

**RESPONSE TO QUESTIONS ON  
GOAL 1 (TRANSPORTATION/ACCESS)  
APRIL 9, 2008 PUBLIC MEETING  
75TH STREET CORRIDOR STUDY**

At the April 9, 2008 public meeting, Naperville city staff presented the preliminary objectives and actions to accomplish three of the four goals for the 75th Street Corridor Study: Goal 1 (Transportation/Access), Goal 3 (Corridor Enhancement), and Goal 4 (Open Space/Parks). Meeting participants had an opportunity to meet with staff at a station set up for each of the three goals. At each station, staff met with the meeting participants to respond to questions and to clarify terminology and intent of the draft goals, objectives and actions. In addition to the input received at each station, staff identified a number of questions related to Goal 1 (Transportation/Access), which have not been addressed in previous public meetings or in the “Q & A” section of the project webpage. As such, staff has provided responses to a number of transportation-related questions below:

*Q. Define “cross-access” as noted in Goal 1, Objective 2, Action b.*

A. Cross-access refers to a practice by which parking areas between like uses are internally connected. With the potential for redevelopment and reuse of non-residential uses, an opportunity exists to minimize the number of driveways (i.e., curb cuts) that provide access directly to 75th Street by establishing new cross-access connections. Currently, cross-access is absent between most abutting properties of non-residential use along the Corridor (e.g. the Olympic Health Club and Veterinarian Office), and consequently there are many driveways along the Corridor. As a result of the existing conditions, vehicles are forced to use 75th Street to move between non-residential properties, even if the next destination is immediately adjacent to their current location. The number of access points along the Corridor creates a hazardous situation due to conflict between through traffic and vehicles trying to enter or exit sites along the Corridor.

The aforementioned goal seeks to reduce the number of driveways when opportunities arise, specifically in the event that non-residential properties redevelop or vacant properties are developed with non-single-family residential uses. Improved cross-access between properties of similar use will improve circulation within the Corridor by lessening the need to use 75th Street for shorter trips within the Corridor (trip reduction) and presenting an opportunity to reduce the number of existing driveways.

This recommendation is not intended to apply to the existing single-family homes that are already established along the Corridor.

*Q. What is the anticipated timeline for the DuPage County expansion of 75th Street?*

A. City staff met with representatives from the DuPage County Division of Transportation and the Department of Economic Development & Planning to discuss the County's plans for future roadway improvements and to seek feedback on the draft goals, objectives and actions related to the 75th Street right-of-way. Based on conversations with the representative from the Division of Transportation, DuPage County has plans to expand 75th Street from the existing four-lane bi-directional roadway to a six-lane bi-directional roadway. The anticipated timeline for the expansion is unknown, and will be dependent upon the availability of financing. For further information on the roadway expansion, please contact the DuPage County Division of Transportation (<http://www.dupageco.org/dot/index.cfm>).

*Q. Please clarify Goal 1, Objective 3, Action b. What are "bicycle and pedestrian amenities"?*

A. Bicycle and pedestrian amenities could include bicycle racks, benches or shelter from the elements (shade trees, awnings). This action step seeks to collaborate with private property owners (non-single-family residential) to provide for such amenities on-site, as well as to look for opportunities to provide such facilities along 75th Street where appropriate. Typically these amenities would be installed upon redevelopment of a site, in conjunction with other improvements.

During the warmer months of the year, walking and biking is a viable alternative to driving, and with the appropriate amenities more people may be encouraged to walk down the street to the grocery store as opposed to using their car for a short trip. Providing for pedestrian and bicyclist activity along the 75th Street Corridor will also provide for connectivity with existing bicycle routes and walking trails in the area; thereby providing an opportunity for more people to take advantage of the existing bicycle and pedestrian amenities throughout the city.

*Q. Define "right-of-way".*

A. Right-of-way (ROW) is a term used to describe an area of land over which people and goods have the right to pass or travel. Right-of-way is any public thoroughfare such as a street, road or alley. The right-of-way also usually includes the median, utility poles, sidewalks, and parkway (i.e., unpaved, landscaped area immediately adjacent to the street). Right-of-way is not part of the adjacent parcels. The right-of-way is public property. Private property begins behind the right of way.

DuPage County controls the 75th Street right-of-way, which is 200' wide and currently includes a four lane bi-directional roadway, median, drainage facility, utility poles and sidewalks (along Hobson Villas frontage). There is currently existing, undeveloped capacity within the 200-foot right-of-way, into which DuPage County plans to expand 75th Street to a six lane bi-directional roadway in

the future (pending availability of financing). Although final engineering plans have not been drafted, the County has indicated that the existing right-of-way could accommodate the future roadway expansion; therefore, no additional right-of-way would be required from private properties along 75th Street.

Below, please find a graphic example of a typical right-of-way. Note that the example does not reflect the 75th Street right-of-way but rather serves as an example of the various facilities that could be included within a public right-of-way.

*Example – Public Right-of-Way with Center Median*

