



**NAPERVILLE TRANSPORTATION ADVISORY BOARD
MINUTES OF OCTOBER 5, 2013**

Call to Order

8:00 a.m.

A. Roll Call

Present: Amberg, Benson, Floegel, McIntosh, Polites, Preissig, Smith, Chairman
Wencel

Absent: DiGiovine-Gehrs, Nye

Staff Present: Officer Jim Baker, Project Manager Jennifer Louden, Project Engineer Kim
Schmidt

B. Minutes Approve the minutes from the September 7, 2013 Transportation Advisory
Board meeting.

Motion to approve.

Motion by: Amberg

Second by: Floegel

Approved, 8-0

C. Public Forum N/A

D. Old Business N/A

E. Public Hearings N/A

F. Reports and Recommendations

F1. City Council Report

McIntosh stated that at the September 17 City Council meeting the City Council passed the ordinance to establish one-way stop control on Charles Avenue at the intersection with Brighton Road and Wisconsin Street and voted to table the item pertaining to parking along Brookdale Road to the October 15 meeting.

F2. Police Department Report

No report.

F3. Zone 11 Traffic Study Recommendation

Project Engineer Kim Schmidt provided an overview of the additional analysis that was completed following the Transportation Advisory Board's consideration of the preliminary Zone 11 recommendations during the August 3 meeting and presented the final recommendations.

Public Testimony:

Anissa Olley, 101 Springwood Dr, Naperville

- Expressed support for the revised recommendation to not implement any geometric modifications at the intersection of Gartner Road/Modaff Road/Magnolia Lane.

Mark Henkel, 336 Tupelo Ave, Naperville

- Requested stop signs at the intersection of Basswood Drive and Tupelo Avenue. Schmidt responded that the intersection does not meet warrants.
- Inquired if the sound walls along 75th Street could be extended to Modaff Road. Schmidt responded that an extension is not planned.

Transportation Advisory Board Questions/Discussion:

Preissig

- Implementation Item 15: Stated that a 2010 study by the Federal Highway Administration indicated that sharrows work to draw bicyclists away from the curb line into the travel lane and expressed concern with how this will coordinate with the proposed double-yellow striping. Recommended that the sharrows on Gartner and Modaff be viewed as a test case before further implementation throughout the City. Schmidt responded that the sharrow locations along Gartner and Modaff will be designed before installation and that they can be treated as a test case. Staff could do education regarding the sharrows as part of the implementation. Amberg suggested that local bike clubs be contacted for feedback following installation.

Polites

- Implementation Item 15: Asked whether shared roadway signage will be used along Gartner and Modaff in addition to the sharrows. Schmidt responded that both will be used.

Floegel

- Implementation Item 34: Asked if a paved pedestrian path is the best use of resources. Schmidt responded that the Park District would implement the path at such time that they make improvements to the park. Amberg noted that the Park District did a similar improvement at Winding Creek Park and that it has been very successful and well used.

McIntosh

- Implementation Item 2: Inquired whether the yield sign for Spruce provides safety for drivers on Emerald. Schmidt responded that studies indicate that motorists don't follow yield signs. The Illinois Vehicle Code dictates right-of-way where no signage is present.
- Asked if 'Cross Traffic Does Not Stop' signage could be used at this location instead. Schmidt responded that it would not be appropriate as the Manual on Uniform Traffic Control Devices only allows that sign to be used as a supplement to a stop sign.

Benson

- Expressed concern that modifications for Zone 11 may set precedent for other neighborhoods. For example, some neighborhoods where the streets are in a grid pattern followed an older policy where stop signs were placed at alternating intersections. Schmidt noted that the alternating intersection policy is no longer in effect, however staff does not intend to revisit those locations to make modifications at this time as driver expectation has been set.
- Implementation Item 38: Stated that the educational materials could be used to clarify that there are different traffic control configurations in different neighborhoods throughout the City and that those were

determined based on the technical guidance available at the time of implementation.

Amberg

- Asked if 'Cross Traffic Does Not Stop' signage has an impact on safety. Schmidt responded that staff is not aware of any studies that indicate such, but could research it.

Smith

- Implementation Items 25, 27 and 28: Expressed concern regarding curb extensions and the impact on bicycles using those intersections where the extensions are proposed. Asked if there are other more cost effective options such as pavement markings or bollard type markers. Schmidt responded that one benefit of curb extensions is that it makes bicyclists more visible. Schmidt also stated that striping could be used to delineate the curb extensions prior to the permanent installations and observations and surveys could be completed to determine their effectiveness. Wencil noted that these should be evaluated as a test case. Amberg added that bus drivers should be contacted for feedback. Polites noted that there should be a method for evaluating how pedestrians handle the curb extension areas. Schmidt concurred that these will be treated as a test case and that observations will be completed and various user groups will be surveyed.

Chairman Wencil

- Implementation Item 38: Stated that there is a lot of useful educational information available but this is an opportunity to collect the information in one location that is easy for people to find.

Recommend approval of the Zone 11 Neighborhood Traffic Study recommendations with the following modifications:

- Implementation Item 15: Evaluate the sharrows as a test case for a minimum of two bicycling seasons.
- Implementation Items 25, 27, 28: Evaluate the curb extensions as a test case for a minimum of two years.

Motion by: McIntosh

Second by: Amberg

Approved, 8-0

F4. Recommendation to Establish Neighborhood Speed Limit of 25 MPH on Ford Lane and Baker Lane

Project Engineer Kim Schmidt provided an overview of the recommendation.

Public Testimony: N/A

Transportation Advisory Board Questions/Discussion:

Board Member Benson

- Asked how the existing speed limit of 30 MPH was established. Schmidt responded that the Illinois Vehicle Code establishes residential speed limits at 30 MPH. Once a subdivision reaches 90 percent build-out, the City conducts a speed study to establish the speed limit and then installs the corresponding signage. In most cases the speed study results in a speed limit of 25 MPH.

Chairman Wencel

- Asked for clarification on if the existing speed limit is posted. Schmidt responded that it is not.

Recommend approval to:

1. Establish a Speed Limit of 25 MPH for Ford Lane from Washington Street to Baker Lane.
2. Establish a Speed Limit of 25 MPH for Baker Lane in its entirety.

Motion by: Amberg

Second by: Benson

Approved, 8-0

G. Correspondence N/A

H. New Business

H1. Forthcoming City Council Meeting Responsibilities

October 15 – Polites; November 5 – Preissig; November 19 – Smith; December 3 – Wencel; December 17 – Amberg

I. Adjournment

Motion by: McIntosh

Second by: Polites

9:05 a.m.