



**NAPERVILLE TRANSPORTATION ADVISORY BOARD
COUNCIL CHAMBERS – MUNICIPAL CENTER
FINAL AGENDA
06/02/2012 - 8:00 a.m.**

CALL TO ORDER:

A. ROLL CALL

B. APPROVAL OF MINUTES

1. Approve the minutes of the May 5, 2012 Transportation Advisory Board meeting.

C. PUBLIC FORUM

D. OLD BUSINESS

E. PUBLIC HEARINGS

F. REPORTS AND RECOMMENDATIONS

1. City Council Report
2. BPAC Report
3. Police Department Report
4. High Grove Lane Parking Restrictions

G. CORRESPONDENCE

1. 5th Avenue and Mill Street Intersection Signage and Striping

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

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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 MAY 5, 2012**

Call to Order		8:00 a.m.
A. Roll Call		
Present:	Amberg, Benson, Collins, Floegel, McIntosh, Perillo, Polites, Preissig, Stamm, Chairman Wencel Student Representatives: Coen, O'Shaughnessy	
Absent:	N/A	
Staff Present:	Transportation and Planning Team Leader Karyn Robles, Project Manager Jen Louden, Project Manager Rory Fancler, Sergeant Lee Martin	
B. New Member Welcome	Chairman Wencel welcomed new member Dave Preissig to the Transportation Advisory Board.	
C. Minutes	Approve the minutes from the April 14, 2012 Transportation Advisory Board meeting. Motion to approve.	
	Motion by: Amberg Second by: Benson	Approved (10-0)
D. Public Forum	<p>Katherine Havel, 2616 Springdale Circle, Naperville</p> <ul style="list-style-type: none"> • Expressed opinion that negative impacts associated with the 95th Street extension have not been evaluated, particularly impacts to adjacent residences and businesses. • Suggested insufficient evidence has been set forth to demonstrate a need for the roadway extension. • Noted that the traffic count data associated with the project impact analysis is dated 2002 and does not reflect changes that have occurred since that time. • Requested the 95th Street project be added as a discussion topic for the Transportation Advisory Board. 	
E. Old Business	N/A	
F. Public Hearings	N/A	
G. Reports and Recommendations		
G1. City Council Report		
	Floegel provided a summary of the April 17 City Council meeting. Chairman Wencel noted that the May 1 City Council meeting was cancelled.	

G2. BPAC Report	
	N/A
G3. Police Department Report	
	Sergeant Martin noted that the Naperville Police Department is currently finalizing patrols for the Cinco de Mayo holiday, as well as the upcoming Memorial Day holiday. Sergeant Martin also noted that removal of the red light photo enforcement equipment is underway.
G4. Role of the Bicycle and Pedestrian Advisory Committee	
	Transportation and Planning Team Leader Karyn Robles provided an overview of the staff recommendation to dissolve the Bicycle and Pedestrian Advisory Committee.
	Public Testimony: N/A
	<p>Transportation Advisory Board Questions/Discussion:</p> <ul style="list-style-type: none"> • Benson asked about recent BPAC agenda items and questioned the potential for a proactive program to identify bicycle gaps beyond the existing trail system, similar to the Annual New Sidewalk Program. Robles highlighted two recent BPAC agenda items: 1) a policy for path signage and crossing treatments; and 2) a policy for installation of in-pavement pedestrian crossing signage. Robles noted that the Bicycle Implementation Plan identifies key routes throughout the City and also noted that the City’s standard practice is to incorporate bicycle and pedestrian facilities with other projects, citing Route 59 and North Aurora Road as examples. • McIntosh referred to the correspondence item from Todd Stocke and asked about the status of the City staff liaison to BPAC. Robles clarified that although there have been staffing changes, a staff liaison to BPAC has always been maintained. • Stamm encouraged better marketing of pedestrian and bicycle issues during the Transportation Advisory Board meetings to notify the public of the City’s progress on bicycle and pedestrian initiatives and projects and to encourage public input. • Floegel requested clarification on the BPAC membership. Robles noted that BPAC is a 9-member committee with 2 vacancies at this time. • Floegel expressed support for an opportunity to improve the process for agenda items. • Polites suggested the Transportation Advisory Board should include members with bicycle and pedestrian interest or background. • McIntosh referred to the correspondence item from Todd Stocke and questioned the future of the City’s “Bicycle Friendly” designation from the League of American Bicyclists. Robles noted that the current designation is through 2013 and it is the City’s intent to reapply for the “Bicycle Friendly” designation. • Chairman Wencel questioned the potential for future subcommittees to review bicycle and pedestrian-related issues. Robles noted that this approach has been successfully used in the past and subcommittees would be

	developed in the future as warranted by specific projects, citing the Comprehensive Transportation Plan update as one example.	
	1. Approve the recommendation to dissolve the Bicycle and Pedestrian Advisory Committee; and 2. Approve the recommendation that the current and next vacancy on the Transportation Advisory Board be filled with BPAC members.	
	Motion by: Perillo Seconded by: Benson	Approved (10-0)
H. Correspondence		
H1. Parking Guidance System Performance Summary		
I. New Business		
<ul style="list-style-type: none"> • Chairman Wencel requested the City examine the existing bicycle and pedestrian gap on Mill Street between Diehl Road and I-88. • Chairman Wencel also requested the City analyze the trail crossing near the intersection of Bailey Road/Washington Street, specifically as it relates to the line of sight for westbound vehicles and pedestrians and bicyclists crossing the intersection, noting obstructions such as trees may be limiting visibility. • Stamm suggested the City focus on sidewalk clearing in the winter, along residential and commercial frontage. • Stamm suggested public education should be considered to address conflicts between pedestrians and bicyclists on sidewalks. • McIntosh questioned the status of the 95th Street Bridge project. Robles noted that design and technical analysis is complete. Robles clarified implementation is a policy decision for City Council. • Benson requested clarification on the City Council determination with respect to the Naperville Metra Station Bus Depot and Commuter Access Feasibility Study. Fancler noted that City Council approved modifications to the Eastern Burlington Lot, improvements to the south side of the train station and conversion of North Avenue to two-way traffic between Washington Street and Ellsworth Street. Fancler noted that the City Council identified the Parkview Lot as a potential location for a bus depot, subject to further review prior to implementation. • Polites questioned bicycle movements at the intersection of 75th Street and Fort Hill Drive, noting recent removal of the bike lane pavement markings on Fort Hill Drive. Loudon noted that modifications to the pavement markings were made based on public input regarding conflicts between southbound vehicles in the right-turn lane and bicyclists crossing the intersection of 75th Street to access the Springbrook Forest Preserve. 		
II. Forthcoming City Council Meeting Summaries		
	<ul style="list-style-type: none"> • May 15 – Perillo • June 5 – Polites • June 19 - Wencel 	
J. Adjournment	Motion by: McIntosh Seconded by: Stamm	8:33 a.m.



Naperville

TRANSPORTATION ADVISORY BOARD AGENDA ITEM

AGENDA DATE: 6/2/2012

SUBJECT: High Grove Parking Restrictions

ACTION REQUESTED: Approve the recommendation to establish No Parking on High Grove Lane as outlined in the attached ordinance.

PREPARED BY: Karyn Robles, Transportation and Planning Team Leader

ACTION PREVIOUSLY TAKEN:

Date	Item No.	Action

BACKGROUND:

In 2010, Loaves and Fishes moved to a new location at 1871 High Grove Lane in Naperville. A total of 53 parking spaces are provided on the subject property and no special zoning entitlements or conditions were placed on the site with its approval.

In spring 2011, the City received a complaint that an increased amount of on-street parking was resulting in limited travel width along High Grove Lane and decreased sight distance at the driveways located in the vicinity of the Loaves and Fishes facility. Following the initial complaint, staff conducted several sight visits and worked with Loaves and Fishes to address the traffic issues without the installation of parking restrictions. Recommendations included staggering Loaves and Fishes client pick-up times, parking management onsite, and satellite parking. Loaves and Fishes currently has a parking agreement with an adjacent property to allow their staff and volunteers to utilize the parking lot in overflow situations. In addition, on their peak days, Loaves and Fishes utilizes a volunteer to direct visitors to appropriate parking locations.

DISCUSSION:

While Loaves and Fishes has been pursuing additional parking agreements with properties in the area and continues to promote non-peak pick-up times to their customers, on-street parking continues to be a problem along High Grove Lane. Due to the increased number of vehicles parking along High Grove Lane, parking restrictions are recommended in order to ensure

High Grove Lane Parking Restrictions

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adequate street width exists to allow trucks and passenger vehicles to safely travel along the roadway.

Following several site visits by City staff, as well as ongoing conversations with Loaves and Fishes and the adjacent businesses, staff recommends the following parking restrictions for High Grove Lane. A location map of the proposed parking restrictions is attached.

- 1) On the north side of High Grove Lane parking would be prohibited between the driveways for Phoenix Closures (1899 High Grove Lane) and Loaves and Fishes (1871 High Grove Lane). The restrictions would also extend 10' on either side of the driveways.
- 2) Parking on the south side of High Grove Lane would be prohibited between the easternmost driveway of 1864 High Grove Lane and approximately 10' south of the northern driveway for 1955 High Grove Lane.

In addition, because the vehicles parked on-street are primarily customers and staff from a single business, Loaves and Fishes, staff recommends establishing these parking restrictions for a 2 year period, at which time the City would re-evaluate conditions to determine if there is a need for the restrictions to continue or if modifications to the restrictions are necessary. City staff has also asked for a commitment from Loaves and Fishes to continue working to identify opportunities to decrease parking demand during their peak hours and also to continue to seek opportunities to provide additional off-street parking for their staff, volunteers and customers. Loaves and Fishes will also be required to notify the City of any changes to their off-site parking agreements with adjacent property owners.

Notification of these proposed parking restrictions and the associated conditions was sent to Loaves and Fishes in advance of the TAB meeting. Loaves and Fishes is in agreement with the proposed parking restrictions and has agreed to the associated conditions. The High Grove Naperville Business Park Association and adjacent property owners have been notified of the proposed parking restrictions.

RECOMMENDATION:

Approve the recommendation to establish No Parking on High Grove Lane as outlined in the attached ordinance.

ATTACHMENTS:

1. Draft Ordinance
2. Location Map

ORDINANCE NO. 12 - ____

AN ORDINANCE AMENDING THE NAPERVILLE TRAFFIC SCHEDULE MANUAL TO REGULATE PARKING ON HIGH GROVE LANE

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 adding the underlined language as follows:

- High Grove Lane Establish a “No Parking” zone from a point 1,000’ west of the centerline of Ambassador Drive to a point 800’ west of the centerline of Ambassador Drive. North side
- High Grove Lane Establish a “No Parking” zone from a point 915’ north of the centerline of Glacier Park Avenue to a point 275’ west of the centerline of Ambassador Drive. South side

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

PASSED this ____ day of _____, 2012.

AYES:

NAYS:

ABSENT:

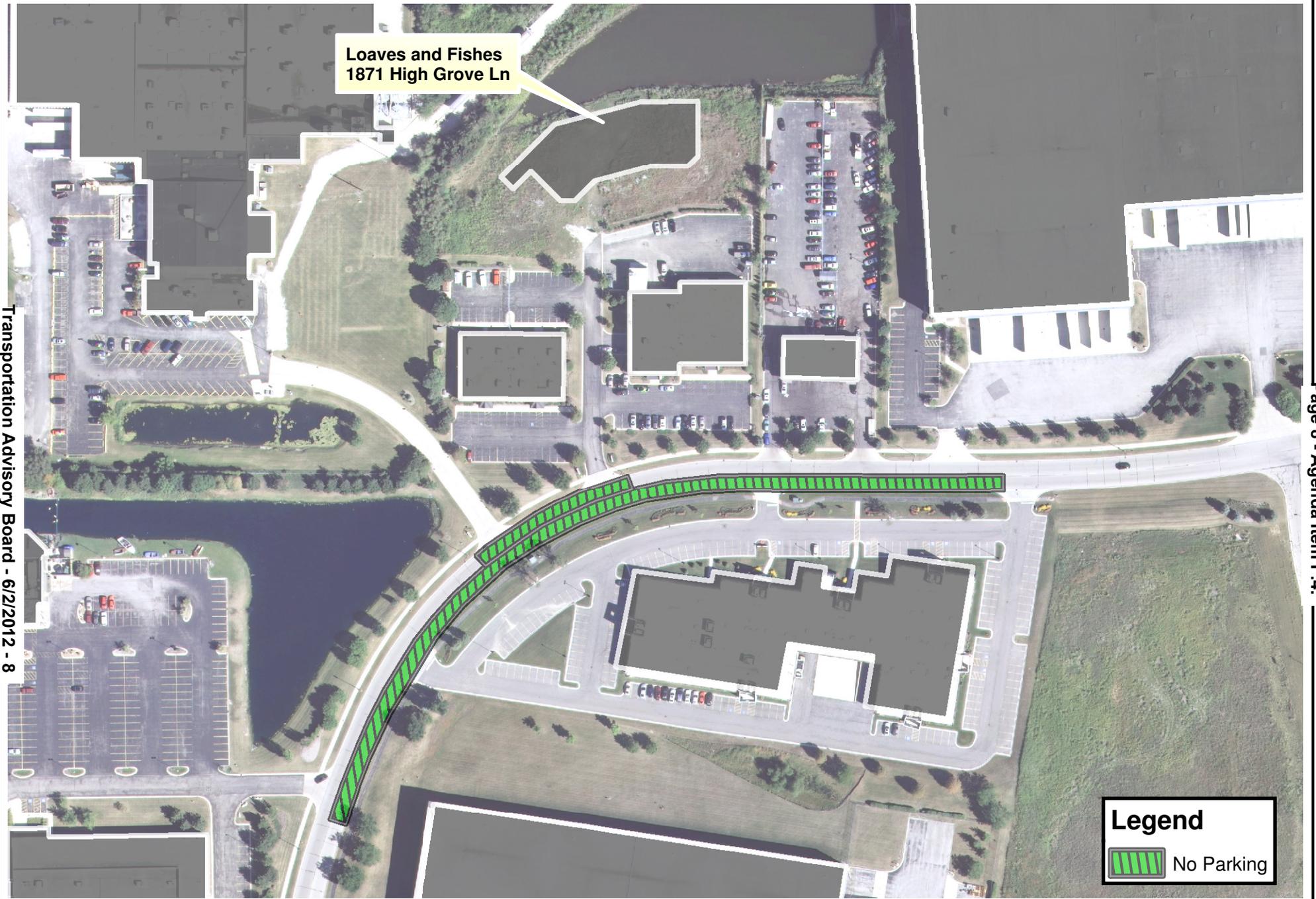
APPROVED this ____ day of _____, 2012.

ATTEST:

A. George Pradel
Mayor

Pamela LeFeber, Ph.D.
City Clerk

Loaves and Fishes
1871 High Grove Ln



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

High Grove Lane Proposed Parking Restrictions



NOT TO SCALE



Naperville

TRANSPORTATION ADVISORY BOARD AGENDA ITEM

AGENDA DATE: 6/2/2012

SUBJECT: 5th Avenue and Mill Street Intersection Signage and Striping

ACTION REQUESTED: For information only.

PREPARED BY: Karyn Robles, Transportation and Planning Team Leader

ACTION PREVIOUSLY TAKEN:

Date	Item No.	Action

BACKGROUND:

DISCUSSION:

RECOMMENDATION:

ATTACHMENTS:

**CITY OF NAPERVILLE
MEMORANDUM**

DATE: May 11, 2012

TO: Doug Krieger, City Manager

THROUGH: Marcie Schatz, Director of TED

FROM: Karyn Robles, Transportation and Planning Team Leader

SUBJECT: 5th Avenue and Mill Street Intersection Signage and Striping

PURPOSE:

The purpose of this memorandum is to provide Council with information regarding the intersection of 5th Avenue and Mill Street in response to Councilman Hinterlong's request to an evaluation of the signage and striping at the intersection.

BACKGROUND:

The intersection of 5th Avenue and Mill Street is a signalized T-intersection. Southbound Mill Street currently has two lanes with one lane designated as a through lane and the right lane designated as a right turn only lane.

INFORMATION:

Councilman Hinterlong observed vehicles disregarding the "Right Turn Only" designation for the southbound right lane on Mill Street and asked staff to determine if improvements could be made to the intersection to increase driver compliance with the right turn only lane. Staff evaluated the existing signing and striping for southbound Mill Street to determine if any improvements could be made to alert motorists to the lane drop at 5th Avenue.

The southbound right lane on Mill Street is currently designated as a right turn only lane through the use of pavement markings. In addition, a "Right Lane Must Turn Right" sign is provided approximately 200 feet in advance of the intersection.

The current signing and striping at the intersection meets the requirements of the Manual on Uniform Traffic Control Devices (MUTCD). However, the manual also allows for advance warning signs to be installed. City staff feels that it would be appropriate to install a new sign approximately 150 feet in advance of the existing "Right Turn Lane Must Turn Right" sign where the right turn lane begins. An exhibit showing the existing and recommended signage for the intersection is attached.

In addition to evaluating the signage and striping at the intersection, staff also considered other potential measures to reduce the frequency of cars using the right turn lane to bypass traffic. Additional options, such as the installation of delineators at the intersection, are not recommended at this time. These more restrictive barricade type devices are reserved for situations where we want to restrict vehicles from crossing a double yellow line. Vehicles crossing a double yellow line pose a high safety risk and these types of barricades are most effective when installed at high accident locations.

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Additionally, installing delineators in this location would likely cause more safety and maintenance issues than currently exist. There are a number of buses and trucks that make the right turn movement from Mill to 5th Avenue. The wide turning maneuvers of these vehicles will likely destroy the delineators or cause damage to the vehicles. As a result, staff will be moving forward with the installation of an additional sign at this location.

RECOMMENDATION:

It is recommended that this update be included in the May 11, 2012 Manager's Memorandum.

C: Transportation Advisory Board

5th and Mill Lane Drop Recommendation

