



**NAPERVILLE TRANSPORTATION ADVISORY BOARD
COUNCIL CHAMBERS – MUNICIPAL CENTER
FINAL AGENDA
09/15/2012 -**

CALL TO ORDER:

A. ROLL CALL

B. APPROVAL OF MINUTES

1. Approve the minutes of the August 4, 2012 TAB meeting.

C. PUBLIC FORUM

D. OLD BUSINESS

E. PUBLIC HEARINGS

F. REPORTS AND RECOMMENDATIONS

1. City Council Report
2. Police Department Report
3. Americans with Disabilities Act (ADA) Transition Plan
4. Cheshire Avenue Parking Restrictions
5. Naperville Heights Right-Turn Restrictions

G. CORRESPONDENCE

1. Temporary Loomis Street Closure at BNSF Railroad Crossing
2. Illinois Route 59 Expansion

H. NEW BUSINESS

I. ADJOURNMENT

AGENDA
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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 AUGUST 4, 2012**

Call to Order		8:00 a.m.
A. Roll Call		
Present:	Amberg, Benson, Floegel, McIntosh, Polites, Chairman Wencel Student Representative: Coen, O'Shaughnessy	
Absent:	Collins, Perillo, Preissig	
Staff Present:	Project Manager Rory Fancler, Project Engineer Sean Marquez, Project Engineer Jonathan Stelle	
B. Minutes	Approve the minutes from the July 7, 2012 Transportation Advisory Board meeting.	
	Motion to approve.	
	Motion by: Floegel Second by: Benson	Approved, 5-0 <i>Amberg abstained, not present for July 7, 2012 meeting</i>
C. Public Forum	N/A	
D. Old Business	N/A	
E. Public Hearings	N/A	
F. Reports and Recommendations		
F1. City Council Report		
	Amberg stated a report of the July 17, 2012 City Council meeting will be provided at the September TAB meeting.	
F2. Police Department Report		
	N/A	
F3. 2013 Annual New Sidewalk Program		
	Project Manager Rory Fancler highlighted revisions made to the 2013 Annual New Sidewalk Program since the Transportation Advisory Board's initial consideration on July 7, 2012.	
	<p>Public Testimony: Jason Gull, 836 Wilson Avenue (Laird Woods)</p> <ul style="list-style-type: none"> • Emphasized Wilson Avenue is a local street with limited vehicle traffic and pedestrian activity. • Noted that installation of sidewalk on Wilson Avenue should be considered for the north side of the street for the following reasons: <ul style="list-style-type: none"> ○ Sidewalk on the north side of the street would impact two (2) residents rather than four (4) residents on the south side. 	

- Existing mature spruce tree on the north side of the street would require trimming to accommodate sidewalk installation; however, an existing mature spruce tree is present on the south side. The tree on the south side has been maintained and trimmed.
 - Limited impact to pedestrian flow; opportunity for connectivity to existing sidewalk regardless of the sidewalk location on Wilson Avenue.
 - Recognized sidewalk will be installed on both sides of Wilson Avenue at some point in the future, requested delay of installation on south side so child has an opportunity to play on grass for a few more years.
 - Project Engineer Sean Marquez noted the existing spruce on the north side of the street is located back of curb and would require significant trimming in order to accommodate sidewalk installation, whereas less trimming is required for spruce on the south side of the street. Marquez further noted that sidewalk constructability is similar on both north and south side of the streets.
- Lynn Morgan, 1035 N. Main Street (Naperville Heights)
- Expressed support for the Illinois Safe Routes to School Program and staff review of the sidewalk gap locations with the Illinois Department of Transportation.
 - Recognized the 2013 Annual New Sidewalk Program as currently proposed, and expressed interest in continuing to work with the City to install sidewalk on both sides of the street throughout Naperville Heights as part of future Annual New Sidewalk Programs.

Transportation Advisory Board Questions/Discussion:

- Benson
- Requested clarification on sidewalk installation associated with the property currently under construction at the southwest corner of Wilson Avenue/Laird Street. Marquez confirmed sidewalk installation fronting the property under construction will be the developer's obligation and will be omitted from the 2013 Annual New Sidewalk Program.
 - Acknowledged similar obstacles are present on the north and south side of Wilson Avenue. Requested clarification regarding the City's long-term goal regarding sidewalk on both sides of the street. Marquez confirmed the City's long-term goal is to provide sidewalk on the both sides of each street, including Wilson Avenue.
 - Inquired about process implications associated with a modified recommendation from TAB, specifically as it relates to the City Council meeting schedule and notice to property owners. Fancler clarified that TAB has the opportunity to present an alternate recommendation, and noted that a modified recommendation will require City staff notify affected residents in advance of City Council's consideration of the 2013 Annual New Sidewalk Program.
- Amberg
- Questioned the cost associated with trimming the tree on the south side of Wilson Avenue relative to the suggested cost savings associated with the sidewalk installation on the north side of the street. Marquez noted that the City's Department of Public Works will be responsible for any tree trimming required for sidewalk installation; therefore the cost is not included with the sidewalk contract. Marquez further stated that sidewalk installation is more costly than tree removal.
 - Clarified the location of potential sidewalk on the north side of the street. Marquez noted that the sidewalk on the north side of the street would be located closer to the residential structures in order to avoid existing conflicts (e.g., trees).

	Wencel <ul style="list-style-type: none"> Clarified that the sidewalk installation on Wilson Avenue is proposed for the public right-of way. Marquez confirmed adequate right-of-way is available on Wilson Avenue; no easements are required. 	
	Approve the 2013 Annual New Sidewalk Program, including the contingency locations, as presented in the agenda item dated August 4, 2012.	
	Motion by: Benson Seconded by: Floegel	Not Approved, 2-4 <i>Nays: Amberg, McIntosh, Polites, Wencel</i>
	Approve the 2013 Annual New Sidewalk Program, including the contingency locations, with a substitution for sidewalk installation on the north side of Wilson Avenue rather than the south side of the street.	
	Motion by: McIntosh Seconded by: Amberg	Approved, 6-0
F4. Left-Turn Restriction on Hillside Road at Brainard Street		
	Project Manager Rory Fancler provided an overview of the recommendation to establish Left-Turns Prohibited on Hillside Road at the Intersection with Brainard Street from 7:45 to 8:15 a.m. and 2:15 to 2:45 p.m., on school days.	
	Public Testimony: N/A	
	Transportation Advisory Board Questions/Discussion: Polites <ul style="list-style-type: none"> Commented eastbound “No Stopping, Standing, Parking” sign needs to be replaced as it is weathered and not visible. Noted that driver behavior is contributing to this issue and suggested Police enforcement at the start of the school year. Fancler responded that this issue will be brought to the Police Department’s attention and noted the City will communicate this information to the School in effort to promote the Rules of the Road to parents, faculty and staff at the start of the academic year. McIntosh <ul style="list-style-type: none"> Questioned the potential to implement a pick-up/drop-off procedure similar to Beebe Elementary School. Fancler noted that the Beebe Elementary School site is different than Highlands Elementary School. Requested clarification regarding pick-up/drop-off activity in the School parking lot. Fancler confirmed student pick-up/drop-off activity occurs in the parking lot, and noted that with the proposed turn restriction vehicles would be required to queue westbound on Hillside Road prior to making a right-turn at Brainard Street to enter the School parking lot. Floegel <ul style="list-style-type: none"> Noted that with support from the Highlands Elementary School Principal and crossing guard, recommends approval of the proposed turn restriction. Amberg <ul style="list-style-type: none"> Requested clarification regarding the vehicle access to the School, citing access via Brainard Street, and asked about the student population boundary. Fancler clarified that Brainard Street is closed for bus access only during peak student pick-up/drop-off periods, and noted the School boundary is to the north, with the student 	

	<p>population predominantly from the area south of Hillside Road.</p> <p>Benson</p> <ul style="list-style-type: none"> Reinforced the need for traffic enforcement at Highlands Elementary School. <p>Wencel</p> <ul style="list-style-type: none"> Suggested it is imperative to communicate the school traffic control plans and Rules of the Road in advance of the school year. 	
	<p>Approve the recommendation to establish Left-Turns Prohibited on Hillside Road at the intersection with Brainard Street, from 7:45 to 8:15 a.m. and 2:15 to 2:45 p.m., on school days.</p>	
	<p>Motion by: Amberg Seconded by: Polites</p>	<p>Approved, 6-0</p>
<p>F5. Audrey Avenue Parking Restrictions</p>		
	<p>Project Manager Rory Fancler provided an overview of the recommendation to establish No Parking on Audrey Avenue as outlined in the draft ordinance provided as Attachment 1 to the agenda item.</p>	
	<p>Public Testimony: N/A</p>	
	<p>Transportation Advisory Board Questions/Discussion:</p> <p>Benson</p> <ul style="list-style-type: none"> Referenced the correspondence received from a business owner regarding the need to maintain parking on Audrey Avenue for Springbrook Prairie Pavilion employees. Fancler noted that Springbrook Prairie Pavilion was constructed with Code-required parking, which includes parking for both customers and employees; no parking variances were granted. 	
	<p>Approve the recommendation to establish No Parking on Audrey Avenue as outlined in the ordinance provided as Attachment 1 to the agenda item.</p>	
	<p>Motion by: Benson Seconded by: Amberg</p>	<p>Approved, 6-0</p>
<p>G. Correspondence</p>		
<p>G1. Public Rights of Way Transition Plan Update</p> <ul style="list-style-type: none"> Fancler provided an overview of the correspondence item; no TAB discussion. 		
<p>H. New Business</p> <ul style="list-style-type: none"> Benson requested information regarding traffic volumes and neighborhood impacts associated with the conversion of North Avenue to two-way traffic, which was recently approved as part of the <i>Naperville Metra Station Bus Depot and Commuter Access Feasibility Study</i>. 		
<p>H1. Forthcoming City Council Meeting Summaries</p>		
	<ul style="list-style-type: none"> August 21 – Benson September 4 – Collins September 18 – Floegel 	
I. Adjournment	<p>Motion by: McIntosh Seconded by: Benson</p>	<p>8:48 a.m.</p>



Naperville

TRANSPORTATION ADVISORY BOARD AGENDA ITEM

AGENDA DATE: 9/15/2012

SUBJECT: Americans with Disabilities Act (ADA) Transition Plan 2012 Update

ACTION REQUESTED: Approve the Americans with Disabilities Act (ADA) Transition Plan for Public Rights of Way and Sidewalks 2012 Update.

PREPARED BY: Bob Kozurek, Engineering Services Manager
Marita Manning, Certified ADA Coordinator

ACTION PREVIOUSLY TAKEN:

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

BACKGROUND:

The Transition Plan was originally created in 1993 based upon the City’s commitment to citizen mobility and accessibility. The Transition Plan defines how the City establishes, maintains, and administers proactive practices in keeping with the Americans with Disabilities Act of 1990 (ADA) within the jurisdictional authority of the City of Naperville. The 2012 update is an amendment to the original plan that contains provisions pertaining to accessibility features located in the public right-of-way, as provided in Attachment 1.

DISCUSSION:

The draft ADA Transition Plan for Public Rights of Way and Sidewalks 2012 Update defines the City’s compliance strategy, public involvement, and programs used to implement improvements. The information presented in the document is based upon Federal, State, and Illinois Department of Transportation (IDOT) design criteria.

As part of the Transition Plan update process, the City of Naperville engaged citizens, professionals in the field, and organizations that serve the disability community. In March 2012, the City’s Advisory Commission on Disabilities provided initial input on the update to the Transition Plan. In order to solicit public input on the proposed Transition Plan 2012 Update, the City hosted an Open House on June 20, 2012. During the Open House, City staff highlighted the specifics of the updated Transition Plan and how it benefits accessibility in the City. For those unable to attend the Open House, written comments were solicited for ten days following the meeting. In addition to the Open House and subsequent public comment period, agencies including IDOT, Little Friends, The Ray Graham Association, Great Lakes ADA Resource

*ADA Transition Plan for Public Rights of Way and Sidewalks 2012 Update
September 15, 2012
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Center, DuPage County, and Will County provided feedback and suggestions for improvement. The document considered for approval reflects the comments and suggestions received throughout the update process.

Advisory Commission on Disabilities Recommendation

On September 5, 2012, the City's Advisory Commission on Disabilities (ACD) considered the draft Transition Plan update. The Advisory Commission on Disabilities discussed and unanimously endorsed the ADA Transition Plan for Public Rights of Way and Sidewalks 2012 Update and recommended that it be forwarded to TAB and the City Council for consideration and approval.

RECOMMENDATION:

Approve the Americans with Disabilities Act (ADA) Transition Plan for Public Rights of Way and Sidewalks 2012 Update.

ATTACHMENTS:

1. Draft Americans with Disabilities Act (ADA) Transition Plan for Public Rights of Way and Sidewalks 2012 Update

CITY OF NAPERVILLE ADA TRANSITION PLAN

2012 UPDATE

PUBLIC RIGHTS OF WAY AND SIDEWALKS

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INTRODUCTION

The City of Naperville values citizen mobility and accessibility. This transition plan defines the City's approach to establishing, maintaining and administering mobility and accessibility practices within the jurisdictional authority of the City of Naperville rights of way. This plan is an update to the original transition plan created by the City in 1993. The document is also applicable to right-of-way locations for which the City of Naperville has obtained permit authority from other jurisdictions like DuPage County, Will County, or the State of Illinois. The transition plan is being updated in conformance to the Section 504 of the Rehabilitation Act of 1973 (Section 504) (29 U.S.C. §794) and Title II of the Americans with Disabilities Act of 1990 (ADA) (42 U.S.C. §§ 12131-12164). The City ADA Coordinator and the Transportation, Engineering, and Development Business Group administer the transition plan included in this document.

BACKGROUND AND STANDARDS

The City's accessibility criteria comply with the Americans with Disabilities Act of 1990 (ADA) enforced by the U.S. Department of Justice and the U.S. Department of Transportation. This transition plan is developed based on the information presented in ADA Accessibility Guidelines for Buildings and Facilities (ADA Guidelines), the Illinois Accessibility Code (Illinois Capital Development Board), Uniform Federal Accessibility Standards (UFAS), Illinois Department of Transportation, and the City of Naperville Design Manual.

In most cases, the City will be following the IDOT design standards as those are developed, monitored and routinely revised based on the ADA guidelines. However, where the City Design Manual require criteria which exceed the ADA Guidelines or any other governing guidelines, then the stricter criteria may be required. As the federal guidance and other standards are updated, the City adopts these latest regulations as the minimum standards for use on the public ways.

References (links are denoted in Attachment A):

- U.S. Department of Justice - 2010 ADA Standards for Accessible Design
- Illinois Department of Transportation – Bureau of Design and Environmental Manual Chapter 58 – Special Design Elements
- IDOT Policies
Bureau of Local Roads and Streets Chapter 41, Section 6 - Requirements for Accessible Public Rights of Way

- Illinois Department of Transportation – Highway Standards
- Prowag Guidelines Public Rights of Way Accessibility Guidelines (PROWAG)
- State of Illinois Capital Development Board (1997 April 24). Illinois Accessibility Code.
- United States Access Board - Policies & Highway Standards
- Federal Highway Administration - Policies & Highway Standards

NAPERVILLE'S COMPLIANCE WITH THE ADA

Naperville's compliance with the ADA applicable to the accessibility of facilities in the public right-of-way involves the following general steps:

Step 1 – Designation of an ADA Coordinator,

The City of Naperville's Accessibility Coordinator is Marita Manning. This position coordinates the efforts of the City to comply with Title II of the ADA. In addition, the Accessibility Coordinator administers the City's ADA grievance procedure.

The ADA Coordinator can be contacted at:

- Phone - (630) 420-6725
- E-mail - manningm@naperville.il.us
- Mail - Accessibility Coordinator, City of Naperville, 400 S. Eagle St., Naperville, IL 0540

Step 2 - Providing public notice about ADA requirements, Notice under the Americans with Disabilities Act is published and accessible to the public on the City of Naperville webpage at: <http://www.naperville.il.us/ada.aspx>, and is also available by mail or in person from the Accessibility Coordinator.

Step 3 - Establishing a grievance procedure,

A grievance procedure under the Americans with Disabilities Act is published and accessible to the public on the City of Naperville webpage at: <http://www.naperville.il.us/ada.aspx>, and is also available by mail or in person from the Accessibility Coordinator.

Step 4 - Developing design standards, specifications, and details.

The City of Naperville utilizes the comprehensive array of standards, specifications, and details developed by the governing regulatory authorities. These standards stream from the federal regulations and are further defined by state regulations. For sidewalks, curb ramps and shared-use trails, the City follows the regulations and standards developed by the Illinois Department of Transportation (IDOT). Attachment A is a reference document containing a list and link to the applicable standards, specifications, and details. These documents are updated from time to time as regulations are amended and revised.

Step 5 - Development or update of a Transition Plan, designating the official responsible for implementation.

The official responsible for implementation is the City of Naperville City Engineer.

The Naperville City Engineer can be contacted at:

- Phone - (630) 420-6096
- E-mail – Novack@naperville.il.us
- Mail – City Engineer/Engineering Services Team Leader, City of Naperville, 400 S. Eagle St., Naperville, IL 60540

Step 6 - Approving a schedule and budget for the Transition Plan.

The actions are identified within succeeding sections of this document.

Step 7 - Monitor the progress of implementing the Transition Plan

The actions are identified within succeeding sections of this document.

PROGRAM RESPONSIBILITY

The performance of the transition plan included in the document is administered by the City ADA Coordinator, and the Transportation, Engineering, and Development Business Group.

PUBLIC INVOLVEMENT

Public input is a very important part of the process the City will use to develop the transition plan update. The public involvement process will be administered by the City ADA Coordinator, and the Transportation, Engineering, and Development

Business Group. The process will include interaction with adjoining agencies, a public meeting, and include the review and input of various City advisory boards.

The process will include citizen input using the City Advisory Commission on Disabilities (ACD). The ACD is an advisory commission to assist, inform and advise the administrative and elected officials of the City on all matters pertaining to compliance with the ADA. The commission is established under Title 2, Chapter 16 of the Naperville Municipal Code. The 11 members serve staggered, three-year terms. Of the members, six have professional expertise, five represent the overall citizenry of Naperville and all must be residents of the City.

Recommendations for the plan will be coordinated with City Transportation Advisory Board (TAB). TAB is established by Title 2, Chapter 9 of the Naperville Municipal Code to assist, inform and advise the administrative and elected officials of the City on all matters pertaining to the transportation of people and materials within the City, between the City and adjoining municipalities, and throughout the northeastern Illinois region. The Board consists of eleven (11) members. At least four (4) of said members shall have professional expertise in the various facets of the duties of the Board, by virtue of their training and/or employment. Said areas of expertise shall include, but are not necessarily limited to: engineering, the law, transportation operations, marketing, financing, environmental management and safety. At least four (4) of said members shall represent as broadly as possible geographic and/or social elements within the area served by the Naperville Plan Commission. Said representation shall include, but not necessarily be limited to: students, retired persons, individuals with disabilities, homemakers, the business community, newly developed areas, and low and moderate income persons.

The final plan will be considered by the Naperville City Council for approval.

SELF-EVALUATION

The City of Naperville utilizes a self-evaluation process to assess the scope of sidewalk improvements in the right-of-way. The City maintains a robust geographic information system (GIS) to inventory infrastructure. This GIS inventory data is supported by specific project drawings. This information is used to develop network level sidewalk asset management programs to maintain and enhance the sidewalk network. The evaluation methodology utilizes this asset management information, project level field assessments, and focus surveys to compile the information. Evaluations are conducted by trained engineering and technical professionals.

Applicable Locations

There are 900 miles of public sidewalk located in the footprint of Naperville's municipal boundaries. There are over 20,000 curb ramps, mostly located in intersections. Of these intersections 92 are City maintained signalize corners. Within the sidewalk network, various discontinuities or gaps exist. These gaps measure 100 miles. More detailed inventory statistics are noted in Appendix B.

Barrier Assessments

Of the 900 miles of public sidewalk, a majority of streets were built as a result of the community growth and development which occurred from the late 1970's thru today. From the onset of development, Naperville was committed to pedestrian facilities. Most all new streets and neighborhoods included five foot wide fronting sidewalks and accessible curb ramps at street corners. As accessibility standards evolved, such as the specific criteria for tactile surfaces these and other features were incorporated into the design and implementation of project. The result is that among the array of possible barriers, many of the common obstacles to accessibility were diminished in the original construction. The sidewalk gap sections which exist are comprised largely of neighborhoods constructed in the 1950's or before, and along roadways not under the jurisdictional authority of the City.

Benefiting from the advantage of being developed as an accessible community, existing probable accessibility barriers are related to three primary categories:

- Functionally Obsolete – generally accessible, but not 100% compliant with current standards (Example: a sidewalk slope of 2.5% instead of the required max. slope of 2.0%)
- Functionally Substandard – not fully accessible and not substantially compliant with current standards. (Example: no detectable warnings at the end of a curb ramp.)
- Physically Substandard – not fully accessible due to barriers or deteriorated conditions (Example: a 6" high barrier curb in a pedestrian crossing.)

Accessibility barriers like sidewalk width, obstructions in the sidewalk clear path, surface material, and running grade are minimal in frequency. Accessibility barriers like non-traversable curb ramps, non-standard detectable warnings, gratings, traffic signal push button access, and landing deficiencies are more prevalent. Appendix B contains a summary of the barrier assessment findings.

Detailed assessments have been completed for signalized intersections. Annual sidewalk and street maintenance programs, and new sidewalk construction programs are progressively performing detailed assessments of the system.

The City routinely partners with the Township Road Districts, and Counties of DuPage and Will, and the Illinois Department of Transportation to assess conditions and implement improvements as projects and programs in those jurisdictions progress.

CORRECTION/IMPROVEMENT PROGRAM

Guiding Policies

The City of Naperville has several policies established that guide the identification and implementation of pedestrian improvements. These are outlined as follows:

- Comprehensive Transportation Plan
- Comprehensive Sidewalk Policy
- Audible Pedestrian Signal Policy

Program Methods

The City of Naperville utilizes the following programmatic methods to take corrective action and make improvements to the pedestrian system. Each of these methods is coordinated to optimize the effectiveness of the corrective work goals which are to provide mobility, safety, and functionally assessable public rights of way. The programmatic methods can be categorized in three primary ways:

- Strategic Methods – conduct systematic corrective work using routine maintenance programs
- Tactical Methods - conduct specific corrective work included with new projects and developments
- Special Methods - conduct specific corrective work using dedicated accessibility programs

Appendix C provides a summary and details of these methods.

Program Priority Locations

Priority of work locations will be guided using the following criteria. Corrective/Improvement work will then be scheduled for accomplishment within the scope of the program methods. The City ADA coordinator and City Engineer will manage the prioritization and program development efforts.

The following factors will be considered in the establishment of priorities:

- Citizen request/complaint
- Adjacent to public locations such as train stations, schools, government centers
- Locations with high pedestrian volumes - large numbers of pedestrians
- Severity of barrier – focus on curb barriers, signals, & detectable warnings
- Opportunity for coordination with repair work
- Construction feasibility and required permitting

Specific Corrective/Improvement Work Objectives

Work locations will be field assessed and evaluated to provide the data necessary to schedule and implement the corrective/improvement work. The following performance objectives will be used to guide the corrective/improvement work. The City ADA Coordinator and City Engineer will manage the deployment of the performance objectives.

The following objectives should be considered:

- Broken or substandard conditions warranting repair – Physically substandard
- Access to pedestrian push button - Functionally substandard
- Lack of accessible ramp at a warranted location – Physically substandard
- Lack of detectable warning at a warranted location – Functionally substandard
- Extreme slope – Functionally substandard
- Accessibility during construction

Progress Goals

The City ADA coordinator and City Engineer will annually establish program goals and metrics. Annual budgets and resources will be proposed to match the goals. The progress goals are identified in Appendix D.

Programmatic Corrective Methods and Delivery Mechanisms

ATTACHMENT C – Programmatic Corrective Methods includes the work programs that should be used to implement corrective/improvement measures.

PUBLIC RIGHTS OF WAY AND SIDEWALKS PLAN UPDATE IMPLEMENTATION SCHEDULE & BUDGET

Overall schedule for updating the transition plan update

- a) Drafting the transition plan update base document – Draft by May 2012
- b) Conducting public outreach – Initiate ACD in March 2012 ; Summer 2012
- c) Adoption of the transition plan update – Fall 2012

Overall budget for updating and implementing the transition plan update

- a) Staff funding for work on developing the transition plan document is included in the Transportation, Engineering, and Development Business Group operating work plan and budget
- b) Construction, maintenance, operation and staff funding for work to implement the goals and objectives of the transition plan document should be incorporated into project studies and implementation plans for the respective project, or program. Cost should be included in the budget for each project in the operating work plan and budget and/or the Capital Improvement Program.

LIST OF ATTACHMENTS

APPENDIX A – ADA Resource References

APPENDIX B – Barrier Assessment Findings

APPENDIX C – Programmatic Corrective/Improvement Methods

APPENDIX D – Progress Goals

APPENDIX A

ADA Resource References:

- U.S. Department of Justice - 2010 ADA Standards for Accessible Design
http://www.ada.gov/2010ADAstandards_index.htm
- Illinois Department of Transportation – Bureau of Design and Environmental Manual Chapter 58 – Special Design Elements
<http://www.dot.state.il.us/desenv/BDE%20Manual/BDE/pdf/Chapter%2058%20Special%20Design%20Elements.pdf>
- IDOT Policies
Bureau of Local Roads and Streets Chapter 41, Section 6 - Requirements for Accessible Public Rights of Way
<http://dot.state.il.us/blr/manuals/Chapter%2041.pdf>
- Prowag Guidelines
Public Rights of Way Accessibility Guidelines (PROWAG) is posted at
<http://www.access-board.gov/prowac/draft.htm>
- City of Naperville Design Manual for Public Improvements
<http://www.naperville.il.us/emplibrary/Final.pdf>
- Illinois Department of Transportation – Highway Standards
<http://dot.state.il.us/desenv/hwystds/rmpdf213.html>
- State of Illinois Capital Development Board (1997 April 24). Illinois Accessibility Code. Online Capital Development Board website
<http://www.cdb.state.il.us/forms/download/IAC/Web%20Version%20IAC.pdf>
- Illinois Attorney general's Office - www.illinoisattorneygeneral.gov
- United States Access Board - www.access-board.gov/
Federal Highway Administration - www.fhwa.dot.gov

APPENDIX B - Barrier Assessment Findings

Plan Component	Estimated Inventory	Unit	Status Classification	Percent of Total (%)	Data Sources
Curb Ramps	20,000	Each	Total		Intersection Magic, Sidewalk and Road Maintenance Improvement Programs
	500	Each	Physically Substandard	3%	
	1,000	Each	Functionally Substandard	5%	
	17,000	Each	Functionally Obsolete	85%	
	1,500	Each	Functional	8%	
Sidewalk Clear Width	900	Miles	Total		City of Naperville Geographic Information System - Sidewalk Layer
	10	Miles	Functionally Substandard	1%	
	890	Miles	Functional	99%	
Detectable Warnings	20,000	Each	Total		Intersection Magic, Sidewalk and Road Maintenance Improvement Programs
	500	Each	Physically Substandard	3%	
	1,000	Each	Functionally Substandard	5%	
	17,000	Each	Functionally Obsolete	85%	
	1,500	Each	Functional	8%	
Sidewalk Cross Slope	900	Miles	Total		City of Naperville Geographic Information System - Sidewalk Layer
	1	Miles	Physically Substandard	>1%	
	100	Miles	Functionally Substandard	11%	
	700	Miles	Functionally Obsolete	78%	
	50	Miles	Functional	6%	
Sidewalk Grade	900	Miles	Total		City of Naperville Geographic Information System - Sidewalk Layer
	1	Miles	Functionally Substandard	>1%	
	9	Miles	Functionally Substandard	1%	
	890	Miles	Functional	99%	
Sidewalk Material	900	Miles	Total		City of Naperville Geographic Information System - Sidewalk Layer
	1	Miles	Physically Substandard	>1%	
	9	Miles	Functionally Substandard	1%	
	890	Miles	Functional	99%	
Landings	10,000	Each	Total		City of Naperville Geographic Information System - Sidewalk Layer, Intersection Magic
	2,000	Each	Functionally Substandard	20%	
	7,000	Each	Functionally Obsolete	70%	
	1,000	Each	Functional	10%	
Gratings	7,000	Each	Total		City of Naperville Geographic Information System - Sidewalk Layer & Storm Sewer Layer
	100	Each	Physically Substandard	1%	
	900	Each	Functionally Substandard	13%	
	4,000	Each	Functionally Obsolete	57%	
	2,000	Each	Functional	29%	

Sidewalk Gaps	980	Miles	Total		City of Naperville Geographic Information System - Sidewalk Layer
	25	Miles	Arterial Gap	3%	
	40	Miles	Non-Arterial Gap	4%	
	15	Miles	Challenged/No Build Gap	2%	
	900	Miles	No Gap	91%	
Vertical Surface Discontinuities	900	Miles	Total		City of Naperville Geographic Information System - Sidewalk Layer
	15	Miles	Physically Substandard	2%	
	75	Miles	Functionally Substandard	8%	
	75	Miles	Functionally Obsolete	8%	
Traffic Signals	92	Each	Total		Field Survey of City Maintained Signalized Intersections
	27	Each	Sidewalk not adjacent to button	29%	
	8	Each	Incorrect Pushbutton orientation on at least one corner	9%	
	64	Each	No detectable warnings (truncated domes) on curb ramps on at least 1 corner	70%	
	35	Each	Excessive slope on curb ramps on at least one corner	38%	
Obstructions	2,700	Each	Total		City of Naperville Geographic Information System - Sidewalk Layer
	270	Each	Functionally Obsolete	10%	
	2,430	Each	Functionally Substandard	90%	
Detours/disruptions	400	Each	Total		Right of Way Permit Submittals

No.	Note
1	The number of curb ramps in the City is estimated based upon the number of intersections identified in Intersection Magic software. The number of intersections was multiplied by 8 (typical number of curb ramp per intersection) to estimate the total number.
2	The number of miles of sidewalk is estimated based upon the length of sidewalk within the public right of way in the City of Naperville's Geographic Information System - Sidewalk Layer.
3	Classification distribution for various items based on a combination of road maintenance program data, sidewalk maintenance program data, and observational/experience-based estimates.
4	All estimates have been rounded to reflect a network level perspective.

APPENDIX C

Programmatic Corrective/Improvement Methods

- Strategic Methods – conduct systematic corrective/improvement work using routine maintenance programs
 - Sidewalk Maintenance Program – MP004
 - Street Maintenance Program – MP009
 - Parking Lot Maintenance Program – MP035
 - Traffic Signal Maintenance
- Tactical Methods - conduct specific corrective/improvement work included with new projects and developments
 - New land development
 - Remodeling and redevelopment
 - New roadway, sidewalk, streetscape, or shared-use trail construction
 - Alteration of roadway, sidewalk, streetscape, or shared-use trails
 - Traffic Signal Installation
 - Construction work zone accessibility practices
- Special Methods - conduct specific corrective/improvement work using dedicated accessibility programs
 - Audible Pedestrian Signals – SC099
 - ADA Sidewalk Program - MP018
 - Improve access to ADA training resources

APPENDIX D

Progress Goals

- Year 1 -2
 - a. Seek to eliminate all non-ramped curbs
 - b. Seek to make most signalized intersection push buttons reachable from sidewalk
 - c. Seek to implement Audible Pedestrian Signals (APS) per policy
 - d. Seek to incorporate ADA work into all construction programs as applicable
 - e. Seek to incorporate better accessibility during construction into permit work
 - f. Seek to improve access to ADA training resources

- Year 3 - 5
 - a. Seek to install detectable warnings on all arterial intersections
 - b. In the CBD, seek to install detectable warnings at all commercial driveways and alleys that have a traffic control device or operate as a street and at all intersections that allow pedestrian crossings
 - c. Seek to identify and plan correction/improvement of extreme slope locations
 - d. Prioritize infrastructure that is considered physically substandard for replacement using existing funding sources identified in Appendix C.

- Year 5+
 - a. Re-examine program



Naperville

TRANSPORTATION ADVISORY BOARD AGENDA ITEM

AGENDA DATE: 9/15/2012

SUBJECT: Cheshire Avenue Parking Restrictions

ACTION REQUESTED: Approve the recommendation to establish “No Parking” on the north and south sides of Cheshire Avenue from the centerline of Olesen Drive to a point 80’ west of the centerline of Olesen Drive.

PREPARED BY: Rory Fancler, Project Manager

ACTION PREVIOUSLY TAKEN:

Date	Item No.	Action

BACKGROUND:

The City received a request to evaluate on-street parking on Cheshire Avenue at Olesen Drive from a resident of Edward Road and Transportation Advisory Board Member Wayne Floegel. The requests cited concerns regarding site distance as well as parked vehicles blocking sidewalk and driveways in this location. “No Parking Here to Corner” signs were requested to preclude vehicles from parking on the north and south sides of Cheshire Avenue at Olesen Drive, similar to the signs currently posted on Crestwood Court to the north and Edward Road and Old Dominion Road to the south.

Cheshire Avenue is a one-way stop at Olesen Drive. Sidewalk is provided on both sides of Cheshire Avenue and on The east side of Olesen Drive is posted as “No Parking 10 a.m. to 4 p.m. on Fridays”; parking is prohibited on the west side of Olesen Drive near the intersections of Crestwood Court, Cheshire Avenue, Edward Road and Old Dominion Road. The City has no record of any vehicle collisions at the intersection of Cheshire Avenue and Olesen Drive.

DISCUSSION:

City staff has evaluated the current parking conditions on Cheshire Avenue. On-street parking in this location predominantly occurs on Friday afternoons, when services are held at the religious facility located at 450 Olesen Drive. The religious facility has worked in cooperation with the City to notify its congregation of the permitted parking locations; however, during several field observations conducted by City staff, vehicles were observed parked on Cheshire Avenue in close proximity to Olesen Drive.

*Cheshire Avenue Parking Restriction
September 15, 2012
Page 2 of 2*

Per Section 11-2A-1 (No Parking Places) of the Naperville Municipal Code, parking is prohibited within 20 feet of any intersection or crosswalk, and at any place where the vehicle would be within 10 feet of a driveway or would block the use of a driveway. These Code requirements preclude parking in locations that inhibit sight distance and interfere with the use of driveways and sidewalks.

Although Municipal Code Section 11-2A-1 limits parking on Cheshire Avenue immediately west of Olesen Drive, staff recommends a “No Parking” zone on the north and south sides of Cheshire Avenue at Olesen Drive and installation of “No Parking Here to Corner” signs. The “No Parking” zone will provide for enhanced sight distance at the intersection with Olesen Drive, and will preclude parked vehicles from blocking the keywalk at the northwest and southwest corners, as well as the residential driveway located on the north side of Cheshire Avenue, approximately 80 feet from the centerline of Olesen Drive. Similar “No Parking” zones and associated “No Parking Here to Corner” signs were established on Crestwood Court to the north and Edward Road and Old Dominion Road to the south and have effectively limited parking adjacent to the intersections with Olesen Drive.

RECOMMENDATION:

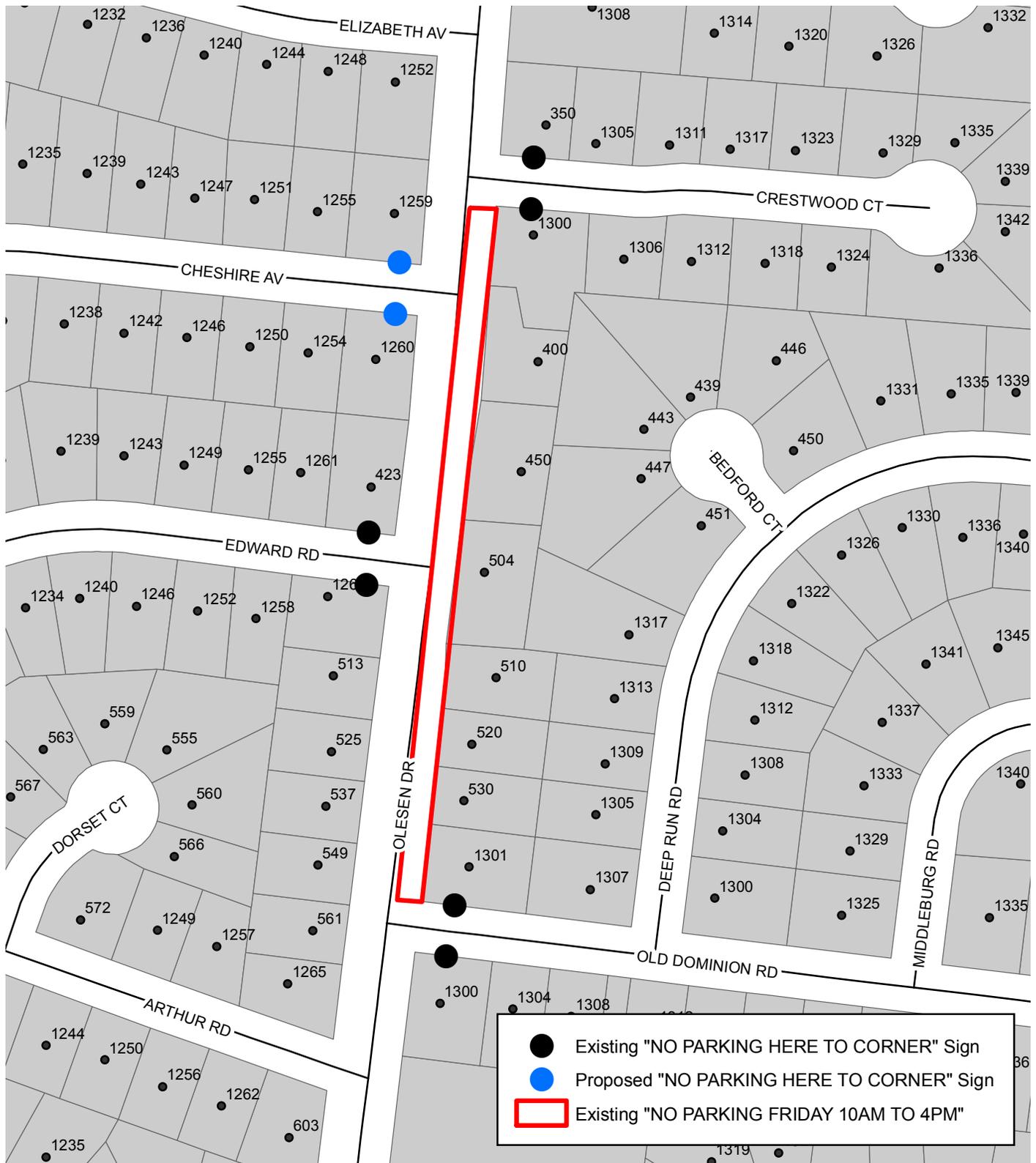
Approve the recommendation to establish “No Parking” on the north and south sides of Cheshire Avenue from the centerline of Olesen Drive to a point 80’ west of the centerline of Olesen Drive.

ATTACHMENTS:

1. Map of Proposed Cheshire Avenue Parking Restriction
2. Draft Ordinance

City of Naperville

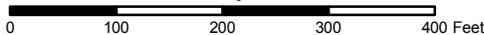
CHESHIRE AVENUE PROPOSED PARKING RESTRICTION



	Existing "NO PARKING HERE TO CORNER" Sign
	Proposed "NO PARKING HERE TO CORNER" Sign
	Existing "NO PARKING FRIDAY 10AM TO 4PM"



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



This map should be used for reference only.
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Naperville

TRANSPORTATION ADVISORY BOARD AGENDA ITEM

AGENDA DATE: 9/15/2012

SUBJECT: Naperville Heights Right-Turn Restrictions

ACTION REQUESTED: Deny the request to establish right-turn restrictions on Washington Street at 10th, 11th, 12th, 13th and 14th Avenues.

PREPARED BY: Caitlin Marcon, Project Manager

ACTION PREVIOUSLY TAKEN:

Date	Item No.	Action
N/A		

BACKGROUND:

In September 2011, the City of Naperville received a resident request regarding cut-through traffic in the Naperville Heights neighborhood in which southbound vehicles on Washington Street turn right onto 10th, 11th, 12th, 13th, and 14th Avenues in order to avoid the traffic queue at the signalized intersection of Washington Street and Ogden Avenue during the evening commute. The complaint also mentioned speeding and stop sign compliance issues in this same neighborhood.

DISCUSSION:

City staff conducted an initial cut-through study and speed study in Naperville Heights. A summary of the data collected, and the staff recommendation is outlined below.

Cut-Through Study and Speed Study Analysis

The cut-through study was performed on Thursday, November 17, 2011; the results were inconclusive due to loss of daylight in the evening hours. Staff also performed a speed study on 11th, 12th and 13th Avenues finding an average 85th percentile speed of 26 MPH; as the posted speed limit is 25, the study results demonstrate speeding is a non-issue on these streets¹.

On Wednesday, June 13, 2012, a follow-up cut-through study was performed, which resulted in the following conclusions:

- A total of 261 vehicles were observed to make a right-turn from southbound Washington Street onto 10th, 11th, 12th, 13th and 14th Avenues. Of those vehicles, 135 or 52% were found to be cut-through vehicles, while 126 are thought to be residents or visitors of Naperville Heights.

¹ The average speed for local streets in the City of Naperville is 31-32 MPH.

*Naperville Heights Right-Turn Restrictions
September 15, 2012
Page 2 of 3*

- The peak period was from 4:00 to 6:00 p.m.

Following the data collection and analysis, City staff reviewed potential solutions to the cut-through issue and determined right-turn restriction on Washington Street relative to the peak hours from 4:00 to 6:00 p.m. would be the most appropriate solution. As part of this review, the City hosted a community meeting to notify affected residents and property owners of the potential turn restrictions and to solicit public input.

On July 25, 2012, the City hosted a Naperville Heights Community Meeting in order to present the data collected and discuss the right-turn restrictions. Approximately 20 residents and property owners attended the Community Meeting. During the meeting it was brought to staff's attention that some neighbors perceived a speeding issue on Eagle, Webster and Main Streets. A speed study on Eagle, Webster and Main Streets was requested by the residents before the City proceeded with any changes. The speed study was subsequently completed in August 2012, and concluded a southbound 85th percentile speed of no more than 29 MPH on all three streets.

Resident Survey Summary

Following the Community Meeting, and consistent with the City's traffic request procedures, a survey was issued to affected residents in order to determine whether there is support for the proposed right-turn restrictions. Per the City's policy, if 60% or more of the survey respondents are in agreement with the proposal, a request is sent to the Transportation Advisory Board (TAB) and City Council for their consideration.

The survey was sent to 307 property owners and tenants with properties on or between Bauer Avenue on the north, Ogden Avenue on the south, Washington Street on the east and Eagle Street on the west (Attachment 1 include a copy of letter/survey). A summary of the survey responses is provided below.

Support Traffic Request	Oppose Traffic Request	Total Survey Responses	Non-Responses	Total Surveys
42	87	129	178	307

Of the 129 responses received, 42 respondents (33%) expressed support for the proposed turn restrictions; and 87 respondents (67%) were opposed. Per the City's traffic request survey policy, non-responses are considered to be in favor of the request. Therefore, there were 221 property owners/tenants in favor of the request and 87 property owners/tenants opposed. The Transportation Advisory Board recently reviewed the City's traffic request survey policy (see July 7, 2012 TAB meeting minutes). Based on input from TAB, a summary of both the responses and non-responses is provided above. City staff recognizes that in high response rate situations such as Naperville Heights (42%) the actual responses will be considered more significant relative to the non-responses. It should be noted that in addition to the survey questions, respondents were also provided an opportunity to provide any written comments in order to explain their support for or opposition to the request. A summary of the comments is provided in Attachment 2. In addition, a copy of public correspondence is provided as Attachment 3.

Naperville Heights Right-Turn Restrictions

September 15, 2012

Page 3 of 3

Recommendation

When evaluating potential adjustments to traffic flow in a residential area, the following factors are considered:

- Speed studies
- Stop Sign compliance
- Community comments
- Community survey
- Average Daily Traffic (ADT)

Based on a comprehensive review of traffic flow in the Naperville Heights neighborhood, the following factors have been considered relative to the requested right-turn restrictions:

- A review of speed survey data indicates speeding is not an issue on 11th, 12th and 13th Avenues or Eagle, Webster and Main Streets;
- While there is a high percentage of cut-through traffic during the evening commute, overall traffic volumes through Naperville Heights is low (an average of 170 vehicles per day for each street); local neighborhood streets in Naperville generally experience less than 1,000 vehicles per day.
- The Naperville Police Department sent officers to Naperville Heights on three different occasions and determined that there is not a Stop Sign compliance issue; one citation was issued over the period of all three compliance checks.
- Of the 129 survey respondents (42% response rate), a majority (67%) of respondents are opposed to the proposed turn restrictions.

With strong opposition from the majority of survey respondents (67%), staff does not recommend imposing turn restrictions on Washington Street. Although the City's traffic request survey policy includes non-responses as a favorable response, staff finds the responses and comments received, in combination with the survey response rate, present a clear neighborhood response to the proposed turn restrictions.

Public input received through the survey and during the Community Meeting, including significant concerns about neighborhood access restrictions, is one factor used to formulate staff's recommendation. While data shows there is a high percentage of cut-through traffic during the evening commute, the low traffic volumes throughout the day and low traffic speeds all factor into staff's recommendation not to support right-turn restrictions on Washington Street.

Summary of Requested Turn Restrictions

This request involves establishing and enforcing 2-hour right-turn restrictions on Washington Street between 10th Avenue and 14th Avenue. The restrictions would be enforced from 4:00 to 6:00 p.m. on weekdays. Signs would be installed at the southwest corners of Washington Street and 10th, 11th, 12th, 13th and 14th Avenues (5 signs).

RECOMMENDATION:

Deny the request to establish right-turn restrictions on Washington Street at 10th, 11th, 12th, 13th and 14th Avenues.

ATTACHMENTS:

1. Property Owner/Tenant Letter and Traffic Request Survey (dated July 30, 2012)
2. Summary of Survey Comments
3. Public Correspondence

July 30, 2012

RE: Naperville Heights Right Turn Restrictions

Dear Resident:

The City of Naperville has received a request from an area resident requesting right turn restrictions on 10th, 11th, 12th, 13th and 14th Avenues from Washington Street. No right turn regulations would be signed and enforced from 4:00 pm to 6:00 pm **for all motorists, including residents of the neighborhood**. The purpose of the time restrictions is to prohibit cut-through traffic from using the neighborhood streets to avoid the back up at the Ogden Avenue and Washington Street intersection.

City staff has conducted an initial investigation of the request and hosted a community meeting and feels that it would be appropriate to bring a recommendation to the Transportation Advisory Board and City Council if there is agreement from the property owners in the Naperville Heights community area.

Please return the attached sheet with your signature supporting or disagreeing with the proposed turning restrictions by Wednesday, August 15, 2012, or respond by email to marconc@naperville.il.us. Please include any comments below the signature lines. **If we do not receive a response from you, we will assume that you are in support of the proposed turning regulations.**

Upon receipt of the responses, city staff will determine if there is agreement to move forward with a recommendation to install the turning restrictions on Washington Street. Staff will share the survey results and how the city intends to proceed with the request with the property owners. If you have any questions, please do not hesitate to contact me at (630) 420-4192 or at marconc@naperville.il.us.

Sincerely,

Caitlin Marcon
Project Manager
Transportation, Engineering and Development Business Group

Naperville Heights

Resident Survey

The signature below indicates **SUPPORT** for the City's proposal to restrict right turns on Washington Street onto 10th, 11th, 12th, 13th and 14th Avenues from 4pm to 6pm.

Signature and Address of Property Owner

The signature below indicates **DISAGREEMENT** with the City's proposal to restrict right turns on Washington Street onto 10th, 11th, 12th, 13th and 14th Avenues from 4pm to 6pm.

Signature and Address of Property Owner

COMMENTS

Please return your survey by Wednesday, August 15, 2012 in one of the following methods:

Mail: Caitlin Marcon
City of Naperville – TED
400 S. Eagle Street
Naperville, IL 60540

E-Mail: marconc@naperville.il.us

Fax: (630) 305-5986

**NAPERVILLE HEIGHTS SURVEY
SUMMARY OF PUBLIC COMMENTS**

SUPPORT WASHINGTON STREET TURN RESTRICTIONS (42 RESPONDENTS)
Thank you for working to solve this serious safety issue in our neighborhood.
Our question would be hearing the City's process of monitoring & police those who violate.
Can this just be in effect Monday – Friday? I don't believe it's as much of an issue on the weekends.
I am not sure how much this will limit cut through traffic- I have lived on Eagle St. for 30 yrs & the cut through from Bauer to Ogden & visa versa is horrible during am & pm peak hours. Stop signs have not helped.
OPPOSED TO WASHINGTON STREET TURN RESTRICTIONS (88 RESPONDENTS)
I live on 14 th & Main. I do not want to alter my route home- This is America, why restrain me?
Not right to limit access to my own home. Will just add to the problem by having to stay longer on Washington St. STONGLY OPPOSE!!
We have a similar issue on the North side, only ours occurs in the mornings from 7am to 8am as cars try to avoid the light at Bauer and Washington. I don't believe the proposed solution is the answer though. Perhaps having better traffic flow on Mill and Washington would eliminate the need to cut through.
It's amazing how one can have over-kill with a half baked idea. Plus the "solution" does nothing to address the problem of people turning North from Ogden onto Main, Webster or Eagle streets to avoid Ogden & Washington.
I believe drivers will turn right on Bauer and come down South from the adjoining streets if unable to turn from the above creating traffic on Bauer/ Eagle.
Homeowners hate the cut through but need access themselves. Have police control speeders for 1-2 weeks w/ tickets and the problem could (may) go away. Speeding cut throughs are dangerous.
If you want to curb traffic do something about the taxis, multiple family dwellings and rentals. They create a lot of extra traffic. Do not penalize the residents. Exempt residents by providing them with stickers that allow the right turns.
Have lived in subdivision since 1980 there has always been cut through traffic Maybe you should make every intersection a 4 way stop. That will slow everyone down. I don't feel I should be punished by not being able to turn into it because other people do it to avoid traffic.
I may support this if someone will tell me how it will be enforced.
There are other ways that will not restrict the residents.
1 vote per property. Most people at the meeting were against this.
The regulation is ridiculous as over half of those surveyed were residents of the neighborhood who have a right to access their homes. Your plan will only create a back up on Washington with numerous cars turning right on Bauer and left on Webster. It will be worse than the trough traffic now.
Strong objection to the default evaluation of these surveys---- to wit, as support for the proposal
A bad idea, It will add to the already bad problem on Washington St. The turn band will back Southbound traffic all the way to Bauer.
I'll have to wind my way from Bauer to my House??!
Strongly oppose the proposal. I feel it won't stop cut through traffic. They will simply take Bauer and N-S street to Ogden.
Absolutely NO. Stops signs on more corners to stop cars from racing down street. Too many young children to do it any other way. Stop signs will slow down traffic and detour cars from cutting through.
Enforcement headache for police and nuisance for residents of area.

NAPERVILLE HEIGHTS SURVEY
SUMMARY OF PUBLIC COMMENTS

Would be supportive if residents were exempt from restrictions otherwise we do not support.
More government to regulate a non-problem resulting in more inconvenience
Not happy that the lack of response indicates approval. Only responses received should be counted.
Proposal would not cut down on cut through's People already don't obey current signage in area. More monitoring is needed where children play.
Would agree if restriction did not apply to residents
Creates more problems than solutions. If it were during school let out times I would agree.
Support if residents exempt. Put signs up prohibiting cut through.
Enforce the stop sign at 11 th & Eagle. Enforce the speed limit.
I do not support this, How do you police it?
Survey Biased. No petition with signatures was need to make this change. A non response should not be counted as in favor.
Strong Disagreement
Have speed bumps or residents exempt stickers been considered?
Motorist will find a different path to cut through. Perhaps signs that show the speed and more police monitoring would be more effective.
How will non residents be made aware? Cars will find a way to get to this intersection regardless.
Don't restrict the residents.
Bad idea. This will create more traffic on Webster North of 14 th St. Too many children in the area.
This will cause an inconvenience to those who live in the neighborhood. I would support signage stating "Not a pass through area"
Too restrictive and an inconvenience to residents.
Wants notification of when this will be at TAB. Proposal will increase traffic. Stops signs currently not being obeyed.
Not fair to consider a non response as a YES vote. Need to count actual votes. Wants signage stating no cut through.
After cut throughs from Washington to Bauer to Webster & Eagle to get to Ogden will you be restricting left turns onto Ogden
Bad Idea
Inconvenience and hardship for residents.
How will this be enforced?
Backups on Washington already a burden. This measure will add to it.
Residents should not be penalized. Violators should be prosecuted. Need signage "No Right Turn Local Traffic Only" Need more police visibility.
Enforce the stop signs already in the neighborhood.
Problem does not warrant this proposal.

Fancler, Rory

From:
Sent: Friday, August 31, 2012 6:23 PM
To: Fancler, Rory
Subject: Proposed right-turn restrictions

Hello,

I have 3 thoughts about the proposed right-turn restrictions on southbound Washington St., at 14th through 10th streets:

1. Washington St. southbound is a high-profile introduction to Naperville for lots of people. And it's a welcome- home route for thousands every day. If you can, imagine the LOOK of Washington St. with those FIVE warning signs;

NO RIGHT TURN
M-F, 4PM TO 6PM,
(And with that no-right-turn logo on them),

posted at 14th, 13th, 12th, 11th, and 10th streets, it would look like Soviet Russia, or a secret military base, not like home! Some towns have nice looking signs that say things like "Welcome To Downers Grove," or "Entering Lisle." But with all those five forbidding signs, the vibe would be **ugly**.

2. We live at 1441 N Webster. If you forbid all those southbound commuters from turning right (to avoid the delay on Washington), then they will turn right onto Bauer Rd instead, and then they will turn south onto Webster St., and then we will have them all driving down our street. Then, I will have to protest and demand that a "Don't Go Down This Street M-F 4PM TO 6PM" be placed on Webster St. too.

3. If there was a RIGHT-TURN LANE on Washington St. southbound onto Ogden Ave.(at the gas station), then the 4pm to 6pm jam on Washington would be smaller.

thank you,

Doug Scharf
1441 N Webster St
Naperville, IL 60563

Fancler, Rory

From: Neumann, Michelle
Sent: Friday, August 31, 2012 10:34 AM
To: Marcon, Caitlin
Cc: Fancler, Rory
Subject: Naperville Heights Right Turn Restrictions

Dear Ms. Marcon,

I want to start off by thanking you and your staff for partnering with the concerned neighbors in Naperville Heights regarding the cut-through traffic problem. I was shocked when I received your letter yesterday and read the overview presented within. Your letter dated July 20, 2012 states, "If we do not receive a response from you, we will assume that you are in support of the proposed turning regulations." This was underlined and bolded within the letter and I am concerned and confused with the last minute change in direction. I believe it is both unfair and unethical to disregard this very specific statement (and if it was to be disregarded, why was it included in the first place?).

I am also shocked and disappointed that there is no bullet or mention of **SAFETY** in the entire letter mentioned above. How can that not be the upmost concern with this specific issue? Instead, you consider:

- Speed studies
- Stop Sign compliance
- Community comments
- Community survey
- Average daily traffic

I speak for so many neighbors affected by this traffic when I say that **safety should be the ONLY issue that is considered on this topic**. While community comments/survey are important so others can voice their opinions, I do not feel they should ever outweigh a safety hazard as serious as this one.

I am asking that you and your staff, and the members of TAB and City Council, come to my house at the intersection of 12th and Main (31 W 12th Ave) between 4-6pm on a weekday (and I would actually appreciate you witnessing this every day for a week, or month, as I am forced to live with it daily). I am happy to host all of you as you watch my children (ages 8, 3 and 1) play in my front yard and sweat bullets as each car speeds down to the stop sign, takes a left to go further south on Main, and cuts through our neighborhood to avoid the horrendous Washington/Ogden light backup.

I am very aware that you've done surveys to identify the cut through %s; however, I believe most (or all?) of the studies were conducted during the summer when traffic is at an all-time low in the city. The traffic since the start of school has picked up tremendously, and I am confident that you would be surprised and appalled at the safety hazard that is evident at this intersection and further south in Naperville Heights.

So many of us were excited at the partnership we felt from the city to help our community address this safety concern. The right turn restrictions would significantly enhance the safety of our community. I could let my children play in my hard without the threat of being hit by a driver who does not think about our neighborhood children, but only how to get home 3 minutes faster. **I fully support the plan of right-turn restrictions** and am disappointed by your inconsistent and unethical process in this vote. If a non-response was supposed to count as a "yes" vote, then clearly the majority has spoken.

Sincerely,
Michelle Neumann
31 W 12th Ave

Fancler, Rory

From: Elaine Conroy
Sent: Friday, August 31, 2012 9:13 AM
To: Marcon, Caitlin
Cc: Fancler, Rory
Subject: Naperville Heights Right Turn Restrictions

Dear Ms. Marcon,

First, I would like to thank you and your staff for working to solve the dangerous situation of cut-through traffic in Naperville Heights. I was surprised when I received your letter this week with the results of the voting. Your letter dated July 30, 2012 states, "**If we do not receive a response from you, we will assume that you are in support of the proposed turning regulations.**"

These are your words, underlined and in bold. Forty-two residents who support the plan went to the trouble to fill out and return the ballot, in spite of the fact that the plan you set up did not require them to do so. I can't count how many neighbors I talked with who told me they supported the plan but weren't returning the ballot because that would count as a "yes" vote. We have no way of knowing how many of the 178 non-respondents did this, but this is the way you set it up. In your letter dated August 27, 2012, you seem to be saying that because the "no" respondents were more vocal than the "yes" respondents, you are not supporting the plan for right-turn restrictions. You are changing the rules in the middle of the game.

I would like to invite you and your staff, and the members of TAB and City Council to come to the 900-1200 blocks of north Main Street between 4-6pm on a weekday. I understand you've done mechanical surveys, but I would like for you to see first-hand the constant parade of speeding cars cutting through our neighborhood while our children try to play outside where in many cases there are still no sidewalks. The parents on our street stand in the street and urge drivers to slow down. In many cases these drivers try to prove a point by speeding up, swerving, or swearing at us while other neighbors try to corral our children to the curb. It is a treacherous situation that occurs on a daily basis.

So many of us were thrilled at the prospect of the right turn restrictions for these two hours. We would finally be able to let our children play outside without the daily threat of being hit by one of these cut-through drivers. I fully support the plan of right-turn restrictions and am disappointed by your inconsistent process in this vote. If a non-response was supposed to count as a "yes" vote, then clearly the majority has spoken.

Sincerely,

Elaine Conroy
1024 N. Main St.

Fancler, Rory

From: Mike Wisniewski
Sent: Thursday, August 30, 2012 5:01 PM
To: Fancler, Rory
Cc: Mike Wisniewski; Meg Wisniewski
Subject: Naperville Heights Turning Restrictions

Rory,

I am a resident at 1012 N. Main Street in Naperville Heights. I participated in the No Right Turn Survey response and just received notification that the restriction had "passed" the set survey but will NOT be recommended for enforcement. I am extremely outraged by this note. The survey clearly stated that a non-response was considered a YES for the restriction. Therefore there were 221 votes in favor and 87 not in favor. Almost a 3 to 1 ratio. Myself and other concerned parents (with small children) were out speaking with our neighbors to help support the survey. Our message was clear: Return it if you are in Favor, or do not as it will still count for a YES! The majority has spoken. I am also willing to bet that the majority of 87 NO Respondents do not have little kids or are not located in areas of high cut thru traffic

We have lived on this street for over 10 years and with 2 small children (Kindergarten & Pre-school) the amount of cut-thru traffic has increased year over year. At the open forum that was available for homeowners to attend, prior to the survey being released, I spoke with folks that were against the restriction. They told me that our kids should not have a problem riding their bikes and playing on the sidewalk. When I told them that on the East side of Main street, we do not have sidewalks, they were caught off guard. Another challenge that we have been speaking with the city for over 3 years on. We are making progress, but my kids still cannot ride their bikes without crossing Main street while dodging the cars that cut thru our neighborhood. Oh, and the cars cutting through have no problem giving us the finger, laughing, revving their engines in neutral, or yelling obscenities to us as we wave our arms and request that they slow down or find another way home. They know what they are doing and are proud of it. I believe that if the restriction is put in place and enforced, the Naperville Police Department will write hundreds of tickets each month therefore generating more revenue for the city, and protecting my kids and the other kids on the block.

This process seems completely like a bait and switch they way it was put in place and now completely ignored. On a 50-50 vote, I could potentially see the need to look at the other metrics and make a decision. But in this specific instance, the majority has spoken and followed the rules set forth by the Village in a 3-1 favor. 221 – 87

I look forward to seeing you on the 15th., and appreciate you sharing this with the TAB. We will be there to support survey results as recorded, not as recommended.

Thank you,

Mike

Please share the pictures below as well from our Neighborhood Block Party on 8/25. I count at least 45 kids. And that did not include the kids in the Bounce House!



Mike Wisniewski

**CITY OF NAPERVILLE
MANAGER'S MEMORANDUM**

DATE: August 15, 2012

TO: Doug Krieger, City Manager

THROUGH: William J. Novack, City Engineer/Engineering Team Leader 

FROM: Kim Schmidt, Project Engineer 

SUBJECT: Loomis Street Road Closure at the BNSF Railroad Crossing

PURPOSE:

The purpose of this memorandum is to provide the City Council with information regarding the closure of Loomis Street at the Burlington Northern Santa Fe (BNSF) Railroad crossing from Friday, August 24 to Friday, August 31, 2012.

INFORMATION:

The BNSF intends to close Loomis Street at the railroad tracks for a one week period starting on Friday, August 24 at 9:00am and ending on Friday, August 31 at 6:00pm in order for the railroad to perform necessary track maintenance.

As part of the closure, the BNSF has agreed to allow the city to perform sidewalk maintenance work at the Loomis Street crossing. The coordination of the two projects allows the city to reduce the costs associated with railroad flaggers and traffic control. In addition, completing the projects at the same time reduces the overall duration of the construction and inconvenience to the public.

During the road closure, vehicular and pedestrian detours will be provided. The vehicular traffic will be directed to Washington Street and Columbia Street and the pedestrian traffic will be directed to the pedestrian tunnel at the Metra train station.

The project is also being coordinated with the Columbia Street Bridge Rehabilitation project. The contractor is required to reopen the sidewalk on the bridge before Loomis Street is closed and will not be allowed to close lanes of traffic on the bridge before 9:00am or after 3pm in order to limit impacts to traffic. In addition, the resurfacing of Washington Street has been delayed to be completed after Loomis Street is reopened to traffic.

The road closure is being publicized via press releases, letters to adjacent properties, Commuter Connections and Road Closure/Construction Alert e-Newsletters, and the city's website at www.naperville.il.us/BNSFLoomisClosure.aspx. In addition, changeable message boards notifying motorists of the closure were set up on Wednesday, August 15 and posters are being put up at the Metra train station to alert commuters.

RECOMMENDATION:

It is recommended that this information be included in the August 17, 2012 Manager's Memorandum.

**CITY OF NAPERVILLE
MEMORANDUM**

DATE: August 17, 2012

TO: Doug Krieger, City Manager
Marcie Schatz, Director of Transportation, Engineering and Development

THROUGH: William J. Novack, City Engineer/Engineering Services Team Leader 

FROM: Jennifer Loudon, Project Manager 

SUBJECT: Illinois Route 59 Expansion

PURPOSE:

The purpose of this memorandum is to provide the Mayor and City Council with information regarding the start of construction activities associated with the Illinois Route 59 Expansion project.

INFORMATION:

During the week of August 20 the Illinois Department of Transportation (IDOT) and their contractor are expected to begin tree removal along Illinois Route 59 in anticipation of the upcoming Illinois Route 59 Expansion project. Trees will be removed along Illinois Route 59 from Ferry Road to Aurora Avenue/New York Street and along intersecting roadways, including Jefferson Avenue, Glacier Park Avenue, North Aurora Road, Brookdale Road and Diehl Road. The work will occur intermittently through the end of October and will involve short-term lane closures which could cause traffic delays.

IDOT will also be performing patching and resurfacing on Illinois Route 59 from north of Ferry Road to North Aurora Road as part of a DuPage county-wide roadway maintenance project. Work is expected to begin during late August and will continue through the end of October, causing traffic delays in the area. The patching and resurfacing will ensure that the roadway remains in reasonable driving condition during the coming winter and throughout the various stages of construction.

Main construction work for the Illinois Route 59 Expansion project is expected to begin in spring 2013 and continue throughout 2014. Staff is coordinating closely with IDOT as the project nears full construction and will be issuing regular project updates through press releases, the project webpage (www.naperville.il.us/route59expansion.aspx) and eNewsletter, and the City's interactive construction map as details are made available.

RECOMMENDATION:

Please share this information with the Mayor and City Council through the August 17, 2012 Manager's Memorandum.

