



**NAPERVILLE TRANSPORTATION ADVISORY BOARD
MINUTES OF JANUARY 7, 2012**

Call to Order

8:02 a.m.

A. Roll Call

Present: Amberg, Benson, Collins, Floegel, Jaynes, Perillo, Polites, Stamm, Chairman Wencel

Student Representatives: Coen, O'Shaughnessy

Absent: McIntosh

Staff Present: Project Manager Rory Fancler, Sergeant Lee Martin

B. New Member Introduction

Chairman Wencel welcomed new board member Wayne Floegel and student representatives Andrew Coen and Ryan O'Shaughnessy.

C. Minutes

Approve the minutes from the November 5, 2011 Transportation Advisory Board meeting.

Motion to approve.

Motion by: Jaynes
Second by: Stamm

Approved
(8-0)

Amberg abstained, not present for November 5, 2011 meeting

D. Public Forum N/A

E. Old Business N/A

F. Public Hearings N/A

F1. Naperville Metra Station Bus Depot and Commuter Access Feasibility Study

Project Manager Rory Fancler presented the Feasibility Study, including an overview of the purpose and scope, planning process, and staff recommendation. A copy of the presentation is provided as Attachment 1.

Public Testimony:

Craig Kiefer, 224 E. 4th Avenue

- Supports staff recommendation
- Reminds the Board that north-south pedestrian access is provided by the pedestrian tunnel as well as the staircases at Washington Street
- Existing 4th Avenue eastbound configuration precludes inbound commuter traffic during the morning commute; reversing 4th Avenue to westbound would encourage commuter pick-up/drop-off activity, thereby conflicting with residential traffic
- Use of 4th Avenue for commuter activity will result in additional traffic throughout the neighborhood south of the train tracks and potential

conflicts with the at-grade railroad crossing at Loomis Street

- Concern for additional traffic and new conflicts at the at-grade crossing at Loomis Street as this is a designated School Walk Route
- Potential changes to 4th Avenue could result in conflicts with existing utilities along 4th Avenue

Dave Trollope, 240 E. 4th Avenue

- Objects to kiss-and-ride activity on 4th Avenue as shown in the bus depot alternative for the south side of the train tracks
- Asserts 4th Avenue is currently a quiet street with limited vehicle cut-through activity and introducing a kiss-and-ride would increase noise and conflicts between residents and commuters
- Finds use of 4th Avenue for a bus depot or kiss-and-ride relocates an existing problem from one residential street to another and does not address the Feasibility Study objectives
- Questions whether a bus depot would be able to accommodate non-Pace buses, recognizing Trailways buses currently access the Naperville Metra Station and potentially Megabus could use this Station in the future
- Supports conversion of North Avenue to two-way traffic as it would reduce travel time for residents seeking access to Washington Street
- Recommends improvements to pedestrian connectivity between the Water Tower West Lot and the train station should additional commuter parking be provided in the Lot

Transportation Advisory Board Questions/Requests:

- Board Member Amberg
 - Noted that the cost of any recommended improvements is an important consideration.
 - Stated that park-and-rides remove bus idling from the immediate area of the train station and finds that park-and-rides should be further explored.
 - Questioned whether the staff recommendations would result in removal of daily fee or permit parking spaces. Amberg stated removal of daily fee parking has a different impact than removal of permit parking spaces.
 - Requested clarification on the Feasibility Study objectives.
 - Noted that a major problem is bus queuing and congestion in the neighborhood and finds that a solution would be park-and-ride.
 - Stated that enforcement is another key component for any of the bus depot alternatives.
- Board Member Benson
 - Questioned which streets are experiencing the bus queuing. Fancler clarified that Pace buses use the bus lane on Ellsworth Street between 4th Avenue and North Avenue, and the area immediately south of the train station. Fancler further noted that there are reported instances of buses queuing on Ellsworth Street south of North Avenue, often in association with Metra delays.
 - Recognized comments from Pace regarding the need to design a bus depot to accommodate Pace buses and questioned whether Pace has

any plans to change their fleet to buses fueled by natural gas or electricity to help reduce emissions. Fancler noted that Pace has stated that there are no current plans to change the fleet for the Naperville Station and directed the City to use the Pace Design Guidelines.

- Noted that access constraints were identified for the Burlington Lot bus depot alternatives; however, access constraints were not identified as concerns for the Parkview Lot alternative. Fancler noted that the City has evaluated bus turning movements for the Parkview Lot, and stated that a bus depot in this location would require traffic signal modifications and modifications to the existing curb line. Requested clarification as to why the Burlington Lot presents more of an access challenge than the Parkview Lot.
- Stated that the Burlington Lot bus depot alternatives provide more direct access to 5th Avenue, thereby providing an opportunity to distribute bus traffic east and west on 5th Avenue, which is a benefit.
- Noted that grading issues were recognized for the Burlington Lot alternatives, but not for the Parkview Lot. Expressed safety concerns for any expansion of the Parkview Lot relative to the sidewalk on Washington Street. Requested clarification as to why the Burlington Lot presents more of a grading challenge than the Parkview Lot.
- Stated that North Avenue is currently used as a primary east-west vehicular path, particularly for those access the high school and commercial uses along Chicago Avenue. Suggested conversion of North Avenue to two-way would make it less convenient for individuals and would also impact traffic through the neighborhood.
- Requested data detailing the number of people using the kiss-and-ride on the north and south side of the train station and the number of people using the buses.
- Requested information regarding the City's attempt to acquire the Boecker property; suggested it is helpful for the Board to understand the history of the Boecker property when evaluating the Bus Depot Feasibility Study.
- Noted that a comment submitted by a member of the public suggesting the City provide no permit parking and offer daily fee parking only should not be discounted.
- Suggested the least costly and least disruptive proposal is the area south of the train station and questioned why this solution is not a higher priority level.
- Board Member Collins
 - Requested crash history data for the intersection of Washington Street and North Avenue.
 - Questioned whether a parking deck is an option, citing public comments recommending a parking deck.
 - Requested input from Police and Fire regarding the various bus depot alternatives.
- Board Member Perillo
 - Requested information on other parking mitigation options to offset

the loss of commuter parking in Parkview Lot.

- Board Member Jaynes
 - Clarified buses using the Parkview Lot easternmost drive aisle exit using the shared access drive to access Center Street. Fancler stated that is one access option and noted that should the City move forward with a bus depot on the Parkview Lot, the Center Street property owners would be involved in future discussions regarding access.
 - Expressed concern about internal circulation within a bus depot relative to pedestrian safety, specifically the safety of pedestrians exiting buses. Suggested that it may be better to have buses exit at Center Street in order to reduce conflicts between buses and pedestrians internal to the bus depot.
- Board Member Polites
 - Requested clarification regarding the needed capacity for a bus depot and a kiss-and-ride area. Fancler stated that there are a total of 15 Pace bus routes currently serving the Naperville Metra Station, with 3 buses on the north side of the train tracks and 12 buses on the south side of the train tracks. Fancler noted that the routes serving the south side of the train station predominantly come from the south and the buses on the north serve the neighborhoods and businesses on the north side of train tracks. Kiss-and-ride data will be provided with the March 3 TAB agenda packet.
- Board Member Floegel
 - Suggested removal of parking spaces does not enhance commuter access to the train station.
 - Suggested enhancing access to the train station by making commuters walk or making their commute longer does not seem appropriate.
 - Would like to explore options for a parking deck.
 - Noted that Pace previously tried to reduce bus service in Naperville.
 - Expressed support for a bus depot south of the train station building if have to do something, but does not support removal of parking spaces.
 - Requested information regarding bus ridership trends. Fancler noted that a Transit Benchmarking Report will be provided with the March agenda packet.

Transportation Advisory Board Comments:

- Amberg suggested the City should explore a parking deck again.
- Amberg emphasized the need to focus on the Feasibility Study objectives and evaluate all options to accomplish the objectives.
- Chairman Wencel noted through the 5th Avenue Study, the City evaluated the potential for a parking deck. Traffic impacts and cost are significant factors that were considered at that time.
- Chairman Wencel stated that park-and-rides reduce vehicle traffic in the vicinity of the train station, while maintaining access to the train station. Chairman Wencel highlighted the City's success with park-and-rides serving the Route 59 Metra Station.
- Amberg asked if Water Tower West Lot becomes an option for a parking

deck should the City demolish the DPW building. Amberg suggested this location should be considered for a parking deck as it does not directly impact as many residents. Fancler noted that a parking deck on either the Water Tower West site or the Kroehler Lot was evaluated as part of the 5th Avenue Study.

- Stamm noted the importance of maintaining cohesiveness with the neighborhood, as documented in the 5th Avenue Study.
- Benson noted that any solution should not have negative impacts on the residential neighborhood. Benson expressed support for improving the status quo and suggested redistribution of some of the buses to north side of the train tracks.
- Benson acknowledged public comments regarding commuter frustrations with the exit at the Route 59 Metra Station and suggested that issue may be a higher priority. Fancler noted that the City is aware of the issue at the Route 59 Metra Station and plans to meet with Pace and the City of Aurora to discuss the issue.
- Chairman Wencel
 - Noted that a bus depot on the south side of the train tracks is a good suggestion, but relocating kiss-and-ride activity to 4th Avenue would relocate commuter congestion from one street to another. Chairman Wencel also noted that the at-grade crossing is also a concern relative to additional traffic on 4th Avenue.
 - Expressed support for the concept of a bus depot, but would prefer to see consolidation of buses in one location.
 - Expressed concern for a bus depot at the DuPage Children's Museum as this location is further from the pedestrian tunnel and an accessible route is necessary.
 - Expressed concern for conversion of North Avenue to two-way traffic as the two westbound travel lanes that exist today are heavily used during the PM peak period.
 - Asked if a bus depot on the Parkview Lot could be accessed directly from Washington Street. Fancler noted access from Washington Street is not feasible due to Pace driveway slope requirements and conflicts with the existing intersection.
 - Suggested the existing Pace route from School Street to Ellsworth Street to 4th Avenue is an effective movement. Expressed concern about the loss of on-street daily fee parking associated with conversion of North Avenue to two-way traffic.
 - Asked about the potential use of a bus depot during the midday. Fancler noted that there are a variety of options to evaluate further should the City move forward with a bus depot, including:
 - Time restricted parking – Fancler noted that this option presents enforcement challenges.
 - Midday bus depot – Fancler noted the depot could be used by midday Pace routes and other transit providers such as Trailways.
 - Special events (e.g., farmers market) or special event parking.Chairman Wencel noted that a sawtooth bus depot layout may limit

flexible use of the space.

Continue the Naperville Metra Station Bus Depot and Commuter Access Feasibility Study to the March 3, 2012 Transportation Advisory Board.

Motion by: Collins
Seconded by: Amberg

Approved
(9-0)

G. Reports and Recommendations

G1. City Council Report

N/A

G2. BPAC Report

Jaynes provided an overview of the October 17, 2011 BPAC meeting and highlighted BPAC's focus on public outreach and education efforts.

G3. Police Department Report

Sergeant Lee Martin provided an update on the Automated Red Light Photo Enforcement Program, noting that the program ceased on January 2, 2012. Sergeant Martin stated the City is working to close the Administrative Hearing Process. The signs were removed from the intersections and the City is working in coordination with IDOT to remove all equipment.

G4. Policy for the Installation of In-Street Pedestrian Signs

Project Manager Rory Fancler provided an overview of the proposed internal policy for the installation of in-street pedestrian signs.

Transportation Advisory Board Discussion:

- Jaynes noted that BPAC is supportive of the policy and finds the mandatory and supplemental conditions are well developed.
- Benson noted that the in-street pedestrian signs have been positive in her neighborhood.
- Benson questioned the condition about proximity to schools relative to the intersection of Mill Street and Spring Avenue. Fancler noted that the policy is applicable to locations on a designated School Walk Route, and stated that the City does not have designated School Walk Routes for high schools. Jaynes noted that the location is not the preferred crossing location; pedestrians should be encouraged to cross at a controlled intersection. Wencel also noted concern about sight distance relative to the overpass and associated grade change.
- Wencel questioned the condition regarding crossing locations with dedicated left-turn lanes. Fancler clarified the exception is based on observed performance and maintenance of signs in these locations.

Motion by: Benson
Seconded by: Jaynes

Approved
(9-0)

H. Correspondence

H1. Pay-By-Phone Payment System – Quarterly Update

Wencel noted that in the event the signage is updated to provide additional clarification that the system is for daily fee parking at the Naperville and Route 59 Stations.

H2. Recommendation for FY 2011-2012, Fourth Quarter Commuter Permit Issuance and Space Utilization Report

Wencel clarified that there is no waitlist for the Route 59 Lot.

I. New Business

- Amberg questioned whether an analysis of potential traffic impacts relative to the District 203 redistricting evaluation would be appropriate at this time. Wencel suggested that the City will respond to any decision made by District 203.
- Amberg questioned the City's placement of driver feedback signs and suggested a location on Bailey Road near Maplebrook Elementary School. Sergeant Martin noted that the City rotates the signs and many of the locations are selected based on public input. Sergeant Martin noted that with placement of the signs, driver behavior changes for a couple of weeks but permanent installations are less effective. As such, the City rotates the location of these signs. Sergeant Martin noted that locations can be submitted to the Police Department for consideration.
- Benson noted that overnight parking enforcement is needed along Mill Street and requested information regarding the number and location of overnight parking tickets.
- Benson recognized existing traffic circles on River Road and questioned why some locations included STOP signs, whereas the southernmost traffic circle does not. Requested information regarding the City's policy on the installation of traffic circles. Fancier indicated that additional information would be provided.

II. Forthcoming City Council Meeting Summaries

- January 17 - Polites
- February 7 - Stamm
- February 27- Wencel

J. Adjournment

Motion by: Amberg
Seconded by: Jaynes

9:38 a.m.