



**NAPERVILLE TRANSPORTATION ADVISORY BOARD
MINUTES OF JANUARY 10, 2015**

Call to Order

8:00 a.m.

A. Roll Call

Present: Amberg, Benson, DiGiovine-Gehrs, Fischer, Floegel, Gustin, McIntosh, Polites, Preissig, Smith

Absent: N/A

Staff Present: Transportation Team Leader Jennifer Louden
Deputy City Engineer Andy Hynes
Traffic Sergeant Derek Zook

B. Minutes

Approve the minutes from the December 6, 2014 Transportation Advisory Board meeting.

Transportation Advisory Board Questions/Discussion: N/A

Approve the minutes from the December 6, 2014 Transportation Advisory Board meeting. Approved
(10 to 0)

Motion by: McIntosh
Second by: Fischer

C. Public Forum N/A

D. Old Business N/A

E. Public Hearings N/A

F. Reports and Recommendations

F1. City Council Report

- November 5 – Benson noted that no transportation items were discussed.
- November 18 – DiGiovine-Gehrs noted that a resident spoke during public form regarding the parking regulations for the north downtown area being considered by TAB. Speeding concerns along the new extension of 95th Street and the need for additional patrols were also discussed.
- December 16 – McIntosh noted that City Council approved the commuter parking daily fee machine maintenance contract and agreements with Pace for park-n-ride service.
- January 6 – Louden noted that City Council approved the recommendation to implement 15-minute parking spaces on Webster, Van Buren and Main

adjacent to Main Street Promenade and Main Street Promenade East.

F2. Police Department Report

Chairman Amberg welcomed Sergeant Zook. Sergeant Zook noted that the Police Department has conducted targeted enforcement at the 95th Street extension. The department saw average speeds of 56 mph; the limit is 40 mph. Speeds have decreased, however some of this is possibly due to winter conditions. The department will be watching speeds again in the spring.

On the topic of winter conditions, Amberg complimented the snow plow operators and expressed appreciation on behalf of the board for the long hours they work.

F3. Downtown Residential Parking Restrictions

Louden stated that the item presents the results and recommendations of a parking study for the residential area to the northwest of downtown. The study initially began as a resident request to restrict parking on one side of Franklin Avenue. TAB voted in favor of the request on October 4, 2014 and also directed staff to perform this larger area study. City Council concurred with the need to perform the study and also directed staff to review the regulations at all intersections to ensure adequate visibility.

As part of the study, staff received a request from one resident in the area to provide 15-minute spaces in front of his residence to accommodate his daycare business. These spaces would be in conflict with existing regulations that prohibit parking in an intersection or crosswalk and the City does not designate private benefit spaces on-street in residential areas. Staff does recommend that parking remain on his side of the street to accommodate the daycare drop-off and pick-up activities.

Transportation Advisory Board Questions:

Amberg

- Asked Sergeant Zook to comment from the first responder perspective. Zook responded that it could be difficult to get a fire truck down the street if cars are parked on both sides. The restrictions at the intersections help visibility for responding vehicles. The proposed regulations will provide for safer passage of emergency vehicles through the area.
- Asked for clarification on the No Parking Zones on the maps provided in the agenda. Loudon noted that the first map includes existing restrictions, however general existing regulations from Section 11-2A-1 are not reflected. The second map shows the proposed regulations and where signage would be posted to clarify existing regulations in the intersections.

Benson

- Asked why the regulations on Spring Avenue are split between blocks. Louden responded that several reasons were considered: splitting the sides allows more parking spaces to remain, accommodation of Mr. Creevy's business, better visibility of the existing driver feedback speed sign on the south side of the street, and possible traffic calming. Spring acts as more of a through-way than some of the other streets. The removal of on-street parking can result in higher travel speeds because there is more room, therefore switching sides could help reduce vehicle speeds.

Public Testimony:

Glenn Creevy, 243 Spring Avenue

- Mr. Creevy and his wife have operated a daycare center at their home for 28 years. Following review of the recommendation, Mr. Creevy appreciates that staff is recommending that parking be allowed on the north side, which accommodates some of the input he provided. He is also requesting that an exception to the existing regulations be made that would allow the daycare pick-up and drop-off activities to be conducted directly in front of his home.

Marie Dickinson, 227 W. Franklin Avenue

- Ms. Dickinson has lived at this location for 16 years and believes the restrictions are about safety and is grateful for the proposal.

Jim Ruhl, 122 N. Laird Street

- Mr. Ruhl is the homeowners association president for the area. Parking regulations have been a topic of discussion among many residents due to downtown parking spilling into this area. Mr. Ruhl likes what is being proposed. As one of the fastest teardown neighborhoods, construction traffic also contributes to the parking issues. The builders need to be reminded about the parking regulations during construction. Mr. Ruhl also likes the recommendation to split the regulations between the sides of Spring to calm traffic.

Transportation Advisory Board Questions/Discussion:

Fischer

- Asked if the sign will be posted at the east property line of the residence. Louden responded that the map is not to scale, however the No Parking Here to Corner sign would be posted twenty feet east of the existing sidewalk, as it forms a crosswalk.

Floegel

- Asked what is preventing parents from using the alley. Mr. Creevy responded that it is discouraged so as not to disturb the neighbors.
- Asked if Mr. Creevy has a driveway on Spring. Mr. Creevy responded that his driveway is behind the home on the alley.

Gustin

- Asked if the No Parking Here to Corner is to accommodate maneuvers through the intersection. Louden responded that it is a graphical

depiction of how signs will be posted in accordance with existing regulations.

- Asked if emergency vehicles would be impaired by cars parking in the intersections. Zook responded that clear intersections are important for visibility and safe travel for emergency and regular vehicles.

Preissig

- Noted that the Illinois Vehicle Code also prohibits parking within intersections.

Benson

- Asked Mr. Creevy for his input on the proposed split in regulations between blocks on Spring. Mr. Creevy responded that he appreciates having the parking on his side for his block but would defer to staff regarding the other reasons.

Smith

- Asked Mr. Creevy if the alley would accommodate two-way traffic. Mr. Creevy responded that it is not wide enough for two-way traffic through most of alley.
- Noted that he has been concerned about the daycare operations for some time. Recommends moving the drop-off to the alley for safety.

DiGiovine-Gehrs

- Asked if the code prohibits posting the 15-minute spaces. Loudon noted that it is the City's general practice to not establish private-benefit on-street spaces as it would restrict the use of the spaces by others, such as neighbors.
- Asked if the requested spaces would conflict with existing regulations. Loudon responded that they would.

McIntosh

- Asked how many residents or households use the alley. Mr. Creevy responded that there are 6-8 houses on the street but only half use the alley.

Benson

- Asked Mr. Creevy if it would be a workable situation to have one space just east of the alley. Mr. Creevy said yes.

Fischer

- Noted that what Ms. Benson outlined would be in a crosswalk. Loudon confirmed that this would be the case and the signage would be posted twenty feet east of the sidewalk.

Preissig

- Asked if Mr. Creevy could construct a carriage walk at his expense in the parkway within his property line extended. Loudon responded that these are discouraged as a public walk, but we could look at some way of accommodating this.

Smith

- Asked if the parents could park in the restricted area with their flashers on. Zook responded that this would still be a violation.

Floegel

- Asked what separates Eagle Street and Box Car Avenue. Ruhl responded

that it is separated by a fence and a property line.

Gustin

- Asked Mr. Ruhl if considering one-way streets would be a better alternative to restricting parking. Mr. Ruhl responded that one-way streets are not necessary.

Amberg

- Asked Mr. Ruhl for his input on the request for 15-minute spaces and the convenience to neighbors. Mr. Ruhl responded that he is not familiar with the specific location of the request, but that the implementation of the proposed regulations will be positive.

Preissig

- Asked if the regulations are between 6 a.m. and 6 p.m. Louden responded that the No Parking zones will be in effect 24 hours.

Benson

- Stated that parking blocks (markings) should be used to designate the spaces to ensure that driveways aren't being blocked.

Approve the recommendation to establish a No Parking Zone
along:

Approved
(9 to 1)

- Eagle Street – east side, between Benton Avenue and Spring Avenue
- Spring Avenue – north side, between Mill Street and Eagle Street
- Spring Avenue – south side, between Eagle Street and Webster Street
- Douglas Avenue – south side, between Mill Street and Webster Street
- Franklin Avenue – north side, between Mill Street and Webster Street

Motion by: Fischer

Second by: Smith

Ayes: Amberg, DiGiovine-Gehrs, Fischer, Floegel, Gustin,
McIntosh, Polites, Preissig, Smith

Nays: Benson

Benson noted that she supports the regulations but voted no because it was not amended to include designating parking spaces with marked boxes.

G. Correspondence

G1. Commuter Daily Fee Parking Revenue

Louden explained that the information only item provided an overview of revenue generated by commuter daily fee parking. The information was

provided in response to a question posed by Councilwoman Brodhead during the December 16, 2014 City Council meeting.

Transportation Advisory Board Questions/Discussion:

Amberg

- Inquired what the parking funds can be spent on and whether the fees cover the costs to operate the facilities without a surplus. Louden responded that the daily and permit fees cover the costs to operate and maintain the facilities. A study was completed several years ago to determine the current fees.

H. New Business

- Benson noted that a Naper Notify was not sent regarding shoveling after snow events. Louden responded that this was discussed with Communications and while Naper Notify is not used for this type of messaging, the winter operations communications include information about sidewalk clearing responsibilities. Benson noted that she reviewed the pages and that the messaging should be more forceful regarding the responsibility of the property owner.

I. Adjournment

8:53 a.m.

Motion by: McIntosh
Second by: Floegel

Approved
(10 to 0)