NAPERVILLE TRANSPORTATION ADVISORY BOARD
COUNCIL CHAMBERS – MUNICIPAL CENTER
FINAL AGENDA
03/03/2012 - 8:00 a.m.

CALL TO ORDER:

A. ROLL CALL

B. APPROVAL OF MINUTES

1. Approve the minutes of the January 7, 2012 Transportation Advisory Board 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
3. Police Department Report
4. Ted's Montana Grill Valet
5. Electric Vehicle Charging Station
6. Downtown Cabstand Proposal
7. Recommendation to Amend Parking Restrictions on Warbler Drive between Bailey Road and Restart Road
8. Recommendation to Amend Parking Restrictions on Mill Street from

Spring Avenue to Ogden Avenue and Establish U-Turns Prohibited on Leverenz Road at the Intersection with Stoneleigh Court

G. CORRESPONDENCE

1. City of Naperville Policy on Traffic Circles
2. Temporary Transit Package
3. 2011 Transit Benchmark Report
4. STAR Line Public Meeting Recap
5. Electric Vehicle Charging Station
6. Illinois Safe Routes to School (SRTS) Funding for the Annual New Sidewalk Program

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 JANUARY 7, 2012

Call to Order		**8:02 a.m.**
A. Roll Call		
Present:	Amberg, Benson, Collins, Floegel, Jaynes, Perillo, Polites, Stamm, Chairman Wencel Student Representatives: Coen, O'Shaughnessy	
Absent:	McIntosh	
Staff Present:	Project Manager Rory Fancler, Sergeant Lee Martin	
B. New Member Introduction	Chairman Wencel welcomed new board member Wayne Floegel and student representatives Andrew Coen and Ryan O'Shaughnessy.	
C. Minutes	Approve the minutes from the November 5, 2011 Transportation Advisory Board meeting. Motion to approve.	
	Motion by: Jaynes Second by: Stamm	Approved (8-0)
	Amberg abstained, not present for November 5, 2011 meeting	
D. Public Forum	N/A	
E. Old Business	N/A	
F. Public Hearings	N/A	
F1. Naperville Metra Station Bus Depot and Commuter Access Feasibility Study		
	Project Manager Rory Fancler presented the Feasibility Study, including an overview of the purpose and scope, planning process, and staff recommendation. A copy of the presentation is provided as Attachment 1.	
	Public Testimony: Craig Kiefer, 224 E. 4th Avenue • Supports staff recommendation • Reminds the Board that north-south pedestrian access is provided by the pedestrian tunnel as well as the staircases at Washington Street • Existing 4th Avenue eastbound configuration precludes inbound commuter traffic during the morning commute; reversing 4th Avenue to westbound would encourage commuter pick-up/drop-off activity, thereby conflicting with residential traffic • Use of 4th Avenue for commuter activity will result in additional traffic	

	throughout the neighborhood south of the train tracks and potential conflicts with the at-grade railroad crossing at Loomis Street • Concern for additional traffic and new conflicts at the at-grade crossing at Loomis Street as this is a designated School Walk Route • Potential changes to 4th Avenue could result in conflicts with existing utilities along 4th Avenue Dave Trollope, 240 E. 4th Avenue • Objects to kiss-and-ride activity on 4th Avenue as shown in the bus depot alternative for the south side of the train tracks • Asserts 4th Avenue is currently a quiet street with limited vehicle cut-through activity and introducing a kiss-and-ride would increase noise and conflicts between residents and commuters • Finds use of 4th Avenue for a bus depot or kiss-and-ride relocates an existing problem from one residential street to another and does not address the Feasibility Study objectives • Questions whether a bus depot would be able to accommodate non-Pace buses, recognizing Trailways buses currently access the Naperville Metra Station and potentially Megabus could use this Station in the future • Supports conversion of North Avenue to two-way traffic as it would reduce travel time for residents seeking access to Washington Street • Recommends improvements to pedestrian connectivity between the Water Tower West Lot and the train station should additional commuter parking be provided in the Lot
	Transportation Advisory Board Questions/Requests: • Board Member Amberg o Noted that the cost of any recommended improvements is an important consideration. o Stated that park-and-rides remove bus idling from the immediate area of the train station and finds that park-and-rides should be further explored. o Questioned whether the staff recommendations would result in removal of daily fee or permit parking spaces. Amberg stated removal of daily fee parking has a different impact than removal of permit parking spaces. o Requested clarification on the Feasibility Study objectives. o Noted that a major problem is bus queuing and congestion in the neighborhood and finds that a solution would be park-and-ride. o Stated that enforcement is another key component for any of the bus depot alternatives. • Board Member Benson o Questioned which streets are experiencing the bus queuing. Fancler clarified that Pace buses use the bus lane on Ellsworth Street between 4th Avenue and North Avenue, and the area immediately south of the train station. Fancler further noted that there are reported instances of buses queuing on Ellsworth Street south of North Avenue, often in association with Metra delays. o Recognized comments from Pace regarding the need to design a bus

depot to accommodate Pace buses and questioned whether Pace has any plans to change their fleet to buses fueled by natural gas or electricity to help reduce emissions. Fancler noted that Pace has stated that there are no current plans to change the fleet for the Naperville Station and directed the City to use the Pace Design Guidelines.
    - Noted that access constraints were identified for the Burlington Lot bus depot alternatives; however, access constraints were not identified as concerns for the Parkview Lot alternative. Fancler noted that the City has evaluated bus turning movements for the Parkview Lot, and stated that a bus depot in this location would require traffic signal modifications and modifications to the existing curb line. Requested clarification as to why the Burlington Lot presents more of an access challenge than the Parkview Lot.
    - Stated that the Burlington Lot bus depot alternatives provide more direct access to 5th Avenue, thereby providing an opportunity to distribute bus traffic east and west on 5th Avenue, which is a benefit.
    - Noted that grading issues were recognized for the Burlington Lot alternatives, but not for the Parkview Lot. Expressed safety concerns for any expansion of the Parkview Lot relative to the sidewalk on Washington Street. Requested clarification as to why the Burlington Lot presents more of a grading challenge than the Parkview Lot.
    - Stated that North Avenue is currently used as a primary east-west vehicular path, particularly for those access the high school and commercial uses along Chicago Avenue. Suggested conversion of North Avenue to two-way would make it less convenient for individuals and would also impact traffic through the neighborhood.
    - Requested data detailing the number of people using the kiss-and-ride on the north and south side of the train station and the number of people using the buses.
    - Requested information regarding the City's attempt to acquire the Boecker property; suggested it is helpful for the Board to understand the history of the Boecker property when evaluating the Bus Depot Feasibility Study.
    - Noted that a comment submitted by a member of the public suggesting the City provide no permit parking and offer daily fee parking only should not be discounted.
    - Suggested the least costly and least disruptive proposal is the area south of the train station and questioned why this solution is not a higher priority level.
- Board Member Collins
    - Requested crash history data for the intersection of Washington Street and North Avenue.
    - Questioned whether a parking deck is an option, citing public comments recommending a parking deck.
    - Requested input from Police and Fire regarding the various bus depot alternatives.
- Board Member Perillo

	o Requested information on other parking mitigation options to offset the loss of commuter parking in Parkview Lot. • Board Member Jaynes o Clarified buses using the Parkview Lot easternmost drive aisle exit using the shared access drive to access Center Street. Fancler stated that is one access option and noted that should the City move forward with a bus depot on the Parkview Lot, the Center Street property owners would be involved in future discussions regarding access. o Expressed concern about internal circulation within a bus depot relative to pedestrian safety, specifically the safety of pedestrians exiting buses. Suggested that it may be better to have buses exit at Center Street in order to reduce conflicts between buses and pedestrians internal to the bus depot. • Board Member Polites o Requested clarification regarding the needed capacity for a bus depot and a kiss-and-ride area. Fancler stated that there are a total of 15 Pace bus routes currently serving the Naperville Metra Station, with 3 buses on the north side of the train tracks and 12 buses on the south side of the train tracks. Fancler noted that the routes serving the south side of the train station predominantly come from the south and the buses on the north serve the neighborhoods and businesses on the north side of train tracks. Kiss-and-ride data will be provided with the March 3 TAB agenda packet. • Board Member Floegel o Suggested removal of parking spaces does not enhance commuter access to the train station. o Suggested enhancing access to the train station by making commuters walk or making their commute longer does not seem appropriate. o Would like to explore options for a parking deck. o Noted that Pace previously tried to reduce bus service in Naperville. o Expressed support for a bus depot south of the train station building if have to do something, but does not support removal of parking spaces. o Requested information regarding bus ridership trends. Fancler noted that a Transit Benchmarking Report will be provided with the March agenda packet.
	Transportation Advisory Board Comments: • Amberg suggested the City should explore a parking deck again. • Amberg emphasized the need to focus on the Feasibility Study objectives and evaluate all options to accomplish the objectives. • Chairman Wencel noted through the 5th Avenue Study, the City evaluated the potential for a parking deck. Traffic impacts and cost are significant factors that were considered at that time. • Chairman Wencel stated that park-and-rides reduce vehicle traffic in the vicinity of the train station, while maintaining access to the train station. Chairman Wencel highlighted the City's success with park-and-rides serving the Route 59 Metra Station.

- Amberg asked if Water Tower West Lot becomes an option for a parking deck should the City demolish the DPW building. Amberg suggested this location should be considered for a parking deck as it does not directly impact as many residents. Fancler noted that a parking deck on either the Water Tower West site or the Kroehler Lot was evaluated as part of the 5th Avenue Study.
- Stamm noted the importance of maintaining cohesiveness with the neighborhood, as documented in the 5th Avenue Study.
- Benson noted that any solution should not have negative impacts on the residential neighborhood. Benson expressed support for improving the status quo and suggested redistribution of some of the buses to north side of the train tracks.
- Benson acknowledged public comments regarding commuter frustrations with the exit at the Route 59 Metra Station and suggested that issue may be a higher priority. Fancler noted that the City is aware of the issue at the Route 59 Metra Station and plans to meet with Pace and the City of Aurora to discuss the issue.
- Chairman Wencel
    - Noted that a bus depot on the south side of the train tracks is a good suggestion, but relocating kiss-and-ride activity to 4th Avenue would relocate commuter congestion from one street to another. Chairman Wencel also noted that the at-grade crossing is also a concern relative to additional traffic on 4th Avenue.
    - Expressed support for the concept of a bus depot, but would prefer to see consolidation of buses in one location.
    - Expressed concern for a bus depot at the DuPage Children's Museum as this location is further from the pedestrian tunnel and an accessible route is necessary.
    - Expressed concern for conversion of North Avenue to two-way traffic as the two westbound travel lanes that exist today are heavily used during the PM peak period.
    - Asked if a bus depot on the Parkview Lot could be accessed directly from Washington Street. Fancler noted access from Washington Street is not feasible due to Pace driveway slope requirements and conflicts with the existing intersection.
    - Suggested the existing Pace route from School Street to Ellsworth Street to 4th Avenue is an effective movement. Expressed concern about the loss of on-street daily fee parking associated with conversion of North Avenue to two-way traffic.
    - Asked about the potential use of a bus depot during the midday. Fancler noted that there are a variety of options to evaluate further should the City move forward with a bus depot, including:
        - Time restricted parking – Fancler noted that this option presents enforcement challenges.
        - Midday bus depot – Fancler noted the depot could be used by midday Pace routes and other transit providers such as Trailways.
        - Special events (e.g., farmers market) or special event parking.

	Chairman Wencel noted that a sawtooth bus depot layout may limit flexible use of the space.	
	Continue the Naperville Metra Station Bus Depot and Commuter Access Feasibility Study to the March 3, 2012 Transportation Advisory Board.	
	Motion by: Collins Seconded by: Amberg	Approved (9-0)
G. Reports and Recommendations		
G1. City Council Report		
	N/A	
G2. BPAC Report		
	Jaynes provided an overview of the October 17, 2011 BPAC meeting and highlighted BPAC's focus on public outreach and education efforts.	
G3. Police Department Report		
	Sergeant Lee Martin provided an update on the Automated Red Light Photo Enforcement Program, noting that the program ceased on January 2, 2012. Sergeant Martin stated the City is working to close the Administrative Hearing Process. The signs were removed from the intersections and the City is working in coordination with IDOT to remove all equipment.	
G4. Policy for the Installation of In-Street Pedestrian Signs		
	Project Manager Rory Fancler provided an overview of the proposed internal policy for the installation of in-street pedestrian signs.	
	Transportation Advisory Board Discussion: • Jaynes noted that BPAC is supportive of the policy and finds the mandatory and supplemental conditions are well developed. • Benson noted that the in-street pedestrian signs have been positive in her neighborhood. • Benson questioned the condition about proximity to schools relative to the intersection of Mill Street and Spring Avenue. Fancler noted that the policy is applicable to locations on a designated School Walk Route, and stated that the City does not have designated School Walk Routes for high schools. Jaynes noted that the location is not the preferred crossing location; pedestrians should be encouraged to cross at a controlled intersection. Wencel also noted concern about sight distance relative to the overpass and associated grade change. • Wencel questioned the condition regarding crossing locations with dedicated left-turn lanes. Fancler clarified the exception is based on observed performance and maintenance of signs in these locations.	

	Motion by: Benson Seconded by: Jaynes	Approved (9-0)
H. Correspondence		
H1. Pay-By-Phone Payment System – Quarterly Update		
	Wencel noted that in the event the signage is updated to provide additional clarification that the system is for daily fee parking at the Naperville and Route 59 Stations.	
H2. Recommendation for FY 2011-2012, Fourth Quarter Commuter Permit Issuance and Space Utilization Report		
	Wencel clarified that there is no waitlist for the Route 59 Lot.	

I. New Business

- Amberg questioned whether an analysis of potential traffic impacts relative to the District 203 redistricting evaluation would be appropriate at this time. Wencel suggested that the City will respond to any decision made by District 203.
- Amberg questioned the City's placement of driver feedback signs and suggested a location on Bailey Road near Maplebrook Elementary School. Sergeant Martin noted that the City rotates the signs and many of the locations are selected based on public input. Sergeant Martin noted that with placement of the signs, driver behavior changes for a couple of weeks but permanent installations are less effective. As such, the City rotates the location of these signs. Sergeant Martin noted that locations can be submitted to the Police Department for consideration.
- Benson noted that overnight parking enforcement is needed along Mill Street and requested information regarding the number and location of overnight parking tickets.
- Benson recognized existing traffic circles on River Road and questioned why some locations included STOP signs, whereas the southernmost traffic circle does not. Requested information regarding the City's policy on the installation of traffic circles. Fancler indicated that additional information would be provided.

I1. Forthcoming City Council Meeting Summaries		
	• January 17 - Polites • February 7 - Stamm • February 27- Wencel	
I. Adjournment	Motion by: Amberg Seconded by: Jaynes	9:38 a.m.

Naperville

TRANSPORTATION ADVISORY BOARD
AGENDA ITEM

AGENDA DATE: **3/3/2012**

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

ACTION REQUESTED: Accept the Naperville Metra Station Bus Depot and Commuter Access Feasibility Study Technical Memorandum and:

1. Recommend approval of a bus depot on the Parkview Lot (Attachment 1).
2. Recommend approval of conversion of North Avenue (currently one-way westbound only) to a two-way street between Washington Street and Ellsworth Street (Attachment 2).
3. Recommend approval of modifications to the Eastern Burlington Lot (Attachment 3).
4. Recommend approval of the short-term recommendation for the south side of the train tracks (Attachment 4).

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

ACTION PREVIOUSLY TAKEN:

Date	Item No.	Action
1/7/2012	E1	Initial consideration of the Naperville Metra Station Bus Depot and Commuter Access Feasibility Study; the agenda item was continued to the March 3, 2012 meeting.

BACKGROUND:
As part of the 5th Avenue Study, the City identified improvements near the Naperville Metra Station to enhance vehicle, pedestrian and bicycle visibility and accessibility, and improve the interconnectivity of the various travel modes. Based on an evaluation of commuter parking, transit, existing and future traffic conditions and public input, a bus depot was identified as an opportunity to enhance commuter access and meet the following objectives:

- Provide a defined transit center for commuters;
- Improve transit access to/from the train station;
- Consolidate passenger pick-up/drop-off activity;
- Reduce congestion and minimize conflicts between Pace bus operations, pedestrians, bicycles, and kiss-and-ride activity; and
- Minimize bus staging/queuing on adjacent neighborhood streets.

Identified as an implementation action item in the 5th Avenue Study, the City initiated the Naperville Metra Station Bus Depot and Commuter Access Feasibility Study, an engineering feasibility study, to evaluate the potential for a bus depot on city-owned or leased parcels near the Naperville Station relative to the aforementioned objectives. Construction of a bus depot is not included in the current scope of work.

Initial Transportation Advisory Board Consideration (January 2012)
The Transportation Advisory Board initially considered the Naperville Metra Station Bus Depot and Commuter Access Feasibility Study on January 7, 2012 (Attachment 5). During the meeting, staff presented an overview of the study purpose and scope, public process, bus depot and staff recommendations. Following the staff presentation, two people provided testimony. The Transportation Advisory Board discussed the bus depot recommendations; the bus depot alternatives considered; and the parking mitigation options, including the potential for a parking deck at the Naperville Metra Station. At the conclusion of the discussion, TAB requested that staff provide additional information for the next meeting (as discussed in Attachment 6) and continued the public hearing to March 3, 2012. A copy of the public correspondence received since the January 7, 2012 TAB meeting is provided in Attachment 7.

DISCUSSION:

In response to the Transportation Advisory Board's requests received during the January 7 public hearing, staff has included additional information and clarification for this agenda item. Attachment 6 provides a summary of the questions and comments received in January, with responses prepared by city staff.

Technical Memorandum
Based on the recommendations presented during the January TAB meeting, the draft Technical Memorandum is provided for TAB consideration (Attachment 8). The Technical Memorandum is a draft document, subject to technical modifications prior to City Council consideration (anticipated April 3, 2012). The draft Technical Memorandum includes the long-term and short-term recommendations, parking mitigation options, and implementation next steps as outlined below.

- Long-Term Recommendations (pages 44-54) – As presented during the January 7, 2012 TAB meeting, staff recommends the following:
    - Construction of a bus depot on the Parkview Lot (south side of train tracks);
    - Modifications to the south side of the train tracks to accommodate kiss-and-ride activity only;
    - Conversion of North Avenue (currently one-way westbound only) to two-way traffic between Washington Street and Ellsworth Street; and
    - Improvements to the Eastern Burlington Lot (north side of train tracks).

  Staff finds a bus depot on the Parkview Lot meets the objectives identified on the previous page. With conversion of North Avenue to two-way traffic, buses will access the depot from North Avenue at Washington Street, thereby reducing bus travel on and eliminating bus staging/queues on neighborhood streets.

Improvements to the Eastern Burlington Lot, north of the train tracks, are recommended to provide separation between the various travel modes and clarify right-of-way between the various travel modes exiting at Ellsworth Street, an existing congestion point during the evening peak hour.

- Short-Term Recommendations (pages 55-58) – Prior to implementation of a bus depot on the Parkview Lot, the City will initiate and complete detailed engineering plans, coordinate bus route and schedule changes with Pace, identify funding opportunities, and develop and implement parking mitigation and construction phasing plans. Should the City seek to enhance transit access to the train station prior to implementation of a bus depot on the Parkview Lot, staff recommends modifications to the south side of the train tracks (Exhibit 14). These improvements will minimize conflicts between Pace buses and kiss-and-ride activity and eliminate bus staging/queuing on residential streets.
- Parking Mitigation (pages 59-63) – A summary of the anticipated parking impacts associated with the bus depot recommendations is provided below.

Recommended Improvement	Daily Fee Space Impact	Permit Space Impact	Total Parking Impact
Long-Term Recommendation			
Parkview Lot Bus Depot	0	-136	-136
North Avenue Access	+37	0	+37
Eastern Burlington Lot	0	-38	-38
Short-Term Recommendation			
South of Train Station	-22	0	-22
North Avenue Access & Burlington Square Park Perimeter	-7	+15	+8

With implementation of the recommended improvements at the Naperville Metra Station, the City seeks to minimize the loss of commuter parking spaces through a number of parking mitigation options. The parking mitigation options are presented in table format, including a description of each potential strategy and the associated number of parking spaces (where applicable). 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 commuter access to the train station.

Following City Council approval of the bus depot recommendations, the City will develop an implementation plan which will further evaluate the parking mitigation options.

- Next Steps (pages 64-70) – Following City Council approval of the bus depot recommendations, the City will complete the following next steps, as outlined in the Technical Memorandum:

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

In addition, planning level cost estimates for the improvements are provided. The cost estimates will be used for purposes of Capital Improvement Program (CIP) project planning; refined project costs will be developed during preparation of the final engineering plans.

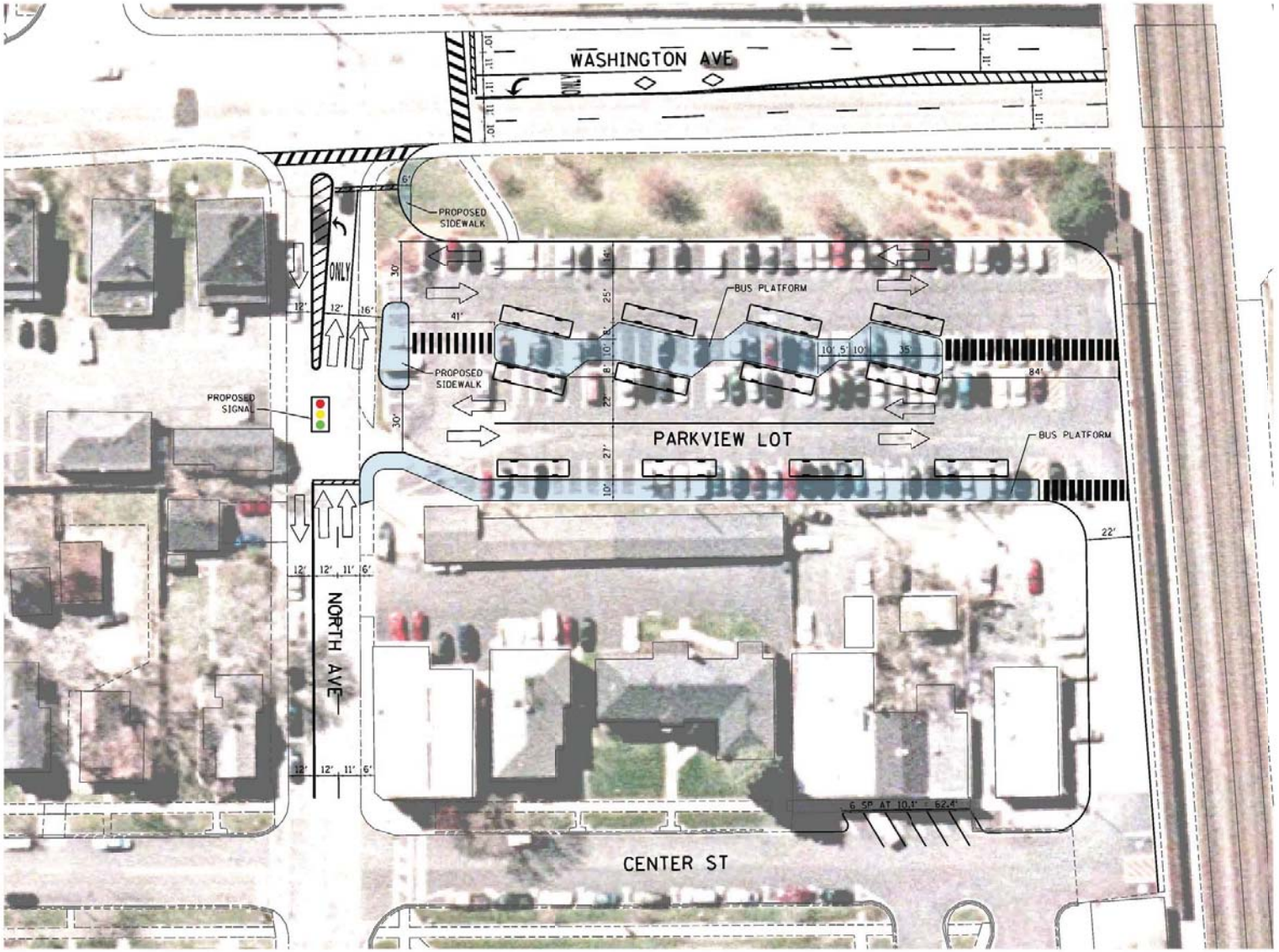
RECOMMENDATION:

Accept the Naperville Metra Station Bus Depot and Commuter Access Feasibility Study Technical Memorandum and:

1. Recommend approval of a bus depot on the Parkview Lot (Attachment 1).
2. Recommend approval of conversion of North Avenue (currently one-way westbound only) to a two-way street between Washington Street and Ellsworth Street (Attachment 2).
3. Recommend approval of modifications to the Eastern Burlington Lot (Attachment 3).
4. Recommend approval of the short-term recommendation for the south side of the train tracks (Attachment 4).

ATTACHMENTS:

1. Long-Term Recommendation for the Parkview Lot
2. North Avenue Recommendation
3. Long-Term Recommendation for the Eastern Burlington Lot
4. Short-Term Recommendation for South of the Train Tracks
5. Draft January 7, 2012 Transportation Advisory Board Meeting Minutes
6. Questions & Answers from January 7, 2012 Transportation Advisory Board Meeting
7. Public Correspondence
8. Draft Technical Memorandum



OVERVIEW

- Utilizes the existing pavement area to accommodate all 12 bus routes that currently stop on the south side of the tracks.
- With the ability to enter and exit the de spaces independently of each other, routes could utilize assigned space desired.
- Buses would enter and exit via North Ave which includes the conversion of N Avenue from a one-way westbound st adjacent to the site to a two-way street.
- A modified signal system would facili quick ingress and egress from Washing Street. Further discussion of this si modification and its impact on station- traffic circulation is provided in *Station Circulation* on page 54.
- Preliminary AutoTURN runs indicate that a 40-foot bus will be able to circulate around the north side of the depot in a U-turn pattern, but that the existing width of the Parkview Lot does not allow two buses to perform a U-Turn in this area simultaneously.

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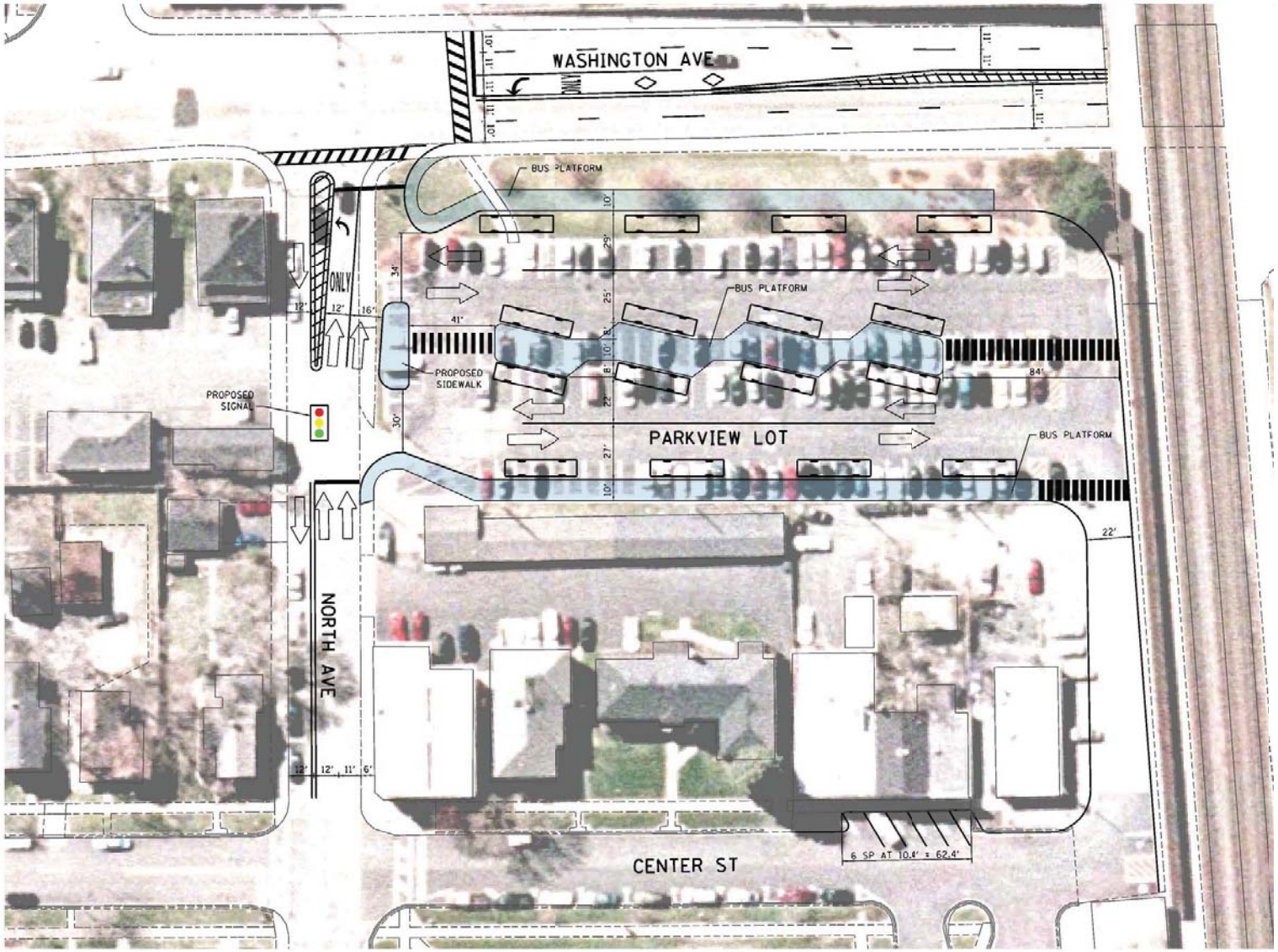
EXHIBIT 8
LONG-TERM RECOMMENDATION (SOUTH OF STATION - PARKVIEW LOT 1A)



OVERVIEW

- Widens the Parkview Lot west of its existing boundary to accommodate up to 16 bus routes, exceeding the number of routes that currently serve the Naperville Metra Station.
- With the ability to enter and exit the de spaces independently of each other, routes could utilize assigned spaces desired.
- Similar to Alternative 1A, buses would b enter and exit via North Avenue with two-way conversion of North Avenue.
- A modified signal system would facili quick ingress and egress from Washing Street. Further discussion of this sig modification and its impact on station-a traffic circulation is provided in *Station A Circulation* on page 54.
- Alternative 1B is not constrained by the current paved boundaries of the Parkview Lot and involves a westward expansion of the paved area to provide another four parallel bus bays and to allow two buses to simultaneously circulate around the northern end of the depot.
- Widening for additional pavement area and bus platform results in a maximum embankment slope of 1V:3H from northern limit of bus platform to back of the Washington Street sidewalk.

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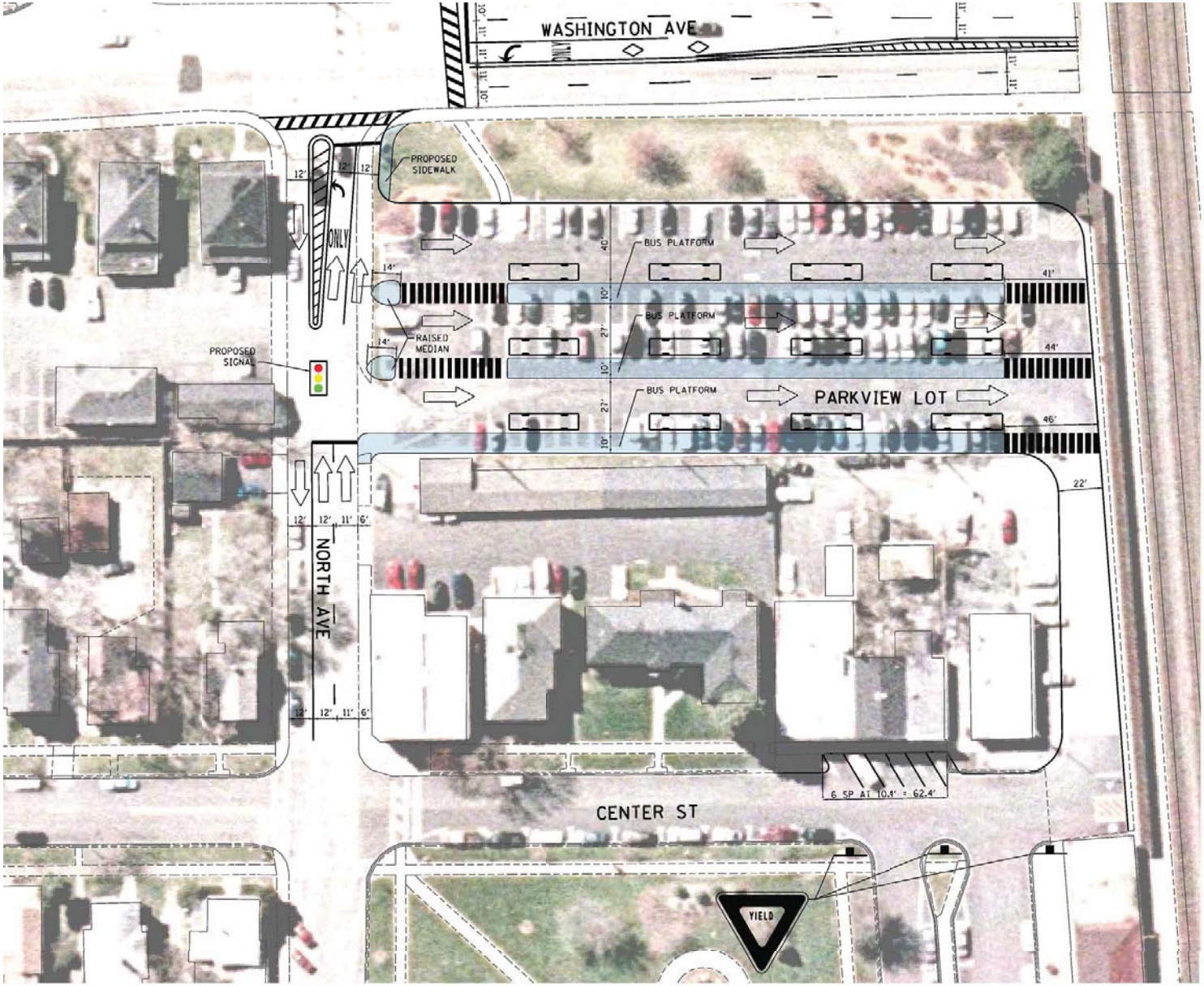
EXHIBIT 9
LONG-TERM RECOMMENDATION (SOUTH OF STATION - PARKVIEW LOT 1B)



OVERVIEW

- Utilizes the existing pavement area to accommodate all 12 bus routes that currently stop on the south side of the tracks.
- With the ability to enter and exit the de spaces independently of each other, routes could utilize assigned space desired.
- The parallel design allows the opportuni stage buses more closely together in ord accommodate up to three additional routes, if needed. However, this sta strategy would operationally limit acce first-in-first-out.
- Buses would enter via North Avenue and via 4th Avenue to southbound Center St
- Buses are not expected to be able to exi Center Street simultaneous with a passenger vehicle approaching in the opposite direction to access the parking and alley behind the commercial businesses at the north end of Center Street.
- A modified signal system would facilitate quick ingress from Washington Street. Further discussion of this signal modification and its impact on station-area traffic circulation is provided in *Station Area Circulation* on page 54.

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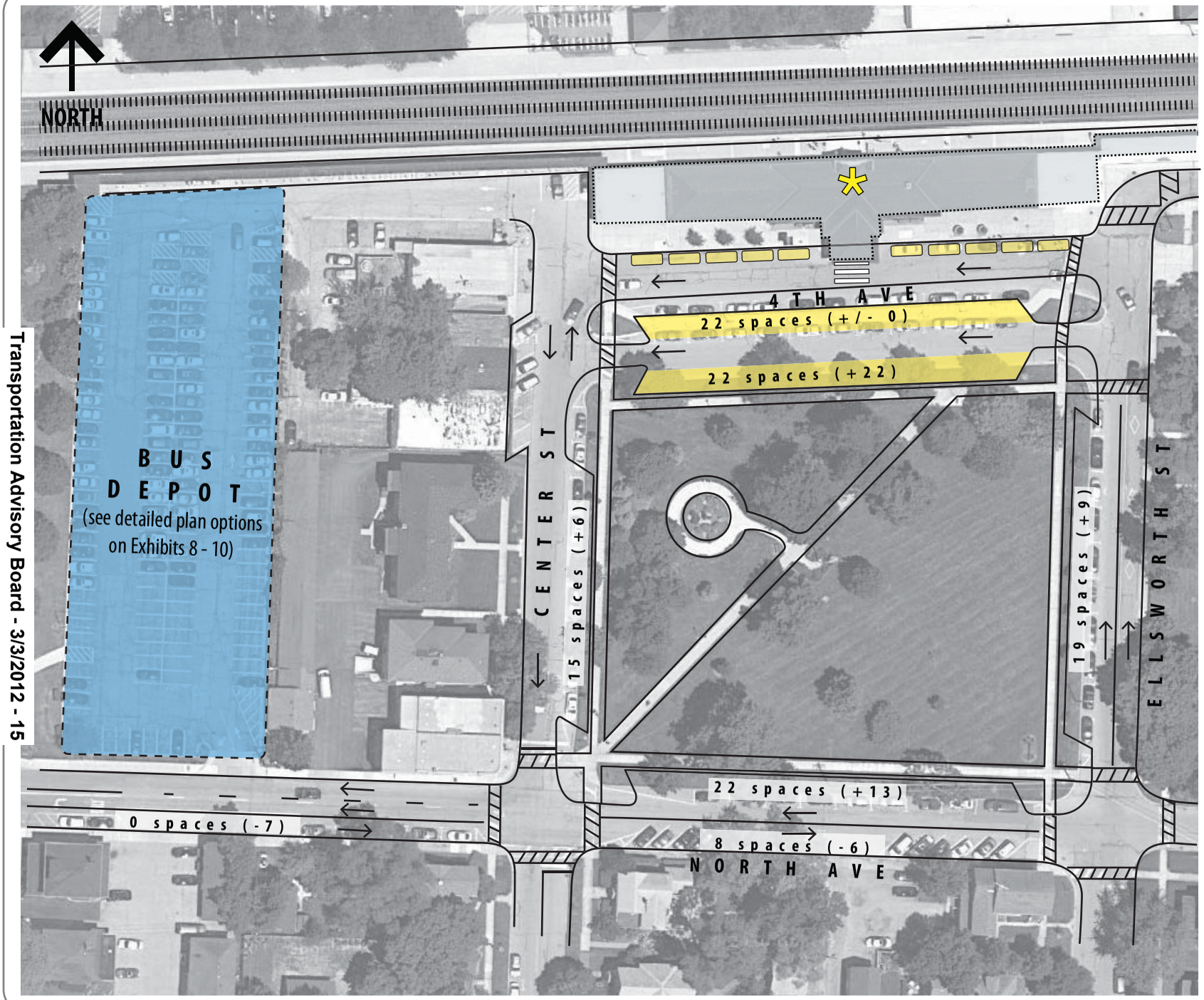
EXHIBIT 10
LONG-TERM RECOMMENDATION (SOUTH OF STATION - PARKVIEW LOT 2)



LEGEND

- Metra Station
- Bus Depot
- Kiss-and-Ride Area

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EXHIBIT 13

LONG-TERM RECOMMENDATION (SOUTH OF STATION - 4TH AVENUE)

EXHIBIT 11
NORTH AVENUE - RECOMMENDED TWO-WAY CONVERSION

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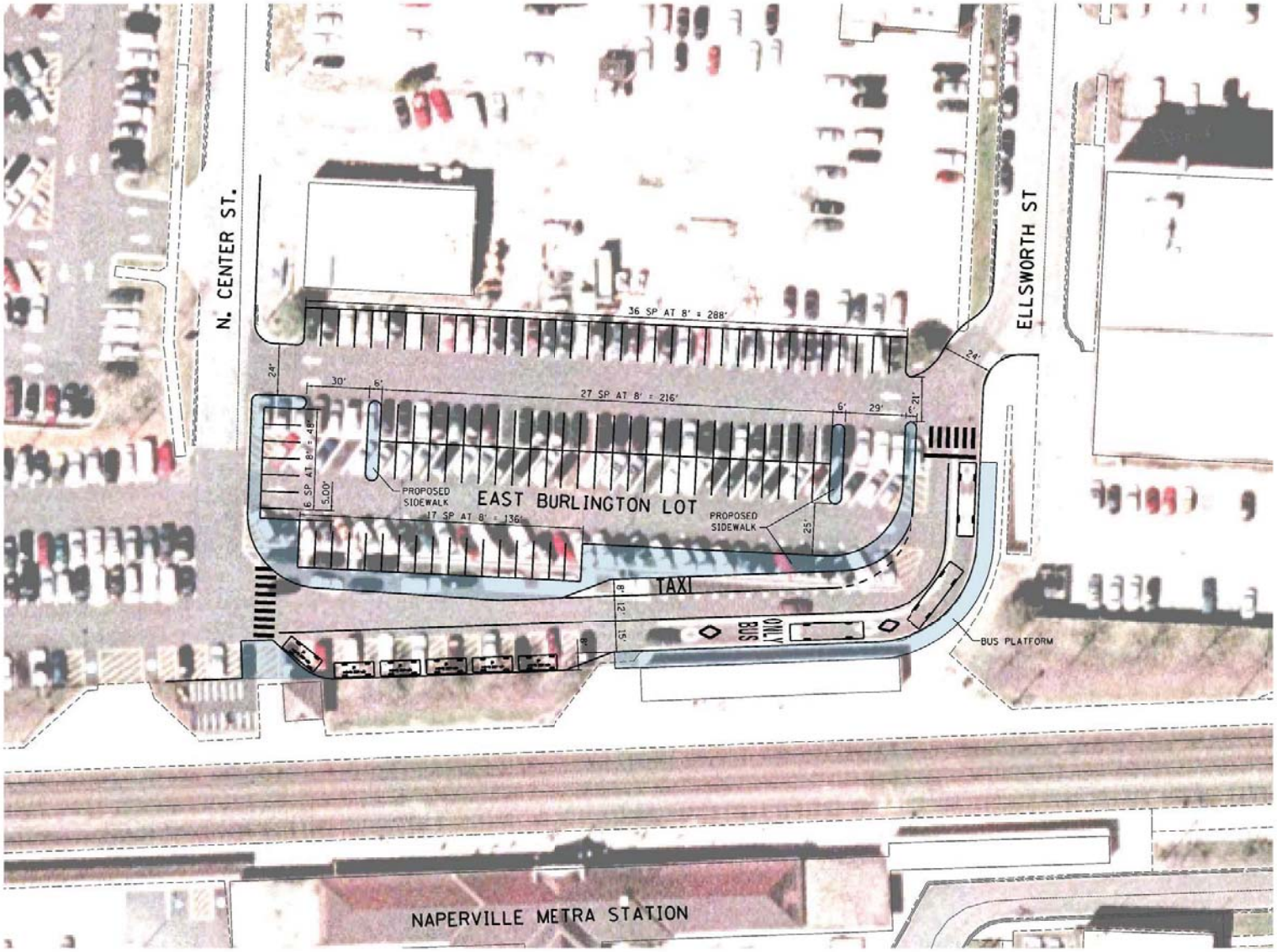

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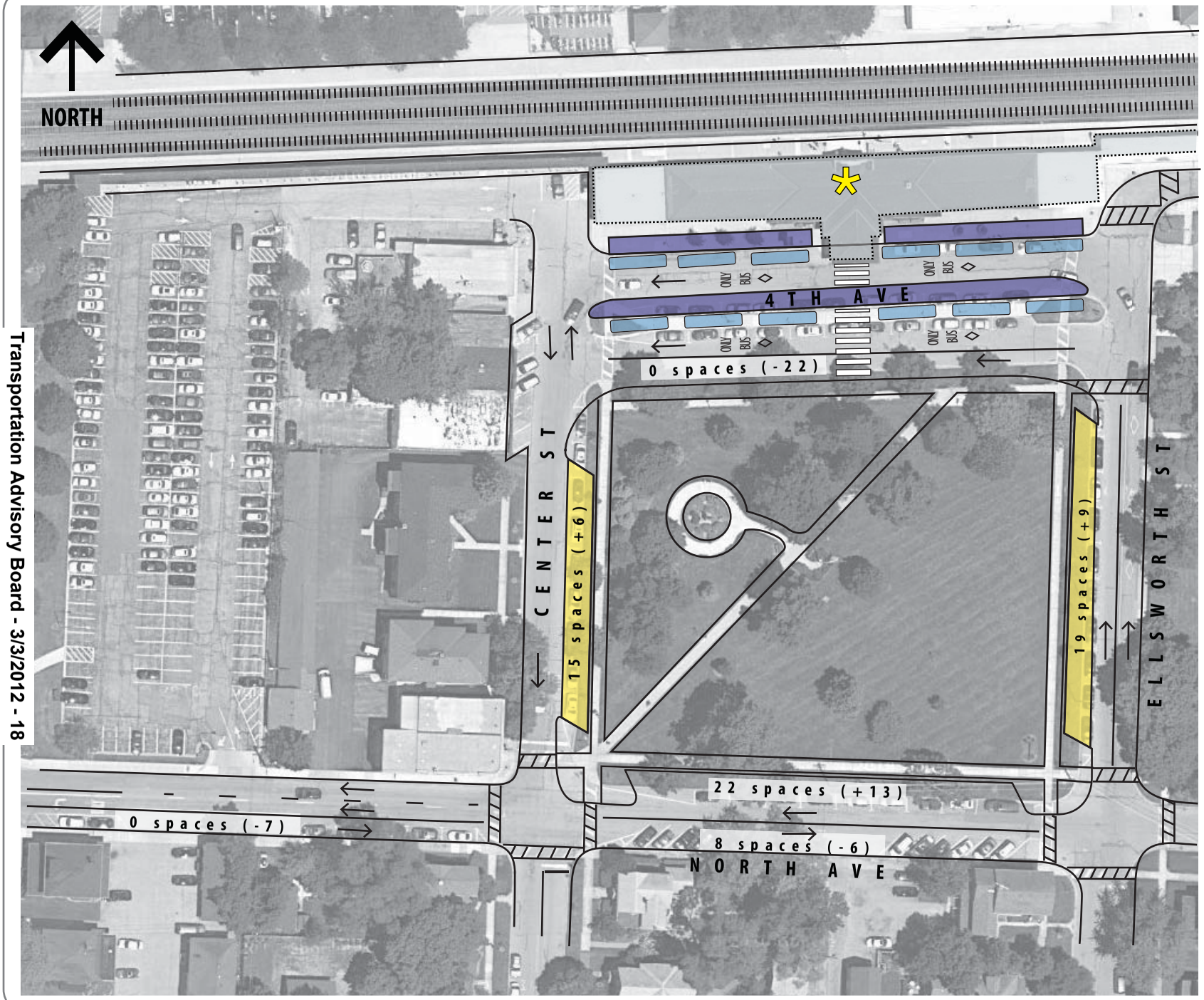
EXHIBIT 12
LONG-TERM RECOMMENDATION (NORTH OF STATION - EASTERN BURLINGTON LOT)



LEGEND

- Metra Station
- Passenger Waiting Area
- Kiss-and-Ride Area
- Pace Bus

TRAFFIC ANALYSIS & DESIGN, INC.

Stanley Consultants INC.

EXHIBIT 14
SHORT-TERM RECOMMENDATION (SOUTH OF STATION)

NAPERVILLE TRANSPORTATION ADVISORY BOARD
MINUTES OF JANUARY 7, 2012

Call to Order		**8:02 a.m.**
A. Roll Call		
Present:	Amberg, Benson, Collins, Floegel, Jaynes, Perillo, Polites, Stamm, Chairman Wencel Student Representatives: Coen, O'Shaughnessy	
Absent:	McIntosh	
Staff Present:	Project Manager Rory Fancler, Sergeant Lee Martin	
B. New Member Introduction	Chairman Wencel welcomed new board member Wayne Floegel and student representatives Andrew Coen and Ryan O'Shaughnessy.	
C. Minutes	Approve the minutes from the November 5, 2011 Transportation Advisory Board meeting. Motion to approve.	
	Motion by: Jaynes Second by: Stamm	Approved (8-0)
	Amberg abstained, not present for November 5, 2011 meeting	
D. Public Forum	N/A	
E. Old Business	N/A	
F. Public Hearings	N/A	
F1. Naperville Metra Station Bus Depot and Commuter Access Feasibility Study		
	Project Manager Rory Fancler presented the Feasibility Study, including an overview of the purpose and scope, planning process, and staff recommendation. A copy of the presentation is provided as Attachment 1.	
	Public Testimony: Craig Kiefer, 224 E. 4th Avenue • Supports staff recommendation • Reminds the Board that north-south pedestrian access is provided by the pedestrian tunnel as well as the staircases at Washington Street • Existing 4th Avenue eastbound configuration precludes inbound commuter traffic during the morning commute; reversing 4th Avenue to westbound would encourage commuter pick-up/drop-off activity, thereby conflicting with residential traffic • Use of 4th Avenue for commuter activity will result in additional traffic throughout the neighborhood south of the train tracks and potential	

	conflicts with the at-grade railroad crossing at Loomis Street • Concern for additional traffic and new conflicts at the at-grade crossing at Loomis Street as this is a designated School Walk Route • Potential changes to 4th Avenue could result in conflicts with existing utilities along 4th Avenue Dave Trollope, 240 E. 4th Avenue • Objects to kiss-and-ride activity on 4th Avenue as shown in the bus depot alternative for the south side of the train tracks • Asserts 4th Avenue is currently a quiet street with limited vehicle cut-through activity and introducing a kiss-and-ride would increase noise and conflicts between residents and commuters • Finds use of 4th Avenue for a bus depot or kiss-and-ride relocates an existing problem from one residential street to another and does not address the Feasibility Study objectives • Questions whether a bus depot would be able to accommodate non-Pace buses, recognizing Trailways buses currently access the Naperville Metra Station and potentially Megabus could use this Station in the future • Supports conversion of North Avenue to two-way traffic as it would reduce travel time for residents seeking access to Washington Street • Recommends improvements to pedestrian connectivity between the Water Tower West Lot and the train station should additional commuter parking be provided in the Lot
	Transportation Advisory Board Questions/Requests: • Board Member Amberg o Noted that the cost of any recommended improvements is an important consideration. o Stated that park-and-rides remove bus idling from the immediate area of the train station and finds that park-and-rides should be further explored. o Questioned whether the staff recommendations would result in removal of daily fee or permit parking spaces. Amberg stated removal of daily fee parking has a different impact than removal of permit parking spaces. o Requested clarification on the Feasibility Study objectives. o Noted that a major problem is bus queuing and congestion in the neighborhood and finds that a solution would be park-and-ride. o Stated that enforcement is another key component for any of the bus depot alternatives. • Board Member Benson o Questioned which streets are experiencing the bus queuing. Fancler clarified that Pace buses use the bus lane on Ellsworth Street between 4th Avenue and North Avenue, and the area immediately south of the train station. Fancler further noted that there are reported instances of buses queuing on Ellsworth Street south of North Avenue, often in association with Metra delays. o Recognized comments from Pace regarding the need to design a bus depot to accommodate Pace buses and questioned whether Pace has

	any plans to change their fleet to buses fueled by natural gas or electricity to help reduce emissions. Fancler noted that Pace has stated that there are no current plans to change the fleet for the Naperville Station and directed the City to use the Pace Design Guidelines. o Noted that access constraints were identified for the Burlington Lot bus depot alternatives; however, access constraints were not identified as concerns for the Parkview Lot alternative. Fancler noted that the City has evaluated bus turning movements for the Parkview Lot, and stated that a bus depot in this location would require traffic signal modifications and modifications to the existing curb line. Requested clarification as to why the Burlington Lot presents more of an access challenge than the Parkview Lot. o Stated that the Burlington Lot bus depot alternatives provide more direct access to 5th Avenue, thereby providing an opportunity to distribute bus traffic east and west on 5th Avenue, which is a benefit. o Noted that grading issues were recognized for the Burlington Lot alternatives, but not for the Parkview Lot. Expressed safety concerns for any expansion of the Parkview Lot relative to the sidewalk on Washington Street. Requested clarification as to why the Burlington Lot presents more of a grading challenge than the Parkview Lot. o Stated that North Avenue is currently used as a primary east-west vehicular path, particularly for those access the high school and commercial uses along Chicago Avenue. Suggested conversion of North Avenue to two-way would make it less convenient for individuals and would also impact traffic through the neighborhood. o Requested data detailing the number of people using the kiss-and-ride on the north and south side of the train station and the number of people using the buses. o Requested information regarding the City's attempt to acquire the Boecker property; suggested it is helpful for the Board to understand the history of the Boecker property when evaluating the Bus Depot Feasibility Study. o Noted that a comment submitted by a member of the public suggesting the City provide no permit parking and offer daily fee parking only should not be discounted. o Suggested the least costly and least disruptive proposal is the area south of the train station and questioned why this solution is not a higher priority level. • Board Member Collins o Requested crash history data for the intersection of Washington Street and North Avenue. o Questioned whether a parking deck is an option, citing public comments recommending a parking deck. o Requested input from Police and Fire regarding the various bus depot alternatives. • Board Member Perillo o Requested information on other parking mitigation options to offset

	the loss of commuter parking in Parkview Lot. • Board Member Jaynes o Clarified buses using the Parkview Lot easternmost drive aisle exit using the shared access drive to access Center Street. Fancler stated that is one access option and noted that should the City move forward with a bus depot on the Parkview Lot, the Center Street property owners would be involved in future discussions regarding access. o Expressed concern about internal circulation within a bus depot relative to pedestrian safety, specifically the safety of pedestrians exiting buses. Suggested that it may be better to have buses exit at Center Street in order to reduce conflicts between buses and pedestrians internal to the bus depot. • Board Member Polites o Requested clarification regarding the needed capacity for a bus depot and a kiss-and-ride area. Fancler stated that there are a total of 15 Pace bus routes currently serving the Naperville Metra Station, with 3 buses on the north side of the train tracks and 12 buses on the south side of the train tracks. Fancler noted that the routes serving the south side of the train station predominantly come from the south and the buses on the north serve the neighborhoods and businesses on the north side of train tracks. Kiss-and-ride data will be provided with the March 3 TAB agenda packet. • Board Member Floegel o Suggested removal of parking spaces does not enhance commuter access to the train station. o Suggested enhancing access to the train station by making commuters walk or making their commute longer does not seem appropriate. o Would like to explore options for a parking deck. o Noted that Pace previously tried to reduce bus service in Naperville. o Expressed support for a bus depot south of the train station building if have to do something, but does not support removal of parking spaces. o Requested information regarding bus ridership trends. Fancler noted that a Transit Benchmarking Report will be provided with the March agenda packet.
	Transportation Advisory Board Comments: • Amberg suggested the City should explore a parking deck again. • Amberg emphasized the need to focus on the Feasibility Study objectives and evaluate all options to accomplish the objectives. • Chairman Wencel noted through the 5th Avenue Study, the City evaluated the potential for a parking deck. Traffic impacts and cost are significant factors that were considered at that time. • Chairman Wencel stated that park-and-rides reduce vehicle traffic in the vicinity of the train station, while maintaining access to the train station. Chairman Wencel highlighted the City's success with park-and-rides serving the Route 59 Metra Station. • Amberg asked if Water Tower West Lot becomes an option for a parking

deck should the City demolish the DPW building. Amberg suggested this location should be considered for a parking deck as it does not directly impact as many residents. Fancler noted that a parking deck on either the Water Tower West site or the Kroehler Lot was evaluated as part of the 5th Avenue Study.

- Stamm noted the importance of maintaining cohesiveness with the neighborhood, as documented in the 5th Avenue Study.
- Benson noted that any solution should not have negative impacts on the residential neighborhood. Benson expressed support for improving the status quo and suggested redistribution of some of the buses to north side of the train tracks.
- Benson acknowledged public comments regarding commuter frustrations with the exit at the Route 59 Metra Station and suggested that issue may be a higher priority. Fancler noted that the City is aware of the issue at the Route 59 Metra Station and plans to meet with Pace and the City of Aurora to discuss the issue.
- Chairman Wencel
    - Noted that a bus depot on the south side of the train tracks is a good suggestion, but relocating kiss-and-ride activity to 4th Avenue would relocate commuter congestion from one street to another. Chairman Wencel also noted that the at-grade crossing is also a concern relative to additional traffic on 4th Avenue.
    - Expressed support for the concept of a bus depot, but would prefer to see consolidation of buses in one location.
    - Expressed concern for a bus depot at the DuPage Children's Museum as this location is further from the pedestrian tunnel and an accessible route is necessary.
    - Expressed concern for conversion of North Avenue to two-way traffic as the two westbound travel lanes that exist today are heavily used during the PM peak period.
    - Asked if a bus depot on the Parkview Lot could be accessed directly from Washington Street. Fancler noted access from Washington Street is not feasible due to Pace driveway slope requirements and conflicts with the existing intersection.
    - Suggested the existing Pace route from School Street to Ellsworth Street to 4th Avenue is an effective movement. Expressed concern about the loss of on-street daily fee parking associated with conversion of North Avenue to two-way traffic.
    - Asked about the potential use of a bus depot during the midday. Fancler noted that there are a variety of options to evaluate further should the City move forward with a bus depot, including:
        - Time restricted parking – Fancler noted that this option presents enforcement challenges.
        - Midday bus depot – Fancler noted the depot could be used by midday Pace routes and other transit providers such as Trailways.
        - Special events (e.g., farmers market) or special event parking.

    Chairman Wencel noted that a sawtooth bus depot layout may limit

	flexible use of the space.	
	Continue the Naperville Metra Station Bus Depot and Commuter Access Feasibility Study to the March 3, 2012 Transportation Advisory Board.	
	Motion by: Collins Seconded by: Amberg	Approved (9-0)
G. Reports and Recommendations		
G1. City Council Report		
G2. BPAC Report		
G3. Police Department Report		
G4. Policy for the Installation of In-Street Pedestrian Signs		
H. Correspondence		
H1. Pay-By-Phone Payment System – Quarterly Update		
H2. Recommendation for FY 2011-2012, Fourth Quarter Commuter Permit Issuance and Space Utilization Report		
I. New Business		
I1. Forthcoming City Council Meeting Summaries		
I. Adjournment	Motion by: Amberg Seconded by: Jaynes	9:38 a.m.

Naperville Metra Station Bus Depot and Commuter Access Feasibility Study
Transportation Advisory Board – January 7, 2012
Questions & Answers

During the Transportation Advisory Board's initial consideration of the Naperville Metra Station Bus Depot and Commuter Access Feasibility Study on January 7, 2011, TAB requested additional information; staff has provided additional information and clarification for this agenda item below.

Q. Please clarify the Feasibility Study objectives.

A. As noted on page 1 of the Technical Memorandum, the Naperville Metra Station Bus Depot and Commuter Access Feasibility Study is a 5th Avenue Study implementation action item (adopted by the City Council on December 1, 2009). Based on an evaluation of commuter parking, transit, existing and future traffic conditions and public input, a bus depot was identified as an opportunity to enhance commuter access and meet the following objectives:

- Provide a defined transit center for commuters;
- Improve transit access to/from the train station;
- Consolidate passenger pick-up/drop-off activity;
- Reduce congestion and minimize conflicts between Pace bus operations, pedestrians, bicycles, and kiss-and-ride activity; and
- Minimize bus staging/queuing on adjacent neighborhood streets.

Following Council approval of the 5th Avenue Study, the Feasibility Study was included in the City's Capital Improvement Program (CIP), with the intent to evaluate the potential for a bus depot on city-owned or leased property near the Naperville Metra Station.

Q. Has the City considered a park-and-ride rather than a bus depot?

A. The purpose of the Feasibility Study is to evaluate the potential for a bus depot on City owned or leased properties at the Naperville Metra Station in order to address concerns related to congestion at the train station, conflicts between various travel modes (i.e., conflicts between buses, kiss-and-ride activity, bicyclists and pedestrians) and bus queues on neighborhood streets. As noted above, this is an implementation action item from the 5th Avenue Study.

A park-and-ride provides remote parking with transit access to the train station, thereby reducing vehicle traffic to the train station. A park-and-ride does not address issues related to bus access to the Naperville Metra Station. As part of the parking mitigation options identified on pages 59 through 63 of the Technical Memorandum, the City may evaluate additional park-and-ride lot(s) for the Naperville Metra Station.

It should be noted that the City currently has one park-and-ride for the Naperville Metra Station, located at the St. Thomas the Apostle Church (1500 Brookdale Road). Parking at the park-and-ride lot is free, with service to the Naperville Metra Station provided by Pace Route 682. In addition, the City has successfully implemented three park-and-rides for the Route 59 Metra Station.

Q. Please provide cost estimates for the bus depot recommendations.

A. Planning level cost estimates for bus depot recommendations are summarized on pages 67 through 69 of the Technical Memorandum, with line item planning level cost estimates provided in the Appendix. Please note that the Transportation Advisory Board is responsible for reviewing the Feasibility Study and the associated bus depot recommendations based upon the City's adopted goals and strategies and technical expertise. The costs associated with the bus depot recommendations will be considered by the City Council when they consider the Feasibility Study (anticipated April 3).

Q. Please provide information regarding the Boecker property located at the southwest corner of 5th Avenue and Ellsworth Street.

A. In 2005, the City of Naperville pursued the Boecker property through condemnation proceedings with the intent to use the property for commuter parking; however, a sale price could not be negotiated. The property remains privately owned and is currently occupied by a two-story brick multi-tenant office building and a metal storage building. In addition, the property owner currently leases surface parking spaces for commuter parking. The property owner is permitted to lease parking spaces in excess of those required by the Naperville Municipal Code.

The City Council directed staff to evaluate the potential of a bus depot on city-owned or leased parcels only. At this time, the City has no plans to pursue private property for commuter access improvements.

Q. Please clarify the access constraints associated with a bus depot on the Upper or Lower Burlington Lot relative to the access proposed for a bus depot on the Parkview Lot.

A. As previously noted, a bus depot is intended to provide separation between the various travel modes in order to enhance transit access and minimize conflicts between buses, kiss-and-ride activity, bicycles and pedestrians. As such, direct access to a bus depot is preferred. The Upper and Lower Burlington Lots do not provide an opportunity for direct access to a bus depot as summarized below.

- Washington Street - Direct access from Washington Street was evaluated; however, this is not a feasible option based on grade differentials, impacts to the functional area of a bus depot and the proximity to existing traffic similar (see question below regarding access to the Parkview Lot).
- Center Street - Access to a bus depot on the Upper or Lower Burlington Lots would be provided from Center Street at 5th Avenue and would be shared by private vehicles. In order to provide efficient transit access and reduce conflicts with other modes of transportation, shared access to a bus depot is not preferred.

It should be noted that although access options were explored for a bus depot on the Upper and Lower Burlington Lots, a bus depot is not recommended in these locations based on the following:

- A bus depot on the Upper or Lower Burlington Lot would significantly impact bus routes, schedules and operating costs.
- The size and configuration of the Upper Burlington Lot is limited; expansion of the lot to the north (encroachment into Lower Burlington Lot) is required to meet the

Design Guidelines for a bus depot. Expansion of the Upper Burlington Lot would result in a greater parking impact and require extensive grading due to the grade differential between the Upper and Lower Burlington Lots.

- The distance and visibility of the Lower Burlington Lot would reduce efficiency and convenience for transit riders.

Q. Can access to a bus depot on the Parkview Lot be provided directly from Washington Street?

A. As part of the Feasibility Study, direct access from Washington Street to a bus depot on the Parkview Lot was evaluated and determined to be infeasible based on the following:

- Grade Differential – Pace generally recommends a maximum grade of six percent and that changes in grade be gradual to allow buses to navigate a sloped roadway more easily. Based on the sloping grade of Washington Street under the railroad tracks, the potential location of a driveway from Washington Street is limited.

- Impact on Functional Area for a Bus Depot – While an access point from Washington Street is feasible, it is not functional. The area necessary to accommodate a driveway with a gradual slope, in combination with the required configuration of the bus bays, circulation drive aisles, pedestrian platforms and other design features would result in a negligible area for a bus depot, rendering a bus depot on the Parkview Lot infeasible.

- Proximity to Traffic Signals – In order to maintain traffic flow on Washington Street, a Major Arterial Roadway, and limit conflicts between turning movements and vehicle queues the distance between access driveways and adjacent signalized intersections should be maximized. Based on the current traffic volumes and vehicle queues on Washington Street, lines of sight obstructed by the railroad viaduct, and close proximity of areas with acceptable grades, provision of direct full access on Washington Street is not feasible.

The potential for access to a Parkview Lot bus depot via the addition of a fifth leg to the intersection of Washington Street/North Avenue was also considered. Based on the resulting intersection alignment, intersection size, pedestrian sidewalks, and impact to the functional area for a bus depot on the Parkview Lot, this access is not recommended.

Q. Please clarify the grading constraints associated with a bus depot on the Upper Burlington Lot. Are there grading constraints associated with a bus depot on the Parkview Lot?

A. The existing dimensions of the Parkview Lot pavement area can accommodate a bus depot. Based on the City's requirements and Pace's *Design Guidelines,* the Upper Burlington Lot would need to be expanded north in order to accommodate a bus depot; the existing dimensions and configuration of the Upper Burlington Lot cannot accommodate a bus depot. Extensive grading would be required based on the existing grade differential between the Upper and Lower Burlington Lot. It should be noted that should the City proceed with expansion of the Parkview Lot to accommodate 16 buses in this location, extensive grading will be required.

Q. Please provide data regarding the number of people using the kiss-and-ride on the north and south side of the train station? How many people use the Pace buses to access the train station?

A. According to Metra's Fall 2006 Origin-Destination Survey (page 8 of the Technical Memorandum), approximately 21% of commuters are dropped off at the Naperville Metra Station (i.e., kiss-and-ride passengers) and 18% of commuters ride Pace buses.

Based on field observations, the following is a summary of **peak** kiss-and-ride activity during Summer (June 2011) and Winter (January 2012). The following represents the peak total number of kiss-and-ride vehicles observed to queue on the north and south side of the train tracks. These peak queues were observed during the evening commute period. During the morning commute period, kiss-and-ride vehicles arrive throughout the morning and stop for a short period of time to drop-off the passenger(s). Vehicle queues are typically observed during the evening commute period when vehicles arrive to the station before the train and queue to wait for their passenger(s).

Summary of Kiss-and-Ride Activity at the Naperville Metra Station

Observation	North Side of Train Tracks	South Side of Train Tracks	Total Peak Kiss-and-Ride Activity
Summer (June 2011)	6 vehicles	25 vehicles	**31 vehicles**
Winter (January 2012)	22 vehicles	23 vehicles	**45 vehicles**

A summary of Pace bus ridership is provided on the following page and detailed on pages 12 to 14 of the Technical Memorandum.

Average Weekday Pace Ridership
November 2010 – October 2011

Pace Bus Route	Average Weekday Ridership
530 **	808
676 *	90
677	50
678	99
680	120
681 *	45
682 *	64
683	94
684	89
685	72
686	87
687	69
688	62
689	50
714 **	313
Total	**2,112**
***Total Average Weekday Ridership Routes on North Side of Station**	**199**
Total Average Weekday Ridership Routes on South Side of Station	**1,913**

Note:
* Indicates Pace bus route with passenger pick-up/drop-off on the north side of the train tracks. All other routes pick-up/drop off passengers on the south side of the train tracks.
** Fixed bus route that runs throughout the day. All other bus routes are feeder routes serving the Naperville Metra Station during peak morning and afternoon periods only.

Q. Please provide crash history for the intersection of Washington Street and North Avenue.

A. Based on crash reports obtained from the Naperville Police Department, in the past three years (2009-2011), a total of 11 reported accidents occurred at the intersection of Washington Street and North Avenue. Approximately 45 percent (5 of 11) of the accidents involved a rear-end collision of two vehicles, including:

- Two accidents occurred on the southbound approach to North Avenue;
- One accident occurred on the northbound approach to North Avenue;
- One accident occurred within the intersection; and
- One accident occurred immediately north of the intersection.

Another pattern observed from the accident data at the intersection of Washington Street and North Avenue was collisions involving a left-turning vehicle. Approximately 27 percent (3 of 11) of the accidents involved a collision between a left-turning vehicle and a through vehicle of the opposite direction.

It should be noted that based on public input received throughout the 5th Avenue Study, traffic signal modifications were implemented at the intersection of Washington Street and

North Avenue in September 2011. The traffic signal modification, known as eastbound/ westbound split phasing reduces conflicts between eastbound and westbound traffic. With the split phasing, traffic exiting the DuPage Children's Museum receives a green light while opposing traffic at North Avenue (westbound) is stopped by a red light; conversely, westbound commuter and residential traffic on North Avenue receives a green light only when opposing traffic from the DuPage Children's Museum is stopped by a red light. The City continues to monitor the traffic signal modifications.

Q. Why is a parking deck excluded from the parking mitigation options?

A. As part of the 5th Avenue Study, the City evaluated the potential for a parking deck in the vicinity of the Naperville Metra Station. The City Council determined the City would not pursue development of a parking deck at this time; however, the City may consider a public/private partnership for a parking deck.

Q. Have the Police Department and Fire Department reviewed the bus depot alternatives and staff recommendations?

A. The bus depot alternatives and staff recommendations have been reviewed by the Police and Fire Department; review comments are summarized below:

- Naperville Fire Department (NFD) - Reviewed the bus depot alternatives relative to NFD's ability to access the train station area or surrounding structures; no specific concerns were identified.
- Naperville Police Department (NPD) – Reviewed the bus depot alternatives relative to public safety and access to the train station; while no specific concerns were identified, the NPD emphasized the need to reduce congestion at the train station and provide for separation between the various travel modes.

It should be noted that prior to construction of any improvements, engineering plans will be routed to both NFD and NPD as part of the City's Development Review process. At that time, NFD and NPD, in addition to Engineering, Planning, DPU-W and DPU-E will have an opportunity to review the engineering plans relative to the City's requirements and provide technical comments (as necessary). At this time, the preliminary plans have been prepared using the City's standard dimensions for commuter parking facilities and Pace's *Design Guidelines*; all dimensions will be verified during final engineering.

Q. Please provide additional information regarding the parking mitigation options.

A. The parking mitigation options are presented in table format on pages 59 to 63 of the Technical Memorandum; the table includes a description of each potential strategy and the associated number of parking spaces (where applicable). 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 commuter access to the train station.

Q. Please provide information regarding bus ridership trends.

A. A copy of the 2011 Transit Benchmark/Summary Report is provided with the March 3, 2012 TAB agenda packet (correspondence item G3). Of the 20 Pace routes in Naperville, 15 routes provide service to/from the Naperville Metra Station. Average daily ridership on Pace routes serving the City of Naperville is graphically displayed on page 6 of the Report and

summarized in the table presented on page 7. Average daily ridership on Pace routes serving the Naperville Metra Station is presented on page 14 of the Technical Memorandum.

As noted in the Transit Benchmark/Summary Report, there was a decrease in local Pace ridership during the first half of 2010. Factors influencing ridership during this period include the continued economic downturn and elevated unemployment rates; elimination of the waitlist for a Route 59 commuter parking permit; construction detours and schedule or route changes. In order to continue to enhance ridership and transit service in Naperville, the City meets with Pace on a regular basis to monitor the performance of the routes, develop marketing materials for transit service and City programs (e.g., Guaranteed Ride Home, Temporary Transit Package), and adjust routes and schedules (where necessary).

Q. Please define the daily fee parking impact associated with conversion of North Avenue to a two-way street.

A. As shown on Exhibits 13 and 14 of the Technical Memorandum (pages 51 and 56, respectively) and the table below, conversion of North Avenue (currently one-way westbound) to a two-way street between Washington Street and North Avenue will result in no net change to the number of on-street daily fee parking spaces on this street segment.

Location	**Number of Daily Fee Spaces**
Existing Conditions	
Washington Street to Center Street	7 spaces
Center Street to Ellsworth Street	23 spaces
Parkview Lot Total	**136 spaces**
Total Existing Daily Fee Parking	**30 spaces**
Recommended Conversion to 2-Way Street	
Washington Street to Center Street	0 spaces
Center Street to Ellsworth Street	30 spaces
Parkview Lot	-7 spaces
Total Parkview Lot Permit Parking	**129 spaces**
Net Change in Permit Parking Supply	***-7 spaces***
Total Proposed Daily Fee Parking	**30 spaces**
Net Change in Daily Fee Parking Supply	***0 spaces***

With reconfiguration of the parkway on the south side of Burlington Square Park, a total of 22 angled daily fee parking spaces will be provided on the north side of North Avenue between Center Street and Ellsworth Street; a total of 8 parallel parking spaces will be provided on the south side of the street.

Fancler, Rory

From: vmlindsey@comcast.net
Sent: Saturday, January 07, 2012 9:33 AM
To: Fancler, Rory
Subject: Bus Depot

Rory,
I was very impressed with your presentation. Thank you very much for your hard work. The Trailway buses do go by at odd hours and it feels like a house moving in front of our front windows , they are so large. Also the Pace buses do park more often than I think is realized in front of our houses. Sometimes, I look down toward the station and there are no buses between the station and North St. and still there could be two or three buses sitting in front of our houses.

Also, are those packets available to us through the city site and at the Municipal building?

Sincerely,
Vivien Lindsey
Ellsworth St.

NAPERVILLE METRA STATION BUS DEPOT AND COMMUTER ACCESS FEASIBILITY STUDY

Naperville, Illinois

February 2012

WORKING DRAFT FOR REVIEW PURPOSES ONLY

Prepared for:

City of Naperville

Prepared by:

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TRAFFIC ANALYSIS & DESIGN, INC.

Stanley Consultants INC

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INTRODUCTION

The Naperville Metra Station is a unique and critical component of the City's transportation system. Despite its decidedly residential setting just one block from the Naperville Historic District, the Naperville Metra Station is the second busiest suburban station in the entire Metra system[1], serving commuters from the surrounding neighborhood and adjacent municipalities. The City of Naperville supports a comprehensive, multi-modal transportation network that provides commuters with options to access the train station. Commuters access the Naperville Station through a variety of methods, including travel by vehicle (daily fee and permit parking), carpool/vanpool, kiss-and-ride, transit, bicycle, and pedestrian activity. Through this Study, the City of Naperville evaluates the feasibility of a bus depot at the Naperville Metra Station as an opportunity to promote balance across the various means of commuter access to the train station.

Project History

In 2009, the City adopted the 5th Avenue Study, a land use, transportation, and parking study for the vicinity of the Naperville Metra Station. As part of the 5th Avenue Study, the City identified opportunities to enhance multimodal commuter access (i.e., vehicle parking, kiss-and-ride, transit, bicycle and pedestrian access) to the train station. Among the wide range of multimodal access and circulation improvements was the concept of establishing a bus depot on city owned or leased property near the Naperville Metra Station. Based on an evaluation of commuter parking, transit, existing and future traffic conditions, and public input received throughout the 5th Avenue Study, a bus depot was identified as an opportunity to enhance commuter access and meet the following objectives:

- Provide a defined transit center for commuters;
- Improve transit access to/from the train station;
- Consolidate passenger pick-up/drop-off activity;
- Reduce congestion and minimize conflicts between Pace bus operations, pedestrians, bicycles, and kiss-and-ride activity; and
- Minimize bus staging/queuing on adjacent neighborhood streets.

A copy of the correspondence received by the City throughout the 5th Avenue Study is available through the City of Naperville Transportation, Engineering, and Development Business Group.

Purpose and Scope

As part of implementation of the 5th Avenue Study, the City retained Traffic, Analysis & Design, Inc., and Stanley Consultants ("project team") to evaluate the benefits, impacts, and feasibility of establishing a bus depot adjacent to the Naperville Metra Station as summarized below:

- Identify viable bus depot location(s) and configuration(s) on parcels currently owned or leased by the City.
- Identify short-term enhancements to address station access and circulation issues, either as a phase of a long-term bus depot implementation or as mutually exclusive improvements.
- Analyze relative impacts of depot access and adjusted circulation patterns on adjacent streets and

[1]Per data provided in the *Commuter Access Report*, prepared by the City of Naperville Transportation, Engineering, & Development Business Group on November 30, 2007.

intersections.

- Recommend plan components that enhance intermodal connectivity, improve circulation for commuters and transit to and through the station area, and address impacts of site design and circulation patterns on the surrounding neighborhood.
- Develop options to compensate for displaced commuter parking resulting from a bus depot plan.
- Prepare preliminary plans for the feasible alternative(s) with planning-level cost estimates.

Through a study process that considers several potential sites and a range of operational, safety, efficiency, design, and logistical characteristics, the project team collaborated with City staff, Metra Suburban Rail Service (Metra), the Burlington Northern Sante Fe (BNSF) Railway, Pace Suburban Bus (Pace), and the Regional Transportation Authority (RTA) in order to identify feasible sites and depot configurations for use in further stages of study and engineering design. The recommendations developed through this study are intended to enhance overall commuter access to the Metra Station in a manner that balances the needs of the City and transit agencies while maintaining cohesiveness with the existing character of the surrounding neighborhood.

Study Area

With station platforms and access on both sides of the railroad tracks, a large commuter parking supply, and a unique neighborhood setting, the functional area of the Naperville Metra Station extends beyond the immediately adjacent public streets. In order to consider the effects of a bus depot and the related changes to circulation for all modes, commuter parking supply, and area transportation operation, the selected study area is generally bound by 5th Avenue on the north, School Street on the south, Loomis Street on the east, and Washington Street on the west and also includes all commuter parking lots lying immediately outside these borders (i.e., the DuPage Children's Museum, Kroehler Lot, Water Tower West Lot, and 4th Avenue Serpentine Lot). It is anticipated that the majority of transportation-related improvements, modifications, and impacts would be limited to this defined study area; these boundaries, however, do not preclude consideration of complementary improvements outside of the study area. The study area is illustrated on **Exhibit 1**.

LEGEND

- Metra Station
- Study Area

TRAFFIC ANALYSIS & DESIGN, INC.

Stanley Consultants INC.

EXHIBIT 1
STATION STUDY AREA

Potential Bus Depot Sites

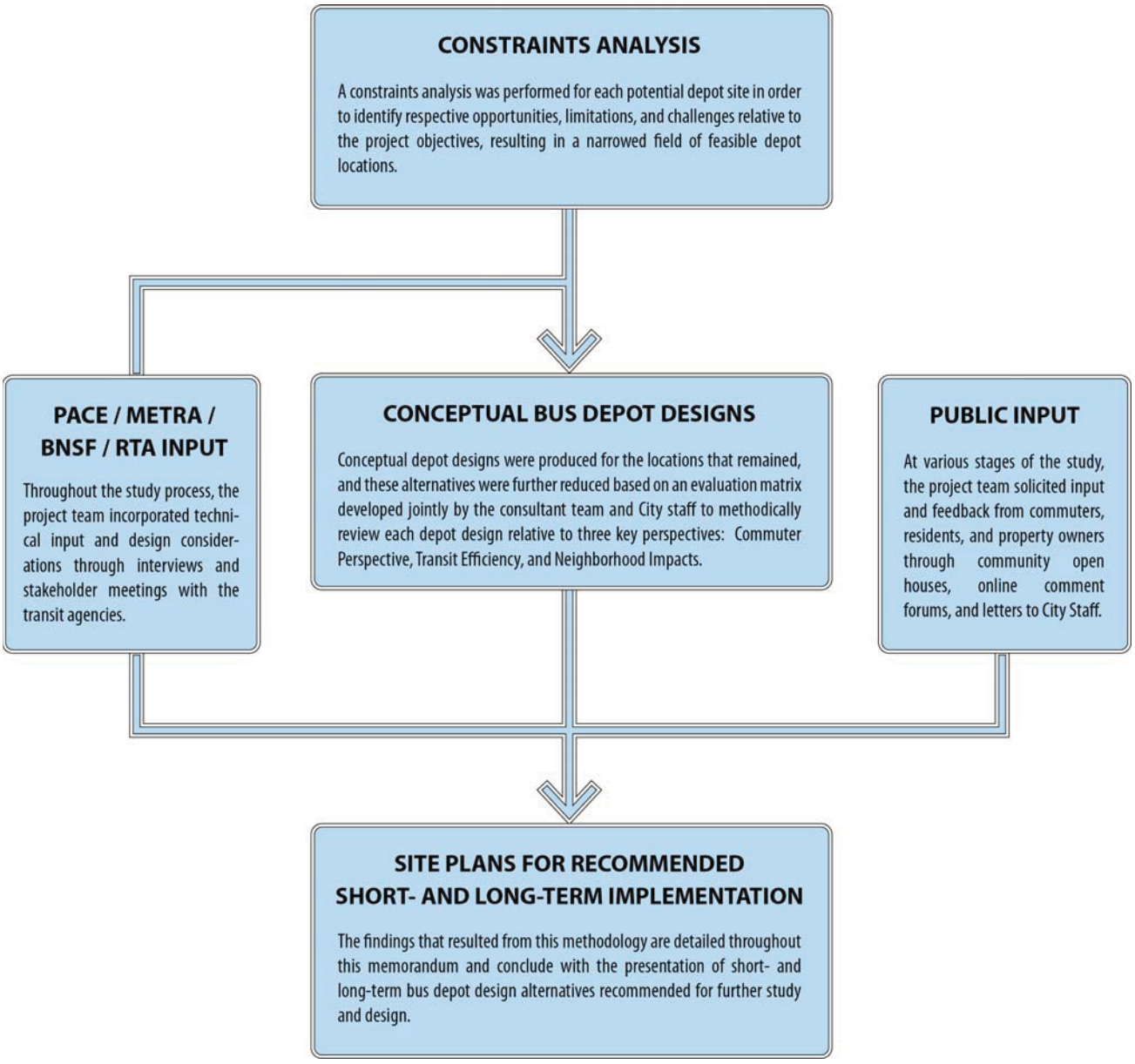
Based on the 5th Avenue Study public input and bus depot objectives, as well as input from the RTA, Pace and Metra, the project team reviewed the study area in order to identify potential locations for a bus depot at the Naperville Metra Station. This exercise conformed to specific direction from the Naperville City Council that only parcels owned, controlled, and/or leased by the City should be included in this study. With these factors in mind, the potential bus depot sites illustrated on **Exhibit 6** and listed below were identified for further study.

- Parkview Lot
- Upper Burlington Lot
- Lower Burlington Lot
- Eastern Burlington Lot
- 4th Avenue south of the Train Station
- 4th Avenue between Loomis Street & Ellsworth Street
- Burlington Square Park (perimeter)
- DuPage Children's Museum Lot

Each location was evaluated according to the study methodology (outlined on page 5), enabling the project team to narrow the options and identify feasible short- and long-term recommendations for a bus depot at the Naperville Metra Station.

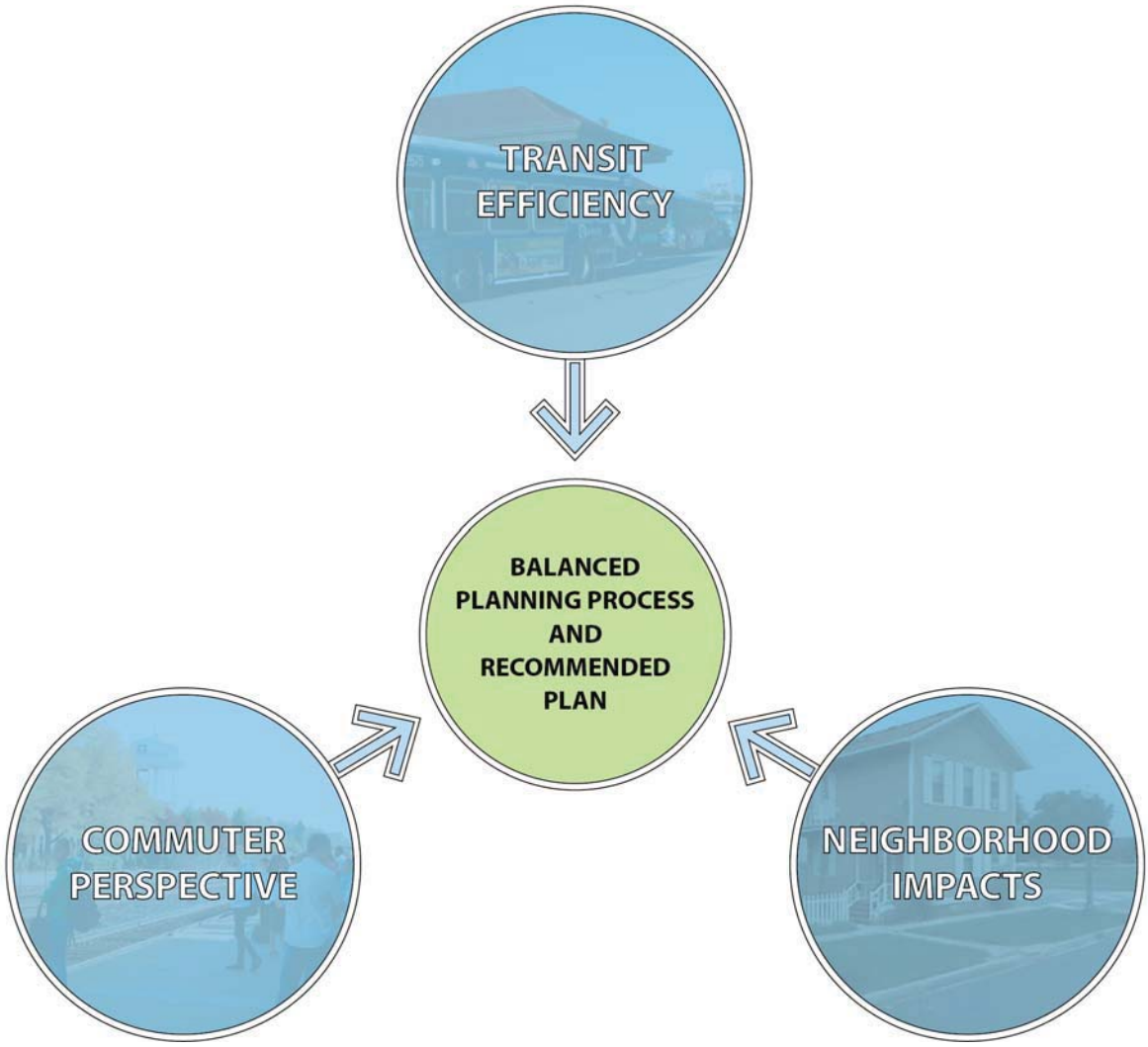
STUDY METHODOLOGY

The short- and long-term recommendations developed through this study are based on a comprehensive evaluation of the potential bus depot sites. A multitude of factors were considered to evaluate each potential bus depot site, and subsequently to evaluate the conceptual bus depot designs. A summary of the study methodology is outlined below.



Because the Bus Depot and Commuter Access Feasibility Study holds the potential to improve operation, safety, and efficiency of access for a variety of users at the Naperville Metra Station, the project team designed

a three-faceted evaluation methodology to address key components of a successful bus depot design: the Commuter Perspective, Transit Efficiency, and Neighborhood Impacts.



These three key project perspectives, summarized in the table on the following page, were held throughout each stage of the study methodology in an effort to identify recommended improvements that provide balanced benefits to all stakeholders.

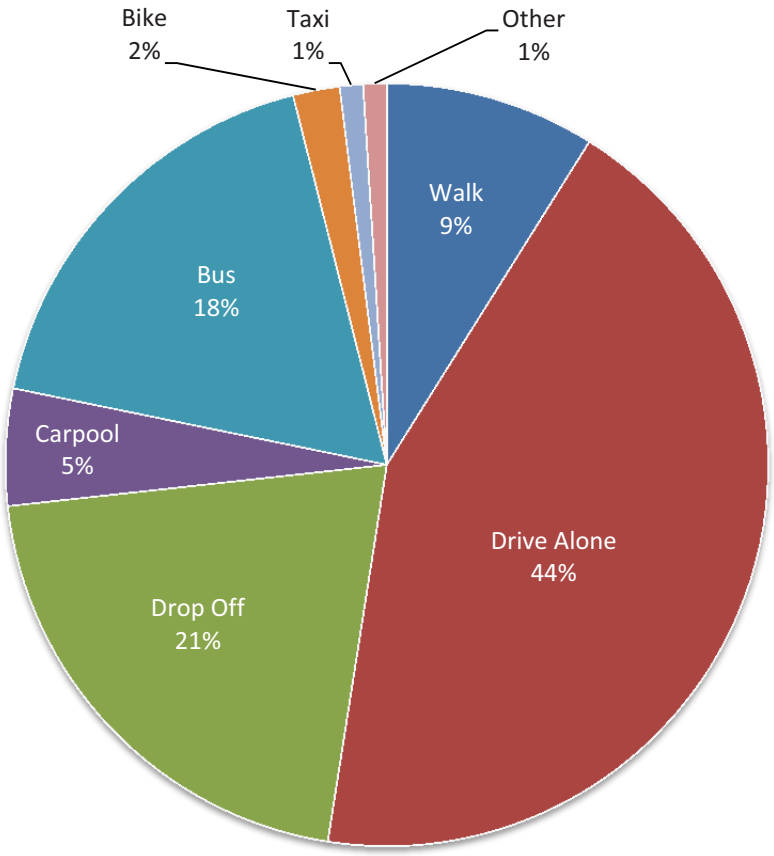
Transit Efficiency	Transit priorities and preferences include: • Efficient access to/from the train station in order to maintain/enhance performance, including routes, schedules and operating/maintenance costs; • Encourage new and existing transit ridership to/from the Naperville Metra Station; • Convenience for transit riders; • Bus route safety (e.g., minimize uncontrolled left-turn movements, minimize conflicts with other travel modes); • Passenger safety (i.e., passenger loading/unloading areas); and • Operating efficiency in terms of schedule, maintenance, and operating costs.
Commuter Perspective	Commuters at the Naperville Metra Station include pedestrians, bicyclists, transit riders, motorists using permit or daily fee parking spaces, and kiss-and-ride passengers. Commuter priorities and preferences include: • Convenient access to/from the station platforms; • Efficient traffic circulation and operation; • Consideration for the safety of motorists, pedestrians, and bicyclists; • Convenient, timely transit service; and • Availability of adequate and proximate parking.
Neighborhood Impacts	Priorities and preferences identified by residents and business owners in the vicinity of the Naperville Metra Station include: • Removing bus staging from neighborhood streets; • Minimal bus travel through the adjacent neighborhood; • Reduced impact on neighborhood character resulting from station-related traffic, including kiss-and-ride activity; and • Maintained access to Center Street businesses throughout the day.

While the various users at the Naperville Metra Station have competing interests, including those among the various types of commuters (e.g., pedestrians, bicyclists, transit riders, motorists using permit or daily fee parking spaces, and kiss-and-ride passengers), the purpose of this study is to evaluate the feasibility of a bus depot in order to enhance access to the train station while balancing the various commuter and neighborhood priorities and preferences.

EXISTING CONDITIONS

The Naperville Metra Station, located one block east of Washington Street between 4th and 5th Avenues, serves rail commuters along Metra's Burlington Northern Santa Fe (BNSF) Railway. This location is the second busiest suburban stop in the Metra system, with over 4,100 weekday commuters boarding at this station[1]. The surrounding area is predominantly residential, but in the immediate vicinity of the train station, commercial uses front Washington Street, Center Street, Ellsworth Street, and 5th Avenue. In addition, the DuPage Children's Museum is located at the northwest corner of Washington Street/North Avenue, and Washington Jr. High School is located at the southwest corner of Washington Street/Spring Avenue. Downtown Naperville is roughly one half-mile southwest of the Naperville Metra Station.

Access to the Naperville Metra Station is provided by a variety of transportation modes, including vehicle parking (i.e., permit and daily fee), kiss-and-ride activity, transit (including park-and-ride activity), bicycles, motorcycles, and walking. Mode of access to the station is summarized below based on Year 2006 survey data.



Source: Metra's Fall 2006 Origin-Destination Survey

[1]Per data provided in the *Commuter Access Report*, prepared by the City of Naperville Transportation, Engineering, & Development Business Group on November 30, 2007.

In order to evaluate existing commuter access to the Naperville Metra Station and identify short- and long-term improvements, the project team, in coordination with the City, evaluated available data and performed field observations, as documented in the subsequent sections.

Area Roadway Network

With a platform on both sides of the tracks, the Naperville Metra Station has distinct features on the north and south sides with regard to adjacent roadway characteristics, access configuration, and vehicle staging. A discussion of the respective roadway features on the north and south sides of the station are provided below.

North Side of the Station

Commuter parking adjacent to the station on the north side of the tracks is provided in the Upper Burlington Lot, Lower Burlington Lot, and Eastern Burlington Lot. Vehicular access to these commuter parking lots and the northern platform (typically used by outbound trains) is provided via Center Street (ingress and egress) and Ellsworth Street (egress only). Each access roadway has a two-lane cross-section, and both intersect the east-west, two-lane collector 5th Avenue to the north at minor-leg stop-controlled intersections. On-street parking is provided for a daily fee along the eastern curb of Ellsworth Street south of 5th Avenue and along both sides of 5th Avenue for much of the study area.

At its signalized "T" intersection with Washington Street, 5th Avenue provides separate westbound left- and right-turn lanes. Field observations revealed significant congestion on westbound 5th Avenue at Washington Street during the evening peak hour and particularly after the arrival of outbound trains, resulting in a vehicle queue that extends east of Center Street and into the station area on both Center and Ellsworth Streets.

Pace buses, kiss-and-ride vehicles, and taxis enter via Center Street to access the northern platform and their respective vehicle staging areas. A 210-foot bus lane is reserved along the platform during peak periods (6-9AM and 5-7PM), providing a defined location for passengers to board/alight and for buses to stage between routes. A taxi stand is provided near the platform, and taxis are also permitted to stand along the eastern curb of Ellsworth Street between the station pedestrian tunnel and the access driveway to the 5th Avenue Station building parking lot. Kiss-and-ride activity does not have a designated area on the north side of the station; therefore, kiss-and-ride vehicles were observed using the bus lane during the restricted time periods. The kiss-and-ride vehicles also stage parallel to the platform next to the accessible parking spaces, in the drive aisles of the Upper and Eastern Burlington Lots, and in other locations that impede circulation for exiting passenger vehicles and arriving buses. Observations of kiss-and-ride activity during Summer (June 2011) and Winter (January 2012) indicated peak queues of 6 and 22 vehicles, respectively. These peak queues represent the maximum number of kiss-and-ride vehicles observed at the station simultaneously during field observations and are part of 100 kiss-and-ride vehicles per peak period express train at the Naperville Metra Station (as estimated by the RTA).

South Side of the Station

South of the railroad tracks, commuter parking with direct access to the station/platform can be found in the Parkview Lot and in the DuPage Children's Museum Lot. The southern platform, which contains the station building and typically serves inbound trains, borders 4th Avenue between Center and Ellsworth

Streets. In this location, Ellsworth Street is a one-lane, one-way northbound roadway and carries traffic traveling to the station. Daily fee parallel parking spaces are provided along the western curb of Ellsworth Street between North Avenue and 4th Avenue, and a bus-only lane is reserved for peak-period staging on the eastern curb. Center Street provides a single lane for one-way southbound travel between 4th Avenue and North Avenue and has daily fee parallel parking spaces along its eastern curb. Time-restricted angled and parallel parking spaces for adjacent businesses, residences, and visitors are also provided along the west side of Center Street. Both Center Street and Ellsworth Street meet North Avenue at minor-leg stop-controlled intersections.

North Avenue serves one-way westbound traffic in a single lane between Ellsworth and Center Streets and in two lanes between Washington and Center Streets, but allows two-way travel elsewhere. Both parallel and angled daily fee parking spaces are provided along the one-way portion of North Avenue, which ultimately meets Washington Street at a signalized intersection opposite the access driveway to DuPage Children's Museum. During the evening peak period and particularly after the arrival of outbound trains, westbound vehicle queues frequently extend east from Washington Street as Parkview Lot commuters, Pace buses, and kiss-and-ride passengers exit the station area. At times, vehicle queues extend along North Avenue east to Center Street and beyond along North Avenue and Center Street.

Immediately in front of the station, 4th Avenue provides two westbound travel lanes separated by a raised median, which is flanked by time-restricted daily fee parallel parking spaces on both sides. The northern half of 4th Avenue is reserved for Pace buses only during peak periods (6-8AM, 5-7PM). Six Pace buses stage on the northern curb immediately adjacent to the station building, and the remaining six south-side routes stage in the northbound bus-only lane on the east side of Ellsworth Street.

Kiss-and-ride vehicles are permitted to use the southern half of 4th Avenue to pick-up and drop-off passengers during the morning and evening peak, though many private vehicles were observed using the bus lane during the restricted time periods. Once the parking lane along the south side of the 4th Avenue median is fully occupied, kiss-and-ride vehicles begin to double park and occasionally block circulation along 4th Avenue near Ellsworth Street while waiting for passengers exiting the pedestrian tunnel near the east side of the station. Other kiss-and-ride vehicles were seen on 4th Avenue east of Ellsworth Street and west of Center Street. As vehicles exit the area in front of the station, both the northern and southern portions of 4th Avenue are subject to stop control before continuing onto Center Street. Observations of kiss-and-ride activity during Summer (June 2011) and Winter (January 2012) indicated peak queues of 25 and 23 vehicles, respectively. These peak queues represent the maximum number of kiss-and-ride vehicles observed at the station simultaneously during field observations and are part of 100 kiss-and-ride vehicles per peak period express train at the Naperville Metra Station (as estimated by the RTA).

Additional vehicle staging on the south side of the tracks includes private shuttles run by nearby corporations (which typically pick up and drop off at the front door to the station building) and independent intercity bus services (such as the Trailways Bus Service) that typically run off-peak and stage curbside adjacent to the station building.

Exhibit 2 illustrates the station area and identifies existing Pace bus, kiss-and-ride, parking, and circulation patterns.

LEGEND

- Metra Station
- Pace Bus Stop and Staging Area
- Kiss-and-Ride Area
- Off-Street Parking
- Station Platform
- Pedestrian Tunnel
- Taxi Stand

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EXHIBIT 2
EXISTING STATION AREA

Pace Bus Service

The Naperville Metra Station is currently served by 15 Pace Bus routes operating with stops on either the north or south side of the station, as follows:

North of Station

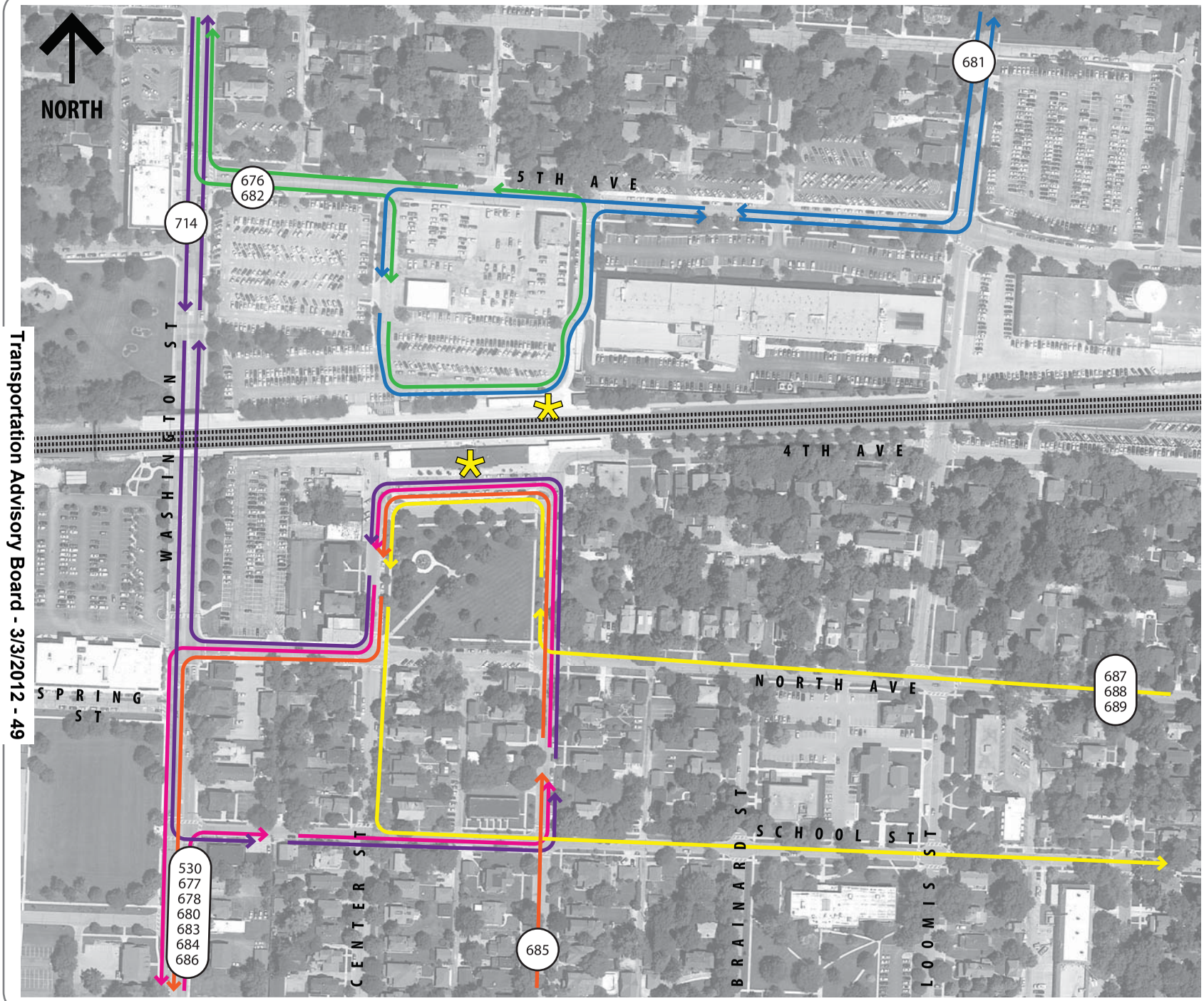
- 676 - Cress Creek
- 681 - Naperville-Saybrook
- 682 - Naperville-Brookdale

South of Station

- 530* - West Galena-Westfield Fox Valley Center
- 677 - Naperville-West Glens
- 678 - Naperville-Carriage Hill
- 680 - Naperville-Knoch Knolls
- 683 - Naperville-Ashbury
- 684 - Naperville-Maplebrook
- 685 - Naperville-West Wind Estates
- 686 - Naperville-Old Farm
- 687 - Naperville-Farmstead
- 688 - Naperville-Huntington
- 689 - Naperville-Hobson Village
- 714* - College of DuPage-Naperville-Wheaton Connector

*Fixed bus route that runs throughout the day. All other bus routes are feeder routes serving the Naperville Metra Station during peak morning and afternoon periods only.

Travel patterns exhibited by these routes within the station area are presented on **Exhibit 3**. This exhibit and the above list reveal that 12 of the 15 buses serving the Naperville Metra Station stop south of the station. Of the 12 buses that stop south of the station, 11 of the bus routes approach and depart via roadways south of the train tracks; Route 714 is the only bus that stops south of the station and approaches/departs from north of the train tracks (i.e., Washington Street). As noted above, Pace Bus Routes 530 and 714 are fixed routes that run throughout the day and are among the 12 routes that stop on the south side of the railroad tracks; these routes begin running to and from the station just before 6:00AM and end shortly after 6:30PM. The remaining routes are designed to serve specific trains during peak periods. The feeder routes that stop on the north side of the station also serve as shuttles to specific areas, including the Cantera office park (Route 676), Conagra and OfficeMax corporate centers (Route 681), and the park-and-ride facility at St. Thomas the Apostle Catholic Church (Route 682). Average weekday ridership (representing combined boardings and alightings) for each route serving the Naperville Metra Station is summarized in **Table 1**.



LEGEND

- Bus Stop
- Pace Routes 530, 677, 678, 680, 683, 684, and 686
- Pace Routes 676 and 682
- Pace Route 681
- Pace Route 685
- Pace Route 714
- Pace Routes 687, 688, and 689

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EXHIBIT 3
EXISTING PACE BUS ROUTES

Table 1. Average Weekday Ridership[1]

Pace Bus Route Number:	Average Weekday Ridership
Route 530	808
Route 676	90
Route 677	50
Route 678	99
Route 680	120
Route 681	45
Route 682	64
Route 683	94
Route 684	89
Route 685	72
Route 686	87
Route 687	69
Route 688	62
Route 689	50
Route 714	313
Total	**2,112**

[1]As provided on www.rtams.org for November 2010 through October 2011, the most current data available for a full 12 months.

Based on Metra's Fall 2006 Origin-Destination Survey, 18 percent of commuters at the Naperville Station arrive and depart via bus. To provide context, the three most proximate commuter parking lots (Parkview, Upper Burlington Lot, and Eastern Burlington Lot) provide a total of 426 parking spaces to serve a combined 12 percent of Metra ridership at the station (assuming a vehicle occupancy rate of 1.2 persons/vehicle[1], 426 spaces x 1.2 persons per space ÷ 4,100 Metra boardings = 12 percent). Thus, current bus ridership represents a more concentrated point of access for commuters compared to the most proximate parking lots that represent potential bus depot locations. Furthermore, with capacity for approximately 80 commuters per bus and 15 routes serving the station, Pace service also holds the potential for increased ridership to and from the Naperville Metra Station, further increasing the concentration of access by bus compared to auto parking adjacent to the station. Pace bus service is an important component of the station's multimodal access system by providing the most efficient means of station access and limiting the impact of additional traffic on the area's street system and parking accommodations.

Metra Station Parking

As illustrated in **Exhibit 4**, the Naperville Metra Station is served by several off-street parking lots and on-street parking areas within the study area. A summary of the available parking supply, along with the average occupancy rate for the most recent year of survey data, is provided in **Table 2**.

[1]Per data provided in Metra's Fall 2006 Origin-Destination Survey, 5 percent of riders at Naperville Station arrive via carpool and 44 percent arrive by driving alone; as such, roughly 10 percent of vehicles (5 percent carpool ÷ 49 percent driving = 10 percent) parking within the station area carry more than one passenger. In order to conservatively allow for some car pool vehicles to carry more than one additional passenger, it was assumed that 1 in 10 vehicles would carry three riders to the station in order to calculate an estimated occupancy rate (12 persons ÷ 10 vehicles = 1.2 persons/vehicle).

LEGEND

- Metra Station
- Off-Street Parking
- On-Street Parking

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EXHIBIT 4
EXISTING COMMUTER PARKING

Table 2. Existing Parking Supply and Average Occupancy Rates at Naperville Metra Station

Location:	Type of Parking	Parking Supply[1]	Average Occupancy[2]
Burlington Lot[3]	Permit	523	89%
	Accessible	13	79%
Parkview Lot	Permit	126	81%
	Accessible	10	95%
Kroehler Lot	Permit	281	85%
	Daily Fee	44	99%
5th Avenue (On-Street)	Daily Fee	112	100%
Water Tower West Lot	Daily Fee	115	95%
4th Avenue			
Serpentine (On- & Off-Street)	Daily Fee	132	100%
At Station House (On-Street)	Daily Fee	20	87%
	Accessible	2	100%
6th Avenue (On-Street)	Daily Fee	10	99%
North Avenue (On-Street)	Daily Fee	29	100%
Spring Avenue (On-Street)	Daily Fee	21	99%
Center Street (On-Street)	Daily Fee	9	100%
Ellsworth Street (On-Street)			
North of Tracks	Daily Fee	6	100%
South of Tracks	Daily Fee	10	100%
DuPage Children's Museum	Daily Fee	28	79%[4]
Total Permit Spaces		***930***	***87%***
Total Daily Fee Spaces		***536***	***97%***
Total Accessible Spaces		***25***	***87%***
Total Parking Supply		**1,491**	**90%**

[1]Provided by the City of Naperville. Note that some parking supply counts were adjusted for field conditions at the time of data collection.

[2]Based on a series of mid-month data collected by the City of Naperville from June 2010 through May 2011. Because the available parking supply varied according to field conditions for each observation, the average of each percent occupancy rate was used to calculate this value. The total occupancy rates at the bottom are a weighted average based on current parking supply numbers.

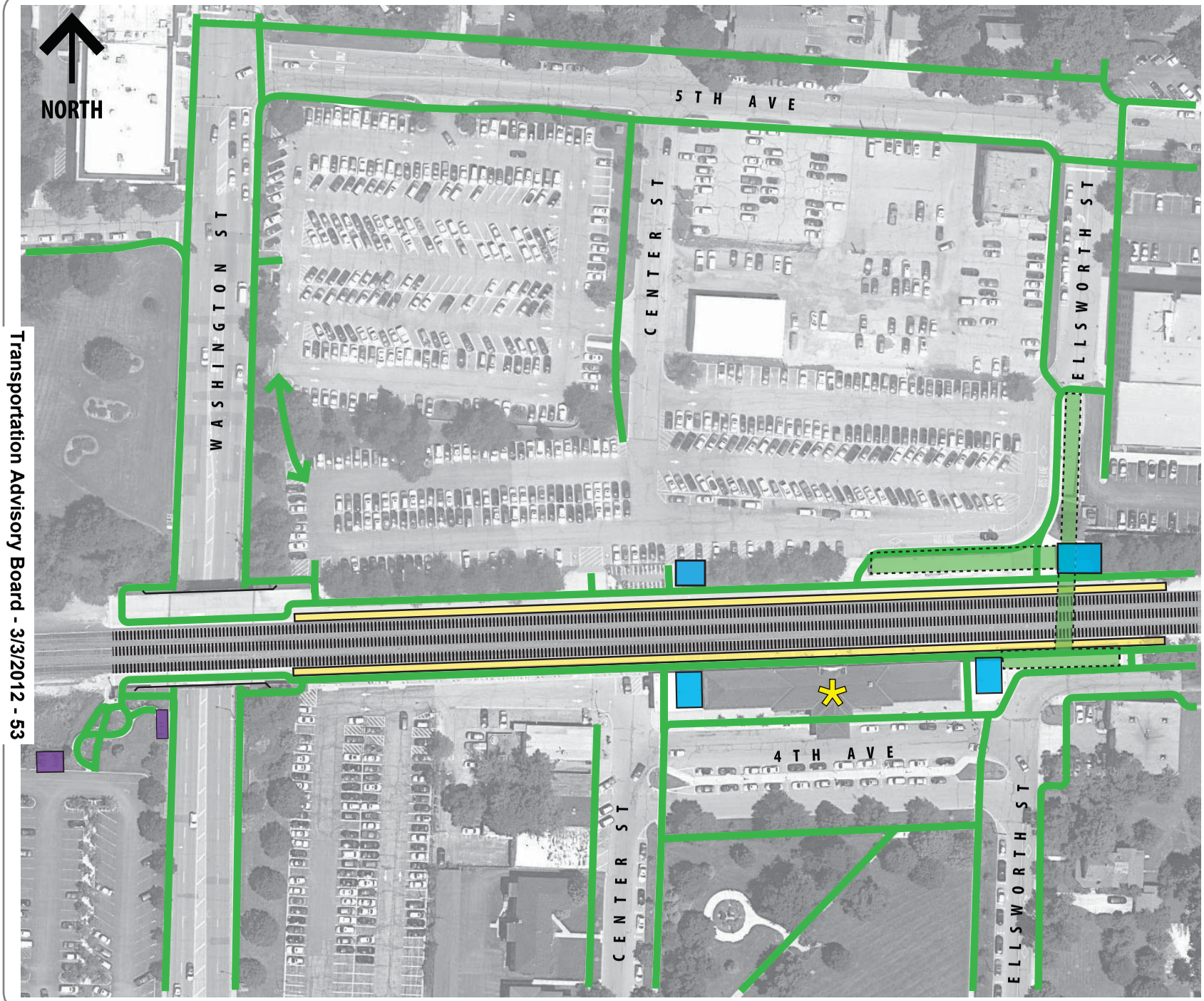
[3]Includes the Upper Burlington Lot, Lower Burlington Lot, and Eastern Burlington Lot shown on Exhibit 4.

[4]Occupancy data for the Museum spaces available for May 2011 only.

The above data reveals that daily fee parking spaces are in the highest demand at an average 97 percent occupancy rate over the last year of survey data. Permit parking and accessible spaces were both occupied at a rate of 87 percent.

Pedestrian & Bicycle Accommodations

As shown on **Exhibit 5**, sidewalks and crosswalks are provided throughout the study area, providing connectivity between the Naperville Metra Station and the surrounding neighborhood. In addition, area pedestrians are served by a tunnel that provides an accessible connection between the northern and southern



LEGEND

- Metra Station
- Pedestrian Sidewalk or Route
- Platform
- Uncovered Bicycle Parking
- Covered Bicycle Parking
- Pedestrian Tunnel

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EXHIBIT 5

EXISITNG PEDESTRIAN AND BICYCLE ACCOMMODATIONS

platforms near the eastern end of the station. Stairs connect both platforms to sidewalks along Washington Street where the roadway is grade-separated from the train tracks. A sidewalk links the southern platform to the DuPage Children's Museum parking lot where 28 daily fee parking spaces are currently provided. Bicycle parking is provided at various locations along both platforms, several of which are covered.

During field observations, heavy pedestrian traffic was noted at locations within the station area that were not marked for pedestrian movements, particularly during the evening peak hour. On the north side, pedestrians were seen exiting the tunnel onto Ellsworth Street in various directions to return to their parked vehicles, access kiss-and-ride, board a Pace bus, or walk to the surrounding neighborhood. The location at which the tunnel meets Ellsworth is also significant from a vehicular standpoint: this single outbound travel lane carries all exiting buses and kiss-and-ride vehicles, and it is also a point of intersection with a drive aisle for the Eastern Burlington Lot. As a result, the lack of guidance for and heavy volume of pedestrians contribute to a congested intersection at this location.

On the south side, heavy pedestrian traffic was observed exiting the tunnel near the intersection of Ellsworth Street and 4th Avenue. The mix of bus traffic, kiss-and-ride activity, and pedestrian movements in this location created significant congestion and the potential for a variety of conflicts and safety concerns.

While the bicycle racks were utilized heavily on the date of field observations, there were no notable conflicts observed between bicyclists and the other modes of transportation. Furthermore, the project team did not observe conflicts between motorcyclists and the other modes of transportation operating near the reserved motorcycle parking spaces located immediately west of the station building on the south platform or the unreserved motorcycle parking area on the north platform.

STAKEHOLDER INTERVIEWS

In an effort to identify key issues, opportunities, design standards, and other relevant considerations for the Feasibility Study, the project team conducted interviews with the RTA, Pace, and Metra with the BNSF Railroad. The stakeholder interviews are summarized below. Note that each interview was performed with the presence of City staff and documented in meeting minutes that were approved by the project team and the respective agency; meeting minutes are provided in the Appendix.

The feedback received from each stakeholder was considered in the project team's efforts to identify potential sites for the bus depot for both the short- and long-term, the development of an evaluation matrix to compare these sites, and the subsequent alternatives analyses.

RTA	**Study Priority:** • Potential impacts to Pace bus service should be considered; an additional minute or two of travel time can impact schedule and operating/maintenance costs for each route. • The study should include short-term recommendations given the difficulty obtaining capital funds for more significant, long-term improvements. **Bus Depot Location:** The RTA indicated that locations north of the tracks seemed less feasible due to the likely impact on bus route schedules.
Pace Suburban Bus	**Study Priority:** Pace staff indicated the following priorities for the study and its recommendations: • Minimize impacts to bus travel times and operating costs. • Separate transportation modes, including defined spaces for buses, automobiles/private vehicles, and pedestrians. • Provide convenient pedestrian access between the platforms and the bus staging area(s). • Consider wayfinding signage to assist riders in locating their particular route both external to and within the proposed depot. **Bus Depot Location:** As most of the bus routes serving this station are located on the south side of the tracks, Pace indicated a general preference for a south-side bus depot in order to minimize impacts to bus schedules, operating costs, and maintenance costs. **Bus Depot Design:** With regard to the bus depot design characteristics, Pace staff provided the following feedback (paraphrased for conciseness): • Ideally, a bus depot at the Naperville Metra Station would be capable of accommodating up to 16 buses at the same time (based on current routes/schedules). • A "sawtooth" design is preferred over a "parallel" design because the latter requires buses to exit in a first-in-first-out fashion, thereby placing greater constraints on bus circulation within the depot. A sawtooth design would allow buses to exit regardless of the order in which they arrived. • Existing bus depots with the parallel design do not operate as well as those with a sawtooth design. • Shuttles and private vehicles should not use the bus depot for pick-up/drop-off during peak commute periods in order to minimize conflicts. • Pace has no current plans to introduce additional routes or larger buses at the Naperville Metra Station.

Metra Suburban Rail Service/BNSF Railroad

Study Priority:

- Safety, particularly at the existing at-grade rail crossing at Loomis Street, was observed as a top priority.
- Metra expressed a desire to maintain or minimize impacts to the existing parking supply (both after project completion and during phased construction) and to sustain minimal compromises in the existing kiss-and-ride operations.
- BNSF Railroad noted that three spaces should be reserved very near to the station for BNSF clerks and an Amtrak ticketing agent.

Bus Depot Location:

Metra expressed a willingness to keep bus routes on both sides of the tracks as they are today, pointing to the presence of commuter parking and kiss-and-ride activity on both sides of the tracks as a means of distributing peak period traffic congestion. Metra offered the following feedback on specific sites that could potentially be used for a bus depot (paraphrased for conciseness):

- **Burlington Square Park** – With a "counterflow" design on the south side of the station, buses would be routed in a clockwise direction and Burlington Square Park would be used as an area for passengers to board/alight the Pace buses. Kiss-and-ride activity would maintain its existing counterclockwise flow around the Park. This alternative could be used as either a short- or long-term improvement, has limited impact on the station's parking supply, and requires limited expenditures of capital funds.
- **Parkview Lot** – This parking lot is viewed as an undesirable location for a bus depot due to the difficulties associated with accessing Washington Street from this location. The Parkview lot is also located far away from the pedestrian tunnel.
- **DuPage Children's Museum** – BNSF suggested that there may be some benefits to locating kiss-and-ride and bus pick-up/drop-off activities in the parking lot at the DuPage Children's Museum, given the complementary peaks of commuter uses and the Museum's clientele. Metra added that an existing detention pond at the Museum could potentially be buried to create more space for parking, kiss-and-ride, and bus staging.

In terms of rail operations at the subject station, Metra indicated that one or two outbound trains use the south platform on a daily basis. No specific information was provided on future ridership or anticipated growth trends, but Metra staff stated that additional parking may be desirable in the future as growth continues in southern Naperville and other communities to the south.

COMMUNITY OUTREACH

Throughout the various stages of the feasibility analysis, the project team solicited public feedback during two Open House events held at the Naperville Municipal Center. A brief summary of these events and their purpose is provided below:

Open House #1 – Monday, September 12, 2011

This event was intended to introduce the purpose and objectives of the study to residents, property owners, businesses, commuters, and other interested stakeholders. The potential bus depot sites and the associated opportunities and constraints analysis were available for public review and comment. City staff and the consultant team were available to answer questions and collect comment cards from attendees. For those who were unable to attend the Open House, the information displayed during the event was posted to the City's website; public comments were accepted through Tuesday, September 20.

Open House #2 – Monday, November 14, 2011

The second open house invited the public to view and comment on the bus depot concepts prepared by the project team. The eliminated potential depot sites were summarized along with the respective reasons for elimination, and the factors considered in the development of each depot concept were presented. Illustrated bus depot concepts and a summary of the opportunities and limitations/challenges for each design were displayed for public review and comment. Bus capacity (defined as number of routes) and access were also highlighted for each concept. A preliminary menu of parking impact mitigation options was also presented for public review and comment. The public was invited to submit additional parking mitigation options for City staff consideration. City staff and the consultant team were present to answer questions, discuss the bus depot concepts, accept feedback, and collect comment cards. For those who were unable to attend the Open House, the information displayed during the event was posted to the City's website; public comments were accepted through Friday, December 2.

The public comments received as a result of these two Open House events can be found in the Appendix.

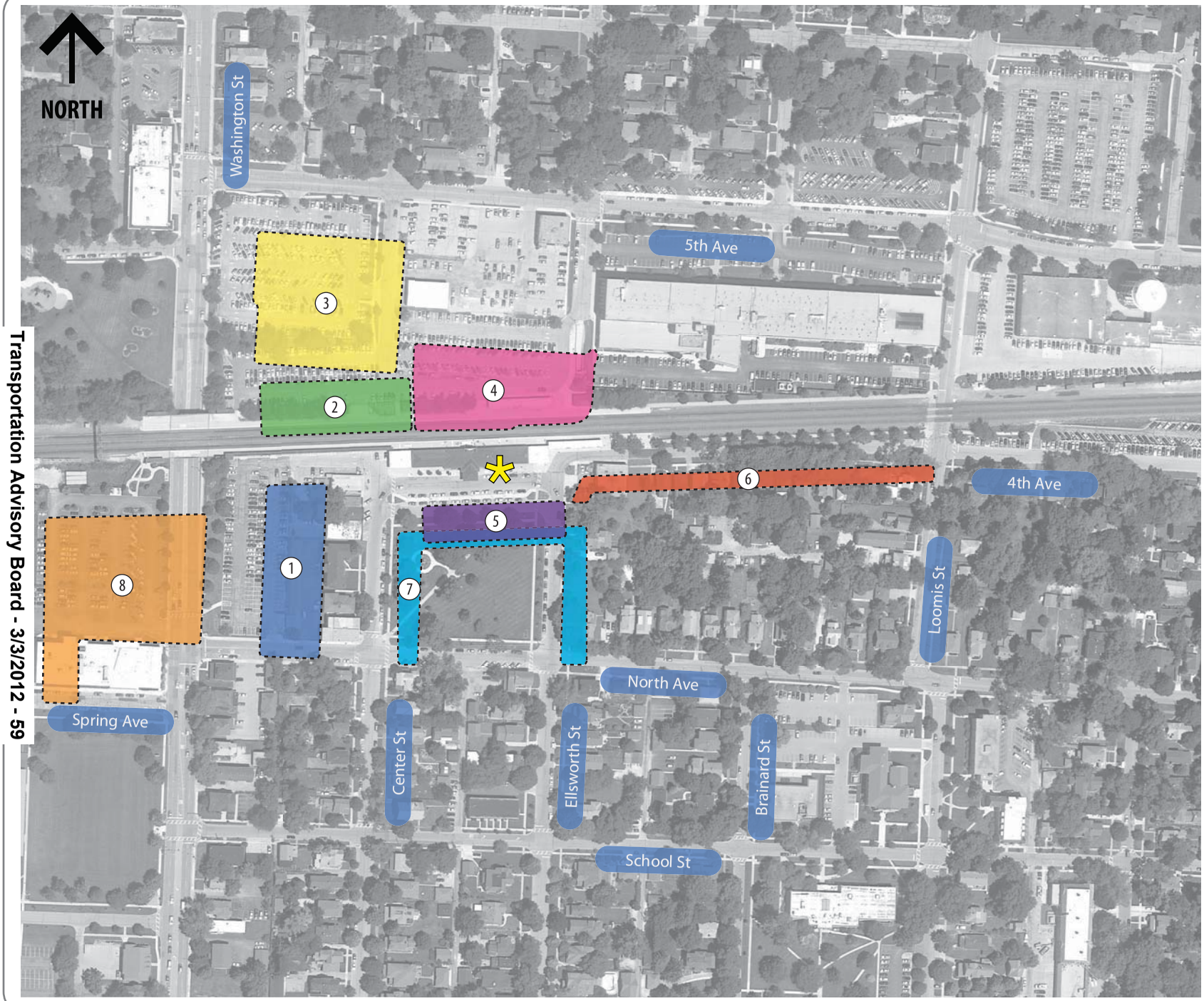
SITE CONSTRAINTS / OPPORTUNITIES EVALUATION

The eight potential bus depot locations (**Exhibit 6**) were reviewed within the context of the three key project perspectives: commuter convenience, transit efficiency, and neighborhood impacts. The resulting constraints analysis provides a reference for the limitations, challenges, and opportunities of each site for the establishment of short-term enhancements and a long-term bus depot solution.

In order to properly evaluate site constraints, the project team identified a number of design considerations to guide the constraints analysis, including accessibility, circulation patterns, right-of-way availability and/or property limits, grant and lease agreements, and capacity/demand with respect to the bus routes and kiss-and-ride. The eight potential bus depot locations illustrated on **Exhibit 6** were evaluated in order to identify the respective limitations on bus depot design (such as layout, access configuration, and capacity) and the design opportunities and challenges anticipated for each. Each of the potential bus depot sites have three common constraints that should be considered regardless of the preferred locations.

- **Impacts to Bus Routes, Schedule and Operating/Maintenance Costs -** Three Pace routes stop at the north side of the station, and twelve routes stop at the south. If a bus depot is designed to consolidate all 15 Pace routes on one side of the train station, there will be impacts to the travel time and operating and maintenance costs of routes that must switch from the north side to the south side or vice versa. The cumulative impact would be greater for a bus depot on the north side of the station, since 80 percent of the routes in the study area currently travel to and from the south side of the station. An alternative that may be considered is a hybrid scenario that establishes the primary bus depot area on one side of the station with a more modest level of improvements on the other side, thus maintaining the current stops and eliminating additional operating and maintenance expenses associated with relocating routes north or south of the train station.
- **Future Development/Redevelopment Opportunity -** The placement of a bus depot on any of these sites may limit the potential future use of that property (e.g., redevelopment, parking garage, etc.).
- **Cost -** Construction of a bus depot is a significant capital investment regardless of the site selected. Because many of the costs associated with establishing a bus depot are independent of the site location (e.g., platforms, shelters/canopies, lighting, etc.), cost-related constraints identified in **Table 3** (page 26) represent aspects that may be unique to a specific location and are not necessarily relevant at other sites (e.g., significant grading, retaining walls, etc.). These cost considerations are one reason it is important to identify and evaluate interim options in addition to a long-term plan.

In addition to the shared constraints above, three of the potential sites (namely, the Parkview Lot, Upper Burlington Lot, and Lower Burlington Lot) share a common characteristic in their direct adjacency to Washington Street, providing a potential opportunity for Washington Street access. While it is readily apparent that the significant grade difference precludes a direct connection between Washington Street and the Upper Burlington Lot, City staff indicated that the opportunity to provide such access for the Parkview and Lower Burlington Lots should undergo further evaluation. As a key criterion for this evaluation, it was assumed that Washington Street access should not adversely affect the bus depot configuration (layout of the bus bays, circulation aisles, pedestrian platforms, and other design features). With these design considerations in mind, the project team considered the factors that may or may not enable direct Washington Street access for the Parkview and Lower Burlington Lots (listed on page 24).



LEGEND

- Metra Station
- 1 Parkview Lot
- 2 Upper Burlington Lot
- 3 Lower Burlington Lot
- 4 Eastern Burlington Lot
- 5 Station - Front. South Lot
- 6 4th Avenue
- 7 Burlington Square Pa
- 8 DuPage County Children's Museum

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EXHIBIT 6
POTENTIAL BUS DEPOT LOCATIONS

Grade Change between Washington Street and Depot

- Pace generally recommends a maximum grade of 6 percent and that changes in grade be gradual to allow buses to navigate a sloped roadway more easily. It was therefore assumed that a maximum 6 percent grade would be needed to accommodate the ingress and egress of buses via Washington Street.
- Due to the sloping grade of Washington Street under the railroad tracks, the difference in elevation between Washington Street and the lots increase as access is located further from either North Avenue or 5th Avenue.
- Based on these assumptions, Washington Street could likely accommodate direct access to/from a bus depot up to 125 feet north of the North Avenue centerline and 205 feet south of 5th Avenue centerline.

Proximity to Traffic Signals

- In order to limit conflicts between turning movements and vehicle queues, the distance between access driveways and adjacent signalized intersections should be maximized.
- Along high-volume arterial roadways such as Washington Street, appropriate intersection spacing should be maintained to provide good traffic flow and vehicle progression along the corridor.
- Given the current traffic volumes and vehicle queues along Washington Street, lines of sight obstructed by the railroad viaduct, and close proximity of areas with acceptable access grades, provision of direct full access via a driveway on Washington Street is not feasible.
- As an alternative, a direct access that creates a fifth leg to the Washington/North intersection was considered. However, the resulting alignment, intersection size, pedestrian sidewalks, and impact on the functional area for a depot at the Parkview Lot lead to an undesirable access option that would likely have adverse impacts on traffic operation and safety for motorists and pedestrians alike.

In summary, the maximum grade requirements and best access management practices present conflicting constraints for an access driveway to Washington Street; the existing topography requires that this driveway be placed within 125 feet of 5th Avenue or North Avenue, but this placement is too close to a signalized intersection from the standpoint of traffic operations and safety. There would also be undesirable impacts to vehicular and pedestrian safety and operation if this access driveway were implemented as a fifth leg to the Washington Street/North Avenue intersection. As such, direct Washington Street access is not feasible to accommodate Pace buses entering or exiting the Parkview or Lower Burlington Lots.

A matrix summarizing the constraints analyses for each of the potential bus depot sites is provided in **Table 3** beginning on page 26. It should be noted that the constraints analysis matrix was reviewed by City staff and the RTA, Pace, and Metra/BNSF and refined accordingly. The analysis was subsequently presented to the public for review and comment at an Open House on Monday, September 12, 2011 (detailed further in *Community Outreach*, page 21).

Initial Bus Depot Locations Eliminated from Consideration

Based on an evaluation of the opportunities, challenges and limitations associated with each potential bus depot location; public input; and feedback from the RTA, Pace and Metra/BNSF, the following sites were eliminated as feasible bus depot locations based on the challenges and constraints detailed in **Table 3**, beginning on the following page.

DuPage Children's Museum Lot - Several factors contributed to the determination that this location is not a feasible site for a bus depot, including its distance from the station and accessible pedestrian tunnel and the associated impact of increased commuter walk time on bus schedules and operating/maintenance costs. Furthermore, this site does not provide a dedicated space for a bus depot, as the Museum has Thursday evening hours and hosts special evening events. Because the depot would be sharing space with other users in the parking lot, the bus capacity of a depot would be subject to coordination with the Museum; in addition, there would be an increased likelihood of bus conflicts with automobiles and pedestrians.

Lower Burlington Lot – This site was eliminated from consideration because of its distance from the station; access constraints and increased operating costs imposed by congestion on 5th Avenue; and the likelihood of increased conflicts between buses, vehicles, and pedestrians in this lot, which would be expected to maintain some level of commuter parking even if a 16-bus depot were constructed.

Burlington Square Park (Perimeter) – The perimeter of the park was eliminated as a feasible bus depot location for several key reasons. An evaluation of bus turning radii at the corners of the park revealed that the 12 bus routes currently stopping on the south side of the station could not simultaneously stage along the north, east, and west edges of the park. This limitation is a function of the distance required for a bus to park curbside after completing a 90-degree turn, as well as the required modifications to corner radii around the park itself. There were also several concerns raised with regard to the potential conflicts between buses and kiss-and-ride vehicles in a counterflow configuration, the potential for vehicle-pedestrian conflicts resulting from the new pedestrian paths that would be associated with designs for this location, and the potential conflicts between buses and private vehicles utilizing the angled parking spaces on Center Street.

The remaining sites were further evaluated as potential bus depot locations, as detailed in *Concept Development* on page 33.

Table 3. Opportunities and Constraints Analysis for Potential Bus Depot Locations

Location/Perspectives	Limitations	Opportunities	Challenges
1. Parkview Lot			
Commuter Convenience	• Not proximate to pedestrian tunnel to/from north (outbound) platform, which provides an accessible route to/from north (outbound) platform	• Potential to accommodate all bus routes serving station • Proximity to south (inbound) platform • Reduces conflicts/increases safety with designated pedestrian routes and separation from kiss-and-ride • Distinct area for depot • Depot visibility from platforms provides easy wayfinding for unfamiliar users	• Mitigate loss of 136 parking spaces • Identified by City staff as the preferred parking lot for many commuters
Transit Efficiency	• Grade on west side precludes direct access to Washington Street • With tracks on north, Washington on west, North Avenue on south, and buildings to the east, site provides limited opportunity for future expansion should transit demands increase	• Provides designated area for bus use only • Could relocate south access driveway and/or westbound stop bar on North Avenue to facilitate bus access to depot • Requires few changes to existing routing patterns for 12 buses serving the south side of the train tracks	• Potential impacts to the routes, schedules and operating costs for three north-side bus routes • Close proximity of Washington Street/North Avenue intersection to potential access driveway could impact how buses exit
Neighborhood Impacts	• Physical constraints of adjacent properties limit ability to expand parking lot and the width of northeast access	• Bus staging would be removed and not visible from neighborhood streets • Potential to revise one-way street layout or allow two-way traffic on North Avenue to reduce length of bus travel on local streets	• Revised one-way street layout could impact curbside neighborhood parking on North Avenue • Businesses on Center Street utilize Parkview Lot spaces during non-peak periods in lieu of providing full off-street parking requirements
Other	• Limited right-of-way prevents simultaneous entrance/exit at north end of lot	• With ability to accommodate up to 16 bus routes simultaneously, provides a good option for ultimate depot location • Space facilitates more than one design option, including parallel (with or without by-pass lane) and sawtooth • More than one option for access and circulation configuration: – Entry/exit via North Avenue access – Separate entrance and exit using both access driveways	• Need to mitigate a loss of parking spaces limits viability in the interim • Without modifications to North Avenue access, buses may experience congestion and/or delays • Need to relocate 3 parking spaces for Metra/BNSF and Amtrak

Table 3. Opportunities and Constraints Analysis for Potential Bus Depot Locations (continued)

Location/Perspectives	Limitations	Opportunities	Challenges
2. Upper Burlington Lot			
Commuter Convenience	• Not proximate to pedestrian tunnel, which provides an accessible route to/from south (inbound) platform • Requires use of tunnel or stairs to access inbound platform during morning commute	• Reduces conflicts/increases safety with separation from Kiss-and-Ride • Distinct area for depot • Depot visibility from platforms provides easier wayfinding for unfamiliar users	• Mitigate loss of 150 parking spaces, including 6 currently reserved for Amtrak and at least 3 accessible spaces • Would require expansion to accommodate 16 buses; expansion into Lower Burlington Lot is likely expensive due to elevation difference.
Transit Efficiency	• Placement within lot and grade on west side precludes direct external access	• Provides designated area for bus use only	• Potential impacts to the routes, schedules and operating costs for up to 12 of the station's 15 bus routes • Access constraints – Westbound delay on 5th Avenue would impact travel times for departing buses – Location is best accessed to/from Center Street, which operates with significant outbound congestion at 5th Avenue during the evening peak – Access configuration (via Center Street or toward Ellsworth Street via station-front kiss-and-ride) does not separate buses from parkers or kiss-and-ride and may result in delays for exiting buses during the evening peak
Neighborhood Impacts		• Bus staging would be removed from neighborhood streets • Potential to remove bus routes from neighborhood south of tracks	• With congestion on westbound 5th Avenue, bus routes may use neighborhood streets (e.g., Ellsworth Street) rather than Washington Street to travel north
Other	• Would require extensive grading work toward north if additional width were needed • Physical constraints of existing space necessitates a design with a 180° turn by buses	• Could extend length of depot by shifting Center Street eastward	• Need to mitigate loss of parking spaces limits viability in the short-term

Table 3. Opportunities and Constraints Analysis for Potential Bus Depot Locations (continued)

Location/Perspectives	Limitations	Opportunities	Challenges
3. Lower Burlington Lot			
Commuter Convenience	• Not proximate to platforms or to pedestrian tunnel, the latter of which provides an accessible route to/from south platform • Requires use of tunnel or stairs to access inbound platform during morning commute	• Potential to accommodate all bus routes serving station • Reduces conflicts/increases safety with separation from Kiss-and-Ride	• Mitigate loss of approximately 125 parking spaces or more • Limited visibility from station • May result in additional conflicts due to mixing of buses with a commuter parking area
Transit Efficiency	• Grade on west side may preclude direct access to Washington Street	• Shorter travel distance into station than offered by other north-side locations • Potential right-in access for buses via Washington Street to limit impact on bus operations associated with relocating southern routes to the north side of the station	• Potential impacts to the routes, schedules and operating costs for 12 of the station's 15 bus routes • Access constraints: – Westbound delay on 5th Avenue would impact travel times for departing buses – Location is best accessed to/from Center Street, which operates with significant outbound congestion at 5th Avenue during the evening peak – Access configuration (via Center Street or toward Ellsworth Street via station-front kiss-and-ride) does not separate buses from parkers or kiss-and-ride and may result in delays for exiting buses during the evening peak
Neighborhood Impacts		• Bus staging would be removed and with limited visibility from neighborhood streets • Potential to remove bus routes from the residential neighborhood south of the train tracks	• With congestion on westbound 5th Avenue, bus routes may use neighborhood streets (e.g., Center Street) rather than Washington Street to travel north
Other		• Large space provides significant flexibility in bus depot layout and design, potential for future expansion	• Need to mitigate loss of parking spaces limits viability in the short-term

Table 3. Opportunities and Constraints Analysis for Potential Bus Depot Locations (continued)

Location/Perspectives	Limitations	Opportunities	Challenges
4. Eastern Burlington Lot[1]			
Commuter Convenience	• Requires use of pedestrian tunnel to access south (inbound) platform during morning commute • Wedge shape of parcel may limit design options	• Potential to accommodate all bus routes serving station • Reduces conflicts/increases safety with separation from kiss-and-ride • Depot visibility from platforms provides easier wayfinding for unfamiliar users • Potential to relocate accessible spaces along guard rail and extend kiss-and-ride lane	• Mitigate loss of 151 parking spaces, including some accessible spaces • Has potential for additional pedestrian conflicts with kiss-and-ride and buses given that shortest route to platform is perpendicular to bus staging • May require taxi stand to be relocated • May conflict with commuter vehicle exit route via Ellsworth
Transit Efficiency	• Placement within lot precludes direct external access	• Could be designed to provide designated area for bus use only • Flexibility for sawtooth or parallel design	• Potential impacts to the routes, schedules and operating costs for up to 12 of the station's 15 bus routes • Access constraints – Westbound delay on 5th Avenue would impact travel times for departing buses – Access configuration (via Center Street or toward Ellsworth Street via station-front kiss-and-ride) does not separate buses from parkers or kiss-and-ride and may result in delays for exiting buses during the evening peak – Buses likely to experience delays due to outbound congestion at Ellsworth pinch point • Conflicts could result with depot exit route very near to pedestrian tunnel exit
Neighborhood Impacts		• Bus staging would be removed and with limited visibility from neighborhood streets • Potential to remove bus routes from the residential neighborhood south of the train tracks	• With congestion on westbound 5th Avenue, bus routes may use neighborhood streets (e.g., Center or Ellsworth Streets) rather than Washington Street to travel north
Other	• Physical constraints to north/east/south limit ability to expand should transit demands increase	• With all Burlington spaces west of Center Street, could more easily discourage sporadic pedestrian crossings across kiss-and-ride area • Short-term solution at north-side station front could have minimal impact on parking and limited cost	• Need to mitigate loss of parking limits viability in the short-term

1 – Includes potential for an interim solution at the north-side station front.

Table 3. Opportunities and Constraints Analysis for Potential Bus Depot Locations (continued)

Location/Perspectives	Limitations	Opportunities	Challenges
5. Station-Front, South Side			
Commuter Convenience	• Kiss-and-ride stacking distance on 4th Avenue between Loomis and Ellsworth is finite	• Potential to accommodate 12 routes currently serving the south side of the train tracks • Proximity to south (inbound) platform and pedestrian tunnel to/from north (outbound) platform • Reduces conflicts/increases safety with separation from Kiss-and-Ride • Relocated kiss-and-ride area on 4th Avenue provides adequate distance to stack current demand between Loomis Street and Ellsworth Street • Ability to reduce pedestrian conflicts with largely curbside service for both buses and Kiss-and-Ride	• Station-front parking spaces may be eliminated • Increased travel distance for kiss-and-ride vehicles to arrive at station via 4th Avenue • Eastern end of 4th Avenue curbside for kiss-and-ride lacks close proximity to platform
Transit Efficiency		• Requires no changes to existing bus routing patterns for 12 buses serving the south side of the train tracks • Removal of kiss-and-ride traffic from Central Street north of North Avenue would reduce outbound congestion and delays	• Enforcement of Kiss-and-Ride behaviors are crucial to design's success • New conflict points created between departing kiss-and-ride vehicles and arriving buses at Ellsworth Street/entry to station-front depot
Neighborhood Impacts	• Existing roadway grid, boundaries of Burlington Square Park, and placement of area businesses/residences limit ability to expand should transit demands increase	• Removes staged buses from Ellsworth Street	• Bus depot would be visible from nearby residences and Burlington Square Park • Increased traffic and vehicle staging on 4th Avenue • Introduction of southbound vehicle traffic on Ellsworth, northbound lane restricted to bus traffic only (at least during peak periods) • May require widening and loss of trees on 4th Avenue to accommodate relocated kiss-and-ride • Could limit customer access to businesses on Center Street
Other		• Minimal impact on parking and limited cost • 4th Avenue would be converted to one-way westbound, facilitating passenger-side exits and keeping pedestrians from entering street	• If 4th Avenue is changed to one-way westbound, future overflows in Kiss-and-Ride queues could present congestion issue at Loomis Street rail crossing • May require land from Burlington Square Park if additional buses are to be accommodated in long-term design • Enforcement will be crucial to controlling depot area as bus-only

Table 3. Opportunities and Constraints Analysis for Potential Bus Depot Locations (continued)

Location/Perspectives	Limitations	Opportunities	Challenges
6. 4th Avenue			
Commuter Convenience		• Able to accommodate all bus routes serving station with first-in-first-out operation • Proximity to south (inbound) platform and pedestrian tunnel to/from north (outbound) platform • Ability to reduce pedestrian conflicts with largely curbside service for both buses and Kiss-and-Ride	• Increased travel distance for many arriving buses • Eastern end of 4th Avenue curbside for bus parking lacks close proximity to platform
Transit Efficiency	• One-point entry to depot via 4th Avenue at Loomis Street limits accessibility	• New route to North Avenue in southbound bus-only lane on Ellsworth could reduce outbound congestion and departure delays	• Requires buses to reroute to enter staging area at Loomis Street/4th Avenue • New conflict points created between arriving kiss-and-ride vehicles and departing buses at Ellsworth Street/entry to station-front depot • As a public street, area could be used by non-designated vehicle types
Neighborhood Impacts	• Existing roadway grid and proximity to area residences limit ability to expand	• Removes staged buses from Ellsworth Street	• New impact to residences on 4th Avenue • Introduction of southbound bus traffic on Ellsworth • May require widening and loss of trees on 4th Avenue to accommodate bus staging
Other		• Minimal impact on parking and limited cost • 4th Avenue could be converted to one-way westbound, facilitating passenger-side exits and keeping pedestrians from entering street	• If 4th Avenue is changed to one-way westbound, overflow in bus queues could present congestion issue at Loomis Street rail crossing • Enforcement will be crucial to controlling depot area as bus-only
7. Burlington Square Park			
Commuter Convenience	• Kiss-and-ride stacking distance between Center and Ellsworth is finite	• Proximity to south (inbound) platform • Proximity to pedestrian tunnel for routes staged on north and east sides of park • Ability to reduce pedestrian conflicts with largely curbside service for both buses and Kiss-and-Ride	• Mitigate loss of 22 daily fee parking spaces on 4th Avenue between Ellsworth and Center Streets • If converted to counter-flow circulation and staging, introduction of two-way traffic creates more potential for vehicular and pedestrian conflicts and may require large turning radii at corners of park • Reduced number of lanes for Kiss-and-Ride adjacent to station
Transit Efficiency	• Fixed bus capacity along park perimeter provides limited opportunity for future expansion should transit demands increase	• New route to North Avenue on southbound Ellsworth could reduce outbound congestion and departure delays	• Does not separate buses from other modes
Neighborhood Impacts	• Existing roadway grid placement of area businesses/residences limit ability to expand should transit demands increase		• Increased number of buses staging on neighborhood streets • Rerouting buses from Ellsworth to Center impacts different set of residents
Other	• Park boundary is constrained by grant agreement with the Park District	• Minimal impact on parking and limited cost make option viable for short-term design	• Potential conflict between staged buses on west edge of Burlington Square Park and private vehicles backing out of on-street parking spaces on Center Street

Table 3. Opportunities and Constraints Analysis for Potential Bus Depot Locations (continued)

Location/Perspectives	Limitations	Opportunities	Challenges
8. DuPage Children's Museum			
Commuter Convenience	– Not proximate to station or pedestrian tunnel to/from north (outbound) platform	– Peak commuter traffic occurs before museum opens at 9am, after Museum's typical weekday closing at 4pm – Stairways to/from Washington Street sidewalk provide access to/from north (outbound) platform – Reduces conflicts/increases safety with separation from kiss-and-ride – South side station-front area for use by kiss-and-ride only	• Museum operates until 8pm every third Thursday and occasionally holds special events in the evenings • Creates potential for bus/pedestrian conflicts in an area with many children • Could result in additional outbound congestion at museum accesses • Platform access is not accessible from this site, nor is the crosswalk on the north leg of Washington Street at North Avenue
Transit Efficiency	– Bus capacity is unknown, subject to coordination with the DuPage Children's Museum	• Direct, signalized access to Washington Street and full access to Spring Avenue could promote faster ingress/egress for buses	• Unlikely to provide a dedicated area for buses • Distance from the platforms and increased commuter walking distance could impact bus staging time and schedules
Neighborhood Impacts	–	• Removes bus routes from staging or driving on neighborhood streets	• Additional traffic and resulting conflicts due to bus traffic could adversely affect museum attendance
Other	– Residential parcel to west, tracks on north, and existing streets to east and south limit expansion outside of existing Museum property	• Potential to create underground detention area in order to expand parking lot	• Would require amendments to existing lease agreement between City and Museum

CONCEPT DEVELOPMENT

In order to develop conceptual design alternatives for the remaining bus depot sites, the project team applied the physical design requirements of two primary bus depot layouts: the "parallel" and "sawtooth" staging configurations. Design components were based on the 35-foot buses that currently serve the Naperville Metra Station and are expected to remain in use into the foreseeable future; yet in order to provide a conservative design within the depot and at external access points, turning radii were designed according to the needs of a 40-foot bus. More detail on each depot layout and its respective design requirements are provided in the following paragraphs and illustrated on **Exhibit 7**.

Parallel Design

A parallel depot design stacks buses end-to-end along a straight curb line. Parallel staging can be designed with or without a bypass lane that enables buses to depart at any time without waiting for other buses to clear. If no bypass lane is desired, bus stacking could be provided at 40 feet per 35-foot bus. If a bypass lane is included, the depot must provide more stacking space per bus (70 feet long, 15 feet wide per 35-foot bus) to accommodate the turning radius from the curbside lane to the bypass lane. The pedestrian refuge area is typically wider for a parallel design than a sawtooth design. Parallel staging, particularly without a by-pass lane, does not practically allow for a consistent and designated location for each bus. On the other hand, a configuration with multiple aisles would allow buses to park in the same aisle consistently to assist riders in finding their desired route in the same general area each day.

Sawtooth Design

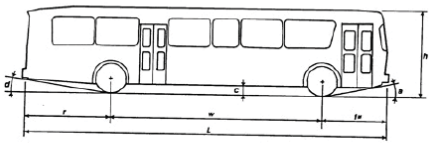
A sawtooth design provides angled parking bays for bus staging. This configuration allows buses to pull into a space and depart from a space independently of other buses even when adjacent spaces are occupied, and it also facilitates designated spaces for each bus route. Sawtooth parking bays require 60 feet of stacking distance per 35-foot bus. The central refuge median typically requires less width in a sawtooth design than in a parallel design due to the additional pedestrian storage space created by the angled parking bays.

As specific concepts were developed, the viable sites were further refined in order to consider a hybrid depot design (allowing buses to maintain their respective stops north and south of the tracks) and/or the potential relocation of kiss-and-ride activity in both the short- and long-term. The resulting depot sites and their respective conceptual designs are detailed on the pages that follow.

PACE DESIGN GUIDELINES *(with assumed adjustments)*

Figure III-1

Transit Vehicle Components



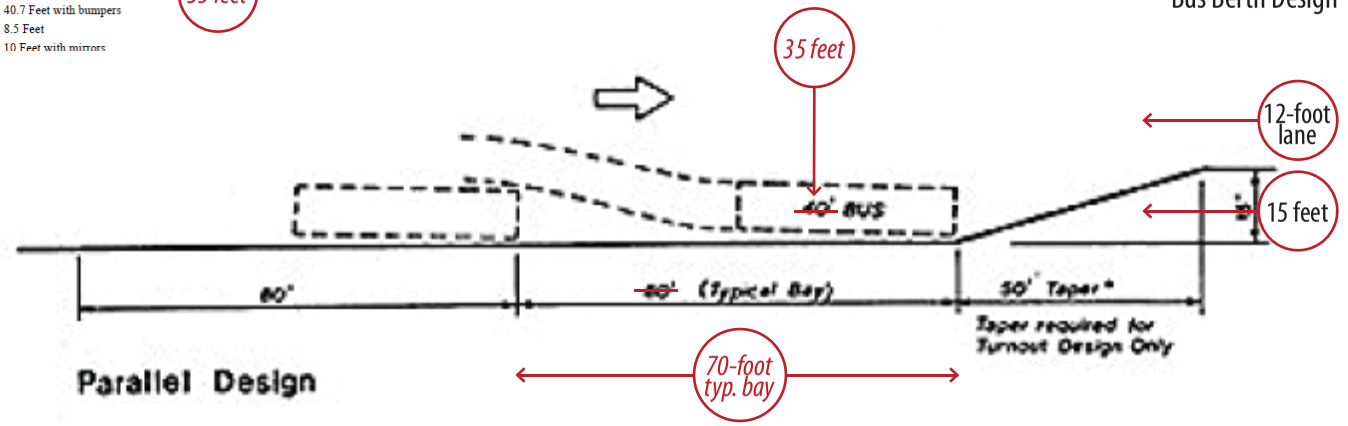
Symbol	Vehicle Feature	Maximum Dimension
l	Length	~~40 Feet~~
	Overall Length	40.7 Feet with bumpers
	Width	8.5 Feet
	Overall Width	10 Feet with mirrors

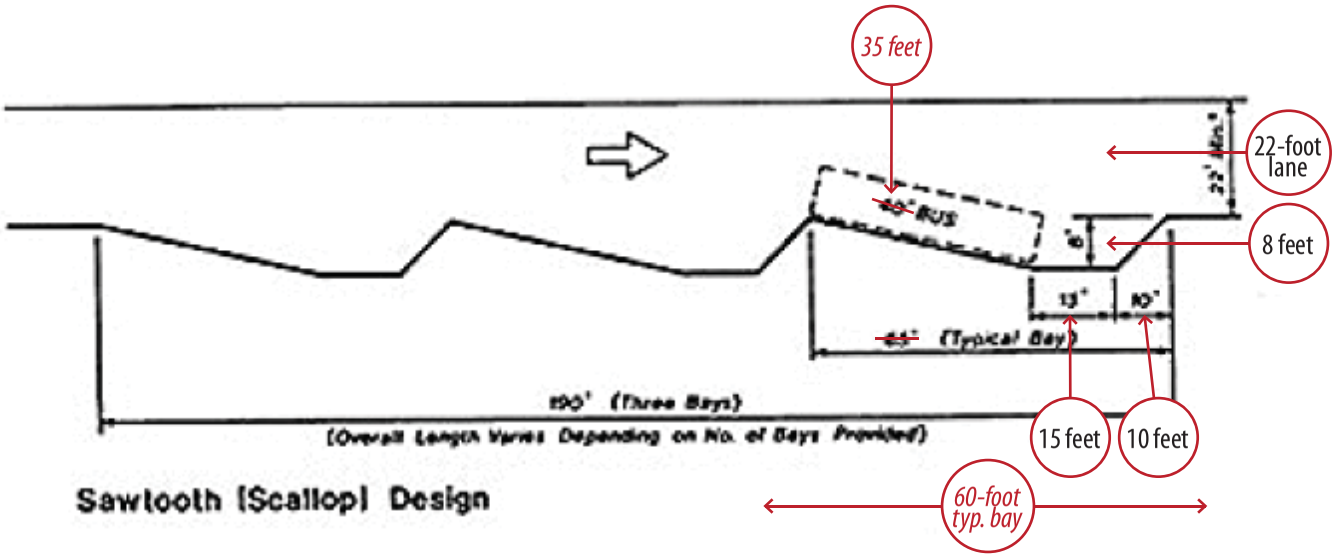
35 feet

PACE DESIGN GUIDELINES *(with assumed adjustments)*

Figure IV-3

Bus Berth Design





LEGEND

- XX feet — Existing Design Guideline
- *XX feet* — Assumed Design Guideline Adjustment

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EXHIBIT 7

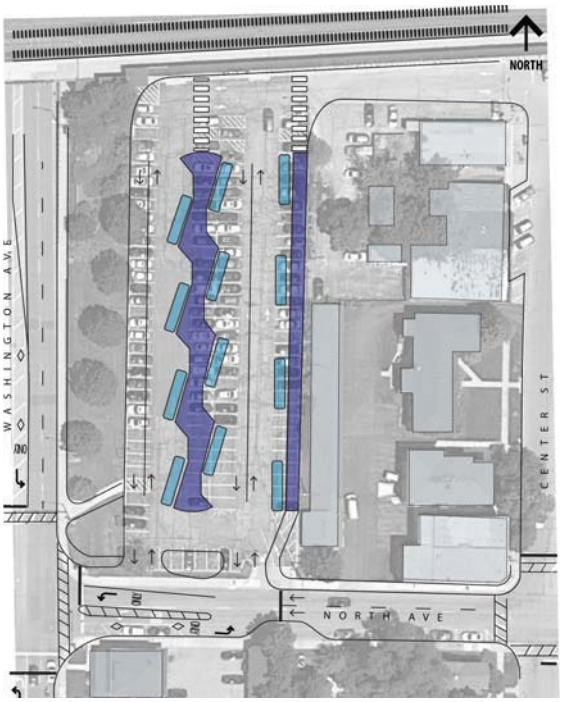
PACE DESIGN DESIGN GUIDELINES AND ASSUMED ADJUSTMENTS

Parkview Lot Concepts

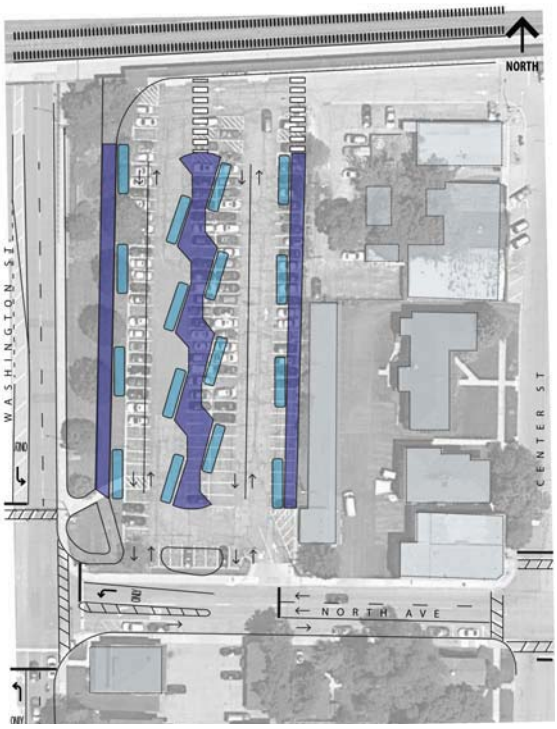
Alternatives 1A & 1B

A sawtooth design with a parallel bus staging area on the east side of the lot provides capacity for 12 buses within the existing Parkview Lot pavement area (illustrated as Alternative 1A), enabling all bus routes that currently stop on the south side of the tracks to use this depot design. This depot would be a viable south-side component of a hybrid design in which north- and south-side routes maintain their current stops, but could also be expanded (shown in Alternative 1B) to accommodate 16 buses in the future if north-side routes were relocated or if transit demand increased at the station. Key features of these concepts include:

- Location is in close proximity to the south (inbound) platform, which is a higher priority than the north (outbound) platform given commuters' preference to be closer to their desired platform when boarding a train in the morning than when alighting a train in the evening.
- Modified lane geometry and signal timing structure at Washington Street/North Avenue could enable North Avenue access to and from the depot, thereby limiting bus travel through the adjacent neighborhood.
- Provides dedicated area for bus use only, removing bus staging activity from public streets.
- Access to and from the depot is more proximate to Washington Street to decrease the potential for buses to mix with kiss-and-ride activity and other commuter traffic, which would be expected to have a positive impact on travel time.
- Design allows buses to enter and exit independently of each other, enabling assigned spaces for each bus route, if desired.
- Pedestrians walk parallel to the bus travel paths, minimizing the potential for conflicts and promoting safety for all depot users.
- Need to mitigate impact on 136 parking spaces in the Parkview Lot, as well as any additional on-street spaces impacted by changes in North Avenue lane geometry.



Alternative 1A



Alternative 1B

Alternative 2

A parallel design within the existing Parkview Lot pavement area provides capacity for 12 buses, enabling all bus routes that currently stop on the south side of the tracks to use this depot design. This depot would be a viable south-side component of a hybrid design in which north- and south-side routes maintained their current stops at the Naperville Metra Station. Expansion outside of the existing pavement area would require a greater amount of land than the preceding Alternative 1B because of the width of this parallel depot configuration. Key features include:

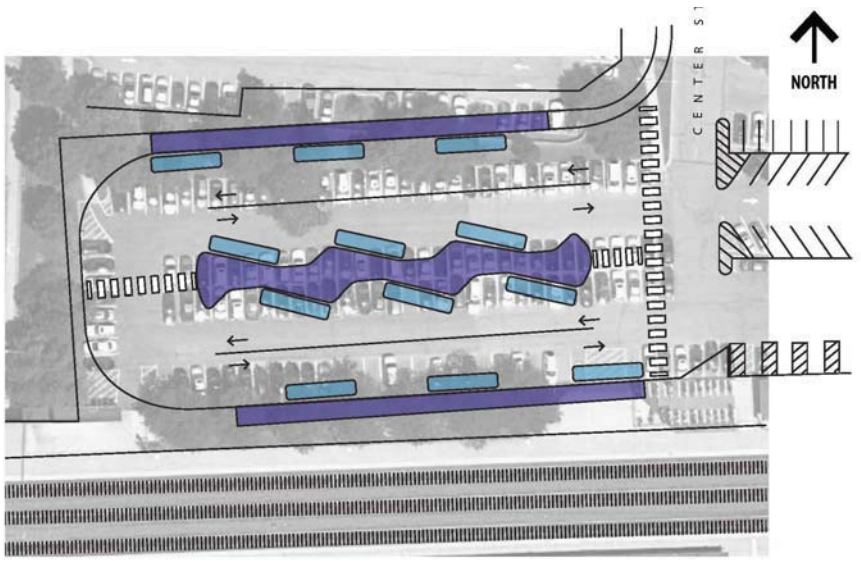
- Location is in close proximity to the south (inbound) platform, which is a higher priority than the north (outbound) platform given commuters' preference to be closer to their desired platform when boarding a train in the morning than when alighting a train in the evening.
- Modified lane geometry and signal timing structure at the intersection of Washington Street/North Avenue could enable North Avenue access to the depot, thereby limiting bus travel through the adjacent neighborhood.
- Provides dedicated area for bus use only, removing bus staging activity from public streets.
- Ingress to the depot provides the opportunity for decreased bus interaction with kiss-and-ride activity and other commuter traffic, which would be expected to have a positive impact on travel time. Buses would then egress at the north end to Center Street, maintaining a similar departure route as is in place today for buses that stop on the south side of the tracks.
- Turning movements of exiting buses at the north end of the depot may conflict with vehicles accessing the adjacent commercial businesses.
- Design allows buses to enter and exit independently of each other, enabling assigned spaces for each bus route, if desired.
- Pedestrians walk parallel to the bus travel paths, minimizing the potential for conflicts and promoting safety for all depot users.
- Need to mitigate impact on 136 parking spaces within the Parkview lot, as well as any additional on-street spaces impacted due to changes in lane geometry on North Avenue.
- With only inbound access via North Avenue, the traffic signal timing at the North Avenue/Washington Street intersection is not impacted as much as would be anticipated under Alternatives 1A and 1B.

North Avenue Access	For each Parkview Lot concept, the bus depot could be designed such that buses routed along Washington Street could enter and/or exit via North Avenue without traveling through the neighborhood. This design would involve converting North Avenue from a one-way westbound street to a two-way street, shifting the stop bar and signal mast arms for westbound North Avenue to a location immediately east of the depot access driveways, and (for Alternatives 1A & 1B) installing additional signal equipment for southbound buses exiting the depot. The signal equipment at Washington Street/North Avenue and at the bus depot access intersection on North Avenue would operate under a single controller, and timings would presumably be designed to keep the roadway segment between these two intersections clear at all times. The associated modifications to the lane geometry could also be extended east to allow two-way traffic on North Avenue to Ellsworth Street.

Upper Burlington Lot Concepts

A sawtooth design with parallel bus staging areas on the north and south side of the Lot provides capacity for 12 buses. The depot could accommodate the 3 routes that currently stop north of the tracks and support relocation of 9 buses from the south side of the tracks; alternatively, the 12 buses currently south of the tracks could be relocated to the Upper Burlington Lot, while maintaining the location of the 3 north side buses in the Eastern Burlington Lot. It should be noted, however, that this site must be expanded north in order to provide enough space for U-turns by the selected design vehicle; this expansion would encroach into the southeast corner of the Lower Burlington Lot, likely requiring construction of a retaining wall, and would result in additional displaced parking. Other key features of this concept include:

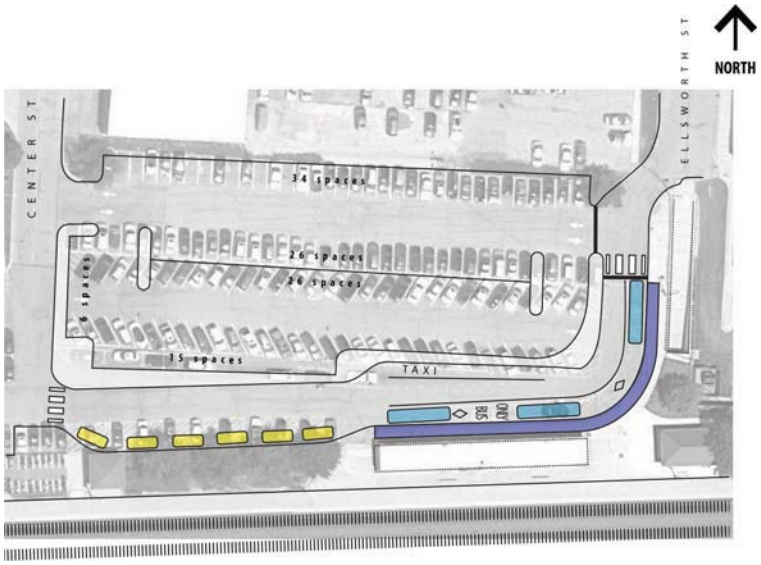
- Location is in close proximity to the north (typically outbound) platform. This is a less desirable location than proximity to the south (inbound) platform, because commuters generally prefer to be closer to the platform when boarding a train in the morning than in the evening when feeder buses wait for outbound trains to arrive.
- Any bus routes relocated from the south side of the tracks would reduce bus travel on neighborhood streets and bus staging activity would be removed from public streets.
- Provides dedicated area for bus use only.
- No direct access to/from the depot is provided. Arriving buses would enter the depot via 5th Avenue to Center Street and buses would exit at Center Street and/or Ellsworth Street. Access to a depot in this location would require buses to mix with other vehicles in the traffic stream and would also subject additional bus routes to 5th Avenue congestion, thereby negatively impacting travel time for transit riders and commuters who park in the north-side parking lots. Additional bus route travel time would result in schedule change(s) and increased operation costs.



- Design allows buses to enter and exit the depot independently of each other, enabling assigned spaces for each bus route, if desired.
- Pedestrians would be directed to walk parallel to the bus travel paths in order to minimize the potential for conflicts and promote safety for all depot users; however, there is potential for conflicts between pedestrians and buses as the shortest route to the platform is perpendicular to the bus travel paths.
- Need to mitigate impact on 150 parking spaces within the Upper Burlington Lot and a portion of the Lower Burlington Lot.

Eastern Burlington Lot Concepts

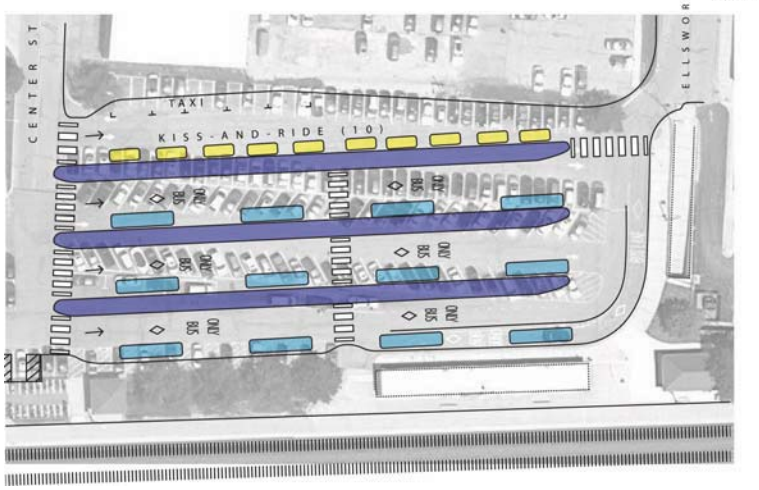
Alternative 1



With capacity for three buses, this alternative would accommodate all bus routes that currently stop north of the tracks, making it a viable north-side component of a hybrid design in which north- and south-side routes maintained their current stops at the station. Key features include:

- Location is in close proximity to the north (typically outbound) platform. This is a less desirable location than proximity to the south (inbound) platform because commuters generally prefer to be closer to the platform when boarding a train in the morning than in the evening when feeder buses wait for outbound trains to arrive. It should be noted, however, that this location is proximate to the pedestrian tunnel to provide an accessible route to/from the inbound platform.
- This depot design does not directly improve bus travel or staging activity on neighborhood streets south of the tracks.
- This depot design does not meet the project objective of providing a dedicated area for bus use only. Rather, this concept provides a recessed lane for kiss-and-ride vehicles and increased separation between the staging area and the adjacent parking lot in an effort to reduce the potential for bus conflicts with vehicles when entering and exiting the depot area.
- Buses would access this area using the same routes that are in place today north of the tracks, arriving via Center Street and departing via Ellsworth Street. This access route requires buses to mix with other vehicles in the traffic stream and results in delays entering and exiting the depot. While the revised kiss-and-ride configuration and separation from the adjacent parking lot are expected to reduce some delays by decreasing the potential for conflicts, it is anticipated that the bus routes would still be subject to some delays as a result of this mixed traffic stream.
- Design is such that buses would likely enter in the order of arrival and would not easily accommodate assigned spaces for each bus route. Yet with only three buses in this area, consistent use of a designated bay for each bus is not as important as it may be with a larger depot. The presence of an adjacent bypass lane would enable buses to exit independently of each other, rather than in a first-in-first-out fashion.
- Pedestrians would be directed walk parallel to the bus travel paths in order to minimize the potential for conflicts and promote safety for all depot users; however, there is potential for conflicts between pedestrians and buses, as the shortest route to the platform is perpendicular to the bus travel paths. It is also worth noting that the crosswalk nearest the pedestrian tunnel lies across the exit route for buses and kiss-and-ride vehicles.
- Design provides for additional kiss-and-ride capacity compared to the current layout on the north side.
- Need to mitigate impact on 38 spaces in the Eastern Burlington Lot, including 11 accessible spaces.

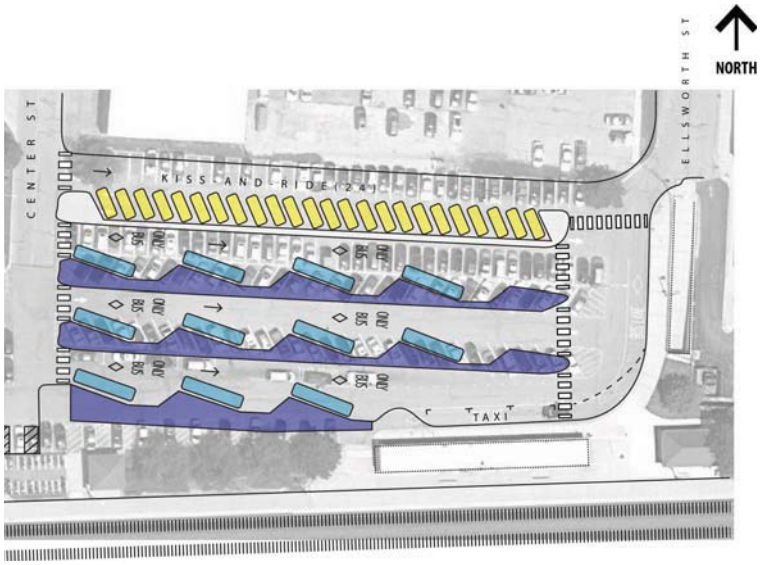
Alternative 2



With capacity for 12 buses, this parallel design accommodates the 3 routes that currently stop north of the tracks and supports relocation of 9 routes from the south side of the tracks. Key features of this concept include:

- Location is in close proximity to the north (typically outbound) platform. This is a less desirable location than proximity to the south (inbound) platform, because commuters generally prefer to be closer to the platform when boarding a train in the morning than in the evening when feeder buses wait for outbound trains to arrive. It should be noted, however, that this location is relatively proximate to the pedestrian tunnel to provide an accessible route to/from the inbound platform.
- Relocation of 9 bus routes from the south side of the tracks would reduce bus travel on neighborhood streets from 12 routes to 3 routes, and bus staging activity would be removed from public streets. It should be noted, however, that these relocated bus routes would be subject to and could exacerbate the evening peak period congestion and queuing that commonly occurs on 5th Avenue and Ellsworth Street.
- Provides dedicated area for bus use only.
- Buses would access this depot using the same routes that are in place today north of the tracks, arriving via Center Street and departing via Ellsworth Street. This access route requires buses to mix with other vehicles in the traffic stream and results in delays entering and exiting the depot. While the revised kiss-and-ride configuration would be expected to reduce some delays by decreasing the potential for conflicts, it is still likely that the bus routes would be subject to some delays as a result of this mixed traffic stream.
- Arriving buses would make a southbound left-turn from Center Street into the depot area, a movement that has the potential to conflict with commuter vehicles departing the Upper Burlington Lot. The potential also exists for some vehicles leaving the Upper and Lower Burlington Lots to travel through the kiss-and-ride or bus depot areas toward Ellsworth Street, further increasing the potential for conflicts and outbound congestion from the depot area.
- Design allows buses to enter and exit independently of each other, enabling assigned spaces for each bus route, if desired.
- Pedestrians would be directed to walk parallel to the bus travel paths until they reach a defined crosswalk in order to minimize the potential for conflicts and promote safety for all depot users; yet because the shortest route to the platform runs perpendicular to the bus travel paths, there is the potential for conflicts between pedestrians and buses in this configuration. It is also worth noting that the crosswalk nearest the pedestrian tunnel lies across the exit route for buses.
- A separate area would be available for kiss-and-ride activity to limit mixing with commuters and bus staging. This area would be expected to accommodate more automobiles than the current configuration on the north side and may potentially be used midday for time-restricted daily fee Metra riders.
- Need to mitigate impact on 151 spaces within the Eastern Burlington Lot, including 11 accessible spaces.

Alternative 3



With capacity for 11 buses, a sawtooth design provides space for the 3 routes that currently stop north of the tracks and for relocation of 8 routes from the south side of the tracks. Key features of this concept include:

- Location is in close proximity to the north (typically outbound) platform. This is a less desirable location than proximity to the south (inbound) platform, because commuters generally prefer to be closer to the platform when boarding a train in the morning than in the evening when feeder buses wait for outbound trains to arrive. It should be noted, however, that this location is relatively proximate to the pedestrian tunnel to provide an accessible route to/from the inbound platform.
- Relocation of 8 bus routes from the south side of the tracks would reduce bus travel on neighborhood streets from 12 routes to 4 routes, and bus staging activity would be removed from public streets It should be noted, however, that these relocated bus routes would be subject to and could exacerbate the evening peak period congestion and queuing that commonly occurs on 5th Avenue and Ellsworth Street.
- Provides dedicated area for bus use only.
- Buses would access this depot using the same routes that are in place today north of the tracks, arriving via Center Street and departing via Ellsworth Street. This access route requires buses to mix with other vehicles in the traffic stream and results in delays entering and exiting the depot. While the revised kiss-and-ride configuration would be expected to reduce some delays by decreasing the potential for conflicts, it is still likely that the bus routes would be subject to some delays as a result of this mixed traffic stream.
- Arriving buses would make a southbound left-turn from Center Street into the depot, holding the potential to conflict with vehicles departing the Upper Burlington Lot. The potential also exists for some vehicles leaving the Upper and Lower Burlington Lots to travel through the kiss-and-ride or bus depot areas toward Ellsworth Street, further increasing the potential for conflicts and outbound congestion. It is anticipated that motorists would be less likely to drive through the sawtooth design of Alternative 3 than the parallel design of Alternative 2, given the greater visual indication that the area is for bus use.
- Design allows buses to enter and exit independently of each other, enabling assigned spaces for each bus route, if desired.
- Pedestrians would be directed to walk parallel to the bus travel paths until they reach a defined crosswalk in order to minimize the potential for conflicts and promote safety for all depot users; yet because the shortest route to the platform runs perpendicular to the bus travel paths, there is the potential for conflicts between pedestrians and buses in this configuration. It is also worth noting that the crosswalk nearest the pedestrian tunnel lies across the exit route for buses.
- A separate area would be available for kiss-and-ride activity to limit mixing vehicles and bus staging. This area provides for additional kiss-and-ride capacity compared to the current configuration on the north side and may potentially be used midday for time-restricted daily fee Metra riders.
- Need to mitigate impact on 151 spaces within the Eastern Burlington lot, including 11 accessible spaces.

4th Avenue Concept

Reconfiguration of the area south of the train station building would allow for 12 buses to stage on 4th Avenue between Ellsworth Street and Center Street, enabling all bus routes that currently stop on the south side of the tracks to use this depot design. Kiss-and-ride activity would be relocated to 4th Avenue, where the travel direction would be reversed to one-way westbound. This concept would be a south-side component of a hybrid design in which north- and south-side routes maintained their current stops at the Naperville Metra Station. Key features of this concept include:

- Location is in close proximity to the south (inbound) platform, which is a higher priority than the north (outbound) platform given the number of feeder routes present on the south side of the station.
- Buses would be expected to maintain their current routes on neighborhood streets. Bus staging activity would be removed from Ellsworth Street.
- While the depot area would be largely dedicated for bus use (during peak periods at a minimum), a bypass lane along the park is recommended in order to maintain access to Center Street businesses and to support area traffic circulation.
- Conversion of 4th Avenue to a one-way westbound roadway would allow kiss-and-ride commuters to exit directly from the passenger side of the vehicle onto the sidewalk, reducing the potential for vehicle-pedestrian conflicts. Westbound traffic flow would also encourage vehicles to drop-off/pick-up as far west along the curb as possible to be near the station and pedestrian tunnel, thereby discouraging double-parking and traffic obstructions at the kiss-and-ride entry as currently occurs in front of the station just west of Ellsworth Street. In addition, kiss-and-ride vehicles would enter the station area via Loomis Street and would therefore have less interaction with buses entering 4th Avenue south of the train station building.
- Design is such that buses would likely enter in the order of arrival and would not easily accommodate assigned spaces for each bus route.
- Half of the buses would let riders out directly onto the platform, avoiding any potential for conflicts between buses and pedestrians. Riders on the remaining buses would be directed to walk parallel to the bus travel paths until they reach a defined crosswalk in order to minimize the potential for conflicts and

promote safety for all depot users; however, there is potential for conflicts between pedestrians and buses as the shortest route to the platform is perpendicular to the bus travel paths. With the buses staged in a more closely-spaced, first-in/first-out configuration, the potential for pedestrians to cross between buses and outside of the marked crosswalk may be lessened. A mid-block crosswalk that aligns with the station's front door is included in this concept.

- The area provided for kiss-and-ride activity would be expected to accommodate peak kiss-and-ride queues observed on the south side.
- Need to mitigate impact on 22 daily fee parking spaces on 4th Avenue between Ellsworth and Center Streets. This concept includes converting parallel parking spaces and parkway along the east, west, and south sides of Burlington Square Park into angled parking spaces.

In order to collectively review the strengths and weaknesses of these concepts, the project team developed an evaluation matrix that draws on the three perspectives identified in the project objectives: the Commuter Perspective, Transit Efficiency, and Neighborhood Impacts. Existing conditions were also evaluated under the same criteria in order to provide a baseline for identifying feasible bus depot concepts. This matrix is presented in **Table 4** on the following page.

Table 4. Concept Alternatives Evaluation Matrix

Bus Depot Alternatives	Transit Efficiency					Commuter Perspective					Neighborhood Impacts	
	Bus Capacity (# of routes)	Maximum # of Bus Routes Impacted[1]	Bus Access to/from Depot	Transit Commuter Access to Platform (Inbound) from Depot	Future Expansion Potential	Off-Street Parking Impacts (estimated # of spaces)	On-Street Parking Impacts (estimated # of spaces)	Bus Conflicts with Pedestrians/ Bicyclists	Bus Conflicts with Automobiles	Pedestrian Conflicts with Automobiles	Bus Queues on Neighborhood Streets	Bus Travel on Neighborhood Streets
Existing Conditions	3 buses on north 12 buses on south	N/A	🔴	🟢	No	N/A	N/A	🔴	🔴	🔴	🔴	🔴
Parkview Lot												
Alternative 1A	3 buses on north 12 buses on south (depot)	0 buses	🟢	🟢	Yes	-136	0[2]	🟢	🟢	🟢	🟢	🟢
Alternative 1B	0 buses on north 16 buses on south (depot)	3 buses	🟢	🟢	No	-136	0[2]	🟢	🟢	🟢	🟢	🟢
Alternative 2	3 buses on north 12 buses on south (depot)	0 buses	🟡	🟢	Yes	-136	0[2]	🟢	🟡	🟢	🟢	🟢
Upper Burlington Lot												
Alternative 1	12 buses on north (depot) 3 buses on south	9 buses	🔴	🔴	No	-150	0	🟡	🔴	🟡	🟢	🟡
Eastern Burlington Lot												
Alternative 1	3 buses on north (depot) 12 buses on south	0 buses	🟡	🟡	Yes	-38	0	🔴	🟡	🟡	🔴	🔴
Alternative 2	12 buses on north (depot) 3 buses on south	9 buses	🔴	🔴	No	-151	0	🟡	🔴	🟡	🟢	🟡
Alternative 3	11 buses on north (depot) 4 buses on south	8 buses	🔴	🔴	No	-151	0	🟡	🔴	🟡	🟢	🟡
4th Avenue												
Alternative 1	3 buses on north 12 buses on south (depot)	0 buses	🟡	🟢	No	0	-22	🟡	🟡	🟢	🔴[3]	🔴

1 - Impacts to bus routes are expected to result in increased bus travel time and operating costs. Further discussion of these impacts can be found in the Appendix.

2 - Includes loss of 7 spaces (North Avenue: Washington to Center), loss of 6 spaces (North Avenue - south side: Center to Ellsworth with angle-to-parallel conversion), and gain of 13 spaces (North Avenue - north side: Center to Ellsworth with parallel-to-angle conversion).

3 - While buses would not queue on neighborhood streets, kiss-and-ride activity would be relocated to 4th Avenue between Ellsworth Street and Loomis Street. Feedback with neighbors along 4th Avenue indicated opposition to this kiss-and-ride staging concept.

Legend

🟢 Satisfies the objectives of the Naperville Metra Station Bus Depot and Commuter Access Feasibility Study.

🟡 Satisfies some of the project objectives.

🔴 Does not meet the project objectives and/or results in a negative impact within the station area.

LONG-TERM RECOMMENDATIONS

Overview

To meet the project objectives of the Naperville Metra Station Bus Depot and Commuter Access Feasibility Study, a long-term recommendation was developed for a dedicated bus depot. A defined off-street bus depot would be expected to promote the use of bus transit to and from the station, enable the separation of travel modes and their respective access/circulation patterns, and reduce conflicts between buses, kiss-and-ride vehicles, pedestrians, and bicyclists, resulting in enhanced intermodal connectivity and improved circulation within and around the station area.

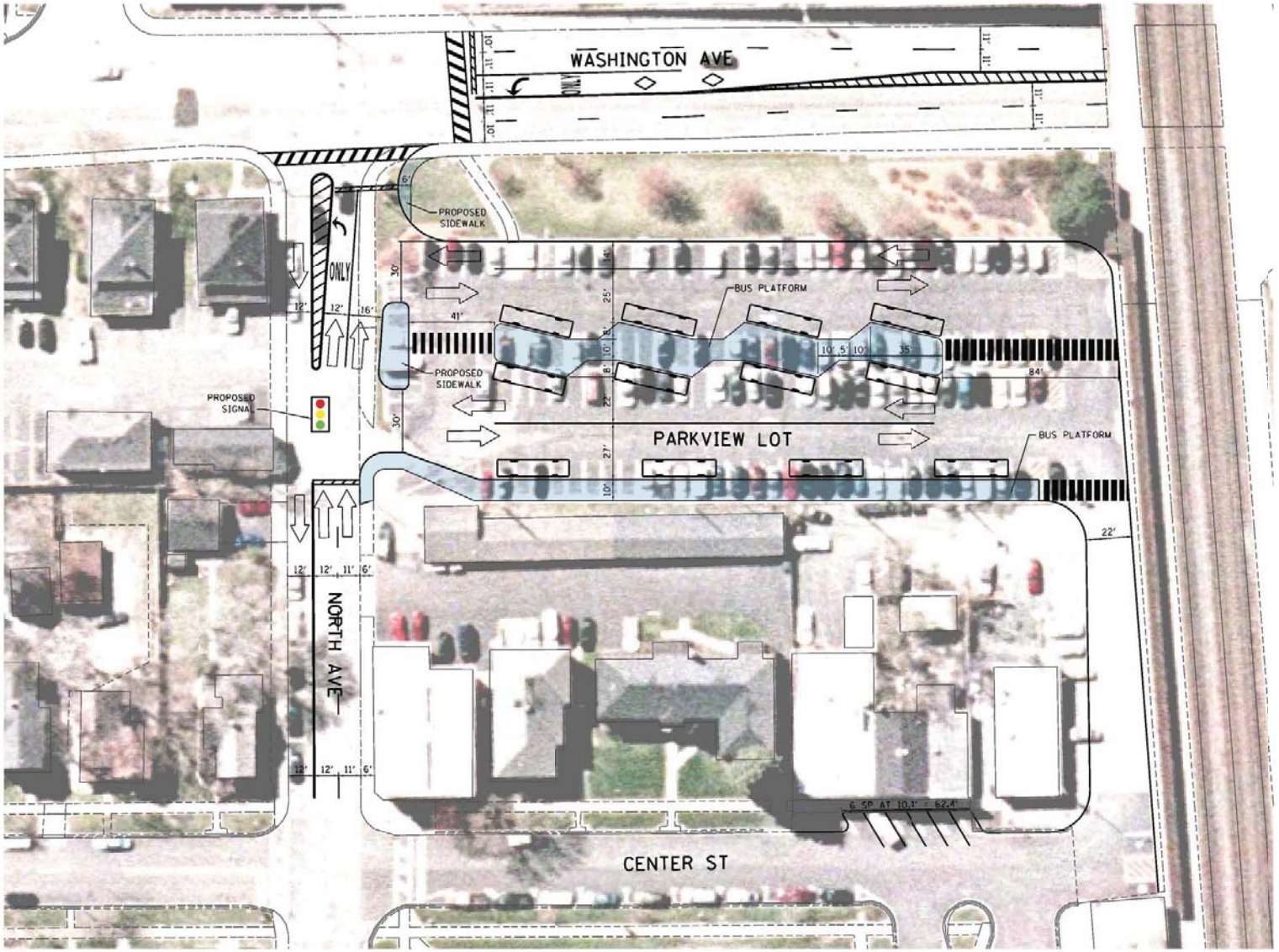
Following the analyses of all potential bus depot sites, it is recommended that a bus depot be constructed on the Parkview Lot. As demonstrated by the findings of the Alternatives Evaluation Matrix in **Table 4**, this site offers the greatest number of options and flexibility for providing a dedicated bus depot that meets the project objectives. It is anticipated that a 12-bus depot would meet existing transit demands at the station and conform to a hybrid bus depot design, in which buses that currently stop on the north side of the tracks maintain their existing routes to avoid increased travel times and operating costs. It is worth noting, however, that the Parkview Lot also holds the potential for a 16-bus depot under the concept previously illustrated as Parkview Lot Alternative 1B. Potential configurations for this long-term solution are illustrated in **Exhibits 8 through 10**. Complementary improvements are also proposed for the north side of the tracks in the Eastern Burlington Lot, as presented in **Exhibit 12**. These modifications would accommodate each of the three bus routes that currently stop north of the tracks and would facilitate a hybrid depot design if a 12-bus depot were pursued south of the tracks.

Given the preliminary nature of the analyses performed for this Feasibility Study, it should be noted that this recommendation is subject to further study and engineering design, as well as any additional approval processes as required by the City of Naperville. Details of the recommended long-term bus depot are provided in the following paragraphs.

South Side of Station

Three concepts were developed for a bus depot on the Parkview Lot: Alternative 1A, Alternative 1B, and Alternative 2. Each design would enable a dedicated space for each of the 12 bus routes that currently stop on the south side of the tracks. Alternative 1B would allow an additional four buses to stage in the depot should transit demands increase or to accommodate relocation of the three routes that currently pick up and drop off passengers north of the tracks. Key design aspects of each alternative are summarized in **Exhibits 8 through 10**.

In order to facilitate more direct bus access into and out of the depot and reduce travel on neighborhood streets by buses and automobiles, North Avenue between Washington and Ellsworth Streets should be converted to a two-way roadway segment. **Exhibit 11** illustrates the recommended lane geometry for this two-way segment, as well as some associated changes to the on-street parking supply that are recommended to accompany this improvement. This modification could be accompanied by signal modifications at the Washington/North intersection in order to allow Pace Route 714 to perform a southbound left at this



OVERVIEW

- Utilizes the existing pavement area to accommodate all 12 bus routes that currently stop on the south side of the tracks.
- With the ability to enter and exit the de spaces independently of each other, routes could utilize assigned space: desired.
- Buses would enter and exit via North Ave which includes the conversion of N Avenue from a one-way westbound st adjacent to the site to a two-way street.
- A modified signal system would facili quick ingress and egress from Washing Street. Further discussion of this si modification and its impact on station- traffic circulation is provided in *Station Circulation* on page 54.
- Preliminary AutoTURN runs indicate that a 40-foot bus will be able to circulate around the north side of the depot in a U-turn pattern, but that the existing width of the Parkview Lot does not allow two buses to perform a U-Turn in this area simultaneously.

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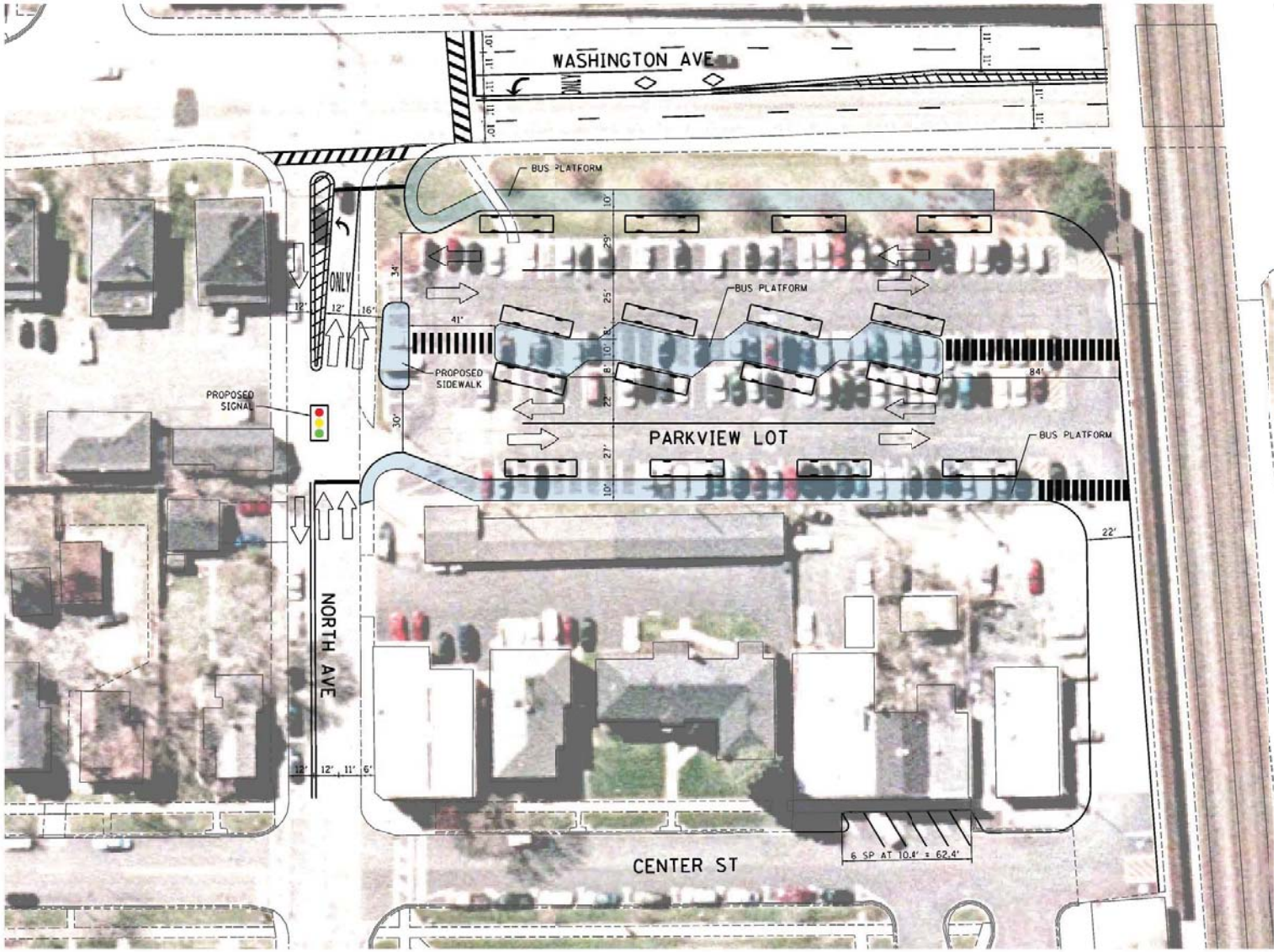
EXHIBIT 8
LONG-TERM RECOMMENDATION (SOUTH OF STATION - PARKVIEW LOT 1A)



OVERVIEW

- Widens the Parkview Lot west of its existing boundary to accommodate up to 16 bus routes, exceeding the number of routes that currently serve the Naperville Metra Station.
- With the ability to enter and exit the de spaces independently of each other, routes could utilize assigned spaces desired.
- Similar to Alternative 1A, buses would b enter and exit via North Avenue with two-way conversion of North Avenue.
- A modified signal system would facili quick ingress and egress from Washing Street. Further discussion of this sig modification and its impact on station-a traffic circulation is provided in *Station A Circulation* on page 54.
- Alternative 1B is not constrained by the current paved boundaries of the Parkview Lot and involves a westward expansion of the paved area to provide another four parallel bus bays and to allow two buses to simultaneously circulate around the northern end of the depot.
- Widening for additional pavement area and bus platform results in a maximum embankment slope of 1V:3H from northern limit of bus platform to back of the Washington Street sidewalk.

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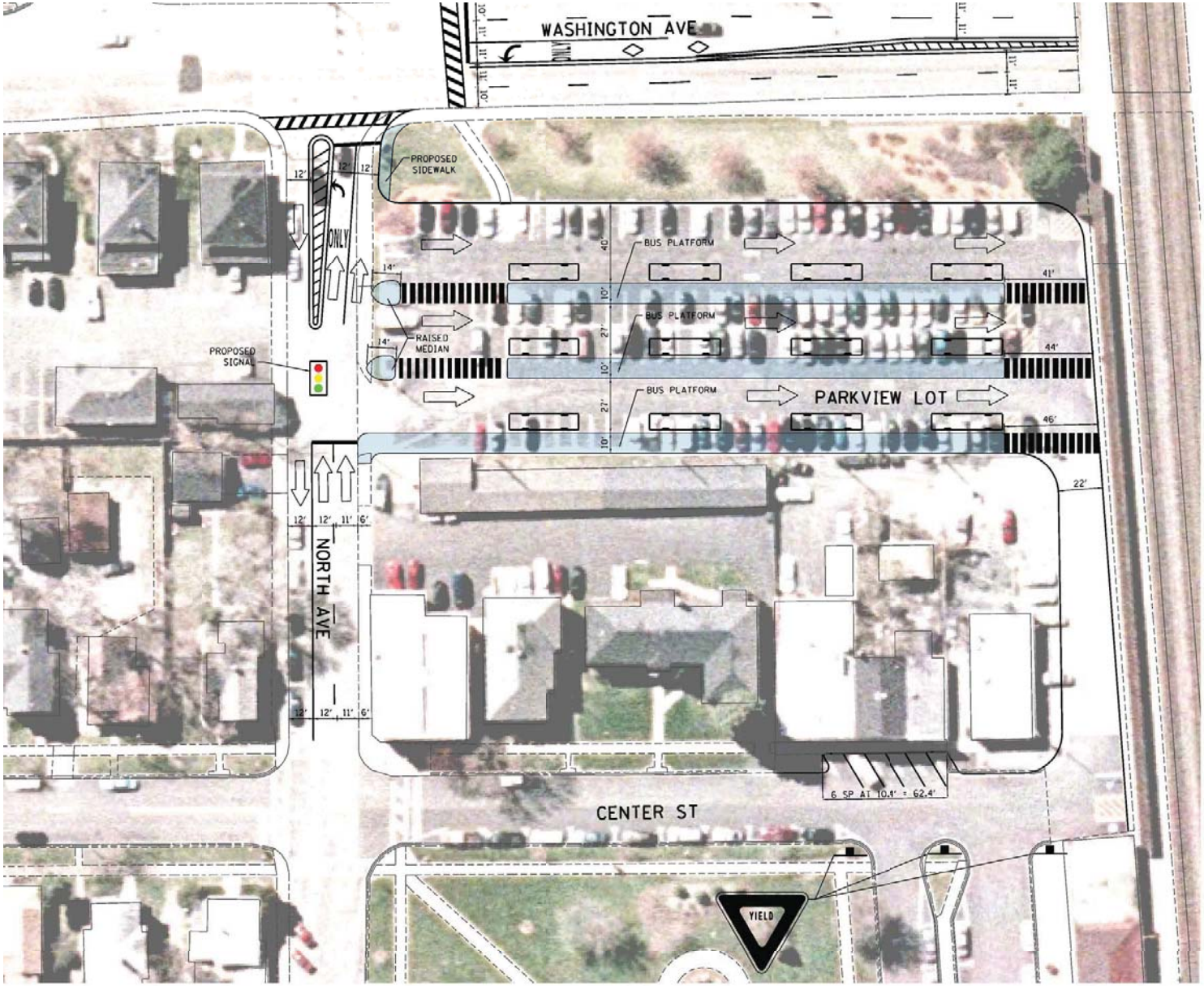
EXHIBIT 9
LONG-TERM RECOMMENDATION (SOUTH OF STATION - PARKVIEW LOT 1B)



OVERVIEW

- Utilizes the existing pavement area to accommodate all 12 bus routes that currently stop on the south side of the tracks.
- With the ability to enter and exit the de spaces independently of each other, routes could utilize assigned space desired.
- The parallel design allows the opportuni stage buses more closely together in ord accommodate up to three additional routes, if needed. However, this sta strategy would operationally limit acce first-in-first-out.
- Buses would enter via North Avenue and via 4th Avenue to southbound Center St
- Buses are not expected to be able to exi Center Street simultaneous with a passenger vehicle approaching in the opposite direction to access the parking and alley behind the commercial businesses at the north end of Center Street.
- A modified signal system would facilitate quick ingress from Washington Street. Further discussion of this signal modification and its impact on station-area traffic circulation is provided in *Station Area Circulation* on page 54.

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EXHIBIT 10
LONG-TERM RECOMMENDATION (SOUTH OF STATION - PARKVIEW LOT 2)

EXHIBIT 11
NORTH AVENUE - RECOMMENDED TWO-WAY CONVERSION

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location; otherwise, this route would be expected to maintain its current travel pattern involving a southbound left turn from Washington Street to School Street, continuing east to Ellsworth Street, and traveling north on Ellsworth Street to the station. If this bus-only southbound left-turning movement is incorporated, signal timing and equipment modifications would be required at the Washington Street/North Avenue intersection, resulting in reduced green time for one or more of the existing phases at this signalized intersection when a Route 714 bus is present. Preliminary capacity analyses reveal that this new phase could be added without significantly impacting overall traffic operation at this intersection.

North Side of Station – Eastern Burlington Lot

To better separate bus and kiss-and-ride staging areas on the north side of the station, it is recommended that the Eastern Burlington Lot Alternative 1 be implemented as shown in **Exhibit 12**. This design provides a recessed area for kiss-and-ride vehicles, thereby limiting conflicts with bus access to the station, as it occurs today. The revised parking lot layout provides greater separation between the Eastern Burlington Lot and the bus staging area and also provides a single cross-access between the parking lot and Ellsworth Street; limiting vehicle movements through the Eastern Burlington Lot is expected to reduce the potential conflict points and clarify right-of-way between departing buses and exiting commuters during the evening peak.

Improved delineation between bus staging, kiss-and-ride, and the adjacent parking lot is the primary benefit of this design. As a result of this improvement, it is anticipated that buses would experience less delay and departing buses would be subject to fewer potential conflicts with other vehicles. The design is limited in that buses are not provided with a dedicated space and would continue to mix with other modes in order to enter and exit the depot area, but these disadvantages are viewed as superior to the longer travel times for commuters, increased operating and maintenance costs for Pace, and additional bus routes circulating south of the station that would occur if the three north-side routes were relocated to an area south of the tracks. If a 16-bus depot is constructed on the Parkview Lot in the future and it is desirable to relocate the north-side bus routes to the south side of the tracks, appropriate coordination should take place between the City and Pace Suburban Bus Service. The Appendix includes additional details and discussion of the impacts that would likely be incurred if the three routes that currently stop on the north side of the tracks were relocated to the south side of the tracks.

Kiss-and-Ride

With the removal of bus staging from 4th Avenue, the area immediately south of the station building would be available for kiss-and-ride activity and daily fee parking spaces. The long-term recommendation, illustrated in **Exhibit 13**, includes 44 angled daily fee spaces on this roadway segment (an increase of 22 spaces over the existing condition). These spaces would be time-restricted daily fee spaces available for use from 8:00AM until 4:00PM only and designated as 15-minute parking spaces for use by kiss-and-ride vehicles during the morning and evening peak periods. After the conclusion of the evening rush period, the spaces could be available for nearby Center Street businesses and residences. The northern curb of 4th Avenue adjacent to the station building would be available for pick-up/drop-off by corporate shuttles, independent bus services, and kiss-and-ride vehicles throughout the day; this space could accommodate up to 10 automobiles at a time, contributing to a total 54 spaces for peak period kiss-and-ride activity. In addition, this supply would be expected to accommodate current demand and allow for seasonal variations and significant growth in kiss-and-ride vehicles into the long-term future.

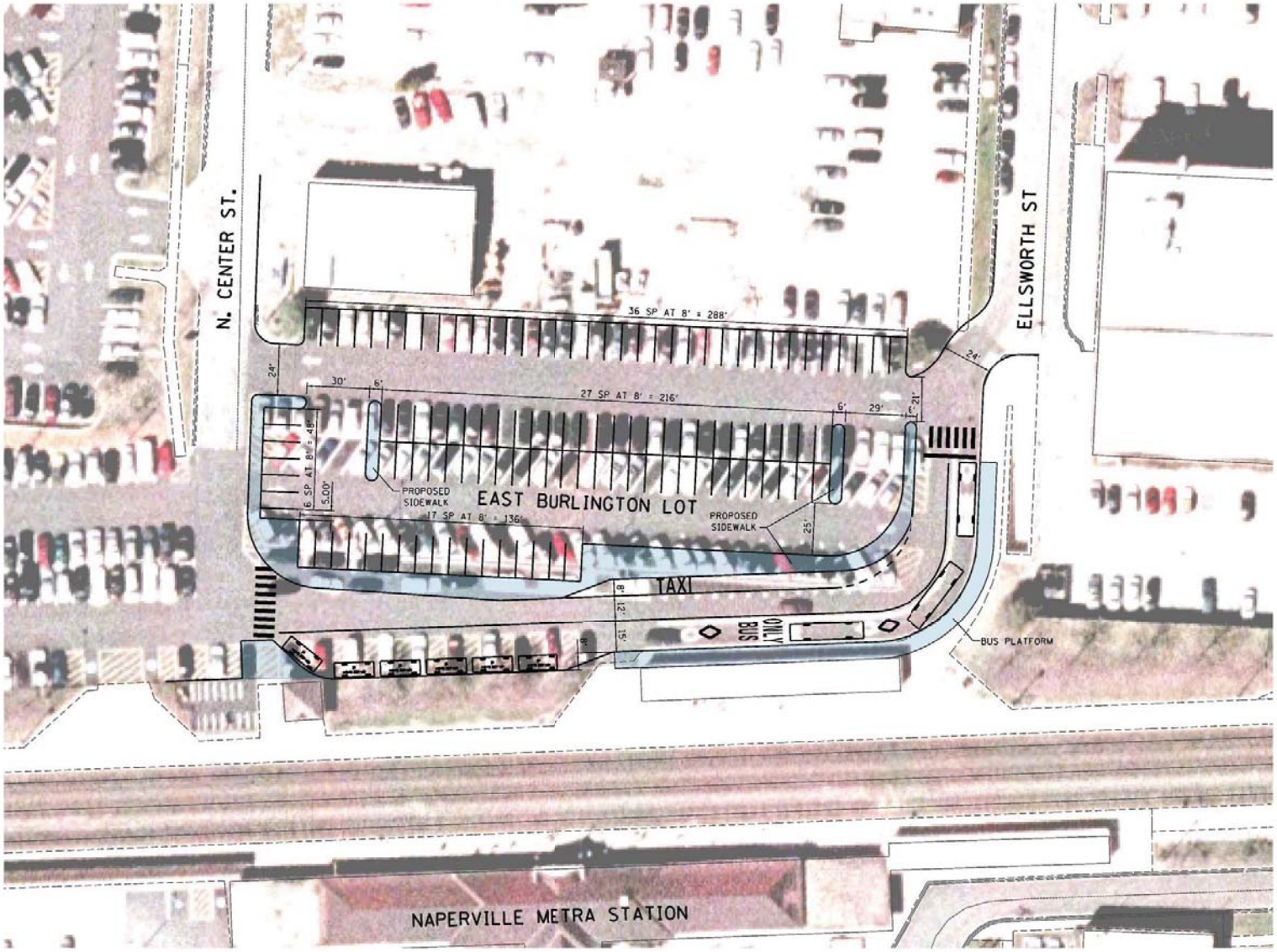

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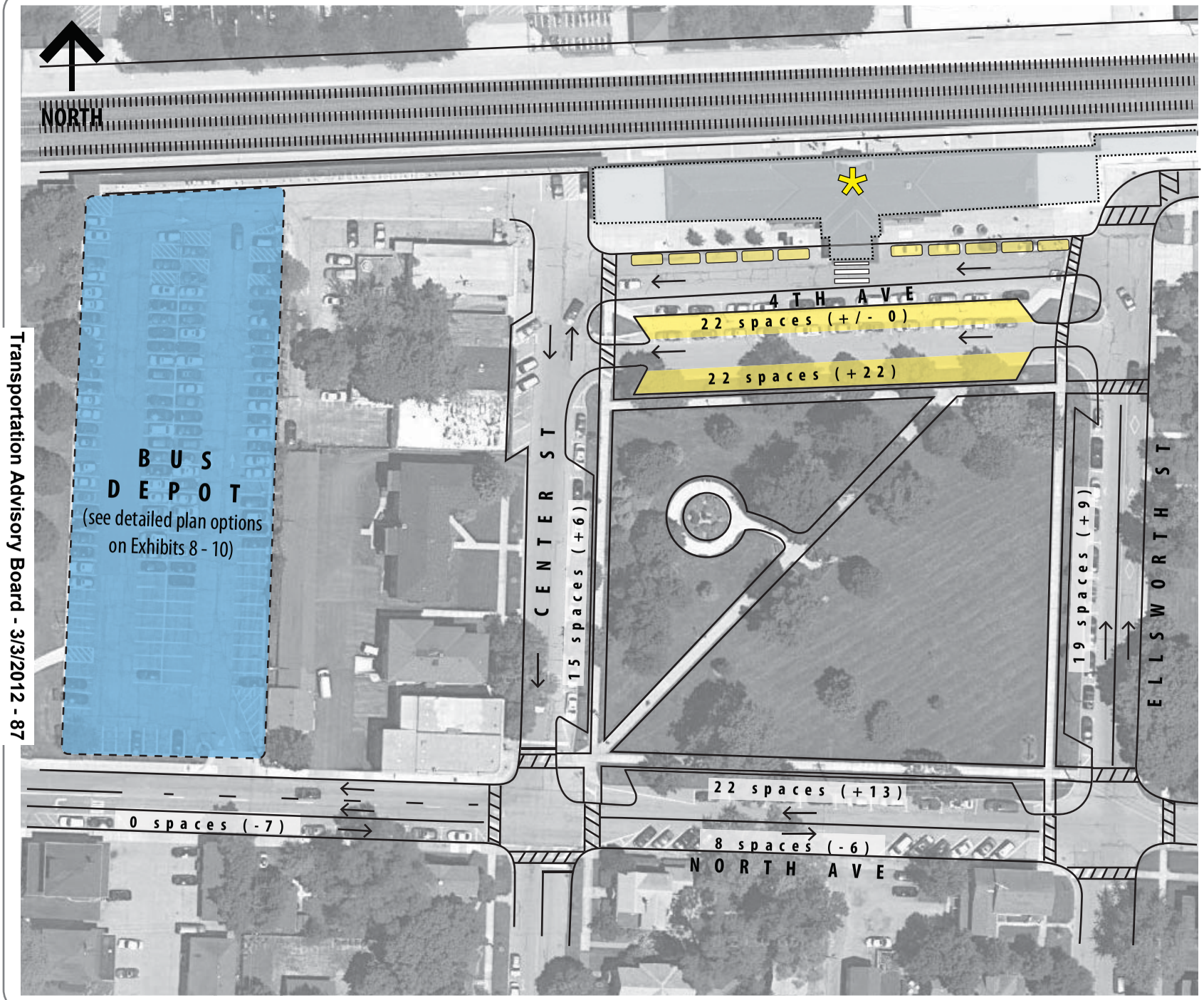
EXHIBIT 12
LONG-TERM RECOMMENDATION (NORTH OF STATION - EASTERN BURLINGTON LOT)



LEGEND

- Metra Station
- Bus Depot
- Kiss-and-Ride Area

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EXHIBIT 13

LONG-TERM RECOMMENDATION (SOUTH OF STATION - 4TH AVENUE)

Station Area Circulation

Based on the project objectives and resident feedback received before and during this feasibility study, it is desirable to facilitate a direct route between Washington Street and a Parkview Lot bus depot in order to minimize bus travel on neighborhood streets and promote transit efficiency. Due to the sloping grade between Washington Street and the Parkview Lot, the impact of bus turning movements on internal circulation patterns, lines of sight along Washington Street, and proximity to the Washington/North intersection, creating a direct access for full ingress and egress via Washington Street is not feasible for the Parkview Lot; further discussion of the constraint imposed by direct access to Washington Street was detailed beginning on page 22. Therefore, the Parkview Lot alternatives incorporate access to/from Washington Street via North Avenue. In order to achieve this access configuration, a preliminary plan for a clustered traffic signal system was devised to link the Washington Street/North Avenue intersection with the new depot access driveway(s) on North Avenue. Key aspects of this signal system would include:

- Conversion of North Avenue from a one-way westbound street to a two-way street to allow buses to enter the depot from Washington Street via North Avenue.
- Relocation of the westbound North Avenue stop bar to a location immediately east of the bus depot access driveway(s) to keep the portion of North Avenue in front of the depot access driveways clear of westbound vehicle queues.
- Installation of new traffic signal heads for southbound buses exiting the bus depot (Alternatives 1A and 1B only) and for the relocated westbound stop bar on North Avenue.
- Potential to add a southbound left-turn phase at Washington Street/North Avenue to eliminate neighborhood travel for Route 714 (if not implemented in the short-term). This new movement would presumably operate under actuated, protected-only phasing and would be signed for bus use only to prevent private vehicles from using the left-turn lane, which would be limited in length by the narrowing cross-section on Washington Street north of North Avenue. If this additional phase is not desired, Route 714 could continue to perform a southbound left turn at School Street and continue to the bus depot via Center Street and North Avenue.
- Implementation of signal phasing designed to keep private vehicles clear from westbound North Avenue along the bus depot frontage. In doing so, buses arriving via Washington Street would have clear access into the bus depot. Phasing could also be set up to allow departing buses to exit a short time before receiving a westbound green light at Washington/North in order to use the available green time more efficiently.

Preliminary capacity analyses were performed with Synchro 8 software for this modified signal scenario; for a conservative analysis, it was assumed that Alternatives 1A or 1B were in place in order to evaluate the impact of both bus ingress and egress via North Avenue. Because the Washington Street/North Avenue signal is currently part of a coordinated system along the Washington Street corridor, it was assumed that the existing cycle length (AM Peak: 140 seconds, PM Peak: 160 seconds) must be maintained as a part of these potential modifications. Traffic projections employed in this preliminary exercise are based on data provided by the City from the 2008 5th Avenue Study and include projected traffic redistribution resulting from converting North Avenue to a two-way street, as well as anticipated bus routing in accordance with the existing Pace schedules during the morning and evening peak hours.

The findings of these analyses revealed that the tradeoff of an additional signal phase to accommodate outbound bus routes would result in an overall increase in delay on the remaining intersection approaches during the periods when buses are present. This operational impact would be most prevalent during the morning and evening peak periods when the Pace feeder routes are active; the bus-only signal phase would be much shorter throughout the remainder of the day when only the two fixed routes would utilize the bus depot. This outcome is not unexpected, since the green time allocated to buses was previously utilized by other vehicles currently on the area roadway network. While delay would be expected to increase on Washington Street, it is anticipated that the north- and southbound approaches at this intersection would operate within City standards. During peak hours, 95th percentile queues at the relocated stop bar for westbound North Avenue are expected to extend past Center Street. In addition, westbound North Avenue and the southbound bus depot driveways are expected to operate at Levels of Service (LOS) E and F, respectively, denoting at-capacity and over-capacity conditions. These high delay projections can be partly attributed to the long cycle length currently in place along the Washington Street corridor – based on projected modifications to the signal timings, a vehicle arriving at the westbound North Avenue stop bar on red could wait up to two-and-a-half minutes before receiving a green light, a 20-second increase over the longest red light in place today – but heavy traffic demand at these intersections during the peak hours is also a significant contributor. It is worth noting that these factors also impact existing traffic operation at this intersection, where Year 2008 capacity analyses prepared during the 5th Avenue Study indicated LOS E for westbound North Avenue at Washington Street during both the morning and evening peak hours.

If this signal system were set up to allow all buses to exit the depot at once, it is anticipated that 60 or more seconds (of the 140- and 160-second AM and PM cycle lengths) may need to be allocated to exiting buses at one time, thereby reducing the amount of time available to the remaining approaches during that particular cycle. This would be followed by a recovery period for the rest of the study area, during which time vehicular delay and queues would be expected to slowly normalize until the next set of bus departures occurred. During this period of high westbound delay, it is possible that motorists would seek alternate routes to Washington Street in the area, likely heading south via Center Street or Ellsworth Street to avoid westbound queues on North Avenue and traveling westbound on such roadways as Franklin Avenue or Benton Avenue.

An alternative signal timing strategy could be designed to allow buses to exit the depot during shorter green phases over the course of many cycles. This approach would distribute the impact on other vehicles throughout the peak hour and, in turn, would increase delay for departing buses. This strategy may result in an undesirable increase in bus travel time and operating costs, counter to some of the objectives of establishing a separate bus depot. Subject to further engineering design of a bus depot on the Parkview Lot, Pace Bus input regarding acceptable passenger delays and resulting impacts on ridership should be considered when developing a traffic signal phasing and timing plan so that an appropriate balance of delay and vehicle queuing can be established for these intersections.

It should be noted that Synchro software is a macroscopic analysis tool that evaluates traffic operation with the use of stochastic assignment and is not directly suited to evaluating unique traffic events that take place during concentrated periods of less than one hour. This discussion of capacity impacts is highly preliminary in nature and should not be used as the basis for the ultimate design of signal phasing at this location, should it be implemented. In order to fully evaluate traffic operation under this potential signal configuration, it is recommended that traffic count data focusing on the peak periods prior to the arrivals of inbound trains in

the morning and following the arrivals of outbound trains in the evening be collected and modeled with the appropriate tools in following stages of study and design.

Parking Impacts

Within the areas adjacent to and most conveniently accessible to the Naperville Metra Station, there are several competing interests. In order to balance these diverse preferences held by the wide variety of station users and neighbors, the project team applied the three-faceted evaluation methodology throughout the study process, culminating in the short- and long-term recommendations for the station area. This balance was incorporated into the long-term study recommendations through the consideration of only city-owned or -controlled properties as potential sites for a bus depot, the preference to locate buses near the station to encourage use of bus as a means of access, and the benefit of promoting kiss-and-ride as a mode of transportation that does not incur demand on the station's already limited parking supply. In light of these factors, it is likely that current parking spaces would be displaced as a part of the effort to balance access for other modes. Yet given the high demand for commuter parking in the station area, it is certainly recognized that from a commuter perspective, opportunities to mitigate displaced parking should be explored in order to maintain or increase access to the station.

Based on the proposed parking supply modifications along North Avenue and around Burlington Square Park (illustrated on **Exhibits 11 and 13**), it is anticipated that a net gain of 37 on-street, daily fee parking spaces would be realized as a part of the recommended long-term plan (compared to existing conditions). Within the Parkview Lot itself, 136 existing permit spaces would be displaced as a result of the bus depot. A summary of parking supply displaced and gained as a result of the long-term study recommendations is provided in **Table 5**.

Table 5. Impact on Parking Supply with Long-Term Recommendations

Location of Parking Supply	Impact on Permit Spaces	Impact on Daily Fee Spaces	*Total Impact on Parking Supply*
Parkview Lot	-136[1]	0	*-136*
North Avenue & Perimeter of Burlington Square Park	0	+37	*+37*
Net Change in Parking Supply	**-136**	**+37**	**-99**

This impact to off-street parking supply could be mitigated with one or more of the strategies identified in *Parking Mitigation* on page 59.

SHORT-TERM RECOMMENDATIONS

Overview

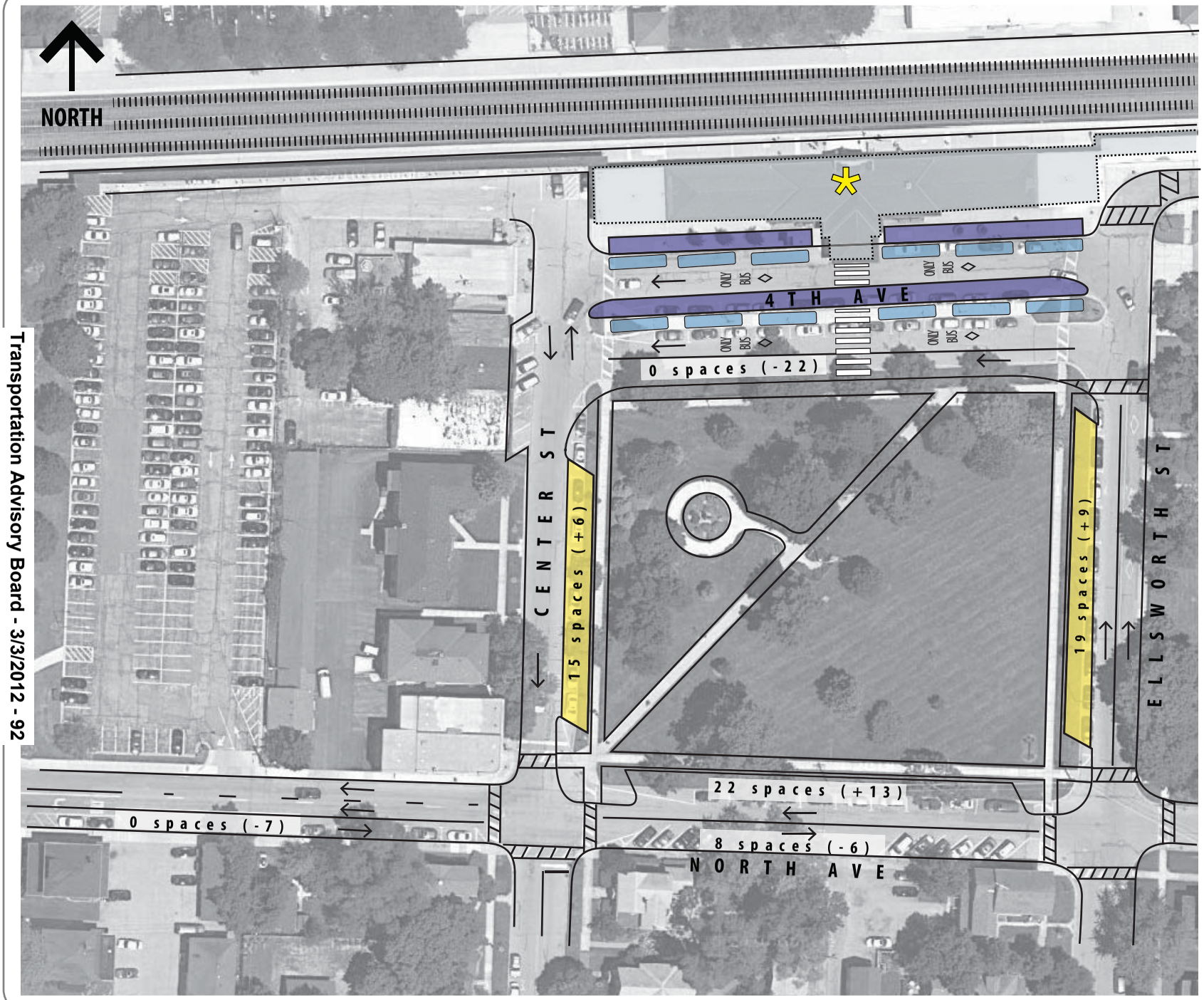
Given the significant capital investment and significant long-term planning efforts that would likely accompany a new bus depot, one of the identified project objectives designates the need for a lower impact short-term recommendation that may be utilized until funding is available and design is completed for construction of a long-term bus depot. The intent of this short-term plan would be to improve transit access to the station, reduce congestion, decrease conflicts across modes, and minimize bus staging on adjacent neighborhood streets while limiting the need for new infrastructure and displacement of commuter parking. As opportunity allows, a short-term depot design could lay the foundation for phased construction of a long-term solution.

Based on these goals and the analyses detailed within this study, the project team identified a preferred short-term plan that removes bus staging from Ellsworth Street, reduces bus travel through the neighborhood south of the tracks, and delineates a bus staging area apart from kiss-and-ride activity on both the north and south sides of the station. This short-term solution, illustrated in **Exhibits 14 and 12** for the south and north sides of the station, respectively, is described in detail below.

South of Station

Building on the station-front bus staging that takes place currently, it is recommended that the segment of 4th Avenue between Ellsworth and Center Streets be modified to allow staging of 12 buses simultaneously. This improvement would require some modifications to the existing center median on 4th Avenue and the removal of 22 time-restricted daily fee parking spaces to provide a pedestrian refuge area that meets Pace design standards. A center crosswalk would help convey commuters to and from the station building in order to access both buses and the Burlington Square Park area. The existing bus lane on Ellsworth Street north of North Avenue would be converted to a standard travel lane, enabling motorists traveling to the residential segment of 4th Avenue east of the station to largely bypass station-related traffic.

With the station-front segment of 4th Avenue dedicated to bus staging, kiss-and-ride activity would be relocated to angled parking spaces constructed along Burlington Square Park on Ellsworth and Center Streets (illustrated in **Exhibit 14**). This supply would exceed the peak kiss-and-ride activity noted on the south side of the station. These spaces are recommended to provide 15-minute parking for vehicles to wait for Metra commuters out of the flow of Pace buses or traffic on public streets. After the morning rush period, these spaces could be available as time-restricted daily fee spaces, similar to the 22 spaces currently located along both sides of the median on 4th Avenue adjacent to the station. This location enables commuters to remain on the sidewalk that abuts the south platform and out of the path of buses as they walk toward the kiss-and-ride area. To encourage kiss-and-ride vehicles to transition to this new staging plan and maintain the station-front lanes for buses only, appropriate wayfinding, signage, and enforcement should be applied. Such applications may include "Bus Only" and "Do Not Enter" signs and striping in the bus staging area; the City may also coordinate with Pace to explore the opportunity to install a stop bar/traffic arm that may be opened remotely by bus drivers for further enforcement.



LEGEND

- Metra Station
- Passenger Waiting Area
- Kiss-and-Ride Area
- Pace Bus

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Stanley Consultants INC.

EXHIBIT 14
SHORT-TERM RECOMMENDATION (SOUTH OF STATION)

It is anticipated that corporate shuttles and independent bus services would utilize available curbside space near the station building under the recommended short-term design, similar to the existing condition. Corporate shuttles could also take advantage of the angled kiss-and-ride spaces around Burlington Square Park during peak periods when bus staging occupies the entirety of 4th Avenue south of the station. Because staging demand is minor for corporate shuttles and occurs off-peak for independent bus service, it is not anticipated that bus service would be disturbed as a result of these other vehicles picking up and dropping off near the station building. The opportunity would also exist to relocate independently run buses to the north side of the tracks, where excess staging space would be available along the north platform under the recommended layout. The City should coordinate with independent bus service operators to identify an appropriate location for staging as a part of the project implementation plan.

In order to promote continuous traffic flow and maintain access to Center Street businesses at all times of day, a westbound bypass lane would be provided on 4th Avenue between Ellsworth and Center Streets south of the bus staging area. This bypass lane should be signed as a tow-zone with no stopping/no standing. Enforcement will play a significant role in deterring kiss-and-ride vehicles from illegally using this area during peak periods.

The following summary outlines the key benefits of this design and challenges that limit this recommendation to a short-term solution.

Key Benefits

- Separation of bus and kiss-and-ride vehicles.
- Reduced congestion for buses entering and exiting the depot area.
- Removal of bus staging from Ellsworth Street.
- Improved pedestrian routes with reduced potential for conflicts with buses and other vehicles.
- Relatively simple to implement and requires minimal impact to existing operations and commuter parking.

Challenges

- Managing kiss-and-ride compliance with their desire to be at the front door of the station and pedestrian tunnel rather than in the designated spaces around Burlington Square Park.
- The bypass lane along the north side of Burlington Square Park may be illegally used by kiss-and-ride vehicles and negatively impact traffic circulation to Center Street properties north of North Avenue.
- Conflicts between pedestrians and buses as some bus commuters must cross a travel lane in the depot between the pedestrian median and the station.

Limitations as a Long-Term Solution

- The short-term recommendations would result in limited improvements to transit access to/from the train station as buses south of the station would continue to route through the neighborhood to access the Naperville Station.
- The compliance of kiss-and-ride activity in the designated spaces around Burlington Square Park may not be ideal in the long term, as changing the desired location for numerous vehicles could prove difficult to manage and enforce over time.

- The short-term recommendations do not provide a defined transit center for commuters. While the passenger loading/unloading area is further separated from other modes over existing conditions, the routes to and from the depot include mixing with other traffic.

North Side of Station – Eastern Burlington Lot

Based on the relatively minor long-term recommendations identified for the Eastern Burlington Lot in the long term, it is recommended that the improvements illustrated in **Exhibit 12** be executed in the near term in order to yield the anticipated benefits to north-side operations. As noted previously, the primary benefit anticipated as a result of the recommended modifications is the ability to provide greater delineation between bus staging, kiss-and-ride, and the adjacent parking lot, which would be expected to reduce delay for both arriving and departing Pace buses.

Parking Impacts

Implementation of the short-term improvements would impact some permit and daily fee parking spaces. South of the tracks, 22 time-restricted daily fee parking spaces currently provided along both sides of the median on 4th Avenue between Ellsworth and Center Streets would be removed. Elsewhere in the study area, the conversion of North Avenue to accommodate two-way traffic would be expected to impact 13 existing daily fee spaces along the southern curb between Washington and Ellsworth Streets. The recommended modifications to North Avenue and the resulting changes in parking supply along this segment and at the southern end of the Parkview Lot are shown in **Exhibit 11**. As shown previously on **Exhibit 14**, it is recommended that parallel parking on the east, west, and south edges of the park be converted to angled parking spaces in order to gain an estimated 28 spaces. This modification would result in a net loss of seven on-street time-restricted daily fee parking spaces. A summary of the short-term parking impacts resulting from study recommendations is provided in **Table 6**.

Table 6. Impact on Parking Supply with Short-Term Recommendations

Location of Parking Supply	Impact on Permit Spaces	Impact on Daily Fee Spaces	Total Impact on Parking Supply
4th Avenue between Center and Ellsworth Streets	0	-22	*-22*
North Avenue & Burlington Square Park Perimeter	-7	+15	*+8*
Net Change in Parking Supply	**-7**	**-7**	**-14**

Additional parking mitigation could be achieved using one or more of the strategies identified in *Parking Mitigation* on page 59.

PARKING MITIGATION

In order to minimize the loss of and impact to commuter parking spaces as a result of the short- and long-term bus depot solutions, the project team identified a menu of options that could be considered to accompany the recommended improvements. The intention of this menu is to provide a broad range of solutions that may be used individually or in combination to mitigate parking impacts, but that may be chosen at a later date when factors such as funding, property ownership, and City initiatives related to bus depot construction are better defined. Depending on the strategies pursued, implementation of these options could result in a net increase in commuter parking. **Table 7** summarizes each strategy and, where available, the potential number of parking spaces that could be gained in its implementation. **Exhibits 15 through 17** illustrate the parking mitigation options identified for the Water Tower West site.

Table 7. Parking Mitigation Options

Parking Mitigation Strategy	Description	Anticipated Benefit (# of spaces)[1]
Add parking spaces at Water Tower West Lot[2]	• Reconfigure current parking layout on this City-owned parcel to gain additional spaces (see Exhibit 15)	+24 spaces
	• Repave and stripe in new parking spaces on currently unutilized portions of the parking lot (see Exhibit 16)	+71 spaces
	• Demolish the existing building and pave the entire parcel to create a new parking lot (see Exhibit 17)	+263 spaces
Modify spaces around Burlington Square Park	• As recommended in *Short-Term Recommendations*, convert existing parallel parking spaces and parkway around the park on Ellsworth Street, Center Street, and North Avenue to increase supply	+28 spaces
Establish carpool/rideshare spaces	• Reduce total parking demand by promoting carpool/rideshare permit spaces • Incentivize program by providing highly proximate parking for participants • Increase efficient use of current parking supply and improve station access for a greater number of commuters • Utilize a ride-matching service to group potential commuter carpools based on area of residence and complementary schedule • Continue the Guaranteed Ride Home Program to accommodate participants who occasionally need to return home early or late • Develop enforcement plan with severe penalties for abuse of rules • Coordinate with homeowner associations to promote carpools	Reduce parking demand by 1-2 spaces per dedicated parking space

1 - Additional parking supply is estimated for each potential mitigation strategy; final numbers are subject to further study and engineering.

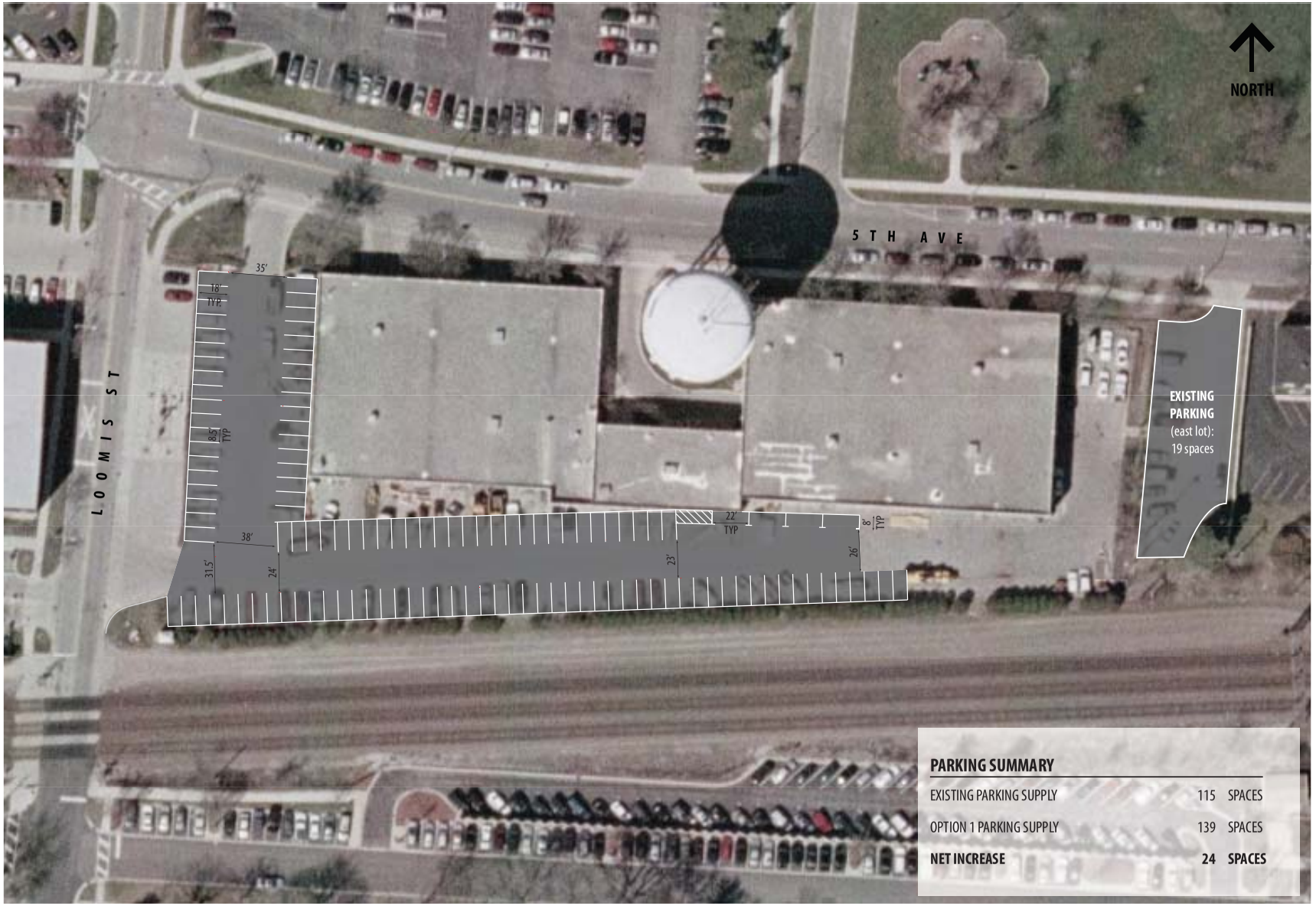
2 - Consideration should be given to how this strategy may impact or be impacted by future redevelopment opportunities.

Table 7. Parking Mitigation Options (cont.)

Parking Mitigation Strategy	Description	Anticipated Benefit (# of spaces)[1]
Develop a public-private partnership	• Incorporate commuter parking into a private redevelopment project with designated commuter spaces or shared spaces with uses that offer a complimentary period of peak parking demand • Potential sites may include, but are not limited to, Water Tower West and the Kroehler Lot	Highly dependent on parcel size and nature of agreement
Add spaces at DuPage Children's Museum	• Based on the current lease agreement between the City and the Museum, additional spaces could be allocated for daily fee use	+28 spaces
	• With use of underground detention, the northwest portion of the site could be converted into an expanded parking lot.	+30 spaces
Add parking along 4th Avenue	• Widen 4th Avenue between Ellsworth and Loomis Streets to provide parallel parking spaces on the north side of this roadway	+20 spaces
Establish Geographic Parking Permit Restrictions	• Restrict eligibility for commuter parking permits within a defined boundary in close proximity to the station • Increase permit access to those for whom walking/biking to the station is not a reasonable option • Promotes use of non-auto modes for those within close proximity of the station	Subject to geographic boundary and audit of current permit system
Identify park-and-ride lot(s)[3]	• Establish site(s) south and east of the station, consistent with distribution and anticipated growth of Metra ridership • Serve park-and-ride lot(s) via Pace bus or shuttle routes to/from Naperville Metra Station • Utilize convenient and accessible sites with excess parking and/or complementary non-weekday parking needs (i.e., churches, oversized retail parking lots, etc.)	+100-150 off-site spaces

1 - Additional parking supply is estimated for each potential mitigation strategy; final numbers are subject to further study and engineering.

3 - An existing park-and-ride facility at St. Thomas the Apostle Catholic Church has 75 spaces for use by Naperville Metra Station commuters.



LEGEND

Imapacted Paved Area

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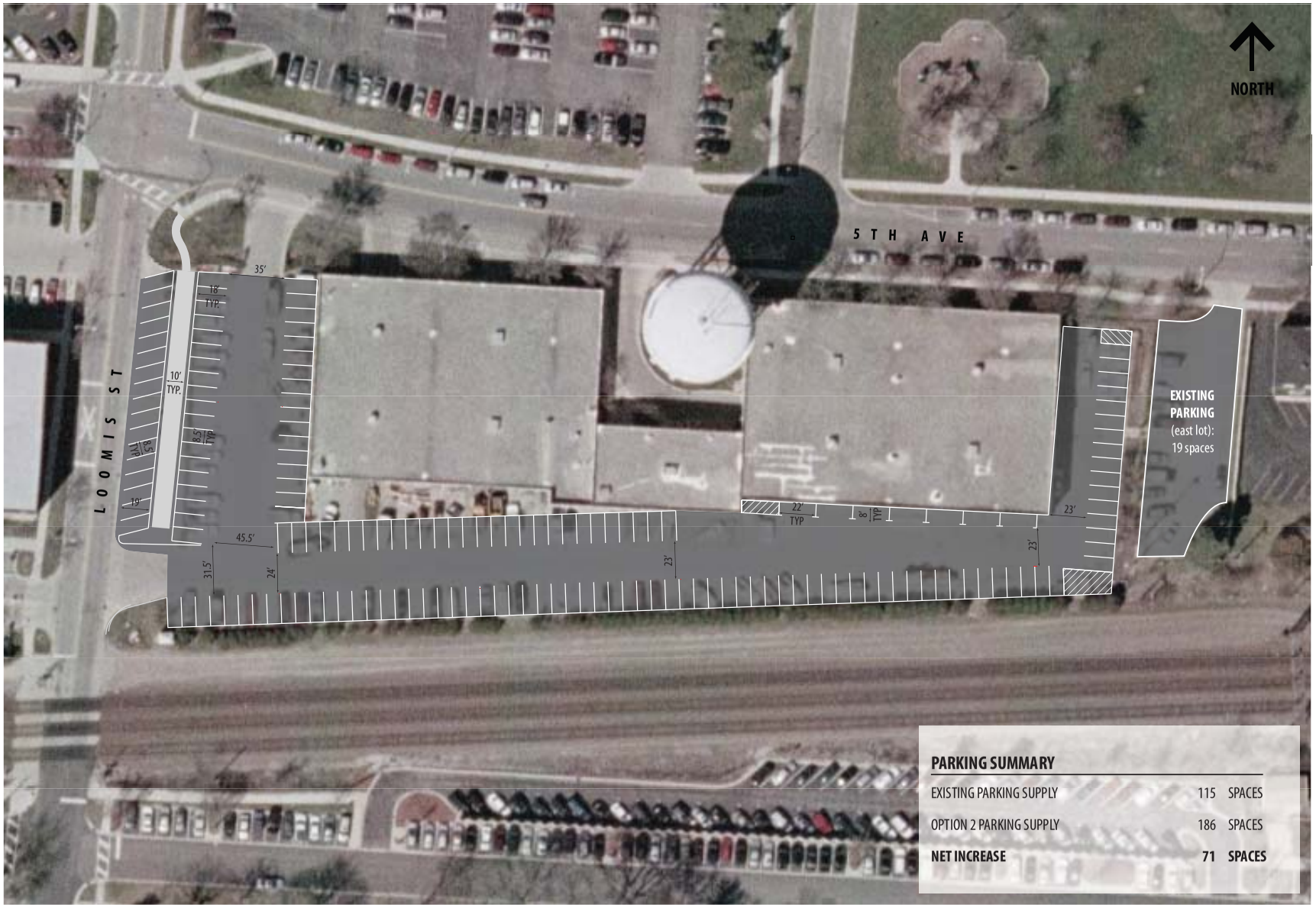
EXHIBIT 15

WATER TOWER WEST - PARKING MITIGATION OPTION 1 (RECONFIGURE EXISTING LAYOUT)



LEGEND

Impacted Paved Area

TRAFFIC ANALYSIS & DESIGN, INC.

Stanley Consultants INC.

EXHIBIT 16

WATER TOWER WEST - PARKING MITIGATION OPTION 2 (REPAVE/RESTRIPE ENTIRE PAVED AREA)

PARKING SUMMARY

EXISTING PARKING SUPPLY	115	SPACES
OPTION 3 PARKING SUPPLY	378	SPACES
NET INCREASE	**263**	**SPACES**

LEGEND

Impacted Paved Area

TRAFFIC ANALYSIS & DESIGN, INC.

Stanley Consultants INC.

EXHIBIT 17
WATER TOWER WEST - PARKING MITIGATION OPTION 3 (ENTIRE PROPERTY)

NEXT STEPS

In order to continue progress toward a bus depot at the Naperville Metra Station, a suggested series of next steps for subsequent stages of study, engineering design, and the ultimate construction of approved infrastructure improvements is outlined on the following pages. This outline briefly summarizes the anticipated next steps involved in executing both short- and long-term improvements within the station area.

To minimize the impact on station-area operations, it is recommended that construction be phased such that the net impact to the parking supply is minimized and areas available for kiss-and-ride staging are maintained. Following City Council approval of the short- and long-term bus depot recommendations, City staff will develop an Implementation Plan with additional information regarding the next steps. With preparation of the Implementation Plan, City staff will review implementation phasing to minimize impacts to commuter parking, maintain access to the Naperville Metra Station, and ensure that construction of the short-term improvements do not adversely impact future execution of the long-term improvements.

Based on the outline provided on the following pages, City staff will incorporate next steps into the annual Transportation Team work program and the Capital Improvement Program (CIP) for City Council consideration. This approach will provide City Council with the opportunity to approve specific next steps on an annual basis and evaluate progress on completed items.

Short-Term Improvements

- **Implementation Plan**

  Below is an outline of suggested next steps for implementation of the short-term improvements. These steps should be considered as part of the City's Implementation Plan.

  - **North Side of Station**
    - Step 1. Identify parking mitigation strategy for temporary displacement of permit parking spaces in Eastern Burlington Lot and to compensate for displaced ADA parking spaces along north platform (see *Parking Mitigation Options*).
    - Step 2. As appropriate, develop Maintenance of Traffic plan for continued Pace bus service on the north side of the station during the construction of short-term improvements to Eastern Burlington Lot.
    - Step 3. Implement recommended modifications to the Eastern Burlington Lot and proposed kiss-and-ride staging area along north platform.
  - **South Side of Station**
    - Step 1. Install angled parking spaces along east, west, and south edges of Burlington Square Park. Identify an appropriate mitigation strategy to address remaining parking impacts. The City should coordinate with Metra on these mitigation efforts.
    - Step 2. Modify 4th Avenue between Ellsworth and Center Streets to provide revised median for 12-bus staging, center crosswalk, and bypass lane. Coordination with Pace and Naperville Police Department should take place in advance of this step in order to identify enforcement policies, such as the installation of new signage, striping, and/or a traffic arm controlled by Pace bus drivers for access to designated Bus Only areas.
    - Step 3. Implement two-way traffic flow on North Avenue between Washington and Ellsworth Streets, including the removal and restriping of parking areas as recommended on **Exhibit 11.**

- **City Review Process**

  Prior to implementation of the short-term improvements, the City shall incorporate next steps into the next steps into the annual Transportation Team work program and the Capital Improvement Program (CIP) for Transportation Advisory Board and City Council consideration as follows.

  - **Incorporate Improvements into City's Capital Improvement Program (CIP)**

    This task would be an early step toward identifying project financing and schedule. Preliminary cost estimates for this purpose are detailed in the following section, *Planning-Level Cost Estimates*. The Capital Improvement Program is subject to City Council review and approval.
  - **Text Amendments**

    Prior to construction, text amendments shall be required to modify parking restrictions on the south side of the train tracks. The text amendments shall be subject to Transportation Advisory Board review and City Council approval.

- **Project Coordination**

  Collaborate with Pace throughout design & construction and upon project completion to ensure the design meets Pace's *Development Guidelines* and to maintain efficient transit service on the south side of the train tracks. Coordinate with the Naperville Police Department throughout design & construction and upon project completion to maintain commuter access to the train station. Notify commuters, adjacent property owners and residents of the construction schedule and associated Maintenance of Traffic plan to maintain access to the train station and adjacent properties.

- **Construct Short-Term Improvements**

  With development of an Implementation Plan and through the City's Capital Improvement Program, a schedule for construction of the short-term improvements will be developed.

Long-Term Improvements	• **Pursue Funding for Further Engineering Study & Design** These elements would be expected to include, but are not limited to, detailed construction plans for the bus depot (such as curb heights, pedestrian flow devices, lighting, shelters, and other amenities); further traffic analyses, modeling, and design for the adjacent roadways, intersections, and proposed signal modifications at Washington Street/North Avenue; and environmental impacts (detailed further on page 70). • **Coordinate with Pace Bus for Approval of Final Design** Coordination on the final design is a critical step to ensure adherence to the *Development Guidelines* and other agency policies. • **Other Project Coordination** Coordinate with the Naperville Police Department throughout design & construction and upon project completion to maintain commuter access to the train station. Notify adjacent commuters, property owners, and residents of the construction schedule and associated Maintenance of Traffic plan to maintain access to the train station and adjacent properties. • **Pursue and Allocate Project Funding** The City will pursue project funding opportunities using final cost estimates developed along with construction documents for the bus depot and any supporting projects (such as parking mitigation). In order to facilitate the City's advance preparation, preliminary cost estimates for the recommended long-term improvements are detailed in the following section, *Planning-Level Cost Estimates*. • **City Review Process** Prior to implementation of the long-term improvements, the City shall incorporate next steps into the next steps into the annual Transportation Team work program and the Capital Improvement Program (CIP) for Transportation Advisory Board and City Council consideration as follows. – **Incorporate Improvements into City's Capital Improvement Program (CIP)** This task would be an early step toward identifying project financing and schedule. Preliminary cost estimates for this purpose are detailed in the following section, *Planning-Level Cost Estimates*. The Capital Improvement Program is subject to City Council review and approval. – **Identify Preferred Parking Mitigation Options** The options previously listed in **Table 7** will be used as a baseline as the City considers preferred mitigation options for inclusion in further engineering study or design. Modifications to commuter parking shall be coordinated with Metra, and the resulting strategies will be reviewed by the Transportation Advisory Board and approved by the City Council. – **Text Amendments** Prior to construction of the parking mitigation strategies and bus depot, text amendments to modify commuter parking shall be reviewed by the Transportation Advisory Board and approved by the City Council. • **Implement Preferred Parking Mitigation Options** Prior to construction on the Parkview Lot, establish provisions to accommodate displaced parkers in order to maintain the balance of spaces and avoid an adverse impact on station-area parking supply during construction. • **Construct Long-Term Improvements for a Naperville Metra Station Bus Depot** Implement final project initiatives based on engineering plans approved by the City and the appropriate transit agencies.

Planning-Level Cost Estimates

In order to guide next project steps, the project team developed preliminary cost estimates for key elements of the short- and long-term project recommendations. A brief summary of each planning-level cost estimate is provided in **Table 8** with itemized costs for major construction categories involved in the improvement; detailed cost estimates with quantities, unit prices, and other assumptions and exceptions are provided in the Appendix. These cost estimates will require further refinement subject to the preparation of detailed engineering plans are developed for the project.

Table 8. Planning-Level Cost Estimates for Study Recommendations

Recommended Infrastructure Improvement/Modifications	Planning-Level Cost Estimate
Long-Term Improvements, Parkview Lot Alternative 1A (Exhibit 8)	**$ 612,228.50**
Pavement Rehabilitation	$ 100,200.00
Curb & Gutter	$ 30,925.00
Sidewalk & Median	$ 54,440.00
Electrical	$ 275,000.00
Signing & Striping	$ 6,785.00
Other	$ 144,878.50
Long-Term Improvements, Parkview Lot Alternative 1B (Exhibit 9)	**$ 771,315.52**
Pavement Rehabilitation	$ 153,252.00
Curb & Gutter	$ 41,215.00
Sidewalk & Median	$ 104,083.00
Electrical	$ 275,000.00
Signing & Striping	$ 7,599.25
Other	$ 190,166.27
Long-Term Improvements, Parkview Lot Alternative 2 (Exhibit 10)	**$ 669,438.82**
Pavement Rehabilitation	$ 120,000.00
Curb & Gutter	$ 44,915.00
Sidewalk & Median	$ 63,526.00
Electrical	$ 275,000.00
Signing & Striping	$ 7,581.00
Other	$ 158,416.82
North Avenue – Recommended Two-Way Conversion (Exhibit 11)	**$ 189,393.75**
Pavement Rehabilitation	$ 66,950.00
Curb & Gutter	$ 16,232.50
Sidewalk & Median	$ 26,405.00
Electrical	$ 30,000.00
Signing & Striping	$ 6,100.00
Other	$ 43,706.25

Table 8. Planning-Level Cost Estimates for Study Recommendations (continued)

Recommended Infrastructure Improvement/Modifications	Planning-Level Cost Estimate
Long-Term Improvements, North Side of Station (Exhibit 12)	**$ 284,434.45**
Pavement Rehabilitation	$ 119,050.00
Curb & Gutter	$ 39,750.00
Sidewalk & Median	$ 43,925.00
Electrical	$ 0.00
Signing & Striping	$ 6,417.98
Other	$ 75,291.47
Long-Term Improvements, 4th Avenue South of Station Building (Exhibit 13)[1]	**$ 132,352.65**
Pavement Rehabilitation	$ 52,350.00
Curb & Gutter	$ 11,295.00
Sidewalk & Median	$ 27,889.00
Electrical	$ 0.00
Signing & Striping	$ 6,505.00
Other	$ 34,313.65
Short-Term Improvements, South Side of Station (Exhibit 14)	**$ 576,339.51**
Improve bus staging area and allow two-way travel on North Avenue	***$ 338,051.46***
Pavement Rehabilitation	$ 126,804.00
Curb & Gutter	$ 50,842.50
Sidewalk & Median	$ 46,870.00
Electrical	$ 15,000.00
Signing & Striping	$ 9,050.75
Other	$ 89,484.21
Implement angled parking around Burlington Square Park	***$ 238,288.05***
Pavement Rehabilitation	$ 118,850.00
Curb & Gutter	$ 2,400.00
Sidewalk & Median	$ 33,890.00
Electrical	$ 7,500.00
Signing & Striping	$ 3,995.00
Other	$ 71,653.05
WTW Parking Mitigation – Reconfigure Existing Layout (Exhibit 15)	**$ 109,134.38**
Pavement Rehabilitation	$ 41,900.00
Curb & Gutter	$ 1,425.00
Sidewalk & Median	$ 0.00
Electrical	$ 37,500.00
Signing & Striping	$ 6,482.50
Other	$ 21,826.88

1 - Assumes implementation from short-term recommendations. A separate planning-level cost estimate is provided in the appendix for the implementation of these recommendations from existing conditions.

Table 8. Planning-Level Cost Estimates for Study Recommendations (continued)

Recommended Infrastructure Improvement/Modifications	Planning-Level Cost Estimate
WTW Parking Mitigation – Repave/Restripe Existing Paved Area (Exhibit 16)	**$ 208,009.60**
Pavement Rehabilitation	$ 73,750.00
Curb & Gutter	$ 6,545.00
Sidewalk & Median	$ 12,360.00
Electrical	$ 60,000.00
Signing & Striping	$ 9,852.50
Other	$ 45,502.10
WTW Parking Mitigation – Demolish & Pave Entire Property (Exhibit 17)	**$ 1,222,435.27**
Pavement Rehabilitation	$ 700,650.00
Curb & Gutter	$ 20,287.50
Sidewalk & Median	$ 12,960.00
Electrical	$ 157,500.00
Signing & Striping	$ 10,768.75
Other[2]	$ 320,269.02

2 - Excludes building demolition costs.

Environmental Impacts

The study area was reviewed for potential environmentally sensitive resources. A review of the National Wetland Inventory (NWI) did not indicate any wetlands in the study area, and the project area does not include any floodplains and floodways based on current Flood Insurance Rate Map (FIRM). No endangered species were identified in the vicinity of the project area.

A review of the Illinois Environmental Protection Agency (IEPA) Leaking Underground Storage Tanks (LUST) database revealed four records as follows:

- Moser Lumber Inc. – 301 N. Washington Street, Naperville
- DuPage Asphalt – 190 E. 5th Avenue, Naperville
- Aspen Associates LP – 300 E. 5th Avenue, Naperville
- City of Naperville – 414 E. 5th Avenue, Naperville

The identified LUST records, the adjacency to a railroad corridor, and anticipated subsurface excavation suggest that a special waste concern may exist. A Preliminary Environmental Site Assessment (PESA) is recommended for future stages of study based on the identified LUST records and the presence of railroad corridor. The PESA will clearly identify a Preliminary Site Investigation (PSI) is needed, which would involve detailed analyses of soil conditions and extent of contamination. The PSI report would identify areas impacted by special waste or regulated substances, recommend actions to be taken, and provide estimated costs for excavating, transporting, and disposing of any material exceeding IEPA's Tiered Approach to Corrective Action Objectives.

A PESA is typically conducted during the preliminary engineering phase and the PSI is conducted during the design phase of the project. The responsibility for conducting the PESA will depend on the project funding source. The City will be responsible for the PSI if required.

The removal and mitigation of contaminated soils will be defined in the contract documents prepared for construction of the improvements. The project will need to meet IEPA's Clean Construction and Demolition Debris (CCDD) requirements and may incur additional cost depending on the nature of special and hazardous waste. The environmental studies are not likely to add time to the project assuming they are conducted in conjunction with the preliminary and design studies. The additional costs anticipated in order to carry out the PESA, PSI, and mitigation measures should be considered when identifying funds for further engineering study and construction of this project.

CONCLUSION

Based on the evaluation of potential bus depot sites, input and feedback received from the transit agencies, commuters, and station area neighbors and a planning process intended to seek a balance of competing interests, short- and long-term plans are recommended to establish a bus depot at the Naperville Metra Station and achieve the study objectives. A summary of the long-term improvements for the station area is provided below:

Long-Term Recommendations

South Side of the Station

- Establish a bus depot on the Parkview Lot (final design subject to further engineering).
- Implement intersection and traffic signal improvements on North Avenue immediately east of Washington Street to accommodate the depot access
- Reconfigure 4th Avenue south of the station to provide time-restricted daily fee parking and short-term parking for kiss-and-ride activity in the evening.
- Accommodate displaced parkers from the Parkview Lot utilizing one or more of the parking mitigation options outlined in Table 7.
- See Exhibits 8 through 11 and Exhibit 13.

North Side of the Station

- Maintain the three north-side bus routes in the Eastern Burlington Lot.
- Modify the Eastern Burlington Lot to increase separation between buses, parking, and a new kiss-and-ride staging area.
- See Exhibit 12.

As noted previously in this report, the above recommendations would require significant long-term planning efforts in order to prepare final engineering plans, develop a construction phasing plan, identify funding, and mitigate parking impacts resulting from the construction of a bus depot on the Parkview Lot. The capital investment required to complete this project would include the construction of the depot itself as well as any costs associated with parking mitigation, preliminarily identified on an individual basis in *Planning-Level Cost Estimates*.

In order to facilitate near-term improvements to station-area operation, the project team identified a set of short-term recommendations that address key issues that exist at the Naperville Metra Station and are complementary to the identified long-term improvements. Should the City decide to move forward with an interim set of improvements to the station area, it is recommended that future stages of study prioritize the ability to transition these infrastructure modifications into the long-term design. A summary of the recommended short-term improvements is provided on the following page.

Short-Term Recommendations

South Side of the Station

- Relocate buses currently staging on Ellsworth Street to 4th Avenue adjacent to the station and south of an adjusted median. All buses on the south side of the station would stage in the segment of 4th Avenue between Ellsworth and Center Streets.
- Convert parallel parking on the south, east, and west sides of Burlington Square Park to angled spaces for purposes of mitigating the loss of daily fee spaces on 4th Avenue next to the station.
- Relocate kiss-and-ride activity to angled spaces on east and west sides of Burlington Square Park.
- Convert North Avenue to a two-way street to improve neighborhood circulation and limit bus travel through the adjacent neighborhood.
- See Exhibit 14.

North Side of the Station

- Same as Long-Term Recommendation due to relative ease of implementation and limited impact to existing station-area parking supply.
- See Exhibit 12.

It should be noted that some of the identified short-term improvements (such as two-way travel on North Avenue and the construction of angled parking around Burlington Square Park) may also be implemented independently of the other improvements to facilitate a gradual transition toward a modified bus staging area and to yield overall benefits to the neighborhood transportation network. With relatively minor infrastructure modifications and limited impact on station-area parking supply, it is anticipated that the above improvements would:

- Enhance transit access to/from the train station;
- Reduce congestion for and minimize conflicts between Pace bus operations, pedestrians, bicycles, and kiss-and-ride activity; and
- Minimize bus staging/queuing on adjacent neighborhood streets.

APPENDIX

STAKEHOLDER INTERVIEW MEETING MINUTES

TRAFFIC ANALYSIS & DESIGN, INC.

NAPERVILLE METRA STATION
BUS DEPOT AND COMMUTER ACCESS FEASIBILITY STUDY

Stakeholder Meeting Minutes – Regional Transportation Authority

Date: Thursday, June 16, 2011

Attendees: Regional Transportation Authority (RTA)
City of Naperville
Traffic Analysis & Design, Inc.
Stanley Consultants

The meeting began at approximately 9:00AM via conference call. Following a discussion of billing procedure, the project team posed several questions to RTA staff in order to gather their initial input on the study. A summary of the questions asked by the project team and answers provided by RTA and/or the City of Naperville is provided below. Unless otherwise noted, the paraphrased responses were provided by the RTA.

Q: What are RTA's priorities in this project?

A: With regard to the location of possible bus facilities or different staging strategies, keep in mind that an additional minute or two of travel time does have a significant impact on the bus routes. These potential impacts should be seriously considered when selecting a preferred site. Pace will be able to provide helpful guidance on this matter.

Also remember to maintain the feasibility of the study recommendations, particularly for the interim scenario. Given the difficulty of obtaining funding, the project team should consider things that come at a relatively low capital cost that can improve the existing commuter experience for everyone. Practicality and the ability to show progress after study completion are also high priorities. Interim improvements are a great way to be cost effective but keep momentum toward an ultimate design. Until the ultimate design can be achieved, it is important to build stakeholder consensus so that the project can progress once money is available.

For specific operating criteria, the team should work closely with Pace and Metra. These groups are best in touch with their specific needs.

Q: All other factors held equal, does the RTA have a preferred location for the bus depot?

A: Locations north of the tracks are a little worrisome relative to impacts on the bus route schedule, but the RTA otherwise has no preconceived notions.

Q: Are there any existing bus depots under the RTA's jurisdiction that could provide the team with good pointers?

A: It would be worth looking at the operations at the Elgin bus depot; this location is probably the closest to Naperville in terms of project objectives, though the Naperville site is admittedly more residential in nature. One key difference is that Elgin is a system of fixed routes, whereas the Naperville bus routes tie into the train schedules. The Elgin bus depot isn't a perfect facility, but its example could help the team get a feel for design features.

Q: Are there restrictions that that the team should keep in mind regarding the limits of the project improvement relative to later funding aspects? For example, if one-way street layouts are modified and it impacts signal operations a few blocks away, would that be ineligible for certain types of funding?

A: This question should be asked of City staff, because the answer comes down to what the City is willing to implement.

Q: Are there any potential lessons that the RTA would offer to the project team, particularly for implementation in phases?

A: Metra will want to know about station parking: where it will be placed and when, sequencing, who's paying for it, etc. Metra is more than willing to help and provide information, and there are always certain key things that they push. Consultants have made mistakes in the past by not giving those items enough priority.

Q: *To the City* – Is Metra involved in the parking permits or is that purely on the City side?

A: *Naperville* – That revenue is purely on the City side. There are grants for some parking in Burlington, Kroehler, and Parkview (the latter through BNSF); the City and the project team will have to make sure that with the terms of those grants are complied with.

Q: *To the City* – The City keeps all revenue from parking?

A: *Naperville* – Yes.

Q: How would future projections for ridership impact the needs at this station?

A: That question is best directed to Metra. In the past, though, they've been a bit guarded about that information, possibly because the methodology isn't entirely defined. They should be able to give you something to go on at the very least.

Q: Was a study done for the Elgin location?

A: A study for the bus depot on National Street, which is nearly finished, was done by LandVision and can be found under Planning on the RTA website.

Q: What is the degree of coordination between Metra and Pace at the Naperville station? Is it based on train schedules or real-time information?

A: This question should be posed to both Metra and Pace. If some contradictory information is received, the project team should feel free to get in touch with RTA staff.

We can be helpful, particularly in cases where two conflicting answers are being provided.

Q: Are there internal invoicing deadlines with RTA or the City that we should be aware of?

A: It's better if the invoicing is more frequent than not; anything more often than every two months works for the RTA. Otherwise, check the project team's contract with the City.

The conference call adjourned at approximately 10:30AM.

TRAFFIC ANALYSIS & DESIGN, INC.

NAPERVILLE METRA STATION
BUS DEPOT AND COMMUTER ACCESS FEASIBILITY STUDY

Stakeholder Meeting Minutes – Pace

Date: Thursday, June 16, 2011

Attendees: Pace Suburban Bus Service
City of Naperville
Traffic Analysis & Design, Inc.
Stanley Consultants

The meeting began at approximately 1:00PM at the Naperville Municipal Center. A summary of the questions asked by the project team and answers provided by Pace and/or the City of Naperville is provided below. Unless otherwise noted, the paraphrased responses were provided by Pace.

Q: If this project accomplishes one thing for Pace, what is that main objective?

A: One of Pace's primary goals is the separation of the various modes of transportation, including buses, automobiles/private vehicles, and pedestrians. Better pedestrian access to buses is also desirable. Signage for each bus route within the proposed depot, providing a designated spot for each bus route that is consistent each day, would help promote easy wayfinding for riders. Existing bus depots currently use fixed signage for this purpose, not variable message signs.

Q: Does Pace have a preference, from a commuter's perspective, for whether commuters alight buses on the inbound platform side in the AM or board on the outbound platform side in the PM?

A: The bus routes at the Naperville Metra station are largely feeder routes and are designed to wait for the trains in order to best serve commuters. Given that most of the bus routes serving this station are located on the south side of the train tracks, it may be best to locate the bus depot at the southern end of the station.

Q: Please confirm any station features that should be considered in the design alternatives (such as the need for employee parking, maintenance or access requirements, etc.).

A: The ideal design would be capable of accommodating up to 16 buses at the same time, based on the current route schedules.

A "sawtooth" design is preferred over a "drive-through" design, because the latter requires buses to exit in a first-in-first-out fashion and therefore places greater constraints on bus circulation within the depot. The sawtooth design would allow buses to exit regardless of the order in which they arrived. Existing bus depots with the drive-through design do not operate as well as those with a sawtooth design.

It should be assumed that shuttles and private vehicles would not use the bus depot for pick-up/drop-off. The bus depot at the Rosemont station for the CTA Blue Line, for example, has a separate designated space for shuttles.

The bus depots at Harvey and at 95th Street/Dan Ryan Expressway are good examples of depots designed well and for a large capacity of buses. These locations and those at Aurora and on Lake-Cook Road may be worth looking at before the design phase begins.

Q: Are there any future conditions that should be considered, such as the potential for larger buses, additional routes, or routes that stop at the bus depot with increased frequency?

A: It is unlikely that expanded Pace service would affect the study area. The potential to consolidate some of the bus routes in question has been discussed, but should not be considered in this study. It is worth noting that the existing routes and schedules serving the Naperville Metra station have been in place for roughly 20 years.

Q: Pursuant to the previous question, what is Pace's preferred design vehicle for this depot?

A: *Pace* – The buses used for these routes currently are 30 feet in length; it is unlikely that larger buses would be required for Pace service at this location.

City of Naperville – The bus depot would ideally be a flexible space that could be used for other purposes when not occupied by Pace buses, so a school bus or trolley would be the ideal design vehicle.

Q: A key consideration in our alternatives analysis will relate to how the bus depot and its resulting effects on travel patterns may impact route schedules. Is this an evaluation that Pace can assist the project team with?

A: Pace does not have a model that evaluates the buses' travel times between stops; rather, the route is driven multiple times to determine an appropriate estimated travel time. That said, increased travel times are very undesirable and should be considered in this study.

Q: All things being equal, does Pace have any thoughts on ideal location for a bus depot?

A: With most of the bus routes serving the southern side of the station, it seems to make sense to have a bus depot on the south side of the tracks to avoid impacting the existing route schedules. Given the residential proximity to the current bus staging locations, the Parkview Lot may be a viable location for the depot.

Q: It was noted during a field visit that the buses stage in the same location every time; is this a desirable behavior to consider as a part of this project?

A: *City of Naperville* – From the commuter's perspective, this is a desirable feature that enables riders to find their bus easily.

Q: Is there a shared ridership between the fixed and feeder routes that stop at the Naperville Metra station?

A: While the data may be available and can be requested, the shared ridership is probably very small.

Q: Is there any communication between the buses and trains, particularly in cases of a Metra delay or service interruption?

A: The relationship between the buses and trains is largely based on the respective schedules, but drivers are able to call their dispatcher to inquire about delays.

Q: Is it common that buses are early and/or idling at the station?

A: Recovery time has been built in to the existing routes, so buses may be early at the station for that reason. It is also worth noting that commuters are generally happy when their bus arrives early. Based on these two factors, no schedule changes have been made (nor are they planned) to address early arrivals or idling.

Q: It doesn't appear that transfers between bus routes happen much at present. Is there a desire to enhance the ability to make these transfers as a part of the bus depot?

A: *City of Naperville* – Possibly. This has been considered as a general idea in the past, but the demand for this service hasn't been high.

Q: What role could remote parking possibly play in replacing any parking supply lost as result of the bus depot?

A: *City of Naperville* – Some attempts have been made in this regard for Route 682. The City expects that this remote lot will be a success once the economy improves. If a park-and-ride is considered, staff recommends evaluating a new park-and-ride location toward the east end of the City.

At the conclusion of the meeting, the project team asked Pace for any additional thoughts and tips for the proposed bus depot. Pace suggested that the project team be conscious of the pedestrian path relative to bus routing patterns. Amenities such as good lighting and heat lamps/warming shelters were suggested. The meeting adjourned at approximately 2:00 PM.

TRAFFIC ANALYSIS & DESIGN, INC.

NAPERVILLE METRA STATION
BUS DEPOT AND COMMUTER ACCESS FEASIBILITY STUDY

Stakeholder Meeting Minutes – Metra

Date: Monday, June 20, 2011

Attendees: Metra Suburban Rail Service
Burlington Northern Santa Fe (BNSF) Railroad
City of Naperville
Traffic Analysis & Design, Inc.
Stanley Consultants

The meeting began at approximately 9:30AM at Metra's office at 547 W. Jackson, Chicago, Illinois. A summary of the questions asked by the project team and answers provided by Metra, BNSF, and/or the City of Naperville is provided below. Unless otherwise noted, the paraphrased responses were provided by Metra staff.

Q: If this project accomplishes one thing for Metra, what is that main objective?

A: Metra has a number of primary goals for this project. Safety is important, especially at the at-grade crossing at Loomis Street. The project team should aim to avoid creating new queues at this at-grade crossing. The potential to increase pedestrian safety at this crossing could also be considered through such measures as a zig-zag sidewalk approach that encourages pedestrians to look down the tracks for approaching trains and deters them from bypassing an activated gate.

Metra also hopes to maintain or minimize losses for the existing station parking supply and sustain minimal compromises in the existing kiss-and-ride operations. Pedestrian-vehicle conflicts should also be considered by the project team.

Q: Does Metra have a preference, from a rail commuter's perspective, for whether commuters alight buses on the inbound platform side in the AM or board on the outbound platform side in the PM?

A: The impact to a commuter's time should be strongly considered. Metra is not opposed to keeping bus routes on both sides of the tracks, as they are today, similarly to how Metra tries to provide parking and kiss-and-ride locations on both sides to alleviate peak period congestion. It should be noted that the growth trend in this station's ridership is located to the south.

Q: Please confirm parking requirements for Metra employees near the station. Are there any guidelines for where they may be (i.e., distance to the station)?

A: *BNSF* – Two spaces are currently reserved for BNSF clerks and should be maintained. These spaces are located very near to the station for safety reasons, because these employees may arrive very early in the morning. One space is also reserved for the Amtrak ticket agent. Based on past experience, these spaces cannot be shared between the two entities.

Q: Please confirm parking requirements and related policies during implementation phasing from parking lot to bus depot.

A: The change in parking supply would be ideally be zero as a result of this project, even during phased construction. Metra's policy is to provide parking within one quarter-mile and with a line of sight to the station.

Q: Is there potential to move the fence along the south side of the tracks between the station and Loomis to make way for angled parking on the north side of 4th Avenue?

A: *BNSF* – This may be possible and can be looked into. The area in question may actually belong to the City as a part of past work with the Public Works Department. When considering changes to this area, the project team should consider that at least 500' of horizontal sight distance must be provided in each direction for at-grade crossings.

Q: Are there any maintenance or access requirements that must be maintained on either side of the tracks, but could be impacted by the establishment of a bus depot?

A: *BNSF* – It should be noted that the current platform would allow an unauthorized vehicle to drive onto the platform, presenting a safety concern. The congestion caused by pedestrian traffic near the coffee truck should also be considered for safety reasons.

Q: Is there any communication between the trains and buses in the event of a train delay or Metra service interruption?

A: There is not; because the buses are feeder routes designed to serve the train riders, this communication isn't considered necessary.

Q: All things being equal, does Metra have any thoughts on ideal location for a bus depot?

A: *Metra* – Based on internal discussions, Metra staff has a suggested design for the project team's consideration. Under this "counterflow" design alternative for the south side of the station, kiss-and-ride would maintain its existing counterclockwise flow around the park. Buses would be routed in a clockwise direction, and the park would be used to store riders who are waiting for, boarding, or alighting the Pace bus routes on the south side of the tracks. This alternative could be used as either an interim or ultimate design, has no impact on the station's parking supply, and requires limited expenditures of capital funds.

Metra views the Parkview lot as an undesirable location for a bus depot due to the difficulties associated with accessing Washington Street from this location. The Parkview lot is also located far away from the pedestrian tunnel.

BNSF – There may be some benefits to locating kiss-and-ride and bus pick-up/drop-off activities in the parking lot at the DuPage Children's Museum, given the complementary peaks of commuter uses and the Museum's clientele.

Metra – Given BNSF's suggestion, an existing detention pond at the Museum could potentially be buried to create more space for parking, kiss-and-ride, and bus staging.

BNSF – Amtrak has significant kiss-and-ride activity, and these vehicles typically linger longer than those dropping off Metra riders. For this reason, it would not be desirable for Amtrak kiss-and-ride to be located across the street at the Children's Museum. However, Amtrak kiss-and-ride may have complementary peaking characteristics to the bus routes, providing an opportunity for these uses to share space.

Q: What information can be provided on future growth in service and/or ridership for this station?

A: *BNSF* – Growth along this line is occurring from Downers Grove west, but the line is limited by infrastructure at Union Station and recent Amtrak policy changes for signal standards. As a result, longer trains are not expected to be an option for this line. Instead, it is likely that there may be changes in the way that Zones are designated and/or the combination of stations visited by express trains.

Metra – As growth continues in southern Naperville and other communities to the south, more parking may be needed for this station.

BNSF – It may also be possible that transit ridership to this station could be increased, given perceptions by younger demographics that car ownership can be undesirable. Are car sharing services currently in use at this station?

City of Naperville – A car sharing service approached the City about locating cars at this Metra station, but the City would have been responsible for maintaining the cars. As a result, a deal was not reached.

Q: Is the reverse commute an important consideration for Metra at this location?

A: The reverse commute does happen, but is not the predominant demand for Metra service.

Q: During field observations, some outbound trains were observed using the south (inbound) platform. Is this common?

A: One or two trains do this on a daily basis, while others may do so under special circumstances.

At the conclusion of the meeting, Metra suggested that the project team consider adding a couple of items to the design alternatives evaluation matrix: user convenience and rail safety (particularly at the Loomis Street at-grade crossing). The meeting adjourned at approximately 10:45AM.

OPEN HOUSE PUBLIC COMMENTS

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.**

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. Personal information				
		Commuter	Resident of Naperville Metra Station Vicinity	Other Resident	Other Stakeholder	If "Other Stakeholder," please specify
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 Stakeholder: Lives 2.5 blocks from the Station	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.					
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	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 throroughfare. It seems that the Parkview and Children 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			
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			

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. Personal information				
		Commuter	Resident of Naperville Metra Station Vicinity	Other Resident	Other Stakeholder	IF "Other Stakeholder," please specify
17	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 to 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.	Commuter		Other Resident		
18	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.		Resident of Naperville Metra Station Vicinity			
19	To Whom it may concern, I live at 222 E 4th Ave, I am the first house on 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 identied 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 last 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		

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. Personal information				
		Commuter	Resident of Naperville Metra Station Vicinity	Other Resident	Other Stakeholder	If "Other Stakeholder," please specify
22	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!!! 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/qtr 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-ellyn-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.	Commuter				
23	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.	Commuter				Also a PACE rider
24	To; Rory Fancler/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 vandalisim, 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 adversly 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. Sincerely, Steve Shiffler Pres. Shiffler Builders Inc.				Other Stakeholder	Center Street Property Owner and Tenant
25	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.	Commuter	Resident of Naperville Metra Station Vicinity			
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			

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		Commuter	Resident of Naperville Metra Station Vicinity	Other Resident	Other Stakeholder	If "Other Stakeholder," please specify
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 buses out of the area surrounding the train station. I believe the main premise for the depot is to alleviate traffic and buses 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 the tracks. I believe this Burlington Park-Center Street perimeter bus depot alternative could also be 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! Sincerely, John McCarthy				Other Stakeholder	Property owner-321-325 N. Center Street, Naperville, Illinois

November 14, 2011 Public Open House
Public Input Summary

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		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 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.	Commuter	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 sihot of 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 nonbusiness 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 compelling with Little Friends 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 peeking 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 severly 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 carcinigen) speeding, a threat to life, (crossing a street is not anoption). 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 commments 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 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			

November 14, 2011 Public Open House
Public Input Summary

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11 (continued)	- Limited kiss-and-ride capacity should demand increase - Limited right-of-way; requires encroachment into Burlington Square Park - Potential (increased) conflicts between buses, vehicles, pedestrians and trains! - Impacts to bus routes, schedules and operating costs - Burlington Square Park lease agreement with the Naperville Park District Additional Limitations/Challenges/Conflicts: - Crossing at Loomis is potentially dangerous to vehicles going South if traffic stops because of kiss-and-ride backup or pedestrians crossing. - No direct access to the bus loading area. Buses will still need to be routed through the residential neighborhood to get to the depot. - 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. - Kiss-and-ride is located East of the station when most of the boarding occurs West of the station. - 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. East Burlington Lot Options: - Alternative 1 is better than the current conditions on the North side of the station but still requires an additional depot elsewhere. - 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. - The exit onto Ellsworth from the depot has an increased conflict between buses, vehicles and pedestrians. - Increased conflicts between buses, vehicles and pedestrians at Ellsworth and 5th Avenue. Parkview Lot Options: 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. - minimize bus traffic/queues on residential streets. - reduce bus conflicts with pedestrian and kiss-and-ride traffic, increases pedestrian safety. - enhance access to the train station while having a low impact on the surrounding residential neighborhood. - have proximity to South platform, west of station where majority of boarding occurs. - have additional pedestrian access with underpass stairs on either side of Washington. I believe Parkview Lot Alternative 2 is the best option for a bus depot: - It has potential benefit for bus routes. - It is separated from kiss-and-ride and pedestrian traffic, reducing traffic conflicts and increasing pedestrian safety. - It accommodates all existing bus routes with potential for future expansion. Parkview Lot Alternative 2 is what I think residents and commuters had in mind when asking for a bus depot. Thank you.					
12	Putting the South side buses in a depot on the North side of the tracks would be a disaster. The traffic conjestion 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 fr 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 lessesn 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 mater 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 told 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			

November 14, 2011 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
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 accomodations 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 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 stakholder 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 should be compromised, or minimized. Waiting 9 years to get that spot was endturing 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 imagin 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 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 alternates 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 demolie 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 diagramed 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 rides 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.	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			

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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 studing 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 spot and the city needs to enfore 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 accomodate 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 muti-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 bigest 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	Pleaseconsider 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 moredaily 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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44	I am very happy that these plans where 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.					
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 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 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 place 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 because 12 buses are all leaving at the same time.				Other Stakeholder	A one -time Commuter and spouse of a commuter
	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.					
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.					
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 lost, but 10 buses are accomodated, 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 no 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			

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:
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:
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.

Fancler, Rory

From:
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,

Fancler, Rory

From:
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.

Fancler, Rory

From:
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 disburbing 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,Sleight 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.

Fancler, Rory

From:
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

Fancler, Rory

From:
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

Fancler, Rory

From:
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 Commision and the City Council will heed our pleas and take action. The following are my comments for them. Gratefully,

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 hundreeds 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 monnxide, 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,

Fancler, Rory

From:
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:
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.

Fancler, Rory

From:
Sent: Thursday, December 01, 2011 9:37 AM
To: Fancler, Rory
Subject: Comment Letter Re: Bus Depot Alternatives
Attachments: Boecker Letter to Naperville re Bus Depot Alternatives 120111.doc

Good Morning Rory:
Attached is a comment letter concerning the Bus Depot Alternative plans.
I had hoped to get a comment letter submitted to you much earlier, however I just received comments from my clients yesterday.

The attached letter is unsigned. I intend to mail a signed copy to you, or in the alternative if you require a signed copy by tomorrow's deadline I will hand deliver it.
Will the attached copy suffice or do you need a signed copy of the letter?

Also, will the City send out an additional notice announcing the date of the hearings for the alternatives? In our phone conversation a couple of weeks ago, you mentioned likely dates of either January 7, 2012 or February 4, 2012.

Thanks so much.

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 activites 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.

Fancler, Rory

From:
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,

Fancler, Rory

From:
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,

Fancler, Rory

From:
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,

Fancler, Rory

From:
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,

Fancler, Rory

From:
Sent: Friday, December 02, 2011 3:04 PM
To: Fancler, Rory
Cc:
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,

ESTIMATED IMPACTS TO OPERATING COSTS FOR PACE SUBURBAN BUS SERVICE

Using data on current daily operating costs from Pace Suburban Bus Service for the routes currently serving the Naperville Metra Station, the project team developed an estimate of the increased operating costs that would result from relocated stops as identified for some of the concept alternatives. It should be noted that these estimates are based on an assumed six-minute increase in running time for each route relocated from the south side of the tracks to the north side or vice versa. These estimates do not include consideration for several logistical issues that would be expected to arise as a result of these route relocations, including:

- Compounded impacts of the additional running time throughout the day. This outcome would likely require bus schedules to be revised and may result in a discrepancy between the arrival and departure times of Pace buses and that of peak period Metra express trains. If the existing level of service were to be maintained, it is possible that two buses would be required to run a route that was previously run by one bus. The additional operating costs of adding a bus to affected routes is not included in the costs listed on the following page.
- The separation of routes that currently provide overlapped service outside of peak periods. Bus Routes 182, 183, 184, and 185 provide service to Pace riders from a combination of the existing feeder routes that serve the Naperville Metra Station, as detailed on page 120. This combined off-peak service is structured such that routes currently stopping on the north side of the tracks are grouped together and served by Route 182 and routes currently stopping on the south side of the tracks are grouped together (Route 183, 184, and 185). If only some of the routes are relocated to the opposite side of the tracks, it is likely that Pace would have to restructure this combined service and may need to add buses in order to maintain the current level of service to riders.

Table A1. Preliminary Estimates of Increased Operating Costs due to Relocated Bus Routes

Bus Depot Alternatives	Bus Capacity (# of routes)	Maximum # of Bus Routes Impacted	Estimated Increase in Operating Costs
Parkview Lot			
Alternative 1A	3 buses on north 12 buses on south (depot)	0 buses	N/A
Alternative 1B	0 buses on north 16 buses on south (depot)	3 buses	$61,776.00
Alternative 2	3 buses on north 12 buses on south (depot)	0 buses	N/A
Upper Burlington Lot			
Alternative 1	12 buses on north (depot) 3 buses on south	9 buses	$149,292.00 – $220,627.68
Eastern Burlington Lot			
Alternative 1	3 buses on north (depot) 12 buses on south	0 buses	N/A
Alternative 2	12 buses on north (depot) 3 buses on south	9 buses	N/A
Alternative 3	11 buses on north (depot) 4 buses on south	8 buses	$126,126.00 – $205,183.68
4th Avenue			
Alternative 1	3 buses on north 12 buses on south (depot)	0 buses	N/A

As shown in **Table A1**, the increase in operating costs may vary depending on the routes selected for relocation under the alternatives listed. For example, the relocation of Routes 530 and/or 714 would be more costly than relocating the station's feeder routes, since these two routes run throughout the day. Further details on the calculations performed to yield the values above are provided on the following pages. It should be noted that these estimates are preliminary in nature and that the City should coordinate with Pace to more precisely determine the impacts to bus operations, maintenance, and service should route relocation be desired in the future.

Naperville Bus Depot and Commuter Access Feasibility Study

Bus Route Impact Evaluation

	Route		Daily Revenue Hours	Daily Vehicle Hours	Cost Per Hour (First Student)	Cost Per Hour (Fox Valley Routes 530 + 714)	Daily Cost	Annual Cost	+6-minute cost	Routes/day	Add'l cost
	676	Cress Creek	7.10		$ 99.00		$ 702.90	$ 182,754.00	$ 9.90	10	$ 25,740.00
	681	Naperville - Saybrook	2.47		$ 99.00		$ 244.53	$ 63,578	$ 9.90	6	$ 15,444.00
	682	Naperville - Brookdale	3.32		$ 99.00		$ 328.68	$ 85,457	$ 9.90	8	$ 20,592.00
	677	Naperville - West Glens	3.67		$ 99.00		$ 363.33	$ 94,466	$ 9.90	10	$ 25,740.00
	678	Naperville - Carriage Hill	4.54		$ 99.00		$ 449.46	$ 116,860	$ 9.90	9	$ 23,166.00
	680	Naperville - Knock Knolls	3.80		$ 99.00		$ 376.20	$ 97,812	$ 9.90	6	$ 15,444.00
	683	Naperville - Ashbury	5.23		$ 99.00		$ 517.77	$ 134,620	$ 9.90	7	$ 18,018.00
	684	Naperville - Maplebrook	4.22		$ 99.00		$ 417.78	$ 108,623	$ 9.90	6	$ 15,444.00
	685	Naperville - West Wind Estates	4.01		$ 99.00		$ 396.99	$ 103,217	$ 9.90	6	$ 15,444.00
	686	Naperville - Old Farm	3.72		$ 99.00		$ 368.28	$ 95,753	$ 9.90	6	$ 15,444.00
	687	Naperville - Farmstead	3.85		$ 99.00		$ 381.15	$ 99,099	$ 9.90	6	$ 15,444.00
	688	Naperville - Huntington	4.15		$ 99.00		$ 410.85	$ 106,821	$ 9.90	6	$ 15,444.00
	689	Naperville - Hobson Village	3.54		$ 99.00		$ 350.46	$ 91,120	$ 9.90	6	$ 15,444.00
	783	Naperville - Evening Service[1]	7.35		$ 99.00		$ 727.65	$ 189,189.00	$ 9.90		$ -
wkday	530	Fox Valley Mall - Naperville		70.93		$ 76.20	$ 5,404.87	$ 1,405,265	$ 7.62	24	$ 47,548.80
saturday	530	Fox Valley Mall - Naperville		65.42		$ 76.20	$ 4,985.00	$ 1,296,101	$ 7.62	22	$ 8,717.28
	714	College of DuPage - Naperville - Wheaton		34.15		$ 76.20	$ 2,602.23	$ 676,580	$ 7.62	18	$ 35,661.60
Total			60.97	170.50	$ 1,386.00	$ 228.60	$ 19,028.13	$ 4,947,313.80			

[1] Estimated at 7.35 hours per day based on hours the vehicle is required between trips. Mileage will vary.

Cost to relocate:	Minimum	Maximum
3 routes from north to south	$ 61,776.00	$ 61,776.00
8 routes from south to north	$ 126,126.00	$ 205,183.68
9 routes from south to north	$ 149,292.00	$ 220,627.68

Afternoon Overlap

Departs	Board Route #	Covers:	How overlap is Accounted for in Routes/Day Count:
6:49pm	182	676, 681, 682	Subtracted 1 from 681, 682
4:39pm	183	677, 680, 683, 684, 685, 686	Subtracted 1 from 680, 683, 684, 685, 686
6:49pm	183	677, 680, 683, 684, 685, 686	Subtracted 1 from 680, 683, 684, 685, 686
7:29pm	184	677, 678, 680, 683, 684, 685, 686, 687, 688, 689	Subtracted 1 from 678, 680, 683, 684, 685, 686, 687, 688, 689
8:39pm	184	677, 678, 680, 683, 684, 685, 686, 687, 688, 689	Subtracted 1 from 678, 680, 683, 684, 685, 686, 687, 688, 689
4:39pm	185	678, 687, 688, 689	Subtracted 1 from 687, 688, 689
6:49pm	185	678, 687, 688, 689	Subtracted 1 from 687, 688, 689

Total Number of Routes Subtracted from:	
676	0
681	1
682	1
677	0
678	2
680	4
683	4
684	4
685	4
686	4
687	4
688	4
689	4

PRELIMINARY COST ESTIMATES

Prepared by Stanley Consultants

NAPERVILLE METRA STATION
BUS DEPOT AND COMMUTER FEASIBILITY STUDY

EXHIBIT 8
LONG-TERM RECOMMENDATION (SOUTH OF STATION - PARKVIEW LOT 1A)
PRELIMINARY COST ESTIMATE

Scope:

-Modifications to the Parkview Lot including the construction of a sawtooth shaped bus platform in the center of the parkview lot and a bus platform on east side of the Parkview lot.

-Conversion of North Avenue between Center Street and Washington Street to a three lane section consisting of one eastbound travel lane and two westbound travel lanes. Widening is required on North Avenue to the north approaching Washington Street to allow for the right turn movement from northbound Washington Street to eastbound North Avenue. Due to the widening, the traffic signal equipment located at the northwest corner of the Washington Street/Center Street intersection will need to be relocated.

-Modifications to the signal system including installation of new traffic signal heads for southbound buses exiting the bus depot and for the relocated westbound stop bar on North Avenue.

1. PAVEMENT REHABILITATION	**QTY**	**UNIT**	**UNIT PRICE**	**TOTAL**
PAVEMENT RESURFACING	3975	SQ YD	$10.00	$39,750.00
PAVEMENT REMOVAL	840	SQ YD	$20.00	$16,800.00
PAVEMENT REPLACEMENT	485	SQ YD	$90.00	$43,650.00
SUBTOTAL (PAVEMENT REHABILITATION)				**$100,200.00**
2. CURB AND GUTTER				
CURB AND GUTTER REMOVAL	850	FOOT	$8.50	$7,225.00
COMBINATION CONCRETE CURB AND GUTTER	1185	FOOT	$20.00	$23,700.00
SUBTOTAL (CURB AND GUTTER)				**$30,925.00**
3. SIDEWALK AND MEDIAN				
PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH	170	SQ FT	$7.00	$1,190.00
MEDIAN, PORTLAND CEMENT CONCRETE 6 INCH	535	SQ FT	$7.00	$3,745.00
BUS PLATFORM, PORTLAND CEMENT CONCRETE 6 INCH	6775	SQ FT	$7.00	$47,425.00
SIDEWALK REMOVAL	1040	SQ FT	$2.00	$2,080.00
SUBTOTAL (SIDEWALK AND MEDIAN)				**$54,440.00**
4. ELECTRICAL				
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM	1	EACH	$5,000.00	$5,000.00
TRAFFIC SIGNAL	1	L SUM	$200,000.00	$200,000.00
RELOCATE TRAFFIC SIGNAL EQUIPMENT	1	L SUM	$25,000.00	$25,000.00
LIGHTING	6	EACH	$7,500.00	$45,000.00
SUBTOTAL (ELECTRICAL)				**$275,000.00**
5. SIGNING AND STRIPING				
SIGNING	10	EACH	$160.00	$1,600.00
THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	139.2	SQ FT	$5.00	$696.00
THERMOPLASTIC PAVEMENT MARKING - LINE 4"	296	FOOT	$0.75	$222.00
THERMOPLASTIC PAVEMENT MARKING - LINE 6"	1606	FOOT	$1.25	$2,007.50
THERMOPLASTIC PAVEMENT MARKING - LINE 12"	535.6	FOOT	$2.50	$1,339.00
THERMOPLASTIC PAVEMENT MARKING - LINE 24"	31	FOOT	$5.50	$170.50
PAVEMENT MARKING REMOVAL	500	SQ FT	$1.50	$750.00
SUBTOTAL (SIGNING AND STRIPING)				**$6,785.00**
BASE COST TOTAL				**$467,350.00**
6. OTHER				
EARTHWORK	0	CU YD	$35.00	$0.00
DRAINAGE (ASSUME 5% OF BASE COST)	1	L SUM	$23,367.50	$23,367.50
LANDSCAPING/EROSION CONTROL (ASSUME 1% OF BASE COST)	1	L SUM	$4,673.50	$4,673.50
TRAFFIC CONTROL AND PROTECTION (ASSUME 5% OF BASE COST)	1	L SUM	$23,367.50	$23,367.50
CONSTRUCTION CONTINGENCY (ASSUME 20% OF BASE COST)	1	L SUM	$93,470.00	$93,470.00
SUBTOTAL (OTHER)				**$144,878.50**
TOTAL				**$612,228.50**

NAPERVILLE METRA STATION
BUS DEPOT AND COMMUTER FEASIBILITY STUDY

EXHIBIT 8
LONG-TERM RECOMMENDATION (SOUTH OF STATION - PARKVIEW LOT 1A)
PRELIMINARY COST ESTIMATE

ASSUMPTIONS

*EXISTING PAVEMENT WITHIN LIMITS OF PROPOSED PARKVIEW LOT IS ASSUMED TO BE RESURFACED. FUTURE COORDINATION WITH PACE WILL BE REQUIRED TO DETERMINE IF PAVEMENT STRUCTURE IS SUFFICIENT FOR ADDED BUS TRAFFIC.
*INCLUDES RE-OPTIMIZATION OF TRAFFIC SIGNAL SYSTEM AT INTERSECTION OF WASHINGTON STREET AND NORTH AVENUE
*INCLUDES LIGHTING IMPROVEMENTS TO RECONFIGURED PARKVIEW LOT
*PAVEMENT RESURFACING INCLUDES THE FOLLOWING ITEMS:
- HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"
- HOT MIX ASPHALT SURFACE COURSE, 1 1/2"
*PAVEMENT REPLACEMENT INCLUDES THE FOLLOWING ITEMS:
- PAVEMENT REMOVAL
- SUBBASE GRANULAR MATERIAL, 6"
- PORTLAND CEMENT CONCRETE BASE COURSE 9"
- HOT MIX ASPHALT BINDER COURSE, 1 1/2"
- HOT MIX ASPHALT SURFACE COURSE, 1 1/2"
*MOBILIZATION COSTS ARE COVERED UNDER THE COST PROVIDED FOR CONSTRUCTION CONTINGENCY

*COST FOR PROPOSED CANOPIES ON BUS PLATFORMS IS INCLUDED IN THE COST PROVIDED FOR CONSTRUCTION CONTINGENCY

EXCEPTIONS
*DOES NOT INCLUDE REMOVAL AND DISPOSAL OF HAZARDOUS MATERIAL.

NAPERVILLE METRA STATION
BUS DEPOT AND COMMUTER FEASIBILITY STUDY

EXHIBIT 9
LONG-TERM RECOMMENDATION (SOUTH OF STATION - PARKVIEW LOT 1B)
PRELIMINARY COST ESTIMATE

Scope:

-Modifications to the Parkview Lot including the construction of a saw tooth shaped bus platform in the center of the parkview lot and a bus platform on east side of the Parkview lot.

-Widening of the Parkview Lot to the west side and the construction of a bus platform on the west side of the modified Parkview Lot. The area between the proposed bus platform on the west side of the Parkview Lot and the back of walk on Washington Street will require re-grading.

-Conversion of North Avenue between Center Street and Washington Street to a three lane section consisting of one eastbound travel lane and two westbound travel lanes. Widening is required on North Avenue to the north approaching Washington Street to allow for the right turn movement from northbound Washington Street to eastbound North Avenue. Due to the widening, the traffic signal equipment located at the northwest corner of the Washington Street/Center Street intersection will need to be relocated.

-Modifications to the signal system including installation of new traffic signal heads for southbound buses exiting the bus depot and for the relocated westbound stop bar on North Avenue.

1. PAVEMENT REHABILITATION	**QTY**	**UNIT**	**UNIT PRICE**	**TOTAL**
PAVEMENT RESURFACING	3975	SQ YD	$10.00	$39,750.00
PAVEMENT REMOVAL	838	SQ YD	$20.00	$16,752.00
PAVEMENT REPLACEMENT	1075	SQ YD	$90.00	$96,750.00
SUBTOTAL (PAVEMENT REHABILITATION)				**$153,252.00**
2. CURB AND GUTTER				
CURB AND GUTTER REMOVAL	1190	FOOT	$8.50	$10,115.00
COMBINATION CONCRETE CURB AND GUTTER	1555	FOOT	$20.00	$31,100.00
SUBTOTAL (CURB AND GUTTER)				**$41,215.00**
3. SIDEWALK AND MEDIAN				
PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH	1064	SQ FT	$7.00	$7,448.00
MEDIAN, PORTLAND CEMENT CONCRETE 6 INCH	535	SQ FT	$7.00	$3,745.00
BUS PLATFORM, PORTLAND CEMENT CONCRETE 6 INCH	8720	SQ FT	$7.00	$61,040.00
BUS PLATFORM PEDESTRIAN RAILING	270	FOOT	$110.00	$29,700.00
SIDEWALK REMOVAL	1075	SQ FT	$2.00	$2,150.00
SUBTOTAL (SIDEWALK AND MEDIAN)				**$104,083.00**
4. ELECTRICAL				
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM	1	EACH	$5,000.00	$5,000.00
TRAFFIC SIGNAL	1	L SUM	$200,000.00	$200,000.00
RELOCATE TRAFFIC SIGNAL EQUIPMENT	1	L SUM	$25,000.00	$25,000.00
LIGHTING	6	EACH	$7,500.00	$45,000.00
SUBTOTAL (ELECTRICAL)				**$275,000.00**
5. SIGNING AND STRIPING				
SIGNING	10	EACH	$160.00	$1,600.00
THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	139.2	SQ FT	$5.00	$696.00
THERMOPLASTIC PAVEMENT MARKING - LINE 4"	1880	FOOT	$0.75	$1,410.00
THERMOPLASTIC PAVEMENT MARKING - LINE 6"	755	FOOT	$1.25	$943.75
THERMOPLASTIC PAVEMENT MARKING - LINE 12"	695	FOOT	$2.50	$1,737.50
THERMOPLASTIC PAVEMENT MARKING - LINE 24"	84	FOOT	$5.50	$462.00
PAVEMENT MARKING REMOVAL	500	SQ FT	$1.50	$750.00
SUBTOTAL (SIGNING AND STRIPING)				**$7,599.25**
BASE COST TOTAL				**$581,149.25**
6. OTHER				
EARTHWORK	286	CU YD	$35.00	$10,010.00
DRAINAGE (ASSUME 5% OF BASE COST)	1	L SUM	$29,057.46	$29,057.46
LANDSCAPING/EROSION CONTROL (ASSUME 1% OF BASE COST)	1	L SUM	$5,811.49	$5,811.49
TRAFFIC CONTROL AND PROTECTION (ASSUME 5% OF BASE COST)	1	L SUM	$29,057.46	$29,057.46
CONSTRUCTION CONTINGENCY (ASSUME 20% OF BASE COST)	1	L SUM	$116,229.85	$116,229.85
SUBTOTAL (OTHER)				**$190,166.27**
TOTAL				**$771,315.52**

NAPERVILLE METRA STATION
BUS DEPOT AND COMMUTER FEASIBILITY STUDY

EXHIBIT 9
LONG-TERM RECOMMENDATION (SOUTH OF STATION - PARKVIEW LOT 1B)
PRELIMINARY COST ESTIMATE

ASSUMPTIONS

*EXISTING PAVEMENT WITHIN LIMITS OF PROPOSED PARKVIEW LOT IS ASSUMED TO BE RESURFACED. FUTURE COORDINATION WITH PACE WILL BE REQUIRED TO DETERMINE IF PAVEMENT STRUCTURE IS SUFFICIENT FOR ADDED BUS TRAFFIC.
*INCLUDES RE-OPTIMIZATION OF TRAFFIC SIGNAL SYSTEM AT INTERSECTION OF WASHINGTON STREET AND NORTH AVENUE
*INCLUDES LIGHTING IMPROVEMENTS TO RECONFIGURED PARKVIEW LOT
*PAVEMENT RESURFACING INCLUDES THE FOLLOWING ITEMS:
- HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"
- HOT MIX ASPHALT SURFACE COURSE, 1 1/2"
*PAVEMENT REPLACEMENT INCLUDES THE FOLLOWING ITEMS:
- PAVEMENT REMOVAL
- SUBBASE GRANULAR MATERIAL, 6"
- PORTLAND CEMENT CONCRETE BASE COURSE 9"
- HOT MIX ASPHALT BINDER COURSE, 1 1/2"
- HOT MIX ASPHALT SURFACE COURSE, 1 1/2"
*MOBILIZATION COSTS ARE COVERED UNDER THE COST PROVIDED FOR CONSTRUCTION CONTINGENCY

*COST FOR PROPOSED CANOPIES ON BUS PLATFORMS IS INCLUDED IN THE COST PROVIDED FOR CONSTRUCTION CONTINGENCY

EXCEPTIONS
*DOES NOT INCLUDE REMOVAL AND DISPOSAL OF HAZARDOUS MATERIAL.

NAPERVILLE METRA STATION
BUS DEPOT AND COMMUTER FEASIBILITY STUDY

EXHIBIT 10
LONG-TERM RECOMMENDATION (SOUTH OF STATION - PARKVIEW LOT 2)
PRELIMINARY COST ESTIMATE

Scope:

-Modifications to the Parkview Lot including the construction of three ten foot wide bus platforms running North/South.

-Conversion of North Avenue between Center Street and Washington Street to a three lane section consisting of one eastbound travel lane and two westbound travel lanes. Widening is required on North Avenue to the north approaching Washington Street to allow for the right turn movement from northbound Washington Street to eastbound North Avenue. Due to the widening, the traffic signal equipment located at the northwest corner of the Washington Street/Center Street intersection will need to be relocated.

-Modifications to the signal system including installation of new traffic signal heads for the relocated westbound stop bar on North Avenue.

	QTY	UNIT	UNIT PRICE	TOTAL
1. PAVEMENT REHABILITATION				
PAVEMENT RESURFACING	3510	SQ YD	$10.00	$35,100.00
PAVEMENT REMOVAL	960	SQ YD	$20.00	$19,200.00
PAVEMENT REPLACEMENT	730	SQ YD	$90.00	$65,700.00
SUBTOTAL (PAVEMENT REHABILITATION)				**$120,000.00**
2. CURB AND GUTTER				
CURB AND GUTTER REMOVAL	1190	FOOT	$8.50	$10,115.00
COMBINATION CONCRETE CURB AND GUTTER	1740	FOOT	$20.00	$34,800.00
SUBTOTAL (CURB AND GUTTER)				**$44,915.00**
3. SIDEWALK AND MEDIAN				
PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH	451	SQ FT	$7.00	$3,157.00
MEDIAN, PORTLAND CEMENT CONCRETE 6 INCH	282	SQ FT	$7.00	$1,974.00
BUS PLATFORM, PORTLAND CEMENT CONCRETE 6 INCH	8035	SQ FT	$7.00	$56,245.00
SIDEWALK REMOVAL	1075	SQ FT	$2.00	$2,150.00
SUBTOTAL (SIDEWALK AND MEDIAN)				**$63,526.00**
4. ELECTRICAL				
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM	1	EACH	$5,000.00	$5,000.00
TRAFFIC SIGNAL	1	L SUM	$200,000.00	$200,000.00
RELOCATE TRAFFIC SIGNAL EQUIPMENT	1	L SUM	$25,000.00	$25,000.00
LIGHTING	6	EACH	$7,500.00	$45,000.00
SUBTOTAL (ELECTRICAL)				**$275,000.00**
5. SIGNING AND STRIPING				
SIGNING	10	EACH	$160.00	$1,600.00
THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	139.2	SQ FT	$5.00	$696.00
THERMOPLASTIC PAVEMENT MARKING - LINE 4"	1280	FOOT	$0.75	$960.00
THERMOPLASTIC PAVEMENT MARKING - LINE 6"	880	FOOT	$1.25	$1,100.00
THERMOPLASTIC PAVEMENT MARKING - LINE 12"	880	FOOT	$2.50	$2,200.00
THERMOPLASTIC PAVEMENT MARKING - LINE 24"	50	FOOT	$5.50	$275.00
PAVEMENT MARKING REMOVAL	500	SQ FT	$1.50	$750.00
SUBTOTAL (SIGNING AND STRIPING)				**$7,581.00**
BASE COST TOTAL				**$511,022.00**
6. OTHER				
EARTHWORK	0	CU YD	$35.00	$0.00
DRAINAGE (ASSUME 5% OF BASE COST)	1	L SUM	$25,551.10	$25,551.10
LANDSCAPING/EROSION CONTROL (ASSUME 1% OF BASE COST)	1	L SUM	$5,110.22	$5,110.22
TRAFFIC CONTROL AND PROTECTION (ASSUME 5% OF BASE COST)	1	L SUM	$25,551.10	$25,551.10
CONSTRUCTION CONTINGENCY (ASSUME 20% OF BASE COST)	1	L SUM	$102,204.40	$102,204.40
SUBTOTAL (OTHER)				**$158,416.82**
TOTAL				**$669,438.82**

NAPERVILLE METRA STATION
BUS DEPOT AND COMMUTER FEASIBILITY STUDY

EXHIBIT 10
LONG-TERM RECOMMENDATION (SOUTH OF STATION - PARKVIEW LOT 2)
PRELIMINARY COST ESTIMATE

ASSUMPTIONS

*EXISTING PAVEMENT WITHIN LIMITS OF PROPOSED PARKVIEW LOT IS ASSUMED TO BE RESURFACED. FUTURE COORDINATION WITH PACE WILL BE REQUIRED TO DETERMINE IF PAVEMENT STRUCTURE IS SUFFICIENT FOR ADDED BUS TRAFFIC.
*INCLUDES RE-OPTIMIZATION OF TRAFFIC SIGNAL SYSTEM AT INTERSECTION OF WASHINGTON STREET AND NORTH AVENUE
*INCLUDES LIGHTING IMPROVEMENTS TO RECONFIGURED PARKVIEW LOT
*PAVEMENT RESURFACING INCLUDES THE FOLLOWING ITEMS:
- HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"
- HOT MIX ASPHALT SURFACE COURSE, 1 1/2"
*PAVEMENT REPLACEMENT INCLUDES THE FOLLOWING ITEMS:
- PAVEMENT REMOVAL
- SUBBASE GRANULAR MATERIAL, 6"
- PORTLAND CEMENT CONCRETE BASE COURSE 9"
- HOT MIX ASPHALT BINDER COURSE, 1 1/2"
- HOT MIX ASPHALT SURFACE COURSE, 1 1/2"
*MOBILIZATION COSTS ARE COVERED UNDER THE COST PROVIDED FOR CONSTRUCTION CONTINGENCY

*COST FOR PROPOSED CANOPIES ON BUS PLATFORMS IS INCLUDED IN THE COST PROVIDED FOR CONSTRUCTION CONTINGENCY

EXCEPTIONS
*DOES NOT INCLUDE REMOVAL AND DISPOSAL OF HAZARDOUS MATERIAL.

NAPERVILLE METRA STATION
BUS DEPOT AND COMMUTER FEASIBILITY STUDY

EXHIBIT 11
NORTH AVENUE - RECOMMENDED TWO-WAY CONVERSION
PRELIMINARY COST ESTIMATE

Scope:

-Conversion of North Avenue between Center Street and Ellsworth Street to a two lane section (one eastbound travel lane and one westbound travel lane) with diagonal parking on the north side and parallel parking on the south side.

-Conversion of North Avenue between Center Street and Washington Street to a three lane section consisting of one eastbound travel lane and two westbound travel lanes. Widening is required on North Avenue to the north approaching Washington Street to allow for the right turn movement from northbound Washington Street to eastbound North Avenue. Due to the widening, the traffic signal equipment located at the northwest corner of the Washington Street/Center Street intersection will need to be relocated.

	QTY	UNIT	UNIT PRICE	TOTAL
1. PAVEMENT REHABILITATION				
PAVEMENT RESURFACING	1360	SQ YD	$10.00	$13,600.00
PAVEMENT REMOVAL	35	SQ YD	$20.00	$700.00
PAVEMENT REPLACEMENT	585	SQ YD	$90.00	$52,650.00
SUBTOTAL (PAVEMENT REHABILITATION)				**$66,950.00**
2. CURB AND GUTTER				
CURB AND GUTTER REMOVAL	545	FOOT	$8.50	$4,632.50
COMBINATION CONCRETE CURB AND GUTTER	580	FOOT	$20.00	$11,600.00
SUBTOTAL (CURB AND GUTTER)				**$16,232.50**
3. SIDEWALK AND MEDIAN				
PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH	2875	SQ FT	$7.00	$20,125.00
MEDIAN, PORTLAND CEMENT CONCRETE 6 INCH	0	SQ FT	$7.00	$0.00
BUS PLATFORM, PORTLAND CEMENT CONCRETE 6 INCH	0	SQ FT	$7.00	$0.00
SIDEWALK REMOVAL	3140	SQ FT	$2.00	$6,280.00
SUBTOTAL (SIDEWALK AND MEDIAN)				**$26,405.00**
4. ELECTRICAL				
RELOCATE TRAFFIC SIGNAL EQUIPMENT	1	L SUM	$25,000.00	$25,000.00
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM	1	EACH	$5,000.00	$5,000.00
TRAFFIC SIGNAL	0	L SUM	$200,000.00	$0.00
LIGHTING	0	EACH	$7,500.00	$0.00
SUBTOTAL (ELECTRICAL)				**$30,000.00**
5. SIGNING AND STRIPING				
SIGNING	10	EACH	$160.00	$1,600.00
THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	145	SQ FT	$5.00	$725.00
THERMOPLASTIC PAVEMENT MARKING - LINE 4"	2450	FOOT	$0.75	$1,837.50
THERMOPLASTIC PAVEMENT MARKING - LINE 6"	270	FOOT	$1.25	$337.50
THERMOPLASTIC PAVEMENT MARKING - LINE 12"	195	FOOT	$2.50	$487.50
THERMOPLASTIC PAVEMENT MARKING - LINE 24"	175	FOOT	$5.50	$962.50
PAVEMENT MARKING REMOVAL	100	SQ FT	$1.50	$150.00
SUBTOTAL (SIGNING AND STRIPING)				**$6,100.00**
BASE COST TOTAL				**$145,687.50**
6. OTHER				
DRAINAGE (ASSUME 5% OF BASE COST)	1	L SUM	$7,284.38	$7,284.38
TRAFFIC CONTROL AND PROTECTION (ASSUME 5% OF BASE COST)	1	L SUM	$7,284.38	$7,284.38
CONSTRUCTION CONTINGENCY (ASSUME 20% OF BASE COST)	1	L SUM	$29,137.50	$29,137.50
SUBTOTAL (OTHER)				**$43,706.25**
TOTAL				**$189,393.75**

NAPERVILLE METRA STATION
BUS DEPOT AND COMMUTER FEASIBILITY STUDY

EXHIBIT 11
NORTH AVENUE - RECOMMENDED TWO-WAY CONVERSION
PRELIMINARY COST ESTIMATE

ASSUMPTIONS

*EXISTING PAVEMENT ON NORTH AVENUE BETWEEN CENTER STREET AND ELLWORTH STREET IS ASSUMED TO REQUIRE RESURFACING
*PROPOSED RECONFIGURATION TO NORTH AVENUE IS ASSUMED TO REQUIRE REMOVAL AND REPLACEMENT OF SIDEWALK BETWEEN CENTER STREET AND ELLSWORTH STREET.
*INCLUDES RE-OPTIMIZATION OF TRAFFIC SIGNAL SYSTEM AT INTERSECTION OF WASHINGTON STREET AND NORTH AVENUE
*PAVEMENT RESURFACING INCLUDES THE FOLLOWING ITEMS:
- HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"
- HOT MIX ASPHALT SURFACE COURSE, 1 1/2"

*PAVEMENT REPLACEMENT INCLUDES THE FOLLOWING ITEMS:
- PAVEMENT REMOVAL
- SUBBASE GRANULAR MATERIAL, 6"
- PORTLAND CEMENT CONCRETE BASE COURSE 9"
- HOT MIX ASPHALT BINDER COURSE, 1 1/2"
- HOT MIX ASPHALT SURFACE COURSE, 1 1/2"

*MOBILIZATION COSTS ARE COVERED UNDER THE COST PROVIDED FOR CONSTRUCTION CONTINGENCY
*EARTHWORK COSTS ARE COVERED UNDER THE COST PROVIDED FOR CONSTRUCTION CONTINGENCY
*LANDSCAPING/EROSION CONTROL COSTS ARE COVERED UNDER THE COST PROVIDED FOR CONSTRUCTION CONTINGENCY

EXCEPTIONS
*DOES NOT INCLUDE REMOVAL AND DISPOSAL OF HAZARDOUS MATERIAL.

NAPERVILLE METRA STATION
BUS DEPOT AND COMMUTER FEASIBILITY STUDY

EXHIBIT 12
LONG-TERM RECOMMENDATION (NORTH OF STATION - EASTERN BURLINGTON LOT)
PRELIMINARY COST ESTIMATE

Scope:

-Revisions to Eastern Burlington parking lot layout including construction of a raised median to provide greater separation between the Eastern Burlington Lot and the bus staging area.

	QTY	UNIT	UNIT PRICE	TOTAL
1. PAVEMENT REHABILITATION				
PAVEMENT RESURFACING	5610	SQ YD	$10.00	$56,100.00
PAVEMENT REMOVAL	740	SQ YD	$20.00	$14,800.00
PAVEMENT REPLACEMENT	535	SQ YD	$90.00	$48,150.00
SUBTOTAL (PAVEMENT REHABILITATION)				**$119,050.00**
2. CURB AND GUTTER				
CURB AND GUTTER REMOVAL	100	FOOT	$8.50	$850.00
COMBINATION CONCRETE CURB AND GUTTER	1945	FOOT	$20.00	$38,900.00
SUBTOTAL (CURB AND GUTTER)				**$39,750.00**
3. SIDEWALK AND MEDIAN				
PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH	1240	SQ FT	$7.00	$8,680.00
MEDIAN, PORTLAND CEMENT CONCRETE 6 INCH	4935	SQ FT	$7.00	$34,545.00
BUS PLATFORM, PORTLAND CEMENT CONCRETE 6 INCH	100	SQ FT	$7.00	$700.00
SUBTOTAL (SIDEWALK AND MEDIAN)				**$43,925.00**
4. ELECTRICAL				
TRAFFIC SIGNAL	0	L SUM	$200,000.00	$0.00
LIGHTING	0	EACH	$7,500.00	$0.00
SUBTOTAL (ELECTRICAL)				**$0.00**
5. SIGNING AND STRIPING				
SIGNING	20	EACH	$160.00	$3,200.00
THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	85.9	SQ FT	$5.00	$429.50
THERMOPLASTIC PAVEMENT MARKING - LINE 4"	2177.97	FOOT	$0.75	$1,633.48
THERMOPLASTIC PAVEMENT MARKING - LINE 6"	514	FOOT	$1.25	$642.50
THERMOPLASTIC PAVEMENT MARKING - LINE 12"	150	FOOT	$2.50	$375.00
THERMOPLASTIC PAVEMENT MARKING - LINE 24"	25	FOOT	$5.50	$137.50
PAVEMENT MARKING REMOVAL	0	SQ FT	$1.50	$0.00
SUBTOTAL (SIGNING AND STRIPING)				**$6,417.98**
BASE COST TOTAL				**$209,142.98**
6. OTHER				
EARTHWORK	0	CU YD	$35.00	$0.00
DRAINAGE (ASSUME 10% OF BASE COST)	1	L SUM	$20,914.30	$20,914.30
LANDSCAPING/EROSION CONTROL (ASSUME 1% OF BASE COST)	1	L SUM	$2,091.43	$2,091.43
TRAFFIC CONTROL AND PROTECTION (ASSUME 5% OF BASE COST)	1	L SUM	$10,457.15	$10,457.15
CONSTRUCTION CONTINGENCY (ASSUME 20% OF BASE COST)	1	L SUM	$41,828.60	$41,828.60
SUBTOTAL (OTHER)				**$75,291.47**
TOTAL				**$284,434.45**

ASSUMPTIONS

*EXISTING PAVEMENT WITHIN LIMITS OF PROPOSED RECONFIGURATION IS ASSUMED TO REQUIRE RESURFACING
*PAVEMENT RESURFACING INCLUDES THE FOLLOWING ITEMS:
- HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"
- HOT MIX ASPHALT SURFACE COURSE, 1 1/2"

*PAVEMENT REPLACEMENT INCLUDES THE FOLLOWING ITEMS:
- PAVEMENT REMOVAL
- SUBBASE GRANULAR MATERIAL, 6"
- PORTLAND CEMENT CONCRETE BASE COURSE 9"
- HOT MIX ASPHALT BINDER COURSE, 1 1/2"
- HOT MIX ASPHALT SURFACE COURSE, 1 1/2"

*MOBILIZATION COSTS ARE COVERED UNDER THE COST PROVIDED FOR CONSTRUCTION CONTINGENCY

EXCEPTIONS

*DOES NOT INCLUDE REMOVAL AND DISPOSAL OF HAZARDOUS MATERIAL.
*DOES NOT INCLUDE LIGHTING IMPROVEMENTS

NAPERVILLE METRA STATION
BUS DEPOT AND COMMUTER FEASIBILITY STUDY

EXHIBIT 13
LONG-TERM RECOMMENDATION (SOUTH OF STATION - 4TH AVENUE) (FROM SHORT TERM RECOMMENDATION)
PRELIMINARY COST ESTIMATE

Scope:
- Modifications to the center median on 4th Avenue constructed in the short term design to provide for angled parking south of the center median. New configuration north of the center median consists of a lane allocated for kiss and ride activity and daily fee parking and a travel lane. New configuration south of the center median consists of an angled parking lane and an access lane.

	QTY	UNIT	UNIT PRICE	TOTAL
1. PAVEMENT REHABILITATION				
PAVEMENT RESURFACING (4TH AVENUE)	2860	SQ YD	$10.00	$28,600.00
PAVEMENT REMOVAL	265	SQ YD	$20.00	$5,300.00
PAVEMENT REPLACEMENT	205	SQ YD	$90.00	$18,450.00
SUBTOTAL (PAVEMENT REHABILITATION)				**$52,350.00**
2. CURB AND GUTTER				
CURB AND GUTTER REMOVAL	470	FOOT	$8.50	$3,995.00
COMBINATION CONCRETE CURB AND GUTTER	365	FOOT	$20.00	$7,300.00
SUBTOTAL (CURB AND GUTTER)				**$11,295.00**
3. SIDEWALK AND MEDIAN				
PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH	1892	SQ FT	$7.00	$13,244.00
MEDIAN, PORTLAND CEMENT CONCRETE 6 INCH	1645	SQ FT	$7.00	$11,515.00
BUS PLATFORM, PORTLAND CEMENT CONCRETE 6 INCH	0	SQ FT	$7.00	$0.00
SIDEWALK REMOVAL	1565	SQ FT	$2.00	$3,130.00
SUBTOTAL (SIDEWALK AND MEDIAN)				**$27,889.00**
4. ELECTRICAL				
TRAFFIC SIGNAL	0	L SUM	$200,000.00	$0.00
LIGHTING	0	EACH	$7,500.00	$0.00
SUBTOTAL (ELECTRICAL)				**$0.00**
5. SIGNING AND STRIPING				
SIGNING	20	EACH	$160.00	$3,200.00
THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	0	SQ FT	$5.00	$0.00
THERMOPLASTIC PAVEMENT MARKING - LINE 4"	1335	FOOT	$0.75	$1,001.25
THERMOPLASTIC PAVEMENT MARKING - LINE 6"	200	FOOT	$1.25	$250.00
THERMOPLASTIC PAVEMENT MARKING - LINE 12"	0	FOOT	$2.50	$0.00
THERMOPLASTIC PAVEMENT MARKING - LINE 24"	160	FOOT	$5.50	$880.00
PAVEMENT MARKING REMOVAL	782.5	SQ FT	$1.50	$1,173.75
SUBTOTAL (SIGNING AND STRIPING)				**$6,505.00**
BASE COST TOTAL				**$98,039.00**
6. OTHER				
EARTHWORK	0	CU YD	$35.00	$0.00
DRAINAGE (ASSUME 5% OF BASE COST)	1	L SUM	$4,901.95	$4,901.95
LANDSCAPING/EROSION CONTROL (ASSUME 5% OF BASE COST)	1	L SUM	$4,901.95	$4,901.95
TRAFFIC CONTROL AND PROTECTION (ASSUME 5% OF BASE COST)	1	L SUM	$4,901.95	$4,901.95
CONSTRUCTION CONTINGENCY (ASSUME 20% OF BASE COST)	1	L SUM	$19,607.80	$19,607.80
SUBTOTAL (OTHER)				**$34,313.65**
TOTAL				**$132,352.65**

NAPERVILLE METRA STATION
BUS DEPOT AND COMMUTER FEASIBILITY STUDY

EXHIBIT 13
LONG-TERM RECOMMENDATION (SOUTH OF STATION - 4TH AVENUE) (FROM SHORT TERM RECOMMENDATION)
PRELIMINARY COST ESTIMATE

ASSUMPTIONS

*ESTIMATE PROVIDES COSTS ASSOCIATED WITH RECONFIGURING 4TH AVENUE SOUTH OF THE STATION FROM THE SHORT-TERM RECOMMENDATION TO THE LONG-TERM RECOMMENDATION

*EXISTING PAVEMENT WITHIN LIMITS OF PROPOSED RECONFIGURATION ON 4TH AVENUE IS ASSUMED TO REQUIRE RESURFACING
*IT IS ASSUMED THAT THE RECONFIGURATION OF 4TH AVENUE SOUTH OF THE STATION FROM THE SHORT-TERM RECOMMENDATION TO THE LONG-TERM RECOMMENDATION WILL REQUIRE REMOVAL AND REPLACEMENT OF THE COMBINATION CURB AND GUTTER AND SIDEWALK ON THE SOUTH SIDE OF 4TH AVENUE
*PAVEMENT RESURFACING INCLUDES THE FOLLOWING ITEMS:
- HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"
- HOT MIX ASPHALT SURFACE COURSE, 1 1/2"

*PAVEMENT REPLACEMENT INCLUDES THE FOLLOWING ITEMS:
- PAVEMENT REMOVAL
- SUBBASE GRANULAR MATERIAL, 6"
- PORTLAND CEMENT CONCRETE BASE COURSE 9"
- HOT MIX ASPHALT BINDER COURSE, 1 1/2"
- HOT MIX ASPHALT SURFACE COURSE, 1 1/2"

*MOBILIZATION COSTS ARE COVERED UNDER THE COST PROVIDED FOR CONSTRUCTION CONTINGENCY
*EARTHWORK COSTS ARE INCLUDED IN THE COST PROVIDED FOR CONSTRUCTION CONTINGENCY

EXCEPTIONS

*DOES NOT INCLUDE REMOVAL AND DISPOSAL OF HAZARDOUS MATERIAL.
*IT IS ASSUMED THAT NO PAVEMENT RESURFACING WILL BE REQUIRED FOR THE RECONFIGURATION FROM THE SHORT-TERM RECOMMENDATION TO THE LONG-TERM RECOMMENDATION SOUTH OF THE STATION AT 4TH AVENUE

NAPERVILLE METRA STATION
BUS DEPOT AND COMMUTER FEASIBILITY STUDY

EXHIBIT 13
LONG-TERM RECOMMENDATION (SOUTH OF STATION - 4TH AVENUE) (FROM EXISTING CONDITIONS)
PRELIMINARY COST ESTIMATE

Scope:

- Removal and reconstruction of the center median on 4th Avenue . New configuration north of the center median consists of a lane allocated for kiss and ride activity and daily fee parking and a travel lane. New configuration south of the center median consists of an angled parking lane and an access lane.
-Conversion of Center Street, North Avenue and Ellsworth Street to a two lane section around Burlington Square.
-Option to provide diagonal parking on the park-side of 4th Avenue, Center Street, North Avenue, and Ellsworth Street around Burlington Square. Additional costs for this option have been broken out separately.
-Conversion of North Avenue between Center Street and Washington Street to a section consisting of two westbound lanes and one eastbound lane. Existing curb line and pavement on North Avenue between Center Street and Washington Street will be maintained.

	QTY	UNIT	UNIT PRICE	TOTAL
1. PAVEMENT REHABILITATION				
PAVEMENT RESURFACING (4TH AVENUE)	3200	SQ YD	$10.00	$32,000.00
PAVEMENT REMOVAL	420	SQ YD	$20.00	$8,400.00
PAVEMENT REPLACEMENT	550	SQ YD	$90.00	$49,500.00
SUBTOTAL (PAVEMENT REHABILITATION)				**$89,900.00**
2. CURB AND GUTTER				
CURB AND GUTTER REMOVAL	1805	FOOT	$8.50	$15,342.50
COMBINATION CONCRETE CURB AND GUTTER	1875	FOOT	$20.00	$37,500.00
SUBTOTAL (CURB AND GUTTER)				**$52,842.50**
3. SIDEWALK AND MEDIAN				
PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH	675	SQ FT	$7.00	$4,725.00
MEDIAN, PORTLAND CEMENT CONCRETE 6 INCH	0	SQ FT	$7.00	$0.00
BUS PLATFORM, PORTLAND CEMENT CONCRETE 6 INCH	4500	SQ FT	$7.00	$31,500.00
SIDEWALK REMOVAL	380	SQ FT	$2.00	$760.00
MEDIAN REMOVAL	3570	SQ FT	$2.00	$7,140.00
SUBTOTAL (SIDEWALK AND MEDIAN)				**$44,125.00**
4. ELECTRICAL				
TRAFFIC SIGNAL	0	L SUM	$200,000.00	$0.00
LIGHTING	2	EACH	$7,500.00	$15,000.00
SUBTOTAL (ELECTRICAL)				**$15,000.00**
5. SIGNING AND STRIPING				
SIGNING	30	EACH	$160.00	$4,800.00
THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	0	SQ FT	$5.00	$0.00
THERMOPLASTIC PAVEMENT MARKING - LINE 4"	0	FOOT	$0.75	$0.00
THERMOPLASTIC PAVEMENT MARKING - LINE 6"	915	FOOT	$1.25	$1,143.75
THERMOPLASTIC PAVEMENT MARKING - LINE 12"	685	FOOT	$2.50	$1,712.50
THERMOPLASTIC PAVEMENT MARKING - LINE 24"	24	FOOT	$5.50	$132.00
PAVEMENT MARKING REMOVAL	0	SQ FT	$1.50	$0.00
SUBTOTAL (SIGNING AND STRIPING)				**$7,788.25**
BASE COST TOTAL				**$209,655.75**
6. OTHER				
EARTHWORK	0	CU YD	$35.00	$0.00
DRAINAGE (ASSUME 5% OF BASE COST)	1	L SUM	$10,482.79	$10,482.79
LANDSCAPING/EROSION CONTROL (ASSUME 1% OF BASE COST)	1	L SUM	$2,096.56	$2,096.56
TRAFFIC CONTROL AND PROTECTION (ASSUME 5% OF BASE COST)	1	L SUM	$10,482.79	$10,482.79
CONSTRUCTION CONTINGENCY (ASSUME 20% OF BASE COST)	1	L SUM	$41,931.15	$41,931.15
SUBTOTAL (OTHER)				**$64,993.28**
TOTAL (EXCLUDING DIAGONAL PARKING IMPROVEMENTS)				**$274,649.03**

ADDED COSTS FOR DIAGONAL PARKING IMPROVEMENTS TO CENTER STREET, NORTH AVENUE, 4TH AVENUE, AND ELLSWORTH STREET

1. PAVEMENT REHABILITATION	QTY	UNIT	UNIT PRICE	TOTAL
PAVEMENT RESURFACING (CENTER STREET)	800	SQ YD	$10.00	$8,000.00
PAVEMENT RESURFACING (ELLSWORTH STREET)	895	SQ YD	$10.00	$8,950.00
PAVEMENT RESURFACING (NORTH AVENUE)	1665	SQ YD	$10.00	$16,650.00
PAVEMENT REMOVAL	0	SQ YD	$20.00	$0.00
PAVEMENT REPLACEMENT	1320	SQ YD	$90.00	$118,800.00
SUBTOTAL (PAVEMENT REHABILITATION)				**$152,400.00**
2. CURB AND GUTTER				
CURB AND GUTTER REMOVAL	0	FOOT	$8.50	$0.00
COMBINATION CONCRETE CURB AND GUTTER	160	FOOT	$20.00	$3,200.00
SUBTOTAL (CURB AND GUTTER)				**$3,200.00**
3. SIDEWALK AND MEDIAN				
PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH	5325	SQ FT	$7.00	$37,275.00
MEDIAN, PORTLAND CEMENT CONCRETE 6 INCH	0	SQ FT	$7.00	$0.00
BUS PLATFORM, PORTLAND CEMENT CONCRETE 6 INCH	0	SQ FT	$7.00	$0.00
SIDEWALK REMOVAL	5280	SQ FT	$2.00	$10,560.00
MEDIAN REMOVAL	0	SQ FT	$2.00	$0.00
SUBTOTAL (SIDEWALK AND MEDIAN)				**$47,835.00**
4. ELECTRICAL				
TRAFFIC SIGNAL	0	L SUM	$200,000.00	$0.00
LIGHTING	1	EACH	$7,500.00	$7,500.00
SUBTOTAL (ELECTRICAL)				**$7,500.00**
5. SIGNING AND STRIPING				
SIGNING	20	EACH	$160.00	$3,200.00
THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	0	SQ FT	$5.00	$0.00
THERMOPLASTIC PAVEMENT MARKING - LINE 4"	1515	FOOT	$0.75	$1,136.25
THERMOPLASTIC PAVEMENT MARKING - LINE 6"	0	FOOT	$1.25	$0.00
THERMOPLASTIC PAVEMENT MARKING - LINE 12"	0	FOOT	$2.50	$0.00
THERMOPLASTIC PAVEMENT MARKING - LINE 24"	0	FOOT	$5.50	$0.00
PAVEMENT MARKING REMOVAL	0	SQ FT	$1.50	$0.00
SUBTOTAL (SIGNING AND STRIPING)				**$4,336.25**
BASE COST TOTAL				**$215,271.25**
6. OTHER				
EARTHWORK (ASSUME 5% OF TOTAL COST)	1	L SUM	$10,763.56	$10,763.56
DRAINAGE (ASSUME 10% OF TOTAL COST)	1	L SUM	$21,527.13	$21,527.13
LANDSCAPING/EROSION CONTROL (ASSUME 3% OF TOTAL COST)	1	L SUM	$6,458.14	$6,458.14
TRAFFIC CONTROL AND PROTECTION (ASSUME 5% OF TOTAL COST)	1	L SUM	$10,763.56	$10,763.56
CONSTRUCTION CONTINGENCY (ASSUME 20% OF TOTAL COST)	1	L SUM	$43,054.25	$43,054.25
SUBTOTAL (OTHER)				**$92,566.64**
TOTAL (DIAGONAL PARKING IMPROVEMENTS)				**$307,837.89**
TOTAL				**$582,486.92**

ASSUMPTIONS

*EXISTING PAVEMENT WITHIN LIMITS OF PROPOSED RECONFIGURATION ON CENTER STREET, 4TH AVENUE, ELLSWORTH STREET, AND NORTH AVENUE IS ASSUMED TO REQUIRE RESURFACING

*REMOVAL AND REPLACEMENT OF SIDEWALK IS ASSUMED TO BE REQUIRED FOR PROPOSED RECONFIGURATION OF CENTER STREET, 4TH AVENUE, ELLSWORTH STREET, AND NORTH AVENUE

*PAVEMENT RESURFACING INCLUDES THE FOLLOWING ITEMS:

- HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"
- HOT MIX ASPHALT SURFACE COURSE, 1 1/2"

*PAVEMENT REPLACEMENT INCLUDES THE FOLLOWING ITEMS:

- PAVEMENT REMOVAL
- SUBBASE GRANULAR MATERIAL, 6"
- PORTLAND CEMENT CONCRETE BASE COURSE 9"
- HOT MIX ASPHALT BINDER COURSE, 1 1/2"
- HOT MIX ASPHALT SURFACE COURSE, 1 1/2"

*MOBILIZATION COSTS ARE COVERED UNDER THE COST PROVIDED FOR CONSTRUCTION CONTINGENCY

EXCEPTIONS

*DOES NOT INCLUDE REMOVAL AND DISPOSAL OF HAZARDOUS MATERIAL.

*DOES NOT INCLUDE RELOCATION OF EXISTING POWER POLES

NAPERVILLE METRA STATION
BUS DEPOT AND COMMUTER FEASIBILITY STUDY

EXHIBIT 14
SHORT-TERM RECOMMENDATION (SOUTH OF STATION)
PRELIMINARY COST ESTIMATE

Scope:
- Removal and reconstruction of the center median on 4th Avenue and widening of 4th Avenue to the south. New configuration north of the center median consists of a bus staging lane and a bus only travel lane. New configuration south of the center median consists of a bus staging lane and two travel lanes south of the center median.
-Conversion of Center Street, North Avenue and Ellsworth Street to a two lane section around Burlington Square.
-Option to provide diagonal parking on the park-side of Center Street, North Avenue, and Ellsworth Street around Burlington Square. Additional costs for this option have been broken out separately.
-Conversion of North Avenue between Center Street and Washington Street to a section consisting of two westbound lanes and one eastbound lane. Existing curb line and pavement on North Avenue between Center Street and Washington Street will be maintained.

	QTY	UNIT	UNIT PRICE	TOTAL
1. PAVEMENT REHABILITATION				
PAVEMENT RESURFACING (4TH AVENUE)	2375	SQ YD	$10.00	$23,750.00
PAVEMENT REMOVAL	360.2	SQ YD	$20.00	$7,204.00
PAVEMENT REPLACEMENT	1065	SQ YD	$90.00	$95,850.00
SUBTOTAL (PAVEMENT REHABILITATION)				**$126,804.00**
2. CURB AND GUTTER				
CURB AND GUTTER REMOVAL	1805	FOOT	$8.50	$15,342.50
COMBINATION CONCRETE CURB AND GUTTER	1775	FOOT	$20.00	$35,500.00
SUBTOTAL (CURB AND GUTTER)				**$50,842.50**
3. SIDEWALK AND MEDIAN				
PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH	1990	SQ FT	$7.00	$13,930.00
MEDIAN, PORTLAND CEMENT CONCRETE 6 INCH	0	SQ FT	$7.00	$0.00
BUS PLATFORM, PORTLAND CEMENT CONCRETE 6 INCH	3200	SQ FT	$7.00	$22,400.00
SIDEWALK REMOVAL	1700	SQ FT	$2.00	$3,400.00
MEDIAN REMOVAL	3570	SQ FT	$2.00	$7,140.00
SUBTOTAL (SIDEWALK AND MEDIAN)				**$46,870.00**
4. ELECTRICAL				
TRAFFIC SIGNAL	0	L SUM	$200,000.00	$0.00
LIGHTING	2	EACH	$7,500.00	$15,000.00
SUBTOTAL (ELECTRICAL)				**$15,000.00**
5. SIGNING AND STRIPING				
SIGNING	30	EACH	$160.00	$4,800.00
THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	160	SQ FT	$5.00	$800.00
THERMOPLASTIC PAVEMENT MARKING - LINE 4"	0	FOOT	$0.75	$0.00
THERMOPLASTIC PAVEMENT MARKING - LINE 6"	1285	FOOT	$1.25	$1,606.25
THERMOPLASTIC PAVEMENT MARKING - LINE 12"	685	FOOT	$2.50	$1,712.50
THERMOPLASTIC PAVEMENT MARKING - LINE 24"	24	FOOT	$5.50	$132.00
PAVEMENT MARKING REMOVAL		SQ FT	$1.50	$0.00
SUBTOTAL (SIGNING AND STRIPING)				**$9,050.75**
BASE COST TOTAL				**$248,567.25**
6. OTHER				
EARTHWORK (ASSUME 5% OF BASE COST)	1	L SUM	$12,428.36	$12,428.36
DRAINAGE (ASSUME 5% OF BASE COST)	1	L SUM	$12,428.36	$12,428.36
LANDSCAPING/EROSION CONTROL (ASSUME 1% OF BASE COST)	1	L SUM	$2,485.67	$2,485.67
TRAFFIC CONTROL AND PROTECTION (ASSUME 5% OF BASE COST)	1	L SUM	$12,428.36	$12,428.36
CONSTRUCTION CONTINGENCY (ASSUME 20% OF BASE COST)	1	L SUM	$49,713.45	$49,713.45
SUBTOTAL (OTHER)				**$89,484.21**
TOTAL (EXCLUDING DIAGONAL PARKING IMPROVEMENTS)				**$338,051.46**

NAPERVILLE METRA STATION
BUS DEPOT AND COMMUTER FEASIBILITY STUDY

EXHIBIT 14
SHORT-TERM RECOMMENDATION (SOUTH OF STATION)
PRELIMINARY COST ESTIMATE

ADDED COSTS FOR DIAGONAL PARKING IMPROVEMENTS TO CENTER STREET, NORTH AVENUE, AND ELLSWORTH STREET

	QTY	UNIT	UNIT PRICE	TOTAL
1. PAVEMENT REHABILITATION				
PAVEMENT RESURFACING (CENTER STREET)	815	SQ YD	$10.00	$8,150.00
PAVEMENT RESURFACING (ELLSWORTH STREET)	900	SQ YD	$10.00	$9,000.00
PAVEMENT RESURFACING (NORTH AVENUE)	1665	SQ YD	$10.00	$16,650.00
PAVEMENT REMOVAL	0	SQ YD	$20.00	$0.00
PAVEMENT REPLACEMENT	945	SQ YD	$90.00	$85,050.00
SUBTOTAL (PAVEMENT REHABILITATION)				**$118,850.00**
2. CURB AND GUTTER				
CURB AND GUTTER REMOVAL	0	FOOT	$8.50	$0.00
COMBINATION CONCRETE CURB AND GUTTER	120	FOOT	$20.00	$2,400.00
SUBTOTAL (CURB AND GUTTER)				**$2,400.00**
3. SIDEWALK AND MEDIAN				
PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH	3710	SQ FT	$7.00	$25,970.00
MEDIAN, PORTLAND CEMENT CONCRETE 6 INCH	0	SQ FT	$7.00	$0.00
BUS PLATFORM, PORTLAND CEMENT CONCRETE 6 INCH	0	SQ FT	$7.00	$0.00
SIDEWALK REMOVAL	3960	SQ FT	$2.00	$7,920.00
MEDIAN REMOVAL	0	SQ FT	$2.00	$0.00
SUBTOTAL (SIDEWALK AND MEDIAN)				**$33,890.00**
4. ELECTRICAL				
TRAFFIC SIGNAL	0	L SUM	$200,000.00	$0.00
LIGHTING	1	EACH	$7,500.00	$7,500.00
SUBTOTAL (ELECTRICAL)				**$7,500.00**
5. SIGNING AND STRIPING				
SIGNING	20	EACH	$160.00	$3,200.00
THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	0	SQ FT	$5.00	$0.00
THERMOPLASTIC PAVEMENT MARKING - LINE 4"	1060	FOOT	$0.75	$795.00
THERMOPLASTIC PAVEMENT MARKING - LINE 6"	0	FOOT	$1.25	$0.00
THERMOPLASTIC PAVEMENT MARKING - LINE 12"	0	FOOT	$2.50	$0.00
THERMOPLASTIC PAVEMENT MARKING - LINE 24"	0	FOOT	$5.50	$0.00
PAVEMENT MARKING REMOVAL	0	SQ FT	$1.50	$0.00
SUBTOTAL (SIGNING AND STRIPING)				**$3,995.00**
BASE COST TOTAL				**$166,635.00**
6. OTHER				
EARTHWORK (ASSUME 5% OF TOTAL COST)	1	L SUM	$8,331.75	$8,331.75
DRAINAGE (ASSUME 10% OF TOTAL COST)	1	L SUM	$16,663.50	$16,663.50
LANDSCAPING/EROSION CONTROL (ASSUME 3% OF TOTAL COST)	1	L SUM	$4,999.05	$4,999.05
TRAFFIC CONTROL AND PROTECTION (ASSUME 5% OF TOTAL COST)	1	L SUM	$8,331.75	$8,331.75
CONSTRUCTION CONTINGENCY (ASSUME 20% OF TOTAL COST)	1	L SUM	$33,327.00	$33,327.00
SUBTOTAL (OTHER)				**$71,653.05**
TOTAL (DIAGONAL PARKING IMPROVEMENTS)				**$238,288.05**
TOTAL				**$576,339.51**

NAPERVILLE METRA STATION
BUS DEPOT AND COMMUTER FEASIBILITY STUDY

EXHIBIT 14
SHORT-TERM RECOMMENDATION (SOUTH OF STATION)
PRELIMINARY COST ESTIMATE

ASSUMPTIONS

*EXISTING PAVEMENT WITHIN LIMITS OF PROPOSED RECONFIGURATION ON CENTER STREET, 4TH AVENUE, ELLSWORTH STREET, AND NORTH AVENUE IS ASSUMED TO REQUIRE RESURFACING
*REMOVAL AND REPLACEMENT OF SIDEWALK IS ASSUMED TO BE REQUIRED FOR PROPOSED RECONFIGURATION OF CENTER STREET, 4TH AVENUE, ELLSWORTH STREET, AND NORTH AVENUE
*PAVEMENT RESURFACING INCLUDES THE FOLLOWING ITEMS:
- HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"
- HOT MIX ASPHALT SURFACE COURSE, 1 1/2"

*PAVEMENT REPLACEMENT INCLUDES THE FOLLOWING ITEMS:
- PAVEMENT REMOVAL
- SUBBASE GRANULAR MATERIAL, 6"
- PORTLAND CEMENT CONCRETE BASE COURSE 9"
- HOT MIX ASPHALT BINDER COURSE, 1 1/2"
- HOT MIX ASPHALT SURFACE COURSE, 1 1/2"

*MOBILIZATION COSTS ARE COVERED UNDER THE COST PROVIDED FOR CONSTRUCTION CONTINGENCY

EXCEPTIONS

*DOES NOT INCLUDE REMOVAL AND DISPOSAL OF HAZARDOUS MATERIAL.
*DOES NOT INCLUDE RELOCATION OF EXISTING POWER POLES

NAPERVILLE METRA STATION
BUS DEPOT AND COMMUTER FEASIBILITY STUDY

EXHIBIT 15
WATER TOWER WEST - PARKING MITIGATION OPTION 1 (RECONFIGURE EXISTING LAYOUT)
PRELIMINARY COST ESTIMATE

Scope:
- Reconfiguration of the west and south portion of the Water Tower West Parking lot to increase parking supply.

1. PAVEMENT REHABILITATION	QTY	UNIT	UNIT PRICE	TOTAL
PAVEMENT RESURFACING	3900	SQ YD	$10.00	$39,000.00
PAVEMENT REMOVAL	10	SQ YD	$20.00	$200.00
PAVEMENT REPLACEMENT	30	SQ YD	$90.00	$2,700.00
SUBTOTAL (PAVEMENT REHABILITATION)				**$41,900.00**
2. CURB AND GUTTER				
CURB AND GUTTER REMOVAL	50	FOOT	$8.50	$425.00
COMBINATION CONCRETE CURB AND GUTTER	50	FOOT	$20.00	$1,000.00
SUBTOTAL (CURB AND GUTTER)				**$1,425.00**
3. SIDEWALK AND MEDIAN				
PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH	0	SQ FT	$7.00	$0.00
MEDIAN, PORTLAND CEMENT CONCRETE 6 INCH	0	SQ FT	$7.00	$0.00
BUS PLATFORM, PORTLAND CEMENT CONCRETE 6 INCH	0	SQ FT	$7.00	$0.00
SIDEWALK REMOVAL	0	SQ FT	$2.00	$0.00
SUBTOTAL (SIDEWALK AND MEDIAN)				**$0.00**
4. ELECTRICAL				
TRAFFIC SIGNAL	0	L SUM	$200,000.00	$0.00
LIGHTING	5	EACH	$7,500.00	$37,500.00
SUBTOTAL (ELECTRICAL)				**$37,500.00**
5. SIGNING AND STRIPING				
SIGNING	25	EACH	$160.00	$4,000.00
THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	0	SQ FT	$5.00	$0.00
THERMOPLASTIC PAVEMENT MARKING - LINE 4"	3210	FOOT	$0.75	$2,407.50
THERMOPLASTIC PAVEMENT MARKING - LINE 6"	60	FOOT	$1.25	$75.00
THERMOPLASTIC PAVEMENT MARKING - LINE 12"	0	FOOT	$2.50	$0.00
THERMOPLASTIC PAVEMENT MARKING - LINE 24"	0	FOOT	$5.50	$0.00
PAVEMENT MARKING REMOVAL	0	SQ FT	$1.50	$0.00
SUBTOTAL (SIGNING AND STRIPING)				**$6,482.50**
BASE COST TOTAL				**$87,307.50**
6. OTHER				
EARTHWORK	0	CU YD	$35.00	$0.00
DRAINAGE (ASSUME 0% OF BASE COST)	0	L SUM	$0.00	$0.00
LANDSCAPING/EROSION CONTROL (ASSUME 0% OF BASE COST)	0	L SUM	$0.00	$0.00
TRAFFIC CONTROL AND PROTECTION (ASSUME 5% OF BASE COST)	1	L SUM	$4,365.38	$4,365.38
CONSTRUCTION CONTINGENCY (ASSUME 20% OF BASE COST)	1	L SUM	$17,461.50	$17,461.50
SUBTOTAL (OTHER)				**$21,826.88**
TOTAL				**$109,134.38**

ASSUMPTIONS

*EXISTING PAVEMENT WITHIN LIMITS OF PROPOSED WATER TOWER WEST LOT IS NOT ASSUMED TO REQUIRE RESURFACING
*COSTS INCLUDE LIGHTING IMPROVEMENTS TO PROPOSED WATER TOWER WEST LOT
*PAVEMENT RESURFACING INCLUDES THE FOLLOWING ITEMS:
- HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"
- HOT MIX ASPHALT SURFACE COURSE, 1 1/2"

*PAVEMENT REPLACEMENT INCLUDES THE FOLLOWING ITEMS:
- PAVEMENT REMOVAL
- SUBBASE GRANULAR MATERIAL, 6"
- PORTLAND CEMENT CONCRETE BASE COURSE 9"
- HOT MIX ASPHALT BINDER COURSE, 1 1/2"
- HOT MIX ASPHALT SURFACE COURSE, 1 1/2"

*MOBILIZATION COSTS ARE COVERED UNDER THE COST PROVIDED FOR CONSTRUCTION CONTINGENCY

EXCEPTIONS
*DOES NOT INCLUDE REMOVAL AND DISPOSAL OF HAZARDOUS MATERIAL.

NAPERVILLE METRA STATION
BUS DEPOT AND COMMUTER FEASIBILITY STUDY

EXHIBIT 16
WATER TOWER WEST - PARKING MITIGATION OPTION 2 (REPAVE/RESTRIPE ENTIRE PAVED AREA)
PRELIMINARY COST ESTIMATE

Scope:
- Reconfiguration of the entire Water Tower West Parking lot to increase parking supply.
- Construction of a ten foot wide raised sidewalk on the west side of the Water Tower West Parking Lot.

1. PAVEMENT REHABILITATION	QTY	UNIT	UNIT PRICE	TOTAL
PAVEMENT RESURFACING	5800	SQ YD	$10.00	$58,000.00
PAVEMENT REMOVAL	180	SQ YD	$20.00	$3,600.00
PAVEMENT REPLACEMENT	135	SQ YD	$90.00	$12,150.00
SUBTOTAL (PAVEMENT REHABILITATION)				**$73,750.00**
2. CURB AND GUTTER				
CURB AND GUTTER REMOVAL	50	FOOT	$8.50	$425.00
COMBINATION CONCRETE CURB AND GUTTER	50	FOOT	$20.00	$1,000.00
CONCRETE CURB, TYPE B	320	FOOT	$16.00	$5,120.00
SUBTOTAL (CURB AND GUTTER)				**$6,545.00**
3. SIDEWALK AND MEDIAN				
PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH	1720	SQ FT	$7.00	$12,040.00
BUS PLATFORM, PORTLAND CEMENT CONCRETE 6 INCH	0	SQ FT	$7.00	$0.00
SIDEWALK REMOVAL	160	SQ FT	$2.00	$320.00
SUBTOTAL (SIDEWALK AND MEDIAN)				**$12,360.00**
4. ELECTRICAL				
TRAFFIC SIGNAL	0	L SUM	$200,000.00	$0.00
LIGHTING	8	EACH	$7,500.00	$60,000.00
SUBTOTAL (ELECTRICAL)				**$60,000.00**
5. SIGNING AND STRIPING				
SIGNING	40	EACH	$160.00	$6,400.00
THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	0	SQ FT	$5.00	$0.00
THERMOPLASTIC PAVEMENT MARKING - LINE 4"	4270	FOOT	$0.75	$3,202.50
THERMOPLASTIC PAVEMENT MARKING - LINE 6"	200	FOOT	$1.25	$250.00
THERMOPLASTIC PAVEMENT MARKING - LINE 12"	0	FOOT	$2.50	$0.00
THERMOPLASTIC PAVEMENT MARKING - LINE 24"	0	FOOT	$5.50	$0.00
PAVEMENT MARKING REMOVAL		SQ FT	$1.50	$0.00
SUBTOTAL (SIGNING AND STRIPING)				**$9,852.50**
BASE COST TOTAL				**$162,507.50**
6. OTHER				
EARTHWORK	0	CU YD	$35.00	$0.00
DRAINAGE (ASSUME 2% OF BASE COST)	1	L SUM	$3,250.15	$3,250.15
LANDSCAPING/EROSION CONTROL (ASSUME 1% OF BASE COST)	1	L SUM	$1,625.08	$1,625.08
TRAFFIC CONTROL AND PROTECTION (ASSUME 5% OF BASE COST)	1	L SUM	$8,125.38	$8,125.38
CONSTRUCTION CONTINGENCY (ASSUME 20% OF BASE COST)	1	L SUM	$32,501.50	$32,501.50
SUBTOTAL (OTHER)				**$45,502.10**
TOTAL				**$208,009.60**

ASSUMPTIONS
*EXISTING PAVEMENT WITHIN LIMITS OF PROPOSED WATER TOWER WEST LOT IS NOT ASSUMED TO REQUIRE RESURFACING
*COSTS INCLUDE LIGHTING IMPROVEMENTS TO PROPOSED WATER TOWER WEST LOT
*PAVEMENT RESURFACING INCLUDES THE FOLLOWING ITEMS:
- HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"
- HOT MIX ASPHALT SURFACE COURSE, 1 1/2"

*PAVEMENT REPLACEMENT INCLUDES THE FOLLOWING ITEMS:
- PAVEMENT REMOVAL
- SUBBASE GRANULAR MATERIAL, 6"
- PORTLAND CEMENT CONCRETE BASE COURSE 9"
- HOT MIX ASPHALT BINDER COURSE, 1 1/2"
- HOT MIX ASPHALT SURFACE COURSE, 1 1/2"

*MOBILIZATION COSTS ARE COVERED UNDER THE COST PROVIDED FOR CONSTRUCTION CONTINGENCY

EXCEPTIONS
*DOES NOT INCLUDE REMOVAL AND DISPOSAL OF HAZARDOUS MATERIAL.

NAPERVILLE METRA STATION
BUS DEPOT AND COMMUTER FEASIBILITY STUDY

EXHIBIT 17
WATER TOWER WEST - PARKING MITIGATION OPTION 3 (ENTIRE PROPERTY)
PRELIMINARY COST ESTIMATE

Scope:
- Demolition of existing building surrounding the water tower. Conversion of that space to pavement to expand Water Tower West Parking Lot.
- Reconfiguration of the entire Water Tower West Parking lot to increase parking supply.
- Construction of a ten foot wide raised sidewalk on the west side of the Water Tower West Parking Lot.

	QTY	UNIT	UNIT PRICE	TOTAL
1. PAVEMENT REHABILITATION				
PAVEMENT RESURFACING	5415	SQ YD	$10.00	$54,150.00
PAVEMENT REMOVAL	375	SQ YD	$20.00	$7,500.00
PAVEMENT REPLACEMENT	7100	SQ YD	$90.00	$639,000.00
SUBTOTAL (PAVEMENT REHABILITATION)				**$700,650.00**
2. CURB AND GUTTER				
CURB AND GUTTER REMOVAL	1055	FOOT	$8.50	$8,967.50
COMBINATION CONCRETE CURB AND GUTTER	310	FOOT	$20.00	$6,200.00
CONCRETE CURB, TYPE B	320	FOOT	$16.00	$5,120.00
SUBTOTAL (CURB AND GUTTER)				**$20,287.50**
3. SIDEWALK AND MEDIAN				
PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH	1720	SQ FT	$7.00	$12,040.00
BUS PLATFORM, PORTLAND CEMENT CONCRETE 6 INCH	0	SQ FT	$7.00	$0.00
SIDEWALK REMOVAL	460	SQ FT	$2.00	$920.00
SUBTOTAL (SIDEWALK AND MEDIAN)				**$12,960.00**
4. ELECTRICAL				
TRAFFIC SIGNAL	0	L SUM	$200,000.00	$0.00
LIGHTING	21	EACH	$7,500.00	$157,500.00
SUBTOTAL (ELECTRICAL)				**$157,500.00**
5. SIGNING AND STRIPING				
SIGNING	25	EACH	$160.00	$4,000.00
THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	0	SQ FT	$5.00	$0.00
THERMOPLASTIC PAVEMENT MARKING - LINE 4"	8650	FOOT	$0.75	$6,487.50
THERMOPLASTIC PAVEMENT MARKING - LINE 6"	225	FOOT	$1.25	$281.25
THERMOPLASTIC PAVEMENT MARKING - LINE 12"	0	FOOT	$2.50	$0.00
THERMOPLASTIC PAVEMENT MARKING - LINE 24"	0	FOOT	$5.50	$0.00
PAVEMENT MARKING REMOVAL	0	SQ FT	$1.50	$0.00
SUBTOTAL (SIGNING AND STRIPING)				**$10,768.75**
BASE COST TOTAL				**$902,166.25**
6. OTHER				
EARTHWORK	0	CU YD	$35.00	$0.00
DRAINAGE (ASSUME 10% OF BASE COST)	1	L SUM	$90,216.63	$90,216.63
LANDSCAPING/EROSION CONTROL (ASSUME 0.5% OF BASE COST)	1	L SUM	$4,510.83	$4,510.83
TRAFFIC CONTROL AND PROTECTION (ASSUME 5% OF BASE COST)	1	L SUM	$45,108.31	$45,108.31
CONSTRUCTION CONTINGENCY (ASSUME 20% OF BASE COST)	1	L SUM	$180,433.25	$180,433.25
SUBTOTAL (OTHER)				**$320,269.02**
TOTAL				**$1,222,435.27**

ASSUMPTIONS

*DEMOLITION OF BUILDING IS ASSUMED TO REQUIRE PAVEMENT REPLACEMENT TO LIMITS 15 FEET OUTSIDE OF BUILDING FACE
*EXISTING PAVEMENT WITHIN LIMITS OF PROPOSED WATER TOWER WEST LOT IS ASSUMED TO BE RESURFACED
*COSTS INCLUDE LIGHTING IMPROVEMENTS TO PROPOSED WATER TOWER WEST LOT
*PAVEMENT RESURFACING INCLUDES THE FOLLOWING ITEMS:
- HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"
- HOT MIX ASPHALT SURFACE COURSE, 1 1/2"

*PAVEMENT REPLACEMENT INCLUDES THE FOLLOWING ITEMS:
- PAVEMENT REMOVAL
- SUBBASE GRANULAR MATERIAL, 6"
- PORTLAND CEMENT CONCRETE BASE COURSE 9"
- HOT MIX ASPHALT BINDER COURSE, 1 1/2"
- HOT MIX ASPHALT SURFACE COURSE, 1 1/2"

*MOBILIZATION COSTS ARE COVERED UNDER THE COST PROVIDED FOR CONSTRUCTION CONTINGENCY

EXCEPTIONS
*DOES NOT INCLUDE REMOVAL AND DISPOSAL OF HAZARDOUS MATERIAL.
*DOES NOT INCLUDE BUILDING DEMOLITION COSTS
*DOES NOT INCLUDE EARTHWORK COSTS ASSOCIATED WITH DEMOLITION OF BUILDING

Naperville

TRANSPORTATION ADVISORY BOARD
AGENDA ITEM

AGENDA DATE: **03/03/2012**

SUBJECT: Recommendation to establish a valet transfer zone in the surface lot along Jefferson Ave. Alley in the rear of Ted's Montana Grill

ACTION REQUESTED: Deny the request to establish a valet parking transfer zone on the south side of the Jefferson Avenue Alley directly north of the Ted's Montana Grill rear entrance, from a point approximately 35 feet east of Main Street to a point 74 feet east of Main Street.

PREPARED BY: Caitlin Marcon, Project Manager, TED Business Group

ACTION PREVIOUSLY TAKEN:

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

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

Silver Crown Valet submitted an application, on behalf of Ted's Montana Grill, located at 39 W. Jefferson Avenue, for a valet parking permit for Thursday, Friday and Saturday, 5 p.m. to 11 p.m., under the terms of the ordinance. Ted's Montana Grill currently operates a valet parking operation north of their rear entrance and the Jefferson surface lot driveway along the east side of Main Street.

DISCUSSION:
Ted's Montana Grill has frontage on Jefferson Avenue. Due to the pedestrian and vehicular activity on Jefferson Avenue, valet requests on this block have not been supported by staff. Ted's Montana Grill has a rear entrance on the Jefferson Avenue Alley in which they have

requested a valet transfer zone. Upon a site investigation staff found the proposed location to impede with pedestrian traffic leading to the businesses and vehicular traffic in the Van Buren surface lot. Any backups that may occur would lead to circulation problems within the lot as well as traffic issues on northbound Main Street. Furthermore, the City's planned Van Buren surface parking lot and alley improvement project (scheduled for 2013) would lead to the removal of the transfer zone. Based on these observations, a valet parking transfer zone is not recommended north of the building's rear entrance.

RECOMMENDATION:

Deny the request to establish a valet parking transfer zone on the south side of Jefferson Avenue Alley directly north of the Ted's Montana Grill rear entrance.

ATTACHMENTS:

1. Location Map

Transportation, Engineering and Development Business Group
www.naperville.il.us
January 2012

TED MONTANA'S GRILL
VALET TRANSFER ZONE

Naperville

TRANSPORTATION ADVISORY BOARD
AGENDA ITEM

AGENDA DATE: **03/03/2012**

SUBJECT: Recommendation to establish an electric vehicle charging station in the Van Buren surface lot.

ACTION REQUESTED: Approve the recommendation to install an electric vehicle charging station in the Van Buren surface lot.

PREPARED BY: Caitlin Marcon, Project Manager, TED Business Group

ACTION PREVIOUSLY TAKEN:

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

BACKGROUND:
In 2011, the City of Naperville obtained three electric vehicle (EV) charging stations, which were received as part of the Smart Grid Initiative. Two of the EV charging stations will be installed at the Electric Service Center in order to test and monitor the impacts of EV charging on the electric utility system as well as to test the associated billing in upcoming EV utility rates. These two stations will not be available to the public. The third unit is planned to be installed at a location for public use. In order to determine the location for the public unit and develop a policy and long-term plan for future stations, a working group was formed with representatives from DPU-E, TED and DPW.

DISCUSSION:
As a team, the working group determined downtown Naperville is the preferred location for the public charging station, the first officially sanctioned by the City. For this class of charger (Level 2), it takes approximately 3-4 hours to partially recharge a vehicle; the downtown is seen as an area where an electric vehicle owner would be able to plug into the charging station for a few hours while shopping and/or dining. In addition, installing the EV charging station in the downtown would also serve as a great promotional opportunity for downtown businesses and the Downtown Naperville Alliance (DNA).

After a review of various options in the downtown Naperville area, the Van Buren surface lot is the location proposed for the first installation. This location provides the best visibility of the

charging station along with the appropriate utilities and space available to make installation relatively simple. A map of the proposed location for the EV charging station is attached. If the location is approved an ordinance will be drafted restricting the parking space for those who are actively charging their vehicle. DPU-E has agreed to provide the electric charging services free for the first year to allow for data collection and marketability of the space.

Prior to bringing a formal recommendation to the City Council for approval, staff seeks approval from TAB regarding site location support. Staff will also seek input from the DNA on February 27th regarding the proposed installation of the public station in the Van Buren surface lot. Funding for the installation of this station will be provided by DPU-E as part of the Smart Grid Initiative. Installation is estimated to take approximately 1.5 months following approval of the project by the City Council. This first installation will be used as a pilot project and the unit's popularity will be gauged based on customer usage. This information will be used by the working group to further develop policies and long-term plans for the installation of future public City of Naperville EV charging stations.

RECOMMENDATION:
Approve the recommendation to establish an electric vehicle charging station in the Van Buren surface lot.

ATTACHMENTS:
1. Location Map

Electric Vehicle Charging Station- Downtown Location

Transportation, Engineering and
Development Business Group
www.naperville.il.us
February 2012

0 75 150 Feet

N

Naperville

TRANSPORTATION ADVISORY BOARD
AGENDA ITEM

AGENDA DATE: **03/03/2012**

SUBJECT: Recommendation to establish a new downtown cabstand plan.

ACTION REQUESTED: Approve the recommendation to establish a new downtown cabstand plan.

PREPARED BY: Caitlin Marcon

ACTION PREVIOUSLY TAKEN:

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

BACKGROUND:
In 2011, the City of Naperville Department of Transportation, Engineering and Development met with representatives from the Naperville Police Department (NPD) regarding complaints of cab congestion on Thursday, Friday and Saturday evenings between the hours of 10 p.m. and 2 a.m. Naperville Police Department officers working this shift reported a queue of cabs extending beyond the current cabstand designated parking spots on Chicago Avenue at the southwest corner of its intersection with Washington Street. The cabs double park on Chicago Avenue and proceed to queue west to Main Street. A working group was established to identify opportunities to address this issue.

DISCUSSION:
Based on the information provided by the NPD, the working group put together a series of options to address their concerns; the options were then evaluated by the NPD. The recommended plan provides for additional cabstands to be located on Chicago Avenue and Jefferson Avenue, convenient to popular evening establishments where demand for cabs is the highest. To provide police with better access to their vehicles during these peak hours, the plan also recommends establishing designated patrol vehicle parking spaces on Jefferson Avenue. Police vehicles are currently able to park their vehicles in the striped center median on Chicago Avenue. The following changes (Attachment 1) have been reviewed and approved by the working group, including the NPD, and are recommended for approval.

- Maintain the current four (4) cabstand spaces located on Chicago Avenue at the southwest corner of its intersection with Washington Street.

- Add seven (7) additional spaces to the west of the current cabstand location on Chicago Avenue. These spaces will be signed as cabstand only 10 p.m. to 3 a.m. Thursday, Friday, and Saturday; all additional days and hours these spaces will remain as they exist today, 2 hour parking spaces 6 a.m. to 6 p.m.
- Add four (4) cabstand spaces on the south side of Jefferson Avenue mid-block to serve the Jefferson Avenue establishments. These spaces will be signed as cabstand only 10 p.m. to 3 a.m. Thursday, Friday, and Saturday; all additional days and hours these spaces will remain as they exist today, 2 hour parking spaces 6 a.m. to 6 p.m.
- Modify three (3) parking spaces located on Jefferson Avenue at the southwest corner of its intersection with Washington Street to establish a designated parking location for evening NPD patrol vehicles. These parking spaces will be signed Police parking only 10 p.m. to 3 a.m. Thursday, Friday, and Saturday; all additional days and hours these spaces will remain as they exist today; Multi-Use Zone, 15 minute passenger, 30 minute commercial.

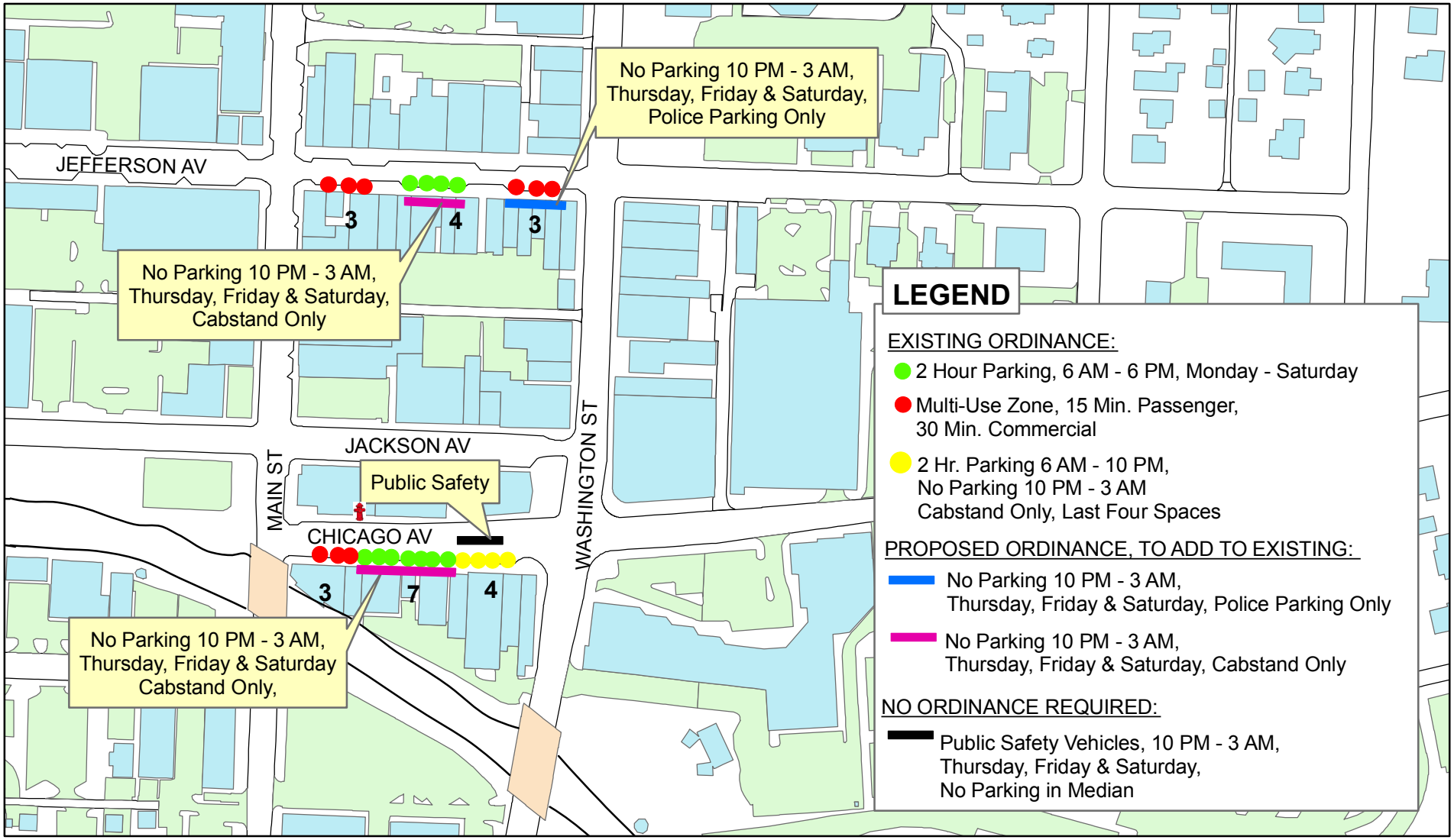
A letter was sent to area business owners to make them aware of the plan and to solicit feedback on the proposed changes. The plan will also be presented at the Downtown Naperville Alliance meeting on Monday, February 27.

RECOMMENDATION:
Approve the recommendation to establish a new downtown cabstand plan.

ATTACHMENTS:
1. Location Map

City of Naperville

Chicago Avenue & Jefferson Avenue Cabstands



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

N

H:\Department\...\TRANSTS\Work Requests\Parking Studies\2011\Cabstand Solution Jefferson and Chicago

Naperville

TRANSPORTATION ADVISORY BOARD
AGENDA ITEM

AGENDA DATE: **3/3/12**

SUBJECT: Recommendation to Amend Parking Restrictions on Warbler Drive between Bailey Road and Restart Road

ACTION REQUESTED: Approve the recommendation to amend the parking restrictions on Warbler Drive between Bailey Road and Restart Road.

PREPARED BY: Kimberly Schmidt, Project Engineer

ACTION PREVIOUSLY TAKEN:

Date	Item No.	Action
N/A		

BACKGROUND:
Each elementary and middle school in Naperville has a school walk route map and a parking restriction map associated with it. The parking restriction map identifies parking restrictions, bus areas, and other traffic restrictions adjacent to the school. The current parking restriction map for Maplebrook School is provided in Attachment 1. This map shows a no parking area on the east side of Warbler Drive between Bailey Road and the northern parking lot driveway, which is used for student drop off and pick up.

A couple years ago, Maplebrook School constructed an asphalt pad between the curb and the sidewalk on the east side of Warbler Drive in front of the school. The purpose of the asphalt pad is to provide a waiting area for students to walk to and from vehicles without walking through grass and snow. The asphalt waiting area extends approximately half of the distance of the line up lane shown on the parking restriction map.

After the waiting area was constructed, the school modified the student drop off and pick up procedures. Per the school's direction, student drop off and pick up was restricted to the area adjacent to the asphalt pad. The area north of the waiting area was changed to allow parents to park and walk their kids to the school entrance. The school's modified drop off/pick up configuration is provided in Attachment 2.

The parking restrictions along Warbler Drive were not modified at the time these changes were put in place by the school. As such, the city's municipal code and the school's parking restriction map do not reflect the parking restrictions followed by the school.

DISCUSSION:
In Summer 2011, the City was contacted by the principal of Maplebrook School requesting that the parking restriction map be modified to reflect the operational changes that had previously been enacted by the school.

City staff met with the principal of Maplebrook School to discuss the school's concerns with the parking restrictions map. The following concerns were identified:

- Current drop off and pick up operations and parking restrictions on Warbler Drive are not reflected in the school's parking restrictions map.
- During the 10 to 15 minute period of time before and after school, the area around the school becomes congested.

City staff agreed to observe traffic operations around the school to determine if any improvements could be made to reduce congestion around the school and to determine if the city would support revising the parking restrictions along Warbler Drive to reflect current school drop off and pick up operations. It was important for city staff to observe operations to determine if the modification of the drop off/pick up location was the cause of the congestion around the school.

Staff observed operations during good and bad weather conditions. In general, staff observed similar traffic operations during sunny and rainy days. The only difference was that there was more traffic around the school on bad weather days when more parents drove students to school. Thus, the duration of the congestion around the school was approximately 5 minutes longer on a rainy day (approximately 15 minutes) than on a sunny day (approximately 10 minutes). The congestion observed around the school was similar or better than what city staff has observed at other Naperville schools in School Districts 203 and 204.

Based upon the observations, staff determined that it would be appropriate to modify the parking regulations on Warbler Drive as requested by the school to provide a smaller area for the drop off /pick up line up lane and to provide a "park and walk" area north of the drop off/pick up area for parents to park their vehicles and then walk their students to and from the school.

The observations and recommendation were discussed with the principal and staff members who assisted with student drop off and pick up. The school suggested that the information be presented to the Home and School group to verify that parents agreed with the observations and recommendations.

Home and School Meeting
City staff attended the January 18, 2012 Home and School meeting to present the traffic observations and recommendations to modify the parking restriction map. In general, the group in attendance at the meeting agreed with staff's observations and recommendations. There were

general questions about the legality of vehicles blocking driveways waiting to pick up students, the rules surrounding text and talking on the phone in school zones, after school buses delaying the pickup line and where vehicles should queue adjacent to an intersection. Staff has provided responses to these questions to the Maplebrook principal. A letter from the principal of Maplebrook School requesting the change to the signage on Warbler is provided as Attachment 3.

Next Steps

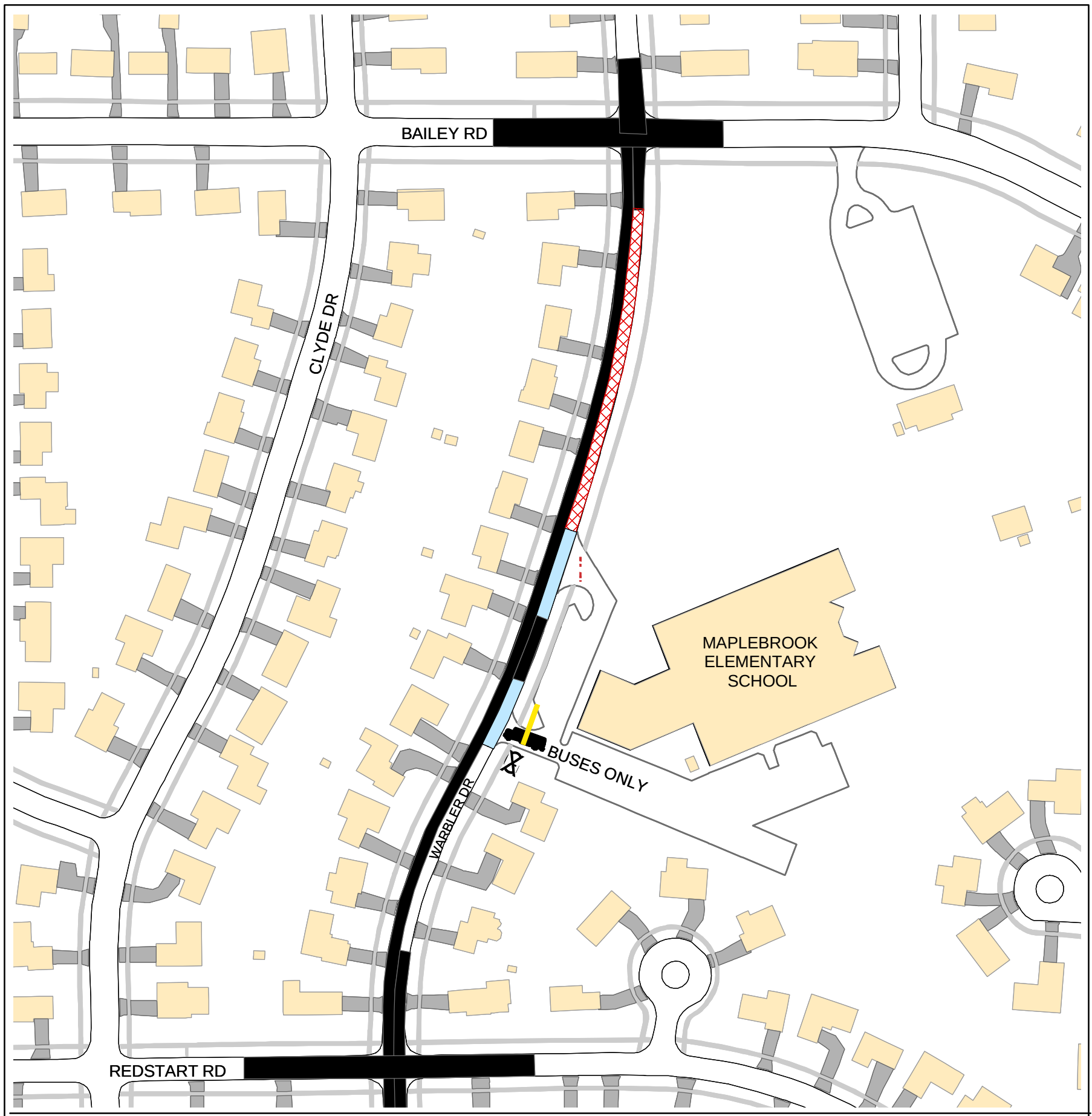
Following TAB consideration, this item will be presented to the City Council for its consideration. If approved, the signage on Warbler Drive will be updated to reflect the revised parking conditions and the Maplebrook parking restrictions map will be updated and provided to the school for its future use.

RECOMMENDATION:

Approve the recommendation to amend the parking restrictions on Warbler Drive between Bailey Road and Restart Road.

ATTACHMENTS:

1. Existing Traffic Control/Parking Restriction Map
2. School Proposed Modified Drop Off/Pick Up Area
3. Maplebrook School Letter
4. Draft Ordinance



Parking Restrictions

Per Naperville City Ordinance:

It shall be unlawful at any time to permit any vehicle to stand in any of the following places, except when necessary to avoid conflict with other trafffic or in compliance with the directions of a policeman or trafffic control device:

1. In any intersection
2. In a crosswalk
3. Within thirty feet (30') of a traffic signal, beacon, or sign on the approaching side.
4. Within twenty feet (20') of any intersection or crosswalk
5. At any place where standing of a vehicle will reduce the usable width of the roadway for moving traffic to less than eighteen feet (18')
6. Within Fifeteen feet (15') of a fire hydrant
7. At any place where the vehicle would block the use of a driveway.
8. On any sidewalk
9. At any place where official signs prohibit parking. (Ord. 75-44, approved 5-5-75)

Legend

Restriction

- No Parking 7:45-8:15am, 2:15-2:45pm, Line up Lane
- No Parking between signs
- No Parking, Stopping, Standing 7:45-8:15am, 2:15-2:45pm
- Do Not Enter
- Buses Only
- One Way
- Student Loading Zone

Please keep these ordinances in mind when parking at or near the school site.
Your attention to these rules will make it safer for all. Thank You.

Transportation, Engineering, & Development Business Group
City of Naperville
www.naperville.il.us

MAPLEBROOK ELEMENTARY SCHOOL
PARKING RESTRICTIONS

Prepared on June 26, 2006

City of Naperville

ATTACHMENT 2: SCHOOL PROPOSED MODIFIED DROP OFF / PICK UP AREA

Transportation, Engineering and Development Business Group
Questions Contact (630) 420-6100
www.naperville.il.us
February 2012

N W E S

0 125 250 375 500 Feet

Mark Mitrovich, Superintendent of Schools

NAPERVILLE COMMUNITY UNIT SCHOOL DISTRICT 203

Administrative Center | 203 West Hillside Road | Naperville, Illinois 60540-6589 | 630/420-6300 | FAX 630/420-1066

Kimberly Grabow
City of Naperville
Transportation, Engineering and Development Business Group
400 S. Eagle Street
Naperville, IL 60564

January 20, 2012

Dear Ms. Grabow,

Per our conversations this past summer and most recently on January 18, 2012, I am requesting a change in signage to reflect our current traffic plan. Most urgent are the signs on Warbler, just north of the drop off zone. These signs should be changed to allow parking to the corner of Bailey. Other signs may need to be modified to align with our traffic plan that allows vehicles to move from the south to the north in the drop-off/pick-up lane. A sign would also be needed on Bailey (by the bike rack) stating no-parking.

Thank you for your continued efforts in helping us keep our students safe. Your ideas and data collection have been very instrumental in communicating to parents the need to follow the traffic plan.

Sincerely,

Gwen Bockman

Gwen Bockman, Ed. D.
Principal

ORDINANCE NO. 12 - ___

AN ORDINANCE AMENDING THE NAPERVILLE TRAFFIC SCHEDULE MANUAL TO REGULATE PARKING ADJACENT TO MAPLEBROOK SCHOOL

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

SECTION 1: Section VIIH, Miscellaneous Limited Parking of the Naperville Traffic Schedule Manual is hereby amended by adding the underlined language and deleting the stricken language as follows:

Street	Area of Restriction	Side/Time	Ord.#
WARBLER DR.	Parent pick-up/drop-off lane with no parking from a point ~~90'~~ 344' south of the center line of Bailey Rd. to a point 470' south of the center line of Bailey Rd.	East side/7:45 a.m. — 8:15 a.m. and 2:15 p.m. — 2:45 p.m. on school days	01-100

SECTION 2: This Ordinance shall be in full force and effect after its passage and approval.

PASSED this _____ day of _____, 2012

AYES:

NAYS:

ABSENT:

APPROVED this _____ day of _____, 2012

_____
A. George Pradel
Mayor

ATTEST:

_____
Pamela LeFaber, PhD
City Clerk

Naperville

TRANSPORTATION ADVISORY BOARD
AGENDA ITEM

AGENDA DATE: **3/3/2012**

SUBJECT: Recommendation to Amend Parking Restrictions on Mill Street from Spring Avenue to Ogden Avenue and Establish U-Turns Prohibited on Leverenz Road at the Intersection with Stoneleigh Court

ACTION REQUESTED:

1. Approve the recommendation to amend parking restrictions on Mill Street from Spring Avenue to Ogden Avenue from No Parking to No Parking, Stopping or Standing Zones.
2. Approve the recommendation to establish U-Turns Prohibited on Leverenz Road at the intersection with Stoneleigh Court, the west driveway to Welch Elementary School.

PREPARED BY: Deb Kreider, Engineering Technician

ACTION PREVIOUSLY TAKEN:

Date	Item No.	Action

BACKGROUND:

Naperville North High School

When Naperville North High School renovated the building and modified the parking lots in 2009, the modifications resulted in changes to the driving patterns around the school. While the number and location of the access points did not change, their functions did change. The north access on Mill Street was modified to restrict the outbound left-turn movement and the middle access on Mill Street was converted to a bus-only access. The south access on Mill Street continues to provide access to the back parking lots.

Welch Elementary School

In 2000, surveys were sent to residents living on Old Bridge Court asking if they were in favor of establishing a No Parking zone on both sides of Old Bridge Court due to a resident request for parking restrictions during school hours. In response to the surveys, an ordinance was established for No Parking, Stopping or Standing during school times on Old Bridge Court and a No U-Turn Zone was established on Leverenz Road at Old Bridge Court, the east driveway of Welch Elementary School where buses exit after loading.

DISCUSSION:

Through this agenda item, staff seeks to modify parking restrictions near Naperville North High School and turn restrictions near Welch Elementary School, as detailed below.

Naperville North High School

Over the past two years, the Naperville Police Department has been working with officials from Naperville North High School to address the issue of vehicles stopping, standing, or parking on Mill Street at the north entrance to the school. Since the reconfiguration of the school's parking lots, parents are entering the property utilizing this driveway, immediately south of Ogden Avenue, to enter the property to drop off and pick up students.

Due to the configuration of the driveways and the volume of vehicles arriving, cars are backing up onto Mill Street in a queue line waiting to pull into the parking lot. This is occurring for both southbound and northbound lanes of travel primarily in the afternoon hours when school lets out. Both school and police personnel have attempted to educate the public on this practice to eliminate the issue of illegal stopping, standing, or parking on the roadway; however, the situation persists.

The Police Department is requesting signage be placed along Mill Street for both southbound and northbound traffic from Ogden Avenue to 6th Street advising that stopping, standing, or parking is prohibited. The existing No Parking Zone is from Ogden Avenue to Spring Street. A recommendation is made to change the entire No Parking Zone to a No Parking Stopping or Standing Zone.

Welch Elementary School

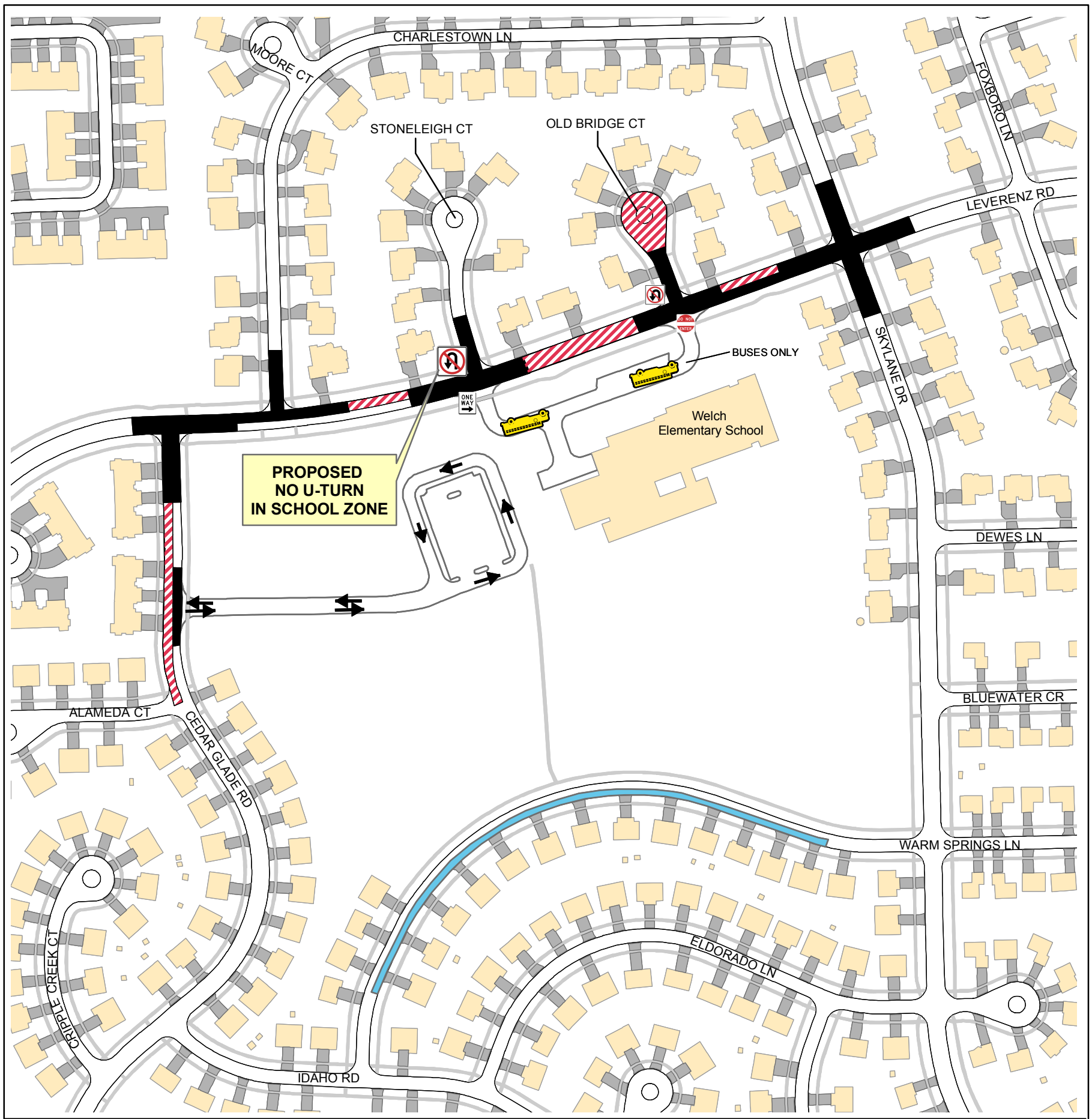
School staff contacted the city requesting U-Turns Prohibited at the intersection of Leverenz Road and Stoneleigh Court, which is aligned with the west school driveway where buses enter for loading. The school staff and the Naperville Police traffic division have observed the continuous disregard of the posted No Parking Stopping or Standing Zones on the north side of Leverenz Road where parents are waiting for their children, then making U-Turns in front of the school. The safety of the children crossing Leverenz Road to reach waiting vehicles is paramount in this request. Parents are encouraged to use the parent Drop-Off/Pick-Up Area on Cedar Glade Road. The elimination of U-Turns at this intersection will improve safety at the bus loading ingress point and would be consistent with the restriction at the driveway where buses exit after loading.

RECOMMENDATION:

1. Approve the recommendation to amend parking restrictions on Mill Street from Spring Avenue to Ogden Avenue from "No Parking" to "No Parking, Stopping or Standing".
2. Approve the recommendation to establish "U-Turns Prohibited" on Leverenz Road at the intersection with Stoneleigh Court, the west driveway to Welch Elementary School.

ATTACHMENTS:

1) Draft Ordinance
2) Location Maps (2)



Parking Restrictions

Per Naperville City Ordinance:

It shall be unlawful at any time to permit any vehicle to stand in any of the following places, except when necessary to avoid conflict with other trafffic or in compliance with the directions of a policeman or trafffic control device:

1. In any intersection
2. In a crosswalk
3. Within thirty feet (30') of a traffic signal, beacon, or sign on the approaching side.
4. Within twenty feet (20') of any intersection or crosswalk
5. At any place where standing of a vehicle will reduce the usable width of the roadway for moving traffic to less than eighteen feet (18')
6. Within Fifteen feet (15') of a fire hydrant
7. At any place where the vehicle would block the use of a driveway.
8. On any sidewalk
9. At any place where official signs prohibit parking. (Ord. 75-44, approved 5-5-75)

Legend

Restriction

- No Parking, Stopping, Standing
- No Parking, Stopping, Standing 8:45-9:15am, 3:15-3:45pm
- No Parking, Stopping, Standing 8:45-9:15am, 3:15-3:45pm; No Parking 5/1-10/31
- Buses Only 8:45-9:15am, 3:15-3:45pm
- No U-Turn in School Zone
- Do Not Enter
- Student Loading Zone

Please keep these ordinances in mind when parking at or near the school site.
Your attention to these rules will make it safer for all. Thank You.

Transportation, Engineering, & Development Business Group
City of Naperville
www.naperville.il.us

WELCH ELEMENTARY SCHOOL
PARKING RESTRICTIONS

N

TAB - March 2012

Mill Street - Ogden Ave. to Spring St.

0 125 250 500 750 1,000
Feet

N

Transportation, Engineering and
Development Business Group
Questions Contact (630) 420-6100
www.naperville.il.us
February 2012

ORDINANCE NO. 12 - ___

AN ORDINANCE AMENDING THE NAPERVILLE TRAFFIC SCHEDULE MANUAL TO REGULATE PARKING ON MILL STREET AND PROHIBIT U-TURNS AT LEVERENZ ROAD AND STONELEIGH COURT

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

SECTION 1: Section VIA, "No Parking Zones" of the Naperville Traffic Schedule Manual is hereby amended by deleting the stricken language as follows:

Street	Area of Restriction	Side	Ord.#
~~MILL ST.~~	~~Spring Ave. to Ogden Ave.~~	~~Both~~	~~75-56~~

SECTION 2: Section VIB, "No Parking, Stopping Or Standing Zones" of the Naperville Traffic Schedule Manual is hereby amended by adding the underlined language as follows:

Street	Area of Restriction	Side	Ord.#
MILL ST.	Spring Ave. to Ogden Ave.	Both	

SECTION 3: Section XXIV, "U-Turns Prohibited" of the Naperville Traffic Schedule Manual is hereby amended by adding the underlined language as follows:

Street	Area of Restriction	Side	Ord.#
LEVERENZ RD.	Intersection with Stoneleigh Ct.	Both	

SECTION 4: This Ordinance shall be in full force and effect after its passage and approval.

PASSED this _____ day of _____, 2012.

AYES:

NAYS:

ABSENT:

APPROVED this _____ day of _____, 2012.

_____
A. George Pradel
Mayor

ATTEST:

_____
Pamela LaFeber, PhD
City Clerk

Naperville

TRANSPORTATION ADVISORY BOARD
AGENDA ITEM

AGENDA DATE: **3/3/2012**

SUBJECT: City of Naperville Policy on Traffic Circles

ACTION REQUESTED: For information only.

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

ACTION PREVIOUSLY TAKEN:

Date	Item No.	Action

BACKGROUND:
At the January 7, 2011 Transportation Advisory Board meeting, Kathy Benson requested additional information regarding the City's policy on traffic circles, citing existing traffic circles on River Road.

DISCUSSION:
A summary of the City's policy on traffic circles, including additional information regarding the installation on River Road is attached.

RECOMMENDATION:
For information only.

ATTACHMENTS:
1. Traffic Circles on River Road CWR #06-196, memorandum dated September 29, 2006

CWR #3 9-29-06

CITY OF NAPERVILLE
MEMORANDUM

DATE September 29, 2006

TO: Peter T Burchard, City Manager

FROM: Marcie Schatz, Director of TED

SUBJECT: Traffic Circles on River Road CWR#06-196

PURPOSE:
The purpose of this memorandum is to provide a response to Councilman Miller's work request on the impact of the traffic circles on River Road.

INFORMATION:
The City of Naperville constructed eight pilot traffic circles in 2000 Four of these traffic circles are located in the River Road/Sequoia Road area and four of them in the Gateshead Drive/Cheyenne Drive area The purpose of the installation of the traffic circles was to decrease the speeds of traffic and decrease the amount of cut-through traffic in these areas The impacts of the traffic circles have been as follows

Traffic Impacts
Prior to the installation of the traffic circles, city staff had collected traffic data on speeds and volumes In order to measure the impact of the circles, an after study was completed in 2001. The pilot study report is attached for your reference, the main points include.

- The volumes at the intersections with traffic circles decreased by 11.7% overall
- The change in speeds at the intersections ranged from an increase in 1 1 mph to a decrease of 1 4 mph.

On January 22, 2002, the City Council approved the codification of the traffic circles and directed that no further traffic circle locations be considered. The agenda items and minutes are attached for reference

Fire Impacts
Whenever traffic calming measures are being considered, the provision of emergency services is a critical consideration. The fire department does not have specific data on the impact of these traffic circles, however they do avoid them when possible especially for emergency calls because they do need to slow to get around them During the design, the engineering staff worked with the Fire Department to try to mitigate the impact of the traffic circles as much as possible and to ensure that the engines could maneuver around the circles.

Maintenance

We have experienced no impacts to the street maintenance activities as a result of traffic circles The edge curb gets run-over by a plow or an occasional motorist, but no damage has occurred since the curbs were designed to be mountable

Much of the landscaping has died within the circles or become weeded over, the landscape maintenance of the circles faces many of the same challenges as landscaped medians do along the arterial roadways with salt, weeding, and irrigation The Department of Public Works is in the currently in the process of re-landscaping these circles As we move forward with further design and construction of landscaped medians, the appropriate maintenance activities for the medians and traffic circles will be reviewed and further defined.

CONCLUSION:

Please include this in the Council Work Request report

TRANSPORTATION ADV. BOARD
Sept 8
Aug 4, 01 (1)
ITEM NO. E 3.

Naperville

TRANSPORTATION ADVISORY BOARD
AGENDA ITEM SUMMARY

TITLE: Neighborhood Traffic Calming Measures – Report on Pilot Test of Neighborhood Traffic Circles

SUBMISSION DATE: 7/27/01 **REQUESTED AGENDA DATE:** 8/4/01

☐ Traffic Referral to TAB

☒ Old Business

☐ DTE Transportation Correspondence

☐ New Business

SYNOPSIS: Eight neighborhood traffic circles were piloted from September 2000 through July 2001 by the Department of Transportation and Engineering as a neighborhood traffic calming measure. Residents were sent questionnaires for their assessment of the effectiveness of the traffic circles. Fifty-nine percent of the affected residents responded to the questionnaire. The percentage of the respondents who favored retention of the traffic circles was 55% of those responding. Based upon the results of the traffic engineering study, a recommendation is made to retain the existing eight traffic circles as a means of traffic calming.

TAB ACTION REQUESTED/RECOMMENDED THIS MEETING:
Review and approve recommendation.

Submitted by: Deb Kreider
Deb Kreider,
Sr. Engineering Technician

DTE Director: William Novack
William Novack,
Acting Director

CITY OF NAPERVILLE
MEMORANDUM

Sept 5
Aug 4, 01
(2)
E.3

DATE: July 27, 2001

TO: Transportation Advisory Board
THROUGH: William Novack, Acting Director, Transportation and Engineering
FROM: Fred Ranck, Engineering Manager FR/DK

SUBJECT: Neighborhood Traffic Calming Measures - Report on Pilot Test of Neighborhood Traffic Circles

PURPOSE

This memorandum reports the results of the pilot test of neighborhood traffic circles and of the opinions of residents of the petition areas for these neighborhood traffic circles.

BACKGROUND

TAB and Council approved a pilot test of eight (8) neighborhood traffic circles in the River Road area south of Oswego Road and in Breckenridge Subdivision in October of 1999 The locations were:

1. Sequoia Road with Raintree Drive,
2. Sequoia Road with River Road,
3. River Road with Oakton Lane,
4. Cheyenne Drive with Breckenridge Lane,
5 Breckenridge Lane with DeLasalle Avenue,
6. Glen Eagles Drive with Hemstead Avenue,
7. River Road with Rhodes Lane, and
8 Gateshead Drive and Wendy Drive.

Construction and landscaping of the neighborhood traffic circles was completed in early September of 2000.

INFORMATION

Traffic volume and speed information for the approaches to the eight (8) intersections selected for the pilot testing was collected in April of 1999 at the time of the petitions for installation of the traffic circles. "After" information for the same locations were collected during the week of July 11 of this year Please find attached report sheets for each of the eight pilot test locations with the "before" and the "after" information as to volume and speed.

Overall, both speed and volume information indicated a reduction in the 85th percentile speed and the volume of traffic from the "before" condition to the "after" condition. Please find attached a summary report of the speed and volume information for all eight traffic circles

Traffic was measured on Plainfield/Naperville Road and on Whispering Hills Road in July of this year, this data was compared to the traffic information from 1999. As shown on the attached

summary charts, the 85th percentile of speed on the north approach of Whispering Hills Drive and Ada Lane has increased by 1 mph for the southbound traffic. The 85th percentile of speed on the south approach of Whispering Hills Drive and Sequoia Road has increased by 4 mph for the northbound traffic.

The 85th percentile of speed on the north approach of Plainfield/Naperville Road and Heathrow Lane has remained the same for the southbound traffic. The85th percentile of speed on the south approach of Plainfield/Naperville Road and Tennyson Lane has decreased by 2 mph for the northbound traffic.

DISCUSSION

A questionnaire which ascertains the viewpoint of the affected residents was forwarded to those who were in the original petition areas for the eight pilot test traffic circles. Please find attached a summary report for the questionnaire.

As noted in the summary report, 59% of the affected residents returned their opinions. This return rate itself indicates that many of the residents did not feel that the traffic circles were a problem which is typified with high return rates. More residents felt that traffic speed had remained the same or was decreased than the residents who felt it had been increased. This same pattern was displayed for traffic volume, and cut-through traffic. However, 48% of the respondents were somewhat dissatisfied while only 39% were satisfied with the traffic circles The percentage of the respondents who favored retention of the traffic circles was 55% of those responding. Sixty-four percent of the respondents would consider additional traffic calming measures

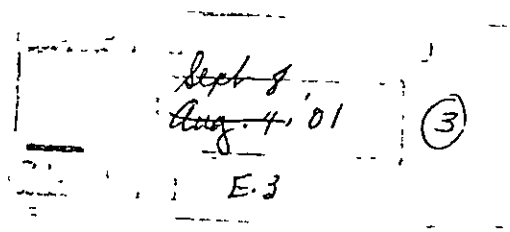
Comments and suggestions added to the questionnaires are varied in their opinions. While some residents like the traffic circles many comments were added as to their unsightyness, lack of traffic calming, vehicles traveling the wrong way around the circles, and continuing cut-through traffic.

RECOMMENDATION

Based upon the results of the pilot test which demonstrated the effectiveness of neighborhood traffic circles in calming traffic on resident streets, staff recommends that Neighborhood Traffic Circles be continued as a traffic calming measure.

ATTACH:

CC: Cpt. Dan Voiland, Fire Department
Sgt. Bedell, Police Traffic Unit
Deb Kreider, Sr. Engineering Technician
Steve Cope, Traffic Supervisor
Transportation Files



(pilottest.rpt)

TRAFFIC CIRCLE QUESTIONNAIRE

		Surveys Sent	Number of Surveys Returned	% Returned	1A Increased	1A Stayed the Same	1A Decreased	1A o Response	1B Increased	1B Stayed the Same	1B Decreased	1B No Response	1C Increased
River Road	Sequoia Road	28	10	36%	0	5	5	0	0	5	5	0	0
River Road	Oakton Lane	35	20	57%	4	9	7	0	0	15	5	0	0
River Road	Rhodes Lane	30	13	43%	2	4	7	0	1	9	3	0	1
Raintree Drive	Sequoia Road	31	24	77%	1	7	16	0	0	12	12	0	0
kenridge Lane	De LaSalle Avenue	38	22	61%	2	17	3	0	0	20	2	0	0
kenridge Lane	Cheyenne Drive	28	19	68%	3	10	5	1	1	16	1	1	1
shead Drive	Wendy Drive	33	19	58%	2	11	6	0	1	16	2	0	1
eagles Drive	Hempstead Avenue	40	19	48%	1	9	9	0	0	18	1	0	1
ddress Given to Match to Circle			9		0	6	3	0	0	6	3	0	0
AL		261	155	59%	15	78	61	1	3	117	34	1	4
CENTAGE OF TOTAL RETURNED			155		10%	50%	39%	1%	2%	75%	22%	1%	3%

~~Sept. 8~~
~~Aug 4~~ 01

E 3

1C Stayed the Same	1C Decreased	1C o Response	2 Satisfied	2 Somewhat Satisfied	2 Neutral	2 Somewhat Dissatisfied	2 Dissatisfied	2 No Response	3 Yes	3 No	3 Blank	4 Yes	4 No	4 Blank
5	5	0	4	1	3	0	2	0	8	2	0	7	2	1
13	7	0	5	2	2	1	10	0	9	10	1	9	10	1
6	4	2	4	2	2	1	3	1	10	3	0	8	5	0
11	13	0	11	5	1	3	3	1	20	3	1	17	5	2
20	2	0	0	4	1	7	10	0	5	16	1	15	5	2
15	2	1	2	3	1	4	9	0	9	10	0	11	7	1
15	3	0	3	4	3	0	9	0	8	10	1	14	4	1
15	3	0	4	4	4	2	5	0	12	6	1	13	6	0
7	2	0	0	3	2	3	1	0	4	4	1	5	4	0
107	41	3	33	28	19	21	52	2	85	64	6	99	48	8
69%	26%	2%	21%	18%	12%	14%	34%	1%	55%	41%	4%	64%	31%	5%

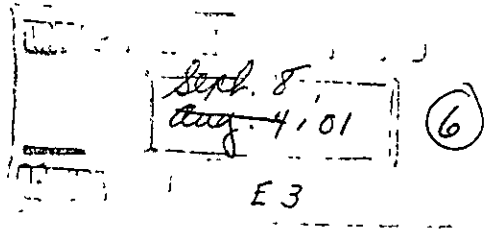
~~Sept 8~~
~~Aug. 4, '01~~ (5)

E.3.

Whispering Hills Drive
Ada Lane to Sequoia Road

	North Approach							
	Volume		50th % Speed		85th% Speed		95th% Speed	
	Before	After	Before	After	Before	After	Before	After
Date	4/27/99	7/24/01	4/27/99	7/24/01	4/27/99	7/24/01	4/27/99	7/24/01
Entering Intersection	681	752	27 mph	29 mph	32 mph	33 mph	35 mph	36 mph
Leaving Intersection	762	831	30 mph	30 mph	36 mph	35 mph	40 mph	37 mph

	South Approach							
	Volume		50th % Speed		85th% Speed		95th% Speed	
	Before	After	Before	After	Before	After	Before	After
Date	11/1/98	7/24/01	11/1/98	7/24/01	11/1/98	7/24/01	11/1/98	7/24/01
Entering Intersection	919	831	27 mph	30 mph	31 mph	35 mph	40 mph	37 mph
Leaving Intersection	953	752	26 mph	29 mph	30 mph	33 mph	35 mph	36 mph



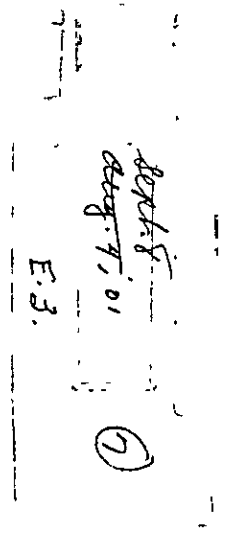
Plainfield/Naperville Road
Heathrow Lane to Tennyson Lane

North Approach

	Volume		50th % Speed		85th% Speed		95th% Speed	
	Before	After	Before	After	Before	After	Before	After
Date	5/5/99	7/24/01	5/5/99	7/24/01	5/5/99	7/24/01	5/5/99	7/24/01
Entering Intersection	1041	1608	32 mph	33 mph	36 mph	36 mph	39 mph	39 mph
Leaving Intersection	936	1431	35 mph	33 mph	40 mph	38 mph	43 mph	40 mph

South Approach

	Volume		50th % Speed		85th% Speed		95th% Speed	
	Before	After	Before	After	Before	After	Before	After
Date	5/5/99	7/24/01	5/5/99	7/24/01	5/5/99	7/24/01	5/5/99	7/24/01
Entering Intersection	936	1608	35 mph	33 mph	40 mph	38 mph	43 mph	40 mph
Leaving Intersection	1041	1431	32 mph	33 mph	36 mph	36 mph	39 mph	39 mph



River Road and Sequoia Road

Before and After

North Approach

	Volume		50th % Speed		85th % Speed		95th % Speed	
	Before	After	Before	After	Before	After	Before	After
Date	5/19/99	6/27/01	5/19/99	6/27/01	5/19/99	6/27/01	5/19/99	6/27/01
Entering Intersection	1581	1296	27 mph	26 mph	31 mph	30 mph	33 mph	32 mph
Leaving Intersection	1702	1368	26 mph	26 mph	30 mph	30 mph	33 mph	33 mph

South Approach

	Volume		50th % Speed		85th % Speed		95th % Speed	
	Before	After	Before	After	Before	After	Before	After
Date	5/11/99	6/27/01	5/11/99	6/27/01	5/11/99	6/27/01	5/11/99	6/27/01
Entering Intersection	1466	1312	29 mph	28 mph	34 mph	32 mph	39 mph	35 mph
Leaving Intersection	1588	1386	27 mph	27 mph	31 mph	31 mph	34 mph	34 mph

East Approach

	Volume		50th % Speed		85th % Speed		95th % Speed	
	Before	After	Before	After	Before	After	Before	After
Date	5/11/99	6/27/01	5/11/99	6/27/01	5/11/99	6/27/01	5/11/99	6/27/01
Entering Intersection	560	561	23 mph	24 mph	27 mph	27 mph	29 mph	29 mph
Leaving Intersection	609	577	23 mph	24 mph	27 mph	28 mph	29 mph	30 mph

West Approach

	Volume		50th % Speed		85th % Speed		95th % Speed	
	Before	After	Before	After	Before	After	Before	After
Date	5/11/99	6/26/01	5/11/99	6/26/01	5/11/99	6/26/01	5/11/99	6/26/01
Entering Intersection	646	633	26 mph	29 mph	31 mph	33 mph	35 mph	38 mph
Leaving Intersection	669	662	30 mph	29 mph	35 mph	34 mph	39 mph	37 mph

River Road and Oakton Lane

Before and After

North Approach

	Volume		50th % Speed		85th % Speed		95th % Speed	
	Before	After	Before	After	Before	After	Before	After
Date	5/11/99	6/27/01	5/11/99	6/27/01	5/11/99	6/27/01	5/11/99	6/27/01
Entering Intersection	1558	1386	27 mph	27 mph	31 mph	31 mph	34 mph	34 mph
Leaving Intersection	1466	1312	28 mph	28 mph	32 mph	32 mph	39 mph	35 mph

South Approach

	Volume		50th % Speed		85th % Speed		95th % Speed	
	Before	After	Before	After	Before	After	Before	After
Date	5/19/99	6/26/01	5/19/99	6/26/01	5/19/99	6/26/01	5/19/99	6/26/01
Entering Intersection	1349	1244	28 mph	27 mph	32 mph	31 mph	35 mph	35 mph
Leaving Intersection	1520	1482	27 mph	27 mph	31 mph	31 mph	33 mph	35 mph

East Approach

	Volume		50th % Speed		85th % Speed		95th % Speed	
	Before	After	Before	After	Before	After	Before	After
Date	5/19/99	6/28/01	5/19/99	6/28/01	5/19/99	6/28/01	5/19/99	6/28/01
Entering Intersection	161	140	23 mph	26 mph	27 mph	31 mph	30 mph	33 mph
Leaving Intersection	188	162	27 mph	26 mph	32 mph	31 mph	35 mph	34 mph

West Approach

	Volume		50th % Speed		85th % Speed		95th % Speed	
	Before	After	Before	After	Before	After	Before	After
Date	5/11/99	6/28/01	5/11/99	6/28/01	5/11/99	6/28/01	5/11/99	6/28/01
Entering Intersection	334	290	27 mph	26 mph	32 mph	31 mph	35 mph	34 mph
Leaving Intersection	358	238	28 mph	27 mph	32 mph	31 mph	35 mph	33 mph

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Raintree Drive and Sequoia Road

Before and After

North Approach

	Volume		50th % Speed		85th % Speed		95th % Speed	
	Before	After	Before	After	Before	After	Before	After
Date	5/13/99	6/26/01	5/13/99	6/26/01	5/13/99	6/26/01	5/13/99	6/26/01
Entering Intersection	280	257	24 mph	25 mph	29 mph	29 mph	31 mph	31 mph
Leaving Intersection	193	184	25 mph	25 mph	29 mph	29 mph	33 mph	31 mph

South Approach

	Volume		50th % Speed		85th % Speed		95th % Speed	
	Before	After	Before	After	Before	After	Before	After
Date	5/13/99	6/26/01	5/13/99	6/26/01	5/13/99	6/26/01	5/13/99	6/26/01
Entering Intersection	205	157	24 mph	25 mph	29 mph	30 mph	31 mph	33 mph
Leaving Intersection	239	185	27 mph	25 mph	31 mph	28 mph	35 mph	31 mph

East Approach

	Volume		50th % Speed		85th % Speed		95th % Speed	
	Before	After	Before	After	Before	After	Before	After
Date	5/11/99	6/27/01	5/11/99	6/27/01	5/11/99	6/27/01	5/11/99	6/27/01
Entering Intersection	560	561	23 mph	24 mph	27 mph	27 mph	29 mph	29 mph
Leaving Intersection	609	577	23 mph	24 mph	27 mph	28 mph	29 mph	30 mph

West Approach

	Volume		50th % Speed		85th % Speed		95th % Speed	
	Before	After	Before	After	Before	After	Before	After
Date	5/13/99	6/26/01	5/13/99	6/26/01	5/13/99	6/26/01	5/13/99	6/26/01
Entering Intersection	743	633	27 mph	29 mph	31 mph	33 mph	34 mph	38 mph
Leaving Intersection	870	662	30 mph	29 mph	35 mph	34 mph	40 mph	37 mph

Sept 8:

Gleneagles Drive and Hempstead Avenue
Before and After

North Approach

	Volume		50th % Speed		85th % Speed		95th % Speed	
	Before	After	Before	After	Before	After	Before	After
Date	4/20/99	7/11/01	4/20/99	7/11/01	4/20/99	7/11/01	4/20/99	7/11/01
Entering Intersection	1355	1143	25 mph	26 mph	28 mph	29 mph	30 mph	31 mph
Leaving Intersection	1365	1153	27 mph	26 mph	31 mph	29 mph	33 mph	31 mph

South Approach

	Volume		50th % Speed		85th % Speed		95th % Speed	
	Before	After	Before	After	Before	After	Before	After
Date	4/20/99	7/17/01	4/20/99	7/17/01	4/20/99	7/17/01	4/20/99	7/17/01
Entering Intersection	915	702	28 mph	30 mph	32 mph	34 mph	35 mph	37 mph
Leaving Intersection	942	625	29 mph	27 mph	34 mph	31 mph	37 mph	33 mph

East Approach

	Volume		50th % Speed		85th % Speed		95th % Speed	
	Before	After	Before	After	Before	After	Before	After
Date	4/20/99	7/17/01	4/20/99	7/17/01	4/20/99	7/17/01	4/20/99	7/17/01
Entering Intersection	211	126	20 mph	23 mph	27 mph	27 mph	29 mph	29 mph
Leaving Intersection	198	135	22 mph	24 mph	27 mph	28 mph	30 mph	30 mph

West Approach

	Volume		50th % Speed		85th % Speed		95th % Speed	
	Before	After	Before	After	Before	After	Before	After
Date	4/20/99	7/11/01	4/20/99	7/11/01	4/20/99	7/11/01	4/20/99	7/11/01
Entering Intersection	139	269	23 mph	21 mph	30 mph	26 mph	34 mph	29 mph
Leaving Intersection	168	269	23 mph	21 mph	28 mph	24 mph	30 mph	27 mph

E3 Sept & Aug. 7701 (11)

Breckenridge Lane and Cheyenne Drive
Before and After

North Approach

	Volume		50th % Speed		85th % Speed		95th % Speed	
	Before	After	Before	After	Before	After	Before	After
Date	5/25/99	7/12/01	5/25/99	7/12/01	5/25/99	7/12/01	5/25/99	7/12/01
Entering Intersection	191	135	23 mph	24 mph	29 mph	28 mph	31 mph	31 mph
Leaving Intersection	222	221	23 mph	25 mph	28 mph	29 mph	31 mph	31 mph

South Approach

	Volume		50th % Speed		85th % Speed		95th % Speed	
	Before	After	Before	After	Before	After	Before	After
Date	4/23/99	7/11/01	4/23/99	7/11/01	4/23/99	7/11/01	4/23/99	7/11/01
Entering Intersection	381	160	24 mph	21 mph	27 mph	23 mph	29 mph	24 mph
Leaving Intersection	397	197	24 mph	21 mph	28 mph	23 mph	30 mph	25 mph

East Approach

	Volume		50th % Speed		85th % Speed		95th % Speed	
	Before	After	Before	After	Before	After	Before	After
Date	4/22/99	7/11/01	4/22/99	7/11/01	4/22/99	7/11/01	4/22/99	7/11/01
Entering Intersection	204	230	27 mph	27 mph	31 mph	32 mph	35 mph	36 mph
Leaving Intersection	195	244	27 mph	26 mph	31 mph	31 mph	35 mph	34 mph

West Approach

	Volume		50th % Speed		85th % Speed		95th % Speed	
	Before	After	Before	After	Before	After	Before	After
Date	4/22/99	7/11/01	4/22/99	7/11/01	4/22/99	7/11/01	4/22/99	7/11/01
Entering Intersection	278	294	22 mph	26 mph	26 mph	29 mph	29 mph	32 mph
Leaving Intersection	267	255	25 mph	26 mph	30 mph	30 mph	33 mph	33 mph

Sept 8

Breckenridge Lane and De LaSalle Avenue

Before and After

North Approach

	Volume		50th % Speed		85th % Speed		95th % Speed	
	Before	After	Before	After	Before	After	Before	After
Date	4/22/99	7/2401	4/22/99	7/24/01	4/22/99	7/24/01	4/22/99	7/24/01
Entering Intersection	263	210	29 mph	30 mph	35 mph	35 mph	40 mph	39 mph
Leaving Intersection	200	225	24 mph	30 mph	29 mph	34 mph	31 mph	39 mph

South Approach

	Volume		50th % Speed		85th % Speed		95th % Speed	
	Before	After	Before	After	Before	After	Before	After
Date	4/22/99	7/11/01	4/22/99	7/11/01	4/22/99	7/11/01	4/22/99	7/11/01
Entering Intersection	225	216	23 mph	26 mph	28 mph	30 mph	32 mph	33 mph
Leaving Intersection	163	203	24 mph	26 mph	29 mph	30 mph	33 mph	33 mph

East Approach

	Volume		50th % Speed		85th % Speed		95th % Speed	
	Before	After	Before	After	Before	After	Before	After
Date	5/25/99	7/11/01	5/25/99	7/11/01	5/25/99	7/11/01	5/25/99	7/11/01
Entering Intersection	275	97	23 mph	26 mph	28 mph	29 mph	31 mph	31 mph
Leaving Intersection	369	107	24 mph	25 mph	29 mph	29 mph	32 mph	33 mph

West Approach

	Volume		50th % Speed		85th % Speed		95th % Speed	
	Before	After	Before	After	Before	After	Before	After
Date	4/22/99	7/11/01	4/22/99	7/11/01	4/22/99	7/11/01	4/22/99	7/11/01
Entering Intersection	187	102	24 mph	24 mph	29 mph	28 mph	31 mph	31 mph
Leaving Intersection	148	105	23 mph	25 mph	29 mph	29 mph	31 mph	34 mph

E-3 Sept. 6, Aug. 4, '01 (13)

Sept 8 (14)
~~Aug 4, '01~~

E 3.

Gateshead Drive and Wendy Drive

Before and After

North Approach

	Volume		50th % Speed		85th % Speed		95th % Speed	
	Before	After	Before	After	Before	After	Before	After
Date	4/20/99	7/11/01	4/20/99	7/11/01	4/20/99	7/11/01	4/20/99	7/11/01
Entering Intersection	291	164	21 mph	22 mph	24 mph	25 mph	26 mph	26 mph
Leaving Intersection	309	204	21 mph	22 mph	25 mph	25 mph	27 mph	27 mph

South Approach

	Volume		50th % Speed		85th % Speed		95th % Speed	
	Before	After	Before	After	Before	After	Before	After
Date	4/20/99	7/11/01	4/20/99	7/11/01	4/20/99	7/11/01	4/20/99	7/11/01
Entering Intersection	456	383	27 mph	29 mph	32 mph	34 mph	35 mph	37 mph
Leaving Intersection	458	389	27 mph	27 mph	32 mph	31 mph	35 mph	34 mph

East Approach

	Volume		50th % Speed		85th % Speed		95th % Speed	
	Before	After	Before	After	Before	After	Before	After
Date	4/20/99	7/11/01	4/20/99	7/11/01	4/20/99	7/11/01	4/20/99	7/11/01
Entering Intersection	1187	1199	26 mph	27 mph	30 mph	30 mph	33 mph	33 mph
Leaving Intersection	1120	1137	26 mph	26 mph	30 mph	29 mph	32 mph	31 mph

West Approach

	Volume		50th % Speed		85th % Speed		95th % Speed	
	Before	After	Before	After	Before	After	Before	After
Date	4/20/99	7/11/01	4/20/99	7/11/01	4/20/99	7/11/01	4/20/99	7/11/01
Entering Intersection	1427	1426	27 mph	28 mph	32 mph	33 mph	35 mph	36 mph
Leaving Intersection	1435	1377	30 mph	30 mph	35 mph	34 mph	37 mph	37 mph

Sept 8
aug 4, '01 (15)

E-3,

River Road and Rhodes Lane
Before and After

North Approach

	Volume		50th % Speed		85th % Speed		95th % Speed	
	Before	After	Before	After	Before	After	Before	After
Date	5/19/99	6/26/01	5/19/99	6/26/01	5/19/99	6/26/01	5/19/99	6/26/01
Entering Intersection	1520	1482	27 mph	27 mph	31 mph	31 mph	33 mph	35 mph
Leaving Intersection	1349	1244	28 mph	27 mph	32 mph	31 mph	35 mph	35 mph

South Approach

	Volume		50th % Speed		85th % Speed		95th % Speed	
	Before	After	Before	After	Before	After	Before	After
Date	5/19/99	6/27/01	5/19/99	6/27/01	5/19/99	6/27/01	5/19/99	6/27/01
Entering Intersection	1453	1312	31 mph	28 mph	35 mph	32 mph	38 mph	35 mph
Leaving Intersection	1691	1386	31 mph	27 mph	35 mph	31 mph	39 mph	34 mph

East Approach

	Volume		50th % Speed		85th % Speed		95th % Speed	
	Before	After	Before	After	Before	After	Before	After
Date	5/19/99	7/24/01	5/19/99	7/24/01	5/19/99	7/24/01	5/19/99	7/24/01
Entering Intersection	123	139	20 mph	21 mph	25 mph	25 mph	27 mph	28 mph
Leaving Intersection	172	185	21 mph	21 mph	27 mph	27 mph	29 mph	31 mph

West Approach

	Volume		50th % Speed		85th % Speed		95th % Speed	
	Before	After	Before	After	Before	After	Before	After
Date	5/19/99	7/24/01	5/19/99	7/24/01	5/19/99	7/24/01	5/19/99	7/24/01
Entering Intersection	90	123	16 mph	15 mph	19 mph	18 mph	20 mph	20 mph
Leaving Intersection	99	130	16 mph	16 mph	19 mph	17 mph	21 mph	19 mph

Naperville

Sept 8
aug. 4, 01
(16)
E-3

TRAFFIC CIRCLE QUESTIONNAIRE

The City of Naperville is interested in your thoughts and comments regarding the neighborhood traffic circles installed in your neighborhood last summer.

The traffic circles were installed as a pilot test of "traffic calming" to address resident concerns for the speed and volume of traffic on your street and to reduce "cut-through" traffic. With the traffic circles in place now for eleven (11) months, a report of their effectiveness and of the acceptance by residents is being prepared for the City's Transportation Advisory Board. Please take a few minutes to fill out and return this questionnaire regarding the effectiveness of the traffic circles in calming traffic on your street. Please be advised that the traffic circle signs posted currently in the traffic circles will be removed after the pilot test period is completed.

In order to receive your comments and input for the report on traffic circles, the City of Naperville requests that you complete this questionnaire by checking the box that best represents your understanding of the change caused by traffic circles and return it to the Department of Transportation and Engineering in the enclosed postage paid envelope ***Response due date is Wednesday, July 25, 2001.*** You will receive a copy of the report on traffic circles and of the date and time that the report will be presented to the City's Transportation Advisory Board. If you have questions or need additional information, please contact Deb Kreider, Senior Engineering Technician, at 420-6100.

1.a. With the traffic circles, do you believe that the speed of traffic has . .
- ☐ **Increased**
- ☐ **Stayed the Same**
- ☐ **Decreased**

1 b With the traffic circles, do you believe that the volume of traffic has....
- ☐ **Increased**
- ☐ **Stayed the Same**
- ☐ **Decreased**

1.c. With the traffic circles, do you believe that "cut-through" traffic has....
- ☐ **Increased**
- ☐ **Stayed the Same**
- ☐ **Decreased**

2 How satisfied are you with the traffic circle(s) on your street .....

☐ **Satisfied** ☐ **Somewhat Satisfied** ☐ **Neutral** ☐ **Somewhat Dissatisfied** ☐ **Dissatisfied**

3. Are you in favor of retaining the traffic circles.....
- ☐ **Yes**
- ☐ **No**

4. Would you consider additional traffic calming measures .. ..
- ☐ **Yes**
- ☐ **No**

Continued on Reverse Side

L. 10 Ordinance No 02 – 18, approving the eight Pilot Traffic Circles, Schedules XXIX, Traffic Calming Locations, Subsection A, Traffic Circles

ORDINANCE NO 02 – 18 – APPROVE PILOT TRAFFIC CIRCLES, SCHEDULES XXIX, TRAFFIC CALMING LOCATIONS, SUBSECTION A, TRAFFIC CIRCLES

Macrane moved to pass Ordinance No 02 – 18 to approve the eight pilot traffic circles, schedules XXIX, traffic calming locations, subsection A, traffic circles and to direct staff to suggest no further circle locations Second, von Behren

ROLL CALL

Ayes Macrane, Rosanova, von Behren, Pradel, Furstenau, Gallaher, Krause

Nays None

Motion declared carried

Naperville
OFFICE OF THE CITY MANAGER

CITY COUNCIL
1-22-02
AGENDA ITEM L 10

COUNCIL AGENDA ITEM
BOARD REPORT/RECOMMENDATION SUMMARY SHEET

TITLE Recommendation to Establish an Ordinance to Approve the Eight Pilot Traffic Circles, Schedules XXIX, Traffic Calming Locations, Subsection A, Traffic Circles

SUBMISSION DATE. 1/11/02 REQUESTED AGENDA DATE 1/22/02

SYNOPSIS Recommendation to Ordinance the eight existing traffic circles

PAPERWORK Attached ☒

COUNCIL ACTION PREVIOUSLY TAKEN.
Date of Action _____ Action _____
Item No _____

COUNCIL ACTION REQUESTED/RECOMMENDED THIS MEETING
Approve Ordinance.

Submitted by _____ TED Business Group
Name Department

AGENDA ITEM NOTES

CITY OF NAPERVILLE
MEMORANDUM

DATE. January 9, 2002

TO: Peter T Burchard, City Manager
John Zediker, Transportation, Engineering and Development Business Group Leader

THROUGH: Marcie Schatz, Transportation and Traffic Services Team Leader

FROM: Deb Kreider, Senior Engineering Technician

SUBJECT: Recommendation to Establish an Ordinance to Approve the Eight Pilot Traffic Circles, Schedule XXIX, Traffic Calming Locations, Subsection A, Traffic Circles

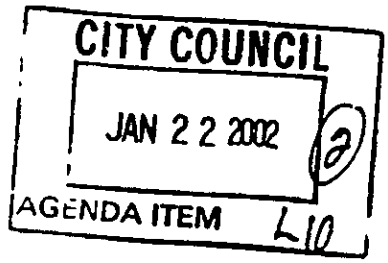
PURPOSE:
This memorandum summarizes the findings of the traffic engineering investigations of the eight pilot traffic circles A recommendation is made to establish an ordinance to approve the existing traffic circle locations, Schedule XXIX, Traffic Calming Locations, Subsection A, Traffic Circles This recommendation will allow the existing traffic circles to be codified

BACKGROUND:
As earlier discussed in a report to City Council in the October 12, 2001 Manager's Memorandum, the members of the Transportation Advisory Board (TAB), at their September 4, 2001 meeting, reviewed and approved the Transportation, Engineering and Development Business Group (TED) recommendation to retain the existing eight traffic circles as a means of traffic calming. TAB requested a cut-through study of River Road as a follow-up to the report on the pilot test of the traffic circles

Response to the July 2001 "after" questionnaire had 59% of the affected residents returning their questionnaires This return rate indicates that many of the residents did not feel that the traffic circles were a problem, which is typified with high return rates More residents felt that traffic speed had remained the same or was decreased than the residents who felt it had been increased This same pattern was displayed for traffic volume and cut-through traffic Of the residents who responded to the question of satisfaction with the traffic circles, 40% were satisfied, 12% were neutral, and 48% of the respondents were dissatisfied And yet, the percentage of the respondents who favored retention of the traffic circles was 55% Of those responding to the questionnaire, 64% would consider additional traffic calming measures. Also, there was a high return rate of respondents who want the existing stop controls to remain

An analysis of the traffic volume for each of the intersections, both before and one year after the installation of the traffic circles shows a volume decrease of 11 7% overall The analysis of the speed data for the same period shows a range of an increase of 1 1 mph to a decrease of 1 4 mph

To Peter T Burchard, City Manager
Re Recommendation to Establish an Ordinance to Approve the Eight Pilot Traffic Circles, Schedule XXIX, Traffic Calming Locations, Subsection A, Traffic Circles
January 9, 2002
Page 2



DISCUSSION:
Vehicle license plates were recorded from 6 30 – 8:30 AM and from 4 00 – 6:00 PM on Tuesday, October 9, 2001, as part of the "After" study. The locations of the survey were Rickert Drive at River Road and Oswego Road at River Road Vehicles traveling northbound and southbound were recorded

The percentage of cut-through traffic in the morning of October 9, 2001 was 52%, the number of vehicles that cut-through was 92 The percentage of cut-through in the afternoon of October 9, 2001 was 31%, the number of vehicles that cut-through was 102. Cut-through traffic is considered those vehicles that do not originate their travel within the neighborhood, entering at one control point and exiting the neighborhood at the second control point within a 10-minute time frame

TED staff is currently in the process of updating 11-6-1 of the Municipal Code, which identifies the purpose, eligible streets, neighborhood traffic circle plans, process, landscaping, design and layout, and the removal of traffic circles. The revisions to the existing traffic circle policy in the Municipal Code will be brought back to the City Council for their approval. Updates will include applying traffic calming measures, as approved by City Council, within a neighborhood and removal of existing stop controls with the installation of the traffic circle The effectiveness of the traffic calming measures will be reviewed in relation to cut-through and speeding traffic

The existing stop controls were to be removed at the conclusion of the pilot Residents responded on their questionnaires that they were not in favor of removing the existing stop controls Based upon this resident response, staff does not recommend removal of the stop signs Future traffic circles shall not be considered without the prior removal of the existing one-way or two-way stop controls and shall not be considered at intersections with all-way stop controls

The Transportation Advisory Board, at their December 1, 2001 meeting, approved the Transportation, Engineering and Development Business Group recommendation, by a vote of 5 to 3, to establish an ordinance to approve the eight pilot traffic circles for permanent status

RECOMMENDATION:
In order to codify the existing eight traffic circles, a recommendation is made to the City Council to approve the eight pilot traffic circles under Schedule XXIX, Traffic Calming Locations, Subsection A, Traffic Circles

Section 11-1-5, Naperville Traffic Schedules
Schedule XXIX, Traffic Calming Locations
Subsection A, Traffic Circles

1 Breckenridge Lane and Cheyenne Drive
2 Breckenridge Lane and DeLasalle Avenue
3. Gateshead Drive and Wendy Drive
4 Glen Eagles Drive and Hemstead Avenue
5 River Road and Oakton Lane
6 River Road and Rhodes Lane
7 Sequoia Road and Raintree Drive
8 Sequoia Road and River Road

ORDINANCE NO

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF NAPERVILLE, DUPAGE AND WILL COUNTIES, ILLINOIS, in the exercise of its Home Rule Powers, as follows

SECTION 1 That pursuant to the above referenced City Code section(s), following are hereby designated as

Traffic Schedule XXIXA – Traffic Circles

Recommendation to establish an Ordinance to approve the pilot traffic circles, Section 11-1-5, Naperville Traffic Schedules, Schedule XXIX, Traffic Calming Locations, Subsection A, Traffic Circles

Breckenridge Lane and Cheyenne Drive
Breckenridge Lane and DeLasalle Avenue
Gateshead Drive and Wendy Drive
Gleneagles Drive and Hemstead Avenue
River Road and Oakton Lane
River Road and Rhodes Lane
Sequoia Road and Raintree Drive
Sequoia Road and River Road

SECTION 2 That this ordinance shall be in full force and effect from and after its passage, approval and publication in pamphlet form and after the proper signs have been erected

PASSED, DATE OF _____ APPROVED, DATE OF _____

AYES

NAYS

ABSENT

_____
MAYOR

ATTEST

_____
CITY CLERK

Trafficcircles doc

Naperville

TRANSPORTATION ADVISORY BOARD
AGENDA ITEM

AGENDA DATE: **3/3/2012**

SUBJECT: Temporary Transit Package

ACTION REQUESTED: For information only.

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

ACTION PREVIOUSLY TAKEN:

Date	Item No.	Action

BACKGROUND:

DISCUSSION:

RECOMMENDATION:

ATTACHMENTS:

CITY OF NAPERVILLE
MEMORANDUM

DATE: February 3, 2012

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

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

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

SUBJECT: **MM Item: Temporary Transit Package**

PURPOSE:
To provide the City Council with a summary of the Temporary Transit Package (TTP), a transit promotion offered to eligible commuters during Metra's recently completed Naperville Station Platform Improvement Project.

BACKGROUND:
As a part of the 2011 Naperville Metra Station Platform Improvement Project, the City worked in coordination with Metra to limit the number of parking spaces impacted by the construction activity. In order to provide efficient construction staging areas and maintain a safe construction area, up to 25 parking spaces were vacated and occupied by construction equipment as follows:

- Burlington Lot - April to August 2011; and
- Parkview Lot - August to December 2011.

In order to offset the parking spaces vacated as part of the construction project, provide an alternate transportation option for commuters, and promote public transit, the TTP was developed to incentivize commuters with a permit for the Burlington or Parkview Lot to temporarily suspend their parking permit. With enrollment in the TTP, permit holders were not charged permit fees for the duration of Metra's construction project. In order to encourage use of transit during the construction activity, participants were eligible to receive up to four (4) Pace "10-Ride Plus" bus passes each month for the duration of the construction project and 12 Guaranteed Ride Home Program vouchers.

INFORMATION:
A total of 94 commuters (75 Burlington Lot permit holders, 19 Parkview Lot permit holders) enrolled in the TTP. This accounts for approximately 9% of all Burlington and Parkview permit holders. A total of 69 TTP participants (73% of all TTP participants) requested the Pace "10-Ride Plus" passes and Guaranteed Ride Home vouchers.

Participant Survey
As the Metra Platform Improvement Project neared completion of Phase 2, an electronic survey was sent out to 84 TTP participants (total enrollment as of July 2011). Through the survey, TTP participants were asked about their commute patterns before enrollment in the TTP, opinions of the program, and reasons for enrolling. A total of 42 responses were collected (response rate of 50%). A summary of the survey results is provided below.

- 60% of survey respondents cited the opportunity to save money on quarterly permit fees as the primary reason they enrolled in the TTP; 12% of survey respondents enrolled due to a concern about a possible lack of available parking spaces during construction.
- Prior to enrollment in the TTP, 45% of survey respondents used their parking permit to commute daily; approximately 30% of survey respondents used their permit to commute at least once a week.
- With enrollment in the TTP, 38% of survey respondents used Pace Suburban Bus to commute to the Naperville Metra Station, while more than 25% used alternative transportation methods (e.g., carpool, kiss-and-ride, bike and walk).
- A total of 90% of the survey respondents indicated they were 'very satisfied' or 'satisfied' with the TTP.

Permit Reinstatement/Cancellation
On December 2, 2011, the City notified all TTP participants of Metra's plans to complete the Platform Improvement Project and the associated end of the TTP. Participants were asked to either reinstate or cancel their parking permit. A total of 74 participants (79%) reinstated their commuter parking permit and 20 participants (21%) cancelled their permit. The majority of those who cancelled their permit indicated they were no longer daily commuters for reasons such as retirement, work schedule changes and telecommuting. With participation in the TTP, these individuals had an opportunity to realize their demand for the permit and subsequently cancelled the permit.

The Temporary Transit Package and the addition of 19 temporary permit parking spaces at the Water Tower West Lot resulted in no occurrences of the parking lots exceeding capacity during Metra's Platform Improvement Project. The Temporary Transit Package offered commuters an alternate commute option during the construction project, thereby reducing the demand for parking spaces in the Burlington Lot and Parkview Lot. Following temporary suspension of the commuter parking permit, 20 TTP participants decided to cancel their permit, thereby providing an opportunity for the City to increase the number of new permits issued for the Burlington and Parkview Lots. Following the success of the Temporary Transit Package, city staff continues to explore opportunities to manage commuter parking permits and the commuter parking waitlist.

RECOMMENDATION:
Include this report in the February 3, 2012 Manager's Memorandum.

cc: Transportation Advisory Board

Naperville

TRANSPORTATION ADVISORY BOARD
AGENDA ITEM

AGENDA DATE: **3/3/2012**

SUBJECT: 2011 Transit Summary/Benchmark Report

ACTION REQUESTED: For information only.

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

ACTION PREVIOUSLY TAKEN:

Date	Item No.	Action

BACKGROUND:

DISCUSSION:

RECOMMENDATION:

ATTACHMENTS:

CITY OF NAPERVILLE
MEMORANDUM

DATE: December 16, 2011

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

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

FROM: Suzanne Thorsen, AICP, Community Planner – TED Business Group

SUBJECT: Information Only Item: **2011 Transit Summary/ Benchmark Report**

PURPOSE:
The purpose of the first annual Transit Summary/ Benchmark Report is to provide the Council with an overview of transit services available within the City of Naperville, as well as metrics to evaluate the City's transit investments to ensure that expenditures are used efficiently and effectively. These metrics, known as Transit Benchmarks, were approved by the City Council in 2010 and will be updated annually on a calendar year basis.

BACKGROUND:
Transit is an alternative transportation mode that enhances individual mobility and quality of life. It can help to improve the overall quality of the City's transportation network by distributing traffic among a variety of modes and reducing automobile trips, particularly during peak periods. Bus and rail transit services are important both locally and regionally to accommodate commuter demand and manage congestion during peak periods. The City of Naperville offers several programs to encourage and facilitate transit ridership, including park-and-rides, Ride DuPage, Guaranteed Ride Home, and reduced-fare 10-ride passes.

Transit ridership in Naperville is overwhelmingly associated with commuting. Daily, approximately 10,000 people access Metra via the downtown Naperville Station and the Route 59 Station. Pace operates twenty routes in Naperville, including thirteen neighborhood feeder routes (providing peak period service to Metra) and two all-day routes that also provide commuter service. Monthly, commuter bus ridership reduces peak hour auto trips to the City's rail hubs by approximately 58,800 trips. The City has benefitted from this reduction through increased access to the Metra Stations, reduced demands on roadway capacity during peak commuter periods, as well as land, infrastructure and maintenance costs that would otherwise be necessary to construct new commuter parking.

In 2010, the City Council selected "cost per passenger trip" and "recovery ratio" as the two performance measures that will be utilized for transit service analysis moving forward. These two measures are among many used by Pace to evaluate service, and are updated for each route on a quarterly basis:

- Cost per passenger trip expresses the cost of transit services per person and is calculated by dividing the total average daily cost of the route by the total average daily ridership. This measure gives the cost of transit as a dollar value.
- Recovery ratio represents the percentage of the total costs that are recovered from passenger fares and is calculated by multiplying the average daily ridership by the fare, then dividing the result by the total average daily cost of operating the route. This measure indicates how much of the total cost is paid for by the passengers or other funding sources, such as grants.

DISCUSSION:
Although ridership trends remained steady among commuter populations in general during 2010, there was a decrease in local Pace ridership, most notably during the first half of the year. Factors influencing ridership during this period include the continued economic downturn and elevated unemployment rates; elimination of the waitlist for the Route 59 commuter parking lot; construction detours; and schedule or route changes

Despite slight reductions in ridership, transit performance in Naperville was largely in line with the minimum benchmarks in 2010. Eleven of the Pace routes serving Naperville performed at or above the Pace standard for both cost per passenger trip (<$7) and recovery ratio (>18%). Eight of the nine remaining routes exceed one of the two benchmark standards.

The following action steps will be taken to further promote transit ridership and address route performance in the coming year:

- Continue ongoing marketing for all routes, including realtor/new homebuyer outreach and coordination with homeowners associations.
- Evaluate barriers to transit to determine if additional actions can be taken to make transit a more attractive option for commuters.
- Complete a more thorough evaluation of Routes 676 and 689, which may be improved through realignment of the routes to better meet ridership demands.

Moving forward, staff will continue to monitor benchmark performance and work with Pace to identify marketing, pricing or service options that will allow transit to evolve in better serving the needs of the community.

RECOMMENDATION:
Include this information in the December 16, 2011 Manager's Memorandum.

2011 TRANSIT SUMMARY/ BENCHMARK REPORT

The purpose of the first annual Transit Summary/ Benchmark Report is to provide the City Council with an overview of transit services available within the City of Naperville, as well as metrics to evaluate the city's transit investments to ensure that expenditures are used efficiently and effectively. These metrics, known as Transit Benchmarks, were approved by the City Council in 2010 and will be updated annually on a calendar year basis.

BACKGROUND

Transit is an alternative transportation mode that enhances individual mobility and quality of life. As compared to walking and biking, transit provides a more practical alternative transportation option for longer distance trips. Transit can also improve the overall quality of the city's transportation network by distributing traffic among a variety of modes and reducing automobile trips, particularly during peak periods. Due to its ability to serve both shorter and longer distance trips, transit generally addresses both local and regional mobility needs.

It is important to understand that transit service is unlikely to experience a profit due to the low density and nature of demand within a suburban setting, as well as its very nature as a public service. However, public investment in transit is returned through reduced wear and tear on public roadways, lower congestion, lower environmental cost and improved mobility for employment and daily living among community members. Individual decisions to use transit can be influenced by a variety of factors, including fluctuations in fuel costs, convenience, trip distance or time, and fare costs. Some of the influencing factors can be mitigated by service adjustments or marketing (e.g., route or scheduling modifications or express services).

Pace and Metra services are administered by independent agencies with oversight from the Regional Transportation Authority (RTA) and in cooperation with local municipalities. The City of Naperville offers several additional programs to encourage and facilitate transit ridership. Major transit and transit-supportive programs available to the Naperville community are briefly summarized below.

METRA:

The Route 59 and Naperville Metra Stations are key transportation nodes for the city, providing access to Metra commuter rail, Pace Suburban Bus routes, and Amtrak. The RTA provides oversight of Metra, which operates the commuter rail service on the Burlington Northern Santa Fe (BNSF) rail line and Pace, which operates suburban bus route service.

The BNSF commuter rail line operates daily at Naperville's two Metra Stations, providing all-day service on weekdays and limited service on weekends. The Route 59 and Naperville Metra Stations are the two busiest Metra stations in the suburban commuter rail system, with an average of approximately 10,000 commuters accessing the community's two Metra stations each day (Route 59: appx. 6,000; Naperville Station: appx. 4,000). The community is served by nine express trains during the morning period and ten express trains during the evening period. Express service for reverse commuters (i.e., employees who commute to Naperville from downtown) is available as well. Riders have access to three morning and three evening express reverse commuter trains to and from Naperville.

The City of Naperville works in coordination with Metra to establish and subsidize park-and-ride locations for commuters, provide reduced cost ten-ride bus passes and complete special projects such as the Naperville Station platform project and Naperville Station bus depot feasibility study.

PACE:

Pace Suburban Bus provides bus service for twenty total routes in Naperville, including thirteen neighborhood feeder routes, one hybrid feeder/reverse route, one reverse route, three park-and-ride routes and two all day bus service routes. Pace provides an average of approximately 2,575 rides in Naperville on a daily basis; of these, approximately 1,470 provide commuter access to the Route 59 and Naperville Metra stations. This translates to a monthly reduction of approximately 58,800 trips to and from the commuter rail hubs during peak periods.

The hybrid feeder/reverse commuter route is a newer service model intended to more efficiently leverage transit in serving multiple functions. Naperville's hybrid service, Route 676, serves commuters accessing the Naperville Station as well as office users who reverse commute to the city and work in the Cantera Business Park located on Diehl Road. Another hybrid service, Route 682 combines a traditional neighborhood feeder route with a park-and-ride in order to serve commuters from outside the immediate area.

The city coordinates with Pace in a variety of ways, including monthly meetings to discuss route performance, marketing, and route adjustments and also on special projects such as the Bus Depot Feasibility Study and the Naperville Circulator Study. Pace additionally provides data on a variety of metrics on a quarterly basis. The city partners with Pace to support expanded bus service in Naperville through contributions to four routes (park-and-ride routes, 627, 675, 675 and all-day service 714).

TABLE 1: SUMMARY OF PACE ROUTES IN NAPERVILLE, 2010

Route	Route Name	Route Type	Areas Served
530	West Galena –Fox Valley - Naperville	All day	Naperville (multiple stops) to downtown, Edward Hospital, commercial areas.
672*	95th Street Park-and-Ride Express	Park-and-Ride	Route 59 Metra Station
673*	Fort Hill Express	Park-and-Ride	Community Christian to Route 59 Station
675*	Route 59 Express	Park-and-Ride	Wheatland Salem to Route 59 Station
676	Cress Creek	Feeder/Reverse	Northwest Naperville to Naperville Station and Cantera Business Park.
677	West Glens	Feeder	South central Naperville to Naperville Station
678	Carriage Hills	Feeder	South central Naperville to Naperville Station
680	Knoch Knolls	Feeder	South central Naperville to Naperville Station
681	Saybrook	Feeder	North Naperville to Naperville Station
682	Brookdale	Feeder	Northwest Naperville and St. Thomas the Apostle park-and-ride to Naperville Station
683	Ashbury	Feeder	Southwest Naperville to Naperville Station
684	Maplebrook	Feeder	Southwest Naperville to Naperville Station
685	West Wind Estates	Feeder	West Naperville to Naperville Station
686	Old Farm	Feeder	South central Naperville to Naperville Station
687	Farmstead	Feeder	Southeast Naperville to Naperville Station
688	Naperville-Huntington	Feeder	East Naperville to Naperville Station
689	Hobson Village	Feeder	East central Naperville to Naperville Station
714*	College of DuPage Connector	All day	Naperville (multiple stops) to College of DuPage
820	University Heights – Lisle Metra Station	Feeder	Southeast Naperville to Lisle Metra Station
829	Lisle-Naperville Office Corridor	Reverse	Lisle Metra Station to Warrenville Road/Naperville Road and Lucent Technologies

*Routes are partially funded by the City of Naperville.

Park-and-Ride

Due to the extremely high demand for parking at the Metra stations, alternative modes of transportation, including transit, have been identified as a key method to help people access the train station. It is not feasible to construct enough parking to meet user demand, nor would it be desirable to significantly increase commuter parking at the rail stations due to the resulting increase in congestion on roadways, impacts to nearby residential neighborhoods, and lost opportunities for better uses of land near train stations. To this end, the city has worked with Metra and Pace to establish remote park-and-ride lots that accommodate vehicle parking and provide express bus service to the Metra stations.

Three park-and-ride locations currently provide express bus service to the Route 59 Station (Pace Routes 672, 673 and 675). Parking at the park-and-ride lots is free and the service to the train station is direct, without stops. One park-and-ride, located at St. Thomas the Apostle Church (1500 Brookdale Road), is located along Pace Route 682 and provides both local and express service to the Naperville Metra Station.

Data indicates that approximately 400 people use the park-and-ride lots daily, resulting in a reduction of approximately 16,000 trips per month to the rail stations during peak periods. The city has benefitted from this reduction through increased access to the Metra Stations, reduced demands on roadway capacity during peak commuter periods, as well as land, infrastructure and maintenance costs that would otherwise be necessary to construct new commuter parking.

RIDE DUPAGE

The Ride DuPage Program was established to replace the Dial-a-Ride Program and Pilot II Taxi Program for seniors and persons with disabilities on August 1, 2004. Ride DuPage serves Naperville residents in DuPage and Will County by providing bus or taxi services for people who need travel assistance due to physical or cognitive limitations. Subsidized by a partnership of townships, cities, villages, Pace and DuPage County, Ride DuPage offers curb -to -curb transportation to eligible riders 24 hours a day, 7 days a week. In March 2008 the program was enhanced through the addition of the Ride DuPage to Work program that offers a reduced fare for program users who need transportation to and from work. Ride DuPage to Work is funded in part by a 50% match from the Jobs Access Reverse Commute (JARC) program, a Federal grant authorized by the Federal Transit Authority (FTA) and administered by the RTA.

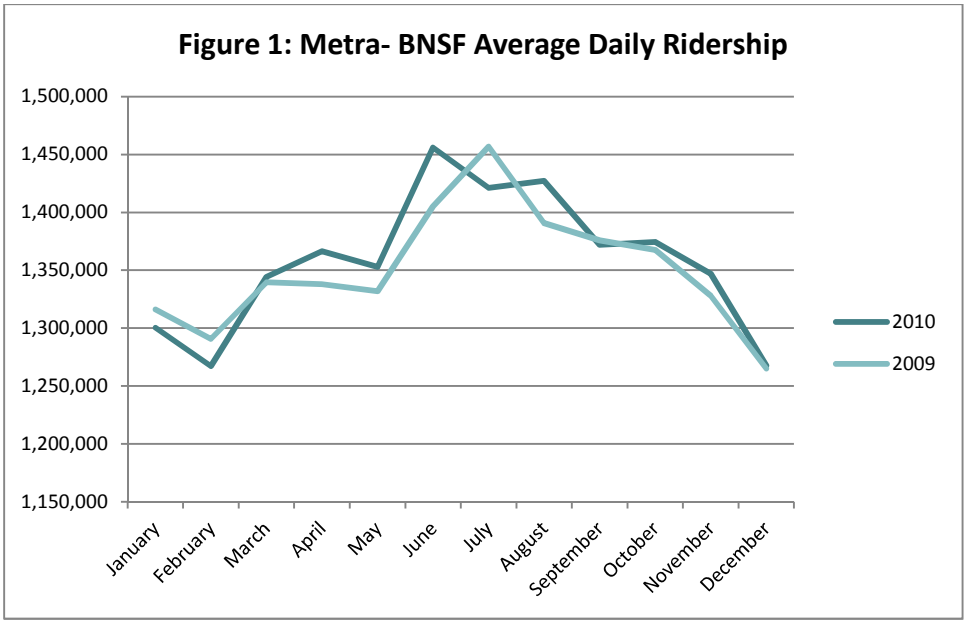
The City prepares an annual Ride DuPage report to the City Council and the Transportation Advisory Board (TAB) that evaluates performance and proposes a budget for the following fiscal year. The most recent Ride DuPage report will be forwarded to the City Council in Fall 2011. Highlights from the FY11 report include:

- Ridership increased over the previous fiscal year. An average of 301 people used Ride DuPage in FY11.
- Ridership for Ride DuPage to Work increased 18% over the previous fiscal year.

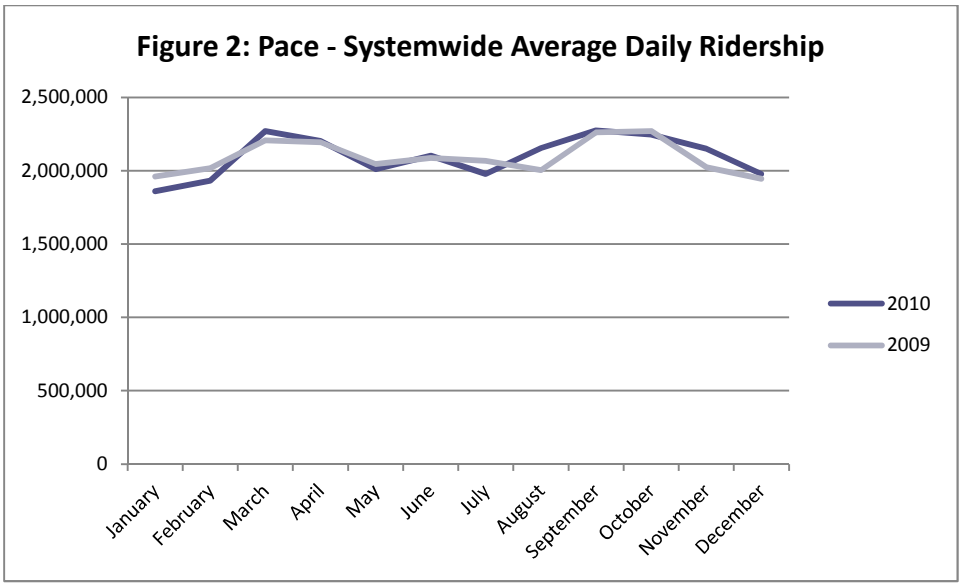
- Approximately 69% of Ride DuPage trips were less than six miles in length, with most common destinations including the Naperville Metra Station, the Rubin Riverwalk Center, Edward Hospital, apartment complexes, grocery stores and shopping areas.

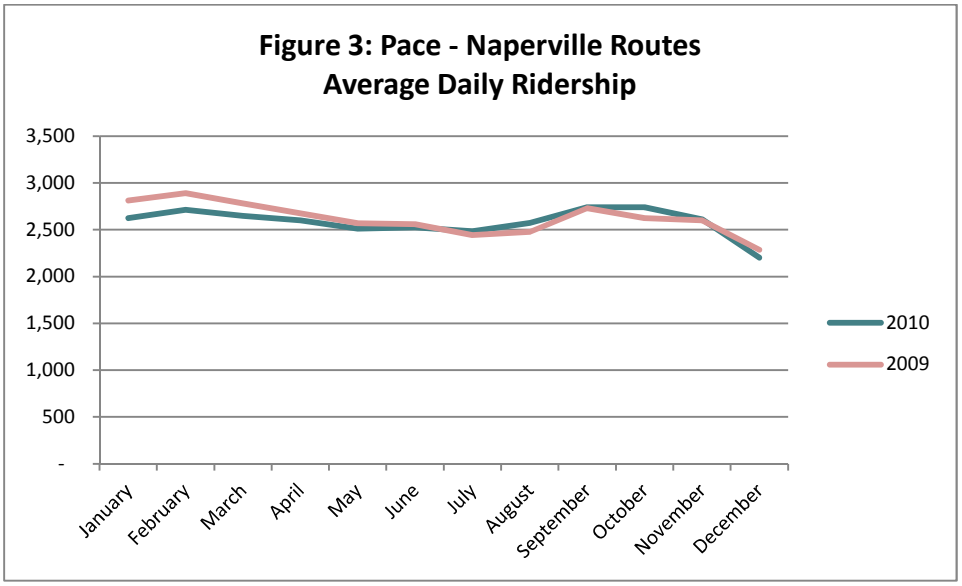
RIDERSHIP TRENDS IN 2010

In calendar year 2010, transit ridership for both Metra and Pace tracked closely with trends observed in 2009. The highest Metra ridership occurred in the summer months of June, July and August, and lowest ridership occurred in the winter months of December, January and February. The highest Pace ridership months occurred in the spring and fall with slight declines in ridership during the summer and winter months. Commuter trends are clearly reflected in the month-to-month trends of Metra usage, both system-wide and on the BNSF line, which serves Naperville.



Data reflected in Figure 1 is for total BNSF average daily ridership. Data for specific stations was not made available by Metra for 2010.





Although ridership trends remained steady among commuter populations in general during 2010, there was a decrease in local Pace ridership, most notably during the first half of the year. Whereas Pace experienced an overall system-wide drop in ridership of 1.2% over the first six months of calendar year 2009, ridership on Naperville's routes declined by 4.1% during the same time period. In the second half of 2010, Pace system-wide ridership increased by 1.8%, whereas Naperville routes increased by 1.2%. Some of the decline in ridership on the Naperville bus routes may be attributed to the general economic climate and also directly linked to the availability of Route 59 commuter parking permits. Since the elimination of the waitlist for Route 59 commuter parking permits in April 2010, commuters at the Route 59 Metra Station have been able to get a permit immediately which likely has an impact on Pace ridership.

Table 2: 2010 Summary of Average Daily Transit Ridership

	Jan-June Average Daily Ridership	*% Change over 1st Half 2009*	*July-Dec Average Daily Ridership*	*% Change over 2nd Half 2009*
Pace (system-wide)	2,062,998	-1.2%	2,130,071	1.8%
Pace (Naperville	2,603	- 4.1%	2,558	1.2%
Metra (system)	6,713,367	-1.4%	6,849,698	-0.8%
Metra (BNSF)	1,347,834	2.4%	1,368,163	-2.3%

The increase in local Pace ridership in the second half of 2010 correlates closely with the change in ridership for Pace (system-wide) over the same time period.

MAJOR TRANSIT INITIATIVES ADMINISTERED BY THE CITY OF NAPERVILLE

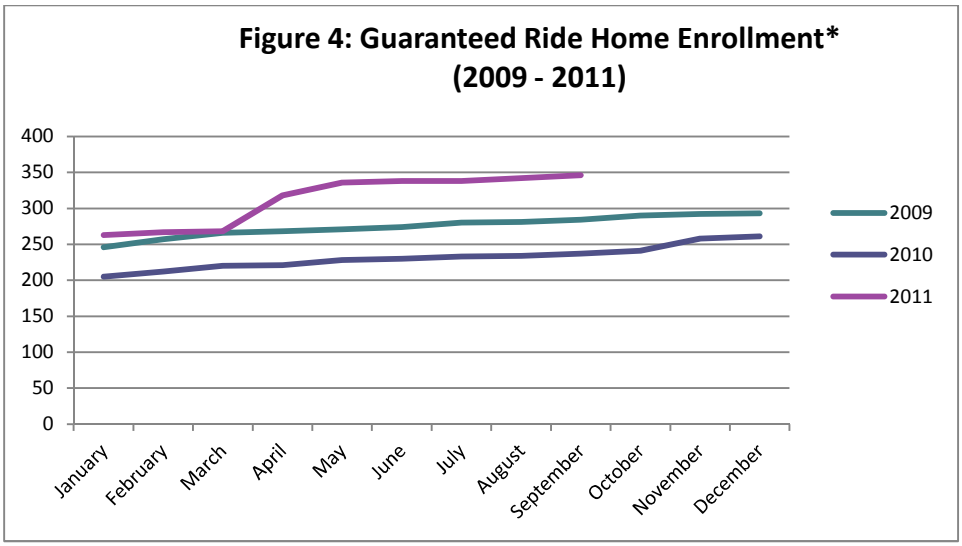
GUARANTEED RIDE HOME

The City of Naperville offers the Guaranteed Ride Home Program (GRH) to Naperville residents who use Pace bus services to access the Route 59 or Naperville Metra Station. The GRH program was first developed in response to requests for increased flexibility in commuter transit services in Naperville and to remove a barrier to transit ridership in an effort to attract new riders. Guaranteed Ride Home reimburses commuters for taxi fare to go home when the Pace buses are not in service, from 8 a.m. to 4:30 p.m. and from 7 p.m. to 12 a.m. Monday through Friday. The program is available and intended to offer subsidized alternative transportation during non-peak travel times to commuters who are Naperville residents and use Pace bus services to travel to and from the Route 59 or Naperville Metra Station.

The City Council approved the GRH program in 2008 and continues to make annual appropriations from the Burlington Commuter Fund to cover the reimbursement costs. In 2010, more than 260 participants registered for the GRH program. This represents approximately one fifth of the total number of daily commuters who use the Pace feeder routes.

As illustrated in Figure 4, enrollment in the program has remained generally steady since the beginning of 2009, with a total of 293 participants registered in 2009 and a total of 261 participants registered in 2010. The approximate 10% decrease in program enrollment from 2009 to 2010 is likely attributed to the economy and the availability of Route 59 commuter parking permits, which as previously mentioned has resulted in a decrease in local Pace ridership. In 2011, enrollment in the GRH Program has increased, attributed to the city's Temporary Transit Package[1] which was made available to commuters beginning in April 2011.

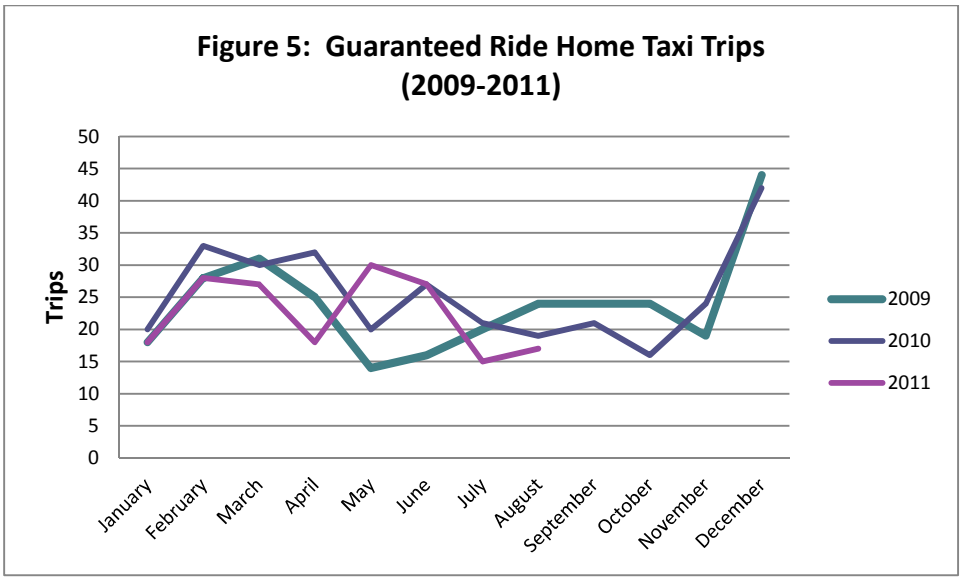
[1] In association with the Naperville Metra Station Platform Improvement project, the City of Naperville offered the Temporary Transit Package to Burlington and Parkview commuter parking permit holders who voluntarily suspended their parking permit for the duration of the Metra project. Participants in the Temporary Transit Package were not charged parking permit fees



* The Guaranteed Ride Home Program was approved by the Naperville City Council on October 21, 2008. Through December 31, 2008, a total of 76 participants enrolled in the Program.

Despite the down economy and the associated impacts to transit ridership, the GRH Program has allowed the city to offer an incentive for commuters using transit and those interested in pursuing transit as a new commute option. In 2010, a total of 2,782 vouchers were issued to participants, with a total of 305 taxi trips taken over the 12-month period. As shown in Figure 5, the number of taxi trips taken fluctuates throughout the year, with a general increase in the fall and winter months, consistent with the Pace ridership trends highlighted in Figures 2 and 3. Since the GRH Program was initiated, approximately 9% of the registered participants use the program each month, on average. Of the total 261 people enrolled in the GRH Program in 2010, 35% used the program at least once. This indicates that many participants have registered, but have not yet needed to use the program. Pace Route 680, Naperville-Knoch Knolls, continues to be the route with the greatest number of registered participants.

during construction and received free Pace "10-Ride Plus" bus passes for the duration of the construction project as well as 12 Guaranteed Ride Home Program vouchers.



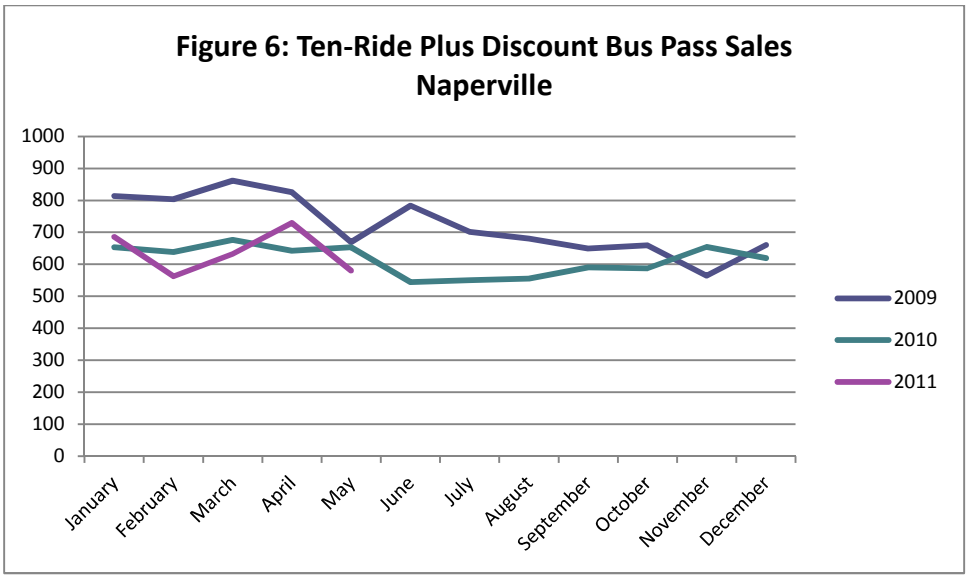
In October 2009, the City of Naperville surveyed commuters to assess their interest and use of the GRH program[2]. A total of 61% of survey respondents agreed that the availability of the GRH Program encouraged them to travel by bus more frequently. The survey also revealed that 8% of the respondents indicated they began using transit at the same time the Guaranteed Ride Home Program became available. In general, the survey confirmed that the GRH Program provides flexibility for transit users, thereby enhancing transit service for existing users and eliminating a barrier to transit often cited by potential new users.

REDUCED FARE 10-RIDE BUS PASSES

The city works in partnership with Metra to provide discounted Pace "10 Ride Plus" bus passes by partially subsidizing the cost of Pace's discounted ten-ride tickets for Naperville residents. The passes, which are available for purchase at the Metra stations, provide eleven rides for $14 (regular price is $17.50). The purpose of the program is to increase the attractiveness of bus transit ridership by providing an option that brings the cost of transit closer to that of daily fee parking at the Metra stations.

The 10-Ride Program gained relative popularity in early 2009 but sales declined over the course of the year and the first half of 2010. In the latter part of 2010 there was a slight uptick in sales for ten-ride passes, a trend that was not sustained in the first quarter of 2011.

[2] Two surveys were made available to commuters to assess their interest and use of the Guaranteed Ride Home Program. One survey was issued to registered Guaranteed Ride Home participants and the second survey was advertised to all commuters. Forty responses were received for the Guaranteed Ride Home participant survey and an additional twenty-one responses were received for the general commuter survey.



Ten-ride pass usage may have been bolstered in early 2009 by Pace fare increases that amounted to $0.50 per trip (rates were increased from $1.25 to $1.75 per trip) as riders sought to offset cost increases by purchasing tickets in advance of the fare increase going into effect. Subsequent decreases in use can be attributed to the lower cost of the Metra/Pace Plus Bus sticker for commuters who frequently ride Pace. The Plus Bus sticker allows Metra monthly pass holders to ride the Pace Bus an unlimited number of times throughout the month. The cost of a Plus Bus sticker did not increase in 2009 (cost for the Plus Bus sticker is $30 per month), making it a better deal for commuters who regularly ride Pace.

Some decrease in ridership may also be the result of the cost of bus fares as compared to daily fee parking rates. Even with the subsidy for the 10-Ride Plus pass, the cost of bus ridership is $0.80 higher per day than daily fee parking ($2.80 for round trip Pace feeder service vs. $2 daily fee parking rate).

Analysis of 10-ride pass usage as an overall part of the city's transit offerings is complicated by the turbulent economic conditions that affected transit ridership throughout 2009 and 2010; however, sales in the early part of 2011 indicate that the cost savings afforded by the ten-ride pass may not be enough to overcome the low cost of other alternatives, including the Plus Bus sticker and daily fee parking.

TRANSIT BENCHMARKS

At the December 2008 Transportation Workshop, the City Council and TAB directed staff to identify performance measures (i.e., transit benchmarks) that will be used to evaluate existing and proposed transit services. On May 4, 2010 the City Council concurred with TAB and staff, and approved "cost per passenger trip" and "recovery ratio" as the two performance measures that will be utilized for transit service analysis moving forward.

The transit benchmarks will serve as a guide for the city to:

- Proactively evaluate the success of existing transit services;
- Work in coordination with Pace and Metra to adjust transit services in advance of more drastic actions, such as route elimination; and
- Serve as a guideline to determine the investment benefit of transit projects.

Bus ridership data is provided by Pace on a quarterly basis. Based upon the availability of data, this report encompasses bus ridership in the 2010 calendar year, with updated information provided through the first quarter of 2011 for a basis of comparison. A total of 20 routes serve Naperville and were evaluated for this report.

COST PER PASSENGER TRIP

The cost per passenger trip expresses the cost of transit services per person and is calculated by dividing the total average daily cost of the route by the total average daily ridership. This measure is important because it gives the cost of transit as a dollar value. Cost per passenger trip is easy to discuss and understand because routes with lower costs per passenger trip are considered to be the most efficient, while routes with a higher cost per passenger trip are less efficient. This measure is also important to the service providers when making service operation decisions, such as route elimination.

RECOVERY RATIO

Recovery ratio represents the percentage of the total costs that are recovered from passenger fares and is calculated by multiplying the average daily ridership by the fare, then dividing the result by the total average daily cost of operating the route. This measure is important because it expresses how much of the total cost of bus service is paid for by the passengers or other funding sources, such as grants. A higher recovery ratio indicates lower expenses for funding partners. As with cost per passenger trip, the service providers consider recovery ratio to be an essential measure of transit effectiveness and also evaluate this measure when making operational decisions.

2010 TRANSIT BENCHMARK DATA

Transit data was evaluated against standards established by Pace to determine which routes meet or exceed Pace's standards. This data was then used to identify those routes for which additional action is warranted. Pace sets minimum standards for operations, and the city elected to use two of those standards (cost per passenger trip and recovery ratio) for evaluating route performance.

Although the benchmark data evaluated in this report provides some indications of transit efficiency, these measures alone are not indicative of customer-oriented or community issues. For example, the quality of service (e.g., frequency and timing of routes, length of routes) and community needs (e.g., populations with mobility impairments and/or financial constraints) are important factors that must also be considered in evaluating routes on an individual basis. The analysis that follows includes discussion of these less tangible factors as appropriate.

Table 3: Summary of Pace Standards for Transit Benchmarks

	Cost Per Passenger Trip	*Recovery Ratio*	*Action*
Exceeds Standards	< $5	>36%	Continue base level marketing efforts.
Meets Standards	$5 - $7	18% - 36%	Additional evaluation and increased marketing of the route should occur. Based on the evaluation, proposed changes to the route should be considered to increase efficiencies.
Below Standards	> $7	< 18%	Evaluation and implementation of service level changes including route re-alignment, service area changes, schedule changes, and consideration of park-and-rides or other alternatives should occur.

Recommendations in this report are based upon performance in the calendar year 2010; however, it is important to recognize that difficult economic conditions affected transit ridership in 2009 and 2010. As a result, data for the first quarter of 2011 is also provided to give context for transit ridership in an improving economy and to provide a better indication of trends that would warrant additional action. In most cases, average daily ridership increased for transit routes in the first quarter of 2011, thus improving performance for both the cost per passenger trip and recovery ratio metrics.

ROUTES EXCEEDING STANDARDS

Routes are considered to exceed Pace standards if they meet or exceed the standard for cost per passenger trip (<$5) and exceed the standard for recovery ratio (>36%). In 2010, the only route to exceed Pace standards is Route 680 (Knoch Knolls), a neighborhood feeder route that has historically performed well with ridership consisting of commuters accessing Naperville Station.

No additional action in addition to the city's standard marketing efforts is recommended with respect to this route.

Table 4: Route Exceeding Pace Standards

Route	*Route Type*	*2010 Cost/ Passenger Trip*	*2011 1Q Cost/ Passenger Trip*	*2010 Recovery Ratio*	*2011 1Q Recovery Ratio*
680	Feeder	$3.91	$3.48	41%	47%

ROUTES MEETING STANDARDS

Routes are considered to meet the established benchmarks if they fall within the standard for cost per passenger trip ($5-$7) and recovery ratio (18% -36%). The performance of these routes is considered to be acceptable.

Table 5: Routes Meeting Pace Standards

Route	*Route Type*	*2010 Cost/ Passenger Trip*	*2011 1Q Cost/ Passenger Trip*	*2010 Recovery Ratio*	*2011 1Q Recovery Ratio*
672*	Park-and-Ride	$6.18	$5.30	74%	84%
675*	Park-and-Ride	$6.37	$6.14	62%	52%
678	Feeder	$5.01	$5.03	32%	32%
683	Feeder	$6.72	$5.77	24%	28%
684	Feeder	$5.13	$4.66	31%	35%
685	Feeder	$6.11	$5.13	26%	31%
686	Feeder	$5.06	$4.87	31%	33%
687	Feeder	$6.99	$6.42	23%	24%
820	Feeder	$6.80	$7.30	23%	22%

* partially funded by the City of Naperville

Routes 672 (95th Street Park-and-Ride Express) and 675 (Route 59 Express) are the highest performing park-and-ride routes. The trend of ridership for these routes has remained generally consistent over time, although ridership dipped slightly in 2010 for both routes and lagged slightly in the winter of 2009/2010 for Route 675. Performance of these routes is bolstered by their express service to the station, strategic location relative to the commuter population, and as a result of the funding contributions from the City of Naperville. Park-and-ride funding is provided in lieu of additional parking to support transit options for commuters accessing the rail stations.

Of the routes that meet Pace standards, Routes 684 (Maplebrook) and 686 (Old Farm) improved in the first quarter of 2011 to the extent that the cost per passenger trip dipped below $5, thus exceeding the set standard. Correspondingly, recovery ratio for these routes increased 2% and 4% respectively. For both routes, the improvements were due to increased average daily ridership in 2011.

All other routes in this group also improved with respect to the benchmarks, showing reduced cost per passenger trip and increased recovery ratio associated with increased average daily ridership. As a result, staff does not recommend any additional action for routes in this category.

ROUTES REQUIRING ADDITIONAL REVIEW

Routes in this category do not meet one or both of the minimum benchmarks for cost per passenger trip (>$7) or recovery ratio (<18%). The performance of these routes is considered to be below acceptable levels. Additional action should be taken to evaluate and implement service level changes including route re-alignment, service area changes, schedule changes, and consideration of park-and-rides or other alternatives.

Table 6: Routes Requiring Additional Review

Route	*Route Type*	*2010 Cost/ Passenger Trip*	*2011 1Q Cost/ Passenger Trip*	*2010 Recovery Ratio*	*2011 1Q Recovery Ratio*
530	All Day	$5.60	$6.16	17%	15%
673*	Park-and-Ride	$7.89	$7.61	56%	59%
676	Feeder/ Reverse	$7.46	$7.20	21%	22%
677	Feeder	$9.13	$7.88	18%	20%
681	Feeder	$8.20	$6.63	19%	22%
682	Feeder	$7.27	$6.54	21%	24%
688	Feeder	$7.22	$6.63	21%	24%
689	Feeder	$8.32	$9.16	19%	17%
714*	All Day	$7.28	$6.89	32%	30%
829	Reverse	$12.21	$12.43	14%	13%

*Route is partially funded by the City of Naperville

While all of these routes will benefit from additional marketing and outreach which is included as part of the annual Transportation Work Program, because of the time, cost and public involvement involved with route modification, it is recommended that two to three routes be selected each year so that the city can partner with Pace to undertake more substantial marketing along with an in-depth evaluation of the route and possible implementation of service changes.

In 2010, of the routes that do not meet the set standards, several have circumstances that warrant postponing any specific action by the City of Naperville.

- Route 530: While this route has seen a decline in both cost per passenger trip and recovery ratio, a significant portion of this route operates in Aurora which accounts for the majority of the ridership occurring on the route. Any significant changes to this route would be best led by Pace and the City of Aurora.

- Route 673: Historically a route with strong ridership, Route 673 is a park-and-ride that operates express service between the Community Christian Church and the Route 59 Metra Station. This route has likely experienced a decline in ridership as a result of the availability of commuter parking permits for the Route 59 commuter parking lot beginning in April 2010. Since the route already provides express service to the Metra Station it is recommended that no changes be made to the route and that the route continue to be monitored as the economy recovers.

- Route 677: This route was detoured for approximately two years during the 75th Street and Washington Street construction project. It is only since Spring 2011 that this route has returned to its normal operations. As a result, staff recommends continuing to monitor this route to determine if the decrease in ridership was a direct result of the construction project.

- Route 682: A park-and-ride was added to this route at St. Thomas the Apostle Church in June 2010. While cost per passenger trip is above the minimum standard, it often takes up to 2 years for service changes to fully take effect and as a result, this route is not recommended for additional action at this time.

- Route 714: The College of DuPage Connector Route is a relatively new route that has continued to see increases in ridership and decreasing cost per passenger trip. Decreases in the recovery ratio are due to the decreased funding being provided by the City of Naperville, DuPage County and the College of DuPage. This route also benefits from a dedicated marketing team who manages a substantial marketing campaign for the route and also evaluates and implements modifications to the route.

- Route 829: This route serves Naperville but operates from the Lisle Metra Station. It operates in tandem with a traditional feeder route and as a result, likely presents higher efficiency than what the benchmark data would indicate. No additional action relative to this route is recommended at this time.

- Routes 681 and 688 experienced significant decreases in cost per passenger trip and slight increases in recovery ratio in the first quarter of 2011. As a result, staff is recommending that these routes continue to be monitored to see if they continue to improve without substantial changes.

The two remaining routes, Route 676 and Route 689, should be further evaluated by city and Pace staff to determine whether additional actions are necessary to improve route performance. City and Pace actions associated with route performance may include monitoring of the route, stop-by-stop evaluation of ridership, route specific marketing, commuter surveys, service level changes, schedule changes, and park-and-ride service and other alternatives.

- Route 676: This route operates as a hybrid route and includes both a traditional neighborhood feeder and a reverse commuter route. While the majority of this route operates in Naperville, a portion of the reverse commuter route operates in Warrenville. An initial evaluation of ridership data indicates that route modifications would be appropriate to reduce the cost of route operations and to more appropriately align the route with current ridership demands.

- Route 689: Data from the first quarter in 2011 for Route 689 showed an increase in cost per passenger trip and a decrease in recovery ratio. Staff has also recently received a petition from current riders of the route to evaluate the route timing. Low ridership, worsening benchmark data and passenger requests make this route an ideal candidate for further evaluation and potential modifications.

SUMMARY

Transit is an important part of the city's overall transportation network. The variety of transit alternatives offered by the City of Naperville in partnership with Pace and Metra ensures that people who can't or choose not to drive a personal vehicle have access to mobility options for employment and lifestyle purposes. The city's objective in evaluating transit services is to serve the needs of the community and adapt as those needs change.

The down economy and high unemployment rates in 2010 likely had an impact on transit ridership in Naperville; however, transit performance in the community was largely in line with the minimum benchmarks for cost per passenger trip and recovery ratio during that time period. Among routes that did not meet the minimum benchmarks in 2010, all but two saw improvements to benchmark performance in the first quarter of 2011. In addition to economic conditions, the following key factors were found to influence transit ridership within Naperville during 2010:

- Elimination of the waitlist for the Route 59 commuter parking lot in April 2010, which also likely impacted ridership for routes that serve the Route 59 Metra Station.
- Construction detours or schedule and route changes likely had a negative impact on ridership.

In accordance with these findings, staff offers the following general recommendations:

- Continue ongoing marketing for all routes to include
    - Targeted marketing to local realtors in 2011 and 2012 in order to help educate new and potential homebuyers of the various transit options in Naperville.
    - Coordination with local Homeowner's Associations for routes below the minimum benchmark standards.
- Evaluate barriers to transit to determine if additional actions can be taken to make transit a more attractive option for commuters including consideration of further subsidies to bring bus ridership costs in line or below daily fee parking (round trip costs $2.80 vs. $2 to park for daily fee at the station).
- Complete a more thorough evaluation of Route 676, which is a new model (hybrid route) that should be refined based upon data to better align with ridership demands.
- Evaluate commuter feedback to bring the performance of Route 689 into alignment with other feeder routes in the community.

Moving forward, staff will continue to monitor benchmark performance and work with Pace to identify marketing, pricing or service options that will allow transit to evolve in better serving the needs of the community.

Naperville

TRANSPORTATION ADVISORY BOARD
AGENDA ITEM

AGENDA DATE: **3/3/2012**

SUBJECT: STAR Line Public Meeting Recap

ACTION REQUESTED: For information only.

PREPARED BY: Karyn Robles, Transportation and Planning Team Leader, TED Business Group

ACTION PREVIOUSLY TAKEN:

Date	Item No.	Action

BACKGROUND:

DISCUSSION:

RECOMMENDATION:

ATTACHMENTS:

CITY OF NAPERVILLE
MEMORANDUM

DATE: January 11, 2012

TO: Douglas A. Krieger, City Manager
THROUGH: Marcie Schatz, Director of Transportation, Engineering and Development
FROM: Karyn Robles, Transportation and Planning Team Leader

SUBJECT: STAR Line Public Meeting Recap

PURPOSE:
The purpose of this memorandum is to provide the City Council with an overview of the information presented at the public meeting on Metra's STAR Line project.

INFORMATION:
On Tuesday, January 10, 2012 city staff attended a public meeting held by Metra on the STAR Line Alternatives Analysis. The purpose of the meeting was to provide an overview of the process undertaken on the project so far, outline the commuter rail recommended alternative and to receive feedback on the Alternatives Analysis.

At the meeting, Metra and the project consultants discussed the project goals, reviewed the six alternatives evaluated and the process used to reach the recommended long term vision of a commuter rail service in the study corridor. An evaluation summary explaining the review criteria and actual reviews of the project alternatives was also provided.

A second public meeting will be held in Arlington Heights on January 19, 2012 and public comments on the Alternatives Analysis document will be accepted through February 3, 2012. Following the public meetings and public comment period, Metra will incorporate the comments received into the final Alternatives Analysis report. A copy of the meeting materials will be available on the project website (metracomments.metrarail.com) following the second public meeting. Comments may also be submitted online at the project website.

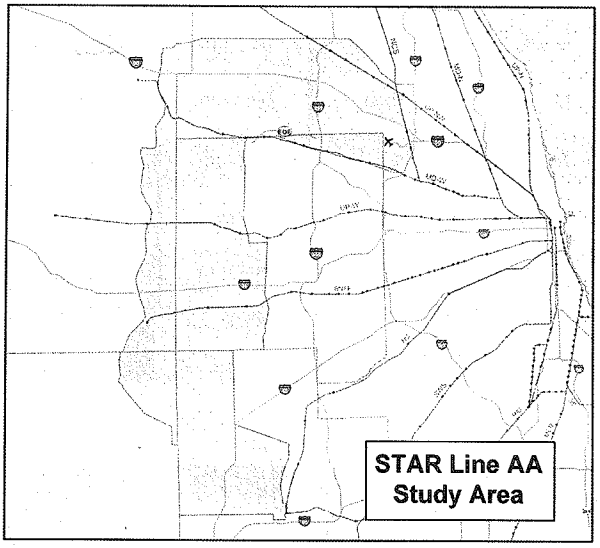
Next Steps
Following the completion of the Alternatives Analysis, the next step in the New Starts process would be to request permission from the Federal Transit Administration to enter into preliminary engineering. As part of that request, Metra must identify local funding sources for the construction and maintenance of the new line. Since funding for expansion projects is currently limited, Metra does not have any immediate plans to pursue preliminary engineering for the STAR Line. Instead, beginning in 2012 Metra will focus on a Strategic Plan process that will establish the vision for Metra and will also identify the resources required to maintain the system in good repair and also to fund expansion projects. Additionally, the Plan will identify potential funding sources and establish priorities for future projects and available resources. Following the completion of the Strategic Plan process, Metra will then determine when to proceed with preliminary engineering for the STAR Line.

CONCLUSION:
Please include in the January 13, 2012 Manager's Memorandum.

cc: Transportation Advisory Board

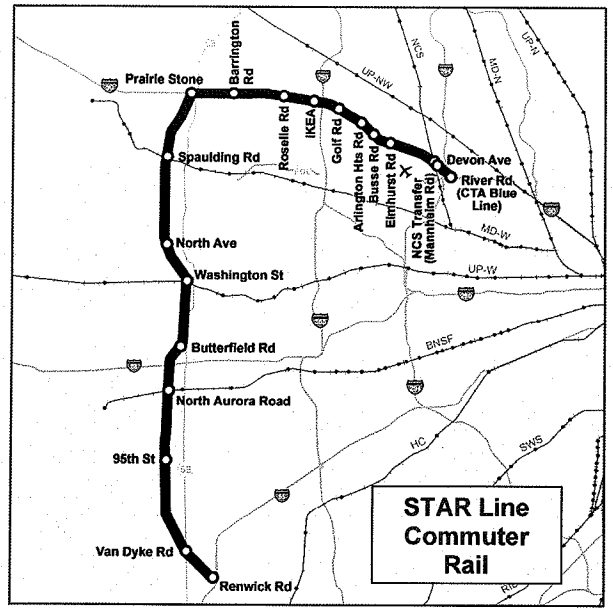
Metra Suburban Transit Access Route (STAR) Line Alternatives Analysis

Thank you for your interest in the STAR Line Alternative Analysis! Your participation and comments are important to the success of this project. For more information, please visit **metraconnects.metrarail.com.**



RECOMMENDED LONG TERM VISION: COMMUTER RAIL

While interim steps may be taken to build the transit market in this corridor, these steps can be coordinated with and work to bring about the ultimate long term vision for the corridor.



STUDY AREA NEEDS

- Suburb-to-suburb travel market larger than suburb-to-city
- Suburb-to-suburb market is growing rapidly
- Imbalance between jobs and housing
- Lack of suburb-to-suburb mobility options
- Poor air quality

FINAL ALTERNATIVES EVALUATED (IN STUDY)

No-Build Alternative

- Base against which other alternatives compared
- Includes all existing facilities and services
- Also includes planned and committed transportation projects in Transportation Improvement Program and Regional Transportation Plan

Transportation Systems Management (TSM) Alternative

- Standard transit buses
- Operating on IL-72 and IL-59
- Dedicated bus pull-offs at 18 stations
- No new lanes
- 55 miles on existing roadways

Express Bus with Stations (EBS)

- High performance BRT-style vehicles
- Managed lane operation on I-90; in mixed traffic on IL-59
- 10 Dedicated stations in I-90 median and dedicated bus pull-offs at 18 stations on IL-59
- No new lanes on IL-59

Commuter Rail (CR) Alternative

- Diesel Multiple Unit (DMU) vehicles
- Operating in I-90 and CN/EJ&E corridors
- 18 stations in I-90 median and along CN/EJ&E corridor
- 19 miles of new double track in I-90 median and 36 miles of new track in CN/EJ&E corridor

Multimodal Alternative A (MMA)

East-West Corridor (rail)

- *Same as Commuter Rail Alternative*

North-South Corridor (bus)

- *Same as Transportation Systems Mgmt. Alternative*

Multimodal Alternative B (MMB)

East-West Corridor (bus)

- Standard Transit Buses
- Operating on I-90 with dedicated pull-offs at 10 stations
- No New Lanes on I-90

North-South Corridor (rail)

- *Same as Commuter Rail Alternative*

Metra Connects

Evaluation Summary

CRITERIA	TSM	EBS	CR	MMA	MMB
Route Description	IL-72 & IL-59 Bus	I-90 & IL-59 Bus	I-90 & EJ&E Rail	I-90 Rail/ IL-59 Bus	I-90 Bus / EJ&E Rail
Improve Mobility	Low	Medium	Medium	Medium	Medium
Reliable, Competitive Travel Choice	Medium	Medium	High	Medium	Medium
Connect Population & Employment	Low	Medium	Medium	Medium	Medium
Support Economic Development	Medium	Medium	High	Medium	Medium
Preserve and Protect the Environment	Medium	Medium	Medium	Medium	Medium
Feasible, Cost Effective Project	Medium	Medium	Medium	Low	Medium
Consistent with Stakeholder Consensus	Medium	Medium	High	Medium	Medium
OVERALL RATING	**Low/ Medium**	**Medium**	**Medium/ High**	**Medium**	**Medium**

Key Criteria

CRITERIA	TSM	EBS	CR	MMA	MMB
Weekday Ridership (2030)	5,000	15,700	21,700	16,800	10,100
Transportation System User Benefits (hours of time savings)	n/a	6,400	11,000	6,600	4,400
Capital Costs	$363M	$1.58B	$2.74B	$2.17B	$1.33B
Operating Costs	$41M	$43M	$83M	$63M	$62M
Cost Effectiveness	n/a	$45	$63	$75	$68

PTA $25 Plus or less →

Estimated capital and operating costs expressed in 2010 dollars. All operating costs include $38.5M of feeder bus costs.

ALL RIDERSHIP AND COST ESTIMATES ARE PRELIMINARY AND SUBJECT TO FURTHER REVISION.

FINANCIAL FEASIBILITY

- Financial resources are not currently available to move into engineering and construction for entire Long Term Vision
- Metra will continue to work with our partner agencies to support short- and medium-term solutions to build the corridor's transit market
- Metra will evaluate this and other expansion projects as well as State of Good Repair projects during the upcoming development of the Metra Strategic Plan

NEXT STEPS

Public Meetings	*January 2012*
Incorporate Public Comments (accepted until 2/3/12 at metraconnects.metrarail.com)	*February 2012*
Complete Alternatives Analysis	*April 2012*
Metra Strategic Plan	*Begin in 2012*
Continued coordination with Illinois Tollway, Pace, and other stakeholders	*Ongoing*

Naperville

TRANSPORTATION ADVISORY BOARD
AGENDA ITEM

AGENDA DATE: **3/3/2012**

SUBJECT: Electric Vehicle Charging Station

ACTION REQUESTED: For information only.

PREPARED BY: Caitlin Marcon, Project Manager, TED Business Group

ACTION PREVIOUSLY TAKEN:

Date	Item No.	Action

BACKGROUND:

DISCUSSION:

RECOMMENDATION:

ATTACHMENTS:

CITY OF NAPERVILLE
MEMORANDUM

DATE: February 3, 2012

TO: Douglas A. Krieger, City Manager
THROUGH: Karyn Robles, Transportation and Planning Team Leader
FROM: Caitlin Malloy, Project Manager
SUBJECT: Electric Vehicle Charging Station

PURPOSE:
The purpose of this memorandum is to provide an overview of a public electric vehicle charging station proposed to be installed in downtown Naperville.

BACKGROUND:
In 2011, the City of Naperville obtained three electric vehicle (EV) charging stations, which were received as part of the Smart Grid Initiative. Two of the EV charging stations will be installed at the Electric Service Center in order to test and monitor the impacts of EV charging on the electric utility system as well as to test the associated billing in upcoming EV utility rates. These two stations will not be available to the public. The third unit is planned to be installed at a location for public use. In order to determine the location for the public unit and develop a policy and long-term plan for future stations, a working group was formed with representatives from DPU-E, TED and DPW.

INFORMATION:
As a team, the working group determined the best location for the public charging station, which would be the first officially sanctioned by the city, would be in downtown Naperville. For this class of charger (Level 2), to partially recharge a vehicle it takes approximately 3-4 hours and the downtown is seen as an area where an electric vehicle owner would be able to plug into the charging station for a few hours while shopping and/or dining. In addition, it was felt that installing the EV charging station in the downtown would also serve as a great promotional opportunity for downtown businesses and the Downtown Naperville Alliance (DNA).

After a review of various options in the downtown Naperville area, the Van Buren surface lot is proposed as the location for the first installation. This location provides the best visibility of the charging station along with the appropriate utilities and space available to make installation relatively simple. The timing of this installation also works well with the proposed Van Buren parking lot resurfacing, which is currently planned for 2013.

Prior to bringing a formal recommendation to the City Council for approval, staff will seek input from the DNA regarding the proposed installation of the public station in the downtown area. Funding for the installation of this station will be provided by DPU-E as part of the Smart Grid Initiative. Installation is estimated to take approximately 1.5 months following approval of the project by the City Council. This first installation will be used as a pilot project and the unit's popularity will be gauged based on customer usage. This information will be used by the working group to further develop policies and long-term plans for the installation of future public City of Naperville EV charging.

RECOMMENDATION:

It is recommended that this update be included in the February 3, 2012 Manager's Memorandum.

C: Mark Curran, DPU-E
Dick Dublinski, DPW

Naperville

TRANSPORTATION ADVISORY BOARD
AGENDA ITEM

AGENDA DATE: **3/3/2012**

SUBJECT: Illinois Safe Routes to School (SRTS) Funding for the Annual New Sidewalk Program

ACTION REQUESTED: For information only.

PREPARED BY: Sean Marquez, Project Engineer, TED Business Group

ACTION PREVIOUSLY TAKEN:

Date	Item No.	Action

BACKGROUND:

DISCUSSION:

RECOMMENDATION:

ATTACHMENTS:

CITY OF NAPERVILLE
MEMORANDUM

DATE: February 10, 2012

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

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

FROM: Sean Marquez, Project Engineer – TED Business Group

SUBJECT: **MM Item: Illinois Safe Routes to School (SRTS) Funding for the Annual New Sidewalk Program**

PURPOSE:
To inform City Council of the City's recent funding award from the Illinois Safe Routes to School (SRTS) Program.

BACKGROUND:
A federally funded program administered by the Illinois Department of Transportation (IDOT), the SRTS Program supports projects and programs that enable walking and bicycling to and from school (www.dot.il.gov/saferoutes/SafeRoutesHome.aspx). In December 2010, the City of Naperville submitted an application for the SRTS Program to fund the installation of sidewalk along school walk routes in Naperville Heights, East Highlands and Laird Woods, the neighborhoods with the highest concentration of sidewalk gaps.

INFORMATION:
The City of Naperville was recently awarded a $250,000 grant from the SRTS Program. The Safe Routes to School Program provides 100% project funding; no local match is required. The Safe Routes to School Program funding will be used to install sidewalk along school walk routes in Naperville Heights, East Highlands and Laird Woods as part of the Annual New Sidewalk Program.

Based on the IDOT design review process, the City anticipates the SRTS funding will be used for installation of sidewalk along school walk routes in 2013 or 2014. Staff is currently preparing the 2013 Annual New Sidewalk Program, which will be reviewed by the Transportation Advisory Board in June 2012 (anticipated) and forwarded to City Council thereafter. Additional information regarding the upcoming Annual New Sidewalk Program and the associated public hearing process will be posted to the City's website as it becomes available (www.naperville.il.us/newsidewalk.aspx).

RECOMMENDATION:
Include this report in the February 10, 2012 Manager's Memorandum.

cc: Transportation Advisory Board