

# Transportation Recommendations

The recommendations contained in this section were formulated based on an evaluation of a number of factors, including:

- **Public input on existing conditions and future opportunities;**
- **An inventory of existing infrastructure, including roadways and pedestrian and bicycle amenities within the study area; and**
- **An evaluation of land use in the study area, including site location and accessibility.**

Through coordination between the public and private sectors, the following objectives and actions are recommended in order to enhance vehicle, bicycle and pedestrian mobility in the study area, consistent with the vision statement.

## **Objective 1.**

### **Maintain the function of Plank Road as a collector street and Naper Boulevard as a major arterial.**

Action A. With future development, minimize curb cuts on Plank Road.

Action B. With future development and redevelopment of property fronting Plank Road, improve the roadway to collector street standards, where appropriate.

Action C. With future development, limit curb cuts on Naper Boulevard to maintain function as a Major Arterial roadway. Where curb cuts are necessary, consider only restricted access on Naper Boulevard.

Action D. At such time that improvements are installed at the intersection of Ogden Avenue and Naper Boulevard, consider improvements to the intersection of Plank Road and Naper Boulevard as identified in the Naperville Road - Phase I Engineering Feasibility Study.

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## Objective 2.

### Provide for safe and efficient vehicular access in the study area.

Action A. Where appropriate to the land use, require **vehicular cross-access** between adjacent sites.

Action B. When necessary, review the traffic impacts of development and redevelopment to address the potential impacts associated with vehicular trip generation, access, site configuration, and intersection and roadway capacity.

Action C. With future residential development, new public roadways should be stubbed for future extension to provide connectivity to later residential development.

**vehicular cross-access:** A practice by which parking areas between like uses are internally connected, so that additional access from the street is not required.

## Objective 3.

### Enhance pedestrian and bicycle access and amenities in the study area.

Action A. With future annexation of property fronting Plank Road, require property owners to install sidewalk.

Action B. Following annexation of properties fronting Plank Road, evaluate sidewalk gaps along Plank Road between Columbia Street and Naper Boulevard; where appropriate, consider options to close the sidewalk gap and if sidewalk construction is funded by the city, seek a recapture once the properties develop.

Action C. Coordinate with Lisle Township to improve bicycle and pedestrian mobility at the intersection of Plank Road and Naper Boulevard.

Action D. At such time that the *City of Naperville Bicycle Implementation Plan* is updated, consider a bicycle route along Plank Road.

Action E. Coordinate with the Village of Lisle to provide connectivity with future bicycle and pedestrian improvements as identified in the *Village of Lisle Bicycle and Pedestrian Plan*.