



**NAPERVILLE TRANSPORTATION ADVISORY BOARD
COUNCIL CHAMBERS – MUNICIPAL CENTER
FINAL AGENDA
01/07/2012 - 8:00 a.m.**

CALL TO ORDER:

A. ROLL CALL

B. APPROVAL OF MINUTES

1. Approve the minutes of the November 5, 2011 TAB meeting.

C. PUBLIC FORUM

D. OLD BUSINESS

E. PUBLIC HEARINGS

1. Naperville Metra Station Bus Depot and Commuter Access Feasibility Study

F. REPORTS AND RECOMMENDATIONS

1. City Council Report
2. BPAC Report
 - a. Minutes of the October 17, 2011 BPAC Meeting
3. Police Department Report
4. Policy for the Installation of In-Street Pedestrian Signs

G. CORRESPONDENCE

1. Pay-By-Phone Payment System – Quarterly Update
2. Recommendation for FY 2011 - 2012, Fourth Quarter Commuter Permit Issuance and Space Utilization Report

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H. NEW BUSINESS

I. ADJOURNMENT

Any individual with a disability requesting a reasonable accommodation in order to participate in a public meeting should contact the Accessibility Coordinator at least 48 hours in advance of the scheduled meeting. The Accessibility Coordinator can be reached in person at 400 S. Eagle Street, Naperville, IL., via telephone at 630-420-6725 or 630-305-5205 (TDD) or via e-mail at manningm@naperville.il.us. Every effort will be made to allow for meeting participation.



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

Call to Order

8:00 a.m.

A. Roll Call

Present: Benson, Chairman Frost, Jaynes, McIntosh, Perillo, Polites, Wencel
Absent: Amberg, Collins, Stamm
Staff Present: Project Manager Rory Fancler, Project Manager Caitlin Malloy, Sergeant Lee Martin

B. Minutes

Approve the minutes from the October 1, 2011 Transportation Advisory Board meeting.

Motion to approve.

Motion by: Benson
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

Benson provided an overview of the October 4, 2011 City Council meeting.

F2. BPAC Report

Jaynes provided an overview of the June 20, 2011 BPAC meeting.

F3. Police Department Report

Sergeant Lee Martin provided an update on the Automated Red Light Photo Enforcement Program, noting that City Council decided not to extend the contract; therefore, the program will end on January 2, 2012. Sergeant Martin stated that staff is working to identify details to close the program, including the Administrative Hearing Process. Sergeant Martin also highlighted the Naperville's Police Department recent achievements in the State and International Traffic Safety Challenge Competition.

F4. Proposed 2012 Transportation Advisory Board Meeting Schedule

Project Manager Rory Fancler provided an overview of the proposed 2012 Transportation Advisory Board meeting schedule.

Transportation Advisory Board Discussion: No discussion.

Motion by: McIntosh
Seconded by: Perillo

Approved
(7-0)

F4. Recommendation to Establish Parking Restrictions on Mill Street between Spring Avenue and Jefferson Avenue

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

- Mill Street is designated a Neighborhood Connector and carries a higher volume of traffic than other streets in the area.
- Commuter parking on Mill Street may create additional congestion and limit available parking for the homes and businesses.
- The city's policy to survey impacted residents to determine if there is agreement for the proposed parking restriction.
- A summary of the survey results.

Public Testimony:

Doug Jaffray, 5331 Switch Grass

- Objects to city staff time spent responding to a complaint from one resident.
- Finds no traffic flow, traffic congestion or safety concerns associated with one to two commuters parking on Mill Street.
- Disagrees with the city's survey policy to count "non-responses" as being in support of the recommendation; finds "non-respondents" are ambivalent or viewed the survey as junk mail and those in support of the parking restriction will complete the survey.
- Requests the city address the waitlist for a commuter parking permit at the Naperville Metra Station, as highlighted in a recent Chicago Tribune Article.
- Opposed to implementation of a parking restriction on Mill Street.

Caroline Hardt, 34 S. Mill Street

- Requests additional information regarding the history of the existing parking restrictions on the side streets.
- Supports the possibility of restricting parking on Mill Street north of Benton Avenue.
- Encourages the city to enforce the existing regulations.
- Traffic on Mill Street at Naperville North High School needs to be addressed.

Jackie McCauley, 215 N. Mill Street

- Completed the survey issued by the city.
- Concerned about the potential for vehicles parked along Mill Street to be hit by passing vehicle traffic.
- Suggest the possibility for the city to extend the existing curb line as a traffic calming measure.

- Requests the city address speeding along Mill Street.
- Concerned about the pedestrian crossings along Mill Street.
- Observed only a few cars parked along Mill Street all day.

Transportation Advisory Board Discussion:

- Frost questioned the number of on-street parking spaces available on Mill Street between Spring Avenue and Jefferson Avenue.
- Wencel expressed support for the parking restriction and acknowledged the existing parking restrictions in the area and the rights of residents and businesses to have parking available to meet their needs.
- Benson noted that residents of the Westside Homeowners Association (WHOA) approached her with concerns about the city’s survey policy, specifically regarding “non-responses”. It was also suggested that the survey be issued to property owners only rather than property owners and tenants.
- Benson observed only one commuter vehicle parked on Mill Street. Also spoke to the crossing guard on Mill Street who indicated that the parked vehicles act as a traffic calming device.
- Benson stated she was opposed to the parking restriction because there is only one or two commuters parking on Mill Street, and suggested city staff monitor the situation.
- Jaynes requested additional data collection for the next six months to one year to determine the extent of commuters parking on Mill Street.
- McIntosh concurred with Jaynes request for additional data collection and noted that one to two vehicles does not warrant a parking restriction and the associated expense and time to install the necessary signage.
- McIntosh asked whether the Westside Homeowners Association (WHOA) was notified of the proposed parking restriction.

Deny the recommendation to establish parking restriction on Mill Street between Spring Avenue and Jefferson Avenue.

Motion by: Benson

Seconded by: McIntosh

Approved

(6-1); Nay: Wencel

G. Correspondence

G1. Parking Management Application

No discussion.

G2. Paw Paw & Van Buren Parking Lot Pedestrian Connections

No discussion.

G3. Metra Platform Improvement Project – Phase 4 Start

McIntosh inquired as to the project schedule and anticipated completion date. Fancler noted that the project is currently on schedule and anticipated to be complete in mid-December, pending any unforeseen construction delays and weather conditions.

G4. Automated Red Light Photo Enforcement Program

No discussion.

G5. Recommendation for FY 2011-2012, Third Quarter Commuter Permit Issuance and Space Utilization Report

No discussion.

G6. 95th Street Extension and Bridge 1999 Position Paper

No discussion.

G7. Naperville Metra Station Bus Depot and Commuter Access Feasibility Study Public Open House

- Benson asked about the difference between the November 14 open house relative to the initial public open house on September 12. Fancier indicated that the September 12 open house included an overview of the sites being considered for a bus depot, whereas the purpose of the November 14 open house is to present preliminary site plans for potential bus depots. The site plans will show the location of driveways, the capacity of various bus depot options, and the specific layout.
- McIntosh asked whether the city is still considering the DuPage Children's Museum as a potential site for a bus depot. Fancier indicated that based on further analysis, city staff has determined the DuPage Children's Museum is not a viable location for a bus depot, and noted that a summary of staff's findings will be on display during the November 14 open house.

H. New Business

- Frost noted that due to term limits, the November 5 meeting date was his last meeting as Chairman of the Transportation Advisory Board and the Mayor recently appointed Wencel as the new Chairman.
- Wencel presented Frost with a certificate of recognition for his commitment to the Transportation Advisory Board and his service to the City of Naperville.

H1. Forthcoming City Council Meeting Summaries

- November 15 – Jaynes
- December 6 – McIntosh
- December 19 - Perillo

I. Adjournment

Motion by: McIntosh
Seconded by: Jaynes

8:42 a.m.



Naperville

TRANSPORTATION ADVISORY BOARD AGENDA ITEM

AGENDA DATE: 1/7/2012

SUBJECT: Naperville Metra Station Bus Depot and Commuter Access Feasibility Study

ACTION REQUESTED:

1. Receive public testimony and provide feedback on the Naperville Metra Station Bus Depot and Commuter Access Feasibility Study.
2. Continue this agenda item to the March 3, 2012 Transportation Advisory Board meeting.

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

ACTION PREVIOUSLY TAKEN:

| Date | Item No. | Action |
|------|----------|--------|
| | | |

BACKGROUND:

The 5th Avenue Study was adopted by the City Council on December 1, 2009. As part of the 5th Avenue Study, the City identified improvements to enhance vehicle, pedestrian and bicycle visibility and accessibility, and improve the interconnectivity of the various travel modes near the train station. Based on public input received throughout the 5th Avenue Study (Attachment 1), an evaluation of existing conditions, and a review of Pace Suburban Bus operations, a bus depot was identified as a method to:

- Enhance transit access to the train station;
- Consolidate passenger pick-up/drop-off activity;
- Minimize bus queues on residential streets;
- Reduce bus conflicts with pedestrian and kiss-and-ride activity; and
- Promote alternate modes of transportation to/from the Naperville Metra Station.

An engineering feasibility study to evaluate the potential for a bus depot in the vicinity of the Naperville Metra Station was subsequently included in the 2011-2015 Capital Improvement Program, approved by City Council on March 15, 2010. In December 2010, the city was awarded a grant from the Regional Transportation Authority (RTA) Community Planning Program, which provides funding for 80% of the Naperville Metra Station Bus Depot and Commuter Access Feasibility Study cost.

Construction of a bus depot is not included in the current scope of work. Following City Council approval of a bus depot location, the City will proceed with engineering plans, funding opportunities, and an implementation plan (see *Next Steps*).

Existing Conditions

Over 4,000 commuters use the Naperville Metra Station to board a Metra train each day. Commuters access the train station by transit; kiss-and-ride; bicycle; walking; and vehicle, including carpool or vanpool. There are a total of 1,501 parking spaces currently provided at the Naperville Metra Station, including 511 daily fee parking spaces¹.

The Naperville Metra Station is served by 15 Pace bus routes; 13 of the routes are neighborhood feeder services that provide access to/from the train station during the peak AM/PM commuter periods. Route 530 and Route 714 operate throughout the day, providing service to/from the Naperville Metra Station and Fox Valley Shopping Center (530), Edward Hospital (530), College of DuPage (714) and City of Wheaton (714). Approximately 1,000 riders utilize the 15 Pace bus routes each day, with approximately 500 of those riders using the commuter feeder routes.

Currently, 3 Pace bus routes pick-up/drop-off passengers on the north side of the train tracks and the remaining 12 routes serve the south side of the train station.

Potential Bus Depot Locations

Through the Feasibility Study, the location of a bus depot and potential configuration and accessibility options were evaluated for City owned/leased parcels and rights-of-way in the vicinity of the Naperville Metra Station. The following sites were evaluated as potential bus depot locations (Attachment 2):

- Upper Burlington Lot
- Lower Burlington Lot
- East Burlington Lot
- Parkview Lot
- South of Train Station
- 4th Avenue
- Burlington Square Park
- DuPage Children's Museum

Based on a review of existing conditions and meetings with the RTA, Pace Suburban Bus and Metra, the City, with assistance from an engineering consultant, completed an evaluation of the opportunities and challenges/limitations associated with each site. A summary of the opportunities and challenges/limitations is provided as Attachment 3.

Planning Process

In order to evaluate the feasibility of a bus depot in the vicinity of the Naperville Metra Station, the City solicited input from the RTA, Pace and Metra, as well as residents, commuters, property and business owners, and other stakeholders. As part of the planning process, the City held stakeholder meetings with the RTA, Pace and Metra to discuss goals, priorities and constraints associated with a bus depot near the Naperville Metra Station. The stakeholder meeting with

¹ Total number of parking spaces does not reflect recent changes made to accommodate Metra's Platform Improvement Project.

Pace also provided an opportunity to discuss Pace's *Development Guidelines*, which identifies design and operating standards for transit facilities used by Pace buses.

In addition to meetings with the RTA, Pace and Metra, the City hosted two public open houses to solicit public input as summarized below.

- September 12, 2011: Public open house to introduce the purpose, scope and anticipated schedule for the Feasibility Study. A summary of potential opportunities and challenges associated with a bus depot in the vicinity of the Naperville Metra Station was available for public review and comment.
- November 14, 2011: Public open house to seek public input on bus depot alternatives, including preliminary site plans demonstrating the configuration, access points and capacity.

A copy of public correspondence received throughout the Feasibility Study is provided as Attachment 11.

DISCUSSION:

Staff evaluated the potential bus depot locations based on a number of factors, including but not limited to, public input; input from the RTA, Pace and Metra; site location; accessibility; safety; transit impacts; and parking impacts (Attachment 4). Based on the challenges/limitations summarized in Attachment 5, the following locations were removed from consideration as a bus depot:

- Lower Burlington Lot
- Burlington Square Park
- DuPage Children's Museum
- 4th Avenue

With assistance from an engineering consultant, preliminary bus depot site plans demonstrating potential configuration, access points and capacity, were prepared for the following sites:

- Upper Burlington Lot
- East Burlington Lot
- Parkview Lot
- South of Train Station

The bus depot alternatives, initially presented to the public for review and comment at the November 14 open house, are provided as Attachment 6. Attachment 7 provides a comparison of the bus depot alternatives.

Staff Recommendation

Based on the various factors highlighted in Attachment 4, including input from the public as well as input from the RTA, Pace and Metra, City staff recommends improvements to the north and south side of the train tracks in order to meet the following objectives:

- Enhance transit access to the train station;
- Consolidate passenger pick-up/drop-off activity;

- Minimize bus queues on residential streets;
- Reduce bus conflicts with pedestrian and kiss-and-ride activity; and
- Promote alternate modes of transportation to/from the Naperville Metra Station.

North Side of the Train Tracks – East Burlington Lot

Staff recommends modifications identified as “East Burlington Lot - Alternative 1” in order to provide separation between the buses, parking, kiss-and-ride activity, and taxis (Attachment 8). Three Pace bus routes currently provide service to the north side of the train tracks. Based on access limitations on the north side of the train tracks and impacts to Pace bus operations (i.e., route, schedule, operating cost), relocation of bus routes from the south to the north side of the train tracks is not recommended at this time. The recommended modifications will enhance transit access on the north side of the train tracks as follows:

- Concrete medians separate the buses, kiss-and-ride, and taxis from the parking field, thereby reducing conflicts between buses and vehicles.
- Concrete medians provide for a clearly defined vehicle entrance and exit to the East Burlington Lot, thereby limiting congestion and increasing bus schedule efficiency.
- Clearly defined pedestrian crossings are provided, thereby increasing motorist awareness of pedestrians and bicyclists in the parking lot.
- Proximity to the north (outbound) platform promotes commuter awareness of transit and maintains viability and efficiency for transit commuters.

The modifications recommended for the East Burlington Lot will not require changes to existing Pace bus operations (i.e., route, schedule, operating cost). The recommended modifications could be implemented in conjunction with a bus depot on the south side of the train tracks or independent of any changes to the south side of the train tracks. Approximately 20 parking spaces will be removed in order to accommodate the East Burlington Lot improvements.

South Side of the Train Tracks – Parkview Lot

The three bus depot alternatives evaluated for the Parkview Lot demonstrate that a bus depot is feasible in this location; staff recommends a bus depot in this location in order to provide separation between buses and kiss-and-ride activity, and enhance transit access on the south side of the train tracks as follows:

- Provides capacity for the 12 buses currently serving the south side of the train tracks with an opportunity for future expansion (16 buses) should transit demand increase;
- Provides an opportunity to provide for segregated bus access to/from the depot, thereby reducing conflicts with vehicles and enhancing transit efficiency;
- Proximity to the south (inbound) platform is convenient for commuters boarding the Metra train during the morning commute;
- Offers a designated area for buses only and consolidates transit service to one location, thereby enhancing commuters’ ability to locate their route;
- Removes buses from the south side of the train station, thereby reducing conflicts and increasing pedestrian and bicyclist safety;
- Provides an opportunity to modify the area on the south side of the train tracks to enhance kiss-and-ride passenger pick-up/drop-off activity;

- Eliminates bus staging on residential streets; and
- Reduces bus traffic on local streets with access to the Parkview Lot from the intersection of Washington Street/North Avenue (see *South Side of the Train Tracks – Access Improvements*).

While the sawtooth bus depot layout (Alternatives 1 and 2) is the preferred design, engineering will be required prior to final determination of the site layout (see *Next Steps*). A bus depot on the Parkview Lot is expected to benefit Pace operations; reducing the conflicts between buses and kiss-and-ride vehicles is expected to enhance the efficiency of the 12 routes serving the south side of the train tracks. The bus depot could be implemented in conjunction with the East Burlington Lot modifications or independent of any changes to the north side of the train tracks. A total of 136 parking spaces will be removed in order to accommodate a bus depot on the Parkview Lot (see *Parking Mitigation Options*).

South Side of the Train Tracks – Access Improvements

Staff recommends conversion of North Avenue (currently one-way westbound only) to two-way traffic between Washington Street and Ellsworth Street. Conversion of North Avenue to two-way traffic should reduce bus traffic on local streets with access provided by the intersection of Washington Street/North Avenue; and may result in re-distribution of commuter traffic to Washington Street, Center Street and Ellsworth Street.

With conversion of North Avenue to a two-way street and a bus depot on the Parkview Lot, traffic signal modifications would be required for the intersection of Washington Street/North Avenue. Staff has completed a preliminary analysis of potential traffic signal modifications and finds traffic signal timing adjustments are feasible to accommodate two-way traffic on North Avenue. Further evaluation of the traffic signal configuration will be completed as part of the engineering required prior to implementation of a bus depot on the Parkview Lot. Approximately 25 on-street daily fee parking spaces will be removed in order to accommodate two-way traffic on North Avenue, between Washington Street and Ellsworth Street (see *Parking Mitigation Options*).

Parking Mitigation Options

As summarized below, approximately 181 parking spaces (156 permit spaces, 25 daily fee spaces) would be removed in order to accommodate the improvements identified herein.

| Recommended Improvement | Parking Impact |
|---------------------------------|----------------------------|
| East Burlington Lot | 20 permit spaces (approx.) |
| Parkview Lot | 136 permit spaces |
| North Avenue Access Improvement | 25 daily fee spaces |

While the City has and will continue to maximize commuter parking in the vicinity of the Naperville Metra Station, most recently with installation of daily fee parking spaces at the Water Tower West site (southeast corner of 5th Avenue/Loomis Street) and the DuPage Children’s

Museum, the City also provides for a multi-modal approach to commuter access to both the Naperville and Route 59 Metra Stations (e.g., park-and-rides, Guaranteed Ride Home Program, reduced fare 10-Ride Pace bus passes).

With implementation of a bus depot at the Naperville Metra Station, the City seeks to minimize the loss of commuter parking spaces through a number of parking mitigation options. A menu of potential parking mitigation options is presented in Attachment 10. While new parking spaces in the vicinity of the train station may be provided, the mitigation options seek to continue the City's multi-modal approach to providing alternative options to access the train station, including preferred vanpool parking spaces and additional park-and-ride locations.

Following City Council approval of a bus depot for the Naperville Metra Station, an implementation plan will be developed, which will include further evaluation and a more detailed inventory of the parking mitigation options.

Transportation Advisory Board Consideration

In order to allow the Transportation Advisory Board an opportunity to fully evaluate the recommended bus depot improvements and consider the diverse factors upon which the recommendations are formulated, staff recommends that the Transportation Advisory Board receive public testimony and identify additional information or unresolved questions that staff will respond to at the March 3, 2012 meeting.

Next Steps

Following a recommendation from the Transportation Advisory Board, the Feasibility Study will be forwarded to the City Council for final determination (date to be determined). The Naperville Metra Station Bus Depot and Commuter Access Feasibility Study is an engineering feasibility study only; prior to construction of a bus depot at the Naperville Metra Station, the City will complete the following:

- Initiate and complete detailed engineering plans in coordination with Pace Suburban Bus;
- Evaluate funding opportunities for construction; and
- Develop an implementation plan, which will include further evaluation of the parking mitigation options and a construction phasing plan.

The aforementioned next steps will be incorporated into the annual Transportation Team work program and Capital Improvement Program (CIP) for City Council consideration. City staff will notify the public of the implementation progress through updates on the City's website; no further public meetings are planned at this time.

RECOMMENDATION:

1. Receive public testimony and provide feedback on the Naperville Metra Station Bus Depot and Commuter Access Feasibility Study.
2. Continue this agenda item to the March 3, 2012 Transportation Advisory Board meeting.

ATTACHMENTS:

1. Summary of 5th Avenue Study Public Input
2. Location Map - Sites Considered
3. Summary of Opportunities and Challenges/Limitations

Naperville Metra Station Bus Depot and Commuter Access Feasibility Study

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4. Summary of Factors Considered
5. Sites Removed from Consideration
6. Bus Depot Alternatives
7. Comparison of Bus Depot Alternatives
8. East Burlington Lot - Staff Recommendation
9. Parkview Lot - Staff Recommendation
10. Parking Mitigation Options
11. Public Correspondence

Public Input

From the 5th Avenue Study

For the 5th Avenue Study the city solicited public input on a variety of issues, including bus access to the Naperville Metra Station and the potential for a bus depot. A summary of the public input received is provided below.

- Concern expressed about buses queuing on residential streets as it relates to air quality, pedestrian and vehicle safety, and access to private driveways.
- Concern expressed about buses traveling on residential streets as it relates to air quality, pedestrian safety, and vehicle safety.
- Support for a dedicated transit facility as an opportunity to enhance access to/from the Station and increase public awareness of alternative transportation options.
- Support for bus depot concept as an opportunity to remove bus queues from residential streets.

As a part of the public input received during the 5th Avenue Study, the following comments were received regarding the scope of the Naperville Metra Station Bus Depot and Commuter Access Feasibility Study.

- As part of the evaluation of a bus depot on the Parkview Lot, explore access from Washington Street and/or North Avenue.
- All bus routes, including those serving the north and south side of the train tracks, should be included in the evaluation of a bus depot.
- Explore the feasibility of a bus depot on city-owned properties in the immediate vicinity of the Station, including the north and south side of the train tracks.
- Potential impacts to bus routes, schedules and costs should be evaluated.



**NAPERVILLE
METRA STATION**

*Bus Depot and Commuter Access
Feasibility Study*

Location Map - Sites Considered



- Location 1 - Parkview Lot
- Location 2 - Upper Burlington Lot
- Location 3 - Lower Burlington Lot
- Location 4 - East Burlington Lot
- Location 5 - South of Train Station
- Location 7 - Burlington Square Park (Perimeter)
- Location 6 - 4th Avenue
- Location 8 - DuPage Children's Museum



**NAPERVILLE
METRA STATION**

*Bus Depot and Commuter Access
Feasibility Study*

Location 1 - Parkview Lot

Potential Approach:

Relocate bus loading and unloading activity to the Parkview Lot

| | Opportunities | Limitations/Challenges |
|-----------------------------|---|---|
| Commuter Convenience | <ul style="list-style-type: none"> Capacity for all existing bus routes Proximity to south (inbound) platform Visibility from platforms Separation from kiss-and-ride vehicles; reduces conflicts and increases pedestrian safety | <ul style="list-style-type: none"> Distance from pedestrian tunnel used to access north (outbound) platform Need to mitigate loss of 136 parking spaces |
| Transit Efficiency | <ul style="list-style-type: none"> Provides designated area for bus use only Potential access from North Avenue Size and configuration of lot provides for various circulation and design options | <ul style="list-style-type: none"> Access constraints <ul style="list-style-type: none"> Existing grade at Washington Street Proximity to Washington Street/North Avenue Limited opportunity for future expansion should transit demand increase Impacts to bus routes, schedules and operating costs |
| Neighborhood Impacts | <ul style="list-style-type: none"> Bus staging is removed from local streets Potential to reduce length of bus travel on local streets | <ul style="list-style-type: none"> Potential impacts to existing on-street parking on North Avenue Utilization of the Parkview Lot during non-peak periods by local businesses |
| Other | | <ul style="list-style-type: none"> Construction cost and need to mitigate loss of parking limits viability in the interim Limited right-of-way precludes full access driveway (i.e., entrance and exit) at north end of the lot |




**NAPERVILLE
METRA STATION**

*Bus Depot and Commuter Access
Feasibility Study*

Location 2 - Upper Burlington Lot

Potential Approach:

Relocate bus loading and unloading activity to the Upper Burlington Lot

| | Opportunities | Limitations/Challenges |
|----------------------|--|---|
| Commuter Convenience | <ul style="list-style-type: none"> • Visibility from platforms • Separation from kiss-and-ride vehicles; reduces conflicts and increases pedestrian safety | <ul style="list-style-type: none"> • Limited bus capacity (i.e., does not accommodate all existing buses) • Distance from pedestrian tunnel used to access south (inbound) platform • Requires use of pedestrian tunnel or stairs to access south (inbound) platform during morning commute • Need to mitigate loss of 140 parking spaces |
| Transit Efficiency | <ul style="list-style-type: none"> • Provides designated area for bus use only | <ul style="list-style-type: none"> • Access constraints <ul style="list-style-type: none"> - No direct external access - Shared access at Center Street • Size of lot limits circulation and design options • Limited opportunity for future expansion should transit demand increase due to extensive grading that would be required • Impacts to bus routes, schedules and operating costs |
| Neighborhood Impacts | <ul style="list-style-type: none"> • Bus staging is removed from local streets • Potential to reduce length of bus travel on local streets | |
| Other | | <ul style="list-style-type: none"> • Expansion of the site would require extensive grading • Construction cost and need to mitigate loss of parking limits viability in the interim |




**NAPERVILLE
METRA STATION**

*Bus Depot and Commuter Access
Feasibility Study*

Location 3 - Lower Burlington Lot

Potential Approach:

Relocate bus loading and unloading activity to the Lower Burlington Lot

| | Opportunities | Limitations/Challenges |
|----------------------|---|--|
| Commuter Convenience | <ul style="list-style-type: none"> Capacity for all existing bus routes Separation from kiss-and-ride vehicles; reduces conflicts and increases pedestrian safety | <ul style="list-style-type: none"> Distance from platforms Requires use of pedestrian tunnel or stairs to access south (inbound) platform during morning commute Need to mitigate loss of approximately 125 parking spaces Limited visibility from the train station Potential for additional conflicts between buses, vehicles and pedestrians |

| | Opportunities | Limitations/Challenges |
|--------------------|--|---|
| Transit Efficiency | <ul style="list-style-type: none"> Opportunity for future expansion should transit demand increase Size and configuration of lot provides for various circulation and design options Shorter route than otherwise offered by other north-side sites Opportunity to explore right-in access for buses via Washington Street | <ul style="list-style-type: none"> Access constraints <ul style="list-style-type: none"> Existing grade on west side may preclude full access at Washington Street Shared access at Center Street Impacts to bus routes, schedules and operating costs |

| | Opportunities | Limitations/Challenges |
|----------------------|--|------------------------|
| Neighborhood Impacts | <ul style="list-style-type: none"> Bus staging is removed from local streets Potential to remove bus routes from local streets south of train tracks | |

| | Opportunities | Limitations/Challenges |
|-------|---------------|--|
| Other | | <ul style="list-style-type: none"> Construction cost and need to mitigate loss of parking limits viability in the interim |



**NAPERVILLE
METRA STATION**

*Bus Depot and Commuter Access
Feasibility Study*

Location 4 - East Burlington Lot

Potential Approach:

Relocate bus loading and unloading activity to the East Burlington Lot

| | Opportunities | Limitations/Challenges |
|----------------------|--|--|
| Commuter Convenience | <ul style="list-style-type: none"> Potential capacity for all existing bus routes Visibility from platforms Separation from kiss-and-ride vehicles; reduces conflicts and increases pedestrian safety | <ul style="list-style-type: none"> Requires use of pedestrian tunnel to access south (inbound) platform during morning commute Need to mitigate loss of approximately 140 parking spaces Potential for pedestrian conflicts with kiss-and-ride vehicles Potential relocation of existing taxi stand area Potential conflict with commuter vehicle exit route at Ellsworth Street |
| Transit Efficiency | <ul style="list-style-type: none"> Potential for a designated area for bus use only | <ul style="list-style-type: none"> Access constraints <ul style="list-style-type: none"> Placement within lot precludes external access Shared access at Ellsworth Street Potential conflicts resulting from proximity to pedestrian tunnel exit Limited opportunity for future expansion should transit demand increase Impacts to bus routes, schedules and operating costs |
| Neighborhood Impacts | <ul style="list-style-type: none"> Bus staging is removed from local streets Potential to remove bus routes from local streets south of train tracks | |
| Other | | <ul style="list-style-type: none"> Construction cost and need to mitigate loss of parking limits viability in the interim |



**NAPERVILLE
METRA STATION**
*Bus Depot and Commuter Access
Feasibility Study*

Location 5 - South of Train Station

Potential Approach:

Bus loading and unloading activity south of the train station; relocate kiss-and-ride activity to 4th Avenue

| | Opportunities | Limitations/Challenges |
|-----------------------------|---|---|
| Commuter Convenience | <ul style="list-style-type: none"> Separation from kiss-and-ride vehicles; reduces conflicts and increases pedestrian safety 4th Avenue, between Ellsworth Street and Loomis Street, could accommodate existing kiss-and-ride activity Proximity to south (inbound) platform Ability to reduce pedestrian conflicts with curbside service for buses | <ul style="list-style-type: none"> Capacity for buses on the south side of the train station only; buses serving the north side of the train tracks could not be accommodated in the bus depot Limited kiss-and-ride capacity on 4th Avenue Increased travel distance for kiss-and-ride vehicles Potential removal of on-street parking spaces south of train station |
| Transit Efficiency | <ul style="list-style-type: none"> Requires no changes to existing bus routes on the south side of the train tracks | <ul style="list-style-type: none"> Potential conflicts between kiss-and-ride vehicles and buses Limited opportunity for future expansion of a bus depot should transit demand increase |
| Neighborhood Impacts | <ul style="list-style-type: none"> Bus staging is removed from Ellsworth Street | <ul style="list-style-type: none"> Increased traffic and vehicle staging on 4th Avenue Impacts access to driveways on 4th Avenue Potential widening on 4th Avenue to accommodate relocated kiss-and-ride Potential impacts to customer access to businesses on Center Street |
| Other | <ul style="list-style-type: none"> Minimal impact to parking Viable as an interim solution due to limited implementation cost | <ul style="list-style-type: none"> Enforcement (e.g., gate) necessary to relocate kiss-and-ride activity and limit area south of the train station to buses only |



**NAPERVILLE
METRA STATION**
*Bus Depot and Commuter Access
Feasibility Study*

Location 6 - 4th Avenue (between Ellsworth Street & Loomis Street)

Potential Approach:

Relocate bus loading and unloading activity to 4th Avenue

| | Opportunities | Limitations/Challenges |
|----------------------|--|---|
| Commuter Convenience | <ul style="list-style-type: none"> Proximity to south (inbound) platform Reduces pedestrian conflicts with curbside service for kiss-and-ride vehicles | <ul style="list-style-type: none"> Capacity for buses on the south side of the train station only; buses serving the north side of the train tracks could not be accommodated in the bus depot Increased travel distance for buses |
| Transit Efficiency | <ul style="list-style-type: none"> Opportunity to enhance bus departure | <ul style="list-style-type: none"> Access constraints <ul style="list-style-type: none"> Single entry point to bus depot via 4th Avenue Conflict between kiss-and-ride vehicles and buses Impacts to bus routes, schedules and operating costs Limited opportunity for future expansion of a bus depot should transit demand increase |
| Neighborhood Impacts | <ul style="list-style-type: none"> Bus staging is removed from Ellsworth Street | <ul style="list-style-type: none"> Increased traffic and bus staging on 4th Avenue Impacts access to driveways on 4th Avenue Potential widening on 4th Avenue to accommodate relocated bus loading and unloading activity |
| Other | <ul style="list-style-type: none"> Minimal impact to parking Viable as an interim solution due to limited implementation cost | <ul style="list-style-type: none"> Enforcement necessary to limit bus depot location to buses only |




**NAPERVILLE
METRA STATION**

*Bus Depot and Commuter Access
Feasibility Study*

Location 7 - Burlington Square Park (Perimeter)

Potential Approach:

Relocate bus loading and unloading activity to the perimeter of Burlington Square Park

| | Opportunities | Limitations/Challenges |
|-----------------------------|---|--|
| Commuter Convenience | <ul style="list-style-type: none"> • Potential capacity for all existing bus routes • Proximity to south (inbound) platform • Reduces pedestrian conflicts with curbside service for buses and kiss-and-ride | <ul style="list-style-type: none"> • Limited kiss-and-ride capacity between Center Street and Ellsworth Street should demand increase • Reduced number of lanes for kiss-and-ride adjacent to the train station • Need to mitigate approximately 30 daily fee parking spaces |
| Transit Efficiency | <ul style="list-style-type: none"> • Opportunity to enhance bus departure efficiency | <ul style="list-style-type: none"> • Does not provide a designated area for bus use only • Potential conflicts between buses and on-street parking • Potential impacts to bus routes, schedules and operating costs • Limited opportunity for future expansion of bus staging should transit demand increase |
| Neighborhood Impacts | | <ul style="list-style-type: none"> • Buses stage on Center Street and Ellsworth Street (north of North Avenue) • Potential route changes to direct buses from Ellsworth Street to Center Street and associated changes to schedules and operating costs |
| Other | <ul style="list-style-type: none"> • Minimal impact to parking • Viable as an interim solution due to limited implementation cost | <ul style="list-style-type: none"> • Burlington Park lease agreement with the Naperville Park District • Limited right-of-way |



Location 8 - DuPage Children's Museum (Parking Lot Only)

Potential Approach:

Relocate bus loading and unloading activity to the DuPage Children's Museum parking lot

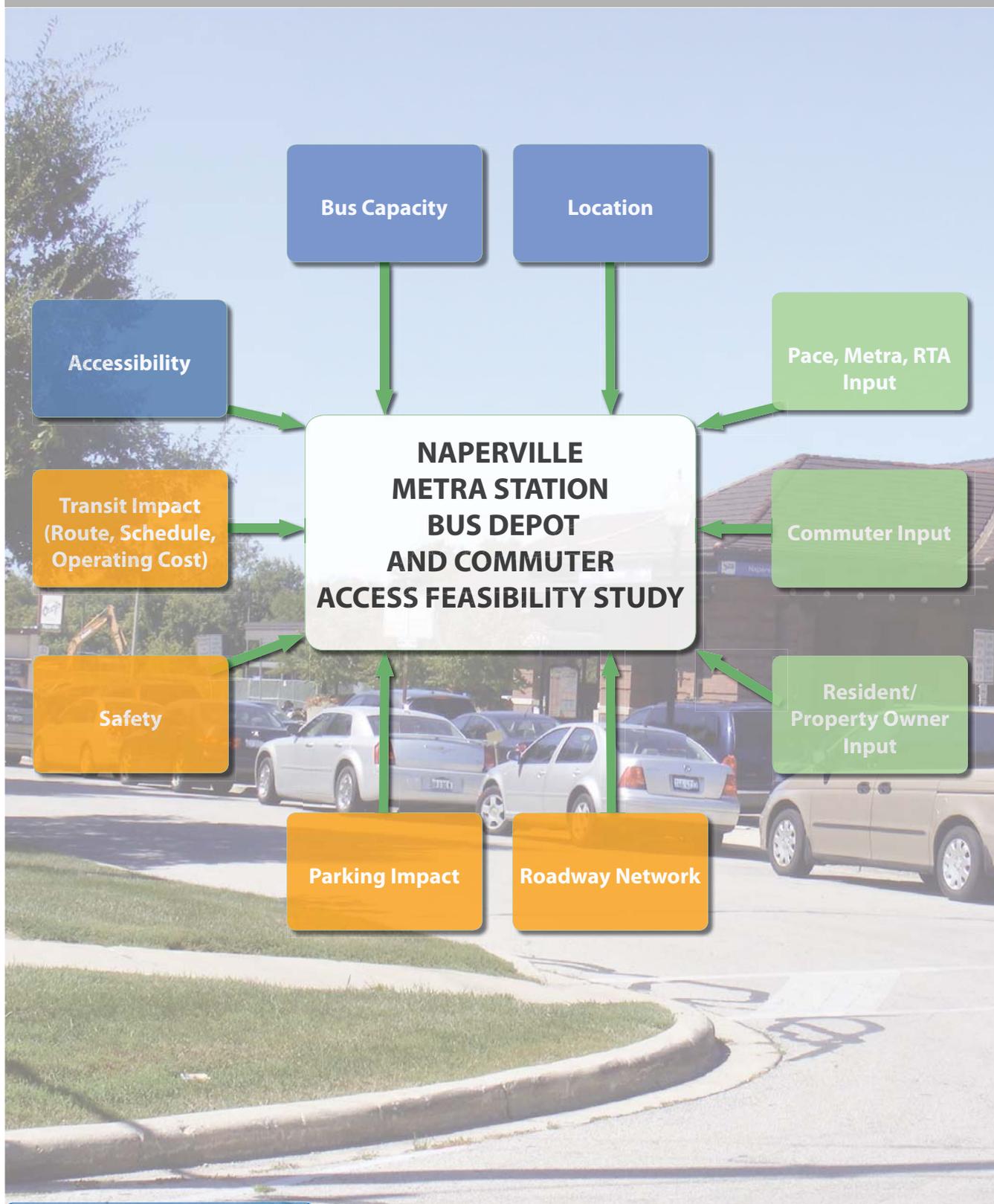
| | Opportunities | Limitations/Challenges |
|-----------------------------|---|---|
| Commuter Convenience | <ul style="list-style-type: none"> Proximity to south (inbound) platform and stairs to Washington Street sidewalk to access north (outbound) platform Eliminates conflict with kiss-and-ride vehicles | <ul style="list-style-type: none"> Distance from train station building Distance from pedestrian tunnel used to access north (outbound) platform |
| Transit Efficiency | <ul style="list-style-type: none"> Traffic signal at Washington Street and North Avenue could enhance access for buses | <ul style="list-style-type: none"> Shared parking lot with DuPage Children's Museum does not allow for a designated area for bus use only Bus capacity is unknown, subject to coordination with the DuPage Children's Museum Distance from the platforms and increased commuter walk time could impact bus schedules and operating costs Limited opportunity for future expansion of a bus depot should transit demand increase |
| Neighborhood Impacts | <ul style="list-style-type: none"> Bus staging is removed from local streets Potential to remove bus routes from local streets south of train tracks | |
| Other | <ul style="list-style-type: none"> Peak commuter traffic occurs before Museum opens at 9 a.m. and after typical weekday closing at 4 p.m | <ul style="list-style-type: none"> DuPage Children's Museum operates Thursday evening hours and occasionally holds special events; therefore, potential for conflicts with pedestrians and vehicles |




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*Bus Depot and Commuter Access
Feasibility Study*

Factors Considered



NAPERVILLE METRA STATION

Bus Depot and Commuter Access Feasibility Study

Bus Depot Sites Removed from Consideration



Following a review of the opportunities and challenges associated with each potential bus depot site, the following sites were removed from consideration based on the challenges and constraints identified below.

- Based on Bus Capacity, Location Consideration, and/or Accessibility
- Based on Transit Impact, Safety, Parking Impact, and/or Roadway Network
- Based on Input from Pace, Metra, RTA, Commuters, and/or Resident/Property Owner Input

A DuPage Children's Museum

- Bus capacity is subject to coordination with the DuPage Children's Museum
- Distance from train station building and pedestrian tunnel
- Distance from the platforms and increased commuter walk time could impact bus schedules and operating costs
- DuPage Children's Museum operates Thursday evening hours and occasionally holds special events; therefore, potential for conflicts with pedestrians and vehicles
- Shared parking lot with DuPage Children's Museum does not allow for designated area for bus use only

B Lower Burlington Lot

- Distance from platforms and limited visibility from the train station
- Potential for additional conflicts between buses, vehicles and pedestrians
- Pace bus access constraints
- Impacts to bus routes, schedules and operating costs

C Burlington Square Park (Perimeter)

- Limited kiss-and-ride capacity between Center Street and Ellsworth Street should demand increase
- Limited right-of-way; requires encroachment into Burlington Square Park
- Potential for conflicts between buses, vehicles and pedestrians
- Impacts to bus routes, schedules and operating costs
- Burlington Square Park lease agreement with the Naperville Park District
- Does not provide a designated area for bus use only
- Buses stage on Center Street and Ellsworth Street (north of North Avenue)

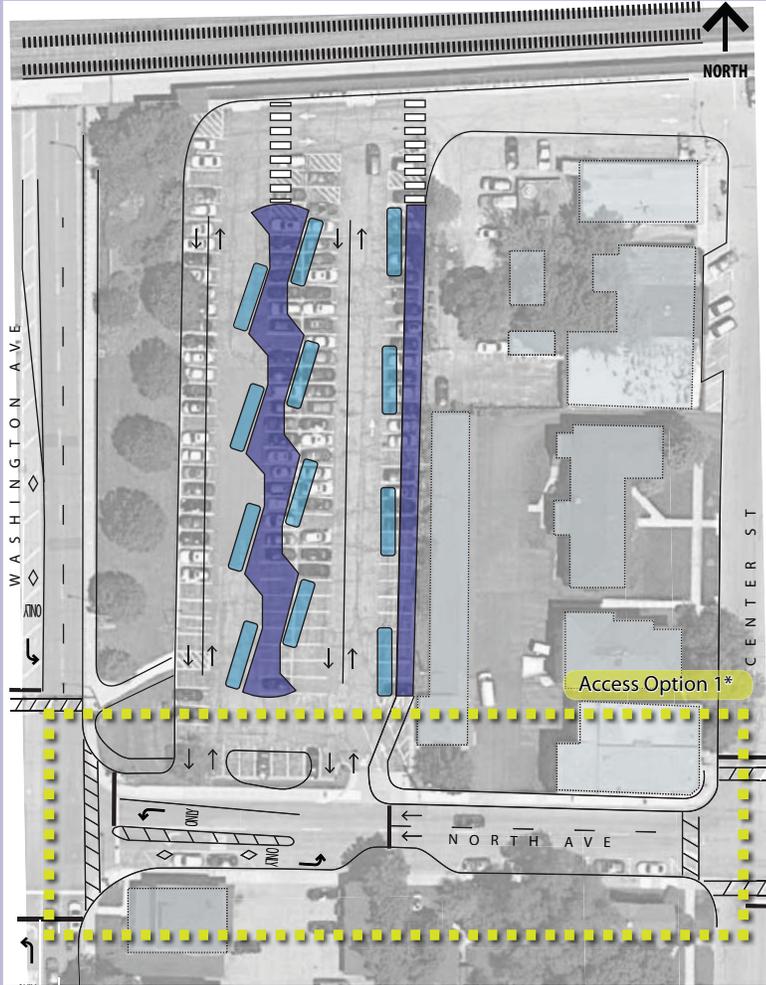


**NAPERVILLE
METRA STATION**

*Bus Depot and Commuter Access
Feasibility Study*

Parkview Lot - Alternative 1

Sawtooth Bus Depot Layout Using Existing Parkview Lot



Bus Capacity

12 buses
(all existing routes on south side of train tracks)

Inbound Bus Access

North Avenue

Outbound Bus Access

North Avenue, Center Street

Bus Depot Layout Opportunities

- Potential benefit for bus routes, schedules and operating costs
- Separated entrance for buses
- Accommodates all existing routes currently on south side of train tracks

Bus Depot Layout Limitations/Challenges

- Need to mitigate loss of 136 parking spaces
- Access constraints
 - Shared exit with vehicles accessing local businesses (buses exiting at north driveway only)
 - Bus conflicts with kiss-and-ride vehicles on 4th Avenue and Center Street (buses exiting at north driveway only)
- North Avenue access to depot requires traffic signal modifications at Washington Street/North Avenue

** Example of bus depot access. See Parkview Lot-Alternative 2 for alternate access option (i.e., Access Option 2).*

Summary of Initial Site Evaluation

*originally presented during
September 12, 2011 public open house*

| Site Opportunities | Site Limitations/Challenges |
|---|---|
| <ul style="list-style-type: none"> • Designated area for bus use only • Reduces bus travel on local streets with access to depot from North Avenue • Proximity to south (inbound) platform • Bus staging is removed from local streets • Separation from kiss-and-ride vehicles; reduces conflicts and increases pedestrian safety | <ul style="list-style-type: none"> • Distance from pedestrian tunnel used to access north (outbound) platform • Potential impacts to existing on-street parking on North Avenue |

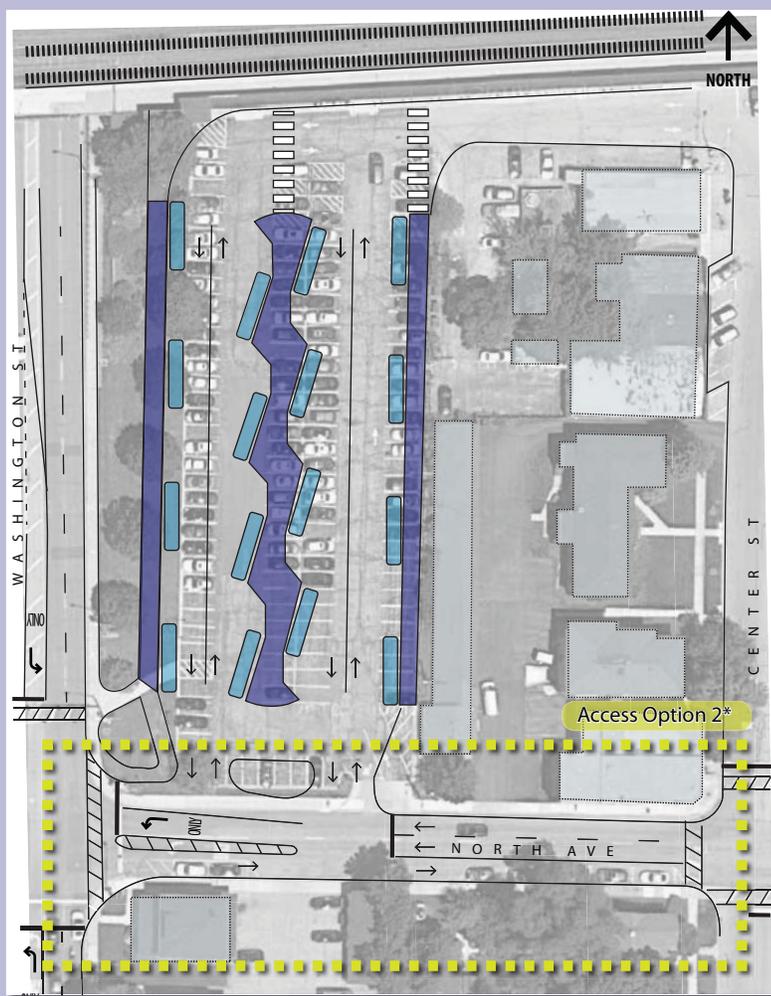


**NAPERVILLE
METRA STATION**

*Bus Depot and Commuter Access
Feasibility Study*

Parkview Lot - Alternative 2

Sawtooth Bus Depot Layout Using Expanded Parkview Lot Lot would be increased 20' for additional bus capacity



Bus Capacity
16 buses

Inbound Bus Access
North Avenue

Outbound Bus Access
North Avenue, Center Street

Bus Depot Layout Opportunities

- Potential benefit for bus routes, schedules and operating costs
- Separated entrance for buses
- Accommodates all existing routes on both the south and north sides of train tracks, or allow for future expansion should transit demand increase

Bus Depot Layout Limitations/Challenges

- Need to mitigate loss of 136 parking spaces
- Access constraints
 - Shared exit with vehicles accessing local businesses (buses exiting at north driveway only)
 - Bus conflicts with kiss-and-ride vehicles on 4th Avenue and Center Street (buses exiting at north driveway only)
- North Avenue access to depot requires traffic signal modifications at Washington Street/North Avenue

** Example of bus depot access. See Parkview Lot-Alternative 1 for alternate access option (i.e., Access Option 1).*

Summary of Initial Site Evaluation

*originally presented during
September 12, 2011 public open house*

| Site Opportunities | Site Limitations/Challenges |
|---|---|
| <ul style="list-style-type: none"> • Designated area for bus use only • Reduces bus travel on local streets with access to depot from North Avenue • Proximity to south (inbound) platform • Bus staging is removed from local streets • Separation from kiss-and-ride vehicles; reduces conflicts and increases pedestrian safety | <ul style="list-style-type: none"> • Distance from pedestrian tunnel used to access north (outbound) platform • Potential impacts to existing on-street parking on North Avenue |

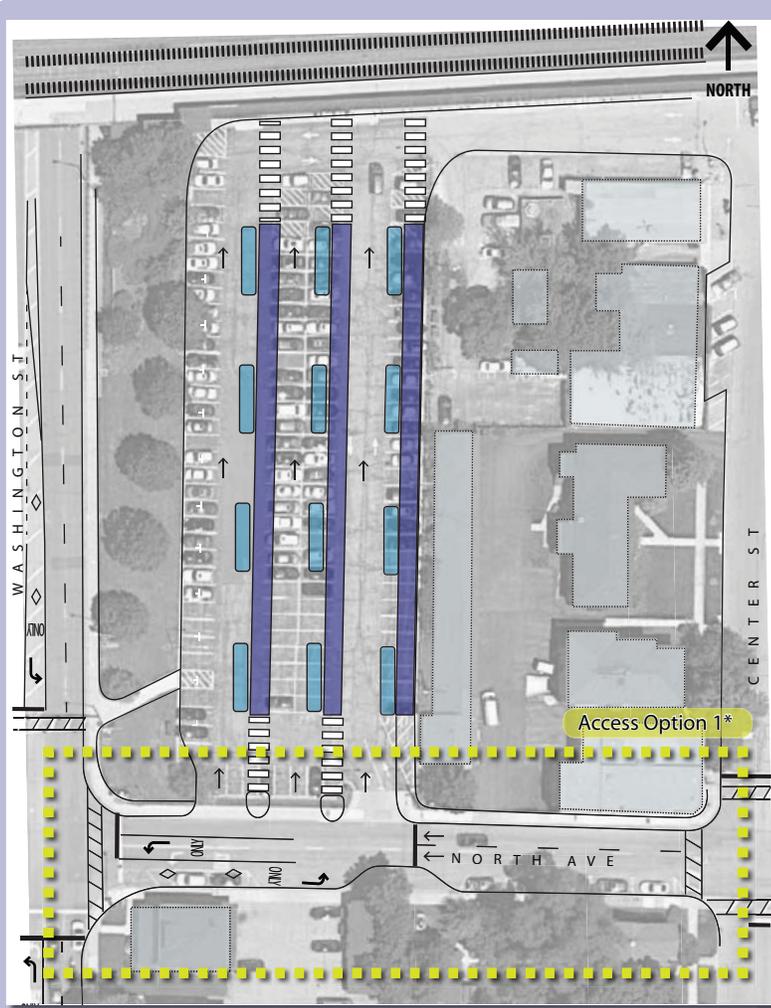


**NAPERVILLE
METRA STATION**

*Bus Depot and Commuter Access
Feasibility Study*

Parkview Lot - Alternative 3

Parallel Bus Depot Layout Using Existing Parkview Lot



Bus Capacity
12 buses
(all existing routes on south side of train tracks)

Inbound Bus Access
North Avenue

Outbound Bus Access
Center Street

Bus Depot Layout Opportunities

- Potential benefit for bus routes, schedules and operating costs
- Separated entrance for buses
- Limited bus turning movements internal to the depot (safety consideration identified by Pace)
- Accommodates all existing routes currently on the south side of train tracks

Bus Depot Layout Limitations/Challenges

- Need to mitigate loss of 136 parking spaces
- Access constraints
 - Shared exit with vehicles accessing local businesses
 - Bus conflicts with kiss-and-ride vehicles on 4th Avenue and Center Street
- North Avenue access to depot requires traffic signal modifications at Washington Street and North Avenue

** Example of bus depot access. See Parkview Lot-Alternative 2 for alternate access option (i.e., Access Option 2).*

Summary of Initial Site Evaluation

*originally presented during
September 12, 2011 public open house*

| Site Opportunities | Site Limitations/Challenges |
|---|---|
| <ul style="list-style-type: none"> • Designated area for bus use only • Reduces bus travel on local streets with access to depot from North Avenue • Proximity to south (inbound) platform • Bus staging is removed from local streets • Separation from kiss-and-ride vehicles; reduces conflicts and increases pedestrian safety | <ul style="list-style-type: none"> • Distance from pedestrian tunnel used to access north (outbound) platform • Potential impacts to existing on-street parking on North Avenue |

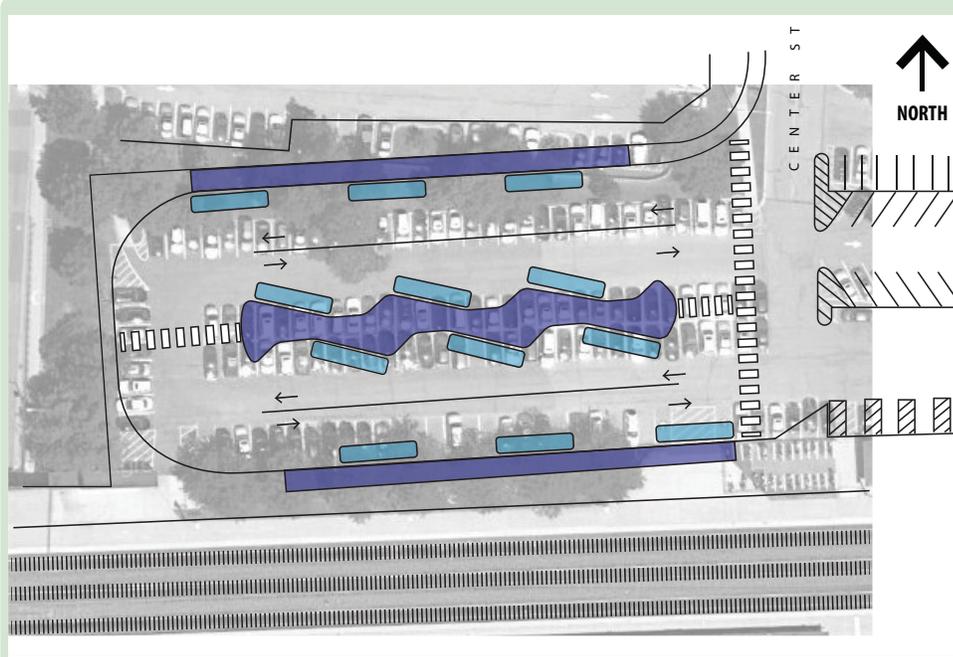


**NAPERVILLE
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*Bus Depot and Commuter Access
Feasibility Study*

Upper Burlington Lot

Sawtooth Bus Depot Layout



Bus Capacity
12 buses

Inbound Bus Access
Center Street

Outbound Bus Access
Center Street to 5th Avenue,
Ellsworth Street to 5th Avenue

Based on a review of the potential bus depot layout for this site, and the associated limitations/challenges, the Upper Burlington Lot will be removed from further consideration.

Bus Depot Layout Limitations/Challenges

- Requires expansion to the Lower Burlington Lot to accommodate bus turning movements
- Requires extensive grading and a retaining wall would be required
- Need to mitigate loss of more than 150 parking spaces (including spaces in the Lower Burlington Lot)
- Access constraints
 - No direct access
 - Shared access at Center Street and Ellsworth Street
- Conflicts between buses and pedestrians and vehicles
- Impacts to bus routes, schedules and operating costs (Pace estimates an additional 5-6 minutes/bus trip)

Summary of Initial Site Evaluation

*originally presented during
September 12, 2011 public open house*

| Site Opportunities | Site Limitations/Challenges |
|--|---|
| <ul style="list-style-type: none"> • Bus staging is removed from local streets • Separation from kiss-and-ride vehicles; reduces conflicts and increases pedestrian safety | <ul style="list-style-type: none"> • Lot size and configuration limits the bus depot design/configuration and capacity • Distance from pedestrian tunnel used to access south (inbound) platform • Access constraints <ul style="list-style-type: none"> • No direct external access • Shared access at Center Street • Impacts to bus routes, schedules and operating costs |



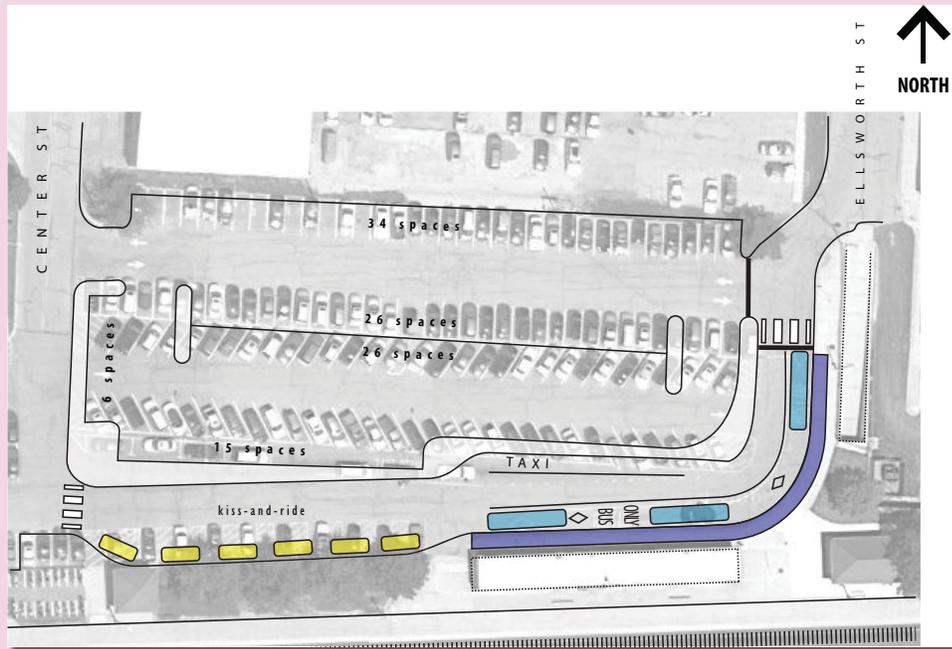
**NAPERVILLE
METRA STATION**

*Bus Depot and Commuter Access
Feasibility Study*

East Burlington Lot - Alternative 1

Provide Separation

between Parking, Kiss-and-Ride, Taxis, and Bus Loading Activity



Bus Capacity
3 buses
(existing routes on north side of train tracks)

Inbound Bus Access
Center Street

Outbound Bus Access
Ellsworth Street to 5th Avenue

Bus Depot Layout Opportunities

- Potential interim or long-term implementation
- Access opportunities
 - Separation between bus exit and vehicle exit
- Defined pedestrian route to parking area enhances motorist awareness of pedestrians in the parking lot
- No negative impacts to bus routes, schedules and operating costs
 - Enhanced bus exit improves schedule efficiency

Bus Depot Layout Limitations/Challenges

- Need to mitigate loss of approximately 20 parking spaces
- Access constraints
 - No direct access to the bus loading area
 - Shared access at Center Street (inbound) and Ellsworth Street (outbound)
- Conflicts between buses and pedestrians

Summary of Initial Site Evaluation

*originally presented during
September 12, 2011 public open house*

| Site Opportunities | Site Limitations/Challenges |
|---|--|
| <ul style="list-style-type: none"> • Proximity to north (outbound) platform • Bus staging is removed from local streets | <ul style="list-style-type: none"> • Requires use of pedestrian tunnel to access south (inbound) platform during morning commute • Access constraints <ul style="list-style-type: none"> • Shared access at Ellsworth Street • Impacts to bus routes, schedules and operating costs |

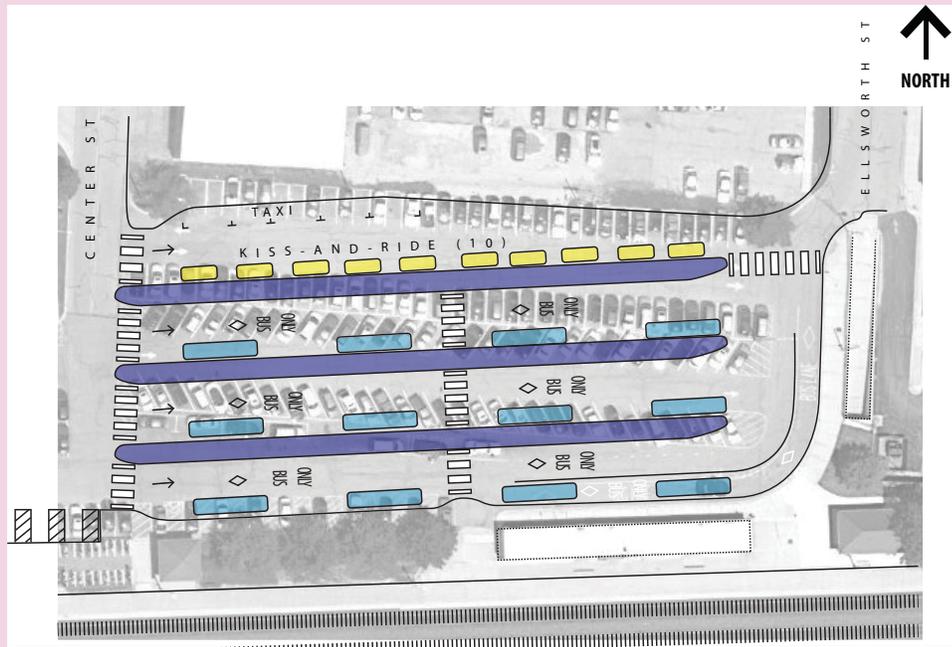


**NAPERVILLE
METRA STATION**

*Bus Depot and Commuter Access
Feasibility Study*

East Burlington Lot - Alternative 2

Parallel Bus Depot Layout



Bus Capacity
12 buses

Inbound Bus Access
Center Street

Outbound Bus Access
Ellsworth Street to 5th Avenue

Bus Depot Layout Opportunities

- Provides for additional kiss-and-ride capacity on the north side of the train tracks
- Concrete islands provide separation between buses and vehicles

Bus Depot Layout Limitations/Challenges

- Need to mitigate loss of approximately 140 parking spaces
- Access constraints
 - No direct access to the bus loading area
 - Shared access at Center Street (inbound) and Ellsworth Street (outbound)
- Conflicts between buses and pedestrians
- Potential for vehicles to cut-through bus only lanes
- Kiss-and-ride compliance based on distance from platform (Pace Input)
- Taxi compliance; potential for taxis to queue in bus only lanes (Pace Input)
- Impacts to bus routes, schedules and operating costs (Pace estimates an additional 5-6 minutes/bus trip)

Summary of Initial Site Evaluation

*originally presented during
September 12, 2011 public open house*

| Site Opportunities | Site Limitations/Challenges |
|---|--|
| <ul style="list-style-type: none"> • Proximity to north (outbound) platform • Bus staging is removed from local streets | <ul style="list-style-type: none"> • Requires use of pedestrian tunnel to access south (inbound) platform during morning commute • Access constraints <ul style="list-style-type: none"> • Shared access at Ellsworth Street • Impacts to bus routes, schedules and operating costs |

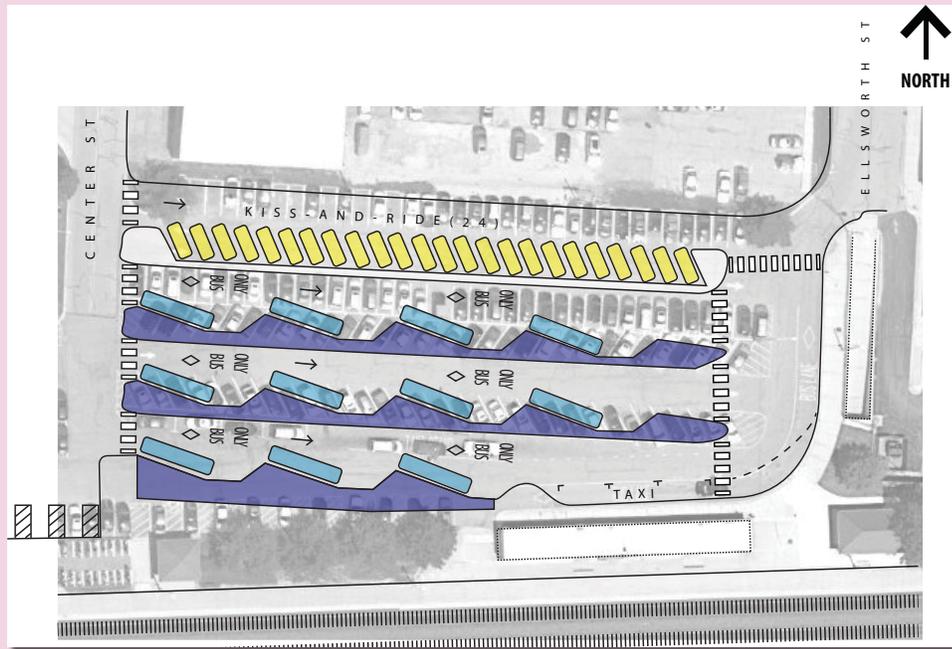


**NAPERVILLE
METRA STATION**

*Bus Depot and Commuter Access
Feasibility Study*

East Burlington Lot - Alternative 3

Sawtooth Bus Depot Layout



Bus Capacity
11 buses

Inbound Bus Access
Center Street

Outbound Bus Access
Ellsworth Street to 5th Avenue

Bus Depot Layout Opportunities

- Provides for additional kiss-and-ride capacity on the north side of the train tracks
- Concrete islands provide separation between buses and vehicles
- Sawtooth design enhances taxi and kiss-and-ride compliance with bus-only lane
- Potential to use kiss-and-ride area as daily fee parking spaces during non-peak
- Opportunity to provide additional pedestrian and bicycle amenities in area immediately north of the platform

Bus Depot Layout Limitations/Challenges

- Need to mitigate loss of approximately 140 parking spaces
- Access constraints
 - No direct access to the bus loading area
 - Shared access at Center Street (inbound) and Ellsworth Street (outbound)
- Conflicts between buses and pedestrians
- Impacts to bus routes, schedules and operating costs (Pace estimates an additional 5-6 minutes/bus trip)

Summary of Initial Site Evaluation

*originally presented during
September 12, 2011 public open house*

| Site Opportunities | Site Limitations/Challenges |
|---|--|
| <ul style="list-style-type: none"> • Proximity to north (outbound) platform • Bus staging is removed from local streets | <ul style="list-style-type: none"> • Requires use of pedestrian tunnel to access south (inbound) platform during morning commute • Access constraints <ul style="list-style-type: none"> • Shared access at Ellsworth Street • Impacts to bus routes, schedules and operating costs |



South of Train Station

Bus Loading and Unloading Activity South of the Train Station Relocate kiss-and-ride activity to 4th Avenue



Bus Capacity
12 buses

Inbound Bus Access
Ellsworth Street

Outbound Bus Access
Center Street

Bus Depot Layout Opportunities

- Potential interim or long-term implementation
- By-pass lane maintains access to businesses on Center Street

Bus Depot Layout Limitations/Challenges

- Need to mitigate loss of approximately 22 parking spaces
- Access constraints
 - No direct access to the bus loading area
 - Potential conflicts between buses and exiting kiss-and-ride vehicles
- Potential for kiss-and-ride activity to occur in the bus-only lane or by-pass lane
- Limited kiss-and-ride capacity
- Conflicts between buses and pedestrians
- Impact to parkway around Burlington Square Park in order to accommodate on-street parking

Summary of Initial Site Evaluation

*originally presented during
September 12, 2011 public open house*

Site Opportunities

- Separation from kiss-and-ride vehicles; reduces conflicts and enhances pedestrian safety
- Proximity to south (inbound) platform
- Requires no changes to existing bus routes on the south side of the train tracks
- Minimal impact to parking

Site Limitations/Challenges

- Limited kiss-and-ride capacity on 4th Avenue
- Increased travel distance for kiss-and-ride vehicles
- Potential conflicts between kiss-and-ride vehicles and buses
- Increased traffic and vehicle staging on 4th Avenue
- Impacts access to driveways on 4th Avenue
- Potential impacts to customer access to businesses on Center Street



**NAPERVILLE
METRA STATION**

*Bus Depot and Commuter Access
Feasibility Study*

Comparison of Bus Depot Alternatives

| Bus Depot Alternatives | Transit | | | | Commuter | | | | Resident | | | |
|-------------------------------|---|---|--------------------------------|---|----------------------------|---|--|---|--------------------------|---------------------------------|-----------------------------|-----------------------------|
| | Bus Capacity (# routes) | Maximum bus routes impacted ¹ (# routes) | Bus access (to/from bus depot) | Transit commuter access to platform from bus depot (AM) | Future expansion potential | Off-Street Parking Impact (# of stalls) | On-Street Parking Impact (# of stalls) | Bus conflicts with pedestrians/bicyclists | Bus conflicts with autos | Pedestrian conflicts with autos | Bus queues on local streets | Bus routes on local streets |
| Existing Conditions | 3 buses on north 12 buses on south | N/A | Red | Green | No | N/A | N/A | Red | Red | Red | Red | Red |
| Parkview Lot | | | | | | | | | | | | |
| Alternative 1 | 3 buses on north 12 buses on south (depot) | 0 buses | Green | Green | Yes | -136 | -25 | Green | Green | Green | Green | Green |
| Alternative 2 | 0 buses on north 16 buses on south (depot) | 3 buses | Green | Green | No | -136 | -25 | Green | Green | Green | Green | Green |
| Alternative 3 | 3 buses on north 12 buses on south (depot) | 0 buses | Yellow | Green | Yes | -136 | -25 | Green | Yellow | Green | Green | Green |
| Upper Burlington Lot | | | | | | | | | | | | |
| Alternative 1 | 12 buses on north (depot) 3 buses on south | 9 buses | Red | Red | No | -150 | 0 | Yellow | Red | Yellow | Green | Yellow |
| East Burlington Lot | | | | | | | | | | | | |
| Alternative 1 | 3 buses on north (depot) 12 buses on south | 0 buses | Yellow | Yellow | Yes | -20 | 0 | Yellow | Yellow | Yellow | Red | Red |
| Alternative 2 | 12 buses on north (depot) 3 buses on south | 9 buses | Red | Red | No | -140 | 0 | Yellow | Red | Yellow | Green | Yellow |
| Alternative 3 | 11 buses on north (depot) 4 buses on south | 8 buses | Red | Red | No | -140 | 0 | Yellow | Red | Yellow | Green | Yellow |
| South of Train Station | | | | | | | | | | | | |
| Alternative 1 | 3 buses on north 12 buses on south (depot) | 0 buses | Red | Green | No | 0 | -22 | Red | Red | Red | Red | Red |

Legend

-  Satisfies the objectives of the Naperville Metra Station Bus Depot and Commuter Access Feasibility Study.
-  Satisfies some of the objectives.
-  Does not meet the objectives/results in a negative impact.

Note
1. Impacts to bus routes will likely result in increased bus travel time and operating cost.

East Burlington Lot - Recommendation

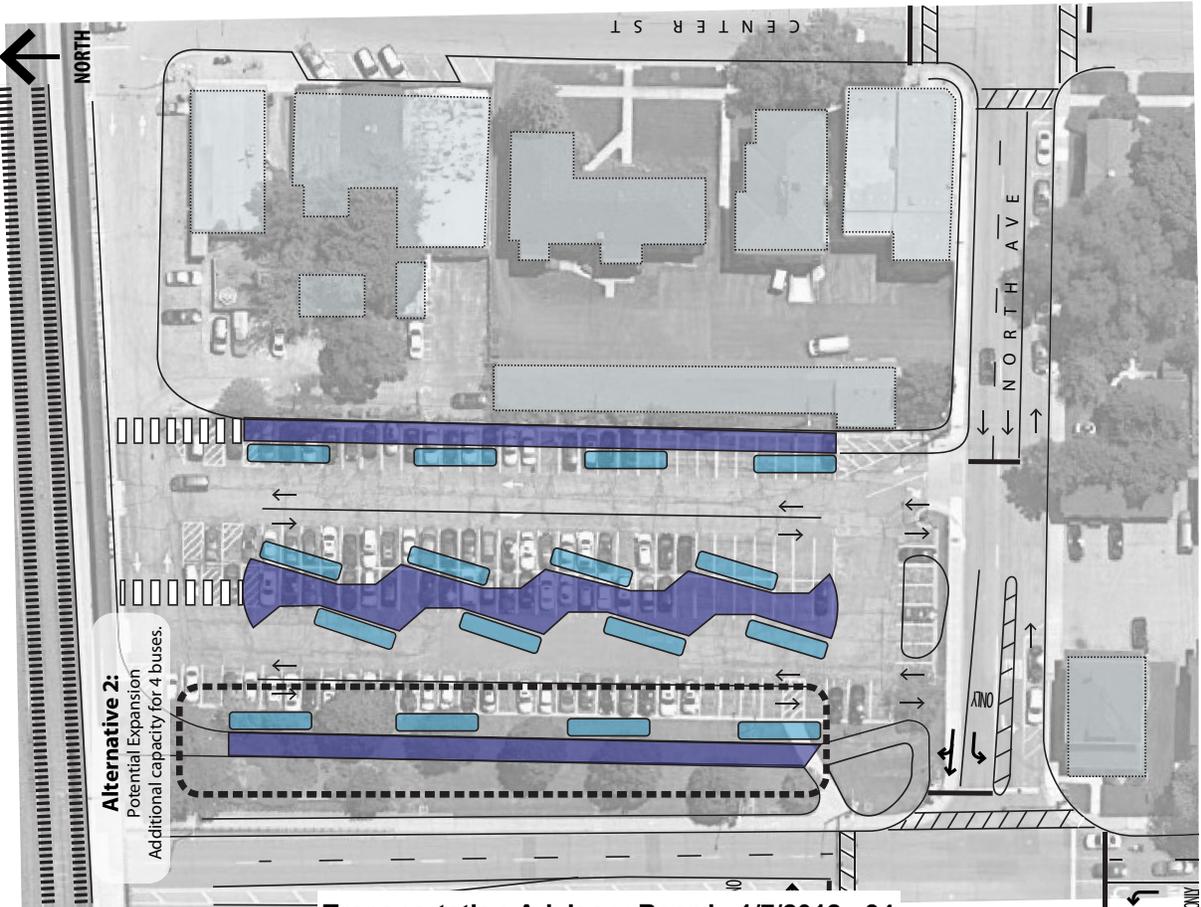


Parkview Lot - Recommendation

Alternative 3



Alternative 1



Alternative 2:
 Potential Expansion
 Additional Capacity for 4 buses.

**NAPERVILLE
 METRA STATION**
 Bus Depot and Commuter Access
 Feasibility Study

Parking Mitigation Options

To minimize the loss of commuter parking spaces attributed to a bus depot, the following options may be further evaluated.

| | |
|----|--|
| A. | Reconfigure the existing parking spaces on the Water Tower West site in order to maximize parking spaces in the lot. |
| B. | Demolish the former Department of Public Works building in order to provide additional parking spaces on the Water Tower West site. |
| C. | Evaluate the potential for a more efficient layout for the City’s existing commuter parking lots. |
| D. | Coordinate with Pace to identify new park-and-ride location(s). |
| E. | Install additional commuter parking in the DuPage Children’s Museum parking lot (per the terms of the existing lease agreement). |
| F. | Evaluate preferred parking spaces for vanpools. |
| G. | Consider additional on-street parking in the vicinity of the train station. |
| H. | Coordinate with homeowner associations to promote vanpools. |
| I. | Explore opportunities to manage parking permit demand, including but not limited to waitlist audits, alternative permit types (e.g., daily permit, weekly permit, etc.). |

Following City Council approval of a bus depot for the Naperville Metra Station, an implementation plan will be developed, which will include further evaluation of the parking mitigation options.

**Naperville Bus Depot and Commuter Access Feasibility Study
September 12, 2011 Public Open House
Public Input Summary**

| Comment No. | Public input will be one factor considered when developing and evaluating bus depot alternatives. Please note that a number of factors will be considered, including: site location, configuration and access points; commuter parking impacts and mitigation options; and Pace and Metra requirements. | Please check all that apply (at least one option must be checked). This information will help city staff better understand the perspective of participants in the public comment period. | | | | If "Other Stakeholder," please specify |
|-------------|---|--|---|--|--|--|
| | | Commuter | Resident of Naperville Metra Station Vicinity | Other Resident | Other Stakeholder | |
| 1 | If all the buses could be accommodated, first choice would be the 4th Avenue except there are homes on 4th Avenue. Make North Avenue two-way to keep buses out of neighborhood on School Street. Parking on North Avenue would partially need to be removed. 2nd choice would be Burlington Square - maybe parking after 9 a.m. and end at 4 p.m. with North Avenue 2-way. In front of train station could be possible also 3rd choice Parkview - North Avenue 2-way - most costly probably - would affect least amount of homeowners - landlords 4th choice - Children's Museum - with the Museum hours adjusted to 9 to 4 weekdays | | | Other Resident: Lives 2.5 blocks from the Station | Other Stakeholder Other Stakeholder | Transportation Advisory Board Member |
| 2 | Location #1 (Parkview Lot) - Living on Ellsworth (between North & School) this is a good option. Tear down the old PW bldg and put parking lost by this option over there. Option 2 is also good. | | Resident of Naperville Metra Station Vicinity | | | |
| 3 | Location #6 (4th Avenue) - I would support a kiss-and-ride at this location; the traffic direction would need to be reversed | Commuter | | | | |
| 4 | Location #1 (Parkview Lot) - Parkview Lot use for the bus depot is the best location to keep buses out of neighborhoods. However parking for displaced cars must be part of this. Use of available space (closed businesses, public works building) for car parking must be taken into consideration for a proper solution. Also Parkview Lot would need a revised stop light location to facilitate buses coming out of the lot to Washington Street. | Commuter | | | | |
| 5 | Locations #7 (Burlington Square Park perimeter) & #5 (south of train station) - Allowing 2-way traffic on North (maybe just for buses) would help prevent buses going through residential neighborhoods. Also allowing better traffic flow through stop light on North Avenue would get buses out of the area faster and discourage them from going through other neighborhoods (such as Center Street south of North Avenue) | Commuter | | | | |
| 6 | Location #8 (DuPage Children's Museum) - Can't put more bus traffic west on Spring - it's terrible already; offers best Washington Street access of all locations | | | | | |
| 7 | Location #7 (Burlington Square Park perimeter) - Kiss-and-ride should be less accommodative in favor of bus transportation. Or consider kiss-and-ride in Children's Museum Lot. | | | | | |

Naperville Bus Depot and Commuter Access Feasibility Study
September 12, 2011 Public Open House
Public Input Summary

| Comment No. | Public input will be one factor considered when developing and evaluating bus depot alternatives. Please note that a number of factors will be considered, including: site location, configuration and access points; commuter parking impacts and mitigation options; and Pace and Metra requirements. | Please check all that apply (at least one option must be checked). This information will help city staff better understand the perspective of participants in the public comment period. | | | | If "Other Stakeholder," please specify |
|-------------|---|--|--|----------------|--|--|
| | | Commuter | Resident of Naperville Metra Station Vicinity | Other Resident | Other Stakeholder | |
| 8 | Location #5 (south of train station) - Having served on TAB and considering the bus depot etc. I vote for the depot on the south side outside the train depot. Reasons are 1) convenience for patrons; 2) multiple lanes for buses would eliminate queuing on Ellsworth St. Place kiss-and-ride on 4th St east of Ellsworth. To provide additional space remove cupola at depot entrance. Also if additional space needed, a portion of the park could be used. | | Resident of Naperville Metra Station Vicinity | | Other Stakeholder Other Stakeholder | Former Transportation Advisory Board Member |
| 9 | South side alt is weaker, larger due to the short distance to Washington St offering limited opportunities to get traffic out of the lot | | | | | |
| 10 | Location #6 (4th Avenue) unfairly moves bus traffic to a residential area currently without bus traffic. Kiss-and-ride for location 6 is a better, less intrusive alternative | | | | | |
| 11 | Caveat 1: As a commuter I am only concerned about commuter convenience. Caveat 2: Typically I ride my bike to the train station saving Pace for inclement weather or winter (Dec-Mar) so I am not a daily rider Comment: As a north side resident I am only family with the routes on that side of the tracks and have never seen more than 3 buses lined up. I don't see many problems with that set up and hope that we don't create a solution that becomes more inconvenient for north side homeowners. If the buses are moved to the South side of the tracks, and the train comes in on the North platform, I will probably just walk as it won't be much slower than having to go the buses. Please take into consideration the two sides (North & South) and make sure your solution doesn't inconvenience one over the other. Thank you. | Commuter | | | | |
| 12 | Moving Kiss & Ride or bus staging to 4th Ave will create a worse situation for residents of this street than exists on any current residential street except Ellesworth between North and 4th where there are only two residential houses exist. The queuing that occurs on Ellesworth south of North Ave is worst at only the peak times but moving bus staging or K&R to 4th Ave creates a permanent impact all day every day. It would turn 4th ave from a relatively quiet residential street in to a busy thoroughfare. It seems that the Parkview and Childrens Museum are the most favourable options. Depending on the degree of grants and flexibility, these lots could be developed just a little or significantly. Perhaps a deal can be made to relocate the childrens museum to another close location to get better use of that lot. Perhaps 5th Ave or even the old dept. works building. | | Resident of Naperville Metra Station Vicinity | | | |

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| | | Commuter | Resident of Naperville Metra Station Vicinity | Other Resident | Other Stakeholder | |
| 13 | Perform the study--it's good information to gather, but do not act on any part of it. The city has higher (or should have higher) priorities for its monies. Right now the city is exploring the idea of charging for fire and emergency response services which are already funded. That's a horrible idea. Building new facilities must come after funding basic services. We don't need another bell tower--at lease until the city's revenues return to pre recession levels. This project is a "nice to have" project not a "need to have" project. | Commuter | | Other Resident | Other Stakeholder | Pace bus rider, bicycle rider, and pedestrian |
| 14 | Many of the locations entail a significant loss of parking spaces. This is troubling because parking spaces are essential for commuters that are unable to use buses (for example, due to work hours 12pm-9pm outside the norm). I would like to see the options to mitigate the loss of parking spaces presented with the bus depot alternatives. | Commuter | | Other Resident | | |
| 15 | I think the best areas for a bus depot are: locations 1, 3, and 4. They offer the best opportunity to get buses in and out effectively and efficiently from Washington and/or 5th Avenue. These options would greatly help get the buses out of the residential neighborhood. Locations 5 and 7 and really no different than the current conditions and would not bring any noticeable benefit for the future. Location 6 is absurd! Two buses can't even fit down the street side by side. How are you going to protect residential access from being blocked? This option actually would increase bus traffic through the residential neighborhood and lengthen times on bus routes. There is no benefit to this location in any way! | | Resident of Naperville Metra Station Vicinity | | | |
| 16 | The northern lots are prominent to anyone driving or walking down Washington. Converting them to a bus depot would provide an industrial look to the area, whereas the south side lots (particularly Parkview) are more secluded, and would thus provide a more cosmetic solution of where to place the depot. | Commuter | Resident of Naperville Metra Station Vicinity | | | |

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|-------------|--|--|--|----------------------------------|-------------------|--|
| | | Commuter | Resident of Naperville Metra Station Vicinity | Other Resident | Other Stakeholder | If "Other Stakeholder," please specify |
| 17 | <p>Please consider putting the facility under part of Kendall Park. It would be out of the weather, out of view, and cause little disruption to this infrequently used park. Connect the facility to the station by a pedestrian tunnel. As an alternative, why do so many buses have to arrive at and leave the station at the same time? If they were staggered and commuters waited a few minutes more for "their train" inbound, or waited on the bus a bit longer after getting off the train, there could be an orderly flow of buses. Surely the ongoing renovations will allow the station to accommodate more waiting commuters. Maybe bus routes can be adjusted too. Do we really need 819, 821, running part of the way next to 727 in south Naperville. The first two go to the Lisle station but pick up in Naperville and Lisle. Yes, it is a big secret. The Lisle station is far less crowded. You always get a seat on the train. The train arrives in downtown Chicago within minutes of the train from Naperville. And it costs less to commute from Lisle. Run more of the buses to Lisle. Also, why are the engines left running on waiting buses with no one on board except the driver? Cut down on air pollution and energy use. Turn off the engines. Someone may also want to publicize the 855 bus route. It is another big secret. The bus, leaves Bolingbrook and runs down I-55. Route 855, the I-55 Flyer can, by law, drive on the shoulder of I-55 and can pass slow traffic. You can park in two lots for free. One is near I-55 and one is on Canterbury across from the police station and post office, so it is very safe. Ample free parking is no more than 150 feet from where you board the bus. Bus fare costs less than the train from Naperville or Lisle. The bus is a motor coach with wide reclining seats, package rack, TV, footrest, and a restroom. Inbound it goes as far as the intersection of Chicago Ave and Michigan Ave., so there may be no need to transfer to a CTA bus. That saves more money. Travel time to Chicago and Michigan from Bolingbrook is about 1 hour and 15 minutes. So when you factor in the time spent on the bus ride to the Naperville station, the wait for the train, and the length of the train ride, the time spent commuting is comparable. The lot on Canterbury is served by buses from the Lisle train station too. So you can take the bus downtown and the train back or vice versa, depending on your needs, the weather, or traffic. I also think it is great when I am Christmas shopping downtown and have a lot of packages I bought downtown to carry. If you live south of 87th street and east of Naperville Plainfield Rd., Route 855 is a much better alternative to parking at the park and ride on 95th where you then take the bus west to the Aurora station on RT 59 so that you can then travel east on the train, and also pay more for train fare than you would by commuting from the Naperville station.</p> | Commuter | | Other Resident Other Resident | | |
| 18 | <p>Please do not consider building bus depots or "kiss and ride" options on neighborhood residential streets. We are property owners on 4th Avenue and already get a flow of illegally parked "kiss and ride" cars. The flow of traffic is burdensome as it is. Please consider other alternatives before considering placing bus depots on more residential streets.</p> | | Resident of Naperville Metra Station Vicinity | | | |

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|-------------|---|--|--|----------------|-------------------|---|
| | | Commuter | Resident of Naperville Metra Station Vicinity | Other Resident | Other Stakeholder | |
| 19 | To Whom it may concern, I live at 222 E 4th Ave. I am STRONGLY opposed to any solution that may move buses or kiss and ride commuters to my street. Everyday I face the problem of people parking on the street in areas identified as no stopping or standing during rush hour periods. Nearly everyday I have to honk my horn or aggressively ask someone to move their car so I can pull into my driveway. In the mornings I have the same trouble getting out of my driveway. The street is just not wide enough to accommodate this traffic. If a proposed solution involves 4th avenue, I will have to involve every legal right to block this, as my patience with the city currently not enforcing the no parking rule has already worn my patience thin. | | Resident of Naperville Metra Station Vicinity | | | |
| 20 | Regarding commuter access, I have been a commuter for the last several years and have noticed an increasing traffic problem at the Route 59 station. I ride the PACE bus from a park-n-ride location (Wheatland Salem Church) to Rt. 59. Often times in the morning, the bus driver is forced to take different routes to avoid congestion at the light on Rt. 59 turning into the train station. The bigger problem, though, is the evening commute. Because there is no traffic signal or police officer directing traffic and there is no dedicated bus lane, it becomes a free for all to get out of the parking lot of the Rt. 59 station to head back to our cars on the south side of Naperville. Cars think nothing of cutting off the bus and it takes AT LEAST 20 minutes, if not longer, just to get out of the parking lot! We have voiced a concern and expressed a desire for a dedicated bus lane and/or traffic signal at the Rt. 59 station parking lot to the City of Naperville (where we reside and pay taxes) and the City of Aurora and PACE to no avail. This is extremely frustrating to say the least. It is high time the cities join together with PACE and the taxpayers to work out a solution to this traffic problem in the Rt. 59 station parking lot and surrounding area. As residents of Naperville, we expect this problem to be addressed. | Commuter | | Other Resident | | Rt. 59 commuter/ NAPERVILLE RESIDENT! |
| 21 | Would the busses currently serving south Naperville be included in this study? The buses at the Rt.59 station are very inconvenient for the commuters. The morning drop-off seems to work fine, however, the afternoon commute is horrible. The buses usually need 25 minutes to leave the Rt. 59 station. Since as commuters using mass transportation, we are trying to do the right thing for the city by reducing the number of cars on Rt.59 however, the city is not making it easy for us. We understand that the Rt 59 parking lot belongs to Aurora, but as Naperville residents, paying Naperville taxes, shouldn't our city take care of us? So again, are the busses serving south Naperville being considered and will they be moved to the new proposed depot? | Commuter | | Other Resident | | |

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|-------------|--|--|--|----------------|--|
| | | Commuter | Resident of Naperville Metra Station Vicinity | Other Resident | Other Stakeholder, If "Other Stakeholder," please specify |
| 22 | <p>The fact that there are multi-year waiting lists for parking indicates that people want more parking. Please include the feasibility of acquiring the asphalt company land, and possibly the small office building in order to grow the Burlington lots. At the very least, this should be included in order to "mitigate" to lost parking spaces. There are no other services in Naperville that require multi-year waiting lists. The fact that nothing is being done about the parking situation is unacceptable. Meanwhile, crybaby neighbors are upset that there are buses and traffic near a train station that has been in continuous use for over 100 years!! Spending money to make these few crybabies happy, while leaving hundreds on multi-year waiting lists?? Removing parking spaces??? Instead of Adding? Crazy!!!</p> <p>http://en.wikipedia.org/wiki/Naperville_(Amtrak_station) " Naperville Station was originally built in 1910 by the Chicago, Burlington and Quincy Railroad". There are certainly ZERO residents in place since before the train station! 1) There is a need for MORE parking, not less. 2) The asphalt property is an eyesore - make it into a lot to help commuters. 3) the parking is expensive - \$480 Lisle is \$105/qr Downers Grove is \$75 or \$80 per quarter (and they charge more for non-residents) Wheaton is \$60 per quarter for residents!!! ----> I already pay taxes to Naperville - Crank up the prices for non-residents!! People are avoiding moving to Naperville expressly because of the parking situation http://www.city-data.com/forum/chicago-suburbs/33167-elmhurst-vs-glen-elynn-where-should.html "We eliminated Naperville because of ... the long wait on parking passes and the daily commuter lot filling up by 7am (roughly) is unacceptable." Naperville's transportation including train commuting should be an asset to our community - long waiting lists interfere with that. Let's correct the situation.</p> | Commuter | | | |
| 23 | <p>First, I have been a PACE rider for almost 10 years and have seen ridership on my route (684) increase dramatically over the years. One of the major issues I have as a rider is with the evening routes leaving the downtown Naperville station. My bus leaves from the sound side of the station, and between the busses leaving the station, commuters being picked up at the station, commuters exiting their parking spots around Burlington Park, and cars exiting the Parkview lot -- everyone is trying to get onto Washington Street, and some days it takes our bus 10 minutes just to get onto Washington Street, and then we sit in traffic until we get south of Chicago Avenue. I think of all the options being presented, a bus depot in the Parkview lot is the best alternative since it would have the easiest access to getting the busses on to Washington. However, that would mean a loss of parking spots in the "lot of the Gods" as we commuters lovingly refer to the Parkview lot, and those commuters would put up a fight if they were to be displaced. I have many good friends that park in the Parkview lot, and I know they cherish those spots.</p> | Commuter | | | Also a PACE rider |

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|-------------|---|--|--|----------------|--|---|
| | | Commuter | Resident of Naperville Metra Station Vicinity | Other Resident | Other Stakeholder | |
| 24 | <p>To; Rory Fanclet/T.E.D., Hello Rory, We spoke the other night at the open house. We own the property and run our business (Shiffler Builders Inc.) at the corner of North/Center. We also own the building directly north (313 N. Center St.) We represent a total of 13 tenants in apartments and 2- commercial tenants Some of our concerns if Location #7 is utilized for the new bus depot: --Added traffic/congestion from consolidating all 15 routes to this one area on this side of the tracks. If there are about 70 bus drop-offs/pick-ups now, I would expect that there would be about 16-18 more if all the routes used this area. I also assume that in the future there may be added routes to the system. --The additional emissions/pollution concentrated in this area is bad now and would get worse. --The added noise levels at certain times of the day for our tenants as well as the area residents is a big negative. --An actual physical "Bus Depot" structure will detract from the view of the park. --A single Depot will also concentrate persons coming to or through Naperville that may, how can I say it...be up to no good. I am certain that there would be increased vandalism, crime and littering in our immediate area. This would certainly make our tenants as well as the other area residents feel less safe living in this neighborhood. It is likely that as Landlords, that it will be more difficult for us to find viable tenants for our apartments and commercial unit(s). --A Bus Depot at location #7 could also adversely affect our property values now and in the future. --For us, location #1 has many of the negatives that location #7 has but to a somewhat lesser degree. --It would seem that the entirely commercial/parking area on the north side of the tracks (locations 2/3/4) would overall, negatively affect fewer residents/businesses. --After speaking to the staff at the open house on 9-12, I get the distinct feeling that location #7 is the front-runner for the depot. Since most of the routes come from the south, PACE seems to consider this the least expensive and best option for them. --Is there really a problem that needs to be fixed? Will a single bus depot be better than the current situation? --Finally, as long-time property/business owners here on Center St., I am very concerned for our business, our tenants and our neighbors (on both sides of the tracks) that the best solution/location is chosen for the bus depot. With the limited information we have at this point, location #7 would be the worst of the options for us.</p> | | | | Other Stakeholder Other Stakeholder | Property Owner Adjacent to Naperville Metra Station |
| 25 | <p>I think that the Parkview lot is preferable for a few reasons. First, since most of the buses currently service the south side of the tracks, relocating all of them to the north side would add several minutes to everybody's commute, and the buses would have to leave earlier. Second, adding the additional traffic down Washington will potentially endanger kids coming to and from school. Third, the Parkview lot is somewhat hidden from Washington and public view. As the beautification of the 5th Avenue area proceeds, a parking lot on the north side will be a thumb to the eye of planners (and citizens) who want to improve the look and feel of Washington and 5th Avenue.</p> | Commuter | Resident of Naperville Metra Station Vicinity | | | |

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|-------------|--|--|--|----------------|-------------------|---|
| | | Commuter | Resident of Naperville Metra Station Vicinity | Other Resident | Other Stakeholder | |
| 26 | None of the proposals seems better than the existing setup, with north side busses staying on the north side of the tracks and south side busses staying on the south side. Forcing all the busses to one side or the other will create additional traffic/congestion issues that no one seems to be taking into account. Busses and cars will need to share the same streets no matter which of these plans would be implemented. They all seem like a solution in search of a problem. If Naperville has tax dollars burning a hole in its collective pocket, there must be better ways to spend them than this. How about connecting the upper and lower decks of the downtown parking garage on Chicago Ave behind the Barnes and Noble, for example? Or restore the fall brush pickup! | Commuter | Resident of Naperville Metra Station Vicinity | | Other Stakeholder | Property Owner Adjacent to Naperville Metra Station |
| 27 | I wanted to submit a few comments regarding the Bus Depot Feasibility Study alternative station/location number-seven (Burlington Square Park perimeter) including Center Street. Originally I didn't believe this area was even being considered for the bus depot. It seems to be in contradiction with the concept of getting the busses out of the area surrounding the train station. I believe the main premise for the depot is to alleviate traffic and busses stacking up on Ellsworth and in front of the train station. But this alternative would in my opinion produce even more congestion and disruption for residents around the train station. Also from what I understand it would add more bus routes to the already substantial number on the south side of the tracks. This it seems would only exacerbate the original congestion problems cited by residents. It would also dramatically reduce on street parking in the area. As one of the property owners on Center Street, clearly we would prefer that you choose one of the other study areas for the depot preferably on the north side of restrictive to any possible redevelopment around the train station in the future. I know that several developers have expressed interest in redeveloping the Center Street block with the idea of a project similar to the condo/retail structures in downtown Downers Grove. I think the idea of a development with condos on the upper levels and a restaurant and retail on the ground level would be good for Naperville and the Metra train station area in the future. It seems this is something the city would want to encourage to become a reality down the road. But I feel a bus depot around the Burlington Park-Center Street perimeter area could adversely affect the interest of future development around the Metra train station and Burlington Park area. These are just a couple of points of contention I wanted to express regarding the alternative station/location number-seven in the study. However, I realize it is very difficult to try and juggle the various concerns of all the different parties involved. So I very much appreciate that you are soliciting feedback from the public and allowing us to express our personal views on the project. Thank you very much! | | | | | |

Fancler, Rory

From: Adam Eichenberger [Adam.Eichenberger@Pacebus.com]
Sent: Friday, October 21, 2011 11:08 AM
To: Fancler, Rory
Subject: FW: Naperville Bus Depot Feasibility Study - Alternatives

Rory –

In asking for the meeting minutes from last Friday's meeting here at Pace, I was really just looking for the notes that Peter was taking, as I want to make sure all our operational needs are met when making the final decision on the facility.

Spacing out for possible larger sized buses if needed is one that comes to mind. Making sure that in the design it is always planned for the Max. I remember Taqhi stating some other points that I am not finding in my notes. If Peter has these and could send them to me before Tuesday I will make sure we provide you with any other comments by end of business on Tuesday.

Thanks.

Adam Eichenberger
Senior Planner
Department of Service Planning
(847) 228-2471 – Fax (847) 228-2330
Pace Suburban Bus
550 West Algonquin Road
Arlington Heights, Illinois 60005-4412

Fancler, Rory

From: Catherine Kannenberg [ckannenb@metrarr.com]
Sent: Tuesday, October 25, 2011 11:28 PM
To: Fancler, Rory
Cc: 'Ciavarella, Jason'; Andrew Roth; Lynnette Ciavarella; Demetrios Skoufis; James Bonistalli
Subject: RE: Naperville Bus Depot Feasibility Study - Alternatives
Attachments: attachment to comments_111025.pdf

Rory –

Thanks for the opportunity to review the draft alternatives for the Naperville Station Bus Depot and Commuter Access Feasibility Study. We offer the following comments or suggestions:

1. We question whether 12 buses could still be accommodated at #7 Burlington Square Park alternative if the corners of Burlington Park were modified slightly. Given that 12 buses can be accommodated in the proposed 4th Avenue location alternative, we are also unsure as to why 12 buses cannot be accommodated in the #7 Burlington Square Park alternative.
2. Although the #1 Parkview Lot is convenient for Pace buses given that this would likely reduce the conflicts between the Pace buses and the kiss-and-ride vehicles, we still have the following concerns:
 - a. As previously discussed, there will be a need to mitigate the loss of 136 permit commuter spaces in this lot as indicated by City staff that is preferred by commuters (there are also three Metra/BNSF and Amtrak spaces that would need to be relocated). We question how and where these 136 spaces will be replaced that will still be convenient to commuters. Given that this is permit parking with long waiting lists, this will certainly be an issue for the commuters using this lot. As discussed by our Engineering Department, we question whether replacement parking could be built in the retention area just west of the parking lot and also enlarged to the north that serves the DuPage Childrens Museum with detention that could be provided under the pavement (see attached highlighted area). It is also our understanding from you that the current lease agreement between the City and the Museum could allow for an additional 30 spaces to be added in the existing Museum lot. If the Parkview Lot alternative moves forward as the potential bus depot site, it is important that convenient replacement parking is found. As you are aware, Metra does not have funding for replacement parking, and we ask that replacement spaces provided during any potential construction process to ensure no loss in spaces or ridership throughout the construction process.
 - b. The close proximity of the Washington Street/North Avenue intersection to the entrance and/or exit points to the proposed bus depot site at the Parkview lot needs to be carefully examined as this could be an issue for buses turning out of the proposed bus depot.
 - c. As previously mentioned, moving the bus depot to the Parkview Lot will result in buses being further from the existing underpass, which is the only ADA accessible route to/from the north (outbound) platform.
3. The #2 Upper Burlington Lot would be problematic for buses turning in and out of the proposed depot area. This site would also necessitate the need to mitigate at least 140 parking spaces, including 6 currently reserved for Amtrak and at least three accessible spaces. We do not see this site as a feasible bus depot location. As discussed by Pace, the congestion delays on 5th Avenue need to be better mitigated in order to fully propose a truly feasible and improved option for a new bus depot north of the tracks.
4. We have concerns with the latter two options for the #4 Eastern Burlington Lot. It appears that a significant number of spaces (at least 140) would need to be replaced if this lot became a bus depot site for the buses serving the north side of the station (in addition to a proposed depot on the south side of the tracks). As I believe we all agree, we do not see the Eastern Burlington Lot as a feasible site for all of the buses serving the station, including the buses to the south. Attached are suggested modifications to the first option for the proposed Eastern Burlington Lot alternative if it became an additional bus depot site. The modifications would organize the flow better for the buses and would still keep the three north routes on the north side. In addition, these modifications would channelize and organize the kiss-and-ride and taxi stand area. As discussed by Pace, the congestion delays on 5th Avenue need to be better mitigated in order to fully propose a truly feasible and improved option for a new bus depot north of the tracks.
5. While the #6 4th Avenue location is certainly less costly and requires no loss in commuter parking, we do question the potential for vehicular and pedestrian conflicts, especially for the occasional Metra and Amtrak riders who are get dropped off at the station under this proposed alternative. There are also questions about potential increased congestion near the Loomis at-grade crossing under this alternative. We also question what the residents along

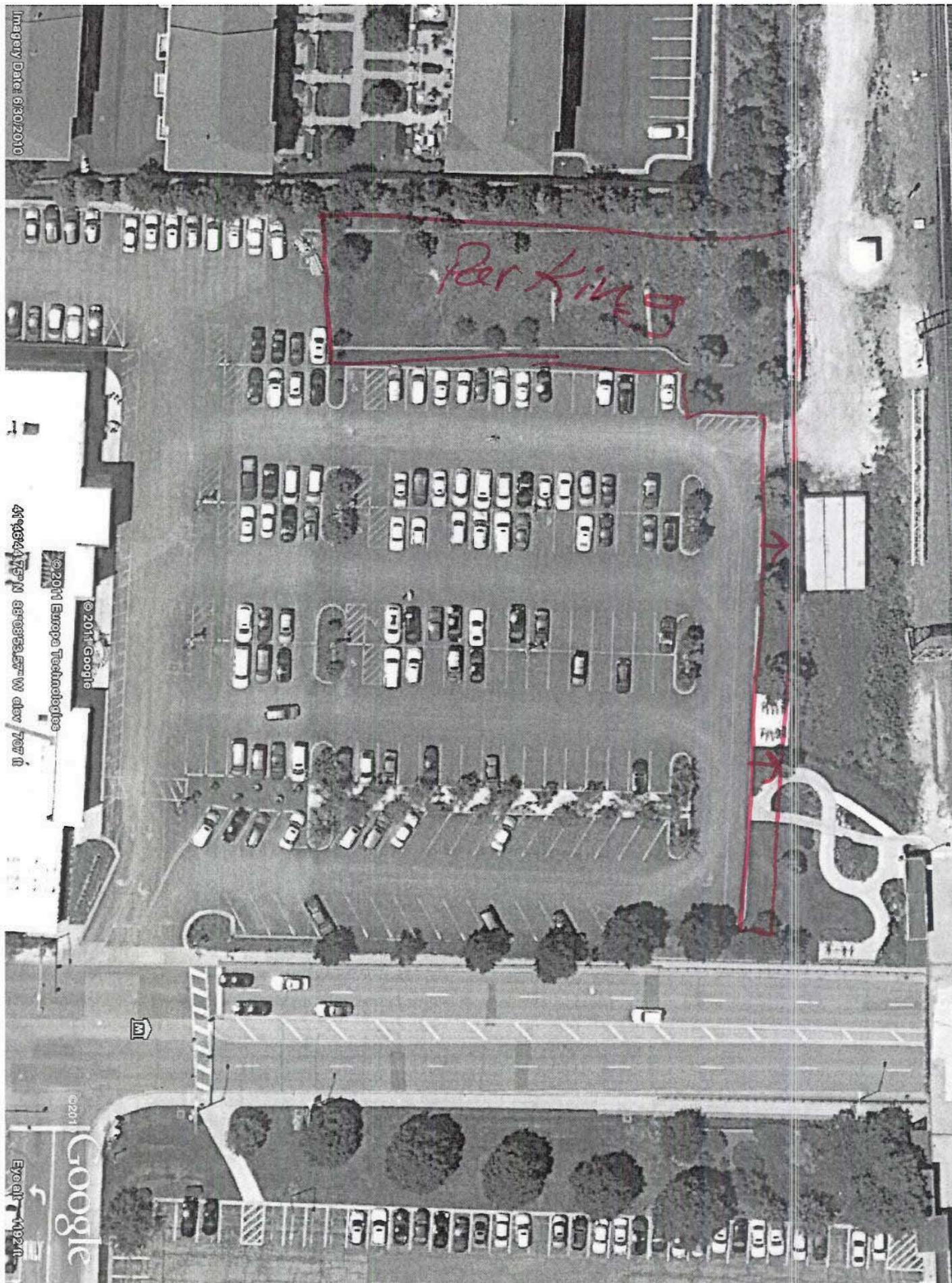
4th Avenue will feel about this alternative. In the attached, we have some suggestions still allowing Amtrak/Metra kiss-and-ride vehicles at the station depot in addition to the bus depot facility being located in this area. In suggestion #1 attached, all traffic flow is proposed to be counterclockwise and keeps a lane for non-commuter vehicles. Suggestion #2 (attached) proposes that buses share one common wider island with half of the buses moving clockwise and the other half moving counterclockwise. The kiss-and-ride through lane is still adjacent to the depot.

Should you have questions or concerns regarding our suggestions or comments, please let me know. We would be happy to discuss them further.

Thanks,

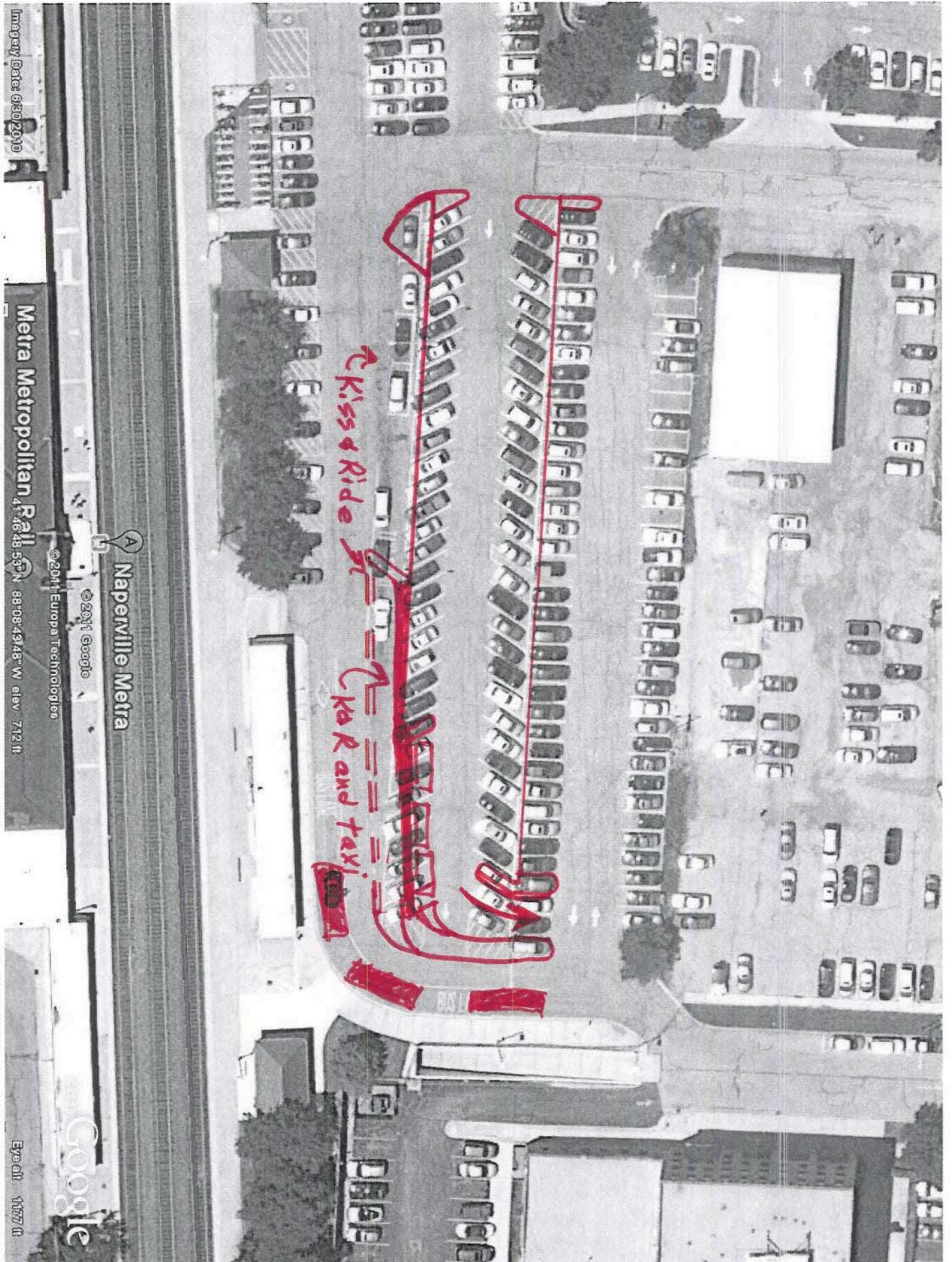
Catherine

Catherine Kannenberg
Department Head, System Performance & Data
Metra Division of Strategic Capital Planning
547 W. Jackson Blvd., 5th Floor Chicago, IL 60661
Ph: 312/322-8037 F: 312/542-8102
ckannenb@metrarr.com

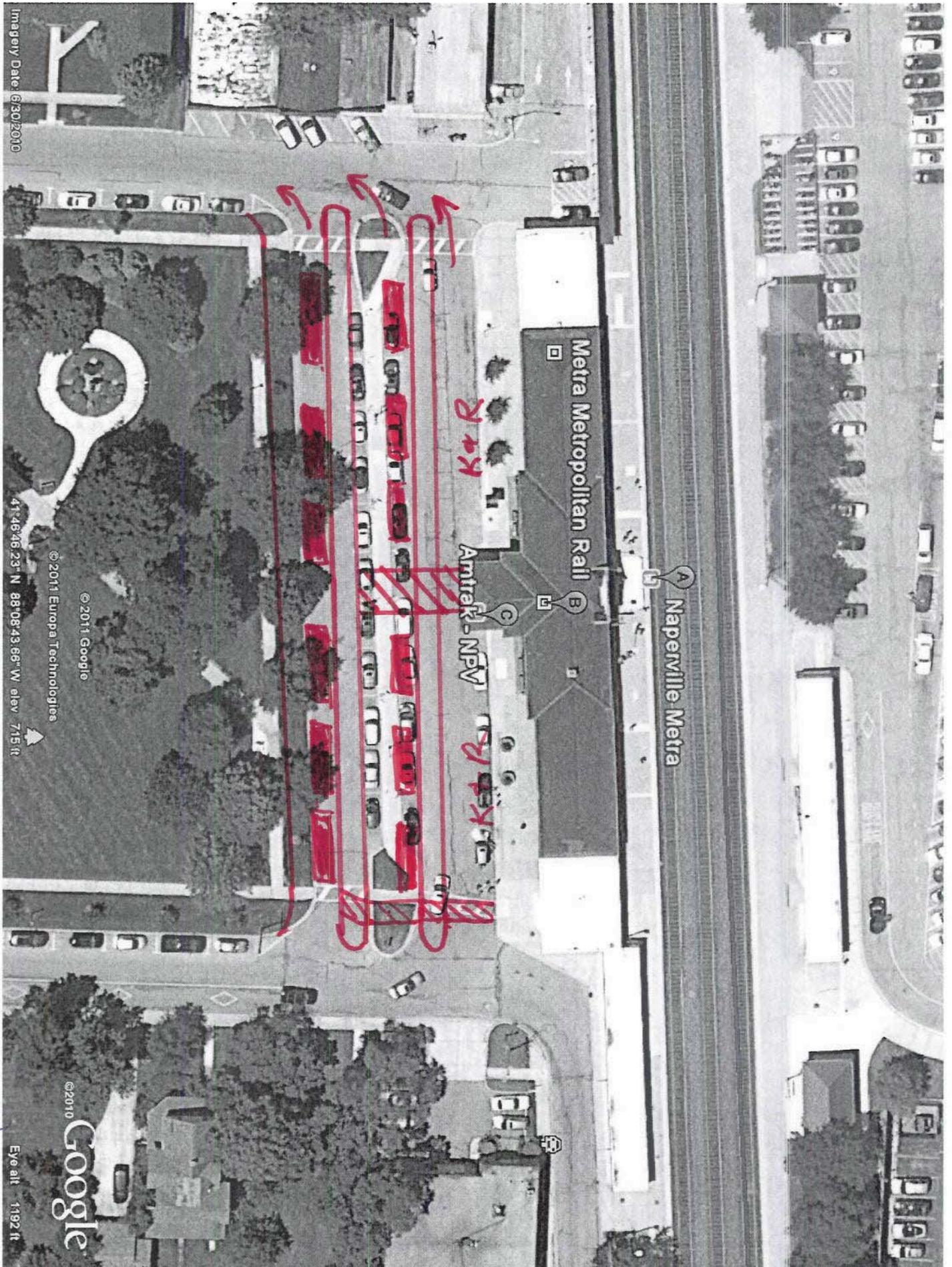


Attachment for comment #2

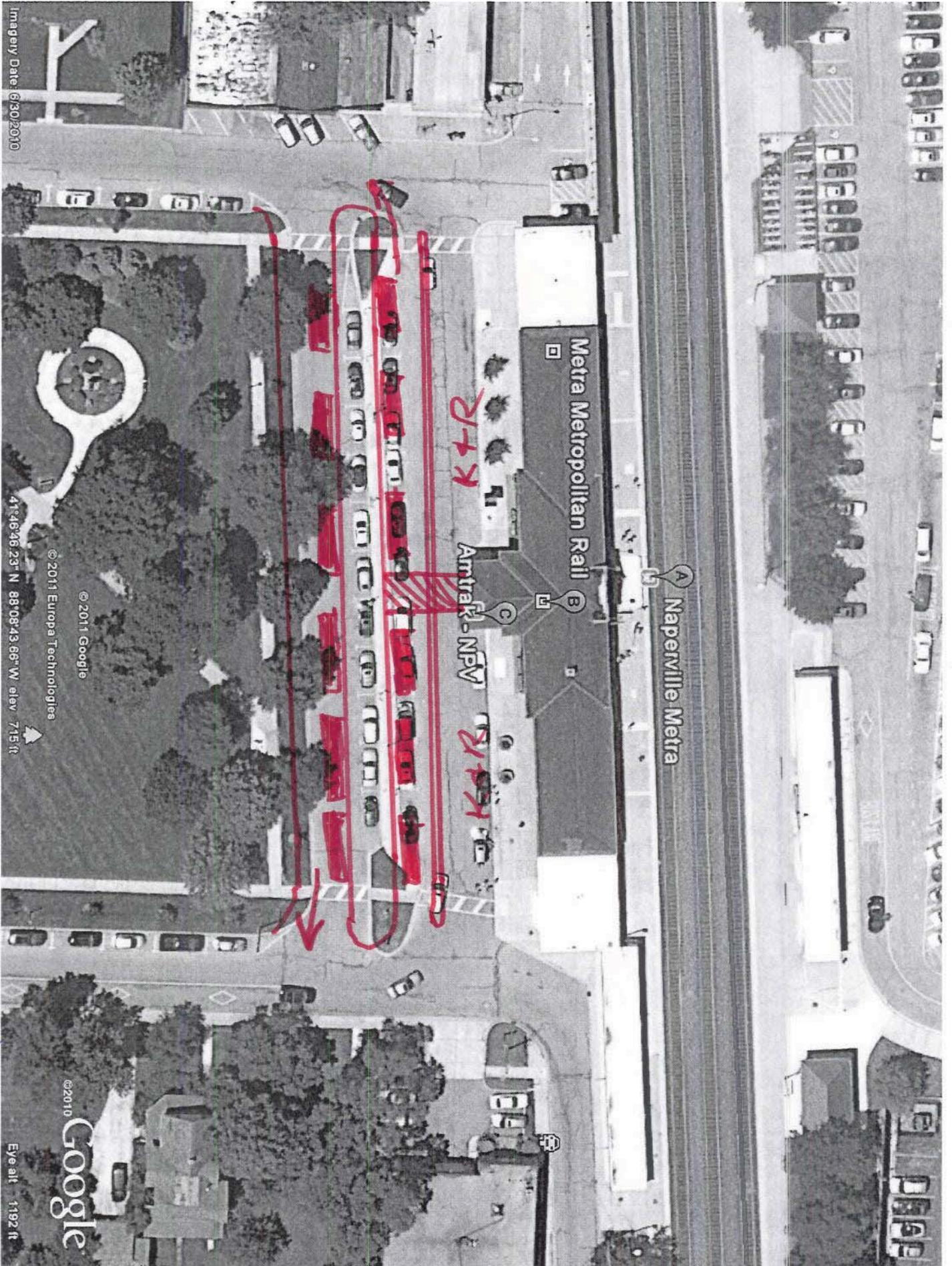
Suggestion for comment #2



Attachment for comment # 4



#1 Attachment to comment #5 (#1)



#2 Attachment to comment # 5 (#2)

Fancler, Rory

From: Adam Eichenberger [Adam.Eichenberger@Pacebus.com]
Sent: Friday, October 28, 2011 7:02 AM
To: Fancler, Rory
Cc: Charlotte O'Donnell; Taqhi Mohammed; Chris Rose
Subject: RE: Naperville Bus Depot Feasibility Study - Alternatives

Rory –

After our team reviewed the meeting minutes from 10/14/2011 meeting we are satisfied with what we stated in the minutes.

One item that should be noted on the Parkview Lot attachment #1 is that it is possible that the buses coming into the station from Washington turn at the first isle so that they have enough room to make the exit turn out of the station onto North Avenue.

Everything else looks good.

Thanks.

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| Comment No. | Below, please provide comments and/or questions regarding the bus depot alternatives displayed during the November 14 public open house. Public input will be one factor considered when evaluating the bus depot alternatives. Please note that a number of factors will be considered, including: site location, configuration and access points; commuter parking impacts and mitigation options; and Pace and Metra requirements. | Please check all that apply (at least one option must be checked). This information will help city staff better understand the perspective of participants in the public comment period. | | | | |
|-------------|---|--|---|----------------|-------------------|--|
| | | Commuter | Resident of Naperville Metra Station Vicinity | Other Resident | Other Stakeholder | If "Other Stakeholder," please specify |
| 1 | The list of people waiting to get a parking space is 8 years long! It doesn't make sense to reduce the amount of parking spaces. Not to mention the loss of income for the City. | Commuter | | | | |
| 2 | I believe that the City should not pursue the options that include closing the Parkview lot. I'm a commuter parker who waited MANY years to obtain a parking permit. The other options to close any of the lots are quite concerning as the current parking permit waitlist is 8-10 years. The parking shortage was a factor in delaying my decision to move to Naperville. | Commuter | | | | |
| 3 | I think that any plan that eliminates parking at the train is a terrible idea. With such high demand for parking, as evidenced by the long wait lists for the various lots, it seems foolish to plan a bus depot without first having a plan for replacing the commuter parking. I waited 7 years for a spot in the Parkview lot, and have been a tax paying citizen of Naperville for almost 15 years. I don't think it's fair to take away my access to the train for a perceived "problem" by area residents. I have never seen any problems with the bus flow in 15 years. | Commuter | | Other Resident | | |
| 4 | What will happen to my parking space at the Parkview Lot? I waited a very long time to obtain this space and do not want to give it up. I already lost my Senior Citizen's free ride program on Metra and now Metra has increased the cost of tickets. Now the City of Naperville wants to take away my parking space? I strongly object to this! | Commuter | Resident of Naperville Metra Station Vicinity | | | |
| 5 | After reviewing the options, in my opinion, the South Side of the Train Station option seems like the best. The two most important issues are: minimal impact to parking and cost. This option eliminates the fewest parking spots. I'm sure if we redesign our current lots, we can find room for the 12 spots we would lose with this option. Regarding cost, the other options would require major changes to each site which would cost a great deal of money. This option would not. In these tough economic times, we should not be over spending. I do not think combining the kiss-and-ride location with the bus depot will cause problems. If the lanes are identified with appropriate signage, we shouldn't have a problem. This option would get the job done and maintain the character of the surrounding neighborhood. Naperville is unique and functional. That's why people like to live her. Thank you. | | Resident of Naperville Metra Station Vicinity | | Other Stakeholder | I commuted into Chicago for many years until recently. |
| 6 | I strongly oppose the South option. It does nothing to mitigate the impact on local residents. Options on the North side of the tracks are the only ones that reduce the impact on residents. Parking Mitigation Option G. is not reasonable. We already have commuters and students parking in front of our homes all day. We have no driveways and can never find a spot to park in front of our homes. | | Resident of Naperville Metra Station Vicinity | | | |
| 7 | Having lived in Naperville for almost 30 years and commuted for 18 of those years on the BNSF, I never felt that the Naperville train station was in drastic need for a bus depot, especially with one that could so dramatically effect the already drastic parking situation around the depot. Tearing up either the Parkview or Upper Burlington lot makes the least sense of all. What good could possible come by moving that many parkings spaces for a bus service that isn't used always used that much? If money really is itching in the city's pockets and it is truly felt that this needs to happen, the only choices that make any short or long term sense are for the Easy lot or for the South Side of the train station. These are the least destructive during construction to the area, and have the least effect on parking spaces that have to be migrated elsewhere. Again, I have to reinforce the lack of knowledge as to why this really needs to happen in the first place. I feel the money could be better used for the physical infrastructure of the city in other places; for I don't really see this as a major issue effecting commuters (again, spoken as a 18 year commuter). | Commuter | | | Other Stakeholder | After 12 year wait, hold Burlington parking pass |
| 8 | I agree there are going to be obstacles to all options but I, along with all four property owners on the 300 block of center street oppose the parkview lot completely, having a bus depot right behind our business would bring down property values. I own Orazio Pub and the traffic passing through the south side of the train station is already very congested with no room for relief. One car not used to the traffic pattern can cause a major back up so adding more busses to the mix will add more strain on not only my business, but the entire neighborhood. I understand the busses will have to go through neighborhoods no matter where you put them because of the location of the train station, but the north side offers a more open lot with a lot more flexibility to be set up to handle heavier traffic. Also the south side could easily be used for kiss and ride and handle 4 times what it already does and NOT block traffic like it does now. The northside is the answer and I would offer my time and knowledge of 25 years in this location to help in anyway I can. Thank you | | Resident of Naperville Metra Station Vicinity | | Other Stakeholder | Owner Orazio Pub 333 and 329 N Center St. |
| 9 | I have been on the waiting list for a parking space in the Burlington lot for over 10 years. As there are 98 people before me on the waiting list, and likely hundreds after, there are many commuters/residents in my situation. I would not be in favor of any option which would result in the loss of more than 100 parking spaces in that lot. In addition, it seems that moving all bus and kiss and ride activity to the same side of the tracks would create terrible congestion. Finally, I have not seen any information on the potential cost. Thank you for your consideration. | Commuter | | | | |
| 10 | If the buses make a deal w/railroad for parking on railroad land, then it's no use to argue. The streets and parking have gotten steadily worse even to the point of parking past 4 hours and competing with Little Friend's workers for street parking along all surrounding streets, the speeding issues alone should be addressed, then the over-parking (tax paying residents are totally at bottom of pecking order) not just train buses, it's school buses and parkers racing to make their trains that are at issue. The college has, so far been the only principal to have even made an attempt at providing parking and even that is not enough, the competition for a space in a residential neighborhood has been severely compromised. Many of us have contacted code enforcement only to be told that, so long as traffic can pass in both directions it's OK for the diesel pollution (a known carcinogen) speeding, a threat to life, (crossing a street is not an option). Keeping ahead of the game is difficult! | | Resident of Naperville Metra Station Vicinity | | | |
| 11 | I've reviewed and visited the sites for the proposed Bus Depot Options and would like to submit these comments and observations for your consideration. South Train Station Option: This is the only option that doesn't seem to fulfill any of the criteria for the purpose of the Bus Depot study. It simply reshuffles the current problems to different areas and adds new, potentially dangerous, concerns for residents and commuters, vehicles and pedestrians. The most notable problem is the potentially dangerous intersection at 4th and Loomis created by changing the direction of the one-way on 4th Avenue towards the train station for a kiss-and-ride lane. Commuters coming from the North would risk being stranded on the tracks if traffic backs up from the kiss-and-ride lane at the intersection either due to vehicles stopped or pedestrians crossing in the crosswalk. 4th Avenue runs along the tracks and there is not a lot of space between the intersection and the tracks. Loomis is also a designated walkway for children going South to Ellsworth school and mixing hurried commuters with walking school children is bad public safety policy. Dramatically increasing traffic at this intersection will obviously increase conflicts between vehicles and pedestrians and increase the risk of an accident between vehicle and train. Trains coming from the East do not have the ability to see the intersection in time to stop and Freight trains don't stop at the station moving in either direction. Many of the reasons for removing the Burlington Square Park (Perimeter) Option also apply to this Bus Depot option only with more conflicts: | | Resident of Naperville Metra Station Vicinity | | | |

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| 11 (continued) | <p>- Limited kiss-and-ride capacity should demand increase</p> <p>- Limited right-of-way; requires encroachment into Burlington Square Park</p> <p>- Potential (increased) conflicts between buses, vehicles, pedestrians and trains!</p> <p>- Impacts to bus routes, schedules and operating costs</p> <p>- Burlington Square Park lease agreement with the Naperville Park District</p> <p>Additional Limitations/Challenges/Conflicts:</p> <p>- Crossing at Loomis is potentially dangerous to vehicles going South if traffic stops because of kiss-and-ride backup or pedestrians crossing.</p> <p>- No direct access to the bus loading area. Buses will still need to be routed through the residential neighborhood to get to the depot.</p> <p>- Increased conflicts between buses and exiting kiss-and-ride vehicles and resident vehicles from 4th Avenue at Ellsworth. Residents on 4th Avenue will now have to be apart of the congestion at the train station. Residents who live on 4th Avenue and who gain access to their property using the alley on 4th Avenue will be forced to become a part of the congestion at the train station. The alley is the only way in and out for many residents and instead of exiting away from the station residents will now exit towards and into the bus depot. Buses, vehicles and pedestrians will all converge at the intersection of 4th Avenue and Ellsworth increasing the current existing conflicts.</p> <p>- Kiss-and-ride is located East of the station when most of the boarding occurs West of the station.</p> <p>- Increased traffic through residential neighborhood surrounding the train station. Kiss-and-ride vehicles will now have to drive through the residential neighborhood to get to 4th Avenue at Loomis. This will be a potential increase in conflicts between vehicles and pedestrians throughout the surrounding neighborhood not just at the train station. The only positive about this option is that the buses are consolidated for passenger loading/unloading. Maintaining the one-way on 4th Avenue and widening the street to include a safe kiss-and-ride lane that could also be fee parking during non-peak may be a better alternative. Unfortunately this option does nothing to enhance access to the train station and places additional burdens on the surrounding residential neighborhood.</p> <p>East Burlington Lot Options:</p> <p>- Alternative 1 is better than the current conditions on the North side of the station but still requires an additional depot elsewhere.</p> <p>- Alternatives 2 and 3 consolidate bus passenger loading/unloading and frees up the south station for kiss-and-ride traffic. These are good options but still have limitations/conflicts with vehicles and pedestrians that may need further review.</p> <p>- The exit onto Ellsworth from the depot has an increased conflict between buses, vehicles and pedestrians.</p> <p>- Increased conflicts between buses, vehicles and pedestrians at Ellsworth and 5th Avenue.</p> <p>Parkview Lot Options:</p> <p>These are clearly the best options for the bus depot. All three alternatives support the purpose of the Bus Depot Study more than any of the other options. All three alternatives... consolidate bus passenger loading/unloading.</p> <p>- minimize bus traffic/queues on residential streets.</p> <p>- reduce bus conflicts with pedestrian and kiss-and-ride traffic, increases pedestrian safety.</p> <p>- enhance access to the train station while having a low impact on the surrounding residential neighborhood.</p> <p>- have proximity to South platform, west of station where majority of boarding occurs.</p> <p>- have additional pedestrian access with underpass stairs on either side of Washington.</p> <p>I believe Parkview Lot Alternative 2 is the best option for a bus depot:</p> <p>- It has potential benefit for bus routes.</p> <p>- It is separated from kiss-and-ride and pedestrian traffic, reducing traffic conflicts and increasing pedestrian safety.</p> <p>- It accommodates all existing bus routes with potential for future expansion.</p> <p>Parkview Lot Alternative 2 is what I think residents and commuters had in mind when asking for a bus depot. Thank you.</p> | | | | | |
| 12 | Putting the South side buses in a depot on the North side of the tracks would be a disaster. The traffic congestion from the kiss and ride and getting in and out of the station mixed with the buses would create huge delays. It is already congested now with just parkers and a couple buses. The best solution seems to be to use the South side of the station for the south side buses and have the few north side buses on the north side. this would be a combination of the plan using the south side and the plan using a portion of the Eastern section of the burlington lot. An option that was not included was to take out a portion of the park in front of the station to make a better solution for the kiss and ride portion of the plan. It would seem if we took just a small portion of the northern edge of the park we could add more lanes to lessen congestion and also separate the bus lanes from the car lanes. I am a 24 year commuter. | Commuter | | Other Resident | | |
| 13 | Thanks for the opportunity for comments, here are my thoughts: 1) One of the goals is to promote alternative transportation options, I'm not clear on how this is measured, can you explain this? 2) It seems preserving parking and vehicle access are the key items being considered with the goal of pushing the buses and their issues off where they will be less a bother for drivers. Car should be defined and a lower priority and treated as such. 3) The study didn't seem to consider both sides of the bus trip or the impact of a distant terminal: a) arrival - everyone wants to be at the station, why would I want to be anywhere else if it is raining or cold or the bus is running late or early. As a practical matter I think arrival should remain as it is today and it doesn't appear to be a congestion problem. I don't want to walk in the rain from the far corner of some lot because that is where the 677 is to go, how would this enhance the commuter experience? b) departure - today if the 677 is late (more likely the train is late) I can wait in the station, I'm aware that some routes are always late. How does it promote the bus option to have us stand in some parking lot in the rain/snow/cold/heat and not wait in the station? 4) The real win/win situation would seem to be a way to get all the traffic (car and bus) to exit the station area quicker. This appears to be problem with the lights on Washington street not being flexible enough to handle large volumes for brief periods. No proposals seem to deal with this, the assumption is that you can massage the layout and fix the flow which would be really optimistic in this situation. | Commuter | | | | |
| 14 | Please consider the importance of the depot being well lit and located in an area that is not desolate or obscured (for safety reasons) We often have to wait for the bus (from the 6:50pm and 7:35pm trains) Consider the importance of the buses being able to quickly leave the immediate area. For example, the southeast bus routes are taking much longer to leave the area now because 4th avenue is blocked off. Having to take Washington, Center or Ellsworth adds time to the commute. Plus driving down streets like 4th and north seems safer for pedestrians as well as faster for the commuters. Ultimately I'm suggesting to look at how the depot location impacts the routes. Consider that some of the buses arrive 'just in time' in the morning so as things stand there isn't a lot of extra time to walk great lengths to the train platform. Pickup times might need to shift accordingly and would lengthen the overall commute. | Commuter | | | | |
| 15 | 30 year commuter and Parkview permit holder since it opened. Need to have parking permit as option (Children Museum best) as park and ride or carpooling not an option due to varying schedule. We should not lose our permit parking. | Commuter | Resident of Naperville Metra Station Vicinity | | | |

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| 16 | I'd like to understand how so much time can be spent on resolution for bus traffic at the downtown station, yet when repeatedly asked to get involved with Route 59 problems, the standard reply is always that the buses are on the Aurora side. I have suggested moving them to Naperville's side to ridiculous excuses. Many of my fellow commuters have voiced their complaints to the city as well. I am a Naperville resident, as are many of the Route 59 commuters, yet you continue to ignore the problems at 59. | Commuter | | | | |
| 17 | Please consider acquiring the property (asphalt and small office) adjacent/contiguous to the Burlington Lots - or perhaps on the North side as well. A 9 year waiting list for parking is unacceptable. Why are commuters treated so poorly by the city? You doubled the price for parking and there is nothing to show for it. Also - Monthly bus passes are going up in price on Jan or Feb 1 ? Also- Garden plots are 3 times larger than a parking space and are \$37 for 6 months. Parking is \$480/year for commuters but free for shoppers. Doesn't seem fair to me. | Commuter | | | | |
| 18 | I believe that cancelling all permit parking in commuter lots would go a long way towards mitigating the parking issues at the station. Making all lots 100% daily fee would involve some additional infrastructure initially, but would ensure the most efficient use of the existing parking lots. I would be skeptical of any solution that does not materially increase the actual number of parking spaces available to commuters: additional ride sharing and public transit options might have a slight impact, but are basically ancillary. | Commuter | | Other Resident | | |
| 19 | Terrible idea. Shortage for parking as is and already a traffic logjam by the Parkview and Burlington lots. There are far more projects that Naperville needs to improve traffic than a bus depot. | Commuter | | | | |
| 20 | My comments are from the perspective of a Naperville resident who has commuted to/from Chicago on the Burlington line for the last 25 years. Any reduction of the number and location of commuter parking spaces is disastrous. Each of the plans as presented have a negative impact on commuter parking. The needs and the desires of the residents/citizens/taxpayers/commuters must be strongly considered. The commuter with a parking permit seems to come out last again in your planning. In years past, you allowed taxis (which are for-profit businesses) to invade the parking lots and clog the driving lanes. They purposely incited commuters, and I actually witnessed confrontations. The city's response was to give the taxis in the East Burlington lot their own lane. I question whether any permit fee is paid by taxis for this privilege. Even this is not enough, as the taxis (and private commuter vans) still sometimes block driving lanes and permit parking spaces. Busing is important, but not nearly so much as you might think. Many times, I witness a rush hour Pace bus carrying only one, two, or three riders. From my previous residence in Saybrook, I walked to the train for 8 years, until an injury caused me to take the bus for a time. Unfortunately, the bus was very unreliable, and you could not be assured of which train you could catch to get to work. After a seven year wait, I obtained a parking permit, which allowed me to move to a more desirable home in Naperville. The so-called Kiss and Ride commuters are a major contributor to the problem in the commuter parking lots. They come into the lots and literally create gridlock during many rush hours. Poor city planning and lack of traffic enforcement has left this as a completely unchecked problem. The Kiss and Ride commuters should have their accommodations at a higher level than the for-profit taxis, and in a separate area. In my early years of commuting, I always asked my wife to pick me up north of the intersection of Brainerd and 5th Ave. when I was not walking. This kept us out of the morass in the parking lot, and was considerate of other commuters. It is important to keep separation between the Busses, Taxis, Kiss and Ride, and the Permit Parkers. Highest priority must be given to the needs and concerns of the Permit Parkers since we are the residents/citizens/taxpayers that faithfully waited our turn for many years, comply with all regulations, and make the required quarterly payments. | Commuter | Resident of Naperville Metra Station Vicinity | | | |
| 21 | As a regular PACE rider (route 683) I think the current system is better than anything I see here. So my vote is simple: None of the above. Don't change a thing if you want to encourage the use of commuter buses. If you simply must make a change, the best alternative is the South of Train Station option with plan B for parking mitigation. | Commuter | | Other Resident | | |
| 22 | The Parkview alternatives seem to pack too much density in a very small space. Particularly of concern are the two views where the street (with the light) into the depot are two way to the depot entrance, but one way (going west) immediately beyond the depot. Seems like a recipe for disaster. Also, that road is a major thoroughfare for traffic across town, and in particular to the high school in the morning, thus there is a lot of a.m. traffic conflict on the street. Finally, the option with the 20' added to Parkview doesn't take into account the need to build up the surface due to the current angle down to Washington. I saw this in the other plans, but not for that Parkview alternative. The options for the Burlington lots seem to have better roadway egress to the east and west for buses. Does the kiss and ride have to be where it is in the main Burlington option (3 busses)? Can buses be on one side of tracks and kiss and ride on the other? People have to cross over and under anyway in many cases. Don't like the option in front of the train station. It seems to make the entrance to the station look like a parking lot rather than a somewhat quaint entryway to the station, fronted by the park. | Commuter | Resident of Naperville Metra Station Vicinity | | | |
| 23 | As a parking space stakeholder in Station 4, obviously my most immediate concern would be where will my new parking space would be located. Ideally, my commute time and access currently experienced shouldnt be compromised, or minimized. Waiting 9 years to get that spot was enduring enough and now having been in this lot for many years, I am concerned with losing the value of having this location. I do realize and appreciate that the plan will be implemented with care and caution based on my review of all the options, clearly there is a good amount of review and analysis taking place. My opinion is that Station 4 would be a more difficult option to implement based on costs of construction and traffic concerns. While the Station 4 is extremely convenient as a bus depot, the logistics of the bus arrival/departures would be an interesting traffic study, given the proximity to Washington street and turning the adjacent street to a two-way vs existing one way. I would envision daily morning and afternoon car commuters being a bit angry with the congestion at the traffic light on Washington. I hope my comments are helpful. | Commuter | | | Other Stakeholder | Parkview Lot stakeholder |
| 24 | The most viable is the "South of Train Station" option. Why couldn't some of the park land / open space be converted for this use? All other require significant "mitigation" of lost parking spaces. With what is now the longest waiting list in the nation for a parking permit - this only compounds the frustration of Naperville commuters. I currently park in the Parkview lot and have been a commuter permit holder for almost 15 years. The park and ride closest to my home goes to the 59 station which increases my 10 ride ticket costs as well as the daily bus fee. The entrance and exit for the Parkview Lot during peak commuter hours is already a significant issue. If you are not among the first few to exit the lot, you can spend almost 10 minutes waiting for a break in the westbound traffic on North Ave. in order to exit the lot and make a left onto Washington Street. In addition it does not seem to make sense to add more bus traffic on the south side of the station with the college, private catholic school and a middle school all within three blocks. The congestion in that area already during the morning hours when parents are dropping off and students are walking to school would be substantially worse. | Commuter | | | | |
| 25 | The final decision must take into consideration the lowest number of lost, or sacrificed, parking spots. As a Pace commuter, my observation is that most of the congestion is due to "conflicts" between kiss and ride commuters and Pace buses. Since most commuters have the option to utilize Pace, relocating the kiss and ride "lanes" should be considered above relocating bus loading. Additionally, relocating those lanes would reduce congestion during bus arrivals and departures. | Commuter | | | | |

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| 26 | Consider the use of the vacant municipal works property. Allow both lanes on westbound North St to turn left onto Washington. | Commuter | | | | |
| 27 | I park in the parkview lot which I have been for probably 5 years now. I was on the waiting list to get in that lot for 12 years and believe that lot to be the best accessible lot in all Naperville for commuters. I can't even imagine losing my spot there and how buses would pull in and leave in a lot that small. In addition, I am really concerned about the safety of commuters due to the crime that is usually associated around Bus Terminals. Lastly that area is so dense with traffic, pedestrians and housing adding to the congestions seems wrong and ill thought. Why wouldn't you think of Rt. 59 station with its easy accessibility and open parking that could be reconfigured to handle Bus Traffic. | Commuter | | | | |
| 28 | I ride the BNSF train almost everyday, and I have not observed any problem with the current bus arrangements. The problem at the train station is the same for buses as cars: traffic leaving the north side of the station at night. Rather than spend money on a bus depot, the city should reconfigure access to the station to allow quicker exit for all vehicles. | Commuter | | Other Resident | | |
| 29 | First, thank you for putting everything in easy to understand terms. I take the bus home and I was afraid that the commuters that take buses would have to walk fairly far to get on the buses. I think the layouts that you have look pretty fair for all parties involved which should eliminate the people who think it's okay to park in the bus lanes to pick up passengers. | Commuter | | | | |
| 30 | The thought of losing my parking space fills me with great trepidation and I'm already losing sleep over this. The only thing regular about my work hours at the accounting firm where I work is that they are irregular. The bus is not an option for me so I have to drive. I spent 10 years on the list waiting for a parking spot. Most of the plans seem to cut the number of parking spaces available. I can't see anyone being happy with this as a potential outcome. | Commuter | | Other Resident | | |
| 31 | comments on the Parkview Lot Option Traffic on North Avenue needs to be considered. The proximity of the southern entrance and exit from the lot are too close to Washington Street for proper traffic flow. When the light on North Ave is red, buses turning from Washington Street to head east on North Ave will quickly fill the turning lane, but will not be able to turn, since the red light on North Ave will cause kiss and ride traffic on North Ave westbound to fill the lanes. The result will be North and South bound bus traffic on Washington will not be able to turn and will stage on Washington Street. When the light on North Ave is green, the staged kiss and ride traffic will prevent buses from exiting the parking lot and crossing over to the westbound turning lane to head south on Washington. This is a current logistical problem even for cars leaving the Parkview Lot. Also, the heaviest bus traffic is in the evening when trains unload on the North side. It would make more sense to have the bus depot on the North side. As a long time Naperville resident and commuter, with parking so limited at the station, losing 135 parking spaces is irreplaceable. If alternatives are available for relocating, it would make more sense to add to the parking capacity instead replacement parking. | Commuter | | | | |
| 32 | Parkview is not an appropriate choice without a viable plan to replace all 136 spaces with new spaces. The options mentioned to me at the open house were: 1) 58 spaces at the Children's Museum, which is 78 spaces short and reduces daily parking. Add this to the likely 15 spaces gone in Burlington North and there is a serious shortage. 2) The depot lot, but not enough room to replace spaces unless the whole area is taken. Also, it would be improper and possibly actionable to demote long-term parkers who worked their way up after years to the farthest parking, so the alternate would be to demote Burlington North parkers, ensuring that 300 people would be displaced and mad. 3) All other increased parking options listed would be costly, gain few spaces, or annoy the neighbors (more street parking - really? Wouldn't the solution be worse than the problem?). None of these options are diagrammed or list how many spaces they would gain, showing that this part of the plan is not worked out. It would be irresponsible to approve half of a plan, one that shows taking spaces are taken but not replacing them in enough detail to be believable. The next problem with all Parkview plans is traffic flow. Access Option #1 has the most problems, as there will be cars trying to turn in where the best access has been for MANY years and they will have nowhere intelligent to turn around and will be wandering through the buses. There would be more traffic congestion on North Avenue than there is now. I heard it said that "it's only 12 buses versus 136 cars" and later I figured out what is wrong with that idea. The 12 buses will be moving in and out several times every morning and evening, but only about 30 cars go in for each train in the morning and leave after each train in the evening. Also they do not take the right of way, or all leave by the same exit. The buses will cause North Avenue to back up further than it does now and cause more cars to detour to other streets. Alternative #3 looks cleaner but ignores the tight turns and conflict with parking spaces for businesses. Buses will have little room to make two turns with various vehicles parked north of Orazio's, with bikes and motorcycles and kiss 'n riders leaving, and will get out slower than they do now. This route around the buildings will be much harder to navigate in snowy conditions. Parkview is a more invasive and complicated solution than is called for here. The simpler option of moving the kiss 'n ride to the side street will allow the bus riders the same convenience and visibility (invitation to use buses) that they have now, not alter traffic patterns and road directions, not require creating other parking spaces and/or increasing the wait for passes and the # of kiss 'n rides as a result. Not mentioned in your site, but an idea that I heard and really like is replacing parallel parking around the park with diagonal parking, taking the grass median. This would mean that people leaving their cars could get to the sidewalk even in winter as snow would not be left in the way, there would be more spaces for permit or daily parking and for businesses in off hours. Maybe we could get a restaurant or coffee place in there again. It seems that East Burlington Lot alternatives #2 and #3 are not likely, but I would like to add that any large reduction of parking will make the kiss 'n ride a bigger problem, and do nothing for Naperville's reputation as uncaring where commuters are concerned. | Commuter | | | | |
| 33 | The East Burlington Lot - Alternative 3 is a well thought out plan. This design meets the goal of the project with the added benefit of providing improved pedestrian safety, separate taxi lane, and additional bike areas. This improvement to the East Lot will also provide additional benefits to the community, such as the potential to expand (or more efficient layout) for the farmers market and other events. The East Lot needs attention and selection of this site would bring a change to the north side of the station. Also, by using the East lot, the simple yet elegant layout of the south side of the station is retained. The train depot and surrounding area would still have the historical look and feel of the area. As for the other alternatives, the use of the Parkview Lot is an option, but the traffic flow options are confusing and probably unrealistic. Alternative 1 & 2 - with a left only lane should not be considered. Left turns are difficult enough at that intersection as many vehicles first go left, then cut across lanes and make a right onto Spring Avenue. A left turn only lane would only encourage the use of Spring Avenue when trying to go north. A left turn only lane also makes it tricky for residents on Center, Ellsworth, Brainard, Loomis, and North Avenue to go north on Washington. Residents would now be diverted either to Franklin Avenue (passing schools) or the train crossing on Loomis. All three Parkview options also have a "bus only" right turn lane off of Washington. Drivers on Washington are already confused enough at that intersection as many turn right onto the one-way North Avenue. The volume of traffic on North Avenue in the morning and the traffic mix of commuters, 203 schools buses, and parents/students heading to Washington and Naperville North could also be a concern as Metra buses try to turn into the Parkview lot. | Commuter | Resident of Naperville Metra Station Vicinity | | | |

| Comment No. | Below, please provide comments and/or questions regarding the bus depot alternatives displayed during the November 14 public open house. Public input will be one factor considered when evaluating the bus depot alternatives. Please note that a number of factors will be considered, including: site location, configuration and access points; commuter parking impacts and mitigation options; and Pace and Metra requirements. | Please check all that apply (at least one option must be checked). This information will help city staff better understand the perspective of participants in the public comment period. | | | | |
|-------------------|--|--|---|----------------|-------------------|---|
| | | Commuter | Resident of Naperville Metra Station Vicinity | Other Resident | Other Stakeholder | If "Other Stakeholder," please specify |
| 33 (continued) | The South of Train Station option doesn't really solve the problem. Just more buses in an already congested area. Every morning and evening there are Kiss-and-Ride drivers in the current bus lane. It's a natural event to drop off someone "in front of the train station", more so when someone is running late. Relocation to 4th avenue would just bring additional traffic to a residential street. The South of Train Station option does include a feature that should still be considered independent of the site selection. The corner extensions on Burlington Square Park for traffic control and pedestrian crossings are an excellent idea. As for parking, I agree that it should not influence the site selection and evaluated at later date. I would suggest an immediate halt to issuing parking permits to the lots surrounding the station until the issue is addressed. | | | | | |
| 34 | Taking away parking spots in the existing lots is not the answer. Parking is so tight as it is, and as an existing space renter in the Parkview Lot that took 10 years to get, I am definitely opposed to this idea. I do not find the areas where the buses currently load and unload a problem. | Commuter | | Other Resident | Other Stakeholder | User of Parkview parking lot. |
| 35 | Naperville commuter parking is hard to come by especially for a new home owner like myself. While studying and researching the commuter situation I think it should be important to also audit the parking space owners. I am aware of several individuals who no longer have need to own a parking space at the Naperville they have since retired or have job in the suburbs now and do not take the train daily. These people are now selling their parking spot to other people letting them rent it while they still own the space. This behavior needs to stop and the city needs to enforce this. I urge you to take this into consideration while conducting your study if more people could get a parking spot they would not have to take the bus. | Commuter | Resident of Naperville Metra Station Vicinity | | | |
| 36 | Thank you for the opportunity to provide input. I have been a daily commuter and Pace bus rider for the past 17 years and expect to continue this practice for the foreseeable future. On limited occasion, my wife drives me to the station or I will use one of the daily parking slots to gain access to the train. That said, I am very aware of the situation at the Naperville station and agree something needs to be done to alleviate the traffic snarl and improve access. I applaud you for taking this on! The first question that comes to mind is the fact that with the Pace bus program periodically in jeopardy of making service cuts, will all of this evaluation and eventual construction become a moot point in short order? (Realizing that there are no guarantees in life, of course.) That question aside, why such focus on bus access? The Parking Mitigation Options portion seems to be somewhat of an afterthought in this scenario. I truly believe that in order for this project to achieve optimal success, all three elements: bus, commuter (kiss 'n ride) and parking must be given equal consideration. Instead, this project appears to make the assumption that train riders will reduce driving and parking constraints will be reduced in turn, just because bus access is improved. With these points in mind, I believe the project should include the following elements: A. Deploy the Parkview Lot - Alternative 2 option and create a dedicated area for Pace bus staging; B. Demolish the former Dept. of Public Works Building and construct a low-rise parking ramp on the Water Tower West site; C. Isolate Kiss 'n Ride, taxi and handicap parking areas on the North and South sides. This scenario: allows for future expansion if demand increases (and hopefully will); addresses some of the backlog for monthly parking passes; provides the opportunity to accommodate daily parking; and alleviates some of the strain on the residents around Burlington Square Park and home adjacent to 4th and 5th avenues. Please feel free to contact me for additional clarification if necessary. In the meantime, I wish you the best as you pursue this project and look forward to an improved commuting experience once it is complete. Thank you. | Commuter | | | | |
| 37 | Has a study been done to see if the number of Pace buses can be reduced? I often see buses less than half full. Maybe routes can be consolidated and eliminate some buses. Can the Museum lot be better utilized for kiss and ride commuters? You can easily access either side of the platform and it would remove congestion from in front of the station. Another option would be to spread out the buses. Move a couple to the Museum lot, one or two to Parkview, two to three south of the station, etc. If none of these are possibilities then the south side of the station option looks to be the best option. | Commuter | | | | |
| 38 | While it is necessary to ease the bus impact on houses in the area - it is also necessary to consider the parking spaces you will be eliminating - which will mean probably eliminating daily pay parking spaces to accommodate those lucky enough to get parking lot permits. This is completely UNACCEPTABLE. How can it be that you need to be at the Naperville train station by 6.15 in order to get a daily parking spot. I realize this is not the venue regarding parking, but the bus depot will impact every aspect. I utilize both the pace bus and daily parking - I ride the train daily. | Commuter | | Other Resident | Other Stakeholder | Naperville Resident and daily commuter to downtown Chicago |
| 39 | How can you even be considering eliminating commuter parking spots? The parking situation is terrible now. You should be considering building a multi-level parking deck. | Commuter | | | | |
| 40 | I would hope that a very high priority be placed on minimizing negative impacts on available parking. I have been using the BNSF for 27 years and parking has always been the biggest issue with station access. Also, after having spent millions on platform refurbishment of questionable necessity, cost factors should be a concern. | Commuter | | | | |
| 41 | Why isn't the acquisition of the eyesore Asphalt property being considered? What about the little office building? There is a 9 year waiting list for parking and you are considering getting rid of over 100 spaces?? Ridiculous!! Is there a 9 year wait for a building inspector?? A 9 year wait for electricity hookup or trash collection?? A 9 year wait for a garden plot or a timeslot to shoot a shotgun?? No - but a 9 year wait to get a parking space to go to work. Awful. Unless you are addressing the fundamental lack of parking, you are just avoiding the real issue. Buses can be part of the solution - but only if there is enough parking. Raise the prices for daily to \$3 and \$150 or \$200 quarterly - but get MORE spaces, not fewer. | Commuter | | Other Resident | | |
| 42 | Comments on Parking Mitigation Options: - "D. Coordinate with Pace to identify new park-and-ride location(s)" - "F. Evaluate preferred parking spaces for vanpools" - "H. Coordinate with homeowner associations to promote vanpools" The options D, F, H are only beneficial to commuters that travel during the rush hours. My major concern with the bus depot and parking mitigation proposal is that it will reduce the number of parking spaces, and only offer replacement options that are useful for those that travel at rush hour. For those traveling at offpeak times, e.g., returning from Chicago on the 8:30PM or later trains, there are no options for taking a commuter bus or van pooling. The only option for traveling offpeak is the use of daily parking spaces that open up after 9AM. The existence of these spaces is already a gamble due to their use by permit parkers (at present, daily spaces are relatively easy to find, that was not the case 2 years ago, and if the economy grows again, it would be reasonable to expect the 9AM daily spaces to be mostly filled by 9AM). - "Option B - Demolish the former Department of Public Works building in order to provide additional parking spaces on the Water Tower West site." This is the best option listed to avoid decreasing the number of parking spaces available. The best option not listed is to build a multi-level parking garage at the station (I am aware that this has been considered in the past). Thank you. | Commuter | | Other Resident | | |
| 43 | Please consider those of us that use daily parking - it's very difficult now to get a spot prior to 9:00AM (and even afterwards), and losing any more daily spots would worsen an already tough situation. As an aside, can anything be done to keep monthly permit parkers out of the numbered daily spots in the lots? It's very frustrating to be kept from parking in the lots close to the station (especially when returning late at night) when there are empty monthly permit-only spots open - many thanks! | | | Other Resident | Other Stakeholder | "Daily" spot parker at both commuter and non-commuter times |

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|-------------|--|--|---|----------------|-------------------|--|
| | | Commuter | Resident of Naperville Metra Station Vicinity | Other Resident | Other Stakeholder | If "Other Stakeholder," please specify |
| 44 | I am very happy that these plans were finally put together. I believe that if a better bus depot could be developed that more commuters would take the bus. The current system just doesn't work as the buses get caught up with all the kiss n drive traffic and daily spaces on the south side. I feel that the ability of the buses to leave the station quickly with as little traffic as possible is very important. I feel the South Side of Train station layout would work the best. And while I would lose my space in the Parkland lot, I think that plan is the second best layout. | Commuter | | | | |
| 45 | Please do not use the Upper Burlington Lot or East Burlington Lot. There is no PACE Bus that serves the 4:43 AM Eastbound Train from the Naperville Fourth Avenue Station to Chicago. Thank you. P.S. There is currently graffiti in the station pedestrian tunnel at the base of the North Platform stair corridor. As commuter parking fees have doubled, the maintenance of the train station vicinity should be flawless. | Commuter | | Other Resident | Other Stakeholder | |
| 46 | Expand current parking by building a commuter parking garage that will address the loss problem for the expanded bus service and the hundreds on the waiting list - this is a solution that has been waiting in the wings for too long. | | | Other Resident | | |
| 47 | 1) I am curious what the number and percentage of bus riders are there today in respect to train ridership as well as number and percentage of monthly and daily parking users. I would assume the remainder would be kiss and ride and commuters who park off site or walk. What is the capacity and utilization of the buses per route? 2) These plans do not indicate the impact of weather on the parking. Snow is often piled high in some of these corners making bus traffic difficult to do. Will that be examined as part of the planning? I do not think saying that better management would be needed, because it probably won't happen. 3) What is the impact on handicapped or movement inhibited commuters on each scenario? In light of the far Burlington lot and Parkview lot, many people would have to walk farther (through ice and snow) because they can't use the stairs at Washington. They would have to use the tunnel. This makes it difficult for someone who is slow. Also, the buses would have to adjust timing to allow for all the people to exit the train and arrive at the bus depot. Has this timing been calculated for the plans? 4) Although parking mitigation is discussed, it seems there are no plans for where existing commuters might be relocated. This should be part of the plan. As a stakeholder, I should be given information as to what is to come of the parking pass I have. Additionally, by eliminating some places and reviewing the potential locations, I believe you will have slowed down the wait list even longer. What will be the impact of each plan on the wait list? 5) Has Pace considered right-sizing buses to the traffic, thus reducing the footprint of the buses? One of the original problems was how the buses were taking up space. Could smaller buses (see item 1) be used to transport commuters? This would take up less space and may allow the current system to remain. 6) Has the stakeholders of the commuter parking been fully informed, since I believe other than a letter, no other signs or flyers have been posted at the parking lots to inform users that they may be moved. They have an interest, but may not have fully understood the impact. 7) The bus system at Parkview lot plan seems to be very convoluted and will increase traffic on the North street. With driving commuters, kiss and ride drivers vying with the buses already, I'm amazed that more accidents haven't occurred at the corner of Center and North. Has a traffic study been done on any of these plans? Also has a timing study been done to understand the impact of neighborhood traffic when North backs up because 12 buses are all leaving at the same time. In review of this, I keep looking for details and find none. The plans are pretty and very high level. I expect details in order to make any decision. Picking the plan based on these is bad engineering. I think these plans are inadequately fleshed out and more work should be done. Because in the end, the commuters will be the ones hurt. Naperville City Council seems to dismiss commuters as not quite full citizens because they don't work in Naperville, but I think the City should work a lot harder to see commuters as real people instead of voters every election. One way is to listen to their voices, but to do so, you have to reach out. My impression is the city is pushing this through because of the people who live in the area. The train station has been here for a long time. Commuters have taken the train to Chicago for a long time as well. We should have a voice. | | | | Other Stakeholder | A one-time Commuter and spouse of a commuter |
| 48 | I currently have a Parkview permit. Currently both cars and buses compete to leave the train station and the wait can be up to 10 minutes to exit a parking lot. The idea of a bus depot makes sense, but the traffic patterns of all the buses leaving at the same time need to be considered and improved, and not compete with the cars also leaving the station. Consider adding buses to meet all express trains mornings and evenings. This would further decrease the need for individual parking. | Commuter | | | | |
| 49 | Any work at the train station that will reduce the number of parking spaces for commuters should not be approved to begin until a suitable alternative for the loss of parking is agreed. The parking situation at our train station is a long standing joke among commuters - a 10 year waiting list for a parking permit is unacceptable and to hear we will lose daily fee parking spaces as a result of this change is even more unacceptable. I suggest the following measures be taken before the bus depot configuration is approved: - Limit the number of parking permits to one per household until everyone on the waiting list has been satisfied - Conduct an audit of parking permits on a monthly basis; checking the cars in the lot to ensure the permit and car registration match and if they do not match revoke the parking permit and impose a fine to the permit holder - Remove the restriction on spaces where parking can only begin at 9:00am to match all other daily fee spaces. Commuters are the ones that need more flexible options for parking, especially if we need to wait 10 years for a parking permit. | Commuter | | | | |
| 50 | How will the proposed bus depot impact persons with disabilities exiting trains and attempting to locate and board a Pace bus? Have the needs of persons with mobility disabilities, intellectual disabilities and sensory disabilities (i.e. blind/low vision and deaf/hard of hearing) been considered as this project has moved forward? Have efforts specifically been made to reach to the disability community on this project? | | | Other Resident | | |
| 51 | Taking out entire Parkview Lot to serve 12 buses seem extreme. Seems like space could be more efficiently used. To go from what now exists to eliminating 136 parking spaces is questionable to me. | Commuter | | | | |
| 52 | I was surprised when I looked at all the exhibits. All said "Need to mitigate the loss of X number of parking spaces." However the exhibits did not say something like "this plan will provide bus access for X number of additional persons. For example if you lose 16 parking spaces that will impact 16-20 persons depending on # of persons per car. However additional buses hold approx 30-40 persons. So if 16 parking spaces are lots, but 10 buses are accommodated, that is a trade off of huge additional capacity. If the buses make 2 or 3 runs, it's more capacity. This benefit needs to be leveraged. Also, you ought to raise the price of commuter parking spots. Chicago's prices to park went up when parking went private. People are paying it. Thank you. | | Resident of Naperville Metra Station Vicinity | | | |
| 53 | Exiting south, even with stop lights, with back up all traffic coming west on North Street for multiple lights, unless the light is longer and delays Washington traffic. This will happen every 20 minutes! All buses leaving south now can fan out sooner, some going straight south and some turning right. Current Parkview cars can exit north or south, buses will not so the problem will worsen! Parkview removes the most spaces and no displacement plan looks palatable. It is also not a flexible choice, taking all spaces at once. | Commuter | | | | |
| 54 | Station 7 (South Side of the Train Station) - I believe this would be the least disruptive. | Commuter | | | | |
| 55 | The idea of having a kiss and ride on 4th Ave will not work. Additional congestion on the street will make it even more difficult to get on my driveway. If you do the K&R, then create a barrier between the K&R and the street so that both sides don't get backed up. | | Resident of Naperville Metra Station Vicinity | | | |

Page 58 - Agenda Item E.1.

Naperville, Illinois

November 14, 2011 Public Open House

Public Input Summary

| Comment No. | Below, please provide comments and/or questions regarding the bus depot alternatives displayed during the November 14 public open house. Public input will be one factor considered when evaluating the bus depot alternatives. Please note that a number of factors will be considered, including: site location, configuration and access points; commuter parking impacts and mitigation options; and Pace and Metra requirements. | Please check all that apply (at least one option must be checked). This information will help city staff better understand the perspective of participants in the public comment period. | | | | |
|-------------|--|--|---|----------------|-------------------|--|
| | | Commuter | Resident of Naperville Metra Station Vicinity | Other Resident | Other Stakeholder | If "Other Stakeholder," please specify |
| 56 | The gateway to downtown should NOT be cluttered with buses. Burlington Square is beautiful, green and an excellent welcoming ambassador to Naperville. Consider better wayfinding to downtown. | | | | | |
| 57 | Prefer Parkview 1 with North Ave traffic flow (2) | | Resident of Naperville Metra Station Vicinity | | | |
| 58 | South Side of the Train Station is Best of the Lot 1) Least expensive; 2) does not negatively impact permit parking; 3) will accommodate all busses. Suggestion - move kiss and ride to north side after busses (3) that use the north side are relocated to the south side terminal. Partially remove portico on south side so that a straight curb along side of depot. | | Resident of Naperville Metra Station Vicinity | | Other Stakeholder | Former TAB member |

Fancler, Rory

From: David Brown [david.p.brown@aon.com]
Sent: Tuesday, November 15, 2011 3:51 PM
To: Fancler, Rory
Subject: Couldn't Make Open House

Follow Up Flag: Follow up
Flag Status: Completed

I sent an email to the City a couple weeks ago but unfortunately don't remember which department I sent it to. I am a 35 year resident in Naperville and a commuter parking pass holder for almost as long. I have been in the Parkview lot since it was opened and before that on the north side. I am very concerned that I will lose parking as a result of this. I know your project design says parking space loss will be mitigated but I wonder what plans you have in place specifically for long term parking permit holders like me. My job requires variability in hours so park and ride and bus commuting are not an option. Please comment. Thanks.

Dave Brown

Fancler, Rory

From: Stan/Mary [bumpusfamily@wowway.com]
Sent: Tuesday, November 15, 2011 7:32 PM
To: Fancler, Rory
Subject: train parking

In addition to considering options for buses, you should also work with the police to enforce parking and traffic laws in the parking lots. The kiss-n-ride people and especially the taxi cabs park and drive in places where it is illegal, such as across the center lines. This is unsafe. Also they block in cars when they park and wait for someone to pick up. They should have to park in an empty spot while they are waiting or in designated spaces only. This is especially a problem for the afternoon express trains.

Fancler, Rory

From: Terry Schuster [tfschuster@wideopenwest.com]
Sent: Tuesday, November 15, 2011 10:19 PM
To: Fancler, Rory
Subject: Bus Depot

Follow Up Flag: Follow up
Flag Status: Completed

Rory,

As a civil engineer that has a little experience in traffic and road design, I don't think the Parkview parking lot would be a good choice for the Bus Depot. The primary reason is that the exit is too close to the stoplight on Washington after turning left. The traffic at the light will back up before the buses are loaded and ready to exit the parking lot. In my opinion, they will have a difficult time getting out of the parking lot which will result in significant delays. I'd put the bus depot directly across the tracks in the upper lot.

Best Regards,

Terry Schuster
630-416-7425 (o)
630-416-7134 (h)
630-738-7425 (m)

Fancler, Rory

From: Vivien Lindsey [vmlindsey@comcast.net]
Sent: Sunday, November 20, 2011 3:17 PM
To: Fancler, Rory
Subject: Bus Depot

After looking over the newest bus depot sites, one caught my eye.

Fourth Ave. south of the train station.

Down under "Summary of initial Site Evaluation" one of the site opportunities stated that it requires no changes to existing bus routes on the south side of the train tracks.

About 20 years ago, Pace Bus started to route their buses through our residential neighborhood. Now there are about 70 Pace buses a day going by, in addition to Trailways buses every day, school buses, beer trucks and other trucks for Orozios Bar, cars and an ever growing number of taxi's, etc. All of this traffic is causing untold noise and diesel fumes continuously throughout the day.

This has caused the value of our properties to go down in addition to the downturn of the economy right now. We pay high taxes on our property to be able to live in Naperville and yet are not getting the value for our payments.

Who wants to live on a street with this much congestion and noise and air pollution. This bus Depot plan would be very wrong for the neighborhood and would be completely ignoring what we have been putting up with all these years. This is a chance to fix the mistakes that were made 20 years ago.

Vivien Lindsey
219 N. Ellsworth St.
vmlindsey@comcast.net
630-355-2645
11/20/11

Fancler, Rory

From: rgardner@iserv.net
Sent: Monday, November 21, 2011 4:52 PM
To: Fancler, Rory
Subject: Bus Depot Study

Follow Up Flag: Follow up
Flag Status: Completed

Hi Rory. I live in the 300 block of N. Wright St. which is the last block before the tracks. I live about a 1/2 block South of 4th Ave. and the tracks. I have been reviewing the material about the Bus Depot Study and have some concerns. First of all, it sounds like you are putting too much emphasis on how many parking spaces will be lost when the depot is finally built. That is something that doesn't seem that important compared to the impact the depot can have on the residents, for example. I believe that it might be wise to consider a parking garage at some point in the near future that can be located at any one of about 3 different locations without disturbing residents hardly at all. A garage could be located on the Parkview Lot, the East Burlington Lot or the Lower Burlington Lot.

Actually, the East Burlington Lot would be ideal for a garage. I also recommend this lot for the bus depot. See my comments a little later on.

Further study would be needed to determine which one would be best.

Another matter the city seems concerned about is the access to the pedestrian tunnel. I would suggest considering the possibility of building a new tunnel or bridge if the Upper Burlington Lot or the Parkview Lot are chosen. Next, I have a lot of concern about the 4th Avenue location and the South of the Train Station location. Both will generate a lot of traffic on 4th Avenue, Loomis, Sleigh and Wright Streets. As it is, the commuters come speeding down Wright St. from the parking places along 4th Avenue.

They drive in a very unsafe manner. These two locations would have such an impact on the 4th Avenue residents as to be grossly unfair to them. I don't know that the city can avoid a certain amount of conflict no matter which location is chosen. The only thing you can do is minimize those conflicts. I would immediately eliminate the 4th Avenue and the South of the Train Station locations as you certainly can't expand at either one of these locations and they will have the greatest impact on the residents. I think it is great that you are thinking ahead about the possibility of future expansion. This is something that is frequently ignored by others.

My choice would be the East Burlington Lot. This lot has huge potential for expansion including the parking lot to the North. I realize that the city does not own this property, however, the possibility exists to buy some or all of this land or work out a leasing arrangement. The limitations and challenges listed on your sheet that I printed out from your website don't seem that important relatively speaking. Many of these are problems that can be dealt with. I thank you for your consideration. If I can be of any further help, please let me know. Rich Gardner.

Fancler, Rory

From: Kim Swahlstedt [KSwahlstedt@crosslandllc.com]
Sent: Tuesday, November 22, 2011 12:07 PM
To: Fancler, Rory
Subject: Bus Depot

One of the strengths of the Naperville community is it's train service to Chicago.

The wait for a spot in the Burlington lot is at least 8 years, If you take spaces from these lots it will severely impact this wait.

Some of the proposed areas would remove 140-150 spaces with no proposed solution to replace them.

I urge you to consider it a high priority to minimize the impact to the parking near the station.

Thank You

Kim Swahlstedt

Fancler, Rory

From: Robert J Raimondi [rjr3@ntrs.com]
Sent: Wednesday, November 23, 2011 1:24 PM
To: Fancler, Rory
Subject: Parking Lot - Bus Depot initiative

Hi Rory,

I submitted my comments earlier today via the website, one quick question, what is the expected timeframe in which 1) the designated lot will be identified, 2) once identified, time between implementing the plan, i.e parking spot changes?

Thanks
Bob



Robert J. Raimondi | Vice President | Northern Trust Hedge Fund Services

50 S. LaSalle, LQ-9 Chicago IL, 60603 USA | Phone 312/443-5779 | Cell 312/753-9608 | <mailto:rjr3@ntrs.com>
Please visit <http://www.northerntrust.com>

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Please consider the environment before printing this e-mail.

Fancler, Rory

From: JOANN SMITH [jmollysmith@sbcglobal.net]
Sent: Wednesday, November 30, 2011 12:34 PM
To: Fancler, Rory
Subject: 5th Avenue Naperville Metra Station Bus Depot Study

Dear Rory,

Many thanks for all of your long hours and efforts on this project, we all really do appreciate everything you've done. Hopefully, the Planning & Zoning Commission and the City Council will heed our pleas and take action. The following are my comments for them. Gratefully, Joann Smith

Thirty plus years ago, the City of Naperville directed the Transportation Department to change both North Avenue and School Street into one way streets, primarily for access to the train station. The Greater Naperville Transportation System or GNATS bus system did not constantly run throughout the day. The Pace Buses however, run all day, approximately every 30 minutes. The rush hour Pace Buses are fully occupied, while the buses during the day have only 2 to 5 passengers on board or in most cases totally empty! What is the monetary cost of all these nearly vacant and empty buses to the City of Naperville? Each month, our neighborhood tolerates almost 2000 buses and hundreds of cars encroaching past and around our homes, enroute to the train station, some days you can see the diesel exhaust hanging in the air encircling our homes. Any slight variation or emergency on the Burlington Metra rail line can result in 22 to 30 running buses waiting, lined up extending from the Metra Station down the street 2 to 3 blocks. Studies by the American Cancer Society (americancancersociety.com) of those constantly exposed to diesel exhaust found their risk of lung cancer increased by 50% ! It is suspected that cancer of the larynx, pancreas, bladder and kidney may also be linked to diesel exhaust. Exhaust from diesel engines is made up of both gases and soot. The gas portion is mainly comprised of carbon dioxide, carbon monoxide, nitrogen dioxide, sulfur oxides and hydrocarbons, according

to the American Cancer Society's web site. Commuters living in the Village of Lisle, leave the train take a few steps and board the buses. There is no crowding through a damp, dirty tunnel in order to board the buses. Please construct a Bus Depot on the north side of the train station for the commuters ease, our families lives, health, vegetation, and homes of our neighborhood.

Thank you,

Joann M. Smith
151 N. Ellsworth St.
Naperville, 60540
630-355-5669
jmolysmith@sbcglobal.net

Fancler, Rory

From: Stan/Mary [bumpusfamily@wowway.com]
Sent: Wednesday, November 30, 2011 7:29 PM
To: Fancler, Rory
Subject: suggestion

Follow Up Flag: Follow up
Flag Status: Flagged

N. Center St. (that leads to parking) desperately needs to have a turn lane added. It would significantly reduce the back-up that occurs as people try to exit the parking lot, especially during the busiest times. It should be relatively simple and inexpensive for the amount of good it would do.

Fancler, Rory

From: ERNESTO CORONA [coronapope@wideopenwest.com]
Sent: Thursday, December 01, 2011 1:45 AM
To: Fancler, Rory
Subject: RE: Bus Depot

Follow Up Flag: Follow up
Flag Status: Completed

Dear Rory Fancler,

Thank you for this opportunity to voice our opinion regarding the location of the Bus Depot and the rerouting of bus traffic.

A couple summers ago, our gracious neighbor allowed us to invite the Council Members to spend a few hours on her front porch to experience the complaints of the community for themselves. The traffic congestion, noise, smell and endless activity spoke for itself. When the trains are delayed, which is often, the cars and buses line up with their motors running just waiting. I have been caught in a traffic jam in front of my own home.

Due to the exhaust fumes of the buses, our lovely porch and bedroom windows must remain closed to keep out the horrendous stench and debris. The buses begin very early and continue for several hours. My husband works Midnights and the loud screeching of their breaks make it quite difficult to get proper rest. We do not permit our children to play in our front yard because of all the unsafe conditions.

Frankly, I am surprised that the City of Naperville would allow such poor conditions to occur in their so proudly acclaimed Historic District.

Some of our neighbors have insightful and logical solutions for this problem. One simple example, is to change the direction of the One Way streets. We are sure the experts can come up with a plan that will keep the heavy traffic away from the residential areas, yet be acceptable to the bus companies.

I look forward to a healthier and safer environment for our loved ones in the Naperville community. Along with your help we may achieve a brighter and more tranquil future.

Sincerely,

Donna A Corona

Rathje Planning Services, Inc.
412 Chicago Avenue
Downers Grove, Illinois 50515
630-963-4891
krathje3@comcast.net

December 1, 2011

Ms. Rory Fancler, Project Manager
City of Naperville
Transportation, Engineering and Development Business Group
400 S. Eagle Street
Naperville, Il 60540

Re: Proposed Bus Terminal Alternative Plans

Dear Ms. Fancler:

I am writing on behalf of the Boecker and Mueller families, the owners of the property commonly known as 190 E. 5th Avenue. My clients sincerely appreciate the opportunity to comment upon the proposed Bus Depot Alternatives currently under consideration by the City. The choices that the City makes are very important to my clients given the location of their property relative to the Metra train station as well as to the City owned commuter parking lots.

The Boecker and Mueller families clearly understand the importance of having appropriate facilities to accommodate rail commuters arriving and departing from the Metra station and in general support the City's efforts to improve the existing facilities. The benefits of properly functioning commuter facilities are beneficial to the residents and property owners in the immediate area and to the City in general.

After examining the alternate plans which have been put forth by the City, the Boecker and Mueller families tend to believe that the alternatives known as the Parkview Lot plan and the South of Train Station plan are the more desirable of the current proposals.

This position has been taken given the substantial number of both publically and privately owned parking spaces for commuters and for support of the commercial activities which are located north of the railroad tracks. This area north of the tracks already generates a fair amount of traffic and the infusion of a measurable amount of bus traffic will not be particularly beneficial to this area, especially as there are reasonable alternative opportunities to manage the traffic.

By focusing the bus depot improvements on the south side of the railroad tracks, the commuter auto traffic which is focused on the north side will be separated from the majority of the bus traffic. This scenario should tend to optimize the fluidity of traffic movement around the Metra station area.

I am available to discuss my clients' position on this matter. Please do not hesitate to contact me directly.

Sincerely,

Kenneth J. Rathje
Rathje Planning Services, Inc.

Fancler, Rory

From: Schielke [schielkefamily@sbcglobal.net]
Sent: Thursday, December 01, 2011 9:38 AM
To: Fancler, Rory
Subject: Bus Depot alternatives

We would favor the possibilities that minimize traffic flow through or around the college and Historic District in order to keep the traffic from increasing in those high pedestrian areas and due to the narrow streets. Thanks.

Kent and April Schielke
21 S Wright st

Fancler, Rory

From: Shifflerbuilder [shifflerbuilder@aol.com]
Sent: Thursday, December 01, 2011 11:27 AM
To: Fancler, Rory
Subject: Bus Depot Feedback

Follow Up Flag: Follow up
Flag Status: Flagged

Rory,

We own the properties at 301 N. Center (corner building) as well as 313 N. Center.

Some of our concerns with utilizing the Parkview lot for the Bus Depot are as follows:

-Possible "bottle-neck" of traffic at the new mid-block light. This will back-up traffic right in front of our south parking lot entrance as well as in front of our building.

-With the concentration of buses and pedestrians right next door to our properties we foresee the potential for increased vandalism and litter on our property.

-Alternative 3 which allows all the buses to circle around the north end and back up Center St. would be the least desirable option. All the bus traffic would in-effect surround our properties.

-Since we have 2-story structures with apartments that look out to the west (over the proposed depot location) we would ask that the new bus depot structures have buffers and/or be angled such that the majority of the noise and lighting be directed out towards Washington St. We would also want a solid, impenetrable type wall/fence on the east side of the Parkview lot to prevent easy access to our properties.

-Along with the new singular Bus Depot location, we would hope that Police presence is increased in this area especially in the early/late hours of the day.

-We are concerned with the concentration of the exhaust/pollution that would (with prevailing westerly winds) constantly be adversely affecting our air quality.

-Finally, we worry that a Bus Depot located at the Parkview lot would decrease our property values.

Please feel free to contact us if you have any questions/comments.

Sincerely,

Steve Shiffler, Nancy Shiffler, Ken Shiffler

630.355.2118

Fancler, Rory

From: Cheryl Ewing [cherylewing@raresportsfilms.com]
Sent: Thursday, December 01, 2011 7:24 PM
To: Fancler, Rory
Subject: Bus Depot Alternatives at Downtown Naperville Train Station

Follow Up Flag: Follow up
Flag Status: Flagged

I have been commuting to downtown Chicago from this station for 8 years and have traveled to and from the station:

- by driving myself and parking in a day-parking space
- having my husband drop me off and pick me up
- by PACE bus
- walking on foot
- via taxi
- nope --- have not taken a bicycle -- not yet! ;-)

I have the following observations/comments:

It is not clear if the intention is to have one bus depot or more than one - what I mean is, will one be considered on BOTH the north (outbound to Aurora) side and the south (inbound to Chicago) side as it is now? Or, is the City proposing to have only one depot?

If considering two drop off / pick up points, then Station 6 East Burlington Lot for the north and Station 7 South of Train Station both make sense as the commuter drop/pickup points are nearest the underpass tunnel and the Station 7 location is also right in front of the Station building.

If considering only one place for the depot, then Station 7 South of Train Station makes perfect sense because:

- for commuters being dropped off by PACE, there is often very little time to get to the platform before the train pulls in.
 - So, if one needs to use the underpass tunnel, it makes sense to be as near to it as possible.
 - If one needs to buy a ticket at the METRA ticket window, a drop off closest to the building entrance is essential.
- for commuters being dropped off by PACE, these needs are served:
 - proximity to the shelter of the METRA station building in inclement weather
 - the additional safety of not having to walk farther than necessary on snow/ice covered walks
 - easier access to underpass, shelter and ticket cage for the physically challenged

I think taxi and kiss-n-ride would be better located away from the buses and on both north and south sides of the tracks using the Station 4 Parkview and Station 5 Upper Burlington spots. This would give easy access to the commuters being dropped/picked up but it would keep them separate from the bus loading/unloading areas providing increasing pedestrian safety and decreasing congestion.

Thanks,

Cheryl Ewing
Naperville
630.527.9095

Fancler, Rory

From: Dave Wilson [dwilson@truofficeadvisors.com]
Sent: Thursday, December 01, 2011 8:40 PM
To: Fancler, Rory
Subject: 5th Ave Metra Bus Depot Study

Rory,

As a long time (25 yrs) metra commuter and resident 2 blocks south of 5th Ave station, I strongly urge the City of Naperville to:

1st Priority: develop an appropriate Bus Depot in the Parkview Lot and remove as many buses and traffic from the nearby residential neighborhoods that have unjustly been burdened for too many years.

2nd Priority: develop a parking deck for metra commuters north of the tracks along the east side of Washington.

Thank you,

David R. Wilson
President

TRU Office Advisors, LLC
Tenant Representation Unparalleled
312-357-1282 Direct
dwilson@truofficeadvisors.com

233 South Wacker Drive
53rd Floor
Chicago, IL 60606

Fancler, Rory

From: John McCarthy [hurst455hemi@yahoo.com]
Sent: Friday, December 02, 2011 3:04 PM
To: Fancler, Rory
Cc: Owen Egizio; Paul Bernstein New Oct 2010; Steve Shiffler
Subject: Re: Bus Depot Comments

Dear Rory,

I wanted to submit a few comments on the proposed bus depot on the city owned Parkview lot. I feel discarding the depot alternative surrounding Burlington Square Park is a positive. But I still have a great number of concerns about having the depot located behind our property on the Parkview lot. The other property owners have contacted me to express their concerns that a Parkview bus depot would adversely affect the property values in the Center street area. They are also very concerned about dramatically increased traffic congestion and pollution in the area with businesses and restaurants that include outdoor seating. We would essentially be an island surrounded by buses. Some of our apartment tenants have also expressed concerns about the depot causing increased noise, congestion, and exhaust. Clearly concentrating 12-16 buses routing in either one or two different access points will create more congestion, noise, pollution etc... We all feel it would be preferable to locate the bus depot on the north side of the tracks as it provides many benefits.

These are just a few of my areas of concern, but I understand that it is difficult to find an alternative that is agreeable to all. So I appreciate your soliciting our feedback and comments. Thanks very much!

Sincerely,

John McCarthy

321-325 N. Center Street



**NAPERVILLE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE
MINUTES OF OCTOBER 17, 2011**

A. Call to Order

7:00 p.m.

Attendance

Present: Chairman Jaynes, DiGiovine-Gehrs, Nye, Peterson, Stocke, Swanson, Wong

Absent: Luhrs

Staff Present: Project Engineer Jennifer Louden, Project Manager Caitlin Malloy

B. Public Forum None

C. Minutes Approve the minutes from the June 20, 2011 Bicycle and Pedestrian Advisory Committee meeting.

Motion by: Stocke
Second by: Nye

Approved
(7-0)

D. Correspondence

D1. Greene Valley Trail Link Ribbon Cutting

Louden provided information on the Greene Valley Trail Link Ribbon Cutting taking place on Tuesday, October 18, 2011 at 1:30 p.m.

E. Old Business

E1. Path Crossing Signage and Markings

Louden provided an overview of the Path Crossing Signage and Markings project and the process staff followed to develop the recommendation.

Bicycle and Pedestrian Advisory Committee Discussion:

- Members expressed concern regarding vehicles not stopping for bicyclists in crosswalks and the need for greater enforcement.
- Loudon clarified that Illinois state law does not require motorists to stop for pedestrians and bicyclists waiting by the side of the road.
- The committee expressed interest in advocating that the law be changed. Should the committee wish to pursue this further they will discuss and then make a recommendation to the Transportation Advisory Board. In the meantime staff will contact the League of Illinois Bicyclists and



Naperville

TRANSPORTATION ADVISORY BOARD AGENDA ITEM

AGENDA DATE: 1/7/2012

SUBJECT: Policy for the Installation of In-Street Pedestrian Signs

ACTION REQUESTED: Approve the city’s internal policy for the installation of in-street pedestrian signs.

PREPARED BY: Kimberly Grabow Schmidt, Project Engineer

ACTION PREVIOUSLY TAKEN:

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

BACKGROUND:

The in-street “Yield to/Stop for Pedestrians within the Crosswalk” signs were added as allowable signs when the 2003 version of the Manual on Uniform Traffic Control Devices (MUTCD) was adopted. Since their inclusion in the MUTCD, the city has recently received numerous requests for installations around the city. In an effort to ensure that the signs are being used most effectively, TED staff identified a need for a standard policy to determine where the signs could be installed.

An example of the in-street “Yield to/Stop for Pedestrians within the Crosswalk” sign is shown in Attachment 1. These signs are installed in the middle of an uncontrolled crosswalk at an intersection or midblock crossing to remind motorists that they need to stop for a pedestrian in the crosswalk. It should be noted that the State of Illinois recently passed a law that motorists are now required to stop for pedestrians in the crosswalk. Therefore, the city installs the “Stop for Pedestrians within the Crosswalk” in-street signs.

DISCUSSION:

The proposed policy for installing in-street pedestrian crossing signs is provided in Attachment 2. The policy is separated into two components: mandatory conditions and supplemental conditions. The mandatory conditions are based upon the requirements of the MUTCD and safety considerations. The supplemental conditions give consideration to other traffic engineering principles such as pedestrian generation, access and available gaps in traffic.

Mandatory Conditions

Staff identified five mandatory conditions, including:

1. *The crossing is located at an uncontrolled intersection or mid-block location* – This condition is required per the MUTCD. In-street pavement signs are not allowed at signalized or all-way stop controlled intersections.
2. *The crossing is located on a street with a center line, lane line or median island for the installation of the in-street sign* - This condition is a requirement of the MUTCD. The pavement markings or median island are necessary to provide a location for the sign installation.
3. *The crossing is located at a marked crosswalk* – This condition is required per the MUTCD. The in-street sign is a supplemental sign to remind motorists of pedestrian right-of-way at an unsignalized pedestrian crosswalk.
4. *The crossing is located on a roadway with a speed limit of 30 mph or less* – This condition was added as a safety consideration. Staff did not feel that it was appropriate to direct pedestrians to cross a street with a speed limit over 30 mph. These roadways typically have higher traffic volumes and fewer gaps in traffic for pedestrians to cross. Additionally, research has shown that the incidence of serious injury or a fatality for a pedestrian increases dramatically if struck by a vehicle traveling at a speed over 30 mph. It would be more appropriate for a pedestrian to be directed to a pedestrian crossing at a controlled intersection (traffic signal, all-way stop) on higher speed roadways.
5. *The crossing is not on a roadway that has separate left turn lanes at the crossing location* - This condition was added by city staff based upon performance and maintenance of current in-street sign installations. The intersections that include separate left turn lanes are not appropriate because vehicles have difficulty maneuvering around the in-street signs. Vehicles tend to sideswipe the sign causing damage to vehicle and the sign.

In order for a potential location to be considered for installation, it must meet all of the five conditions set forth above.

Supplemental Conditions

If all five mandatory conditions are met, the location then needs to meet at least two of the four supplemental conditions. The supplemental conditions give consideration to areas where pedestrian traffic can be expected or areas where pedestrian traffic should be encouraged.

1. *The crossing is located on a school walk route* – A crossing that is located on a school walk route is likely to have a higher volume of pedestrian traffic than other intersections. Additionally, the pedestrian traffic will have a high percentage of youths.
2. *The crossing is located adjacent to a pedestrian generator (e.g., school, park, museum, multi-use path)* – A crossing that is located adjacent to a pedestrian generator is likely to have a higher volume of pedestrian traffic than other intersections.
3. *The crossing is located on a Neighborhood Connector or Collector roadway* – Neighborhood Connectors and Collector roadways were identified as the ideal roadway type for the in-street pedestrian signs because they typically have speed limits of 25 or 30 mph. These roadways carry enough traffic that there may be a conflict between vehicles and pedestrians attempting to cross the street, but still have adequate gaps in traffic to allow pedestrians to cross the street.
4. *The crossing is not located within ¼ mile of a traffic signal or all-way stop* – It is preferred that pedestrians cross at a signalized or all-way stop intersection rather than at an uncontrolled crossing if one is available. A quarter of a mile is considered an acceptable distance for a pedestrian to walk to cross at a controlled intersection.

In addition to the mandatory and supplemental conditions, the city reserves the right to take engineering judgment into consideration for unique conditions associated with a specific location. As more in-street pedestrian signs are installed, care should also be taken to not install in-street pedestrian signs within ½ mile of another in-street pedestrian sign so as not to overuse the sign and reduce driver awareness.

Comparison to Existing Installations

During the development of the mandatory and supplemental conditions, staff analyzed the locations where the in-street pedestrian signs have been installed as well as the locations that have been denied. The results of these analyses are provided as Attachments 3 and 4.

Attachment 3, Installed Locations, shows that the only one of the ten installed locations does not meet the conditions for the in-street pedestrian sign. The crossing on Aurora Avenue at Webster Street does not meet one of the mandatory conditions – separate left turn lanes exist on Aurora Avenue at Webster Street – and only one of the four supplemental conditions.

However, staff is not overly concerned that the Aurora/Webster location did not meet the conditions of the policy. As stated above, the city reserves the right to take engineering judgment into consideration. The Aurora/Webster in-street pedestrian sign is a temporary condition. It is anticipated that once the Water Street area redevelops, a traffic signal will be installed at the intersection to facilitate vehicular and pedestrian movement north and south of Aurora Avenue.

In-Street Pedestrian Sign Policy

January 7, 2012

Page 4 of 4

All three of the denied locations shown in Attachment 4 either did not meet the five mandatory conditions or were not able to meet at least two of the supplemental locations.

Bicycle and Pedestrian Advisory Committee Consideration

The policy was brought to the Bicycle and Pedestrian Advisory Committee (BPAC) for its consideration on Monday, December 19, 2011. BPAC approved the policy with no discussion.

RECOMMENDATION:

Approve the city's internal policy for the installation of in-street pedestrian signs.

ATTACHMENTS:

1. Example In-Street Pedestrian Sign
2. In-Street Pedestrian Sign Policy
3. Installed Locations Matrix
4. Denied Locations Matrix

Examples of the In-Street Pedestrian Signs



“Yield to Pedestrians within Crosswalk” (R1-6)



“Stop for Pedestrians within Crosswalk” (R1-6a)

In-Street Pedestrian Sign Policy

All of the following mandatory conditions must be met for a location to be considered for an in-street pedestrian sign:

- A. The crossing is located at an uncontrolled intersection or mid-block location.
- B. The crossing is located on a street with a center line, lane line or median island for the installation of the in-street sign.
- C. The crossing is located at a marked crosswalk.
- D. The crossing is located on a roadway with a speed limit of 30 mph or less.
- E. The crossing is not on a roadway that has separate left turn lanes at the crossing location.

In addition to the five above mentioned conditions, at least two of the following supplemental conditions must also be met for the City to consider recommending a location for an in-street pedestrian sign:

- 1. The crossing is located on a school walk route.
- 2. The crossing is located adjacent to a pedestrian generator (school, park, museum, multi-use path).
- 3. The crossing is located on a Neighborhood Connector or Collector roadway.
- 4. The crossing is not located within $\frac{1}{4}$ mile of a traffic signal or all-way stop.

The city reserves the right to take engineering judgment into consideration for unique conditions associated with a specific location. Care should be taken to not install in-street pedestrian signs within $\frac{1}{2}$ mile of another in-street pedestrian sign so as not to overuse the sign and reduce driver awareness.

In-Street Pedestrian Sign Installed Sign Locations

| Criteria | | Installed Sign Location | | | | | | | | | |
|--|--|-------------------------|---------------------|--------------------|-------------------|--------------------|-----------------|-------------------|-----------------|-----------------------|-------------------|
| | | Gartner at Alder | Charles at Hillside | Eagle at Riverwalk | Aurora at Webster | Modaff at Tamarack | Mill at Douglas | Charles at Benton | Waxwing at Lark | Gartner and Edgewater | Jefferson at West |
| Must Meet All Five (5) Conditions | The crossing is located at an uncontrolled intersection or mid-block crossing. | X | X | X | X | X | X | X | X | X | X |
| | The crossing is located on a roadway with a speed limit of 30 mph or less. | X | X | X | X | X | X | X | X | X | X |
| | The crossing is located on a street with a center line, lane line or median island on which the sign can be installed. | X | X | X | X | X | X | X | X | X | X |
| | The crossing has a marked crosswalk. | X | X | X | X | X | X | X | X | X | X |
| | The crossing is not on a roadway that has separate left turn lanes at the crossing location. | X | X | X | | X | X | X | X | X | X |
| Must Meet At Least Two (2) of the Conditions | The crossing is located on a school walk route. | | X | | | X | X | | X | | |
| | The crossing is located adjacent to a pedestrian generator (school, park, museum, multi-use path) | X | X | X | X | X | | | X | X | X |
| | The crossing is located on a Neighborhood Connector or Collector roadway. | X | X | X | | X | X | X | X | X | X |
| | The crossing is not located within 1/4 mile of a traffic signal or all-way stop. | X | X | | | | | X | | | X |
| SCORES | 8 | 9 | 7 | 6 | 8 | 7 | 7 | 8 | 7 | 8 | |

In-Street Pedestrian Sign Denied Sign Locations

| Criteria | | Denied Sign Location | | | | | | | |
|--|---|----------------------|--------------------|---------------------|--|--|--|--|--|
| | | Mill at Spring | Gartner at Catalpa | Modaff at West Glen | | | | | |
| Must Meet All Five (5) Conditions | The crossing is located at an uncontrolled intersection or mid-block crossing. | X | X | X | | | | | |
| | The crossing is located on a roadway with a speed limit of 30 mph or less. | X | X | | | | | | |
| | The crossing is located on a street with a center line, lane line or median island for the sign to be installed at. | X | X | X | | | | | |
| | The crossing has a marked crosswalk. | X | X | X | | | | | |
| | The crossing is not on a roadway that has separate left turn lanes at the crossing location. | X | | | | | | | |
| Must Meet At Least Two (2) of the Conditions | The crossing is located on a school walk route. | | | | | | | | |
| | The crossing is located adjacent to a pedestrian generator (school, park, museum, multi-use path). | | X | X | | | | | |
| | The crossing is located on a Neighborhood Connector or Collector roadway. | X | X | X | | | | | |
| | This crossing is not located within 1/4 mile of a traffic signal or all-way stop. | | | X | | | | | |
| SCORES | | 6 | 6 | 6 | | | | | |



Naperville

TRANSPORTATION ADVISORY BOARD AGENDA ITEM

AGENDA DATE: 1/7/2012

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

ACTION REQUESTED: Receive Report

PREPARED BY: Kreider

ACTION PREVIOUSLY TAKEN:

| Date | Item No. | Action |
|------|----------|--------|
| | | |

BACKGROUND:

DISCUSSION:

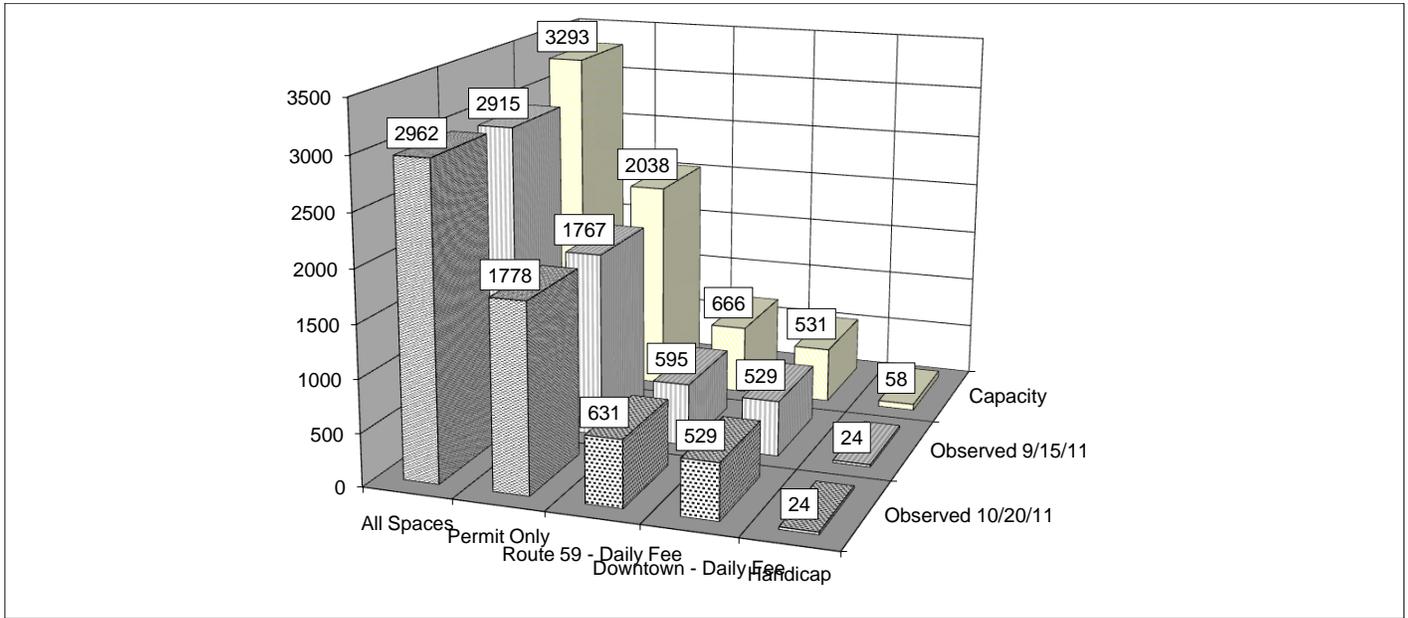
RECOMMENDATION:

ATTACHMENTS:

Naperville Monthly Commuter Parking Survey

| LOCATION | CAPACITY | OBSERVED | VACANT | % OCCUPIED |
|---|----------|----------|--------|------------|
| Burlington Northern Lot | | | | |
| Permit Only | 526 | 477 | 49 | 91% |
| Handicap | 25 | 15 | 10 | 60% |
| Rt. 59 Station Lot | | | | |
| Permit Only | 1121 | 933 | 188 | 83% |
| Daily Fee | 666 | 631 | 35 | 95% |
| Handicap | 27 | 6 | 16 | 22% |
| Parkview Lot | | | | |
| Permit Only | 110 | 98 | 12 | 89% |
| Handicap | 4 | 2 | 2 | 50% |
| Space numbers adjusted for field conditions | | | | |
| Kroehler Lot | | | | |
| Permit Only | 281 | 270 | 11 | 96% |
| Daily Fee | 44 | 44 | 0 | 100% |
| 5th Avenue (on street) | | | | |
| Washington to Main - Daily Fee | 23 | 23 | 0 | 100% |
| Washington to Columbia - Daily Fee | 84 | 84 | 0 | 100% |
| WTW Temporary Parking Lots | | | | |
| East Lot - Daily Fee | 19 | 19 | 0 | 100% |
| West Lot - Daily Fee | 96 | 96 | 0 | 100% |
| 4th Avenue (Serpentine) | | | | |
| Daily Fee | 132 | 132 | 0 | 100% |
| 6th Avenue | | | | |
| Daily Fee | 10 | 10 | 0 | 100% |
| North Avenue | | | | |
| Daily Fee | 29 | 29 | 0 | 100% |
| Spring Avenue | | | | |
| Daily Fee | 21 | 21 | 0 | 100% |
| Center Street | | | | |
| Daily Fee | 9 | 9 | 0 | 100% |
| Ellsworth Street (North) | | | | |
| Daily Fee | 6 | 6 | 0 | 100% |
| 4th Avenue (at station) | | | | |
| Daily Fee | 20 | 18 | 2 | 90% |
| Handicap | 2 | 1 | 1 | 50% |
| Ellsworth Street (south) | | | | |
| Daily Fee | 10 | 10 | 0 | 100% |
| Children's Museum Lot | | | | |
| Daily Fee | 28 | 28 | 0 | 100% |
| Totals | | | | |
| All Spaces | 3293 | 2962 | 326 | 90% |
| Permit Only | 2038 | 1778 | 260 | 87% |
| Route 59 - Daily Fee | 666 | 631 | 35 | 95% |
| Downtown - Daily Fee | 531 | 529 | 2 | 100% |
| Handicap | 58 | 24 | 29 | 41% |

Naperville Monthly Commuter Parking Survey



| | Observed 9/15/11 | Observed 10/20/11 | Capacity |
|----------------------|---------------------|----------------------|----------|
| All Spaces | 2915 | 2962 | 3293 |
| Permit Only | 1767 | 1778 | 2038 |
| Route 59 - Daily Fee | 595 | 631 | 666 |
| Downtown - Daily Fee | 529 | 529 | 531 |
| Handicap | 24 | 24 | 58 |

| Location | Capacity | Observed |
|----------------------------------|----------|----------|
| Bicycle - Downtown | | |
| North Side | X | 27 |
| South Side | X | 55 |
| Children's Museum Lot | X | 2 |
| Motorcycle - Downtown | | |
| North Side (no permit required) | 25 | 3 |
| South (covered, permit required) | 40 | 3 |
| Route 59 Private Lot | | |
| Private Lot behind Starbuck's | 167 | 25 |

| Location | Capacity | Observed |
|--|----------|----------|
| Bicycle - Route 59 | | |
| Naperville Side | X | 22 |
| Scooters - Route 59 | | |
| Naperville Side | X | 1 |
| Motorcycle - Route 59 | | |
| East Side (no permit required) | 15 | 0 |
| Aurora - Open Daily Fee & Permit Spaces | | |
| Daily Fee | 1645 | 0 open |
| Permit (7:35, 9:00) | 770 | 15 open |
| Motorcycle \$2 fee (Observed) | | 0 |

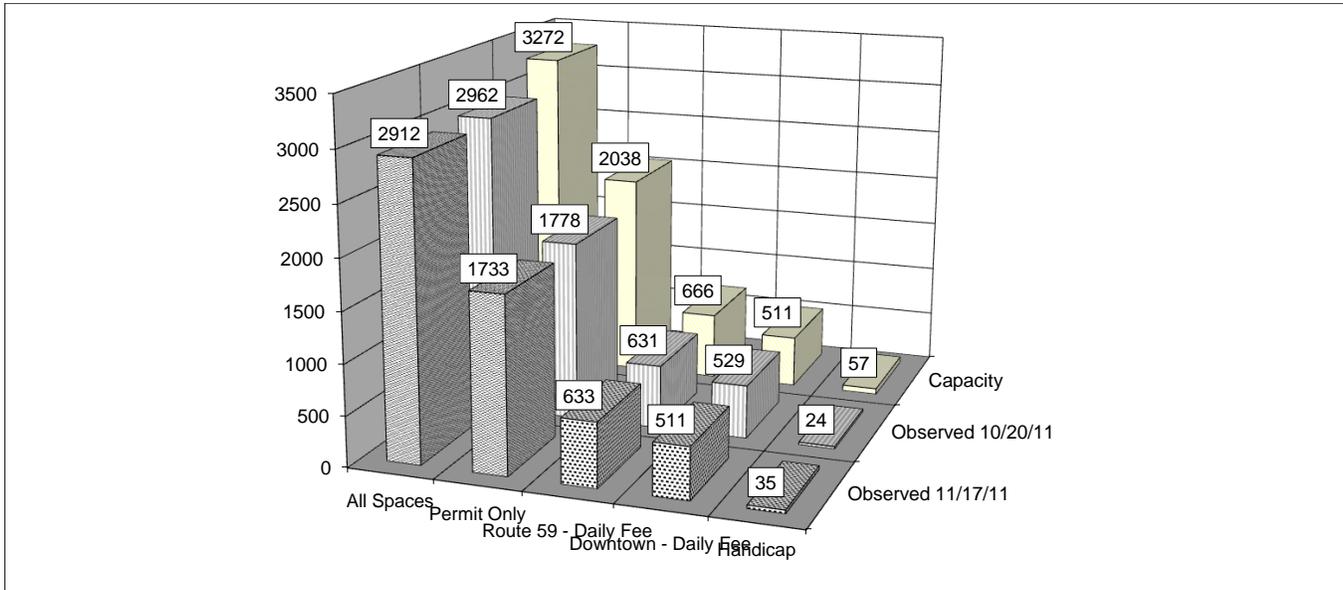
Light Rain - 40⁰

Naperville Monthly Commuter Parking Survey

| LOCATION | CAPACITY | OBSERVED | VACANT | % OCCUPIED |
|---|----------|----------|--------|------------|
| Burlington Northern Lot | | | | |
| Permit Only | 526 | 460 | 66 | 87% |
| Handicap | 25 | 13 | 12 | 52% |
| Rt. 59 Station Lot | | | | |
| Permit Only | 1121 | 935 | 186 | 83% |
| Daily Fee | 666 | 633 | 33 | 95% |
| Handicap | 27 | 18 | 9 | 67% |
| Parkview Lot | | | | |
| Permit Only | 110 | 89 | 21 | 81% |
| Handicap | 4 | 3 | 1 | 75% |
| Space numbers adjusted for field conditions | | | | |
| Kroehler Lot | | | | |
| Permit Only | 281 | 249 | 32 | 89% |
| Daily Fee | 44 | 44 | 0 | 100% |
| 5th Avenue (on street) | | | | |
| Washington to Main - Daily Fee | 23 | 23 | 0 | 100% |
| Washington to Columbia - Daily Fee | 84 | 84 | 0 | 100% |
| WTW Temporary Parking Lots | | | | |
| East Lot - Daily Fee | 19 | 19 | 0 | 100% |
| West Lot - Daily Fee | 96 | 96 | 0 | 100% |
| 4th Avenue (Serpentine) | | | | |
| Daily Fee | 132 | 132 | 0 | 100% |
| 6th Avenue | | | | |
| Daily Fee | 10 | 10 | 0 | 100% |
| North Avenue | | | | |
| Daily Fee | 29 | 29 | 0 | 100% |
| Spring Avenue | | | | |
| Daily Fee | 21 | 21 | 0 | 100% |
| Center Street | | | | |
| Daily Fee | 9 | 9 | 0 | 100% |
| Ellsworth Street (North) | | | | |
| Daily Fee | 6 | 6 | 0 | 100% |
| 4th Avenue (at station) | | | | |
| Daily Fee | 0 | 0 | 0 | 0% |
| Handicap | 1 | 1 | 0 | 100% |
| Ellsworth Street (south) | | | | |
| Daily Fee | 10 | 10 | 0 | 100% |
| Children's Museum Lot | | | | |
| Daily Fee | 28 | 28 | 0 | 100% |
| Totals | | | | |
| All Spaces | 3272 | 2912 | 360 | 89% |
| Permit Only | 2038 | 1733 | 305 | 85% |
| Route 59 - Daily Fee | 666 | 633 | 33 | 95% |
| Downtown - Daily Fee | 511 | 511 | 0 | 100% |
| Handicap | 57 | 35 | 22 | 61% |

November 17, 2011

Naperville Monthly Commuter Parking Survey



| | Observed 10/20/11 | Observed 11/17/11 | Capacity |
|----------------------|----------------------|----------------------|----------|
| All Spaces | 2962 | 2912 | 3272 |
| Permit Only | 1778 | 1733 | 2038 |
| Route 59 - Daily Fee | 631 | 633 | 666 |
| Downtown - Daily Fee | 529 | 511 | 511 |
| Handicap | 24 | 35 | 57 |

| Location | Capacity | Observed |
|---------------------------|----------|----------|
| Bicycle - Downtown | | |
| North Side | X | 33 |
| South Side | X | 15 |
| Children's Museum Lot | X | 16 |

| Motorcycle - Downtown | | |
|----------------------------------|----|---|
| North Side (no permit required) | 25 | 3 |
| South (covered, permit required) | 40 | 5 |

| Route 59 Private Lot | | |
|-------------------------------|-----|----|
| Private Lot behind Starbuck's | 167 | 26 |

| Location | Capacity | Observed |
|--------------------------------|----------|----------|
| Bicycle - Route 59 | | |
| Naperville Side | X | 16 |
| Scooters - Route 59 | | |
| Naperville Side | X | 0 |
| Motorcycle - Route 59 | | |
| East Side (no permit required) | 15 | 1 |

| Aurora - Open Daily Fee & Permit Spaces | | |
|--|------|---------|
| Daily Fee | 1645 | 53 open |
| Permit (7:35, 9:00) | 770 | 42 open |
| Motorcycle \$2 fee (Observed) | | 2 |

Construction on south east platform. 4th Avenue spaces at station were closed, one ADA vehicle parked in space that was closed.

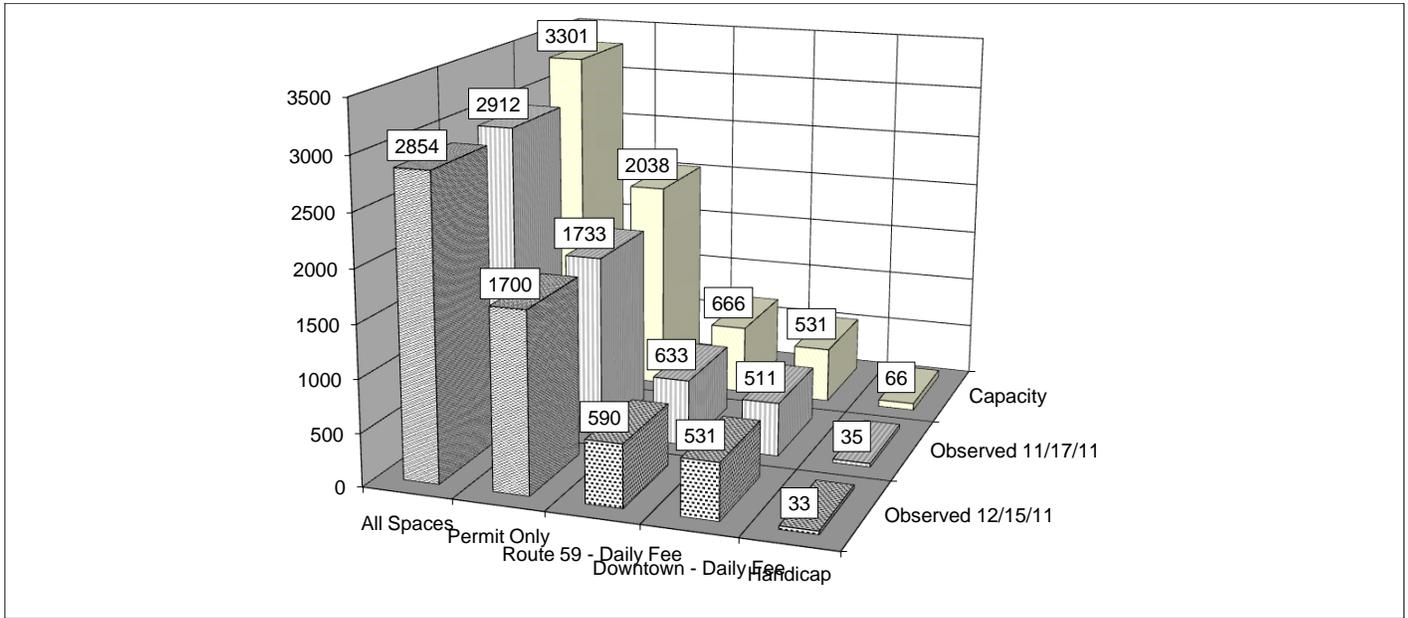
Sunny - 25⁰

Naperville Monthly Commuter Parking Survey

| LOCATION | CAPACITY | OBSERVED | VACANT | % OCCUPIED |
|---|----------|----------|--------|------------|
| Burlington Northern Lot | | | | |
| Permit Only | 526 | 443 | 83 | 84% |
| Handicap | 25 | 10 | 15 | 40% |
| Rt. 59 Station Lot | | | | |
| Permit Only | 1121 | 922 | 199 | 82% |
| Daily Fee | 666 | 590 | 76 | 89% |
| Handicap | 27 | 15 | 12 | 56% |
| Parkview Lot | | | | |
| Permit Only | 110 | 86 | 24 | 78% |
| Handicap | 12 | 6 | 6 | 50% |
| Space numbers adjusted for field conditions | | | | |
| Kroehler Lot | | | | |
| Permit Only | 281 | 249 | 32 | 89% |
| Daily Fee | 44 | 44 | 0 | 100% |
| 5th Avenue (on street) | | | | |
| Washington to Main - Daily Fee | 23 | 23 | 0 | 100% |
| Washington to Columbia - Daily Fee | 84 | 84 | 0 | 100% |
| WTW Temporary Parking Lots | | | | |
| East Lot - Daily Fee | 19 | 19 | 0 | 100% |
| West Lot - Daily Fee | 96 | 96 | 0 | 100% |
| 4th Avenue (Serpentine) | | | | |
| Daily Fee | 132 | 132 | 0 | 100% |
| 6th Avenue | | | | |
| Daily Fee | 10 | 10 | 0 | 100% |
| North Avenue | | | | |
| Daily Fee | 29 | 29 | 0 | 100% |
| Spring Avenue | | | | |
| Daily Fee | 21 | 21 | 0 | 100% |
| Center Street | | | | |
| Daily Fee | 9 | 9 | 0 | 100% |
| Ellsworth Street (North) | | | | |
| Daily Fee | 6 | 6 | 0 | 100% |
| 4th Avenue (at station) | | | | |
| Daily Fee | 20 | 20 | 0 | 100% |
| Handicap | 2 | 2 | 0 | 100% |
| Ellsworth Street (south) | | | | |
| Daily Fee | 10 | 10 | 0 | 100% |
| Children's Museum Lot | | | | |
| Daily Fee | 28 | 28 | 0 | 100% |
| Totals | | | | |
| All Spaces | 3301 | 2854 | 447 | 86% |
| Permit Only | 2038 | 1700 | 338 | 83% |
| Route 59 - Daily Fee | 666 | 590 | 76 | 89% |
| Downtown - Daily Fee | 531 | 531 | 0 | 100% |
| Handicap | 66 | 33 | 33 | 50% |

December 15, 2011

Naperville Monthly Commuter Parking Survey



| | Observed 11/17/11 | Observed 12/15/11 | Capacity |
|----------------------|----------------------|----------------------|----------|
| All Spaces | 2912 | 2854 | 3301 |
| Permit Only | 1733 | 1700 | 2038 |
| Route 59 - Daily Fee | 633 | 590 | 666 |
| Downtown - Daily Fee | 511 | 531 | 531 |
| Handicap | 35 | 33 | 66 |

| Location | Capacity | Observed |
|----------------------------------|----------|----------|
| Bicycle - Downtown | | |
| North Side | X | 27 |
| South Side | X | 35 |
| Children's Museum Lot | X | 12 |
| Motorcycle - Downtown | | |
| North Side (no permit required) | 25 | 3 |
| South (covered, permit required) | 40 | 1 |
| Route 59 Private Lot | | |
| Private Lot behind Starbuck's | 167 | 30 |

| Location | Capacity | Observed |
|--|----------|----------|
| Bicycle - Route 59 | | |
| Naperville Side | X | 17 |
| Scooters - Route 59 | | |
| Naperville Side | X | 1 |
| Motorcycle - Route 59 | | |
| East Side (no permit required) | 15 | 1 |
| Aurora - Open Daily Fee & Permit Spaces | | |
| Daily Fee | 1645 | 27 open |
| Permit (7:35, 9:00) | 770 | 70 open |
| Motorcycle \$2 fee (Observed) | | 0 |

Construction on south east platform.

Overcast, windy - 34^o



Naperville

TRANSPORTATION ADVISORY BOARD AGENDA ITEM

AGENDA DATE: 1/7/2012

SUBJECT: Correspondence Item - Pay-By-Phone Payment System – Quarterly Update

ACTION REQUESTED: Information only.

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

ACTION PREVIOUSLY TAKEN:

| Date | Item No. | Action |
|-----------|----------|--|
| 9/10/2011 | G4 | Accepted initial quarterly update for the pay-by-phone payment system. |

BACKGROUND:

DISCUSSION:

RECOMMENDATION:

ATTACHMENTS:

**CITY OF NAPERVILLE
MEMORANDUM**

DATE: December 7, 2011

TO: Transportation Advisory Board

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

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

SUBJECT: **Pay-By-Phone Payment System – Quarterly Update**

PURPOSE:

The purpose of this memorandum is to provide the Transportation Advisory Board with a summary of the recently implemented pay-by-phone payment option for daily fee parking at the Naperville and Route 59 Metra Stations.

BACKGROUND:

In January 2011, new daily fee parking machines were installed at the Naperville and Route 59 Metra Stations. The new daily fee machines accept cash, smart card and credit card payments. In order to provide commuters with an additional form of payment, pay-by-phone was introduced on May 20, 2011.

The pay-by-phone system allows commuters to register a phone number and credit card on the pay-by-phone website. After initial registration, commuters are able to pay for their daily fee parking space through a toll free phone number or via the website. The City's daily fee system is updated in real time to show the parking space has been paid for, and the customer receives a receipt of payment via email. In addition to the standard parking fee, there is a \$0.35 transaction fee for using the pay-by-phone system. The transaction fee is received by Verrus, the City's pay-by-phone vendor, and covers the cost of providing the service.

During the June 4, 2011 Transportation Advisory Board meeting, a quarterly summary of pay-by-phone usage was requested. An initial quarterly update was transmitted to TAB in September 2011. A summary of pay-by-phone usage between August 1 and November 30 is provided below.

DISCUSSION:

The City notified the public of the pay-by-phone system through a variety of methods, including the City's Commuter Connection e-newsletter, notices posted at the daily fee machines, signage at the Metra Stations and through the City's website. While commuters may choose to use the pay-by-phone system daily, the system is intended to provide a convenient alternative payment option for use in special circumstances (e.g., commuters who are late to catch a train; commuters who forgot cash, credit card or smart card) due to the higher transaction fee.

Usage of the pay-by-phone system continues to increase since it was first made available on May 20, 2011, which is likely attributable to increased awareness of the payment option. In June 2011,

*Pay-by-Phone System – Quarterly Update
 December 7, 2011
 Page 2 of 2*

approximately 3.5% of the daily fee parking payments (565 transactions) were received through the pay-by-phone system (note: includes daily fee parking at the Naperville and Route 59 Metra Stations) (Attachment 1). In contrast, as shown in the table below, approximately 6.5% of the daily fee parking payments (1,569 transactions) were received through the pay-by-phone system during the month of November.

| Time Period | Percent of Total Daily Fee Parking Transactions | | | |
|----------------------------|---|-------------|------------|--------------|
| | Cash | Credit Card | Smart Card | Pay-By-Phone |
| August 1 – August 31 | 39.6% | 37.2% | 19.0% | 4.2% |
| September 1 – September 30 | 39.8% | 36.6% | 18.5% | 5.1% |
| October 1 – October 31 | 38.1% | 37.4% | 18.6% | 6.0% |
| November 1 – November 30 | 38.2% | 37.1% | 18.2% | 6.5% |

The City will continue to promote the pay-by-phone system as a convenient payment option for passengers using the daily fee parking spaces. Staff will continue to monitor the pay-by-phone system and will update TAB on system usage again in April.

RECOMMENDATION:

Accept the pay-by-phone quarterly update.

Attachment 1: Daily Fee Payment Summary May 20, 2011 through August 15, 2011

Daily Fee Payment Summary
May 20, 2011 through August 15, 2011

| Time Period | Percent of Total Daily Fee Parking Transactions | | | |
|----------------------|--|--------------------|-------------------|---------------------|
| | Cash | Credit Card | Smart Card | Pay-By-Phone |
| May 20 - May 31 | 46.7% | 31.8% | 20.9% | 0.71% |
| June 1 - June 30 | 41.2% | 33.8% | 21.6% | 3.45% |
| July 1 - July 31 | 40.9% | 34.5% | 19.9% | 4.65% |
| August 1 - August 15 | 39.3% | 37.8% | 19.1% | 3.89% |

**CITY OF NAPERVILLE
MEMORANDUM**

DATE: December 21, 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, Fourth Quarter Commuter Permit Issuance and Space Utilization Report

PURPOSE:

This recommendation forwards information on utilization of commuter parking for the months of October, November and December, 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 October 20, November 17 and December 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. On December 5th the Kroehler lot was 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 32 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 October were 188 spaces (83% occupied) compared to 2010 when the vacancies were 101 spaces (91% occupied). The vacancies for permit parking in November 2011 were 186 (83% occupied) and in November 2010, 93% occupied with 83 spaces vacant. Vacancies for permit parking in December were 199 spaces (82% occupied) compared to 2010 when the vacancies were 111 spaces (90% occupied).

Daily fee parking at Route 59 also remains at less than 100% occupied. There were 35 vacant spaces in October equating to a 95% occupancy rating. In November there were 33 vacant spaces, which was 95% occupied and in December there were 76 vacant spaces, which was % 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 has 30 customers utilizing the parking. The Aurora commuter lot had 15 open permit spaces in October, 42 in November and 70 in December. Daily fee parking in the Aurora lot was filled in October but there were vacancies in November and December.

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. During the 3rd quarter, 70 commuters had their Rt. 59 permits cancelled by their notification of cancellation or through non-pay. Eight Burlington permits were cancelled, 3 Parkview and 5 Kroehler permits were cancelled.

Five offer letters were sent to commuters on the wait list for the Burlington lot. Four commuters accepted the offers and 1 commuter did not respond. Those 4 commuters previously held a Kroehler lot permit.

The Kroehler lot had thirty-five offer letters sent to commuters on the wait list. Fifteen commuters (43%) accepted these permits. Six commuters rejected the offer and 13 commuters did not respond to the offer letter. One commuter refused the Kroehler offer but asked to remain on the Burlington/Parkview wait list.

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.

During the Metra platform construction project commuters were given the choice to voluntarily suspend their permits in the Burlington and Parkview lots. At this time there are still 40 Burlington and 4 Parkview commuters who have not reinstated their permits.

Permit Offers for the Fourth Quarter FY 2011 - 2012

Permits Effective February 1, 2012

| Commuter Lot (# of spaces) | 3rd Quarter Actual Acceptance Rates FY 11 - 12 | 4th Quarter Assumed Acceptance Rates FY 11 - 12 | Lowest Number of Vacancies Observed (Oct. – Dec.) | 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) | 80% | 60% | 49 | 35 | 885 | 3 | 25 |
| Route 59 (1121) | | | 186 | 20 | 1511 | 3 | |
| Parkview (110)* | - | 100% | 12 | 15 | 198 | 2 | 5 |
| Kroehler (281) | 43% | 50% | 11 | 10 | 471 | 5 | 10 |

Parkview (110)* - Adjusted for construction

As of December 16, 2011, there were 32 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 25
Parkview 5
Kroehler 10

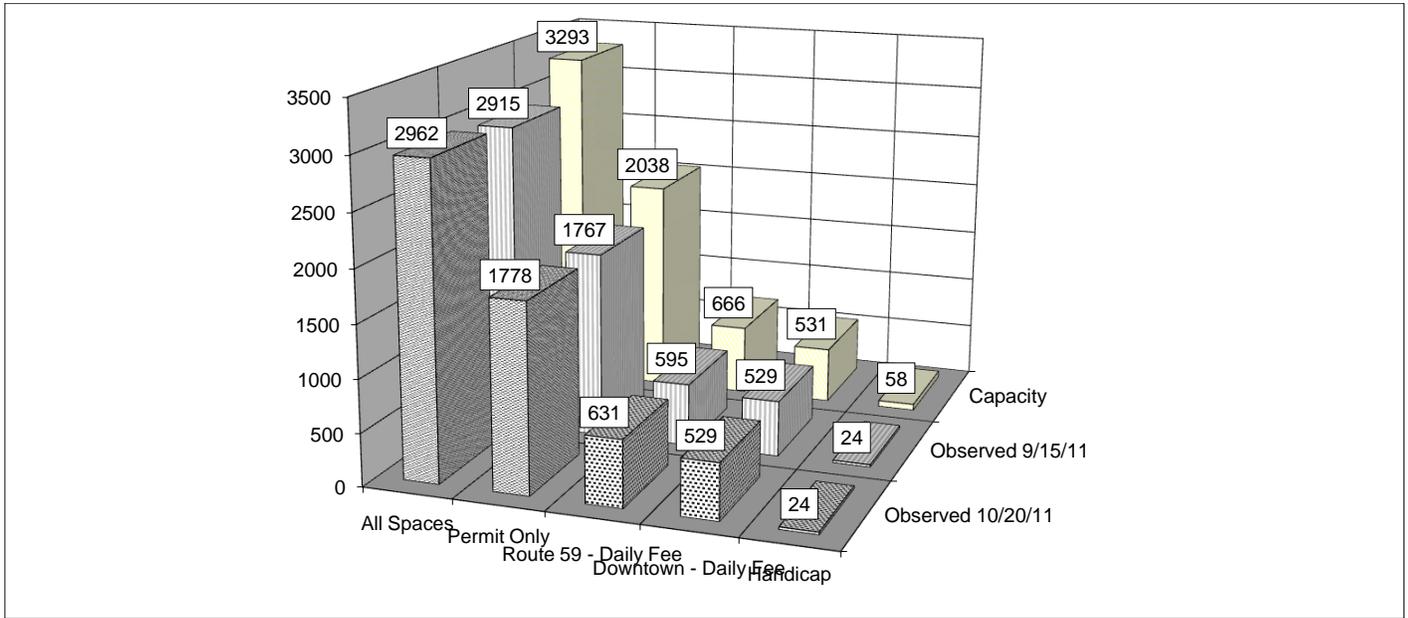
C: S. Sharp-Lawson, Finance
 M. Jalowiec, Finance
 Transportation Advisory Board

Naperville Monthly Commuter Parking Survey

| LOCATION | CAPACITY | OBSERVED | VACANT | % OCCUPIED |
|---|----------|----------|--------|------------|
| Burlington Northern Lot | | | | |
| Permit Only | 526 | 477 | 49 | 91% |
| Handicap | 25 | 15 | 10 | 60% |
| Rt. 59 Station Lot | | | | |
| Permit Only | 1121 | 933 | 188 | 83% |
| Daily Fee | 666 | 631 | 35 | 95% |
| Handicap | 27 | 6 | 16 | 22% |
| Parkview Lot | | | | |
| Permit Only | 110 | 98 | 12 | 89% |
| Handicap | 4 | 2 | 2 | 50% |
| Space numbers adjusted for field conditions | | | | |
| Kroehler Lot | | | | |
| Permit Only | 281 | 270 | 11 | 96% |
| Daily Fee | 44 | 44 | 0 | 100% |
| 5th Avenue (on street) | | | | |
| Washington to Main - Daily Fee | 23 | 23 | 0 | 100% |
| Washington to Columbia - Daily Fee | 84 | 84 | 0 | 100% |
| WTW Temporary Parking Lots | | | | |
| East Lot - Daily Fee | 19 | 19 | 0 | 100% |
| West Lot - Daily Fee | 96 | 96 | 0 | 100% |
| 4th Avenue (Serpentine) | | | | |
| Daily Fee | 132 | 132 | 0 | 100% |
| 6th Avenue | | | | |
| Daily Fee | 10 | 10 | 0 | 100% |
| North Avenue | | | | |
| Daily Fee | 29 | 29 | 0 | 100% |
| Spring Avenue | | | | |
| Daily Fee | 21 | 21 | 0 | 100% |
| Center Street | | | | |
| Daily Fee | 9 | 9 | 0 | 100% |
| Ellsworth Street (North) | | | | |
| Daily Fee | 6 | 6 | 0 | 100% |
| 4th Avenue (at station) | | | | |
| Daily Fee | 20 | 18 | 2 | 90% |
| Handicap | 2 | 1 | 1 | 50% |
| Ellsworth Street (south) | | | | |
| Daily Fee | 10 | 10 | 0 | 100% |
| Children's Museum Lot | | | | |
| Daily Fee | 28 | 28 | 0 | 100% |
| Totals | | | | |
| All Spaces | 3293 | 2962 | 326 | 90% |
| Permit Only | 2038 | 1778 | 260 | 87% |
| Route 59 - Daily Fee | 666 | 631 | 35 | 95% |
| Downtown - Daily Fee | 531 | 529 | 2 | 100% |
| Handicap | 58 | 24 | 29 | 41% |

October 20, 2011

Naperville Monthly Commuter Parking Survey



| | Observed 9/15/11 | Observed 10/20/11 | Capacity |
|----------------------|---------------------|----------------------|----------|
| All Spaces | 2915 | 2962 | 3293 |
| Permit Only | 1767 | 1778 | 2038 |
| Route 59 - Daily Fee | 595 | 631 | 666 |
| Downtown - Daily Fee | 529 | 529 | 531 |
| Handicap | 24 | 24 | 58 |

| Location | Capacity | Observed |
|----------------------------------|----------|----------|
| Bicycle - Downtown | | |
| North Side | X | 27 |
| South Side | X | 55 |
| Children's Museum Lot | X | 2 |
| Motorcycle - Downtown | | |
| North Side (no permit required) | 25 | 3 |
| South (covered, permit required) | 40 | 3 |
| Route 59 Private Lot | | |
| Private Lot behind Starbuck's | 167 | 25 |

| Location | Capacity | Observed |
|--|----------|----------|
| Bicycle - Route 59 | | |
| Naperville Side | X | 22 |
| Scooters - Route 59 | | |
| Naperville Side | X | 1 |
| Motorcycle - Route 59 | | |
| East Side (no permit required) | 15 | 0 |
| Aurora - Open Daily Fee & Permit Spaces | | |
| Daily Fee | 1645 | 0 open |
| Permit (7:35, 9:00) | 770 | 15 open |
| Motorcycle \$2 fee (Observed) | | 0 |

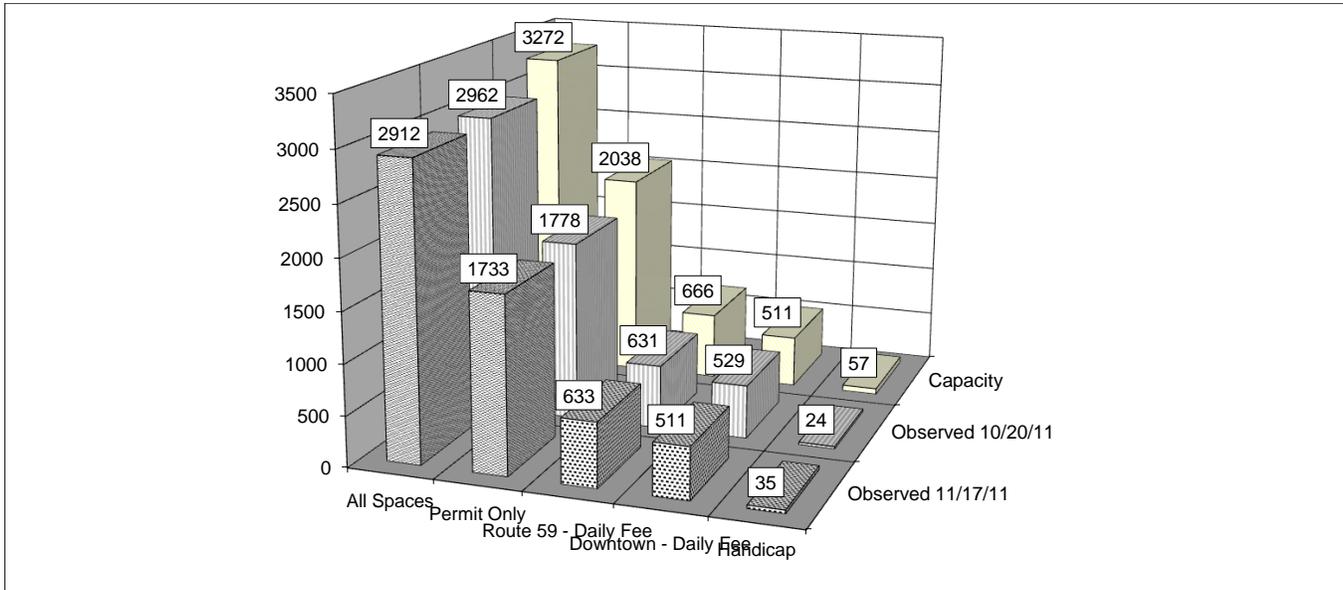
Light Rain - 40⁰

Naperville Monthly Commuter Parking Survey

| LOCATION | CAPACITY | OBSERVED | VACANT | % OCCUPIED |
|---|----------|----------|--------|------------|
| Burlington Northern Lot | | | | |
| Permit Only | 526 | 460 | 66 | 87% |
| Handicap | 25 | 13 | 12 | 52% |
| Rt. 59 Station Lot | | | | |
| Permit Only | 1121 | 935 | 186 | 83% |
| Daily Fee | 666 | 633 | 33 | 95% |
| Handicap | 27 | 18 | 9 | 67% |
| Parkview Lot | | | | |
| Permit Only | 110 | 89 | 21 | 81% |
| Handicap | 4 | 3 | 1 | 75% |
| Space numbers adjusted for field conditions | | | | |
| Kroehler Lot | | | | |
| Permit Only | 281 | 249 | 32 | 89% |
| Daily Fee | 44 | 44 | 0 | 100% |
| 5th Avenue (on street) | | | | |
| Washington to Main - Daily Fee | 23 | 23 | 0 | 100% |
| Washington to Columbia - Daily Fee | 84 | 84 | 0 | 100% |
| WTW Temporary Parking Lots | | | | |
| East Lot - Daily Fee | 19 | 19 | 0 | 100% |
| West Lot - Daily Fee | 96 | 96 | 0 | 100% |
| 4th Avenue (Serpentine) | | | | |
| Daily Fee | 132 | 132 | 0 | 100% |
| 6th Avenue | | | | |
| Daily Fee | 10 | 10 | 0 | 100% |
| North Avenue | | | | |
| Daily Fee | 29 | 29 | 0 | 100% |
| Spring Avenue | | | | |
| Daily Fee | 21 | 21 | 0 | 100% |
| Center Street | | | | |
| Daily Fee | 9 | 9 | 0 | 100% |
| Ellsworth Street (North) | | | | |
| Daily Fee | 6 | 6 | 0 | 100% |
| 4th Avenue (at station) | | | | |
| Daily Fee | 0 | 0 | 0 | 0% |
| Handicap | 1 | 1 | 0 | 100% |
| Ellsworth Street (south) | | | | |
| Daily Fee | 10 | 10 | 0 | 100% |
| Children's Museum Lot | | | | |
| Daily Fee | 28 | 28 | 0 | 100% |
| Totals | | | | |
| All Spaces | 3272 | 2912 | 360 | 89% |
| Permit Only | 2038 | 1733 | 305 | 85% |
| Route 59 - Daily Fee | 666 | 633 | 33 | 95% |
| Downtown - Daily Fee | 511 | 511 | 0 | 100% |
| Handicap | 57 | 35 | 22 | 61% |

November 17, 2011

Naperville Monthly Commuter Parking Survey



| | Observed 10/20/11 | Observed 11/17/11 | Capacity |
|----------------------|----------------------|----------------------|----------|
| All Spaces | 2962 | 2912 | 3272 |
| Permit Only | 1778 | 1733 | 2038 |
| Route 59 - Daily Fee | 631 | 633 | 666 |
| Downtown - Daily Fee | 529 | 511 | 511 |
| Handicap | 24 | 35 | 57 |

| Location | Capacity | Observed |
|---------------------------|----------|----------|
| Bicycle - Downtown | | |
| North Side | X | 33 |
| South Side | X | 15 |
| Children's Museum Lot | X | 16 |

| Motorcycle - Downtown | | |
|----------------------------------|----|---|
| North Side (no permit required) | 25 | 3 |
| South (covered, permit required) | 40 | 5 |

| Route 59 Private Lot | | |
|-------------------------------|-----|----|
| Private Lot behind Starbuck's | 167 | 26 |

| Location | Capacity | Observed |
|--------------------------------|----------|----------|
| Bicycle - Route 59 | | |
| Naperville Side | X | 16 |
| Scooters - Route 59 | | |
| Naperville Side | X | 0 |
| Motorcycle - Route 59 | | |
| East Side (no permit required) | 15 | 1 |

| Aurora - Open Daily Fee & Permit Spaces | | |
|--|------|---------|
| Daily Fee | 1645 | 53 open |
| Permit (7:35, 9:00) | 770 | 42 open |
| Motorcycle \$2 fee (Observed) | | 2 |

Construction on south east platform. 4th Avenue spaces at station were closed, one ADA vehicle parked in space that was closed.

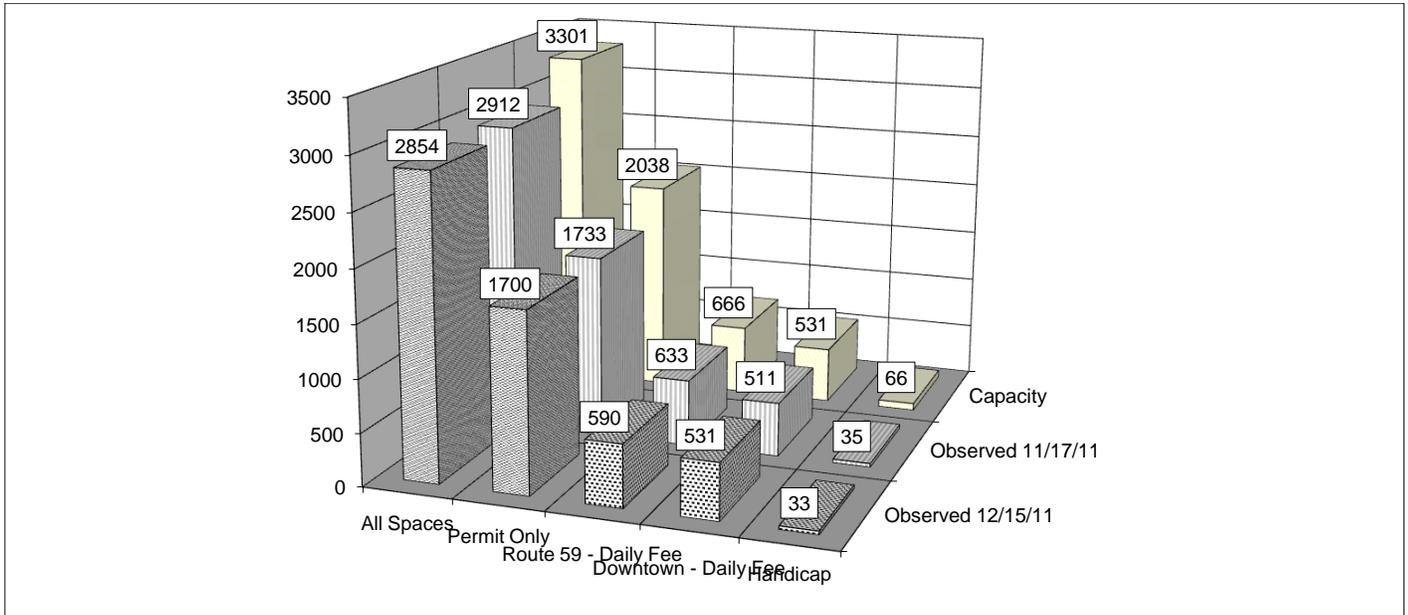
Sunny - 25⁰

Naperville Monthly Commuter Parking Survey

| LOCATION | CAPACITY | OBSERVED | VACANT | % OCCUPIED |
|---|----------|----------|--------|------------|
| Burlington Northern Lot | | | | |
| Permit Only | 526 | 443 | 83 | 84% |
| Handicap | 25 | 10 | 15 | 40% |
| Rt. 59 Station Lot | | | | |
| Permit Only | 1121 | 922 | 199 | 82% |
| Daily Fee | 666 | 590 | 76 | 89% |
| Handicap | 27 | 15 | 12 | 56% |
| Parkview Lot | | | | |
| Permit Only | 110 | 86 | 24 | 78% |
| Handicap | 12 | 6 | 6 | 50% |
| Space numbers adjusted for field conditions | | | | |
| Kroehler Lot | | | | |
| Permit Only | 281 | 249 | 32 | 89% |
| Daily Fee | 44 | 44 | 0 | 100% |
| 5th Avenue (on street) | | | | |
| Washington to Main - Daily Fee | 23 | 23 | 0 | 100% |
| Washington to Columbia - Daily Fee | 84 | 84 | 0 | 100% |
| WTW Temporary Parking Lots | | | | |
| East Lot - Daily Fee | 19 | 19 | 0 | 100% |
| West Lot - Daily Fee | 96 | 96 | 0 | 100% |
| 4th Avenue (Serpentine) | | | | |
| Daily Fee | 132 | 132 | 0 | 100% |
| 6th Avenue | | | | |
| Daily Fee | 10 | 10 | 0 | 100% |
| North Avenue | | | | |
| Daily Fee | 29 | 29 | 0 | 100% |
| Spring Avenue | | | | |
| Daily Fee | 21 | 21 | 0 | 100% |
| Center Street | | | | |
| Daily Fee | 9 | 9 | 0 | 100% |
| Ellsworth Street (North) | | | | |
| Daily Fee | 6 | 6 | 0 | 100% |
| 4th Avenue (at station) | | | | |
| Daily Fee | 20 | 20 | 0 | 100% |
| Handicap | 2 | 2 | 0 | 100% |
| Ellsworth Street (south) | | | | |
| Daily Fee | 10 | 10 | 0 | 100% |
| Children's Museum Lot | | | | |
| Daily Fee | 28 | 28 | 0 | 100% |
| Totals | | | | |
| All Spaces | 3301 | 2854 | 447 | 86% |
| Permit Only | 2038 | 1700 | 338 | 83% |
| Route 59 - Daily Fee | 666 | 590 | 76 | 89% |
| Downtown - Daily Fee | 531 | 531 | 0 | 100% |
| Handicap | 66 | 33 | 33 | 50% |

December 15, 2011

Naperville Monthly Commuter Parking Survey



| | Observed 11/17/11 | Observed 12/15/11 | Capacity |
|----------------------|----------------------|----------------------|----------|
| All Spaces | 2912 | 2854 | 3301 |
| Permit Only | 1733 | 1700 | 2038 |
| Route 59 - Daily Fee | 633 | 590 | 666 |
| Downtown - Daily Fee | 511 | 531 | 531 |
| Handicap | 35 | 33 | 66 |

| Location | Capacity | Observed |
|----------------------------------|----------|----------|
| Bicycle - Downtown | | |
| North Side | X | 27 |
| South Side | X | 35 |
| Children's Museum Lot | X | 12 |
| Motorcycle - Downtown | | |
| North Side (no permit required) | 25 | 3 |
| South (covered, permit required) | 40 | 1 |
| Route 59 Private Lot | | |
| Private Lot behind Starbuck's | 167 | 30 |

| Location | Capacity | Observed |
|--|----------|----------|
| Bicycle - Route 59 | | |
| Naperville Side | X | 17 |
| Scooters - Route 59 | | |
| Naperville Side | X | 1 |
| Motorcycle - Route 59 | | |
| East Side (no permit required) | 15 | 1 |
| Aurora - Open Daily Fee & Permit Spaces | | |
| Daily Fee | 1645 | 27 open |
| Permit (7:35, 9:00) | 770 | 70 open |
| Motorcycle \$2 fee (Observed) | | 0 |

Construction on south east platform.

Overcast, windy - 34^o