66	0	139	4.48
2011	January	45	0	63	0	108	3.48
	February	45	0	65	0	110	3.93
	March	53	0	44	0	97	3.13
	April	52	0	47	0	99	3.30
	May	71	0	49	0	120	4.00
	June	79	0	70	0	149	4.97
	July	84	0	68	0	152	4.90
	August	52	0	66	0	118	3.81
2009 - 2011 Total		1913		4465		6,378	9.11

- A Warning Period
- B Systems not active for 9 days in November due to equipment malfunction
- C Through and left data includes right turn on red violations due to Redflex reporting format for June 2010.
- D Automated enforcement of right turn on red violations at this intersection ceased on July 20, 2010 per City Council direction.

Table 8
Illinois Route 59 and Diehl Road
Average Daily Traffic

Year	Illinois Route 59	Diehl Road
2004	57,000	22,700
2006	45,000	17,700
2009	57,200	24,900
2010	54,900	19,200

Attachment #3

**US 34/Ogden Avenue and Aurora Avenue
Crash and Violation Data**

Table 9
Crash Summary for 2006 - 2011
Ogden Avenue and Aurora Avenue

Crash Type	2006				2007				2008				2009				2010				2011		Post Red Light Enforcement Annual Average*	Percent Change Pre to Post Red Light Enforcement
	Q4	Q3	Q2	Q1	Q2																			
Total Crashes	8	3	9	3	8	7	6	11	5	11	3	3	7	4	8	5	10	6	4	4	4	25.1	-11.3%	
Angle/Turning Crashes	2	1	2	1	0	1	1	3	2	2	1	0	1	0	1	1	0	1	2	2	2	3.4	-42.9%	
Rear End Crashes	5	1	6	5	8	6	5	8	3	8	2	3	4	4	6	3	8	4	2	2	2	17.7	-11.4%	
Other Crashes	1	1	1	3	0	0	1	1	0	1	0	0	1	2	0	1	2	1	0	0	0	4.0	50.0%	
Injury Crashes	3	1	3	1	2	0	1	2	0	1	0	0	1	0	4	0	1	0	0	0	0	4.0	-14.3%	

* Annual Average is the cumulative sum of quarterly data converted to yearly basis.

** Other crashes include sideswipe and fixed object crashes

*** The severity of reported injuries is not differentiated in the crash data provided. Injury data includes crashes where people were incapacitated as well as injuries that were reported, but not evident (headache, stiff neck, etc.). Injury data also includes all crash types (angle/turning, rear end, and other).

Table 10
2009/2010 Red Light Violation Summary at
US 34/Ogden Avenue and Aurora Avenue

Year	Month	Northbound US 34/Ogden		Westbound Aurora		Total	Average Per Day
		All Movements		All Movements			
2009	October*	76		35		111	3.58
	November	67		22		89	2.87
	December	92		53		145	4.68
	2009 Total	235		110		345	3.71
		Northbound US 34/Ogden Left Turn & Through Movements	Right Turn On Red Movements Only	Westbound Aurora Left Turn & Through Movements	Right Turn On Red Movements Only		
2010	January	58	69	49	23	199	6.42
	February	56	117	54	53	280	10.00
	March	70	110	69	49	298	9.61
	April	59	92	60	44	255	8.50
	May*	0	0	64	47	111	3.58
	June**	195	**	111	**	306	10.20
	July	114	46	56	19	235	7.58
	August	35	0	34	0	69	2.23
	September	24	0	34	0	58	1.93
	October	30	0	43	0	73	2.35
	November	29	0	21	0	50	1.67
	December	33	0	35	0	68	2.19
2011	January	29	0	19	0	48	1.55
	February	23	0	24	0	47	1.68
	March	30	0	25	0	55	1.77
	April	32	0	13	0	45	1.45
	May	29	0	32	0	61	2.03
	June	28	0	24	0	52	1.68
	July	26	0	26	0	52	1.68
	August	32	0	39	0	71	2.37
2009 - 2011 Total		1601		1177		2,778	3.97

- A Warning Period
- B Northbound Ogden Avenue system was not in service for several weeks due to IDOT pavement resurfacing project.
- C Through and left data includes right turn on red violations due to Redflex reporting format for June 2010.
- D Automated enforcement of right turn on red violations at this intersection ceased on July 20, 2010 per City Council direction.

Table 11
US 34/Ogden Avenue and Aurora
Avenue
Average Daily Traffic

Year	US 34/Ogden Avenue	Aurora Avenue
2004	42,400	21,500
2006	47,300	26,700
2009	48,600	23,400



Naperville

TRANSPORTATION ADVISORY BOARD AGENDA ITEM

AGENDA DATE: 11/5/2011

SUBJECT: Recommendation for FY 2011 – 2012, Third Quarter Commuter Permit Issuance and Space Utilization Report

ACTION REQUESTED: No Action Required

PREPARED BY: Kreider

ACTION PREVIOUSLY TAKEN:

Date	Item No.	Action

BACKGROUND:

DISCUSSION:

RECOMMENDATION:

ATTACHMENTS:

**CITY OF NAPERVILLE
MEMORANDUM**

DATE: October 11, 2011

TO: Chris Smith, Financial Reporting Team Leader

THROUGH: Karyn Robles, Transportation Team Leader

FROM: Deb Kreider, Transportation & Traffic Services Team

SUBJECT: Recommendation for FY 2011 – 2012, Third Quarter Commuter Permit Issuance and Space Utilization Report

PURPOSE:

This recommendation forwards information on utilization of commuter parking for the months of July, August and September, 2011. The information is being used to make a recommendation to the Finance Department for the issuance of new parking permits from the waiting lists. A recommendation is made for each permit lot.

INFORMATION:

In order to assist the Finance Department in adjusting the number of permits for the commuter lots, the Transportation and Traffic Services Team surveyed the lots July 13, August 25 and September 15, 2011. The usage versus capacity for each lot is detailed in the attached spreadsheets.

The Transportation, Engineering and Development Business Group (TED) continues to be aggressive in the recommendation to Finance to issue commuter parking permits in an effort to maintain a high occupancy rate in the commuter parking lots. TED coordinates with the Police Department to have reports of 100% capacity, per lot, reported to TED in order to better track the daily usage of the lots. No days during the past quarter were reported at 100% capacity.

The Route 59 parking lot wait list was eliminated during the first quarter of 2010 as everyone on the wait list who had applied for a parking permit was offered a permit. Since that time commuters have been able to walk-in to the Finance Department with an application and fees and pick up a permit for the Route 59 lot. Commuters who mail their application to the Municipal Center have been called by telephone and told they could immediately pick up a permit for the Route 59 lot. There are currently 36 permits available on a walk-in basis. This number is adjusted based on the number of commuters who do not renew their permits.

Vacancies for permit parking at Route 59 in July were 234 spaces (79% occupied) with a capacity of 1121. The vacancies for permit parking in August were 162 (86% occupied) and the vacancies for September were 182 (84% occupied). While the typical “vacation” months of July and August are expected to show these low occupancy rates, September is one of the highest occupancy months and this 84% occupancy rate is not what we have experienced in past years.

Daily fee parking at Route 59 also remains at less than 100% occupied. There were 96 vacant spaces in July equating to an 86% occupancy rating. In August there were 101 vacant spaces,

which was 85% occupied and in September there were 71 vacant spaces, which was 89% occupied.

The owner of the private lot next to the Route 59 lot has changed their pricing and is attracting a few more customers. That lot is now averaging 27 vehicles per day, up from the old number of 20. The Aurora commuter lot had 56 open permit spaces in July, but no open spaces in August or September. Daily fee parking in the Aurora lot has been filled each month.

Permits are being returned in greater numbers. Commuters are choosing to cancel their permits or not paying when their permits are due for renewal at the beginning of the quarter.

Five offer letters were sent to commuters on the wait list for the Burlington lot. Two commuters accepted the permit offer; one of whom previously held a Kroehler lot permit. Three commuters did not respond to the offer letter and four commuters chose not to renew their permits.

The Kroehler lot had thirty-five offer letters sent to commuters on the wait list. Twelve commuters (34%) accepted these permits. Three of the permits were accepted by commuters who previously held Route 59 lot permits. Four commuters rejected the offer and 16 commuters did not respond to the offer letter. Three commuters chose not to renew their permits.

There were no permits offered for the Parkview lot and two commuters chose not to renew their permits. Route 59 had 66 commuters who chose not to renew their permits. Route 59 permits are still available on a walk-in basis.

TED calculates the number of parking permits which are recommended that the Finance Department offer to commuters based on actual acceptance, usage, seasonal variations, and historical data and allows for flexibility based on the number of desired overflow days per year. Adjustments have also been made based on an anticipated number of commuters who do not use their permits on a regular basis. By applying an anticipated acceptable number of potential parking space overflow days in the quarter, the number of permits that the lot would be able to support is calculated.

The Metra platform construction has reduced the number of available spaces in the Parkview lot. Some Burlington and Parkview have accepted the program to have their permit voluntarily suspended during the construction period. At this point, only six Burlington permit holders have reinstated their permits since the completion of the construction in that lot.

Permit Offers for the Third Quarter FY 2011 - 2012

Permits Effective November 1, 2011

Commuter Lot (# of spaces)	2nd Quarter Actual Acceptance Rates FY 11 - 12	3rd Quarter Assumed Acceptance Rates FY 11 - 12	Lowest Number of Vacancies Observed (July – Sept.)	Desired Number of Vacancies	Current Number of Permits	Potential Days of Annual Overflow	Offer Letters to be Extended (rounded to nearest factor of 5)
Burlington (526)	40%	50%	45	35	830	3	15
Route 59 (1121)			162	20	1548	3	
Parkview (110)*			7	20	186	0	
Kroehler (281)	34%	50%	25	10	465	5	25

Parkview (110)* - Adjusted for construction

As September 15, 2011, there were 36 permits available on a walk-in basis for the Route 59 lot. TED will work closely with Finance to insure that commuters applying for a permit for the Route 59 parking lot will receive a parking permit as soon as a permit becomes available.

RECOMMENDATION:

Based upon the factors listed above and in an effort to increase occupancy, TED is recommending that the number of commuter offer letters be sent to persons on the waiting lists as follows.

Burlington 20
Parkview 0
Kroehler 30

C: S. Sharp-Lawson, Finance
 Transportation Advisory Board



Naperville

TRANSPORTATION ADVISORY BOARD AGENDA ITEM

AGENDA DATE: 11/5/2011

SUBJECT: Correspondence Item - 95th Street Extension and Bridge 1999 Position Paper

ACTION REQUESTED: For information only.

PREPARED BY: Rory Fancler, Project Manager

ACTION PREVIOUSLY TAKEN:

Date	Item No.	Action

BACKGROUND:

DISCUSSION:

RECOMMENDATION:

ATTACHMENTS:

MM# 8
10-21-11

**CITY OF NAPERVILLE
MEMORANDUM**

DATE: October 21, 2011
TO: Douglas A. Krieger, City Manager
FROM: William J. Novack, City Engineer/Engineering Services Team Leader 
RE: 95th Street Extension and Bridge
1999 Position Paper

PURPOSE:

This memo is to convey to the Mayor and members of the City Council the 1999 position paper regarding the 95th Street extension and bridge project.

BACKGROUND:

In 1998 there was a settlement between the city and the Northern Illinois Homebuilders regarding the city's impact fee ordinance. Several projects were removed from the calculation of the impact fee in order to reduce the costs. One of the projects was the 95th Street extension and bridge.

Knowing that the city was responsible for 50% of the costs of this project, with the other half being paid for by the Village of Bolingbrook, the city put together the attached position paper. We wanted to consider not building the bridge in advance of the following:

1. The design and eventual construction of the Plainfield Naperville Road improvements to the south
2. The platting and subdivision of Timber Creek and Kinloch, such that the 95th Street right of way would not divide the developments.

DISCUSSION:

The report notes that if the 95th Street bridge is not built, then other additional improvements would be needed based on our modeling. The most significant difference was the need for Plainfield Naperville Road to have three through lanes instead of two at the 95th Street intersection, dual left and right turn lanes at Plainfield Naperville and 111th Streets, and additional lanes at 95th Street and IL 59.

This document was shared with the other local governmental agencies. Our analysis concluded that these additional improvements would cost less than the bridge. Bolingbrook and Will County stated they believed even additional improvements would be necessary so the costs would be higher. After several meetings and discussions, Bolingbrook, Will County and the city agreed to construct the 95th Street bridge with it becoming a Will County highway and the costs split as detailed in the intergovernmental agreement.

Douglas A. Krieger

Re: 95th Street Extension and Bridge

October 21, 2011

Page -2-

SUMMARY:

Please share this information with the Mayor and City Council through the Manager's Memorandum of October 21, 2011.

Attachment

(BR17NBMM)

RECONSIDERATION OF
THE
RELOCATION OF 95TH STREET
EAST OF PLAINFIELD/NAPERVILLE ROAD
TO BOUGHTON ROAD
IN THE CITIES
OF
NAPERVILLE AND BOLINGBROOK

Prepared by the City of Naperville Department of Public Works

February 1, 1999

Relocation of 95th Street...
February 1, 1999
Page -1-

PURPOSE

This report will discuss the considerations given by the City of Naperville to not construct the relocated portion of 95th Street east of Plainfield/Naperville Road to Boughton Road in Bolingbrook. This memo is intended to provide information to the other adjacent agencies that will be affected by this reconsideration. It is hoped that following review of this report and further discussions between all agencies that a final determination can be made relative to this matter.

BACKGROUND

95th Street is a major arterial roadway running east-west through the southern portion of the City of Naperville. Its current western terminus is 248th Street where it changes alignment to the southwest and become Wolf's Crossing Road. Approximately one mile east of Plainfield/Naperville Road the road also changes alignment slightly to the northeast and is addressed as Knoch Knolls Road. The current Master Thoroughfare plan in the City intends to extend the western terminus due west past the City's western limit at the EJ&E Railroad Tracks into the City of Aurora. Aurora will continue to extend the roadway westerly to where it will intersect with Illinois Route 30.

East of Plainfield/Naperville Road the City currently plans to change the alignment of 95th Street to the southeast across the DuPage River and extend to an intersection with Boughton Road in Bolingbrook. The boundary between the City of Naperville and City of Bolingbrook is the DuPage River. The City of Bolingbrook intends to extend the roadway south of Boughton Road to where it will intersect with 111th Street.

The overall current intent is to provide an east to southeast corridor from Illinois Route 30 to Interstate 55. Once the roadway intersects with 111th Street a short corridor east of 111th Street and south along Weber Road will connect it to Interstate 55. Prior to the demise of the Fox Valley Freeway, the original intent was to provide a link between the Fox Valley Freeway and Interstate 55.

This roadway alignment through the City of Naperville has been planned for ever since the implementation of the City's first Master Thoroughfare Plan in 1973. The Village of Bolingbrook has also been planning on this realignment for many years. A single family subdivision recently developed in Bolingbrook between the DuPage River and Boughton Road is bisected by a one hundred foot wide right-of-way for the future roadway.

Relocation of 95th Street...

February 1, 1999

Page -2-

The City of Aurora has planned on the extension of 95th Street west to Route 30. When Naperville and Aurora renewed their boundary agreement in 1994 the due westerly alignment was agreed upon between the municipalities and documented in the agreement. Aurora has been reserving right-of-way within newly platted subdivisions along the agreed upon alignment.

Wikaduke was organized in 1994 to provide transportation planning for the four county area (Will County, Kane County, DuPage County, and Kendall County). The Wikaduke Group is comprised of officials from all levels of government. Those include State, County, Municipal and Township officials. Wikaduke has identified many major corridors, one of which is the 95th Street corridor from Route 30 to Interstate 55.

RECONSIDERATION OF THE EASTERN ALIGNMENT

The City of Naperville is facing many challenges with the eastern alignment (the area east of Plainfield/Naperville Road to Boughton Road in Bolingbrook). The City is facing economic, environmental and jurisdictional challenges.

The economic challenges are obvious. In today's dollars, the cost to construct the new bridge over the DuPage River along the relocated alignment is \$6,900,000. The cost to build a new arterial roadway from Plainfield Naperville Road to that bridge along with the other associated realignments is \$5,200,000. Not included is the cost to the City of Bolingbrook to construct an arterial roadway from the south end of the 95th Street bridge to Boughton Road.

Environmental impacts range from prehistoric artifacts found along the roadways route to the design of future subdivisions that would be bisected by this roadway. In 1989, the City of Naperville started to work on the preliminary design and permitting of the relocated 95th Street Bridge. A Phase I Illinois Historic and Preservation survey and report was necessary to obtain some of the permits. A Phase I survey and report was performed and prepared by Patrick Engineering. The Phase I survey found forty-eight artifacts in the area. The recommendation of the Phase I report was to conduct a Phase II archeological survey.

In 1995 the City used Allied Archeology to perform a Phase II survey. That survey uncovered approximately 3000 different artifacts in the area of the proposed bridge. The City of Naperville was prepared to mitigate this problem by having the artifacts excavated and removed from the site. When this recommendation was discussed with the property owner (The Will County Forest Preserve District), objection was expressed. The Forest Preserve District has stated that the City must conduct an avoidance study to see if the artifacts can remain in place

Relocation of 95th Street...

February 1, 1999

Page -3-

and the bridge can be constructed at a different alignment or in a manner which does not disturb the artifacts. No further work has been performed on this matter.

The jurisdictional matters involve the many different agencies that will be required for permits and other cooperation in order to construct this improvement. Will County has recently adopted a stormwater management ordinance which could result in greater restrictions in constructing this bridge over the DuPage River. The ordinance will also require stormwater management for the new roadway which was not previously planned. There will also have to be considerable negotiations with the public property owners along the route. Those include the Will County Forest Preserve District and the Naperville Park District. Finally, there is a question of jurisdiction of the roadway once it is completed. At the present time the Cities of Naperville and Bolingbrook will be responsible for this roadway in their appropriate corporate limits. Because of the regional nature of this roadway, some have recommended that the roadway jurisdiction actually be performed by the Will County Highway Department.

Because of these many challenges that need to be faced prior to construction, the City of Naperville has considered an alternate to not build the 95th St. bridge. Rather than build ten new lane miles of roadway, why not see if the existing roadways and intersections can be widened and improved to accommodate the projected future traffic? The City of Naperville believes that if the eastern relocated portion of 95th Street is not constructed, then the traffic will head south on Plainfield/Naperville Road to either Boughton Road or 111th Street. At either one of these roadways the traffic can progress east and eventually make their way to Weber Road and Interstate 55. It is believed that a large majority of the traffic will utilize 111th Street rather than Boughton Road.

TRANSPORTATION MODELING

The City of Naperville has a transportation model (T Model II) which is utilized for updating our Transportation Impact Fee and also looking at alternatives as part of our Master Thoroughfare Plan. The transportation model was recently calibrated and run less than one year ago. It includes the current traffic and projected twenty year traffic. The City recently had the 95th Street link from Plainfield/Naperville Road to Boughton Road removed from the model. The model was rerun and intersection and link capacities were analyzed. For the year 2017 projected traffic, it was determined that some additional intersection improvements would be necessary. Those specifically include Plainfield/Naperville Road near 95th Street and 111th Street along with the intersection of 95th Street and Illinois Route 59. Attached as Exhibit A is a table comparing the roadway improvements with the 95th Street Bridge and those improvements without the bridge. These are the necessary improvements to provide a minimum level of service D for the year 2017. The listing of projects also includes estimated costs for all improvements.

Relocation of 95th Street...

February 1, 1999

Page -4-

OTHER CONSIDERATIONS

Concern has been expressed that not building the bridge will require oversized intersections at some locations. The local agencies may not be able to construct these intersections due to right-of-way constraints. The majority of concern has been expressed at Plainfield/Naperville Road and 95th Street along with Plainfield/Naperville Road and 111th Street.

At the 95th Street location, an additional (3rd) through lane is required on Plainfield/Naperville Road. This would result in a minimum seven lane cross section for Plainfield/Naperville Road at 95th St. Considering the existing one hundred foot wide right-of-way, additional right-of-way would be required. The City of Naperville does believe that right-of-way or at least easements could be obtained from the property owners on the west side of Plainfield/Naperville Road in order to accommodate this improvement. A Naperville Park District park is located on the northwest corner while a medical office is planned on the southwest corner. The City of Naperville has worked with the Park District in the past on obtaining right-of-way adjacent to parks. The medical facility has a twenty foot set back to the parking lot which could be grandfathered in if additional right-of-way was purchased. This set back does allow for some future roadway widening.

At the 111th Street location the main concern is with the northeast and northwest property owners. Once again the Naperville Park District owns property on the northeast corner, this property is the Naperville Golf Course. Because of the layout of the adjacent fairways, encroachment of additional right-of-way would have to be minimized if allowed at all. Boughton Materials owns property on the northwest corner. They plan to continue expanding their quarry operations east to Plainfield/Naperville Road. Although Boughton Materials would probably not be agreeable to selling right-of-way, the local agencies could consider condemnation to acquire the property.

SUMMARY

The City of Naperville believes that the removal of the 95th Street bridge over the DuPage River from the Thoroughfare Plan can be accommodated with the additional improvements and should be considered by all affected agencies. While more arterial roadways would definitely provide a better cushion for future year's growth, the transportation model indicates that the additional roadway improvements can handle the anticipated traffic. Financially, the overall cost of not building the 95th Street Bridge is significantly less. Environmentally, not dealing with the artifact issue would also be a huge savings. It will also leave those artifacts in place where they truly do belong. Acquisition of right-of-way will be difficult either with the bridge or without the bridge. The City of Naperville does believe that it will be a little bit easier if the without bridge scenario is followed.

Relocation of 95th Street...
February 1, 1999
Page -5-

REQUESTED ACTION

The City of Naperville respectfully requests that your agency review this report, and discuss it with appropriate staff and elected officials if necessary. We need to know if your agency thinks this is a worth while alternative to explore and if they do support the City removing the relocated 95th Street bridge over the DuPage River from our Master Thoroughfare Plan and our regional transportation solution. This is a consideration that will affect not only the City of Naperville but many adjacent agencies

H:\data\barber\br17doc1.doc

Road Improvement Program with the 95th Street Bridge to Boughton	Unfunded City	City Fee	Impact/Will	County Impact Fee	Other	Total Project Cost	Road Improvement Program without the 95th Street Bridge to Boughton	Unfunded City	City Fee	Impact/Will	County Impact Fee	Other	Total Project Cost
BR-17 Relocated 95th Street Bridge over DuPage River with \$3,186,591 from other gov	\$1,174,000	\$2,612,000			\$3,131,000	\$6,917,000	BR-17 not needed						\$0
SC-059 New 95th Street (Knoch Knolls to Boughton)	\$1,795,000	\$3,439,000				\$5,231,000	SC-059 not needed						\$0
BR-018 Plainfield/Naperville Road over the DuPage River to 5 lane Bridge with \$1,590,000 by Will Co			\$0		\$1,590,000	\$1,590,000	BR-018 not affected; project stays same			\$0		\$1,590,000	\$1,590,000
SC-031 Plainfield/Naperville Road from 95th St to 104th widen to 2 lanes in each direction with \$1,624,000 in Will Co Impact Fee			\$1,624,000		\$1,098,000	\$2,712,000	SC-03: CHANGES Plainfield/Naperville Road from 1,200 feet north of 95th St to 1,500 feet south of 95th widen to 3 lanes in each direction; from 1,500 feet south to 104th widen to 2 lanes in each direction	\$52,000	\$116,000	\$1,509,000		\$2,862,000	\$4,598,000
SC-028 Plainfield/Naperville Road from 104th to DuPage River widen to 2 lanes in each direction with \$409,000 in Will Co Impact Fee			\$409,000		\$273,000	\$682,000	SC-028 not affected; project stays the same			\$409,000		\$273,000	\$682,000
TC-001 Traffic Signal for Plainfield/Naperville Road at 104th with \$80,000 in Will Co Impact Fee		\$80,000				\$80,000	TC-001 not affected; project stays same		\$80,000	\$80,000			\$160,000
SC-175 95th and IL 59 Intersection Improvement to add 2 lanes on e & w approaches and modify signal	\$239,000	\$312,000			\$0	\$551,000	SC-175: CHANGES 95th and IL 59 intersection changed to add 3 through lanes+ rt in lane on east and west approaches and rt in lane on south approach and modify signal	\$384,000	\$866,000				\$1,240,000
Bolingbrook/Will County Projects							Bolingbrook/Will County Projects						
111th and Kings Road intersection improvement to 2 through lanes on east and west and new signal					\$725,000	\$725,000	111th and Plainfield/Naperville Road intersection improvement to 2 through lanes on north and south with dual left for southbound and dual right for west bound and new signal			\$0		\$3,637,000	\$3,637,000
111th Street widen to four lanes from Plainfield Naperville Road to Weber Road.					\$7,000,000	\$7,000,000	111th and Kings Road intersection improvement to 2 through lanes on east and west and new signal					\$725,000	\$725,000
Total	\$3,205,000	\$6,440,000	\$2,113,000	\$13,797,000	\$25,598,000	\$25,598,000	Total	\$438,000	\$1,052,000	\$1,987,000	\$15,877,000	\$19,462,000	\$19,462,000