

PARKING

Input Session	Existing Parking Concerns
1	<ul style="list-style-type: none"> Absolute need to get commuters out of the residential area and residents out of commuter area (closer to the train) – too spread out.
1	<ul style="list-style-type: none"> Snow issue in parking lots in the winter time.
1	<ul style="list-style-type: none"> Commuter area not efficient
1	<ul style="list-style-type: none"> Adding parking structures adds more traffic.
1	<ul style="list-style-type: none"> You increase parking you increase traffic.
1	<ul style="list-style-type: none"> Adding over 1300 units near the Rt 59 Metra stop. Trains are already overcrowded.
1	<ul style="list-style-type: none"> The common wisdom is that Metra is currently at capacity with respect to the BNSF and it is both physically and financially unable to add cars or trains to the line. Increased residential development planned and existing, at the Rt. 59 station will only make the ridership situation worse and creating more on site parking at the main station seems counter productive. Moreover, additional parking only aggravates the current traffic congestion issue.
2	<ul style="list-style-type: none"> We need to have commuter parking. It's unacceptable to wait 11 years for a spot
2	<ul style="list-style-type: none"> Neighbors are selling parking spots in alleys and its becoming too crowded
2	<ul style="list-style-type: none"> Neighborhood street parking needs to remain restricted and enforced.
2	<ul style="list-style-type: none"> Don't forget there are non-daily commuters who need to park near the station. They have very limited options are often aren't even considered in any parking studies
2	<ul style="list-style-type: none"> Using open space as a parking area is appalling
3	<ul style="list-style-type: none"> Resident is concerned about parking if we add condos to the development.
3	<ul style="list-style-type: none"> What is the overall genesis for the redevelopment of these lots due to the need for commuter parking? There is a 7 year wait list for parking, this is one of the busiest lots on the Metra line and parking is the number one need. Large parking structure will cause
3	<ul style="list-style-type: none"> First use should be for commuter parking, 7 year wait list is too long. This is the highest and best use of the property, as 4,000 residents utilize the parking lot every day. Current commuter parking is inadequate, especially daily parking. Daily parking fills up by 6:45 am every day while other people are getting dropped off which causes two trips and more congestion.
3	<ul style="list-style-type: none"> Nothing other than adding parking.
4	<ul style="list-style-type: none"> Kroehler lot is in the middle of residential neighborhood. This is not the place for anything
4	<ul style="list-style-type: none"> 5-deck parking garage is the worst idea one resident has heard. It would cause unbelievable backups. It would add 10-15 minutes on each end to a person's commute.
5	<ul style="list-style-type: none"> Commuter parking on Spring street in conflict with drop offs
5	<ul style="list-style-type: none"> Resident would like to commute by train occasionally but there is no flexible use parking.
5	<ul style="list-style-type: none"> Unused parking passes are a problem
5	<ul style="list-style-type: none"> City needs to better communicate that the Route 59 Metra Station has available parking stalls today. This can serve many residents in southern Naperville.
6	<ul style="list-style-type: none"> Resident does not see a positive solution to get more parking on this site

- 6 • It's incredibly frustrating to wait 12 years for a parking permit. Parking is adding a lot of undue stress to the commute. We need more additional parking in the development.
- 6 • Resident feels parking can't be added without affecting the neighborhood.
- 6 • Added stress to the commuters by not finding any parking
- 6 • Commuters are getting tickets
- 6 • If they don't get to the station early there is not any parking to find
- 6 • The long waiting list is not okay
- 6 • Residents in the area are frustrated with having to be dropped off at the station
- 6 • It could be difficult enough to maintain the current level of parking spaces
- 6 • On street parking means you can't see to turn out of the streets, hard seeing over the
- 6 • Currently residential side streets, you will get a ticket for parking there over 2 hours.
- 7 • If you make it too easy to get in and out of the parking it could have a negative impact on
- 8 • Commuters are the number one priority and parking needs to be fixed first before
- 8 • Residents don't want to see parking decks. It effects the character of the neighborhood.
- 8 • If the number of commuter parking does not change and you add 300 apartments it would
- 8 • Against the idea to put a temporary parking facility at Kendall Park during construction as
- 9 • There are a lot of spaces that aren't currently utilized.
- 9 • Parking prices haven't been adjusted to reflect demand.

Input Session	Design/Functional Considerations
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| 1 | • Monitor speed in the parking lot |
| 1 | • Look at shuttle timing versus commuter parking. |
| 1 | • Tuck away parking properly |
| 1 | • More covered parking |
| 1 | • Parking concern can be parking structures built, safe ways to get out onto the street, maybe widen parking garage area, accommodate more parking. |
| 1 | • Look at creative parking. |
| 1 | • Don't build parking, and then force people to use public transportation. |
| 1 | • Underground space an option. |
| 1 | • Prefers if something happens right by train; nothing north of 5th. |
| 1 | • Removal of Loomis Street and Brainard space street parking. This should be immediate before development. |
| 1 | • Helpful for multiple parking structures to have ability to feed into the arteries to where they are going to go to diffuse. |
| 1 | • People have annual parking reservations; cure is daily parking. |
| 1 | • Kendall Park and Kroehler Park into parking |
| 1 | • Suggests an app to book spot, maybe SpotHero; could reserve for one day or five days. |
| 1 | • Make parking closer to train to block sound |
| 1 | • Multiple parking lot areas outside of neighborhoods |
| 1 | • Create parking without traffic going through residential areas. |
| 1 | • Parking structure with coffee shop above the parking |
| 1 | • Moving parking to Kendall Park |

- 1 • Leave Kendall Park alone...people bought across from it for the same reason that the people who bought by the train station bought there, they don't want to see their neighborhood changed either. Parking needs to go to the exterior of the development - the far east and west ends and remove all parking lots in the middle so that commuters can get to the North/South/East arteries (Washington/Columbia/Plank) quicker.
- 1 • All residents to choose their parking spot based on the direction they enter and leave the area
- 1 • Providing adequate parking for rail commuters and ease of access should be a priority for the project. The most efficient use of space would require a parking deck with sufficient space for at least as many parking spaces as there are currently. Locating this structure so that access efficiently directs the mainly southern flow of commuters and does not impede on the surrounding neighborhood should be a priority and the logical spot would seem to be adjacent to the rail tracks directly south and north, with access from Washington Street and 5th Avenue. Provisions should be made for bus traffic for those commuters who use the bus to reach the station. The City should explore the creation of remote lots and or driving increased usage of the bus line as the primary way to get commuters to the train station. Parking rates should be raised substantially to offset the cost of the parking deck and to encourage bus ridership. The development of additional bike lanes, bike parking and offering incentives to those who choose to bike or walk to the train instead of drive and park should be explored.

- 2 • Would be better stated as “commuter would prefer to use parks as temporary parking for commuters during construction rather than lose spaces
- 2 • Parking below ground with tunnel to connect to the other side of the tracks
- 2 • No parking on 5th Ave
- 2 • Increased commuter parking capacity
- 2 • Match parking lots to those who come from different areas in the city. Alleviates the frantic drivers
- 2 • Do not use any existing Naperville Parks for temporary parking during construction. The construction should be planned so that the existing parcels handle any temporarily displaced public parking. For example, if the former public works facility is to be razed, that space could be used for temporary parking.
- 2 • Build underground parking that has multiple entrances/exits and serves to help reduce surface traffic problems of automobiles entering/exiting parking lots. For example, look at Grant Park parking facilities in Chicago.
- 2 • Commuter parking needs to be increased well beyond 1500 spaces. This seems really tight and especially bad for those who want to park occasionally to take a train, but are not renting a commuter space. Commuter parking should be centralized, not scattered amongst too many facilities.
- 2 • Change parking so that you don't have to walk through a parking lot to access the front of a store. Move parking to the back or side. (Boring, OR)
- 2 • Alleviate the shortage daily and non-daily commuter parking in the area
- 2 • Would like to see parking
- 2 • Do study to see where the commuters are coming from then structure the parking based on this information

- 3 • Concerned about all parkers coming out of one lot. At least they are spread out now. Would prefer distributed parking.
 - 3 • Resident would not like a big parking structure. More parking will increase traffic. Push parking underground like Maggie Daley Center
 - 3 • More parking for commuters would help alleviate traffic due to drop-offs (2 trips per commuter drop off/pick up)
 - 3 • Keep parking by Washington
 - 3 • Take away parking on side streets - 5th, 6th and Spring due to safety issues.
 - 3 • Design parking structures with multiple areas of egress. Another resident is concerned about waiting times to back out of parking in a multi-level garage
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- 4 • Concerned about all parkers coming out of one lot. At least they are spread out now. Would prefer distributed parking.
 - 4 • Remove on-street parking
 - 4 • Provide remote parking (old Kmart lot as a suggestion)
 - 4 • Cut off 5th avenue parking by 4pm. You have to step into traffic on 5th in order to cross.
 - 4 • City should look into the permit parking utilization as is. People are holding permits but not using the space.
 - 4 • Parking lots to stay parking lots
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- 5 • Parking could be solved by a multi-story structure (as long as it doesn't affect the lives of those who live closest to the development)
 - 5 • Similarly, eliminate parking on 5th Avenue by placing stalls in parking structures
 - 5 • Parking along 5th avenue exacerbates safety issues on 5th Avenue; parking along 5th avenue should be eliminated
 - 5 • Parking horizontal sprawl is a concern; consolidation of parking would help.
 - 5 • Daily fee parking stalls are severely limited; ability to register for spots ahead of schedule would be beneficial.
 - 5 • Design parking garages for future adaptive reuse when traffic patterns and uses change.
 - 5 • Place access points for structured parking directly onto Washington Avenue
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- 6 • We need more parking – underground is best.
 - 6 • Cost of parking passes at the train needs to be raised. Maybe raising the price will encourage more people to ride the bus
 - 6 • If we add spaces for retail, commuters will use those as well, even at the risk of getting a ticket
 - 6 • Contemplate at least one parking garage
 - 6 • Building a parking garage below level is more expensive
 - 6 • Maybe the garages should be separated between North and South
 - 6 • Could have spots reserved in either of the garages
 - 6 • Resident brings up the point that commuters want more parking but don't want a garage. What is the solution? The reality is that Naperville will probably have to build at least one garage.
 - 6 • Perhaps put one garage on the south side and one on the north. Commuters would use the garage based on the direction they travel.
 - 6 • Parking is needed for land use, hopefully underground
 - 6 • Cost of parking passes at the train should be raised

- 6 • Move parking off of Washington and widen the street in that area. This will keep people out of the neighborhoods.
- 6 • Making the parking right off of Washington might be best. Could widen the streets to benefit the parking traffic. Would keep people out of the neighborhoods
- 6 • Buried parking garages with parks on top
- 6 • Buried parking garages with green spaces on top and no new residents (several agreed) and maybe a coffee stop
- 6 • Resident is concerned about the time to get out of a garage, should one be built. This will only aggravate commuters further and increase the speeding through the neighborhoods.

- 7 • If you remove parking from Kroehler lot, it will alleviate some of the safety issues for pedestrians.
- 7 • Take parking off of 5th, keep it two lanes of traffic and add islands.
- 7 • Increase parking on the museum lot but keep in mind that Washington school students
- 7 • Could some parking be put underground?
- 7 • Have multiple locations for parking exits to Washington
- 7 • Put parking on the south side of the tracks
- 7 • Daily fee spots (can't park there until after 9) are empty. Improve operation of the parking permit process.
- 7 • Underground parking and greenspace at Kroehler lot.
- 7 • Train parking is currently not "for profit", perhaps this should change.

- 8 • Need enough parking that is efficient to get in and out of for the next 15 years. An additional 500 spaces are needed and they can't go into a parking structure. 59th station was supposed to have commercial space but businesses have failed over the years.
- 8 • Resident says he sees multiple structures throughout the space to fix the parking issues. Look at lots near Washington (Parkview and Children's Museum lot)
- 8 • The current station doesn't seem like the best use for the neighborhood, on premium land. What are all the options, a parking lot doesn't seem logical for expensive land.
- 8 • Parking spaces need to be provided for what is required for condos/townhouses. If there are two bedrooms. there should be at least two parking spots. There is no room in the

- 9 • Parking and provided busing back and forth. Have demand based pricing in that lot. That drives commuting decisions.
- 9 • Additional parking is needed.
- 9 • Change the price of parking based on the day/time of the week – demand based parking price structure.
- 9 • Think 10 years out – may have driverless cars which creates less demand for parking.
- 9 • Maybe no parking on 5th Ave at all, just like there should be no parking on Washington
- 9 • Removing some spots from the corners can help.

Input Session	Miscellaneous Comments
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| 1 | • We will never be able to satisfy the demand for parking |
| 1 | • Black market on parking spots. |

- 1 • Solve the train parking first; parking restraints are good.
 - 1 • Parking costs: need to revisit. City should charge more money for parking
 - 1 • Change yearly parking reservation to daily parking fees
 - 1 • Suggest parking to east and west near Washington & Plank.
 - 1 • The Metra station creates both traffic and parking needs. The City provides parking for approximately 1500 cars currently. In addition to the 1500, there is a long-term waiting list for an additional 2500 parking spaces. During peak usage times, 1500 cars travel to and from the parking facilities, many more are
 - 1 • Commuters may want cheap parking that is convenient and provides fast and easy access
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- 2 • Concerned about parking
 - 2 • If you solved the commuter parking problem by providing adequate parking, the perhaps nearby residents could get the street parking back because it wouldn't need to be limited to 4 hours
 - 2 • Maybe parking decks can be built off site and shuttle people to the train instead of parking right next to the transit center.
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- 3 • City has expressed that this development is an opportunity to address parking
 - 3 • If parking cost increases could that offset the cost of putting underground parking in.
 - 3 • What is missing? Parking
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- 4 • There is currently 1543 parking spots.
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- 5 • Move away from street-level parking on Washington in downtown by expanding parking elsewhere
 - 5 • Must account for and include existing commuter stalls per RFQ
 - 5 • Telecommuting will change the traffic patterns and parking needs
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- 6 • Side streets have 2-hour parking
 - 6 • The area around North Central College is congested as well. No one living on Brainard or Loomis can park because you have the college students parking there
 - 6 • Parking is "not easy on the eyes."
 - 6 • Taxpayers have to be frustrated by finding a parking spot
 - 6 • There are 1000 monthly and 500 daily spots
 - 6 • What is the solution between building a parking structure and adding more surface lots?
 - 6 • Naperville sells more passes than spots, so the lots are full.
 - 6 • How many people are on the 5th avenue parking waitlist?
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- 7 • Detailed study of the parking needs to be done.
 - 7 • Some residents go to Rt. 59 simply because they can't get parking at 5th Ave.
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- 8 • Resident questioned how many people are on the parking waitlist.
 - 8 • Resident suggests that the City and Metra may not want to add parking.
 - 8 • 1000 units are about to be built near the 59st station.
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- 9 • Parking concepts: parking is of utmost importance.
 - 9 • Economics drive decisions; people might take an Uber and leave their car parked at home.

- 9 • Resident mentions that Uber is \$4.50 and would pay for this over parking.
- 9 • If you build residential the need for additional parking for the train will probably not be there.
- 9 • Parking is harder there too. Cars go where there's space to wait. Issue of space and signage.