



## TRAFFIC & PEDESTRIAN ISSUES

Input Session	Traffic
<b>Existing Concerns</b>	
1	<ul style="list-style-type: none"> <li>• Too many entrances and exists on 5th avenue.</li> </ul>
1	<ul style="list-style-type: none"> <li>• During peak usage times, 1500 cars travel to and from the parking facilities, many more are dropped off and busses are in and out during those transit periods. The roadways surrounding the station are congested as are the feeder roads leading to and through the area. The road system is currently at capacity during these times. Increasing the amount of parking spaces alone will only exacerbate the traffic congestion issue. For the majority of the day, the current road system appears more than adequate to handle the existing traffic load. Because the station is located at the northern end of the City, much of the traffic flowing to and from the station originates from the south and north south roads feel the effect of the congestion in particular. (This situation is aggravated as well by traffic heading north to the I-88 entrances.) Additional density in the subject area will only add to this congestion.</li> </ul>
2	<ul style="list-style-type: none"> <li>• Fix the flow into the train station</li> </ul>
2	<ul style="list-style-type: none"> <li>• Too many neighborhoods are used as through-streets</li> </ul>
2	<ul style="list-style-type: none"> <li>• People are so frantic and annoyed in the morning due to the traffic in the area. The flow is inefficient.</li> </ul>
2	<ul style="list-style-type: none"> <li>• Both North and 5th Ave are routes that provide access to Washington St and avoid congestion in downtown Naperville. If those street are made less accessible to through traffic, then through traffic will be increased on other side streets</li> </ul>
3	<ul style="list-style-type: none"> <li>• Traffic and parking during construction period will be an issues. Don't make side streets a thoroughfare.</li> </ul>
3	<ul style="list-style-type: none"> <li>• Cars sit in 3-4 light cycles to get out onto Washington from 5th Ave.</li> </ul>
3	<ul style="list-style-type: none"> <li>• Traffic headed east on 5th will cut through side streets to avoid stopping at Columbia and causes safety concerns.</li> </ul>
3	<ul style="list-style-type: none"> <li>• Washington Street during rush hour is congested and traffic travels through the neighborhood or historic area.</li> </ul>
4	<ul style="list-style-type: none"> <li>• Adding more development will only hurt traffic.</li> </ul>
4	<ul style="list-style-type: none"> <li>• Bottle neck shifts from Washington to Mill and it backs up traffic multiple blocks on 6th street during high-traffic times.</li> </ul>
5	<ul style="list-style-type: none"> <li>• Routes change depending on the time of day and the season.</li> </ul>
5	<ul style="list-style-type: none"> <li>• Less concern about weekend traffic.</li> </ul>
5	<ul style="list-style-type: none"> <li>• Walking and driving around 5th avenue is dangerous.</li> </ul>
5	<ul style="list-style-type: none"> <li>• Added stop lights and Spring and Jefferson has made it more dangerous. Traffic studies need to be done.</li> </ul>
5	<ul style="list-style-type: none"> <li>• City is aware of current infrastructure issues. They need to be fixed first.</li> </ul>
6	<ul style="list-style-type: none"> <li>• People/commuters turn through the residential streets to get to the train station faster - or to get out of the station faster.</li> </ul>
6	<ul style="list-style-type: none"> <li>• The two lane streets are not made for the congestion during the peak commuter times. Residents can't turn left out of Wright Street during those hours.</li> </ul>
6	<ul style="list-style-type: none"> <li>• Columbia and North and North and Chicago are bad traffic areas</li> </ul>
6	<ul style="list-style-type: none"> <li>• Traffic on Washington to downtown Naperville is far too congested. 20 minute commute to</li> </ul>

- 6 • 5th and Washington is a 90 second light to make a left turn. Traffic backs up 10-15 minutes. This causes cars to divert through the neighborhoods around North Central College
- 6 • The reason people don't go to the 59 station is because of the traffic, particularly during the holiday season
- 6 • If the streets are already this congested, cutting off side streets will only make it worse.
- 6 • You can't see to turn out onto 5th avenue due to cars parked on the road.
- 6 • Even during the day Washington and Ogden are busy streets. Resident is concerned Washington will turn into 59.
- 6 • Pulling out onto 5th from Brainard is difficult any time of day.
- 6 • Peak times equate to bumper to bumper traffic. During the middle of the day traffic is still heavy but it flows. Adding more people to the area will exacerbate to not only the commuting peak times but also just daily traffic.
- 6 • The streets are more impacted with school times starting and then school pickup around 3:30
- Difficult to turn left on the street in front of the Children's Museum

- 7 • Evening commute takes 30 minutes to get to Washington and Chicago from the train

- 8 • Accessibility to the existing building, commuters like cutting through it but like having to go through few entry ways for shopping. There should be different access points for residents or retail then commuters.

- 9 • Hard to turn out of residential streets because you can't see past the parked cars.
- 9 • Driving down any of the side streets and try to turn right or left on to 5th is always a blind turn. 5th and Brainerd is especially bad.
- 9 • Several people have been hit on Washington and by the school. Seems to be extra dangerous during commuter times. People just want to get away from the train station.
- 9 • People drive too fast down Loomis going north to Ogden, most intersections are 2 way stops. Other drivers aren't familiar with the fact that it's not a 4 way stop.
- 9 • Traffic can back up on Washington and Loomis. Most congestion tends to be when the rush hours trains let out.
- 9 • Rush hour traffic tends to last 15 minutes or so, but speed and traffic routes are more of a concern than congestion.
- 9 • People will use 7th or 8th as ways to bypass Ogden
- 9 • Biggest congestion happens on: 5th and Loomis, Washington.

## Design/Functional Considerations

- 1 • Expand 5th Ave to four lanes (remove parking)
- 1 • Add street lights
- 1 • Direct cars out without going through the neighborhoods
- 1 • Time the lights better at high-traffic times (school and rush hour)
- 1 • Disperse with a street light to channel and direct them out.
- 1 • Lack of left turn lanes; take 50 cars off of 5th Avenue.
- 1 • Loomis and Brainard timing lights needs to be looked at; 15 minute period suggestion to ease.
- 1 • Don't want neighborhood streets to become access roads to a new development, negatively impacting neighborhood character.
- 1 • Consider dead ending north-south streets at 5th Ave., from Center to Sleight, to restrict pass-thru traffic.
- 1 • Add curb extensions and/or speed humps (less jarring than speed bump) on at least Loomis at all intersections to combat speeding.

- 1 • If you find that the interior streets are used to avoid traffic on the main arteries, put in speed bumps throughout the neighborhood
- 1 • Improved walkability and safety for pedestrians, especially school children. Eliminating the use of neighborhood streets as a flow-through route to the subject property

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- 2 • Don't funnel cars through narrow routes in future plans.
- 2 • Can we improve bus flow to take away the need for parking spaces
- 2 • 5th avenue to be four lanes of traffic (no parking on the street)
- 2 • The buses and the commuters are cutting through alleys. Maybe the alleys need to be closed or made one way.
- 2 • Don't focus just on Washington St, but also downtown gateways such as Oaden to Columbia to

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- 3 • Traffic calming or street bumps would help improve traffic and safety. Expanding lanes or increasing speeds along 5th will worsen traffic and safety issues.

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- 4 • Resident doesn't want to funnel traffic through the neighborhood. Washington and 5th need to
- 4 • Brainard and 5th is a hub for kiss and ride or ride sharing. No one stops at this corner. It needs to be a 4-way stop.
- 4 • Cars on Washington – take both “parking” sides out then you have two lanes of traffic. Hard to turn from Sleigh onto Fifth because you can't see; you have to get out into traffic. I have to go down Sixth to Loomis to the stop sign to head back up Fifth to go up to Columbia. Causing traffic and safety issues.
- 4 • Try one-way streets during certain times of day.

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- 5 • Traffic control is needed; adding lanes to 5th Avenue by eliminating street parking is not a good
- 5 • Use additional space for parkway, wider sidewalks, or other traffic calming methods.
- 5 • Washington Ave needs to be expanded; capacity is already limited
- 5 • Double the width of the Washington underpass
- 5 • Coordinate traffic lights & timing with arrival of trains

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- 6 • Add speed bumps
- 6 • City needs to re-sync the lights on Washington all the way through Naperville.
- 6 • Signage and flashing lights, maybe some speed bumps, or a stop sign would help.

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- 7 • Ellsworth dead ends into Kroehler. Need to be cognizant of the traffic flow and how it will affect pedestrians. Separate pedestrians from traffic.
- 7 • Have clear paths for cars and pedestrians.
- 7 • Add speed bumps
- 7 • Add a second turn lane on Washington
- 7 • Could you add a second exit to Washington from the lot on the north side of the tracks?
- 7 • Direct access egress onto Washington from decks

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- 8 • Moving the cars out of the Kroehler lot will hopefully help the traffic issues.
- 8 • Potentially make some of the downtown streets one way. Need to look at the best way to get people in and out of the village.

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- 9 • Consider street lights on 5th Avenue. It's currently dangerous to pull out onto 5th and even more dangerous as a pedestrian.
- 9 • Residents wouldn't be opposed to 4 way stops, depends on DOT though. Over signage can be an issue. Maybe more policing. Could be a short term solution
- 9 • Has the city ever considered closing off the residential street to Washington
- 9 • Use speed bumps, and 4 way stops to slow people down, maybe red light cameras.

### Existing Concerns

- 1 • Many pedestrian issues along 5th Ave
  - 1 • Sidewalks aren't continuous
  - 1 • Forced to walk in the street.
  - 1 • Kids on bikes, pedestrian walking in street around snow piles.
  - 1 • Residents want safe pedestrian access to Ellsworth, Naper and Washington Jr High for the kids that already live and walk there. And by adding a development, you just make the problem worse, so correct that before you add more pedestrians.
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- 2 • Walkability to downtown is a concern. It's a safety issue.
  - 2 • The disability world is impacted. Walking to downtown Naperville is scary. Cars have bent in the guard rails on Washington because they're not paying attention. Very unsafe at 5th and Washington intersection and safely walking through.
  - 2 • Safer way to kids on east side of Washington to get to the park on west side
  - 2 • Kids have to ride their bikes during rush hour to go to school. They need a safer way to get to/from school.
  - 2 • If you widen 5th Ave and add more traffic then pedestrians will be in danger.
  - 2 • You take your life in your hands when it's dark out and the crosswalk isn't safe. People don't stop.
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- 3 • Traffic from commuters (including buses) and kids going to the high school is a pedestrian issue.
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- 4 • connectivity for kids to safely get to school
  - 4 • You take your life in your hands walking down Washington or Mill St.
  - 4 • Only one pedestrian crossing at Loomis. At minimum there should be at least one crossing at each gate.
  - 4 • School child was killed at 5th and Washington
  - 4 • Chicago and Brainard has designated pedestrian crossing. The city removed one crosswalk at this corner and put one half way down the block. Cut out people on the east side of the intersection.
  - 4 • Connectivity across Washington is non-existent.
  - 4 • Fifth and Loomis they walk diagonal or in a circle; at the tracks there are random crossings of pedestrians.
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- 5 • No good way for school children to cross the tracks. Washington is intimidating. Need better, (separate from Washington) walkways to the schools.
  - 5 • Railroad crossing on Loomis is incredibly dangerous. Small children, college students, residents and commuters need to cross here. City needs to look into a way to make this intersection safer.
  - 5 • Kids cross Washington Street at unsafe times and locations from Washington Junior High
  - 5 • Resident on Brainard says that pedestrians and wearing black and running through the street. It's a major pedestrian hazard.
  - 5 • Loomis & 5th is a major conflict point between pedestrians and vehicular traffic
  - 5 • Don't turn 5th Avenue into Washington downtown (during rush hour periods)
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- 6 • Kids are walking to school and getting on buses is a safety issue.
  - 6 • Kids getting on buses and walking to school are in danger.
  - 6 • The intersection of 5th & Ellsworth, there is no stop sign, the crosswalk is not clear. It's a very dangerous crosswalk. 5th & Loomis are also affected.
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- 7 • Bike parking is horrendous. Add secure bike parking.
  - 7 • Add safe bicycling lanes that are clearly marked.

- 7 • Current Washington underpass is not appealing and dangerous.
- 7 • Bike commuting in Naperville could use a huge improvement.
- 7 • Washington is currently an imposing boundary.
- 7 • Resident is not going to send their kids to school through a tunnel no matter how well-lit it is.

- 8 • Washington is not a safe area for walkers both students and commuters.
- 8 • A lot of Jr. High students cross at the platforms because they think it is safer than at the grade crossing.
- 8 • Child was killed 10 years ago crossing Washington at 5th.
- 8 • Resident who lives on the north side of the tracks is concerned about safety of school children walking to school.
- 8 • If parking is removed down 5th Avenue so that sidewalk could be expanded or bike path.
- 8 • Pedestrian bike route is sorely overlooked. You can't ride a bike to the park from the train station.
- 8 • Improved bicycle routes are needed as it currently isn't safe to bike to the station.
- 8 • The width of the street needs to be more generous for walkers and students to get past the park and through the intersection. There should be more of a buffer from the roadway.

- 9 • Everyone is in such a hurry it's a dangerous place to be as a pedestrian.
- 9 • It's so dangerous for all of the children who walk to school. They commute down Loomis and across the tracks.
- 9 • Might not feel comfortable bringing small children down Washington to get to the 5th Ave area right now. It's not safe.

#### Design/Functional Considerations

- 1 • Possible barrier in the road
- 1 • Add pedestrian and bicycle lanes in lieu of side walks
- 1 • Better pedestrian routes to schools and downtown
- 1 • Washington bridge walkway consideration; Washington Middle School students crossing
- 1 • Green-Space and broad walkways connecting to area schools and institutions are important to
- 1 • Build overpass near Children's museum
- 2 • Widen sidewalks on each side of the Washington tunnel and provide bike lanes
- 2 • Build a new tunnel from Children's Museum to Kendall Park.
- 2 • Lit up crosswalks could improve safety.
- 2 • Provide both good pedestrian and bicycle access.
- 3 • Need to keep or enhance pedestrian and vehicle access to cross tracks without going to Washington. People need to get from north to side
- 3 • Safety is a concern when crossing 5th Avenue and Ellsworth Street, adding pedestrian islands would be beneficial to improve safety. Trees and berms or a natural barrier to protect pedestrians would make the neighborhood feel more inviting. Kids cross the tracks at Loomis Street to get to school; people also drive this route, bike, etc. Being able to walk and drive this route is important to the neighborhood. Having access in and out of the neighborhood to
- 4 • School student: Could we have a citizen overpass on Sleight Street? School is on Sleight Street but have to go all around on Loomis and back up; it would be nice to have an overpass to go straight to the school.
- 4 • Need passage way to walk with kids that is separate from commuters
- 4 • It would be nice to have wider sidewalks throughout the area (5ft). However, this development could increase pedestrian traffic and then 8-10' wide sidewalks would be more appropriate.

- 4 • Wider sidewalks would be good for bicycles
  - 4 • Have smarter crossings for pedestrians that don't affect traffic.
  - 4 • Need better pedestrian control. See Appleton, WI at college. Ground has lights when a pedestrian is in the area.
  - 4 • Visual boundaries for pedestrians would be helpful.
  - 4 • Ellsworth/5th crossing needs control
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- 5 • Walkways need to have better signage, wider and better protected with trees or barricades.
  - 5 • Smarter walkways across the streets need to have better markings.
  - 5 • Underpass under tracks on Washington should be widened to accommodate pedestrians, students, etc.
  - 5 • Need safer pedestrian and bicycle routes throughout the area, wider, better signage, separation & protection from cars leaving the street.
  - 5 • Sidewalk crossings need better street markings, reflective & flashing signs
  - 5 • Wind and snow protection during winter months is needed to encourage pedestrian traffic – tunnels and covered walkways
  - 5 • Pedestrian walkway over the traffic would be beneficial to pedestrians and also be aesthetically pleasing to train riders and residents.
  - 5 • Would like to see weather-controlled walkway over the tracks. Needs to be ADA compliant.
  - 5 • Underpass under tracks on Washington should be widened to accommodate pedestrians, students, etc. while also allowing the DCM to utilize Kendall Park as green space
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- 6 • 5th and Ellsworth is exceptionally dangerous. It needs a stop sign for pedestrian safety.
  - 6 • Residents asked for no more additional traffic and better signage for pedestrians.
  - 6 • Sidewalks on both sides of 5th Ave
  - 6 • It would be nice to have sidewalks on both sides of the streets
  - 6 • Give walkability a priority vs the traffic
  - 6 • Bike parking is needed
  - 6 • Walking paths. We currently have a walking lifestyle from our neighborhood. The Riverwalk has drawn people to downtown.
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- 7 • Pedestrian connections would be great – improves safety.
  - 7 • Have smarter pedestrian crossings to improve safety
  - 7 • Pedestrian bridge at Loomis (potential for commercial sponsorship)
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- 8 • Keep crossing open at Loomis. Potentially add additional crossings.
  - 8 • Creating a more comfortable walk way that is moved farther away from the roadway would encourage walkers. It doesn't feel safe because it is so close to the cars.
  - 8 • Widen the sidewalk under the Washington St. bridge. Cars are too close.
  - 8 • Near the Water Tower parking it is super dark and doesn't feel safe to walk late at night. The lighting should be away from the homes but along the tracks for people to be able to walk to their cars safely.
  - 8 • Need more bicycle and motorcycle parking
  - 8 • Add bike lanes
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- 9 • It's appealing to have a pathway for those who walk to school and the train. Add a pedestrian bridge.
  - 9 • If a pedestrian bridge was to be included in the development it should be built at Loomis and

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  - Forcing the walking route at Loomis would be desirable, maybe miss the 5th Ave/Loomis intersection. It's already a natural path for walkers. Could be at Loomis and 5th and/or Loomis and the tracks.

Input Session	Miscellaneous Comments
1	<ul style="list-style-type: none"> <li>• Put things in there that don't create added traffic.</li> </ul>
1	<ul style="list-style-type: none"> <li>• Neighbors walk to train easily</li> </ul>
1	<ul style="list-style-type: none"> <li>• You increase parking you increase traffic.</li> </ul>
1	<ul style="list-style-type: none"> <li>• Not easy to figure out traffic in and out</li> </ul>
1	<ul style="list-style-type: none"> <li>• Traffic issues flow ½ mile from downtown</li> </ul>
1	<ul style="list-style-type: none"> <li>• Alarmed that a large project will add considerable traffic to the neighborhood, as will putting</li> </ul>
1	<ul style="list-style-type: none"> <li>• While certain enhancements to existing infrastructure can be made at relatively modest cost to</li> </ul>
2	<ul style="list-style-type: none"> <li>• Something needs to be done to address the flow of traffic</li> </ul>
2	<ul style="list-style-type: none"> <li>• Boulder City, Nevada is a good example – Stop lights/cross walks are enforced</li> </ul>
2	<ul style="list-style-type: none"> <li>• Improve the traffic congestion problems, don't add to the problem</li> </ul>
2	<ul style="list-style-type: none"> <li>• How do you protect the residents during the whole process of this project? Before a shovel is turned on this, protect the residents before this process starts.</li> </ul>
3	<ul style="list-style-type: none"> <li>• Concerned about safety with additional development</li> </ul>
3	<ul style="list-style-type: none"> <li>• DOT study from several years ago that addressed traffic from Ogden Avenue to the train station. If additional traffic is sent down Washington Street it will worsen traffic. There was concern that the City wants to add apartments and large buildings along Washington Street. How will these two projects intersect and impact commuters and water. Would like to have housing for young professionals in Naperville for \$1000 a month or less.</li> </ul>
3	<ul style="list-style-type: none"> <li>• We need a better way for Uber to get in and out easily.</li> </ul>
4	<ul style="list-style-type: none"> <li>• On Sleight Street – north of Kroehler lot – kids walk to every school they will be going to. Making sure future residents still get to go to this awesome school built in 1928; if you redistrict us to another school it will be a problem.</li> </ul>
4	<ul style="list-style-type: none"> <li>• There are lot of pedestrians at all times of the day.</li> </ul>
4	<ul style="list-style-type: none"> <li>• We need to find creative way to make traffic more efficient for pedestrian safety.</li> </ul>
4	<ul style="list-style-type: none"> <li>• Priority needs to put on improving traffic and pedestrian patterns not overloading them.</li> </ul>
4	<ul style="list-style-type: none"> <li>• Ride sharing is on the rise but the traffic flow of these vehicles is not efficient.</li> </ul>
4	<ul style="list-style-type: none"> <li>• Resident is hopeful that the priority is focused on improving the traffic (pedestrian and vehicular); preventing it from overloading the neighborhoods would be a primary goal.</li> </ul>
5	<ul style="list-style-type: none"> <li>• Washington Junior High pick up and drop off traffic patterns</li> </ul>
5	<ul style="list-style-type: none"> <li>• Kids love the Columbia Street bridge to watch trains travel underneath.</li> </ul>
6	<ul style="list-style-type: none"> <li>• Traffic is from commuters and the high school.</li> </ul>
6	<ul style="list-style-type: none"> <li>• On the North side, 6th Ave and Mill St is congested. Also Ogden from Naperville North all the way through Washington/Columbia and beyond. Plank road is a feeder road and not built for actual traffic. Traffic study was taken on Plank showed higher speeds than are posted.</li> </ul>
6	<ul style="list-style-type: none"> <li>• Resident considers if one-way traffic makes the flow better or worse.</li> </ul>
6	<ul style="list-style-type: none"> <li>• The testing of the left hand turn signals has backed up traffic.</li> </ul>
6	<ul style="list-style-type: none"> <li>• Near DuPage Courthouse, it is a traffic violation to drive down the through-streets. If we go this</li> </ul>
6	<ul style="list-style-type: none"> <li>• Bringing more residents, retail, or office space will bring more traffic.</li> </ul>
6	<ul style="list-style-type: none"> <li>• People trying to get to the toll road have a limited number of north/south streets</li> </ul>
6	<ul style="list-style-type: none"> <li>• Peak times are considered 5:30-9am and 3:30-6pm</li> </ul>
6	<ul style="list-style-type: none"> <li>• College traffic/parking is another issue</li> </ul>

- 6 • Neighborhood is frustrated with the current parking/traffic issues. This is an opportunity to fix it
  - 6 • What will bringing more residents into the area do to the current traffic level
  - 6 • What will bringing retail into the area do to the current traffic level
  - 6 • That traffic might not be matched up to the current peak times
  - 6 • It's not just the commuters. It is also people going from the south side to the toll road, they could go to Winfield or 59 and that is also a disaster.
  - 6 • Traffic calming measures
  - 6 • Consideration of whether one way streets manage traffic volumes better or worse
  - 6 • The neighborhoods might be fine with the parking lots but are frustrated with the traffic
  - 6 • Needs to have a good walkability to connect the existing neighborhoods.
  - 6 • Residents value the current walkability. Ryan needs to celebrate this lifestyle as the development is considered.
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- 7 • Resident suggests there is a middle ground between 10 stories and doing nothing. He would like to see something that improves traffic and pedestrian situation. Perhaps include bicycle
  - 7 • Residents like the idea of improving pedestrian/bicycle connectivity to downtown and connecting greenspace (ecological corridors). Another resident says this could also be a safety issue.
  - 7 • North/south connectivity is more important than east/west connectivity.
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- 8 • NA
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- 9 • The areas that are always busy with the residents don't need more residential. It would add a lot of traffic.
  - 9 • So many kids use the Mill St. tunnel and it's an awful place to be.