

# Downtown Washington Street Bridge Replacement

## Stakeholder Survey Comments Summary

### Board 1 – Purpose of the Project

#### Do you have any comments regarding the need to replace the bridge?

- A1: The need to replace the Washington Street Bridge is well-documented. Safety is of utmost importance. The fact that larger trucks are prohibited, including fire trucks, is very telling.
- A2: Technical question - I'll take a pass, although if it has a long useful life and isn't broke, then maybe it doesn't need to be fixed. What is the number of years remaining?
- A3: Support replacement.
- A4: I think it may be overdue
- A5: The study team should clearly indicate that despite visual appearances the existing structural configuration is subject to rapid and significant deterioration. Given the load posting of the bridge and the need for frequent special inspections, replacement of the bridge needs to be planned and programmed now to avoid the potential for serious service disruptions in the event of further deterioration
- A6: Sounds like it is well planned and necessary.
- A7: Good idea. Must be done.
- A8: The need is well articulated.
- A9: Yes replace it, do the work as quickly as possible, do not mire it down with a need to come up with some new fantastic design of the entire area. Just put in a decent superstructure to support normal truck route weight, and get it done asap once begun.
- A10: Every time we have a torrential rain and I see the water a foot below the bridge, I think of how old it is, how much traffic goes over it and wonder "is today the day it collapses, when I'm on it?" All of our bridges need to be repaired and/or replaced. This is definitely one of them.
- A11: No comment. Reasons for replacement make sense.

## Board 2: Existing Land Use

### What comments about land use and development do you have that are related to this bridge project?

- A1: Again, I'll defer to the experts - but do want to comment about aesthetics. As president of Century Walk Corporation we would appreciate being included in the overall bridge and immediate surroundings. This is a great opportunity to get it right the first time. Please refer to our 2015 Brochure (you have several copies) and our locations in partnership with the City at #16, #17, #19, #21, #25, #27, #28, #33, #37, #43 & #44.
- A2: Use this opportunity to enhance traffic, pedestrian and bike flow. Safely and interaction, Grasp this opportunity to make this more than a traffic bridge, make it a transformative gateway to our wonderful downtown.
- A3: Bridge is vital link through town land use issues should be second.
- A4: The final bridge form and proposed improvement should account for the potential for different and better uses of some of the surrounding properties. Specifically the Walgreens/Benjamin Moore property has significant inefficiencies in lot usage, traffic flow patterns and egress/ingress locations related to the bridge. Minimizing or eliminating ingress/egress points right off the bridge should be considered for safety improvements if possible.
- A5: Ensure bridge is well connected to surrounding river walks for pedestrian traffic.
- A6: This is the primary through route for downtown Naperville, and yet arguably one of the least charming aspects of the central area today.
- A7: None. Land use appears fine. The BRIDGE is what needs replaced.
- A8: Does the widening impact any existing buildings north of the bridge?

### Boards 3-4 – 5-Year Crash History/Trends, Traffic/Trends

#### What comments do you have about traffic, congestion and safety issues on this section of Washington Street?

- A1: Short turn lanes or not right only turn lanes creates more probability of rear-end crashes esp. Anything to reduce accidents, injury and breaking up traffic is important.
- A2: Love the data presentation, well done. The story is clear, ROW must be taken to enhance safety and traffic flow for all.
- A3: Traffic northbound has to merge over to one lane how about eliminating parking on Washington Street 24/7
- A4: This stretch of Washington Street is difficult to traverse during rush hour and on weekends
- A5: If you could make the right turn better from Washington St. Northbound to Chicago Eastbound - the people stand almost to the street making the turn very tight.
- A6: Please consider taking away parking on Washington Street in total. The fact that it's only a two lane road, in essence, north of Chicago until beyond the old Post Office makes for a lot of bad traffic.
- A7: The bridge is too narrow for current traffic volumes. The slight jog by the Lantern when heading south gives almost daily cause for concern with lane drifting, and we frequently feel in danger of being sideswiped.
- A8: It's always been busy, and I doubt it will change once the bridge is redone. There's a real bottleneck due to e/b Chicago Av traffic from Washington.
- A9: Great visual and explanation of current situation.

## Board 5a & 5b – Potential Traffic Improvements/Existing Traffic Conditions

### Do you have any comments or concerns regarding the potential traffic flow improvements?

- A1: I like the proposed widening and added lanes. As a growing tourist destination, Naper Settlement has school and tour busses coming to the museum. Many use Washington Street, 1 or 2 turning from N or S onto Aurora Avenue can easily break up traffic as the roads exist today. We want people to be able to get to us and downtown Naperville easily and safely.
- A2: Enhancing lane width and turning q are great ideas. Looks like you have adequate ROW.
- A3: Adding the L/H turn lanes is a great idea.
- A4: Great idea to develop R.H. turn bays on E.B. Aurora and S.B. Washington. I would however suggest widening the S.B. bridge dock for a greater capacity right turn bay. With this lengthened turn bay the Beverage trucks which service restaurants would not disrupt traffic flow.
- A5: I'm concerned with the elimination of the access alley behind the Lantern, Features, Darkhorse, Peanuts and Jefferson Club. This is currently a necessity for utility maintenance and garbage removal.
- A6: If alley way is closed what is the plan? Thanks nice presentation.
- A7: Would like to see the alley entrance made wider (behind the Lantern).
- A8: Try to maintain alley access for businesses on northwest side.
- A9: Please stop allowing parking north of the Chicago/Washington intersection on Washington, which makes traffic awful through downtown.
- A10: Make sure you put in bike lanes. Add bike lanes!
- A11: Having a turn lane onto Aurora Av. for south-bound traffic is good.
- A12: There is enough room on the east side of the bridge to widen it to a total of five lanes to provide a center safety zone and/or lengthened access to left turn lanes on Washington at Chicago Av. and Aurora Av.

Pedestrian crossing: Washington and Chicago should have an "all pedestrian" cycle when someone presses one of the call buttons. Stop all traffic, let pedestrians go any direction they want even diagonal. A big source of congestion is due to pedestrians in crosswalk keeping vehicles waiting longer to make turns. Beverly Hills, CA does this at a number of red-light intersections on Rodeo Dr and their traffic engineer says it works very well.

- A13: Because of the parking garage, the pedestrian traffic at the Washington/Chicago intersection is pretty ridiculous. Would it be at all possible to add a pedestrian bridge over the road at this intersection? That might cut down on some of the congestion and accidents as well.

A14: Makes sense.

### **Board 6 & 7 – Bridge and Riverwalk Considerations/Aesthetics**

#### **What aesthetic components should be incorporated into the underside of the bridge as related to the Riverwalk?**

- A1: Raise the riverwalk a few inches to combat flooding.
- A2: Naperville has an interesting history related to its bridges. Historical components, subtle or more direct, could add interest to the overall bridge design. Washington St. Bridge = "Statement" bridge, not just functional-gateway to downtown.
- A3: Century Walk Corporation applauds you for considering aesthetics on the Bridges' underside. We can help you immensely not only underneath, but topside as well - including the ends (See Aurora Historic Bridge) and adjacent areas.
- A4: Anything to reduce impact of flooding is an improvement.
- A5: Naperville's aesthetics are so important to the character of the community. The investment is totally worth it. 24 hr. lighting enhancement under the bridges.
- A6: It would be nice to see an extension of Century Walk Incorporated into the new structure and surrounding walkways.
- A7: how about a mural or stamp design of concrete
- A8: The replacement bridge should not preclude future expansion of the river walk under and through the bridge
- A9: Road Bridge signs for paddlers on the DuPage River through the city. The reflective signs, similar in size to street signs, would aid paddlers with identifying where they are while approaching a bridge. These signs are easy to install at a minimal cost to the city with long term benefits to the communities' recreational of paddlers. The signs would add a measure of safety, to those attempting to direct rescue teams, by improving response times. A decision would have to be made on whether the signs are required on both sides of the bridge or just facing down river.
- A10: Do not limit design of bridge to only historical features. Consider 'forward looking' designs, showing Naperville is a city looking ahead, not just focused on past. Historical respect is giving at the various foot bridges and other elements around the river walk.
- A11: Decorative planters and overview seating area.
- A12: If you could incorporate local limestone or river rocks, that would be a good thing, you could try to match the stones at the Naper homesite.

- A13: Incorporate creative art. A wall mural made of tiles perhaps. Add some cool lightening too.
- A14: How about a statue of a "hippie" sitting on the edge eating a three square layered Cock Robin ice cream cone? That would bring back a lot of memories for those of us who recall "those hippies on the bridge" being called one of Naperville's "serious" problems. Time brings much perspective.
- A15: Main St bridge is much more attractive. Headroom for the river walk is more important to me than the number of piers.
- A16: The underside of the bridge should be designed so that the walkway does not flood as often as to does now; and in general it should be made more attractive to walk along.
- A17: 2 piers, more clearance seems safer. Especially due to river's historic potential to rise during heavy rainfall.
- A18: Use this project as an opportunity to enhance the riverwalk on the north and south banks as well as under the bridge. Enhancing riverwalk, would help with pedestrian safety.
- A19: Enhance to match the character / quality of the area.
- A20: Overall flow with rest of the Riverwalk. Safety features such as light and easy escape as well as prep for the frequent high waters.

## Board 8 & 9 & 10 – Potential Aesthetics/Sidewalk Considerations/Aesthetics

### What street-level bridge and sidewalk aesthetics should be incorporated into this project?

- A1: Make sure both sidewalks are wide enough for 2 people to walk together. Make it look historic.
- A2: A barrier of some sort is desired so pedestrians feel protected from 4-5-6 lanes of traffic (depending on which spot on bridge they are at). Leave the access without stairs to the parks and riverwalk. Great sweeping viewpoints!
- A3: There are endless opportunities for creating incredible street-level aesthetics. Just ask Century Walk Corporation as this is what we do. Please see what artist Emory P. Seidel designed for Aurora which showed that bridges "not be as drab as gas tanks, telephone poles and other things that must be put up with along public thoroughfares."
- A4: Make sure pedestrians are protected from fast traffic currently a curb away.
- A5: Safety for pedestrian and bikes. Scenic overlook at river. Great gateway opportunity.
- A6: Check out the Capital Wind Chimes on the Wilson St. Bridge and Fox River in the City of Batavia.
- A7: Features that incorporate pedestrian safety as well as aesthetical appealing (i.e. Main St. bridge overlooks, planters, etc.)
- A8: [Cantilever] Pedestrian walkway over the river at Washington Street bridge to keep people away from heavy traffic. Have good lighting and perhaps a decorative barrier so people "feel" safer raise bridge deck as high as possible in consideration of our 100 year floods that seem to come ever 3-4 years. Towy C - Jefferson Club @ 32 W. Chicago Ave.
- A9: Separate sidewalk from street with railing like main street bridge.
- A10: Compatibility with adjacent surroundings, other City bridges should be considered. In addition, as wide of sidewalks as possible should be provided to accommodate multiple users.
- A11: I am a downtown Naperville resident. I am a runner and I run along the bridge on Washington as well as underneath the bridge to connect to the other side of Washington. I hope you will consider keeping both these options open for runners/walkers. I'd also like to point out when it rains and/or water rises in the river you cannot access walkways under bridge due to flooding over.
- A12: Ensure smooth path for accessibility / weathering consideration.
- A13: Incorporating lamps found on the Riverwalk would be a good tie in.
- A14: Main Street bridge sets the standard here. Foot traffic in this area is high and vehicle volume and speed is higher than Main Street, yet there's no separation or protection for pedestrians. There's

a feeling that the pedestrian friendly zone has ended by the time you reach the current bridge.

- A15: Of the options for pedestrian travel over the bridge, a solid barrier between pedestrians and traffic would be by far the best. Viewing areas, such as on the Main St. bridge would be nice.
- A16: In line with nearby bridges however Washington receives much more traffic than those, so pedestrian safety and features that help traffic flow should take priority.
- A17: Similar to the other bridges. Doesn't have to be exactly the same but fit in with the general downtown theme.

## Board 11 – Construction Concepts

### What comments do you have regarding the traffic control options?

- A1: Do it in one season.
- A2: Let's rip the band aid off and be done in one construction season. Multiple years would be too painful. Maybe on heavy weekends, like July 4 Ribfest, difficult traffic controls used with heavier traffic at various intersection. Be creative - maybe 2 way streets become 1 way to more traffic.
- A3: Close the bridge, do the detour and get the project done quickly.
- A4: Concerns about the length of time alley will be close on the west side of Washington (behind Lantern)
- A5: When is the decision going to be made regarding options? Concern regarding traffic at detours. - Devonshire Homeowners Assn.
- A6: closing the whole road will be faster any cheaper minimizing impact on businesses.
- A7: Reducing lanes will be very problematic from a user perspective, however a detour could hamper downtown activities.
- A8: Full closure if it will speed up construction timeline.
- A9: What are the proposed traffic routes during the construction?
- A10: There's no way around this mess, if you could get construction crews working on it 24/7 just to get it done ASAP that would be worth considering.
- A11: Use full closure to speed up construction!
- A12: Let's not prolong the misery. Take the work on SR59 as an example - it seemed like it would never end. Replacing this bridge is going to have a huge impact, so minimize the time and cost and just close it. There will be less frustration, fewer accidents, and it'll be safer for the construction workers.
- A13: There will need to be a lot of thought put into how Washington St. traffic will be diverted during the construction period. It can get severely backup now at certain times of day.
- A14: Shut the whole thing down and do it instead of trying to make things easier by trying to keep some lanes open. Add (temporary) speed bumps to n/s roads neighborhoods east and west of Washington to minimize speeding by drivers choosing neighborhood shortcuts instead of posted detours.

- A15: If it needs to be done for safety then there's no way around it. I would like to see this project completed in a reasonable amount of time. And with as little disruption to businesses and the river walk as possible. There aren't many ways around that area with out a lot of traffic getting routed completely out of their way or local traffic going thru the residential area near by. How would it affect ribfest and/or last fling traffic?
- A16: If full closure allows for speedier construction this option could work better. However, I am concerned about ambulances getting to Edwards fast enough if they have to take a detour. What about following the partial closure concept to allow for emergency vehicles but close it for the general public? There should be a detour for people having to get THROUGH downtown and one for those that have a downtown destination.

## Board 12 – Project Schedule

### What comments do you have about the proposed schedule for this project?

- A1: like to see done as soon as possible.
- A2: The sooner the better. It won't get any easier or less costly if we take more time to agonize over it.
- A3: Be sure all materials are ready & available before beginning the project to save as much time as possible.
- A4: Makes sense.

## Other General Comments

### Do you have any general comments regarding this project?

- A1: General comment: we will want to get photos/video of its demo and construction. Note in Article from 1929, ceremony had to dedicate the bridge then-Senators, bands, fireworks.
- A2: Naper Settlement would be happy to provide access to City staff/consultants to our archives-historic photos and information on history of Washington St. Bridge - either for interest - stories related to its replacement or signage/bronze plaques/artwork to tell story of it for public benefit in new bridge. Could be on bridge itself or at entry points and parks. Debbie Grinnell 630-305-7063.
- A3: This is a once in every 2-3 generation opportunity. Seize it and make the most of it. This is the most important gateway into the city. Thanks for holding this open house.
- A4: Nice that you ask for public input.
- A5: An important project for the City. Despite any difficulties that might be encountered due to the proposed improvement it is worth doing.
- A6: Got for it.
- A7: How will this project be paid for?
- A8: Big believer in bike lanes. Not just on the bridge but everywhere else too. If this was in place I would bike to town and not take my car. I am sure many other people would too.
- A9: This is a central focal point for traffic transiting our city, and as such it should be held to a high functional and aesthetic standard. The time and cost required to do it right will have been forgotten 60 years from now, but short sighted choices will have been revisited, regretted, and remediated many times.
- A10: Does this project fall within the Water St. TIF district? It would be nice for the public to get something out of that project!
- A11: Glad to see it being tackled. Will be major headache during construction. Will be worth over the long term.