



**NAPERVILLE TRANSPORTATION ADVISORY BOARD  
MINUTES OF JUNE 4, 2016**

**Call to Order**

**8:00 a.m.**

**A. Roll Call**

Present: Amberg, Benson, DiGiovine-Gehrs, Fischer, Floegel, Gustin, Haddad, McIntosh, Montgomery

Absent: Preissig, Smith

Staff Present: Andy Hynes, Deputy City Engineer  
Jennifer Louden, Deputy Director of TED  
Ken Parcel, Police Commander

**B. Minutes** Approval of the April 9, 2016 Transportation Advisory Board Meeting Minutes

**Transportation Advisory Board Questions/Discussion:**

Montgomery

- Federal funding information was provided to staff during the April 9, 2016 meeting; this is not reflected in the minutes under New Business. Louden responded that the meeting minutes can be amended to incorporate this and a motion made to approve as amended.

Approve the minutes from the April 9, 2016 Transportation Advisory Board meeting as amended. Approved (9 to 0)

Motion by: Montgomery  
Second by: McIntosh

**C. Public Forum**

**Richard Bulley, 1255 Cheshire Avenue**

Mr. Bulley indicated he is an avid cyclist and thinks Naperville has done an outstanding job growing the bicycle network and asked what plans the City has for adding to the network. Louden responded that the Naperville system has 82 miles of bicycle routes, 52 of which are off-street trails and 30 are on-street routes. Credit for the system goes to the intergovernmental partnerships between the City, Park District and Forest Preserve Districts. Currently paths are under construction along Route 59, through Knoch Knolls Park to the new 95<sup>th</sup> Street bridge, and in new subdivisions being constructed in the southwest area of Naperville. Mr. Bulley also inquired about an update to the Biking Map and Guide. Louden responded that an update will be issued this summer.

Haddad

- Asked which community would need to continue the east-west trail south of 95<sup>th</sup> Street to the west of the Canadian National. Loudon responded that the Forest Preserve District of Will County, Oswego and Aurora would be involved but is not aware of any plans that any of the agencies have at this time.

Montgomery

- Participated in the CMAP community meeting and noted that on-street bicycle connections were discussed. Asked if the map being referenced for an update is the Bicycle Implementation Plan. Loudon responded that the map being referenced is the Biking Map and Guide which serves as an education and encouragement resource. Montgomery asked if an update to the Implementation Plan is being considered. Loudon responded that there are no plans to update the plan at this time and staff is continuing to implement routes from the plan.

Benson

- Noted that it would be helpful for TAB members and the general public if information was made available regarding active projects from the Bicycle Implementation Plan.

Amberg

- Asked Mr. Bulley how to best communicate with citizens regarding bicycle projects. Mr. Bulley responded that the newspaper and bicycle clubs would be ways to communicate.

**David Wentz, 720 Clove Tree Court**

Mr. Wentz indicated that he is speaking on behalf of himself and another resident, Keith Burton of 211 W. Franklin, to request additional stop signs in the residential area near the downtown at the intersections of Franklin/Webster, Franklin/Eagle, Douglas/Webster and Douglas/Eagle. Additional traffic enforcement in the area is also requested. Mr. Wentz noted that staff previously conducted an all-way stop analysis for Douglas/Webster at his request but that the intersection did not meet the criteria. He shared the study worksheet and noted that crash history is one of the criteria and there have been recent crashes in the area. He is aware that another study is being done in this area due to the upcoming movement of Naper Elementary fifth graders to Washington Junior High, however he is concerned that something needs to be done more quickly. He believes that the City has constructive notice of these concerns and is therefore liable if any other accidents occur. He requested that all-way stops be added at these locations prior to the completion of the study and that the criteria be reviewed.

Amberg

- Asked Commander Parcel to provide information regarding the cause of the recent crashes in the area. Parcel responded that the crash on May 26, 2016 at Franklin/Webster was the result of a vehicle running the stop sign that is present. The investigation showed that the vehicles were not traveling at high rates of speed and that the rollover was due to the

vehicles being high profile SUVs. The accident was due to the driver's error of not stopping at the stop sign. The crash on May 30, 2016 at Franklin/Eagle was caused by a driver who stopped at the intersection and then proceeded through the intersection believing that the other driver would stop. In both crashes the driver at fault violated the stop provision and was cited.

#### Amberg

- Asked for an update on the ongoing study in the area. Louden responded that staff began to review this area in January 2016 following the school board's vote to relocate fifth graders to the junior high. Staff has been communicating with the school and district to find out what changes they are expecting in their traffic operations. Staff is reviewing Douglas and Webster to determine if it should be designated as a primary school crossing. An accident analysis will be conducted on the three other intersections.
- Asked if the Police Department has changed their efforts in this area due to two accidents occurring in a short timeframe. Commander Parcel responded that Police have increased enforcement in the area since the accidents. Mr. Amberg asked about the number of citations. Commander Parcel responded that 13 violations have been issued since June 1, the majority of which were for stop sign violations and speed.
- Asked if number of citations are considered when evaluating for stop signs. Hynes responded that citations are not considered but crashes, speeds and volumes are considered. Followed up to ask if citations should be considered. Hynes responded that citations would not be an applicable criteria because a number of factors influence the number of citations and that crash history is a more consistent data set. Parcel agreed, noting that number of citations varies based on levels of enforcement efforts. The 13 citations written in three days in this area were due to increased targeted efforts. Accidents are a better indicator of what is occurring.

#### Benson

- Noted that she has a lot of sympathy for the situation as she lives in the area and is part of the homeowners association. The area needs to be considered holistically similar to how parking was evaluated in this neighborhood.

#### Fischer

- Noted that the worksheet criteria includes accidents that would be correctable if a stop sign were present and asked if a situation where a driver disobeys the stop sign would be considered correctable. Louden responded that it would not be considered correctable because the crash was due to human decision.

#### Montgomery

- Asked Commander Parcel if there was any indication as to why people are blowing the stop signs. Commander Parcel noted that some of the violations are failure to yield which is when the driver stops but then

proceeds assuming the other drivers will stop. There is no clear reason why the drivers who are blatantly running the signs are doing so.

- Asked if any other ways of controlling the traffic besides an all-way stop have been considered, such as a complete streets approach to narrow the streets. Louden responded that stop signs are used to assign right of way at an intersection and are not used to control speeds or calm traffic. The streets are fairly narrow therefore traffic calming could be challenging. One of the traffic calming tools is parking on both sides of the street. When parking was removed from one side of these streets last year there was discussion with TAB that speeds could increase. At one of the intersections in question, three of the accidents have occurred since the parking was removed from one side.

#### Gustin

- Noted that he is an attorney and while Mr. Wentz has notified the City of an issue, the City has taken immediate action to address the situation and therefore does not have any particular liability or exposure. Based on past experience he learned that stop signs will not control speed. At his past home a stop sign was installed and it aggravated people, causing them to speed more near the stop sign. Stop signs do make drivers pay more attention to their surroundings. Wentz noted that a flashing speed display could also help. Gustin responded that based on past experience these displays are only effective when they are there, particularly when people believe that they are recording information for tickets to be written.
- Stated that this situation is people who are intent on not complying with the regulations. It appears that people are trying to get from north to south quickly and he wonders if the stop signs need to be reversed. Wentz agreed and noted that particularly at Douglas and Webster drivers seem confused that there is not a stop sign for north and south; this location should have an all-way stop.
- Noted that he is frustrated with the warrant process because it is slow and arduous. Feels that school zones are special cases and that the process of reviewing this area should be expedited.

#### Haddad

- Asked if five accidents occurring since 2012 is normal or if that number raised particular concerns. Commander Parcel noted that a comparison has not been made with respect to other intersections in the downtown area; however, City-wide there were over 3,300 public roadway accidents in 2015. The five accidents at the one location did not raise a particular concern.
- Noted that he went through a similar study in his neighborhood. Asked how many stop sign studies actually result in a location meeting the criteria. Louden responded that the majority of locations studied do not meet the necessary criteria.

Amberg

- Noted that he lives near Bailey where there are two all-way stop intersections and that they don't always work.

DiGiovine-Gehrs

- Asked if the City will use the worksheet for the ongoing study. Louden responded that the current focus has been on Douglas and Webster due to the change in school attendance. The study is now being expanded to review the other intersections.
- Asked if something could be implemented before school starts. Louden responded that staff made observations at the end of the school year in preparation of sharing information with TAB in July.

Amberg

- Asked if speed bumps could be considered. Louden responded that the City does not use speed bumps due to the impact on emergency services.

Montgomery

- Requested that the background on the parking removal be provided to TAB. Louden responded that the TAB and City Council agenda items could be provided.

Benson

- Asked for clarification on the intersections being looked at. Louden responded that the locations are Douglas/Webster, Franklin/Webster, Franklin/Eagle and Douglas/Eagle.
- Asked if there are plans for other neighborhood wide traffic studies like the one conducted by Gartner Road. Louden responded that the study was completed as a pilot to determine if the neighborhood wide study was a better approach to address traffic concerns. The study was very time intensive but resulted in good recommendations that are applicable City wide. However, the goal of the study was that once it was completed, the neighborhood would be set and that individual traffic requests would not need to be addressed. That has not occurred; requests from that area are still addressed like requests from any other area in the City.

Gustin

- Noted that he feels TAB could be better utilized in this case and that workshops should be convened. TAB should be involved earlier on. The downtown area should be looked at in its entirety and in this area a broader scale analysis needs to be done. One-way streets should be considered.

Amberg

- Asked that the scope of the study be reiterated. Louden responded that accident history for the past five years will be reviewed to determine any patterns. Speed and volume data will also be collected throughout the area. The current focus is Douglas and Webster due to the proximity to the school.

**D. Old Business**

None

**E. Public Hearings** None

**F. Reports and Recommendations**

**F1. Police Department Report**

Commander Parcel reported that with school out of session the Police are focusing their attention on neighborhoods and parks.

**Transportation Advisory Board Questions/Discussion:** None

**F2. White Eagle Drive U-Turn Restriction**

Hynes provided a summary of the recommendation to restrict U-turns on White Eagle Drive at Fawn Lake Circle. Vehicles exiting nearby White Eagle Elementary School are required to turn right and travel southbound on White Eagle, resulting in vehicles making U-turns at Fawn Lake Circle in order to go northbound. Staff observed that the U-turn movements were having a negative impact on traffic operations at the intersection. While there is no recent crash history, several near misses were observed.

**Public Comment:** N/A

**Transportation Advisory Board Questions/Discussion:**

Fischer

- Asked whether the near misses were between vehicles or vehicles and pedestrians. Hynes clarified that the near misses were between vehicles.

Gustin

- Asked why the process to implement a U-turn restriction does not require a warrant but all-way stop controls do. Hynes responded that the residential all-way stop warrant criteria is well established based on the Manual on Uniform Traffic Control Devices and that U-turns do not have warrant criteria but are established based on engineering judgement.

Fischer

- Noted that he is glad that the U-turn restriction won't inconvenience the general driving population and suspects that drivers will still find a place to turn around however they will likely do so in a place that will create less confusion. He supports the recommendation.

Amberg

- Asked how long Fawn Lake Circle is and how long it would take a driver to travel the length of it. Hynes responded that it is about half to one mile and would take approximately one minute.

Recommend approval to establish a U-Turn prohibition on White Eagle Drive at the intersection of Fawn Lake Circle.

Approved  
(9 to 0)

Motion by: Gustin  
Second by: Benson

## **G. Correspondence**

### **G1. Calendar Year 2016, Third Quarter Commuter Permit Issuance and Space Utilization Report**

Louden provided an overview of the item noting that it provides commuter parking usage information for March through May of 2016. For the upcoming quarter 5 Burlington permits and 20 Kroehler permits will be offered. Staff is in the process of completing an audit of the permit wait lists. Once the necessary updates are completed staff will share the updated wait list numbers.

**Transportation Advisory Board Questions/Discussion:** None

### **G2. Downtown Parking Background**

Louden provided an overview of downtown parking citing the vision established in the Downtown2030 plan. TAB's role in downtown parking is to provide input on parking management. The existing parking supply consists of 3,498 public and private spaces that have a mix of regulations to meet the needs of downtown patrons. The parking supply is reviewed by the Downtown Advisory Commission and is monitored through the Continuous Improvement Model for Downtown Parking (CIM). The 2015 CIM provided a number of recommendations related to the management, monitoring and expansion of the supply. The first implementation item from the recommendations will be a parking summit to discuss the challenges and opportunities surrounding the current downtown parking supply. The first summit meeting will be an open house that TAB will be invited to.

#### **Transportation Advisory Board Questions/Discussion:**

Amberg

- Noted that any TAB members who wish to participate in the summit should let Jennifer Louden know.

Benson

- Asked about the timeframe for the summit meetings. Louden responded that the open house will take place during the summer and the information obtained during that meeting will set the agenda for future meetings.
- Asked if the nearby neighborhoods and homeowners associations would be included in the summit. Louden responded that the neighborhoods can be invited to the summit.

Amberg

- Asked who is leading the summit. Louden noted that the Downtown Advisory Commission is hosting the summit.

## H. New Business

### Amberg

- Noted that he met with the Mayor regarding the board and asked staff to read the mission. Loudon read the purpose as established in the code, being “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.”
- Noted that the overriding concern is safety and moving people, not cars, is second.

### Haddad

- Asked if TAB provides input on roadway congestion. Hynes responded that TAB reviewed the Roadway Improvement Plan which is a comprehensive plan for the major roadways that was prepared using traffic projections.
- Asked if TAB provides input on new developments. Hynes responded that staff reviews traffic studies as part of the development process. The studies don’t typically come before TAB, however there have been some instances where the City Council has referred a development to TAB, such as the Water Street District.

## I. Adjournment

9:38 a.m.

Motion by: McIntosh  
Second by: Benson

Approved  
(9 to 0)