



Additional notes from Working Group members:

(Letters correspond to the Traffic Improvement Feasibility Matrix and Right-of-Way Study)

A: Washington Street and Ogden Avenue

City Comment:

This intersection was included in the City's 2027 Roadway Improvement Plan, which projected capacity improvements on City arterials. Improvements identified for Washington at Ogden include a right turn lane and additional thru lane on the north (southbound) approach and an additional thru lane and second left turn lane on the south (northbound) approach. The additional turn lane was not included in the recommended improvements due to the land acquisition that would be required. IDOT coordination will be required for any improvements to the intersection.

Ryan Response:

This intersection cannot be expanded without the taking of private property and has been excluded from the cost study.

David Gosse Comment:

Identified as not feasible/no right-of-way.

Ryan Response:

This intersection cannot be expanded without the taking of private property and has been excluded from the cost study.

B/C: Washington Street and 5th Avenue

City Comment:

Thru traffic may block the turn lane; however, this concept should be further evaluated.

Ryan Response:

Noted. Detailed traffic studies and design will be required to determine the feasibility of the northbound right turn lane.

Pat Pechnick Comment:

Dual left turn lanes (WB to SB) can be provided on 5th without the need to align the intersection. Left turn (NB to WB) peak hour restrictions can be implemented at 5th - west leg.

Ryan Response:

Detailed geometry and survey data will be needed to determine if westbound (WB) to southbound (SB) dual-lefts can be provided within existing right-of-way, should they be warranted. This is being investigated conceptually by Kimley-Horn. Restricting northbound (NB) to westbound (WB) left turns onto 5th Ave will limit access to on-street commuter stalls and Pilgrim Addition; consideration should be given to traffic patterns within Pilgrim Addition while discussing implementing peak hour restrictions.



David Gosse Comment:

Pro: Improved through-flow on Washington, to the extent turning cars can pull into the turn lane to wait while pedestrians cross. Longer turn lane possible if the upper and lower Burlington lots are re-graded?

If 5th is not re-routed, is turn-lane long enough?

Ryan Response:

Right of way dedication can be considered from the Burlington lots, if necessary, to accommodate traffic improvements. A detailed traffic study will determine the length of turn lane required; feasibility will need to be confirmed with study results.

D: Washington Street and Benton Avenue

City Comment:

The addition of a southbound right turn lane is not feasible due to the building placement at the corner. This intersection improvement was discussed during the development approval process for the building and the City decided not to pursue the right-of-way. Land acquisition required to support a northbound thru lane would be challenging.

Ryan Response:

This intersection cannot be expanded without the taking of private property and has been excluded from the cost study.

David Gosse Comment:

Identified as not feasible/no-right-of way.

Ryan Response:

This intersection cannot be expanded without the taking of private property and has been excluded from the cost study.

E: Loomis Street and Ogden Avenue

City Comment:

This project would require support by IDOT. Land acquisition required to support the improvements would be challenging.

Ryan Response:

This intersection cannot be expanded without the taking of private property and has been excluded from the cost study.

David Gosse Comment:

Identified as not feasible/no right-of-way.

Ryan Response:

This intersection cannot be expanded without the taking of private property and has been excluded from the cost study.



F: Washington Street and 6th Avenue

City Comment:

Signalization of this intersection must meet warrants. Staff does not believe that warrants will be met. If it met warrants, the added signal and turning movements would significantly impact the level of service on Washington. A signal would also encourage additional traffic on 6th Avenue within the neighborhood.

Ryan Response:

It is understood that a signal at this location would affect traffic patterns in the Pilgrim and Park Addition neighborhoods, and needs further evaluation if warrants would be met.

Pat Pechnick Comment:

The road narrows north of 6th St, so Washington needs to be widened to provide a SB to EB left turn lane. The corner radii need to also be improved to accommodate turning vehicles with no encroachments. A B-40 vehicle (Bus) should be considered given the stop condition that a traffic signal creates.

Ryan Response:

Detailed geometry and survey data will be needed to determine if improvements can be provided within existing right-of-way. Any improvements would be required to meet design standards as approved by City.

David Gosse Comment:

Pros: Improved pedestrian safety. Second (although unnecessary) access point to/from the neighborhood. Cons: Second signal in two blocks will delay NB traffic. Incentive for commuters to cut through the neighborhood to avoid the two lights at 5th and 6th. Adding controlled intersections (four-way stops) throughout Park Addition would dissuade/calm through traffic.

Ryan Response:

City would need to confirm if the Washington Street corridor signal system can be timed to reduce/eliminate additional delays on Washington. Neighborhood traffic should be considered; this signal may increase traffic on 6th. Park and Pilgrim Addition currently have 2-way alternating stop signs; 4-way stops would be required to meet City warrants.

Charlie Wilkins Comment:

Agree that this would be unnecessary. Pilgrim's Addition is not "landlocked" as has been contended. If need to travel W or N from neighborhood, can turn use left-turn lanes at Mill/Ogden and Washington/Ogden. Afraid that signal at Washington/6th will be invitation for more drivers to cut through neighborhood.

Ryan Response:

Ryan had received input from individual residents in Pilgrim Addition that they felt landlocked as pedestrians; some noted residents cross Washington at un-signalized intersections at 6th or 8th in lieu of using the signal at 5th. A light at Washington and 6th was discussed to provide additional pedestrian crossings. Neighborhood traffic should be considered; this signal may increase traffic on 6th.



G: Columbia Street and 5th Avenue

City Comment:

Signalization of the intersection must meet warrants. Staff believes that this location would likely meet warrants; however, a signal at this location would be out of character. In addition, the signal may have a negative impact during off-peak times. A northbound right turn lane may require land acquisition from the BNSF and modifications to the bridge. An eastbound right turn lane should be completed within the existing right-of-way due to being adjacent to a residential property. Any improvements at this intersection must consider the vertical geometry challenges.

Ryan Response:

This improvement was recommended by the 2012 5th Avenue study; it is understood that warrants must be met. Detailed geometry and survey data will be needed to definitely determine if improvements can be provided within existing right-of-way. Due to the bridge modifications required, the northbound right turn lane has been excluded from the cost study.

Pat Pechnick Comment:

The EB to SB right turn lane shown is substandard and it is highly questionable if it can be implemented without right-of-way. The corner radii all need to be adjusted to accommodate vehicle movements particularly buses without encroachment. Signalizing the intersection (if it met warrants) is not recommended as the severity of crashes will only increase from a four-way stop condition.

Ryan Response:

Detailed geometry and survey data will be needed to definitely determine if improvements can be provided within existing right-of-way. Any improvements would be required to meet design standards as approved by City.

David Gosse Comment:

Add EBR lane: Pro: Increase traffic flow, to help alleviate backups during evening commuter rush. Con: Increase contention among cars stopped at the four stops – five or six cars could be attempting to cross at the same time. This intersection is already difficult if cars come from all directions at once. The hills make it hard to assess who has right-of-way.

Add NBR lane: Con: Increase contention among cars stopped at the four stops – five or six cars could be attempting to cross at the same time. Not sure this is warranted by any traffic demands. NB left turn lane already provides easy path for the morning commuter rush.

Maintain geometry and signalize: Pro: Reduce contention to accommodate multiple turn lanes. Optimized signal timing during rush hour (long greens for traffic to/from 5th Ave) could increase through-put. Con: Stoplight is unnecessary at most times of day. Would cause unnecessary delays during off-peak hours and encourage “race from the light” mentality. Perhaps concerns could be addressed by implementing a flashing red at most hours of the day.

Ryan Response:

Noted. Improvements would need to meet City standards, including for vertical sight lines. The northbound right (NBR) turn lane would require the widening of the Columbia bridge over the BNSF tracks, and has been excluded from the study. A signal would need to meet warrants; City can confirm if a “flashing red” treatment is allowed during off-peak hours.



Charlie Wilkins Comment:

Agree that adding dedicated EBR and/or NBR lane would increase contention. Intersection already contentious for motorists as is. Another Naperville intersection with dedicated left-turn lanes, River Rd. at Jefferson, is further proof that 4-way stops with dedicated turn lanes can be difficult to maneuver.

Ryan Response:

Improvements would need to meet City standards. Staff would need to confirm if added turn lanes would be acceptable without a signal also being provided at this location.

H: Columbia Street and North Avenue

City Comment:

A southbound right turn lane should be completed within the existing right-of-way due to being adjacent to a residential property. The existing and projected level of service at this intersection should be evaluated to determine if improvements are a priority.

Ryan Response:

Due to limited right-of-way and the residential property mentioned, the southbound right turn lane has been excluded from the cost study.

Pat Pechnick Comment:

Not really seeing the problem it is solving as this would remove a tree line and only speed up traffic to Columbia @ 5th where it will be stopped. If anything, it acts to meter the flow of traffic in this residential area.

Ryan Response:

This improvement was recommended in the 2012 5th Avenue study to “improve the intersection level of service to LOS C during the AM peak hour. The westbound right-turn lane would have minimal effect in the PM peak hour as the westbound right-turn volume is considerably less than during the AM peak hour, reflecting commuter traffic patterns.” This improvement would impact 3-5 trees under 6” in diameter.

David Gosse Comment:

Add WBR lane: Reduce queuing during rush hours? Con: Expense. Not sure this is warranted by traffic demands.

Add SBR lane: Identified as not feasible/no right-of-way.

Ryan Response:

The westbound right (WBR) turn lane was identified in the 2012 study as it “would improve the intersection level of service to LOS C during the AM peak hour. The westbound right-turn lane would have minimal effect in the PM peak hour as the westbound right-turn volume is considerably less than during the AM peak hour, reflecting commuter traffic patterns.” Warrants would need to be confirmed prior to final approvals. The planning-level estimate for this work is \$100,000; decisions on improvements shall be made by Council.



I: Loomis Street and 5th Avenue

Pat Pechnick Comment:

This is already a north-south raceway. Adding a signal with one at Odgen would not be conducive to the context of the neighborhood and would further emphasize a raceway environment opposite of traffic calming. It would be doubtful if it would meet any warrant and highly doubtful that the ICC would allow being so close to the BNSF crossing as this is one of the few remaining at-grade crossings in the area.

Ryan Response:

Improvements, if any, to this intersection have not been determined. Any proposed signals at this intersection would have to meet both City warrants and ICC requirements.

David Gosse Comment:

Something probably needs to be done here to ease rush-hour delays caused by pedestrians, but likely less necessary if Kroehler lot is no longer parking.

Ryan Response:

Improvements, if any, to this intersection have not been determined. Concepts and final traffic improvements will take into consideration proposed pedestrian patterns and routes.

J: Ellsworth Street and North Avenue

City Comment:

Installation of a Stop sign on North Avenue at Ellsworth Street must meet warrants.

Ryan Response:

This improvement was recommended in the 2012 5th Avenue study and must meet warrants.

David Gosse Comment:

Not familiar enough with traffic patterns to comment.

Ryan Response:

This improvement was recommended in the 2012 5th Avenue study and must meet warrants.

K: North Avenue Two-way Conversion

City Comment:

Conversion of North Avenue from one-way to two-way was contemplated as part of the 2008 study to improve bus access to the station area. Proposed land uses and corresponding circulation needs must be considered when evaluating a potential conversion to determine the possible benefits.

Ryan Response:

Agreed. Two-way conversation of North Avenue will be dependent on many factors, including final concept and the potential realignment of North Avenue. Future investigation is warranted in the concept phase.

David Gosse Comment:

Not familiar enough with traffic patterns to comment.

Ryan Response:

Noted. Final designs must include traffic studies to identify proposed traffic patterns.



L: 4th Avenue Conversion to WB

City Comment:

The change in direction of 4th Avenue from eastbound to westbound was contemplated to provide additional kiss-n-ride zones. Proposed land uses and corresponding circulation needs must be considered when evaluating a potential conversion to determine the possible benefits.

Ryan Response:

Agreed. Any modifications to the existing Pace bus depot and kiss-n-ride zones will have an impact on this improvement and its benefits.

David Gosse Comment:

Pro: Provides second ingress to the kiss-n-ride and/or shared ride drop off at the station. Con: Residents on 4th will be forced to route through the train station, past standing cars dropping people at the station.

Ryan Response:

Noted. Some iterations of the bus depot concept in the 2012 study included converting Ellsworth to a two-way street; this could be considered if 4th Avenue is converted. Doing so would allow residents of 4th Avenue to avoid traveling through the bus depot itself.

Charlie Wilkins Comment:

Con: Will lead to queuing directly in front of 4th Ave. homes.

Ryan Response:

This improvement was suggested in the 2012 bus depot study, which noted "While buses would not queue on neighborhood streets, kiss-and-ride activity would be relocated to 4th Avenue between Ellsworth Street and Loomis Street. Feedback with neighbors along 4th Avenue indicated opposition to this kiss-and-ride staging concept."

M: Washington Street and 5th Avenue Realignment

City Comment:

The realignment may result in improved traffic flow to and from the station area and could improve pedestrian connectivity. The realignment may promote additional traffic through Pilgrim's Addition. The alley will need to be extended to realigned 5th Avenue to maintain access to the businesses and residences. Bank access will need to be addressed.

Ryan Response:

Noted. It is expected this realignment would allow for westbound to southbound dual left turn lanes, should they be warranted. This realignment could limit exiting options of drive-through customers of the existing BMO bank. Coordination with the bank is critical. A fully improved 4-way signalized intersection could improve pedestrian connectivity and safety across Washington Street.

Pat Pechnick Comment:

Realigning the east leg of 5th Ave to create a four-way intersection will result in worse operating condition than maintaining a 3-legged intersection with restricted movements to/from the west leg. In addition, providing a substandard right turn lane (NB to EB) may result in potential safety issues for drivers and pedestrians as vehicles will be stopped partially in the taper and the short turn lane serves very little purpose as northbound vehicles stopped by a red light will prohibit any vehicles from entering the turn lane and those that do may be blocked by pedestrians which may



trap vehicles in the taper subject to rear end collisions. Keeping drivers focused of what's in front of them in a short distance where reaction time is also short is most important.

Ryan Response:

The existing intersection at 5th and Washington is not a 3-legged intersection; BMO customers exiting the bank tellers create the 4th leg. This signal currently operates as a split-phase signal which reduces efficiency. A detailed traffic study will be required to determine existing and proposed levels of service (LOS) with this improvement, as well as required turn lane lengths.

David Gosse Comment:

Pro: Simple traffic flow avoids bank drive thru. Increase access to Pilgrim Addition and Mill St. Improve pedestrian experience, and reduce contention between pedestrians and traffic. Con: Increase traffic in Pilgrim Addition. Decrease efficiency of 5th/Washington intersection? Depending on use, the land north of the re-aligned 5th Ave could be a buffer between development on the Burlington lots and the neighborhood.

Ryan Response:

This realignment could limit exiting options of drive-through customers of the existing BMO bank. Coordination with the bank is critical. This signal currently operates as a split-phase signal which reduces efficiency; however, efficiency of the realigned intersection would need to be determined by a traffic study prior to final design. The realignment would create a new parcel approximately 0.6 acres in size north of 5th Avenue.

N: Washington Street and Spring Avenue/North Avenue

City Comment:

Realignment would allow better signal phasing by eliminating the existing split-phase at North Avenue, would provide more turn lane storage and improve pedestrian access. Access to and from Spring Avenue will be improved; however, this may result in more traffic on Spring between Washington and Mill.

Ryan Response:

Noted. Ryan is also investigating if North Avenue can be aligned (shifted north) with the Children's Museum entrance. This alignment poses engineering challenges but may reduce traffic on Spring between Washington and Mill.

Pat Pechnick Comment:

Realigning the intersection with Spring Ave poses similar problems as 5th Ave. It will always be more efficient to operate 3 legged intersections esp., when restricted movements are currently in place. The offset direction at both North Ave and 5th Ave are in a favorable orientation as no turns between the two compete for limited space.

Ryan Response:

The existing signal at Washington & North is not a 3-legged intersection; the Children's Museum entrance is the 4th leg of the intersection. Due to the offset between North Avenue and the museum entrance, this signal currently operates as a split-phase signal which reduces efficiency.

David Gosse Comment:

Pro: Simple traffic flow. Con: Increase traffic west-bound on Spring. Expensive, for minimal benefit. Not sure this is warranted by any traffic demands. Spring street is quiet. Increased traffic would be a hazard to pedestrians.



Ryan Response:

Noted; the goal of realignment of this intersection is to provide intuitive traffic flow to the Children's Museum site and North Avenue. Elimination of the existing split-phase signal may have significant benefits for commuter and development traffic patterns. Realigning Spring Street with North Avenue would require the relocation of the Children's Museum. Pedestrian traffic routes across both Washington Street and Spring Street must be considered if traffic patterns are modified.

O: Washington Street and North Avenue Realignment

No comments received

P: Loomis Street and North Avenue Realignment

City Comment:

Any potential benefits of realignment would need to be weighed against the acquisition of private property.

Ryan Response:

Due to the lack of available right-of-way, this improvement was excluded from the cost study.

David Gosse Comment:

Identified as not feasible/no right-of-way.

Ryan Response:

Due to the lack of available right-of-way, this improvement was excluded from the cost study.

Q: Mill Street and 6th Avenue Realignment

City Comment:

This would require acquisition of school property that is currently actively used as playing fields. The realignment could result in improved traffic operations, particularly during the morning peak. However, these need to be weighed against the acquisition.

Ryan Response:

Due to the lack of available right-of-way, this improvement was excluded from the cost study.

David Gosse Comment:

Identified as not feasible/no right-of-way.

Ryan Response:

Due to the lack of available right-of-way, this improvement was excluded from the cost study.

Naperville Metra Station Bus Depot and Commuter Access Feasibility Study

City Comment:

With regard to the 2012 bus depot study, it's important to remember that when we started to do final design Pace had some concerns with layouts that were included. Ultimately their design guidelines that they provided should dictate the design of any new facilities, not the 2012 study.

Ryan Response:

Noted. Bus depot location, design, and detail must be approved by Pace.



Pat Pechnick Comment:

This study is outdated, so the recommendations may not be applicable since no redevelopment was included at the time. PACE's desire to retain bus loading and unloading to the north for maintenance concerns of tire and brake wear is reaching, esp when the City can tell PACE where they need to go for pick up and drop off passengers. A centralized depot for all is good planning and avoids passenger/customer confusion. Since the majority of service is from the south, it should be placed south of the BNSF tracks.

Ryan Response:

The 2012 5th Avenue study is being used as a reference, to incorporate the knowledge and effort City has previously invested in the area. As a Key Stakeholder, Pace has met with the City and Ryan. Pace has indicated that 17 of 20 routes utilize the Burlington bus depot south of the tracks, and 3 routes utilize the Burlington lot north of the tracks. Pace has requested that this distribution be maintained. Ryan cannot comment if Council has the authority to change Pace routes or depot locations. However, modifications, if any, to the Pace bus depot will determine if capacity could exist for additional buses at a single location.

Boulevard Design of 5th Avenue (presented from Pedestrian Safety & Connectivity WG)

City Comment:

Implementing a boulevard design on 5th Avenue needs to be further evaluated. This has potential negative impacts on maintenance and emergency response.

Ryan Response:

Understood. Any improvements would be required to meet design standards as approved by City.